February 1972 Vol. XLVIII No. 2 15p

MOTOR SPORT

Founded in the year nineteen twenty-four





"Even when your windscreen is newly washed and looks clean, it may be dangerously dirty."

Turn on the wipers and those oily streaks appear. You can't see properly, maybe when you need to most. At night.

Now, at last there is a way to get rid of road film, insects, grime. Completely. Effectively. High powered STP Windshield treatment will make sure your windscreen is safer, cleaner than ever before.

STP Windshield treatment does more.

STP Windshield treatment added to your washer unit not only keeps your windscreen clear, it cleans and maintains spray nozzles, helps prevent them and your windscreen from icing up down to —40°C. *And* it conditions and lengthens the life of your wiper blades.

Money back guarantee.

"I guarantee you'll be satisfied or your money back without question" promises Andy Granatelli, president of the STP Corporation.

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"Failing to start can add years of wear to your engine-and does nothing for your temper!
This diagram I've scrawled on my car is the best way I know to explain why Uniflo gives easier cold starts than any 20W/50. Just follow the dotted line."

Graham Hill



UNIFLO has been developed by Esso, the world's largest oil research organisation. Uniflo not only protects better–for longer–when hot than any 20W/50, it also flows more freely when very cold, so it positively helps your engine to start. And the colder the morning, the more help Uniflo gives, as against any 20W/50 you care to name.

MIRA COLD-START TESTS

The tests were conducted in the cold room at the Motor Industry Research Association's Nuneaton laboratories, where four cars can be accommodated at a time, with the temperature held automatically at a pre-determined level.

Eight leading car models were selected for test, based on their popularity across Europe, and every conceivable precaution was taken to ensure that test conditions were identical for each one of them.

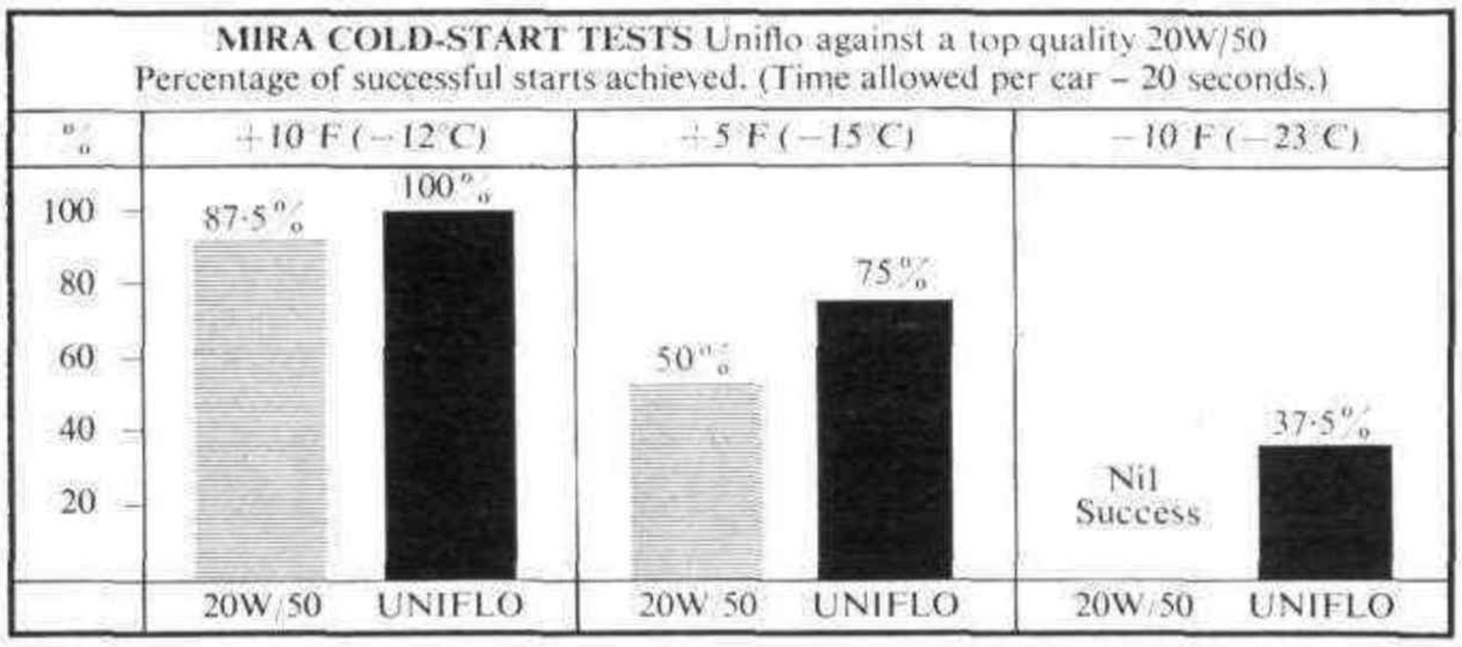
All engines were tested and adjusted for compression pressure, carburation and ignition; batteries were pre-conditioned to ensure consistency; oil contamination and oil dilution were scientifically ruled out: the cars were 'soaked' in the cold room for 17 hours before each test, so that the sump oil temperature was the same as the ambient temperature to within plus or minus one degree Centigrade. These were just some of the precautions taken to make certain that the test conditions were scrupulously fair.

Test fuel

The same winter grade petrol was used in all the cars, and the fuel was stored in the cold room, so there was no loss in Reid Vapour Pressure due to evaporation.

The results of the test are recorded in the table below.

MIRA COLD-START TESTS Uniflo against a top quality 20W/50
Percentage of successful starts achieved. (Time allowed per car – 20 seconds.)



Uniflo also gives dramatically better cold-start *protection*

The MIRA tests we have just described show Uniflo's superior performance as an aid to *starting* your engine in cold weather. But Uniflo is also far better at *protecting* your engine during this time of high engine wear. In fact, when you start from cold at a temperature of +5°F (−15°C), Uniflo gives 100% protection twice as soon as the next fastest 20W/50 tested; and at +10°F (−12°C) Uniflo gives this complete protection two-and-a-half times sooner than the fastest 20W/50. And the test was against leading British 20W/50 *multigrades*.

COLD-START PROTECTION TESTS

Uniflo against leading British 20W/50 oils. Time taken to cover all the rockers, and thus complete 100% protection of all engine parts.

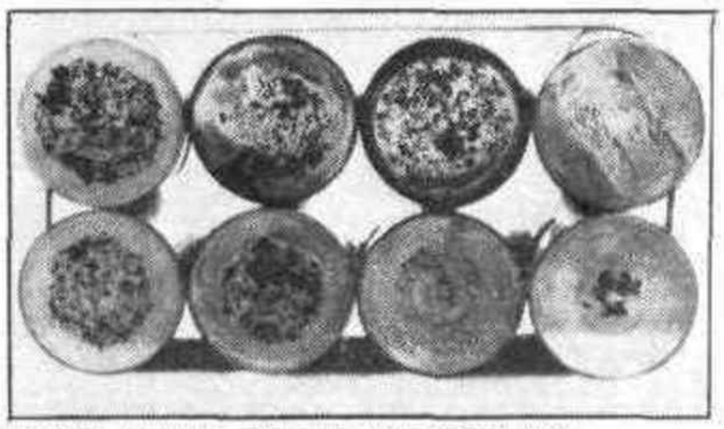
Here are the actual times recorded by each oil:

At +5°F (−15°C)	UNIFLO	54 secs
	Leading 20W/50 A	110 secs
	Leading 20W/50 B	250 secs
At +10°F (−12°C)	UNIFLO	40 secs
	Leading 20W/50 A	100 secs
	Leading 20W/50 B	207 secs

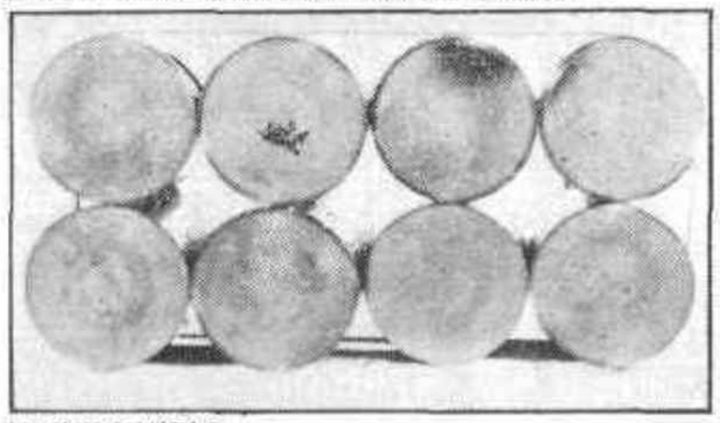
NB These are realistic temperatures. +10°F is quite frequently recorded in all parts of the UK; even +5°F is quite often encountered in Scotland, and is far from unknown farther south.

How Uniflo gives better anti-wear protection

These two sets of tappets have each been subjected to 150 hours' running at 2,000 rpm. In each case the oil temperature was controlled at 95°C, and the water temperature at 80°C. Visible proof of Uniflo's extra protection!



USING A WELL-KNOWN MULTIGRADE



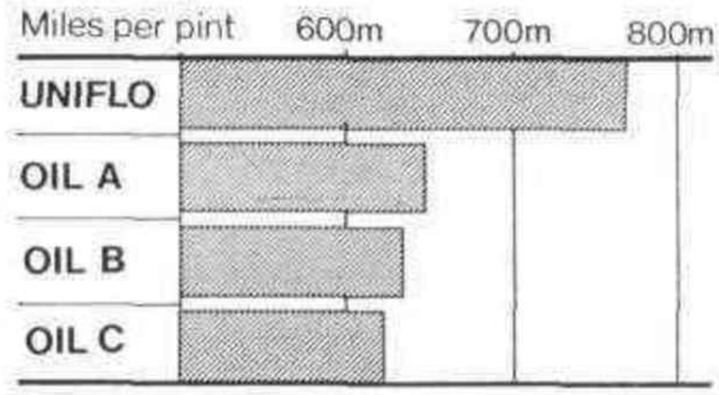
USING UNIFLO

Esso scientists recently carried out systematic tests for skew gear wear. (Skew gears are used to connect the distributor and oil-pump drives with the main drive; if they become worn, engine performance and economy deteriorate rapidly). Here are the tabulated test results:

OIL TESTED	% weight loss		% Total weight loss
	Pump	Distributor	
UNIFLO	0·10	0·02	0·05
Top multigrade W	0·45	0·02	0·18
Top multigrade X	0·35	0·01	0·14
Top multigrade Y	0·43	0·02	0·17
Top multigrade Z	0·19	0·04	0·09

With Uniflo you use less oil

Uniflo remains measurably more viscous when hot, so it resists being drawn past the valve guide seals and piston rings; it has a low volatility, so it resists evaporation; it minimises engine wear, so it also minimises oil loss through worn components. Three good reasons for Uniflo's remarkable economy-in-use, which is clearly shown in the following test results.



This statistically designed and carefully controlled 16-day test, at an average speed of 50 mph, shows the superior performance for Uniflo.

Against every source of damage your engine is exposed to, Uniflo gives the fullest possible protection–and, in many instances, more protection than has ever been given before.



Uniflo gives better engine protection than any top-selling 20W/50

Esso The Action Station.

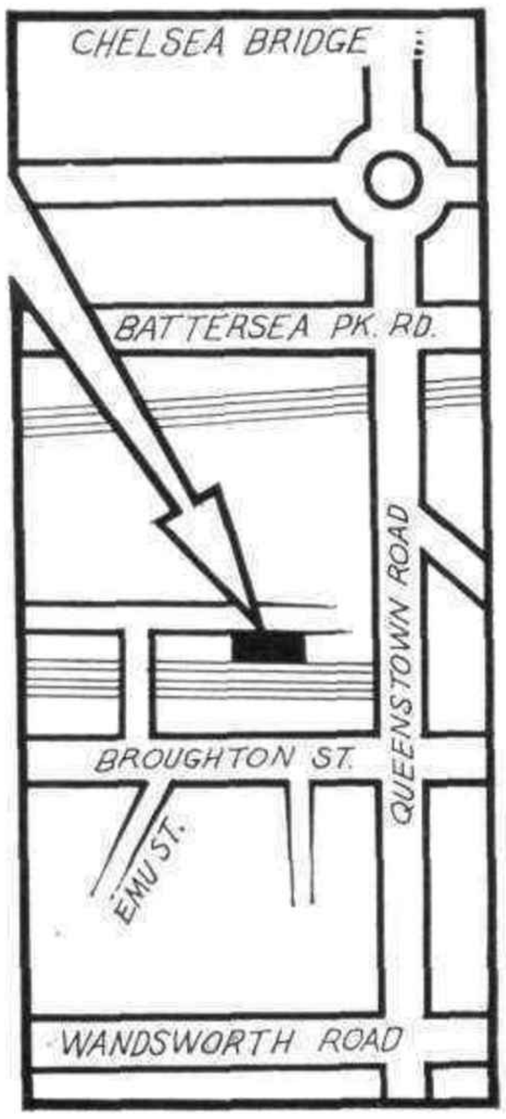
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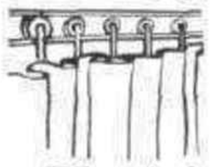
the damp start-lubricant that sometimes causes friction

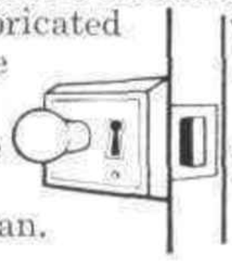


As a motorist you will find Rocket WD-40 in great demand, both in the home and on the car. WD-40 is so clean and easy to use that it could have been made for the ladies. WD-40 makes a thing of messy oil cans the past. All domestic appliances and electrical goods can be lubricated with ease at the touch of a button.









What lady would use an oil can again after Rocket WD-40?
So keep an eye on your can.

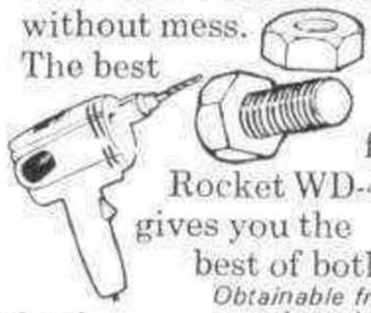




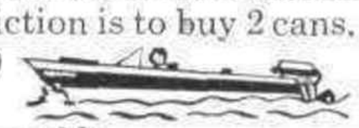
Rocket WD-40 is famous for starting wet engines on damp mornings, and keeping them free from damp.
It stops squeaks, penetrates and frees rusty nuts and bolts, kills rust before it starts, lubricates with ease and without mess.



The best way to remove the cause of domestic friction is to buy 2 cans.



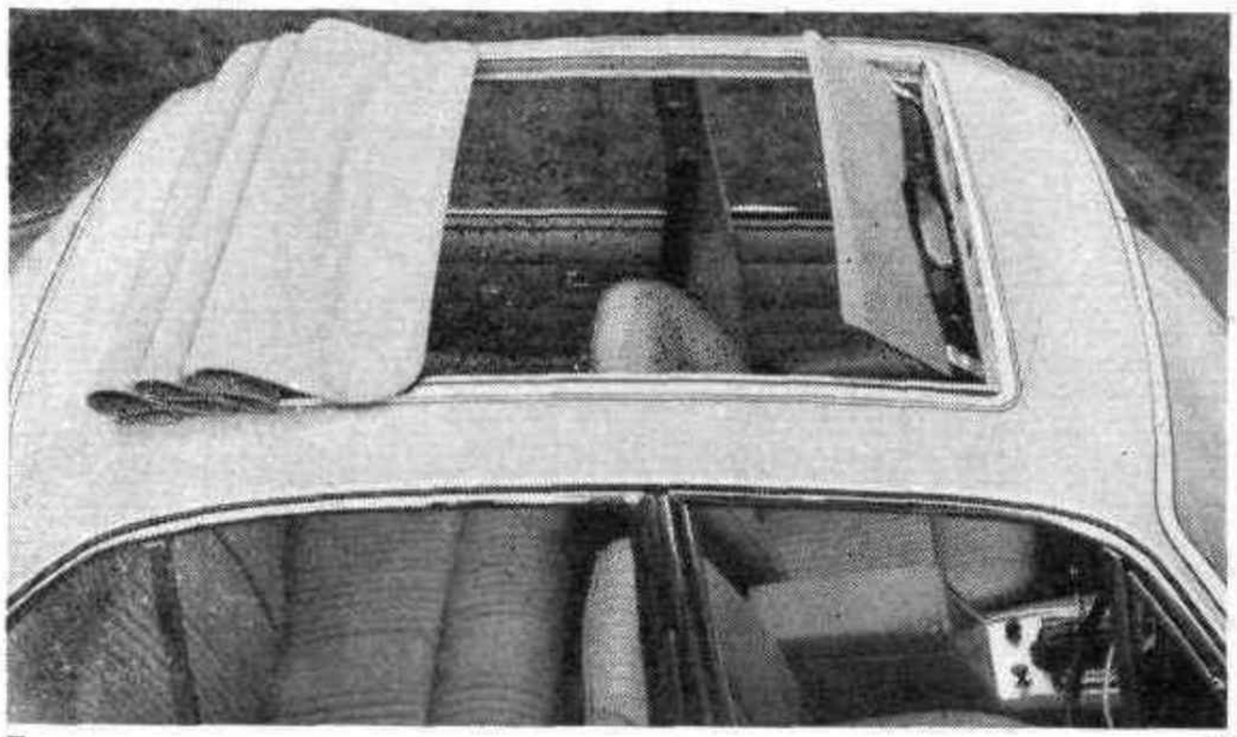
Rocket WD-40 gives you the best of both worlds.



Obtainable from all good garages, DIY shops and through all branches of Halfords

Cadulac Chemicals Limited
Old Boston Trading Estate, Penny Lane, Haydock, St. Helens, Lancs., England. Tel: Ashton-in-Makerfield 75311/7

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



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.

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

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MAKE OF CAR _____ MODEL _____ YEAR _____

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

TUDOR WEBASTO

The best roof under the sun



...do KONI control the other 4?



The steering of your car is in your hands, but its roadgrip and stability is controlled by the suspension and the 4 road wheels. So, if your car tends to judder and bounce and develop a steering wobble, you can accurately diagnose you've got very sick suspension. For which the best cure is a set of powerful Koni shock absorbers.

Koni are best because every Koni is works tuned to give the correct damping force and smoothest ride to each car, and Koni incorporate such exclusive features as special shaft chroming, silent-action valves, patented seal system, constant viscosity oil. Koni are also adjustable.

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

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London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-581 1234.

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

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

Name .....

Address .....

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A noisy car means DANGER!

Keep it quiet with an ACOUSTIKIT

The biggest-selling car sound insulation kits in the U.K.

A noisy car can be dangerous. It's hard on your nerves, and your driving. The easy answer is to fit an Acoustikit. It banishes irritating bonnet-drumming, cuts down noise from the gears, engine and road. And Acoustikits are not just the leading insulation kits on the market. They're cheaper than any comparable product too. That's because they're made by the largest manufacturer of vehicle insulation kits in the UK. There's an Acoustikit tailor-made for YOUR car. It makes sound sense to order yours today.

Easy to fit

Specially designed for DIY motorists. Can be fitted in 2–3 hours with easy-to-follow instructions provided. Supplied complete with adhesive and spatula.

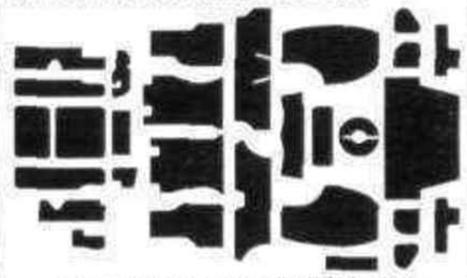
Acoustikits are scientifically made to cushion car noise!

Acoustikits are scientifically designed by Eflow's sound insulation experts from sets of natural jute insulation felt, carefully treated by a special process to act as a complete sound barrier. The porous material actually cushions noise, prevents panel drumming, resists noise penetration through the bulkheads and stops amplification. The parts are specially cut to fit every area of the car that will benefit from treatment.

2 types to choose from

Acoustikits are available in two forms:
1. **Super Acoustikits:** To insulate the complete car, give maximum noise insulation.
2. **Underbonnet Acoustikits:** To insulate engine compartment only.

We can also supply basic materials, which can be cut to fit any model not included in the standard range.



Here's a typical Acoustikit layout.

Read what the press say about Acoustikits:
"Result is really fantastic" *Hot Car*
"Car was transformed" *Popular Motoring*
"The ultimate in sound insulation kits" *Vauxhall Motorist*

"By return" service. Adequate stocks kept of all popular models. Virtually every kit can normally be despatched by return.

Money back guarantee There's absolutely no risk when you order an Acoustikit. Your money will be refunded in full if you are not satisfied.

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500 D.F.L.	—	£6.25	**Sun.** Alpine '70	**£2.80**	£9.20	Autosleeper	**£3.40**	—
850 Sports Coupe	—	£7.80						

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 30p for Underbonnet Acoustikits and 50p for Super Acoustikits.

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To: Eflow Developments Co. Ltd. (Dept. MS13), Eflow Works, Old Teme Bridge, Lower Wick, Worcester. Tel: Worcester (0905) 23260
Please send me by return: Super Acoustikit/Underbonnet Acoustikit
Details of basic materials* for my car.

Make ..... Model ..... Year .....
I enclose cheque/P.O.* (payable to Eflow Developments Co. Ltd., & crossed)
£ ..... (cost of the kit plus part carriage charge). *Delete as appropriate

Name .....

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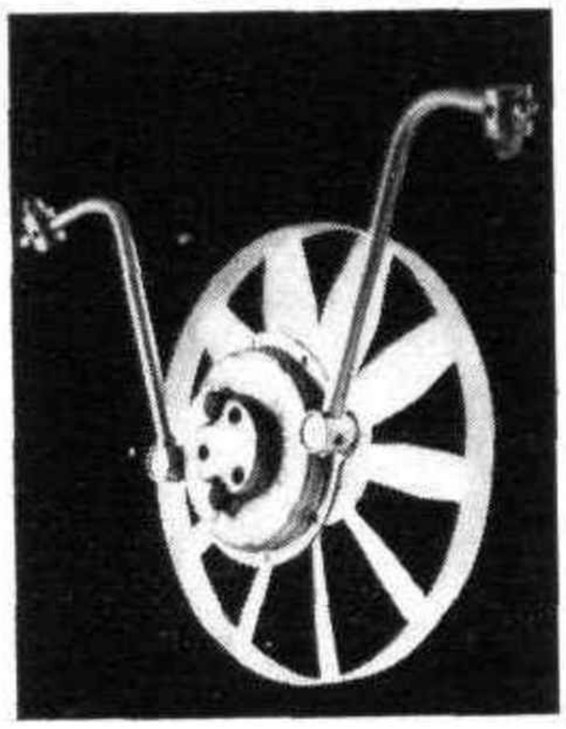
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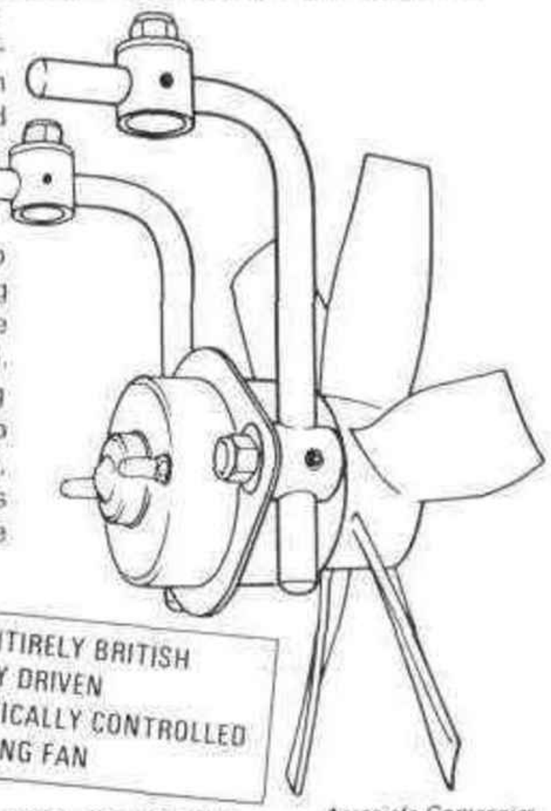
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100% control with Kenlowe	Up to 9% extra with Kenlowe	Up to 9% extra with Kenlowe	No fan noise with Kenlowe	More output with Kenlowe



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 'Variamatic' 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. Prices from £16 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.



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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.

