

December 1971 VOL. XLV NO. 12 15p

MOTOR SPORT

Founded in the year nineteen twenty-four



Swaggiest Radial Yet



Ask your
tyre dealer about
the many
Privileges

**You're
Someone
Special**

with a GT Radial Club Card.
Your first GT Radial
gets you automatic
free membership.

**INDIA
GT
RADIALS**

Grooviest Club yet

**INDIA
GT
RADIAL CLUB**

The word's got around! Not only is the India GT the greatest radial tyre yet made (enthusiasm has been stupendous), but India have also set up the grooviest club in Britain for Britain's grooviest drivers.

The India GT Club badge is giving the swing- ingest look to windcreens

wherever fast cars and trendy girls make the scene. But with India GT Radials underneath them even the hottest performers are secure in the wet, surefooted on dodgy road surfaces, confident on tricky corners. And this confidence lasts throughout every mile of the thousands built into these fabulous radials — the handsomest lookers that ever gave a car the wide groovy look.

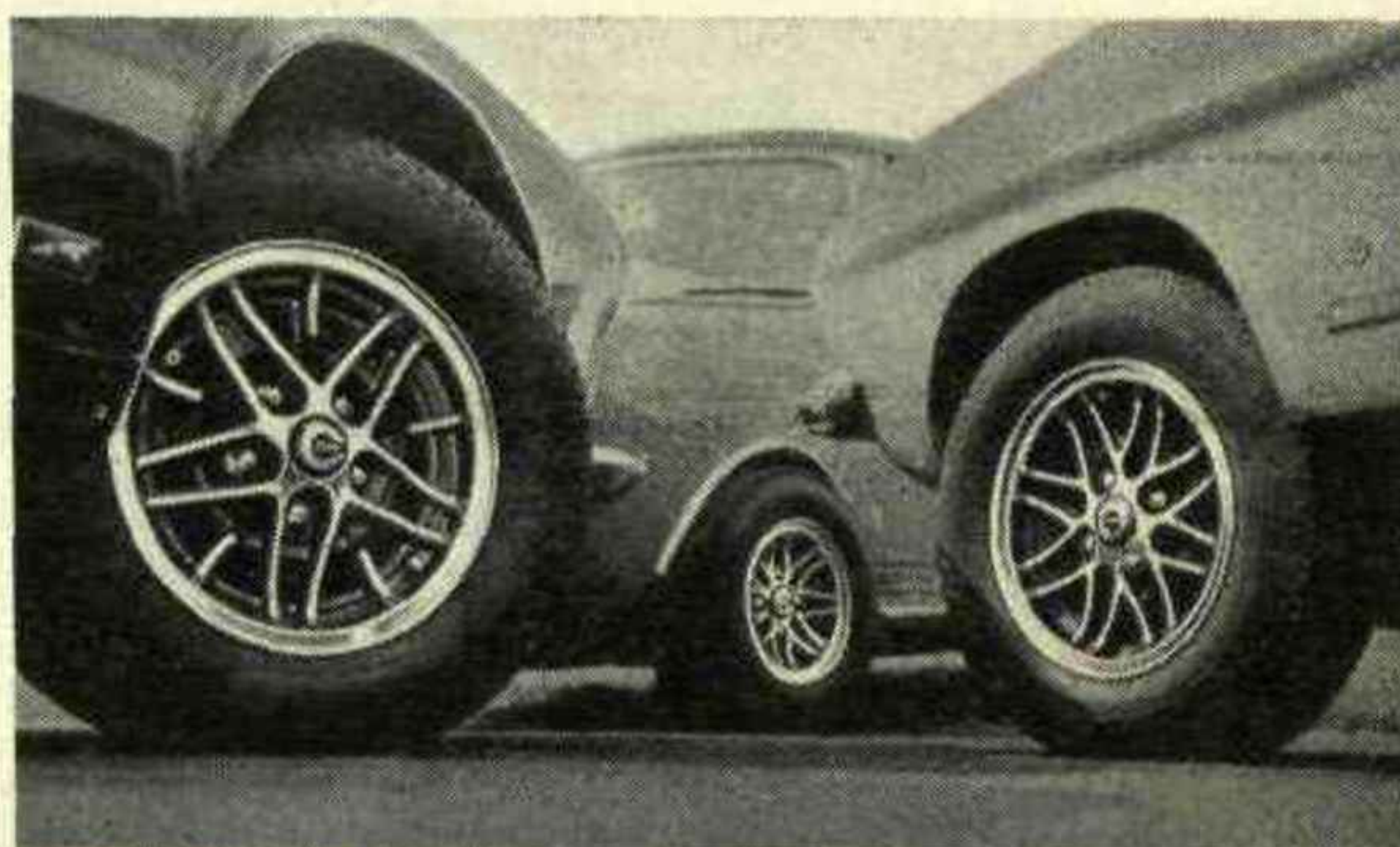
What's more, the first one you buy puts you in line for automatic *Free* membership of the India GT Radial Club (no entrance fee), and all the Big Event privileges and big discount purchases that go with it. Super quality club rally jackets in quilted nylon. Twin air horns. Quartz halogen spot and fog lamps with covers. Handsome dashboard instruments. GT Club badges and ties. And numerous other specially selected items, all representing big cash savings to India GT Club members only.

There's an India dealer waiting to fill you in with the details, ready to introduce you to the tyre that really does make you someone special — the India GT Radial.

"...safer in the wet, safer on dodgy road surfaces, safer on tricky corners."



Fit Cosmic and you can say you've arrived



dramatically

You can go rallying, racing, or merely roaming around with Cosmic wheels. And one thing for sure — you've arrived.

You've got the best looking wheels made today. And the most respected by the people who know. Because they have the stamina to match the style. Cosmic wheels are die-cast in our own foundries. In L.M.25 aluminium alloy and heat treated to 'W's. They've been subjected to the most exacting laboratory tests, taken past all normal limits in rallying and racing evaluation. And they're still the best looking wheels made today. And the most wanted.

Cosmic are for *your* car. It's bound to be in this list.

The biggest range of all to fit:

ALFA, AUDI, B.L.M.C., B.M.W., BOND, DATSUN, FIAT, FORD, HONDA, JAGUAR, LANCIA, LOTUS, MARCOS, MAZDA, MERCEDES, M.G., N.S.U., OPEL, PORSCHE, RENAULT, ROVER, ROOTES, SAAB, SIMCA, TOYOTA, TRIUMPH, VANDEN PLAS, VAUXHALL, VOLKSWAGEN, VOLVO.

Also for the following American cars:

Barracuda, Camaro, Corvette, Charger, Challenger, Dart, Firebird, Javelin, Mustang and Australian Ford Falcon.

Twelve Wheel Sizes from 4 x 10" to 6 x 15".

Ask also for Cosmic wheel equipment: Supatite Wheelnuts, Wheel Braces, Keynuts, Wheel Spacers, Balance Weights and Wheel Spats.

TRADE AND EXPORT ENQUIRIES INVITED

Post this coupon for fully illustrated literature.

YOU'LL BE AMAZED HOW COMPETITIVE OUR PRICES ARE !

Please rush me literature on Cosmic Alloy Road Wheels and wheel equipment and name of my nearest stockists.

NAME

ADDRESS

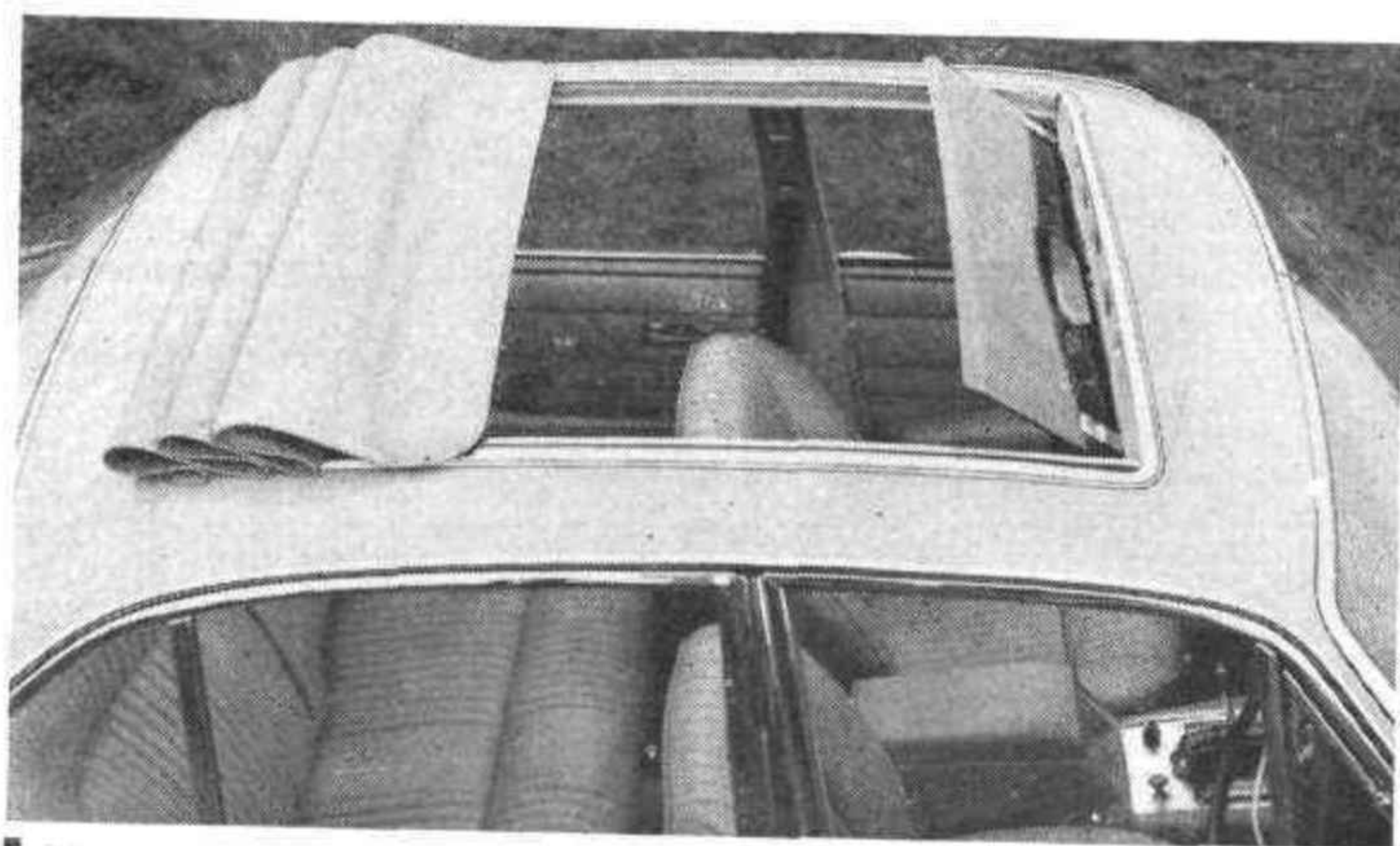
ME12(w)

Cosmic Car Accessories Ltd.

Mount Street, Walsall, WSI 3PG Staffs. Phone: 27188



The best time to fit a sunroof to your car is when it's blowing a blizzard.



Please tell me where I can get a Tudor Webasto SunRoof fitted, and how much

NAME _____

ADDRESS _____

MAKE OF CAR _____

MODEL _____

YEAR _____

MSI

Post to: Tudor Webasto Sun Roofs Limited, Llanvanor Road,
Child's Hill, London, N.W.2. Telephone: 01-458 5281.

It's not so strange as it sounds.

The Tudor Webasto is Britain's most popular sunroof for all year round motoring. Problem is, it's so popular that in summer you may have to wait two months to get one fitted.

So obviously the best time to have your Tudor Webasto sunroof fitted is right now.

That way, you won't keep the sun waiting.

TUDOR WEBASTO

The best roof under the sun



HARRY MOSS INTRODUCES THE LANTERNA AD ELEVATO RENDIMENTO LUMINOSO CON LAMPEGGIATORE.

Every so often Harry Moss goes to Europe in search of well-designed car accessories.

The lamp is his latest find. (In case you hadn't guessed, it comes from Italy).

The Sport (as it's called) throws a powerful light beam.

And has a red warning flasher that's very handy in the event of a breakdown.

Either flasher or torch beam can be

used independently or together.

As you can see, the Sport looks better than any similar lamp around just now.

But that's only to be expected.

In Italy, it's often found in such cars as Ferraris, Lamborghinis as well as Fiats.

Obviously the owners only consider accessories that live up to their cars.

The price of all this isn't what you might expect.

Just £2.16 from all branches of Halfords, good accessory shops and garages.

But perhaps the nicest thing about this accessory is that it has hundred uses outside the car.

And only one drawback.

Like the Italian lover it works best at night.

Harry Moss

Weber



Genuine equipment from authorised distributors only.

List available from UK Importers:
FIAT (ENGLAND) LIMITED
GREAT WEST ROAD, BRENTFORD, MIDDX.



Flying for real



Your GCE could be the key to a career that goes right to the top

This officer is 23, a trained, professional RAF pilot. He is in Germany, flying a Harrier jump-jet—"most exhilarating aircraft ever". More than that, in the RAF he belongs to a professional organisation, where sheer ability, and nothing else, can get you to the top. And, if you earn it, progress can be rapid. Judge from the pay—at 20, you could be on £2110; by 24, as a Flight Lieutenant, it could be £2895. There are good prospects of promotion to Squadron Leader (£3617-£4048 and Wing Commander (£4567-£4979).

Do you want a humdrum, closed-in, ordinary life? Or will you try for the sort of job where people have to be hand-picked?



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aircrew officer?

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Ask at your nearest RAF Careers Information Office, address in phone book, or send coupon

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Please send me, without obligation, information about aircrew commissions.

Name.....

Address.....

Date of birth..... (Age limits, 17 to 26)

Please enclose a separate note of your present and/or intended educational qualifications. Minimum is 5 acceptable O-levels, including English language and maths; or equivalent. If you can offer A-levels or a Degree, so much the better.

Royal Air Force



NEW RACING CHRONOGRAPHS

MADE IN SWITZERLAND FOR CHRONOSPORT
SAVINGS TO MOTOR SPORT
Readers of up to £10 off Retail.

You won't find any of these watches in the shops. Anything remotely approaching the quality, reliability, and specification will cost you getting on for double our prices. That becomes of having our own Swiss Office. We buy more Chronographs in a week than most do in a year! That way we can offer the best prices, the most technical know-how, and the best customer service - Try us and see!



302

302 ASTROCHRONO

Terrific value for money. Swiss 17 jewelled lever chronograph by Chronosport. Incabloc shock-protection, fully water resistant (case tested to 300 feet) rugged stainless steel case, 1/5 second flyback stopwatch with start/stop/go facility. Dial includes 30 minute recorder with two coloured (blue & red) 5 & 10 minute countdown zones. Also has tachy & telemeter scales. Bezel has 0-60 minute and 0-12 hour scales. Free stainless steel bracelet. Similar specification chronographs cost £35.

£19.95 post 25p

336 MULTISPORT

A fine Swiss chronograph with 17 jewelled lever movement, incabloc shock protection water resistant stainless steel case, black luminous dial. 1/5 second push button flyback stopwatch with 30 minute recording dial. Tachometric and telemeter time distance scales. Fitted leather rally strap. Usual shop price around £27.

£16.95 post 25p



336

321 AUTO DIVERS

An extremely attractive self-winding divers' watch, with a specially designed case giving crown protection. 17 jewelled Swiss shockprotected movement, in a rugged tested water resistant case. Automatic calendar, black dial, luminous markers, and rotating elapsed time bezel. Supplied with tropical strap. Usual shop price over £12.

£7.95 post 25p



321

368 TACHY CHRONO

A budget-priced Chronograph which we've sold tens of thousands of - available in 1972 configuration at 1967 price! Jewelled Swiss shockprotected movement, push-button operated stopwatch with quick-set tachy av. speed scale on rotating bezel. Separate 45 minute and 6 hours dials. Jet black dial, luminous hands and markers and supplied with quality strap. (Rally bracelet 95p extra). Another great value-for-money watch that is really useful and attractive.

£6.95 post 25p



368

048 FLIGHTDECK

The very latest chronograph from Switzerland. 17 jewels, shock protected movement inside a water resistant case. Flyback pushbutton operated stopwatch, with internal rotating bezel operated by secondary winding crown. Fixed tachy average speed scale. Charcoal black dial, with secondary tell-tale minutes dial in jet black. Supplied with a top grade strap or bracelet (95p extra). A tremendous watch that really looks better than most £50 chronographs. Only a few in stock.

£12.95 post 25p



048

351 COMPUTER DAY/DATE

Highly recommended - in use with R.A.F. aircrew. 17 jewelled Swiss made movement. Shock resistant, and water resistant. Automatic day and date feature. Computer is equivalent to 3" slide rule with ability to multiply, divide, calculate ratios, percentages, fuel consumption, time, distance and average speed. (4 page instruction leaflet supplied). Black dial, highly legible figures, luminous hands and markers. Supplied with quality leather strap (bracelet 95p extra) originally sold at £15.

£6.95 post 25p



351

DIRECT DESIGN STUDIO

YOUR CHRONOSPORT DOUBLE GUARANTEE! Every one of our brand new 1971 watches supplied by Chronosport, is tested TWICE before it reaches our customer. Each watch carries a full written guarantee against ALL defects in manufacture. AND FURTHERMORE we guarantee each customer a full cash refund if he is not absolutely 100% satisfied with his new watch.

FREE TIMING MANUAL! We mail you a comprehensive Timing Manual, absolutely free of charge, with each copy of the new CHRONOSPORT COLOUR CATALOGUE. Here is the world's largest selection of Sports and special watches and Stopwatches, including many of the top brands, all at prices way below retail. Mail 20p (which is refundable against your first order) for your own private copy.

FREE TIMING MANUAL



Please mail the following watch(s) by return

I enclose £..... plus 25p post per watch
 Please mail your colour catalogue.

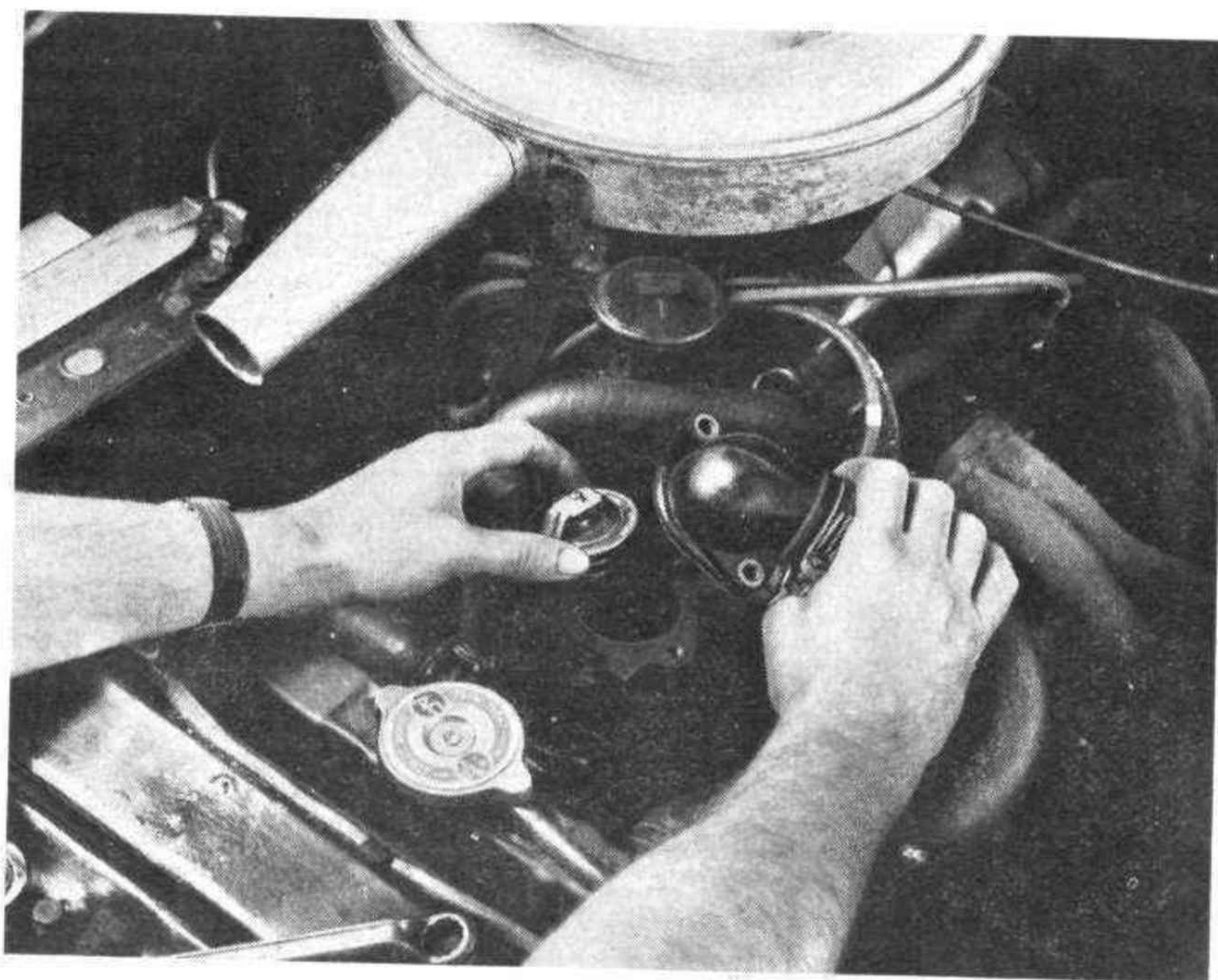
Name _____

Address _____

MSS

CHRONOSPORT 21, Old Bond St, BATH.

It's as easy as AC



One of the cold facts about winter motoring is that slow engine warm-up, unreliable, petrol-wasting temperatures and poor car heater output are the fault of an inefficient engine thermostat. Yet the remedy is in your own two hands...

and two small bolts. Simply undo them and drop in a new AC Thermostat. It's wise to check and change your radiator Pressure Cap at the same time. Do it now and discover that to enjoy summer comfort in winter is really as easy as AC.



**thermostats
pressure caps**

AC-Delco Division of General Motors Ltd., Kingsbury, London N.W.9.



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JOIN EUROPE'S FASTEST GROWING MOTOR CLUB AND SAVE A FORTUNE ON ALL YOUR MOTORING ACCESSORIES & RACING EQUIPMENT BY COLLECTING UNIQUE BIG VALUE "SUPERVOUCHERS"

The Biggest 50p Worth You'll Ever Get

"... THE ONLY CLUB OF ITS TYPE IN THE WORLD ... AS TO BE EXPECTED FROM CHRONOSPORT ..."

your MEMBERSHIP INCLUDES

- ★ A unique "FREE ACCESSORY" scheme introducing "SUPERVOUCHERS" which come with every purchase through the Club, no matter how small. Operates automatically - completely new idea.
- ★ Almost all top brands illustrated in bumper brochure (1972 members colour catalogue being prepared now!) At least 15% of the accessories you'll get from the Club free!!!!
- ★ Regular Special Offers of wide range of accessories at colossal savings - negotiated by the Club - open strictly to members only.
- ★ Hosts of exclusive Club members items available at reasonable cost: Rally Jackets, Driving Gloves, Ties, Cuff Links, Car Badges, Rally Jacket and Racing Overall badges etc.
- ★ Exciting Monthly "Action Photo" competitions - no entry fees. Terrific prizes - winners photos published.
- ★ Car of the month competition - Club Chronosport Concours d'Elegance by mail - unique competition. Really valuable prize for car-of-the-year winner. (Entry free - anyone could win).
- ★ Special credit facilities allowing easy payment on the higher value motor and racing equipment.
- ★ Newsletter, new schemes, offers, competitions, posters, get-togethers, exhibitions coming up. Regular mailings to members stuffed full of gen. Lots of new excitement!!
- ★ In addition to manufacturers guarantees the Club puts its own guarantee on each and everything - A double guarantee for all members.

FREE!

Large 20 x 30 inch Art Print. FREE To Every Member

Each member receives membership wallet with membership number, brochure containing huge range of top branded motor & racing accessories, colour car sticker & Free poster, together with full details of host of members privileges, including the revolutionary big value "Supervoucher" scheme.

AVAILABLE TO NON MEMBERS AT 50p plus 10p post.



THE OFFICIAL CLUB BADGE

GIVE A GIFT THATS WORTH A BOMB

BE NICE TO SOMEONE - GIVE A CLUB CHRONOSPORT MEMBERSHIP - YOU FILL IN THE FORM - WE'LL DO THE GIFT WRAPPING.

Special OFFER open to Members Only!
 JOINING FROM THIS Advert
Maserati TRIPLE Air Horn
 Usual shop price £9.95
 New Member Price **£6.75**
 Post packing 25p

Yes
 PLEASE MAIL MASERATI AIR HORNS I ENCLOSE £6.75 plus 25p. post with my 50p. Membership Application.

CUT OUT COUPON & POST TO CLUB HEADQUARTERS:

CLUB CHRONOSPORT : 1 & 2 QUEENS PARADE PLACE, BATH.

MEMBERSHIP APPLICATION FORM

Please enrol the undermentioned as a member of Club Chronosport. I understand that this does not obligate further than the 50p. annual subscription which is enclosed.

Name _____

Address _____



MS

Date of Birth _____

Occupation _____

Car _____

Mail following club items (tick)

Rally Jacket £5.85

G.T. Gloves £3.50

Cloth badge 75p

SMALL MED. LARGE

SMALL MED. LARGE

ENCLOSE £ 1 p. IN TOTAL INCL. 50p. MEMBERSHIP & 25p. POST PACKING ETC. where additional items ordered

Signed: _____



1



5



7



9



2

The
TWYFORD RANGE
The largest selection of
hardtops, bonnets and body
conversions in the country!



10



3



11



4



6



8



12

Our 1972 catalogue is bursting with designs to suit every pocket, styled for every taste.

Lenham sole concessionaire, main agent for AKS and One Skid, and Williams & Pritchard Sebring distributor, we can also supply a huge variety of replacement panels and accessories to order.

Fast, reliable service, expert advice, delivery to anywhere in the UK. Credit terms? Certainly!

Send 2 x 3p stamps today for brochure & prices, stating make & model of car.

1 Sebring Spitfire £70

2 Sebring MGB/C Targa £70

3 Sebring Spridget £58

4 Sebring MGB/C Fastback £74

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6 Sebring Jaguar E £172

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10 One Skid Herald/Vitesse From

11 One Skid Alpine £63 £49

12 Mini Bonnets From £15

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(Now at new premises & showrooms) **Station St, Saffron Walden, Essex.**
Telephone: S.Walden 3050/3239

Maximum performance and reliability from this can.

Everybody knows Phase 1 - REDEX in the gun. One shot per gallon of petrol and you're well on the road to peak performance motoring... easier cold starting, greater reliability, true economy. For Phases 2 and 3 buy REDEX in cans (pint, quart and gallon) and achieve maximum performance with a REDEX power-in-an-hour treatment. The REDEX treatment really is power in an hour - it only takes about sixty minutes to do both phases... phase 2 - bore-soak, carburettor and valve bath, and phase 3 - the engine flush. Easy-to-follow instructions are available with each can of REDEX and the whole operation's so simple that if you can take out a plug you can do the REDEX treatment.

Test the REDEX 3-phase treatment yourself and you will really feel the difference. Buy REDEX from Halfords, accessory shops, department stores and all good garages.

To maintain maximum performance, put a shot of REDEX in your tank - every time you buy petrol.



Insist on reliability, insist on

REDEX

REDEX Ltd., Marlowe House, Station Road, Sidcup, Kent.

Performance Additive



Les Leston Wool T.T.



PURE NEW WOOL

FLAMEPROOF
protective clothing

one or two piece racing suits £22.50
underwear suits £9.25
socks £1.25 headcovers £1.95

Les Leston Rallymaster Jacket

The Les Leston Rallymaster jacket has been specially designed to meet the needs of not only the sporting motorist and professional rally driver but for ALL men who want a lightweight jacket with maximum winter warmth. The Rallymaster is made of fully showerproof Bri-Nylon. Completely washable and windproof. Superb quality and styling. Fully guaranteed.

*Special features include -
Courtelle quilting; Concealed hood; Passport-size breast pocket; Interior 'poaching' pocket; Windproof knitted cuffs; Stopwatch lanyard; Sleeve pencil pockets; Adjustable hip tabs; Velcro Touch 'N Close fastening; Exclusive pull down ticket wallet; Zip side pockets.*

Colours—Black, Navy.
Sizes—S, M, L, XL, XXL.
£9.50 post free



Headscarves

Made from Tricel, these Grand Prix headscarves are simply smothered with the world's leading sports and racing car badges in full colour. Buy her one - she'll love you. Colours: Blue, Green, Red. 36" square or 72" x 12"
£1.75 post free



Les Leston All Leather Driving Gloves

Finest quality Pittard's Leather guaranteed washable and colourfast. Specially designed to combine maximum control with a dash of elegance for sport and everyday motoring.
Colour: Black. Mens 7½ - 10 Ladies 6½ - 7½
£2.95 post free

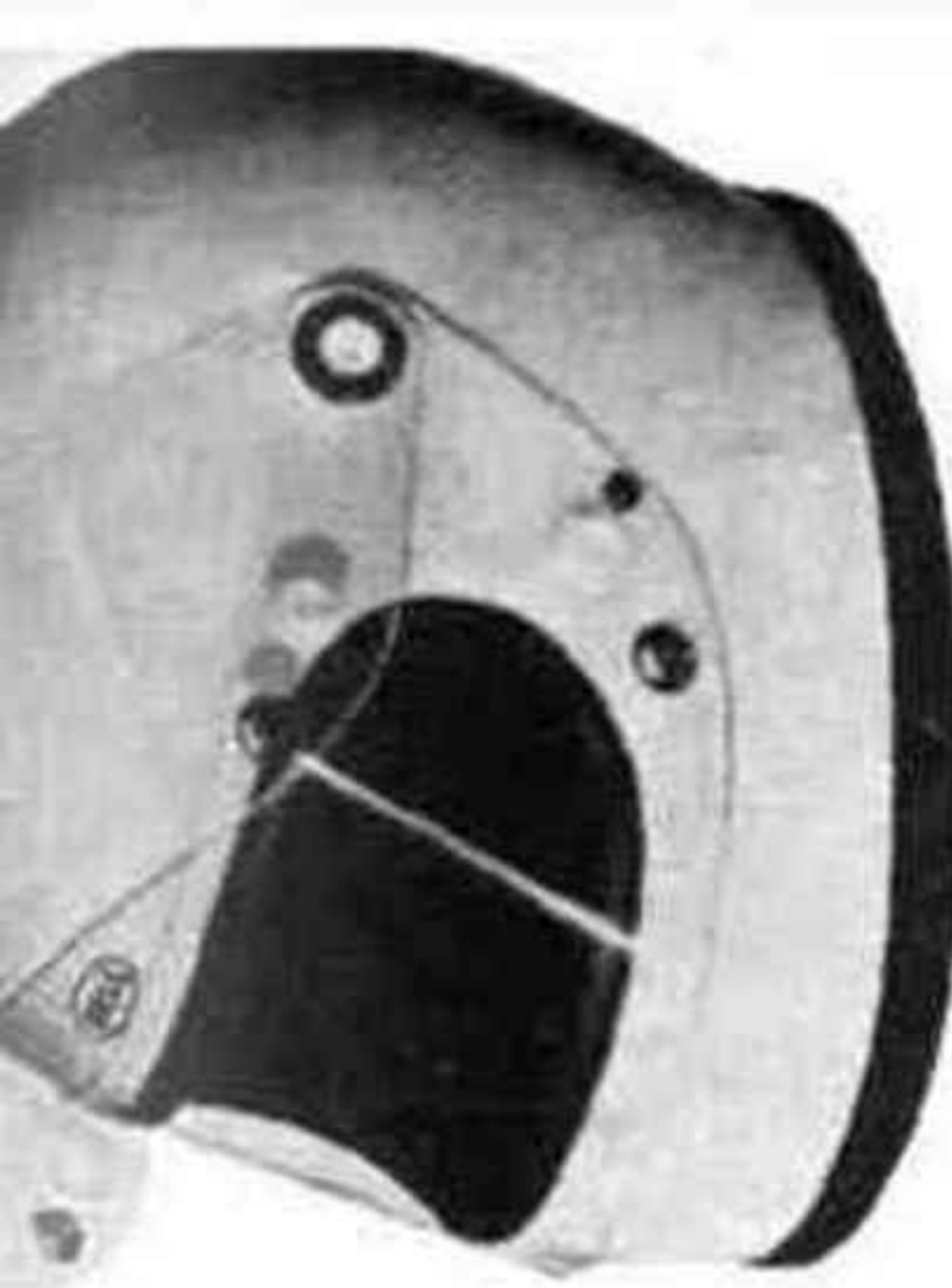


Steering Wheel Ashtray

This 7½" diameter ceramic ash-tray in the shape of a wood-rimmed steering wheel is dished and angled, with car motif of your choice mounted in the centre in full colour.
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Bell Star Integral Crash Helmet
All sizes 6¾" to 7¾"
Colours: White or Orange
£29.95 post free



Les Leston Race-kit



Dunlop Rally Jacket

This high quality jacket in Dunloprufe Bri-nylon has distinctive yellow sleeve stripes and monograms. Detachable hood and all the features that go towards making it the most superior jacket available. Specially manufactured to Dunlops own high specification.

*In Black only. Sizes - S, M, L, XL, XXL.
Ladies sizes to order - with or without stripes and/or badges.*

£10.50 post free



Chest size key

XS - 36"
S - 38"
M - 40"
L - 42"
XL - 44"
XXL - 46"

Clubman Jacket

This smart, warm mediumweight quilted nylon jacket is the latest addition to our range of casual wear. Zip front with press studs; Breast and side pockets; Concealed hood; Belted waist; Contrasting stripes.

Colours—Black, Navy, Brown, Red.
Mens sizes - XS, S, M, L, XL.

£7.50 post free



Quilted Team Jacket

In wet-look nylon with lightweight quilting this brightly coloured jacket with contrasting stripes is ideal for summer and winter wear. Zip front; Knitted cuffs; Mandarin collar; Ample pockets.
Colours—Black, Royal blue, Red, Gold, Orange
Mens sizes - XS, S, M, L, XL.

£4.50 post free



Junior Quilted Team Jacket

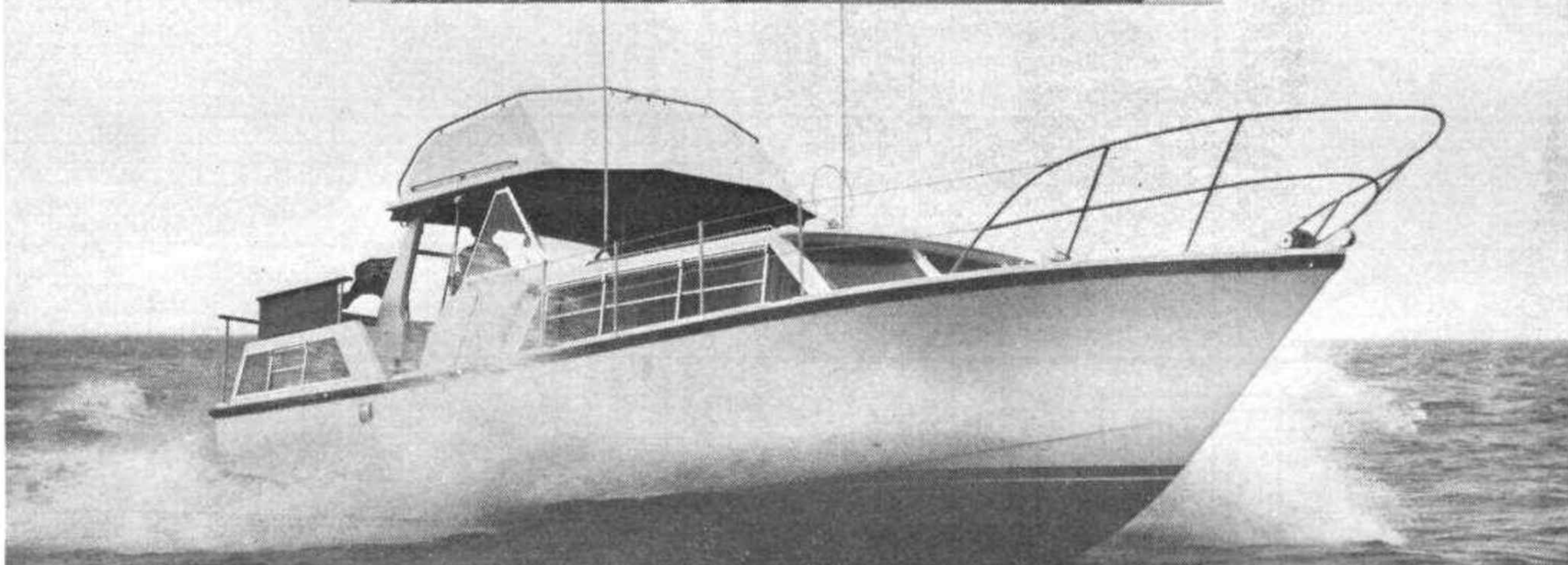
Colours—Black, Royal blue, Red, Orange.
Chest sizes 30" 32" 34"
£4.25 post free



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Some people think we build the Moonraker Softrider 36 to give the loveliest lines, finest finish, and most elegant appointments in any seagoing yacht at anywhere near the price. But they're only half right. Instrumentation is comprehensive. Access to the engines easy. The superbly engineered hull, built to Lloyds-approved specification, providing that smooth, sure, soft-riding ability to go to sea safely.

Moonraker contains as standard many items which some manufacturers don't offer as extras. We put in controlled central heating, underlaid carpets, insulated ceilings and sides, illuminated cocktail bar, radio, TV, twin luxury flush toilet and shower suites, labour saving galley, fridge, with luxuriously comfortable berths for six or more, you don't get in each others way.



MOONRAKER softrider 36

Moonraker Marine International Limited Brundall, Norwich, Sales Enquiries Tel: John Standen Brundall 3651

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with Kenlowe

POWER

Up to 9% extra
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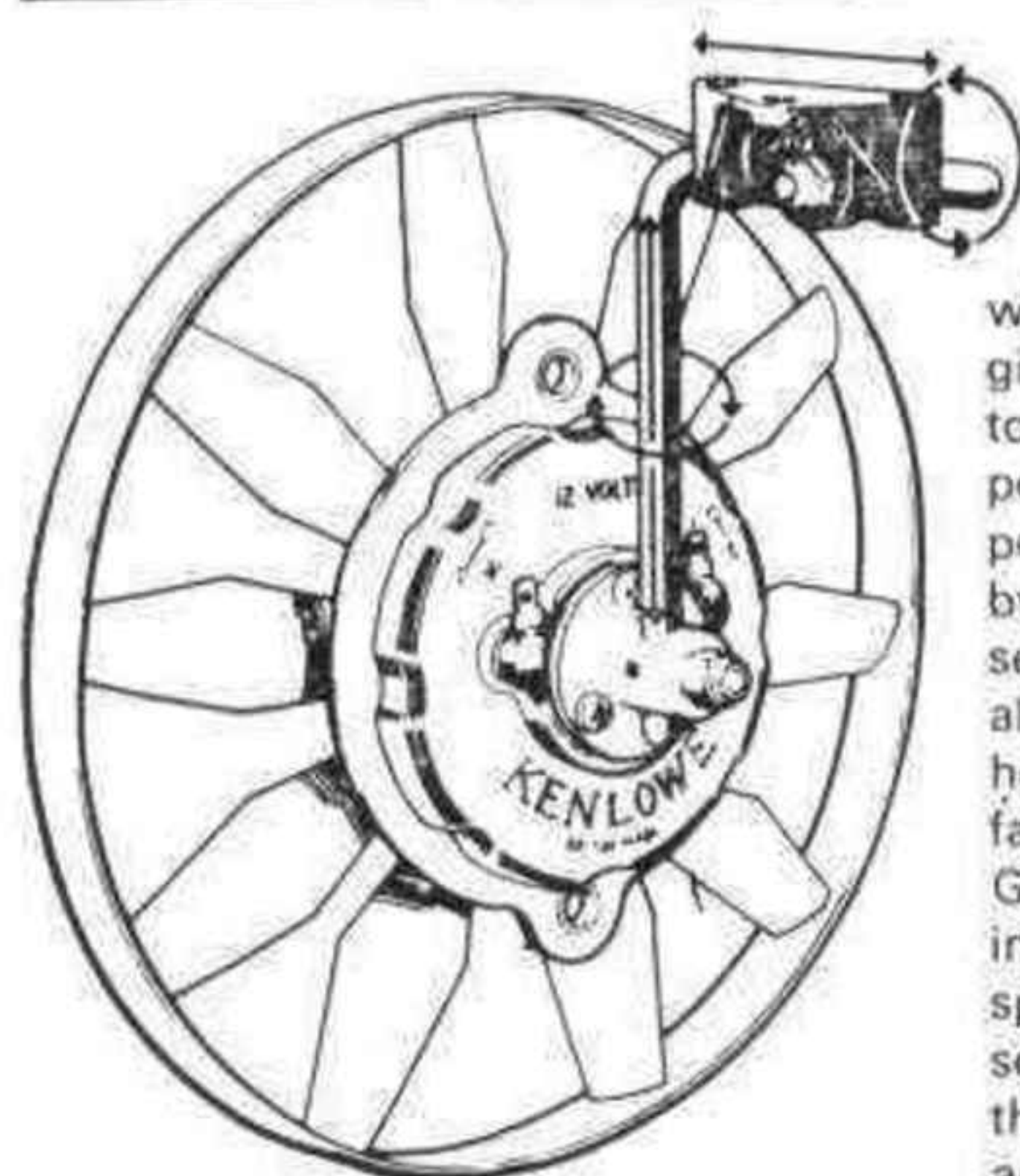
Up to 9% extra
with Kenlowe

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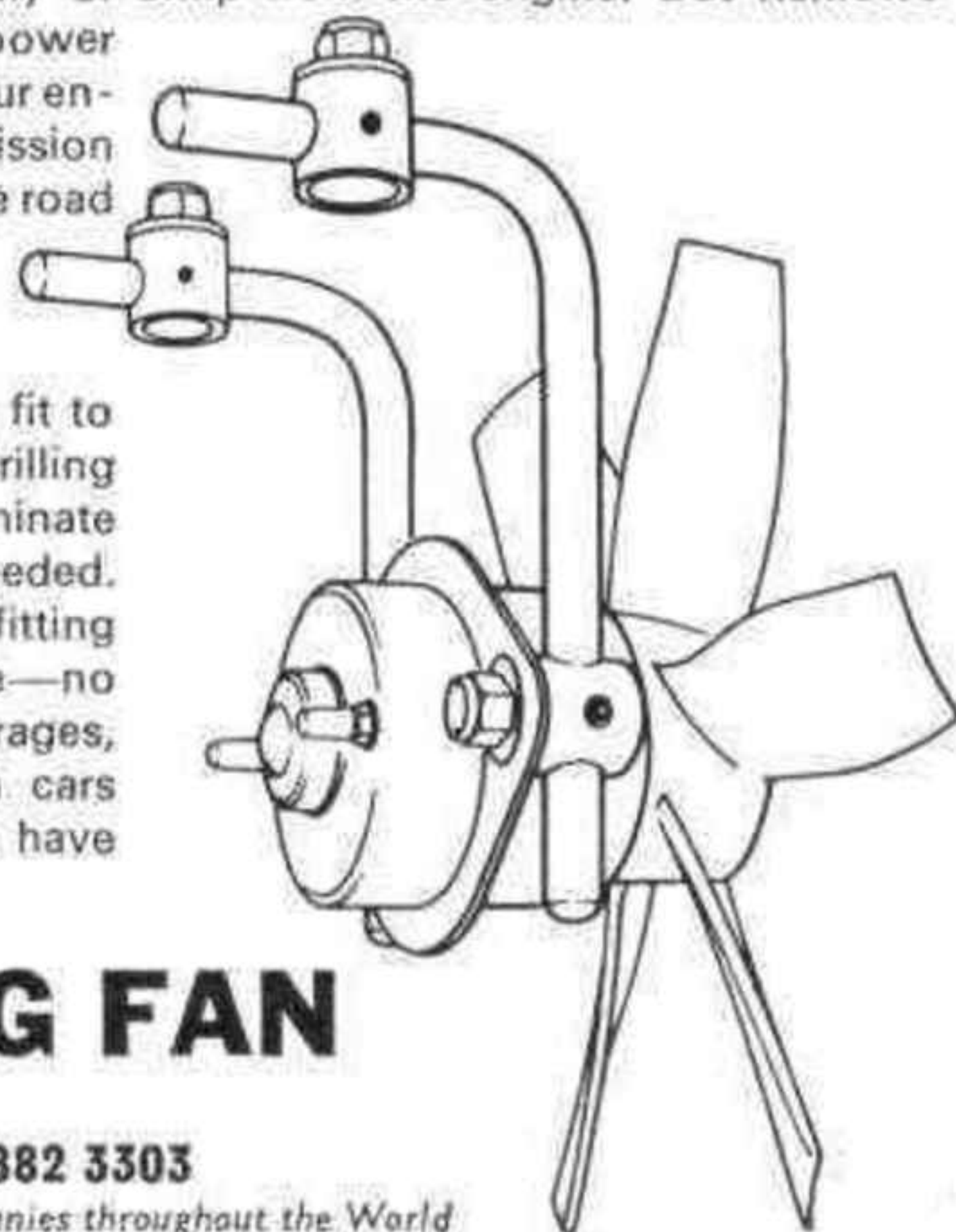
No fan noise
with Kenlowe

HEATER

More output
with Kenlowe



With a Kenlowe Fan you gain 100% cooling control, more engine power, more miles per gallon, complete fan silence, and more heater output. Compare these gains with the ordinary mechanical fan which is power hungry, petrol thirsty, noisy and uncontrollable and which has only one advantage—it is inexpensive to produce (that's why it is original equipment on most cars). A mechanical Fan is power driven and needs a constant supply of b.h.p from the engine. But Kenlowe Thermomatic Engine Cooling Fans are electrically driven and need no engine power whatsoever. This means that if you replace a mechanical fan with a Kenlowe Fan your engine immediately gains up to 9% of the total developed power of the engine for transmission to the driving wheels. Alternatively, if the extra power is not required, the pre-Kenlowe road performance of the car will be obtained for a smaller throttle opening and so reduce petrol consumption by up to 9%. Kenlowe Fans are fully automatic and controlled by the patented Kenlowe 'Variomatic' Thermal Dial Control which gives 100% selection of engine temperatures to suit all motoring conditions. They are easy to fit to all cars and are installed direct into the water (no heat soak problems) without drilling holes in radiator or any modifications to cooling system. Kenlowe Fans also eliminate fan noise, give greater heater output, and double fan belt life. No maintenance needed. Guaranteed for 12 months. Price £16 to £18 according to the vehicle. Full fitting instructions with every Fan. Can be fitted by average private motorist or garage—no special tools needed. Obtainable direct from manufacturers or through garages, service stations and accessory shops. Fitted as standard on many production cars throughout the world. Please contact Kenlowe Accessories & Co. Ltd. if you have any queries regarding the most suitable Kenlowe model to fit your car.



KENLOWE THERMOMATIC ENGINE COOLING FAN

The only entirely British electrically driven thermostatically controlled engine cooling fan

Kenlowe Accessories & Co. Ltd., Burchetts Green, Maidenhead, Berkshire. Tel: Littlewick Green 3303 (STD: 062-882 3303)

Associate Companies throughout the World



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Hardly surprising—Dents driving gloves aren't just designed to feel good. They look good, too.

And they could make a better driver of you, into the bargain. That's because they give you 'grip-confidence.' Whatever the temperature, their soft-grained leather palms give a secure, non-slip grip. They're supple, too. Gloves that mould themselves to the shape of your hand allowing essential freedom of movement, with air-hole ventilation so your hands keep their cool.

The good-looking range gives you four changes of gear. Pick the Clearway, the Autocross, the Chicane or the Overdrive at your menswear store. All sizes. Even gloves for women—Dents believe great

driving gloves can make better drivers of anybody!
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Head Office:
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1972

announce their 1972
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The wrist-computer

...an automatic wrist-chronograph.



Stops time, indicates time, controls time, compares time, totals time... all the time. Nothing on its mind but time. Never knows a dull time, nor an exciting time. Always time for stop and going, to and fro-ing. Time after time. In good times and bad times. Or continuously, just as you like. All automatically. At the touch of a button. To a fifth of a second. Day and night. Gives the date, too.

The wrist-computer. A real jewel. Seventeen, in fact. Watertight and shock-protected. Most people would give their right arm for the computer you can wear... on either wrist.

The AUTAVIA model
Stainless Steel
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Please send me the complete documentation on the Heuer Automatic Chronographs.

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Inside every driver there's a BMW owner

The New 121mph BMW 2500



When a man seeks to buy one of the world's handful of luxury cars, he sometimes finds he owns more luxury than car.

Cradled in superlative comfort, he may nevertheless feel isolated from the pleasures of driving.

He can rediscover the romance of the road—and every jolt—by borrowing his wife's humbler car. He can sacrifice three seats and some dignity on a trade-in against a mid-engined projectile.

Or he may examine a BMW 2500.

Luxury and performance

With five seats, four doors, impeccable furnishings and an imposing richness of finish, the BMW 2500 is clearly a luxury.

But it is also a car.

Luxuriating in fitted carpets and cool

upholstery; spacious lockers, expanding map pockets, 3-programme wipers and heated rear window; road testers are apt to marvel. ("If design could be taught by example" *Autocar* says, "we would campaign all the British manufacturers of luxury cars to investigate the BMW...").

Spectacular discretion

Autocar took the 2500 to 60mph in 9.3 seconds, and on to a casual 121 mph.

This doesn't mean a BMW owner will compete in burn-ups down Park Lane. It means he has the spectacular discretion to possess a luxury performance car. In the cool boardroom quietude of the 2500, he and his companions may discuss business.

But, with another part of his mind and body, he will secretly be having fun.

A thrill for the Hilton doorman

In time, he may become used to the grace of his 2500's delectable gear-change. He may accept the tach surging like a turbine through the 6000s. He may become blasé about commanding a jewel-like ohc 6-cylinder engine. But the 2500 will always thrill the Hilton doorman whenever he parks it.

The flat black key to rediscovery

Even the BMW 2500's ignition key is different. Flat, black, computer-stamped to rare individuality. When you turn it, you will rediscover a kind of driving pleasure you thought had ceased to exist.

The price of the new 121mph BMW 2500: £2999.

Sports automatic transmission and power steering optional extras.

Inside every driver there's a BMW owner. **Unbeatable**



The BMW range also includes the 106 mph BMW 1602: £1745, 113 mph BMW 2002: £1899, 119 mph BMW 2002 i: £2299, 108 mph BMW 2000: £2199, 130 mph BMW 3.0 S: £3699, 133 mph BMW 3.0 Si: £3999, 133 mph BMW 3.0 CS: £5299. All prices shown are recommended retail prices incl. P.T.

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Power Packed Powerides.

Give the kids a break and do yourself a favour – Poweride Super Car and Super Trike have their own built-in motors, batteries and battery rechargers – no pushing or pedals. Indoor/Outdoor use at walking speed. Realistically designed for the young driver (2-8 yrs. age group).

Poweride Super Car

Specification:

Engine – Fractional HP Electric Motor

Power – 6V rechargeable Battery with built in recharger. Runs up to 7 hours on 1 charge. Just plug in to power socket overnight and it is ready to go again – guaranteed.

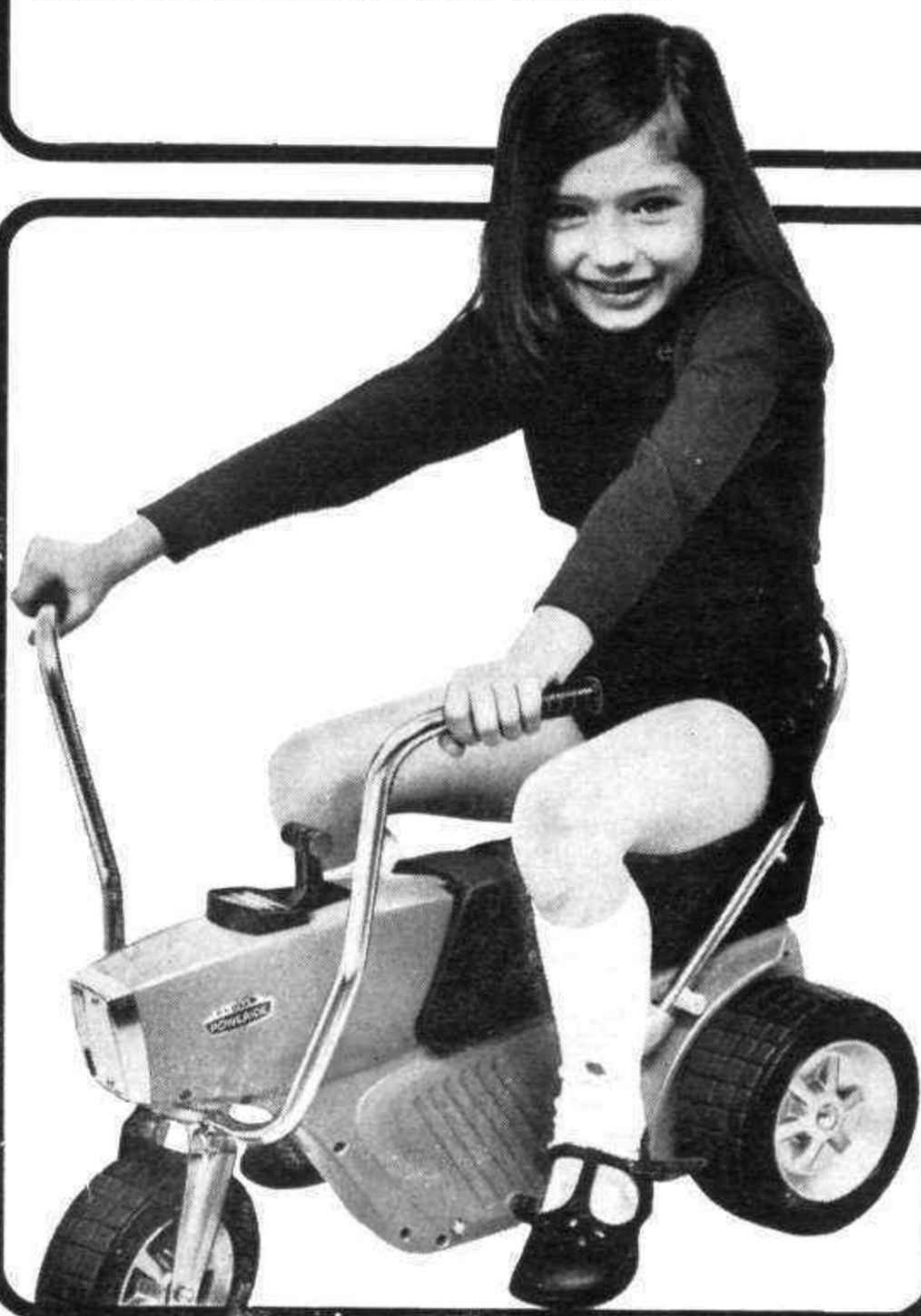
Gearbox – Forward–Neutral–Reverse Gearbox, with centre gear shift lever.

Construction – Colourful yellow and black Hi-impact plastic for easy clean and long life. Will support up to 150 pounds on “wide boots”.

General – Steers & controls like a real car with dished racing wheel, accelerator pedal, electric horn and simulated dashboard, fluorescent rear lights, twin exhausts, racing wheels plus decals and side stripes.

Supercar is 2' 7" long, 16" wide and the seat is safely only 9" from floor level.

Price: £22.50
including PT and carriage paid home U.K. mainland.



Poweride Super Trike

Specification:

Engine – Fractional H.P. Motor

Power: 6V rechargeable Battery with built in recharger. Runs up to 7 hours on 1 charge. Just plug in to power socket overnight and it is ready to go again – guaranteed.

Gearbox – Forward–Neutral–Reverse Gearbox with centre gear shift lever.

Construction – Colourful light blue and black Hi-impact plastic for easy clean and long life. Will support up to 150 pounds on “wide boots”

General – Steers and controls like a real trike, no balancing required, with flare handlebars, foot throttle and simulated leather seat, instrument panel, wide safe tyres. Super Trike is 29½" long, 18½" wide, the seat is a safe 13½" off the floor, with the wide handlebars 20½" high for stability.

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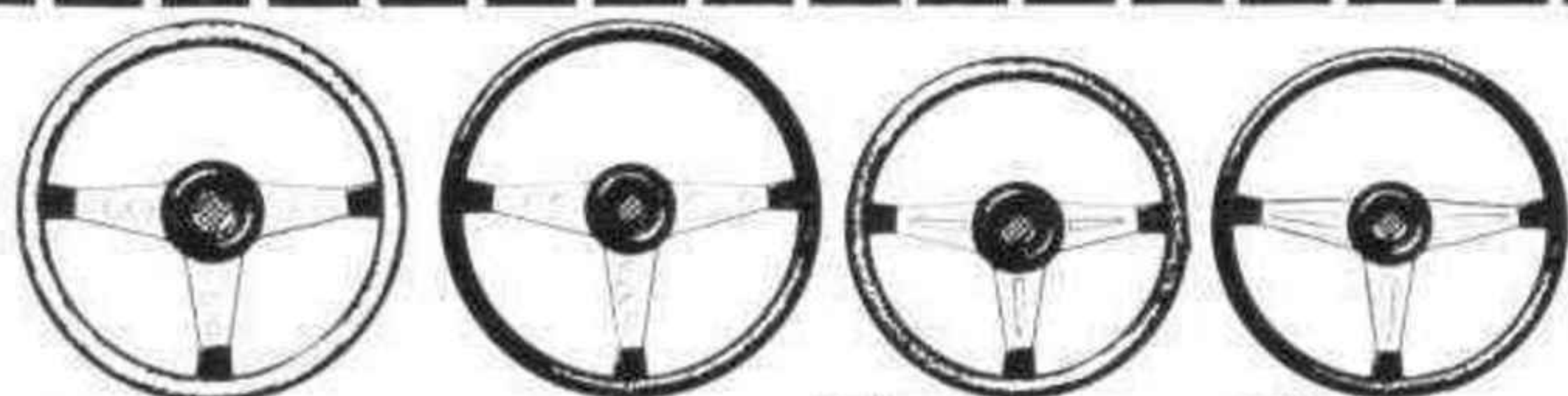


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Here is a range of steering wheels which makes the experience of driving your car easier and more pleasurable. Functionally designed for absolute comfort, and the strongest possible construction.

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15" Mahogany Woodrim
with leather spats

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15" Connolly leather
with leather spats

STYLE U
13½" Mahogany Woodrim
with slotted spokes
and leather spats

STYLE S
13½" Connolly Leather
with slotted spokes
and leather spats

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Comfort Quality Go

all together in clothing



RALLY JACKET 33" in Black Has a heavy knit collar-facing. Heavy duty elastic drawcord in hem. (left)

FIELD COAT 37" length in Navy or Olive Fitted for touch 'n' close belt and buttoned to accept deep pile Borg Winter Warm Liner which can be worn separately. (right)

Both available in Small 34/8", Medium 38/42", Large 42/6", X Large 46/50". Measure chest over shirt.

Waterproof & free from condensation. Rugged, stylish, light and comfortable. Unique Functional 'Airflow' construction and removable internal Foamliner* keep you just as warm as you want to be: insulated by one, three or five layers of air moving between tough impermeable Dunloprufe outer and lining fabrics

Functional make - and sell only direct to user - an integrated stock range of Weather Clothing. Fit for executive functions or work wear and for all leisure activity out of doors - motoring, caravanning, sailing. Made with concern for quality and detail: sold under warranty of fitness for end use

The successful Annapurna South Face Expedition proved our designs. Functional clothing is standard issue in companies which recognise that the best weather clothing in the world is also 'best buy' including all British television companies and leading international oil companies. And, of course, 'Motor Sport'!

STYLED FOR ACTION

Field Coat and Rally Jacket are made from only two main parts: seamfree body and shoulder, joined by the horizontal sealed main seam. So you are assured of easy fit in action and a long waterproof life

They are styled for men and each have

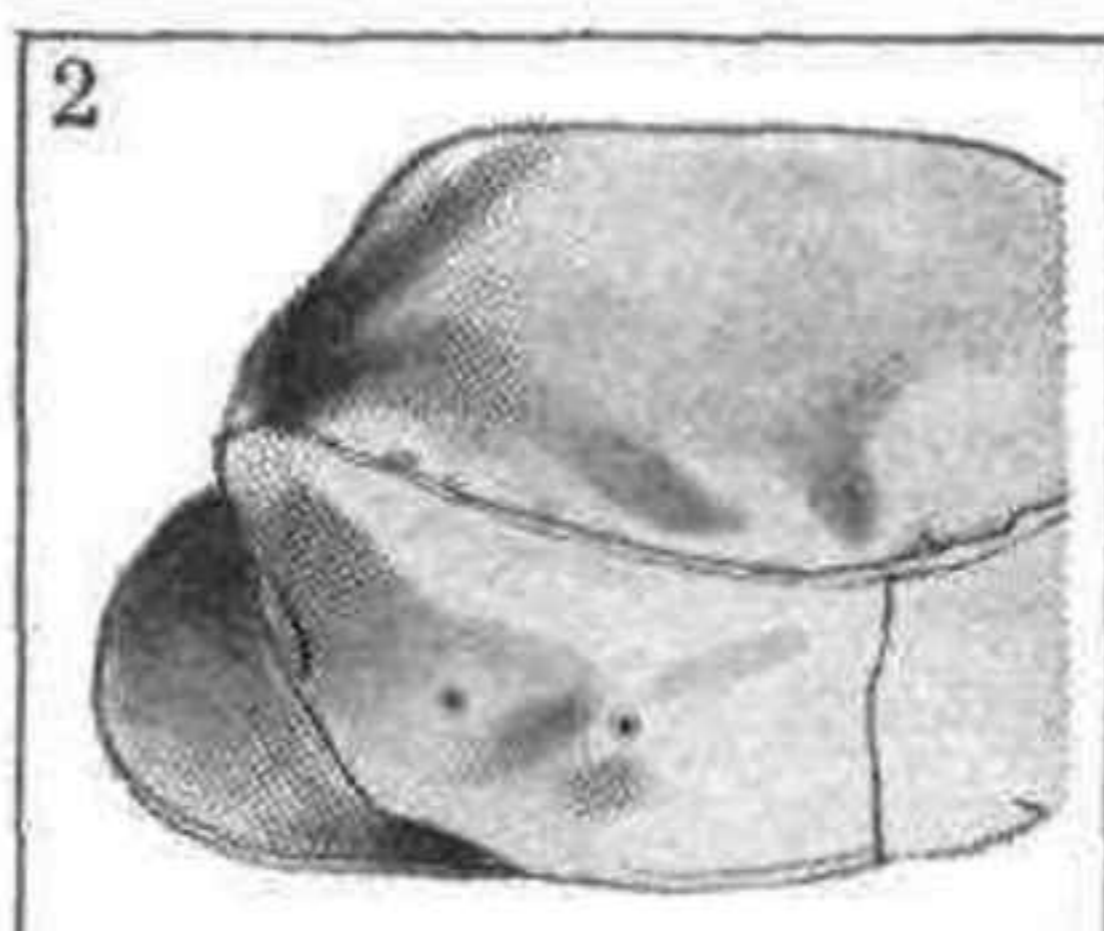
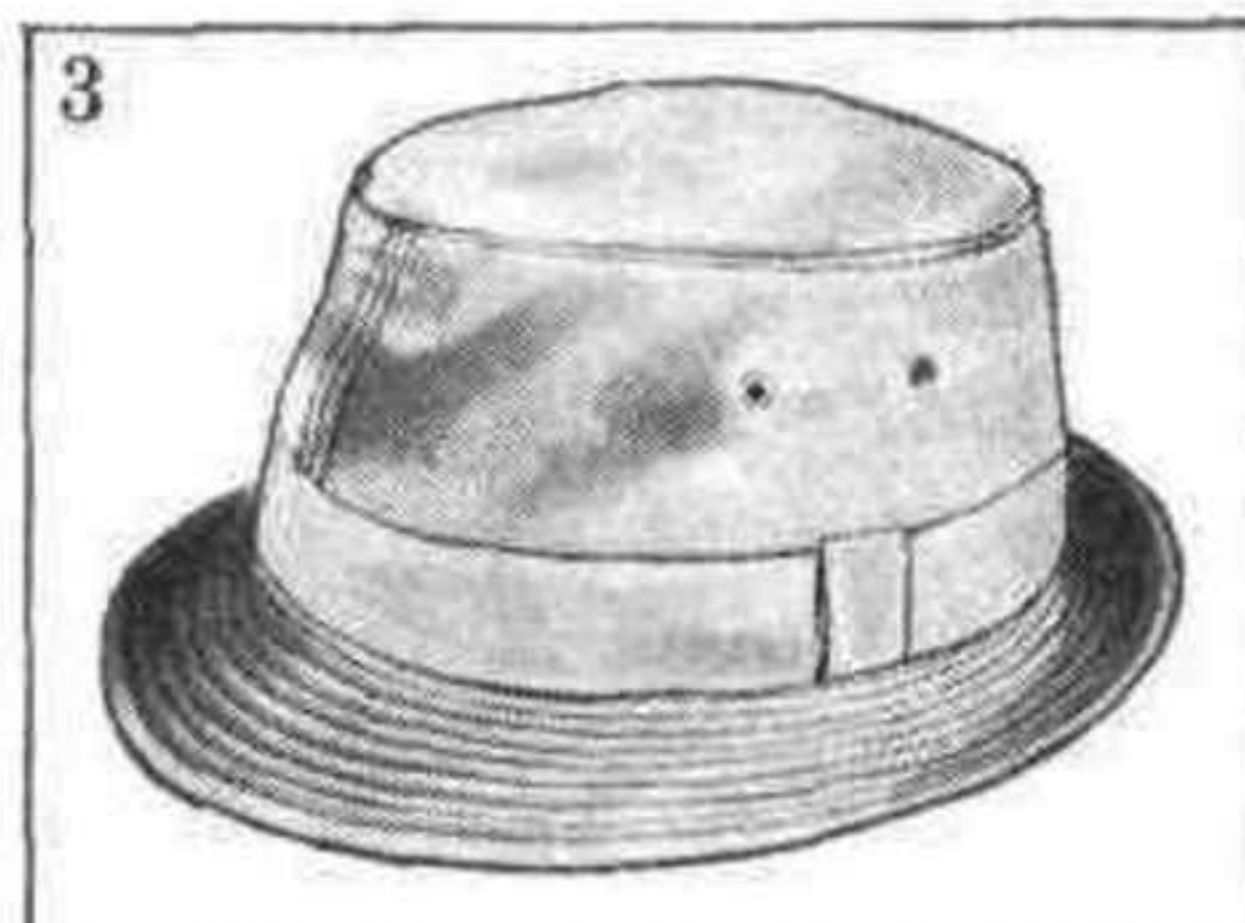
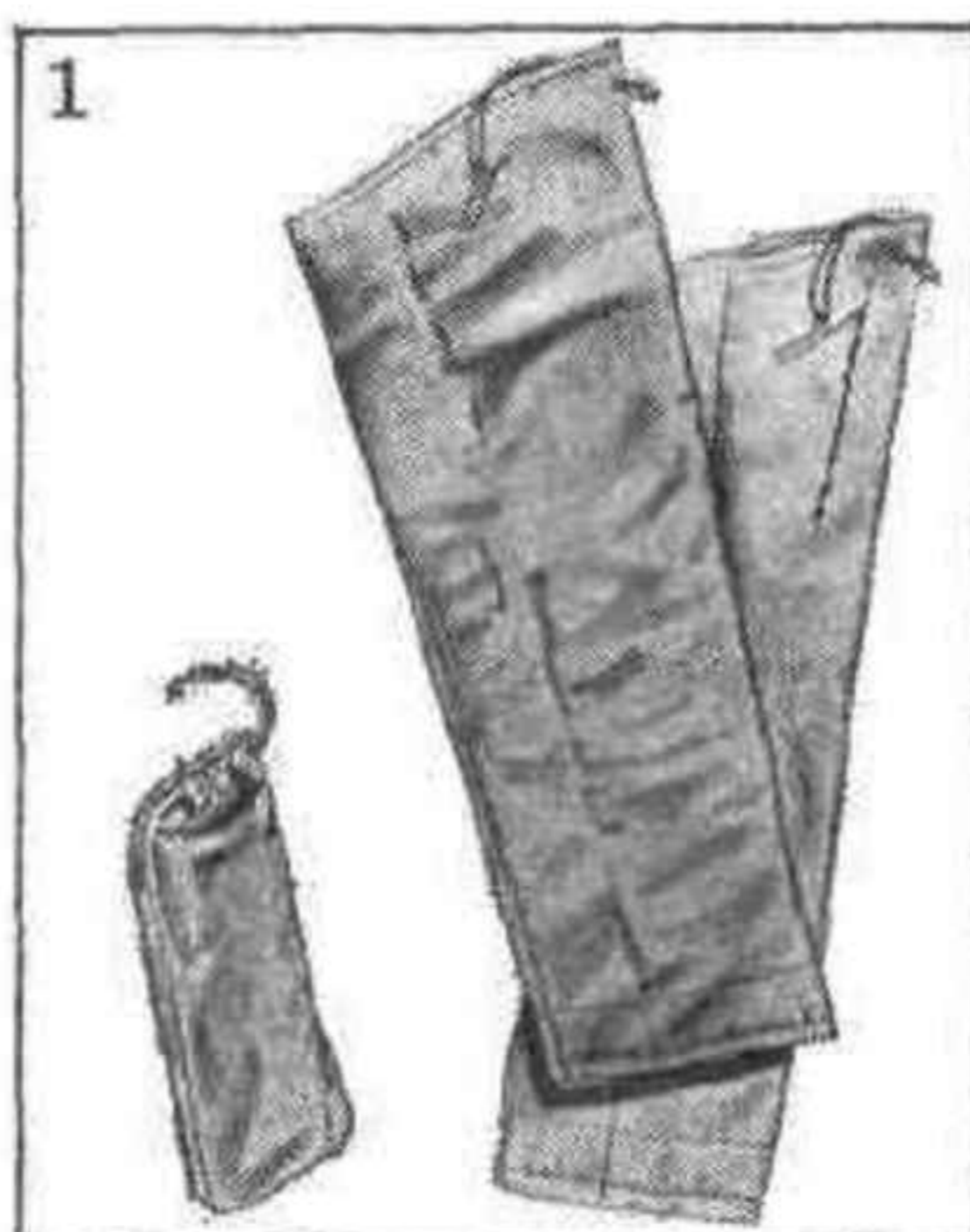
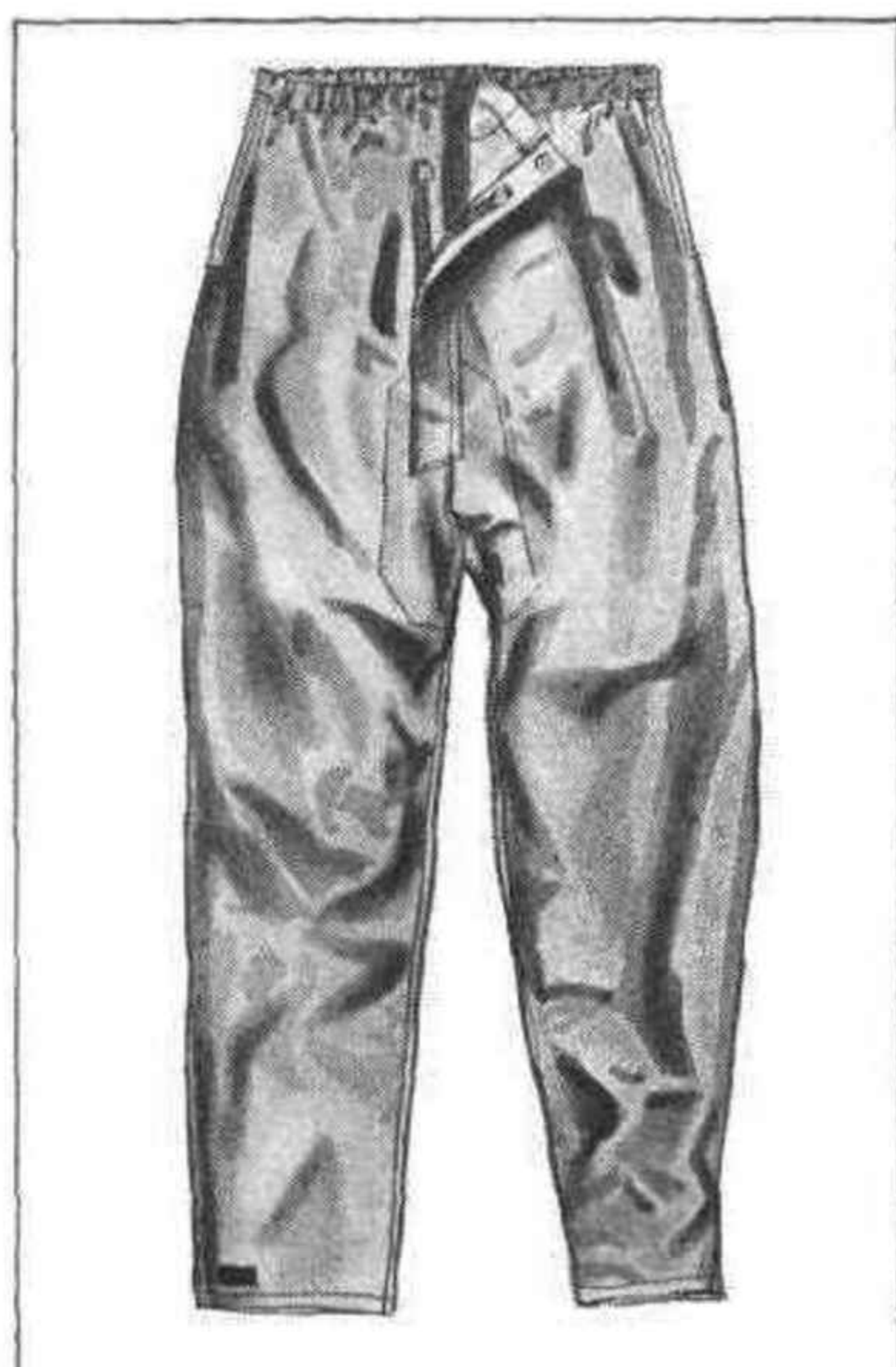
- removable internal Foamliner*
- five pockets
- concealed heavy duty nylon main zip under touch 'n' close storm flap & zip windcuff closures
- buttoned to accept a Contour Hood which is self-lined and wired to turn with head movement

* PATENT

BRI
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Overtrousers sized:

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Waist 30/6"	34/40"	38/44"	42/8"
Inside leg length 26"	28"	30"	32"

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	OLIVE	£ 75		Dunloprufe 5oz
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5. OVERTROUSERS } 6. LEGGINGS } 7. CAP }	BLACK	£ 11.00	£ 12.00	Dunloprufe 5oz/3oz
	NAVY	£ 3.50	£ 4.00	Dunloprufe 5oz
	OLIVE	£ 1.50		Dunloprufe 5oz
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		£ 1.00		

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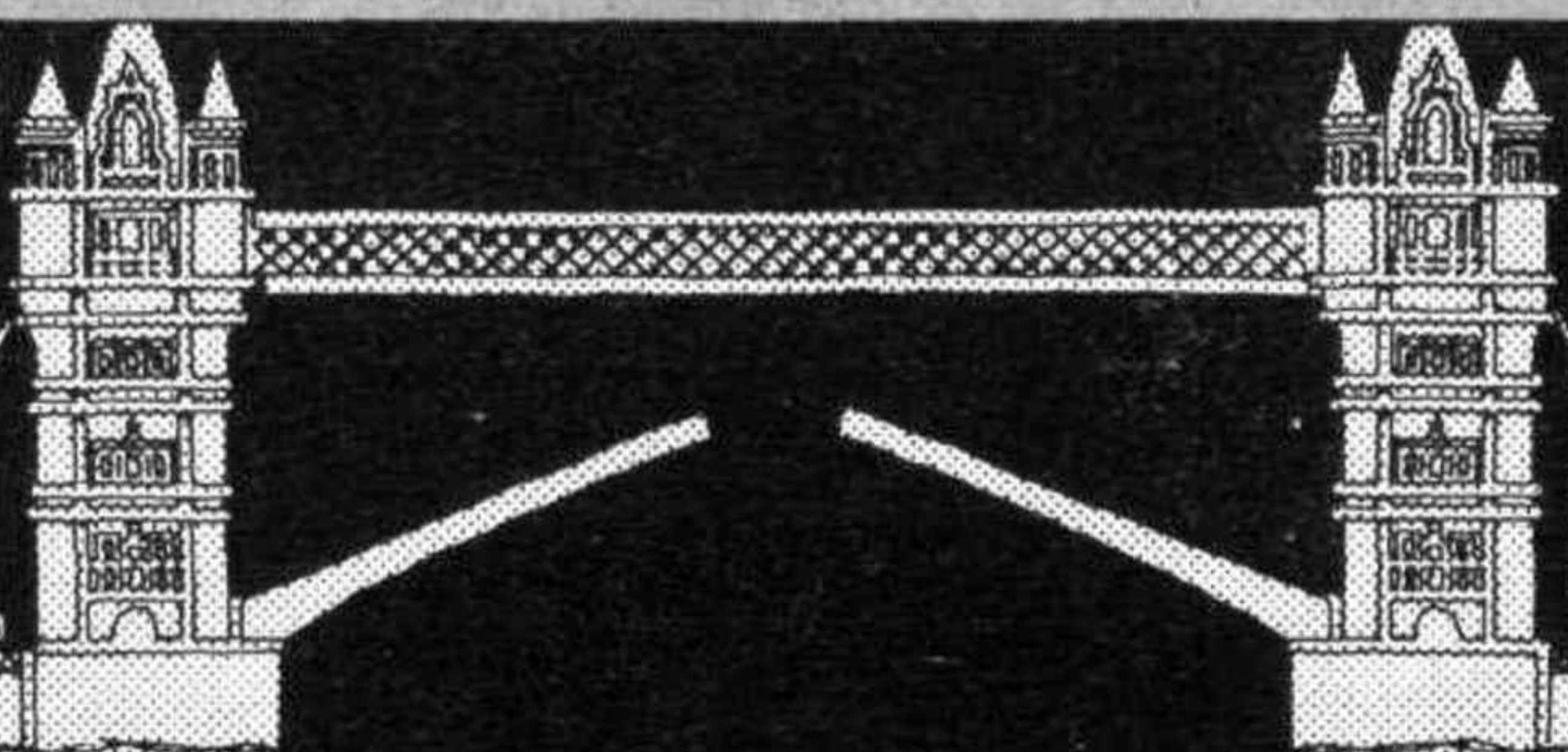
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RACING &
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MOTORSPORT

VOL XLVII No. 12 DECEMBER 1971

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

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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FRONT COVER CAPTION: WORLD CHAMPIONSHIP combination in the pits at the tragic Rothmans Victory race at Brands Hatch. Ken Tyrrell listens to Jackie Stewart's views as a Goodyear engineer checks tyre temperatures while mechanics and designer Derek Gardner, in the grey slacks, gather around the rear of the Elf-sponsored Tyrrell.

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MATTERS OF MOMENT

■ GOODWILL TO MOTORISTS

This is the last copy of MOTOR SPORT you will see before Christmas. So we thought it right to be seasonal and as this is a time of peace on earth and goodwill among men, how about some goodwill for motorists? There are so many ways in which it could be applied.

The carriages-which-without-horses-go are here to stay and however much officialdom hates or fears them, they won't just vanish by thinking nasty thoughts about them. So, as cars give a great deal of pleasure to a great many people, for which their users are made to pay dearly, and in times of peace and even war have humanitarian tasks to perform, such as ambulance work and fire-fighting, we suggest that those who drive them be treated as human beings instead of minor criminals.

Human beings inevitably make mistakes but when a motor vehicle driver does so, serious repercussions are put in chain. Like loss of the driving licence for three endorsements in three years. A lot of us cover very big mileages in twelve months, on roads not exactly foolproof from the safety angle. We therefore consider three years to be too long for an endorsement to run—it should be rescinded after a year. To suffer loss of one's licence and most likely one's livelihood for scoring three such blacks in a mileage which could quite commonly be as high as 60,000 or appreciably more is outrageous, particularly when such endorsements are doled out for simple non-criminal offences which each day it becomes more and more difficult to avoid committing.