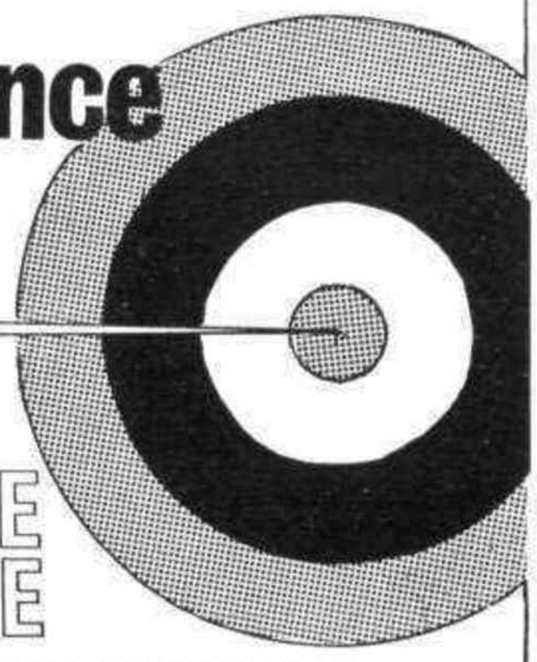
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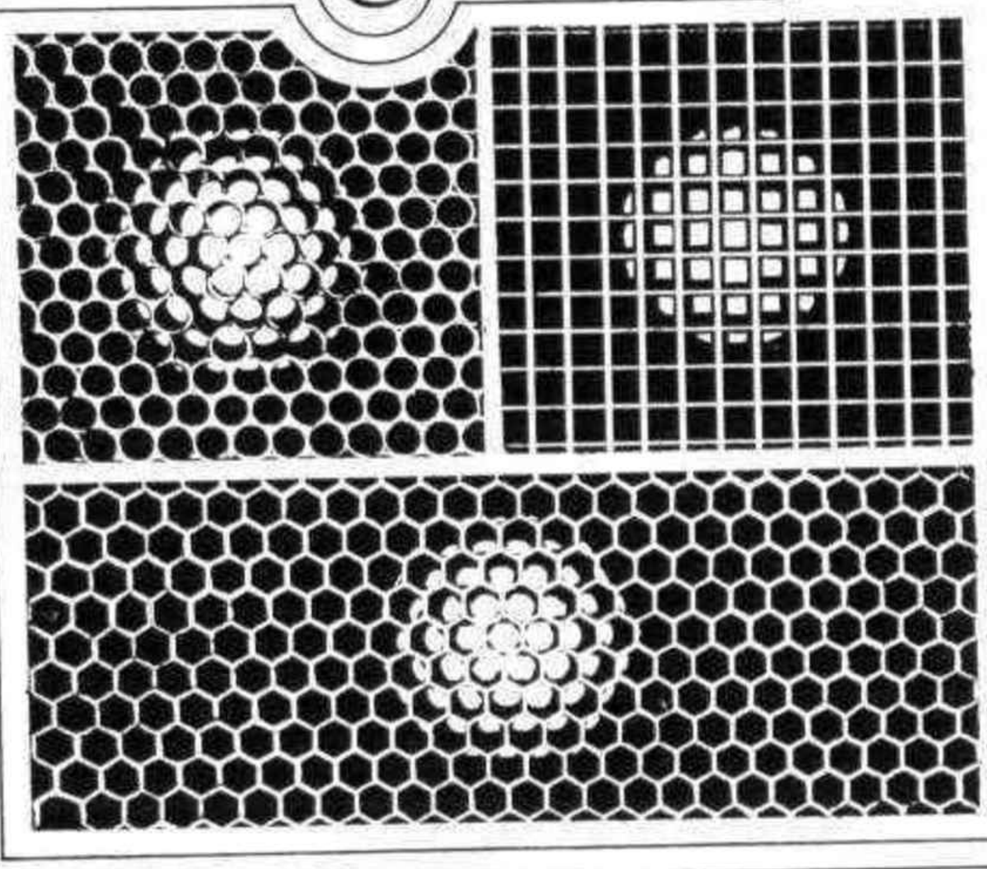
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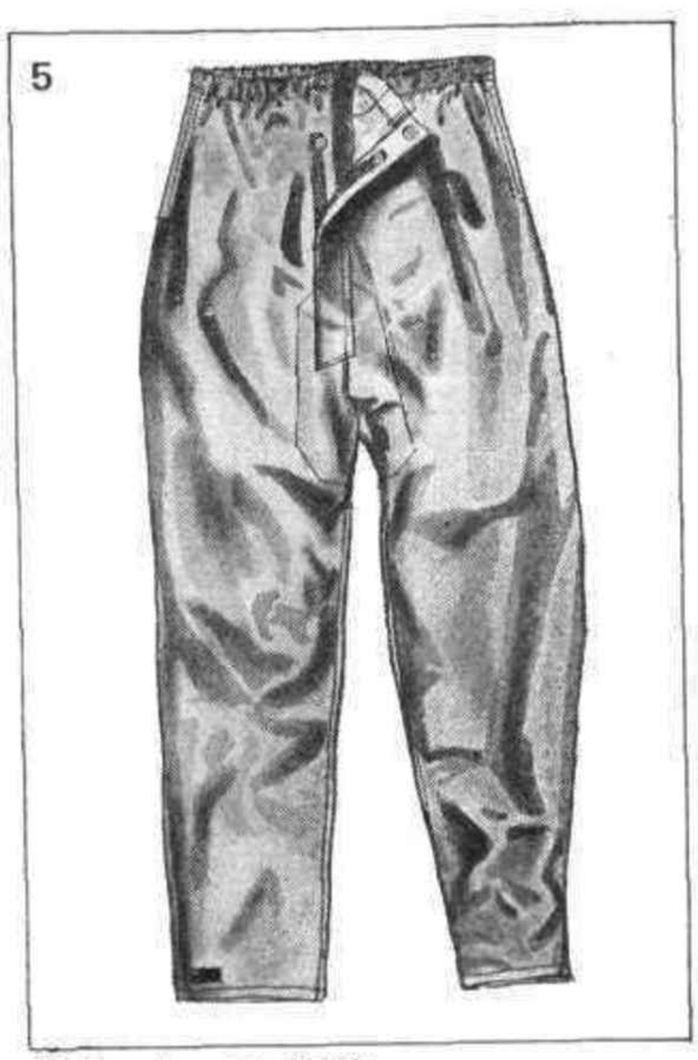
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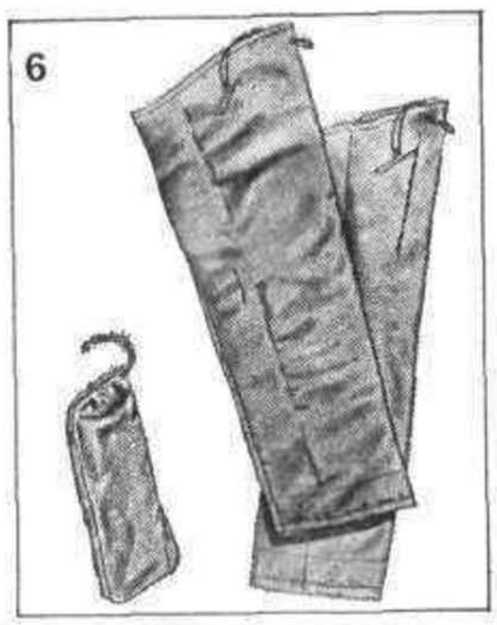
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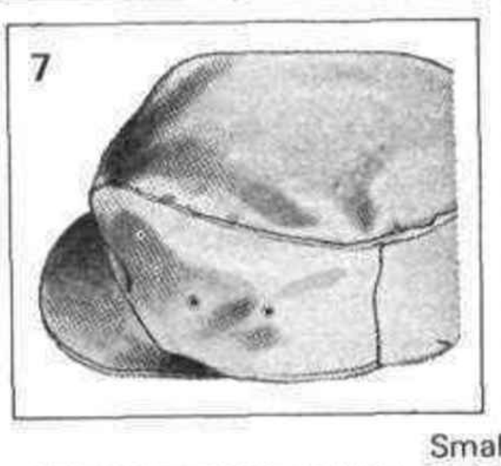
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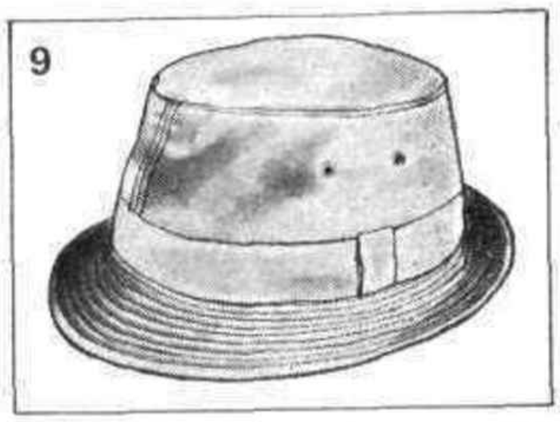
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MOTOR SPORT

INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL XLVIII No. 2 FEBRUARY 1972

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CONTENTS

	Page
Matters of Moment	109
Fixtures for February	110
Grand Prix Scene	111
VSCC Measham Rally	113
1000 Kms. of Buenos Aires	114
Road Impressions: Lotus Europa Twin-cam	116
Lola Success Continues in Huntingdon	117
Around and About (Racing and Club Comment)	118
Continental Notes	120
Driving the Latest Triumph Dolomite	121
Road Impressions: The Austin 1300 GT Mk III	122
Veteran-Edwardian-Vintage	123
My Year's Motoring	128
They Make Racing Cars—Elden ...	134
International Race Results of 1971 (contd.)	136
Rumblings	137
Tuning Topics: Driving Four Fast Cortina Mk. IIIs	138
Rally Review	140
Letters from Readers	149

FRONT COVER PICTURE: This year the Lotus 72 Grand Prix cars will appear in the striking black and gold scheme of John Player Specials. With Emerson Fittipaldi and Dave Walker at the wheel they made their *debut* in the new colours at Buenos Aires on January 23rd. Starting on page 111 is D.S.J.'s preview of the coming Formula One season.

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MATTERS OF MOMENT

■ FORMULA ONE AT THE CROSS-ROADS

Although on the face of it Grand Prix racing, or Formula One as it is called in the existing complex pattern of motor racing, is still the highest form of competition and is continuing to draw vast sums of sponsorship money, pay its top exponents handsomely, attract big crowds of spectators, and cause much controversy, just below the seemingly smooth surface there is turmoil—the cross-roads are rapidly being approached where a calamity could happen from which GP racing may never recover.

The unhealthy fear which the more influential members of the GPDA have of accidents in an accident-prone sport is bringing various pressures to bear on the future conduct of F1 racing. It may be human instinct to save one's skin, within reason. But there is a growing lack of sympathy with a special breed of human who can earn up to £200,000 a year if risks are taken but who wants feverishly to reduce those risks while seemingly not realising that the safer motor racing becomes the lower the "bonus" it will earn. Did those who refused to race at Spa, at the Nurburgring until some £750,000 had been spent eliminating some of its traditional hazards, and who now want to cut out F1 at popular Brands Hatch contemplate taking a "cut in salary" before uttering their safety-first pronouncements? Do they ever stop to wonder for how long the sensation-loving public will go on regarding them as wonder-boys, if they try to demote motor racing from the most exciting and (admittedly) dangerous sport there is, to a milk-and-water parody of its former glory?



It is, for the moment, a measure of their appeal, which one might expect them to guard jealously, that circuit owners have spent vast sums pandering to them and that sponsors still step glibly forward. But when the idea gathers momentum that Grand Prix drivers, once a breed apart, are getting frightened of facing all that F1 implies the big money may well diminish to a trickle overnight, deflected, perhaps, to other spheres of motor racing.

The game has always been dangerous. Before the war, when there was much less intensity of racing, drivers of the calibre of Ascari, Alovatti, Barrow, Bordino, Borzacchini, Bouriat, Cissac, Chalier, Campari, Czaykowski, Delius, Fagioli, Giaccone, Gaupillat, Horsfall, Hamilton, Hartman, Halle, Junck, Kautz, Lehoux, Montaignec, Masetti, Materassi, Moll, Marazza, Mazaud, Nazzaro, Renault, Stead, Siena, Seaman, Torche and Zborowski, etc., died, without ever suggesting the removal of a single tree, or being flagged in if rain were to fall. Today's GP drivers are admittedly going faster and have to concentrate harder. But the pre-war drivers (we have listed only those who crashed in action during a road or road circuit race) frequently had to contend with inferior road-holding and brakes, unpredictable tyres, indifferent flag-marshalling, and they hadn't the protection of fire-proof clothing, safety harness and space helmets; moreover, they were exposed to danger for longer periods, in terms of race distance, and had less predictable "solids" than the endless Armco to contend with, although admittedly they were driving stronger cars which were usually easier to get out of if they caught fire. The gulf between "us" and "them" made the game what it is. When a racing driver or for that matter a President, a pilot, a parachutist, an acrobat, a soldier or a policeman succumbs to fear and makes stipulations, "*ifs*" or "*buts*", for taking the risk out of his professional calling, the gulf between "them", and "us" the cosseted public of a Welfare State, narrows and respect diminishes. When this occurs, prestige and monetary worth also diminish.

So really the GPDA is extremely fortunate that the CSI is prepared to listen patiently to its requests and take steps to try to make top-class motor racing safer. The proposal to reintroduce pit-stops into GP racing next year has met with some odd comments made by those who rush into print without pausing to think. It has been said that this may not reduce the fire risk, because Siffert's

Continued on next page

Motor Sport Fixture List For February

★ **Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list.** ★

C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N/Int = National/International. INT = International.

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Feb. 3rd/6th	**Finnish AC**	**Rovaniemi**	**Rovaniemi, Finland**	**Arctic Rally (INT)**	—
Feb. 4/6th	**Galway MC**	**Galway**	**Galway**	**STP Circuit of Galway (INT)**	**Noon**
Feb. 5/6th	Highland CC	West End Hotel	Fort William	Snowman Rally (*N*)	21.01
Feb. 6th	**Sports Car Club of America**	**Daytona**	**Daytona Beach, Fla., USA**	**Six Hour Sports-Car Race (INT)**	**10.00**
Feb. 6th	**Surfers Paradise IMC**	**Surfers Paradise**	**Brisbane, Australia**	**Tasman Cup Round 5 (INT)**	—
Feb. 6th	Thames Estuary AC	Lydden	Canterbury, Kent	Rallycross (*C*)	13.00
Feb. 13th	**Australian ARC**	**Warwick Farm**	**Sydney, Australia**	**Tasman Cup Round 6 (INT)**	—
Feb. 13th	—	**Lourenco Marques**	**Lourenco Marques, Mozambique**	**FF Sunshine Series Round 5 (INT)**	—
Feb. 13th	Circle CC	Brands Hatch	Dartford, Kent	Sprint (*R*)	13.00
Feb. 16th/21st	**KAK**	**Farjestad**	**Karlstad, Sweden**	**Swedish Rally (INT)**	—
Feb. 19/20th	Tavern MC	Taunton	Taunton, Somerset	Rallye Bristowe (*R*)	23.01
Feb. 20th	**LCC of Australia**	**Sandown Park**	**Melbourne, Australia**	**Tasman Cup Round 7 (INT)**	—
Feb. 20th	**SCC of South Africa**	**Welkom**	**Goldfields, South Africa**	**FF Sunshine Series Round 6 (INT)**	—
Feb. 20th	Darlington & Dist. MC	Croft Autodrome	Darlington, Co. Durham	Rallycross (*N*)	13.30
Feb. 26/27th	De Lacy MC of Pontefract	Selby Fork Motor Hotel	Selby, Yorkshire	Mintex Seven Dales Rally (*N*)	11.01
Feb. 27th	**Australian MR**	**Adelaide**	**Adelaide, Australia**	**Tasman Cup Round 8 (INT)**	—
Mar. 4th	**South African MRC**	**Kyalami**	**Johannesburg, South Africa**	**South African Grand Prix (INT) (F1)**	—
Mar. 5th	BARC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	13.45
Mar. 5th	Thames Estuary AC	Lydden	Canterbury, Kent	Rallycross (*C*)	13.00
Mar. 5th	Falcon MC	Tring Park	Tring, Herts.	Production Car Trial (*R*)	11.00

MATTERS OF MOMENT—continued from previous page

BRM burned furiously with a mere 18 gallons or so of petrol in it. This overlooks the possibility of a rule which could simply require the driver to get out of his car and remain in his pit while the car is being replenished. It has been suggested that pit-stops would be unwelcome, as bringing the mechanics into the limelight enjoyed by the drivers. What bunk! What bigotry! Pit-stops were part of almost all pre-war GP races but the names of the dexterous and skilled mechanics who changed wheels and hurled milk-churns full of fuel into the cars were almost unknown, even at the height of the game from 1935 to 1939, until George Monkhouse quoted those of the German mechanics, in his memorable book "Motor Racing with Mercedes-Benz". In any case, motor racing would not happen if it were not for the racing mechanics, so often unsung and over-shadowed by the space-suited drivers, so why on earth shouldn't those working in front of the pits instead of behind garage doors gain some richly-deserved spectator acclaim?

Apart from any safety-first angle which pit-stops from 1973 and thereafter might have, there is no denying that they have in the past added much to the uncertainty and therefore the excitement of a race, apart from usually being exciting in themselves. The classic pit-stops have been numerous—the dramatic occasion when the refuelling pump failed and Nuvolari's leading Alfa Romeo P3 had to be replenished from churns, while the agonised little Italian danced about in a frenzy, after which, some 1½ minutes in arrears, he set off to out-drive the Germans and win the 1935 German GP; another dramatic pit-stop, when Brauchitsch's Mercedes-Benz caught fire while it and Seaman's were being refuelled and Seaman drove on to win the 1938 German GP; the time when Hawthorn's Ferrari had to stop for fresh rear tyres at Monza in 1958, thus losing the Italian GP to Brooks' Vanwall (MOTOR SPORT's Michael Tee took a splendid picture of this, driver in the cockpit with the car on the jack and both wheels removed, which one of the weekly magazines pinched a few weeks ago), and many, many more.

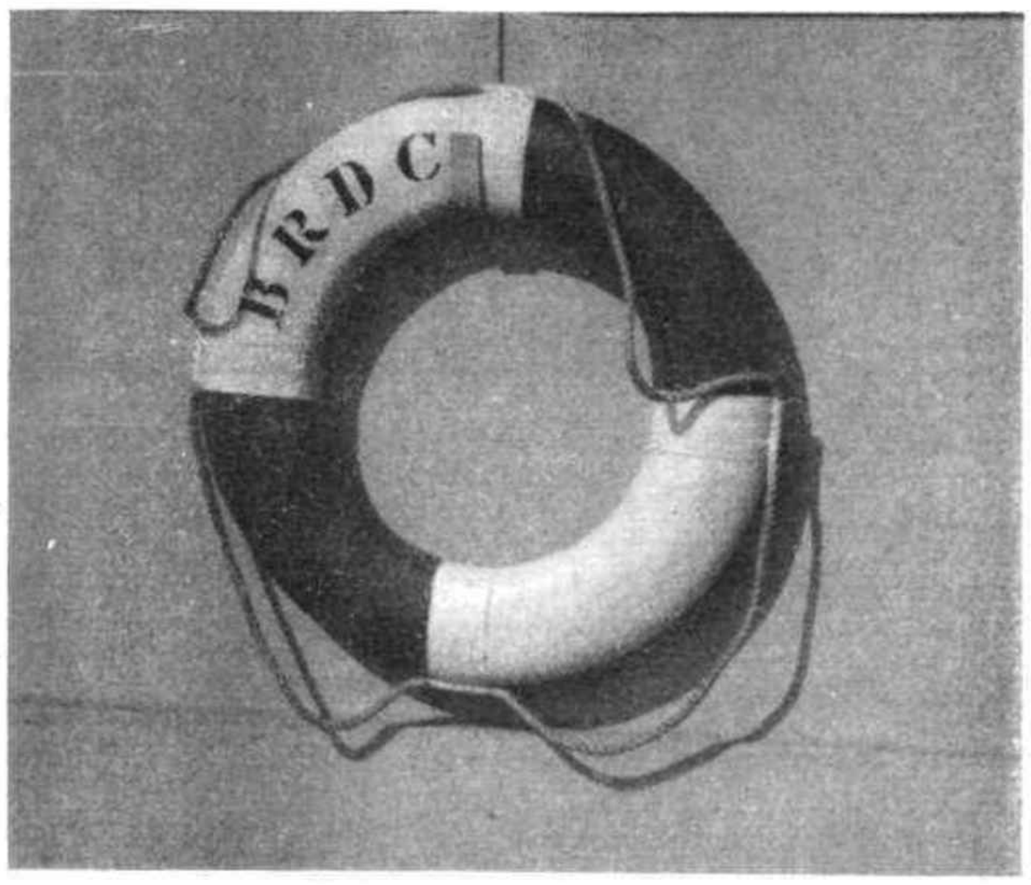
The cautionary note which should be sounded is that nothing artificial must be permitted to undermine GP racing in the name of the sacred-cow safety. To cause F1 cars to stop for fuel by limiting the contents of their fuel bags smacks of design restriction, remembering how Seaman's ancient Delage was able to vanquish the more highly-supercharged modern ERAs by going through a 200-mile race non-stop when they had to stop for fuel and how the unsupercharged 4½-litre Ferraris were able to cope with the faster but thirstier 1½-litre supercharged Alfa Romeos for the same reason. Compulsory refuelling, permissible as a hopeful means of reducing the fire hazard of today's motor racing, could be a retrograde move from the aspect of technical freedom. Certainly GP racing should never stoop to fake pit-stops like those which add fun and training to Club high-speed trials, when a wheel or a sparking plug, or both, have to be removed and replaced, no matter how blameless. The CSI must ask itself whether compulsory refuelling stops come within this category and what such stipulations could lead to—such as pit-calls after a number of laps so that Jackie Stewart's blood pressure could be checked.

What will probably rule out the proposed pit-stop, much as these might enhance even the abbreviated modern GP races, will be inadequate pit-lane areas, the lack of pressure-refuelling facilities, and the problems of rapidly replenishing fire-resistant fuel containers.

MOTOR SPORT therefore ventures a suggestion. If, the safety angle apart, it is thought that pit-stops add interest to races and can change dull processions into difficult-to-foresee outcomes, why not insist that in every F1 race the No. 1 driver in each team has to be replaced at some time by the No. 2 driver, who must complete a given number of laps of the race? This would reduce the cost of racing, because the emphasis would be on one car rather than two, or for the more affluent or better-sponsored entrants, a couple of cars instead of a trio. At the change-overs the car's engine would have to be stopped and it could then be refuelled, while driver-less. It would have to be re-started electrically and if all this did not make another Stewart victory unpredictable, the tactics of Team Managers, free to call in their No. 1 driver, and to replace him, at any point in the race providing the requisite number of laps was driven by each, should do so!

Objections? Apart from suggesting that you tell us (or the Editor, whose idea this is!) in the correspondence columns, we cannot visualise any insurmountable ones. *What if the No. 1 and No. 2 driver in a team were equally skilled?* Every team attempts to sign on top drivers

Continued on page 152



Preparing to abandon a sinking ship?

GRAND PRIX SCENE

DSJ previews the coming season

BY THE TIME these words appear in print the 1972 Grand Prix season will have begun, with the Grand Prix of Argentina held on the National Autodromo in Buenos Aires. The Argentinians held a Formula One race in 1971 as a test run for their World Championship event this year and it will be recalled that it was a strange race held in two parts and Amon was the overall winner with a V12 Matra-Simca, the only race either he or Matra won during 1971. The next Grand Prix is not due until March 4th, when the "circus" fly off to South Africa and race on the Kyalami circuit, so that there is a little time to take stock of what we might see in 1972.

The focal point of Grand Prix racing will be the Tyrrell Team who set the pace through most of 1971 and won the Manufacturers' Championship, while their number one driver was World Champion. It is nice to know that all is well within the Tyrrell Team and the personnel will be as before, with Ken Tyrrell as the overall chief, Derek Gardner continuing his successful design work, and Stewart and Cevert doing the driving. During last season, if one believed everything that was written and said, you could have got the impression that the Tyrrell Team consisted of three key men and a handful of mechanics working from a wood shed in Surrey, no doubt helped a great deal by the pixies and fairies; anyone who was at Brands Hatch last October will have seen the parade by all those outside firms and individuals who helped that stretched nearly the whole way round the Club Circuit. It was a fine parade and it was nice to see everyone enjoying some of the Stewart/Tyrrell glory. They ranged from the Goodyear Tyre Company and all its resources down to small individual firms like those of Maurice Gomm, who did sheet metal work, and Jack Knight, who does machine-shop work. The list was far too long to repeat in detail, but everyone seemed to be involved so that you began to realize that the chaps in the wood-shed really are occupied with co-ordination, assembly and race preparation. It also made you realize that far from three people were involved, the figure being nearer 300 or 3,000, if you take into account all the people on Research and Development at firms like Lucas, Girling, Goodyear, Koni, Armstrong, GKN and so on, all of whose brain-power and facilities were available to the Tyrrell Team. By and large they will all be behind the Tyrrell cars again this year and Cosworth and Ford have pledged their continued support, even going so far as to say that if the 12-cylinder opposition from Ferrari, BRM and Matra starts giving trouble then there will be a Super-Cosworth DFV engine available, with no prizes for guessing whose car it will be installed in, or even what colour that car will be.

All this means that Tyrrell's team will be as strong as ever and they start the season with the two cars they raced most of last season, together with the brand new one that was on show at Earls Court last October; having failed to sell the old 1970 prototype (or the 1970 March 701 cars) there will be a lot of old material under the bench should a disaster strike the team, like the ship carrying the transporter across the English Channel sinking with all hands. The three cars, 002, 003 and 004, which will form the mainstay of the team, will naturally have been improved in detail, and as soon as Hewland produce a gearbox/differential unit that gets away from the original Volkswagen layout, then Gardner can get on with a new design layout. The eagerly awaited Hewland gearbox will be like Porsche and Alfa-Romeo have already used in Sports Car racing, where the gearbox cluster is ahead of the crown-wheel and pinion assembly, instead of sticking out the back, and this will enable the overall centre of gravity to be moved farther forward and a reduction in the overall polar moment, or dumb-bell effect, and this could lead to all sorts of interesting suspension, steering and handling improvements being made. The Porsche 908/3, designed especially for the Targa Florio in 1970, which also proved advantageous on the old and new Nurburgring, was a prime example of the trend. When thinking drivers like Redman and Elford first saw the 908/3 and realized they were going to sit so far forward that the steering column was only a few inches long and the centre-line between the front wheels passed under their knees, they were a bit taken aback and a little sceptical, but after driving these "Mickey Mouse" Porsches they were full of enthusiasm for their



The flat-12-cylindered Tecno Grand Prix car with full width nose with divided radiators under it, and out-rigged fuel tanks. It is painted red with Martini & Rossi stripes.

handling and cornering capabilities. If Hewland get their new gearbox unit into production soon then we can expect all sorts of designers, from Robin Herd of March to John Surtees, to make use of this "revolutionary new layout" even if it is three years out of date in modern racing, to say nothing of it having been tried, not very successfully, on certain Italian GP cars many years ago.

I feel sure most race-goers will want to see Ferrari providing the main opposition to the Tyrrells for everyone loves a Ferrari, and Enzo's team remains unchanged with Ickx, Regazzoni and Andretti and the flat-12-cylinder 312B will continue to be their weapon. Whether the cars revert to the orthodox 312B/1 layout, retain the "different" 312B/2 layout, combine the best of both or veer off at a tangent only time and development will tell, for I doubt whether the Ferrari engineers know themselves at this stage. They are still wondering what went wrong in 1971 when it looked as though they were going to sweep the board. Stewart usually makes statements which cause me to fold up in agony, but at the Paul Ricard circuit he made one which actually made me smile. Everyone assumed that the Ferraris would blow the opposition into the middle distance on the long straight, but as it turned out they barely saw which way Stewart's Tyrrell went, it was so fast down the straight. When questioned on this Stewart explained that up to that point Ken Tyrrell had been teaching him how to go fast round corners, now he was teaching him how to go fast on the straights! Whether someone was listening when I suggested the speed was due to the "new lightweight ELF petrol" that Stewart was using, I don't know, but one of the Italian comic papers got very hot under the collar after the race and demanded to have the petrol checked for an additive. Following that event Stewart made everyone look silly at Silverstone, at a lap speed of over 130 m.p.h., so his engine was checked to counter rumours of it being 3½-litres. If only everyone had faced up to the fact that when Stewart has an "on day" he can out-drive anyone in racing today, they needn't have wasted their time discovering that the ELF petrol was bog-standard and the Cosworth engine was 2,993 c.c. and not 3,500 c.c.

The Matra team seem to be doing something of a Bugatti or Gordini act, or perhaps they are just being very French. Whatever the reason, they have reduced their team to a one-car effort, with Amon driving, presumably in the hope of providing the New Zealander with a really good car and a really good V12 engine, but I can't help thinking that he's going to feel very lonely out there on his own and that must be bad psychologically. In fact the whole team will suffer from this feeling when they line up in the pits with their one entry alongside three screaming red Ferraris, with the total talent of Ickx, Regazzoni and Andretti straining at the leash. On this premise if weight of numbers is all that counts then BRM should annihilate everyone, for they are planning to run six cars. Actually an important factor called quality comes into the equation, especially when drivers are the subject matter, and in the past Nuvolari and Rosemeyer proved that an outstanding one-man effort can overcome an entire team, just as Moss proved more recently in 1961, but these were special drivers and we lack any like them at the moment. The BRM plan is to run a first league of three cars, driven by Beltoise, Gethin and Ganley, and a second league of Marko, van Lennep and Soler-Roig, but if we are honest with ourselves we will admit that the whole six of them in one BRM are unlikely to

demoralize the Stewart/Tyrrell combination. Assuming a minimum of three engines being needed to keep one car racing continuously, the BRM engine department are going to have to build and maintain 18 engines, apart from development work and the replacement of write-offs, so I just hope the engine department at Bourne is big enough and strong enough to handle this mammoth task, to say nothing of all the gearboxes that will be needed, for BRM make the whole of their car, as does Ferrari. To start the season the 1971 P160 cars will be used, with some of the old P153 cars to fill gaps, but the first league will get the new P180 models as soon as possible, this new model being a further development of the original concept, with its compact V12-cylinder engine.

Statistically minded enthusiasts will tell you that in 1971 Lotus did not win a single Grand Prix for the first year since so long ago, and Colin Chapman will add "Don't tell me", but personally I was not conscious of the fact, though I was conscious that the Lotus 72 was not the leader that it ought to have been. When your team has lost the genius of a Jim Clark and the forcefulness of a Jochen Rindt you are bound to hit a doldrum, and though Fittipaldi and Wisell did their best in 1971 they could hardly have been expected to carry the Lotus flag in the manner to which it had been accustomed. Fittipaldi made good progress, driving extremely neatly and smoothly, but lacking inspiration, and fully justified being kept on the strength for 1972, but Wisell was panting a bit too hard trying to keep up the pace, and as the pace was not high enough he has been dropped in favour of David Walker who has exuded solidarity, compatability, race-craft and ability in Formula Three with Team Lotus. All he has to do now is to do the same with nearly twice the speed and four times the horse-power. One can only say "Good luck, Matey". The Lotus 72 has undergone three major changes to the design since it was first shown to us at the Lotus factory, and the 1972 version will see a fourth major redesign, especially around the rear suspension once again. The turbine car has not been abandoned, only shelved while some more deep thinking is done.

At the March factory in Bicester the unusual-looking March 711 has undergone a re-think and come up in revised form as the 721, until such time as a brand new design appears, but like so many Cósworth engine and Hewland gearbox users much will depend on Keith Duckworth and Mike Hewland. The blond Swede Peterson will lead the March attack once more, and if 1971 is anything to go by "attack" will be the operative word for Peterson knows only one way of racing and that is hard. Rather breathlessly in pursuit will be the young Austrian Nicki Lauda. Other teams that will be in the hands of Cosworth and Hewland for their destiny will be McLaren, Surtees and Brabham, the Kiwi lot from Colnbrook giving us all something interesting to follow by bringing Peter Revson from America as their number two driver to Hulme. Revson has been with us before, some years ago with rather inferior machinery, but recently has matured and shone in USAC and Can-Am racing using the latest McLaren machinery. Whether he will shine in European Grand Prix racing or find out how easy it has all been in America, as poor old Dan Gurney did recently when he tried to return to Grand Prix racing, remains to be seen. New smaller, lighter, safer McLaren cars are on the way for about mid-season, after the Indianapolis and Can-Am projects are finished, but in the meantime Hulme and Revson will use the 1971 M19 cars with numerous minor modifications.

John Surtees has decided to devote more time to running his successful racing-car building firm and less to driving so he has formed an interesting works team of Mike Hailwood and Schenken, the former being an obvious choice, especially after the way he went at Monza last year, and the latter being a last minute surprise just when it seemed that the skinny Australian was going to lead the Brabham team. The Surtees cars will follow logical development lines on from the TS9, there being little about the concept of the original car to require much change while Cosworth and Hewland remain static. The Brabham team, which really ought to be called the Tauranac team, now has a new management in Bernard Ecclestone and Colin Seeley, two chaps who have been mixed up in racing for many years, Ecclestone with cars and Seeley with motorcycles, and after apparently leaving the team Graham Hill is back again with the Argentine Formula Two star Carlos Reutemann as his number two. The idea of the two new directors of Motor Racing Developments, the firm that operates the Brabham team, is that they will handle the running affairs, leaving Tauranac more time to concentrate on design and development of the cars. Time alone will tell how it will all work out.

New names in Grand Prix racing are always interesting and this year will see the appearance of Tecno cars in Grand Prix racing. In Formula Three and Formula Two their name is not only well-known but highly respected and their path into the top league of motor racing is being helped along considerably by the Rossi family, through the backing of Martini & Rossi. The new Tecno is a truly commendable effort that puts many British designers to shame, for the Pederzani brothers have designed, built and got running a horizontally-opposed 12-cylinder engine, not unlike a Ferrari, in less than 18 months. It is attached by 15 bolts to the back of a space-frame chassis, following their F2 experience, and drives through a Hewland gearbox. Based in Bologna, Tecno plan to run two cars with Derek Bell and Galli as drivers, and thanks to the enthusiastic Rossi brothers David Yorke has been lured away from the JW Automotive sports-car team to give Tecno inspiration and direction along the lines of success that he traced with Vanwall, Essex Wire and JW Automotive.

If all goes well the Grand Prix entry lists will be full to overflowing already and yet there are more to come, for Frank Williams and Pescarolo are still together, though whether the Williams Grand Prix car will ever see the light of day is not known. If it does not, Pescarolo will be seen in a March, and another private March owner will be Beuttler as in 1971. The Eifelland Caravan firm of Germany are continuing to support Stommelen and have a new March that will be thinly disguised to look like something else, though not a caravan I hope. Trying to get a foot into the very crowded doorway are two private chassis projects, both dependent on their fortunes with Cosworth and Hewland; one is the Connew, designed and built by Peter Connew in the East End of London, and the other is the McNally from the North of England, but without a fairy godmother to give them each £20,000 it is unlikely that either will see a starting grid, which is a pity when so much work and enthusiasm has gone into these projects to date.

Until now I have refrained from mentioning the colours and creeds of the various teams, mainly because it tends to be rather confusing unless you are standing up very close. With the advent of advertising being allowed to become associated with Grand Prix cars an enormous side issue was introduced that involved big business and all its vicissitudes and as racing-car design is still a technical matter it is best to keep the "nuts and bolts" separate from the "bullshit". Anyone who has read Paul Frere's fine book on Porsche Racing, or the AMIMechE paper on the development of the 917 Porsche, will appreciate what is required in the way of engineers, facilities and finance, to tackle motor racing seriously with a view to the knowledge gained being passed on to passenger-car development, which is the only serious reason for racing. Motor racing as "Show Biz" or a "money spinner" cannot hope to have more than a limited life with little or no future, and this attitude fits in well with the advertising and marketing world. The impresario and the ad-man talk the same language, the designer and the engineer tend to look at them open-mouthed wondering what the hell they are talking about. Be that as it may, the outside world, for better or for worse, thinks that the world of Grand Prix racing is a fine spring-board from which to launch their sales campaigns on the unsuspecting public, so once the ban on advertising was lifted all manner of business interests from smoke to scent has pervaded the scene with money and colour. The amount of money would hardly pay for the design and development of a decent automatic transmission and the colour has become so vivid it is rapidly becoming confusing. Like a lot of things in big business the support is shaky and "here today and gone tomorrow" is a phrase the publicity world doesn't like too much.

Having come to grips with the combinations of various racing cars and colour schemes or un-mechanical names, like Gold Leaf Team Lotus, GLTL for short, or Yardley-BRM, or McLaren Gulf orange, we now have to start all over again. Gold Leaf Team Lotus is no more, and in its place is the John Player Team Lotus, and the red, white and gold Lotus 72 cars have now become the black and gold John Player Specials in the eyes of the business world, but to you and me a Lotus 72 is a Lotus 72 and Colin Chapman is still the brains behind them. Smokers will know that John Player and Gold Leaf is all the same thing, so in reality Team Lotus is unchanged, apart from having a face lift and a bit of "tarting up". BRM are in a very different situation for, having used up their two-year contract with Yardley, the cosmetics people decided to have a change and go elsewhere with their money and promotion, so BRM have got themselves tied up with the Marlboro cigarette company and the BRM cars are now all red and white and instead of the team members smelling fragrant they will now smell of nicotine. Yardley have joined forces with McLaren so that the orange

Continued at foot of next page

THE VSCC MEASHAM RALLY (Jan. 8/9th)

RUN in conditions of heavy showers, fog, and snow in high places, this year's "Measham", starting and finishing at Church Stretton, lived up to its exacting reputation. Going to watch it, in BL's latest and very acceptable Triumph Dolomite (no sir, *not* a blown, twin-cam straight-8—but comments on page 121), we found plenty to report, along the 200-mile route.

Giles' Frazer Nash was damaged on the way to the start but most of the 44 entrants lined up for the 22.30 getaway. Malyan informed us that 22/90 Alfa Romeos this time outnumbered the 30/98s—they did, by two to one, Tony Jones having the only Vauxhall entry! C. Mann had but an aero-screen to protect him in the ex-Lanfranchi Alfa Romeo, Leach was in a very spartan 1924 12/50 Alvis with intrepid passenger in the back, but the stoutest effort was probably that of Payne, in his 1925 Amilcar on "bicycle" tyres, although it had a huge BMW-drawn trailer to take it home.

Philip Mann had modern spot-lights and a quick-action fuel filler on his 1928 4½-litre Bentley but had to retire when his navigator fell ill. Griffiths, in his Austin 7 "bath", had the gearbox seize up twice before the compulsory stop near Welshpool, by which time the 30/98 had not only made navigator Weeks sick but was dousing all its lamps when the brakes were applied. The Mann Alfa Romeo had discarded its n/s rear mudguard, its dynamo was playing up, and it was enveloped in steam. Millar's Lea-Francis was having another battery installed and the Amilcar had a busy pit-stop, with an obliging policeman shining a torch, for a plug inspection and change-about of leads to the more serviceable part of the 12-volt battery that fed its 6-volt electrics.

Stretton's Frazer Nash was reluctant to take its oil, which was frothing in the valve cover, Wood was suffering from exhaust fumes in his Rapier, Malyan's Alfa Romeo was smoking from a loose but elusive manifold joint, Abbott's 1928 Model-AF Ford with home-built two-seater body needed water and Hutchings' 328 BMW had broken its front shock-absorbers.

Fountain's Riley 9 had clouted a bank with slight alteration to the shape of a n/s mudguard, and Waine's Riley, an ex-Monaco special with gull's wing-door coupé body, a shovel neatly stowed on the roof, was out with only three serviceable big-ends. Price's Austin Nippy, however, had had a trouble-free and economical run, as had Spencer's Lancia Aprilia, Heath's Alvis, Hill's Alvis and Stafford's Riley, but the last-named had tried to discard its n/s headlamp and Lamb's Riley was without light from its o/s headlamp. Collins had plenty of light on *his* Alvis and plenty of chunky tread on his rear tyres. Hall's Frazer Nash had the Union Jack on its bonnet and Hallam's was labelled "Royal Scot". Mann's Alfa Romeo later ran gently out of road at a junction. So another eventful "Measham" progressed, to give the following results:

Results:

Measham Challenge Trophy : K. M. Hill (Alvis).

PVT Cup: V. P. Stafford (Riley).

Jeddere-Fisher Trophy: J. A. McEwen (Riley).

Light Car Award: Mrs. Hill (AJS).

Newcomers Award : J. Malyan (Alfa Romeo).

First Class Awards: L. J. Stretton (Frazer-Nash), P. J. E. Binns (Riley), M. Fountain (Riley), M. J. Costigan (Austin). **Second Class Awards:** A. D. Jones (Vauxhall), J. A. Griffiths (Austin), R. A. Hutchings (BMW), A. D. Mitchell (Rolls-Royce). **Third Class Awards:** L. J. Wickham (Alvis), A. C. M. Millar (Lea-Francis).

GP SCENE—continued from page 112

McLarens now look like 1971 BRMs and with Peter Revson, whose family own the American Revlon Cosmetics empire, driving for them someone was bound to ask Yardley whether there was any significance or signs of take-over bids. The Managing Director of Yardley stopped any such questions very succinctly by quoting the words of an old song, "I've got my captain working for me now". The lads at March are still keeping the Granatelli family happy, so the March 721 cars will be red, as were their predecessors, and there will no doubt be bigger and better STP stickers everywhere. Taken all round the Grand Prix scene has undergone a fantastic amount of work in the paint-spraying industry, but while the Battle of Waterloo may have been won on the Playing Fields of Eton and the Battle of Britain may have been won on Calshot Water, I doubt if any Grand Prix races are going to be won in the paint-shops.—D. S. J.

V-E-V Odds & Ends.—Tim Carson, late Secretary of the VSCC, was awarded an MBE in the New Year's Honours List. The last issue of the "Frazer Nash Chain Gang Gazette" contained an excellent report of the 1971 Cutty Sark/Castrol/Dunlop/Renolds-supported Raid to the Nurburgring. There is to be a Parade of selected Austin Sevens at the July VSCC Silverstone Race Meeting. Further details of the forthcoming Austin 7 Golden Jubilee celebrations appear in the current issue of the A7 Club's Association Magazine. A V16 Cadillac was seen near Paris on New Year's Day. Mrs. W. H. Aldington's 1935 BMW 319/2 cabriolet, which her husband bought for about £100 in 1940 has been presented to David Blackburn, Chairman and Managing Director of BMW Concessionaires (GB) Ltd, and President of the BMW OC, who has had it completely restored. The seats, incidentally, are covered with English hide and the floor with deep-pile Axminster carpeting. Albert Henry Godfrey Girling, inventor of Girling brakes and manufacturer, with his two brothers, of the Girling 3-wheeler, died recently, aged 90. He drove a car up to the age of 75.

SMM & T STATISTICS

THE figures for new car registrations in 1971, from January to September, show British Leyland substantially in the lead, with a total of 398,631 private cars, an improvement over the identical period in 1970. Ford, with labour set-backs, sold 163,350 cars, Vauxhall 107,046, Chrysler UK 103,319. All these were a very considerable improvement over the preceding year, except for Ford, who had dropped, by comparison, over 71,000 sales, a grim reminder of how the Trade Unions could kill our Motor Industry. Imports were up, by 75,074, to a total of 188,544, against the British total of 777,954 cars.

In this nine-months' period the BL 1100/1300 range was the most popular, with 107,463 registered, compared to 70,783 Vauxhall Vivas or 65,170 Ford Cortinas. Adding Viva and Victor (98,252) or Escort and Cortina (126,793), however, gives Ford the advantage, but if Marina sales are added, ignoring even better 1600/Maxi business, British Leyland left Dagenham standing.

Of the Importers, VW led, followed by Renault, Fiat, Chrysler France, Volvo and Audi-NSU. All had increased their sales, as had Opel, DAF, Saab, Citroën, Peugeot, BMW, Mercedes-Benz and Toyota, with appreciable up-trend, and Skoda less successfully; Alfa Romeo were slightly down.

Sports cars were up, except for a big fall in E-type Jaguar sales (pending release of the V12?), and BL did better with their big Austin/Morris cars and even sold 6,615 Minors. The Triumph Herald/Vitesse/Toledo range outsold the 1300/1500 and 2000/2500 ranges and sales of Ford Zephyr/Zodiac remained steady. Fractional sales drops were experienced by Jensen and Reliant but Lotus improved by 39 cars. Surprisingly, Opel's Kadett was that make's best-seller; the 12 was Renault's, the 504 Peugeot's best bet.

The November 1971 figures show BL well away, Ford recovering strongly, and Chrysler UK to have overtaken Vauxhall, whilst against the 1971 figures Lotus were losing, likewise Reliant, but Jensen did better. The November Import order saw Renault leading VW, chased by Fiat, Chrysler UK and Volvo. Much smaller sales followed, in the order—Opel, DAF, Saab, Peugeot, Citroën, BMW, Audi/NSU, Toyota, Skoda, Mercedes-Benz and Alfa Romeo, of those for whom statistics are issued.

RACERS FOR THE ROAD

Firestone have just introduced a Sports GP road tyre which looks for all the world like a racer and incorporates competition compounds but is of a much more robust construction. Firestone recommend them particularly for Beach Buggies and for Lotus Elan +2s, Lotus 7s, Escort RS1600s and the like. We haven't tried a set and presume that the road holding is superb but wear limited. More details from Firestone Racing Division, Great West Road, Brentford, Middlesex.

AA RACING HOLIDAYS

The Automobile Association has combined with 4S Sports (a member of the Horizon Holiday Group) and announced a programme of tours to various sporting events in 1972 including several motor racing events. There are trips to the Spanish, Dutch, Italian and South African Grands Prix, another encompassing both the US and Mexican races as well as tours to the Swiss, French and Italian motor shows and prices look very competitive. One warning however, both the Mexican and Dutch races are far from certain at present. The well illustrated brochure giving all the details is available direct from the AA.

1000 KMS. OF BUENOS AIRES

BUENOS AIRES, *January 9th*

A RESPITE of almost six months in the sports car championship programme gave all the leading teams some time to prepare for the 1972 season, which began in South America early in January. The latest rules have of course outlawed the 5-litre Porsches and Ferraris, and in theory at least bring the 3-litre prototypes closer together in performance by introducing minimum weight limits for the first time, 575 kilogrammes for the 2-litre machines and 650 kilogrammes for the 3-litres. Can-Am type points scoring allows more factories to record success, and the CSI has cleverly sought a compromise to demands for shorter races by insisting that endurance events are limited to six hours or 1,000 kilometres—except in the case of "classics" like Le Mans and Sebring . . . .

A year ago the city of Buenos Aires ran a World Championship status event for the first time since 1960, the event organised jointly by the Automovil Club Argentina and the government-backed YPF fuel company, which puts up all the money. Last year's race was sadly marred by the death of Ignazio Giunti, giving the Ferrari 312P its race debut, and in the past 12 months there has been a good deal of reconstruction at the multi-circuit complex on the outskirts of this vast capital. The track has been widened in places, with *chicanes* slowing the cars before the end of the long back straight and again before the pits. Signalling lights replace marshals' points, and the pits themselves have been extended and modernised. Fire precautions are much better now, and a great deal of money has been spent by the city council on making its circuit worthy of its status. As a result, the safety aspect should make the professional drivers happier for if their cars should go out of control, the chances are good that they will spin harmlessly across large expanses of grass instead of hitting Armco rail which surrounds most European tracks.

The Argentine organisers, led by Juan Manuel Fangio as a chief advisor and negotiator, went to a good deal of trouble to make their European guests welcome for both the sports car race and the Formula One Grand Prix held a fortnight later. Teams of three Ferraris, five Alfa Romeos, two new Lolas, a Porsche 908/3 and the all-Argentine Berta LR completed the 3-litre class, and their fortunes pushed even the politics off the front pages of the Buenos Aires daily papers.

The Ferrari team has not been wasting time since last July, when the final Championship race of the season was held. A 1972 specification 312P appeared at the Kyalami 9-Hours in November, finishing second to the narrower 1971 model (now honourably retired) and two unraced machines completed the line-up. The 312P has the same monocoque chassis as before, modified through the '71 season in small ways such as moving all the fuel to the left side of the car, and altering the suspension.

Internal dimensions of the cockpit have been increased by nearly 6 in., in accordance with the regulations, to make the prototypes look more like the two-seat sports cars they are supposed to be. The bodies are some 2 in. lower, due to 13 in. wheels being fitted (rim widths are 10 in. at the front, 16 in. at the rear, though 11 in. and 17 in. rims may be fitted later in the season).

As before, the engines are the flat-12, five-bearing GP units with small modifications to the induction system to prolong race life; they develop 440 b.h.p. at 10,600 r.p.m. and, if occasion demands, 460 b.h.p. at 10,800 r.p.m. In this trim, the cars appear to meet the minimum weight requirement, the lightest of the three being scrutineered at 655 kilogrammes with a little fuel remaining in the tank. Two of the cars had old gearboxes, and that of Regazzoni/Redman had a new box which facilitates the changing of ratios between practice sessions.

The driver line-up has of course been augmented since last year when only one car appeared regularly. Peterson, who drove a Ferrari at Le Mans in 1970 and co-drove the winning Alfa Romeo at Watkins Glen last July, has signed a full contract and his co-driver was Schenken, who was a reserve in the Matra team at Le Mans in 1970 and finished fourth in the Kyalami race in 1968. They had a brand new car which was untested.

Ickx and Andretti teamed up in the same car they drove in Kyalami, and the third car which had only been used for testing at Daytona was handled by Regazzoni/Redman. Later in the season, when Andretti is unable to drive in some European events (including the BOAC 1,000 Kms.) Arturo Merzario will take his place so at least Ferrari will have one Italian driver on strength!

Ing. Carlo Chiti, head of the Autodelta team, had designed some new Alfa Romeos with tubular chassis for the 1972 season and these made their race debut at Buenos Aires. On several occasions last year an aluminium "Tubolare" was tested and practised (though it never started a race) and this was used as a prototype for this year's cars which have steel-tube framework. The steel tubes are clearly heavier—Chiti felt that he had weight to spare with the latest regulations—stiffer, and safer. An interesting modification was the fitting of Chiti's safety fuel tank which contains extinguishant in an integral container and delays, or completely eliminates, the risk of fire in an accident. The lightest Alfa Romeo scrutineered weighed 709 kilogrammes, which may not be accurate as fuel could remain in the tank, but indicated that the cars are definitely overweight. The petrol tanks each weigh 25 kilogrammes, which is the penalty of protecting the drivers.

New faces appeared in the Alfa Romeo cockpits too. Elford and Marko were contracted from the disbanded Martini Porsche team and shared a car, de Adamich/Galli shared a second "Tubolare", and Stommelen/Hezemans completed the multi-national line-up with another new Tubolare. A fourth car entered by Autodelta was one of last year's T33 models—also fitted with safety fuel tanks—for Vaccarella /Pairetti, the latter the only Argentine to get a full works drive, and Zeccoli was listed as a reserve. Another of last year's monocoque cars, with the usual foam-filled petrol tanks, was driven by Alberti—who has bought the car—and Facetti.

Development of the Alfa Romeo flat-12 engine has been delayed, the official reason being labour difficulties and the failure of bought-out components to be delivered, so for the time being the Autodelta entries continue to rely on the familiar V8 which has been modified in small respects to produce a claimed 445 b.h.p. at 10,500 r.p.m.

Bonnier's Swiss team entered two new and unraced Lola T280 models. These have much in common with last year's T212 2-litre model and the 1972 2-litre, the T290, with a similar monocoque and suspension details. The radiators are side-mounted however, and the bodywork is low, slippery and smooth compared with other 3-litre rivals, having been developed in the Specialised Mouldings wind tunnel at Huntingdon.

To power these cars, Bonnier had negotiated with Cosworth Engineering to have two new 12-series DFV V8 engines, these having new crankcases and a claimed 445 b.h.p. at 10,800 r.p.m. Listed drivers were Wisell/Bonnier (the latter practised but did not race) and Larrousse/Craft, the Frenchman another refugee from Martini-Porsche. Bonnier intends to contest each round of the World Championship for Makes, which is the title of the series now, except for Spa and possibly Le Mans.

Argentinian hopes were pinned on Oreste Berta's new car, the LR, which has a V8 engine very similar in design to the DFV. The car has an alloy plated space-frame chassis, and appears to be small and very light. Unhappily government finance fell short of Berta's expectations and the programme, which should have included European appearances, seems to have been curtailed. Luis di Palma, one of the contracted drivers, sustained burns to his hand a month before the race when one of the two cars was burned out, so just one car practised and di Palma failed his medical examination.

Making up the numbers was an aluminium spaceframe Porsche 908/3 for Spaniards Juan Fernandez/Jorge de Bagration, who hoped for a reliable run since their 360-b.h.p. car had been heavily ballasted to make the minimum weight.

Only prototypes of Group 5 appeared in the 24-car starting list, the remainder being 2-litre models. Osella/Abarth entered three space-frame Abarths, which looked far from new and had massive-looking gearboxes from the uncompetitive 3-litre prototype attached to the Fiat-based twin-cam engines. The Chevron Racing Team entered two B19-FVC models (actually those belonging to John Bridges' Red Rose team), Bonnier entered three Lola T212-FVC cars for his customers, another Lola T212 was entered for Wilson Fittipaldi/Renato Catapani, and Pace/Monguzzi gave the new Italian AMS-Cosworth FVC monocoque car its debut although it was first seen at the Monza racing exhibition at the time of the Italian GP.

Those who went from Europe to Argentina had two Christmas Days this year, for the holy day was celebrated there on January 6th when an unofficial practice session was held. At least an estimated 50,000 people poured into the grounds of the circuit, and until late afternoon the most activity they saw was workmen and tractors trying to make the track ready for the cars. Finally the Ferraris and Alfa Romeos began to make their tentative circuits of the 6.0-km. track, dust clouds rising into the hot atmosphere as speeds rose.

Huge cheers greeted the Berta which did three warm-up laps with di Palma driving then expired with a damaged engine at the back of the circuit. Practice had to be halted quite a while until hundreds of well-wishers had been removed from the roadway, and the same thing happened next day when the engine again gave trouble when Garcia Veiga was driving.

At the end of a rather meaningless exploratory period some unofficial times were issued showing Regazzoni to be the quickest Ferrari driver, followed by Schenken, Stommelen, Elford and Andretti.

Firestone slick tyres were run by the Ferrari and Alfa Romeo teams, whose drivers were all bothered by the lack of grip on the dusty road. The Alfa Romeo squad was in most trouble, though, finding that the chassis were so stiff that handling was unpredictable. Most complained that the "Tubolares" switched suddenly from understeer into violent oversteer, and there was quite a lot of harmless spinning going on. Springs were progressively softened until, on Friday, Stommelen found that things were no better and reverted to hard springs, immediately setting a very fast time. The rest of the drivers followed his thinking without wasting any more time, concluding that they just had to get used to the cars the way they were made.

Practice began late on Friday, scrutineering having been delayed 90 minutes because the scales weren't to be found so the cars weights could not be checked. At 7 p.m. when the session was originally scheduled to finish, the track became cooler and all the important places for the 2-2 rolling start were settled in the next hour. So far the quickest drivers were doing their best to break the 2-min. mark, but as the shadows began to lengthen and the track cooled to below 80° Farenheit, Ickx, Peterson and Stommelen recorded sub 2-min. times; by eight o'clock, when it was all over, Peterson was the fastest man at 1 min. 58.59 sec. and Stommelen, again the fastest Autodelta driver as he was last year, had recorded 1 min. 58.90 sec. Ickx and Regazzoni were next fastest on 1 min. 58.98 sec. and 1 min. 59.15 sec. respectively, and in fact all six Ferrari drivers were within one second of each other indicating that this is going to be a formidable team.