So in this happy festive month of human forgiveness, let Magistrates and JPs, in their wisdom, endorse less frequently, and accept that a long spell of driving with a clean record should reap some just reward. Let them stamp heavily on real criminal acts such as driving after heavy drinking or drug-taking, stealing cars, recklessly using motor vehicles, etc. But let them think again about lesser offences—like going a fraction too fast in some arbitrary speed-limit area, stopping just too long in a limited parking place, not replacing immediately a licence disc detached from the windscreen, a faulty stop-lamp bulb, or cleaning that dirty number-plate, or some such insignificant motoring folly.

That there is need for our Courts to ponder these things was nicely expressed by a retiring Essex Magistrates' Clerk the other day and reported on the front page of the *East Anglian Daily Times*. He said, in effect, that car accidents are due in many cases to carelessness but not to criminal negligence. The motorist so involved suffers loss of his or her car for some time, possibly injury, perhaps loss of work, and most likely an increase in insurance premiums—all on account of a momentary lapse such as you see in any sport without anyone calling the sportsman criminal. The luckless driver then comes to Court and faces almost automatically a fine of £25 or more—unless, as is rare, the Court is one of the more human ones. Compare this, said the experienced Clerk, with theft or similar crimes. Such offences are not careless or unlucky—they consist of purposeful crime, done with a knowledge of the risks involved; if undetected you are the winner. What of those who get caught? The Clerk recalled that they are "given legal aid almost as of right, a social enquiry investigation when everything good in their favour is stated, then dealt with in a manner which does not bear comparison with the motorist who has committed an offence usually without intent".

So as a piece of Christmas goodwill to motorists we recommend that those who judge motoring cases let this bit of wisdom sink in. And we ask them not to come up with the old nonsense of a motorist being in charge of a lethal weapon, because those who legislate should have thought of this before motor cars began and formed up into a gigantic industry, and, incidentally, a grand source of taxation. ...

Continued on next page



We wish all our readers
A HAPPY CHRISTMAS and NEW YEAR

Motor Sport Fixture List For December

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Dec. 4th ..	Vintage Sports CC.	Silverstone	Towcester, Northants	Driving Tests	—
Dec. 4/5th	Oxford University MDC	Bishop's Meadow	Brecon	Targa Rusticana (R)	22.01
Dec. 4/5th	Liverpool MC	M6 Service Area	Forton	Rally (C)	22.01
Dec. 5th	—	Bulawayo	Rhodesia	Three-Hour Race (INT)	—
Dec. 5th ..	Thames Estuary AC	Lydden	Canterbury, Kent	Rallycross (C)	13.00
Dec. 5th ..	Maidstone & Mid-Kent MC	Great Danes Hotel	Maidstone, Kent	Rally (R)	09.00
Dec. 11th	—	Welkom	Goldfields	Three Hour Race (INT)	—
Dec. 27th	—	Pietermaritzburg	Pietermaritzburg	Three-Hour Race (INT)	—
Dec. 27th ..	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (N/C)	12.45
Dec. 27th ..	Darlington & DMC	Croft Autodrome	Darlington, Co. Durham	Rallycross (N)	13.30
Dec. 27th ..	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (C)	12.30

MATTERS OF MOMENT—continued from previous page

Anything else, while we are at it? Well, what about the gritting of roads in an age when a cut tyre can earn one endorsement per wheel? If you say sharp chips don't really do that much damage we shall shift our ground, like the best lawyers, and enquire about windscreens shattered by such casually laid stones, which we are expected to roll in. And don't offer us the ancient nonsense that if we all went slowly at the behest of the so-termed road menders, this wouldn't happen—one tiny pebble bouncing up has done the trick for us. What about stones falling from grit trucks? What about those temporary traffic lights at road works situated on the wrong side of the road, and thus easily overlooked, with endorsement-earning consequences? What about salt on winter roads that rots our cars away almost before purchase tax has been paid? What, indeed, about abnormally slippery roads, badly sited warning signs, obviously dangerous traffic hazards which are never rectified? What, indeed? Mainly, however, we want hard-working and conscientious Magistrates to look closely at the endorsement situation, while asking them to remember that the chap in the hard-won (and we don't mean nicked) Mini shouldn't be put on a par, fine-wise, with a Corniche owner. After which, a Very Happy Christmas to you, Sirs, one and all. . . .

BE PREPARED

JUST ABOUT the time when politicians of both parties were doing their brinkmanship with the Common Market we received from Commonwealth House a news-item which said that, although Australia's export motor industry only got going in 1954, its products are now to be seen "on the roads of more than 70 countries and in every Continent". Last year nearly 500,000 vehicles left Australia's 50 plants and exports are expected to reach a value of £70½-million by the mid-1970s. BL, Ford, GM and Chrysler have the main plants there but their vehicles, instead of being assembled from imported components, are built from practically 100% Australian-made parts. These Australian-built cars now invade the European and Home markets. We have never ourselves driven a Holden, although we once very nearly got hold of one which Jack Brabham had been using here, and we cannot vouch for the quality of Australian cars. But it is significant that their export value has risen from £140,000 to £47,000,000 in 17 years. Australia claims the third highest car-owning density in the world, after the USA and Canada, which is not the same thing as a high traffic density. Its industry will undoubtedly look to exports to sustain and increase its output, when its own market is so close to saturation.

This is one invasion we should be prepared to face. Then *Motor Market News* warns us of where the Japanese probe into Europe and the UK is likely to lead. The Japs sent 9,752 cars worth £4.4-million to the UK between January and August this year, but the great motor-exporting UK replied with only 1,144 vehicles valued at £1.1-million. With the increasing financial and legislative restrictions being imposed on the sales of Japanese cars by America the formidable, ruthless and vigorous Japs will no doubt turn to Britain as a receptacle for their ever-improving products.

We have never rushed to assist the Japs to publicise their cars, as some papers do. But in 1967 we looked at what arrangements were being made to import them, as a matter of general motoring interest

and something our own manufacturers should be aware of. What did we discover? That Honda had a very impressive set-up in Power Road, Chiswick, on the outskirts of London, a subsidiary of the parent company in Tokyo, but that Mazda was hidden away in a big insurance company building in Newbury, and had no cars for sale, while Toyota was operating from a converted shop on Brixton Hill. Datsun hadn't even got here. Today, according to *Motor Market News*, the Japanese manufacturers have 342 distributors and dealers in Britain, without counting Honda. Datsun have 128 outlets offering 13 different models, Toyota 125 offering nine models, and Mazda 89 offering seven models. Rather an expansion in four years!

MOTOR SPORT has reported on the tiny high-revving Honda S800 sports car, the horribly noisy Honda N360 baby car, the not entirely impressive Mazda 1500, the very impressive Wankel-powered Mazda 110S which proved to be a real sports car and certainly not the Sunday afternoon promenader that its origins and appearance led us to expect, the impressive o.h.c. all-independent Datsun 1600 and the noisy, bouncy but notably economical Toyota Corolla. All this was some time ago and better Japanese cars have appeared since. If we are offered any for test they will not be refused, because a motor journal should not necessarily be political and the opposition will not become less dangerous by ignoring it.

It is only necessary to think of how Japanese motorcycles have swamped the Home and World markets (ask BSA!), of how Japanese radios, televisions, cameras, binoculars, and so on have sold in the face of well-established products from other countries, and to weigh up Japanese achievements in motorcycle racing and the Datsun 240Z success in the E. African Safari, to see how determinedly the invasion of Japanese cars into Europe is likely to be conducted. We can only hope that Lord Stokes and other Captains of Industry, in whose hands the standard of living in this little piece of Europe for the next couple of decades or so rests, have, like good Boy Scouts, adopted the Baden-Powell motto of "Be Prepared" . . . But will they be, remembering that many of these keen new Japanese dealers in Britain are small respected family concerns which, as victims of the UK manufacturers' "rationalisation" policies or because they disliked the deal they were getting from these sources, opted out and went over to selling Japanese instead of UK products? It is alarmingly significant that these dealers are apparently quite satisfied about the quality of these Oriental motor cars and the prices at which they are listed here, even though these Japanese cars are subject to Import Duty and have to be shipped half-way round the World. We must clearly fight back, with all the vigour and determination at our command, and quickly.—W. B.

BEHIND THE IRON CURTAIN

IT IS encouraging to learn, from someone in Estonia who corresponds with a friend of ours, that motor racing is enthusiastically supported in the smallest of the USSR nations. Apparently it started there in 1921 and racing is now held at the somewhat narrow and difficult Pirita circuit, where more than 100,000 spectators have watched the sport—that in a nation of only 1.3-million citizens. They have a racing-car factory and half the top drivers in Russia are said to come from Estonia, where they follow keenly the World's motor racing news, British and American Motor journals coming in via Sweden.

HAWKE RACING



"SMALL racing car manufacturers like ourselves have to diversify into wider fields of engineering if we are to exist and keep our manpower and equipment fully employed throughout the year." This is the view of Tony Roberts, the sales manager of Hawke, a company founded in the 1969 boom for Formula Ford cars. This season over 50 cars have been sold, many of them for export, but even so the problem of being under-capitalised has been ever present and when we visited the firm at their works in Hoddesdon, Herts., they were in the middle of reconstituting the company thanks to a new injection of capital. Previously known as David Lazenby & Company Ltd., from December 1st the firm will be operating as Hawke Racing Sales Ltd. and Hawke Engineering Ltd.

David Lazenby started constructing Ford Specials in his RAF days, joined Lotus and became Jim Clark's mechanic in 1963 working on Formula One and Indianapolis cars and was an important member of the team which helped Clark win the 1965 "500". In 1968 he became General Manager of Lotus Components Ltd., but before the year was out he had left to start up on his own, first working out of a little workshop in Nazeing where he produced close-ratio gears for the Renault gearboxes used by Formula Ford at that time. He also started work on his own design of Formula Ford which he was building for the man who owned his premises.

The first time the car was tested was in March, 1969, and it was driven by Tony Roberts, who worked for Lotus at that time selling their racing cars. His "secret" testing episode was pictured in one of the weeklies and Roberts promptly left Lotus to join Lazenby along with a local business man, Alex Sorenson, with the aim of breaking into the booming Formula Ford manufacturing market. Roberts was an ex-merchant seaman who got the racing bug once he was on dry land and winning his first race in a Ford Anglia really gave him the impetus he needed. To earn more money to race he drove bulldozers, then switched to selling frozen food and finally landed up at Lotus, by then a well-known competitor with his "spotty" Anglia. Once with Lotus he started racing in Formula Ford, at which he has shown a lot of talent and therefore Hawke do not have to look very far for a works driver.

When the first Hawke appeared it attracted a lot of attention with its very long and wedge-shaped nose, which unfortunately proved rather vulnerable. The chassis featured a lot of cross bracing and particular attention was paid to driver protection. Soon the cars were showing good form on the tracks and Roberts' great talent for salesmanship, coupled with a competitive price tag, had the production rolling. The firm were now in a very draughty old stone barn just off Waltham Cross High Street. In their first year 28 Hawke Formula Fords were sold and, thanks to Roberts' tireless exploits in Europe and North America, many went to export areas. At home present Scottish Formula Two driver Tom Walkinshaw collected the Scottish FF Championship and there was also a good trade in the Lazenby oil pumps for Ford engines.

For 1970 the firm again decided to concentrate solely on Formula Ford with increasingly good results, producing 54 cars in the revised DL2A form, and picked up the Canadian Formula Ford Championship and an increasing good proportion of the American market. Incidentally, it should be explained that Hawke have no connections with the Indianapolis Hawk cars raced by the STP team. The name of the British car is rumoured to have emanated from the fact that, in the old Nazeing buildings, the only company David Lazenby had as he worked into the night was that of a bird of that species.

By the end of 1970 the Waltham Cross premises were getting impossibly small and the firm cast around for a new factory and finally came up with what is now known as Unit 2B, Bantel Works, Rye Road, Hoddesdon. The Hawke factory is one of a cluster of

rather unimposing buildings just near the big karting centre Rye House. Though it is unattractive from the outside, once inside one can see that it is light and functional and obviously serves the purpose well. It is divided into two sections, one for the production of racing cars and the other for the machine shop, which has a good range of machine tools available which are now increasingly being utilised for non-racing car work.

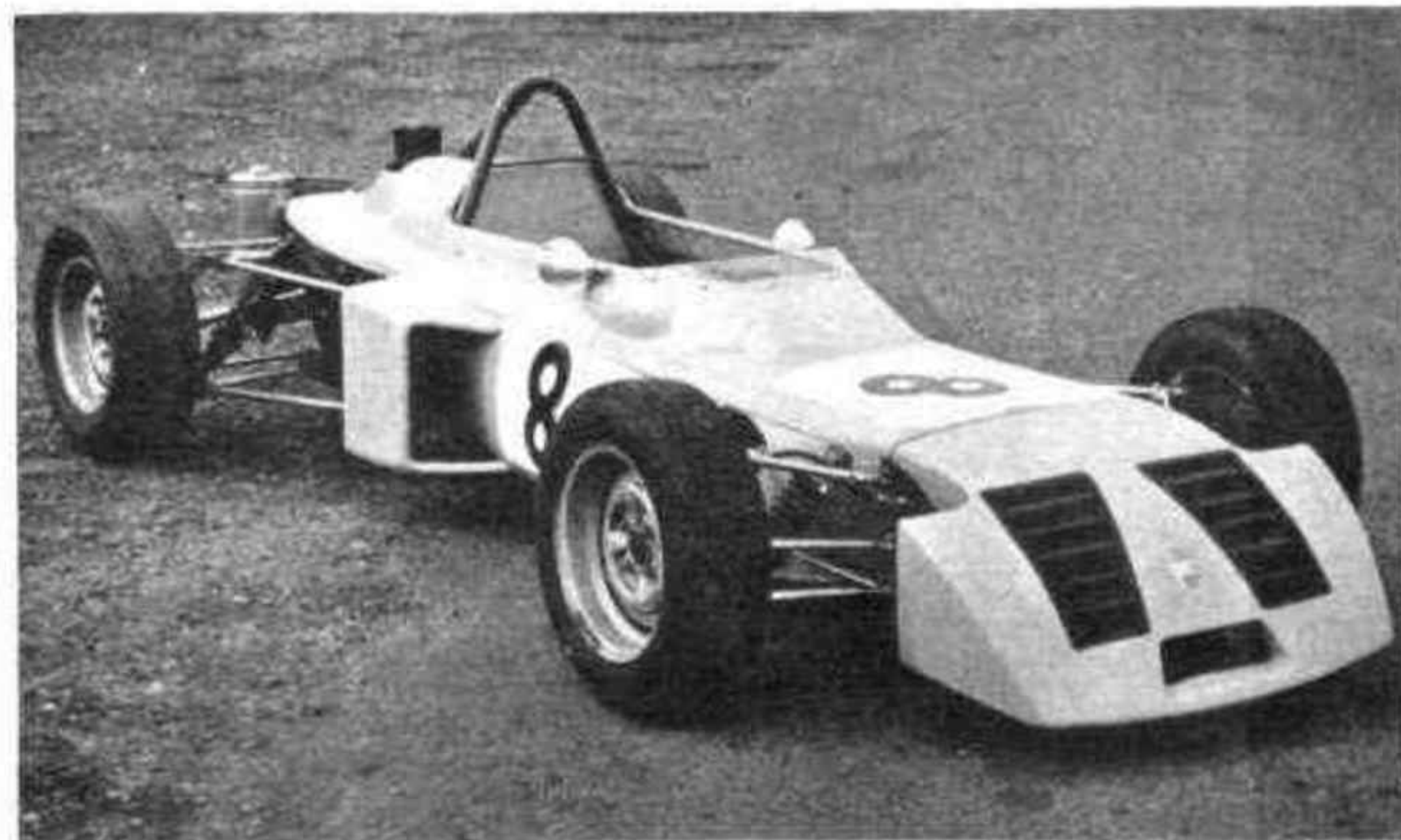
This past season has seen Hawke continue production on a similar level to last year, although sales have been split fairly evenly between the 1971 Ford, the DL2B and a Formula Super Vee derivative called the DL5, plus three Formula Bs. Roberts has split his racing between the two and luck has hardly been on his side, but there have been some very impressive performances and the cars have shown well in the Super Vee category. A plan to market and build under licence the Leda Formula 5000 for the American market never got off the ground, although the car was shown on the Hawke stand at the 1971 Racing Car Show.

A good proportion of the Hawke racing car is built under the Hoddesdon roof and just recently the firm has switched from bought-out chassis to Hawke-built ones. When we visited the firm chassis production for 1972 was going strong with two expert welders stitching together a new Formula Ford and Formula Super Vee frames.

The Hawkes have always used fabricated rather than cast uprights reasoning that these are safer because they will deform but not fracture, possibly saving the driver from even further damage. These are produced by Hawke, as are all the wishbones and other suspension parts. The biggest bought-out item, other than the engines, are the body panels and though several firms have been tried the present supplier is part of the SAH Accessories group in Leighton Buzzard.

With the reconstitution of the company comes a whole range of new cars. Heading the list is the firm's first monocoque chassis which will be a multi-purpose design for Formula Three, Formula Atlantic and Formula B and the aluminium tubs will be constructed by the London firm of Grand Prix Metalwork, who use Hawke as their supplier of machined parts for the range of oil tanks they manufacture. There is also a completely new design for Formula Ford, all previous models were developments of the prototype, and for Formula Super Vee. All three models will have similar bodywork featuring the somewhat Tyrrell-like nose and side radiators as seen in our illustration. Roberts has already raced the prototype Formula Ford and was delighted with its performance, but for 1972 he intends to concentrate on Formula Atlantic with the new monocoque car. All the cars are, of course, designed by David Lazenby, who seems just as happy working a lathe and organising the 12-man workforce as anything else and thus is lucky to have Tony Roberts to do all the fast talking and, for that matter, fast driving.

In the increasingly competitive world of racing car manufacture, just as in the motor industry as a whole, it becomes more and more of a fight for the smaller firm to exist. Hawke seem to be managing well enough, although their future is obviously tied up largely in the success of new models despite their plans for increased diversification. They still offer excellent value: the new Formula Ford will sell at £1,745 complete with race engine and the Super Vee at £2,150, plus a very personal service for all their customers.—A. R. M.



NEW HAWKE.—For the first time since the Hawke firm was inaugurated the design of the Formula Ford has been substantially revised and the new 1972 car is easily recognisable with its Tyrrell-like nose.

CAN-AM — Revson clinches title

LAGUNA SECA, CALIFORNIA, October 17th.

PETER REVSON won the Monterey-Castrol Grand Prix over the hilly, 1.9-mile Laguna Seca course in mid-October, but his fifth Can-Am victory of the year was marred by a total lack of competence on the part of the race organisers. After taking the lead at the start of the 90-lap, 171-mile event, Revson had little trouble seeing off his principal opposition—Jackie Stewart and the L & M Lola—as he was never headed during the afternoon. But a series of incredible circumstances led to his being black-flagged in error for blowing out an oily smoke screen on what should have been the last lap, but which, through a scoring mistake, was put down as the penultimate. Stewart received the chequered flag as he crossed the line hard on Revson's heels; Revson again received the black flag on the extra lap; and, finally, Revson was awarded the first place trophy in the victory circle!

This incredible succession of events caused considerable controversy, which completely overshadowed Revson's fine performance and ultimately resulted in a fine of \$250 for ignoring a flag which should never have been dropped in the first place! The L & M protest over the final decision of the organisers was dismissed, but, by that time, few really cared about the outcome.

Two pieces of machinery, new to the current Series, made their respective debuts—the ex-Peter Bryant Ti22 titanium car driven by David Hobbs and sponsored by the Delta Tyre Corporation, and BRM's P167 model entered by Sid Taylor and driven by Brian Redman. Hobbs stunned Series regulars with an excellent third fastest qualifying time (59.45 sec.—115.055 m.p.h.) ahead of Stewart's 59.75 sec. (114.477 m.p.h.), but Redman had to be content with the outside of the third row due to the breakage of the rear upper cross member. Gulf Team McLaren, meanwhile, outshone all the opposition to take the front row starting positions with Revson on the pole in 58.78 sec. (116.366 m.p.h.), thereby erasing the previous mark of 58.88 sec. (116.32 m.p.h.) established last year by Vic Elford and the 2J Chaparral. Elford had had a near thing during Thursday's unofficial session when he wrote off Roy Woods' ARA McLaren M8E, which had been especially clothed with an M8B bodyskin for the occasion. Woods assured Elford of a ride, however, when he quickly arranged to purchase Tony Dean's ex-works M8B.

At the start of the race, Revson took the lead, anxious to put some space between himself and the rest of the field, knowing full well that overtaking would be difficult. Hulme admirably performed the task of staving off the threats from the World Champion, which permitted Revson to forge ahead into what was shortly to become an unassailable lead. Adding interest downfield were the struggles involving Bob Brown and Chuck Parsons in M8E McLarens, Elford and Motschenbacher in M8Bs, and the smaller bore duo of Milt Minter (Porsche 917) and Jim Adams (Ferrari 512). Jackie Oliver in the UOP Shadow was hard at work dealing with Redman's BRM.

By lap 30, Revson, Hulme, Stewart, and Redman had lapped the field, with the leader solidly in front by almost 20 seconds. An off-course excursion into the spectator area by David Causey (Lola T222) and an ensuing fire fortunately produced no tragic results, and the race wore itself out into the amazing finish. Stewart had overtaken Hulme for the runner-up position on lap 16, but, by then, the race was literally too far gone for the outcome to be altered. Oliver completed but 23 laps before being forced to retire with throttle linkage bothers, while Hobbs left three laps later, being unable to re-start in the pits after a quick stop to replace his right front tyre.

CAN-AM—Round 9—Laguna Seca, Calif.—90 laps—171 miles

1st :	P. Revson (McLaren M8F Chevrolet)	1 hr. 33 min. 56.86 sec.—109.210 m.p.h.
2nd :	J. Stewart (Lola T260 Chevrolet)	.. 90 laps
3rd :	D. Hulme (McLaren M8F Chevrolet)	.. 90 laps
4th :	B. Redman (BRM P167 Chevrolet)	.. 89 laps
5th :	J. Siffert (Porsche 917-10)	.. 88 laps
6th :	L. Motschenbacher (McLaren M8B Chevrolet)	87 laps

Fastest Lap : Revson, 1 min. 00.66 sec.—112.760 m.p.h.

RIVERSIDE, CALIFORNIA, October 31st.

FOR THE first time in the six-year life of the Canadian-American Challenge Cup Series, a North American actually took home the Group 7 title at the end of October, after the running of the 14th annual *Los Angeles Times* Grand Prix at Riverside International

Raceway. Peter Revson, formerly of New York and now living at Redondo Beach, California, by finishing second to Denis Hulme, who won his third consecutive *Times* race, ended up first overall in the final points standings with 142 to his team leader's 132. With just the final event of the season to run, Revson needed only to finish higher than sixth to assure himself of the crown, while Hulme had to win and hope for something less than sixth place money for his smooth-driving companion.

But Revson was not to be denied, as he seemed willing to sacrifice the runner-up spot in the early stages (after being overtaken by Stewart and the L & M Lola) in order to guarantee himself an enviable place in Can-Am history. Hulme's reflected glory, however, was not without a certain lustre as the Kiwis' number one scored a clean sweep on the charts. He first of all took the pole position with a resounding 1 min. 31.96 sec. (129.186 m.p.h.), over a half-second better than the previous outright course mark established last year by Vic Elford and the 2J Chaparral. Then, after completing the 61-lap, 201.3-mile distance at the new record average of 123.727 m.p.h. in 1 hr. 37 min. 36 sec., he found he had also set f.t.d. on the third lap with a speed of 125.940 m.p.h. (1 min. 34.33 sec.).

The 49th Can-Am grid was formed with little ado, but with an unmistakable aura of tragedy due to the death the previous week of Jo Siffert. The Porsche was withdrawn by STP out of respect for the great competitor. Replacing Brian Redman in the BRM P167 was Bourne's number three, Howden Ganley, while a breakdown in communications resulted in Roy Woods' American Racing Associates employing the American George Follmer in lieu of Vic Elford. Sam Posey was added to the team in the new M8E McLaren—new since its rebuild after the Laguna Seca shunt.

The assault on the front row starting positions was in the customary McLaren fashion, with the outcome in doubt until Hulme's all-out attempt on Saturday afternoon. Follmer made his 1971 Series debut an auspicious one by qualifying fourth fastest, one second back of Stewart. Hobbs, however, had more than his share of bother with the Delta Tyre Ti22, as suspension and chassis breakages forced him to start at the rear of the grid with no official time to his credit.

Gulf Team McLaren's 38th march to victory in 49 attempts was fraught with drama in the early stages. Neither Oliver (UOP Shadow) nor Adamowicz (Jerobee McLaren) took their respective 5th and 8th grid spots—the former due to the reluctant replacement of his left front wheel and the latter because of starting difficulties. Adamowicz dashed to his position before the green flag fell but Oliver was a full lap in arrears when the 28-car field had filled out the charts for the first time.

As has been his wont for the past two seasons at the popular west coast facility, Hulme was quick off the mark, leaving Revson, Stewart, Follmer, Posey, Ganley, and Motschenbacher in his wake. But it was Hobbs and Oliver who attracted the most attention with their frantic rushes through the grid. Picking up 15 places on the opening lap, Hobbs was 7th within 10 laps, but his merry chase came to an end 9 laps later after an unplanned shunt with the retaining wall in turn 6, where a shattered left front wing forced him into retirement. Oliver, meanwhile, was equally impressive, moving ahead 15 positions in 10 laps until forced into the pits due to drive-shaft failure. The Series' top private entrant, the Japanese Hiroshi Kazato, and iron man, Lothar Motschenbacher, who has yet to miss a Can-Am start, both retired around one-third distance—the former with engine overheating and the latter due to a faulty oil cooler.

Stewart had overtaken Revson on the 8th lap and set out after Hulme, but it was a futile attempt as the sixth Can-Am Series ground away to its ultimate conclusion. L & M's final hopes were dashed when the 1971 World Champion retired the car with impending engine seizure on the 37th lap, permitting the McLarens an uninterrupted run to the chequered flag.—J. M.

CAN-AM—Round 10—Riverside, Calif.—61 laps—201.3 miles

1st :	D. Hulme (McLaren M8F Chevrolet)	1 hr. 37 min. 36 sec.—123.727 m.p.h.
2nd :	P. Revson (McLaren M8F Chevrolet)	.. 61 laps
3rd :	H. Ganley (BRM P167 Chevrolet)	.. 60 laps
4th :	S. Posey (McLaren M8E Chevrolet)	.. 60 laps
5th :	C. Parsons (McLaren M8E Chevrolet)	.. 59 laps
6th :	M. Minter (Porsche 917)	.. 59 laps

Fastest Lap : Hulme, 1 min. 34.33 sec.—125.940 m.p.h.

AMERICAN COMMENT

THE SIXTH year of Can-Am competition in America saw Team McLaren once again on the receiving end of the major share of a \$1-million prize, accessory, and qualifying prize fund. Final tabulated statistics show the overall winner, Peter Revson, to have earned \$192,000, and Hulme, who finished in the runner-up position, \$138,937, making the tidy sum of \$320,937 (approximately £128,000) for the enrichment of the Colnbrook-based racing team. As to the profitability of the operation, that is altogether another matter.

In 1969, Bruce McLaren had said that at least \$200,000 must be won before the team would begin to show a credit balance in the ledgers. This was even with sizeable contributions from sponsors like Goodyear, Gulf, Reynolds, and, more recently, Coca-Cola. Allowing for the customary inflationary tendencies so prevalent today, it is doubtful if more than \$50,000 of the gross winnings can be considered profit. Even that might be on the high side. A reputable Can-Am competitor has voiced the opinion that it should cost at least \$4-million to run a competitive two-car team for the entire Series. Bearing in mind the state of preparation of the McLarens, their employment of a US-based centre of administration, and all the attendant expenses, it is quite probable that the break-even point was reached—and that, just barely.

The Series top ten money winners are as follows:

1.	Peter Revson	..	..	..	..	\$192,000
2.	Denis Hulme	..	..	..	..	138,937
3.	Jackie Stewart	..	..	..	..	95,950
*4.	Jo Siffert	..	..	..	..	53,900
5.	Lothar Motschenbacher	..	..	..	..	49,700
6.	Tony Adamowicz	..	..	..	..	27,500
7.	Milt Minter	..	..	..	..	25,400
8.	Chuck Parsons	..	..	..	..	24,500
9.	Vic Elford	..	..	..	..	23,850
10.	Hiroshi Kazato	..	..	..	..	21,250

* deceased.

* * *

A strange development on the commercial side of motor racing on this continent has a pair of prominent racing teams in somewhat of a quandary as to their future course of action. In a recent ruling of the US Federal Trade Commission, race drivers have been prevented from endorsing the worth, value, and/or desirability of products for children. Those prominently affected are USAC's Al Unser, winner of the Indianapolis 500 in 1970 and 1971, and drag racer Don Prudhomme.

According to an FTC spokesman, though these men might be experts in the field of racing, "... they are not experts in the field of toys, and that makes their endorsements deceptive as to the value of the products". Unser is sponsored by the makers of Johnny Lightning miniature cars (Topper toys), while Prudhomme is backed by the Hot Wheels organisation.

No word has yet been received whether either or both sponsors are giving their respective involvements second thoughts.

* * *

The toll has now risen to three among the number of major US car makers who have decided against participating in next April's International Auto Show in New York city. General Motors released their decision late last week, joining two fellow competitors, American Motors and Chrysler Corporation, who had previously opted out of the annual east coast exhibition. No decision has yet been reached by Ford, but the reasons behind the withdrawal of three major manufacturers include not only the huge outright capital costs of their exhibits.

In their news release, GM alluded to the high theft rate in past years, but said that its disinclination to take part was based solely on business judgment, despite a statement on the part of an exhibition official that thievery had reached such a degree that the entire exhibition and convention industry is threatened.

New York city officials are presently hard at work attempting to convince GM to reconsider, not only to have them return, but also to prevent similar action by the sole remaining member of the "Big three" who is still committed to taking part—the Ford Motor Company.

Major changes have been announced within the National Association for Stock Car Auto Racing (NASCAR) for 1972. The Grand National, continent-wide schedule has been split into "Grand National East" and "Grand National West", with drivers competing for divisional titles in approximately 30 races each. This split, however, will only affect races of 150 miles in length or less, since the Winston Cup championship will continue and will consist of about 32 events with the customary number of enduro-type attractions over super speedways like Daytona and Charlotte.

R. J. Reynolds' Winston cigarette division has added to its already considerable financial contribution by posting \$30,000 to be divided into two points funds for the new east and west divisions, while continuing to post \$100,000 for the Winston Cup series. Though the latter schedule will remain open only to cars built during the last three years, the new championship divisions will permit eligibility of cars up to four years old.

Commenting on the changes, NASCAR President, Bill France said: "We feel the changes will benefit the entire sport . . . will make it possible for more top flight drivers and teams to pursue the Winston Cup . . . also sponsorship for teams should be easier to procure with the broader exposure".—J. M.

KYALAMI 9 HOURS

FERRARI may have had an unhappy season with their 3-litre prototype but at least it finished on a high note when, on running a two-car 312P team for the first time, they scored an excellent one-two victory in the Kyalami 9 Hours on November 6th. It was not all plain sailing however, for both cars lost time which delayed them and enabled a couple of the 2-litre cars to briefly take the lead.

The eventual winners were Clay Regazzoni and Brian Redman who led most of the way in the older car but were delayed first by damaged bodywork and were then docked two laps for having more than the allowed number of mechanics working on the car. The Jacky Ickx/Mario Andretti car was brand new and built to conform to the new FIA regulations regarding width and also had early problems. Andretti, who of course won the Grand Prix on this circuit back in March, lost time at the start when he knocked the fuel pump switch off and then the car was delayed for almost 45 minutes when it stopped out on the circuit due to the battery coming loose. After that it pulled rapidly up the field and snatched second place near the end from the David Piper Porsche 917 driven by American Tony Adamowicz and Italian Mario Casoni, which had gone off tune. The only other 5-litre car was an older Porsche 917 also from Piper's stable which was driven by local Formula One Champion Dave Charlton and Dick Attwood but had troubles throughout and finally retired with a blown engine. Incidentally, it was only Brian Redman's second drive for Ferrari, his first was in an F2 car at the Eifelrennen in 1968.

However, there was tremendous interest in the 2-litre category and only these cars will continue for the rest of the Springbok Series. Making its racing debut was a brand new 2-litre engine from Cosworth Engineering which is based on the aluminium linerless Chevrolet Vega block. Apparently the engine was giving 270 b.h.p. and helped the works Chevron B19 of Mike Hailwood and Chris Craft to a front row grid position along with the two Ferraris. They even managed to work the car into the lead but the engine only lasted two hours before it lost compression and oil pressure and the car retired. Hailwood, who is out to win the championship, then transferred to the Chevron B19 of Howden Ganley and Paddy Driver replacing the South African driver. It was largely due to his efforts that the car finished an excellent third. Fourth was Adamowicz/Casoni then the Lola T212 of John Love/Helmut Marko (which had led briefly) with the Chevron B19 of John Hine/Peter de Klerk sixth ahead of the Ford Germany Capri of Jochen Mass and Dieter Glemser which collected the Index of Performance award.

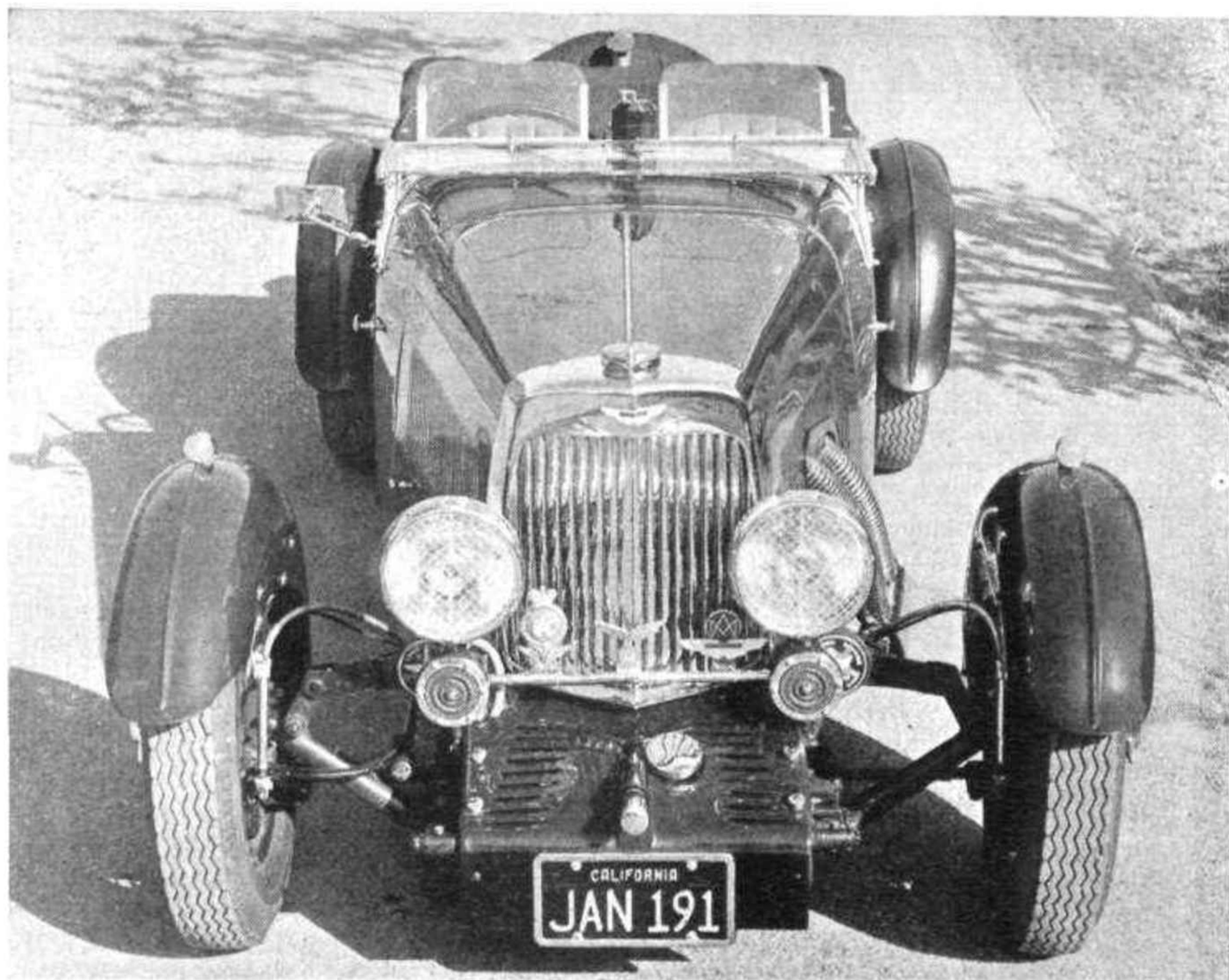
RAND DAILY MAIL 9 HOURS—Kyalami (Nov. 6th)

9 Hours—355 laps—1,456.81 kilometres	
1st :	C. Regazzoni/B. Redman (Ferrari 312P—3-litre flat-12) .. 355 laps—100.58 m.p.h.
2nd :	J. Ickx/M. Andretti (Ferrari 312P—3-litre flat-12) .. 340 laps
3rd :	H. Ganley/P. Driver/M. Hailwood (Chevron B19-FVC—2-litre 4) .. 336 laps
4th :	T. Adamowicz/M. Casoni (Porsche 917—5-litre flat-12) .. 333 laps
5th :	H. Marko/J. Love (Lola T212-FVC—2-litre 4) .. 324 laps
6th :	J. Hine/P. de Klerk (Chevron B19-FVC—2-litre 4) .. 323 laps
7th :	J. Mass/D. Glemser (Ford Capri—2.9-litre V6) .. 308 laps
8th :	D. Marais/J. Abrahams (Chevron B19-FVC—2-litre) .. 297 laps

CARS I REMEMBER

[A look at how
Californian enthusiasts
motored, by Rex Hardy,
now resident in this
country and still
enjoying good cars and
light aeroplanes—Ed.]

*ASTON MARTIN in California. The author's
1935 Mk.2 Aston Martin photographed in 1962
on appropriate number plates.*



LIKE AN AGEING *bon-vivant* relishing his memories of Ziegfeld's Follies and the girls who came after, I have lately, from the half-century vantage point, been reminiscing about the cars I have known and admired down the years. A recent long-deferred effort at sorting boxes of old family photographs has inspired me to set down some of my recollections which may be of interest to others of nostalgic taste.

The first "auto" (as we called cars in my youth) I can recall clearly was a Cadillac tourer owned by my father in the early nineteen twenties; what I most vividly recall was a vacation trip to Palm Springs, in the California desert, and my father's boast that we were travelling at more than a mile a minute! Father, a lawyer, never in his life understood the difference between a hub-cap and a valve-cap, but he had a rather racy (and sneaking) taste in cars and he was very proud of that Cadillac which, unlike most of its drab brethren of the day, was painted in a colour described by him as "*café-au-lait*". Another holiday trip took the Cadillac and the family over the 10,000-foot-high Tioga Pass, crossing the High Sierra into Yosemite Valley—the road then unpaved and still with the tight switchbacks familiar to the pioneers and gold prospectors of the region. Other examples of my father's out-of-character enthusiasm come to mind: an elegant Marmon coupé, a Paige landau, an early Chrysler cabriolet, which was reputed to be very fast and which emitted an appropriate noise, and, in the mid-thirties, a really sporting Auburn straight-eight four-door convertible. This one I used to drive during University holidays and its recollection comes back clearly. It was finished in the then-new metallic lacquer, bright blue, and it had a dual-ratio rear axle which provided, in effect, six forward speeds. This strange arrangement was accompanied by a free-wheeling provision operated by pressing a large button in the gear-change knob. That Auburn was technically interesting in other ways, too. There was a control on the dash for varying damper firmness and when a lever on the floor was raised the silencer was by-passed, with thrillingly audible consequences. Toward the end of his life father ran a 3.2 Jaguar, with which he was secretly quite pleased but over whose expensive ailments he constantly complained and about which he once wrote a vigorous letter to Sir William Lyons with almost instant results from the chastened American dealer.

In addition to the cars of my immediate family, memory brings a succession of machines belonging to my grandparents. Grandmother, having received a fright on her first horseless-carriage outing at the turn of the century, vowed never again to board one of the noisy things; never, to her death in 1949, did she make any attempt to learn to drive, but she did recover from her fright sufficiently, after World War I, to purchase a Cadillac limousine—dark olive-green like those

that followed at ten-year intervals—and in these imposing barouches she passed many a happy hour. I myself spent an agreeable summer, during school vacation, filling the gap left by the departure of Clarence, her improbably-named chauffeur, who had resigned from his good job to become a strong-man in a circus. Clarence was succeeded, when I returned to my books, by a Filipino even more improbably named "Jesus", which he pronounced "Haysoos". Grandmother thought this name in some vague way blasphemous and insisted on referring to the fellow by his surname which was, I think, Amado. Jesus, if grandmother's ghost will forgive me, was excellent at cooking, which is more than can be said of his driving, and on cook's nights out always came in from his apartment in the garage to take over the kitchen—an arrangement not, thankfully, reciprocal. He somehow got into debt and left abruptly one day, never to be heard from again. My grandfather, undaunted by the Twentieth Century, drove himself, and I remember a succession of large tourers, including a Hudson, a Chalmers, and his last one, a Studebaker President of really classic good looks with the enormous headlamps and long graceful wing-line of the period. Grandmother wisely preferred to avoid travel in any vehicle conducted by her husband—a sensible precaution since at least once annually the poor man was involved in a coming-together with another car. "Damn fool," he would mutter, "drove right into me." How this could be we never understood clearly because the damage to grandfather's car was invariably confined to the prow. Insurers and licensing authorities ultimately conspired to ground him late in life (but luckily before any fatalities).

My boyhood in the 'twenties was illumined by the various cars of the times and I and my colleagues spent many an idle kerbside-sitting hour identifying the passing makes by their wheels, distinctive radiator shapes and the like. I learned to drive late in the decade in a Jewett (a repellent car) owned by my Mother (even in those far-off days the two-car family was the rule in California), and an indulgent Papa bought me a new Model-A Ford roadster for my 14th birthday—oh, happy, happy day! That event, in 1929, coincided of course, with my qualifying for my first driver's licence. The age limit has, mercifully, been since advanced but when I was 14 we all had more sense than modern youth—didn't we? Two months later the stock market collapsed, to ring in the great depression, and I don't remember owning another new car for the next 20 years.

That bright green Model-A was, I suppose, the real beginning of my love affair with the automobile. Many of my friends owned similar cars and our hours after school and on weekends were filled with modifying and with what we called "hopping-up". Any driver

who chose to leave his car in any condition resembling the original was regarded with contempt and the changes we rang on Dearborn's specification were many and horrible. Lowering of springs, seats and steering were easy; installation of a fuel tank in the rear (the Model-A, remember, carried its fuel over the dash) offered a more severe problem. Exhausts came in for many a trick; we tried straight-through pipes, flexible tubing, echo chambers and many another. The very early Model-As used fuel tank caps and radiator caps of identical appearance and we thought it most amusing to exchange the two on unsuspecting friends' cars. The cap for the radiator had no vent hole—the other did—and locomotion ceased soon after the switch. A few minutes' work and two or three dollars to the local machine shop sufficed to mill a few thou. from the cylinder head, giving, we confidently believed, more horse-power, and almost certainly pre-ignition and dire consequences on the 17 cents-per-gallon fuel then available. Downdraught carburettors were in vogue for those who could afford them and those days saw the commencement of drag racing, albeit in a most informal style. It was our custom to race up and down on the deserted suburban streets at night and on weekends to trek out to the now-famous dry lakes in the desert, to see how fast we could make these roadsters motor. There is a kindly providence . . .

In the much simpler world of 1930 there were large, expensive cars and there were smaller, cheap cars and everybody knew which were which; in the latter class were the Fords, Chevrolets and Plymouths. After the great depression many of us reverted to the Model-T Ford which had been the mainstay of the prior generation. They were fun to drive, uncomfortable, unreliable and cheap (I bought a 1914 model in 1934 for \$15.00 and a year later sold it for \$20.00 and thought I was a pretty shrewd trader; \$2,000.00 might get you a similar model today). By the time I reached University Model-As could be had for \$50.00 to \$100.00 and I went through a succession of these. The summer of 1935 saw me borrowing my mother's car, a Ford V8 then, for a trip of 6,000 miles from California to New York and return. This expedition, as well as I can remember, went off without a hitch, although looking back to those days of antiquity it is hard to imagine how this could be. It was during those days, too, that I realised that aeroplanes, the province of fictional heroes, might be flown for relatively modest sums and that time spent in this pursuit was considerably more enjoyable than the study of, say, the history of Latin America in the 18th-century. Good thing, too, because a few short years later those open biplanes had become four-engine bombers and I was flying them in the neighbourhood of people who were shooting at me! Until 1946 my only cars were occasional cheap hacks purchased to get me around during periods of home leave from overseas. With peace came a flying job but, at first, no new cars; production was slow to get under way and influence was required to procure anything driveable. The first car I could come by was one of the new Studebakers with the exciting Raymond Loewy styling which was to be so much copied, and this took care of driving needs for a year or two, although without much excitement.

Suddenly, though, everything changed. The MG TC came to USA! During our earlier driving years most of us had never seen a foreign car but we now learned that other countries built them, too. I had, in fact, enjoyed an advantage over most American boys in having grown up in Southern California where, on occasion, one might spy a film star driving disdainfully down the boulevard in such exotica as Hispano-Suiza or Bugatti (I can recall Richard Barthelmess in a crocodile-hide covered SS Mercedes), and the Rolls-Royce legend was well known. Nevertheless, such marvellous creations were so far beyond our normal experience that we never gave a thought to possible ownership.

So I tried, in a rationalised excuse at being practical, a Hillman Minx, enjoyed because of its differences from the local products and because of its evident high-quality construction by comparison with the American cars. Our own were, in this period, reaching for bottom in such matters as handling characteristics, decorative taste, and care in assembly and the imported cars appealed for their unique and interesting behaviour of a sort not found in the Detroit machines—and for their glamorous appearance. A bit more fun for me came from a much-tinkered-up Singer 9 which had to go when, in 1952, a few Morgan Plus 4s were brought into California. Mine, light yellow with black wings, was a very satisfying car and brought much of the fun I remembered pre-war. Out came the tools once more, put away with boyhood, and soon came the games. We started hill-climbs, races and rallies and while we had not much knowledge of



THE DB ASTON MARTIN at Loveland Pass, Colorado, which is 12,000 feet above sea level, with the author feeling the early morning cold.

what we were doing, we had marvellous times. We learned a lot from Ken Miles, who had come over from England to see to MG service, and from Huschke von Hanstein, who brought the first Porsche Spyder we had seen to a hill-climb in the Mojave Desert. It was during the Morgan's tenure that I saw my first Aston Martin. What I saw was a DB2 at a *Concours d'Elegance* in which I was proudly exhibiting my Morgan and the same week, in a garage, I encountered a pre-war International driven by a supercilious tweedy gent who condescended to answer a few questions. "Easy hundred per, Old Boy," he said, in what I have since learned was excess of enthusiasm—or National pride. All the same, desire was born, which burned ever brighter for five years or so during which I tried to forget with a succession of diversions that included a Triumph TR3—fun, but not quite a thoroughbred, a Mk V Jaguar—elegant, but unhandy and expensive to keep running, an Alfa Romeo Giulietta Sprint—truly delightful but not yet an Aston Martin. Each of these cars took me to work and home again and did their bit in the occasional rally, club race or hill-climb but the inevitable finally came about and I found a DB2/4 that I told myself I could afford. It was in very fine condition and brought a pride of ownership and pleasure in driving that I hadn't known since that first Model-A. In *concours* the car brought admiration, in Autocross it whipped the Jags and Corvettes, in all-night rallies it was comfortable and, best of all, it brought me into active contact with Dudley Coram and Aston Martin OC friends in Britain.

Nineteen-fifty-nine brought the American International Rally, intended to be our answer to the Monte, etc., and my opportunity to compete—as it turned out, almost the only private entrant—in what I fondly regarded as International Motoring Sport. The 3,000 miles and four days spent on this exercise provided some of the happiest of my motoring memories. The Aston and I, with a brave co-driver, managed a penalty-free series of runs from California across Nevada and into Idaho, over the Rocky Mountains to Colorado and Kansas, west again to Santa Fe, New Mexico, until trouble befell us on the final night. Troubles would be truer: first our Halda packed up; next we lost the route; then, having regained it, we foolishly refuelled at an Indian trading post in the Painted Desert—with what subsequently turned out to be low-octane petrol. During the final run into Las Vegas (required average speed 63 m.p.h.) detonation and over-heating put an end to our competitive effort and after limping several hundred miles back to San Francisco the Aston required an expensive engine rebuild. So ended my go at International Sport and so also ended the American International Rally, which proved so costly to the organisers that nobody has dared to promote one since.

That excellent car, however, did its daily job with great style and performance and did the now-and-then rally, too. During this period of driving England's best, useful home transport was provided by a Ford V8 station wagon which gave us our first experience of automatic shifting and a good five years' use before being replaced, as an experiment, by a VW 'bus. The experiment soon ended because, while reliable, the VW was simply too slow for California highway driving. A Borgward Isabella Kombi followed (satisfactory but unexciting) and then a 2.4 Jaguar. Two years, two valve grinds and hundreds of dollars later this passed on in favour of a Mercedes 220—an altogether satisfactory, reliable and enjoyable car which looked and behaved as well after five years as it did at the beginning. Next came an Oldsmobile station wagon, to fit a growing family. Friends laughed at this concession to modern life but with optional



REX HARDY driving his Ulster Aston Martin in the Martini hill-climb at Virginia City, Nevada. It had previously won a Pebble Beach Concours d'Elegance. Note it still carries the Le Mans racing number it wore as a team car in 1935.

heavy-duty suspension, quick steering (power, naturally), improved automatic shift and air conditioning, this car provided, in the California context, a high standard of family motoring.

Meanwhile, back to fun and games: Exposure to AMOC publications and the memory of that International Aston Martin—now ten years back in history—conspired to cause me to sell the DB and to convert the proceeds to a European trip and a pre-war Aston. With the kind aid of Ray Stokes, Hon. Sec. of AMOC in London, a suitable 1935 Mk. II was located and seemed to me the absolute epitome of the sporting car. True, we had magneto trouble on our first outing—a pilgrimage to Aston Clinton—and we were forced to abandon ship in Brighton in favour of British Rail because the gearbox suddenly refused to provide anything but reverse. But the car did give us a most pleasant way of exploring the English countryside. The Mk. II was left in the hands of a London specialist for a chassis rebuild and general tidying, with an estimate given of three or four weeks for the job. An anxious year later—spent successively in a beat-out Morris Minor and a somewhat weary but still enjoyable Porsche 356—our lovely Mk. II arrived in San Francisco. Uncrated and on the road it lasted only ten miles when a valve head broke off, which broke up a piston, which broke off bits of cylinder liner, which put a hole in the block. Oh, woe! Since the engine must then of necessity come out, it seemed best to do the entire job properly and not so long afterwards the reward came with a Best-of-Show award at a big *Concours d'Elegance*. Not only was the car a beauty contest winner but this handsome example of a true thoroughbred was to carry me back and forth to work for a couple of years and was to provide some memorable touring up and down the California coast and over the Sierra Nevada range, with no problem more severe than an occasional water-pump aberration, easily put right at home. This car is still driven daily by my friend Dr. Bob Mills, but is his only because I was offered an opportunity to purchase LM20, one of Bertelli's Aston Martin team-cars of 1935. No Aston enthusiast could pass this up and the Ulster soon arrived from its home in Australia in superior condition, mechanically and cosmetically. LM20 had run twice at Le Mans, gaining a third and a fifth place overall, two class wins, once finishing first among all British cars, and set a 1½-litre record that was to last for 15 years—not to mention winning the Rudge Cup. Thirty years later it was still doing fine—and this one would do the "hundred per". I had the prideful pleasure of taking a prize with it at the very prestigious Pebble Beach *Concours* and later in the same month winning a trophy in the Martini Hill-climb at Virginia City, during the course of which, in my excitement, I took the revs several hundred over the permitted 5,200 with no apparent ill-effects.

After more than 25,000 delightful miles in these two cherished old cars, age (mine—not the car's) and time-consuming responsibilities, suggested more modern everyday transport and I reluctantly passed the Ulster on to another lucky enthusiast and placed an order for the new Porsche 911. This car must certainly rank with the best of grand touring automobiles; we picked ours up at the Stuttgart works and spent three glorious weeks in Alpine touring. The first few hundred miles were run with strict obedience to the factory restriction of 4,500 r.p.m. and this kept us to 90 on the autobahn, to be passed by one Mercedes after another; thereafter we attacked the classic passes—Stelvio, Great St. Bernard, Susten and others, with abandon and

my reaction to it all is that this sort of motoring in a modern high-performance car tops all the rest.

Where it will end I can't imagine. The Porsche did a fine daily commute job with an occasional weekend tour thrown in for a year or two and was then, in a moment of weakness, traded for a 6½-litre Ford Mustang, which is better than expected, less complex to maintain and more comfortable than the Porsche.

These reminiscences were set down in 1967, put away and forgotten. Since then I have retired and moved from California to England. To bring the catalogue up to date, we collected a Rover 3500 on our arrival at Prestwick and used it for house-hunting in England and for a Continental tour during the first summer, when we took it, *en famille*, around Spa and the Nurburgring and to Villars to view the hill-climb. Too small for our family needs, the Rover gave way to a two-car combination: SI Bentley and Mini. The Mini is still in use and carried wife, daughter and the author on our UK drivers' licence tests, all of us gaining passes first time out thanks to the conscientious tutelage of Mr. Weaver, proprietor of the Wye Bridge School of Motoring (usual disclaimer) in Hereford. After a very inexpensive (in terms of depreciation) year's motoring, the Bentley was replaced by a VW 1600 Estate, impressive for its fuel injection but lacking two doors to be properly useful. A Peugeot Estate with the extra two doors now copes with the trunks, tuck-boxes, bicycles and other scholastic impediments endlessly being transported to and from boarding schools.

TIMEKEEPING

ALTHOUGH some Clubs own timing apparatus that is used for sprints and hill-climbs that will record to three places of decimals, or one thousandth of a second, the official RAC/ACU timekeepers will only time standing-start record attempts to two places of decimals or one hundredth of a second. The reason for this is that it is impossible to line up a vehicle, or a motorcycle, to any real degree of accuracy on the starting-line. George Hall, who does most of the record-attempt timekeeping these days carried out some experiments on the effect of the position of a vehicle relative to the timing light-beam at the start of an acceleration test. Officially you are allowed 10-centimetres "run-in" to the light beam, for obviously you cannot be lined-up actually on the beam, and everyone takes full advantage of this 10-centimetre rule. The standard procedure is to use a wooden or metal gauge that you place on the line of the light-beam itself and the foremost part of the car or motorcycle is brought into contact with the gauge. When the gauge is removed and with a chock behind a rear wheel, the vehicle has the allowed 10-centimetres "run-in" to the beam. Hall has calculated from his experiments on initial accelerations that a misalignment of 1 millimetre would give a timing error of .0007 sec., which sounds negligible, but if the alignment error was 10 millimetres, or 1 centimetre, the time error would be .0069 sec., a not insignificant amount on a standing-start quarter-mile and a large factor in timing to thousandths of a second. While no-one is likely to be 10 millimetres out in aligning a vehicle they are equally not going to be accurate to 1 millimetre. Hall's conclusions were that the human error in alignment, *i.e.* placing the 10-cm. gauge correctly on the beam-line, positioning the vehicle and holding the chock, could not be to a better accuracy than about 5 mm., so that measuring time to more than 0.01 sec. was not justified. Naturally you can get a record quoted to three places of decimals because all records are the mean of two runs in opposite directions, so that the addition of two times to hundredths of seconds can give you a mean-time by division to a thousandth or third place of decimals. At the moment there is no known method of alignment for a standing start that can guarantee complete accuracy, so that times for acceleration tests given to three places of decimals are worthless.

It has been suggested that alignment for a standing start should be done by a secondary beam, as used in dog-racing, but tests have proved that it is not possible to reduce the error to even 1 mm., and that is not sufficient to justify one-thousandth of a second time apparatus, always assuming the clocks had been officially checked to .001 sec. These observations are based on the calculation that even with 1g acceleration a vehicle takes 0.1428 sec. to cover the first 10 centimetres and would take 0.1435 sec. to cover 10.1 centimetres, which gives us our error of .0007 sec. per-millimetre.

For flying-start records it is another matter altogether for there is no question of any fixed distance before the first beam and beam-timing apparatus can read to one thousandth of a second quite easily.—D.S.J.

"MOTORING NEWS" RALLY CHAMPIONSHIP

ON THE fourth of December what has probably been the closest fought rally championship ever to be held in Britain comes to an end when its last qualifying event takes place in Wales. The *Motoring News* Rally Championship, which for the past three years has been held in conjunction with Castrol, has always been keenly contested by British amateurs since it began in the very early sixties. But, just as 1968 was the year in which Colin Malkin and John Brown had a completely runaway victory in their Hillman, so 1971 will be remembered for the close finish between two pairs of competitors.

This year 14 events make up the championship series, all of them one-night road rallies in which performance on closed-road special stages is not what matters. After each event, 10 points are given for outright victory, down to one point for 10th place, and each competitor's nine best scores are taken into account at the end.

Thirteen events have been held, five of them having been won by Will Sparrow and Nigel Raeburn in a Mini Clubman GT and five by George Hill and Keith Wood in a Ford Escort Twin Cam. Sparrow is a Midlander, whereas Hill comes from Lancashire. Though both have a certain amount of sponsorship, they each look after their cars themselves.

They are so closely matched that the championship position is such that the series could very well end in a tie, even after the recognised tie-deciding method is applied—reference to the number of first places gained during the year, then to the number of seconds and so on.

The remaining qualifier is the Targa Rusticana on December 4th, an event which might be recognised from its name as the work of Oxford University Motor Drivers' Club. It begins near Brecon on Saturday night and finishes at the Metropole Hotel, Llandrindod, on Sunday morning. If Sparrow wins, he will also win the Championship. The same applies to Hill. But if Sparrow gets second place and Hill finishes anywhere except first, an absolute tie will result. However, to avoid possibility of joint champions it has been decided that in this event the best 10 scores, not nine, will be taken into account, and then 11 and so on until the tie is broken.

It is some considerable time since an amateur championship has created such interest as this one has. Among the rallying fraternity in Britain, both Hill and Sparrow have their supporters and it is very likely that they will travel to Wales in considerable numbers at the weekend to provide encouragement.

Even before the 1971 Championship has been settled the qualifying events for the 1972 series have been announced. For your diaries they are as follows:

Red Dragon Rally (Port Talbot MC)	.. ..	January 29th
Rallye Bristowe (Tavern MC)	.. ..	February 12th
Rallye Dubonnet (SODC)	.. ..	March 4th
Cytax Rally (High Moor MC)	.. ..	March 18th
Nutcracker Rally (Aberdare MC)	.. ..	April 15th
Peak Revs Rally (Ludlow Castle MC)	.. ..	August 12th
Gremlin Rally (Brecon MC)	.. ..	August 19th
Stocktonian Rally (Stockton & Dist. MC)	.. ..	September 2nd
Cilwendre Rally (Teify Valley MC)	.. ..	September 9th
AGBO Rally (Owen Organisation MC)	.. ..	September 23rd
Plains Rally (Knutsford & Dist. MC)	.. ..	September 30th
Illuminations Rally (Morecambe CC)	.. ..	October 7th
Tour of Mull (2300 Club)	.. ..	October 14th
Torbay Rally (Torbay MC)	.. ..	October 28th
Shenstone Rally (Shenstone MC)	.. ..	November 4th

* * *

Whilst making preparations at home for the RAC Rally my ears picked up the words "Monte Carlo Rally" coming from the room in which my family were in the grip of the television set. I entered just as Wheelbase was ending an item on the rally and I was astounded to hear the closing words of Michael Frostick: "If the Monte Carlo vanishes into the night it's the end of the rallying game."

What utter rubbish. I have a high regard for Wheelbase, particularly as it seems to be part of the programme's policy to give coverage to a fair cross-section of the world's rallies, but whoever wrote the script used by Michael Frostick displayed a singular lack of knowledge of the subject and gave a completely wrong impression to the viewing public.

Perhaps the Monte Carlo Rally will fade away, but that will not be the signal for all other rallies to follow suit. On the contrary, whilst some of the former classics are finding it difficult to get entries, younger events are springing up and are flourishing. In Britain, rallying has never been so popular as it is today. Club events regularly field the

maximum number of 120 cars and entries for the RAC Rally were numbered almost to 250.

No, Mr. Frostick, our sport is certainly not in decline; nor will it head that way simply because one famous event in a packed calendar begins to lose its popularity.—G. P.

NEW FROM BMW

JUST PRIOR to the opening of the London Motor Show, two new BMW variations were announced and made available to us for a brief test drive in Holland.

Most important from the sales value point of view is the 2000 Touring, which, by virtue of its compact estate body treatment fulfils the multi-purpose role of 2/3-seat sports car with large luggage capacity, or 4-seat saloon, or station wagon. Priced at £2,145, its top speed of around 106 m.p.h. makes it a competitor on performance for most production sports cars, while its extra seating/luggage capacity will attract those requiring much more room and diversity of use than is possible in the normal sports car concept. Mechanically identical to the 2000 saloon it has a claimed 0-50 m.p.h. time of 8.1 seconds and fuel consumption of 28 m.p.g. at 68 m.p.h. The rear door is upward opening and has an aperture of 3 ft. 2 in. wide × 3 ft. 7 in. high. With rear seats folded the available flat floor is 5 ft. 6 in. long × 4 ft. 3 in. The floor to roof height is 2 ft. 6 in.

In the higher price bracket the new version of the 3.0S has a supplementary 'i' in the title indicating that it is fitted with Bosch electronic fuel injection. This, in conjunction with raised compression ratio (9.5 to 1) gives a power increase of 20 b.h.p. and an increase of torque (200 lb./ft. at 4,300 r.p.m. against 189 lb./ft. at 3,700 of the carburetted car). Maximum speed is 132 m.p.h., an improvement of 4 m.p.h., while the 0-60 m.p.h. time is improved by over ½ sec. to 7.6 sec. Fuel consumption is down to a claimed 27.7 m.p.g. at 68 m.p.h., recalling the improved efficiency of the injection system.

Driving the car, an immediately noticeable improvement in acceleration on the carburetted car is apparent. This is even more marked at higher speeds and effortless cruising at 110 m.p.h. while testing on the Dutch motorways was possible, with plenty of power in hand for overtaking. The usual bugbear of fuel injection, poor starting when either hot or cold, seems to have been overcome by BMW, although we are told that this is generally due to maladjustment and not a basic injection problem.

The 3.0Si costs £461 more than its parent 3.0S but the discerning motorist of this class of car would probably feel that this is worthwhile.

THE SMALL ALFA

ALTHOUGH not yet available and no price has been announced in Britain, Alfa Romeo have unveiled their rumoured small car which is being built in a completely new factory in Southern Italy. The car is called the "Alfasud" and has a front-mounted flat-four engine with a belt-driven single overhead camshaft per bank. Drive is through the front wheels, front suspension is McPherson struts and the rear is a live axle suspended on coil springs and telescopic shock-absorbers. There has been a lot of attention to safety and the body-shape is somewhat Citroën GS-like. We look forward to driving this interesting new challenger on the small-car market.

JO SIFFERT—1936-1971

AS reported elsewhere in this issue, the Swiss driver Jo Siffert died at Brands Hatch on October 24th as a result of his BRM crashing and exploding in flames. Siffert's history has been well chronicled on many occasions and there is little to add here. Suffice to say Siffert was born in fairly humble circumstances but by a combination of tremendous perseverance, courage and skill became one of the World's finest racing drivers, not only in sports-car racing but also in the past few months in Formula One.

Through his continuing success he had remained a great enthusiast for motor racing as well as an astute businessman. Siffert loved the life, rarely complaining about circuits or machinery and just got on with the job of driving as hard as he could.

But the best tribute of all we could bestow on the friendly dapper little Swiss was the one we overheard at Brands Hatch at the end of the tragic meeting. Two ordinary enthusiasts were walking back to their car and one turned to the other and said: "It's a great shame, I liked Jo Siffert". Almost certainly that spectator had never met him yet those simple words so aptly expressed the esteem which he, and thousands of motor racing enthusiasts all over the World, felt for Jo Siffert.—A. R. M.

AROUND AND ABOUT

Comment on the Racing and Club Scene

More Money for Grovewood Awards

THE 1971 Grovewood Motor Racing Awards were presented last month at a reception in a London hotel and the proceeding screened on BBC2's Wheelbase programme. The value of the Awards was doubled this year, and the scheme widened slightly to take in two special commendations of £100, the winners of these being eligible for a major prize next year. The idea was instigated back in 1963 by John Danny the Chairman of Grovewood Securities, owners of several racing circuits, as a help to young British drivers who were showing outstanding ability in the early stages of their careers. The recipients are chosen by a panel of journalists nominated by the Guild of Motoring Writers.

The panel apparently had absolutely no trouble in immediately coming to a decision on the winner—Formula Three man Roger Williamson who, in his first year in single-seaters, chalked up a total of 14 wins, won the Lombank Championship and was runner-up in the MOTOR SPORT/Shell and the Forward Trust Competitions with his March 713M. A 23-year-old former karter he started car racing with an 850 Mini in 1967 and, though his operation was always on a shoe string, he really started to shine last season with his driving of a 1-litre Ford Anglia in which he won the Hepolite-Glacier Championship.

Second place went to the 28-year-old Australian Vern Schuppan who arrived with only limited racing experience to make his name in British motor racing a couple of years ago. This year Schuppan has been driving very fast and competitively in a Palliser Formula Atlantic with a BRM tuned engine, following previous experience in Formula Ford, and won the Yellow Pages Championship.

Third place went to the 20-year-old son of a man whose name is already very well known in motor racing circles—Arthur Mallock. His son Ray only started in competition last year but this season he has cleaned up the Clubmans Formula Championship using, not surprisingly, the latest model U2.

Collecting the two Special Commendations were two rivals in Formula Ford racing 21-year-old Bernard Vermilio and 19-year-old Tony Brise. Vermilio, in his second full season, drove a Merlyn to overall victory in the British Oxygen sponsored Formula Ford Championship (the big one) while Brise, in his very first season, finished runner-up with his driving of an Elden and then a Merlyn. Both have works Formula Three drives next season Vermilio for John Player-Team Lotus and Brise in a Brabham.

More Formula One Sponsorship

The tobacco companies seem to be increasing their involvement in motor racing for 1972. As has been widely rumoured, John Player have decided to continue their long standing association with Team Lotus but instead of calling the outfit Gold Leaf-Team Lotus, the new name will be John Player-Team Lotus and the cars will be called John Player Specials instead of Lotus 72s. Apparently even the chassis plates will refer to John Player Specials, which seems to be taking things a bit far. At the start of 1971 season March announced that their F1 machines would be called STP Oil Treatments and not March 711s. No one took a blind bit of notice and while we were all happy enough to call the cars STP-Marches, that was about it. It will be interesting to see if Player have any more luck. They intend to run two cars in Formula One for Fittipaldi and Walker and two in Formula Three for Vermilio and A. N. Other.

However, it seems they will not be the only cigarette sponsored Formula One team for an announcement was made during the month that BRM had transferred from running under Yardley patronage to that of the Philip Morris cigarette firm. Three cars will be sponsored with Frenchman Jean-Pierre Beltoise taking over the number one seat and braking his long ties with Matra. Ganley and Marko will complete the team.

STP have been very pleased with their sponsorship of the March organisation and continue it for the third consecutive year as well as continuing with their bonus schemes and a new backing of a non-championship Formula One race. March will run STP Formula One and Two cars for Peterson and the Austrian Niki Lauda and possibly also an F3 car as well.

Yardley may also continue to back Formula One motor racing but



GROVEWOOD WINNER Roger Williamson in action with the March 713M-Holbay that served him so well in 1971. Although he started the season on a tight budget he was sponsored later in the year by Tom Wheatcroft, the Leicestershire enthusiast who recently purchased Donington.

probably will change teams while Brooke Bond/Oxo continue with Surtees, Politoys with Frank Williams, Gulf with McLaren, leaving only Brabham and Tyrrell of the British constructors without commercial backing. There is even rumour of W.D. & H.O. Wills backing the Tyrrell outfit. Some say there is never smoke without fire or should it be sponsorship without smoke?

Racing Cars Afloat

It seems that we just can not go a year without having some form of Racing Car Show. The International one at Olympia is a biennial affair but something less grand is usually dreamed up for the intermediate years usually in the Horticultural Halls. However, it looked as if this time no such Show was planned until early in November when news came of an interesting venture to hold an exhibition aboard the Townsend-Thoresen cross-Channel ferry boat "Free Enterprise II".

This will be known as the *Evening News* Motor Racing Showboat and will be moored alongside HMS Belfast in the Pool of London with Thames river boats ferrying the public across from Tower Pier. The Showboat will be open every day, including the Sunday, from January 1st until January 8th. Over 100 racing cars will, apparently, be on show including 20 new models plus the usual goody firms. The boat has all the necessary facilities including a 200-seat restaurant and during the show period various dinner dances will be organised to appeal to different sections of the motor racing public, Formula Three one night, marshals another and so on. The Showboat will be open from 10.30 a.m. until 8.30 p.m. and admission will be 50p for adults and 20p for the under 15s. Further information from Brands Hatch who are organising the event.

Standard Saloon Racing

Following the interest shown during 1971 Standard Saloon Car Racing will be a major feature on the club racing programmes next season with no fewer than three Championships. Two of these will be for any Standard Saloon Cars and the third will be specifically for Escort Mexicos, very much along the lines of the Championship already run.

The Standard Saloon Championships will span the whole season, the one organised by Motor Circuit Developments and backed by Castrol has no fewer than 21 rounds and has a prize fund of nearly £3,000. The BARC Championship is to be held over 12 rounds but at a larger spread of circuits. Full details of prize money and dates are available from the respective organisations.

Both run under the same rules for eligibility and classes are as follows 0-£600, £601-£800, £800-£1,100 and over £1,100, these prices being the pre-purchase tax price of the cars which must be homologated in Group One. At present such likely machines as Ford Escort Sports and Mexicos are not homologated but it is in the pipeline.

The Mexico series will be sponsored by Castrol and will be very much the same as this season. Incidentally this year's winner after a certain amount of eligibility squabbling, was Gerry Marshall, who drives the Tiran Auto Centre/Uniflo car with Jody Scheckter a very close second. There will also be a rally championship this winter for Escort Sports and Mexicos, for more details of that see Rally Review.

Social Season

This is the time of the year when one starts dusting down the dinner jackets and getting in trim for the regular rounds of dinner-dances not to mention midnight matinées and end-of-season prize-givings. A couple of the latter fell within a day of each other towards the end of November.

The first was the presentation of awards for the Yellow Pages Formula Atlantic championship which, as regular readers of this column will know, has been tremendously well promoted throughout the year. The prize-giving was well up to standard and it was particularly pleasing to note that *all* the regular championship competitors whether they were due to pick up a prize or not were invited along.

Yellow Pages also took the opportunity to announce that they would be backing Formula Atlantic in its second year but to an even greater extent and prize money would be greatly increased. The big race of the season will be as a supporting event to the BOAC 1000 and the winner of the epic will take home £360 plus bonuses from STP and possibly Dunlop tyres. There is a 22-race programme and the only pity is that all the rounds are at British circuits, a fact that will put some drivers off the category. Even so it seems probable that grids will increase considerably in 1972 and the racing will become even more competitive.

The second presentation was by Shell who held a cocktail party at Shell-Mex House which killed several birds with one stone. The first was to premiere a new film called "Grand Prix School" which they have made this year to illustrate the workings of the Jim Russell Racing Drivers' School at Snetterton. While the film is an excellent "plug" for the school it also provides first class entertainment and is just the thing for Club film nights.

The second function of the evening was to present the awards to winners of various Shell-sponsored championships both for motor racing and motorcycle racing. Winner of the Shell Super Oil Championship for Formula Three was Dave Walker, very much a man of the moment with his recent promotion to the Lotus Formula One team. Shell were to have handed over a large cheque but due to protests still outstanding in the final qualifying round this was not possible. But the Australian did not go home empty handed for Bill Boddy was on hand to present him with the MOTOR SPORT Trophy which is awarded to the winner of the championship. This took the form of an excellent portrait painting of Walker in his driving gear which was admired by all. Other motor racing awards were for the Shell-Gregor Grant Clubman's Championships, young Ray Mallock taking the 1,600-c.c. category honours and Noel Stanbury, who has worked his way up from 750 Formula Racing, collecting the 1-litre class award. These were Dexter Brown paintings as were the motorcycle awards. Best laugh of the evening came when the bearded Continental Correspondent of a certain monthly magazine stripped off to reveal a Dave Walker Fan Club Tee shirt.

Attwood Retires

Richard Attwood has announced that he will retire from motor racing at the end of the year to concentrate on his family motor business in Wolverhampton. He started racing in 1960 with a Triumph TR2 and was soon making a name for himself driving in Formula Junior and Formula Two with the Midland Racing Partnership. In 1963 Attwood was the first ever recipient of a premier Grovewood Award.

His progress in single-seater racing never quite fulfilled the early promise although he drove in Formula One for Reg Parnell Racing and later for BRM giving them an excellent result at Monaco in 1968 by finishing second and setting a lap record. The following year he made his last Formula One appearance this time deputising for an injured Jochen Rindt for Team Lotus and finished fourth. Since then his major successes have come at the wheel of sports cars which he always enjoyed and he is probably best known for his win at Le Mans last year with Hans Herrmann and his second place this year with Herbert Muller, on both occasions driving Porsche 917s.

● Dogs, previously admitted to Brands Hatch, Mallory Park and Snetterton provided they were on leash, will be banned from all Motor Circuit Developments circuits from the start of next year. This follows an incident at Mallory in mid-August when some hooligans let loose from a car and then terrorised a well-trained motor racing dog and it was in collision with a competitor. The car was badly damaged in the incident and the dog was killed.



THE EDITOR presents the MOTOR SPORT Formula Three Trophy to the Australian Dave Walker, who was the clear winner in the hard-fought season-long competition. Walker drives for John Player-Team Lotus in Formula One next season.

- The traditional Boxing Day race meetings will be on again this Christmas, weather permitting, as both Brands Hatch and Mallory Park. The actual date is December 27th, not the 26th, and Brands will include Formula Three, Formula Atlantic and a Buggy race on the programme while the Mallory feature race is for Formula Fords.
- Contrary to our statement in this column last month the Huron firm is not completely out of business and though Jo Marquart has left to join GRD, one of the original directors, Jack Smith, is at present in the process of trying to re-form the firm.
- The Gurston Down hill-climb venue saw the largest ever turnout of the Five Hundred Owners on October 3rd. Over 25 of the old 500-c.c. Formula Three cars took part in the meeting and the championships were decided in the following favour: Girling Trophy, John Turner (Cooper-Norton); John Parker Trophy, Bob Jones (Cooper-Norton); and 1,100-c.c. Trophy, Tom Elton (Cooper-JAP). Further information on this club for these now historic little racing cars from Peter Kendall, 15, Ancastle Green, Henley-on-Thames, Oxon.
- Next October there will be a race at Brands Hatch entitled the Formula Ford World Final. Each of the countries in which Formula Ford races are held, thirteen at the latest count, will decide their national champion earlier in the year. His prize will be an expenses paid trip to Brands Hatch for himself and his car and a chance to win the World Final and its tremendous prize of a brand new Formula Three car for the 1973 season. The runners-up will share more than £600.
- Caterham Car Sales have been appointed sole concessionaires for the Lotus 61 Formula Ford model first produced in 1969. Lotus no longer manufacture customer racing cars but there are still some new 61Rs left at £1,100 while stocks last. Contact Caterham at the addresses on page 1309.



THE BLACK AND GOLD colour scheme of John Player-Team Lotus will be new on the circuits next year. The cars will be called John Player Specials although built to the Lotus 72 design. Dave Walker is pictured testing with the car at Hethel.

VETERAN —

EDWARDIAN —

VINTAGE

A Section Devoted to Old-Car Matters

A GLANCE FOR THE ROYAL DAIMLER.
—R. H. S. Long, driving 1901 De Dion Bouton AB-38 in the Brighton Run, glances back at G. E. Mawer who seems to be finding H.M. the Queen's 1900 Daimler A7 a rather sedate automobile for the journey. Mr. Long's passenger seems more concerned about her splendid motoring headgear. Appropriately, or not, depending on one's point of view, a modern Daimler is overtaking both the veterans.



THE RAC LONDON-BRIGHTON VETERAN CAR RUN (November 7th)

I HAVE tried the Brighton Run most ways—by tram and bus to Croydon to watch the veterans climb up past the Airport before the war, riding on veterans since 1936, driving some of Lord Montagu's in more recent runs. This year I did it in comfort—staying in Brighton on the Saturday night and reporting from the finishing line.

The Sunday was sunny, but very cold. The only drama was the news of an accident involving modern cars at Bolney—not surprising with the elaborate road obstructions there—which was expected to hold up the veterans. But at 10.48 Neil Corner's 1901 10-h.p. Mors arrived, with the Hon. Patrick Lindsay the front-seat passenger, and celebrated its 70th birthday by clocking-in ahead of everyone. Not long afterwards Pickvance's 1900 Darracq came in. By 11.05 Sir Clive Edwards' 1900 New Orleans quivered to a halt; it carries a GBN plaque and had given some 26 m.p.g.

These early arrivals were greeted by the Lord Mayor whose Rolls-Royce limousine, CD1, was an imposing modern occupant of the Madeira Drive. Another six minutes went by and a Royal Riley was reported to be in sight. It turned out to be a bogus yellow plastic "veteran" carrying the same number as Wiseberg's 1899 Riley—I have always refused to recognise the existence of such cars, arguing that one day they would be confused with authentic veterans. Now this has happened, before multitudes of spectators. Tony Marsh commented "Well done!"—I would have booted the thing back down the Madeira Drive and told the onlookers to lynch it! How did this VCC "Mickey Taker" come to be admitted by the vigilant marshals, in the first place?

That unfortunate episode behind us, we were able to welcome the one and only Stephens dog cart of 1898, driven ably by Loder, his coats held on behind by bungee rubber. It was followed closely by Boorman's 1902 Panhard-Levassor, five-up on a non-stop journey. The splutter of automatic inlet valves heralded Sir Michael Nall's De Dion Bouton, with very odd $\frac{1}{4}/\frac{1}{4}$ elliptic front suspension and only two owners since 1903. Watson's well-varnished 1903 Gladiator was in next, and then, excitement, Lord Montagu's big 1903 24-h.p. De Dietrich came in, driven from Gatwick by Jackie Stewart, who had found it a fine car to handle and the back-wheel-brakes perfectly adequate at 35 m.p.h. He paid tribute to Lord Montagu's traffic negotiation but explained that he had lost "a Scottish sort of hat"—has anyone found it? To have a famous racing driver at the wheel of a veteran was in the best Brighton Run tradition—remember Campbell, Cobb, Moss and others in earlier runs? Pat Moss and her husband represented the rally world, on a 1901 Panhard-Levassor.

The Imperial College 1902 James & Browne produced a loud exhaust note and a top hat waving student in the tonneau. Basil Davenport finished at 11.30 a.m., Mrs. Davenport braving the tonneau of his 1902 Century Tandem, a well-sprung but precarious perch, Bill Cook hadn't needed the spares he brought in his 1903 Argyll, Banfield had

had to waste time, so rapid was his ex-Hutton Stott 1902 De Dietrich, which had a useful exhaust whistle, and after a long gap Goodman's 1903 Clement clocked in at 12.40 p.m., delayed a little by a faulty coil putting it on only three cylinders. Wilson's Pieper completed a no-trouble run but its fierce clutch called for a push start. Not so fortunate was Gear (Renault) reported *en panne* just outside Hyde Park and calling for his tender car!

When the commentator asked if Hutton-Stott's Lanchester was over-hot, misled by a little oil smoke, the Lanchester fancier quietly defended the 1903 12-h.p. model which had brought him and Mrs. Hutton-Stott speedily to Brighton. Jangling timing gears were a feature of Moore's fine 16-h.p. Panhard-Levassor, Baker's Hanzer was all-quivering brass, with wicker basket on behind, Pointer's big red Wolseley had a Cyclops headlamp, Mrs. Simons brought her tiller-steered Albion in fast, Eric Thompson was driving the 1902 Peugeot which Prince Bira took through the 1946 run, Sears' varnished Clement-Talbot rattled in, Major Fairhurst completed his 29th Run in the little Peugeot "Willie Peanut", Bolster's Panhard-Levassor did it without trouble for the umpteenth time, James Tilling thirsty in the tonneau, whereas British Leyland's well-known Wolseley was on its first Brighton.

On the run up to the finish Howes' big yellow Wolseley overtook Williams' smoking Progress Quad which made weird noises from its transmission. Lightfoot's racing Mercedes had a lady in a hole in its tail.

At this point, 12.25 p.m., I called a halt and went to Lord Montagu's cocktail party. Arriving back at 2 p.m. his 1922 14-seater Maxwell char-a-banc came in, bringing some chilly Pressmen to see the fun. Next in was Hayward's steaming De Dion Bouton, followed by a group among which Butti's De Dion stalled its engine and Michael Ware, helping to drive a Sunbeam Mabley, spoke, with awe, of doing 15 to 18 m.p.h. when flat out. Goodman's 1904 25-h.p. CGV, a big doorless tourer, was a real "Mr. Toad's" car; it was screenless, whereas Norman's 1904 Darracq possessed a fine wind-screen and canvas side pieces in lieu of doors—it had been somewhat slowed by a little spark trouble.

Tacon's Humber Olympic Tandem was down to 20 m.p.h. instead of its customary 30 with an undiagnosed malady, the Tony Huber was driven part of the way by a 17-year-old driver who passed the Test two months earlier, Freakes' 1904 15-h.p. Panhard-Levassor Wagonette was another car "Mr. Toad" would have enjoyed, Gilbert rode his very short wheelbase Quadrant tricar which misfired on one of its two single-cylinder engines five miles from Brighton and the English Mechanic "kit-car" had lost a hub cap and had needed a push or two.

Blackford's Locomobile steamer arrived safely, one broken pipe repaired *en route*; its steam whistle and good retardation were admired. Wilkins' Panhard-Levassor seemed none the worse for a nut dropped into its carburetter but had had water pump trouble, Kettyle's De

Continued on page 1297

ORIGINALITY—In Restoration and Usage?

IT SEEMS droll that the more purist among restorers of veteran, Edwardian and vintage cars are often to be congratulated on their meticulous attention to getting even the details of their cars correct, yet seem quite undisturbed that subsequent usage departs, unnecessarily I feel, from the ancient traditions. I am thinking of those who fit the original carburettor rather than a more recent one which would give easier starting and better fuel consumption, are careful to match the date of their lamps to that of their bodywork, enquire about the correct colour in which a given pre-war car should be repainted, do this with brush instead of spray-gun, even use the right size of buttons, correctly spaced, when refurbishing leather upholstery of that kind—and then compete with the resplendent vehicle in some quite non-original form of rally or competition.

Why cannot current events, competitive and otherwise, for pre-war cars conform more closely to what, in fact, these cars could have undertaken when they were new, or nearly new, vehicles? Some organisations do make some rather lukewarm efforts along these lines. For example, the first imitation Emancipation Run of 1927 (when the early cars taking part were called "Old Crocks", a term the *Motor* unfortunately still applies to veteran cars) went from London-to-Brighton, because that was the route of the original Run in 1896. It still does. But, although subsequently it was taken under the umbrella of *The Autocar* and then the RAC, it has had various starting and finishing points and has never gone from the Metropole, London to the Metropole, Brighton, or even followed very closely the pattern of the first Run, except that it is held as near as is possible to the correct Sunday in November without encroaching on Armistice Day—perhaps if 250 or so pre-1905 motor cars stopped for two minutes at 11 a.m. very few of them would restart afterwards!

If the VCC has erred a little over the historic elements of their Brighton Run—and I concede that limiting it to pre-1897 horseless-carriages would greatly restrict its scope!—they were very good about last year's replica of the 1,000 Miles Trial of 1900, going over as much of the original route as possible, even to taking the Twyford loop away from the new A4 Bath Road.

Other clubs who profess to have history in their hearts have done far less in this respect. What VSCC fixture has any particular pre-1931 connotation? The Humber Register used to include some of the "non-stop sections" from the vintage-era Colmore Cup and Victory Cup Trials in a one-day frolic and on a larger canvas we have seen the David Thirlby-inspired Bolzano Raid of the chain-driven Frazer Nash fraternity, their later return to the Nurburgring, and the Lancia MC's commemorative trip to Italy. Rolls-Royces of appropriate antiquity are apparently going to the Alps next year for similar reasons and there are probably other re-enactments I have overlooked.

By and large, however, there seems no great desire or effort to emulate the events of the past. The VSCC Light Car Section was instrumental in co-operating with the commendably tradition-minded MCC in launching some of its members over part of the vintage-years' Land's End Trial route on appropriate anniversary occasions. This was highly commendable and I am glad I was able to drive Arthur Jeddere-Fisher's 1924 11.9 Lagonda in one of them and go as passenger in a 1929 Hillman 14 in another.

Seeking to maintain true traditionalism, I brought into being a revival of the earlier MCC London-Exeter Trials, the idea arising from my desire, in 1953, to start correctly from Staines in my 1922 8-h.p. Talbot-Darracq, at the exact time on Boxing Night when a similar car had been flagged away 31 years earlier, and drive over as much of the 1922 route as possible, the "observed" sections of Peak, Salcombe and White Sheet included, before returning to Staines, a distance of about 327 miles. I was foiled by an obscure ignition malady but went the following year, accompanied by the late Gerald Crozier in his Trojan. The thing was taken over by the VSCC in 1955 but they were a bit niggardly about it and we finished not at Staines but at Hartley Wintney—"quite far enough, too", seemed to be the prevailing official opinion. I think, however, that my ideas had the backing of Jeddere-Fisher, first Secretary of the VSCC Light Car Section, who is a notably clear-thinking traditionalist.

Although Britain was at peace, with Europe at any rate, there was petrol rationing in 1956. In 1957 I hit upon the idea of throwing my "Boxing Night Exeter" open to *MOTOR SPORT* readers. The festive-season start was a notable eliminator but the dichards turned out, understanding that there would be no awards, no publicity (apart from my own report and definitely no TV coverage!

That year, after D.S.J. had enlivened Christmas Day by driving an F2 Lotus on the road, we did the 1922 route again, in Derek Graham's Trojan. Five other vintage light-car stalwarts came too. By 1958 it seemed prudent to assay the 1924 "Exeter" route, as I had acquired a 1924 12/20 Calthorpe. Seventeen intrepid "competitors" tried it that year but I blush when I recall that we called it off, after a hectic Boxing Night and equally hectic subsequent morning and afternoon, at Lopcombe Corner.

This adventure grew quite popular. In 1959 there were 23 of us, running over the 1925 route. In 1960, when I borrowed a 1921 AC from the Montagu Motor Museum, the number was up to 36. The next Boxing Night we varied things by using the 1926 route, leaving correctly from the Slough Trading Estate and finishing (as in 1926) at Shaftesbury.

We were true traditionalists in these happy events, even to deliberately avoiding the by-passes at Egham and Bagshot on the outward journey and trying as closely as possible to emulate the timed section on White Sheet hill. Alas, the thing became too big. We had introduced route-cards to counter complaints that it was a long way to motor if you got lost before tackling the hills. We had put in a breakfast stop in a helpful transport café near Honiton. It was becoming all too much like a *real* event, without an RAC permit. At the time the MoT was looking very directly at road events and had we been so unfortunate as to have had a fatal accident—there had been "moments" on ice-covered hills in 1960—the repercussions could have reached beyond vintage-car circles. A halt was therefore called. I believe the original follow-my-leader, unofficial "Boxing Night Exeter" still happens, but the less said the better . . .

I had another idea a couple of years ago. In 1924 Wales had seen the RAC Six-Day Small-Car Trials, won by Chinnery's Gwynne Eight. That very strenuous affair was for professionals. It involved two big loops out from Llandrindod Wells, taken alternately, one loop per day, not to mention a return to civilisation *via* Birdlip Hill (observed) for a series of complicated tests at Brooklands. I put it to the VSCC that a replica might amuse their Light Car Section. The roads have vastly improved, the water splashes have gone, and obviously it couldn't be for six days or go to Brooklands. But a two-day event, encompassing the original hills, seemed possible, doing one 1924 loop each day. I worked it out that a fairly early after-breakfast start would get competitors back before dinner and meanwhile, at, say, a 25 m.p.h. average, they would have seen some rather impressive scenery, and lunched, as in 1924, at Bala.

To give a mildly competitive element any stops needed for administering to the cars would have had to be logged. In 1924 they appointed "official observers" for this task—and one Lightbody got a special medal for pushing Poppe's Austin 7 up Bwlch-y-Groes, which he need not have done—I suspects a desire to get out of the rain and back to the shelter of the "Metropole" prompted him, rather than heroics! I thought the need for extra "bods" could be obviated by swapping the passengers around, asking them to "observe" the cars they found themselves in. This, however, caused strong objections which I didn't anticipate, even in this promiscuous age. Anyway, the thing was vetoed by the VSCC as being too long, too strenuous. It never happened but good luck to the 750 MC's proposal, even though there is presumably nothing traditional about it, to run Austin 7s from Land's End to John o' Groats as part of next year's Austin Jubilee . . . I suppose my "observers" would have had to be covered by passenger-liability insurance anyway—in the Welfare State it is difficult to win! To prove that in times when our present vintage cars were currently available enthusiasts were by no means chicken-hearted, let me quote the Ealing & D MCC's London-Holyhead Trial of 1921, when drivers of things like TB and Morgan 3-wheelers, Carden cyclecars, GNs and a 6.4-h.p. Jowett tackled the 336-mile route which included Bwlch and the Devil's Bridge road, the state of which in those days borders on the indescribable. Dare I ask "Who's for tennis?" in 1972?

Perhaps those who run painstakingly-restored-to-original vintage cars don't care a fig for events run over original routes to original rules? I hope this isn't so and that I shall be reminded of plenty of "traditional" fixtures I have forgotten to mention, or which are about to happen. (Memorials such as those at Brooklands, on the Gordon Bennett course in Ireland, and the TT pits in Ulster are not quite what I have in mind, excellent as was the lappery of the Ards circuit by ex-TT cars after the last named had been unveiled; nor do historic cars returning to their birthplaces, as with Sunbeams to Wolverhampton, Rileys to Coventry, Roesch Talbots to Barlby Road or Morris to

Cowley count, in the same way that replicas of former rallies, trials, etc., do. Incidentally, I hear rumours of a long-distance VSCC race, to supplement the up-to-37½-mile races they have at present; one wonders whether this will develop into a whiff from the past, perhaps a quarter of a JCC 200-Mile Race or an hour's return to something akin to a vintage TT?)

Even when D.S.J. and I decided it would be nice if true vintage and p.v.t. cars were gathered into one car park at VSCC Silverstone Meetings, instead of being scattered amongst the modern cars, the Committee were decidedly dubious. They let us do it but never willingly, and only once or twice. Perhaps we offended someone when we turned away his 1931 Austin 7 . . . Anyway, the idea was abandoned. It has since been revived, a piece of VSCC politics I have never fathomed. But which discourages the idea of a VSCC speed trial with only vintage cars permitted to line the railings at the start area (a photographer's delight!). Anyway, straight-line speed trial courses are now hard to find since the RAC has decreed that gravel-surfaced drives are out. A less complicated ideal might be trials for the VSCC Light Car Section over some of the once-used routes and hills in the Home Counties. There were several day and half-day events held in Surrey and Middlesex, details of which, with rules, the early motor journals contain. To organise a frolic along such "original" lines would seem to involve no more effort than a Light Car picnic, a Lakeland Trial or an Eastern Rally which bear small resemblance to actual vintage fixtures (by all means have these as well). Perhaps, however, I am alone in a wilderness others prefer not to enter?—W. B.

THE TT COMMEMORATION

IT WOULD be ungracious to let the year pass without reporting on the opening of the TT Commemorative pits at Quarry Corner adjacent to the Ards circuit outside Belfast. This happy event, inspired by the Ulster Vintage CC, took place as planned on September 11th. But due to the unrest in Ireland, amongst religious parties who choose to ignore the Christian doctrine of loving one's neighbour and who cannot see that violence is getting them no-where, many of the VIPs and historic cars invited stayed away, and reports of the occasions have been thin in the motor papers.

So we are delighted to learn that the rioters did not interfere with this commemoration of one of the most significant and exciting sports-car races of all time, which brought such huge crowds to Ulster in happier days. The replica pit-building was unveiled by His Excellency The Governor of Northern Ireland, Lord Grey, and afterwards sports cars of TT type drove round the circuit and were displayed in the famous Newtownards Square. Lord Grey took part in the procession, in Lord O'Neill's low-chassis 4½-litre Invicta which A. C. Lace drove in the 1933 TT, and Lord Dunleath drove David Johnson's 4½-litre Lagonda which was Hindmarsh's mount in the 1935 TT. Cars taking part included Colin Readey's 1.8-litre

Riley, Mr. and Mrs. Sheldon in a 1935 Ulster Aston Martin, a 1750 Alfa Romeo, a 3½-litre Bentley, three Austin 7s, an MG Midget, a 1,087-c.c. MG, Galbraith's 1926 Bugatti, two Frazer Nashes, a BMW, a Lancia Lambda, a Delage, another 4½-litre Lagonda and two Alvis cars. We are ashamed not to have been present—except that to have been in Ards would have meant missing VSCC Thruxton.

The greatest credit is due to those who organised this important commemoration and who carried the ceremony through in the face of the unrest in Ireland. The pits-building is to serve as a picnic area for the public—we only hope they respect it as the French respect memorials to their deceased racing drivers and do not ignorantly deface it. It is on a lay-by of the new dual-carriageway road where the TT course of 1928 to 1936 ran. A brick-built store for the Ulster VCC is also visualised, with data panels describing the race, and rallies will probably start from there.

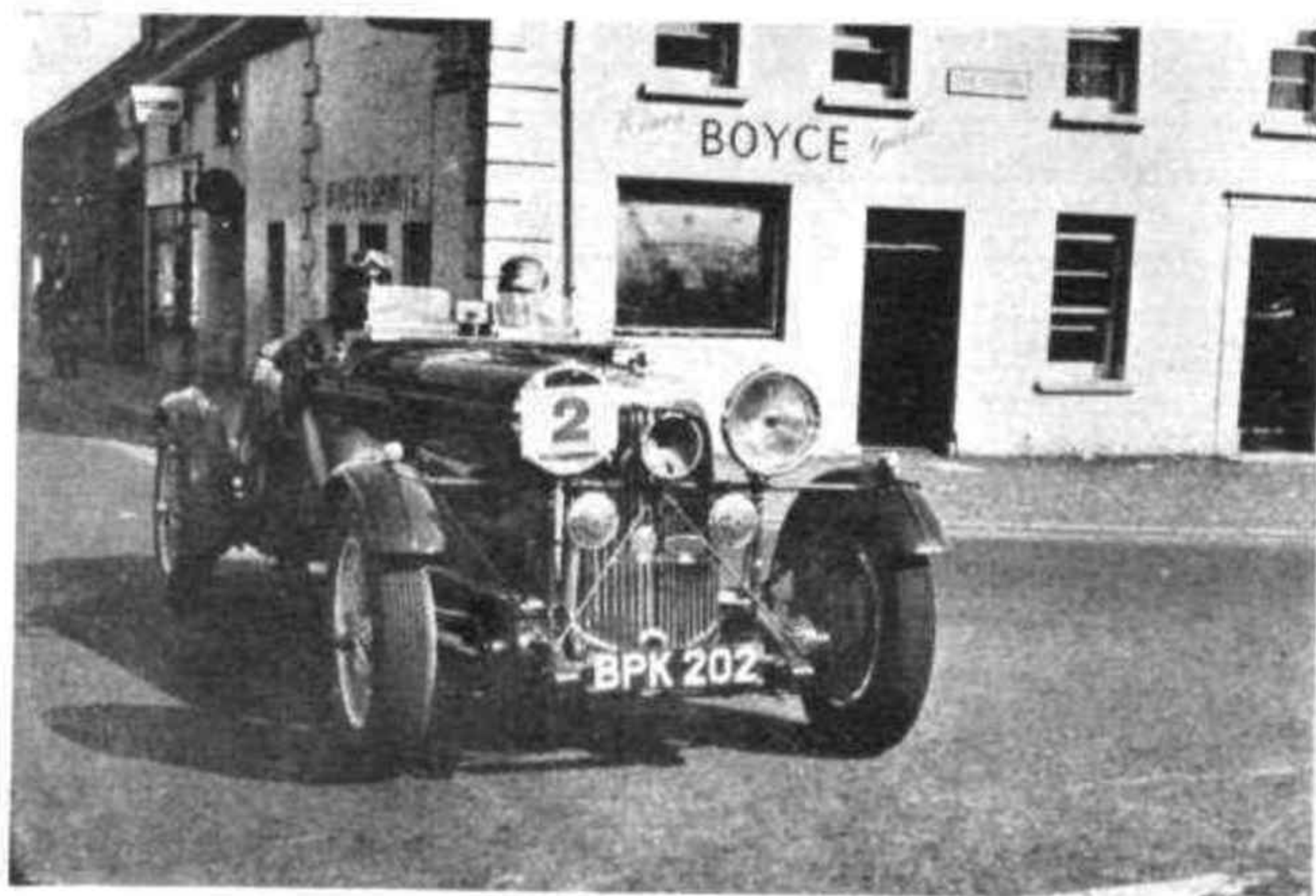
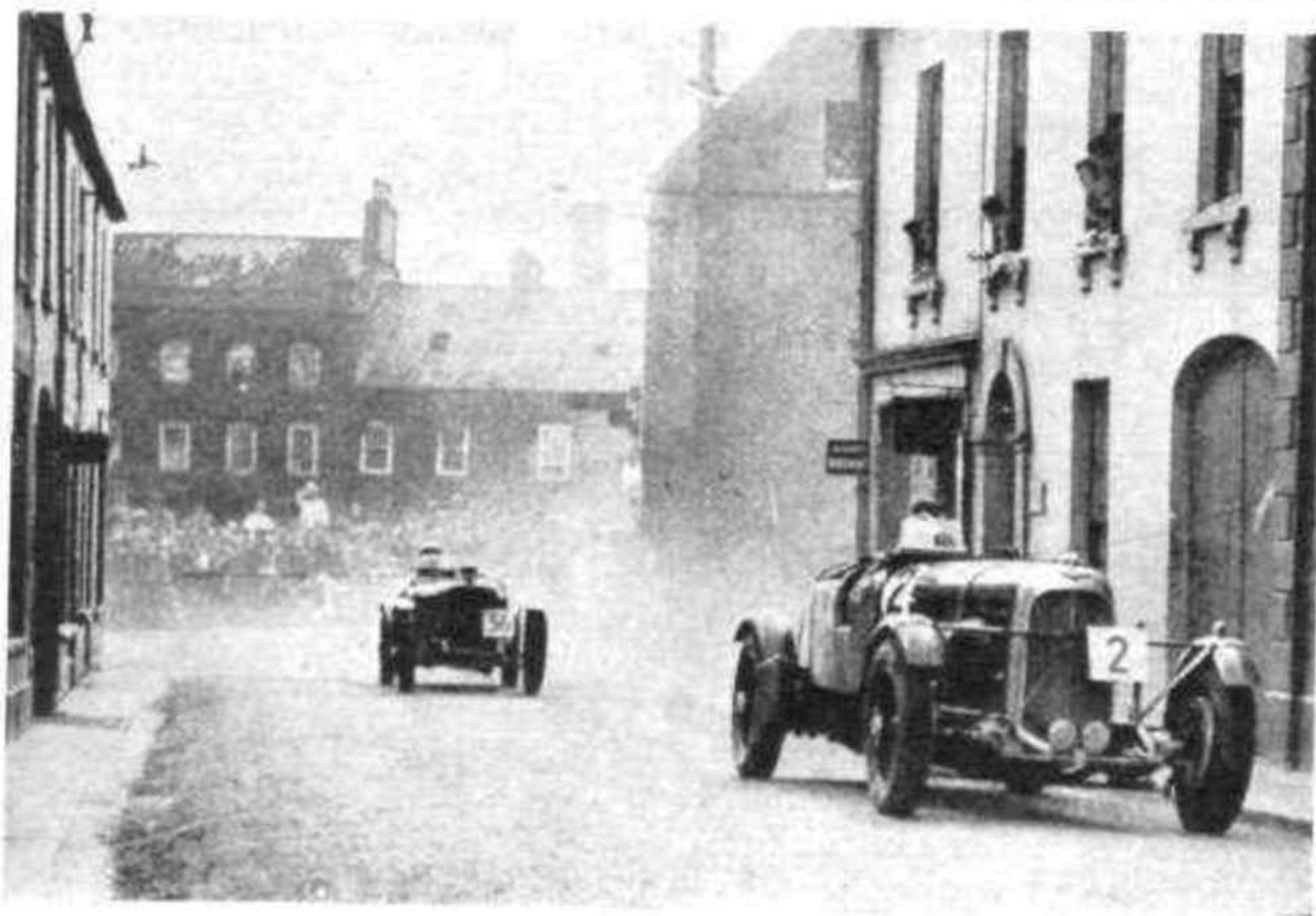
Funds are still needed for the maintenance of these buildings and readers may wish to send donations, as a gesture towards the brave stand being made by motoring sport in Ulster in the face of present difficulties, as well as support for a very worthwhile memorial. An excellent Souvenir Programme was issued, containing TT pictures, a stirring article by Lord Dunleath, Chairman of the Ulster TT Commemorative Committee and the Ulster VCC, and full entry lists for all nine Ulster TT races, with results. It sells for 20p and there are some still available, which should be worth acquiring. The person to write to about donations and programmes is: W. Galbraith, 12, Lombard Street, Belfast BT1 1RD.—W. B.

V-E-V Miscellany.—A piece in the *Yorkshire Post*, by Iain Smith, reports on the number of ancient motor vehicles still in regular use in Montevideo, due, apparently, to a tax system which trebles the price of a new car, putting the cost of a new Ford Cortina, according to this article, up to £3,000 before it is even put on the road. Consequently, Smith tells us, Packards, Studebakers, ancient Chryslers, Nashes and Fords roam the Uruguayan roads, where "the MoT test has not been heard of. If it goes—it goes". Smith makes the sage observation that the local government would do well to reverse their 300% car import-tax system, to prevent outside speculators getting their hands on this treasure-trove.

A 1914 GP Delage, less body, has been for sale in Australia. A 1925 Vulcan lorry, which had been lying derelict for years in a wood near Kingennie House, north of Monifieth in Angus, fitted with a caravan body having a large bow window where the windscreen used to be, has been rescued by a Leven works constructor. It is thought to be a model of which there are only three others in Britain.

On the recent subject of aero-engined road cars of the 1920s, another we might have recalled was a Metallurgique chassis into which the Streatham Engineering Co. installed a 90-h.p. Rolls-Royce Hawk airship engine at the end of 1922. The local firm of J. H. Plater made a two-seater body for it, using a R-R radiator and mascot.

THE TOURIST TROPHY COMMEMORATION.—On the left Charlie Dodson is seen leaving Comber Square in the 4½-litre Lagonda during the 1935 TT. On the right, the same car being driven into Comber Square by Lord Dunleath, on the commemoration lap after he had declared open the TT Memorial, last September. Lord Dunleath's passenger is Gordon Neill, who represented the RAC at the ceremony—see paragraph above.

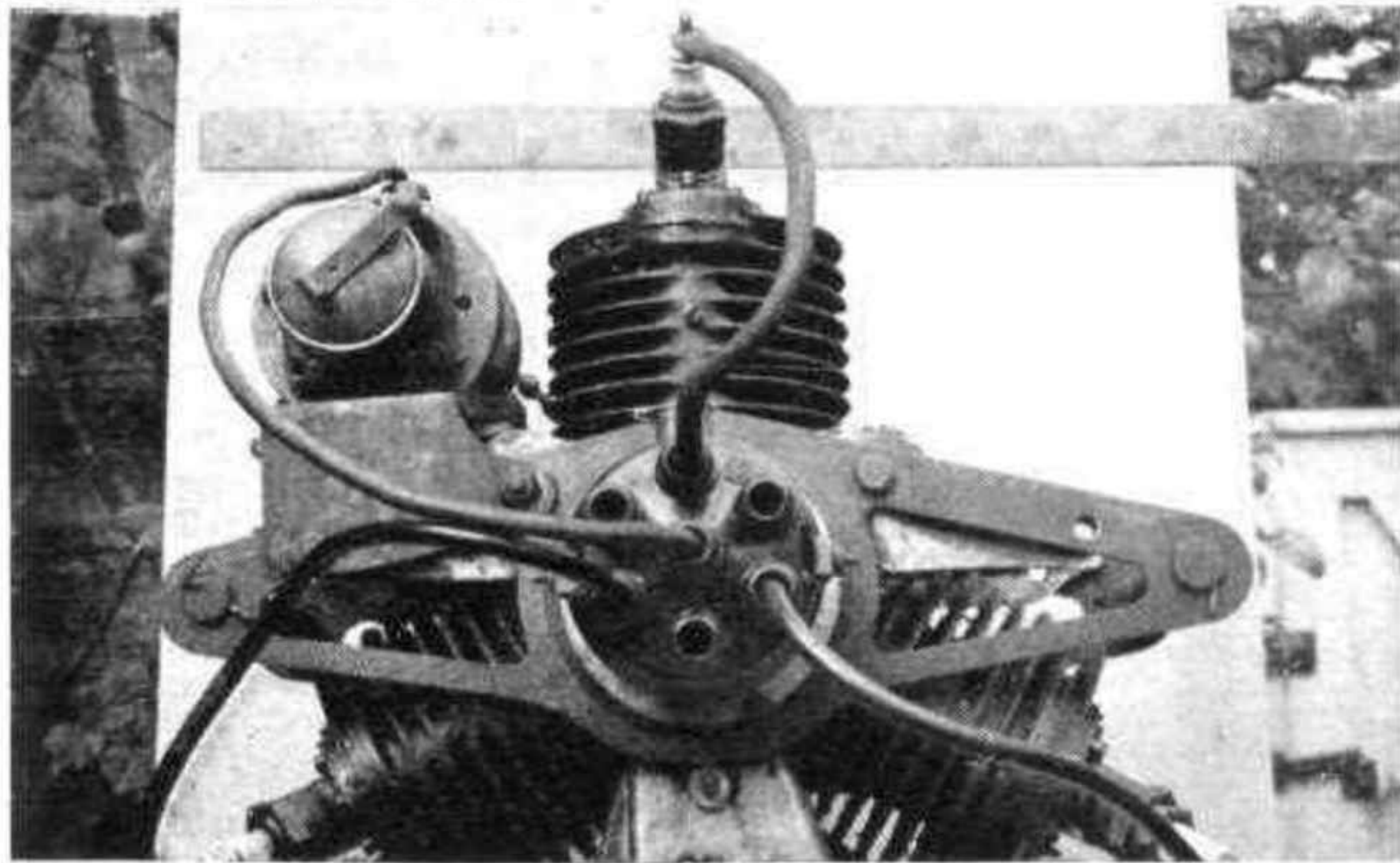


VINTAGE POSTBAG

What Is It?

Sir,

Enclosed you will find pictures of an engine which I acquired when I purchased my house some years ago. In spite of much searching, reading and talking to local inhabitants I have been unable to find out anything about the engine.



Local rumour has it, that it was designed in the period of the First World War, by an Indian gentleman, who later went to France and was connected with the development of the Gnome aero engine. I would find this hard to believe, bearing in mind the level of technological development in India at that time.

Attached to the engine normally is an elegant propeller (silver-tipped) of about 3 ft. to 3 ft. 6 in. span: this fits onto the crankshaft. This may have been made by the previous owner of my house, who was carpentry master at the local school.

Some facts are as follows:—Plugs 18 mm., magneto ML, marking on engine—rotary, oil supplied by drip feed, carburettor fits into the crankcase. The engine does not appear to have valves in the conventional sense, I do not know if the engine is a 2- or 4-stroke.

The engine is in working condition, and was apparently used by the previous owner to drive his boat.

I would be extremely grateful for any information or ideas you might have on the history or origin of the engine.

Knebworth.

R. B. LESLIE.

* * *

The Richard Automobile

Sir,

I was most interested in your paragraphs on the Richard automobile in the October issue of *MOTOR SPORT*. Since the Encyclopedia of Motorcars went to press I have learnt that as well as the 7.3-litre 6-cylinder Richard there was a V-8 engine with a capacity of 596 cubic inches, which works out at just under 10 litres, I think. I wonder if the "250-h.p. eight-cylinder car" which François Richard was said to have designed was the 1904 Bellamy? This was a real monster with a straight-8 engine of 183 x 183 mm. giving a capacity of 38 litres, and only one forward speed. It was built for a wealthy American woman, Miss Hockenull, with the sole intention of capturing the Land Speed Record, but I have never heard that it even made an attempt on the record.

The Maybach illustrated on page 1030 is certainly not large enough for a V-12, and I doubt if it is even a 5-litre DSH. It looks more like the "baby" Maybach, the 3.8-litre SW38. Incidentally, the DSH was not a straight-8 but a six. Maybach never made an eight-cylinder car, to my knowledge.

London, W11.

G. N. GEORGANO.

* * *

That Maybach

Sir,

The photograph of a 1939 Maybach car taken at Bournemouth this year interested me greatly as I have taken a keen interest in these luxury cars and have a collection of photographs of them, ranging from the first W3 model down to a SW42 of 1940.

The car is almost certainly a 6-cylinder SW38 or SW42. Incidentally Maybach only made 6- and 12-cylinder cars, never a straight-8.

The SW38 was 3.8-litres and the SW42 4.2-litres, and both had a single-o.h.c. engine and independent springing all round, with a 5-speed "transaxle" at the rear.

All the Zeppelin models which I have seen photographs of have the word ZEPPELIN in capital letters on a curved bar between the two front mudguards. "Auto in Deutschland" list them as having eight speeds, and give the ratios.

Maybachs are rare anywhere, and only one museum in Germany is listed as having an example.

This also raises the question whether it is possible to continue running a car in England on foreign number plates. I would doubt it, all the ex-USAAF American cars which I have seen are now running on English number plates, and surely it would be necessary to re-register it in England if it has been long in this country. It would appear to be more likely that it was brought over from Germany this year.

Actual car production by Maybach ceased in 1939, according to Sloniger and von Fersen, when they went over to war production.

Maybach and their licensees produced 140,000 engines, of different sizes, during the war, mostly for tanks.

Brayton.

G. P. CLEMONS.

[The car was presumably being used for a holiday in England, hence the legality of its registration plates.—Ed.]

* * *

The Henderson Napier Rolls-Royce

Sir,

I was very interested to see a photograph of one of my old cars in the November issue of *MOTOR SPORT*, page 1148, "The Henderson Napier Rolls-Royce".

I bought this car, LX 4377, from Colonel Henderson on the condition that he should deliver it to me in Glasgow by road. He accomplished this run in one day on about 40 gallons of petrol. The car was a very easy starter as, during my ownership, I had a starting magneto attached to the running board and it was only necessary to turn the engine over once or twice and spin the magneto.

Unfortunately, motor tax was increased to £1 per horse-power soon after I purchased the car. This rather spoiled the effect and she lay in my mother's garage at Skelmorlie. As far as I recollect I purchased the car about 1922/24 and eventually sold it to D. R. Miller, who was to enter it for the Bo'ness hill-climb. The chassis was a Napier, built for an attempt at the Double Twelve-Hour record. The radiator came from a Rolls-Royce armoured car and the mascot was a solid silver arrow. It was quite a reasonable car on the road and the engine ran smoothly at around 3/400 r.p.m.

At that time I had a 1910 Rolls-Royce doctor's coupé as stable companion, which was more comfortable and convenient for everyday use.

West Kilbride, Ayrshire.

H. W. WHYTE.

Continued on page 1296

A VINTAGE WARNING SIGN



These days you can accelerate past this still-existent road sign and still slow down or stop in time. But half-a-century or so ago the back-brakes squealed as the safety-conscious driver observed its warning. Such signs were more acceptable, however, than today's equivalents which command us to SLOW DOWN, GIVE WAY, STOP, GET-IN-LANE — just as if we were driving a train.

GILBERN INVADER

JUST RECENTLY I seem to be bumping, metaphorically rather than literally, into a considerable number of Gilbern owners for one reason or another. They all seem to be extremely happy with their purchase from the sole Welsh manufacturer, the recent letter in our correspondence from one such Gilbern enthusiast being fairly typical. Soon, I too, was to discover the pleasures of Gilbern motoring after a phone call from the arch-Gilbern enthusiast of all, Mr. Emil Rossner, who offered to lend me his smart Invader, which is the latest V6 Ford powered model. Mr. Rossner had good reason for he is the man who runs the Ace Motor Company which is tucked away down in Radley Mews, W8, close to West London Air Terminal. He sells over half of all the Gilberts that are made and also offers tuning kits for the cars which have been developed by Piper.

"Our" road-test car turned out to be Mr. Rossner's own personal transport which also gives him some sporting entertainment up the hills—Gilberts are like that. It is an Invader to the latest specification, has been sprayed a delightful shade of electric blue which is a worthwhile extra at £11, and has an engine which has been breathed upon by Piper down at Ashford in Kent.

Styling is always such a personal thing and I have always liked the looks of the latest Gilbern, and earlier ones in their time, the present shape being somewhat reminiscent of the Alfa Romeo GTV.

Once in the driving seat one feels immediately at home although actually adjusting the seat is a different matter and a passenger managed to pull completely away the adjustment lever on his side. The inside trim and carpets are to a good standard and one is confronted with a walnut fascia which contains a full range of instruments and a pleasant if rather creaky steering wheel with central horn push. The overdrive switch was to the left and operated the opposite way to normal which proved rather difficult but had the rather unusual advantage of being so placed that it could be operated by one's knee. The car can be tailored to one's individual stature and Ace were happy to alter the pedals for me while the gear lever can be cranked forward to a greater or lesser extent until it suits one's personal likes. Incidentally the Gilbern is fitted with an exceptionally nasty throttle pedal incorporating a cheap alloy part which broke while we were doing acceleration runs.

The Invader is a four-seater although offering very little room behind the seat occupied by any long legged-driver but, neither does a BMW 1600/2002. However a run of over 100 miles was accomplished with three up without any complaints from the passengers apart from the brio with which the Gilbern was being conducted. There is also a reasonable but not vast boot.

The standard specification of the car includes several extras one would not expect to find including some nicely styled finned alloy wheels, halogen head lights, additional side indicators and American specification flashing-warning system. Another item we hardly expected to find were the electric windows and these instilled rather more confidence that those found on Lotus models which always give the impression that they are about to stick up or down. There is a ten-gallon fuel tank which has a two-gallon reserve only reached by operating the tap which is in the boot.

Lifting the bonnet one finds the Ford V6 engine nestling quite happily without being cramped. Unlike the earlier Scimitars this is not festooned with radio suppressing plates this item being dealt with in the firewall. This particular engine has been the subject of considerable attention by Piper and was even tested on the dynamometer. Originally it gave 124 b.h.p. and this has now been upped to 148 b.h.p. giving maximum torque of 182 ft. lbs. at 3,500 r.p.m.

It features Piper's head modifications to their VGY specification, a new 5FG6 cam, the inlet manifold is polished and matched to the head, the standard carburettor is re-jetted, there is an uprated oil pump and baffled sump, and the engine is balanced. The parts for this job come to around £85-£90 and there is a labour charge on top of that and special Gilbern alloy rocker covers are on their way too.

Initial reaction on first moving off in the Invader is good for the steering is positive and one soon has a feeling of confidence in the car. We put a good mileage on the machine and were soon thoroughly enjoying its excellent performance and handling. The Invader does, of course, have a separate multi-tubular steel chassis which some readers may have seen displayed at the Motor Show and it is certainly very



THE SMART LINES of the Invader in the Silverstone pits.

strong. The suspension at the front is independent by coil springs, wishbones and anti-roll bar, while at the rear there is a live axle on coil springs, twin trailing arms and a Panhard-rod which gives good location. Spax adjustable shock absorbers are fitted. The front track is 4 ft. 6 in. and two inches narrower at the rear while the wheelbase is rather short at 7 ft. 9 in.

The Piper tuning produces some urge and once on the open road the Gilbern proved to be a delight to drive. If there is any criticism it is that the car is not perhaps as stable at high speed as it might be; compared with the editorial Scimitar GTE at any rate. However, this might be able to be remedied with altered tyre pressures. The gearbox is derived from the one used in the Zodiac and as such is robust but is not a particularly fast change. But the positioning of the lever in the Gilbern is excellent and helps to make the change smooth.

The steering utilises a rack and pinion system from Cam Gear and this is also very pleasant. Earlier Invaders were reckoned by some to be a little heavy at slow speed although this has now been altered. There are just under three turns lock to lock which helps to make it positive without being super sensitive.

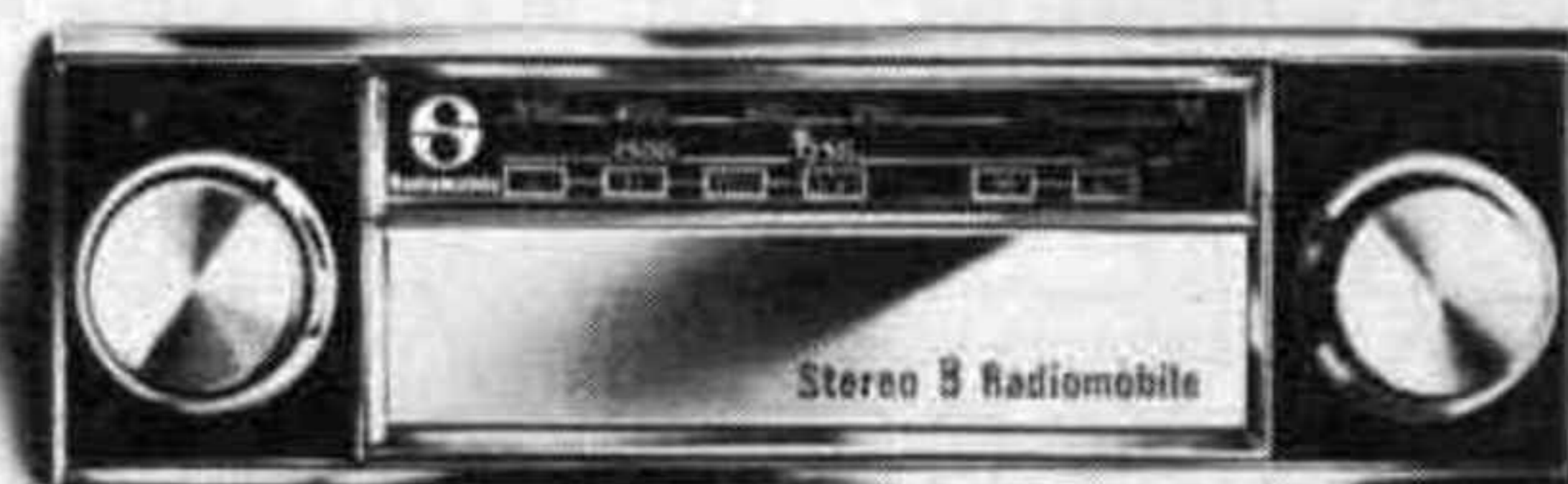
Braking comes well up to standard thanks to the Girling 11½ in. discs at the front and drums at the rears which are power assisted and the car pulls up straight and true without great pedal pressure. However, several fierce applications at the end of our acceleration runs had them smoking a lot so harder linings may be worthwhile for really hard driving.

The handling, while not in the Lotus Elan class, leaves little to be desired and on the Dunlop radials the Gilbern gripped the road and when pushed to the limit behaved predictably with a fair bit of over-steer if induced. One could chuck the car about very aggressively and my two passengers, who came on a trip through the back roads of Cheshire, were surprised by this fearing, on several corners, we were about to fly off into the hedgerows when, in fact, there was quite a bit in hand. However we did bottom occasionally although this could have been remedied by altering the shock absorber settings.

Tuned V6 Ford motors always sound so much nicer than the standard ones and this was undoubtedly true of this Piper unit and is possibly further advanced by the special Ace Motor Company stainless steel exhaust system which represents excellent value at £55 if an owner intends keeping the car for any length of time. The engine in the test Gilbern is being used as a development unit and different cams have been assessed. The one fitted when he tried the car was perhaps a shade too racey for town driving but gave excellent performance higher up the range. Our figures taken at Silverstone show a negligible improvement over standard up to 60 m.p.h. but then the car really starts to get up and go reaching 100 m.p.h. in an impressive 24.8 sec. The top speed is certainly over 120 m.p.h. and we reached 107 m.p.h. in overdrive third. The speedometer proved to be only fractionally slow while fuel consumption will vary considerably depending on how one drives the car but 22-23 m.p.h. would represent a figure if the car is driven with any urgency although better could be expected if a lot of 70-80 m.p.h. motorway work was on the route.

Our lasting impression of the car was undoubtedly favourable and if one has a leaning towards the slightly unusual but fairly luxurious sporting model from a smaller manufacturer, the Gilbern should definitely be on any short list. The Ace Motor Company in particular would no doubt be happy to provide a demonstration. One final word is about the price—in component form the Gilbern Invader in standard form costs £1,767 or fully built-up and tax paid it sells at £2,236—not a cheap car by any means. There is also the Estate version which we look forward to trying at a later date.—A. R. M.

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ROTHMAN'S WORLD CHAMPIONSHIPS VICTORY RACE

BRANDS HATCH, October 24th.

WHEN THE Mexican Grand Prix was cancelled Brands Hatch's idea of holding a Formula One race on the same date to bolster up the already heavy Motor Show 200 meeting programme seemed an excellent idea. The race was hurriedly given the title of the Rothmans World Championships Victory race and further light-hearted fun was added by the plan to have an Escort Mexico race for team managers. With these ingredients and beautiful weather on the day the meeting looked as if it would bring an ideal end to the 1971 season. But in motor racing the unexpected is ever present and death always lurks around the corner. As is now history, on lap 15 of the main race Jo Siffert's BRM P160, which had served him so well during the year, careered into a bank at an unlikely point and burst into an inferno from which the Swiss driver had little chance of surviving. That Brands Hatch day is now one we would rather forget.

The entry list of combined Formula One and 5000 cars included a brand new Formula One car, the Tecno flat-12 built in Bologna, but there was no sign of it and the firm's British representative explained that the bag tanks had been manufactured incorrectly but otherwise the car was ready to run. Nanni Galli was to have been the driver. Another new car which failed to appear was the latest Surtees Formula 5000, designated the TS11, which was lacking the appropriate Chevrolet engine. Mike Hailwood had been nominated as driver but he took over the second TS9 Formula One, leaving Italian Andrea de Adamich without a drive. Hailwood thus drove TS9/004 and Surtees himself was racing the usual Eifelland car TS9/002, the later side-radiator model having been despatched to Kyalami for testing.

A new Formula One face was that of the Argentinian Carlos Reutemann, who has had such an excellent Formula Two season. He drove a works Brabham BT33/1 (as used by Schenken at the start of the year) as a prelude to joining the team full time for 1972. In fact it wasn't his Formula One debut for he had driven a Bonnier McLaren M7C in the Argentinian GP in January. Interestingly it was the first time since 1966 that Ron Tauranac's Motor Racing Developments' team were running three cars for they also fielded Tim Schenken in his regular BT33 and Graham Hill in the BT34. Former Gilbey F1 driver and Broadspeed and Ecurie Evergreen Team Manager Keith Greene had joined MRD in a similar capacity, thus relieving Tauranac of some of his worries.

There were some face changes in the McLaren camp as well, for Denny Hulme had decided to stay in California between Can-Am races and thus the team brought in their regular reserve Jack Oliver who was actually driving the Hulme car. Also at the wheel of a Gulf orange McLaren, but this one a Formula 5000, was former Gold Leaf-Team Lotus driver Reine Wisell. The Swede was invited to drive the semi-works McLaren M18 which has been seen all season in Castrol colours, run by Sid Taylor and driven by Brian Redman. That association now seems to have ended and thus McLaren Racing ran the car themselves for Wisell who, before signing for Lotus in the middle of the 1970 season, was the works McLaren F5000 driver. Derek Bell was waiting in the wings in case Wisell did not get a release from Lotus but was not needed.

Apart from the above everyone else was more or less as seen before. As this was a tribute to Elf-Team Tyrrell the Surrey equipe were in full force with their usual squad of two race cars and a spare for Stewart and Cevert plus a brand-new car 004 not too far away on display at Earls Court. The STP March team had just brought along one March 711 for Ronnie Peterson and brought the car to the circuit with a Transit and trailer rather than their usual transporter.

In contrast Yardley-BRM were present in considerable force with all four of their BRM P160s for Jo Siffert, Peter Gethin and Howden Ganley. Siffert and Ganley remained faithful to their usual cars which had Mk. 2-headed engines, while Gethin tried both 03 and 01 during practice and finally plumped for the later car and not his Monza winner.

Almost certainly racing in the Gold Leaf colours for the last time (a change of brand is anticipated) was Team Lotus who brought along just a single Lotus 72 for Fittipaldi, this being his regular car.

Unlike some previous Brands Hatch races of this nature there were no make-weight F1s and the only private car was the March 711 of the Frank Williams Racing team driven as usual by Henri Pescarolo. There were however several Formula 5000 to make up a decent-sized

field, most of them reasonably competitive like Frank Gardner in the Lola T300, Alan Rollinson in his Surtees TS8 and Mike Walker in the Hardwick Lola T192.

There was plenty of practice with three separate sessions, although this left some of the other supporting races a bit short of time. However, the bumps of the Grand Prix circuit at Brands Hatch always present car setting-up problems and some of the teams, including Elf-Team Tyrrell, were having considerable problems along these lines. The outright circuit record stood to Jack Brabham at 1 min. 25.8 sec. but this was obviously going to be broken as Peterson had equalled that time in practice with his March Formula Two car at the August meeting.

In fact practice was not very old on Friday when first Siffert and then Gethin, Fittipaldi, and Hailwood all made the record look old-fashioned. Hailwood again was looking particularly impressive in the Surtees. Stewart was only fifth fastest in the first session and had been left standing by the BRMs, particularly Siffert, whose progress was only halted by a major engine disaster.

In the first Saturday session he improved to 1 min. 22.8 sec. a time which was to stand as pole position. However Peterson made a significant advance up the lists after a troubled Friday session but neither of the Tyrrells looked like being a threat at all. In the Saturday afternoon session it was Peter Gethin who was to show splendid form and he equalled Siffert's pole position time to make it a BRM one-two on the grid. Since his surprise Monza victory Gethin has been somewhat eclipsed by Ganley but at Brands Hatch everything was going right for him again and he always looked confident. Fittipaldi's Friday time was quite good enough for the final spot on the front row. On rank two was Peterson who, like Fittipaldi, had lapped in 1 min. 23.6 sec., with Mike Hailwood alongside having recorded 1 min. 23.8 sec. On row three were Stewart and Schenken (also on 1 min. 23.8 sec.) and Ganley at 1 min. 24.2 sec.

Jack Oliver, who is acknowledged as being something of a Brands Hatch expert, was not getting along too well with the complicated McLaren M19 and shared row four with John Surtees, both having lapped at 1 min. 24.6 sec. Row five comprised Reutemann (whose practice had been considerably restricted due to a gearbox failure) on 1 min. 24.6 sec., Hill who was 0.2sec. slower than his new team mate and Cevert who was a further fifth of a second down. The first of the Formula 5000s was on row six and that was Frank Gardner with the new Lola at 1 min. 25.8 sec. sharing it with the slowest of the Formula Ones, Henri Pescarolo with the Williams March. Behind came Mike Walker, Alan Rollinson and Reine Wisell who all lapped their Chevrolet V8 powered machines at 1 min. 27.0 sec., with the rest ranged out behind. All together there was a field of twenty-seven cars which gave the paying public good value.

Looking down the list and listening to the various comments in the pits it definitely looked as if, at this particular circuit, the Goodyear-tyred cars like the Tyrrells and Brabhams were at a disadvantage to Firestone, although on reflection it is amazing how the two rival companies are so very nearly level peggings on most occasions.

After the fun of the entrants' Mexico race on the short circuit, which was won by a briefly out-of-retirement Jack Brabham after a huge scrap with Colin Chapman (whose car let him down with transmission failure in the final run to the line when he was in the lead), came a nice parade. This featured all the various support vehicles from the many firms who have been involved in the Tyrrell success this season.

This over, the cars formed up on the grid with everyone present and correct, although Jackie Stewart must have been wondering what he could pull out of the bag to win the race that was being held in his honour. Then engines re-started, a minute ticked away and they were off crowding into Paddock bend with quite a bit of pushing and shoving going on. Siffert made a poor start and found Peterson coming round him, while Gethin got the jump on them all and was first out of the dip from Paddock up towards Druids. Fittipaldi was close behind, then came Hailwood and Peterson. As the field streamed out of the view of the short-circuit spectators, Ganley was fourth ahead of Stewart, Schenken, Surtees, Cevert, Siffert, Wisell, Hill, Pescarolo, Oliver, Reutemann then accessory shop man Gordon Spice who had put his McLaren ahead of Rollinson, Gardner, Walker, and the rest. At the back Guy Edwards in a McLaren and Fred Saunders

the Crossle-Rover collided at Druids but got going again. Saunders made a pit stop and then had his car catch fire although the automatic extinguisher immediately put it out, and Edwards soon had the engine blow up.

However, at the front where the real motor racing was going on it was Gethin setting a hard pace while things started to get really hectic on lap two a few places behind. Up at Druids Pescarolo, who had just passed Hill, seemed to mis-judge his braking and went flying over the top of Wisell and both cars finished up in the banking. Both drivers were unhurt; although the normally calm Swede was exceptionally cross. But as the dust was still settling, at the next corner, Bottom Bend, Ronnie Peterson attempted to pass Hailwood for third place. On this occasion it seemed that Peterson's bravery got the better of him and the move resulted in the two cars interlocking wheels, twitching madly and then spinning. Quite how the pack avoided Peterson's stranded car it is difficult to ascertain but they did, although Ganley lost several placings after taking to the grass. Both drivers had damaged tyres, Hailwood's being particularly flat and it took him several minutes to stagger back to the pits and have another rim fitted, but by that time the suspension was damaged too and he soon retired. Peterson got to the pits much quicker and was soon on his way, although well down the field.

This put a slightly different complexion on the race for it had allowed Gethin, with a hotly pursuing Fittipaldi, to pull out a three second lead on third man who was now Stewart. Then came Schenken followed by Siffert and Surtees, these three almost nose-to-tail, Cevert and Ganley were next ahead of Hill, with Rollinson leading the Formula 5000 boys and heading Oliver and Reutemann.

This was not to be Ganley's meeting for on lap six he retired to the pits with the water temperature off the clock. To the surprise of some, Gethin continued to lead although his car seemed to be blowing out a vapour from what looked like the fuel breather pipe. Fittipaldi, at this stage, was reasonably happy to follow for the race was 40 laps and obviously his chances would come. Oliver and Reutemann had pulled away from Rollinson, leaving him to fend off F5000 contenders Gardner and Walker with Spice still hanging on well too.

Siffert was perhaps not making as quick progress up the field as expected but on lap 11 he passed Schenken and started to pull away from him for a couple of laps, then the gap remained static. Oliver pulled into the pits on lap 14 to report his brakes had completely disappeared and a master cylinder was found to be at fault.

At the end of lap 15 Gethin came through with Fittipaldi still worrying at his heels with Stewart third. Siffert was missing and Schenken came by in fourth place ahead of Cevert, Hill and Reutemann, with an ashen-faced Surtees pulling into the pits with

damaged bodywork and a flat tyre. Then there was silence—no doubt something dreadful had happened—and a huge pall of dense black smoke rose over the trees from the direction of Hawthornes.

What had happened was soon flashing across the World's news media. Siffert's BRM had gone out of control before the braking point for Hawthornes, crashing into the bank and before the next impact had exploded in a burst of flame. The car came to rest near the apex of the corner and the fire-fighting facilities at that point had little chance of competing against some twenty ignited gallons of high-octane fuel with the wreckage completely blocking the track. The remaining cars stopped on the straight before the accident and had the sobering experience of watching for many minutes as vain efforts were made to extinguish the blaze. Siffert had no doubt perished almost immediately the fire took hold.

Obviously none of the drivers had any stomach for a re-run and the results of the race were made at the order as it stood at 14 laps. Once the horrible mess had been cleared up efficiently by the BARC officials the rest of the meeting continued with the final rounds of the Johnson Euro Trophy for Formula Ford, the MOTOR SPORT/Shell F3 Championship and the RAC Saloon Car Championship. [I am surprised any more racing took place. They behaved better at Brooklands, unless an International event was in question.—Ed.] After this was over Siffert's death was announced to the 40,000-strong crowd, who largely knew it anyway, and we all went home quietly knowing that motor racing will continue just as before but wanting to forget all about it for the time being.—A. R. M.

Results :

1st ROTHMANS WORLD CHAMPIONSHIP VICTORY RACE—Brands Hatch—Formula One and Formula 5000—40 laps—160.9Kms†—Weather fine

1st	: P. Gethin (BRM P160 V12)	19 min. 54.4 sec.—179.91 k.p.h.
2nd	: E. Fittipaldi (Lotus 72-Cosworth V8)	19 min. 54.6 sec.
3rd	: J. Stewart (Tyrrell-Cosworth V8)	19 min. 59.8 sec.
4th	: J. Siffert (BRM P160 V12)	20 min. 07.2 sec.
5th	: T. Schenken (Brabham BT33-Cosworth V8)	20 min. 10.0 sec.
6th	: J. Surtees (Surtees TS9-Cosworth V8)	20 min. 10.4 sec.
7th	: F. Cevert (Tyrrell-Cosworth V8)	20 min. 19.2 sec.
8th	: G. Hill (Brabham BT34-Cosworth V8)	20 min. 26.0 sec.
9th	: C. Reutemann (Brabham BT33-Cosworth V8)	20 min. 27.8 sec.
10th	: A. Rollinson (Surtees TS8-Chevrolet V8)*	20 min. 50.8 sec.
11th	: F. Gardner (Lola T300-Chevrolet V8)*	20 min. 51.0 sec.
12th	: M. Walker (Lola T192-Chevrolet V8)*	20 min. 42.4 sec.
13th	: G. Spice (McLaren M10B-Chevrolet)*	21 min. 04.6 sec.
14th	: T. Pilette (McLaren M10B-Chevrolet)*	21 min. 05.8 sec.
15th	: K. Holland (McLaren M10B-Chevrolet)*	21 min. 06.6 sec.
16th	: R. Peterson (March 711-Cosworth V8)	21 min. 10.2 sec.

* Formula 5000 category

† Race stopped—classification at 14 laps—59.6 kms.

Fastest Lap : E. Fittipaldi (Lotus 72-Cosworth V8) 1 min. 24.0 sec.—182.73 k.p.h. (new record)

Fastest F5000 Lap : A. Rollinson (Surtees TS8—Chevrolet) & M. Walker (Lola T192—Chevrolet), 1 min. 27.6 sec.—174.25 k.p.h.

MORE ABOUT MARINA

DON'T LET'S waste too much time over it, because I dealt with Morris Marina disappointments last May. But, as explained elsewhere, I have been re-sampling the controversial Marina since its front suspension was altered to obviate excessive (some went so far as to say dangerous) understeer, causing pre-July cars to be called in.

The cure has been reasonably effective, although the light steering still has pronounced initial understeer characteristics. The suspension copes well with smooth roads but control diminishes over rougher surfaces. I changed from an Austin Maxi to this Morris Marina in heavy rain and, having to cope with London's forever-rush-hour traffic, the Triplex hot-line demisting back window was never more essential—it works quickly if only over the upper half of the glass.

One thing should be made quite clear from the start. The Maxi was infinitely more enjoyable to drive fast than the Marina. The work done by Sir Alec Issigonis and Alex Moulton has by no means been wasted and for maximum cornering power and safety the "conventional simplified" car offers no comparison. As ordinary transport the Marina is a nice little car, but not for rallying or quick road work. This second one I drove possessed the same features I outlined in the previous Marina test report, and retained the "spring-loaded" heater volume lever which meant that one had to adjust it too frequently. I drove more than 280 miles before the fuel gauge suggested some more petrol; the engine may be antiquated but it has a negligible fuel and oil thirst. The test car was a 1.8 coupé and only on opening its bonnet did I realise it had but one SU—it was not a TC as I had assumed. I had noted previously that when wound up the acceleration wasn't at all bad, which proves something or other. (You can also tell a 1.8 from a 1.8 TC by the rather crude wheel trims which

conceal the wheel nuts on the single carburettor job.) The actual petrol thirst represented 33.8 m.p.g., oil about 2,800 m.p.p. (the Group 1 Maxi did 28.5 m.p.g.) and the accessibility of dip-stick and Lucas battery couldn't be bettered.

The lines of the Haynes-styled body are nice, but rather slab-like from the rear and after the convenience of the five-door Maxi the Marina's two doors and low roof were rather frustrating. The bad idling and jerky throttle-opening of the TC were absent, however, and absolutely the only thing that fell off this smart and useful Morris in more than 1,400 miles was a "keep" for the cubby-hole lid, which is lockable but a beast to open, as it has a press-button but no handle.

Marina has improved and this Dunlop SP68-shod coupé served me as faithfully as many other Morrises have served so many other people down the years. The coupé version sells for a modest £952.—W. B.

THE THINGS THEY SAID . . .

MOTOR SPORT'S success in a world of glossy magazines amazes rivals whose pages are brighter but whose circulation is lower . . . The magazine is like a big old garage full of happy hours. To the readers it is a perfect match for the crowded, secret intricacies of egg-head motoring.—From *The Sunday Times Magazine*, 1965.

"Looking at the general picture, we do not consider that the design represents any special brilliance, apart from certain of the detail points, and it is suggested that it is not to be regarded as an example of first-class modern design to be copied by the British industry."—From the report on the Volkswagen Type VW82 by the Engineering Department of Humber Limited, 1943.

BOOKS FOR CHRISTMAS

"Castrol Guide to Motoring Sport." 128 pp. 8½ in. × 5 in. Soft covers. (PSL, 9, Ely Place, London, EC1N 6SQ. 75p.)

The idea behind this Castrol lubricants-sponsored book is to give newcomers to the sport a clear conception of what it is all about, in all its many aspects, yet to offer the more accustomed reader good entertainment. As the book was compiled by MOTOR SPORT and the staff of its weekly contemporary *Motoring News* it would be out of place and in poor taste to praise this comprehensive guide. Let us just remark, therefore, that it ranges over the early days of the great motor races (W. Boddy), the set-up of RAC government of the sport and the complex rules applying to it (J. Walton and M. Cotton), the different motor racing formulae, One, Two, Three, 5000, FF, etc. (A. Marriott, A. Henry), and racing from Club events to International GP, Can-Am, Indy and sports-car racing, etc. (M. Doodson, Cotton, Marriott and Henry).

In addition to these instructive chapters D.S.J. recalls his Mille Miglia ride with Moss in 1955 in the SLR Mercedes-Benz, W.B. writes of current vintage and historic car racing, rallying is covered by G.P., Michael Tee tells you about passengering beside Bruce McLaren in a 180 m.p.h. 7.1-litre McLaren-Chevrolet ("the finest way to see a motor race . . ."), Marriott answers the questions of those aspiring to be tomorrow's professional racing drivers, as does Henry, while other well-known writers deal with hill-climbing, autocross, rally-cross, sprints, slaloms, autotests, trials, etc. Good pictures, both drawings and photographs, carry the text along and the book contains useful data on circuits and clubs. One has to thank Castrol that all this information is obtainable for a mere 75p. The book can be obtained from the MOTOR SPORT offices, Standard House, Bonhill Street, London, EC2, as well as the usual sources.—W. B.

"The Works Minis", by Peter Browning. 206 pp. 8½ in. × 5½ in. (G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, Oxon. £2.85.)

Alex Moulton remarked to us some time ago that the remarkable factory-entered competition BMC Minis deserved a history to themselves. This is it, by an author who was intimately associated with these potent little race and rally-winning cars, and it is the book of the year for all Mini lovers. The account of what these astonishing saloons did in the international competition field, managed by Marcus Chambers, Stuart Turner and Browning himself, is stimulating reading and important historically.

But you get much more. Insights into the drivers' and crews' notes on how to drive a hot Mini properly. The sort of instructions, ice notes, etc., doled out to the crews, and a chapter on the mechanics who screwed the cars together before and during events—the "inside story", in fact.

Very interesting is a chapter about the different Mini variants, with long specification tables, very detailed, for the 850, 997 Cooper; 1071 Cooper-S and 1275 Cooper-S—respective b.h.p. in "works" trim, approximately 42, 70, 92 and 97! This part of the book is essential scanning for those who enjoy delving into Mini mechanicals. Another chapter is about tyres for Minis—in 1967 Dunlop provided 572 tyres for five "works" Minis, in 1968 the number was up to 731, for four cars, in a dozen variants, from 145-10SP3s modified pattern, half-studded to CR70 5.00 L-10 greenspot racers, not forgetting the prolific supply of dry compound SP44s with graded stud protrusion. Very valuable data can be gleaned from just this chapter alone.

Then Chapter 12 gives the anatomy of a Monte Carlo Rally, being a breakdown of the 1968 event and how it was tackled, with travelling arrangements, recce and practice notes, pace notes, ice notes, service schedules, fuel plans for the common run and mountain circuit, tyre supplies, the homebound travel plans, and drivers' report form—absorbing.

The sad end of the road, when Lord Stokes clamped down on British Leyland's full-scale rally participation, ends this overdue book. The three Appendices, giving a full history of the "works" Minis from their triple retirement in the 1959 RAC Rally to the final event, the Southern Cross Rally, in October of last year, a full list with registration numbers, engine and chassis numbers, events entered, drivers and results of 69 of the "works" rally cars (the racing Minis

get a chapter to themselves) and the homologation form for the Mini-Cooper S, are alone worth the price of this splendid Browning writing task-force! The pictures do it all justice, too.

If you know a chap who has a Mini make him a present of this book. It should keep him out of the hot seat for quite some time!—W. B.

"Sixty Miles of Pencil", by P. R. Reynolds and K. R. Clark. 126 pp. 11½ in. × 8½ in. (Gentry Books Ltd., 55/61, Moorgate, London, EC2R 6BR. £3.00.)

This is something out of the ordinary. Described as an intimate impression of the Brighton Run, it consists of pencil drawings of 63 veteran cars which took part in that event in 1970. One's initial impression is that it is rather an expensive nonsense, for the sketches are so realistic and accurate they could have been done from photographs. After reading Reynolds' description of his sketching technique and realising these were drawn from the roadside, admiration is enhanced. And as each full-page picture gets a lengthy account of the veteran depicted, from Clark's pen, in which the history of most of the cars is unfolded, one of the most fascinating aspects of the veteran-car cult, but now often neglected, even in programmes of old-car events, this big tome has some merit.

Admittedly the text tends to be jolly and journalese. Admittedly good photographs, especially colour ones, could catch the "Brighton" atmosphere almost as effectively. But it is a book which will please would-be artists, will appeal to VCC members, especially those depicted in its pages. So it can be set down as a good present. There is a Foreword by—guess who?—Lord Montagu of Beaulieu, who is a Director of the Publishing company; it is an interesting history of the Run itself, from the revival of the original 1896 Emancipation Run in 1927 onwards, and in which his Lordship estimates the spectators at two million a year and says it costs some £100 to enter for this now International event.—W. B.

"Motoring And The Mighty", by Richard Garrett. 219 pp. 8½ in. × 5½ in. (Stanley Paul, 3, Fitzroy Square, London, W.1. £1.95.)

In this book, readable but of no lasting significance, the author has put some of the more dramatic consequences of the motor car under the headings of those who were involved therein. Some of the material seems new—there are intimate details of how T. E. Lawrence met his end, after falling off his Brough-Superior motorcycle—the text of the telegram he sent just prior to this is garbled, in the book—but much of it comes from existing sources. The chapter containing the memories of Lord Ironside's chauffeur are worth having but too often Garrett has a morbid obsession with death—bringing Mike Hawthorn, Bormann, Birkin, Zborowski and others into his book on this pretext that they died in or near to motor vehicles. I would have liked what I found better had the author not put Lou Zborowski into a Mercedes in the 1924 French Grand Prix, whereas the point was that in that race Zborowski and S. C. H. Davis had a hectic time in a straight-8 Miller because it was unsuited to road racing.—W. B.

"Racing Cars and Record Breakers, 1898-1921", by T. R. Nicholson. 169 pp. 7½ in. × 5 in. (Blandford Press Ltd., 167, High Holborn, London, W.C.1. £1.25.)

Although this little volume could justifiably be described as yet another Nicholson "pot-boiler", he appears to have boiled most of the textual contents himself, and the result is a very useful quick introduction to motor racing evolution and to the earlier racing cars. Closing at the year 1921 is unusual but obviously another book in this Blandford "Cars of the World in Colour" series is intended to follow.

The object of the work is to pin down the coloured drawings of John W. Wood and other artists. These are attractive, depicting as they do two views of each of 96 racers of the period the book deals with, even if they may have been taken from photographs. They run from 1898 Amédée Bollée to the 1921 track-racing ACs. There are also a few engine sketches and Nicholson has embellished the endpapers with car badges, perhaps a legacy from his Cassells' book of radiator badges.

There is no sense in seeking technical errors in a Nicholson work but I did notice that on page 162 he refers to the 1920 350-h.p. Sunbeam as the first Brooklands aero-engined car, whereas on page 157 he accords this milestone to the 1913 9-litre V12 Sunbeam. Also, he says Chitty-Bang-Bang I crashed "at the Essex Motor Club Meeting at Brooklands in 1922", but, in fact, the car ran off the banking and into the Wey-ditch in practice before the races began.

This book would be a welcome present, particularly for the very young, who never knew the cars it explains and illustrates, or for the very old who might enjoy remaking their acquaintance.—W. B.

"Armament of British Aircraft, 1909-1939", by H. F. King. 457 pp. 8½ in. × 5½ in. (Putnam & Co. Ltd., 9, Bow Street, London, WC2E 7AL. £5.50.)

Latest in the now well-known, long-established series of Putnam aviation books is this learned, copiously-illustrated discourse on armament in aeroplanes, by aeronautical-writer H. F. King—so maybe a Putnam compendium of aero engines could be on the way?

The detail in this valuable reference work is again quite remarkable, rather as if someone from the motoring world, with Mr. King's knowledge and industry, had contrived 450 packed pages about car transmissions down the years—and to some of us about as dull. But for those who want it, here is information about how flying machines from AD Scout to Wight Baby Seaplane contrived to arm themselves. Most of the very clear pictures must be unique and the intensity of the text is alleviated by the author's and others' accounts of aerial combat, real and in target practice.—W. B.

"Airships", by Robert Jackson. 277 pp. 8½ in. × 5½ in. (Cassell & Co. Ltd., 35, Red Lion Square, London, W.C.1. £3.25.)

There have been lots of books about the big, lighter-than-air craft. I remember buying one, by a writer known as "Spanner", when I was a schoolboy. The excuse for this one is that it is readable, contains a great deal of concentrated information and particularly that it contains some very fine photographic illustrations. Those searching for a Christmas present without a motoring connotation should consider this one, for anyone with any interest at all in aviation.—W. B.

"Car Conversion for Power and Speed", by Charles Williams. 224 pp. 8½ in. × 5½ in. (David & Charles, South Devon House, Newton Abbott, Devon. £3.15.)

I don't know if the name Charles Williams means anything to you, but it certainly tells this reviewer nothing, but that has not prevented him from writing an excellent book on the general principles of extracting better all-round performance from most popular cars. Of necessity the author has only included the major tuning foibles of the prominent makes, but he includes such a wealth of useful background information and illustration that the retail price begins to look reasonable.

The weakest section of Car Conversions is that on customising, a word which implies the transformation of a car into something that screams "individual", whilst slavishly copying well-defined fads—such as the current pre-occupation with Trans-Am dams for any four-wheeled cart. Every day the reviewer sees examples of customising that do show individual thought, which cost little and would feature well in any publication, but this book has stuck to the horrible boures and a ghastly dual headlamp bonnet (in glass-fibre) for Minis. The offending BL box is shown on the cover, and a more unco-ordinated and dull invitation to look inside is hard to imagine. A section dealing with useful addresses is also below standard in its listing of suspension, oil cooler, instrument and lamp manufacturers.

A useful book to read before uprating any modern car, though those with good mechanical knowledge would be best advised to give this one a miss and concentrate on books which deal with the car they want to tune.—J. W.

"Rolls-Royce—The Elegance Continues", by Lawrence Dalton. 264 pp. 9½ in. × 7½ in. (Dalton Watson Ltd., 76, Wardour Street, London W1V 4AN. £5.25.)

This remarkable and beautiful book continues Mr. Dalton's painstaking record of special coachwork on Rolls-Royce chassis. It follows his earlier unique work, this volume covering the period 1946 to 1971.

There is plenty to include, even though the Second World War took a sad toll of the great coachbuilders and within a decade most of them ceased their craft, until, today, only one remains in England, possibly the only one to build elegant bodies for Rolls-Royce.

Yet this book is full of elegant pictures—photographic side views, two or three to a glossy page, supported by colour plates, coachbuilders' drawings and interior views. To this fascinating collection of pictorial data is added the lists of bodies made by different coachbuilders, with body number, design number, chassis type, chassis number, type of body and remarks—Rolls-Royce is undoubtedly the best documented car of its span. This remarkable data is listed under the headings of the different coachbuilders—Freestone & Webb, Hooper, H. J. Mulliner, Park Ward, H. J. Mulliner-Park Ward, James Young, and those from Chapron to Windovers. It is supplemented by information on the Rolls-Royce types involved, from Silver Wraith to Corniche.

This very English book proves that elegance and quality is not confined to pre-war cars. It will be essential to all true R-R followers and is available in America from Classic Motorbooks. A nice touch—the end papers depict the various coachbuilders' nameplates.—W. B.

"Land Speed Record", by Cyril Posthumus. 256 pp. 9½ in. × 9½ in. (Osprey Publications Ltd., PO Box 25, 707, Oxford Road, Reading, Berkshire. £4.00.)

No book by Cyril Posthumus, that enthusiastic and accurate writer on historical topics, is to be denied. Yet I wish he had in this instance devoted his energies to writing, perhaps, another biography like his very acceptable life-story of Segrave. Because I can think of at least four previous books about the history of the LSR, including one of my own, apart from others on individual onslaughts on the fastest-ever title.

Maybe this isn't entirely fair. Posthumus brings the story up to date, from 39.24 to 630.388 m.p.h., following, apparently, an idea of driver Gabelich's, who writes the Foreword. Osprey have produced it beautifully, with big reproductions of familiar Press photographs, plans, tables, and colour side-views of many LSR cars by Michael Roffe. Moreover, the author follows the main history with chapters on the unrecognised and the unlucky LSR contenders, such as the 1919 V12 Packard, the 1920 twin-engined Duesenberg, Lockhart's Stutz "Black Hawk", the unconfirmed and unsuccessful, like the 1902 Baker Electric, 1910 300-hp Fiat, 1922 Wisconsin Special, etc., and the Untried and Paper Projects, which makes the record decently complete. There is even a list of "Where are they now?" and a table of contrasting LSR car specifications with prices—£900,000 for Donald Campbell's turbine car to £225 for Eldridge's Fiat—both hard to believe!

This is the most complete and best-presented LSR book ever, but is it merited? BP have previously done it pictorially and Posthumus leaves unanswered some of the leading conundrums in this field, such as how did Eldridge make the Fiat go backwards, what really killed Parry Thomas, which one hoped the author might have researched. An unnecessary, but a compelling, book.—W. B.

"My Life and Soft Times", by Henry Longhurst. 366 pp. 9½ in. × 6½ in. (Cassell & Co. Ltd., 35, Red Lion Square, London, WC1R 4SJ. £3.75.)

This is a non-motoring book, which strictly should be dealt with under "Cars in Books". But it is currently published, so merits a full review. There is plenty about cars in it, including a chapter about the author's family's and his own cars and motorcycles (which included a 12/50 Alvis which he crashed) references to quick journeys to golf tournaments from Cambridge in Billy Fiske's blower 4½ Bentley and less rapid one's in Longhurst's bull-nose Morris and, as delightful as it is unexpected, a chapter about how the versatile Henry Longhurst made contact with the "strange, all-by-itself world of motor racing." He did this by going as riding mechanic to his business partner, Lewis Byron, in a Type 35 Bugatti at Southport, driving their modified Gordon England Austin 7 on the road, and riding in an Amilcar Six in the 1931 JCC Double-Twelve at Brooklands—there are pictures to prove it.

Errors have, alas, crept in. For instance, Longhurst spoils what would have been a clever anecdote by thinking that his one-time Hudson Terraplane had a vee-eight engine like his present l.h.d. Ford Mustang convertible, whereas, of course, it was a straight-eight. He refers to Dr. Benjafield, the Bentley driver, as "Dr. Dangerfield", mentions a Model T-Ford with a "B" on its brake lever, whereas I

suspect this was on a pedal, nor can I believe that the aforesaid Amilcar Six averaged 100 m.p.h. for the first 12 hours of the Double-Twelve, from which, incidentally, it retired with a broken con. rod. And the Moss/Jenkinson Mercedes-Benz won the 1955 Mille Miglia at 97.96 m.p.h., not at 93.08 m.p.h. That, however, could be a mis-print, from which we also suffer! The book is actually very free from them. I had just remarked to my wife "do you know, I have not yet found a printer's mistake in this book", and she had replied "Oh, who are the publishers", when I encountered two . . . Those errors do not prevent the essay on this race from being one of the best pieces by a non-motoring writer about Brooklands that I have ever read. Coming to modern times, Graham Hill's fascination for women has not escaped the author's notice.

The rest of the book is packed with interest, it is splendidly written, essentially readable and full of good stories and anecdotes, about golf, the Home Guard, the Army, travel, politics, airlines, gliding, Charterhouse, Cambridge, the countryside, Fleet Street, boats, field sports, television, railways and what have you, all in autobiographical form, not forgetting, as I have said, Brooklands and "the strange world of motor racing". Longhurst's description of deep sea diving made me feel physically ill—he is an able writer—much as did Tom Rolt's account of going down a coalmine. Rather unusually this entertaining autobiography is in a large format, but this enables a good many illustrations to be used on its art pages. If, as almost everyone does, you read the picture-captions first, these lead you to the irresistible text, appetite whetted. If, perforce, you want to escape for a while from cars, while not escaping entirely, buy "My Life and Soft Times" and enjoy it on Christmas afternoon. It is expensive, but it will occupy a lot of reading time. I recommend it—highly.—W. B.

"Valve Mechanisms for High-Speed Engines" by the late Philip H. Smith, FIMech.E., MSAE (Foulis, £4.60), has gone into a second edition, edited and revised by L. J. K. Setright. MOTOR SPORT supplied some of the drawings.

Charles Letts & Co. Ltd. (remember the Brooklands/MG association?), Diary House, Borough Road, London, SE2, have published two little soft-cover books, "Car Electrics Made Simple", by Roy H. Bacon, CEng, MIMechE, and "Make the Most of Your Car", by Ken Roscoe, both selling at 35p.

An idea for the Christmas gift for young followers of veteran and Edwardian motoring is "Your Book of Veteran and Edwardian Cars", by John Coleman, illustrated by Harry Tacker's drawings (Faber & Faber, 90p). [There is a chapter on Brooklands, and while it is nice of the author to recommend my "History of Brooklands Motor Course" and my chapter in Gardner's "Fifty Years of Brooklands" the former is published by Grenville, not by H. Marshall and has been revised from the original triple-volume work into one volume; the latter has long been out of print and is not very easy to obtain.—Ed.]

CARS IN BOOKS

"FIGHTING In Flanders", by E. Alexander Powell (Heinemann, 1914), to which a reader drew our attention, is an interesting example of how a patriotic American, reporting for *The New York World*, joined the Belgian Forces of 1914 in Flanders and stirred up hatred against the Hun, which eventually resulted in America coming into the European War. Mr. Powell was driven by M. Marcel Roos, who had already given his own 90-h.p. car to the Government and enlisted in a regiment of grenadiers. The Government subsequently placed a car at the disposal of the American war correspondent and his account of the fighting encompasses a lot of dangerous motoring.

Motoring, it is made clear, was only for the military in the Belgium of 1914. "There was, you understand, no such thing as hiring an automobile, or even buying one. Even the few people who had enough influence to retain their cars found them useless, as one of the very first acts of the military authorities was to commandeer the entire supply of petrol. The bulk of the cars were used in the ambulance service or for purposes of transport, the army train consisting entirely of motor vehicles. Staff officers, certain Government officials and members of the diplomatic and consular corps were provided by

the Government with automobiles and military drivers. Everyone else walked or used the trams."

"Thus," says the author, "it frequently happened that a young staff officer, who had never before known the joys of motoring, would tear madly down the street in a luxurious limousine, his spurred boots resting on the broadcloth cushions, while the *ci-devant* owner of the car, who might be a banker or a merchant prince, would jump for the side-walk to escape being run down."

"Speed limits were flung to the winds," and it was possible to drive 20 or 30 miles over stone-paved roads in a comfortable and powerful car, witness a battle, and get back to a civilised hotel in time to dress for dinner. War correspondents were provided not only with fine cars and drivers but Belgian boy scouts to open and close the doors for them. "The Belgians," says Mr. Powell, "made more use than any other nation of motor cars. When war was declared one of the first steps taken by the military authorities was to commandeer every motor car, every motorcycle and every litre of petrol . . . diminutive American runabouts, slim, low-hung racing cars, luxurious limousines with coronets painted on the panels, delivery cars bearing the names of shops in Antwerp and Ghent and Brussels, lumbering motor trucks, hotel omnibuses—all met the same fate." They were daubed in elephant-grey paint and labelled "SM" (*Service Militaire*) in staring white letters. "It made an automobile lover groan to see the way some of those cars were treated."

But they contrived to average something like 12 m.p.h.—remarkably good for an Army column. They were kept at the Parc des Automobiles Militaires on the Red Star Quay at Antwerp, where several hundred vehicles and all manner of parts were held in reserve. The author was first given "a limousine that was big enough to sleep in" and, as it was too clumsy for his purpose, it was exchanged for "a 90-h.p. Berline". The make is not mentioned but from the pictures I think these were Minervas. Minerva armoured cars are certainly mentioned by make and illustrated; Prince Henri de Ligne was mortally wounded in a raid on the German lines near Herenthals in one of these earliest of armoured cars. The book contains eye-witness accounts of how these operated.

There really seems no ending to this fascinating theme of cars in non-motoring books. For instance, although I would not imagine that Julian Huxley, the great scientist, was enamoured of motor cars, there are several references to them in his "Memories" (Allen & Unwin, 1970). He recalls that his first car was "an original Model-T Ford, costing about £100, with petrol at 5d. a gallon". That was in America in 1914. Huxley adds another piece of praise for these famous cars: "It was a gallant little machine, which I could drive across the prairies; though I had to get out now and again to check that the hard dead stalks of last year's plants had not hit the sump-cock and let out the oil." The terrible state of the Texas roads of 50 years ago is vividly described.

Back in England, Huxley bought "a two-stroke motor-bicycle from Cobb Saunders". "I am afraid," he continues, "it wasn't a very good bargain; whether Juliette (his wife) was riding pillion or not, I had to get off at every hill and push the wretched thing." There is an interesting reference to ballooning as late as 1924, when there were still special gas pipes for filling balloons at the Oval cricket ground and the Welsh Harp, Hendon.

Huxley does not give the makes of all the cars he used but reveals that in 1925 Maria, wife of Aldous Huxley, "drove a small Citroën at full speed round the hair-raising bends of the mountain road (the Cortina d'Ampezzo), while Aldous had charge of the horn . . ." Then there is the Bébé Peugeot which the son of the celebrated writer Pierre Chevrillon took the Huxleys out in when on holiday in Brittany, but the make of car which H. G. Wells had out there isn't quoted, nor is that of the "powerful car" which Sir Horace Plunkett drove as if in Ireland, on the right instead of the left as on Surrey roads. Flying from Russia to Königsberg involved using a First World War 3-seater aeroplane as late as 1931. Two years later Huxley's wife "had acquired a second-hand sports-touring Hotchkiss", in which they went to Ireland, via the Fishguard ferry, and a long drive from Cork to Baltimore. Presumably it was this car which Huxley crashed into a tree when trying to avoid a donkey-cart while cruising at about 80 m.p.h. along a straight *route nationale* towards Abbeville in 1938. Or perhaps by then they had acquired something non-vintage? One wonders, too, about the "old car, very high-sprung to go easily over the bumps", which the then Duke of Bedford was using on his estate when Julian Huxley went there to discuss zoo animals before the last war, another item from the pages of this enjoyable autobiography.—W. B.