Wisell also circulated fast, recording 1 min. 59.18 sec. which seemed remarkable for such a new car, and the Ferrari drivers were saying that the Broadley-designed car was making up 50 yards on them in the twisty section of the track. De Adamich was the only other to break two minutes (1 min. 59.60 sec.), while Elford/Marko wasted the best part of the day waiting for their engine to be changed and finally circulating slower than Quester and Merzario in their Abarths.

Saturday's times did not make a direct comparison, Firestone having just taken delivery of a new batch of tyres released from customs. These were a new harder compound type supposed to last through the whole race (they didn't) but up to two seconds per lap slower. Two of the Ferraris, those with older gearboxes, had been fitted with a wrong ratio overnight, and they missed all but an hour of practice. The difficult Alfa Romeos became even more hard to tame on the less grippy compounds, so few drivers managed to improve their grid positions for the race.

The Lolas, running on Goodyear's latest G31 compound for practice and the race, were rather better placed. Wisell did not improve his time, which was fifth fastest, but in the second car Larrousse speeded up to 2 min. 02.66 sec. which was seventh fastest.

On Sunday the race, over 168 laps, was due to begin at 09.30 allowing plenty of time for the event to finish before the hottest part of the afternoon. Ambient temperature was already approaching 80° F. when around 70,000 spectators had crammed into the autodrome, and 23 cars (the Berta was withdrawn) circulated behind the pace car. Wisell's Lola was left behind, the DFV proving difficult to start, and the Swede had to complete a full circuit instead of a shortened lap because a marshal pulled a barrier across the road. He took his start about 20 sec. after the last Lola had gone by, but quickly worked his way through the field.

Peterson's Ferrari made a cracking start to lead the race with Stommelen hard behind, and at the tricky hairpin before the pits the German driver slipped past to lead the opening lap. Ickx and Regazzoni were keeping Ferrari well to the fore, and Larrousse was in their wake followed by de Adamich and Merzario in the Abarth 2000.

Stommelen's lead was short-lived, for at the same hairpin on the next lap his throttle jammed open momentarily and his Alfa Romeo spun, restarting in the direction of the nearby pits. Seven laps were lost fitting a new throttle cable, and while he was there Elford lost seventh place pulling into the pits to have a large screwdriver removed from under the pedals!

This gave the Ferraris a healthy 1-2-3 placing, Ickx now leading Peterson and Regazzoni, with Larrousse keeping well up in the Lola T280. Wisell had climbed to fifth place after nine laps, and after 19 went ahead of his French team-mate. By now Ickx, who opted to run on the soft-compound tyres, had used his advantage to lead Regazzoni by 8 sec.; Peterson was in the Swiss driver's slipstream and Wisell was 18 sec. further back, but closing at the rate of a second per lap. By now Vaccarella had stopped to have his clutch adjusted and de Adamich was the best-placed Alfa Romeo driver, rather poorly placed sixth ahead of Merzario.

Everyone else had been lapped when the first pit stops took place, Peterson stopping for fuel on lap 34, Ickx and Regazzoni on the next two laps. The Lola appeared to have better consumption, taking the lead and keeping in front until lap 38; Wisell remained in the car, but all the works drivers changed over.

Merzario and Quester were well placed in their Abarths, but one lap after handing over to Dini, Merzario's fifth-placed car retired with broken transmission. The Quester/Soler-Roig car was slowing with a serious misfire (which afflicted the third Abarth entry all through the race) and soon disappeared when an electrical fault stopped the engine a long way from the pits. Larrousse dropped back during his pit stop, having the rear suspension checked for a fault which proved imaginary and now Wisell was the only driver to be worrying the Ferraris though his Lola dropped back after a more leisurely pit-stop, Bonnier's crew refuelling with NASCAR churns while Ferrari and Alfa Romeo used gravity tanks in the pits.

Shortly after relieving de Adamich, Galli stopped to have his clutch adjusted: the Alfa Romeo team seemed to miss Dott. Businello, who last year took much of the administrative burden off Chiti who designs the cars, engines, and directs the team. Certainly team-work wasn't one of Autodelta's strong points at Buenos Aires, and they paid the price in full. Now, with 50 laps completed, the best-placed Alfa Romeo was the privately owned (but Autodelta crewed) T33 of Facetti/Alberti, running nearly two laps behind in fifth place. Ferrari's supremacy was dented when Andretti stopped to have an electrical fault checked. The master switch by the battery was playing up, and had to be changed when he stopped a second time dropping the car to 14th place seven laps behind the leaders.

At one-third distance Schenken was leading Redman and Wisell, 67 sec. covering these three with Craft now a lap behind, 70 sec. ahead of Facetti. Elford/Marko were two laps down, their Alfa Romeo neither handling well nor running cleanly. Chiti's hopes were further dashed when Galli coasted to the pits with water pouring out of one exhaust pipe, a cylinder liner having cracked, so all he had left in contention was a last-year car and a sick 1972 car.

Schenken and Redman continued to command the race but Wisell was circulating faster, establishing a record for the revised circuit at 1 min. 58.39 sec. (181.481 k.p.h.). When the Ferraris' second pit stops were due Wisell was only 4 sec. behind Redman. Schenken handed over to Peterson who retained his lead, but only by a few seconds

Continued on page 120

Results:

1,000 KILOMETRES OF BUENOS AIRES—Group 5—168 laps—1,002.6 kilometres—Hot and dry

1st	R. Peterson/T. Schenken (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	5 hr. 45 min. 58.22 sec	–173.886 k.p.h.
2nd	G. Regazzoni/B. Redman (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	5 hr. 48 min. 02.97 sec.	
3rd	G. Albert/C. Facetti/A. de Adamich (Alfa Romeo T33/3—3-litre V8)	Entrant: Giovanni Alberti, Italy	162 laps	
4th	V. Elford/H. Marko (Alfa Romeo T33/3—3-litre V8)	Entrant: Autodelta SpA, Italy	160 laps	
5th	J. Juncadella/J. Hine (Chevron B19-Cosworth FVC—2-litre 4-cyl.)	Entrant: Chevron Racing Team, England	158 laps	
6th	J. Fernandez/J. de Bagration (Porsche 908/3—3-litre flat-8)	Entrant: Juan Fernandez, Spain	157 laps	
7th	G. Larrousse/C. Craft (Lola T280-Cosworth DFV—3-litre V8)	Entrant: Ecurie Bonnier, Switzerland	156 laps	
8th	N. Bosch/J. Bridges (Chevron B19-Cosworth FVC—2-litre 4-cyl.)	Entrant: Chevron Racing Team, England	156 laps	
9th	N. Vaccarella/C. Pairetti (Alfa Romeo T33/3—3-litre V8)	Entrant: Autodelta SpA, Italy	153 laps	
10th	J. Ickx/M. Andretti (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	152 laps	
11th	T. Ternengo/C. Francisci (Abarth—2-litre 4-cyl.)	Entrant: Osella/Abarth, Italy	145 laps	
12th	E. Tondelli/C. Pascualini (Chevron B19-Cosworth FVC—2-litre 4-cyl.)	Entrant: Eris Tondelli, Italy	137 laps	
13th	G. Moretti/C. Ruesch (Lola T212-Cosworth FVC—2-litre 4-cyl.)	Entrant: Ecurie Bonnier, Switzerland	127 laps	
14th	H. Gradassi/E. Bertolini (Lola T212-Cosworth FVC—2-litre 4-cyl.)	Entrant: Ecurie Bonnier, Switzerland	118 laps	

Fastest lap: R. Wisell (Lola T280), 1 min. 58.39 sec.—181.481 k.p.h.

23 starters — 14 finishers.

ROAD IMPRESSIONS

LOTUS EUROPA TWIN-CAM

More power means more fun

MANY AN ARGUMENT has centred around the Lotus Europa, the rear-engined GT car which has until recently been powered by a Renault engine. MOTOR SPORT's Continental Correspondent was one of the Europa's most ardent fans following a memorable trip down to Sicily and back, but there have been plenty of detractors who have criticised the Europa as cramped, unreliable and, above all, a slouch compared with the Ford twin-cam-powered, front-engined Lotus Elans. Various tuning firms have tried to graft Ford motors in the place of the French unit and found it a bigger job than expected. Now this attractive machine, conceived by Colin Chapman and designed by one of his staff, Ian Jones, is being marketed with the evergreen Ford twin-cam motor and, into the bargain, the car has been modified considerably to eradicate many of the criticisms levelled at it.

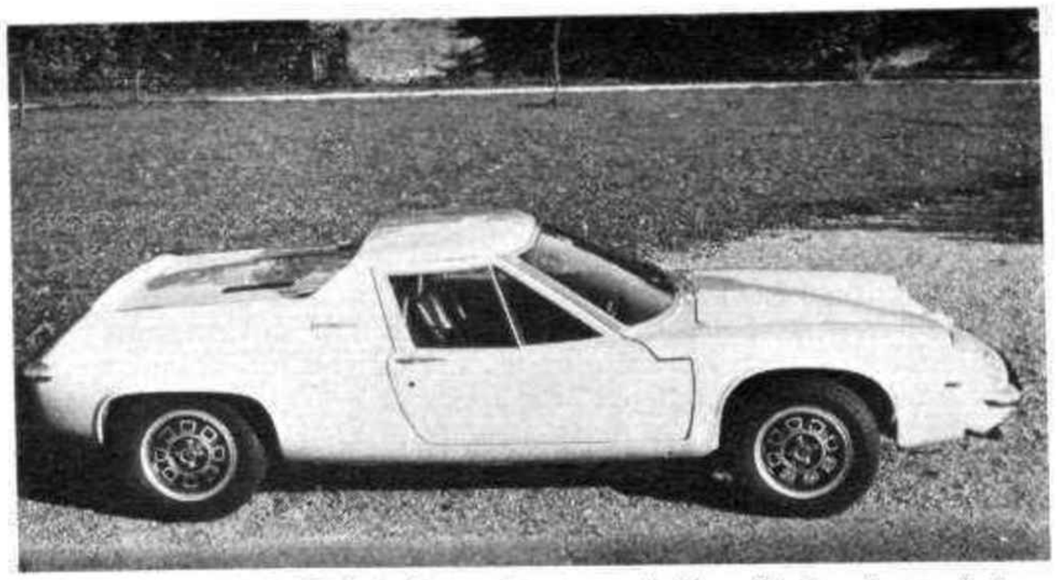
The new model, which is instantly recognisable thanks to the cutting down of the engine cover sides, was introduced at the 1971 Motor Show and a startling lime green example came our way in January, the Lotus firm's latest public relations man looking after MOTOR SPORT just as well as his predecessor. Unfortunately throughout the week we had the car it seemed to be constantly wet and rarely were we able to experience the tremendous dry weather road-holding remembered from earlier Europas. Even so we put an extra 900 miles on this nearly new car and were convinced early on that, in its latest £1,995 form (£1,595 as a kit), the Lotus Europa is very much improved.

There are still faults which need ironing out but we should say that during the brief test period the car performed without fault and that is something which cannot be said about some earlier Europas. One must realise that it is a no compromises sports two-seater and there isn't any room for taking a third person down to the pub, the two luggage compartments offer little space and the driving compartment is undeniably cramped for those 6 ft. and over, although there is more room than on earlier models.

The change to Lotus twin-cam power was a fairly obvious one and has given the Europa very much better performance. The Renault aluminium unit, hard working though it is, gave only 78 b.h.p. compared with the heavier twin-cam's 105 b.h.p. Particularly noticeable is the reduction in acceleration times and, for instance, 0-60 m.p.h. is now close on 7 sec. compared with almost 11 sec. with the Renault, and this puts the Europa on a par with the Elan Sprint although the Sprint pulls away up to 100 m.p.h.

The Europa has been fitted with the cooking Lotus twin-cam engine whereas the Elan Sprint now has the "130" big-valve engine. The limiting factor with the Europa is the gearbox for one of Renault manufacture is still utilised. Proprietary rear-engined boxes other than those for racing are virtually non-existent. This very fact discourages many of our specialist firms like TVR, Reliant and Ginetta from producing rear-engined cars other than Imp-powered and gearboxed machines. This aside, there is no doubt that the 105-b.h.p. twin-cam engine has made the Europa an exceptionally fast and accelerative car and for that matter further attention has been paid to the gear linkage to the Renault box so that we found it far better than any previous Europa boxes.

Quite a few other modifications have also improved the Europa, some of them easily noticeable and others under the skin. For instance the backbone chassis has been redesigned and strengthened considerably and is no longer contracted out. The suspension geometry has been redesigned, a brake servo added and there was considerable revision in the rear to fit the new engine. The body moulds have also been altered so that, as well as losing the fins on the rear flanks but not spoiling the lines, the driver and passenger compartments have been enlarged considerably. A member of the Standard House staff who tops 6 ft. 4 in. was able to drive the Europa without too much discomfort, which he certainly would not have been able to have done with the older model, but he did succeed in ripping his trousers right up the seat when he climbed out of the car. Another noteworthy, change is the switch to twin tanks, so that now the Europa will take 12½ gallons rather than 7. However, this is undoubtedly necessary for the Twin-Cam is more thirsty than the Renault and we recorded an overall 24 m.p.g. with a lot of Motorway work included. In more



THE NEW EUROPA is instantly recognisable with its chopped down engine cover sides.

urban areas one tends to use the extra Twin-Cam power in bursts, bringing the figure down, while one would not be tempted to do so with the Renault motor.

Getting into the car is still a problem and an art to be mastered but once in the cockpit, one easily settles into the delightful and surprisingly comfortable semi-reclining position. The interior is now well finished to a similar standard to the Elan and there is a full range of instruments, while the Philips radio gave the best reception we have ever experienced in a glass-fibre car. All the controls come easily to hand although the heater proved to be particularly tricky to operate and anyway is a rather crude device. The single windscreen wiper was also a source of annoyance, adequately sweeping the screen in front of the driver but not doing so for the passenger and parking itself in that person's line of sight. Taller drivers will be able to see out of the rear window and their vision is now much better with the side pieces reduced. Those of 5 ft. 7 in. and under will still have to rely on a combination of reflection from the mirror, guesswork and memory when reversing or generally knowing what is happening on the rear three-quarter flanks.

Once under way the Europa has that undeniable thrill of Lotus with its tremendous road-holding, delightfully light yet responsive and accurate steering and, in short, racing handling on a road car. The brakes do not feel power assisted, for all the feel is there and they promote tremendous confidence. Europa clutches tend to be at a rather awkward angle, perhaps because of the cable operation back to the rear confines of the car, but this latest Europa needed much less pressure. The clutch pedal also tends to be rather too close to the steering column and that uncanny feeling in one's left big toe turns out to be the column rubbing against it.

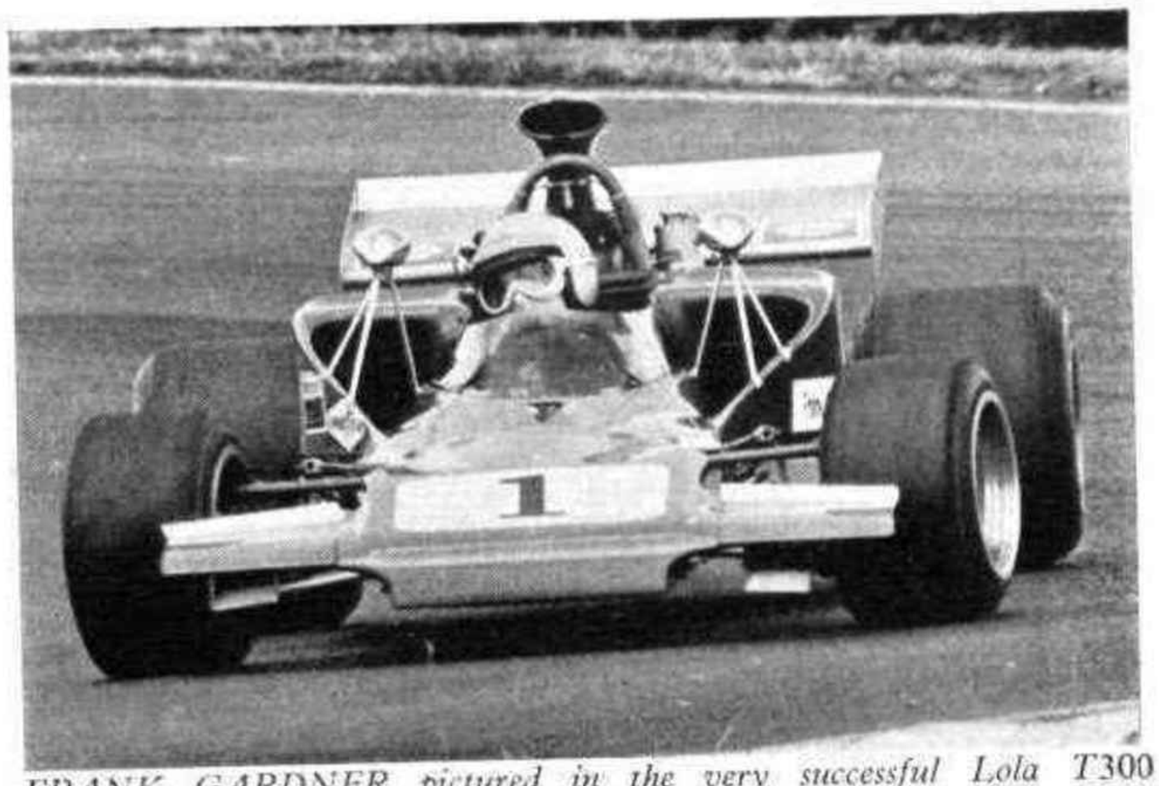
The noise level is certainly not beyond fault and with the timing chain literally 6 in. from one's left ear Lotus have a hard job insulating engine noises from the cockpit. The ride is fairly sharp at low speeds—which can only be expected—but it is not of teeth-jolting proportions and quite acceptable. Obviously one cannot expect to float along in a sports car of this nature.

In standard form the Lotus Europa is fitted with steel 4½J wheels but there are also two options, one is 5½J Brand Lotus wheels and the other the cheaper but still attractive 5J Dunlop aluminium wheels. In both cases larger tyres are fitted and our car had Dunlop SP Sports, and wheels from the same firm. Quite frankly we were disappointed with the wet weather handling of the car: the rear end broke away much more quickly than one would have expected and sometimes the front caught us out and went first. It should be pointed out that once the back did unstick it was easy to control and bring back into line but, even so, we did not expect this from a Lotus. Some Europas are fitted with the Firestone F200 tyres and their wet weather grip seems to suit the Lotus much better, according to people who have driven on both.

Due to the light weight and rear engine position Europas have had a reputation for being somewhat unstable in a straight line at high speeds and, possibly because there is now more weight in the back, a nose spoiler is fitted as standard. However, on a distinctly gusty day up a Motorway we found that keeping the car pointing absolutely straight at high speed was a full time occupation and we had to make constant adjustments to the steering. Incidentally the top speed is just over 115 m.p.h. and cruising in the 90-100 m.p.h. region is pleasant enough apart from this tendency to wander. Using the engine to the full under acceleration the virtually accurate speedometer would

Continued on page 119

LOLA SUCCESS CONTINUES IN HUNTINGDON



FRANK GARDNER pictured in the very successful Lola T300 Formula 5000 car.

THINGS HAPPEN quickly, quietly and efficiently at Lola Cars, and since the firm's move from the Slough to the Huntingdon Trading Estate just over a year ago, Eric Broadley and his team have achieved a good deal, and further enhanced their already strongly established reputation. Yet Lola do not court publicity to any extent, they prefer to let success and the customer service they offer speak for itself. Although firms like March and Brabham regularly hit the headlines it is Lola Cars who can claim the honour of producing more racing cars than anyone else last year, no less than 135, had a turn-over of £½ million and 90% of their sales were for export. It is a fantastic record for any engineering company, whatever branch, particularly one with less than 50 employees, and in a year starting with the complete disruption of a move.

Furthermore there has been plenty of on-the-track success for the Broadley designed Lolas as well as impressive sales records. Frank Gardner, who has a two-year driver/development engineer contract with the firm, won the Rothmans Formula 5000 Championship using first the Lola T192 and later the futuristic T300, Lola also clinched the European 2-litre Sportscar Championship in 1971 turning the tables on Chevron who beat them by a single point the previous year, and a similar Lola T212 won the South African Springbok Series. During 1971 Lola made a substantial effort to take the Can-Am series from the all supreme McLaren team but, despite the driving talents of Jackie Stewart, this didn't succeed although Stewart did win a couple of the races and, on a much less powerful front, the Lola designed for the new Super Vee category proved a great success in Europe and America.

But undoubtedly the Lola in the news at present is the T280 model which is the new 3-litre sports car from Huntingdon which in its initial outing at Buenos Aires proved that, at last, Britain once again has produced a car which really can win the long distance classics like Le Mans, Nurburgring and Spa. In Argentina the two Lolas were more than a match for the Alfa Romeo T33s and were giving the Ferraris a hard chase and this was after only a minimum development at the Paul Ricard circuit. Yet, while the efforts of Formula 5000 drivers trying scrambles bikes in the woods behind Brands Hatch warrant full coverage in the *Daily Express*, a genuinely exciting new British racing car does not even warrant a mention. Such are the ways of Fleet Street!

As we said earlier Lola do not court press coverage to any extent and when MOTOR SPORT visited the Huntingdon works in Glebe Road we were actually the very first press representatives to have a conducted tour around the extensive facility. It is undoubtedly the most impressive British racing car factory, being a completely new building and remembering that before Broadley moved into motor racing as an amateur 15 years ago, he was by profession a factory planner. The premises are freehold and Lola were just in time to benefit from a government investment grant. They have plenty of land on which to expand and though the present buildings cover 22,000 sq. ft. there are plans and land available to expand in stages up to a maximum of 100,000 sq. ft. if necessary. Apart from the offices the rest of the factory is open plan with the stores, which contains £180,000 stock, occupying the front section naturally partitioned off.

The rest of the floor space is planned to accomodate the very extensive machining facilities including some automatic lathes and other machine shop equipment and are thus able to machine practically everything for their own requirements including wheels. There are extensive welding and fabricating facilities including argon arc sets and the sheet metal monocoques are also constructed on the premises. The remainder of the space is taken up by the various builds, the Super Vee section being virtually on a production line basis, while when we visited the factory, a corner was occupied by the two 3-litre cars, one of them on a surface plate.

Eric Broadley is very much the working Managing Director and he can be seen rushing around the premises consulting with his fellow designers one minute, over to the latest racing car the next and then into his office to take a transatlantic phone call. When Lola's name is mentioned so is Broadley's but also playing a vital role in the success of the company is the works director Rob Rushbrook. Originally Rushbrook had his own engine re-building shop but he helped Broadley build his second-ever racing car (they were down in Bromley, Kent in those days), and has been with him ever since. The only other director of Lola is Broadley's brother who does not play an active part in the company. Other key personnel include Harry Atkinson who looks after the financial and sales side of the business having joined the company when they were at Slough, Derek Ongaro, a former Surtees man who looks after the cost accounting and various other jobs which come his way like handling the press. Bob Marston, a former Cooper and Surtees designer, is the development engineer along with two design draughtsmen, and a parts list specialist, while Andy Prescott is the works foreman and is the expert when it comes to monocoque construction.

Lola moved to Huntingdon from rather scattered premises on the Slough Trading Estate in January 1971 and now, with a year behind them at the new site, they feel they are just about settled in. They have established a social club for the employees and had a Lola works dinner and dance this year. It is a mark of respect that the workers have for Broadley that when the move was made up North nearly all the labour force moved too and were given generous allowances to do so. All this has bred a great deal of loyalty to the firm and while in the workshops one felt that there was an excellent atmosphere around the place.

In the old days readers may remember works cars entered under the title Lola Equipe driven by such people as Peter Ashdown but these days Lola prefer to sell cars to customers rather than race them—they make more money that way. Of course, there are problems like lack of technical feedback which Lola have largely overcome. For 1972 their 3-litre sports cars will be prepared and entered by Jo Bonnier's team for Bonnier is the European agent for Lola. In America Setwart's Can-Am car was run and financed by the US agent Carl Haas in 1971 and this agreement is to continue, while in Britain Lola's arrangement with Frank Gardner worked very well indeed and will continue into the coming year. As well as running the Formula 5000 team, Gardner is responsible for all the development test-driving and Broadley and Marston are absolutely delighted with the way the veteran Australian driver is able to sort cars and offer his own ideas as well as having the speed to win regularly in Formula 5000. Previously Lola had an agreement with Mike Hailwood and the Jackie Epstein team but Hailwood wasn't able to give the designers the feedback they wanted.

Gardner was instrumental in the building of the now very successful T300 Formula 5000 car in which he clinched the Rothmans Championship. He started the season with the larger T192 model but saw the possibilities of fitting a 5-litre engine in one of the lighter and smaller Formula Two chassis. Although the F2 car had by this time gained an unhappy reputation for being a difficult car, with surprisingly little strengthening and modification the Chevrolet V8 was shoe-horned in and immediately proved a great success. Side rather than a front mounted radiator were fitted high up on the cockpit sides giving the car a futuristic appearance thanks to some exciting Specialised Moulding bodywork.

Peter Jackson's Specialised Mouldings Ltd. firm has played a large part in Lola history. Lola were the glass fibre company's first ever customers back in the South London days and the happy association has continued ever since. Specialised are also on the Huntingdon

Continued on page 119

AROUND AND ABOUT

Comment on the Racing and Club Scene

Successful Showboat

THE *Evening News* Motor Racing Showboat which was moored in the Pool of London for the first week of January proved to be a considerable success for the organisers and also for the many mothers of on-holiday schoolboys who were packed off to visit this floating racing car exhibition. Some of the more hardened enthusiasts were a little more sceptical having been brought up on full-scale International shows at Olympia. Since Olympia went bi-annual the organisers have been searching for a way to fill the gap with a smaller show, which has taken on various names with a conspicuous lack of success. This latest attempt, dreamed up by John Webb, only a couple of months before it actually happened was by far the best.

The Showboat itself was in fact an old friend, the Cross Channel ferry Free Enterprise II, and the racing cars were displayed in the hold where tourists normally put their holiday-bound or returning cars while the other amenities of the ship like the restaurants and bars were all put to good use. To reach the boat, which was moored alongside the museum ship HMS Belfast, one took a river ferry, thus even more excitement for the small boys, but there was one hitch when a hawser got wrapped round the propeller and everyone was marooned on board the Showboat for some considerable time.

Formula 1 cars were definitely limited with only an old Tyrrell March 701 and the ambitious Connew on board. The latter has been built virtually in a shed by a young man of the same name who was formerly an engineer with Team Surtees. The car was shown with dummy engine and gearbox but the rest of the chassis was complete using a neat monocoque construction with inboard suspension front and rear. Peter Connew hopes to find a backer to replace that dummy engine and box with the real thing and thus hopes to break into the big world of Grand Prix racing. To get as far as he has done deserves encouragement and we can but wish him luck with the scheme.