THE EDITOR LOOKS BACK (IN SORROW) AT EARLS COURT

THE EARLS COURT London Motor Show now seems far distant—the 1971 Show I mean—for which grateful thanks to St. Christopher. I say this because an organisation which sends you an invitation to its Press Preview Day and a personal invitation to take in or stronger nourishment with its President and, when you arrive 9.30 a.m., cannot find you anywhere to park your car, doesn't exactly inspire respect. This Car Parks Full business being well known to me I put the Austin Maxi in a distant side road and took some exercise, but not before I had optimistically been twice round Earls Court block looking for an elusive overflow car park, sitting horribly bogged-down in a side street on the way—the Police seem not to care an iota about sorting out the traffic tangle but the gardenesses were out in force with their stickers, booking anyone who comes to rest in the aforesaid side road, where residents' parking spaces have come into force since the previous year.

Where I left my personal transport, on that and other visits, I am not going to tell you, although you would never remember it by Earls Court 1972, in case you fill it before I arrive, but I was able to remember where I had left the colourful Gp. 1 Austin Maxi by thinking of a vintage make of car

Writing of Earls Court 1971 reminds me that when I did penetrate the SMM & T party any hopes that the London Show would in future be held bi-annually were being firmly undermined by Mr. Morley's speech.

Once upon a time MOTOR SPORT was able to come out with a brief motor Show review before the thing closed, by rushing round madly on preview day, or what was left of it after the BMC (later BL) lunch, sitting even more rapidly, and bringing forward the publication date of our November issue. In recent years our increased circulation (advert.) has rendered this impractical, so perhaps I may be allowed a short December look-back

The outstanding impression was of a motor show which was anything but—by which I mean it was a display of nude girls, animals, birds (the other sort), fashions, Show Biz and music, not forgetting a political demonstration on the Moskvich stand and an exhibition of fist-i-cuffs (a punch-up, mate) at TVR. I have already done my piece on those BMW lion cubs and I have second thoughts about the Lamborghini flamingoes. At first I thought they might be reasonably comfortable, as in an aviary, albeit a very small one. When someone said, "as their little pond isn't enclosed they are probably doped, anyway"—and why were there three on opening day, no thereafter?

On Press Day non-completed stands seemed to be catching, for MOTOR SPORT's was pretty barren when I arrived and there wasn't a car on the Trident stand opposite. All was rectified by afternoon, however. I thought it an uninspiring show, but enjoyed the four-cam 1500 cc Maserati engine out of an SM on the Citroën stand, decided that the Reliant Scimitar can give beauty-prize points to Volvo's new sports-estate (but TVR's is another matter), that the lines of the Fiat 127 were boxily uninspiring and that Ford had such a comprehensive display that 90% of the customers presumably need look no further, the Tyrrell-Ford Constructors' Championship car which overlooked without overshadowing this great display seeming to personify Ford's present sporting demeanour. There were one or two other competitors about, nor is it easy to escape Lord Montagu for there on the aimler stand was his 1899 1,000-Mile Trial car.

There were personal disappointments, like not seeing Ron Barker giving his inimitable appraisal of the exhibits, though I think I spotted W. G. S. Wike of the VSCC taking stock. I didn't trouble to acquire a Show catalogue, since this has become a cumbersome large book instead of a useful-to-file source of reference. The caravans were still at Earls Court, portent of worse traffic congestion to come, but most of the tyre manufacturers had folded their tents and crept quietly away. Curious, really, because a car hasn't got to leave a caravan but it won't get far without tyres. . . .

The escalator to the Gallery wasn't working for mere reporters but I took the stairs in order to claim my free Papermate from Mintex (whom years ago we mistook for peppermint manufacturers but now know to be makers of brake linings) but not my free-glove from Ferodo. This means of enticing writers to the accessory stands on the disapproval of one of the great daily papers, from which one

assumes that its feature writer uses a fountain pen and doesn't wear gloves. It really is time the SMM & T re-planned the Gallery stands so that one can find one's way about them—only because it was on the edge of the maze did I come upon the National Motor Museum's big display of historic cars, which included a Vanwall, and the 1920 350-hp Sunbeam single-seater which some of us thought the only real motor car in the entire Show—but you may say Urraco to that!

I had many much-appreciated invitations in my briefcase but, being anti-social and teetotal in about equal proportions, made little use of them although, to show impartiality, I did call on Dennis Miller-Williams on the Rolls-Royce stand (the financial crash, apparently, simply means they are selling more Silver Shadows than ever) and Peter Morgan (the antiquated lines of whose sports cars American buyers love more and more the longer they go on, as it were). Erik Johnson had asked me along to look at the new Mercedes-Benz 350 SLC (minor detail—it has the three-pointed star as a motif but not as a mascot) so I did that, without going onto the stand, which you were not permitted to do by Maserati, where a notice said close-up viewing was by appointment only.

I also proved that I should not apply for a job as a computer programmer, when I twice messed-up my questionnaire to the Honeywell 58, a machine which costs £384 a month to hire. I got it right third time of trying and was told the next car MOTOR SPORT should buy me must be a Rover 3500, Vauxhall Viscount, Lancia Flavia, Ford 20M XL, Volvo 144GL, BMW 2000 or Alfa Romeo 2000. I had just about settled for a Rover 3500S anyway, only to learn that having come round to giving it a manual gearbox they have discarded its leather upholstery

At this Motor Show most people seemed quite content with bunny-girls, dolly-girls, bikini-girls and gooseflesh, and untroubled by such things as 7-litre AC 428s, 2-litre GT Veloce Alfa Romeo, Ferrari Dino 248, the new twin-cam Lotus Europa, a sectional Jaguar V12 engine or Jackie Stewart.

Even at my age I began to feel restless and went along to the Goldie stand, to see if my favourite bathing-girl had shown up—through the roof. She hadn't. Maybe she finds briefs too hot for a motor show, these days

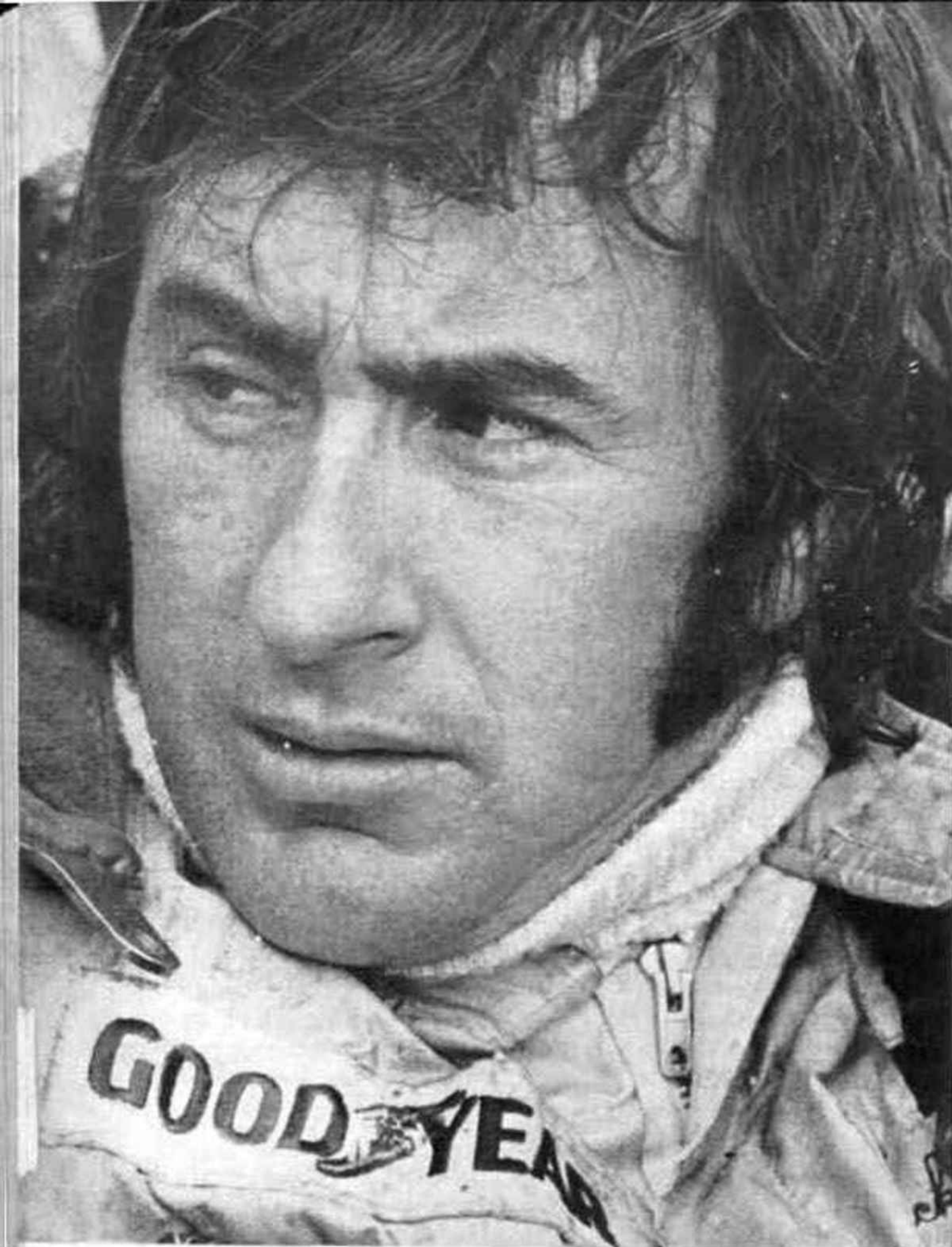
Fortunately, at this point a driver came to say there was a Morris Marina outside and could he swap the Maxi for it? So, in teeming rain, down there in that side street, we changed over cars and I was off, over the Shepherd's Bush flyover, along the A40, round Oxford's expanding ring-road, and motoring in the country. Already Earls Court seemed far distant and quite unenchanting—until next October.—W. B.

MIGRAINE

ACCORDING to The Migraine Trust this distressing disease afflicts some 5-million people in this country. We hope that not many of our readers are among them and we ourselves are fortunate in never having had more than a few attacks, and these of very brief duration without the accompanying headache, so probably caused more by riotous living than any organic maladjustment. However, from one such spell of seeing the bright lights, without the tranquillity which they say accompanies drug-taking and while driving a car, we can sympathise fully with those who suffer more severely. Indeed, although after a few minutes' walk we were able to resume driving with no recurrence of the attack, we were sufficiently disturbed to mention the thing to an ex-RAF friend. He told us he once had a migraine while forming in a flight of Tiger Moths, so that he was obliged to pretend he had engine trouble and peel off. As he is a healthy fellow and the RAF medical is notoriously thorough we felt better about our distinctly mini-migraine. But in case we have induced the complaint in those who spend much time reading MOTOR SPORT's small advertisements we felt we should mention that The Migraine Trust has published a little book "Focus on Migraine" to help sufferers. It costs 10p and they also ask for donations towards their research work. Their address is 23, Queen Square, London, WC 1N 3AY.—W.B.

THE 1971 WINNERS

IN THE JARGON of motor racing there are numerous *cliches* that are often made in jest, but which are only too true. Sayings such as "the name of the game is winning" or "finishing first isn't everything, but it's better than being second", or "it's the name in the Golden Book that is important", and recently a well-known racing motorcyclist from Derby said: "It's first under the linen that counts", meaning the first under the chequered flag. This fellow, John Cooper by name, but no relation to previous well-known John Coopers, achieved enormous acclaim by reason of beating World Champion Agostini on two occasions, riding a British BSA three-cylinder. There were people who were quick to point out that Cooper's bike was 750 c.c. against Agostini's 500-c.c. MV Agusta and it was to these people that the bespectacled Cooper made his classic remark. He also won a much-publicised race at the American Ontario Speedway, using the power of his 750-c.c. BSA to nip by his Japanese two-stroke opposition as they accelerated from the last corner. Once again there were those who decried Cooper's win because he was on the biggest and most powerful motorcycle and once again his classic remark was most appropriate.



STEWART

1st Spanish GP
1st Monaco GP
1st French GP

1st British GP
1st German GP
1st Canadian GP



ANDRETTI

1st South African GP 1st Questor GP



ICKX

1st Dutch GP 1st Rindt Memorial



GETHIN

1st Italian GP 1st Victory Race



SIFFERT

1st Austrian GP

CEVERT

1st United States GP

This season there have been numerous drivers in Grand Prix racing who have made a good impression and have had their supporters praising them loudly, but they did not win a Grand Prix. Some of those who did win a Grand Prix or Formula One race caused their opponents to say, "Yes, but . . .", either because some luck came into the results, or there was not much opposition or the chap who was second had led for most of the race. The Italian Grand Prix at Monza was a splendid case in point when all the drivers who had made the running were out-smarted by Gethin on the last corner. Never has John Cooper's remark been so appropriate, "It's first under the linen that counts". For this reason I am reviewing the 1971 Grand Prix and Formula One season with photographs of all the drivers who finished first in one race or more. These are drivers who achieved something during the season, and as most of the photographs of them during races have shown them completely covered up in a Bell-Star helmet and face-mask, so that readers have had to take our word for who is in the car, I am portraying them all bare-headed and bare-faced. You only have to look at the list of achieve-

ments under each photograph to see who was the 1971 Champion driver, the points gathered in Championship events being of little importance when "the name of the game is winning" and personally, if a World Champion was acclaimed by a points total gathered from consistent second or third places I would not be too impressed, though I would appreciate his consistency. The six Grand Prix victories by Stewart show that he is not only a Grand Prix driver, but a successful one, and the other ten drivers depicted are successful to a lesser degree. There were other drivers who did great things and one day very soon must surely win a Grand Prix, high on the list being Peterson, while Emerson Fittipaldi cannot be far away from winning another Grand Prix. He won the United States GP in 1970. Schenken is another driver who has made good progress and when he wins a Grand Prix it will be no surprise, but when others like Wisell, Pescarolo, Beltoise or Oliver win a Grand Prix it will be a surprise.

Two of this year's winners will regrettably never be able to win another race but their names are indelibly written in the Golden Book, these being Rodriguez and Siffert, both natural "chargers" and winners that caused no surprise. Their deaths in minor races, Rodriguez in a sports-car race in Germany and Siffert in the end-of-season event at Brands Hatch, were black spots on the 1971 scene, but the racing world does not forget Courage, Rindt and McLaren or those that died before them, like Clark and Bandini, nor will they forget the "Mexican Bandit" and the "Crazy Swiss".

New names to the winners' list are Cevert and Gethin, the former having worked hard and conscientiously all season as number two to Stewart, the fruits of his work giving him victory in the United States Grand Prix when Stewart ran into trouble. A victory for Gethin seemed to be on the cards quite a time ago but with the McLaren team he got nowhere; his change to the BRM team saw him up with the competitors and he thoroughly deserved his last corner victory at Monza. His victory in the minor Brands Hatch race was an unhappy one, the race being stopped after Siffert's accident, and though it was almost certain that Fittipaldi would have got by had the race run its full distance, "it's first under the linen that counts".—D. S. J.



AMON

1st Argentine GP

REGAZZONI

1st Race of Champions

RODRIGUEZ

1st Rothmans Trophy

HILL

1st Daily Express

SURTEES

1st Gold Cup

TUNING TEST



OPEL GT

More power from GM's German coupe



DURING LAST month we had an enjoyable break from the normal run of modified production saloons as the well-publicised, but little seen, Opel GT passed into our hands for a short period, equipped with some equally well-known Steinmetz tuning equipment. First shown as a prototype in 1965, the Opel 1.9-litre GT went into production in the latter half of 1968, and met with approval from all those who had felt that all Opels were boring, though the specification is really no more exciting than an MGB GT. However the end result is a lot more modern in style and handling than the British car, and most press reports (including our own by D.S.J. in 1970) indicated that the German GM division were onto "A Good Thing".

Klaus Steinmetz is an ex-BMW works racing team manager who left Munich several years ago to concentrate on the development of the Opel engine and chassis range, especially of the big straight-six Commodores and the four-cylinder cam-in head Kadetts of 1.9 litres (the same engine as is used in the Manta and GT, of course). In Germany and throughout the Continent, Steinmetz Opel tuning parts and knowledge have become much sought after, largely because the Kadetts have proven very successful in Swedish rallying hands, while Commodores have had their moments in international saloon car races.

The car we tried was an automatic, fitted with a straight-forward German Steinmetz conversion, whereas future converted Opels in Britain will be further modified toward smooth performance by ex-works Mini driver John Rhodes. The latter gentleman was to have driven an Opel in European Touring Car Championship events this year, but because the drive did not materialise he set up John Rhodes Tuning Ltd., Steinmetz UK distributors at 191 May Lane, Kings Heath, Birmingham B14 4AW. Currently JRT plan to offer three stages of tune for all r.h.d. Opels save the six-cylinder models, and the kits should be on the market early next year.

Because the Manta uses the same 1.9 engine as the GT, it's likely that the first proper r.h.d. British kits (which have been developed in part-association with Piper Engineering in Kent) will be for that likeable four-seater coupé. As with all Opel GTs our test car was a l.h.d. machine in standard trim, save the engine parts and 5½-inch alloy wheels, which were shod with 165-section Goodyear GP radial-ply tyres.

The stage 1 engine kit is said to boost power to 107 b.h.p. nett (compared to 90 b.h.p. in standard form), thanks to redesigned inlet and exhaust manifolding, reprofiled camshaft and single Weber 40 DCOE carburetter. The GT also had an aluminium rocker box cover, but we have excluded this non-productive item from the total cost of conversion parts at £78.50. Breaking that price down into individual items, we found that the inlet and exhaust manifolding came to £33.50 (£13.50 and £20 respectively) whilst the carburetter cost £31, assorted gaskets and linkages £2 and the deeper breathing cam-shaft £12. The higher stages of tune include a cylinder head porting modification (stage 2 at an extra charge of £39.50) rated at 123 b.h.p., and a final fling, claimed to provide 140 b.h.p., with a big valve cylinder-head and twin double-choke Weber carburetters. The "top of the line" kit costs £168.50, excluding any fitting charges.

General Motor's public relations people in London have taken a keen interest in what Rhodes has been doing (the factory approve many Steinmetz kits in Germany, as they are required to do by law)

and it was through the usual chain of Opel UK command that we obtained our car. Opel dealers will further act as fitting agents for the Rhodes parts, if all goes to plan. So we left an extremely dirty Ford sitting amongst the gleaming pack of Opels at Mendells in Golders Green, and set about re-aquainting ourselves with the very comfortable and sporting cockpit that comes as part of the GT coupé.

Although our car was as shiny as the rest of the press demonstrators we couldn't help noting that the wheel arches bore evidence of the difficulties of precisely judging width: twin racing mirrors were provided and there are rear side windows. But one still needs to be cautious about city driving, especially when swopping traffic lanes—the mirrors tend to show the accident after it's happened! Incidentally both the aeroflow grille and on/off air switch fell off on our way home, so not all German cars are faultlessly finished in comparison to British home products, some of which even cover a full test week without scattering control knobs and other minor components about the interior.

At first the automatic choke of the GT defeated our early morning starting attempts, for it's imperative that the throttle is not dabbled further after the first depression to ensure that the auto choke is engaged. The three-speed GM Strasbourg automatic gearbox tends to provide somewhat lumpy changes at first, but we overcame this slight inconvenience by using second gear hold until both transmission and engine were slightly warm. A sporting air-cleaner for the Weber carburetter betrays the conversion by hissing at low speed and gurgling heartily beyond 3,500 r.p.m. Tickover speed was a creditable 500 r.p.m. for most of the test; again it was important not to blip the throttle at all, otherwise the engine would stall upon releasing the accelerator. Pushing the efficient central auto lever into neutral increased tickover to 12-1500 r.p.m., which partially explains our traffic-ridden fuel consumption figures in the 18 m.p.g. bracket.

Somehow the demonstration bookings for this Steinmetz GT were scrambled up before we could take performance figures on a fifth wheel, but some quick runs utilising the stop-watch corrected speedometer indicated a 0-60 m.p.h. time of 10 seconds, which is not a shameful performance for a steel bodied 2-seater with automatic transmission, and is more than enough to deal with GT-badged saloon cars, unless you count the 3-litre Capri which took slightly over 10 seconds to reach 60 m.p.h. before the engine was uprated for this year's Motor Show.

What really did impress was the way in which the speedometer would swivel round to indicate 90 m.p.h. if one accelerated from 50 m.p.h. or so in top. We held the car easily at this velocity with three people crammed on board and found that the excellent body shape allows one to use half throttle at anything up to 90 m.p.h., with consequent benefit to fuel consumption figures. Flat out we managed 120 m.p.h. according to the speedometer with ridiculous ease (though under favourable circumstances) as the car just seems to cut through the air and become better mannered the faster one goes.

In town the automatic transmission was dispensed with in brisk accelerating stints, because it always engages third as one slows up for the next set of traffic lights, and the driver felt the brakes should be preserved for something better than a heated demise on the Marylebone road. The combination of good disc/drum braking, and

reliable cornering manners via transverse leaf i.f.s. and superbly restrained live rear axle, was put to excellent use in conjunction with the conversion as soon as we slipped off along a country lane. The automatic lever instantly selects any of the three ratios, providing that the driver has assessed his speed correctly, and we found the 45 m.p.h. first hold—marked L—and S for the second slot, allowing 70 m.p.h., were very useful aids indeed. Maximum engine speed is 6,150 r.p.m. as standard, a yellow warning band commencing at 5,800 r.p.m. and we stuck to this figure in the absence of any instruction to the contrary, besides which the Opel four isn't really fond of 6,000 r.p.m.

Overall we left the car profoundly impressed by its ride and handling (again) and freshly thoughtful about its remarkable cruising ability, for our rough check had shown only a small percentage error from the speedometer, and a genuine 110 m.p.h. can be maintained in true GT style with the Steinmetz kit, with a small power surplus in hand. It is a pity Opel do not market right-hand drive GTs.

Obviously JRT and their sub-contractors will have to apply themselves vigorously to obtaining the best traffic manners commensurate with city fuel economy. The power potential is already evident and could provide a welcome boost for Manta owners who dislike reading Ford bootlid badges. Much more exciting though are the tales from a French journalist colleague who has tried a 2800 Commodore with Steinmetz Road and Rally stage tune, yielding 180 b.h.p. DIN at 6,400 r.p.m. (compared to 145 b.h.p. in production form). This triple Solex 40-mm carbureted device managed 131 m.p.h. with appropriately startling acceleration. In fact that road-going Commodore should equate approximately with the German Capri RS2600 and the Broad-speed/Super Speed/Raceproved-Weslake/Willment-tuned British 3-litre Capris. On the track Steinmetz has also tried to keep ahead of Ford Germany, designing his own crossflow cylinder head and ensuring that all the right parts were homologated for Gp2, but his hoped for 300 b.h.p. was never handled well enough, or sufficiently reliable without dry sump equipment, to catch the smooth Ford Germany Capris driven by a number of hot shoes.

Good luck Mr. Rhodes, may we also hope to see that famous tyre smoking approach demonstrated on the race tracks again next year, only this time with a bulky Commodore held at right angles to the track, instead of a Cooper S?

THE ROLLS-ROYCE OF RALLY JACKETS

JUST once in a while you come across a really top-class, conscientiously-made product, like those Bardic electric torches I used to recommend because, with their rotary, bonded-rubber switches, etc., they never went wrong. They were made in Southampton; mine are still as good as new, and I hope they are still available.

I was reminded of this by the Functional weatherproof clothing, as used by Chris Bonington's Annapurna South Face expedition, Esso tanker-men, the BBC, gas-meter readers and others exposed to exceptional cold and wet, which Derek Doff, Functional's London Manager, had demonstrated to me at the MOTOR SPORT offices the other day. As our premises comply with the office heating requirements, they were not at all a good place wherein to assess the effectiveness of this Rolls-Royce of protective clothing, which embodies a great many clever ideas, a great many high-quality materials, including Dunlopufu waterproof Bri-Nylon, Dunlopreme foam and Borg deep-pile fabric, and has been evolved from long practical experience. Indeed, I began to feel uncomfortably hot just contemplating wearing the apparel at the top of a freezing mountain in mid-winter, or perched on a Brighton Run veteran on a pouring wet Sunday.

I have no Functional (with a capital "F" that is) clothing of my own (what—with the complete rally kit costing some £25? And somehow I don't think their 3 oz. satin-lined waterproof trilby with cotton-poplin sweat band is quite *me*, so perhaps I will go on wearing that ancient flying helmet), but our intrepid photographers swear by, but not at, this best of rally jackets or marshals' clothing; and our Production Manager at his only when the coat flap flies open as he sits down. So this Dunlop-based Rolls-Royce of bad weather, keep-warm clothing is clearly the best possible for outdoor work and play. If you will just slip (on the ice?) into Functional's London place (9, Alfred Place, off Tottenham Court Road, between Store Street and Chenies Street, W1) or contact them at 20, Chepstow Street, Manchester, you outdoor chaps will discover, if you haven't already, lots of things which should comfort you for a long time in the worst of the weather.—W. B.

Hartwell's expanding interests

OFFICIALLY known by the family trading name George Hartwell, the Bournemouth-based company have started to widen their interests outside the exclusive marketing and conversion of Chrysler products. Parts Merchandising Manager Barry Green still finds time for Team Hartwell's race and road preparation business promoted by Ray Payne in their 998-c.c. Sunbeam Imp, but he recently showed us a new accessory shop which Hartwell have opened on the main premises; inside we found the first prototype cylinder heads modified for the British Leyland Mini, the S-variant and 11/1300s. Prices have yet to be finalised, but it seems quite certain that the Hartwell name may well be associated with all manner of cars which go faster than their makers intended. During the past year or so the parent company have acquired a Ford dealership to replace a Chrysler agency, and the dealership is a registered Ford Rally sport dealer.

However there is no definite plan to market Ford parts, and it was strongly emphasised that the Chrysler products are still *the* commodity so far as Team Hartwell are concerned, and for the Bournemouth showrooms, which now boast a built-in coffee lounge for prospective clients to relax in.

More Literature

THE TAURUS name has now almost ceased to mean anything to me for the company has had so many changes of address and ownership, that I had rather lost track of this outfit. At one time they were certainly among the leading Mini tuners when BL's baby was the only car many could afford to convert. We have yet to see the latest Taurus premises at Ferndown Industrial Estate, Wimborne Road West, Stapehill, Wimborne, Dorset BH21 7PS, but from the catalogue (20p) description it sounds as though there is plenty of space, and useful equipment, such as the dynamometer with adaptor to take readings from a Hewland gearbox—an idea also marketed by Piper Cams in Ashford, Kent.

Apart from a number of useful machining services, Taurus also offer a wide range of tuning equipment for most popular cars comprising such items as camshafts, cylinder heads and carburetter kits.—J. W.

THE SINGULAR CASE OF THE BUGGY THE POLICE DIDN'T LIKE

AROUND the time of the Senior Service Hill-Rally we heard about a home-built VW Buggy which the police stopped because one of its lamp bulbs was out of action or for some such insignificant reason. They told the young owner that they intended to "throw the book at him," as they were determined to get all such vehicles off the road. He was duly charged and was represented in Court by a QC. His Council explained that he was not a long-haired student layabout but a (long-haired) engineer with degrees, employed by a very big Motor Manufacturer. The Magistrates asked if the offending vehicle was outside and, told that it was, adjourned to go out and look at it. They seemed surprised at its immaculate condition, congratulated the builder on his handicraft, and returned to the bench to chide the police for bringing the charge. A small fine was imposed for the temporary illegal defects which had been admitted and the case was closed.

Some police, especially those who like motor-cars, treat us very reasonably but there are some who should be urged to display more goodwill towards drivers. Suppose it had been you who had been charged and you couldn't afford Queen's Counsel?

1972 ROUTE PLANNING MAP

THIS new map has been published by the Ordnance Survey. Extra features shown for the first time include inter-town distances in miles, expected opening dates of motorways under construction and nearing completion, and inset maps of motorway junctions with limited access.

All the information shown on earlier maps is retained and the new specification is especially designed to make the map easier to read. Generally speaking road revision is up to July 1971 but the opening of the M62 motorway in August has not been allowed to pass without notice.

The retail prices of this map are 60p folded, 55p flat per sheet. The two sheets together in a plastic wallet £1.10. Issued by Ordnance Survey Publication Division, Romsey Road, Maybush, Southampton SO9 4DH.

BROOKLANDS AS AN AERODROME

(D. Bradley-Watson's reminiscences continued from the November issue.)



I was very glad that Duncan Davis suggested that Ken Waller should complete my "B" licence training, as I found him to be a charming and kindly man and an excellent instructor. My lodgings were some distance from the aerodrome and often Ken would pick me up, sometimes in his 8-litre Bentley, but more often in his mother's Austin 7 Ruby saloon. Inserting his 6 ft. 4 in. into this tiny motor-car must have been quite a feat. On the winding roads around Byfleet we rarely got the Bentley into top gear, but it was a very impressive-looking vehicle. If I walked it was necessary to cross over the banking by the Byfleet metal bridge, and past the sheds where they would probably be working on the latest ERA racing cars and, further on on production model Hawker Hinds, for test flying. Usually I would be overtaken by Bremridge, the charter pilot, on his old motor bike, probably in a hurry to get out the Leopard Moth and fly some "bookie" to a race meeting.

Towards the end of July I joined a class taken by Bob Ashton in navigation, with a view to sitting for my 2nd "N" in January 1938. The other members of the class were colourful characters and consisted of Tom Brooke Smith (later to become Chief Test Pilot of Short's), Jackie Sewell, Marwick, Wigram and a cheerful rotund fellow called Harry Pepper. Bob Ashton proved to be an extremely good teacher with just the right light touch and we were soon progressing well with our course, with the possible exception of Tom Brooke Smith, who, if my memory serves me right, seemed to find the mathematics involved somewhat trying. Also poor old Harry Pepper favoured us only rarely with his presence.

After we had spent part of the morning calculating great circle courses and ETAs over vast distances we would don our flying suits and do a fairly brief triangular cross-country flight, attempting to assess wind drift accurately in the process. There was, of course, no radio or other D/F assistance available and navigation was strictly by dead reckoning and map reading. I always found it rather beyond my ability as a juggler to successfully retain control of the Tiger Moth, an open map, a CDC, and a slide-rule with which one was supposed to calculate the finer points of achieved course, ETA, etc. All this had to be done in the howling gale which always accompanied open-cockpit flying, and I lost a number of maps over the tailplane. There was no ground control for take-off and landing and one simply had to make very sure, by repeatedly craning one's neck, that all was clear. It was really surprising that there were not more near-misses. We gave the Wellesleys' Hinds and Wellingtons a wide berth but it cannot have been very easy for them to operate in and out of such a relatively small field.

Ken Waller insisted that it was necessary to learn the technique of cross-wind take-offs and landings which I found slightly hair-raising as it necessitated flying with one wing tip extremely close to the ground and virtually using only one wheel. I always had visions of emulating Geoffrey Tyson with his handkerchief-retrieving trick, as I

grew more proficient at this manoeuvre. A spell "under the hood" at blind flying in G-AESC would follow but I found this relatively easy, and soon learnt to trust the instruments rather than the seat of my pants.

Back in the Clubhouse the bar would be open and an excellent lunch was served, but as I had not got the necessary 2s. I had to wend my way back across the track to the Queen's Head in Byfleet where I could get beer and bread and cheese for 10d. It was amazing how the days seemed to fly by, since my log book shows that I was not flying more than an average of 1½-hours per day, and lectures could only have occupied another hour or two, but I do remember trying hard to absorb the complete "Manual of Air Navigation", which was our standard textbook, together with sundry meteorological books and the maker's handbooks on the Tiger Moth and Gipsy Major engine, in the rather hilarious atmosphere of the club lounge.

Brooklands naturally boasted a number of very wealthy club pilots who owned aeroplanes as well as expensive motor-cars, and among them were Bill Orton and Vernon Hunt who shared a Puss Moth, Scotty who owned a splendid open Alvis Speed 20, and Ken Firth, son of Sir William Firth, the steel magnate, who owned Avro Cadet G-ADIE, and a Lagonda. Ken was an extremely good pilot and very fond of aerobatics, which had probably influenced his choice of aeroplane. It survived the war and was last heard of in storage in Eire. His father also owned a DH Dragonfly, a similar aircraft to the one owned by the London Aeroplane Club and which I would very much have liked to fly. One day in August, Ken and Jimmy Gunn, the Club timekeeper who recorded the hours flown by Club aircraft, took off in the Dragonfly for a quick trip to Shoreham and back. What exactly went wrong I never quite found out but it resulted in the aeroplane touching some power lines and spreading itself in pieces on the hills north of Shoreham. As the two occupants scrambled out virtually unhurt from the smashed fuselage, the gate of the field opened and a car drove up to them. Out jumped a man: "Taxi sir?" he said. Somehow we just do not get service like that these days.

Jimmy Gunn served as a bomber pilot in the war and was still engaged in commercial aviation until a year or so ago.

Our lectures were sometimes enlivened by the addition of a girl student, Mona Friedlander, who was shortly to obtain her "B" licence and served throughout the war with ATA. She owned a tuned open Singer which she would on occasion drive round the Track to see if she could raise its maximum speed. One morning she asked if I would mind going along as ballast for her "three landings light and three landings loaded" test, which was a preliminary to getting another type of aeroplane on your licence. As we came in to land for the first time in the Leopard Moth it became obvious that the unaccustomed weight of three people in the aircraft had upset her normally accurate approach, and momentarily it seemed likely that we should all be soon climbing out of the sewage farm. However a

burst of engine pulled us in, but we made a very rough landing and had to go around again. It was so bad that I began to regret my offer of becoming additional ballast, but next time round she had got accustomed to the feel of the loaded aircraft and all was normal.

Apart from the "home" Service aircraft of Hawkers and Vickers, we had fairly regular visits from the prototype Spitfire, flown up from the Supermarine Works at Southampton by Jeffrey Quill, their test pilot. It seems that he used it to commute to his home at Weybridge at weekends, involving a total journey time of seven to eight minutes.

This aeroplane was revolutionary in concept for those days and was only rivalled by the prototype and early production Hurricanes which we saw. The approach into Brooklands for the Spitfire was somewhat breathtaking, at least for the spectators. But even that was overshadowed by the single-seat, radial-engined Vickers Jockey or Venom, monoplane fighter which never went into production, but which was still being tested at Brooklands in 1937. I think that it had too large an engine or too little wing area, for its approach was at about 140 m.p.h. and it was reputed to touch down at 110 m.p.h. which was rather fantastic on that short and bumpy grass field. Jeffrey Quill was the only Test Pilot who felt inclined to try it, and we always held our breath as it tore in and bumped crazily over the field, seeming certain to overturn. Fortunately, it never did.

Apparently there were other complications involved in the take-offs and landings of early Spitfires according to Test Pilot H. A. Taylor, who recalls that early production models (the first was completed in July 1938) of the Spitfire Mk. 1 had no engine-driven hydraulic pump and the undercarriage was operated by means of a long hand-pump on the right, "Not only had one to change hands in order to select 'up' after take-off" he states "but while flying with the left hand, this pump had to be worked vigorously, and with no previous experience of the type's very sensitive elevator control, departure was made in a series of fore and aft over corrective pitchings." Later on, pilots learned to be very ambidextrous and to be in good control of muscular reflexes, so that the inevitable "hunt" could be reduced to an amount which, at least, did not give them away to watchers on the ground.

Taylor went on to explain that in the early days the throttle damper was not very effective unless tightened with a pair of pliers, it being necessary sometimes to stop pumping the undercarriage while changing hands yet again in order to deal with the sudden extraordinary silence as the ivory-handled throttle vibrated quietly back.

Another difficulty which occurred with many of the early Spitfires concerned the way in which the undercarriage selector would occasionally jam irrevocably in the half-way position when selecting "down". For one reason or another the "up lock" pins became immovable, and it was necessary to take the weight off the retracted legs if any further landing progress was to be made. Since, of course, the only way of doing this was to invert the aircraft, Spitfires might occasionally be seen on their backs over Brooklands during the circuit. An alternative method of freeing the selector was to push the nose down violently, while at the same time giving the lever a sharp tug.

The maiden flight of the prototype Spitfire had taken place on March 5th, 1936, with "Mutt" Summers at the controls, and in the same year it was exhibited at the RAF Display at Hendon in the "New Type Park", finished in a high gloss pale blue paint. At the 1937 Hendon Display, which I attended, there was exhibited in the "New Type Park" the Hawker Henley, a very clean if somewhat tubby mid-wing monoplane, officially described as a "single-engined bomber". The prototype was frequently wheeled in and out of the Hawker sheds near the Clubhouse at Brooklands and the engine run-up. More infrequently, it took to the air, piloted by Philip Lucas. It seemed quite fast, but apparently its performance was disappointing since it never became operational and was relegated to target-towing duties. P. G. Lucas and "Johnny" Hindmarsh carried out the routine testing of the Henley and also the seemingly never-ending stream of obsolete production Hinds which were being turned out. Whether it was obsolete or not, the Hind was still a fascinating aeroplane and to hear it warming up on the tarmac, rumbling and crackling away in staccato fashion, was a delight to the enthusiast. Tragically "Johnny" Hindmarsh was later killed testing a Hurricane which failed to pull out of a dive and crashed into the Vickers' works.

Ken Waller had come fourth in 1934 in the England-Melbourne race, flying a DH Comet with Cathcart-Jones and in August 1937 he entered for the King's Cup race, flying a Comet again, but this time it was G-ACSS, the winner of the Australia race, which had been rebuilt after crashing in 1936. Ken was busy collecting maps and after a while he stuck them together to form a long roll. The roller map



The Brooklands clubhouse and hangars, 1937.

was a useful technique to use in cramped cockpit, and especially with an aircraft which, for those days, had a high cruising speed. Initially Ken had some trouble with the gyro-compass, but the machine remained at Brooklands for some time whilst he got in some practice. He finally flew it into twelfth place and was rather disappointed.

From time to time on a calm day one of the pre-1914 aeroplanes preserved and restored by R. G. J. Nash would be wheeled out and after the engine had been coaxed into life, the little machine would make a brief hopping flight. We viewed these attempts with much more scepticism than do the onlookers at a vintage 'plane display today. This was probably because the pilot in the 'thirties was more cautious in his handling of the machine. These days so many successful replicas of veteran aircraft have been constructed that they are not treated with such extreme care.

Brooklands Aerodrome was sometimes used by film companies for location work, and coach-loads of technicians, actors and production staff with their bulky equipment descended on us and would proceed to take over the Clubhouse and surrounding areas, by prior arrangement with Duncan Davis, of course.

If one had the time to spare, the casual onlooker obtained an interesting insight into the mechanics of film-making. To myself, the arranging of the set and props seemed very interesting but the filming itself proved incredibly boring, due to the vast number of re-takes required for each brief scene.

After the carpenters, etc., had painstakingly achieved their object of changing the box-like outlines of the Clubhouse into a Spanish hacienda and had carefully planted, complete with hidden supports, some very unlikely-looking Mediterranean-type trees to frame the building, the shooting would begin, with the heroine making some dramatic gesture and the hero starting the engine of his snazzy Stinson Reliant monoplane, handily parked adjacent. With a quick burst of throttle and standing on the brakes would blast the tail round preparatory to take-off. Unfortunately more often than not the slipstream had the effect of blowing the sub-tropical trees into the middle distance. All, except for the weary scene-setters, then took a break until the set background had been restored to normal.

Similar misfortunes accompanied the shooting of other scenes and I recall some unfortunate bit-player perched on top of the high wing of the Stinson, repeating the same few lines for hours in take after take, and all this in the heat of a sultry August day. The causes of the repetition would vary from some clot opening the hangar doors at the critical moment to the sun going in, or a thoughtless Test Pilot engaging in a mild shoot-up of the Clubhouse in a Hawker Hind. Although this type of thing must be normal in location filming, no doubt all the film personnel were only too relieved to return to the more controlled environment of shooting in the studios, and we, in turn, were not too sorry to see them go, so that we could once more get a meal and a drink in the Club, and also find a chair in the lounge to absorb the latest activities of "Popeye" in the *Daily Mirror*.

A film entitled "Q. Planes" was made, partly at Brooklands, starring Sir Ralph Richardson, and for this all the Club aircraft were pressed into service, complete with volunteer pilots and the ground staff dressed in their best white overalls. No doubt all this helped to make Brooklands Aviation a more viable financial proposition, and it was typical of Duncan Davis not to miss a trick.

Another method of increasing the hours flown by Club aircraft (and therefore the revenue to Brooklands) was the organising of monthly

competition e.g. spot landing, navigational exercises, forced-landing tests, etc., the winner of which received a silver spoon adorned with the Brooklands badge and inscribed with the owner's initials. It was the aim of some members to obtain a complete set, but I was lucky enough to achieve one as a result of winning an altitude race.

The idea was that each competitor should take-off (using the same machine), and endeavour to climb as high as possible in 10 minutes. A barograph, frequently used for proving the height achieved in the "A" licence tests, would be placed in the luggage locker behind the pilot and the chart would show the maximum height gained in the allotted time. Several pilots had had a go and I was just strapping myself in, when an elderly member pointed out that I was obtaining an unfair advantage. Not only was I the lightest person competing, but my aeroplane had already used up some of its petrol load. Ken Waller, probably considering the likely delays caused by topping up with petrol after each competitor, hastily brushed aside the objection and I took off. In five minutes I had reached 5,000 feet, but I knew that it was unlikely that I could keep up this rate of climb, as the official handbook for the Tiger Moth gave the time to climb to 5,000 feet as 7½ minutes and the time to 10,000 feet as 18½ minutes. It needed careful judgement to gauge when the machine was "mushing" through trying to climb it too steeply and one had to "feel" it all the way up. Soon I was climbing through wispy cloud and after 11 minutes I had reached 9,000 feet, so I throttled back and turned round. I had been flying on a compass course and I found myself over Heston. Gliding down, at 4,000 feet I passed through some clouds and came out over Staines Reservoir. I had to put on engine to get into the aerodrome. When they removed the barograph it appeared that I had reached 8,000 feet in 10 minutes. Ken Waller thought this was rather phenomenal, and later on I heard that I had won and duly received my silver spoon, which I still possess. One competitor became so engrossed in climbing that he became lost in cloud and eventually landed at Farnborough.

In early September I took up "SC", the Club's blind and night flying machine, which was heavier to handle than the other Tigers. It was considered advisable to get used to this machine, which would be used for one's night flying test for the "B" licence. After some time practising forced-landings for my "B" general flying tests I brought her in and it was the last time I flew her. Two days later she was written off by an experienced member, who was carrying a passenger. Apparently the pilot was indulging in aerobatics too low down and had completed a very stalled stall turn, spun off it, and being in too much of a hurry to come out, spun into the ground in the opposite direction. His passenger, being in the front seat, came off worst, with a fractured spine, fractured skull and bad concussion and cuts. The pilot had a badly sprained ankle and a fractured skull. They had crashed in the garden of a house in St. George's Hill, near the aerodrome, and had made a nasty mess of the garden. Marwick and I drove up there after our navigation lecture and found that they had extricated the pilot.

Subsequently this crash was often discussed as the Club rarely lost an aeroplane in training. After the loss of "SC" the Club did not maintain a special machine for night flying and when one wanted to take the night flying tests for the "B" licence it was necessary to have one specially prepared.

The "B" tests were almost comical in their inadequacy since they consisted of achieving three landings after dark and a cross-country flight which invariably took place from Croydon to Lympne, since this was the minimum distance for licensing purposes. It was also quite usual for the pilot never to have flown at night before until he took the test, and on that occasion the instructor would accompany him to Croydon, give him one landing dual at dusk, let him do his three landings (observed), and then send him off to Lympne. The flying would be done on instruments with the aid of a hand torch, and most people made it all right and were then entitled to fly "for hire and reward", if necessary, as a night mail or airline pilot!

Although at the end of September I had passed the general and blind flying tests for my "B" licence, my brief time at Brooklands was nearly over, since the blow fell when the RAF Central Medical Board (who conducted the tests for "B" licence candidates) temporarily grounded me. The prognosis was not good, "eyesight condition borderline and likely to deteriorate", and very reluctantly I had to consider earning my living in another fashion.

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FIRST YEAR OF 1,600-c.c. F3

WITH Ford-based engines revving to 11,000 r.p.m. and wheel to wheel dicing to the chequered flag the old 1-litre Formula Three came to an end. For 1971 the governing body of motor racing had conceived a new formula which allowed engines of up to 1,600 c.c. but with a restrictor on the atmospheric side of the induction. In effect it was a throttling device but quite a lot of people thought that more than just the engine breathing had been throttled. Now, with a year of the new Formula behind us, this new category is generally considered a qualified success.

Halfway through the year the "hole" had to be enlarged because it was too restrictive. There have been surprisingly few disqualifications following leaking air boxes and the racing has been just as close as ever before although the sound the engines make is rather dull compared with the old 1-litre motors. However it does look as if the new formula is achieving its aims of keeping down engine costs. Last year's engines cost approx. £850 and needed a £100 rebuild every two races or so and almost as often as not flew apart. This year engines started off at £1,100, complete with exotic fuel injection and the like, but re-builds did not need to be nearly so frequent. Then along came twin-cam specialists Vegantune in Spalding who, unlike the others, had remained true to the dictum of the CSI secretary who stated that he thought special steel cranks and fuel injection were just not worth the money. The Vegantune engine sold at £780, had a standard cast iron crank and used twin Webers instead of the Lucas injection system. The engines proved just as fast as the competitors, on occasions even faster, and some drivers went as many as eight races without a re-build. By the end of the season Vegantune had quite a good portion of the market and had thus brought down the cost of F3.

The great majority of engines have been based on the Lotus Ford twin-cam unit but Renault, BMW and Alfa Romeo bases have also been raced. Only the Renault has scored any success and these mainly in the works Alpine cars.

Little is new in the chassis department apart from a logical progression from previous thought. The most successful driver, Dave Walker, used his previous year's Lotus 69 but fitted with inboard rear brakes, the new Brabham BT35 was similar to the previous year's BT28 except also for inboard rear brakes but March Engineering with their new monocoque 713M made significant inroads into sales and results following a previous year of hard learning but few tangible results.

The 1971 season also saw the emergence of the *marque* Ensign, master-minded by Morris Nunn. Belying the firm's humble premises and facilities the side radiator Ensign; of which three raced, were probably the best handling of all the current F3 cars. Right at the end of the year there were three newcomers the Alexis, the GRD and the Royale and all had side radiators as will next year's March. In France the works Alpines always handled well and utilised exciting high-tail bodies conceived by the firm's aerodynamists who have been responsible for some exciting Le Mans shapes in the past. French built but with British backing were the Martini cars which proved sturdy but not particularly successful. The Italian Tecno firm dropped right out of the F3 market and the British Chevron firm more or less did likewise, but Merlyn re-entered the market.

One significant but unwelcome development has been the arrival of slick tyres for Formula 3. The slicks appeared a couple of months after acceptance in Formula One and immediately meant that any front running F3 driver now had to have THREE sets of wheels and tyres, and even more agonising decisions when it looked as if it might spot with rain just before the race. The expense of the third set was considerable too with the slicks costing around £120 per set and the extra wheels, an additional £250. Dunlop who pulled out of big time racing at the end of last year have continued to support Formula Three and have had plenty of success but on the balance Firestone have taken the majority of the honours. Goodyear have not been involved at all.

The most important championship for British competitors was the MOTOR SPORT Trophy which was run in association with the Shell Super Oil races and which has been a great success. For the top competitor the financial rewards have been generous and helped offset the high costs involved. But one accident can ruin the balance sheet and to our knowledge not one of the regular circus got away without at least one major shunt during the year and some had considerably more. However, it is pleasing to report that there were no

fatal injuries and, in fact, very few hospitalisations following some fairly spectacular crashes, thanks mainly to the improved safety standards of the cars.

The MOTOR SPORT/Shell Championship reflects to a large extent the relative fortunes of the drivers. In France, of course, the Alpines of Depailler and Jabouille reigned supreme and only raced in Britain twice but otherwise a drivers' success is a function of his points standings.

Australian Dave Walker was undoubtedly "the king" to coin a rather nasty phrase used by the weekly comics. His experience and skill plus excellent preparation and team management, as could be expected from the works Gold Leaf-Team Lotus, paid dividends. He started the season a couple of weeks late but was soon in his stride and during the middle of the season had a run of about eight successive victories. Very rarely was he beaten fairly and squarely, in fact very rarely was he beaten at all. As well as winning the main championship he also cleaned up the Forward Trust club championship run at BARC meetings.

Runner-up to Dave Walker is 23-year-old Roger Williamson of Leicester who few people would have heard of before this year unless they had followed club racing closely. Williamson, a former top karter, had raced mainly in saloons and finished 1970 with the Hepolite Championship under his belt. Formula Three was rather beyond the pocket of Williamson and his enthusiast father who runs a coach business but they took a gamble and purchased a brand new March. Williamson proved an instant success and has had a tremendous season with a good number of wins (some occasionally lucky) but many of them a tribute to hard and determined driving. He also took the Lombank Championship after a long fight with Colin Vandervell. Williamson's private March has been very reliable and along the way he picked up Tom Wheatcroft as a sponsor which has relieved him of the financial worries.

Bev Bond, who finished third in the championship, started the season well in the new Ensign but after a couple of accidents left the Walsall based team and reappeared with his own March. Only towards the end of the year did Bond seem to find his feet again. One of the most experienced of all Formula Three drivers he really deserves some better luck next year.

One man who some thought would sweep all before him in Formula Three was the previous year's Grovewood Award winner Colin Vandervell, son of the late Tony Vandervell, and almost unbeatable in Formula Ford in 1970. He had finished off the year with some good F3 performances with a works March but decided on a Brabham drive for 1971. In fact although he won the opening championship race he never did come to terms with the handling of the Brabham. A switch from Rowland to Vegantune power gave him a mid-season boost and though by most standards he had a good season very rarely finishing out of the first six throughout the year he says he personally would rather forget 1971. However he is not to be underestimated so watch for him next season.

The sensation of the year in Formula Three has been the 21-year-old South African Jody Scheckter who won a trip to Europe after doing well in a series of Formula Ford races. Previously he had only driven Renault and Mazda saloons but, once in Britain, his obvious talent soon showed through in the ex-Vandervell Merlyn Formula Ford. Then he started to do occasional F3 races with the one-off EMC and soon moved to full time F3 with the works Merlyn. This new car in the hands of Scheckter was an almost immediate success and in the latter part of the season he has been consistently one of the fastest three or four drivers. Another late season newcomer from abroad was German driver Jochen Mass who won a Shell round at Castle Combe and obviously has considerable promise while Mike Walker of Formula 5000 fame jumped back into F3 with the works Ensign and showed he could race with the best of them in this category.

The most disappointing season of all came from James Hunt who drove the works March. After a good year with the Molyslip Lotus 69 he found everything going wrong there were several engine troubles, quite a tally of accidents and the ignominy of disqualification at the final Brands Hatch race due to a porous plenum chamber robbing him of victory. But there were good races too.

With well over 100 drivers active in Formula Three it is impossible to record in the space available the fortunes of any but these top few. Next year will see Dave Walker in Formula One, Jody Scheckter in a works Formula Two team but most of the others still providing us with the thrills and excitement of Formula Three.—A. R. M.

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The V8 Mercedes-Benz 280 SE 3.5



I USED to refer to Mercedes-Benz cars as the World's best, which got me into trouble with those who were born with a silver lady on their radiator caps. The latest Mercedes had eluded me for far too long, but the other day Erik Johnson of Mercedes-Benz (GB) Ltd. telephoned to suggest that I should try a 280SE 3.5.

This happy opportunity coincided with a busy period of writing and home-moving, so that I had to cut out a luncheon date with Mr. Johnson during which I might have learned more about this notable product of modern Stuttgart and, far worse, I was unable to drive this fine, fast car as far and as fast as I would otherwise have done.

Even a limited and mainly traffic-encroached mileage in the car was, however, sufficient to convince me of its very great merit. One outstanding thing was evident almost immediately, namely, that in its interior arrangements, the layout of its controls, what the with-its call ergonomics, this 280SE differed very little, if at all, from much earlier Mercedes-Benz—the 220SE in which we drove from Germany to the Geneva Show, and back to Stuttgart, *via* Turin in 1952, or the 300SE which so impressed me as high-quality, high-speed transport in this country, in 1954, for instance. This means, quite simply, that Mercedes long ago found the best possible placing, styling and means of operating the minor services on their cars and have since seen no reason why they should alter a layout which is outstandingly effective and convenient.

The 280SE 3.5 is timeless in this important respect, but it has some outstanding special features of its own. As I have just explained, its overall interior layout, is as near as damn-it the same as other Mercedes models have been for many years. I wrote long descriptions of this at the time of earlier road-test reports, so we need not go into details again. The special items about the 280SE 3.5, which deserve to be mentioned are things like the driving seat which adjusts for height as well as in other directions, its unique vacuum central locking system, whereby all four doors, boot, and fuel tank cap can be locked with a

single movement of the ignition key, its electrically-heated rear window and the electric window lifts, with console-located switches which give the driver over-riding command of them. These electric windows appear to be inoperable if the ignition is switched off—but the criticism I normally make of this arrangement does not apply to Mercedes, because those who know the car, on opening any door, can still raise or lower the windows, so that if madam does not like a draught or it comes on to rain, she has no need to lean over to operate the ignition switch, or go after a driver who has taken the key away with him, before the glass can be raised—another example of how the Mercedes-Benz engineers think of everything, cover every contingency.

Although I hadn't intended to discuss the controls in detail, I cannot resist recalling the sensibly-shaped grip of the neat lamps' switch and how it has to be pulled out to bring in the fog-lamps, so that one does not drive with these alight inadvertently, of how heater distribution is so contrived that the front-seat passenger can have hot air, the driver cool air, or *vice versa* (will someone please tell me in how many other cars this is possible?), of how the stalk-controlled screenwipers first wipe slowly before they wipe fast no matter what the setting, to obviate smearing, of how they can be so easily activated momentarily, to clear instantly a dirty screen, of the top-tinted screen of the test-car which subdued glare, and the fine illumination provided by the new slim halogen high-beam headlamps.

This Mercedes-Benz 280SE is a *big* car without being *oversize*. It has the compact saloon dimensions of a 280S, so that, while it is sumptuously spacious within, its bonnet is comparatively short. It is dignified, but not obtrusively large. It has two very valuable aids to enjoyable driving. The first is excellent steering, the firmness and feel of which disguises the fact that it is power-assisted until one experiences the ease with which this 3,430 lb. car on its big radial-ply Continental tyres can be parked. The second aid to driver-enjoyment is the excellent M-B four-speed automatic gearbox. Here I must digress to

remark that normally such automation is anathema to me. Indeed, I put MOTOR SPORT off buying me a new car, in the form of a fine, accelerative British product, also a V8, until it became available with a manual gearbox. This stems not from wanting to keep my left leg and a left arm in decent working order but from my dislike of the sort of automatic transmission so many makers install. Politeness prevents me from naming it, but I sometimes think its initials must stand for B—Wearing, referring to how frequently the hidden gremlins change the ratio up and down in traffic, or for B—Wasteful, which such energetic and unnecessary operation must surely be of petrol?

Mercedes-Benz have a very good automatic gearbox, four-speed with a fluid coupling instead of a torque converter which always starts the car in bottom gear. It holds onto a low ratio in traffic even when you feel that it might be about to change up—you can feel the retarding effect of this—and when it does elect to change up or down the action is smooth, and efficient, even under kick-down. Moreover it absorbs only 4% of engine power. There are the customary “hold” controls in the clever nylon-faced gate of the floor lever for those who want them, and the gear locations are now lettered instead of numbered, P.N.D.S.L., “S” standing for “slope”, replacing the more formal PN432—is this a hint that Mercedes may be going over to a torque converter transmission? Their present excellent automatic box dates back to 1961, with subsequent improvements.

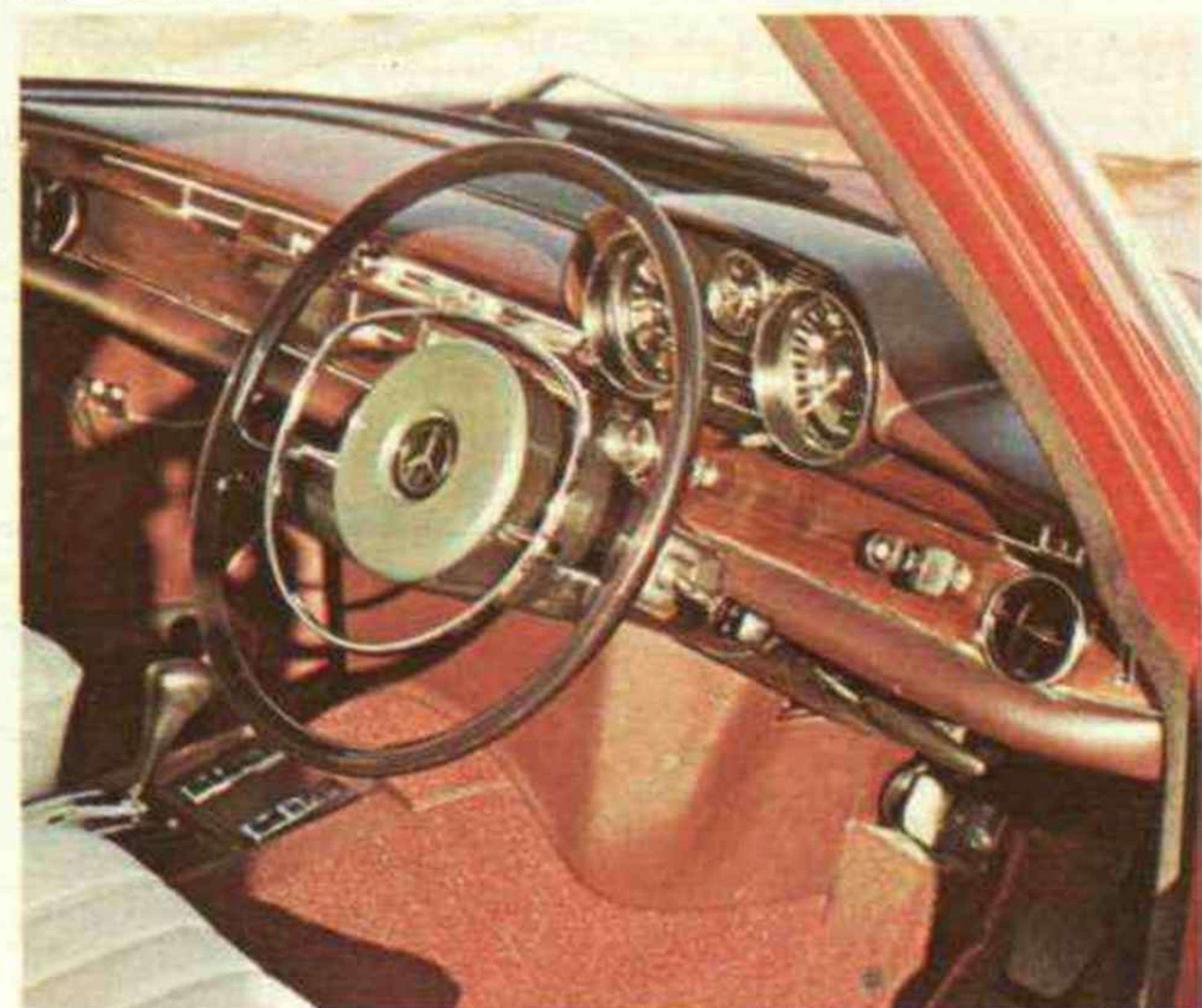
Anyway, this 280SE 3.5 is splendid to steer, it changes its gears itself in the nicest possible way, and its safety is ensured by light, very powerful and delightfully progressive ventilated disc brakes. The road-holding and cornering, too, are of an accompanying high standard, the 280SE having the low-pivot, compensating swing-axle coil-spring i.r.s.

Finally, there is the engine—the magic which “3.5” implies.

Under the bonnet of what externally could be one of the well-established six-in-line cars, there is a V8 65.8 x 92 mm., 3,499-c.c. power unit of very sophisticated design and construction. It has an overhead camshaft for each bank of cylinders, “computerised” electronic fuel injection and transistorised ignition, an oil-cooler, a visco-driven cooling fan, and a 770-watt three-phase alternator. It complies with the forthcoming European emission control requirements but still develops 200 (DIN) b.h.p.

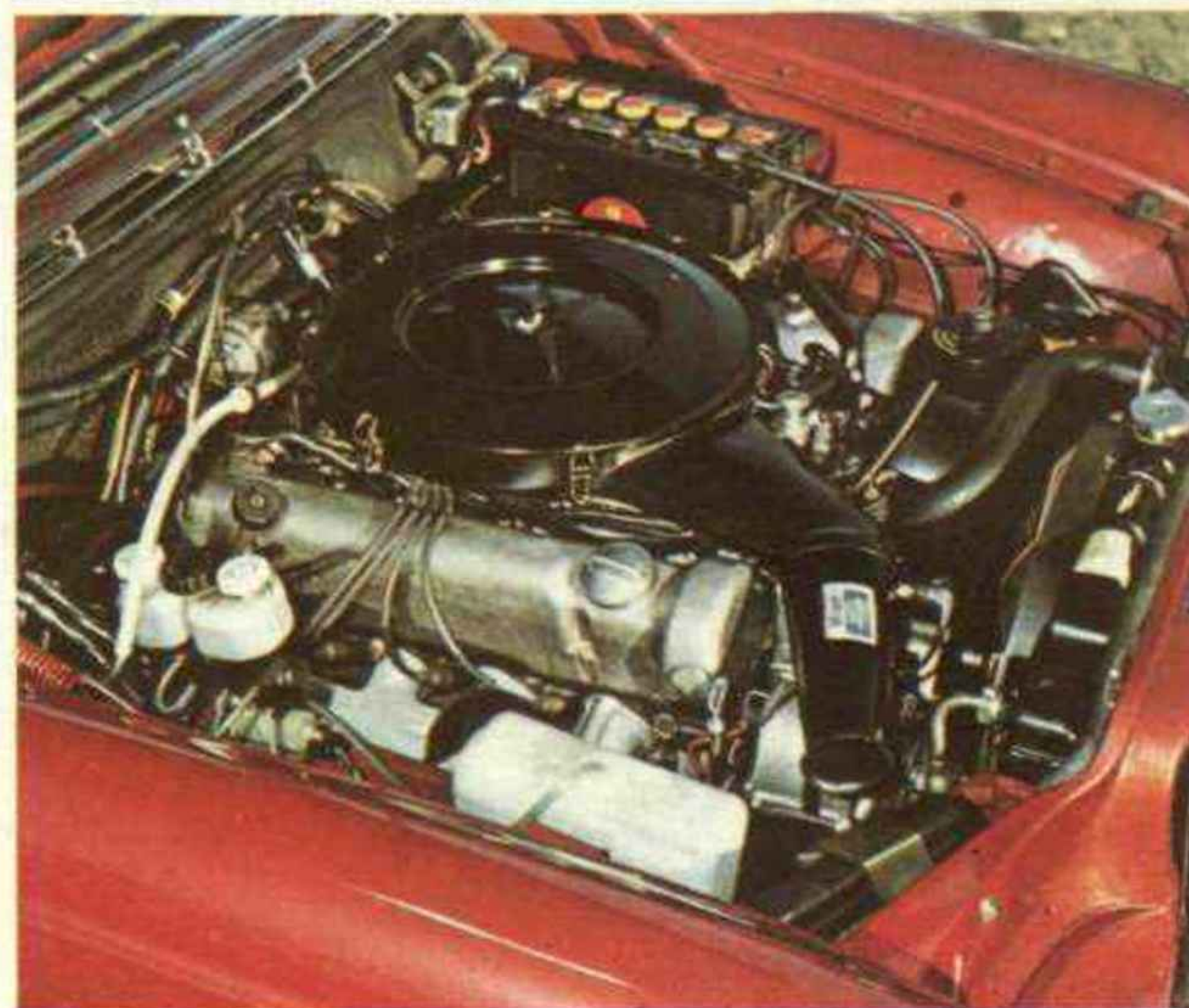
I had no time to take performance figures, but top speed is put at 127 m.p.h.; which is adequate in a country where the transport leaders of two Government parties put 70 m.p.h. as quite fast enough. Acceleration from a standstill to 60 m.p.h. is said to occupy 9 seconds, which should be sufficient for the fastest of duchesses. I didn't even have a chance to check petrol consumption, but in lots of traffic driving the tank was far from empty after 250 miles—it holds over 18 gallons and M-B claim nearly 22 m.p.g. This great V8 engine, which weighs only 33 lb. more than the six-cylinder propellant in the best-selling 280SE, transforms the car—the tremendous flow of smooth powerful pick-up, never tailing off, is superb. (What the 6.3-litre version of the 300SEL is like even my vivid imagination finds it hard to conceive . . .)

The timeless interior . . .



The remarkable thing about this splendid Mercedes-Benz 280SE 3.5 is its price—£5,158. As it is a fast car in the luxury rather than the sporting sense it is bound to be compared to our Rolls-Royce Silver Shadow. The Crewe car beats it on ride and quietness and I hear that the once too-delicate power steering of the Royce has recently been much improved. The velvet refinement of the Rolls-Royce is unsurpassable; like a pair of perfectly-fitting ballet shoes, against which the Mercedes is as a hand-cobbled pair of high-class brogues. But the least-expensive Silver Shadow costs £2,719 more than this very adequate Mercedes. (That Rolls-Royce are selling more cars than ever, production running at some 50 a week, of which about half are exported, home market customers having to wait some 14 months for delivery, proves that the World has not so far plunged into universal poverty). We hear rumours these days about BMW closing in on the formerly unassailable Mercedes-Benz domain but anyone who has experienced the enormous performance, the luxury, the dignity, the impeccable controls and manners of this “little” Mercedes will perhaps not thereafter be altogether satisfied with a BMW six-cylinder. In my opinion the modern Mercedes-Benz is one of the best-engineered cars in the World and in V8 form it is a delightful car to drive. The 280SE 3.5 must be regarded as a bargain at just over £5,000.—W. B.

The Mercedes-Benz V8 power unit.

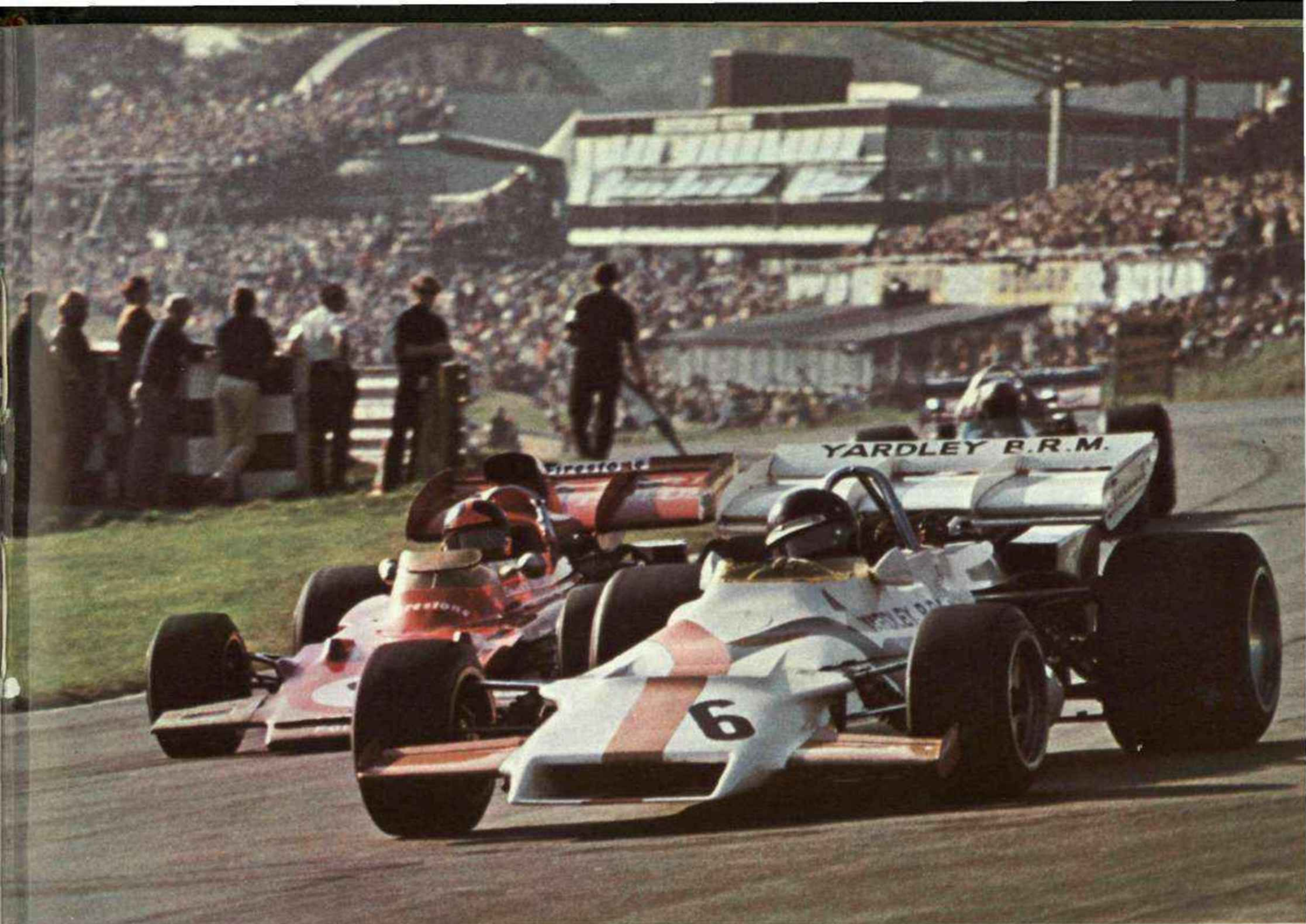




ROTHMANS FORMULA ONE MEETING

BRANDS HATCH EXCITEMENT.—Our photo-montage depicts the Formula Three battle with South African Jody Scheckter throwing up his hand to indicate a puncture as the March 713Ms of Williamson and Hunt sweep by, and also a close-up of the winning Alpine-Renault of Patrick Depailler (No. 84) which was subsequently disqualified. In the main race there was an excellent performance from Alan Rollinson in the apple-green Surtees TS8 of Alan McKechnie Racing and here he is chased by Jack Oliver's McLaren M19A and Gordon Spice's McLaren M10B. The meeting started with the thrilling race for entrants in Ford Mexicos, in which Jack Brabham (No. 2) and Colin Chapman (No. 6) left the others standing.





BEFORE SIFFERT'S tragic accident brought the race to a halt the large crowd were being thrilled by a wheel-to-wheel battle for the lead between Peter Gethin, showing Monza form in his Yardley-BRM P160, and Emerson Fittipaldi giving the Gold Leaf colours their final airing on the Lotus 72. At Paddock Bend the Brazilian attempts to pass on the inside but Gethin held him off until the race was stopped.

A ROADFUL OF RACING CARS.—Heading this bunch into Paddock Bend on the first lap is Francois Cevert's Tyrrell, with Graham Hill's Brabham BT34, Jack Oliver's McLaren, Reine Wisell in the McLaren F5000 and Frank Gardner's Lola F5000 all snapping at his heels. In the middle of the bunch can be spotted Carlos Reutemann, the Argentinian F2 driver, who has just joined the Brabham team.





**Next time you happen to be close to a police patrol car,
check the name on its fog and spot lamps.**

No matter what the weather, or the hour of the day or
night, the traffic police are depressingly good at their job.
Perhaps they have an advantage you don't know about.
Perhaps you've just discovered what it is.

Lucas. New Silver Sabre fog and spot lamps.



1971 3 litre B.R.M. P160

Introducing the latest Alfa Romeo. The 2000 GT Veloce.



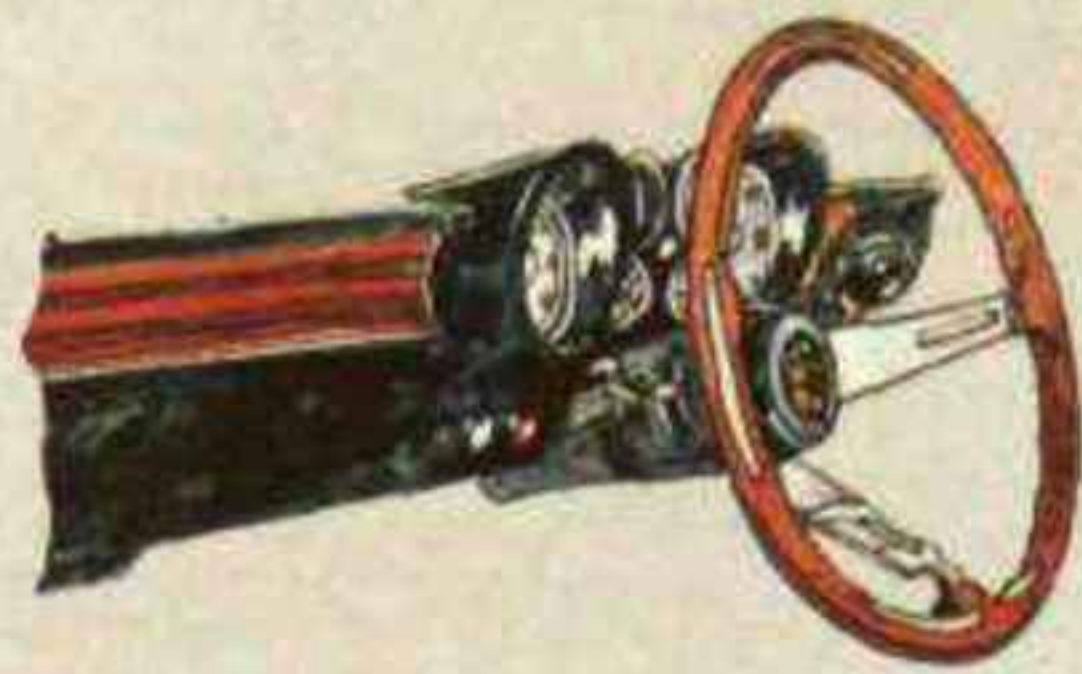
The new Alfa Romeo 2000 GT Veloce is a sports car. Hence its impeccable performance, which you'll discover when you drive it. The 1962cc twin overhead camshaft alloy engine has twin carburettors, develops 150 bhp, and effortlessly powers you to 121 mph. On the way, you'll use today's most precise five speed gearbox.



And discover Alfa Romeo's famous roadholding. Provided by a live rear axle, anti-roll bars front and rear, and HR high speed radials.

To stop you, there's a four disc, dual circuit servo assisted braking system.

Inside, you'll notice other things. Like the reclining, anatomically designed bucket seats, lavish dashboard and centre console. Two speed heating and ventilation. Two speed windscreen wipers. Cigar lighter.



If you wish, your own 2000 GTV can also be equipped with a heated rear screen, electric

tinted windows and air conditioning. A limited slip differential, to further the effect of cornering on rails.

Visit your dealer, and see the new 2000 range.

You'll like what you drive.



2000 GT Veloce (Pictured).
2+2. From £2439.
2000 Saloon.
Seats 4/5. From £2026.
2000 Spider Veloce.
Seats 2. From £2439.

Alfa Romeo

Alfa Romeo (GB) Ltd., Edgware Road (nr. Staples Corner), London NW2 6LX. 01-450 8641.

LETTERS FROM READERS

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

A SATISFIED CUSTOMER

Sir,

It is perhaps not the easiest of editorial tasks to set down a note of reasoned appraisal and satisfaction on the good work accomplished by one's publication, as in your October 1971 issue. However in my view this essay was both well said and well merited.

Apart from content the cardinal assets of MOTOR SPORT in all its dealings are credibility and veracity. In the past I have subscribed to your weekly contemporaries until overcome by a mounting disquiet at the cloying weekly pastiche of euphemistic euphoria I have discontinued first one and then the other. Road testing is a case in point; when every new home-produced model is the recipient of effusive paeans and only in long-term retrospect are shortcomings admitted, the effect is invariably one of ultimate disbelief in such a journal and much of its works. In contrast, MOTOR SPORT's seemingly singular examinations possess a forthright sincerity which begets trust. One feels that the tester knows his job and will not hesitate to call a spade a spade untrammelled by sordid considerations or outside pressures.

The calibre of the correspondence in your columns has always been striking elsewhere the care and space devoted to veteran and vintage topics seems as exceptional as it is welcome. Again, in the field of sporting motoring generally, there must be few who would cavil at your treatment of this subject with the knowledgeable, expert touch always discernable.

Possibly the ultimate in content has yet to be achieved but be that as it may, your motoring monthly does present a unique blend today and quite obviously this is a major factor in securing MOTOR SPORT's growing popularity and authority. Long may you flourish!

Orpington.

K. W. DAWES.

[Well, . . . thanks!—Ed.]

* * *

THE TRIUMPH TR REGISTER

Sir,

As Social Secretary of the TR Register I feel that it is not beyond my call of duty to offer MOTOR SPORT some recent news about TRs. After all, from approximately December 1969 to March 1970 you surprised all us early TR drivers (and from the Ed.'s comment, it seemed yourselves) by such splendid coverage of TR 2/3/3As through the Readers' Letters.

As was suggested in a couple of the letters you printed, we formed The TR Register in January 1970 specifically to preserve the marque 2/3/3A. Our first meeting was held in January 1970 at Hopcrofts Holt Hotel in Steeple Aston (between Oxford and Banbury) and about 35 TRs attended. Since then our membership has increased astoundingly and now tops 600 actual TRs registered, encompassing Sweden, France, Germany, Switzerland, S. Africa, Ghana, Holland, West Malaysia and nearly 20 from the USA.

The success of the Register has been relative to the enthusiasm from the President, Committee and members. It was not long before we were circulating a Newsletter quarterly, holding regular National meetings where further encouragement was given by old films and talks from such people as Ken Richardson, Vic Derrington and John Davy of Standard Triumph. There are now also in existence some strong local Groups who carry on similar activities but on a purely local scale under the auspices of The TR Register.

One of the main problems of owning an early TR is the availability of spares and body parts. However, the Register has now built up a strong 'Spares Register' of both old and NEW parts which can be made available to members at reasonable prices.

Also we are now in the process of building up a comprehensive library of information on TRs covering technical, social and historical aspects. As well as this we are keeping a complete photographic record of TR Register activities.

At the time of writing the "season", as it were, is drawing to a gentle "soft top" close and we start taking the TRs apart to clean every nut and bolt—such is the enthusiasm for preserving our cars engendered by the Register—before next April, except for those die-

hards who brave winter driving in such as a TR. The winter season is a quiet time for TR activities but next season should show even greater activity. We shall then—if not already—be RAC recognised and this should open up new avenues for the enthusiasm which continues to be shown. We certainly expect a really spectacular 1972 for TRs.

Etwell.

DARRYL UPRICHARD.

* * *

IN DISGUISE

Sir,

Your magazine has always been a stalwart defender of the general motoring public, and in view of this I think you will be interested in the following which occurred on the M6 motorway recently.

A white Cortina, registration number ATE 921J with a "Cut Motor Taxes" sticker in the rear window, and containing four young men, was travelling towards Preston in the third lane at an estimated speed of 75 m.p.h. Shortly a motor bike approached in the fast lane and indicated to the Cortina that he wished to pass, but the vehicle would not pull over into the centre lane. Eventually the motorcyclist set his left-hand indicator, moved into the centre lane and passed the Cortina on the inside and subsequently re-entered the fast lane in front of the offending vehicle. Amazingly this vehicle then produced a "POLICE" sign in the back window, switched on headlights and proceeded to chase the motor cyclist to flag him down.

I would be the first to agree that this motor cyclist broke the law twice, i.e. exceeding the 70 m.p.h. speed limit and overtaking on the inside. BUT I sincerely believe, and am sure you will agree, he was provoked into committing the latter offence.

I consider this a despicable trick by the Police, which will do nothing towards improving relations between the motoring public and the Law.

If it becomes common practice for the Police to use unidentified cars to administer the law, I shall return to pedal cycling!!

Eastleigh.

C. GRIFFITHS.

[We hope this is an isolated case of some over-zealous young policemen being so obsessed with the need to keep all vehicles down to around 70 m.p.h. on our fine new Motorways that they used this unhappy method of enforcing the Law, although, unfortunately, we have reason to doubt this. It is to be hoped that Chief Constables will stamp heavily on this non-British gestapo practice. The crime wave is involving more and more policemen in more manly pursuits than playing bears on Motorways which could goad drivers and riders into dangerous manoeuvres. It seems to us of some importance to keep the bulk of the population in sympathy with the Police at the present time, in case their help is needed even more in the future than now in assisting the latter in the course of their duties. And the bulk of the population are now motorists, some of whom cannot see anything very criminal in going a bit quickly in or on sound vehicles under favourable conditions—so just don't distinguish the schoolmasters as pupils! —Ed.]

* * *

AN RM RILEY IN AUSTRALIA

Sir,

The reason I am writing is to inform you that your aura was dimmed somewhat after I read your article "Buying Casually" in the August issue. Rather, tinted green than dimmed, because I am insanely jealous. I have been the proud (to my friends, maniacal) owner of a 1949 2½-litre Riley sedan for two enjoyable, although expensive, years.

Unfortunately the money I had ear-marked for bringing it up to scratch has had to be spent on keeping it on the road. The crankshaft broke a month after I bought it, so the motor's near-new now. I enjoy going on day trips down the coast, and recently I had the passenger check the speed with a watch against the mile posts. When she said 49 seconds I didn't believe her (the speedo doesn't work, you understand) so we double checked and came up with 50 seconds—an effective cruising speed of 70 m.p.h. Considering her age and the atrocious indignities inflicted by my driving, she has still got tons of go—and stop.



The Editor's 1949 2½-litre Riley RMB, the subject of an article last August which has aroused a great deal of interest, photographed outside the building in Llandrindod Wells from which the competing cars in the 1924 RAC Small Car Trials were locked away each night of the competition—see page 1265

The handling I find very good with no qualifications. She exhibits a gentle transition to oversteer and never gives me any bad moments on the Goodyear G8s. I am quite used to the relatively heavy controls although my friends say the amount of effort needed is appalling. Modern cars I find quite distressing with their feather-light controls and I often find myself bumping and thumping along, reassuring myself that its only a matter of practice!

If I may, I'd like to offer a few hints to the unwary, although in so doing, I feel awfully uppity. If the head ever has to come off, check the head studs for stretch; if the engine or gearbox has to come out, check that the swinging arm just outside the bell housing goes back on at the right angle (I didn't, and have three broken pull-rods to show for it!).

My car cost \$A300, which was perhaps a little inflated at the time, but an immaculate one these days will bring \$A1,000. The Riley Club over here is very active and has the spares situation well in hand. Congratulations on your excellent choice of vehicle and may I wish you many happy miles of motoring behind the Blue Diamond. Good luck with your rear axles!
Melbourne, Australia.

IAN PORTER.

* * *
THE RO80 AGAIN

Sir,

It is high time that a word or two was printed from the hand of one who is a *satisfied* RO80 owner.

I took delivery of mine in January, 1968—left-hand drive because I could not wait!

Almost four years and over 50,000 miles later I can see no car at any price to match its *combination* of qualities except the Citroën SM—but even that would, I believe, be more complex and expensive to maintain, especially the engine.

I, too, had four engines! The main reason? A distributor drive-shaft 9 thou. out. The ignition timing is highly critical; 25,000 miles ago Shoreham fitted transistorised ignition (free) and latest type seals. The compression is still within manufacturing tolerance; my heavy foot produces 19 m.p.g.; my wife's lighter one 26 m.p.g.; it flashes up to 120 m.p.h. and on the right road will hold it effortlessly and silently. The tyres lasted 30,000 miles, the battery 40,000, the silencer 35,000. Plugs? Basil Webb Ware should have tried having them *tested* under pressure every 3,800 miles. Most of mine last 9,000 miles and when you consider that they fire several times more frequently than a four-stroke that's not bad.

Micro switch-on gear lever? It is so easy to adjust.

The absence of rust (especially underneath where there are just no built-in crevices at all) is extraordinary.

It is important to have a responsible engineer—especially so far as ignition is concerned—but for a car with so many qualities it is worth learning to do some of these highly important but not complicated jobs oneself.

Bushey Heath.

E. S. BIRD.

OH ALFA!

Sir,

I learn with horror that Alfa are to fit automatic transmission. This is sacrilege and almost unbelievable.

Aston Martin and Jaguar have had to resort to such devices to woo wealthy tycoons to accept their cars and drive them with little effort and thought.

Mercedes sales in the UK is mainly automatic to suit the preponderance of elderly customers—it takes years to amass the cash for such a car.

But surely Alfa appeal to a different kind of person who delights in being physically in control of the whole vehicle without reliance on power steering, electric windows and slush-pump transmission?

Is it progress that such an illustrious company on the threshold of vastly increased sales must lower their ideals so much to suit the mass market they intend to enter?

On reflection I suppose we are being steered into mediocrity through legislation, Naderism, congestion, increasing accident rate until any individuality will be classed as unsociable.

Long live Citroën, completely alone up to now and Morgan, of course.

Bridgwater.

B. LOWE.

* * *

FIRE FIGHTING

Sir,

Should we not now learn a lesson from the past?

When I was racing at Brooklands some 40 years ago the management of the Track were justifiably proud of their Bentley fire engine, which was always kept ready, and could, furthermore, reach an outbreak of fire at any part of the Track within three minutes. [or was it 1½ minutes?—Ed.]

On Sunday, October 24th, I was among those at Hawthorn Bend when we saw the tragic sight of some 25 of the world's top-ranking drivers stand by their silent cars and watch their friend Jo Siffert completely consumed by fire in what remained of his car after the tragic crash during the Rothmans World Championship Race.

May I therefore ask your readers, as I have been asking myself, if they do not believe it should be possible to form an Association of Members willing to man Land-Rovers or similar suitable vehicles equipped with fire-fighting foam sprays which could be placed strategically round a course so that they could literally be in action within seconds in the unfortunate event of their being wanted? I should gladly give all the support I could to such a scheme.

Tongham.

BRIAN PICKFORD.

* * *

FORMULA ONE DRIVING TECHNIQUES

Sir,

D.S.J.'s comments in last month's Continental Notes, concerning "sideways" drivers such as Rindt and Peterson, prompt the following thoughts:

I am not convinced that Rindt really did learn "that you went faster if you relaxed and drove smoothly", although it is fairly often stated that he became a much smoother and more mature driver in 1970. True, we did not see him throwing the Lotus 72 sideways into the corners with the abandon which had characterised his earlier career, but was this because of a change in the driver's make-up or was it in some way connected with the nature of the car? Surely the Lotus 72 was (and is) a car capable of a high-cornering speed, but very tricky to handle, even after suspension modifications had endowed it with a little more "feel". I believe that Miles and Wisell, and perhaps even Fittipaldi, have appeared slower than they really are because they have had to learn Formula One driving with a difficult machine. (Think of Miles' comparatively impressive performance in a BRM.) It certainly looks a difficult customer to drive on the limit.

Rindt clearly had the talent and experience to master the Lotus 72, and if he appeared smooth in it then that was because he was treating it with respect and was adapting his style to suit a car which just would not tolerate being thrown around. How he would have driven on returning to, say, a Brabham, we will unfortunately never know; but if we look at his Formula Two driving in 1970 we should see whether there really was a new, smooth Rindt, or whether he was just the same as ever underneath it all. I saw only the Crystal Palace F2 race, but suffice it to say that no programme was needed to tell spectators which competitor was Jochen Rindt!

The only radial tyre with a maker's guarantee against road hazards



THE NEW E-420 ESSO RADIAL

This new Esso radial tyre has been proved – in a series of severe tests – to be equal in overall quality to the best-known radial tyre on the market; and its grip and safety characteristics are actually rather better. So Esso have had no hesitation in extending their No-Quibble Guarantee to cover this new E-420 Radial. Which means that, in addition to the normal protection

against faults in manufacture, etc, you are *also* protected against loss through road hazards: kerb bumping, broken glass, nails in the road, sharp-edged potholes, and so on. Your ruined tyre can be replaced with a new one at over 3,000 Esso stations. There and then. You pay only for the tread that had been used.

The tyre with the fast reflexes – steel-braced to last up to twice as long

Two belts of steel wire keep *all* the wider tread of the E-420 firmly down on the road, even when cornering fast; while the supple, more flexible sidewalls absorb the distortion caused by cornering and braking, and 'take' all the road shocks. Result – the E-420 Esso Radial delivers up to twice the mileage you get from the best crossply tyres.

Esso The Action Station.

Which leads me to ask why Ronnie Peterson must change his style, and to challenge D.S.J.'s comment "You don't have to be on opposite-lock all the time to stay with Stewart" by saying, go on D.S.J., you prove it, because nobody else can manage it! As for the statement in a previous issue that Peterson is "a hard charger with not much racing intelligence", his performance in the wet at Mosport Park is an eloquent answer—apparently it was Peterson, no one else, who realised that the outside edge of the road was the place to be, as it drained better than the rest of the track, and Stewart and the rest only learnt by watching him. To some extent we can excuse D.S.J. his ignorance, for he spent 1969 covering an uninspiring Grand Prix season and thereby missed several opportunities of seeing Peterson display his "racing intelligence" in wheel-to-wheel Formula Three dices.

London, W6.

ROGER WOODWARD.

* * *

THOSE LION CUBS

Sir,

Lion cubs and the RSPCA! Really, Mr. Boddy! Perhaps I should feel honoured that Motoring's Malcolm Muggeridge sees fit to aim his faltering lance at my windmill. In fact, I feel sorry.

There are more important issues at the Motor Show needing constructive criticism. For example, should Motor Show press day be devoted to gimmickry of any form? Should nude girls take precedence over cars? Should there be a Motor Show at all?

All these questions could have been considered by Mr. Boddy's—usually—incisive pen. But, then, we are told that even Homer nods.

London, SW19.

RAYMOND PLAYFOOT.

[First paragraph—ask the lion cubs! Second and third paragraphs—see page 1275 in this issue.—Ed.]

Sir,

As Chairman of the Homeless Animals Division of the RSPCA Headquarters, London, and therefore obviously an ardent animal lover, a keen and enthusiastic motorist and a reader of your excellent journal for many years (in that order of priority) and having read your comments in the November edition of BMW re their most distasteful method of promotion at this year's Motor Show, I felt that perhaps this was an opportune moment to remind your many readers, whom I have no doubt agreed wholeheartedly with your sentiments, that a number of them are responsible every day for causing considerably more suffering to animals and birds than the two lion cubs in question were subjected to.

Let me hasten to add that by this statement I do not mean that we condone the use of animals as advertising media in this way, but rather to offer a comparison with the motorist who whilst driving his car hits a dog, cat, bird, even a rabbit or hedgehog (every creature feels pain), and then because of either time or simply lack of guts carries on leaving the creature to die on the road rather than to put it out of its misery or pick it up and take it to the nearest police station or vet.

Comparisons, as the saying goes, are odious but, sir, with the hundreds of such incidents occurring every day and night I do feel that there is a question of priorities to be considered and that perhaps you will find space to print this letter for it is certain that unfortunately some readers who sympathised with the two lion cubs will have the opportunity of putting their sympathy to a more practical test in the not too far distant future, and should they heed my urgent plea for sympathy on such an occasion then this letter will not have been printed in vain.

London, SW1.

R. J. CRISP.

Chairman of the Homeless Animals
Division, RSPCA.

* * *

AND NOW, THE KIDS

Sir,

W.B., like so many English people, seems to have his priorities wrong. He feels for the imagined suffering of two well-fed, well-cared-for lion cubs on the BMW stand, animals which, incidentally, were removed from the "smoke-filled hubbub of a Motor Show" at

regular intervals for their comfort and convenience, yet he overlooks the prolonged plight of thousands of very young children trailed around in even worse crowded and unhygienic conditions every day the Show is open. Perhaps it is because of his attitude and that of millions like him that the excellent RSPCA has Royal patronage, while the National Society for the Prevention of Cruelty to Children lacks that equally merited recognition.

As for the girls and gimmicks which W.B. also would have us believe he deplores, the fact is that they are there simply to attract widespread press coverage. Without them, even the best designed and worthwhile mechanical exhibits wouldn't get a look in. For example, how many press photographers visit the accessory and other stands in the gallery, which don't have such a handsome quota of girls?

I am quite confident that Mr. Playfoot would, like all good PR men, prefer to rely on his products to attract their own share of attention—after all, he has one of the most impressive exhibits at the Show. Slough, Bucks.

ANTHONY CAVACUITI.

[The only reason I do not think my priorities are wrong is because children can complain when they suffer, or can be seen to be suffering, so that something can, and often is, done about it—animals too often suffer in silence. As for kids at the Motor Show, any over the age of five might, as I was, be wildly happy in close proximity to motor cars. But generally the NSPCC should take precedence over the RSPCA, so we gladly publicise Mr. Cavacuiti's views. His final point is valid but do people really place orders for BMWs and TVRs because lots of pictures of these cars with nudes atop them appear in the gutter-press or because intelligent people know them to be good, interesting or unusual cars? Girls are great and an undressed girl better than a fully-clad one in appropriate circumstances—but a Motor Show used not to be one of them.—Ed.]

VINTAGE POSTBAG—continued from page 1267

Desert Runabouts

Sir,

I was fascinated to read Mr. Williams' letter, under the heading "Desert Runabouts". My grandfather was also along on the Mesopotamia campaign and has often described these T-Model pickups.

The model shown is fitted with wooden artillery wheels, which apparently broke up constantly while in use, so it is doubtful if any totally authentic examples survived. However, the appearance of the photograph prompted some reminiscences on the fickety of these runabouts when faced with fording rivers, etc. Since the electrics were all flywheel driven, after crossing a river it was necessary for several men to take turns swinging the starting handle until centrifugal force had dried the system and the electrics would again function.

On the subject of starting handles, my grandfather, who was gunner in a Rolls-Royce armoured car, recalls that, the original Rolls chassis being designed for civilian use, the armoured cars were supplied with no self-starter. Since the opportunity of using the handle seldom occurred while under fire, the cars were taken to Woolwich and equipped with self-starter units which engaged in grooves in the flywheel. These tended to be oily on occasion and it was apparently regular practice to lift the car's flooring, grab a handful of sand and throw it on the flywheel. While this was apparently effective, it does seem somewhat cavalier treatment of such a respectable piece of machinery as a Rolls-Royce.

I have in my possession the dashboard plate (No. 17RD) of my grandfather's R-R. This, he believes, was dumped along with many others in Mesopotamia. So, apart from oil, the Middle-East may well be rich in Rolls-Royce and T-Model Ford chassis, just waiting to be restored.

The Autographic No. 1A mentioned conveniently fitted in the uniform pocket intended for first field dressings. It is perhaps fortunate that so many troopers of this campaign chose to be able to take photographs rather than carry first aid gear, and so, even if the vehicles do not survive, pictorial records do.

Gunelochhead.

BRUCE HENDERSON, JNR.

* * *

Gustav Hamel

Sir,

Reference the letter from George Grigs in "Vintage Postbag" in your November issue in which he mentions my uncle, Gustav Hamel,

may I for the record state that he was a Dane and flew a Blériot monoplane similar to the one in which Blériot flew the Channel.

He is thought to have "come down in the drink" while attempting to fly to France in 1913 but no wreckage of his plane was ever reported to have been found. He was of an inventive turn of mind and it was understood in our family that he intended to fly to France to consult Blériot about improvements to the plane such as the continuation of the cockpit canvas right to the rear of the fuselage, the fitting of a more powerful engine and the possibility of making a new design of monoplane which he had in mind.

Unfortunately all my photographs of him and his plane have long since disappeared and I should be very grateful to any reader who would be kind enough to lend me for copying any photographs he may possess of Gustav Hamel or his plane. I should naturally take the greatest care of these and return them carefully packed. I am particularly keen to obtain one showing the engine as I am currently trying to establish what type and make of engine he used. If my memory serves me right, it was an inverted 3-cylinder fan-type of either Anzani or Buchet manufacture, though I noticed from a newspaper picture of the Blériot recently auctioned at Christies that this was fitted with an upright 3-cylinder fan-type. Any frontal photograph of Blériot's cross-channel plane and of the one in the Shuttleworth Collection would also be very useful.

Among other things, I understand that Gustav Hamel gave an exhibition of flying, including looping, over Penzance in 1910. I wonder if any of your readers could confirm any of these points?
Connor Downs. D. J. H. LISTER.

* * *

The Men Behind the Cars

Sir,

Your mention of the Crossley 15.7 and works drivers reminded me of the time when I wanted to demonstrate one of their Weymann tourers to a titled woman in Warwickshire.

We 'phoned the works and they sent their senior demonstrator along, one De Solla, with a lovely run-in car in black with red upholstery, but he would not consent to my driving the car on the demonstration until we had spent a couple of hours together first. Her ladyship, the tough widow of a self-made man, did not come on the run as the car was for the son, but she did make a solo inspection of it while the rest of us were having tea, after which I took her order and arranged to deliver in person when the new car arrived two months later.

On delivery the family had a short run before tea, during which milady went out for her solo inspection before making out her cheque.

She returned with a face like thunder and made me kneel down and peer up underneath the near side-front wing where there was a large cross scratched through the paint to the metal—scribed by herself with a nail file under the wing!

I was dumbfounded, as were my employers, and we lost the deal and the customer for good.
Cove. W. A. EMETT.

THE BRIGHTON RUN—continued from page 1264

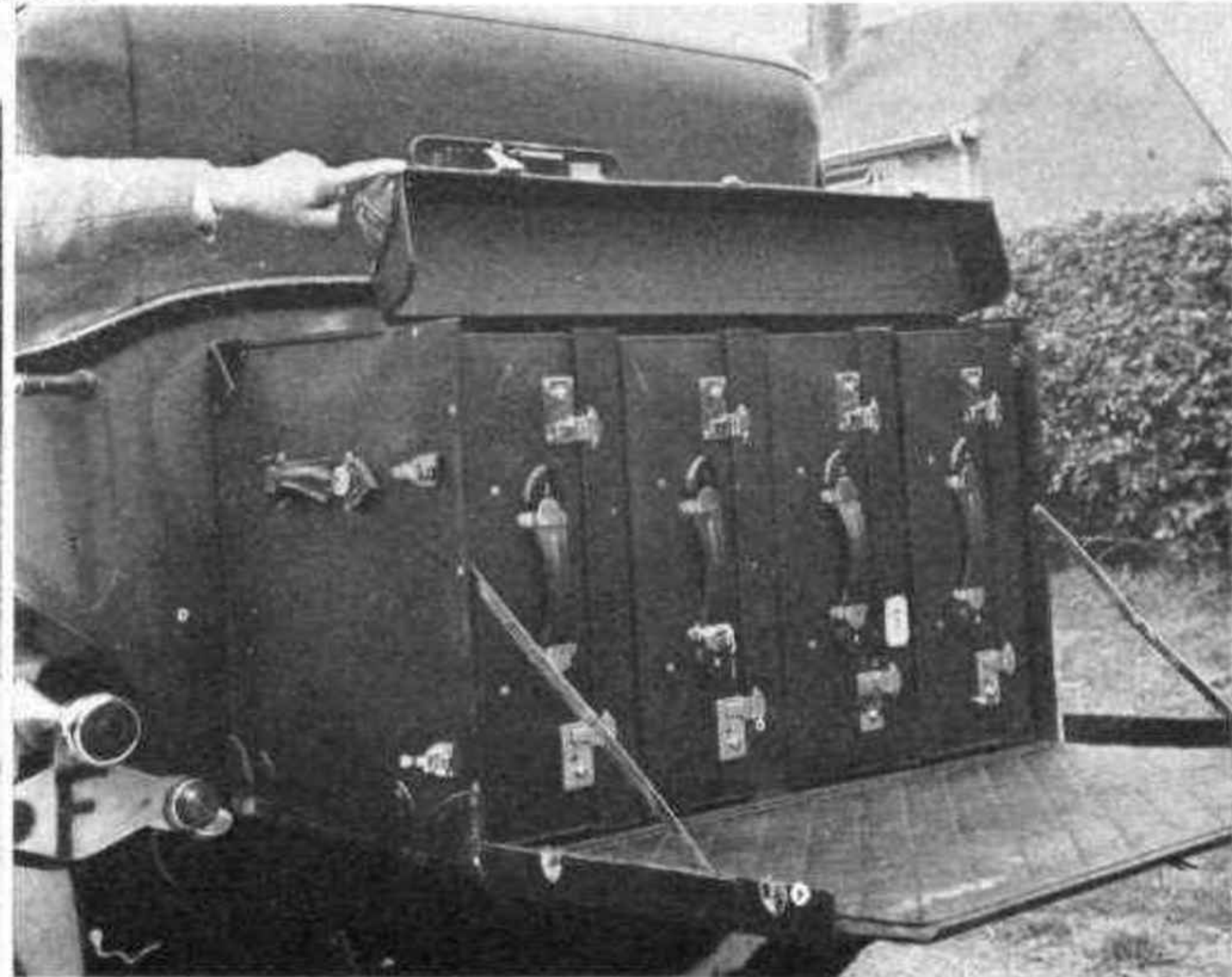
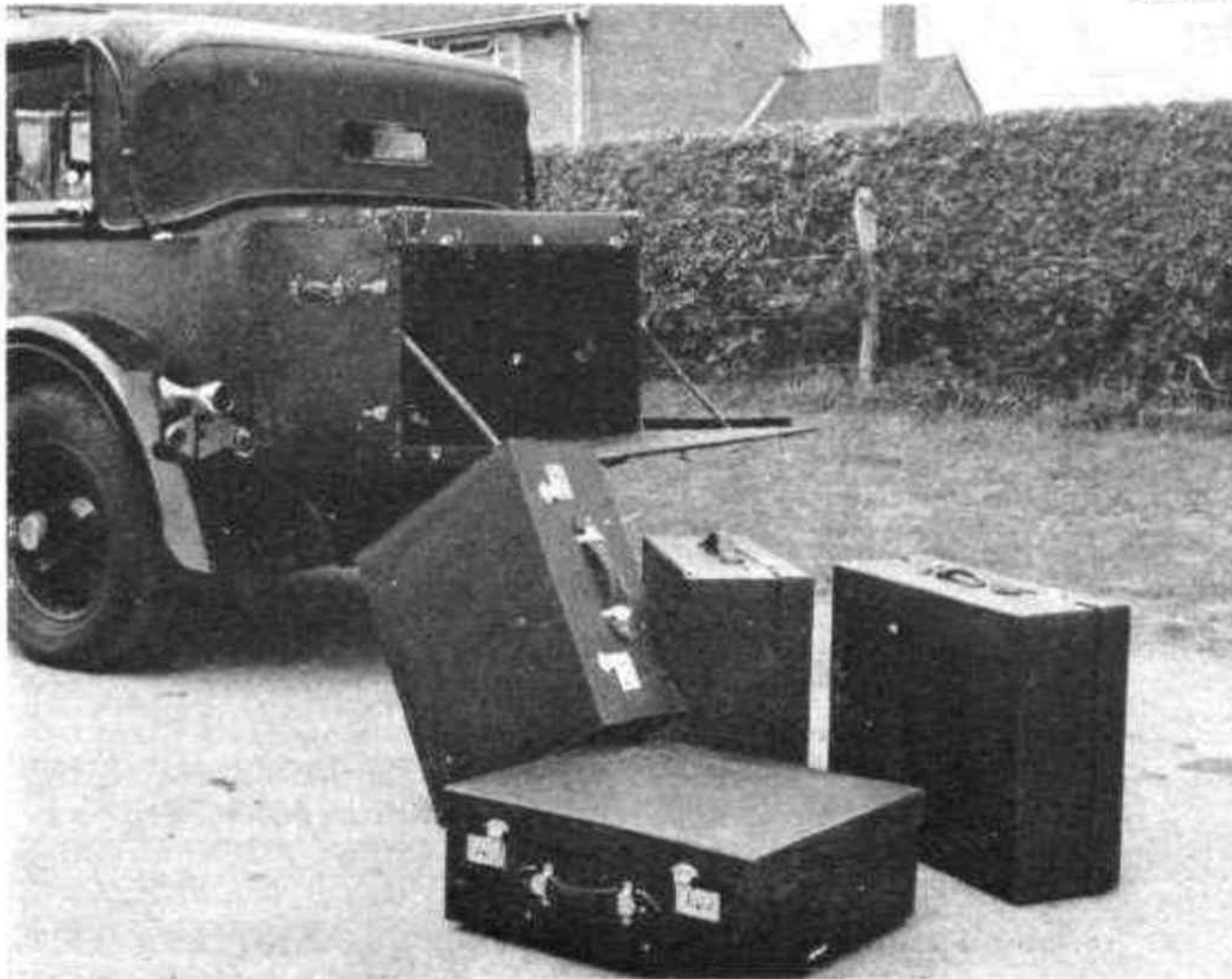
Dion Bouton had to change a flat battery and Love's Renault had a bit of ignition trouble. The Rex tricar tended to stall and did so on the finishing line but Flather's Daimler and Dyson's and Bennett's De Dions were reported to be back on their trailers before reaching Brighton. After getting there safely the crew of Simon's De Dion laid out a fine picnic. As more and more veterans filled the car park the spectators examined them critically, noting the water-filled radiator cap of the 1904 Norfolk, the impressive Autoclipse headlamps on Baggs' 1903 MMC and the smaller Gray & Davis lamps of Mrs. Smiths' curved-dash Oldsmobile, which had arrived in close company with her husband's Oldsmobile, and a Union flag on Ledsell's Wolseley.

When I left to brave the traffic back to London the 1900 Daimler from the Royal Mews, entered by HM the Queen and driven by Mr. Mawer, immediate Past President of the VCC, was reported to be at Bolney—does this entry just possibly mean that HRH the Duke of Edinburgh or HRH the Prince of Wales will drive this car next year? Several veterans were preciously close to being too late, but we saw Thomas bravely pressing on alone in his tube-ignition 1896 Léon-Bollée—if he wants a passenger next year he might let me know, or would my 12-stone kill the two horse-power? Maurice Smith was still gamely struggling along in the 1895 Lawson steamer, but others would obviously not make it in time.

Although rain began to fall around 3.30 p.m. it had been another splendid Brighton Run—this year there were 58 non-starters but plenty of reserves to fill such gaps in the 250 starters allowed by the RAC. Those who failed to make it this time are listed below.—W. B.

Non-finishers: Mrs. Holland (1894 Benz), D. G. Flather (1897 Daimler), P. S. Reynolds (1899 Bassett), Mrs. Davis (1899 Whitney steamer), Mrs. Goodman (1900 Benz), A. Smith (1900 De Dion Bouton), D. J. Peters (1900 De Dion Bouton), G. Pilmore-Bedford (1901 Lanchester), C. G. Goldsmith (1901 Locomobile steamer), A. Soderstrom (1901 Georges Richard), C. O. Read (1901 International Charette), B. F. Russell (1901 Locomobile steamer), F. C. Gear (1901 Renault), W. Buis (1902 Panhard-Levassor), Mrs. E. M. Jarvis (1903 De Dion Bouton), Mrs. M. Garrett (1903 Gladiator), C. W. P. Hampton (1903 Mercedes), M. J. M. Clarke (1903 Napoleon), B. G. L. Jackman (1903 Phoenix Trimco), Mrs. J. F. A. Collings (1904 Darraco), J. W. Dyson (1904 De Dion Bouton), R. H. Taverner (1904 De Dion Bouton), F. E. Davis (1904 Etna), Mrs. C. M. Sharman (1904 Franklin) and G. W. Green (1904 Speedwell).

TRUNK TAILPIECE.—The picture on the left is not, as you might have thought, a weekly contemporary trying to ascertain how much luggage the boot of a road-test car will contain; these are real suitcases, which fit snugly, as seen in the picture on the right, into the trunk of Adrian Liddell's 37.2-h.p. Hispano-Suiza Kellner coupé-de-ville. This was a fairly normal way of carrying one's wardrobe in vintage times, on cars such as Rolls-Royce, Hispano-Suiza, Farman etc. Each case is numbered, so that, in the days when guests were met at the hotel by a porter who called an ostler to carry in the luggage, each suitcase would be taken to the correct bedroom, identified by its number. Today it is all slung in together and you are frequently expected to carry it up yourself. . . .



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1955 M.G. Magnette ZA. Very good condition; host of spares, including engine, dynamo, brake parts, instruments, radiator, etc.; regretfully must sell. £150. Tel.: Hook (Hants.) 2356. (6823)

DAIMLER SP250, "C", April, 1964. Mountain blue, two-year-old engine; Cintratos; off white upholstery; beige soft-top and tonneau; maker's extras include t/steering, cigar lighter, aluminium hubs, heater, hard-top, petrol reserve, plus other sexy delights; outstanding car. £725. Tel.: 01-794 9978. (6824)

TWO RILEY saloons, 1949 2½-litre, original and immaculate, £200; 1954 1½-litre, fair condition, £75. Both M.o.T. and taxed, Ellnor, "Hillcrest", Woodville Rd., Altrincham, Cheshire, Tel.: 061-928 2944 (after 6 p.m.). (6825)

B.M.W. 2000CA coupé, excellent condition. White; r.h.d. Terms available. £1,495. Tel.: Colne 5886 (day), Crosshills 2036 (night). (6826)

M.G. TC, 1947. Rebuilt, resprayed, cycle wings, spare engine; immaculate competition car. £325. Brown, Tel.: Bristol 24823. (6827)

1954 JAGUAR XK120. White drophead; new hood and wheel arches, engine A1, good R.A.C. report, collector's item. About £600. Webster, Tresillian, Western Rd., Ashburton, Tel.: 376. (6828)

LAMBORGHINI 400 2+2 GT, 1968. Superb condition; self-seeker radio, etc. Consider DBS Aston Martin or Bentley Continental part-exchange, cash either way. Tel.: Hampton-in-Arden 2828 or 021-6220/1226. (6829)

SCRAP 1959 Zodiac, Registration UBD 1. Offers, Clayton, 55 Westfields Rd., Corby, Northants. (6830)

1934 MORRIS Minor tourer, engine recently overhauled, good condition; M.o.T. £170 o.n.o. Tel.: Plumtree (Nottinghamshire) 4853. (6832)

HUMBER, 1930, 15-9 saloon; two owners; 95,000 miles; 6 cylinder; original paintwork and bodywork in immaculate condition; maintained regardless of cost; engine in top order; M.o.T. Offers. Tel.: 2232723. (6833)

GT6, 1967. Dark blue with black interior; 45,000 miles; immaculate throughout; extras include wire wheels, radio, rear mirrors. £620 o.v.n.o. Tel.: 01-529 5359. (6834)

LOTUS ELAN drophead coupé S4, one middle-aged owner; 20,600 miles; excellent condition; never crashed. £1,300 o.n.o. Tel.: Oadby 5273. (6835)

XK150 D.H.C., 1960. White. Engine completely rebuilt, new suspension and new discs; recently taxed, M.o.T.; good condition. £475. Dr. Pollock, Tel.: Oxford 64861 (office hours). (6821)

PORSCHE 356B. Rare 1961 Karmann coupé; very sound condition after considerable recent restoration. £445 o.n.o. Box 3050. (6839)

MERCEDES 190SL sports, 1960. Long M.o.T.; regularly serviced; body grey, interior dark blue; radio, undersealed; all in absolute A1 condition throughout; hard/soft-tops; new battery, a fine example of this model. £495. Tel.: Staines 54829. (6836)

LAST OF THE big Healeys. August 1967 Austin Healey 3000, Convertible, Mk. III; wirewheels; overdrive; radio; heater, etc. £1,050. Immaculate condition of this car reflects my long-standing devotion to Healeys as the last of the true sports cars. Since only reason for sale is forced advent of company car in keeping with business image; Healey will only be considered for sale to those for whom motoring is more than just a means of transport. Appointments Tel.: 01-499 8971, ext 57. (6838)

1929 M.G. Model M; good running order; M.o.T. until April 1972. £195. Tel.: Newark 2572 (after November 3rd). (6840)

FOR SALE—continued

1963 "R"-TYPE Bentley Manual, Velvet green/grey trim; excellent condition throughout; three owners. 1975. Tel.: Walters, Preston 45395. (6845)

BRISTOL 405, Registered Nov., 1955—WNW 405, Cambridge grey/brown leather; extensive work on engine, etc., in 1968 (bills to £307); recent attention to front suspension, etc., just completed; chassis number 405/41B, engine number 100/B2/4114. Apply: Mrs. Pittuck, 5A Crescent Rd., Kingston, Surrey, Tel.: 01-546 5290. (6837)

ASTON MARTIN DB4, £825. Excellent tyres; good condition; long M.o.T.; radio. Lord, Tel.: 01-935 3861. (6842)

M.G. TD21, 1953. Resprayed white, red interior; engine completely rebuilt; excellent chrome and fittings; wipers; heater; tonneau cover tax and M.o.T.; car in genuine condition and professionally maintained. £425 o.n.o. Tel.: 01-748 7238. (6230)

BMW 1600, November 1970; red; sun roof; radio; excellent condition. £1,415. Tel.: Reid, 01-709 9742. Or 01-390 1307 (after 6.30 p.m.) (Surbiton). (6843)

CORVETTE STINGRAY. Built Dec. 1969, 350 cu. in., 300 b.h.p.; Le Mans blue; white convertible top; 19,000 miles; automatic, p.a.s.; limited slip differential, AM-FM, tinted windows. Five-year, 50,000 miles warranty; one owner from new; immaculate; duty paid; unregistered. £3,290 or offer or part-exchange. Tel.: 021-476 3731. (6752)

MORGAN THREE-WHEELER, 1934. 2-door sports; JAP; o.h.v. Price £260. Registration number JB 4131. D. Lumb, 41 Aberdeen Terrace, Clayton, Bradford. (6886)

1928 SUNBEAM 16, 2-seater with dickey; excellent condition and very original. £1,150 o.n.o. Box 3069. (6927)

ROVER 3500, 1970. Immaculate; new tyres. £1,500. Box 3069. (6927)

TALBOT 10, 1938. Yellow and black, 2-seater drophead coupé; engine very good condition; passed test; used daily; square number plate BET 55. Some painting required and new hood; beautiful model. Owned by titled lady and chauffeur looked after. Offers, Co. Durham, Yorkshire borders. Box 3068. (6866)

ROLLS-ROYCE 4-seater, 1925 tourer. Fully restored to high standard; real hide upholstery. Even the clock works. Substantial price required. Box 3067. (6881)

OCTOBER 1962 Aston Martin DB4. Believed prototype DB5, car having all DB5 modifications, 15in. wheels; long boot etc., but not cowlid headlights; two owners from new; new engine fitted three years ago. £965. Tel.: Walters, Preston 45395. (6845)

"E"-TYPE 4.2, 1966. Roadster, regency red; chrome wire wheels; 53,000; M.o.T.; v.g.c.; seat belts. Tute, 59 Byron Ave., Aberdeen, Tel.: 44786 after 7 p.m. (6846)

BORGWARD ISABELLA coupé, June 1959. Fish silver grey; one fastidious owner since new and meticulously maintained regardless of cost. Extravagant £268 overhaul and respray this year. Absolutely immaculate inside and out and engine in superb condition; must be one of the finest examples of this brilliantly designed thoroughbred in the country. Reluctant sale at £550. Jones, 15 Landgate Rd., Birmingham, 21 Tel.: 021-554 1188 (day-time). (6851)

AUSTIN HEALEY, 3000 Mk. III, 1965. Old English white/black trim; immaculate; recent engine, gearbox; electrics and body overhaul. Many extras including overdrive. £775. Tel.: Worcester 27240. (6855)

MERCEDES 190SL, 1956. Fantastic condition with guaranteed 36,000 miles from new. Superb black bodywork with original white interior; new chrome; original perfect lined hood, hardtop. Car represents appreciating investment at £1,295 and an elegant usable as-new sports car. Tel.: Wraybury (Nr. Staines) 2766 (evenings). (6860)

BEST KEPT Austin Healey, 3000 Mk. III in U.K. Overdrive; B.R.G. and yellow; Cobra wires; special flared wings; hard, soft and tonneau. Radio; immaculate throughout. £1,400. J. Dick Esq., Head Chef, Bell Inn, Aston Clinton (Tel.: 252), Bucks. (6865)

FERRARI 330 GT. Red, sunshine roof, stereo; Borrani wheels with new tyres; 54,000 miles recorded; engine just overhauled. This 150 m.p.h. car for sale at £1,995. Tel.: Bedford 54508 (office). (6869)

1929 RILEY 9, Mark IV tourer. Full restoration from bare chassis including brakes; clutch; engine; paintwork; wheels; radiator; plating; instruments; wiring. Recovered, re-upholstered body, new hood; sidescreeens; good tyres; spares; dark red and black, grey interior. £625. Also restored 1928 BSA 150, Offers. Turner, 5 Laurel Cres., Smalley, Derby. Tel.: 881288. (6872)

ALVIS SPEED 25 sedanca, drophead; engine reconditioned (not yet run in); completely resprayed; rechromed; re-upholstered, new hood by specialist; elegant lines; little work to complete. Offers over £1,000. Also 1925 Harper Bean 4-seater tourer restored to concours condition throughout. £1,250. No offers. Appointment to view. Tel.: 061-485 6802 or 061-432 4927. (6877)

FOR SALE—continued

2 GAB ON 1962 Ford Capri. Reasonable condition. Offers to Darby, Tel.: Ackleton 217. (6928)

BENTLEY SI. An investment; Hooper body of elegant lines; engine just run in; new automatic gearbox under guarantee. £1,850 o.n.o. Tel.: 385 0015 (day), 736 1143 (night). (6880)

XK150S 3.8 d.h.c., 1960. Fully rebuilt; R/R Regal red; overdrive; chrome wires; beige interior; immaculate throughout. £950 or offers. Tel.: St. Albans 58769 (office). (6884)

UNIQUE PRINCESS, 1951. Austin Sheerline 125; genuine 20,000 miles and one owner from new; charcoal grey; immaculate throughout. £450. Tel.: St. Albans 58769 (office). (6884)

JENSEN 541R, 1960. Taxed, tested, good condition, blue. £475. Enquiries to Long Eaton 2842. (6890)

1966 M.G.-B. Mineral blue in virtually mint condition. £675. Tel.: Basildon 411700. (6894)

ALFA-ROMEO 1750 GTV. Red; May 1969, 19,000 miles, numerous extras including radio; taxed May '72; new clutch; undersealed from new. Absolutely immaculate, unmarked. £1,500. Have company car. Tel.: 01-954 0546. (6896)

MERCEDES 220SEB (fuel injection), Dec. 1960; taxed; M.o.T. (Oct. '72); generally good, runs well; investment £265 o.n.o. 52 Hazlebury Rd., Creekmoor, Poole. (6898)

RARE 1932 RILEY 9. Alpine; four-door convertible in good order and superbly original; recent engine overhaul, new hood. Offers around £400 required. Contact Hugo Holmes, Tel.: Battle 2389. (6909)

AUSTIN HEALEY 3000, 1963, Mk. II. Series BJF; unmarked; rust-free; immaculate black bodywork with red trim. Fitted wire wheels and heater. A beautiful example of this classic car. £575. Tel.: 01-977 7230 (Wickham). (6912)

CONVERTIBLE GT Cortina, 1967, Mk. II; blue mink, many extras; immaculate condition. £675. Tel.: 01-954 1758 (Stanmore) after 6 p.m. (6919)

ALVIS 3-LITRE TE21, Series III, 1964. Mulliner Park Ward saloon; 1 titled owner from new; 30,000 miles only; chauffeur maintained; immaculate, £1,150. Part exchange small car considered. Tel.: Darby, Ackleton 217. (6928)

M.G. MIDGET, 1970 (current model); one owner; low mileage; faultless; £100 in extras; AA inspection invited. £755. Tel.: Norwood Hill (Surrey) 285. (6893)

FAMOUS FIRST name. Jaguar 2.4, Mk. I, 1959. Engine very good; body needs slight attention. Mitchell, Mosley Mews, Rolleston, Burton-on-Trent, Tel.: Tutbury 2323. (6858)

SUPER CALIFRAGILISTIC Expialidocious M.G.-A 1600 f.h.c. Who has enough money to buy it, a rich American or an enthusiast perhaps? Well who ever has and wants this beautiful car telephone Dave 01-947 4635. Serious application only please. (6628)

RED AC-ENGINED Acaca. £300 spent to completely recondition engine; 2,500 miles ago; body immaculate. Must be seen. Mr. Rogor, 01-567 6789 (business). (6868)

LOTUS ELAN S3 convertible, special equipment, 1968; electric windows; radio; migrating. 1985. Tel.: 01-681 0393 (home), 01-688 2161 (office). (5895)

1959 ZEPHYR Convertible; new tyres and gearbox; triple S.U.s, Derrington equipment, needs tuning. First offer over £70 accepted. Tel.: 01-874 9050. (6852)

TRIUMPH 2000 Automatic, immaculate. Owner, wife only driver, since new, 1967. Undersealed; radio; cared for. £795. Tel.: Epsom 21486 (evening, weekends). (6850)

TR6 1969. Damon, r.h.d. fuel injection; 25,000 miles; undersealed; 8-track stereo and radio; excellent condition; overdrive. £1,225. Tel.: Wiltshire (Ipswich) 374. (6856)

M.G.-A 1600, Mk. II, 1961. White; exceptional condition; many extras including C/R gearbox; radio etc. Long M.o.T. £420 o.n.o. Tel.: 01-458 2272. (6857)

DAIMLER CONSORT saloon, 1950. M.o.T. to Jan. 1972; good tyres; extremely reliable, but radiator needs repair; usual body rust. Any offers? A. D. Cromar, Brynffynnon Hall, Llanfair, Ruthin, Denbighshire, Tel.: Ruthin 2089. (6859)

ALFA ROMEO Sprint Speciale, 1964, for sale. Damaged and corroded coachwork, otherwise generally sound; suitable for spares or registration. May be seen at Mike Spence Ltd., Reform Rd., Maidenhead, Berks, Tel.: Maidenhead 32555 (Mr. Cook, in working hours) or Maidenhead 35407 (evening). (6861)

M.G.-C 1968. Mineral blue; overdrive; wire wheels; radio, etc.; 34,000 miles. £745. Tel.: Roade (Northants) 265. (6862)

FIAT 850 Spider, 1966. 30,000 miles; r.h.d.; immaculate throughout. £600 o.n.o. Tel.: Hascombe 294. (6867)

1952 JOWETT Javelin de luxe, SPC 33. In v.g.c.; M.o.T. October '72; bills for £40 available. Increasing family forces quick sale, hence £150 o.n.o. Tel.: Reading 64087. (6874)

ROLLS-ROYCE 20/25 chassis, 1936. Ideal for tourer conversion; buyer collects. Only £250. We need space. Tel.: Par (Cornwall) 2727. (6879)



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FORD 100E Escort Squire, 1959-61
FORD Popular 100E, 1959-62
FORD Anglia 105E, 1959-67
FORD Prefect 107E, 1959-61
FORD Thames 5, 7 Cwt Van, 1954-61
FORD Escort 1100, 1300, 1967-70
FORD Cortina 1200, 1500, 1962-68
FORD Cortina 1300, 1500, 1600, 1967-70
FORD Lotus Cortina, 1962-70
FORD Consul Mk 1, 2, 1950-62
FORD Zephyr, Zodiac Mk 1, 2, 1950-62
FORD Zephyr 4, 6, Zodiac, Mk 3, 1962-66
FORD Zephyr V4, V6, Zodiac V6, 1966-71
FORD Classic, Capri, 1961-64
FORD Capri 1300, 1600, 1968-71
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HILLMAN Minx Series 1 to 6, 1956-67
HILLMAN Super Minx Mk 1 to 4, 1961-67
HILLMAN New Minx, 1966-69
HILLMAN Husky Series 1 to 3, 1958-65
HILLMAN Imp Mk 1, 2, 1963-71
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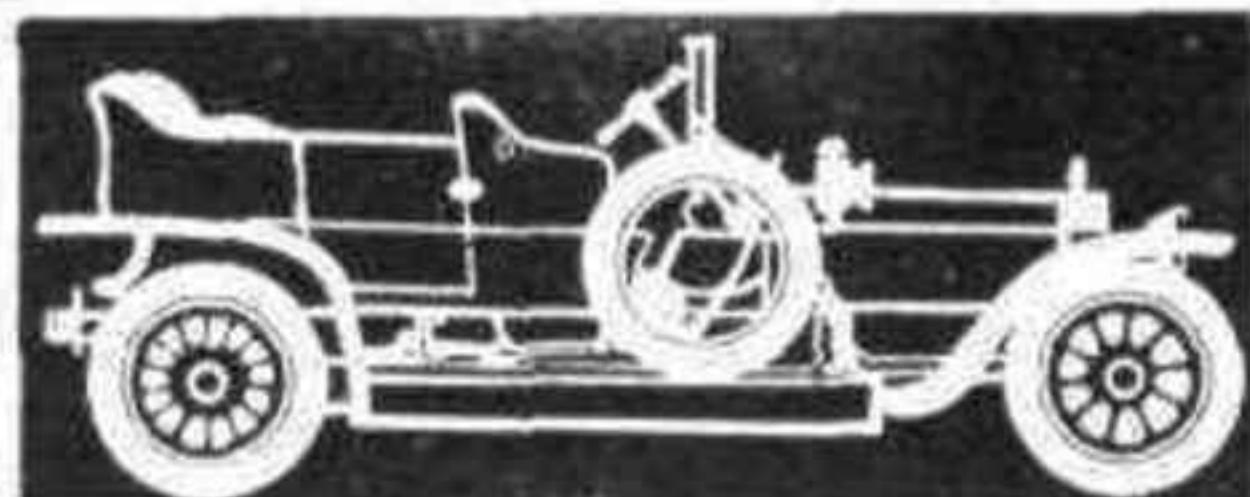
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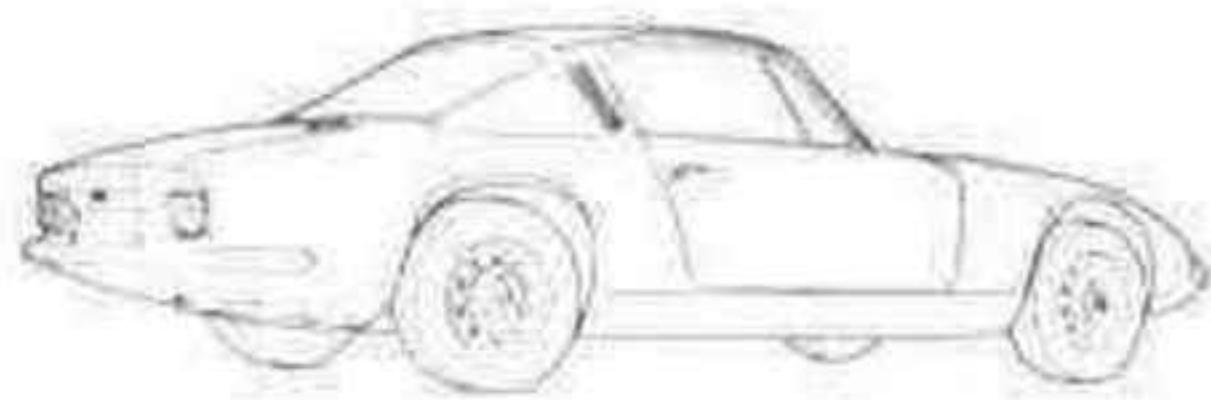
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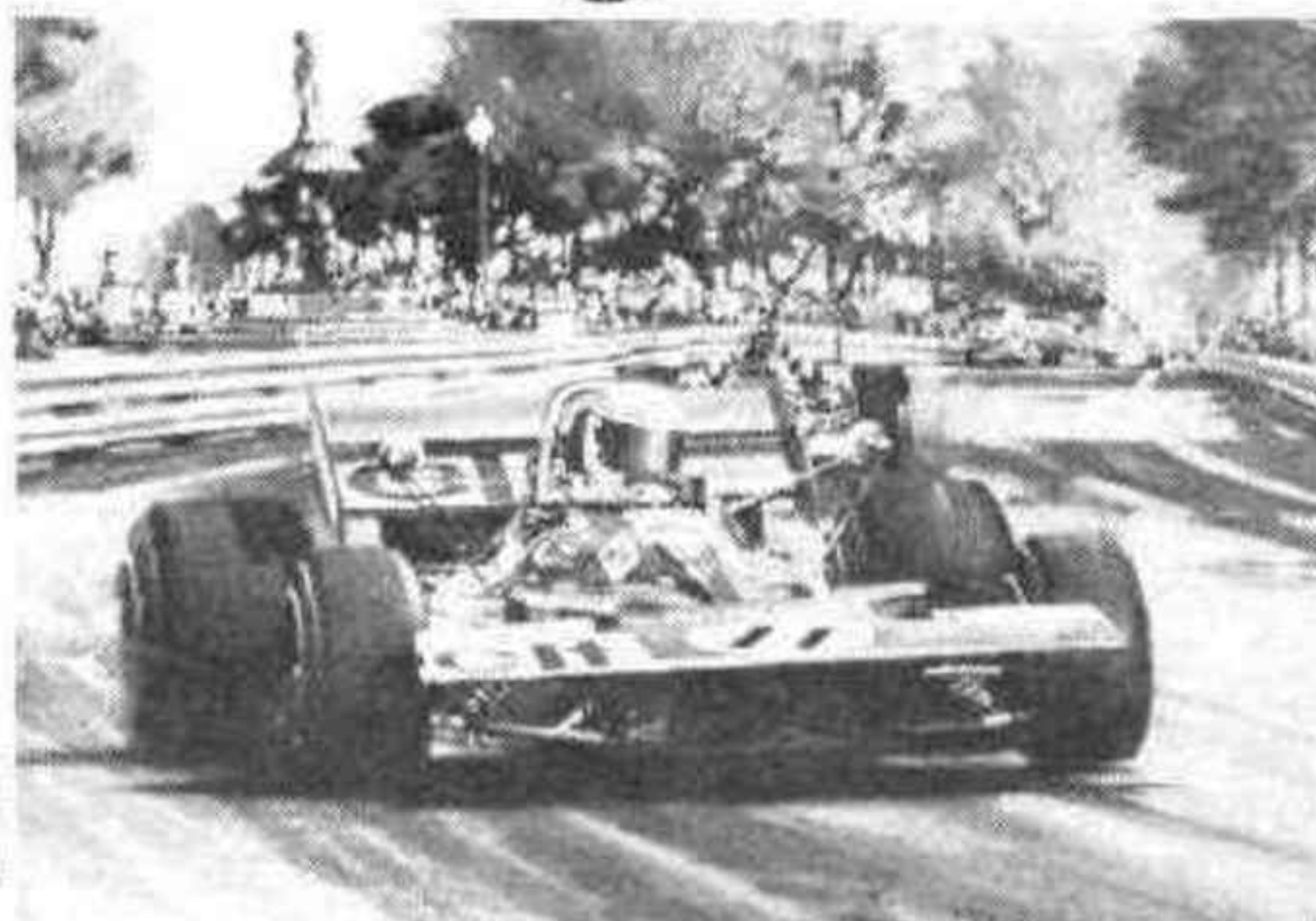
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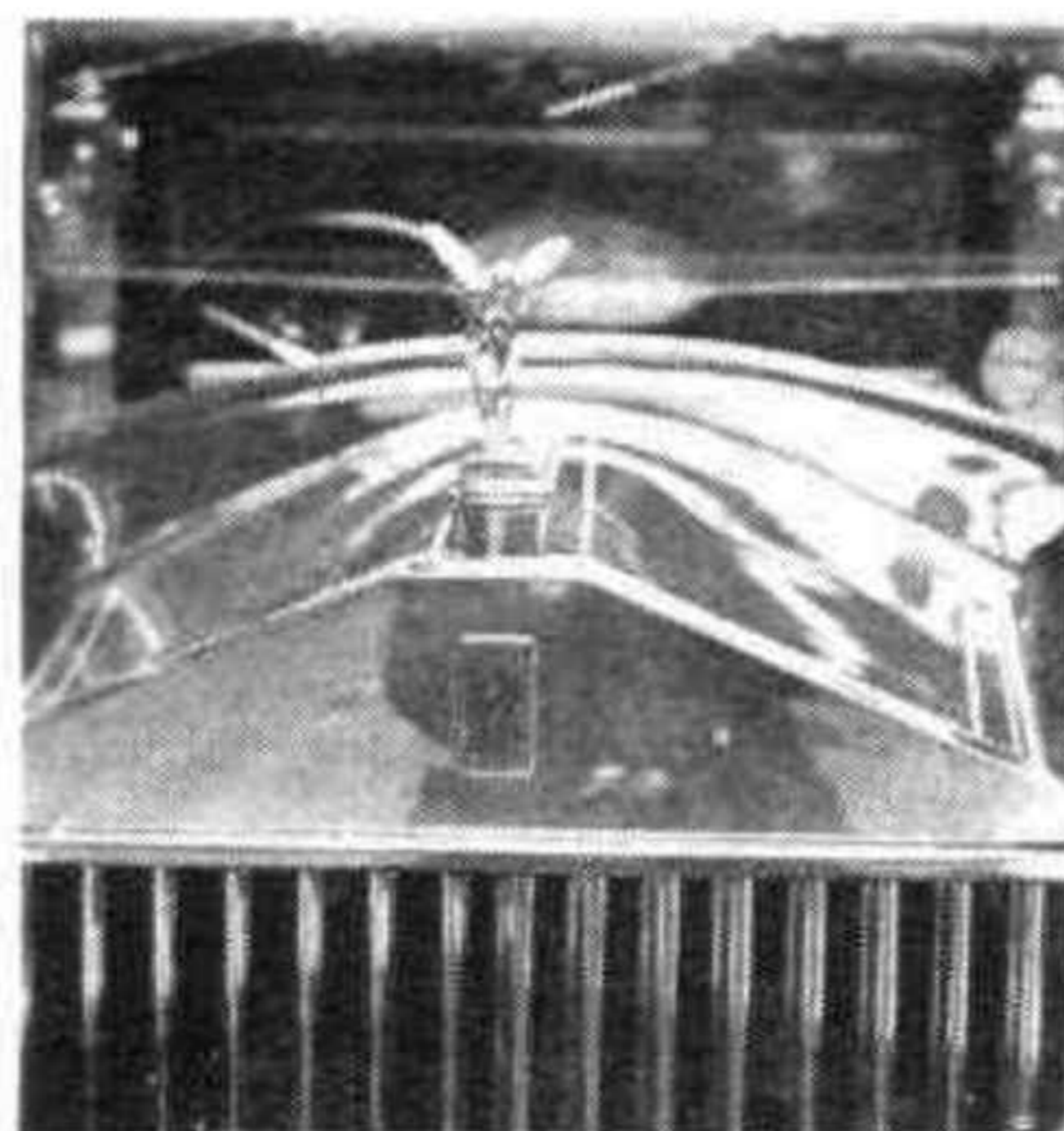
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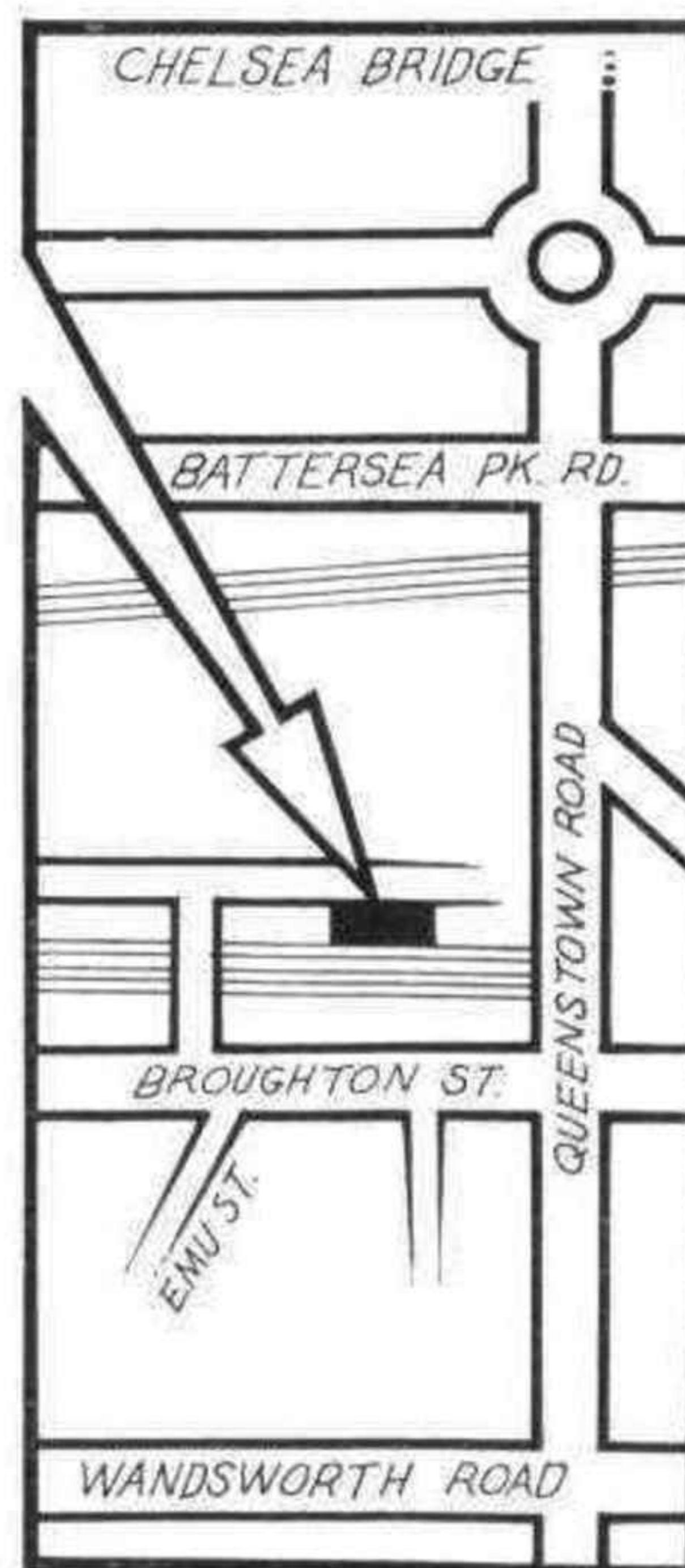
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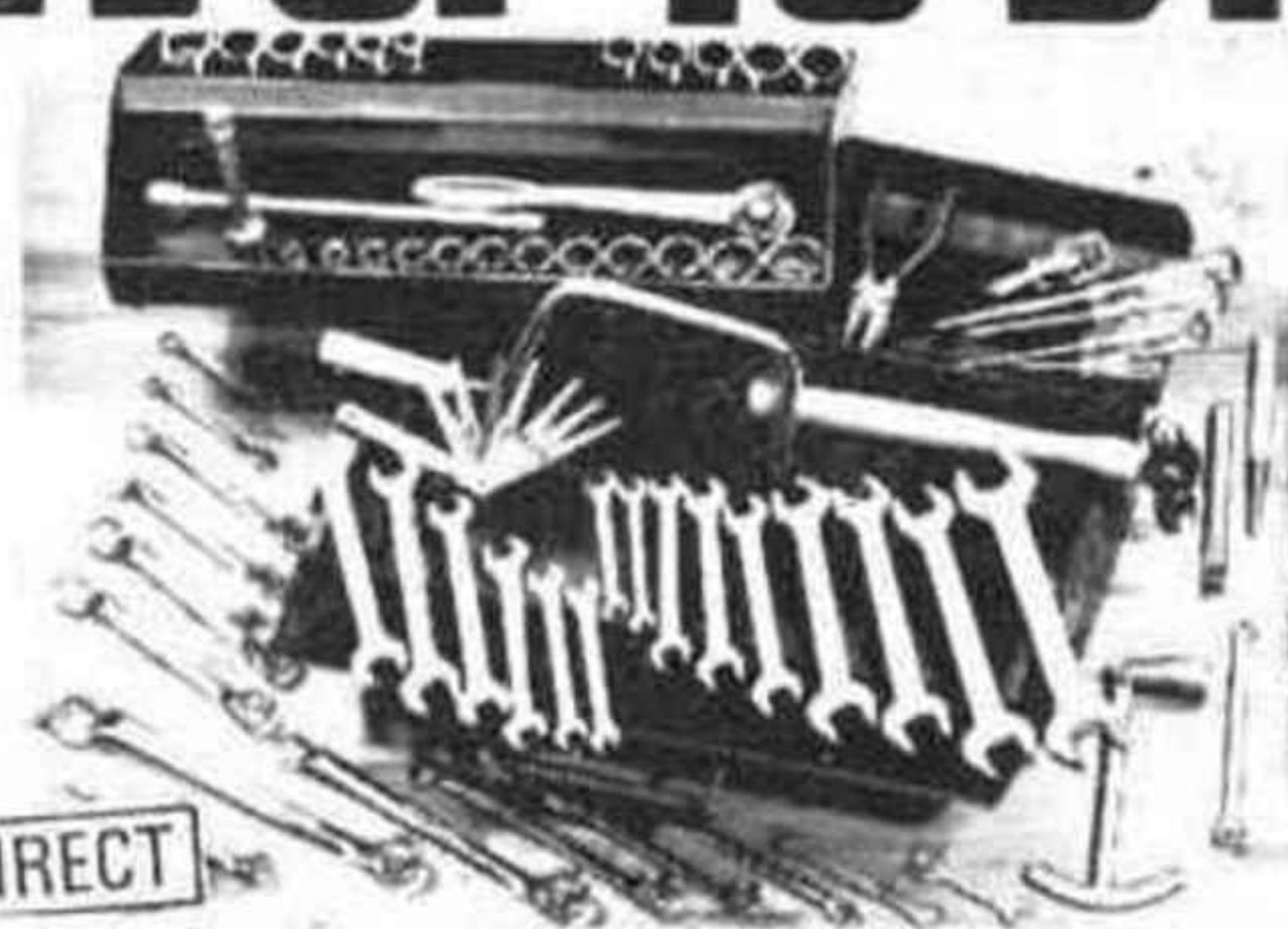
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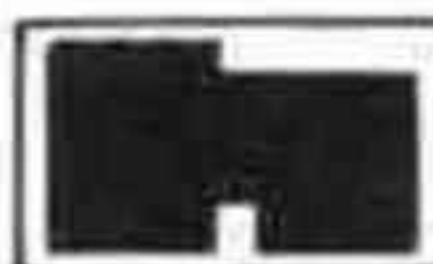
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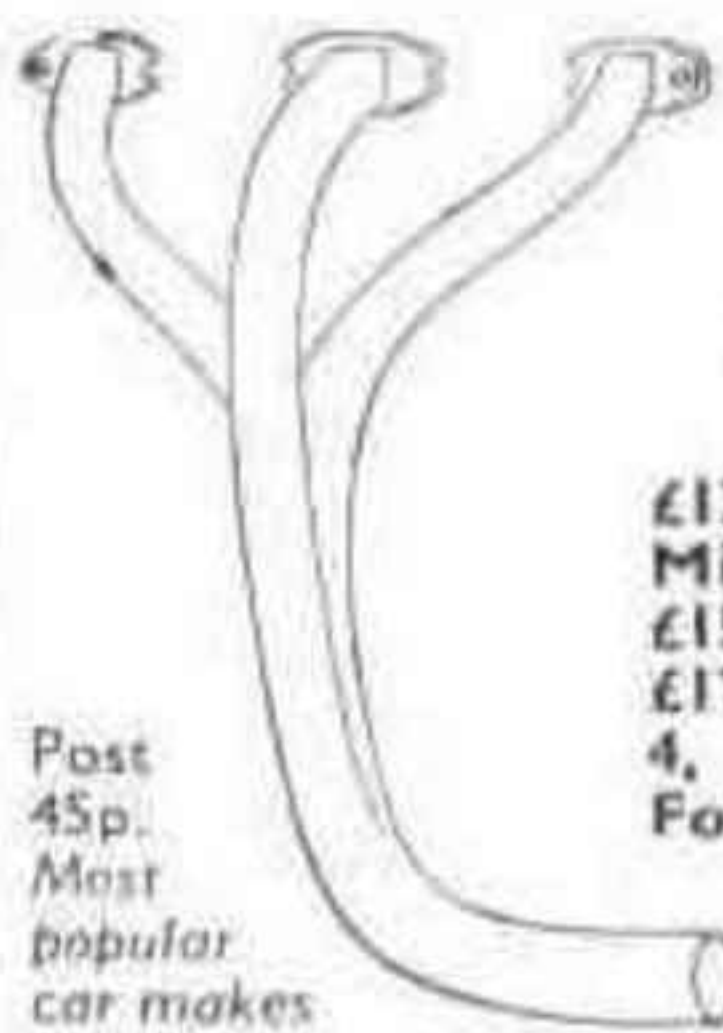
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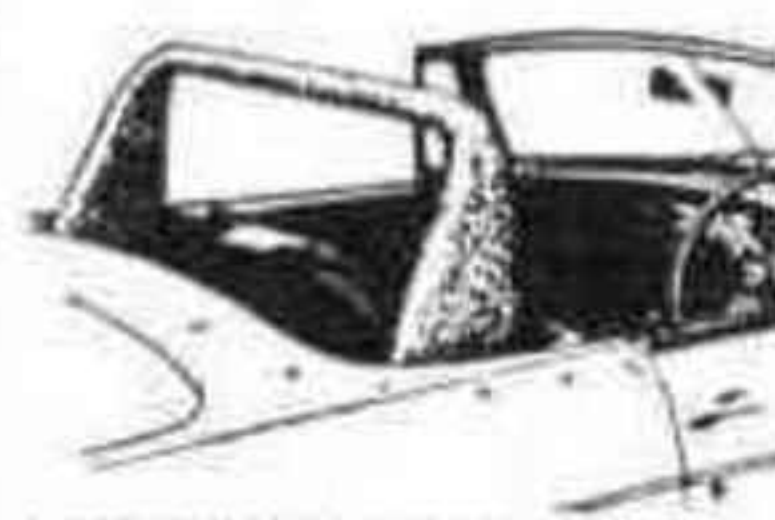
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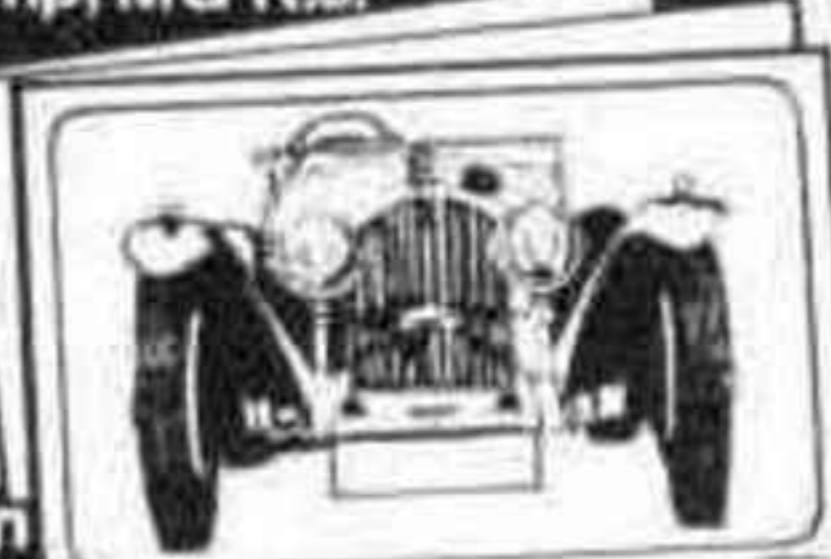
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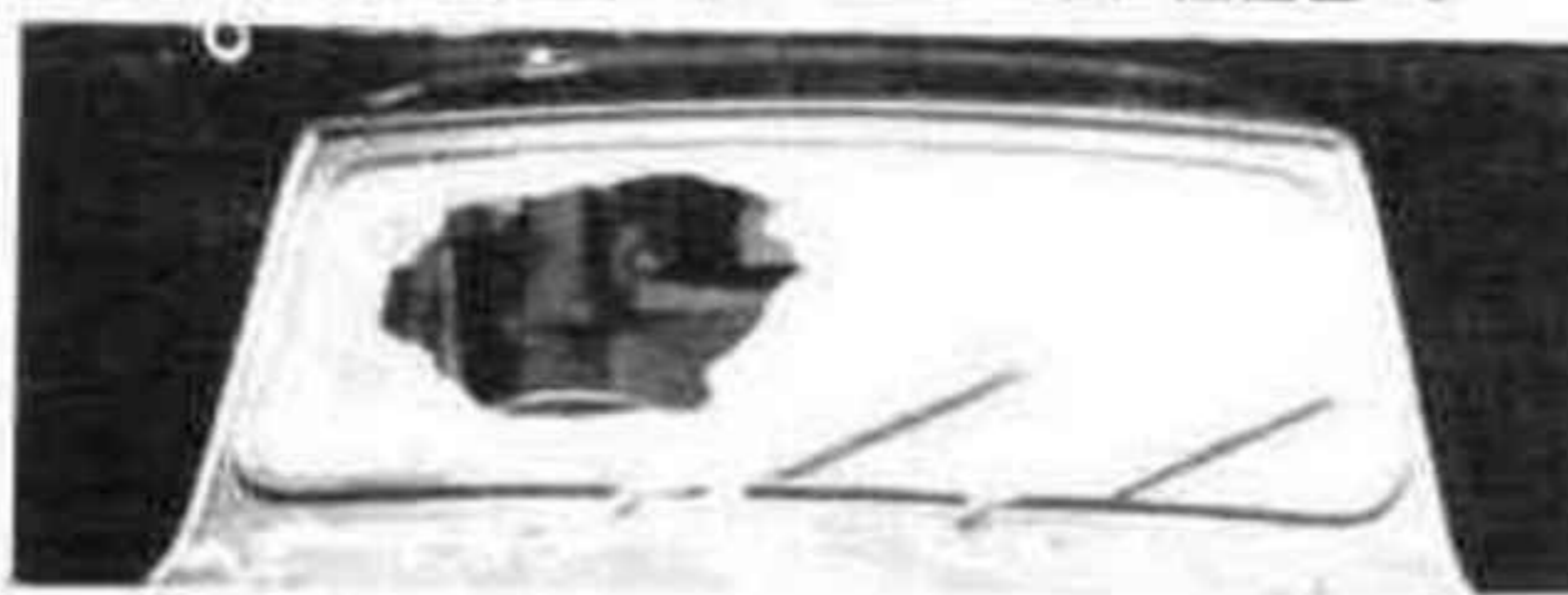
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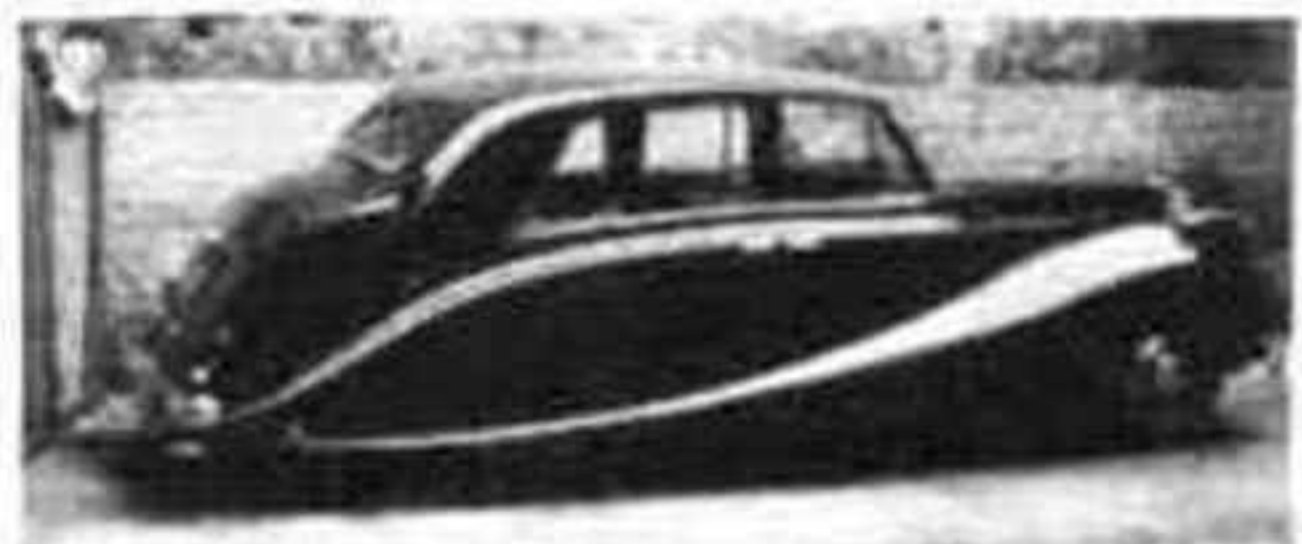
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1967, 68, 69 MIDGETS. Choice of four.

1966, 68 SPITFIRES. Choice of three.