The Show director was Formula 5000 entrant Jackie Epstein and naturally he had encouraged several of his friends from that category to bring their cars along. There seemed to be a lot of second-hand McLarens about but there were two brand new cars for the category, the Surtees TS11 and the Leda LT27. The Surtees featured side radiators and was based very much on the TS9B Formula One car which appeared at Monza. The latest in the line of largely unsuccessful Ledas looks every inch like being a race winner now that the talented New Zealand driver and engineer Graham McRae has joined the project. Working well with Len Terry, the pair have come up with a rather BRM-like car which looked good at the Show while its sister car was already taking pole position in McRae's hands at the opening Tasman race ahead of Gardner's Lola, Hailwood's Surtees and Hobbs' McLaren. The Leda outfit, run by Malaya Garage, have also taken on Alan McCall's Tui project under their wing and the Tui Formula Super Vee was also on show.

Quite a few of the smaller manufacturers, whose histories have been chronicled in MOTOR SPORT over the past twelve months, had their latest offerings on show including the Huron firm who are now back in business. A completely new firm was that of Lyncar Engineering of Taplow, Bucks run by former Lola, March and Brabham designer Martin Slater and he showed an interesting new monocoque Formula Atlantic which incorporated all the ideas the firms he had previously worked for, had vetoed.

There was a good display of engines including everything from tuned Volkswagens to a Cosworth DFV just re-built by the St Neots firm of Race Engine Services who have built themselves quite a reputation over the past twelve months. Also worth inspecting was a gearbox essentially similar to the Hewland Mk VIII which the manufacturers, Metso, hope will find favour amongst Formula Ford and Formula Three constructors. It is interesting to see someone challenge the monopoly that the excellent Maidenhead firm have had in this category for so long.

Road car exhibits were also present on the Showboat and in particular the Costello Engineering MGB with its Rover V8 power brought a lot of favourable comment and orders. The Costin Amigo also attracted attention and there was the little Lotus 7-like Dutton sports car and even a town car. In an attempt to gain publicity for the Showboat on press day the organisers prevailed on some young ladies, of rather dubious attributes, to do a striptease across the exhibits. Even in this permissive age the resultant photographs revealed too much for the picture editors of the national dailies (and definitely MOTOR SPORT) to allow and the resultant publicity was resoundingly zero. Personally we preferred the racing cars which on the whole were more attractive anyway.



ONE OF the more interesting exhibits at the Show Boat was the Connew Formula One. It is fitted with a dummy engine and gearbox.

Season passes save pounds

Readers often complain about the high cost of motor racing spectating but if you are a regular at one of the Motor Circuit Developments circuits you can save pounds by buying a season ticket at the beginning of the year. The Brands Hatch pass for instance costs £9 (£8 for BRSCC members) and if you attend every available meeting the full cost would be something like £35. It does not include the Grand Prix but does encompass most of the other big meetings. Season passes are also available for Mallory Park, Oulton Park, and Snetterton and all include free paddock admission and special car parking facilities.

At the same time Motor Circuit Developments have also announced Speed International which is a club for spectactors at their race meetings. Benefits will include discounts for race admission, low price trips to foreign races and other social functions. Details of Speed International and the season tickets can all be obtained from Brands Hatch Circuit Ltd, Fawkham, Nr. Dartford, Kent.

JCB Championship Again

Plans have been announced by Speed Merchants to run the JCB sponsored by Historic Car Championship for a second year following its successful introduction in 1971. The rules remain unchanged with the class structure encompassing Historic Sports Cars up to and over 2000 c.c. and Historic Racing cars of any capacity. Already there is news of several exciting cars, particularly sports-racers, being resurrected for the series which will encompass seven rounds, all but one at Silverstone. This year the races will support some of the major fixtures on the Grand Prix circuit and thus will have an excellent audience. The dates to pencil in your diary are April 3, April 23, May 21, June 17 (sports car only), July 15 (racing car only), and August 6 with the final round at Crystal Palace on September 23. It is rather a pity that MCD have not been able to accommodate any of the rounds at their circuits, particularly Oulton Park, but perhaps they will be won over if this year's competition is a success.

● Grand Prix driver Howden Ganley and fellow New Zealander Cavan Riley have built up an excellent reputation and a very good business over the past three or four years servicing Hewland gearboxes. Now the firm called, not surprisingly, Racing Gearboxes Ltd. has become a member of the Trojan Group and has moved to Unit 2, Trojan Works, 9 Purley Way, Croydon, Surrey. Incidentally the GPDA have unanimously voted Ganley winner of the Wolfgang von Trips Memorial Trophy which is presented annually to the most successful newcomer to Grand Prix racing.

● A marshals training day open to members of all motoring clubs is to be organised at Silverstone on March 12 starting at 9.30 a.m. A revolutionary fire fighting device will be demonstrated as well as talks and opportunities for practical experience. Secretaries of Clubs who wish their members to take advantage of the day are asked to contact Lew Wooster of the British Motor Racing Marshals Club at 13 Malvern Mews, London NW6. Incidentally the club itself is always interested in recruiting new members.

● Club secretaries will be pleased to learn that Jaguar have available their latest film "A Different Breed of Cat" for loan. The film traces the Jaguar history from Swallow sidecar days and lasts 14½ minutes. Applications to Jaguar at Allesley, Coventry, CV5 9DR.—A.R.M.

NEW OPEL REKORD ANNOUNCED

THE OPEL division of General Motors has made considerable inroads into the British market since it started selling here just over four years ago. The Ascona and the Manta have both been well received in Britain and now Vauxhall's German stablemate has announced a complete update on its bread and butter Rekord model. This model has been tremendously successful in Germany since its introduction in 1966 and 1,420,000 Rekords have been built. The new Rekord range was announced in mid-January but right-hand-drive versions will not be available until May although MOTOR SPORT recently joined a small party who visited the extensive Opel proving grounds near Frankfurt to get the feel of the new Rekord.

Externally the Opel styling department have done an excellent job giving the car more modern lines and while the exterior is lower and more compact than the previous model it has increased interior space and more glass area. Both saloon and coupé versions are offered.

The suspension is fairly conventional and follows the design pattern of the original Rekord but this has been modified considerably to give remarkably good handling. Particular attention has been paid to locating the rear axle utilising a four-link system, upright shock-absorbers and progressive springs also playing a good part in giving the car above-average traction. The front suspension incorporates anti-dive characteristics and the whole suspension system has been designed for use with radial ply tyres. Braking has been enhanced by a pressure sensitive proportioning valve in the rear brake circuit.

In Britain the car will only be offered with the 1.9-litre four-cylinder engine although 1.7-litre units are also available in Germany. This is basically the same, and ultra reliable, engine as before but the 1.9-litre now has hydraulic tappets as already used on Opel six-cylinder engines. The engine gives 107 b.h.p. and this gives the saloon a top speed of around 100 m.p.h. while the coupé version is a little faster. There is a sprint version which is really a customising pack including rev. counter, other additional instruments, different steering wheel, wider wheels and some other items and all models are offered in either manual or automatic form. We were particularly impressed by the automatic transmission which is built in GM's factory in Strasbourg.

MOTOR SPORT is always reluctant to pass full comment on cars until they have been tried over a considerable period of testing. However first impressions of the new Rekord were undeniably favourable. Obviously in its revised guise the Rekord is going to continue to sell well in Germany where GM is increasingly coming under the pressure of Ford and also elsewhere on the Continent where this company has such an excellent reputation for quality and reliability. In Britain the Rekord can also be expected to find a ready market although no prices have yet been announced. As a five-seater family saloon the Opel Rekord II has considerable appeal and its performance and handling will not disappoint the more sporting motorists.—A.R.M.

LOTUS EUROPA ROAD TEST—Continued from page 116

touch 35 m.p.h., 55 m.p.h. and 90 m.p.h. for the upward changes if one revved to the red line of 6,500 r.p.m.

Luggage can be carried in front and rear compartments, both of which can only be opened with a key and, at that, rather awkwardly. Not all the space under the front bonnet is for luggage as the heater, spare wheel and other equipment is housed there and the space that is available also acts as a plenum chamber for the heater and cold air. Fill it packed full with a case and coats and its efficiency is impaired. Lifting the back reveals not only the rear luggage compartment but also the red crackle cam covers of the twin-cam engine and the engine's Dellorto 40DHLA carburetters which are very similar to the Webers which used to be fitted to these engines. The rear luggage compartment can be lifted out to reveal the gearbox and final drive. One snag we did hit was that of checking the oil consumption, for while the dipstick (designed for front engine use) can be easily pulled out, replacing it is a completely different matter which needs not only a powerful torch in daylight but also the dexterity of Houdini.

Lotus' standard of glass-fibre work cannot be bettered at the price and as we said in road tests last year the influence of Tony Rudd at Lotus seems at last to have improved quality and reliability considerably. At £1,995 complete and tax paid the Europa cannot be considered the cheap car it was originally intended to be but anyone with a mechanical bent, or who can rustle up the necessary skill, will find it attractive at £1,595 in component form. Already we have noticed quite a number of the Europa Twin Cams on British roads (Renault-powered Europas are still offered for Export markets), and the car will undoubtedly prove more popular in its new form for enthusiasts who like thoroughbred two-seater sports cars.—A. R. M.

LOLA—Continued from page 117

trading estate and the two firms work very closely together on aerodynamics and bodywork, Broadley finding the SM wind tunnel a great asset.

Following Gardner's success with the T300, this model has attracted a good deal of sales from the USA in 1972 and apart from many private owners, the Carl Hogan team, which has won the L. & M. Continental Championship for the past two years with a McLaren, have ordered a pair of the cars for reigning champion David Hobbs and the young American Brett Lunger.

Naturally the Lola range is very extensive and they are building cars for plenty of other categories as well. On the sports car front the very successful 2-litre T212 model has been revised and in its successor, the T290 looks like enjoying even greater sales and track success. Jo Bonnier has ordered an additional three of the 3-litre cars which he will presumably sell to other European teams. On the Can-Am front Lola built two separate cars last season, the customer T222 of which six were produced and the less conventional T260 car for the L. & M. team for Stewart. This featured such details as inboard horizontally mounted spring damper units at the front and a very short body. It was a car which was about a year too late and during the season it received a good deal of modification and was rarely on terms with the McLaren despite Stewart's driving ability. Broadley told us that he has learned a good deal from the exercise, is determined to go back to give the McLaren team and Porsche a good run for their money in 1972. Stewart however has switched to the McLaren team so a replacement driver is yet to be named. Incidentally Broadley says the customer will be able to buy exactly the same car as Haas runs this year.

Carl Haas is a quite remarkable marketer and salesman of racing cars and Lola's continued success has a good deal to do with his own personal energy. Last year for instance Lola built 44 Super Vee Formula cars and 28 Formula Ford of which all bu' a handful were sold by Haas in the USA and while demand for the Formula Ford has slackened off, Super Vee demand is increasing. Both these cars have space frame chassis which are built by yet another Huntingdon firm, Arch Motors. In 1970 Carl Haas had a huge run on the Formula Ford cars and so many were built that Lola's total production figure went over 200. However despite lower sales this year the turnover, and presumably the profit, was a record.

One category of racing in which Lola has been very successful over the past five years has been Indianapolis. Graham Hill's winning Red Ball Special was of course a Broadley design and other successful Indy cars have been Lola copies. Last year Broadley gave this type of racing a miss but though, as always, he answered the questions we put to him guardedly it is certain that there will be a new Lola for Indianapolis this year and, by all accounts, it could be a good one.

Ever since Lola's single Formula One effort with the Bowmaker team in 1963 there have been rumours of Broadley designing another Formula One car. A couple of years ago Ken Tyrrell was spotted smuggling an F1 engine into the Slough factory but in the end nothing came of that and from time to time Bonnier has been reputed to be having a Lola Formula One built. The latest rumour is that the T300 model will be adapted to take a Cosworth DFV engine. Broadley denies this saying that the car would have to be completely re-designed due to its present small fuel capacity and anyway he is far too busy with new Can-Am and Indy projects. But it would be nice to see a Lola F1 again and the possibility is not discounted in the future.

There has also been talk of Lola entering the road car market possibly in the Ferrari category. A couple of racing car shows ago a Lola T70GT was dolled up for the road by a Swiss gentleman and since the model's useful racing life came to an end quite a few other people have made T70s into road going cars. Broadley himself smiles enigmatically when considering this but says he sees too many obstacles to building road cars at present not only on the construction side but also such things as dealerships and guarantees.

Now 42, Eric Broadley has changed little over the years. He is a basically introverted man not given to idle chat. But if you are interested in his cars and his firm he will discuss them happily, giving each question a great deal of thought before answering it. No doubt when he goes to America they find it hard to believe that here is the man who masterminds the largest racing car construction business in the world. That is understandable but Broadley in not a man to be dismissed simply as a racing car boffin. He and his staff have built a company that is a model of efficiency and one any branch of specialised engineering could do well to emulate. Britain and motor racing owes a good deal to Lola.—A.R.M.

CONTINENTAL NOTES

Ferrari Test Track

WHILE Modena and the surrounding districts still remain very much the heart of Italian motor racing, the scene is continually changing. There was a happy time when you could see a customer's Grand Prix Ferrari being driven from the service depot in town to the Autodromo on the edge of the town for a test-drive, or one of the works team cars coming in from Maranello for a blind round the Autodromo. Sports and GT racing Ferraris in the Modena traffic were a common sight and the factory test driver Sighinolfi was particularly quick along the back roads leading out of town towards Maranello. As the traffic density increased these lovely sights and sounds disappeared and the racing cars were taken to the Autodromo in a transporter, and it was usually worthwhile doubling back if you saw the transporter on its way through town. If there was any other activity at the Autodromo the Ferrari team would make their base on the far side of the circuit near the side of a huge brick building so that prying eyes could not overlook them. Any Ferrari on test would draw a crowd of enthusiasts, and cars and lorries would pull off the main road alongside the Autodromo wall. By standing on the roof of a lorry you can look over the high wall and often I arrived in Modena on a week-day to see a long line of parked cars and lorries with the roofs of the cabs crowded with spectators looking over the wall. You could almost tell what was on test by the volume of the parking, a Ferrari drawing the maximum. One or two lorries usually meant a Formula Three Tecno or a motorcycle was on test, a handful meant a GT Maserati or a Formula Two was going round, a full-house would guarantee a Grand Prix car or Ferrari prototype sports car.

The latest happening means that this fascinating sidelight on Modena will be no more for Ferrari has built his own private test-track, almost opposite the Maranello factory, so that there will be no more Ferraris on test at the Modena Autodromo. This new test-track is built on a large flat piece of ground on the opposite side of the road to the main factory and a little towards Modena, and it is a sort of squashed figure of eight in shape with a tunnel at the crossing point and it takes the name of Pista di Fiorano. It is 3 km. in length with 14 varied corners, from hairpins to flat-out curves, and the present cars should be able to attain 160 m.p.h. maximum on the main straight. It has been built with the assistance of Shell, Firestone, Marelli and Heuer, and means that all Ferrari testing can now be carried out in secret. A pity, all the fun seems to be going out of the World!

On the other side of Modena one could often see a Maserati GT Ghibli or Indy out on test on the local roads, and occasionally the mid-engined Bora coupé and as likely as not the driver would be Guerrino Bertocchi, who has been test driving Maseratis since the beginning of the firm. Now that sight has gone for Bertocchi has left the Maserati firm, following a certain amount of discontent ever since Citroën bought the Maserati firm for the purposes of the V6 Maserati engine in the SM Citroën. It was never Bertocchi's idea of a GT car. Modena gets duller every year.

* * *

GPDA

The Grand Prix Drivers' Association started life as the Union des Pilotes Proffessionelle Internationale, which looked as though it was going to embrace all classes of racing driver. When it was reconstituted as the GPDA it was essentially for those who drove in Grand Prix races, with a few non-Grand Prix drivers being invited to join. This was alright to begin with but as the GPDA began to wield its power and have things altered or banned they were doing things that affected all International drivers and this was not always popular. Over recent years the Association has been mismanaged and badly handled as far as Press relations were concerned, so that the GPDA became a grossly abused body, often misunderstood and unwittingly creating an unfortunate image. One complaint that was often heard was that things were being altered to please a dozen drivers when maybe a hundred or more, to say nothing of a hundred motorcyclists, were being affected. The mismanagement and discontent within their own ranks caused Ickx and Pescarolo to resign and many other drivers to voice complete disinterest in the way the Association was being run and the poor image it was being given by the outside world.

At long last the leading members have done something worthwhile: they have taken on a full-time secretary (and PRO one hopes) and dispensed with their previous part-time secretary, and the new man for the job is none other than Nick Syrett, who has run the BRSCC for many years. Syrett takes over the running of the GPDA from an office in Switzerland on April 1st and one can look forward to an improved connection with the outside world if nothing else. Coupled with this appointment is the announcement that the Association is to be opened to International Drivers from all other forms of motor racing besides Grand Prix racing. Hope springs eternal.

* * *

At a recent CSI meeting it was decided to limit the amount of fuel carried by a Grand Prix car and to make a pit-stop obligatory. On the face of it this seems simple enough and is due to come into effect in 1973, but between then and now there are an awful lot of details to be worked out, especially as regards fuel tank filler caps, refuelling systems in the pits, and so on. It would be wise of the Grand Prix teams to have some talks with the Long Distance Race teams, such as JW Automotive (or Gulf Racing Research as it is to be called in future) or the Autodelta team. Ferrari is laughing over this one as he already knows all about refuelling cars in the pits against the stop-watch. Like the decision to fit rear lamps on Grand Prix cars, I feel this new rule was made rather hastily and there will no doubt be a lot of rethinking in the coming months. The basic motive behind the idea was safety, the feeling being that a Grand Prix car with 45 gallons of petrol on board is more dangerous than one with 25 gallons on board; a false premise to start with as poor Siffert's accident underlined. A lot of people write about the modern Grand Prix car being a travelling bath of petrol with the driver surrounded by petrol tanks as if it is something new. Racing cars have always been thirsty beasts and have had to carry a disproportionate amount of petrol or alcohol. The pre-war Mercedes-Benz had a huge tank behind the driver and another saddle-shaped tank above the driver's legs, the two being coupled by large-diameter flexible pipes; the 159 Alfa Romeo had a tail tank and supplementary tanks inside the cockpit, alongside the driver's knees, while Vanwall and Maserati often fitted extra tanks in the cockpit. I once passengered in a Maserati with an 18-gallon additional petrol tank on the left of my seat and I used it as an arm-rest. People in racing cars have always been surrounded by petrol, it is an occupational hazard, and the best line of thought to date is the special tank designed by Autodelta which, in effect, has its own fire prevention chemical inside the tank itself. It is not the complete answer, but it is definitely "thinking in the right direction", which makes a refreshing change in these days of high hysteria. The other line of thought I like is the one that is trying to design the cockpit as a single unit which will contain the driver in an accident while the kinetic energy of the car is absorbed in ripping off and demolishing all the component parts of the complete car, leaving the cockpit as the last remaining part; this is assuming you are going to have an accident. The best line of research is to prevent an accident starting, either by basic design or driving more carefully.—D. S. J.

BUENOS AIRES 1000 *km.—continued from page* 115

and on lap 76 Wisell overtook Peterson on acceleration from the hairpin bend, which gave the crowd great joy demonstrated by throwing hats and programmes into the air!

Wisell extended his lead to 5 sec. until he stopped at the pits on lap 80 for fuel, and then Larrousse took over instead of Bonnier. Unfortunately when the wheels were changed on the Lola T280 a front hub, expanded by heat, jammed and five long minutes were wasted putting a new front wheel on. No one can give the Ferraris that sort of an advantage, and Larrousse was almost two laps behind when he rejoined.

Craft had another sort of problem in the second Lola, after stopping to have a punctured tyre replaced. When he left the pits he failed to see or stop at the red warning light, and was immediately black-flagged. When he returned to the pit Bonnier remonstrated with officials and Craft was told he had been disqualified. The car was wheeled to the paddock, then another official said it had only been a warning so Craft rejoined the race from the Paddock but ten laps further back.

By a strange coincidence Regazzoni also stopped because of a puncture, losing a lap to Peterson without forfeiting second place. Regazzoni didn't notice the red light either, but unlike Craft he ignored the black flag for several laps and was not penalised. As if to compensate for this set-back, Larrousse seemed to be in difficulties soon after the 100-lap point, his lap times increasing to 2 min. 07 sec. The Lola's clutch was dragging and after a few laps the Hewland transmission broke, so the fine debut was ended and the Ferrari team could relax a little.

With 50 laps remaining Peterson/Schenken were well established in the lead, one lap ahead of Regazzoni/Redman and the two cars were slowing a little on instructions from the pits. Alberti/Facetti were five laps down in third place, now with de Adamich helping with the driving almost a minute ahead of Elford/Marko whose Alfa Romeo "tubolare" was now misfiring badly.

The jinxed Ickx/Andretti Ferrari made a routine fuel stop, and when Andretti pressed the starter button nothing happened. The starter motor bracket had broken, severing the cable, and another 10 laps were lost while it was mended thus putting the car far out of contention.

The three Ferraris closed up for a formation finish, Andretti's putting out some oily-looking exhaust smoke by now and Peterson's misfiring at the top end of the rev-range, but still it was a fine demonstration of superiority against poorly organised opposition. However it looks as if the Ferrari team will have to watch the Lolas in the future and Autodelta also if the Italian team can return to the efficiency of 1971.

M. L. C.

DRIVING THE LATEST TRIUMPH DOLOMITE

BRITISH LEYLAND'S long-awaited 1.8-litre o.h.c. Triumph Dolomite—the third Triumph to carry this type-name*—had a difficult birth, being delayed on more than one occasion by labour problems. Perhaps that was why I overlooked the fact that MOTOR SPORT had not been offered one for test, apart from brief pre-view sampling, until the very week when the entire British Press, distinguished, indifferent and mediocre, daily, weekly and technical, was publicising the clever hybrid from Coventry. A telephone call to Berkeley Square House fortunately had an almost instant response, Simon Pearson producing a well-run-in Dolomite the next day, but requesting me to excuse any shortcomings it might have, as there had been no time in which to check it over.

The arrival of the Dolomite enabled me to use it to look at the VSCC Measham Rally, as less likely to attract attention than a Datsun 240Z or a yellow Ford Mexico. Having announced pompously to the helpful officials of this interesting night competition that apart from writing some nonsense about it I would motor round the route assisting anyone who might need help, I began by following the President's 4½-litre Bentley at what I thought was a discreet distance, headlamps dipped. Before very long Tony Griffiths in his well-known Austin 7 overtook both of us on the winding road between Horderley and Eaton, and that was about all we saw of the rally until the halfway stop! Because at the second Control Mr. Mann asked a marshal to ask me to drop back, as my lamps were worrying him. This I did, to become utterly lost in wildest Montgomeryshire, as my lady passenger can't read maps. Which gave me time to think about the Dolomite. . . .

It is a combination of previous Triumph models—speaking generally, a 1500 body, Toledo floorpan, drive-line and suspension, GT6/Vitesse gearbox, Toledo/GT6 back axle, 2.5 PI facia and the engine used by Saab, turned back-to-front as this is a r.w.d. car and enlarged to 1,854 c.c. It proved a comfortable car for the night's task, with generous-sized front seats (with reclining squabs), although the four Lucas sealed-beam headlamps could have given more illumination and lack of courtesy lights from the front doors (on the test-car), an unlit (and unlockable) wood-lidded cubby-hole, and invisible-in-the-dark heater controls forced themselves on our notice on this nocturnal excursion. The test-car was on 155-13 Dunlop SP 68 radial-ply tyres which suited it well.

The new Dolomite, taking the name of Donald Healey's Alfa-crib disaster and those pre-war push-rod models, is a fully-equipped saloon which some people see as a rival to foreigners such as the Fiat 124, Alfa Romeo 1750 and BMW 1600. It is certainly a likeable vehicle, well-balanced on corners, with neutral handling characteristics, an eager engine which gives 91 (net) b.h.p. at 5,200 r.p.m. and runs extremely smoothly to its 6,000 to 6,500 indicated r.p.m. limit, somewhat spongy but effective Girling disc/drum servo brakes, and ergronomic controls, of the familiar circular warning lights cluster and two stalks, which do not quite equal those on Rovers. But it is to BL's lasting credit that you find such sensible layouts in both these makes. There is excellent, slack-free rack-and-pinion steering, geared nicely at three turns lock-to-lock, but the coil spring suspension gives rather surprisingly a too-lively ride, which results in slight weaving on bad roads.

This Dolomite III inherits something of the Herald's ability to turn on a sixpence, so that although I have never mastered the art of tight parking, I found I could slot it easily into a small gap, and the action is not light but certainly not excessively heavy. The gear-change is quite nice, too, if notchy when hustled into certain locations. The clutch must be good because I cannot remember anything about it. The steering wheel rim is leather bound but too thick; the grip of the central hand-brake also rather a handful and, on the test-car, this brake was reluctant to hold unless firmly applied. The lamps, horn and turn indicators are controlled by the right forefinger, wipers and washers with the left forefinger. The lamps are first selected with a rotary switch on the right of the lockable steering column.

This Dolomite is a quiet runner, with plenty of performance, to a top speed of better than 100 m.p.h., it is a comfortable four-seater, and its short bonnet should help in fog. It has a good heater, with



three finger-light controls, swivelling facia fresh-air vents, *and* openable front ¼-windows. The body is smart, with a not over-commodious illuminated boot. The interior decor is of luxury demeanour, even to walnut window sills and facia-capping, thick carpets, smart Bri-nylon upholstery, a driving seat which adjusts for height and tilt as well as setting, heated rear window with a very discreet warning light as a standard fitting, Smiths instrumentation which includes tachometer, battery-indicator, fuel gauge, thermometer, a Kienzle clock (but no oil gauge), and a telescopic and height-adjustable steering column, together with excellent Britax inertia safety-belts and good map pockets, door handles and sill-locks, and things like a hazard warning, rheostat control of facia lighting, etc., are truly commendable in a £1,399 car. Sundym glass and automatic transmission are extras.

The 45°-angled Type PE 114 alloy-head 87 × 78 mm. engine with its chain-driven o.h. camshaft seems a very fine power unit—if it weren't Saab would not have been using it for four years in 75,000 of their cars. It gave 28.9 m.p.g. of 4-star fuel and the absolute range was a most useful 333 miles. Oil consumption was approx. 1,200 m.p.p. The dipstick and Lucas Pacemaker battery are accessible under the front-hinged self-propping bonnet.