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1969 LOTUS Elan f.h.c., S/E. Two owners, guaranteed 24,000 miles. Yellow..... £1,175

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1967 M.G.-B GT. One owner; w/wheels Beige £875

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1968 1600E. Bronze..... £795

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- 1967 ASTON MARTIN DB6. Chrome w/w, sun-roof, electric windows and radio ... £2,295
- 1965 ASTON MARTIN DB5. Chrome w/w, tinted electric windows and radio ... £1,595
- 1967 AUSTIN HEALEY 3000 conv. Mk. III, o/d, wire wheels, radio and heater ... £1,095
- 1967 AUSTIN HEALEY 3000 conv. Mk. III, B.R. Green, overdrive, wire wheels, and radio ... £1,025
- 1969 BOND EQUIPE 2-litre GT, overdrive, Rostyle wheels, radio and heater ... £895
- 1966 BOND EQUIPE GT 4S, white, black trim, radio, wood rim wheel ... £425
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- 1970 'E'-Type 2 + 2 Mk. II, one owner, chrome wire wheels, h.r. window and radio ... £2,495
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- 1968 SUNBEAM ALPINE GT, fitted overdrive, radio, reclining seats and heater ... £775
- 1967 SUNBEAM ALPINE roadster, fitted overdrive, radio, reclining seats and heater ... £725
- 1965 SUNBEAM ALPINE roadster, fitted wire wheels, radio, reclining seats and heater ... £545
- 1969 RELIANT Scimitar GTE, fitted overdrive, heated rear window, reclining seats and htr... £1,595



1968 RELIANT Scimitar 3-litre GT, fitted overdrive, radio, reclining seats and heater ... £1,025

- 1967 'F'-Reg. MINI Cooper 1275 S, mag. wheels, special seats, twin tanks and heater ... £595
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- 1970 TRIUMPH Spitfire, valencia blue, one owner, radio and heater ... £795
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either for cash or part
exchange. See our adver-
tisement on page 1315.
SUNDAYS OPENING

FOR SALE—continued

SUNBEAM ALPINE GT, 1966. Low mileage, first-class condition; well maintained by careful owner. £465. Seen Bedfordshire. Tel.: Oakley 2888 (7098)

1933 DAIMLER, 3.3-litre, seven-seater limousine coachwork reasonable, mechanically sound; M.o.T. Offers. 42 Marston Crescent, Acomb, York. Tel.: 72386 (7111)

M.G.-A 1600 soft-top, immaculate throughout, new radials, hood, boot rack; just resprayed; excellent mechanicals and bodywork; taxed, M.o.T. Haggie around £250. Aldridge. Tel.: Welwyn 4049 (evenings). (7110)

1928 AUSTIN 7 saloon, Aluminium body; superbly restored; M.o.T. H.P. arranged. Seen at "Three Horse Shoes", Barton-under-Meadwood, Burton-on-Trent. Tel.: Barton 2439 (7113)

PATHFINDER for spares or repairable damage front n/s; all mechanical units good. Prefer sell whole to enthusiast. Tel.: Southminster (Essex) 794 (7112)

MORRIS COOPER Mk. II, 1969, 998 c.c.; sun-roof, Minilite wheels, good SP68s; radio, 1/2 wheel, tachometer, twin air horns. Excellent. £580. Tel.: Bodmin 2503 (7115)

AUSTIN HEALEY 3000 Mk. III, late 1965. Blue with red leather upholstery; full tonneau, half-tonneau, overdrive, Borrani wire wheels; M.o.T. May, 1972; first-class condition. Open to good offer. Genuine sale. A. Martin, 11 Broomhall Cottages, Norton Rd., near Worcester. Tel.: Kempsey 362 (7116)

1937 STANDARD Flying 9, Excellent original condition. £195 o.n.o. Also 1939 Morris 8 Series "E". Mechanics first class; re-trimmed throughout; M.o.T., taxed. Hosts of spares. Sensible offers invited. 249 Nechells Park Rd., Nechells, Birmingham 7. (7117)

XK150S 3.8 1960 f.h.c., immaculate; grey, red interior; all extras; bills; M.o.T. £750. Peck. Tel.: 01-584 6383 (weekdays morning only). (7119)

SUNBEAM 875 c.c. sports; 35 m.p.g.; Feb. 1971. Firebrand red; 9,000 miles; fastidious engineer owner. Full sports accessories kit. Only £700. Glenn Gordon. Tel.: 045-36 4470 (evenings). (7120)

BENTLEY "R"-TYPE manual, Black and grey; recent engine overhaul; new rear shock-absorbers. Beautiful but wife cannot see over bonnet. £900 o.n.o. Hinton, Whittiercy, Peterborough. Tel.: 07314 2203 (day), 3384 (after 8 p.m.). (7121)

1961 ALVIS TD21 saloon; 57,000 miles; M.o.T. Aug., 1972; well maintained; reluctantly must sell. £485 o.n.o. Box 3085 (7122)

BUGATTI TYPE 57C, supercharged cabriolet; Stelvie; expensive but wonderful condition (Continent). Tel.: 01-399 1622 (7123)

1934 MORRIS 12/4, Very original; good runner; M.o.T. £275 o.n.o. or exchange. Tel.: 051-639 7603 (evenings). (7124)

M.G.-A, 1958, roadster. Body completely rebuilt and sprayed white; wire wheels, power brakes, tonneau, heater; excellent mechanically. Quick sale required. £240 o.n.o. N. Sergeant, 13 Parkbourn, Park Lane, Maghull, near Liverpool. Tel.: 051-526 0363 (7125)

1960 ARMSTRONG Siddeley Star Sapphire WFS444, reconditioned engine by Bristol Siddeley 12,000 ago; new exhaust, brakes, battery; 10 months; M.o.T.; silver grey over old English white; outstanding example of this rare marque. £375. Tel.: Moberley (Cheshire) 3369 (7126)

GILBERT GENIE, 1969; 21,000 miles, sun-roof, electric aerial and windows, etc. £970. Tel.: 0532-68 0574 (evenings). (7127)

BRISTOL 2-LITRE, Type 401, 1952. Running order, suitable restoration. Bargain at £95. To view telephone Wakefield 76744 (daytime). (7128)

HOTCHKISS Grand Sport, 1936. Stripped for rebuild; all new chrome; almost unique; very fast. £150. Tel.: Locks Heath 4701 (7129)

T.V.R. TUSCAN, Immaculate condition; two owners; 1969H; 8,000 miles; fitted alloy wheels, Avon radials; extras include overdrive, servo brakes, radio, rally seats, tinted rear screen. £1,140. No offers. Tel.: Rayleigh 5932 (7135)

M.G.-A TWIN-CAM f.h.c.; restoration for completion. Offers: 102 Cavendish Ave., Colchester, Essex (evenings). (7152)

JOWETT JAVELIN—PB Series III, Engine used daily; many spares; £100 o.n.o., 59 Whittle Ave., Compton Bassett, Calne, Wilts. Tel.: Calne 3409 (evenings). (7151)

ASTON MARTIN DB5 (Nov. 1964). Red with black upholstery; five-speed gearbox, radio, heated rear window, etc.; just resprayed; superb condition; taxed June, 1972. £1,150. Tel.: 061-205 4422 or 061-973 8852 (evenings). (7150)

JAGUAR 3.4S, 1964 (Nov.). Black. Outstanding condition, well above average for year; radio, overdrive £525 o.n.o. Tel.: Hempsall (Norfolk) 239 (7149)

ASTON MARTIN DB2/4 3-litre ex-Peter Proctor; mechanically first class; maker's oil pressure, recent professional respray; Alfin drums, twin exhausts. £500. Howlett, Flat 3, 17 Clibellands Rd., Prestwich, Manchester. Tel.: Rossendale (07062) 4933 (before 5 p.m.). (7148)

AUSTIN HEALEY 3000 III, 1964; 61,000 miles; ice blue, wires, overdrive, radio, tonneau, underseal, new hood, £595 o.n.o. Also Austin Mini, 1962, de luxe, Smoke grey/white; one owner. £75 o.n.o. Tel.: Hindhead 4935 (evenings, weekends). (7145)

PORSCHE 356A 1.600 c.c. f.h.c., 1957. Radio, radials, 2+2-seater; taxed, full M.o.T. £350 o.n.o. Part-exchange possible. Tel.: Bourneouth 43950 (7144)

FOR SALE—continued

M.G. MAGNETTE, 1935, "N"-type chassis and engine complete. £100. Skone-Roberts, 11 Burgage Close, Chipping Sodbury, Bristol. (7143)

WOLSELEY 12/48, 1937, sun-roof saloon. New dynamo, starter, clutch, long M.o.T. £65. Skone-Roberts, 11 Burgage Close, Chipping Sodbury, Bristol. (7143)

FIRE TENDER, 1938 Morris; commercial; mechanically excellent, bell, searchlight. £150 o.n.o. Tel.: Sapcote (Leics.) 3026 (7142)

1935 MORRIS Eight two-door saloon. Green and black; used daily; taxed and tested till Feb.; 1972; selection of spares available. £150 o.n.o. Tel.: Cheltenham 26812 (7140)

1925 RILEY 1 1/2-litre side-valve. A very pretty four-seater tourer which still needs some bodywork restoration to complete. £390. West Lodge, The Priory, Burnham, Bucks. Tel.: Burnham 5749 (7139)

1964 M.G.-B, Overdrive, hard-top, wire wheels, radio, servo, etc.; four nearly new ZXs, engine reconditioned 2,000 miles. £450. K. Howard, Mansons Cross, Hereford Rd., Monmouth. (7137)

TWO H.R.G.s: 1951 standard 1,500 c.c. Professionally rebuilt throughout, now concours. £1,250; 1948 aerodynamic, needs further work to steering box (otherwise would M.o.T.), £350. Also many spares—extra with either car. A. White, c/o 97 Nunney Rd., Frome, Somerset. Tel.: 2605 (7136)

MERCEDES 190, 1963. Green. Excellent condition; two owners. £450. Tel.: Southampton 69582 (evenings). (7135)

1969 BOND Equipe 2-litre GT, Prairie beige, radio; one owner; 24,000 miles. £725 o.n.o. Tel.: Grindford 30694 (evenings). (7134)

RILEY, 1951, 2 1/2 R.M.B. M.o.T. 11 months; good mechanical condition. £190 o.n.o. Apply: 37 Elms Rd., Fareham, Hants. (7133)

TALBOT, 1933, 75 short-chassis saloon. Requires restoration. M.o.T. until July. £175. Talbot (French), 1938, 4-litre d.h. coupé; believed only one in country. £950. Box 3084 (London). (7132)

JAGUAR "E"-TYPE automatic, 1968. Chrome wire wheels, Sundym glass, heated rear window, radio, sunshine roof; 24,000 miles only; white/black. £1,695 or exchange Healey 3000, AC Bristol. Tel.: Ascot 24501 (7131)

1934 BENTLEY 3 1/2-litre saloon by William Arnold. New pistons, bearings, clutch, brakes, wiring, tyres, etc.; but body poor, hence only £450. Hall, 165 Shirebrook Rd., Sheffield 8. Tel.: 52675 (7129)

TRIUMPH TR6, 1970. Royal blue. Overdrive. Blue Spot radio, electric aerial; many extras; well maintained. £1,290 o.n.o. Tel.: 01-452 5139 (7124)

TR3A, 1961, Red. Wires, Cinturatos, overdrive 2, 3, 4; radio, new carpets and exhaust, tonneau; recent decolour; very swift. £375 o.n.o. Tel.: Lee-on-Solent 79770 (7126)

M.G.-B GT, "H" reg. Wires, overdrive, radials, recliners; 28,500 miles; immaculate throughout; gift at £1,050 H.P. possible. Tel.: Chorley (025 72) 2608 (5.30 to 7.30 p.m.). (7126)

RILEY 2.6 automatic, 1958. Two careful owners; engine reconditioned, replacement gearbox fitted, radio, good tyres; carefully maintained; few spares available; very good order, owner transport/executive/engineer. £200 T. Hill, "Manaki", Hambrook Hill, Chichester. Tel.: West Ashling 498 (7177)

1934 INVICTA 1 1/2-litre six-cylinder o.h.c. underslung, 100 per cent. original and complete; stored 18 years; typical dramatic sports saloon; bodywork requires moderate restoration. £450. Tel.: Ormskirk (Lancs.) 74157 (7178)

M.G.-B GT, 1969. White with black trim; overdrive, radio, h.r.w., wire wheels; 13,000 miles only. Terms, exchanges, Bowler, "Westwinds", Rectory Rd., Duckmanton, Chesterfield. Tel.: Boisover 3302 (7179)

M.G.-B, 1967, B.R.G. Overdrive, wire wheels, tonneau. Must sell. £695. Tel.: Slough 42138 (7180)

M.G.-B, 1965, Hard-top; owner maintained; 6800 r/Konis. M.o.T. 1972. £550 o.n.o. 1957. Popular, Genuine 19,000. £100 o.n.o. Tel.: Charing (Kent) 2496 (7181)

BENTLEY 1923, 3-litre open Park Ward tourer. Reluctant sale superlative car; rebuilt highest standards in first-class running order. Haikyard, 55 Main St., Bushby, Leicester LE7 9PL. Tel.: Thurnby 5441 (7182)

FORD SAVAGE Cortina, 1970, 3-litre; 16,000 miles only; Mercedes metallic red finish; GT instrumentation and trim; Taunus 3.2 axle, 7000E gearbox; 7 in. Minilites, new 195 x 70 HR Rally specials. Supersport struts, Armstrong adjustables, Boreham springs, Avanti rally seats; 12-gallon auxiliary tank, electric cooling fan, roll-over bar, underseal from new; plus many more extras. This car is in mint condition and has never been raced or rallied. £1,350 o.n.o. H.P. arranged. Tel.: Derby 59213 (after 7 p.m.). (7183)

ASTON MARTIN DB2/4 3-litre, 1955. Good bodywork, excellent mechanically; green with black interior; chrome 72-spoke wires; engine rebuilt March; many new parts fitted during complete overhaul. M.o.T. £650. Edwards, 54 Montrose Ave., Luton Beds. Tel.: Luton 27866 (7184)

DAIMLER SOVEREIGN, 1970, 20,000 miles only; stable automatic 2.8; superb condition; one owner, retired company chairman. Private sale. £2,150 o.n.o. Tel.: Chester 24315 (day), 051-336 1998 (evening). (7186)

FOR SALE—continued

SPITFIRE, 1969, "H" registration. Signal red; 17,000 miles; immaculate. £730. Tel.: St. Ives (Hunts.) 2324 (7185)

ALFA ROMEO 1600 Spider Duetto, 1968 model; servo-assisted brakes, new Konis, battery; taxed Feb., 1972; red, black trim; genuinely immaculate. £1,100. Tel.: Bishops Cleeve 2524 (7187)

M.G.-B SPORTS roadster, 1966, Sept. Overdrive; two owners from new and only 38,242 miles; four excellent 165 x 14 SP radials; truly spotless; mineral blue paintwork with black leather interior; Waco ignition steering lock, tonneau cover, radio, racing mirrors, badge bar, folding hood, new exhaust just fitted. Not easily bettered. £675. Tel.: Denham 2794 (7188)

LANCIA FULVIA Zagato, 1969; l.h.d.; one owner; 22,000; radio perfect. £1,050. Tel.: Oxbridge 32624 (7190)

FOR SALE: XK120 roadster, 1954. Cream. Excellent condition; forced to sell due matrimony. £600 o.n.o. View London, Nick Levinson. Tel.: 01-272 2276 (home), 01-883 6420 (work) (7191)

1950 RILEY drophead coupé 2 1/2-litre; only 50 made; M.o.T. June, 1972; very good condition. Offers. Flat 7, 7 Arundel Ter., Brighton. (7192)

M.G.-A TWIN-CAM, A truly superb specimen of this high-performance coupé; enthusiastically cared for. £600. Tel.: 01-805 0989 (Enfield) (7193)

BRISTOL 405, 1956. Largely rebuilt by present owner; extras include power disc brakes. Nearest offer to £600. Tel.: Abingdon 326 (7194)

T.V.R. 1800S, 1966. Bronze yellow; 47,000 miles; immaculate car; would part-exchange for similar T.V.R.; Griffith. £725 o.n.o. Tel.: Bromsgrove (Worcs.) 75597 (7195)

RILEY 1 1/2-LITRE R.M.A., 1952. Overhauled, new roof, resprayed; taxed, M.o.T. £250. Styles, 10 Oakengrove Close, Holmer Green, High Wycombe, Bucks. (7196)

MIDNIGHT BLUE Aston Martin DB2/4 Mk. II; immaculate condition; wire wheels, radio. Must sell. £800 o.n.o. Tel.: 073677 308 (7197)

ALFA GIULIA Super, June, 1967. Dark green/tau trim; Motorola; mech. very good; mileage 42,800; M.o.T. Sept. 1972; interior unmarked as new, exterior very good except sills rusted, hence £550. Consider cheap part-exchange. K. D. Geeves, 6 Balstonia Drive, Stanford-le-Hope, Essex. (7199)

MORGAN 4/4 competition, 1968; 25,000; w/w. SP Sports, twin spots, many extras; sale due to family addition; an immaculate car in Westminster green. £925. Blackburn, 12 The Elms, Blaby, Leicester. Tel.: Wigston (053-76) 3342 (7200)

MORRIS MINOR, 1932, tourer. Carefully restored; £70 engine rebuild; M.o.T. £195. Swap? Tel.: Harpenden 4541, Redbourn (Herts.) 2343 (7201)

MORGAN 4/4, late 1968, 1600 competition crossflow. This car is in immaculate condition with only 35,300 miles and finished in dolphin blue, with heater, eight months' tax, tonneau, etc. £870. Tel.: 01-370 1058 (Kensington). (7206)

1931 AUSTIN Sixteen, Salmons cabriolet, originally leather-roofed; two owners only; very handsome; believed only survivor; almost all spares. Offers over £300. Tel.: Swindon 22511 (7207)

M.G. KN, 1936. Non-original body; rebuild nearly complete; many spares. For more details telephone Roxburgh at 041-334 4094 or 42 Hamilton Park Ave., Glasgow, W.2. (7208)

CLYNO 10.8 H.P. tourer, 1926. Rare vintage light car; extensively rebuilt over last year. 1950. Spares available if required. Crabtree, Bullace Grange, Millhouse Green, Penistone, Sheffield, S30 6NS. Tel.: Penistone 2196 (7210)

M.G.-B ROADSTER, 1966. B.R.G. Overdrive, undersealed wires, radio, tonneau, new hood; taxed April, M.o.T. £575. Tel.: Dane Hill 624 (7211)

M.G.-A 1600 roadster, 1960. Reconditioned engine; excellent condition. £285. Horns, Yew Tree House, Berkswell, Coventry. Tel.: Berkswell 33170 (7212)

LOTUS ELAN S4/SE (fixed head). Possibly the best "G"-registered Elan in the country; just resprayed (Royal blue), plus rear end and brakes overhauled, radio and heated rear screen, new tyres. £1,125. Tel.: 0733 60238 (Peterborough). (7213)

BENTLEY 1936, 4 1/4 feeling sorry for itself with frost-ruined engine. Can anyone help with a replacement engine or is some enthusiast prepared to take over for a reasonable consideration that which was a very good car? Box 3088 (7174)

1936 STANDARD 9, Bodily and mechanically sound; reluctantly offered for sale to an appreciative buyer. Enquiries/offers, Box 3089 (7203)

ALVIS 12/60, 1st registration August 31st, 1932. Black, fixed-head coupé with dicky seat; one owner since new; very well maintained, in daily use till Oct. 1969, apart from war years in store. Offers invited. Can be inspected at Charlcombe Lodge, Bath, Somerset, by appointment. Tel.: Bath 4485 (home) or Bath 64551 (office). (7215)

M.G.-B GT, 1969 "H". Overdrive, wire wheels, radials; leather reclining seats; immaculate grey bodywork; only 24,000 miles, one owner. £1,135. Tel.: Woking 5420 or Newick (Sussex) 2754 (7216)

BENTLEY R-TYPE, 1953. Silver grey immaculate, complete de-coke October; owned and driven by two ladies. Sale due to illness. £1,000 o.n.o. No wasters, cash only. Tony Gray, 3 Acomb Court, Acomb, York. Tel.: 26141 (day), 78918 (evenings). (7220)

FOR SALE—continued

A MERCEDES diesel 180, 1961 l.h.d., M.o.T. tested; grey; to enthusiast. Offers over £125. D. Collyer, (London). Tel.: 01-946 2436 (7217)

MULLINER 4 1/4 two-door, four-seater coupé first registered July 9th, 1938; "Auto-car" advertisement car; black and coach green; sliding screened transparent roof; high vision visors; Photographs available; thoroughly sound; agent maintained; well worth refurbishing, complete fittings and tools, history, 75,000 miles in 12 years with present owner. £1,250. Seen Church Stratton, Box 3090 (7219)

JOWETT JAVELIN, de-luxe, 1952. Resprayed in golden sand; extensively renovated; M.o.T.; taxed; immaculate. £245. Tel.: Manningtree 2178 (7221)

OPEL GT 1900, 1969, Citrus yellow; immaculate condition throughout; nearest £1,395. Tel.: Marlow (Berks.) 2714 (7223)

TURIN MILANO Bristol 401. One of only 6 ever built; took 8th place in the Monte Carlo driven by Tony Vandervell; completely rebuilt engine 1,500 miles ago still in original rally trim; very fast and very smart. Must sell to highest offer. Tel.: 01-977 2103 (Teddington). (7224)

E-TYPE JAGUAR, f.h.c., 1968 "F". Mustard/Black, c.w.w., h.r.w.; radio; Wasso lock; 40,000 miles. Really superb condition. £1,595 o.n.o. Private sale; H.P. arranged. Tel.: Meopham (Kent) 2439 (7225)

ELAN S1, Red; radio; taxed, M.o.T.; v.g.c. £520 o.n.o. Tel.: Hythe (Kent) 69378 (7226)

CHEAP COOPER "S", Good 970 c.c. engine, gearbox; aluminium wheels, all the goodies. Needs rear sub-frame and enthusiast with £150. Taxed, tested. Pickles, Pretoria House, Kessingland, Lowestoft, Suffolk. (7227)

M.G. YB immaculate maroon, 1952 saloon. Excellent overall condition. £225. Tel.: Menai Bridge 712735 (7228)

XK 120 ROADSTER, 1954. Left-hand drive, imported from U.S.A. in 1966; 23,000 recorded miles; original paintwork; chrome wire wheels. Super car to drive. £1,750. No offers. Tel.: Cheltenham 23228 (weekends). (7229)

1934 SINGER 9, Rare model; excellent condition. Write for photograph and full details to Roberts, 14 Ilston, Llanelli, Carmar. (7230)

M.G. TF 1500 c.c., 1955. Good condition, tested August 72; taxed December. Injury forces sale. £500. Tel.: Brighouse (Yorks.) 3288 (7231)

CORTINA 1600E, 1969. White with black interior; new radials, battery etc.; 22,000 miles; excellent condition all round. £895. Finance possible. Bucknell. Tel.: 01-930 8225 (office). (7232)

HEALEY 100/6, 2-seater Konis; radials; M.o.T.; Shortblock engine 30,000 ago; usual problem gearbox, hence £170. Tel.: Stamford 2043 (7233)

BMW 1800 TI, White, 1966 model. Registered November 1965; 70,000 miles; works garage maintained, full history available; excellent condition; inspection or trial welcome. £620. Antill, Tel.: Sheffield 387272 or Workshop 2324 (home). (7234)

ROVER 1946, 12 h.p. Sports Saloon; rare 4-light model; best offer secures or will exchange for best Land Rover offered to 44 Eversleigh Rise, South Darley, Matlock, Derbyshire. (7236)

1949 BRISTOL 400, A superb example, very original; radio; M.o.T. August 1972, £400. 1, Grange Park, Steeple Aston, Oxfordshire. Tel.: Steeple Aston 606 (7238)

LANCIA FULVIA Rallaye "S" coupé, 1969. Fast and sporty; 22,000 miles; excellent condition. £1,325. Alvis TE21 drop-head coupé; P.A.S. radio; 5 gears, 1964; good condition. £750. Part-exchanges may be considered. Tel.: Longdon 400 (after 7 p.m.) or write Cooper, Fern Glen, Wood Rd., Longdon, Stoke-on-Trent (7240)

BENTLEY DROPHEAD, 3 1/2 by Park Ward, 1934. Good original condition; part exchange possible. £1,395. 35 Charles Cres., Lane Estate, Taunton. Tel.: West Monkton 454 (7241)

JAGUAR 3.8, 1964, Golden sand/red interior; manual with overdrive; guaranteed genuine 42,000 miles (confirmed in writing) from new; with radio and reclining seats; SP radials; an unusual opportunity. £545. H.P. arranged; exchange considered. Tel.: New Milton 613848 (7243)

SUNBEAM 90, Very rare and best surviving example of fifty Mk IIIs made; Jackall system; overdrive; Halda radio, etc. Excellent condition throughout; photo available. £495 or exchange. Tel.: Brighton 70598 (7244)

RILEY FALCON, 1938, 1 1/2-litre, 3-speed overdrive gearbox needs attention, towable. £50. Jones, 4 Pippin Hill, Denby Village, Derby. (7245)

TR4A 1966, Surrey; overdrive; radio; P/brakes; supplied D.C.M. Feb. 22nd, 1971. £695. Tel.: Bristol 33065 (Saturday). Southampton 59122, ext. 2323 (office). (7246)

ASTON MARTIN, DB3, 1958; Excellent condition; much money recently spent. £625 o.n.o. Genuine enquiries only. Tel.: 01-771 9405 (evenings and weekends). (7247)

TWO PANHARD 24CT coupés. Have had a lot of mechanical work done by specialist. £275 and £375. Fantastic economy with unique appearance; part-exchange considered. Tel.: Harefield (Middlesex) 3473 (7248)

MG MIDGET, 1969. Excellent condition; Red; 29,000 miles; undersealed; new radial tyres; battery; clutch; taxed till October 1972. £660. Company car forces sale. Tel.: Leicester 736264 (7249)

PERFORMANCE CARS

GREAT WEST ROAD
BRENTFORD MIDDLESEX
Tel: 01-560 7011



1968 MERCEDES-BENZ 280SE saloon. L.H.D. Imported 1970. White. One owner. Automatic, power steering, electric sliding roof, Becker radio, electric aerial, air conditioning, Sundym glass, magnificent condition £2,150

1970 ('69 model) AUSTIN HEALEY Sprite Mk. IV, blue/black; one owner, confirmed mileage since new 23,390; wire wheels, anti-roll bar, air horns... £665

1970 AUSTIN Mini 1275 GT, bronze yellow... £765

1968 AUSTIN Mini Mk. II 1000, de Luxe, beige/red; one lady owner since 1969 (two total); undersealed, rubber over mats. Suit another lady owner... £465

1963 (August) BENTLEY S3 (twin headlamps) saloon, green/beige hide, automatic, power steering, radio; luxurious appointments, four new tyres just fitted. Not many in this condition at... £2,350

1970 FORD 3-litre Capri, "XLR" specification, aubergine/black bonnet, Rostyles, fog/spot, servo discs, G800s, mud flaps, rear window heater, clock, reclining seats, mirrors. Beautiful car... £1,145

1970 FORD Zephyr de Luxe Four Mk. IV, silver fox, reclining seats, Cinturatos; one owner... £845

1968 FORD Escort GT, ex-Ford Motor Co., specially painted by them new in fern green (six only in this colour). One private owner since 1969; 13-in. Rostyles, heavy-duty exhaust and battery, servo, fog/spot. Something a bit different... £625

1967 (Sept.) FORD LOTUS Cortina, red/black, Blaupunkt 5-push-button radio, "Col. Bogey" horns, Armstrong Selectaride shocks, G800s, servo discs, fog/spot; lots of other small extras. Two owners only, reputed 27,632 miles. Take our advice and see this one first... £675

1966 FORD GT Cortina 2-door, Alpine green; engine rebuilt 1,500 miles ago; Allard anti-roll bar, discs, G800s. Must be seen, kept to very high standard £425

1965 JAGUAR 3.8 'S'-Type, green/green, overdrive, power steering, reclining seats, radio, h.r.w... £545

1960 JAGUAR XK150 'S'-Type 3.8-litre f.h.c., green, wires, rack, overdrive, radio, fog/spot; super £845

1960 JAGUAR XK150 (3.4) f.h.c., green/green, overdrive, wire wheels; one owner since 1967, original log book; full history in a file (takes 1/2 hr. to go through) £595

1958 JAGUAR XK150 f.h.c., Cotswold blue, wire wheels, discs all round, overdrive; two owners only, first one until 1967, confirmed mileage not more than 62,000. Outstanding condition, once sold almost impossible to replace... £895

1970 Reg. (1963 model) LANCIA Zagato Flaminia V6 Sport 3c coupé, silver grey/red. L.H.D. Very rare and interesting car... £545

1970 (Dec.) LOTUS Elan 2 + 2 'S', opalescent regal red; one owner certifies mileage since new 13,587; radio. Beautiful example... £1,895

1969 LOTUS Europa S2, red/black, Cosmic wheels, slot stereo, SP Sports, electric windows; recorded mileage 21,482... £1,195

1967 (Nov.) LOTUS Elan S3 d.h.c., red/black, S/E model; £80 spent 15,771, recent SPs; two owners, recorded mileage 30,102... £845

1968 LOTUS Elan S3 d.h.c., S/E model, green/black, Motorola, knock-ons, servo, tonneau, reversing lights; recorded mileage 36,239... £965

1970 LOTUS Elan S4, S/E, d.h.c., royal blue, knock-ons, radio, servo; magnificent condition... £1,195

1970 (Nov. 'J') LOTUS Elan S4, S/E, d.h.c., white; one owner; expensive radio, servo... £1,295

1971 (Oct.) MORRIS Marina 1.8 TC coupé, blaze, h.r.w., reclining seats; delivery mileage... £1,115

1960 M.G.-A Twin-Cam f.h.c., white/red, radio, heater, fog/spot, centre-lock wheels, discs all round; original... £395



10-ton SLOOP, 35ft. x 10ft. 4in. x 6ft. Centre cockpit. Sleeps six inclusive saloon. Full headroom. Bronze fastened mahogany on oak. Stainless rigging, pulpits, keel-boats, etc. 550sq. ft. Dacron. Roller re-fin, hydraulic steering. 55-h.p. 3-cylinder Ford diesel. 400-gallon gas oil tanks; 80 gallon (copper) fresh water. Built Norway for 1964/65 Boat Show. Little used, £4,500. Grappled at Performance Cars Ltd. for immediate appreciation and survey. Part exchange car or boat.

1971 (May) M.G.-B GT, racing green/autumn leaf, overdrive, "hot" window, SP68s, Invoice price £1,592, certified mileage 5,520... £1,395

1971 (Oct.) M.G.-B, white, 25 miles only; overdrive, servo tonneau, radials, head-rests... £1,345

1970 M.G.-B, white/black, overdrive, radio, Rostyles/SPs; one owner; beautiful condition... £1,095

1970 M.G.-B roadster, blue royale, overdrive, wire wheels, radio, radials; one owner... £1,145

1969 (Oct.) M.G.-B GT, mineral blue with black; one lady owner (second car), certified mileage since new 15,189; overdrive, SP68s, Kept to very high standard, only one like this with this mileage... £1,175

1969 (Oct.) M.G.-B, primrose/primrose, hard-top, soft-top, overdrive, wire wheels, radio, tonneau, "Cints.", mirrors, flasher; one owner, recorded mileage 18,681... £1,065

1969 M.G.-B roadster, red/black, overdrive, tonneau; one owner; nice condition... £995

1969 M.G. Midget, red/black, wire wheels, radio, oil cooler, rack, mirrors, tonneau, radials, anti-roll bar; confirmed mileage since new 25,804... £695

1969 M.G.-C GT, red, wire wheels, overdrive, radio; kept to very high standard by one owner... £1,025

1968 'G' M.G.-B GT, white/black, automatic, Webasto sun-roof, wire wheels, "hot" window, fog/spot, Cinturatos, Radiomobile, flasher, leather wheel, Waso lock; two owners only. Delightful condition... £1,065

1968 (Oct.) M.G.-B GT Automatic, white/black; one lady owner since June 1969, confirmed mileage since new 21,580; wire wheels; outstanding condition... £1,045

1967 M.G.-B roadster, B.R.G./black recent radials, tonneau, fold-away-hood; above average throughout... £745

1966 M.G.-B roadster, green/black, overdrive, wire wheels, oil-cooler, Cinturatos, radio, tonneau, wood-rim wheel, flasher. One of the nicest 'B's we have had for some time... £695

1965 M.G. Midget Mk. II, white/black; last owner for three years; wire wheels, Ashley GT hard-top, Cints., discs... £325

1961 (Sept.) M.G.-A (1,622 c.c.) Mk. II, f.h.c., red/red, radio, Cints.; above average condition... £375

1971 (Nov. 'K') M.G. Midget, teal blue, radials, tonneau, anti-roll bar; 69 miles... £895

1970 model TRIUMPH Spitfire Mk. III, Valencia blue/black; one owner; heater, "SP" radials £795

1969 TRIUMPH Spitfire Mk. III, white/black; one owner, certified mileage since new 14,829; SPs, leather wheel. Must be lowest mileage 1969 Spitfire available... £745

1969(H) TRIUMPH Spitfire Mk. III, Valencia blue/beige; one owner, confirmed mileage 21,241, always garaged; impeccably maintained... £735

1968 TRIUMPH GT6, white/black, radio, wire wheels, G800s; owner gone abroad... £695



1967 RELIANT 3-litre Scimitar, golden sand/black, overdrive, electric fan, SP Sports, radio; two owners only; excellent history... £895

WE SELL NEW M.G.s AND HAVE SEVERAL IN STOCK FOR IMMEDIATE DELIVERY. Perhaps you would like one of the following: 'B' GT: Midnight blue, heated rear window, tonneau, anti-roll bar, £1,481. Midget: Midnight blue, radials, tonneau, anti-roll bar. Midget: Teal blue, radials, tonneau, anti-roll bar. Midget: Bronze yellow, radials, tonneau, anti-roll bar. Midget: Blaze, radials, tonneau, oil-cooler. Any one of these Midgets at a special price of £950.

SELLING IN SCOTLAND?

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

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TOULMIN MOTORS (1962) LTD., 181
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M.G. sales, spares and repairs. Complete
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A quick phone call from Northfields Tube Station (Picca-
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ADDRESS.....
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FOR SALE—continued

PORSCHE, SUPERB 1968 912 spotless white, fitted radio; low recorded mileage; high performance with economy and utter reliability. £1,600 Tel.: Ascot 23018. (7289)

LAMBORGHINI ESPADA, 1970/71 "J" Series Two; air conditioning, stereo, low mileage; damaged front; towable; suitable repairer/Engineer. £4,250. Tel.: (London) 01-579 3538. (7296)

DAIMLER CENTURY. Genuine 45,000 miles only; not the usual rotting rubbish; in immaculate condition; tax and M.O.T. £250. Sharp, 33 Fairlawn Close, Leamington Spa, Tel.: 0926 24625. (7292)

1 LPK registration on Standard Vanguard. Offers: Smith, Brook Farm House, Cowfold, Horsham, Sussex. (7294)

LOTUS CORTINA, late 1963. Exceptional condition; only 37,000 miles; 137 b.h.p. engine; CR box; leaf springs; aluminium panels; radio; many extras; never raced or rallied. £440. M. Pearce, Chilton, Kelly Bray, Callington, Cornwall. Tel.: Callington 2131. (7277)

M.G. 3948, 1935 M.G. NA 4-seater a beautiful example in B.R.G., red bottom; full tonneau; side screens; hood; twin aero screens; many new mechanical parts including steering box; kingpins; brakes; springs; wheel bearings; rines; gearbox bearings; high ratio differential; complete rewire and rebuilt dynamo; spares include engine, gearboxes; half-shafts; diffs., wheels, etc. Marriage ends this seven year love affair. £470 o.n.o. A. Brown, Brook Farm, Stratford-St. Mary, Colchester, Essex. (7308)

FREE A.G.-B 1969; 29,000 miles; overdrive, wires, radio, alarm; white; garaged; with sailing boat 14 ft. h/s trailer. White. Harrowby Hall. Tel.: Grantham 61169. (7305)

TR3A RED. Immaculate hard/soft-tops; radials; taxed/M.O.T. £250. Tel.: Kinver (Worce.) 2696. (7309)

1963 TRIUMPH TR4 Dove. Red with black interior; wire wheels; overdrive; very good condition. Bargain, £500 o.n.o. Tel.: Alfricton 2011. (7310)

LOTUS EUROPA S2, 1969. Red; low mileage; radio; immaculate. £1,095 o.n.o. Tel.: Stafford 51438 (evenings). (7311)

M.G. PA 1935. Concours d'élégance, winner 1971. Complete restoration. £1,100. Tel.: 01-203 1417 (evenings) or write Box 3110. (7312)

JAGUAR XK150, f.h.c., 1960. Special equipment model; immaculate condition throughout. £950. Tel.: 021-458 4722. (7313)

BENTLEY ST. Sun roof; saloon; practically faultless; concours competitor. £1,100. May take R-type in part exchange. 50 Rowney Croft, Birmingham. Tel.: 021-745 6060. (7314)

GINETTA G15, April 71, 7,000 miles; orange; heater; immaculate. £850. Tel.: Worthing 49759 (evenings). (7315)

ELAN "E" registration, f.h.c.; in beautiful condition throughout. Radiomobile; new SP41s; tax May 72; low mileage. £950 o.n.o. Tel.: 061-236 9595 (Mr. Dwy, office hours). (7316)

LOTUS ELAN S2, Drophead; white with black trim; Radiomobile; tonneau; recent extensive overhaul. Offers around £625. Tel.: 021-453 5657. (7317)

ROD 4. Registration number on 1954 Renault Fregate in daily use. Best offer. McClarence, 46 Patch Lane, Bramhall, Cheshire. (7318)

MERCEDES 196SL, 1961. Hard and soft-tops; M.O.T. and taxed. £495, or exchange for XK150. Sports, vintage, w.h.y., Foley. Tel.: 01-286 9763 (London). (7319)

BRISTOL 401 resprayed metallic blue; reconditioned engine and steering; excellent condition. £225 o.n.o. Tel.: Poynton 2716. (7320)

M.G. TA 1937. B.R.G., good condition; recent overhaul £225. Tel.: 021-554 5808 (evenings). (7321)

LOTUS ELAN +2, July 1968; Bahama yellow; 29,060 miles; usual Lotus +2 extras plus boot rack and fitted child safety seat. £1,150. Emmeriamer forces sale. Graham, 20 Forest Close, Cuddington, Cheshire (nr. Oulton Park). (7322)

1932-33 ALVIS saloon. Needs work hence £150 o.n.o. Holder, 26 Pennsylvania Ave., Arle, Cheltenham. Tel.: Cheltenham 52065. (7323)

ALFA ROMEO, 1750 GTV, 1970. One owner; 29,060 miles; Ramponi maintained; faultless condition; white; Motorola. Cinturatos; taxed. £1,765. H.P. possible, part exchange considered. Tel.: Wendover (Bucks.) 3587 (evenings preferred). (7324)

E-TYPE JAGUAR 2+2, NNV 7F; beige with black interior; all extras; 36,000 miles; prime example maintained by professional engineer owner and Jaguar Cars Ltd. £1,450. As a replacement I require a late Series I or Series II drophead in similarly fine condition. Rogers, Welland Cottage, Collyweston, Stamford, Lincs. Tel.: Duddington 652 (evenings). (7326)

BE DIFFERENT, try my 1954 f.h.d. Porsche 356A. This is a fast and comfortable character car; excellent mechanics; re-wired; undersealed; radio; sunshine roof; M.O.T. November 1972. £195. Tel.: 01-998 6401. (7327)

M.G.-B 1963. Red; new hood; clutch; brakes. Good condition; tonneau. Tel.: Richmond, 01-948 0646. (7344)

DELAHAYE 135MS. Exotic Sports/Racing 2-seater; a real gem with beautiful aluminium body. Stored many years; low mileage; excellent condition; very fast with impeccable handling; serious enquiries. Box 3049. (7361)

FOR SALE—continued

TR4A 1966 resprayed white, black trim; new hood; overdrive; wire wheels, two tonneau; Motorola; manufacturer's oil pressure. £675. Box 3100 (Herts.). (7329)

LOTUS EUROPA. White with black interior; Dec. 1970 with 10,000 miles; modified engine gives it a startling performance proving superior to the twin-cam version, very flexible, economical and of course immaculate. £1,150. Tel.: Oldbury (Bristol) 4461. (7342)

MARCOS V6 Mercedes metallic red, black trim; extras sun roof; mag. wheels; radio; roof rack; twin burglar alarm Marcos maintained; new clutch; excellent condition. £1,320 o.n.o. Tel.: Bristol 421356 (evenings). (7341)

MORRIS 8, 1938. Extensively renovated and retrimmed; good mechanical condition; year's M.O.T.; taxed Feb. £135. Rare Lea Francis Roadster 1949; taxed, tested in regular use £295 or sensible offer. Tel.: Stroud 5853 (daytime), Painswick 2028 (evenings) (Glos.). (7343)

1965 ALPINE IV, GT. Midnight blue; new battery and nearly new G800s. £380 o.n.o. 15 Captains Hill, Leasingham, Sleaford, Lincs. Tel.: Sleaford 2787. Available Sussex if not sold by Christmas. (7345)

£260 SPITFIRE, 1963, 56,000 engine. Untouched; M.O.T.; undersealed; one owner since 24,000; new hood. Tel.: Bidford 3356. (7346)

REDUCING PRIVATE collection. For sale: Two English classics in absolutely superb condition. Aston Martin DB2/4, Mark I, 3-litre Vantage, with rare high performance engine, and 1960 Jaguar XK150 "S", 3.8-litre; f.h.c. £700 and £900 respectively. Tel.: Weybridge 49422. (7348)

TR6 MARCH, 1971. White/black soft-top; Overdrive; schoolmaster finds car too uncomfortable; therefore very low mileage, under 4,000 miles. £1,350. Cash, no offers. Repton. Tel.: Odiham 2390. (7347)

VIVA SL90 Brabham, 1968 "F". Taxed to March; M.O.T. May; very good condition; being sold by executors of deceased garage manager at ordinary Viva price. £525. Credit possible. Tel.: Reading 62371. (7351)

JAGUAR XK150S. Immaculate; full history; owned by Semprini; genuine 140 m.p.h. 1950. Tel.: Blundeston (Suffolk) 323. (7352)

RILEY 1½ RME, 1953. Enthusiast owned 11 years; excellent condition; many spares. 81 Bath Rd., Hounslow. Tel.: 01-570 0240. (7353)

M.G.-A 1600 f.h.c., 1961. Taxed, M.O.T., good condition. Pilot Officer Tolman. Tel.: Badale 2173. (7354)

PRIVATE COLLECTOR wishes to dispose of two Bentleys, 1953 R-Type Manual; recellulosed Tudor over shell grey; pale blue upholstery; new roof lining; woodwork re-polished; five new tyres; rechromed parts. Engine overhaul by official dealers, 5,000 miles ago. Beautiful condition. £795 o.n.o. 1953 R-Type Manual, recellulosed midnight blue; pale grey upholstery; radio; complete tool kit; rechromed; new exhaust system. Complete engine rebuild 2,000 miles ago; good tyres. Perhaps the finest R-Type on offer. £895 o.n.o. New Mills (Stockport) 2959. (7355)

M.G.-A 1600 coupé. Many extras; taxed and long M.O.T.; immaculate condition. Must sell; sensibly priced at £315 o.n.o. Tel.: Stamford (Lincs.) 4312. (7356)

LANCIA FULVIA Rallye coupé 1.3, 1967. White with black vinyl roof; radio. Tel.: Churchill (Somerset) 225. (7357)

TR3 EXCEPTIONAL bodywork; interior as new; excellent chrome etc.; overdrive. Offers around £250. Tel.: Bishops Cleeve (Glos.) 3134. (7360)

COOPER 1275 "S" 1964. Taxed, M.O.T., good condition; radio; L/rim; tachometer; tanks; 4½ J's 1300. Matthews, 11 Hoscote Park, West Kirby, Cheshire or telephone 051-355 3737, ext. 2308 (work). (7362)

M.G.-C GT, 1967. Low mileage; red, black trim; overdrive; wires; SP Sports; sun roof; Konis; h.r.w. radio; leather wheel; exceptional condition. 1960 o.n.o. Jem Wilyman 021-308 1238 (home), 021-236 5188 (business). (7363)

LOTUS SEVEN 1,500 c.c. modified Holbay engine, two twin-choke Webers, c.n. box; wide wheels; racing tyres; full weather equipment; ideal road and competition car. £450. Tel.: 02216-6225. (7365)

PORSCHE 911T Targa, 1968. Tangerine; Sportomatic; 5-type mags; stereo radio/tape deck; special seat; airhorns; beautiful condition; mechanically A1. New exhausts; brakes; extensive engine/gearbox overhaul; over £400 spent since July. Change in plans forces sale. £2,400. Tel.: Chelmsford 58318. (7364)

AUTOMATIC SUNBEAM Alpine GT; twin Webers; new pistons; rings; recent gearbox; recellulose 1970; detachable hard-top; midnight blue; M.O.T., taxed, Superb, 1964. £398. Tel.: Shere (Surrey) 2061. (7367)

TRIUMPH TR3A, 1960. Overdrive; wire wheels; red; long M.O.T.; taxed. £340. Tel.: Bill Collingwood, Keyingham 3107 or Hull 36717 (day). (7366)

DAIMLER SP 250B. Due to unforeseen circumstances for sale. Works axle and gearbox 2,000 miles, also new suspension and brakes; complete new clutch; carbs.; distributor and exhausts; maker's oil pressure; original ivory bodywork; all bills. £750. Part exchange Mini. Tel.: Clovelly (North Devon) 382. (7368)

FOR SALE—continued

HONDA S800, 1967. Yellow, "G" registration genuine 18,000 miles; excellent condition and recently tested. £420 o.n.o. View at Colney Heath Service Station, Nr. Hatfield. Tel.: Colney Heath 413. (7369)

SUNBEAM ALPINE GT, Mk III, 1963. White; tonneau; overdrive; reconditioned engine; many extras. Excellent condition. £265. Tel.: Warren, Bristol 693831, ext. 923 (days) or call 71 Effingham Rd., St. Andrews, Bristol 6 (evenings). (7370)

PORSCHE, Stripping 356B, spares. Inquiries to Mitchell, 119 Vine Rd., Stoke Poges, Bucks. Tel.: Farnham Common 3955. (7371)

LOTUS ELITE, 1962. Dark blue; Webers; Taxed, M.O.T. £395. Also RWG Brooklands Memorial Trophy, winning car 1954. For rebuild £150. Wynne, Brooklands, Ticevath, Lanner, Redruth, Cornwall. (7378)

BRISTOL 401, 1950. Resprayed blue, re-ground crank; new bearings; valves and guides, etc. First class condition. £350. 43 Pilgrims Lane, Bugbrooke, Northants. Tel.: Northampton 830502. (7372)

ALFA ROMEO 1300, GT Junior, 1970. Yellow ochre/black; excellent condition; Radiomobile fitted; 10,000 miles only; £1,500. Currie, Tel.: Peterborough 69418. (7373)

M.G.-A 1600 Roadster. Four new wings fitted; good chrome; Pirelli tyres; wants re-pray. £385. 40 School Lane, Grenoside, Sheffield. (7374)

DAIMLER SP250, 1960. A fine example of a car which is appreciating; 85,000 miles, belloyed genuine, history known. Resprayed in Regency red, recarpeted; re-chromed, retrimmed; front suspension re-bushed; steering partially rebuilt; brakes rebuilt. Other mechanicals are very good. £600. Tel.: Clitheroe (Lancs.) 2119. (7382)

M.G. ZB, 1959. Varitone; good mechanics; body reasonable. £125. Little Bragmans, Betsize, Sarret, Rickmansworth. (7381)

M.G.-B 1970, April. Green; wire wheels; overdrive; radio; excellent condition; one owner. Otherwise would consider good offer for 1971 TR6. Tel.: Great Longstone 278 (Derbyshire) or 0742 343034 (office). (7380)

M.G. MAGNETTE, 1961. Condition as new inside and outside; very low mileage; taxed and tested. £300. Tel.: Hythe (Hants.) 3548. (7377)

TWIN CAM ESCORT, Nov. 69. Very clean; 20,000 miles only; good tyres on Roytyle; Any trial. £835. Tel.: Shewan, Swenquak 51753. (7376)

DARY SP250B. Metallic blue; two owners; very original condition. £495 o.n.o. H.P. available. Tel.: Southport (Lancs.) 57504 (evenings). (7375)

135 SINGER, 9 h.p. Sports Special. A unique motor car, very little restoration needed. £250 o.n.o. Tel.: 01-422 5100 (Northolt). (7385)

"E"-TYPE, "G" registration; 2+2 Opalescent maroon; biscuit interior; Motorola; wire wheels and heated rear-window. £1,495. H.P. arranged; part exchange considered. Tel.: Ruabon 2240. (7384)

LOTUS ELAN. Very fast hairy; drophead; purple; 1965. Immaculate. Rebuilt engine; radio; air horns; new clutch; shock absorbers. £675. Tel.: 01-428 7803 (evenings). (7383)

M.G.-B GT, 1967. Metallic beige; overdrive; wire wheels, radio. £750. Tel.: 01-560 5199, ext. 310, Camberley 21129 (evenings). (7330)

TVR VIXEN, S2, June 1970. White; radio; Mag. wheels. £1,125. Tel.: March 2147 (evenings). (7331)

BENTLEY 1952, Mk. VI, SS, 4½ Twinpipe. Magnificent condition; recellulosed. Connollyed, complete. £550. Mitchell, Kirtlebridge (Dumfries) 312. (7332)

1965 COOPER "S", 1275. One owner, taxed; M.O.T. April. £325. Tel.: Buckingham 3397. (7333)

BRISTOL 401; v.g.c. Must sell, urgent, owner going abroad. Tel.: Wigan 83087. (7334)

FIAT 124 Saloon, 1970. "H" registration; green; tan interior; well-maintained. £780. H.P. facilities available. Tel.: Scunthorpe 0724 5673. (7335)

PACKARD 120, fixed-head coupé. First registered 1938; right-hand drive; good mechanical condition; M.O.T. July 1972; fair body; all original. Very rare model. Offers around £500. Tel.: 021-353 8412 (Sutton Coldfield). (7336)

RILEY RME, 1½-litre, 1953. Maroon; excellent condition; new roof; engine 18,000 miles; regret sale of namesake but space required for pram. £240. Tel.: Riley, Nailsea 3547. (7342)

ALFA ROMEO, 1600 Sprint, 5-speed f.h.d. Twin Webers; high lift cam; 1st class mechanics. Bargain £385 o.n.o. Tel.: Flax Bourton 3112 (Bristol) (evenings). (7340)

XK140, F.H.C., 1956. C-type head; good condition; M.O.T., taxed; used daily. Tel.: Jock Tewkesbury 3740. (7338)

1968 MORRIS Mini-Cooper Mk. II; low mileage; sun roof; reclining seats; many other extras; pampered condition. For details phone 01-399 9073 (evenings). (7339)

1965 "E"-TYPE Jaguar. Drophead. Carmine red; chrome wires; hard-top; radio; stereo tape; beautiful condition. £1,095 or exchange with cash for country cottage; piece of land, etc. 15 Highland Rd., Worcester. Tel.: 21667. (7385)

SPRITE, 1963, Mk. 2. Superb condition; recently resprayed; Gold Seal engine etc. M.O.T. until May. Around £280. Tel.: 021-744 7882. (7388)

FOR SALE—continued

M.G.-B GT, 1970. Glacier white, black interior; reclining seats; Rostyle wheels; radio; twin spots, etc. Immaculate condition throughout. Any trial. £1,250 o.n.o. G. Doiman, 9 Churchill Drive, Manor Park Estate, Ruddington, Nottingham. (7387)

BENTLEY R-TYPE, 1953 manual. Tudor grey; sunroof; radio; M.O.T. etc.; very good condition throughout. £575 o.n.o. Tel.: Tatfield 270. (7389)

FROGEY SPRITE. Metal bonnet; new battery; very original. £160. Tel.: 01-727 6049 (evenings). (7390)

BENTLEY MK. VI. Freebone and Webb "Razor Edge" alloy-bodied saloon; black. 1947/48, first registered 1962; excellent exterior and mechanicals; interior needs tidying (carpets, etc.); complete brake overhaul; new exhaust; tyres; battery. Good M.O.T. £660 or offer. Brodricck. Tel.: Christow (Exeter) 486. (7391)

TR6, 1969 "G". Overdrive; radio; white; black trim; soft-top. Tel.: Colne (Lancs.) 3912. (7393)

1933 SINGER, 9 h.p., 4-seater Sports and spares for sale. Offers to D. Riley, 100 Far Lane, Rotherham, Yorkshire. (7398)

AUSTIN HEALEY, 3000 Mk. 3, 1965. Indicated mileage 34,000; exceptional inside and out; overdrive; wires; radio; tonneau. £700 no offers. 92 Entry Hill, Combe Down, Bath. Tel.: Combe Down 3156 (evening). (7397)

HARRINGTON ALPINE, 1963. Must be sold. Was advertised at nearly £300. Will accept best offer over £200. Excellent mechanics; good body. Tel.: Bolton 24919. (7403)

MK. IX JAGUAR automatic. Taxed and M.O.T. till March; complete engine rebuild 4,000 miles ago; new tyres; brakes; steering etc.; fitted radio; sun roof; PAS; tow bar; meticulously maintained and immaculate throughout. £285 or exchange. View Coventry or London. Tel.: 0203 (Coventry) 314553 for full details. (7402)

SUNBEAM TALBOT, Mk 3, 1955. Floor change; overdrive; rev. counter; heater; radio. Very nice example. £160 o.n.o. Tel.: 01-363 8053. (7399)

1958 FROGEY Sprite 2-car garage +4 cars—enforced sale before Winter of excellent example. Resprayed; retrimmed; G/s engine; gearbox; hard/soft-tops; Cints.; M.O.T. June. £200. Harrison, 3 Damask Green Rd., Weston, Hitchin, Herts. Tel.: Stevenage 2211 (office). (7407)

1965 JAGUAR 4.2 E-type roadster. Unmarked yellow coachwork; black leather interior with white piping; new white everflex hood; Sundym glass windows; chrome wires (just serviced); Blaupunkt radio; new (only 200 miles since); clutch; tyres; battery; all chromework; weatherstrips; wipers; exhausts, etc. (bills shown). Unexpected delivery of new car, therefore must sell £925 o.n.o. Tel.: Southport (0704) 67296 (after 5.30 p.m.). (7400)

1933 WOLSELEY Hornet. Special Sports. Very good condition. £300. Tel.: Scott, Stoke-on-Trent 58585. (7401)

RARE STANDARD Flying Nine (CB), 1939. Two owners 36,000 miles; everything magnificent. Brilliant original paintwork; tools; handbooks; spares. £170 o.n.o. Details: Munns, 21 St. John's Drive, Chaddesden, Derby. (7404)

SS100 1936. Fine condition; just ran like a bird to Italy and back. Offers. Possibly exchange quality vintage/PVT, e.g. Lancia, Alfa, Invicta, w.h.y., open, hairy? Box 3111. (7405)

M.G. "M" 1930, +SSII, 1935. Both need work; must clear first reasonable offers. Tanglewood Lodge, Common Rd., Stanmore, Middlesex. Tel.: 01-950 1019. (7405)

1971 MARCOS, 3-litre, 8,000 miles; tangerine; sun roof; mags; overdrive; electric windows; radio. £1,495. Tel.: Thanet 21510 or 53615. (7406)

ROLLS-ROYCE P1. Chassis completely restored to concours standard; would satisfy the most fastidious buyer. Tel.: Holden, Reading 882057. (7416)

M.G. YB. Rare 1953 Sports saloon. Immaculate condition; rebuilt and maintained by enthusiast; 12-months M.O.T. Bargain at £225. Tel.: 021-354 6810. (7410)

MINI MARCOS, "J" registered. Cooper 998 engine, fitted 4,000 miles ago; Stage 2 head, high-lift cam, twin 1½ in. carbs.; three branch manifold, Duplex timing chain gears, fully balanced; full black interior trim; high back seats; fully instrumented; Quartz lights, air horns, etc., etc. Fiat yellow with black pinstriping, built from new parts. Offers considered around £600 or possible part exchange. Tel.: Sleaford (Lincs.) 3213 (after 6 p.m.). (7417)

LEA-FRANCIS, 1949, 18 h.p. saloon v.g.c.; M.O.T. Must sell, offers invited. Tel.: 021-458 6805. (7411)

M.G. MIDGET, 1970. Dark blue; Rostyle wheels; radials; air horn; A.R.B. In excellent condition, always sensibly driven, this tough, lively and economical car must be good value at £725. Tel.: Shipley (Yorks.) 53686. (7413)

SUNBEAM MK. III saloon 1956. Duo-green; floor-change; gearbox and exhaust, just renewed; year's M.O.T.; exceptional condition, some spares. £140. Barnes, 2 Elms Ave., Littleover. Tel.: Derby 46199. (7414)

JOWETT JUPITER, 1952. Genuine and completely original down to its glass soft-top window; wealth of spares including two engine/gearbox units; workshop and parts manuals; used daily by elderly owner until March 1970 when impracticability necessitated laying-up; overall condition indicates recorded mileage of 87,524 is genuine. £225. Part exchange big Healey cash either way. Tel.: Ryde (I.O.W.) 4444. (7415)

FOR SALE—continued

AUSTIN HEALEY 3000, Mk. III, 1967. One meticulous owner; genuine 39,800 miles; Healey ice blue and Old English white; fitted overdrive; wire wheels; Motorola; full tonneau; heater. 1950. Part-exchange and finance facilities available. Tel.: Ryde (I.O.W.) 4444. (7415)

NOVEMBER 1947, Riley 2½-litre, black and brown, Chassis 57S 2505, engine 2505; Full year M.o.T. Price £350, Box 3098. (7418)

TVR 1800 S, 1967. Close ratio gearbox; overdrive; oil-cooler; radio; 5½ J's; adjustable suspension. Many other extras. Tax, M.o.T. £795, H.P./Part exchange. Tel.: Fleet 6573. (7409)

BMW 1800 TI Sports Saloon, 1967. Fantastic car; 30+ m.p.g. £685, 42 Dunkeld Rd., Bournemouth. (7422)

LOTUS-CORTINA, 1966. Excellent original condition; sun roof; radio; air-horns; new clutch. £570. Tel.: 01-977 7450 (after 6.30 and weekends). (7431)

M.G.-A TWIN-CAM tourer. Rebuilt by knowledgeable enthusiast with many now rare or unobtainable parts. In the condition you always hope but never expect to find; resprayed original Ash green; potential concours winner. Offers over £500. McElroy, Torcross, Kings Rd., Hazel Grove, Cheshire. Tel.: 061-483 5582. (7432)

M.G.-B 1968, immaculate, white; 33,000 miles; overdrive; oil-cooler; tonneau; extras. £820. Tel.: Coventry 0203-462878 (evenings). (7434)

M.G. TF. One of the few for sale in Scotland. Tel.: Mr. Campbell on Forfar 2580 for full particulars and price. (7437)

BENTLEY MK VI, 1949. Black over grey; very nice condition all round; sun roof working; detail work only needed to bring up to really excellent condition. £410 o.n.o. Tel.: 061-445 1550 (evenings). (7446)

1936 ASTON MARTIN 1½-litre Mk. II L/C. Engine overhauled but dismantled and some work needed to complete, hence the price of £1,000. Tel.: 01-499 7133 (day), 01-624 3927 (evenings). (7447)

TR4, OVERDRIVE; Clints; M.o.T. August 1972; hard/soft Surrey top; very clean condition; 1964, £515. Tel.: Newcastle, Staffs. 0782 64758. (7448)

FERRARI 250 GT, 2+2, 1963. Superb condition; silver blue; Stereo tape and radio; over £300 spent on recent overhaul. Starting business forces cheap sale at £1,330. Contact Peter Thorpe, telephone 01-650 4335 (evenings). (7449)

TWO M.G. TCs. One completely rebuilt, second suitable for spares; 16 in. and 19 in. wheels; spare X/PAG only 3,000 miles. £600. Wristle R. P. Barton, 10 Victoria Road North, Southsea, Hants. (7450)

RELIANT SCIMITAR, 2½-litre, GT, 1966. Bronze; wires; overdrive; 47,000 miles; carefully maintained. £695 o.n.o. Tel.: Mellows, Reigate 44366 (daytime) or 49689 (evenings). (7451)

1948 TRIUMPH Roadster, TRD 1800. Long M.o.T.; in good order. Tel.: Bampton 496. (7452)

UNIQUE PORSCHE. Type 356 Cabriolet. Aluminium body built to special order by Reutter Zuffenhausen, March, 1953. Pristine condition, white, red/grey trim; 60,000 miles since new; chassis overhaul by Porsche Zuffenhausen 3,000 miles ago. Details of this valuable and totally exceptional Porsche from Goodman, Hillfield House, Eldersfield, Gloucester. Tel.: 045-284 250. (7453)

1933 M.G. L2 Magna two-seater sports. £375 o.n.o. Tel.: Hathorsage 414 (after 6 p.m.). (7439)

M.G. ZB VARITONE, 1958. Very good condition for year; new radials, £185 o.n.o. Tel.: Haslemere 3566. (7288)

TR4A, 1965. One of the finest available; 49,000 miles; £200 worth S.A.H. mods. fitted from new, too numerous to list; hard-top, wires, overdrive, etc.; white, red flash. £695. Tel.: Southport 4757. (7438)

M.G.-A, 1959, d.h.c., excellent mechanics, phase 2 head, Gold Seal engine. £265. Tel.: Hathorsage 414 (after 6 p.m.). (7439)

FROG-EYED SPRITE, 1961. Gold Seal engine, heater, air horns, leather rim; runner but needs attention to floor and chassis; suit enthusiast at £70. Tel.: 061-789 6672. (7440)

T.V.R. VIXEN S1 (1600), Registered June, 1969. Metallic blue; excellent condition; 31,000 miles; one owner; taxed. £895 o.n.o. Tel.: Stokesley (Yorks.) 649. (7441)

GINETTA G4 1500 GT, 1963/1971. Simply magnificent; rebuilt from scratch; one registered owner; 100 b.h.p.; Arden/Ford; 0-60 m.p.h. 7.2 sec.; 35+ m.p.g.; hard/soft-tops, full carpeting, instrumentation, discs, many extras; beautiful, comfortable, economical, tractable bomb! £650. R. Leach, 45 Park House, Tel.: Welwyn Garden (Herts.) 28140, extension 324. (7442)

AUSTIN HEALEY 100/4 BNI, 1954. Magnificent bodywork, no fibre-glass, good mechanics—as original specification. Don't miss this sound car and investment. Offers around £300. Tel.: Warrington 62159. (7443)

1965 T.V.R. 1800S, Mauve/black. Excellent condition throughout; over £300 of extras (too numerous to mention; carefully maintained example of this desirable sports car. £625. Tel.: Horsham 64502. (7454)

1967 SPITFIRE Mk. II, 47,000 miles; M.o.T. Nov., 1972, hard-top, Cinturatos; well maintained with almost new works reconditioned engine, clutch and carbs; good reason for sale. £470 o.n.o. Tel.: 061-928 7394 (evenings). (7455)

BENTLEY S1, 1956. Sand over sable; excellent inside and out. £795. Loan arranged. Tel.: 031-556 3690. (7460)

FOR SALE—continued

1935 M.G. L2 racing Magna. Full documented history; rebuilt with new chassis, engine and special body by M.G. in 1950; attained 118 m.p.h.; 31,000 miles; could find glory again in right hands; only genuine enquiries. Offers over £750. Walker, 17 Dainton Close, Bromley, Kent. Tel.: 01-460 2356. (7456)

FROG-EYED SPRITE. Immaculate condition; taxed, M.o.T.; Speedwell engine conversion; new radials, anti-roll bar, 1½ in. twin carburettors; many extras, including radio, burglar alarm; bodywork professionally overhauled; respray July, 1971; mechanically perfect, beautiful car; owner sudden emigration, approximately £300 but offers needed. Must sell. Wills, 76 Riverdale Rd., Sheffield S103FD. Tel.: 305858. (7459)

SUNBEAM Doctor's coupé, 1930; 18.2 h.p.; believed the only one remaining; Sunbeam Register; excellent overall condition. £850. Loan arranged. Tel.: 031-556 3690. (7460)

LOTUS SEVEN, 1969; 29,000 miles; yellow; 6½ J rears, q.h. headlights, Bosch horns, 10-in. steering wheel. £725. Tel.: Chandlers Ford (Hants.) 5044. (7461)

A.C. ACECA, 1957, 3.4 Jaguar engine; resprayed white; much recent work; many extras. Tel.: Histon 2641. (7462)

M.G. TD, 1951. Recent professional engine rebuild and respray (B.R.G.); good tyres, brakes, battery, etc., tonneau; taxed, M.o.T. £525. Tel.: York 53701. (7463)

M.G.-B GT, 1967F. Overdrive, wires, stereo, radio, other extras; taxed; excellent tyres, superb respray, teal blue (not shunted); 37,000, £835. H.P. arranged. Tel.: Newport (Mon.) 55481. (7444)

1967 JAGUAR "E", type fixed head coupé; outstanding example in red; chrome wires. Blue Spot radio; Webasto roof, Abarth exhaust, new SP tyres, complete suspension and brake overhaul, new clutch and battery. £1,450 o.n.o. Tel.: 684 1740 (daytime). (7445)

1963 DAIMLER Dart SP250, not the usual worn-out example, new suspension all round, new steering box, new exhaust, 6½ J wheels, 205 x 15 SP tyres, both tops. £700 o.n.o. Tel.: 684 1740 (daytime). (7445)

BMW 2002, 1968. Caribe blue; Alpina specification; two 45 DCOE Webers; 5½ in. special wheels; new XAS; taxed; radio. £1,250. Consider cheaper saloon part exchange. 44 York Rd., Cheam, Surrey. Tel.: 01-642 7808. (7501)

912 PORSCHE, 1966. Aga blue; Motorola radio; a beautifully cared for example, very reasonably priced at £1,325. Tel.: Southport 4757. (7464)

MORGAN +4, 4-seater, 1962. Very sound body; mechanics; but damaged nearside front; needs £200, 150 man-hours for winter rebuild. Offers around £200. Tel.: 01-864 4178 (evenings). (7469)

ASTON MARTIN, DB2/4, Mk. 1, 2.6 Vantage; excellent mechanics; superb condition inside and out. £580 o.n.o. Tel.: Dudley, Basingstoke 26261 (office). (7470)

AUSTIN HEALEY, 3.8 Jaguar engine and gearbox; 8 in. wheels; rally seats; hard-top; overdrive, first, second, third and top; tested. Tel.: Blackpool 54038 (after 6 p.m.). (7471)

MERCEDES-BENZ 1952, 220A; two-seater Cabriolet; i.h.d.; completely rebuilt to original immaculate order; 120,000 kilometers; dark blue; light grey hood; light brown hide upholstery. Always garaged. £3,000. Tel.: 01-240 1524 (evenings). (7472)

BENTLEY D.H.C., 1935. £1,500 or part exchange similar saloon. Delage 20/25, Bentley, etc. No postwars. Cash adjustment required. 9 Dallow St., Burton, Staffs. Tel.: 61734. Photos returned. (7473)

SUNBEAM ALPINE, Mk. IV. Registered Aug. 1964. GT; hard-top, soft-top; tonneau; overdrive; radio; fog and spot; new radials, etc. Whole in 100 per cent. condition. Specimen car. £350. Lupton, Woodpit Cottage, Watnall, Nottingham. Tel.: Kimberley 2155. (7474)

UGLIEST BABY in England forces sale of beautiful Healey, 3000 Mk. II, 1963; M.o.T. September 1972; w.w.; o.d.; soft-top tonneau; other extras. £485 o.n.o. Proceeds will be used to finance my future family planning campaign! Tel.: Crawley 20772. (7475)

LAST OF the breed, 1965 Alfa Romeo Spider convertible; 125 m.p.h.; 5-speed; discs all round; complete new exhausts; v.g.c. £600. No time wasters. Mr. Would, 64 Brooklands Ave., Sheffield 10. (7476)

RILEY ADELPHI, 1936 12/4 saloon. Special series engine; registration AKY 8; black/red; low mileage; excellent mechanics and bodywork; 4 good tyres; long M.o.T. Used daily. £300 or near offer. Ellis, 21 Seaside Rd., Aldbrough, Nr. Hull, Yorks. Tel.: ALD 494. (7478)

RILEY 9, 4-seater tourer; believed 1930. Bodywork incomplete; needs rewire. £140 o.n.o. Tel.: Loddiswell 318. (7479)

E-TYPE, June 1970; d.h.c. with Jaguar hard-top; 17,000 miles; c.w.w.; twin spots; radio; luggage rack; excellent condition. £1,920. Consider part exchange interesting vintage/veteran. Tel.: Steaton (Yorkshire) 52299 (STD 0535). (7480)

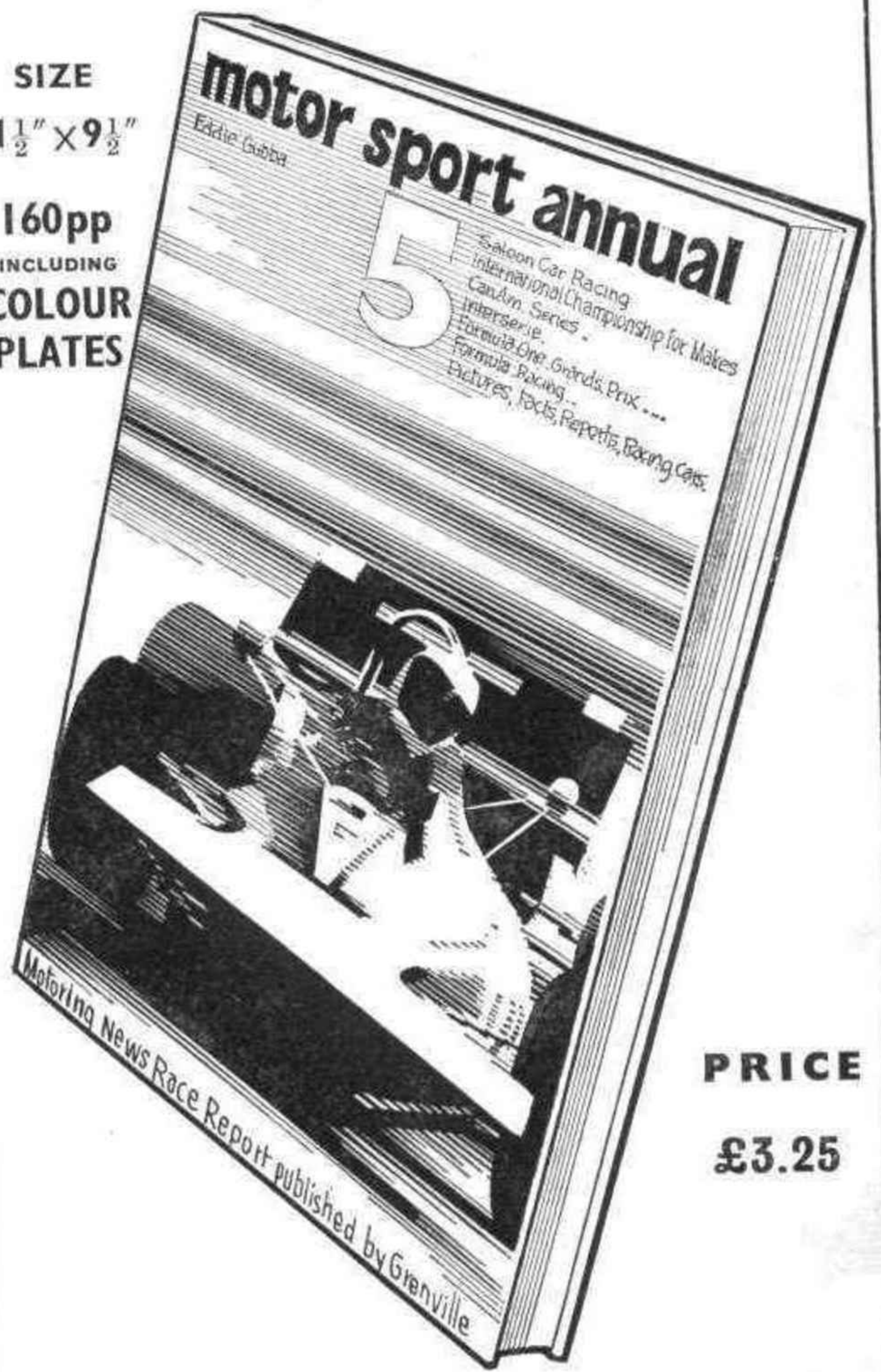
XK120 EXTENSIVELY rebuilt, used daily. £500. Tel.: Port Talbot 5230. (7481)

M.G.-A 1600, d.h.c., 1960. C/r gearbox; tonneau; luggage rack; M.o.T., tax. Burghundy. £350. Tel.: 01-387 8137. (7483)

LANCIA 1.8 2+2 convertible; white; new hood; plus hard-top. Bills for £300, H.P. possible. £665 o.n.o. T. W. Purbrick, East Down, Ashes Lane, Hadlow, Tel.: Hadlow 547. (7466)

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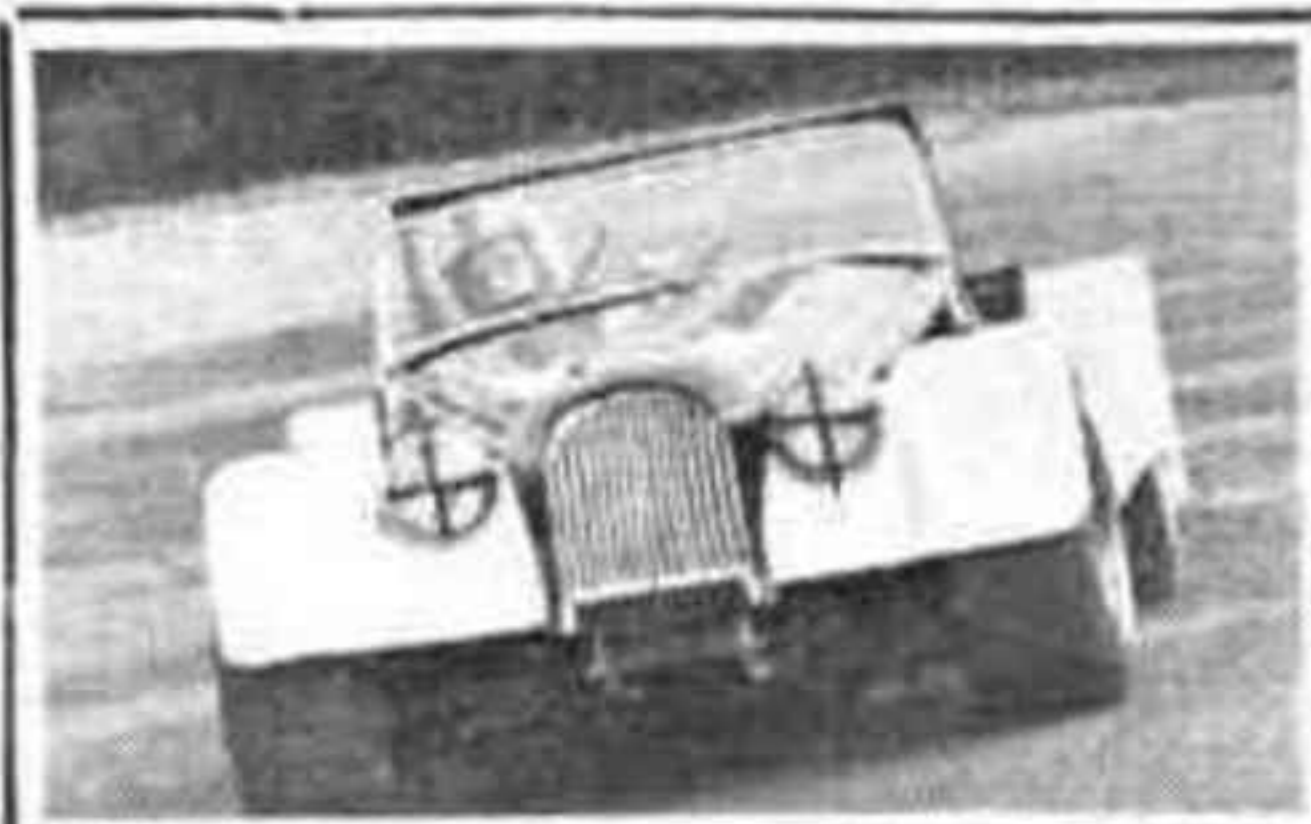
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FOR SALE—continued

BUICK ALBERMARLE four-seater convertible Straight Eight, 1939. Right-hand drive, black with tan interior. This rare vehicle has covered only 34,000 miles from new and is in completely original condition. Fitted twin-wing-mounted spares and Marchals. A collector's specimen at £1,285. Part-exchange considered. Tel.: New Milton (Hants.) 613848. (6992)

AUSTIN HEALEY Sprite, 1969. All extras, "H" reg.; second car; engineer maintained. 1660. Pavis, 19 Eastfield Rd., Caerleon, Mon. Tel.: Caerleon Park 419. (6993)

ELAN S4 SE drophead, June, 1969. Yellow, 37,000, good condition, £1,100 o.n.o. Tel.: Newcastle (Staffs.) 0782 66573. (6998)

1969 MINI Marcos. White with black interior; fitted radio £550 o.n.o. Further details: Higgins, Oak Cottage, Grittles End, Cradley, near Malvern, Worcs. (7000)

LANCIA FLAMINIA coupé, 2.5. Beautiful alloy Superleggera body by Touring. De Dion rear, inboard discs, Konis, XAS. Classic Italian tourer in fine condition. £425. Tel.: 01-592 7300, extension 2403. (6999)

1933 SPEED 20 Alvis open four-seater. Outstanding example; mechanically faultless; first-class coachwork and weather equipment; used as third car, persistent eciaatica forces reluctant sale. £1,200. Hardcastle, The White House, Bollin Hill, Wilmslow, Cheshire. Tel.: Wilmslow 23220 (after 6 p.m. or Sundays). (7002)

1963 TRIUMPH Vitesse, 1185; 1913 Arrol-Johnston, minus body, for restoration. £600; 1920 Arrol-Johnston for restoration. £675. "Rankin Kennedy" (three volumes), circa 1914, £12; "Automobile Engineer", various bound volumes 1911 to 1928, Bentley speedometer, Erskine front axle with wheels, second-hand tyres 16 in. to 19 in., 1913 Lagonda 11.9 radiator. Tel.: Rayleigh 71520 (evenings/weekends). (7003)

SS100 2½-litre. Red with beige hide; mint condition; M.o.T., taxed. Ford, Fort Villa, Milverton, Somerset. Tel.: 556. (7004)

M.G.-A Mk. II, 1962; 1,622 c.c., tourer. Iris blue. M.o.T.; recent ZXs, batteries, carbs, dynamo, starter, brakes, silencer, suspension, sidescrrens, upholstery, radio, luggage rack, wing mirror; no rust. Invest £390. Miss V. Crouch. Tel.: Beaulieu 370. (7005)

M.G. MIDGET Mk. II, 1964. Really excellent throughout for year. Red, black interior; long M.o.T. £290. Tel.: Normandy (Surrey) 2364. (7006)

RILEY 1½-LITRE R.M.E. saloon, 1953 (April). Connoisseur's specimen; one private owner; genuine 54,000 miles from new; immaculate. Goodwood green with green leather interior; radio, taxed; absolute showpiece; perfect in every detail. Wonderful investment for £595. (No offers.) Appointment to view. Tel.: Nottingham 88552 (after 6 p.m.). (7008)

M.G.-A 1600. Good radial tyres, hard- and soft-tops, good mechanical condition; M.o.T. £250. Osborne. Tel.: Epping 4242. (7013)

FOR SALE—continued

1937 ROVER Ten saloon. Sunshine roof. This near-vintage car in very good body and mechanical condition; test certificate, one owner from new. Offers invited. Tel.: Cheltenham 52158. (7010)

RILEY 1½-LITRE R.M.E. 1954. Black and Ivory, red leather; M.o.T.; 56,000 miles; beautiful condition body and mechanics. £275 o.n.o. Tel.: Sandbach (Cheshire) 2938. (7011)

ASTON MARTIN DB3, 1958. B.R.G. With Jaguar 3.4 engine; impressive performance improved m.p.g.; Sunderland-Bournemouth (350 miles) without refuelling in 5½ hours; new tyres, 72-spoke wires, 7 in. servo, Marchals, spot, fog, radio, badge bar, mirror; many Aston parts replaced this year. £625. Tel.: Sunderland 71530 (evenings), Bournemouth 65646 (weekends). (7012)

1927 MODEL-A Ford two-door saloon. Maroon and black; good condition; drives very well. Offers over £700. Also 1935 Lancia Astura V8. Very rare car, four-door saloon; mechanically and bodily restored, needs finishing. Offers around £300. N. Swanston, Tan House Farm, Colnbrook, Bucks. Tel.: Colnbrook 2741. (7015)

ASTON MARTIN DB2/4 Mk. II. Rare and pretty drophead coupé, reg. number 10CPL, £695; and 3-litre 1955 Lagonda convertible, £500. Court, Tel.: Woking 5900 (business). (7016)

1966 "E" TYPE f.h.c.; very good condition; radio, magnesium wheels, extras. M.o.T., taxed £1,100 o.n.o. Tel.: 01-242 3441 (day). (7026)

1970 AUSTIN 1300. Very good condition; garaged; regularly serviced. £650. Tel.: Fittleworth (Sussex) 372. (7026)

SUNBEAM TALBOT 10, Feb., 1948, black sports saloon, one owner from April, 1948, original near-perfect condition, sun-roof, taxed, tested. £220. Tel.: Kluhley 62443. (7018)

ASTON MARTIN, 1958, Mk. III. Superb G.T. motoring; opal-lacquer blue, matching interior; overdrive, new M.o.T., radio. £695. Tel.: Cardiff 33931 or Birmingham 643 1562 (office). (7021)

"E" TYPE JAGUAR 3.8 f.h.c., Nov., 1962, 62,000 miles, a summer car, hence no rust! Truly beautiful car; silver blue. £645 or offers to: R. Middleton, 44 Glenside Rd., Lhanbryde, Moray, Scotland. Will deliver. (7022)

BRISTOL 403. Repainted grey; much recent work done, 85c engine, hence only £260. Tel.: Bristol 624852. (7023)

1971 (APRIL) GILBERN Invader Mk. II. 7,500 miles; finished in Ford glacier blue with black interior; automatic transmission, radio, electric aerial; total cost with extras in kit form £1,885. Accept £1,570 o.n.o. Reason for sale, new company car. Paul Lazenby, 6 Beech Av., Willerby, Hull. Tel.: 6482 653673 (day), 6482 29519 (office). (7029)

FOR SALE—continued

M.G. TD, 1951. Resprayed maroon, re-trimmed, reupholstered, good hood; M.o.T. £400. Tel.: Fair Oak (Hants.) 1390 (7-B p.m.). (7030)

M.G.-B, JULY, 1968. Overdrive, wires, new Cinturatos; underseal, 35,000 miles; taxed. M.o.T. Royal blue; spots, extras. £825. Tel.: 01-340 9877. (7031)

DAIMLER SP250 "B", 1962. Mountain blue. Remarkably fine condition; only 78,000 and two owners since new; hard-top, soft-top, tonneau hood cover, push-button radio, wind horns, detached tow bar, etc. Private sale of a beautifully-maintained example at a high price. Only enthusiasts need apply. £850. Tel.: 03-952 3042 or 03-952 5060. (7032)

M.G. MAGNETTE 2B, 1957. Taxed. M.o.T.; well above average. Offers around £150. C. Deakins, Llanwen, Knighton, Radnorshire. Tel.: 447. (7033)

M.G. MIDGET, 1967. Red; one owner; wire wheels, heater, tonneau, etc.; taxed; M.o.T. April, 1972; excellent condition throughout. £485. Tel.: 523 7282 (daytime), 354 3862 (evenings) (Sutton Coldfield). (6314)

MORGAN, 1967, +4 four-seater. Excellent condition throughout; completely original paintwork; tonneau, luggage rack, leather seats, etc. Absolutely genuine reason for sale (three children). £790. M. Booth, Oxborough Rd., Stoke Ferry, Norfolk. Tel.: Stoke Ferry 367 (any time). (7034)

SCIMITAR 3-LITRE G.T., 1968. "G" registration; finished in absolutely immaculate metallic Manhattan blue with black interior; extras include overdrive, push-button radio, one company director owner for its 23,000 miles' life. Must be one of the most beautiful of these indemand G.T.s available. Only £995. H.P. might be possible. Tel.: Woking (Surrey) 67057. (7035)

1953 BENTLEY "R" type manual standard saloon. Blue over black; superb condition. 1971 Stratford Concours. Details, photo. 1999. Rivers Fletcher, The Cradocks, Kington, Warwick. Tel.: 042-682 337. (7036)

RARE BIRD Vintage 1937 Vauxhall 25, believed only two of this model in U.K. Some renovation required but good proposition. £75. Tel.: Wellington (Shropshire) 55139. (7057)

LOTUS ELAN +2S, May, 1970. 11,500 miles, two owners. Offers please. Tel.: Chesterfield 75869 (after 6 p.m.). (7053)

GILBERN GENIE, "G" registration. Zircon blue. Beautiful condition, enthusiast maintained; overdrive, electric windows, magnesium wheels, push-button radio; part-exchange 1966 M.G.-B or Elan same condition plus cash adjustment. £1,000 o.n.o. Tel.: Mirfield 4380 (evenings). (7054)

XK150 DROPHHEAD. Manual with overdrive, re-trimmed white, new black hood, re-trimmed, re-carpeted in green, chrome wire wheels, re-undersealed; mileage 63,000; long M.o.T. £750. Tel.: Garston (Herts.) 72952. (7061)

FOR SALE—continued

LOTUS ELITE, Series II, Bristol body; extensively reconditioned throughout. Climax motor, c.r. B.M.C. box, new Konis, servo; excellent condition. £725 o.n.o. Tel.: (51-648 4781 (Cheshire). (7055)

M.G. NA Magnette, 1934, two-seater; rebuilt to very near original specification; ivory with Leige trim, £500. Offers. P. G. Holmes, 31 Old Town, Wotton-under-Edge, Glos. (7054)

1967½ CHAMOIS Rallye, 998 c.c., works built (£1,000); special binocle, seats and gearing; one owner, 30,600 miles, immaculate. £470. Tel.: Reading 52101. (7060)

JAGUAR XK140 fixed head, "C" type engine, close-ratio box, chrome wire wheels; rebuilt from chassis 1970; truly immaculate example, creates interest wherever it goes. £695. Tel.: Bristol 674679 (evenings). (7063)

ALFA ROMEO Giulia T1, 1964. Blue; nice all-round condition; taxed till Aug., 1972. £380. Tel.: Lancing (Sussex) 2661 (or 5933 (evenings)). (7064)

ELAN, £650. Many extras and new parts. 49 Elgin Mansions, Elgin Ave., W/4. Tel.: Lancing 4782. (7072)

TIGER, 1965. Midnight blue. Rostyle wheels, etc.; excellent condition. Must sell, need cash. First £535; buys this fantastic car. Consider smaller car part-exchange. Tel.: Cottesmore 231. (7071)

1936 25/30 Rolls-Royce limousine, registration number DKT 777. Built by Thrupp and Maberley; part restored; inside re-trimmed; all woodwork repolished; running; needs repaint and some electrical work. £700 o.n.o. Tel.: Woking 65117. (7069)

XK120 SUPER Sports d.h.c., 1954. Completely original; genuinely immaculate; lovingly cosseted; about 130 m.p.h. Price £985. Box 3076. (7070)

JAGUAR "E" TYPE, 1962, immaculate Aubergine bodywork, glass-fibre bonnet, for which replacement panels can be made to order; gas-flowed head, many new parts; including sills, clutch, bearings, rings, timing chains and sprockets, front discs and diff. oil seal. For sale at £595. Tel.: Bristol 421735. (7068)

PORSCHE 912, 1966, de-luxe model. White/red interior, radio, SPs; two owners; excellent condition. £1,370 o.n.o. Tel.: Berkhamsted (Herts.) 2704/2945. (7067)

JAGUAR 3½, 1948, 63,300 miles, recently overhauled; very good condition; extremely reliable. M.o.T., good tyres, new battery. £185. Tel.: Henley 4015. (7066)

M.G.-B GT, 1967. Beautiful black bodywork, wires, new G800s, Abarth, underseal, radio, Rallye seat; seven months' tax. £850. Tel.: Weymouth 5852. (7083)

M.G. TC, 1946. Mechanics excellent; bills for £260; no rust, though paintwork needs attention; hence £225 o.v.n.o. Apply: 7 Salmond St., Kinloss, Forres, Morayshire. (7080)

M.G.-A FIXED HEAD, 1958. B.R.G. Mechanic owner eight years; very good all round. £220 or part-exchange Scimitar, Aston. W.H.Y.? Dr. Ramsden. Tel.: 01-980 3413 (day). (7082)

M. L. RICHARDSON

M.G.-B 1967. Fitted overdrive, wire-wheels, folding hood, tonneau, radials £795
M.G.-B, 1966. Fitted overdrive, wire-wheels, radio, radials £695
M.G.-B, 1966. Fitted wire-wheels, radio, twin spots, leather wheel, radials £645
M.G. Midget, 1970 (June). 1-owner, low recorded mileage, naturally extremely clean example. Fitted radio, Rostyle wheels, reclining seats, etc. £795
M.G.-B, 1964. Fitted overdrive, wire-wheels, folding hood, tonneau, twin spots, leather wheel £495
M.G.-A 1600 Mk. 1 roadster. Fitted radio £225

M.G.-B, 1962 (Dec.). Fitted wood-rim wheel, radials. Exceptional condition for year £410
M.G. TD.11, 1953. A superb specimen in original condition. Documented history over last ten years. Details on application.
M.G. TD.11, 1953. Another excellent example in original specification. 1-owner for last 8 years. Details on application.
M.G. 1300 Mk. 11, 1969 (series). Low recorded mileage. Outstanding condition £675
LOTUS Elan S. S'E f.h.c. 1969. Fitted radio, power windows, k/ons, servo £1,175

TRIUMPH TR4A, 1966. Fitted overdrive, wire-wheels, G800s. Excellent condition £695
TRIUMPH TR4A, 1966. Fitted overdrive, wire-wheels, G800s. Excellent condition. Over £150 recently spent on overhaul £695
TRIUMPH Spitfire Mk. 111, 1968. Fitted wire-wheels, radials £625
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JOHN BRITTEN



For those among you in search of wheels, we offer some very attractive deals. **TVR Vixen S1**, 1968, Regal red, black interior, wire wheels, multi-track stereo, 14,000, one owner, bought it from JB (wise lad), £395. **Triumph TR5**, 1968, Midnight



blue, overdrive, radio, £995. **Austin Healey Sprite**, Sept 1964, BRG, black trim, radials, spotlamps, glass windows, £365. **MG-B GT**, 1968, overdrive, Robt. Hirst at Moscow Road knows more about this one than I do. **Austin Healey 3000**, late 1965, BRG, overdrive, wires, SP Sports, radio, power discs F & R, high ratio final drive, many special features, £855. **MG Midget**, 1969, hatch registration, wire wheels, BRG, one owner, £695. **Morgan 4/4**, November 1966, white, radio, previous mansion-dwelling owner treated it to a new engine, we've fitted new weather equipment, £725. **Morgan Plus Four Plus**, 1966, Regal Red, beige interior, wire wheels, £875. **Lotus Europa S2**, 1969, Lotus yellow, radio, £1,175. **MG Midget**, 1966, black, red trim, wire wheels, radio, Cinturatos, £445. **MG-B**, 1969, Snowberry white, overdrive, level operated reclining seats, radials, one owner, £995. **Triumph TR4A**, September 1966, Signal red, overdrive, wire wheels, radials, £755. **Arkley SS**, newly completed by us, Brooklands green, 4 7J wheels, rubber to match, LHD £650. **Arkley SS**, Indy white, 7J wire wheels, approaching completion. We have several mid-sixties Sprites and Midgets, like piglets going to market some of these haven't long to last in their present form; some will be arkled. Shocking late! **MG Midget**, 1967, BRG, black hood and trim, 1275cc, five new radials, lady owner, £535. **Lotus Elan S1**, drop-

and maintained by/for my wife for past year, £755. **Morgan 4/4**, 1967, complete rebuild 1970, black, wire wheels, £950. **Austin Healey Sprite**, 1970, Bronze yellow, Cinturatos, radio, one owner, £770. **Lotus 7 Series III**, 1970, polished alloy with green accessories and orange flash nosecone, 5J and 7J wheels, replete with accessories, £845. **Morgan 4/4 Comp.**, 1969, Westminster green, late-type wheels, one owner, £1,060. **MG Midget**, 1963, steel blue with white hardtop, black softtop, gold engine, 1098cc, disc brakes, radio, £340. **Austin Healey Sprite**, 1968, Tartan red, wire wheels, oil cooler, ZX tyres, £580. **MG-B**, 1967, Tartan red, black leather, wire wheels, radials, £740. **MG-B**, 1969, Tartan red, one lady owner, air horns, wire wheels, leather wheel, £990. **Morgan 4/4 Comp.** 2-seater, 1969, Canary yellow, black



leather, wire wheels, radials, £1,140. **MG Midget**, 1970/71J, Glacier white, wire wheels, Zx, one owner, £810. **Morgan 4/4**, 1970, Tarnation red, black leather, strapped and louvered bonnet, one rural owner, reg. no. PFH 100, we found a Sir P. F. Hancock in the London phone book and wrote to him but Sir Hancock didn't reply, £1,195



Ford Capri 1600 GTXL, 1969 Nov, Aubergine-black trim, Rostyles, £895. Also have 1967 Vitesse 2-litre with overdrive; 1965 Morris Oxford. Several new MGs, including a new 1972 model MG-B and 3 Midgets in stock, many more on the way. New TVRs (component form) in stock, new TVR 1300 and 2500M coming soon. Please do call in for details, brochures, demonstration drive etc.



head coupe 1967, Signal red, radio, knock-on wheels, leather trim, £940. **Austin Healey 3000**, 1966, Mist blue, dark blue leather, wire wheels, radio, new overdrive Avon radials, high ratio rear axle, £925. **MG-B**, 1966, white, red leather, wire wheels, Cinturatos, radio, £660. **Triumph Spitfire Mk III**, 1968, Conifer green, black interior, lady owner, radio, new tyres, £630. **MG-C**, 1968, 69G, Mineral blue, overdrive, wire wheels, radio, one owner, £920. **MG Midget**, 1968 Snowberry white, wire wheels, he bought it from us last year, £595. **Lancia Fulvia Coupe**, 1967, red, LHD, used

We're Morgan agents, have Morgan spares, Morgan leaflets, Morgan price lists, Morgan service, Morgan colour charts, Now what was it we hadn't got? Ah yes, Morgan cars! Nice waiting

Rural dept: JOHN BRITTEN GARAGES
Barnet Road, Arkley,
Barnet, Herts.
01-449 1144

list, though, not too long, not too short. Drop in for consultation. **Arkley SS** kits usually in stock, choice of wide steel or alloy wheels, you need a Spridget any year from '58 on, must have straight and rust-free floor pan deceptively easy to build, we can do the basic conversion for you, you just finish the car off, fit lights, number plates etc yourself. This actually saves a surprising amount of money compared to have the whole job done by us—£50 or so. This issue of *Motor Sport* is dedicated to our part-time car washers without whom we could never have kept going, pictured are our current boys Steve and Stuart, but we haven't forgotten John with the Limp, Dick, Pete, Long haired John and Richard the Second, Little John, Jeremy Rivers Fletcher, Little Geoffrey Pettit, Chris, Robert Creswell, Little Steve with the motorbike jacket and no motorbike, John Hodge and a dozen others who have sponged and leathered their way through college. Nearly all our used cars have thorough workshop check and service; new oil filter, suspect batteries, tyres, exhausts, brake linings & pads etc renewed, it would cost you £15 to £40 to have this work done, full written guarantee. Early-type MG-B diff complete, new, presumably purchased in error and found in a dark corner of the stores, 1-price MG, Morgan and TVR spare parts and sympathetic servicing. Second-hand



wings etc off arkled Midgets. Some radial tyres (Dunlop, Pirelli etc), new, up to 50% discount according to size. Lorry load of unconsidered sports car trifles. We operate the Personal Export Scheme for tax-free sports cars, picture shows delighted purchaser (to be fair I must add he had



his car hi-fi stolen when the car was in for its 500 mile service and was then somewhat less than delighted). HP deposit is now 25% or can be even less, up to 3 years to pay. Cheaper cars OK with 3rd party insurance. In any case we can get economical insurance for you, special rates for



fibreglass bodied cars (can be unpopular elsewhere). Urgently require 16-19 year old to learn the art of being a car salesman the hard way, £12 p.w. until some glimmer of ability shows through. Want sound, straight but un-immaculate Spridgets for Arkley conversion, also a good fairly late Mim in part exchange for sports car, this being required for our own Miss Janet Ogle. Pr. Strombergs on 6-cyl Triumph manifold £5. MG-B chrome bootrack £4. Pr. black headrests £3. Sprite gearbox (3-speed) £2. TR2 gearbox £2 for the sake of maintaining an arithmetical progression) 1. Set of 5 new 7.4 x 13 Spridget-fit Rostyle-type Wre Rostyle, been widened, Rubery-Owen get upset if we call them Rostyle).



Open to 7pm weekdays, 6pm Sats, closed Sundays. Moscow Road is turning off Queensway, near the skating rink, few hundred yds from top left corner of Hyde Park. Arkley is on the Barnet to Elstree road (A411), just E. of the A1.

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FOR SALE—continued
T.V.R. VIXEN 1968, Bahama yellow, M.G.-B 1,800 c.c. engine; absolute gift at £750. Tel.: Cheltenham 28743. (7081)
ASTON MARTIN DB4 GT. A fine example of this very rare car, 43,000 miles; recent major overhaul; original paintwork; Dubonnet, black leather; carefully maintained by present and previous owner. £1,500. Tel.: 01-428 1457. (7084)
1936 RILEY Kestrel 12/4. Running order; rewired; fair condition £130. 120 Grand Parade, Leigh-on-Sea, Essex. (7085)
ALFA ROMEO Giulia Tubofare Zagato, 1964 Street version; M.o.T.; driven regularly. £1,500 o.n.o. D. Sanders, Peddars Way, Rattlesden, Suffolk. Tel.: Rattlesden 346. (7086)
FORD TWIN-CAM, Series 2, Dec., 1969; 27,000 miles; white, black upholstery; one owner from new; used as second car; alloy Dunlop wheels; radio; radiator blind; long-range lights; undersealed; special seat; extra battery; no rust; no accidents; non-competitive driver; if you are looking for one of these now unique cars in first-class condition this is it. Offers around £925. Tel.: Ecst Grinstead 21573 (after 7 p.m.). (7087)
JAGUAR 3.8 automatic, p.a.s., 1965, Dark blue. Excellent condition; new M.o.T. £495. Tel.: Southampton 69582 (evenings). (7078)
AUSTIN HEALEY 100/6, 1959, Blue; taxed, M.o.T., wire wheels, Cinturatos; good condition. Marine pursuit forces sale, hence £320. Macs. Tel.: Eastbourne 30551 (office). (7090)
XK150 F.H.C. Green. Overhauled engine; many new parts; very good condition. £550. Tel.: 01-853 5481. (7095)
M.G.-C GT, "H" registration, 10,000 miles; sandy beige; sun-roof, wire wheels; radio; excellent condition. £1,150. Mike. Tel.: 743 1418 (day). (7094)
M.G.-B, 1964, Replacement engine, gearbox, overdrive; car renewed throughout; bills; undersealed; superb. £550. Tel.: 02-3041 53B. (7092)
JAGUAR UNUSUAL bargain. Godfrey supercharged Mk. IX overdrive saloon, £500 spent at 34,000, now 37,000 miles; bodywork and blower drive slight attention; buyer must be enthusiast engineer and adept with fibre-glass treatment to complete to dream car specification. Colour: imperial maroon and light grey, red hide interior. £275 or offers. E. L. Parkes, Woodview, Buckholt, near Monmouth, NP5 3RZ, or telephone any time Monmouth 2523. (7089)
MULLINER BENTLEY, 1950, sports saloon, 4 1/4, Mk. V; stored six years; good condition. £575 20 Preston Ave., North Shields (Tel.: 70076), Northumberland. (7093)
1951 ATLANTIC sports saloon. £400. One of the finest remaining. Tel.: 01-856 0772. (7102)
FIAT SIATA Derivata Amica. Only five built in 1951—believed last one in existence; Italian plates still fitted. Import duty paid. Needs painting, etc. Offers. Tel.: Glossop 5750. (7108)
AUSTIN HEALEY Sprite Mk. I; over £200 spent on virtual rebuild; finished Post Office red; hard and soft-top; wide-rim wheels; new 165 ZX radials; 1100 tuned engine. Reasonable offers invited. Tel.: Walsall 26521. (7097)
BENTLEY MK. VI, 1949, Good running order; used daily; good tyres; radio, etc. £125 Box 3086 (Northumberland). (7114)
LOTUS ELITE, 1963, Super 95. Immaculate; bills £750; spares include ZF gearbox, cylinder head, £925 o.n.o. Part-exchange considered. Longdon, Stokes Hall, Leyland, Lancs. (7162)
1936 BUICK 8 Straight 8, white, 5 1/2-litre; running but needs attention. £300 o.n.o. Tel.: Hoddeston 67028. (7161)
MERCEDES-BENZ 220 SE. One owner recorded mileage only 59,000; quite remarkable condition. £400. Tel.: Ascot 23018. (7160)
CONVERTIBLE CITROEN ID19, 1962; r.h.d.; rare car in good condition throughout; leather upholstery; Motorola radio; good hood, new tonneau; year's M.o.T. £325. Tel.: Woburn Sands 2651 (day). 3578 (evening). (7159)
M.G.-A TWIN-CAM, 1959, two previous owners; 54,000 miles; good engine, mechanics, etc.; faded paint; good hood and tonneau; M.o.T. taxed £300. Tel.: Woburn Sands 2651 (day). 3578 (evening). (7159)
1936 ROLLS-ROYCE small H. J. Mulliner sports saloon; one owner 30 years. Box 3083. (7157)
1965 MERCEDES 230SL coupé/convertible; exceedingly smart and well kept. Box 3083. (7157)
ALVIS, 1965, luxurious four-seater convertible; dark blue; recent complete engine overhaul; beautiful condition. £1,195. Tel.: High Wycombe 33776. (7158)
M.G.-B GT, "K"; extras galore! Overdrive, Rostyles, Cinturatos, servo, h.r.w., push-button radio; maker's warranty; one year's tax; genuine reason for this reluctant private sale. £1,495. Tel.: Bristol 44464. (7156)
M.G.-B, 1966, Mineral blue, black trim; two owners; 40,000 miles; extras include 5 1/2 w/w, radials, anti-roll bar, oil cooler, heater, tonneau, rear seat, Miscratis; taxed, M.o.T. £650 o.n.o. Tel.: Gaddy 4601. (7155)
PORSCHE Nine-Dog-Two 1969 model in white/black trim with chrome wheels; fully maintained car in superb order; fitted new Koni's and Continentals; one owner; 20,000 miles. Probably the finest 912 in the country. Buying 411 £1,900. Wilkins, "Cockers", Burwash, Sussex. Tel.: Burwash 536. (7107)



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SUNBEAM ALPINE MK. I, 1954. Connoisseur's specimen, immaculate louvred coachwork in tartan red, completely re-upholstered in black with white piping. New hood, chrome, carpets, etc., etc. Fitted heater, overdrive, floor change conversion and many other refinements.

SUNBEAM ALPINE Mk. I, 1954. Outstandingly eye-catching example in ebony black over silver mist cellulose. Re-upholstered in Cardinal red with white piping. New carpets to match. Much mechanical restoration and careful attention to detail makes this vehicle most desirable.

BENTLEY Mk. 6, 1950. Superb Motoring in the Classic manner, immaculate in golden sand over tawny bronze with red coachline. New chrome, etc. Fine investment in quality engineering at the everyday price of £750.

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1912 VCC dated UNIC 10-h.p. drophead coupé, beautiful condition, very reliable.
1924 HOOKER/THOMAS Brooklands Racing Car, rebuilt, offers wanted.
1939 BMW 327/80 drophead, superb.
1947 HRG 2-seater, rebuilt completely.
1930 MODEL 'A' 4-door saloon £375

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LOTUS

1971 ('K' Reg.) Lotus +2 'S' 130. Yellow with black vinyl roof and black interior trim. Fitted with radio, chrome wheels and heated rear window. Recorded mileage 2,200. £2,525
1971 Lotus +2 'S' 130. Specially sprayed in electric blue and silver with black trim. Heated rear window, chrome wheels and Sundym glass. One owner, recorded mileage 14,000. £2,325
1970 Lotus +2 'S'. French blue with black trim. Fitted with sunshine roof, heated rear window £1,850
1971 Lotus Elan Sprint f.h.c. Yellow over white with black trim. Fitted with radio. Recorded mileage 6,800. £1,595
1971 Lotus Elan Sprint f.h.c. Red over white with black interior. Fitted with push-button radio and air horns. Recorded mileage 7,000. £1,595
1969 Lotus Elan d.h.c. This very attractive car was specially built with flared wheel arches and extra wide rim wheels. Finished in black over yellow with black interior. Fitted with push-button radio. Recorded mileage 33,000. £1,295
1971 Lotus Europa. Lotus yellow with black trim. Fitted with servo brakes, wheel trims, etc. A one-owner car supplied new by ourselves. Recorded mileage 2,000. £1,395
1970 (Nov.) Lotus Europa. White with black trim. A one-owner car which was supplied by ourselves. Recorded mileage 8,400. £1,325
1971 Lotus Seven. Blue with black trim. A very full specification includes alloy wheels, roll-over bar, heater, etc. One owner. £1,045

JAGUAR

Jaguar 'E'-Type V12 2+2 (Reg. Nov. 1971). Primrose with black trim. Power steering and heated rear window. Delivery mileage only. £3,695

Jaguar 'E'-Type 2+2 (1970). Bright red with black trim. Fitted with chromium wheels, push-button radio, Motorola 8-track stereo, sunshine roof, heated rear window. Highly recommended. Recorded mileage 15,000. £2,495
1970 Jaguar 'E'-Type roadster. Bright red with black trim and black detachable hard-top with tinted Perspex roof panels. This impeccably maintained car is equipped with chrome wire wheels and Blaupunkt radio. Recorded mileage 13,000. £2,395
1970 Jaguar 4.2 'E'-Type d.h.c. White with black trim. Chrome wheels, radio, luggage rack, etc. Recorded mileage 12,000. One owner. Hard-top available if required. £2,295

AMERICAN CARS

1971 Boss Mustang (new and unregistered). Bright red with white upholstery. 351 4V. H.O. engine, Hurst 4-speed shifter, Traction-Lok diff., full-length console, power steering, power brakes, A.M. radio, F.60 x 15 white lettered tyres, convenience group, rear spoiler, decor group, Magnum 500 wheels and tilt steering £3,995
1972 Mustang Mach 1 (new and unregistered). A choice of three colours: Bright lime, bright red and dark metallic green. 351 4V. engine, automatic with power steering, disc brakes, electric side windows, Traction-Lok diff., E.70 x 14 whitewall tyres, air conditioning, rear window demister, Ram-Air sport deck, rear spoiler, sports paint, stereo tape player, A.M. radio, sports wheel trims, instrument group, competition suspension, tinted glass and racing mirrors. All at. £3,775
1972 Pontiac Trans-Am. Cameo white with white interior. 4V. V8 H.O. engine, with automatic transmission, stereo tape system, electric defrost screen, tinted glass, power steering, power windows, F.60 x 15 tyres, honeycombe wheels, convenience lamps, etc., etc. £3,895

1972 Pontiac Firebird Formula 400. Monarch yellow with black interior, 400 4V. engine, automatic transmission, F.70 x 14 tyres, A.M. radio, front console, rally wheels, power steering, power brakes, tinted glass and air conditioning, etc. £3,750
1972 Camaro SS. Z.28 (new and unregistered). Spring green with white interior. Automatic with power steering, power brakes, custom interior, sports stripe, tinted glass, full-length console, etc., etc. £3,895
1972 Formula Firebird. Sundance orange with black interior. 400 4V. engine, automatic transmission, A.M./F.M. radio, full-length console, custom wheel covers, power steering, power brakes, tinted glass and air conditioning. £3,850
1971 'K' Mercury Cougar XR7 convertible. Metallic blue with matching trim. 371 cu. in. V8 power unit. Automatic transmission, power steering, power hood, tinted glass, radio. Recorded mileage 5,000. £2,995
1969 Ford Mustang Mach 1. Maroon with biscuit interior. 351 V8 4V. power unit, matt black ram-air bonnet, automatic, power steering, air conditioning, radio, sports deck and centre console, sports wheels and sports paintwork. Recorded mileage 30,600. £1,845
1966 ('67 registered) Ford Mustang hard-top. Bright red with black trim. Fitted with automatic transmission, air conditioning, radio and 8-track stereo unit. An outstandingly well maintained car in above average condition. £995

TRIUMPH

1970 Triumph TR6. Ivory with black trim. Fitted with works hard-top and soft-top, overdrive, push-button radio and tonneau cover. 25,000 miles, 1 owner £1,395
1970 Triumph TR6. Navy blue with black trim. Fitted with overdrive, push-button radio. Recorded mileage 24,000. £1,345
1970 Triumph TR6. Damson with tan trim. Fitted with wire wheels, overdrive and tonneau cover. A one-owner car with a recorded mileage of 24,000. £1,325



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1968 M.G.-C roadster, in black, fitted wire wheels, overdrive and radio ... £875

1967 TRIUMPH TR4A, in white, fitted wire wheels and overdrive ... £795

1968 JAGUAR 'E'-Type f.h.c., in white with black trim; well above average; chrome wires, tinted glass all round ... £1,595



1965 SUNBEAM Alpine, with hard-top and overdrive, in red ... £459

1969 MARCOS 3-litre (illustrated), in orange, fitted radio, sun-roof; a very bright car ... £1,249

1965 VOLVO P1800 2+2 sports, in Volvo red, fitted overdrive ... £795



1967 SUNBEAM Alpine, in red; one owner from new, only 28,000 miles ... £675

1969 MARCOS 3-litre, in snow white; an outstanding car, with radio and sun-roof, mag. wheels ... £1,295

1968 RELIANT GT 3-litre, in blue, overdrive and radio ... £995

1965 TRIUMPH TR4A, Surrey top, in black with red interior, fitted wire wheels, overdrive. One of the best ... £595

1966 JAGUAR 'E'-Type +2, in primrose with black trim, fitted chrome wires, radio ... £1,295

1969 MORGAN Four/Four, in blue, wires and tinted screen; pristine example ... £995

1971 TRIUMPH GT6 Mk. III (illustrated), in burnt almond; one owner from new, 4,000 miles; virtually as new with major part of manufacturer's warranty still left ... £1,235

1969 M.G.-C GT, in mineral blue, fitted wire wheels, overdrive and radio ... £975

1969 LOTUS Elan Special Equipment drophead, in beige with black trim, fitted radio; a well cared for example ... £1,150

New MATRA 530 LX (illustrated). A fabulous 2+2 sports car, 1,700 c.c., mid-engined, lots of extras are standard; even the roof comes off in two parts. On the road and taxed for £1,995

1970 OPEL GT (illustrated), in metallic gold; one owner; radio, electric aerial; 17,000 recorded miles. A practical car with a difference, 1,900 c.c., approx. 28 m.p.g. ... £1,350

1966 model PORSCHE 912, in white, two owners. In pristine condition, with radio ... £1,395



1970 M.G.-B, in blaze with matching Bermuda hard-top; 8,000 miles only, fitted radio ... £1,129

1968 LOTUS 2+2 Elan, in metallic sage green with black interior, fitted radio; 29,000 miles, one owner ... £1,295



1964 ASTON MARTIN DB5, in Dubonnet rosso, Selectaride, wire wheels, radio, etc., etc. ... £1,395

1969, 'H' reg. JAGUAR XJ6 (illustrated), in Regency red. Automatic, power steering, Webasto sun-roof; documented history by Henly's and an outstanding example ... £2,090



1971 Atlantis M.G., in red; a very rare car, fitted with 1600 X-flow GT engine which makes this car very exciting ... £875

1970 FORD Mustang fastback 2+2, RCM 15,000; power steering, radio, power brakes. Metallic burnt almond coachwork with tan interior and beige vinyl roof. Economical engine, very quick ... £1,795

SPORTS CARS WANTED

CASH OR PART EXCHANGE

1966 TRIUMPH TR4A, in B.R.G., fitted wire wheels, overdrive; fine example ... £695

1969 JAGUAR 'E'-Type +2 Mk. II, in Regency red, fitted radio, h.r.w., Rostyle wheels ... £1,975

1970 LOTUS Europa, in blue; a very well cared for example, low mileage ... £1,150

1968 M.G.-B GT, in mineral blue, fitted wire wheels, overdrive, radio ... £975

1970 'J' Reg. TRIUMPH TR6, in red (illustrated). This one owner vehicle is fitted with wire wheels, overdrive and radio; 8,000 miles from new ... £1,395

1969 AUSTIN HEALEY Sprite, in red, fitted wire wheels; one owner from new ... £669

1966 AUSTIN HEALEY Sprite, in red, fitted tonneau ... £439

1968 TRIUMPH TR5, in red; one owner from new; fitted wire wheels and overdrive ... £975

1966 LOTUS Elan S2, in blue, fitted silver hard-top and knock-on wheels ... £795

1970 TRIUMPH TR6, in damson with tan upholstery, overdrive and wire wheels ... £1,250

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

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INFORMATION

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

FOR SALE—continued

DAIMLER EMPRESS 3.8, 1956. Graciousness and spacious luxury. Doors designed for homosapiens not lizards; purchased from Stratstones, price negotiable. Tel.: Bridgend (Glamorgan) 2781. (7250)

M.G.-C 1969 ('H') roadster; 21,000 miles; one owner, wires, radio; taxed; underscaled; overdrive, tonneau. Offers around £980. Tel.: Middlesbrough 780855 (evenings). (7251)

1928 AUSTIN Burnham 16/6. Restored body/mech. 1970; new roof and tyres, re-spoked w/w; many useful spares. £470. Tax/M.o.T. June. Tel.: Oxted 2949. (7252)

GILBERT 1800 GT, 1966. Concours winner. 48,000 miles, s/roof, o/d, reclining seats. Rare car must be seen. £950 o.n.o. Tel.: Ringmer (Sussex) 487. (7253)

M.G.-B 1966. Hard/soft-top, tonneau, radio, wire wheels; absolutely immaculate. Mods and extras too numerous to list. £625 o.n.o. Tel.: Bristol 692479. (7254)

TRIUMPH TR4, 1962. Red, radio, soft, hard-top, tonneau, v.g.c. £290. 4-Belgrave St., Nelson Lancashire. (7255)

FOR SALE—continued

LOE 3, XK120. First registered Feb. 6th, 1951; chassis no. 660337, engine no. W/2507/7 B.R.G.; 4 owners only from new, original book, in my possession for 3 years; have spent a lot of money to professional bods to have this vehicle refurbished bodily and mechanically, now requires finishing trim, etc., bodily 100 per cent, mechanically 100 per cent. £600. Viewing in the Midlands by arrangement. Part exchange considered. Tel.: Portmadoc (North Wales) 2958. (7256)

LOTUS SEVEN, Series VI, 1600 GT; 5 months old, in perfect condition, latest specification; fitted extras include radio, heater and roll bar; blue; can be seen Bristol or London. £900. Tel.: Temple Cloud 711 (day) or High Littleton 4475 (evenings). (7257)

PORSCHE SC, 1964. Yellow-ochre; black interior; Blaupunkt radio; Porsche service maintained; bills available. £925 o.n.o. Tel.: Lytham 4464 (after 6 p.m.). (7258)

M.G. TD 1950. Breaking for spares or self complete. S.A.S. Bates, 7 Poplar Ave., Markfield, Leicestershire. (7259)

FOR SALE—continued

VERY RARE Wolseley 8 saloon, one owner, genuine mileage, 61,000, exceptional condition throughout; sensible offers around £175. Tel.: 0224-732002 (Aberdeen). (7260)

1920 SILVER GHOST open tourer, black and green. Details from Noale, The Nook, Purshall Green, Droitwich, Worcestershire. (7261)

SUNBEAM TALBOT saloon late 1951; M.o.T. certificate to February 1969; gearbox reconditioned 1967. Service manual and instruction book. £45. Tel.: Sedgwick (Kendal) 583. (7262)

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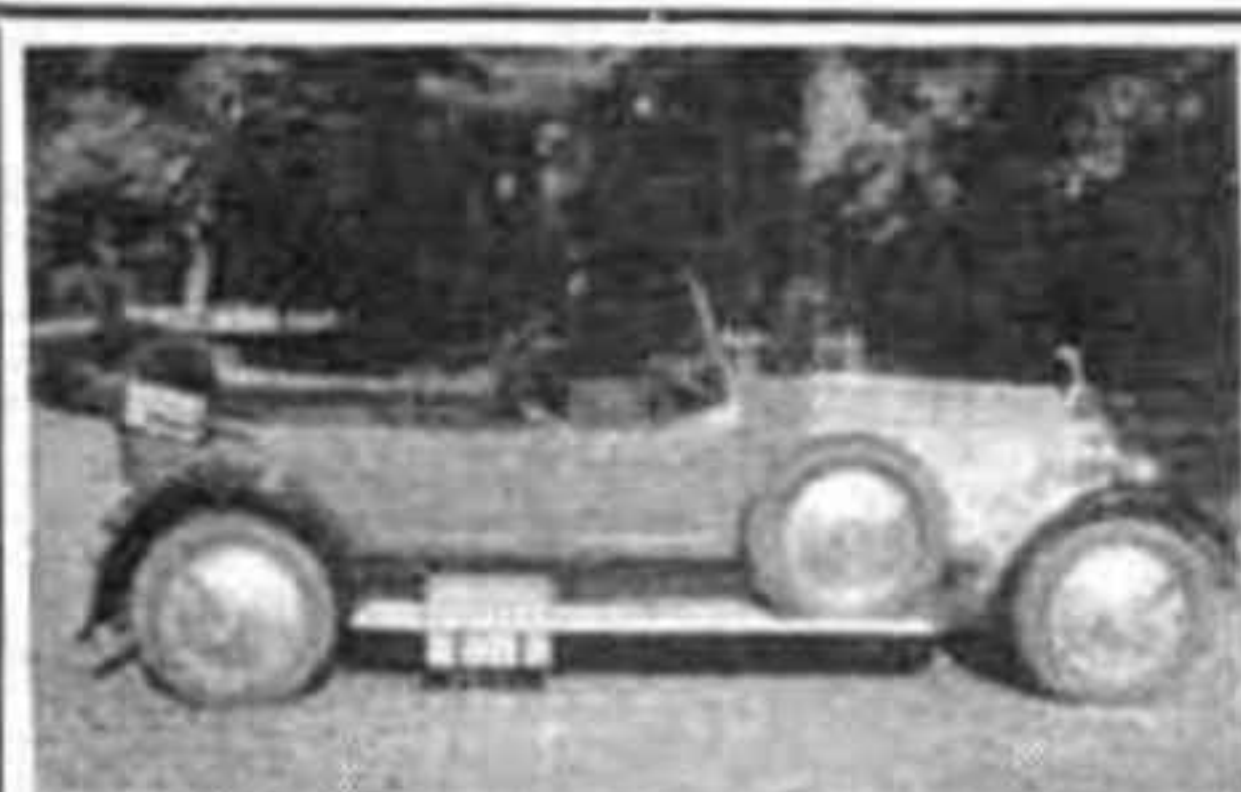
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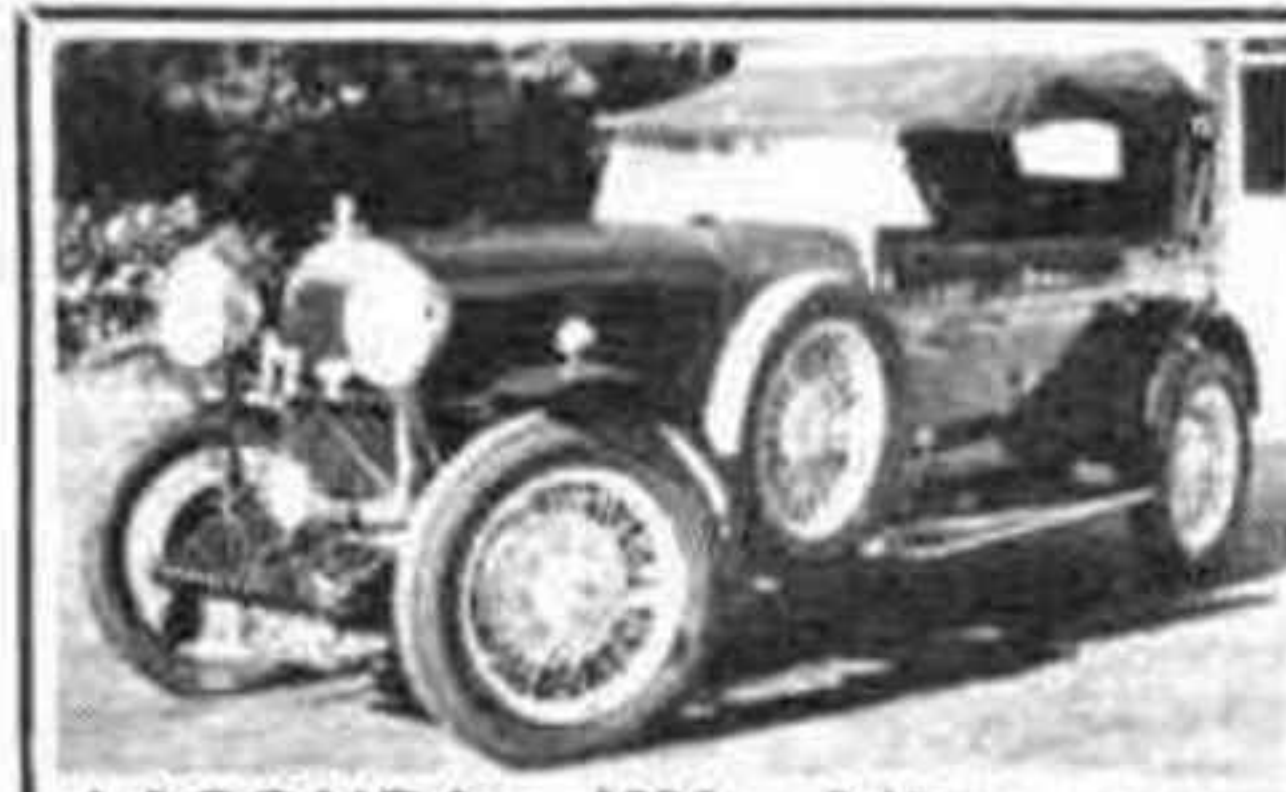


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RELIANT SCIMITAR. Sept. 1964. W/W; new Avons; radio; overdrive; electric sun roof; ex. factory Motor Snow car. £430 o.n.o. Tel.: Fleetwood 5680 (evenings). (7529)

1968 M.G.-B GT. Dark blue; wire wheels; Cinturatos; overdrive; Motorola; 8-track stereo; perfect condition; 40,000 miles. £950 o.n.o. Box 3108. (7530)

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SUNBEAM-TALBOT, 4-litre saloon by Rootes only 80 of these fine examples built. £110. Tel.: Eversley (Hants.) 3442. (7532)

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FERRARI sales brochures, leaflets; literature; all models prior 1965. Anthony Stamer, 76a High St., Long Crendon, Aylesbury, Bucks. (5525)

WANTED. Registration GG, GVG, PG, GP, any numbers. Ivydene, Hook Norton, Banbury, Oxon. (5528)

ANY SPORTS CAR, any condition, any year, damaged or unbeat; also saloons; vintage cars. Cash. Tel.: 01-658 1005 (any-time). (4276)

M.G.'s WANTED: TAs (£85-£395), TCs (£85-£495), TDs (£100-£300), TFs (£125-£650), pre-war M.G. models (£50-800). Smashed, dilapidated or good. Price on condition. Cash paid. Tel.: 01-521 0520. (5034)

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A.C. COBRA condition immaterial. Tel.: Harpenden (05827) 61367. (6914)

MORRIS MINOR pre. 1953, condition immaterial. Tel.: Harpenden (05827) 61387. (6914)

WANTED: for Alfa Romeo, two 18 x 475 wheels or rims with detachable outer rim, would exchange two 550 rims or buy. Cherrett, Old Forge, Quarr, Gillingham, Dorset. (6887)

M.C. OR M.E.C. with low number wanted. Cash waiting. Write Mr. Cook, 64 Coniston Cres., Loughborough, Leics. Tel.: 61220. (6892)

CA OR CRA registration number wanted, low or interesting number. Reply Anderson, 12 Saracen Rd., Norwich. (6929)

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1923 ROLLS-ROYCE 20. Rear spare wheel mounting or any parts for same. Good price paid. Wilkinson, Repton Rd., Newton Solney, Burton-on-Trent. (6873)

REG. NUMBERS wanted: KM, HS, GS. Low numbers preferred. Would consider buying complete car or exchange higher value car. Box 3114. (7046)

AUSTIN HEALEY 3000 Mk. III works hard-top required, good price paid. Watts, 14 Chelmsford Rd., Shenfield, Tel.: Brentwood (Essex) 2978. (7045)

1938/1939 T or TB model M.G. Midget with Tickford drophead bodywork. W. P. Stride, The Folly, Hasnaker, Chichester, Sussex. (7041)

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M.G. TF 1500 wanted in good condition. No dealers and no rubbish please. Tel.: 01-992 0332. (6994)

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WANTED: Solid brass speedometers, clocks, and hubcaps and unusual radiator ornaments for autos of the early 1900-15 era. Good condition only; no dents and no broken or missing parts. State size, shape, maker, auto made for and price in dollars. B. Blossat, 623 S. Park, Hinsdale, Ill., 60521-U.S.A. (7048)
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WANTED: "MOTOR" Nov. 14th, '70 through May '71, incl. "Motor Sport" Nov., Dec., '68; Jan., March, May, Aug., Dec., '69. Reply airmail. L. Ault, 3 Kennard Court, Saint Paul, Minnesota, U.S.A. 55106. (7073)
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M.G.-B RUSTFREE 68/69. Essential undersealed. Service history. Full details. Cash. Tel.: 01-935 7119 (1-2 p.m.) (7092)
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VETERAN VAUXHALL Flying bird emblem/radiator cap wanted. As fitted to models between 1922 to 1934. Details to Mr. C. Bolton, 1 Keswick Drive, Frodham, Cheshire. (7079)
REAR BUMPER in good condition required for M.G.-A twin-cam. Morley, 84b Wellington Rd., Fallowfield, Manchester 14. Tel.: 061-273 6667 (office). (7091)
WANTED: Any Sports or Vintage or left-hand-drive car; year and condition unimportant; immediate cash payment. Tel.: 01-602 0748 (Kensington, London). (7146)
WANTED: Rolls-Royce Silver Cloud or Silver Dawn. (Scruffy or tatty preferred). Condition unimportant; immediate cash payment. Tel.: 01-602 0748 (Kensington, London). (7146)
WANTED: 1935 Rolls-Royce 20/25 in good and original mechanical order. Would consider car with poor coachwork or chassis only. Details to Heath, Kettle Green, Much Hadham, Herts. Tel.: 2735. (7141)
AUSTIN 7 Ulster blown or unblown engine required or parts. Box 3081. (7130)
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WANTED—continued

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REGISTRATION number CHG, CG, CH, C or G wanted on any vehicle. Good price paid. Tel.: Wymeswold 880619. (7222)
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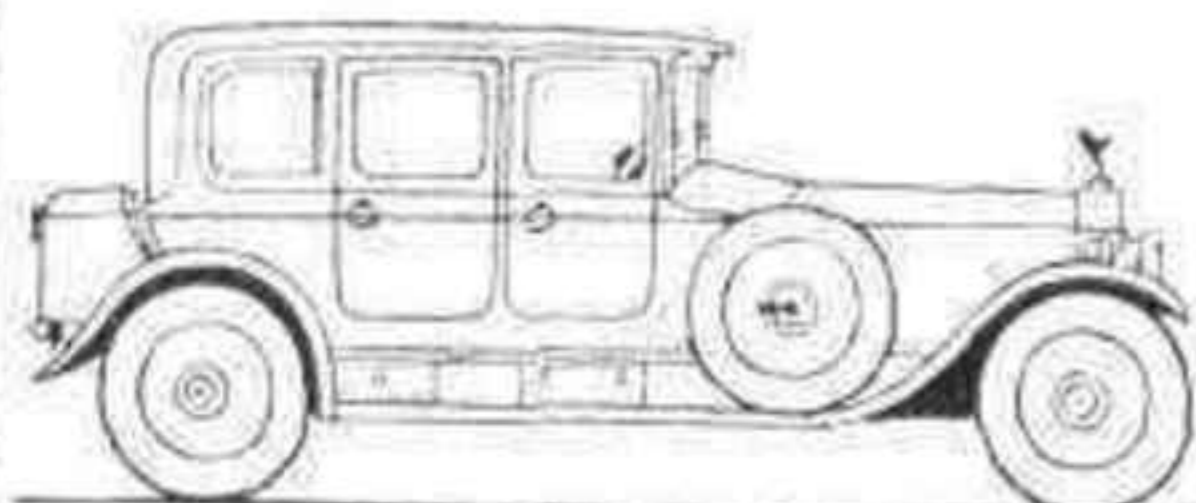
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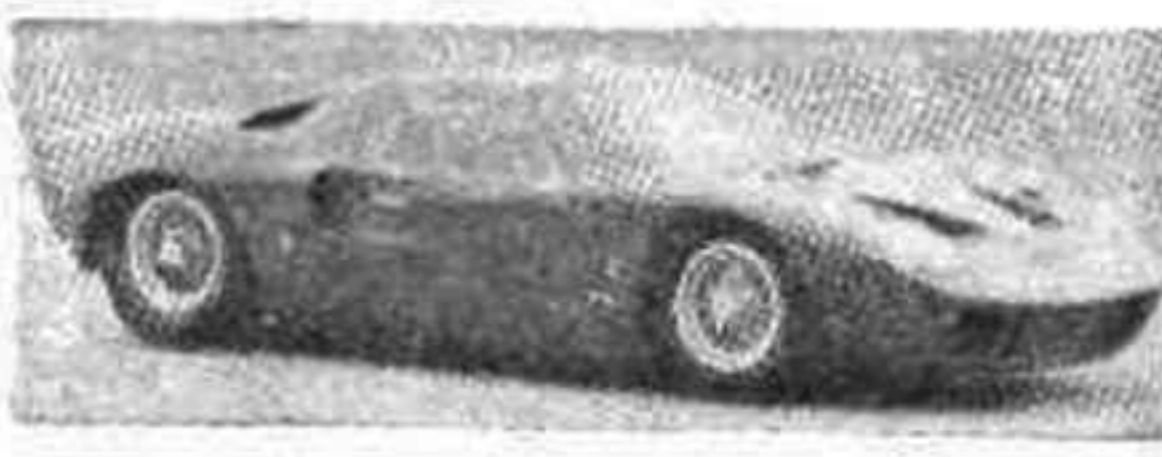
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Extremely rare Continental Classic, very few of which were imported into this country in right-hand-drive form — **LANCIA Aurelia Spyder GT**, 1956, finished in red with dark red trim and black carpets; exterior chrome replated; indicated mileage 55,300, mechanically good. **£750**

BENTLEY Mulliner Continental, 1953. BCB Series, manual gearbox; opalescent green, grey interior. Actual *Autocar* Road Test car May 1969. Paintwork very good, interior above average and an excellent chassis; we shall be carrying out a full service, etc. **£2,450**

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ROLLS-ROYCE Phantom I — all-aluminium light-weight 2/4-seater coachwork built circa 1947 and never completed; needs glass, trim, hood and painting; chassis is very sound with a new exhaust system, new tyres and a rebuilt radiator; also a very fine pair of Grebel headlamps; this is *not* a "replica" but a well-proportioned and distinctive "one-off" of excellent construction.

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

BENTLEY Mk. VI, 1948, 4-dr. James Young saloon coachwork, finished in grey with light fawn leather interior; bodily sound but paintwork requires attention and interior trim and carpets show signs of age, good chrome, first-class tyres; mechanically sound, with full-flow unit. **£350**

ALVIS TD21, 1961, manual gearbox, dark green leather; we are thoroughly servicing, the car appears to be mechanically sound and a very fair specimen for its year and must be remarkably good value at **£495**

HWM-JAGUAR GT coupe, built 1961 by George Abecassis; space frame, De Dion-type rear end, "D"-type head and camshafts, triple Webers, oil-cooler, etc., Alfin drums; engine just overhauled, differential unit rebuilt by makers. Blue with blue and grey leather trim, electric windows and aerial, chrome wire wheels. **£2,750**

VINTAGE :
SUNBEAM 16.9 tourer, 1927, highly original car in every respect, black, original dark red leather interior, new fawn hood and side-curtains; an Auster rear screen is available with the car and we are carrying out a mechanical check, but preliminary tests have proved the car to be very good all round. Two owners since 1949 and stored for considerable periods. (For photograph, see last month.) **£1,175**

1926 VAUXHALL 14/40 saloon, f.w.b. and 4-speed box; coachpainted black on peacock blue, good brown hide interior; highly original and practical car in good running order. **£850 o.n.o.**

We are offering for sale on behalf of a customer, a very early **LANCIA Lambda Fourth Series** (actual car featured in "Profile"), highly original including beaded-edge tyres, lamps, instruments, etc., mechanically very sound, currently undergoing an extensive overhaul of the coachwork including a retrim, new hood, repaint, etc. Trimming and paintwork not yet done and offers around **£1,450**, or even an interesting part-exchange could be considered at this stage; alternatively, we are in a position to get the work completed to a customer's requirements.

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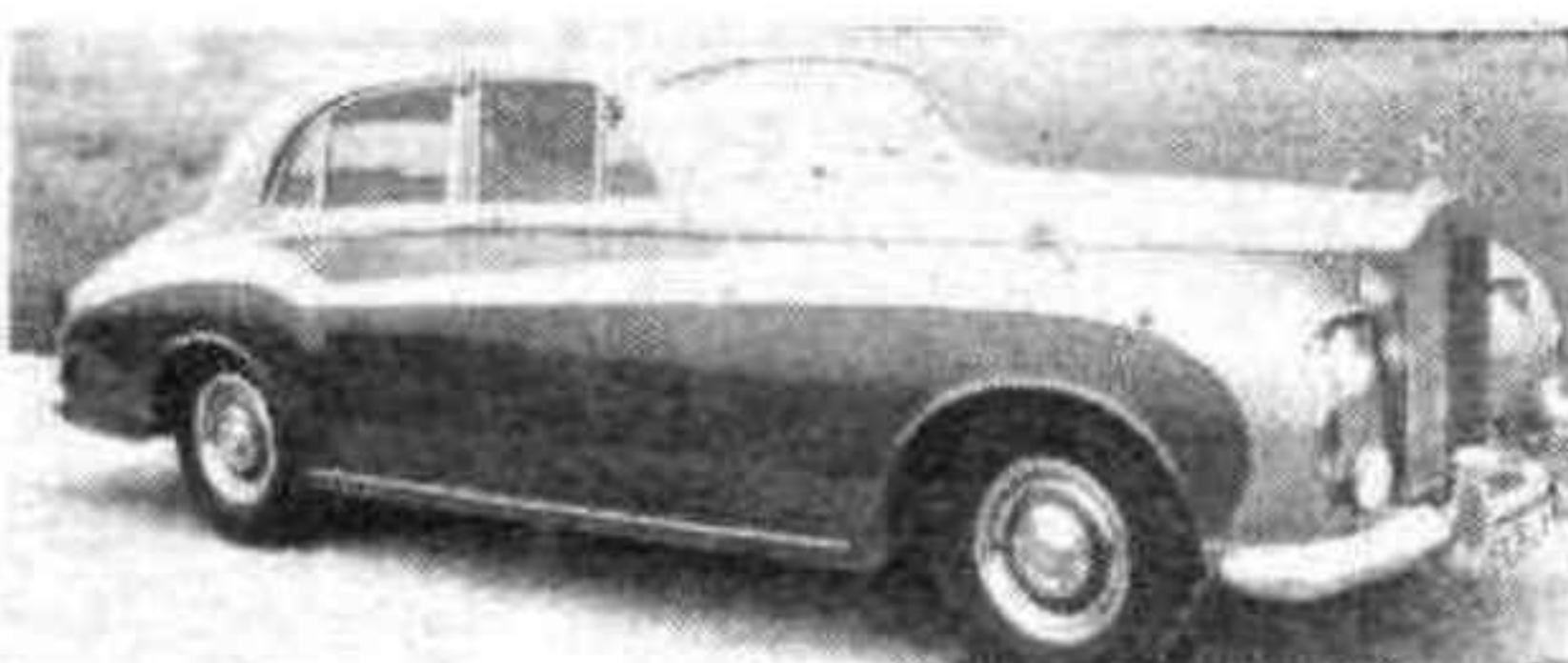
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MORRIS 1937 12/4 Deluxe 4-door sunroof saloon, so original it's not true!—Here's the punchline—one Owner and 19,000 miles from new. What more can one add (except £495!)



BENTLEY 1955 S1 Continental 2-door Mulliner fastback with automatic transmission, 2 owners, finished in ebony with red hide trim, superlative condition throughout.

BENTLEY 1961 SII standard sports saloon in excellent all round condition, cellulosed in astral blue over shell grey with blue hide trim. Electric windows, etc.

ROLLS-ROYCE 1959 Silver Cloud I High compression series, with electric windows, documented history from new with a total recorded mileage of under 80,000. Coachwork finished in midnight blue, lined in gold.

BENTLEY 1952 Mk VI Big Bore coachbuilt 4-door sports saloon by H. J. Mulliner, extensive overhaul totalling nearly £1,000 just completed. Finished in velvet green, coach lined in gold.

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BENTLEY St. Sun roof saloon; practically faultless; concours competitor. £1,100. May take "R"-type in part exchange. 50 Rowney Croft, Birmingham, Tel.: 021-745 6060. (7314)

UNREGISTERED pre-war SS two-seater PVT Sports. Exchange for Aston, Lagonda, Alfa or any classic sporting car, VSCC eligible. Cash adjustment either way or sell cash. David, Tel.: 01-907 5026. (7522)

MISCELLANEOUS

RRT 11 REGISTRATION number. Offers with running A50 if wanted. Box 3112. (6888)

WHAT OFFERS? "Motor Sport", Vol. 25 to date complete Autosport Vols. 1 to 28 complete; first 8 vols. bound; 3 years Road and Track; Motor Racing 1954-64 complete, all clean and sorted. J. Smith, "Bough Ley", Burwash Weald, Sussex. (6901)

A.C. ENTHUSIASTS are invited to join the A.C. Owners' Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. New membership secretary: Miss Jean Lawes, 2 Ashley Drive, Walton-on-Thames, Surrey. (7541)

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OLD TOY CARS, trains wanted by private collector; all pre-1950 models bought. Apps, 125 Paynes Rd., Southampton. (6913)

DEF 1 registration on 1956 Rover 90. Offers. 59 Sudbury Park, Sudbury, Derbyshire. (6883)

SEND DETAILS of wanted and for sale registration numbers to: 132 High Lane, Brown Edge, S.-o.-T., Staffs. (6876)

EITHER 1920s Fiat Sports, two-stroke engine, very hairy, or 1939 Buick saloon, £335 or offer. Both extremely smart, Buick as original. Also immaculate horse trap. Dave Mayes, 6 Arlington Ave., Leamington Spa, Tel.: 20273. (6848)

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BOOKS for sale: Marque histories, records, statistics, sports-car histories, manuals, veteran, vintage, modern. Fisher, 130 Hollingbury Park Av., Brighton, Sussex. (6885)

RILEY NINE engine, gearbox, £25; Rolls B60 engine, £10. Swan, Sutton Scarsdale, Chesterfield. (6882)

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XK CLUB ANNOUNCEMENT. Mr. A. P. Henshall, 178 Moor Lane, Woodford, Stockport, Cheshire, SK7 1PJ, is the new Secretary. Mr. E. J. Thacker, Firtree House, Ravenscliffe Rd., Kildgrove, Stoke-on-Trent, is the new Treasurer. All membership and financial correspondence should be sent to these two respectively. Many thanks to Peter Welham and Bob Hadfield and a Merry Christmas to all XK enthusiasts. (4728)

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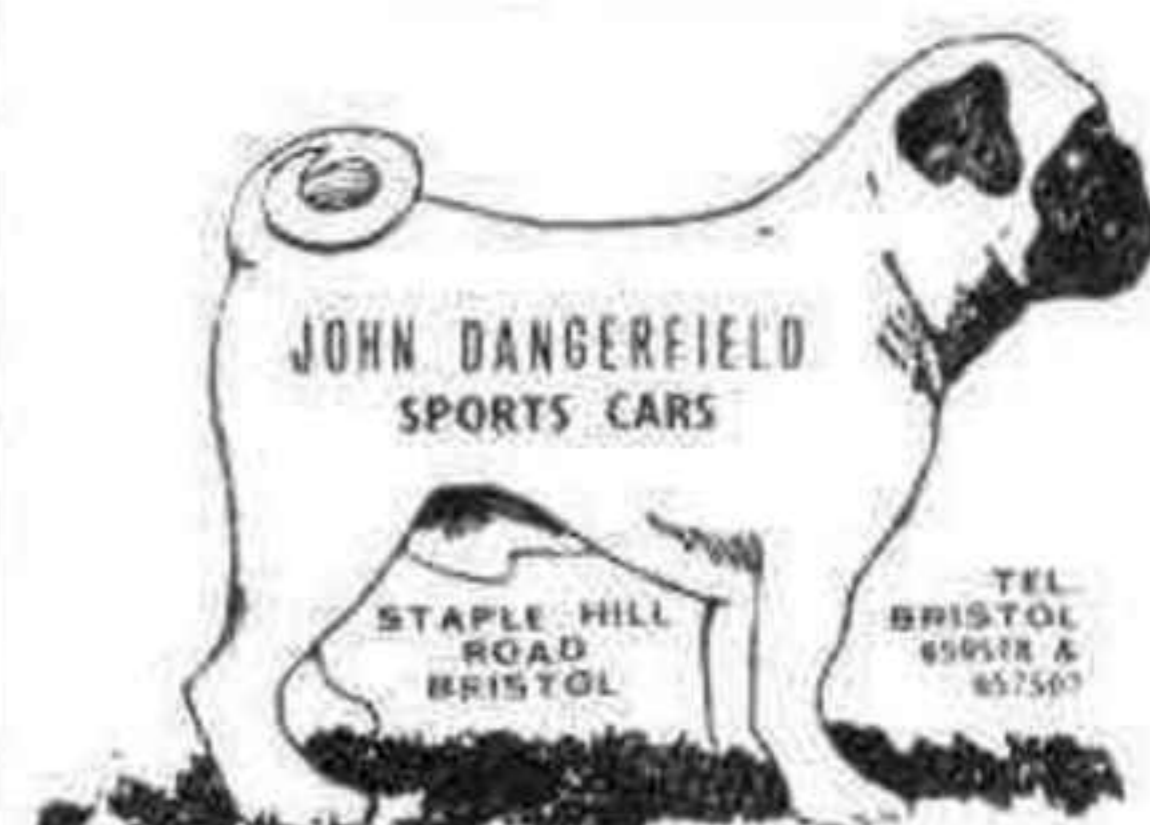
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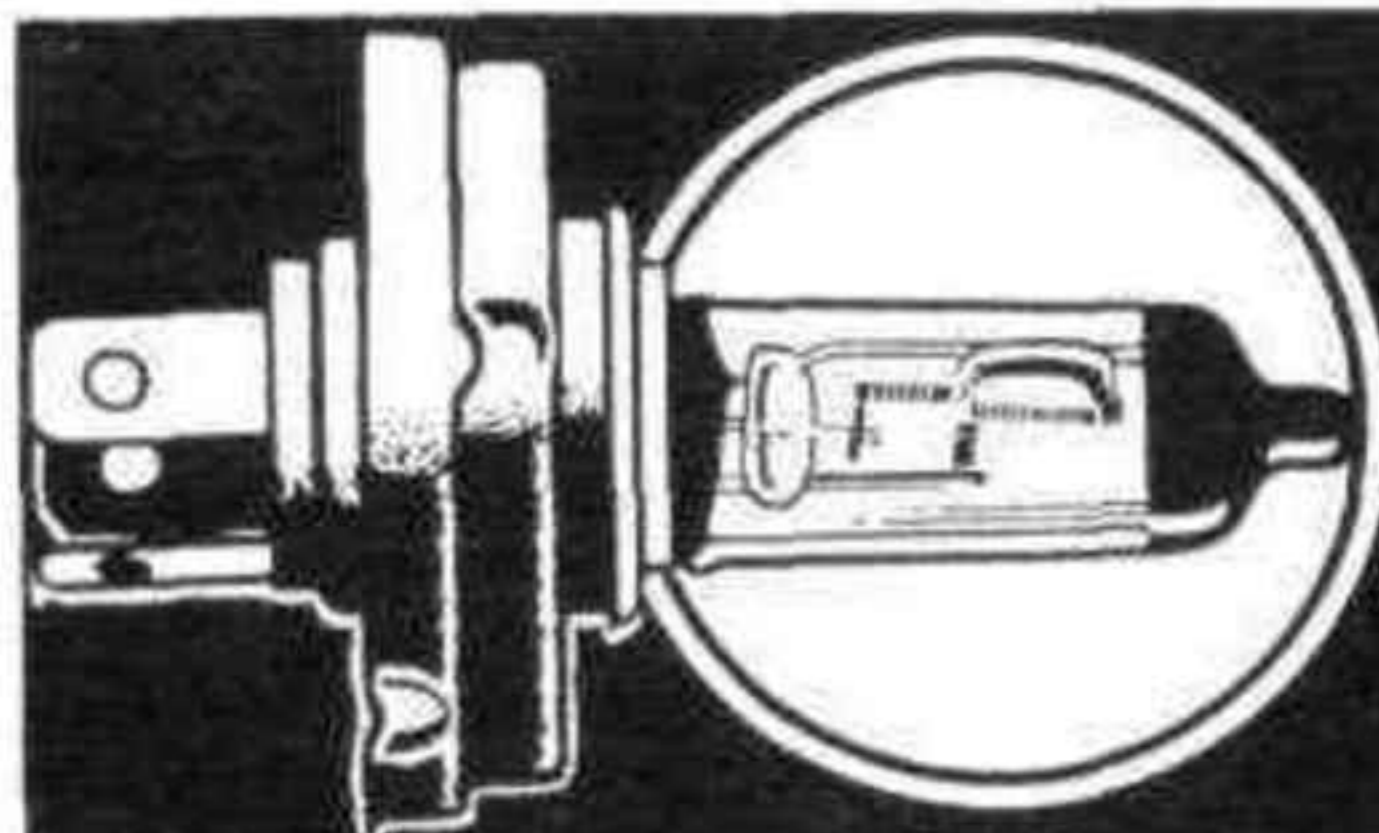
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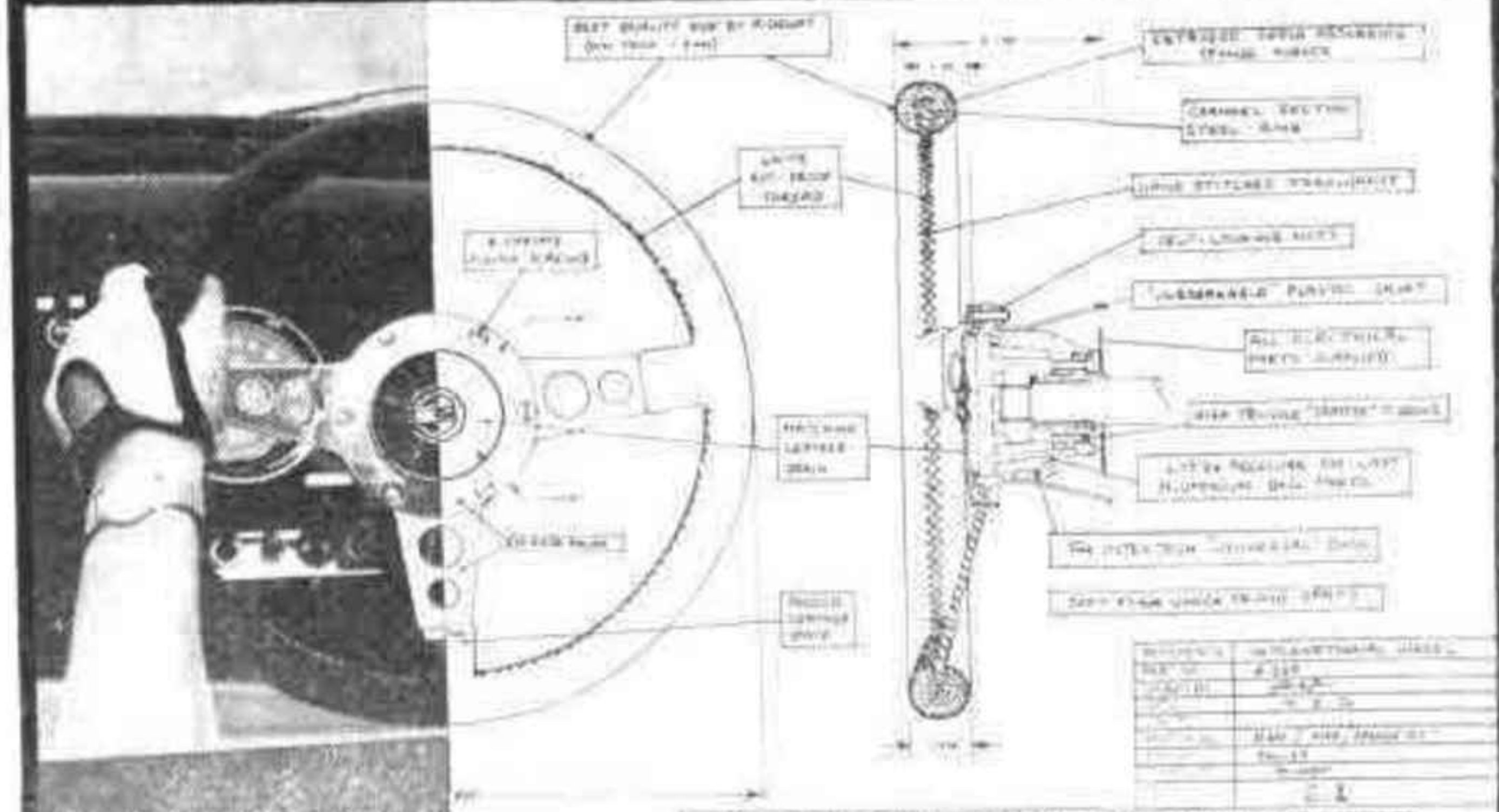
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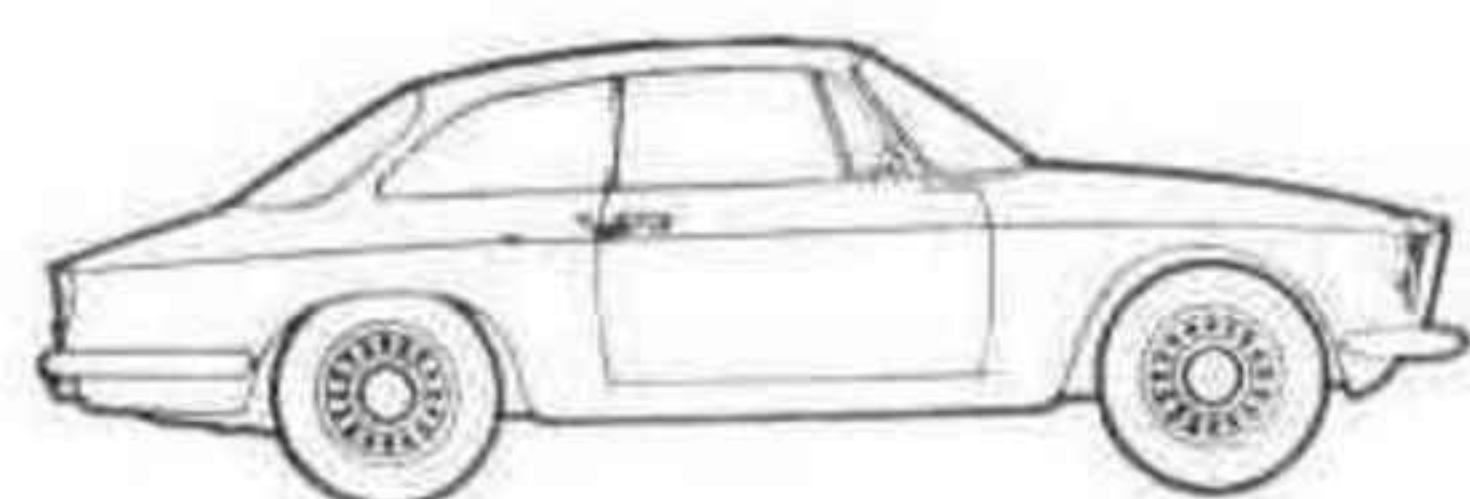
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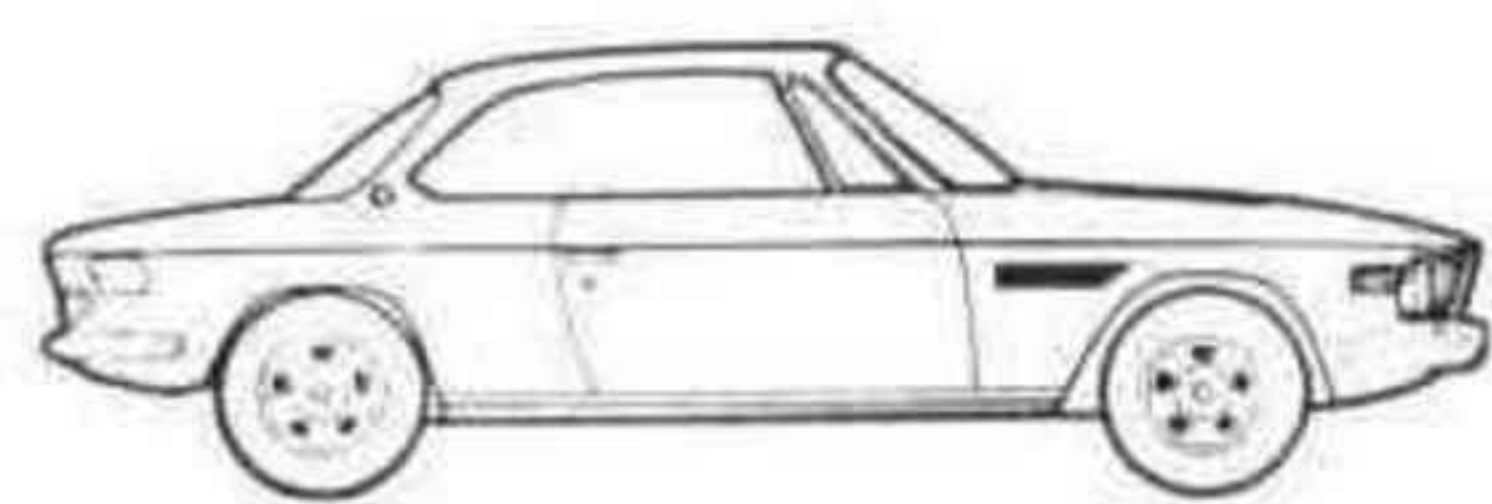
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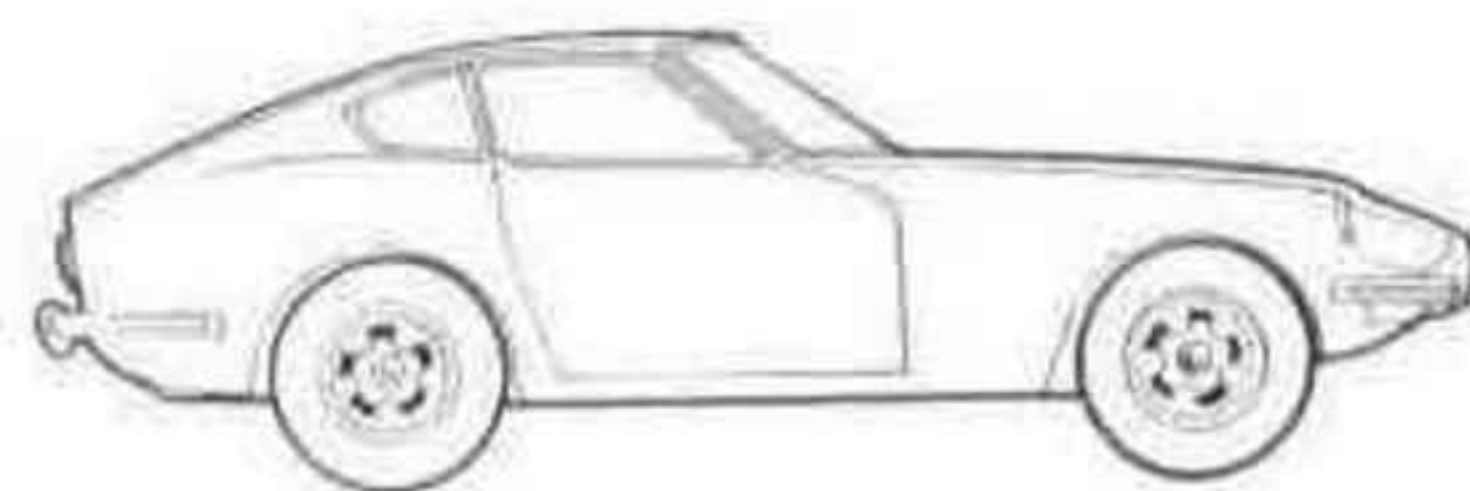
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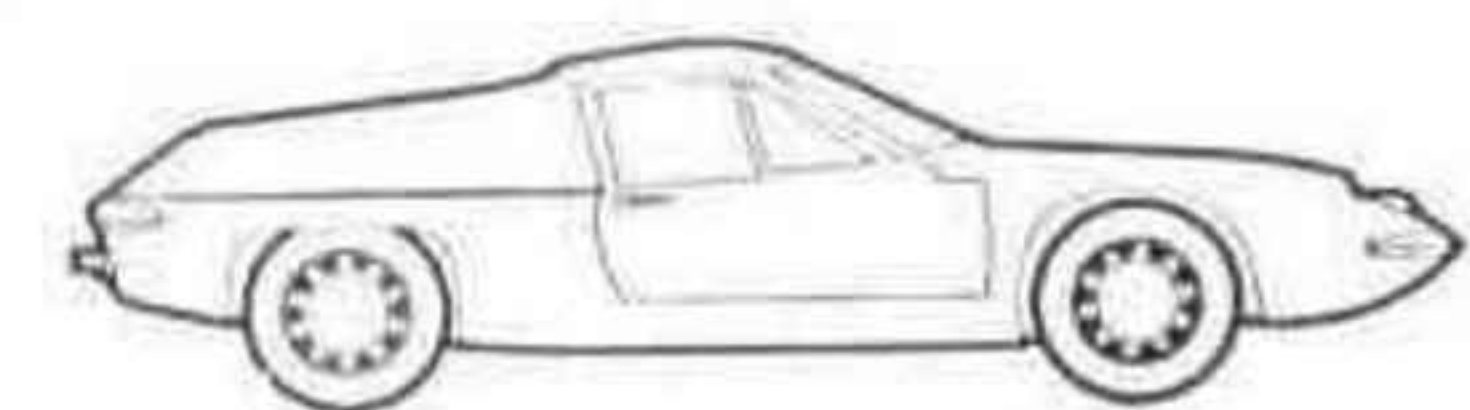
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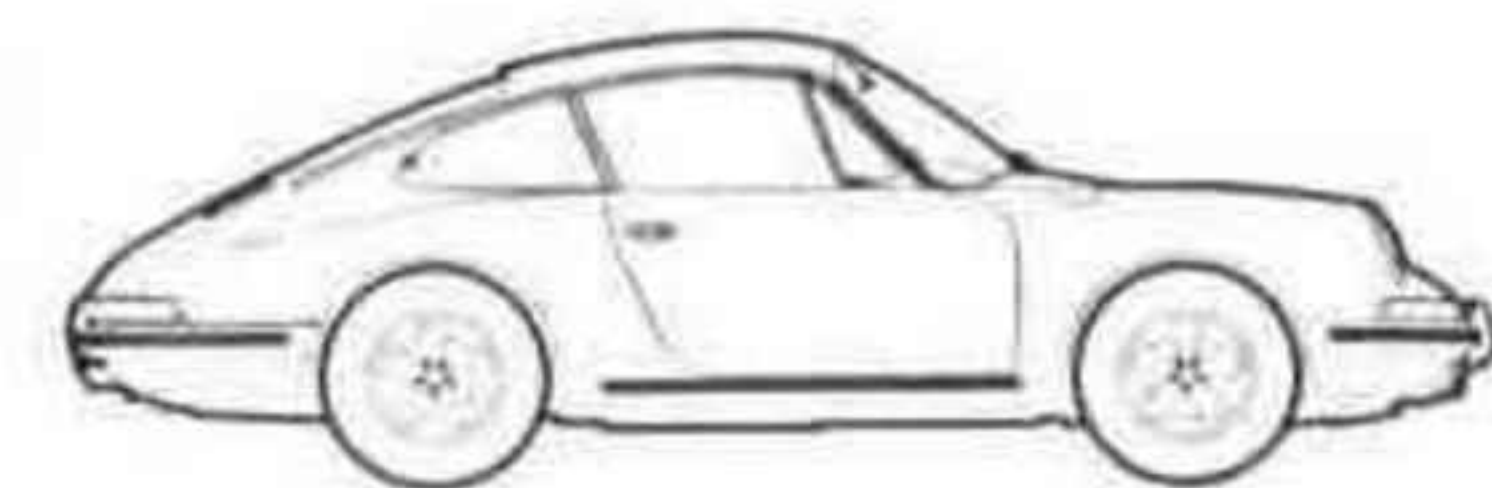
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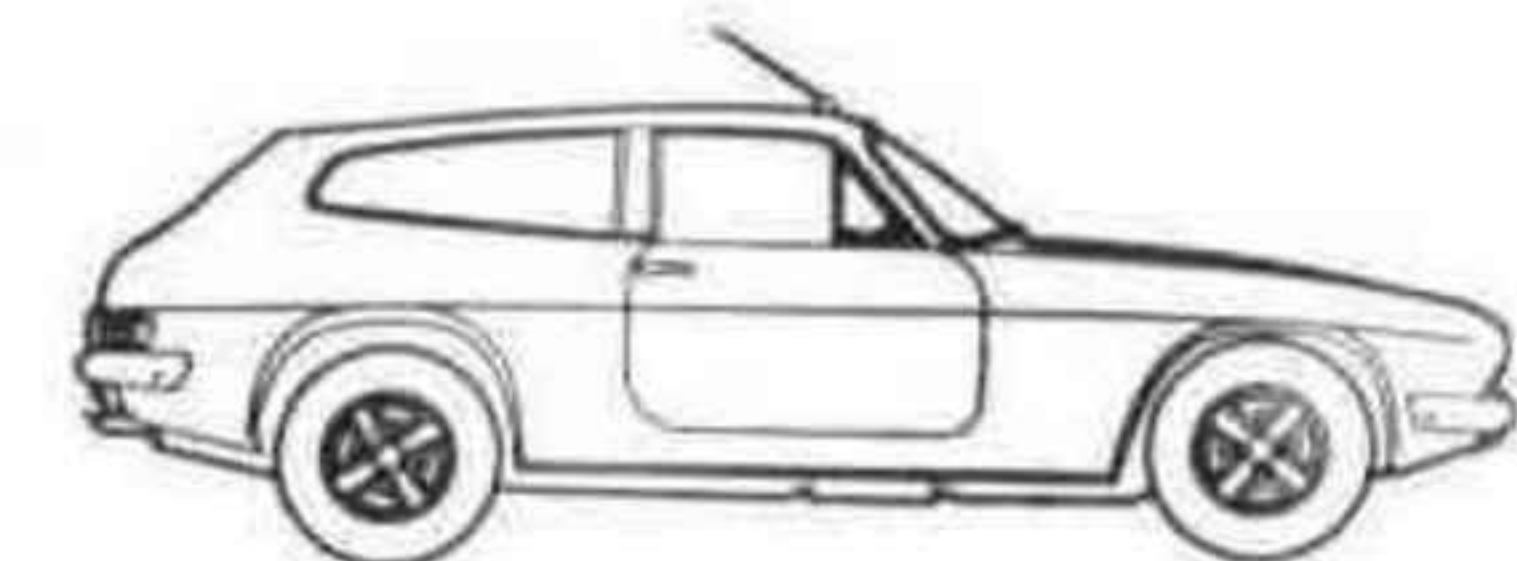
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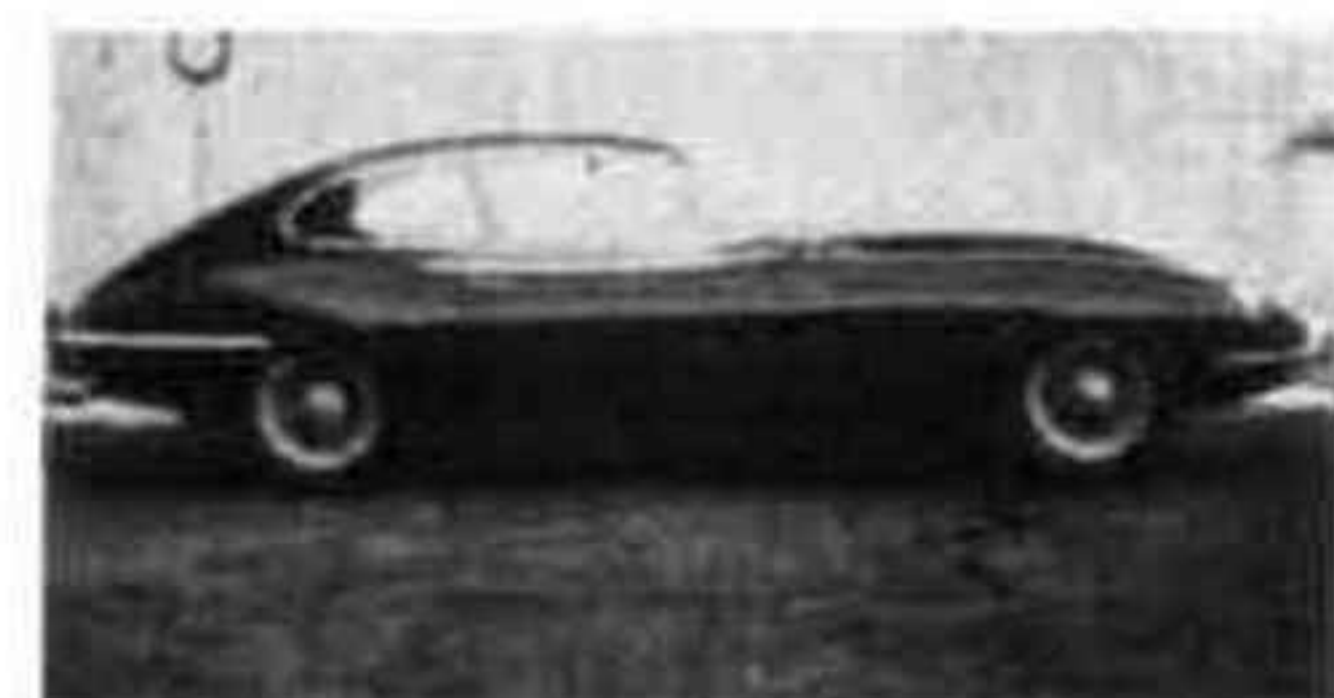
1970 ALFA ROMEO 1750 Spider finished in Ivory, with black trim, fitted Minilite wheels, radio, 9,000 miles. £1,995

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1971 JAGUAR 'E'-Type fixed head coupe, finished in Indigo blue with blue/grey trim, fitted heated rear window, chrome wire wheels, push button radio, electric aerial, one owner, 10,000 miles. £2,695.