The cylinder bore has been stretched from the original 83.5 mm. to 87 mm. and the Dolomite has two side-draught Zenith-Stromberg carburetters instead of the Saab 99's single carburetter, which hasn't done much for increased power output, while it is thought that the lower c.r. Saab engine is a little smoother and quieter. It seems a bit odd that Triumph, notable advocates of fuel-injection on the 2.5 and TR6, use carburetters for the Dolomite, leaving p.i. to Saab on the same engine. But it is an admirable four-cylinder power unit and one which I think is intended to work for ever, or at least for some 100,000 miles, before wearing out, as is intended of Chevrolet's sub-compact and Citroën's GS. It seems a bit ironical that this is so, in an age when salted roads and traffic density tend to make running gear unserviceable before an engine needs a rebore . . . .

BL should not be blamed for evolving their third generation of Dolomites from a variety of parts, for this is an art admired among the "soup-up" fraternity. The result is a very acceptable car, seeming quite high-geared with its 3.64 to 1 axle ratio, a car nice to drive and to occupy. One must commend, also, Lord Stokes' restraint in not announcing Dolomite until it was on sale, and Triumph for publicising the car as without stripes or GT badges, although I am not sure I would refer to it as a sports-saloon, well as it performs (0 to 60 m.p.h. in 11.5 sec., s.s. ¼-mile in 18.5 sec. and 86 m.p.h. in third gear) without any need to take the engine anywhere near its limit in ordinary motoring. Where the Dolomite falls short of anticipation is in some back axle tramp in spite of a four-link location and in a rather old-fashioned body style, although the lines have dignity. I like the exposed wheel nuts.

Over 2,000 of this new Triumph had been built when it was introduced to the customers on January 6th last. Production was to have started at 300 a week (but a strike intervened) and by now should be running at 500 a week. More can be made if the demand arises, as I confidently expect that it will.

Indeed, the 1972 Triumph Dolomite is such an excellent value-for-money car that I now await with even greater impatience the advent of a completely new car from British Leyland.—W.B.

*There was a s/c straight-eight, twin-cam 2-litre Dolomite in 1935 and four- and six-cylinder Dolomites from 1937. BL seem to have conveniently forgotten the former, saying the name has been reintroduced "after an interval of 33 years"!

THE AUSTIN 1300 GT Mk III



FORGET the "GT" label, which is, of course, fatuous! The car in question is the latest version of the largest of BL's 1100/1300 small-car range, in twin-carburetter form. Until the October 1971 sales returns of the SMM & T were published, these BMC-orientated 1100/1300s were Britain's best-selling cars. The Ford Cortina has now overtaken them.

This fact is interesting, suggesting as it does that, in spite of high unemployment figures and recession rumours, Britain is moving away from breadline motoring. Because the present Cortina range goes from 1,300 to 2,000 c.c. and from £963 to £1,671, compared to £806 to £1,034 for the BL range we are discussing; so the best-seller has moved into a larger-engined, medium-instead-of-small-car bracket.

This is greatly to Ford of Britain's credit, especially remembering the serious loss of output the strikes at their factories caused. However, the Ford Escort, which as a 1,100/1,300 c.c., £853/£1,139 offering is the direct competitor of the British Leyland 1100s/1300s, is not quite so popular, saleswise, according to the aforesaid October 1971 returns. So the most-expensive and highest-performance model of the BL group is a car of considerable interest.

Whereas Ford have introduced new belt-drive o.h.c. engines for the larger Cortina models, British Leyland rely on continued employment of their now-ancient long-stroke (70.6 × 81.3-mm.) siamese-ported, 3-bearing A-series power unit with iron block and head and push-rod-prodded valves and the allure of the transverse engine (apart from the space-bonus), front-wheel-drive, and Hydrolastic all-independent suspension is less attractive than it was in 1962, when the 1100 was introduced as the logical and eagerly-awaited next-step to the ingenious and widely-accepted Minibric. At first I disliked the snatch of the 1,275-c.c. engine when accelerating, which calls for careful clutch engagement, its noise at the higher revs. and the baulky gear-change in the lower gears; I liked the 1300 GT even less when it took to stalling unexpectedly, in Christmas rush-hour traffic or when braking a bit sharply for a road-junction. These non-refinements, coupled with steering-wheel shake on Motorways, "tinny" doors, and the notorious Issigonis 'bus-driver's steering-wheel angle, did not endear me initially to re-acquaintance with this enormously popular BL small car.

Yet there is undoubted refinement about the car's running and handling, the unconventional suspension, although somewhat lively and thumpy at times, does ride bad surfaces very smoothly, and the enormous cornering power on tyres no more sophisticated than 145–12 Dunlop SP68s is unquestionable. Others commented on the smoothness of the engine, the tachometer of which sets no rev.-limit, and after brief acclimatisation I found myself enjoying again this unique Alec/Alex mode of motoring. A smaller steering wheel has improved things, and the gear-lever is well placed. Admittedly, the instruments disappear behind the wheel's drilled spokes and the r.h. stalk control has to deal with turn-indicators, flashing, dipping and horn. The press-buttons for 2-speed wipers and side/headlamps are too close together and the washers call for operation of an adjacent press-button. Stowage is not over-generous, for the lidded but unlockable cubby-hole and under-facia shelving are somewhat restricted, the former door-bins have been replaced by elastic-edged map containers, and the boot, although easy to load, is one to appeal to those who abhor unwanted luggage space, for its capacity is less than 6½ cu. ft. The fact is that the 1100/1300 body, unvented and using openable front quarter-lights, has "dated", and the provision of facia fresh-air vents (non-adjustable and non-rotatable, but able to be shut-off, effectively, by plug-doors), better seats, new instruments with circular speedometer, and improved pedals and carpeting, do not altogether disguise the fact. Incidentally, with the heater on the cubby-hole becomes too warm for the stowage of meltable objects!

I think the roughness of the engine in traffic may be due to poor synchronisation of the dual SUs, which emphasises the absence of any torque-resisting stay, and the "GT" power unit seems to call for rather more use of the mixture control for cold-weather starting, although this never gave rise to any anxiety. Fuel consumption was notable, however—35.6 m.p.g. But after 750 miles the dipstick reading was below the safety mark, a thirst equal to 450 m.p.p.

The appearance of the car has been improved. There is a vinyl roof covering, aping RM Rileys, although these had real leather roof-tops in their earliest form, but the single headlamps look rather feeble and didn't give as good illumination as I would have liked. Under the bonnet the one-time snuffing out of power due to water on the electrics is guarded against by a cardboard shield kept in place by a couple of dried-milk turn-buttons, which has to be removed before the dipstick can be found—a very poor piece of nineteen-seventies' engineering! That it has only just been deemed necessary, although the basic version of the car was introduced a decade ago, is as remarkable as the precaution is abhorrent. The £1,034 "GT" version of the 1300 has certain advantages over even the de-luxe single-carburetter models. For instance, the cheap "wooden" facia surrounds are not evident, being replaced by matt-black, the automatic bonnet prop is retained whereas a cheap bent-wire affair is now used on other versions, and the engine revs willingly, although at under 1,700 r.p.m. the running is rough and snatchy, so that 3rd gear has to be resorted to frequently in built-up areas. The bonnet can be opened from outside the car, and although there is provision for four additional switches, this involves an extra panel below the facia, used on the test car for the switch for that excellent institution, the Triplex hot-line rear window (£10.00 extra), the warning light for which was unpleasantly distracting, even in daylight. The disc/drum brakes gave no cause for complaint but the juxtaposition of the engine and transmission gears calls for oil changes every 3,000 miles, or twice as frequently as the other routine servicing; the old bogey of drive-shaft failure seems to have been overcome (if it hasn't, readers will no doubt inform us!). The transverse silencer reduces the effective ground clearance when the car is fully laden. The heater is excellent and while drivers who belt themselves into their 1300s have been known to complain that they are out of reach, I commend the illumination of these controls when the sidelamps are on.

The BL small cars are as different from Escorts as Brands Hatch is from Spa. It is perhaps a good thing that the car-buying public has such diverse views on what it wants. After some very pleasant driving in this Austin 1300 Mk. III so-called Gran Turismo saloon I can well understand why this range of little cars, so safe and individualistic, have sold over a million and remain Britain's second-best best-sellers, sandwiched between Ford's Cortinas and Escorts.—W. B.

SALES SUCCESSES

ROLLS-ROYCE Motors Ltd. had a record year in 1971, which is good news indeed, after the financial collapse of the older R-R Company. They delivered 2,270 cars last year, the highest annual production since the Silver Shadow was first produced in 1965. Their value was more than £16.5-million and nearly half were exported, or 19% more than in 1970. The new motor company has an annual turnover of £35-million and employs 8,000 people. It is taking steps to increase production of the H. J. Mulliner/Park Ward Corniche model from 350 to 500 a year.

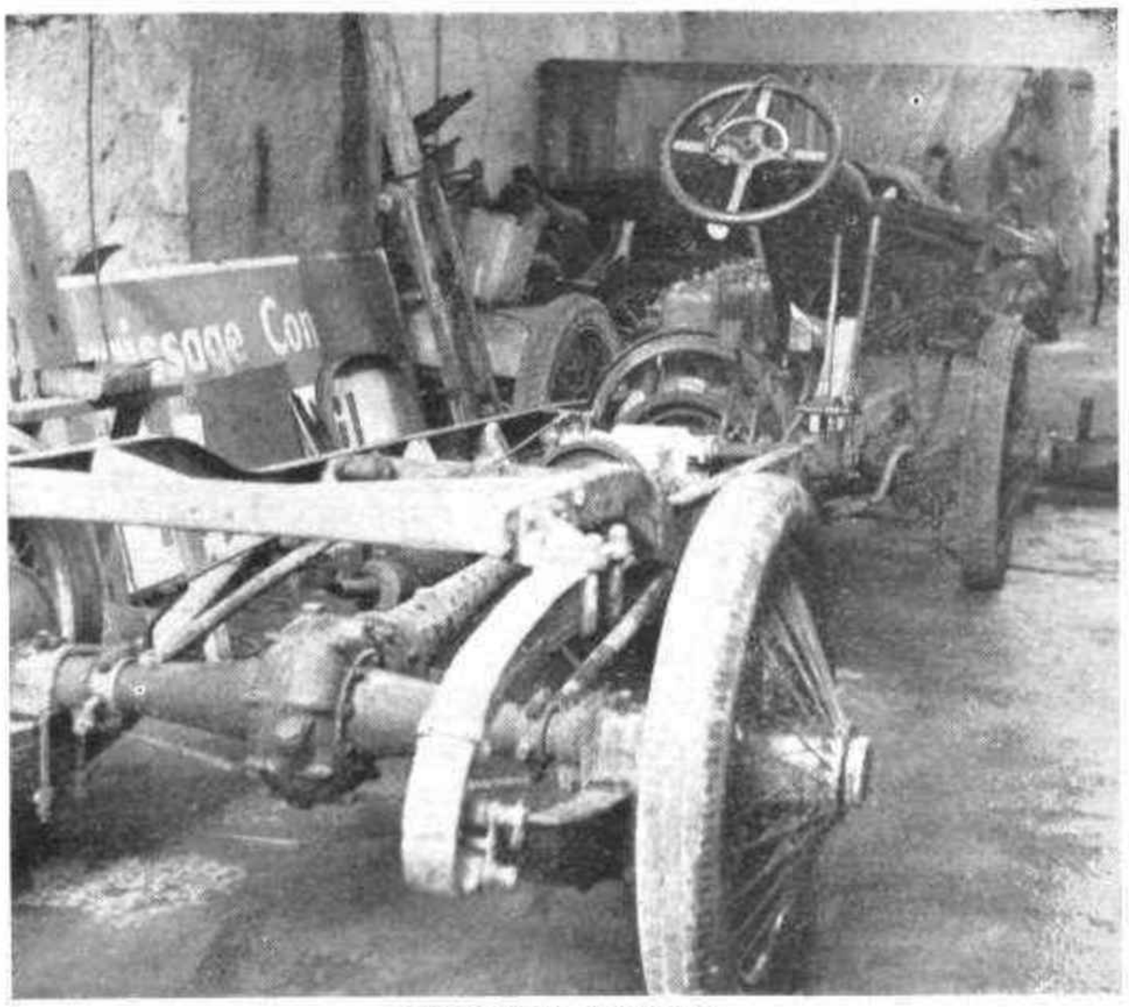
BMW Concessionaires (GB) Ltd. expect to be the largest car importers in Britain by 1974, in terms of turnover. They expect by then to be importing some 17,000 of the much-respected, high-quality cars from Munich, as well as spares and, of course, BMW motorcycles, an estimated capital turnover of more than £50-million. They have been promised 8,000 cars for the UK market this year and claim 1971 sales, including exports, of over 5,000.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

AUSTIN SEVEN JUBILEE YEAR

THE Land's End-John o' Groats Run for pre-war Austin 7s which is one of the events scheduled for this Austin Seven Jubilee Year, has provisional RAC approval and is to be organised by Mr. and Mrs. Tony Griffiths on behalf of The Austin Seven Clubs' Association (Sec., John Ward, North House, Ousterne Lane, Fillongley, Warwicks.), not by the 750 MC alone, as we implied last month. The Run is intended to take place at Easter. Other Jubilee-year happenings are expected to include a hill-climb-cum-trial lasting three days, beginning at the bottom of Nailsworth Ladder in Glos. and finishing at the top of Litton Slack in Derbyshire and a cavalcade and rally at Longbridge on August Bank Holiday. Regional Seven frolics may well be added and we hope to keep you informed. Certainly all the various Austin 7 Clubs are combining to ensure that the 50th anniversary of Britain's most popular car is not forgotten.—W. B.



They still turn up!

THE GIRLS

TWO MONTHS ago I was writing about matching vintage and earlier cars to the sort of competitive events they used to compete in, during contemporary times. The VSCC racing season will soon recommence (at Silverstone on April 29th), and one of the many pleasant aspects of such racing is the number of enthusiastic and skilful girl drivers who take part. To attempt to make a list of them would doubtless involve me in remorse for leaving someone out, but those who attend these fixtures will know their names, and the cars they drive. This gives rise to the thought that it would be nice if the VSCC could stage a race specially for the girls. It nearly happened at an Oulton Park Meeting, when in one race the field was composed mainly of cars driven by the ladies. However, the VSCC cannot afford to waste entries and as there is a limit to how many cars may run in any one race, it has to fill all the spaces on the grid. So, unless some more fast ladies become active members we may not see a purely Ladies' Race.

If, however, this ever comes about, it will be in the best vintage tradition, especially if you accept that today's VSCC race meetings are the best substitute we have for the demise of Brooklands and Donington.

For many years the weaker(?) sex was not permitted to take part in racing at the Track, except when special races were put on for them. This happened in July 1908, when The Ladies' Bracelet Handicap was contested. Caution prevailed, the ladies merely having to start opposite the pond and do a lap without crossing the Fork, for they turned immediately into the Finishing straight and after about three miles it was all over. The BARC charged the entrants of the intrepid lady drivers three sovereigns each, accepted only from private competitors, and, having thought up this 4.20 p.m. race, they faced a dilemma. The male drivers of those days were required to wear coloured smocks and caps to augment the racing numbers on their cars for the benefit of Mr. F. Fowler, the Judge. However, in those prudish days, when every female wore ankle-length skirts and a multitude of unmentionable garments, even the with-it Clerk-of-the-Course, E. de Rodakowski, could not countenance the ladies donning men's trousered attire. Yet the Judge might never see the number of a car which was in all probability a stripped chassis. The solution lay in coloured scarves, which the seven lady motorists who had elected to compete wore round their necks. The first prize was the bracelet and the second lady home received a brooch.

Lord Montagu of Beaulieu entered Mrs. (not yet Dame) Locke King on the Itala "Bambo". Oscar Thompson relied on Miss Muriel Thompson to drive his Austin "Pobble". G. C. G. Moss nominated Miss Christabel Ellis, in a pale blue scarf, at the wheel of his Arrol-Johnston "Guarded Flame", C. L. Westwood named Mrs. Ada Billing to drive a 22.4-h.p. Mass, Col. Gore Browne entered The Lady Muriel Gore Brown in a black scarf and 22.5-h.p. Humber, Miss Ridge-Jones was driving her father's 17.5-h.p. Sunbeam and, off 95 sec. before Mrs. Locke King, wife of the Track's constructor, who was on scratch, went Mrs. Roland Hewitt in or on a little 6½-h.p. De Dion (LC 5529, should it still exist).

It was all very gentlewomanly and I think today we might even regard it as pretty small beer. Miss Thompson, after a poor start, won by a few yards from Mrs. Locke King, and Miss Ellis, with her steering wheel on a level with her head, her skirts tied round her legs, and cornflowers and sweet peas on the car's bonnet, was third. Gentlemen bravely rode with the ladies; no speeds were announced. On August Bank Holiday, 1908, Miss Thompson and Miss Ellis engaged in a Match Race, Muriel making up a 9-sec. handicap on Christabel, to win on the Austin by 200 yards. That, apart from a few very minor sorties at other Clubs' meetings, was the only freedom women were permitted on the Motor Course before the First World War, although they were no doubt welcome on the Brooklands lawn tennis courts.

After the Armistice, however, emancipation was rife and women were allowed to race with the men, culminating in Gwenda Stewart lapping faster than any other of her sex, at 135.95 m.p.h., in 1935, in the supercharged 2-litre Derby-Miller. And at its first Evening Race Meeting in June 1928 the BARC held a Two-Lap Ladies' Handicap Sweepstakes—the girls at last had a race to themselves! This time they did two laps, starting and finishing at the Fork. Seven ladies entered, at ten bob each, but Miss Bond's Bugatti non-started. Miss Maconochie won in her dark blue supercharged Salmson from Mrs. Martin's limit Riley 9 and Miss Melcher's 2-litre Bugatti, Mrs. Scott's scratch 2-litre GP Sunbeam, the Hon. Mrs. Victor Bruce's 2-litre AC and Miss Lister's aged Aston Martin trailing along behind. The winner averaged 82.45 m.p.h., lapping at 87.22 m.p.h., and Mrs. Scott got round at 112.68 m.p.h. Mrs. Scott then won the next of these races, in a 2-litre Bugatti, from the Hon. Joan Chetwynd's Chrysler.

The BARC now felt more confident and held a two-lap Ladies' Handicap at the 1928 August Bank Holiday Meeting. Miss Maconochie won again, but had changed her Salmson for an Amilcar Six, which lapped at 102.69 m.p.h., holding off Mrs. Dykes' Alvis. Mrs. Scott's Sunbeam, Miss Burnett's Alvis, Mrs. Martin's Riley and the Aston Martin made up the field.

After this the girls had several races to themselves. At the 1928 Autumn Meeting Mrs. Scott's black Sunbeam was the victor, after a lap at 113.97 m.p.h., chased in by Mrs. Dykes' 12/50 Alvis and Miss Maconochie's Amilcar.

They were at it again at Easter 1929, and the Burnett Alvis crossed the line first but the naughty girl was disqualified for jumping the start, so Mrs. Scott took the £15 Cup in her husband's GP straight-8 Delage, which lapped at 112.93 m.p.h. Mrs. Dykes was second, Mrs. Rigg in a Lombard third.

After this the BARC tired for a while of feminine frolics but the Opening Meeting of 1930 included a Ladies' Handicap, which "Bill" Wisdom in H. J. Aldington's blown Frazer Nash won from Mrs. Scott's black and yellow Bugatti, the Chain Gang car going round at 95.05 m.p.h. So if the VSCC does have a Ladies' Race it will be nicely traditional!—W. B.

V-E-V Miscellany.—A 1936 Austin 7 Ruby saloon, owned by the same lady all its life, recently went to the garage which has always serviced it for her. In mid-Wales rumour suggests that a 1922 BSA motorcycle, ridden only once and then put into a barn after frightening its first owner, got into the hands of some boys after his death and was destroyed; better news from this area is that a 1926 AJS is being restored. The Hills have found the remains of another AJS car. In Sussex a straight-eight D8 Delage is being made into a replica of the two-seater of this type used by G. E. T. Eyston to break long-distance records at Montlhéry in 1932, and data is required concerning its colour, etc. In Scotland a well-preserved 1934 Talbot AW75 four-door saloon was seeking a new owner and a similar car has been seen, apparently derelict, in SE London. A reader who recently sold a 1932 Riley Monaco through an advertisement in MOTOR SPORT has replaced it with a 1949 2½-litre Riley RMB formerly used by the Bishop of Winchester. Harold Goodey, the well-known car breaker of Twyford, died last December. John Rowley is restoring a 1913 5½-litre side-valve Th. Schneider, thought to be either one of the French GP cars or a production model developed from it, and intends to fit a replica racing body. A reader who has owned a 12/50 Alvis beetle-back since 1954 is anxious to discover whether it is the car once raced at Brooklands by the late A. E. Clutterbuck, as the car's log book shows that it was supplied new to someone of that name in January, 1927. The engine is of the short-stroke type, but now converted to SU carburation, and its Reg. No. is TX 2177. Another reader, who is attempting to identify some badges, etc. belonging to the late Donald Campbell, wants to know the origin of a button-hole badge in gilt and blue enamel, bearing what looks like the City of London coat of arms and lettered CLPAC. The Wolseley Register is looking for help and money in order to get the 1912 24/30 Wolseley M5 limousine in the Shuttleworth Collection at Biggleswade into a condition in which it is mobile. The car was delivered to the late Col. Shuttleworth of Old Warden in the summer of 1912 and now primarily needs new 895 × 135 tyres and tubes and some paint, as its total mileage is only 2,325. It is believed to be one of only two surviving 24/30s, the other being in private ownership in Canada. Letters can be forwarded. As a tribute to their late President, Mike Wilby, the Lagonda Club is writing a long overdue history of the make, a task shared by two Committee members, Arnold Davey and Tony May. If anyone has any special knowledge of these cars would they please contact the Registrar, Mr. Davey at 9 Summit Way, London, N14. The Club points out that in our TT Commemoration feature the car in the picture is BPK 201, which is now in Australia; the car taking part in the parade was the Johnson, ex-Hindmarsh car, BPK 202. We were misled by the Commemoration Programme. The latest acquisition of Talbot historian Anthony Blight is the ex-John Bland 1936 3-litre Darracq saloon, which is to be fully restored after standing out for some ten years, and a 1939 Vincent Comet. The new Secretary of the ABC OC is David Hales, 20, Langbourne Way, Claygate, Surrey. The Club's Register now lists 15 cars, 120 motorcycles, 50 skootamotas, some 25 aero and auxiliary engines and 25 other Bradshaw-engined cars and motorcycles. The annual ABC rally will be held later this year.

THIS YEAR'S VSCC FIXTURES

The main Vintage SCC fixtures for 1972 are:

Silverstone Race Meeting—April 29th.
Oulton Park Race Meeting—June 17th.
Shelsley Walsh Hill-Climb (with the MAC)—July 8th.
Silverstone Race Meeting—July 22nd.
Prescott Hill-Climb—August 13th.
Thruxton Race Meeting—September 9th.

VINTAGE POSTBAG

Aero-engined Cars on the Road

Sir,

I am wondering whether the paragraph, following R. D. Millar's letter "The Henderson Napier Rolls-Royce" answers a question which struck me some 50 years ago? In July 1921, while touring in Savoie, I saw in the garage of my hotel in Chambery, an unknown British car, rather striking in its appearance, and by its noise.

It was a long and low torpedo, angular styled. The bonnet was long and narrow, and from each side protruded the cylinder head of an enormous V8. No external sign could be seen, but the owner's plate read "NASH, Cadogan Gdns., LONDON". I may suppose this was the car you write about, a war-time chassis, Crossley by make, equipped with a V8 Hispano aero-engine. I would like to know whether there still exists any photograph of that monster, noticed half a century ago.

Still on the subject of hybrids, another special was built in 1920, in St. Etienne (Loire, France) by Mr. Grua. It was certainly one of the best known in that time, as it took part in many events, hill-climbs, standing and rolling kilometre, and so on, between 1921 and 1923. Equipped with a 300-h.p. Hispano aero engine, it was reputed to reach the speed of 125/130 m.p.h., but was unsafe.

Grua and his passenger, Rouchouse, got killed while taking part in the Camp hill-climb, near Marseilles, in March 1923. Later, a stone was erected to their memory on the course of the Planfoy hill-climb, as Grua set the record. He held it until Divo, on the 6-cylinder Delage beat it in 1925.

Riorges, France. R. KALTENBACH.

* * *

Rolls-Royce Armoured Cars

Sir,

With reference to the starting methods for Rolls-Royce armoured cars. My credentials are that I was a driver of them, as a member of the RAF Armoured Car Wing in Iraq for 3 years 1925/27.

They *were* fitted with self-starters, but to enable the engines to be started from inside the armour in the event of failure when unfriendly tribes were taking pot shots, a chain-driven hand-turning gear was fitted to rotate the engine, by means of a sprocket fitted on the shaft between the clutch and the gearbox. The drill was to switch on to both mag and coil; the second driver rotated the engine whilst the driver rotated a hand magneto to feed a shower of sparks to the distributor. Talk about belt and braces! It never failed. Praise be to Allah! The sand was thrown *into* the cone clutch to overcome clutch slip. In the end of the crankshaft was a spring-loaded plunger which passed a small quantity of oil to the clutch spigot when the clutch was fully depressed. Clutch slip was caused by too much oil and for a mild attack we used to crush aspirin and put that in to absorb the oil. On one occasion, in the Neutral Zone of the Southern Desert, I had such serious slip that my second driver had to shovel in sand as I held out the clutch until the whole assembly was locked solid. I drove it back to Kuwait, and I well remember I didn't snick a gear in the hundreds of changes. It was a beautiful gearbox. They don't make them, etc.

If anyone is thinking of going to Iraq to find one, don't! They were sent back to MT Pool at Aboukir in Egypt for overhaul and held in readiness. Eventually I believe they were used in North Africa during the last war. I wonder if any reader knows the end of the story.

Yeovil. R. S. COOKE.

* * *

Memories

Sir,

Your recent issues have been very evocative of memory for the writer, particularly the references to early aviation, because my father, Mr. Ernest Brown, purchased an Avro 504K biplane from Col. G. L. P. Henderson in the Brooklands days. At that time the Colonel was running a 45-h.p. Renault. Our Avro was flown up to Lancashire by Jock Anderson, also referred to in your notes, and he mentioned

that the Renault was tremendously fast, but had a habit of discarding front wheels at speed. This was early in 1930, and both the Colonel and Jock were killed in flying accidents very soon afterwards, the latter whilst giving instruction over Croydon. An eye witness told me that the aircraft was flying upside-down for a while with poor Jock hanging on by his hands.

Turning now to Mr. Lister's letter in the December issue regarding his uncle Gustav Hamel, if Mr. Lister cares to write to me I will be pleased to let him have a photograph of his uncle in his aircraft, which he can copy. This photograph was taken in a visit to Burnley by Gustav at the invitation of my father, who always stated that he (Gustav) was the first man to loop the loop. Gustav flew from the local cricket ground and on one excursion cut through nearby telephone wires. From my photograph, I would say that the engine in this aircraft is an air-cooled Vee-eight and the period would be 1913.