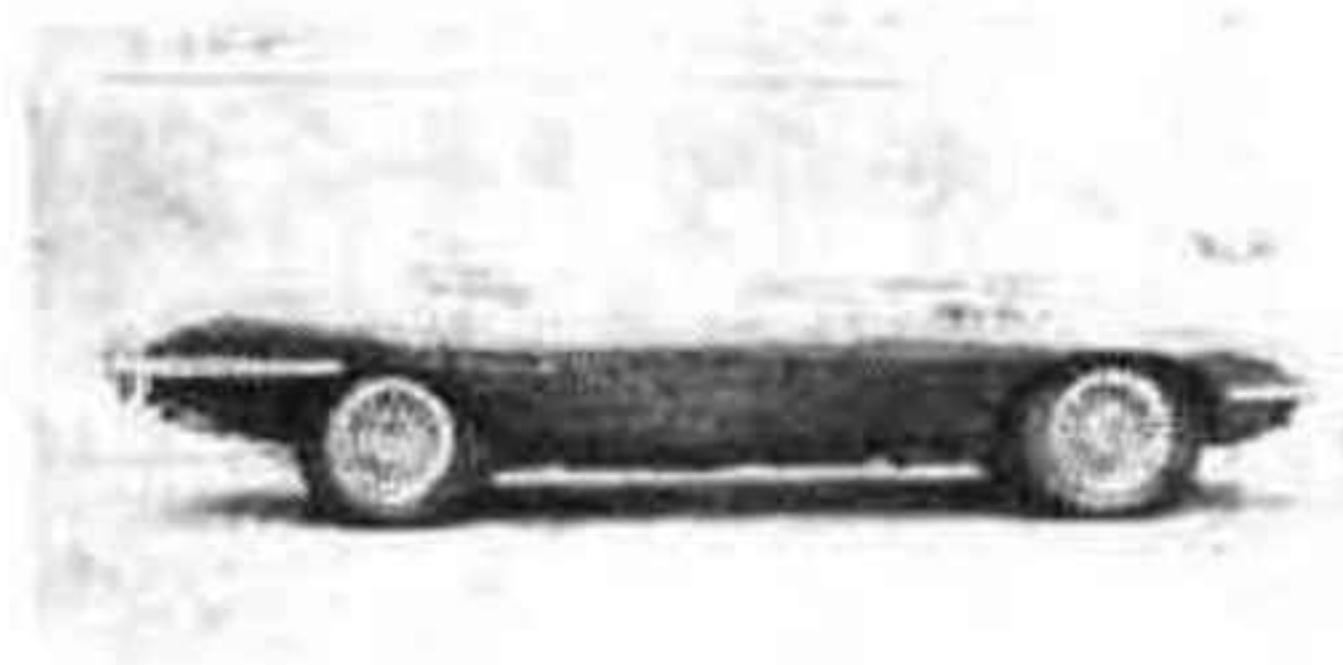
1970 J reg. JAGUAR 'E'-Type fixed head coupe, finished in metallic light blue with dove trim, fitted heated rear window, chrome wire wheels, 11,800 miles. £2,495.

1970 JAGUAR 'E'-Type fixed head coupe, finished in Primrose with black trim, sundym screen, chrome wire wheels, radio and stereo, 14,000 miles. £2,395.

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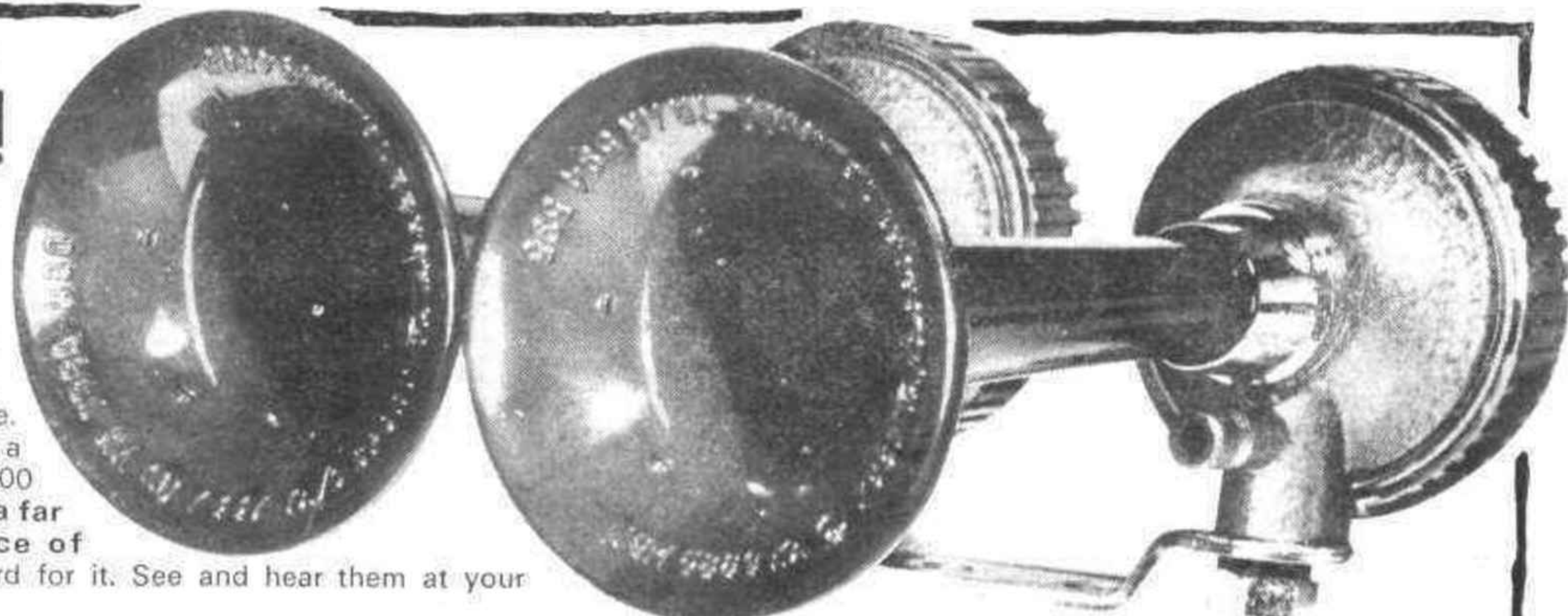
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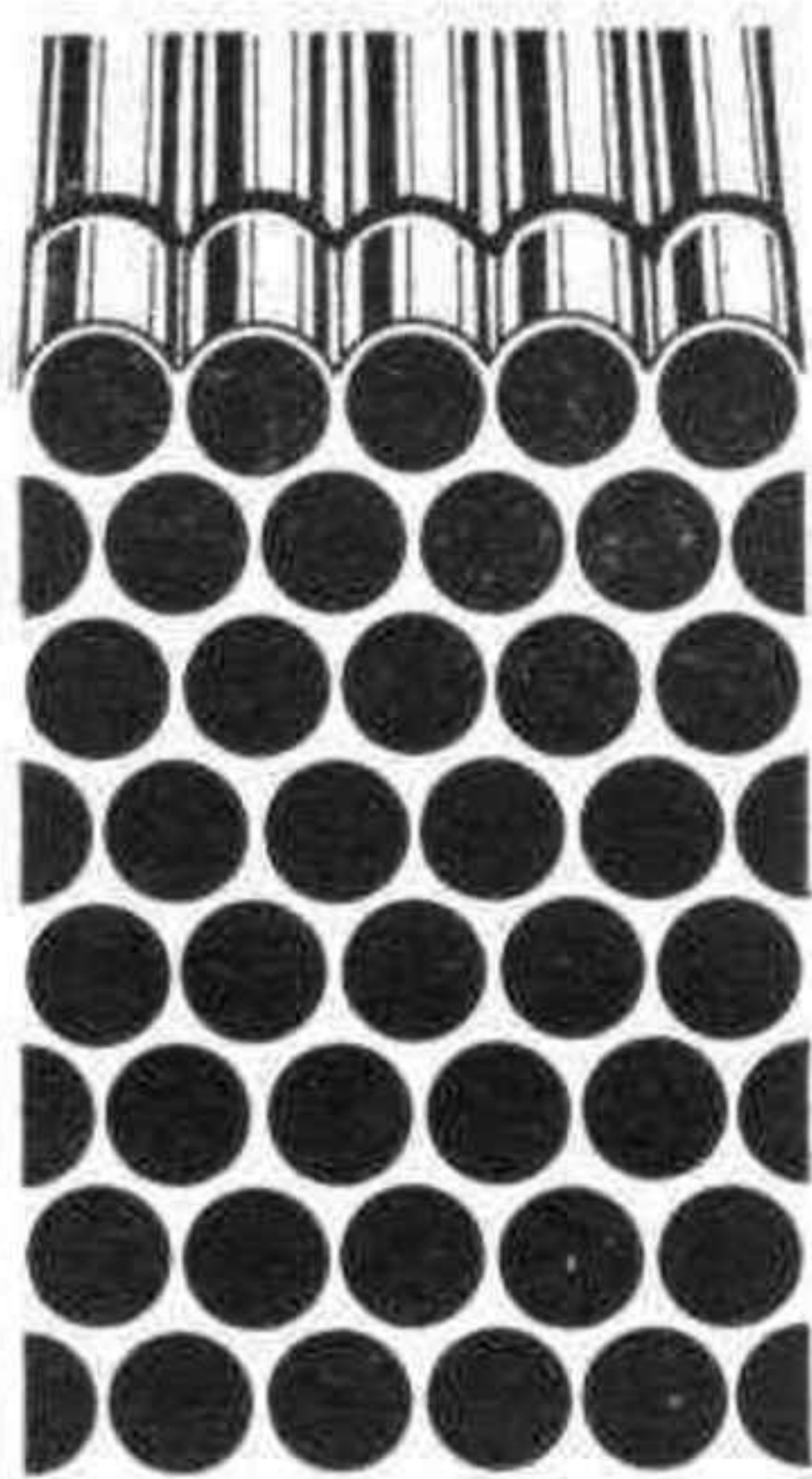
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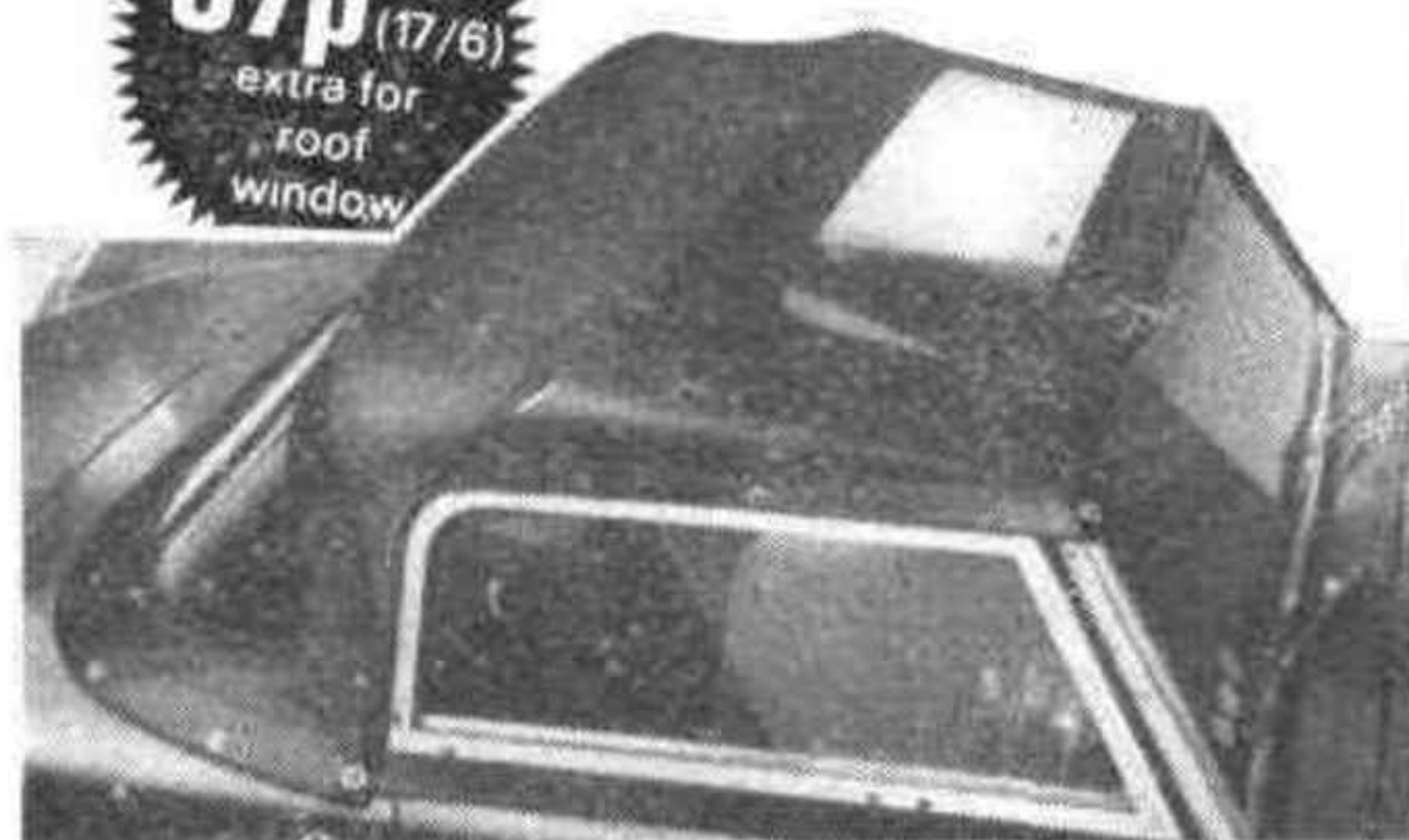
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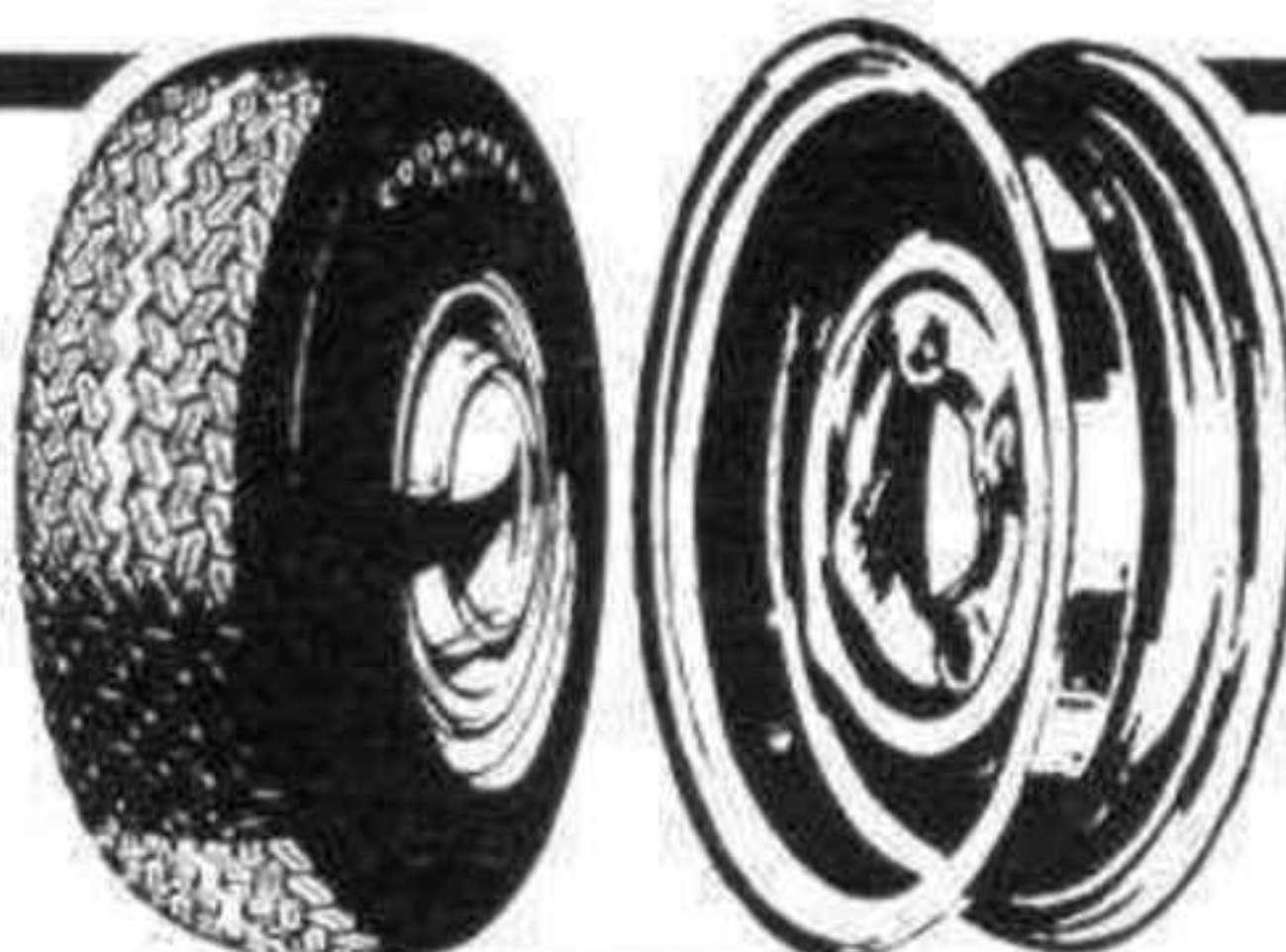
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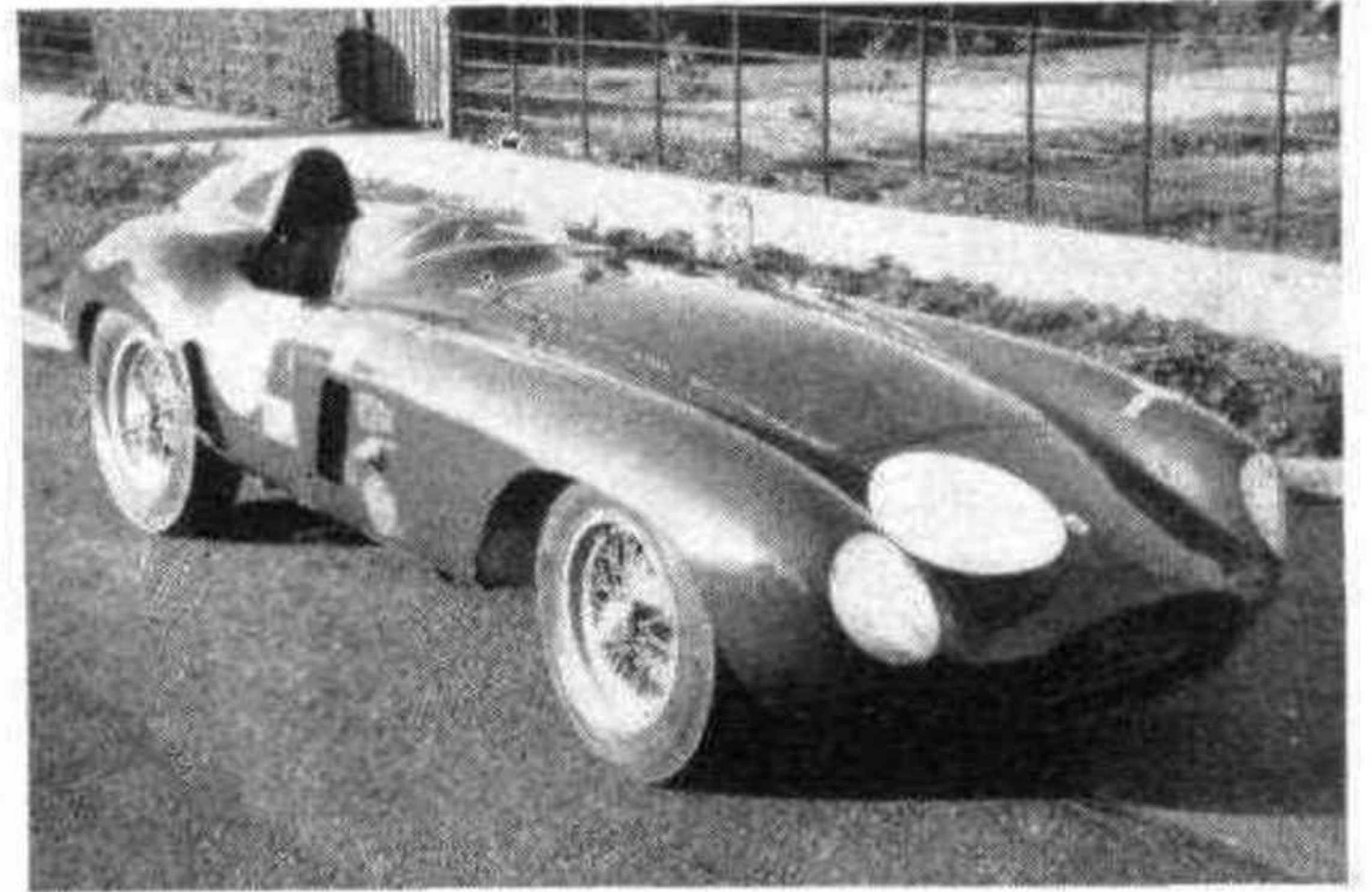
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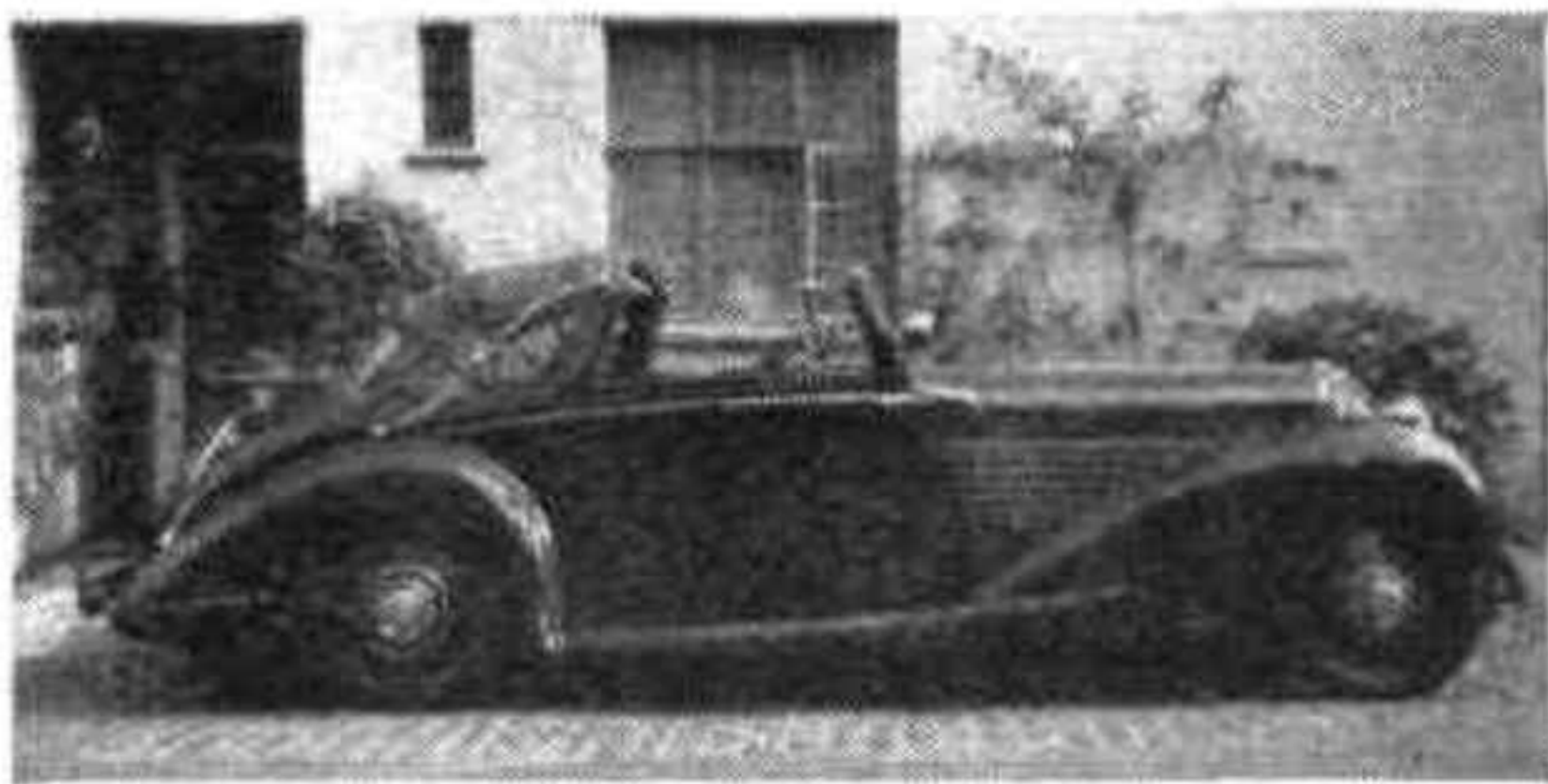
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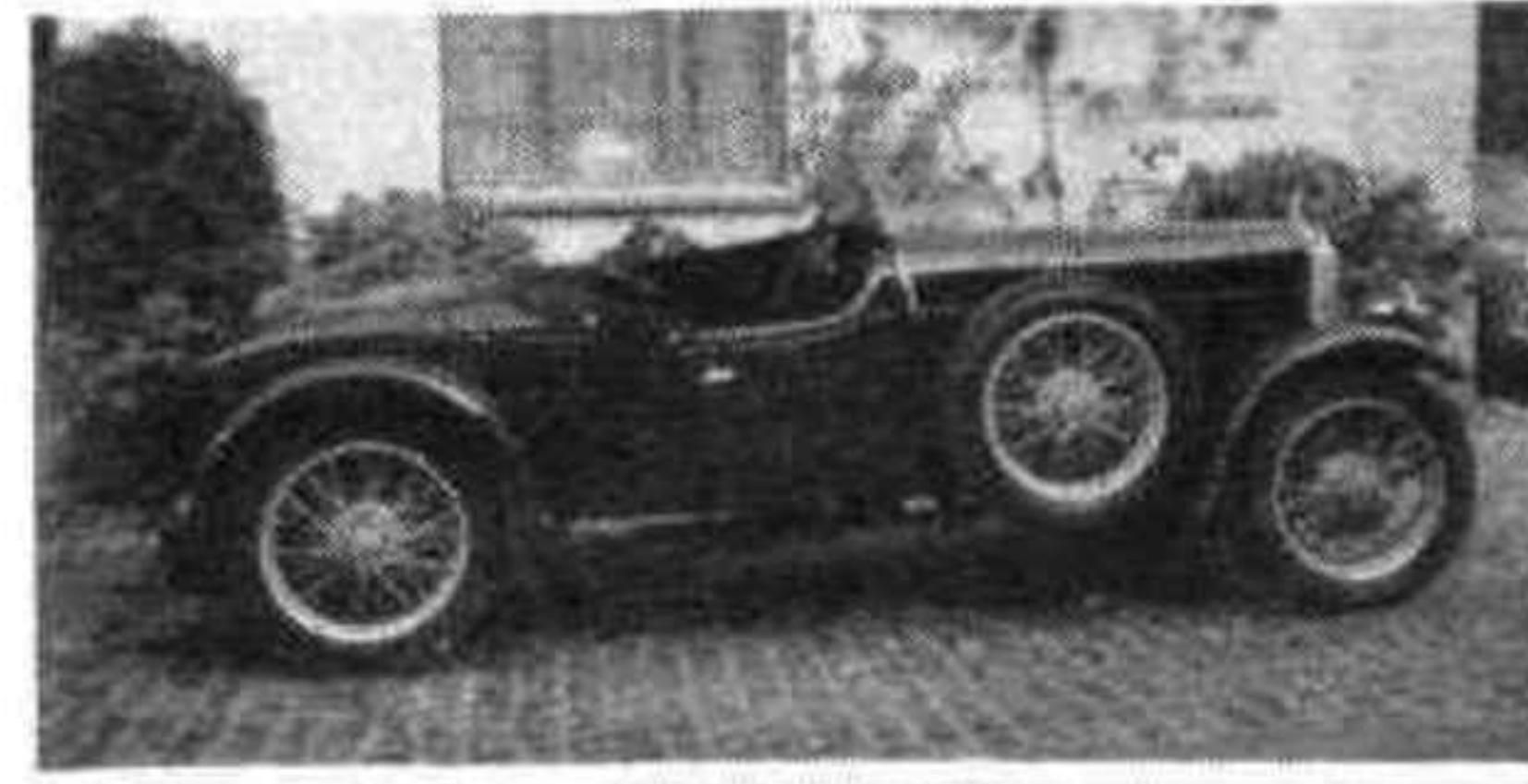
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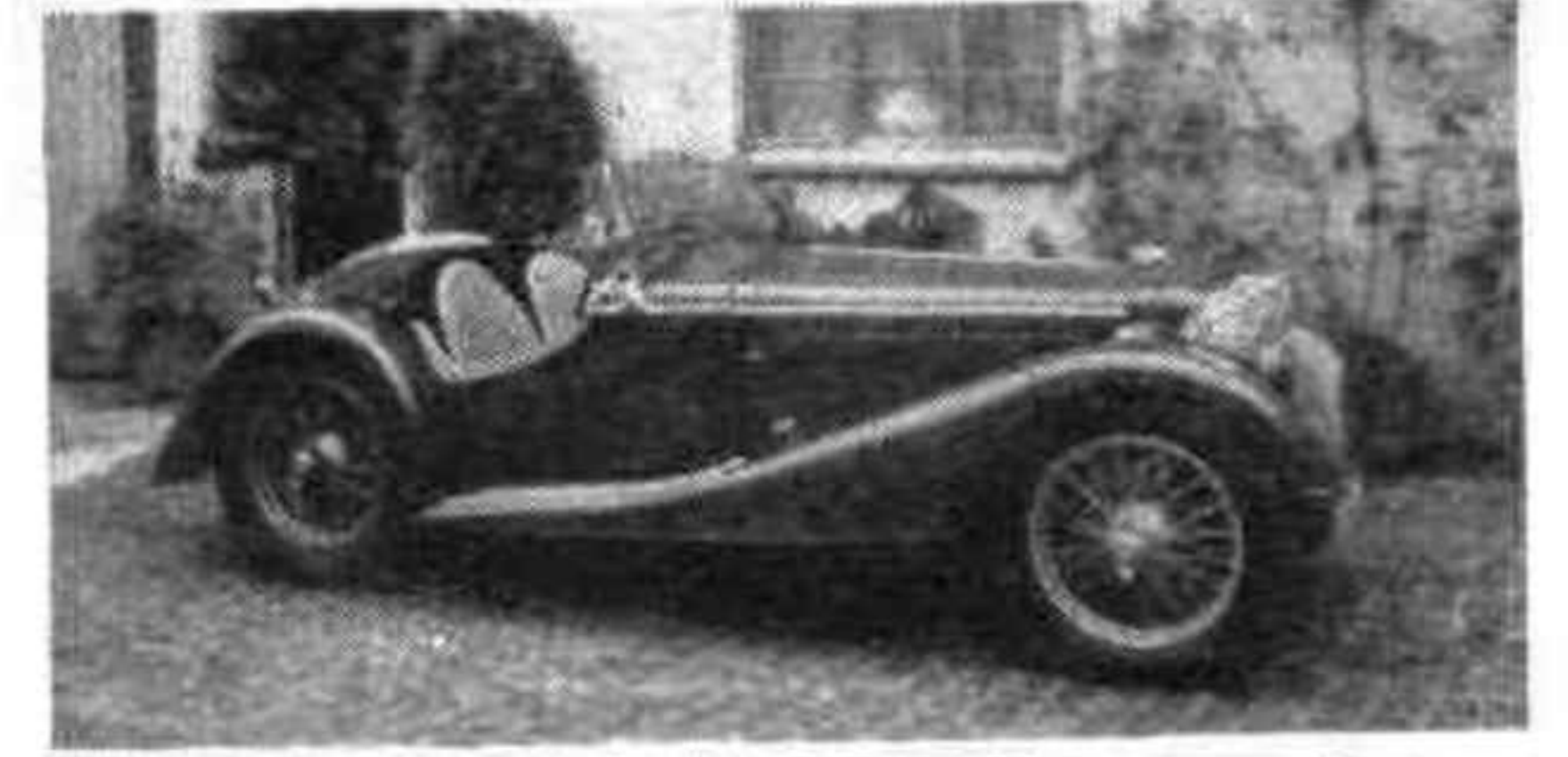
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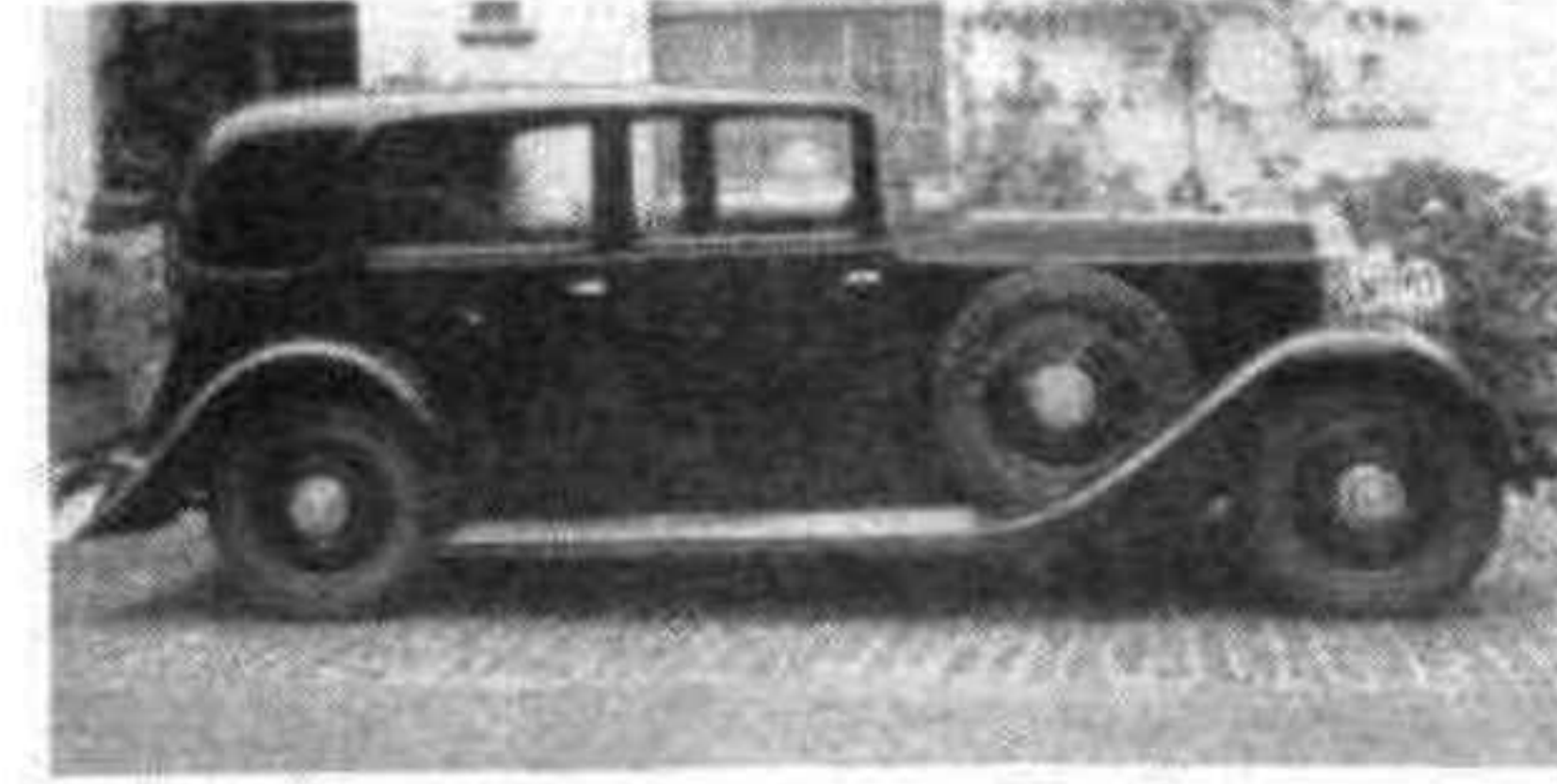
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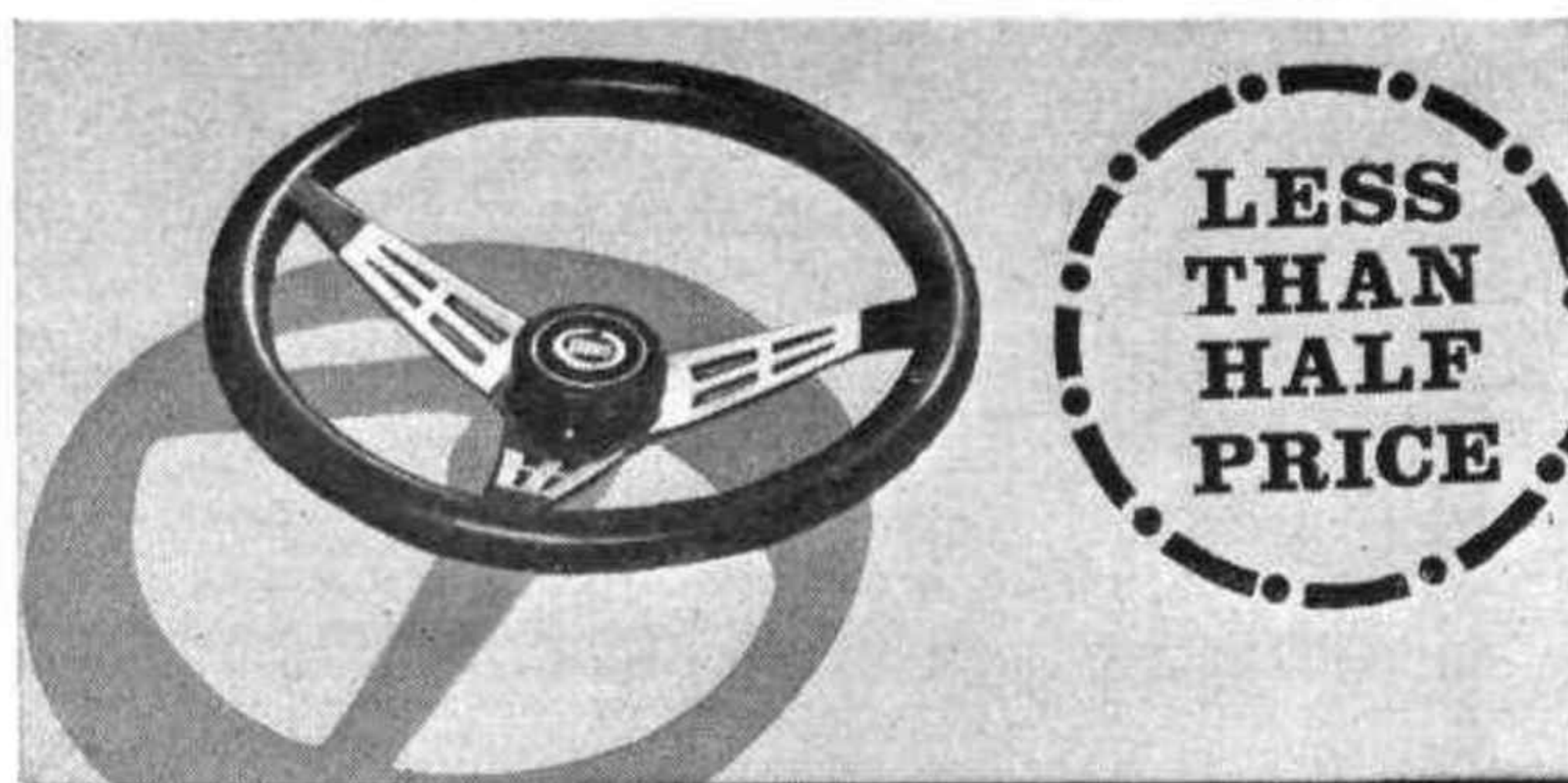
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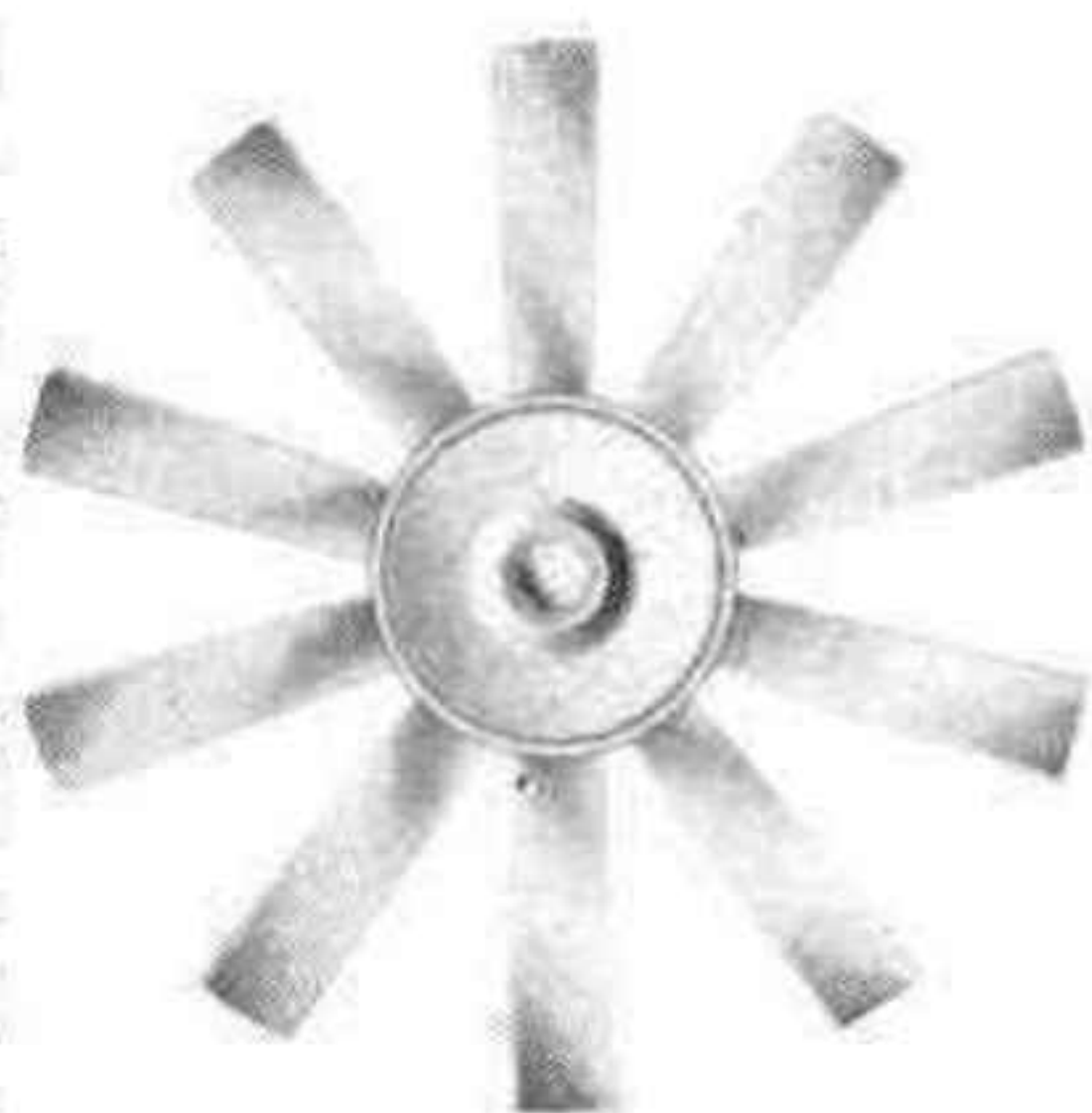
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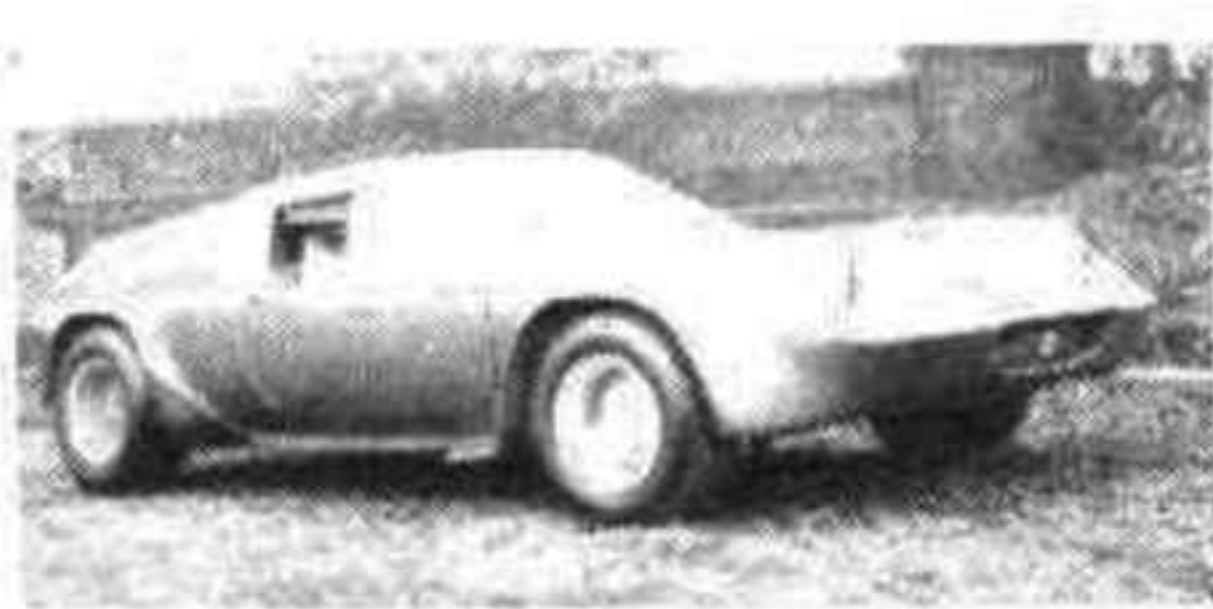


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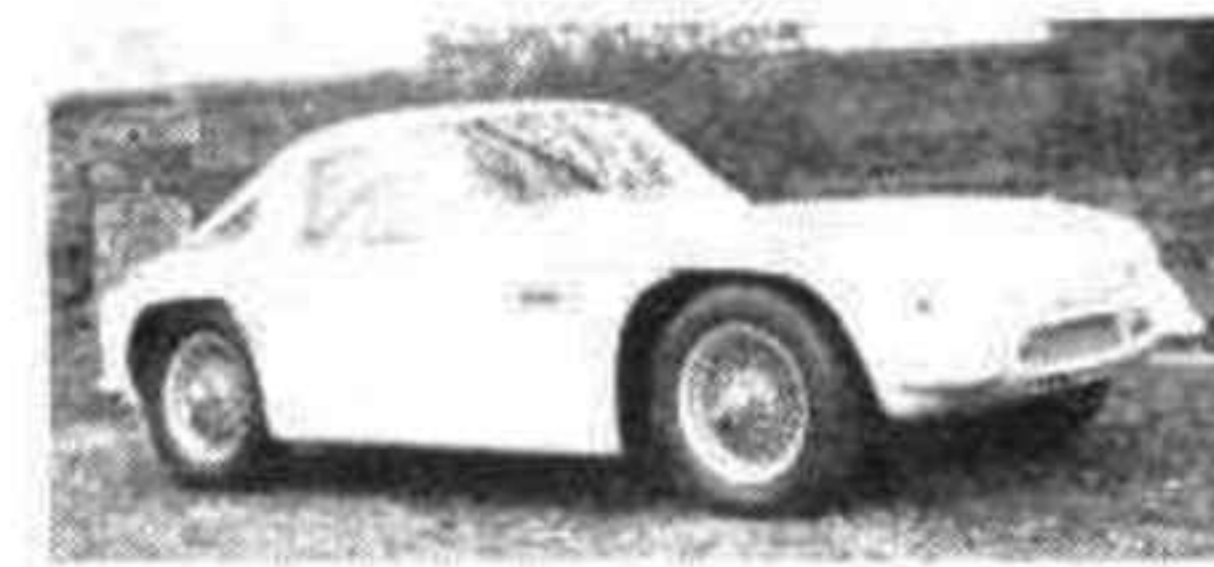
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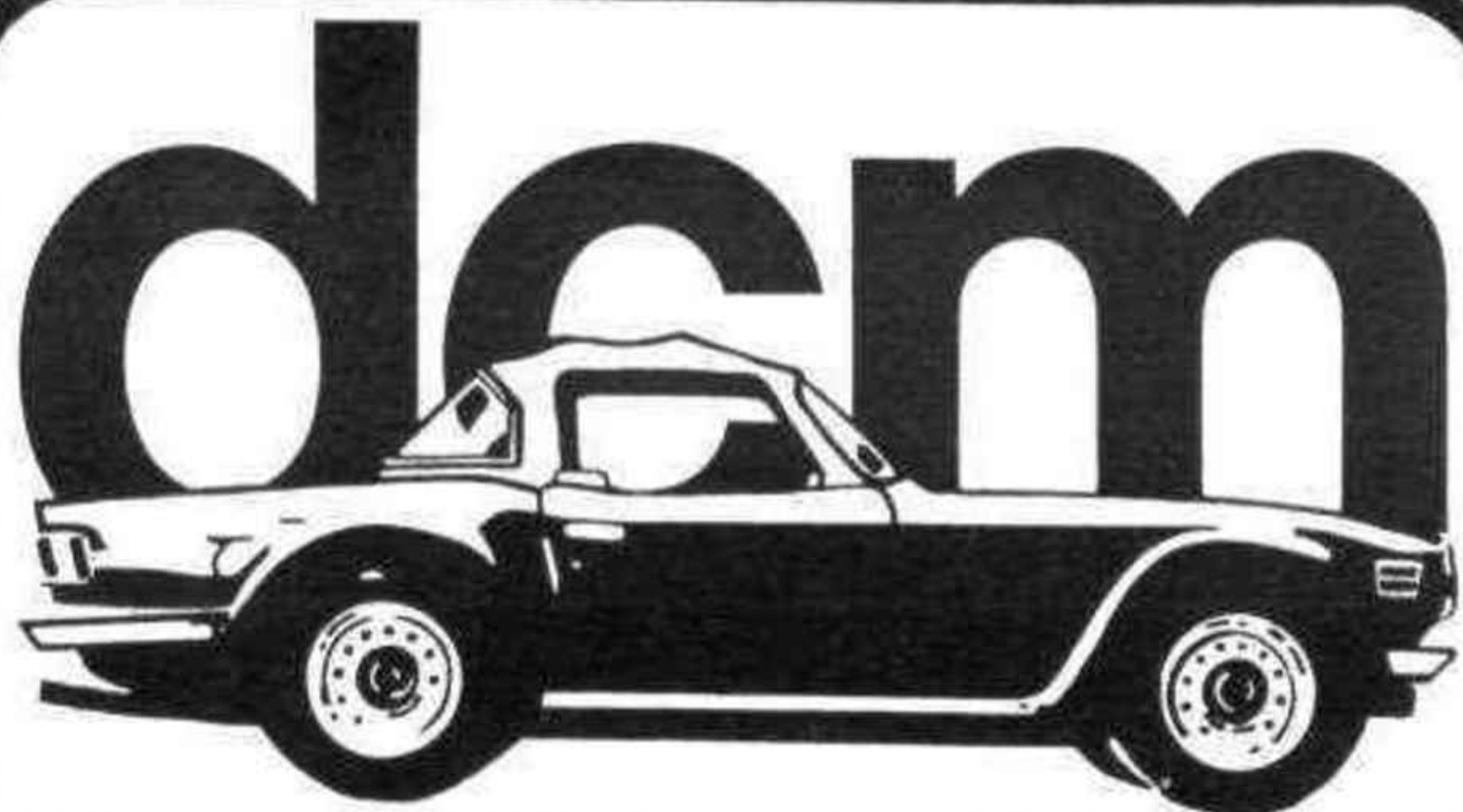
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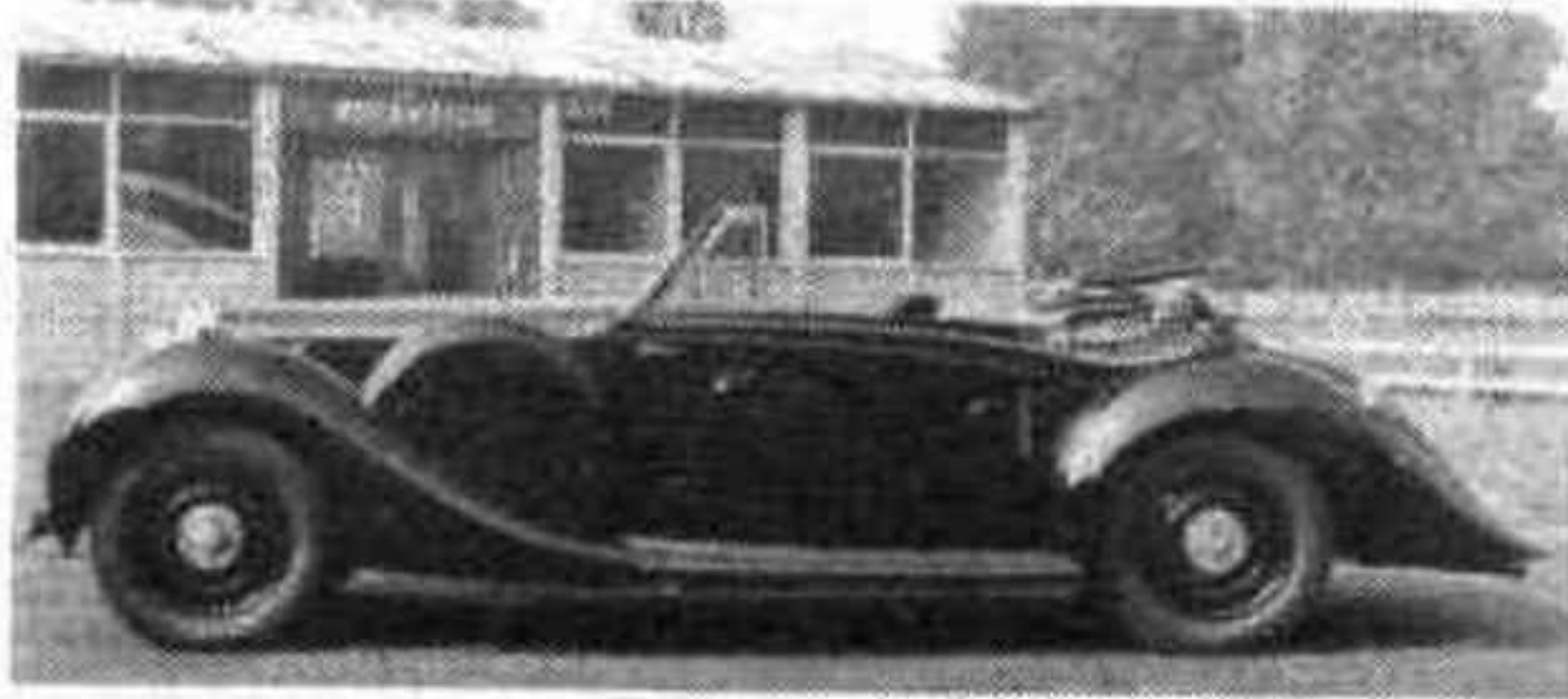
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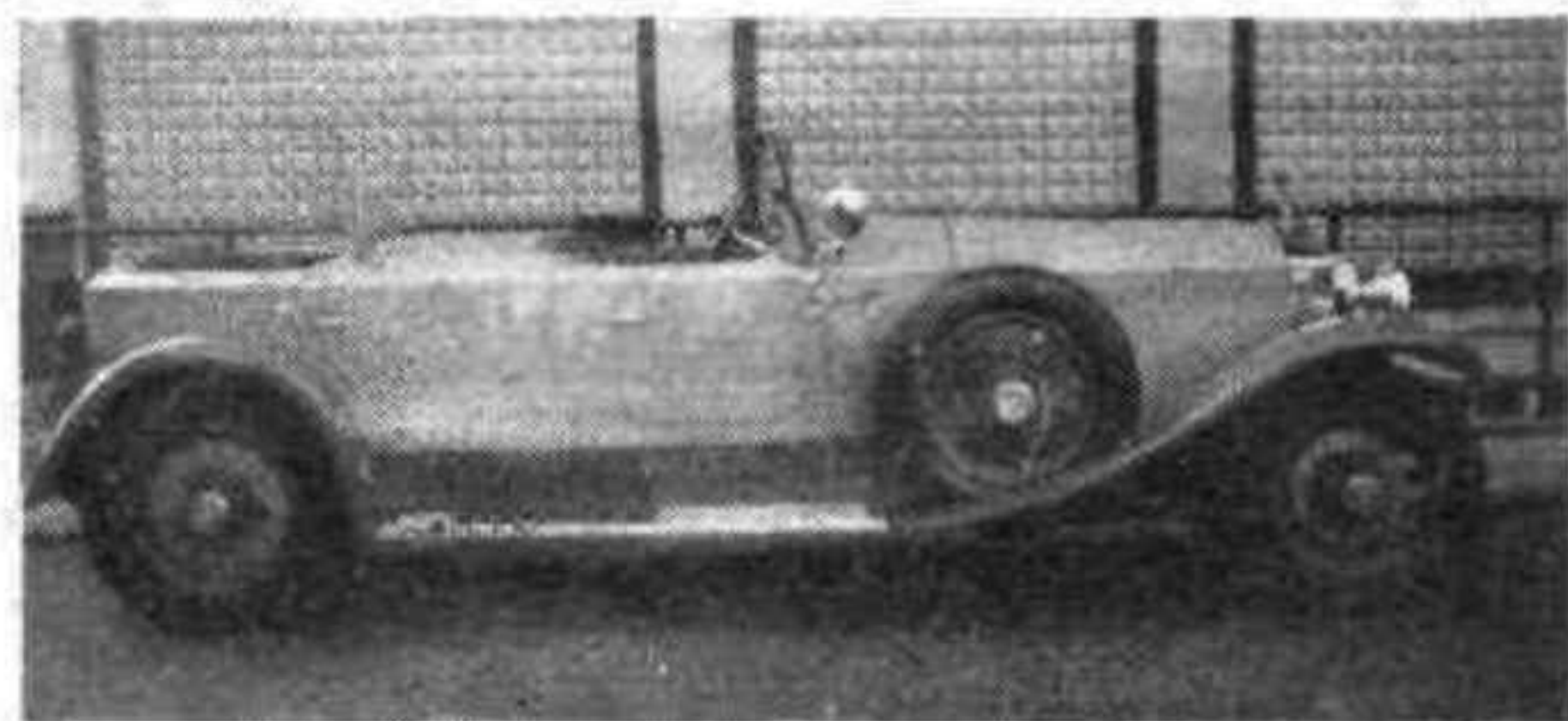
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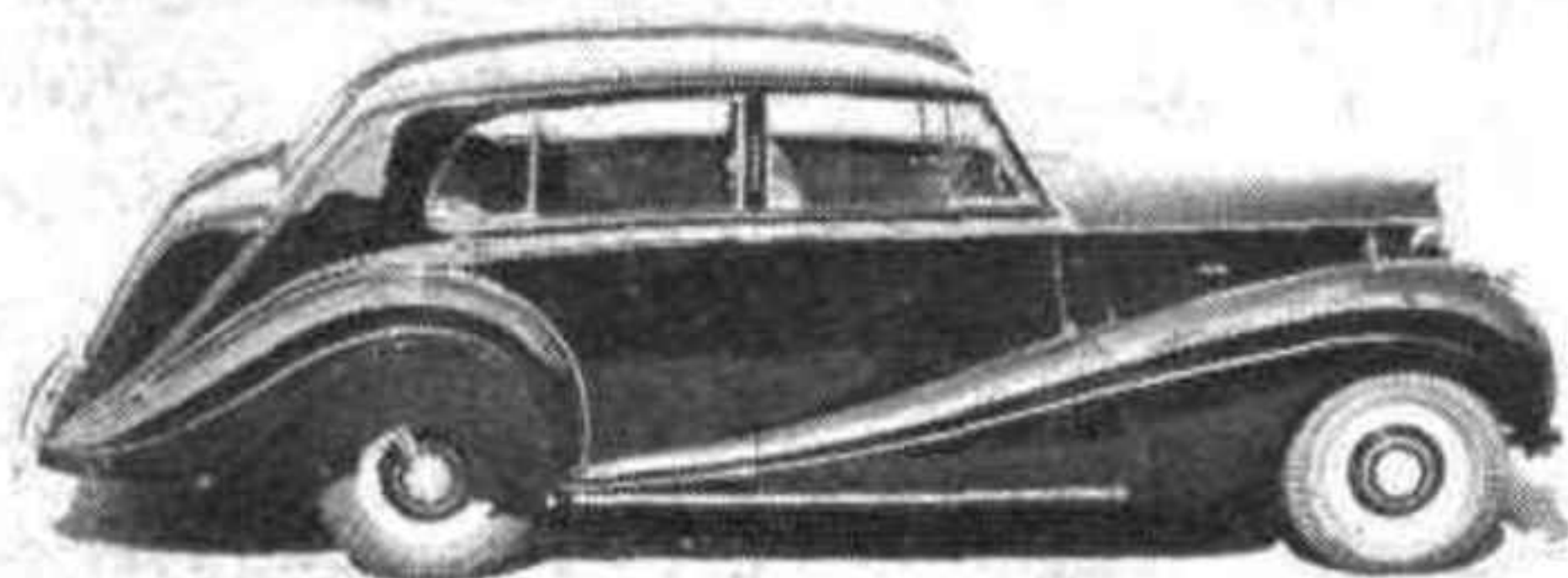
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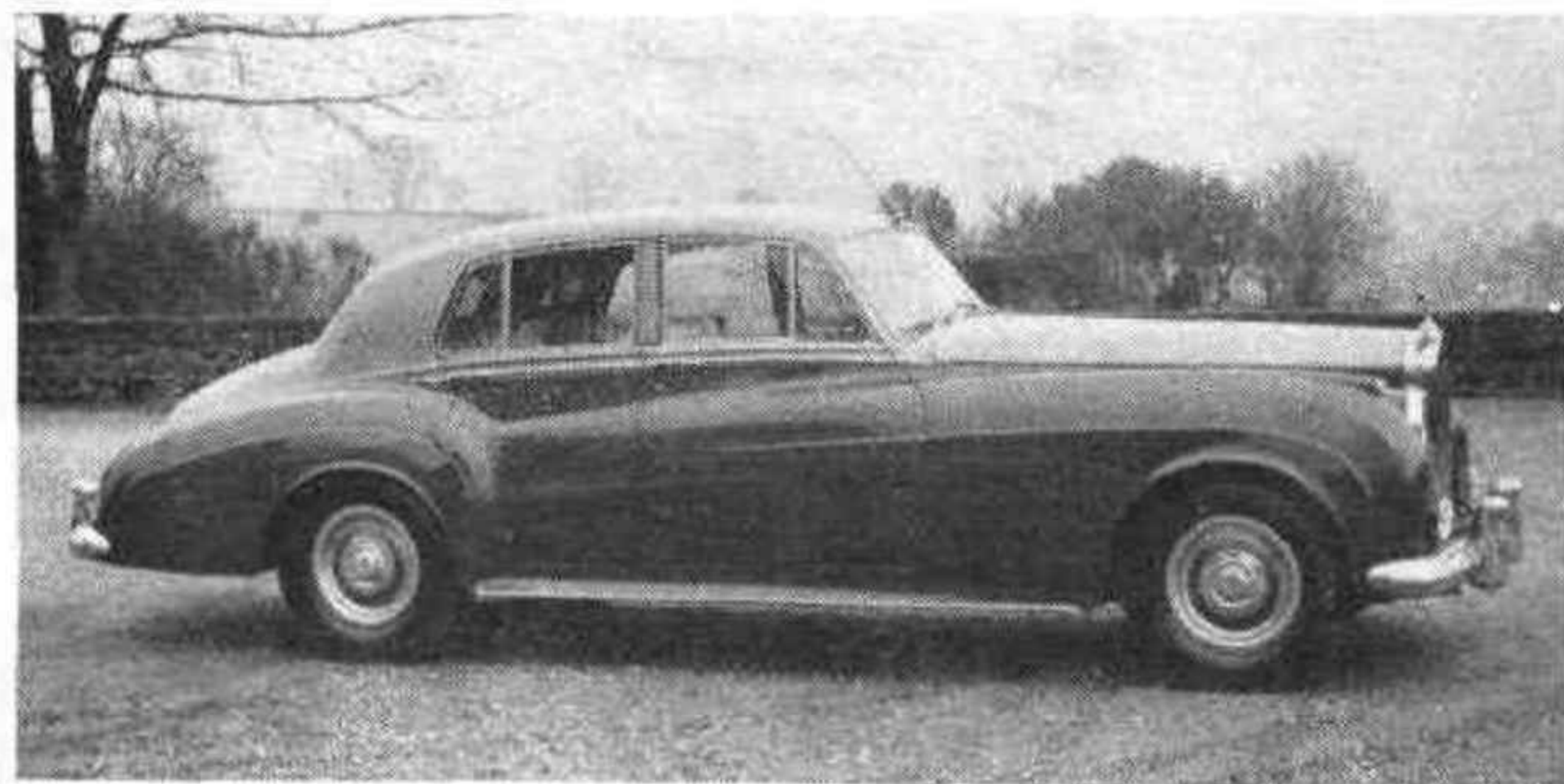
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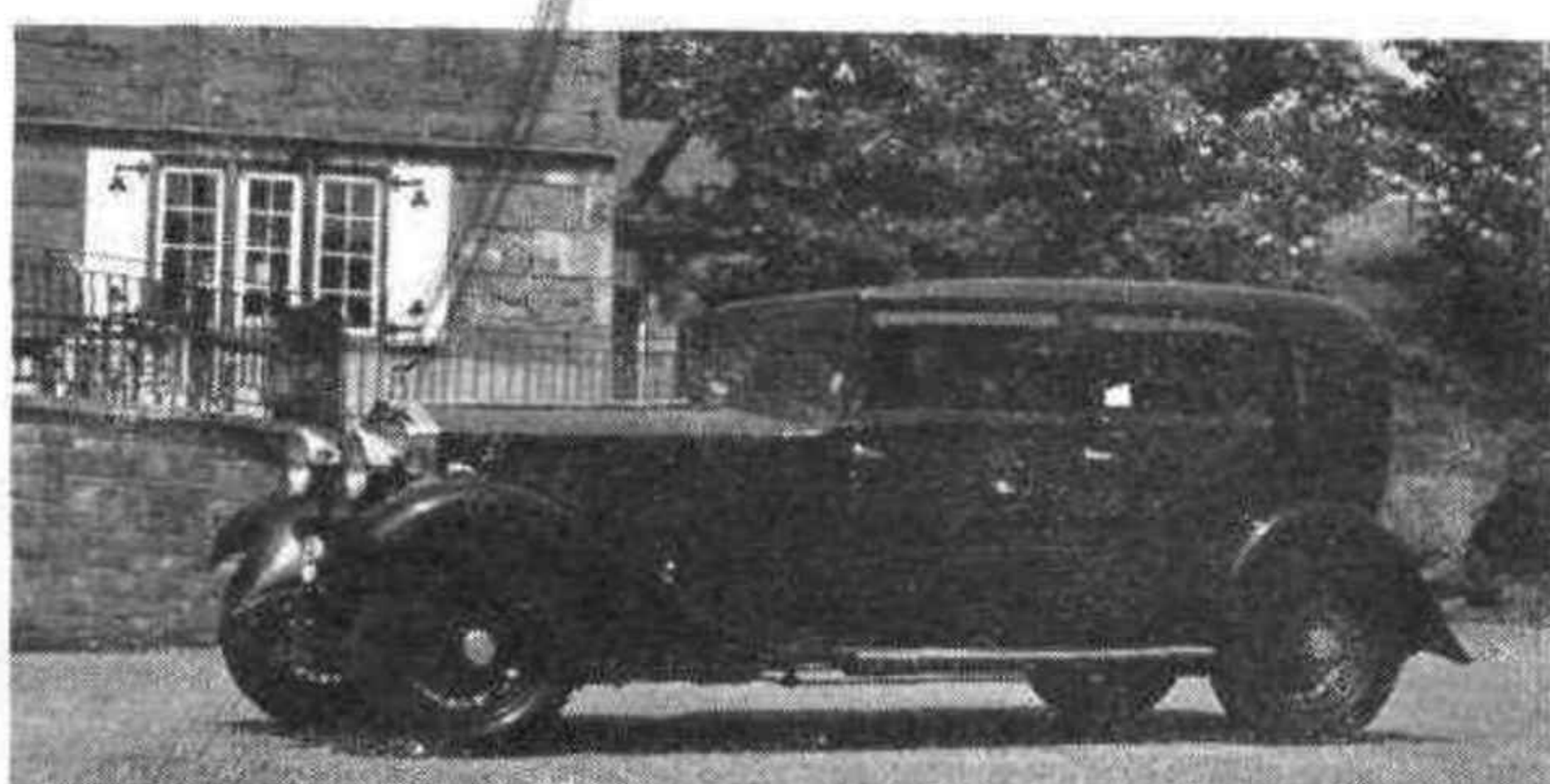
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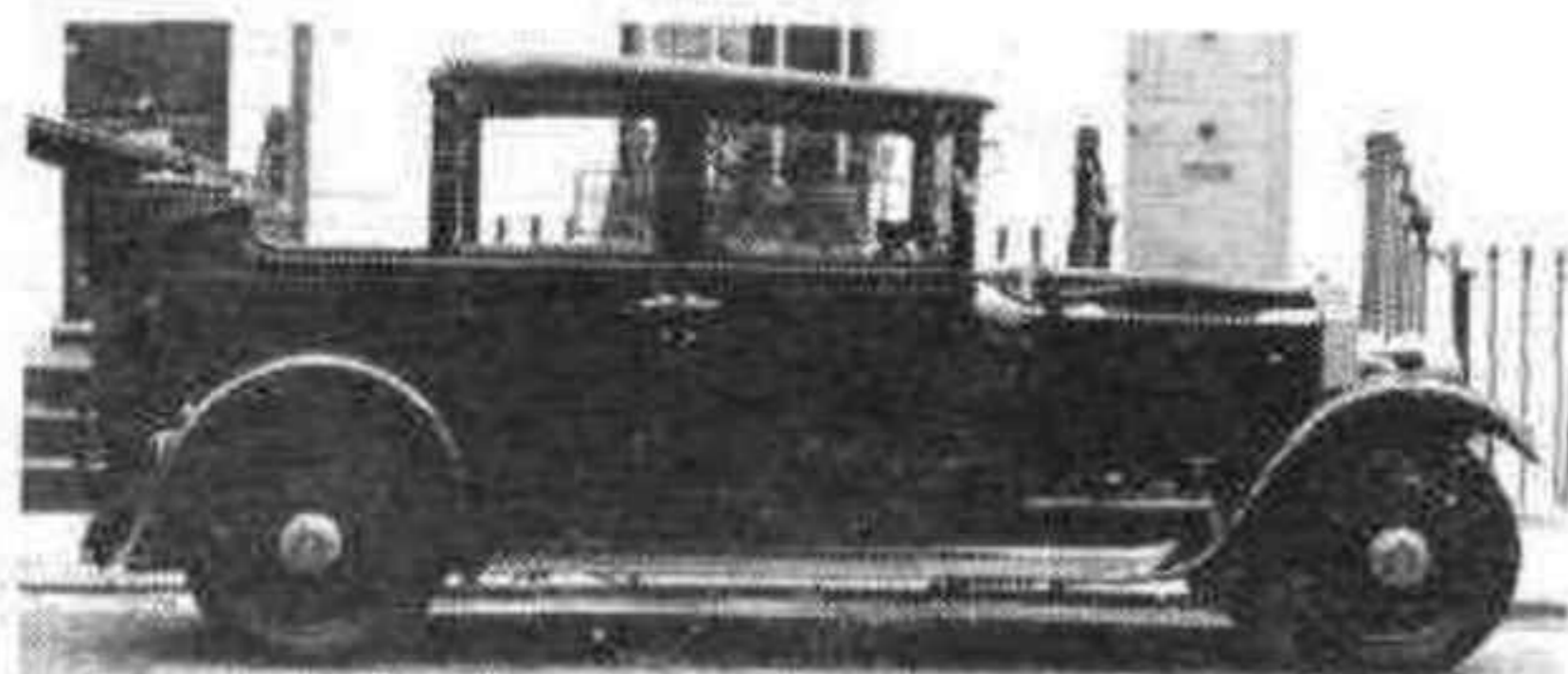
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1948 ROLLS-ROYCE Silver Wraith limousine by H. J. Mulliner. Black leather with West of England cloth to rear compartment. Electric divider.



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1950 ROLLS-ROYCE Silver Wraith touring saloon with electric divider by Hooper. Black with cream hide throughout and in exceptionally good general order.

ROLLS-ROYCE Phantom II toursome drophead coupé. A remarkable car with classic Continental bodywork by Jansen (Scandinavia). Purchased too late for inclusion of a photograph in this issue. Black over cream, with green hide, mchair hood. Low mileage. Two owners only. Very expensive.

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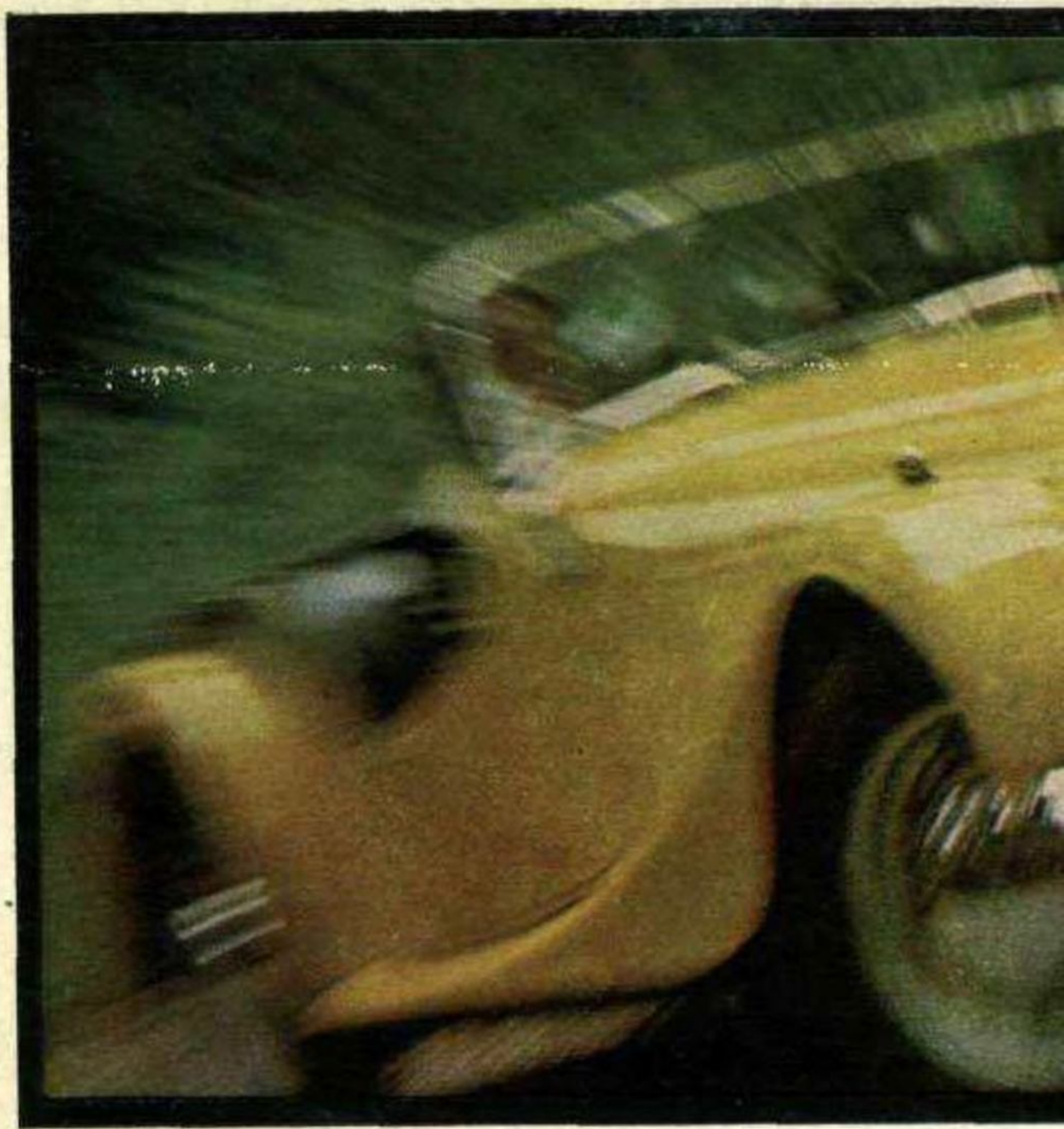
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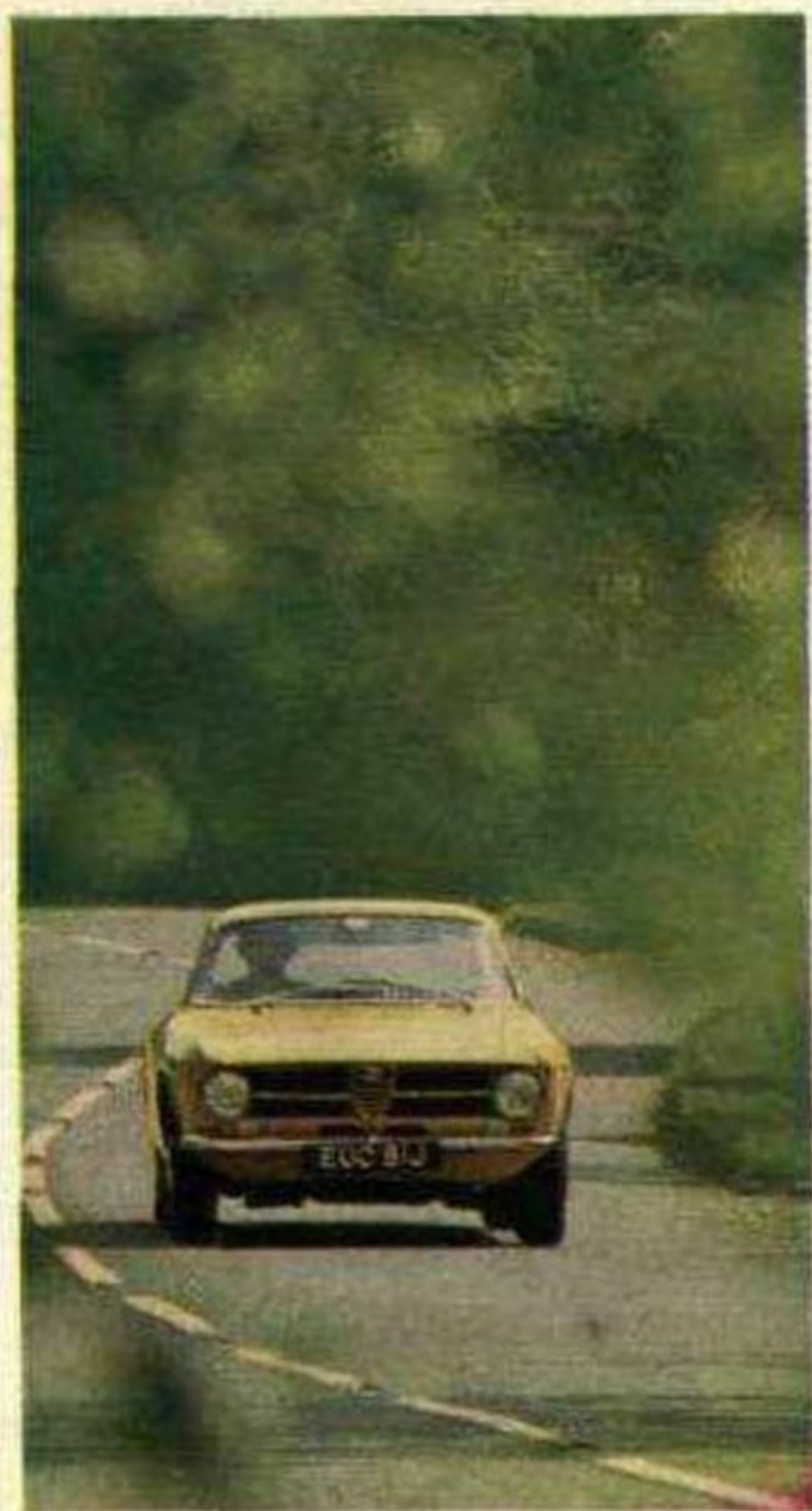
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