To conclude, I would refer to Mr. W. A. Emmett's letter in the same issue regarding the Crossley demonstrator. My father held the Willys Overland Crossley agency from 1927 to 1929, and the Mr. De Solla referred to by Mr. Emmett was still working for them at that time. I seem to remember his having mentioned the incident recalled by Mr. Emmett. Other interesting agencies held by my father included Gregoire (Little Greg), Rhode, Autocrat, Lea Francis, Vulcan and Salmson.

There was certainly much more variety and colour in those days, and I do not think the modern age has offered very much in the way of compensation for what has been lost.

Huntroyde. JOHN R. BROWN.

[The letters relating to early aviation had an astonishingly large and enthusiastic response, so that we feel almost prepared to launch *Aero Sport*! Those relating to Gustav Hamel have been sent on to Mr. Lister.—ED.]

* * *

A Taste of the Old Days

Sir,

In an unassuming sort of way the motorcyclists of Yorkshire have, for many years, taken part in an annual frolic on similar lines to those you suggest for cars on page 1265 of the December 1971 issue.

The event is the annual re-union trial run by the Ilkley Club for riders who competed pre-war, results being calculated on a performance/machine-age/rider-age formula. The nub of the whole thing is that this is a trial "run in the spirit of the twenties" and, of course, over the kind of course which would be used at that time. How fortunate we are to have hundreds of square miles of open country virtually unchanged since the pack horse days, and to be able to savour the free and easy atmosphere at the start with its bustle, chatter, leg-pulling, machine inspection and so on.

And what a pleasure it is to see Oliver Langton (in his 60s) bucking a 2¾ A.J.S. over the boulders of Keighley Gate or Eddie Flintoff (in his 70s) plonking quietly and certainly up a steep rock and heather covered bit of Pockstone's Moor on a Sunbeam as long as a row of houses, or to hear Stuart-White's Scott droning up the hill out of Dob Park Splash, or . . . but one could go on for a long time. The spirit of the 1920s is here all right—friendly, helpful, humorous, knowledgeable—riding to win, but still prepared to stop and give a hand to anyone in trouble. The list of winners makes interesting reading too, dating from the days when you could be a dirt track star two or three nights a week, compete in a trial or hillclimb or sand race on Sunday and get time off in June to ride a works bike in the T.T.! The rest of your spare time was spent in making your bike go faster or handle better than the next man's.

I know that the age of the rider rather than the machine is the governing factor here but there is always a high percentage of vintage machinery being used. Those who elect to use modern trials-ware are shown the error of their ways by having to tackle some additional, very serious section. Serve 'em right!

If you want a nostalgic day out in "superb scenery with magnificent sections"—I quote from the Scott Trial comments in the current *Motorcycle Sport*—come to Yorkshire next year at re-union time. Please don't ask me for details, though. I am, to my regret, just a spectator!

Bramhope. K. L. GRIFFIN.

The Vipen

Sir,

I am trying to accumulate information on the Vipen car which was produced in Hull during the early part of this century, approximate dates 1903-1906. The manufacturers were the East Riding Cycle and Motor Co. of Grosvenor Street, and besides the car, were also reputed to produce a three-wheeler (De Dion tricycle type), and a motorcycle.

Several advertisements for these vehicles, and indeed some technical details, were published in the motoring press of that period. I understand that the car was mainly an "assembled" unit, using various chassis etc., but the usual engines were De Dion or Clement, perhaps some of the more enlightened historians could confirm this.

I believe that prior to the last war a Vipen was a regular competitor in veteran events in the South of England driven by a Mr. F. Harvey, but so far no details of this machine or gentleman have been forthcoming, any information at all on this matter would therefore be very gratefully appreciated.

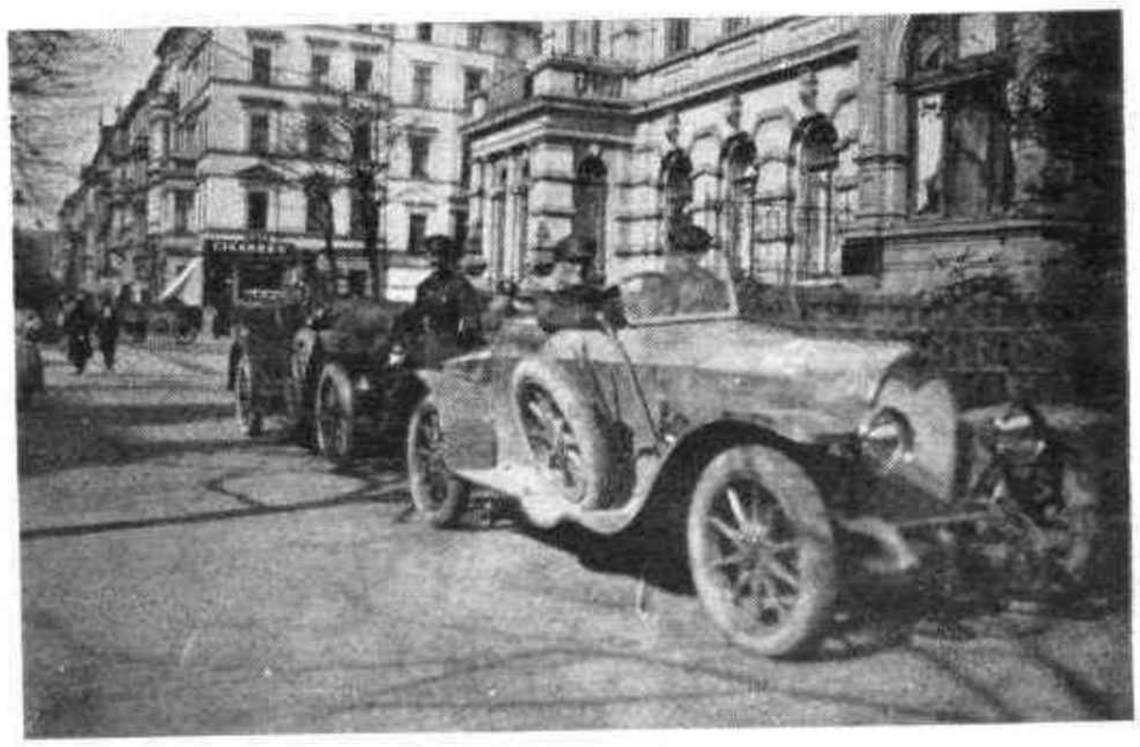
Hull. JOHN S. THOMPSON.

* * *

What Is It?

Sir,

I was wondering if any readers could identify the first vehicle on the enclosed photograph?



The picture was taken just after the First World War at Wiesbaden, Germany, and the officer between the two cars was my father, the late Captain Stephen Leonard Williams of the Royal Field Artillery. Ever since I was a small boy, many years ago, I have often tried to decide what the make is and also, was it built for the Army?

Newark. L. A. WILLIAMS.

[Isn't it a Stoewer, perhaps the plunder of war?—ED.]

* * *

Their Own Oil

Sir,

When I was employed in the Drawing Office of the Daimler Motor Co. in Coventry I was responsible for a time for compiling Lubrication Charts, Handbooks and Service Data for the cars made there in 1946 to about 1949 and the engine oil specified was the "Daimler Solvent Process Oil".

This oil was also specified in the Introduction Book issued for the Lanchester Ten made at the Daimler Burns Lane factory at that time.

Actually, I used this oil in my old o.h.c. Morris Minor. I used to go down to the oil stores and obtain a gallon of this Daimler oil for about 2/6d. a gallon, which one must admit was quite a bargain.

It may interest you also that in the picture of the Jaguar, NUB 120, you are almost in the area where I used to park my own car when I was in the Drawing Office there when it was unthinkable that the proud Daimler sign at the gates could ever be replaced by "Jaguar Ltd."

Broadstairs. F. T. ALEXANDER PREBBLE.



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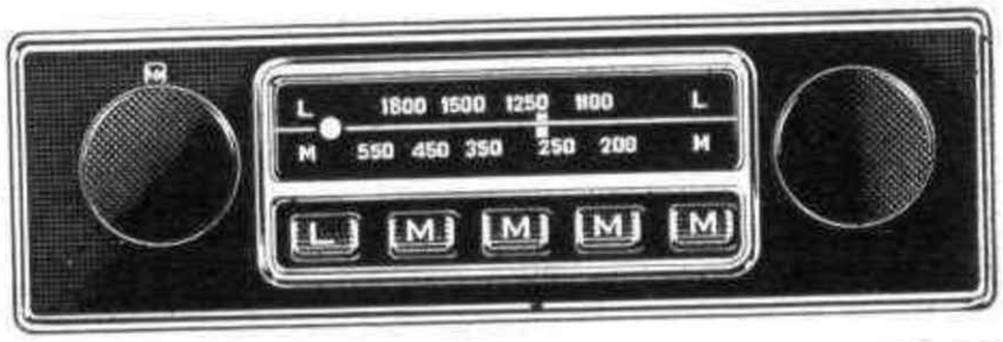
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MY YEAR'S MOTORING

The Editor Looks Back on the Cars He Drove During 1971



EXCELLENT ALL-ROUNDER.—The Escort Mexico, the first-class AVO product of Ford of Britain, gave the writer some of his best motoring fun of last year, besides being a highly practical general-purpose saloon which also enlarged his motoring experiences!

THE TIME—how it flies!—has come to review briefly the motoring experiences of last year. I am not sure who instituted this idea of an annual road-test survey. I think it may have been H. S. Linfield, who did this in a fascinating manner in *The Autocar* before the war, a practice copied by MOTOR SPORT in the post-war period and since followed by other journals. Indeed, the road-test business is, maybe, a bit overdone these days, what with Two-Car Comparison Tests, Group Tests, the summing-up of Group Tests, subsidiary road-tests, and Used Car Tests, with the weeklies cramming several appraisals into each issue! Impact is surely lost with too much repetition and it could be that, once the splendidly analytical performance figures for a new car have been digested, an account of how it performs on an interesting journey or how it serves during an appreciable mileage are of more interest than a mass of minor details and conflicting opinions.

At all events, MOTOR SPORT has in recent times tended to publish shorter road-test reports of the more mundane cars. As we are a monthly review rather than a newspaper, I am not particularly concerned that we do not always get the first crack at testing new cars. I do not, however, understand the mentality of PROs who promise cars which fail to materialise on the agreed date (to which printing schedules may be geared) and from whom one does not hear another peep. Free editorial column-inches are still regarded by the Industry as the best possible means of publicising new models, and as MOTOR SPORT has, *vide* a statement in the SMM & T's London Motor Show Catalogue, "the highest net sale of any motoring journal in the country, certified by the ABC", it seems folly for publicity experts to ignore us. So if there are obvious omissions in the 1971 road-test curriculum you know whom to blame!

Road-test reporting has developed into quite a science since before the First World War, when it was mostly pretty brief stuff, mainly full of praise. It wasn't until the post-1930s that performance figures came to be regularly included. This is not to suggest, however, that road-testers did not work hard long before the days of stop-watch clicking. I was reminded of this when glancing through a 1927 copy of *The Autocar*, for in that issue there was a report on the new Singer Junior saloon which S. C. H. Davis, in between racing at Le Mans and other exciting competition engagements, had driven 575 miles to Wales and back to London in a couple of days, and an account by the late W. F. Bradley concerning another new car, the 2½-litre Delage saloon, in which he covered 1,604 miles in five days, on the Continent, including following part of the Tour de France bicycle race as an official for some of the time. The Singer test occupied nearly six pages and included ten pictures; the Delage test, which opens with a delightful piece of typical Bradley dialogue, 5⅓ pages, with 13 pictures. I mention these things, just in case we who conduct Press road-tests today should become complacent. . . .

In casting back over the cars I drove last year I am aware that in some ways this sort of personal printed diary is more fun for the writer than the reader. Nevertheless, I hope I can hold your interest and remind you of how the cars I tried in 1971 impressed me, or otherwise, regarding them as personal transport rather than in the context of clinical performance-assessing data. If certain notes on matters of route and anecdote are included, this is because motoring involves roads and routes and meals and scenes and people as well as cars. In fact, it is customary to remember certain cars on account of small incidents associated with them and to fit particular tasks to suitable models—you wouldn't, if you had the choice, use a Citroën 2 c.v. for a long fast run on a Motorway; you would take a Range Rover in preference to a conventional saloon on a sticky cross-country or off-the-road journey. . . .

Anyway, last year I drove some 35,000 personal miles. I have to confess that a 19-years' accident-free driving record came to an end one July evening, when I wrapped a Ford Escort Mexico into a very crumpled ball. This was an error of judgement about which I am still very angry, even though there were extenuating circumstances. I now have an index finger on my right hand which will never be quite the same again but I was happy to settle for this insignificant memento of nearly 40 years' motoring, after stepping out of a car which seemed a total write-off. Descriptions of personal accidents are as boring as air-raid stories, so I will just add my thanks to Hereford General Hospital and to the local police for making an unhappy episode as painless as possible. I would also remark that if you must have an accident I thoroughly recommend a Ford Mexico in which to have it! I was not belted-in but the Contour rally seat held me firmly in place as the car spun, and the strength of the bodywork afterwards enabled the doors to be opened, nor did any glass break. In fact, Alf Belsen's chaps eventually put this tough Ford back on the road and I drove it again before the year was out.

Although I still had the long-term Ford RS1600 and a Hillman Avenger GT at the beginning of 1971, the test year appropriately began and ended with British Leyland products. Appropriately because BL are Britain's largest car producers, and it is only right that their products should be given ample publicity, apart from which the flow of BL cars has been pretty regular since Lord Stokes granted MOTOR SPORT an interview, especially since "Uncle" Ivor Greening has been in charge of the Longbridge test-fleets. Indeed, British



The slime-conquering Range Rover in a natural habitat. It is just as effective when used as a fast main-road vehicle.



An interesting combination of unexpected technical and geographical aspects, the unassuming Chrysler 180 proved a family car of considerable merit.

Leyland, with certain lapses, now operate a very efficient road-test service. For example, if Ivor Greening hasn't the model you require. he will fill-in with something else, meanwhile hastening the advent of the car requested. Moreover, delivery is simplified within the great BL complex. For instance, I was able to leave a Morris Marina for collection at the Jaguar factory at Allesley when I took away a V12 Jaguar and on my return there was a spotless, fuelled-up MG-B awaiting me. This was duly exchanged in Wales for an Austin 1300 GT, so you cannot complain of any lack of appreciation for the free publicity they are about to receive on the part of BL's Longbridge/Abingdon/Cowley division!

First, then, the **Range Rover.** The esteem in which I hold this very fast four-wheel-drive all-purpose vehicle should by now be well known. It represents a splendid swan-song for engineer Peter Wilks and, although I understand that a certain test-unit had so much transmission failure that it feels it cannot recommend the vehicle, I am glad to see that Range Rovers are now frequently encountered, so are presumably proving satisfactory to many of the better-off farming fraternity. The weight of the bonnet, the heaviness of the steering when parking, and the whine of the indirect gears are shortcomings which light alloy, hydraulics and sound-damping would presumably cure. My admiration for this versatile Solihull 4WD V8 was further enhanced when we used one to climb Cader Idris, later in the year. I was able to take the road-test Range Rover over the tank-testing ground on Salisbury Plain, penetrating as far as the lost village of Imber, now used by the military for invasion and artillery exercises. All this slippery going was easily negotiated, mostly without recourse to the low-ratio gears or locking the centre differential. On the public roads leading to this wilderness we amused ourselves, where Sunday afternoon commuters had blocked the lanes, by nonchalantly driving up the banks and down again, to get past them, thus giving them convincing proof of the Rover's climbing ability! Afterwards the tenacious Wiltshire mud was washed off where the Army hoses down its mobile armour and cross-country vehicles. Clean again, this all-purpose Rover took me comfortably into Hampshire at a very respectable cruising speed.

One of my normal means of getting acquainted with road-test cars is to leave the London offices of MOTOR SPORT and drive non-stop the 170 miles home. I find this no particular hardship, whether I depart at mid-day, 4 p.m., 6 p.m. or at midnight, for although the A40 is tedious as far as the Burford roundabout and heavy traffic is often encountered until beyond Hereford, the last hour, even after joining the A44, can be highly enjoyable. The Range Rover made light of this journey in spite of fog and ice. But the young photographer I had with me (for the purpose of taking pictures of what this astonishing vehicle could do on my land, where the Welsh "dirt" is notoriously glue-like and was then nicely frost-covered) seemed incredulous that this was my normal "commute", especially when, enquiring "how far now?" as we turned away from Malvern, I told him "Oh, only about another 1½ hours". In fact, when I telephoned my wife to say we would be home for dinner, she told me there was no water, due to frozen pipes (large, ancient houses, like large, ancient cars, can pose problems!) so on this occasion we spent the night at "The Feathers" at Ledbury, where they make you comfortable and where an Alvis atmosphere can be detected. . . .

When the impatient young cameraman was ready to leave, next day, he was foiled by three immobile vehicles—The Range Rover's very thief-proof fuel-filler cap resisted all efforts to remove it, with about a pint of petrol in the tank, the editorial Rover 2000TC which I had intended him to take to London for servicing temporarily decided not to fire, and the Ford RS1600 which I had used that morning developed a defunct starter the moment before the photographer got into it (I believe it turned out to be merely a faulty fuse), the sort of tricks mechanical things tend to contrive at difficult times!

The year closed with an **Austin 1300 GT Mk. 3,** from BL's best-selling range, which is written-up elsewhere in this issue.

Various methods have been used to determine in which order the year's test-cars shall be dealt with (my friend Joe Lowrey was an expert at this) but perhaps the fairest way is to take them in order of diminishing mileage covered, inasmuch as those who arranged the longer tests showed confidence in their cars and therefore deserve some priority. I see from my much-thumbed Dunlop and Bosch diaries that I covered more than 3,800 miles in a **Chrysler 180** which John Rowe persuaded me to keep for more than five weeks last summer. Colleagues showed no great jealousy about this, being unenthusiastic over this curious Anglo-French car with American sponsorship. The 180 is, however, technically inspiring, with light-alloy o.h.c. cross-flow inclined-valve Weber-fed engine, all-round disc brakes, and a well-located coil-sprung back axle; it is also very comprehensively equipped. The first impression of being shut-in, within the low-roofed body, didn't persist, even for one who finds lifts the most unacceptable form of modern transportation, and this four-door saloon, which did some of the test mileage towing a big four-wheeled Piggy-Back trailer, proved a very acceptable family saloon, inexpensive to buy, to fuel, to lubricate and presumably to service. We should hear a good deal more of Chrysler UK's 1.8-litre European, the first of their offerings to bear the famous American name.



Big wheel—the popular Renault 12TL front-wheel-drive small car proved a good deal quieter and quicker than the monster in the background.



Lord Stokes' gamble—the controversial Morris Marina, seen in 1.8-litre TC coupé form, which tasted better the longer we had to digest it.



Technically brilliant but terribly underpowered, the ugly lines of the Citroën GS belie its splendid power braking, road-holding and ride.

This Chrysler 180 was as near as I got to an American automobile in 1971 and the 180 isn't much like the American "compacts". This I regretted, because I am aware that automobiles from the USA have many merits, longevity, comfort and ease-of-driving amongst them, and now that their creators are beginning to build-in European standards of handling and are thinking about disc instead of their instant-fade drum brakes, they could soon become quite competitive in Europe. Stanley Sedgwick, President of the Bentley DC, subscribes to this view; indeed, goes further in saying those who do not own the better American cars do not know what they are missing! He is able to drive across France a little faster in his 1966 Lincoln Continental than in his 1953 Bentley R-type Continental. (What I want to know is how, driving solo and very fast, he manages to keep meticulous notes of times and distances?—it is as much a mystery as how D.S.J. signalled to Moss on their winning drive for Mercedes-Benz in the 1955 Mille Miglia, which the Continental Correspondent doesn't quite tell us, even in his latest account of that memorable ride, written for the "Castrol Guide to Motoring Sport". . .).

The next biggest mileage I did was in a **Morris Marina 1.8** coupé, more than 2,300 miles in five weeks, although as it was a recap, following my expressed disappointment with an earlier **Morris Marina 1.8 TC** coupé, my total mileage in these new BL confections exceeded 3,500. The initial disillusionment with Marina was due partly to mediocre design, partly to a badly-prepared car. The second dose was better, the car understeering far less and accelerating quite strongly with its single-carburetter engine. Marina is for the masses but I feel sorrowful that enlightenment proffered along the years by enthusiasts has gone almost unheeded. I did not attend the farewell party to Sir Alec Issigonis on his retirement—it must have been sad beyond words. . . .

It may well be that Lord Stokes was right to launch Marina, that the public will love it, buy it in millions, and thereby make much money for BL and this neck of the European land mass. I remember being uninspired when the Austin A30 was announced as the proud successor to the original Austin 7. But as a commercial proposition it succeeded—and, even now, in A35 form, it might be termed the National Hack of the Welsh, for in mid-Wales you see them everywhere. The other day I counted well over a dozen of these 800-c.c. vehicles, in various forms, some very well preserved, others battered workhorses, without walking beyond the main and adjacent side streets of one small town, and by the time we had driven the seven miles home the score exceeded 20. . . . Standard 8s and 10s, the one-time A35 rivals, still roam these remote roads, too, but in small numbers. So the Marina may well follow suit. But it does seem under-tyred and badly sprung for all but the smoothest roads. However, Morris did let me have a second bite at their cherry, whereas, after similar disillusionment over Stag, I was never offered another. . . .

Next highest in the personal mileage stakes was the latest **MG-B,** an excellent and enjoyable "vintage" sports car, which was referred to last month. After I had written that account a few other short-comings became apparent—like the water thermometer ceasing to work, the passenger's fresh-air vent refusing to shut off, and the doors being a bad fit and difficult to shut, with the driver's tending to jam. Also, the faulty screen-washers defied the attention of a knowledgeable "B" man and immediately went on the blink again, causing me some nasty moments on the M40. This did not spoil the sheer fun of MG-B motoring, for the car is crisp, brisk, and very controllable, with absolutely positive but light rack-and-pinion steering. I used it hood-down quite frequently, commencing on the morning of the VSCC Silverstone Driving Tests, although not feeling over-bright, my previous night's sleep having been disturbed by a Friday discotheque, the noise of which penetrated to the comfortable sleeping annex (once a barn) of the "White Lion" at Banbury, an unfortunate follow-up to an excellent dinner attentively served in the hotel's dignified dining-room—a guest spending £5.65 on an overnight stay surely has the right to expect better?

This opened-up MG gave me one of the most memorable day's motoring of 1971, when we went, in thin sunshine under a cloudless winter sky, from Rhayader up the Devil's Bridge Road *via* Ysbtyty Ystwyth and Pontrhydfendigaid to Tregaron, and along that winding scenic pass to Abergwesyn. Scarcely another vehicle was encountered and the hood-down visibility really came into its own in the hilly country. Incidentally, these latest MG-Bs have the five-bearing 18GB engine, with oil-cooler. There are few better ways of enjoying rugged fresh-air motoring, for a modest outlay. In this climate, however, a rather more quickly erectable hood is desirable, something after the fashion of a Ford Mustang's power-operated top, or a resuscitated Jowett Jupiter, perhaps?

A Michelin ZX-shod **Renault 12TL** proved notably comfortable over a big distance and consequently is an excellent complement to Renault's outstandingly restful 16s. The Twelve was a small car I could hardly find any serious fault with, which no doubt explains the great numbers of these excellent French cars now encountered on British roads. The wet-liner, alloy-head, 5-bearing power unit drives the leading wheels through yet another permutation of front-drive mechanics.

I went nearly as far in the exciting new **Citroen GS,** in fact nearly twice as far if the combined experience of both the cars submitted, one a tired l.h.d., the other a more up-to-date r.h.d., is counted. I had waited almost too patiently for this little Citroën, but the delay was justified, or would have been if the brighter of the two "Gee-Esses" had possessed more power. If there is a typical example of an under-powered small car of the '70s, the GS is IT. Granted that the self-levelling, all-independent, height adjustable hydropneumatic suspension works admirably, making BL's Hydromatic system seem somewhat choppy and out-dated, that the stability from *traction avant* and a Michelin-shod wheel propping up each corner of the car is all that you expect from a Citroën, and that the power disc-braking which the GS shares with the bigger Citroëns (and the Rolls-Royce Silver Shadow!) is most acceptable, as are a conventional gear-lever and brake-pedal and a surprisingly good heater, the fact remains that the air-cooled, flat-four o.h.c. engine, in spite of its elevated revving propensity, requires more than 1,015 c.c. and a single Solex carburetter, to give the sort of performance people now demand, even from one-litre cars. I know the argument is that the otherwise brilliant GS should not be evaluated outside its capacity-class. But 18 seconds





A PAIR OF OPELS.—Opels get better and better and this 110-*m.p.h. Manta Rallye RS coupé* (left) *displayed good handling, light controls and a notable economy of petrol. The Opel Ascona* 16*S saloon* (right) *was a very acceptable but rather character-less German saloon, rather in the category of a European Vauxhall.*

to get to the mile-a-minute gait is depressing, even if you can go on to over 70 m.p.h. in 3rd gear, while not much over 30 m.p.g. isn't too good, either—and it does cost nearly £1,137 in this country. So, much as I like the behaviour, safety, long fuel range and comfort of the GS, I wouldn't own one until there is a larger or more powerful engine under its individualistic bonnet—it is a car which *deserves* more than its present 55½ b.h.p. . . .

Next, in the mileage stakes of the shorter-term test cars, comes the **Fiat 124 1600 Sport** coupé. This was the only Fiat sampled in 1971, which was a pity, because I am a considerable enthusiast for the prolific cars from Turin. The outstanding impression of this most acceptable 124 Sport, compact but a true four-seater, was its dual character. It could be used as a docile "shopping car" or a quick means of stylish transport, depending on mood and requirements. It has a most up-to-date specification, with 5-bearing, twin-cam engine, a very pleasant 5-speed gearbox, and disc brakes on all wheels. It alarmed me at first by showing zero oil pressure in traffic (but used no oil in 1,150 miles) and the tread had almost gone from the Pirelli Cinturatos, which was a black for Fiat's Press department. But I enjoyed going to Silverstone in it for the British GP, and on handling, appearance, performance and comfort I found this Fiat a charming car, albeit rather more softly sprung and not a lot quicker than the 1.4-litre version.

Next, a couple of Opels, the **Opel Ascona 16S** and the **Opel Manta SR.** Cars from the German branch of General Motors have so greatly improved in the last few years that a 'phone call from Mr. Kenneth Moyes offering a new model for test is now quite an event. The Ascona came in yellow four-door guise and turned out to be a nice, sensible family car, a German Vauxhall if you like, with that undefinable sense of dependability which some cars have, but in this case at the expense of "character". The Manta was rather more exciting, being a fastback Rallye coupé. It held the road well, having a torque tube and trailing lower links to restrain its coil-sprung back axle, and was notable for economy of petrol and light controls, but had a less-than-pleasant steering wheel and indifferent heater. I would have liked a heated back window (but a Holt's anti-mist cloth came to the rescue) and a better throttle linkage, but the Firestone radials gripped well, even on snow. This Opel Manta was a fast 110-m.p.h. car, able to reach 60 in 12 seconds. Not quite in the Capri class, I thought, but a good car nevertheless. . . .

To give me a taste of true sports-car motoring I drove a four-figure mileage in a **Triumph TR6.** This was great fun, for there is nothing effeminate about the six-cylinder TR. It was a really rapid car and in traffic, before clear roads were reached, it proved stimulating by reason of a fierce clutch, the loud burble from the exhaust tail-pipe, and the whine of its fuel-injection pump. Rather under-geared unless overdrive was frequently resorted to, when the Triumph ran at over 26 m.p.h./1,000 r.p.m., it could get to 60 m.p.h. in less than nine seconds and run up to 120 m.p.h., without consuming petrol or oil too drastically. Trying for top speed along a narrow road proved distinctly exciting, which is another way of saying that in spite of its new trailing-arm i.r.s. the big TR is not such a scientifically-contrived car as, say, an Elan, a Porsche, or the new race of mid-engined coupés. But it is a great car in the older tradition and when you look at its p.i. power unit, is not expensive, at £1,453. It may possibly represent the last phase of the TR and certainly it is a motor car not to be denied, for those who like sports cars.

Another of the make I drove was a **Triumph 2.5 PI Mk. II** saloon.



With twin-cam engine, five-speed gearbox, disc brakes on all wheels and a coupé body seating four, the Fiat 124 *Sport coupé, tested in* 1600 *form, was a much-liked motor car.*



A real sports-car, the Triumph TR6 combines the traditional delights of open two-seater motoring with the compelling performance of a six-cylinder petrol-injection power unit.



Refinement with plenty of stowage space is possessed by the rugged 1.3-litre transverse-engined overhead camshaft Peugeot 304 estate-car.

This nearly converted me in my preference for Rover over Triumph, although it was impossible to overlook its obsession for oil, a petrol thirst of under 21 m.p.g., and some minor but irritating shortcomings. The long-stroke engine, too, gets a bit rough towards its modest peak speed of 5,500 r.p.m. and an idiosyncrasy of the gear-change caused me to use 3rd almost as frequently as top, which endorses the quietness of the gearbox. But on the whole this yellow saloon went extremely well and I would have been happy to own one. It was used for an old-car foray to Northampton, from Hampshire, and as time ran out I thought that once on the M1 Motorway all would be well. But this was having one of its bouts of accident hold-ups, so that we were directed off it at a bridge and back onto it the other side, crawling for miles. . . .

Last year, after a very long gap, I again motored in a Saab. I had hoped for an o.h.c. 99 but found myself in a Ford V4-powered **Saab 96.** Once accustomed to the highly individual aspects of the little car I felt very safe in it and liked it very much, the steering-column gear-change notwithstanding. It is a car which is "different" and somehow seems so "honest", and is therefore difficult to beat (as RAC Rally competitors know!). So I hope the keen chaps at Slough won't be too long digging out a 99 for me to try. The high scuttle line and hard-prod brakes of the two-stroke Saabs didn't trouble me in the 96.

For reasons I need not reiterate here, I had to wait years before assessing the **JaguarXJ6.** Lord Stokes, when he became aware of this, tried to rectify things immediately, by offering us a lift in his personal Daimler Sovereign—if you follow me! Unfortunately, unknown to him his chauffeur had gone off in it, so a taxi had to suffice. But Andrew Whyte of Jaguar's soon rustled up a road-test XJ6. Unfortunately this was a manual gearbox car and I cannot abide Jaguar's notchy long-travel gear-change and heavy long-travel clutch. Moreover, the weighty rear-view mirror had a nasty habit of falling from the roof unexpectedly and clouting various parts of me, a failing the Weybridge Jaguar agent couldn't cure, although replacing a blown fuse which had had me without trafficators. This marred the grace, pace and space of this different kind of motoring, although it gave me some idea of how alluring the automatic XJ6 must be, for those who do not mind self-changing three-speeders.

It was good, however, to find Jaguar's enthusiastically welcoming enthusiasts again, as they did when wanting publicity for the long-awaited **V12 Jaguar Series 3 E-type.** D.S.J. and I spent a day at Coventry trying both manual-gearbox and automatic versions and later took a manual-change 2+2 coupé for a long run in this country. My detailed impressions appeared last month, so all I need add is that our winter tour of some 2,300 miles was rendered very restful by the smooth-running engine of this 12-cylinder high-speed touring car. It was well-used, going down to Wales, up to Donington for a "stage" of the RAC Rally (during the course of which we looked at Tom Wheatcroft's remarkable collection of recent racing cars, each one in as-new condition, having previously looked over some very fascinating older things at the Coventry Museum) and we then went up to the Western Highlands of Scotland, visiting Lord Doune's pleasant Motor Museum and speed hill-climb course on the way. D.S.J. had never previously been to Scotland, so I was persuaded upon to spend three days there. The roads of the Highlands were devoid of traffic, and for some of the time we, and an American party in their new export Citroën Safari, had them almost to ourselves. It was disappointing, however, never to quite get away from signs of civilisation—signposts, garages, or Forestry Commission fencing were usually in evidence and we were sorry to see so many facilities for tourists, such as ice-cream parlours, hair-tinting salons, caravan parks and so on, which suggest that in the summer Scotland must be murder! The Military, too, has refused to leave things alone, one off-shore island being out-of-bounds because poisonous anthrax is grown on it. . . .

We dined well in Stirling, that useful gateway to Scotland, at the Golden Lion Hotel on the run up (overnight stop for two = £11.60) and spent the following night at the Garve Hotel in Ross-shire, which appropriately, as D.S.J. didn't know Scotland, was a veritable museum of Scottish items (overnight stop for two = £9.91). We then returned to Stirling, but the "Golden Lion" warned us that their Saturday-night discotheque might disturb our slumbers. So we crossed the road to the very different hotel (overnight stop for two = £6.70). I mention this as showing how easy it is to pick the type of accommodation you require, without motoring far afield in this useful stepping-off town.

The Jaguar proved more accelerative and effortless than a six-cylinder E-type and gave no trouble, apart from a sticky throttle and failure of the thermostats which cut off the twin electric cooling fans. Topping up with petrol at something like a fiver a time remains in the memory, however, and there was the episode of the ferry, when I disgraced myself as a navigator by hustling D.S.J. onto what I thought was the familiar Ballachulish Ferry, only to find on disembarking in the dusk that we were on an island from which the only quick escape was by the return ferry, a little unintended boating that cost me £1.30 and an admonition from D.S.J.!

Everywhere these days one hears "motor talk" and encounters keenness for cars. I had an example of this when, parking the V12 Jaguar in Burford to buy some household provisions, my wife being on holiday in Singapore, I returned to the car to be confronted by a gentleman holding a copy of a weekly contemporary, on the cover of which was a picture of another V12 E-type, its Reg. No. a few figures removed from that of the test car, which naturally intrigued him. He was obviously going home to read about the latest Jaguar and I hope by now he has also read our account of it. . . .

Most of the **Maserati Indy** road-test was done by D.S.J. but I drove far enough to decide that, fine long-distance Motorway car that the Indy undoubtedly is, and unexpectedly quiet and refined as is its four-cam V8 engine, this big, wide four-seater coupé lacks character and has some surprising faults which any keen driver could have deleted before it got into a showroom. This was the more surprising, in view of the price of nearly £10,000. . . .

I was unable, alas, to drive the Dino Ferrari but D.S.J. and all who did said that it was a motor car of the highest order, with road-holding and response which only the mid-engined coupé can be expected to give. It was, I suppose, our car-of-the-year.

A **Peugeot 304** estate was another small-car which I couldn't fault, although I gave it a gruelling time, at first by loading it very heavily and then by belting it over rough going while following the second Senior Service Hill-Rally. It never complained, its lift-up tailgate was just the job for quick loading of bulky objects, and this nicely-made little car with all-alloy overhead-camshaft 1,288-c.c. engine and all-independent suspension lives up fully to Peugeot's much-envied reputation. If you do not need an estate-car—and so many people do!—five-door saloons must surely soon oust the four-door type from the market? Anyway, I found an **Austin Maxi** very acceptable, both from this viewpoint and by reason of its excellent safe-handling qualities and its exhilarating performance, for it was tuned to Group 1 standards by BLST of Abingdon. The transverse engine still tried to release itself from the car if the throttles of the twin SUs were opened violently, there was considerable noise, and the means of changing the five forward gears, or even quickly getting reverse, needs a bit more ironing-out. That apart, I enjoyed every one of the 730 Motor Show-period miles I did in this little Maxi. The bigger Marinas and the Mk. III Austin 1300 GT are, in my opinion, not a patch on it.

A lone **Vauxhall Firenza 2000SL** was the only Luton product to come into my hands last year, which I regret, not because the more recent Vauxhalls have necessarily inspired me but because I have always had the nicest possible treatment from Michael Marr and

Derek Goatman, who dole test cars out on request. This so-called Capri crusher didn't have quite the road-holding or the performance required to stamp out the quicker Fords, and its back axle was somewhat lively. But it was a comfortable car and an interesting hybrid of Luton-made components, quite nice to drive, if apt to be deflected by side winds. I referred to the long bonnet of the Capri being something which gives this Ford its Mustang-like sporting lines. I have since wondered whether the Firenza's bonnet is all that much shorter?—but no-one at Vauxhalls has ever told me! I also said that to use the Firenza's brake pedal "involves lifting one's leg like a puppy", whereupon a reader took me to task, telling me that only fully-grown dogs do this! Which at least shows what knowledgeable and versatile readers MOTOR SPORT has. . . .

My comments about the **Mercedes-Benz 280SE 3.5** appeared too recently to require embellishing. The fact is that the sage engineers at Mercedes-Benz, led by Herr Uhlenhaut, do not alter their cars for the sake of fashion or the whims of the sales-staff. So this very fine 220SE was much as other fine cars from Stuttgart, and it is the V8 3.5-litre o.h.c. engine with "computerised" petrol injection, transistorised ignition, and oil-cooler, which transforms it from a stately closed carriage into a very distinguished sporting saloon. With about the best power steering and automatic transmission to be had, and its unique vacuum central-locking system for the doors and other orifices, and the electrically-operated windows, this V8 Mercedes-Benz ranks as not only one of the World's best cars but as very good value for money at its UK price of £5,158. That, incidentally if you like, is £4,719 *less* than the price of the least-expensive Rolls-Royce Silver Shadow—we got our arithmetic wrong in the report, to Crewe's advantage!

That concludes this recall of the 1971 road-tests, except for the **Ford Escort Mexico** which I drove 3,650 miles. I found the effective performance, the quick gear-change, the cornering power and the general sporting appeal of this clever AVO Escort most enchanting. Noisy for long-distance driving, but essentially dependable, economical and above all FUN, with its responsive steering, excellent pick-up and rally front seats in the strengthened Type 49 bodywork, I commend the Mexico highly, even, if you must, to have your shunt in! I took "mine" to Llandow on Whit Monday to see other Ford Mexicos locked in combat in one of those popular and exciting series of Castrol/Mexico Challenge races, shared it at times with my equally enthusiastic youngest daughter (she has since had a go at the Thruxton Saloon Car Racing School run by Mike Dashwood), and used it for some of my fastest journeys between London and Radnorshire, when not testing other cars. It always proved satisfying and called for a minimum of servicing by genial Alf Belsen, at Ford's Press Car Depot at Brentford, although it did discard unconcernedly the drum part of its air-cleaner, early on. Fuel consumption exceeded 30 m.p.g. even when pressing hard. What you might term a Good Buy, at £1,218. And now there is the less expensive Ford Escort 1300 Sport, at £971, one of which my assistant threatens to race regularly this season in Group 1 races—and I hope he does.

In terms of tyres, seven of the test cars were on Dunlop, six on Michelin, five on Goodyear, three on Pirelli and one each were shod with Continental and Firestone.

The Editorial **Rover 2000 TC** served for another 8,666 miles last year, although not always as personal transport. Approaching a total of 53,000 miles, it remains a dignified means of fast travel. It has often been grossly neglected, but the paint, brightwork and (Connolly leather) upholstery clean up exceptionally well. The original Exide Quick-Fil battery, now some 4½ years old, loses its charge if the car is left standing for too long but is still serviceable, given a tickle up. The car itself continues to display its famed prompt-starting, if the battery is "up", even after being unused for a dozen weeks or so and left in the open, frost and snow included. Rover gave it their special 40,000-miles' service which includes replacing the brake and other seals and about the only sign of mechanical wear perceptible is the free-play in the De Dion universals as the clutch engages; the gearbox remains commendably quiet. The heater controls have again become a bit vague and the warning light for the heated rear window is *kaput—but I highly commend Triplex for having given us the greatest safety factor of recent times, with their mist-dispersing back windows.* This Rover only failed its second MoT inspection because of the odd wear-pattern from which the front tyres suffer; this in spite of regular servicing by Rover's themselves, who presumably changed the Dunlop SPs round at the prescribed intervals—what, by the way, has happened to the revised front suspension on which the Solihull engineers were rumoured to be working some years ago and which was to both eradicate this tread wear on the outer edge of the front tyres and endow Rover saloons with the quite exceptionally tenacious road-clinging of the late-lamented Rover BS mid-engined experiment? Anyway, the old Rover went on motoring, a well-liked stand-by for a family which always seems to be out in cars. Incidentally, the o.h.c. engine's non-appetite for Castrol GTX, the oil I use in all my engines, constitutes, in my view, a minor engineering miracle.

Apart from this "official" motoring, I enjoyed some satisfyingly cobweb-dispersing miles in my 1930 Riley "Thruxton", until D.S.J. took it away to replace a half-shaft (still serviceable but disliked by race-scrutineers) before driving it in the VSCC Riley Handicap, where it was unplaced but again completed the course. I was allowed to drive Robbie Hewitt's very smart 1928 Amilcar to that meeting, an interesting glimpse backwards at all of 45/50 m.p.h., although I gather the car's owner has since had this little sports car up to nearer the speed expected of Amilcars when they were new. Then, thanks to the generosity of Mr. Ronald of Renault Ltd. my wife and I took their two-cylinder 1911 AX Renault on the Rallye Renault to Penshurst Place. We even got there, in spite of shellac trouble in the magneto and the car's pedestrian up-hill pace. . . . I also did a few miles in a rare Renault straight-eight Nervastella two-seater and at the controls of Neve's controversial but very beautiful 1911 London–Edinburgh Rolls-Royce fast-tourer, commuted in a Morris Minor Traveller, and borrowed a Ford Transit 90 Custom van from Ford's to help when moving house, the noise from this hard-used van's gearbox making us wonder how much further it would go. But Britain's best-selling medium-size commercial was a notably comfortable and quick vehicle.

The 1949 2½-litre Riley RMB which I acquired as a joke, buying it untried from the roadside, was used for local journeys, and has just passed its latest MoT test without any trouble. If the car were used frequently the GT battery that came with it would be perfectly usable and this Riley has not had any attention since I bought it. All it needs now is a new dynamo belt, the short link belt driving the fan, which anyway could probably be dispensed with, being in much better fettle. The radiator, which appears to have been repaired at some time by Rad-Reps of Hounslow, never sheds a tear and I get about 17½ m.p.g. of 2-star petrol. When an NSU 1000C owned by one of my daughters developed piston trouble (caused, it seems, by overheating occasioned by the former lady owner attempting to improve the efficiency of the heater by stuffing newspaper in the air-intake vents!) she drove my 22-year-old Riley to Lancashire, where it proved a capable substitute. The Riley RM Club very decently elected me a member when they heard I had the car (Secretary: D. J. Morris, 37a Tudor Drive, Gidea Park, Romford, Essex) and I can recommend this active organisation to other owners of these cars who have technical problems or crave some social life. It was nice, too, to hear of the good service a previous owner had had from this car.

That was it, except for brief excursions in a Renault Ten 1300 and the aforesaid NSU. It has been the greatest possible fun and already I am engaged on yet another year's motoring which promises to sustain all the interest and enjoyment I derive from this particular (some might say peculiar) way of life.—W.B.

PETROL AND OIL CONSUMPTION DATA OF CARS TESTED BY THE EDITOR IN 1971

Car	Petrol Consumption	Approximate Oil Thirst
Austin Maxi (Gp. 1 tune) ..	28.5 m.p.g.	—
Austin 1300 GT Mk. III saloon	25.6 m.p.g.	450 m.p.p.
Chrysler 180 saloon	27.2 m.p.g.	2,800 m.p.p.
Citroën GS saloon	30.4 m.p.g.	1,000 m.p.p.
Fiat 124 1600 Sport coupé ..	28.8 m.p.g.	Negligible in 1,150 miles.
Ford Mexico saloon	Approx. 31 m.p.g.	1,700 m.p.p.
Jaguar V12 Series 3 2+2 coupé	16.4 m.p.g.	None, in 2,230 miles.
Maserati Indy coupé	14.5 m.p.g.	—
Morris Marina 1.8 coupé ..	33.8 m.p.g.	2,800 m.p.p.
Morris Marina 1.8 TC coupé	27.8 m.p.g.	—
MG-B two-seater	26.4 m.p.g.	500 m.p.p.
Opel Ascona 16S saloon ..	—	None, in 750 miles.
Opel Manta Rallye coupé ..	29.3 m.p.g.	Less than 500 m.p.p.
Peugeot 304 estate	32.5 m.p.g.	None, in 900 miles.
Range Rover	16.3 m.p.g.*	Negligible, in 800 miles.
Renault 12 TL saloon ..	34.4 m.p.g.	400 m.p.p.
Saab 96 saloon	31.5 m.p.g.	Virtually none, in 700 miles.
Triumph 2.5 PI Mk. II saloon	20.8 m.p.g.	"A startling quantity"
Triumph TR6 two-seater ..	21.2 m.p.g.	1,500 m.p.p.
Vauxhall Firenza 2000 SL saloon	30.6 m.p.g.	None, in 730 miles.

* 91-octane fuel.

They Make Racing Cars—

design + formula ELDEN

RACING CAR manufacturers are almost inevitably under-capitalised and, while this is not a great problem when one is building only a handful of cars a year, if business booms and the orders start flowing in that is when the real headaches begin. The Hampsheir brothers, Peter and Brian, have been in the racing car business a good few years now and, until recently, with a marked lack of tangible success but all of a sudden their Elden Formula Ford model has become *the* car to have. Because they have already fallen into the pitfalls of trying to expand production rapidly without sufficient finance they have engineered a situation which they see as the only solution for the small racing car manufacturer.

Basically they contract out all the work on the car including assembly, thus not requiring any factory facility or labour force. From their various suppliers they assemble all the vital components together—chassis, gearbox, engine, suspension, fabrications and body—then take the kit of parts to one of two or three specialist racing car assemblers they have on their books, for him to build the car for a fixed price. Thus the overheads are extremely low and totally predictable and if there is a glut of orders more assemblers can easily be found, particularly in the busy car building season of the winter when racing mechanics are often slack or out of work. All this leaves the Hampsheirs time to develop a comprehensive stores and the building of prototypes for new models.

Obviously there are pitfalls like maintaining quality and keeping the small one-man assembler to time but, by the very nature of the business, this does not seem to be a real problem as yet.

Thirty-two-year-old Brian Hampsheir has been closely involved with motor racing since he was 18 when he started racing in a Sprite. He says he became "one of the first motor racing bums" as he had no regular job and by 1962 his career had seen him drive an MG-A, Lotus 7, Emeryson and Jaguar 2.4 without ever hitting the headlines. Flat broke and very disillusioned he drifted along for a while in his father's business but then along came a rather unexpected £1,000 windfall which he was determined to use in motor racing. At that time he, and his brother Peter, who had been his mechanic in racing days, went to a demonstration of a Formula Four car. Both agreed they could build a better car themselves and though Peter had an engineering degree he had never previously taken a great deal of interest in single-seater racing car design. Starting with a clean sheet of paper and fresh ideas, a very advanced mallite & fibreglass monocoque Formula Four was built and exhibited at the 1967 Racing Car Show under the *marque* name of Briham. A works car was run and driven by a fellow called Peter Orr and it displayed a good deal of promise but suffered badly from unreliability from its motorcycle engine. Later, as the Formula made its faltering way, larger engines were fitted and, by 1968, six replicas had been sold but Briham were flat broke.

Struggling on somehow, a monocoque Group 6 car of very advanced design was projected but never got further than the drawing board and then in 1969, now operating under the name of Elden, a Formula Ford was built. This car featured inboard front suspension (novel in FF) and again a few sales were made to America where an agent had been established. A car was also built for Formula F100 with a pretty body but lack of finance hampered its construction and finally the project was bought out by Clarke Sturgess who re-named the cars which subsequently scored considerable success.

August 1970 was really the turning point in a history which had seen many more downs than ups. Brian Hampsheir was introduced, by his bank manager, to John Brise, a former 500 F3 driver who later turned to Stock Car Racing and became the World Champion. Hampsheir hoped that Brise would put some money into the company, but in fact things did not turn out quite like that but nevertheless John Brise's son Tony, a leading kart racer, became the owner of the first of a new line of Eldens, the Mk 8 Formula Ford. This was not substantially different from the earlier model although more conventional front suspension had been fitted and the ugly slab-sided body replaced by a much prettier shape. Still the car retained a very forward seating position and, in the car, Brise was an almost immediate success winning his second-ever car race. He went on to another 22 victories in the Mk 8 before handing it over to his younger brother Tim and swopping to a Merlyn for the closing races of the season and finally being snapped up by Brabham as a works F3 driver.

By this time a lot of other Formula Ford drivers had sat up and taken notice and while they appreciated Brise's talents many thought the car had quite a bit to do with it as well, undoubtedly it seemed superior to anything else in the wet. The seal was really set when a Palliser driver, Mike Catlow, switched to a new Elden and started lapping quicker than ever. By the end of the year four more cars had been delivered, two of them to the Far East and there was a very good order book. At the Motor Racing Showboat Elden produced something of a surprise by displaying a brand new Formula Three car which looked very neat and tidy while they sent a car out to the South African Sunshine Formula Ford series for leading FF light Chris Smith to drive.

At the moment Elden is actually two companies, neither limited. One is called Elden International Racing and is Brian Hampsheir's firm which handles the assembly of prototypes and the racing team while Peter Hampsheir runs Design Formula which handles the purchasing and supplies and is also a general sales outlet for racing car parts like uprights and other parts that special builders may like to buy. The chassis are now built by Ken Nicholls' firm at Bideford in Devon, the smart fibreglass bodies come from Marchant & Rose, castings from Kent Alloys, while Rayrace look after the fabrications side. Obviously Hewland gearboxes are fitted and Scholar or Piper Formula Ford engines are the usual motive power.

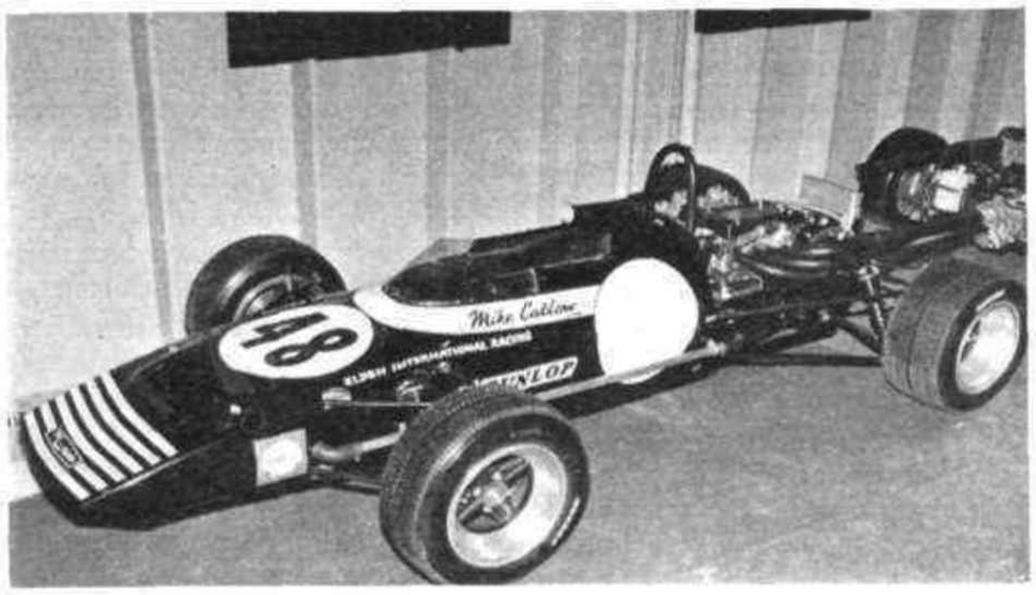
While Brian Hampsheir now finds he has to spend every working hour administering Elden business, brother Peter still sees his motor racing role as a part-time one. Racing car design is, for him, an interesting sideline and he has no intentions of giving up his job with the Anglo-American Mining Co. Both brothers feel that the success of 1971 has vindicated their efforts in previous years and Brian contends that it is more bad luck than anything that success eluded them so long.

Their policy of contracting out all the work seems a good one for the present although no doubt they would like their own premises if sufficient capital can be built up while the Hampsheirs' story undoubtedly backs up the old adage try, try, try again. Meanwhile expect to see a good number of Eldens up front in Formula Ford racing in 1972 and possibly the Formula Three showing its paces into the bargain.

A. R. M.



FF SUCCESS.—The Elden Mk 8 Formula Ford pictured here at Brands Hatch with Mike Catlow at the wheel. Note the forward seating position.



SHOW SURPRISE.—Latest in the line of Eldens is the Mk 9 Formula Three car which was first exhibited at the Racing Showboat. This is a development prototype and Elden will race the car if successful in testing.

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INTERNATIONAL RACE RESULTS of 1971 cont. from January issue

EUROPEAN TOURING CAR CHAMPIONSHIP

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h
Mar. 14	Monza—4 hrs.	Italy	T. Hezemans (Alfa Romeo GTAm)	D. Quester/D. Basche (BMW 2800CS)	H. Ertl (Alfa Romeo GTAm)	183.650
April 11	Salzburgring—2 hrs.	Austria	D. Glemser (Ford Capri 3000)	H. Marko (Ford Capri 3000)	A. Soler Roig (Ford Capri 3000)	—
May 23	Brno—2 hrs.	Czechoslovakia	D. Glemser (Ford Capri 3000)	D. Quester (BMW 2800CS)	G. Huber (BMW 2800CS)	158.500
June 28	RAC TT		CANCELLED			
July 11	Nurburgring—6 hrs.	Germany	D. Glemser/H. Marko (Ford Capri 3000)	T. Hezemans/G. van Lennep (Alfa Romeo GTAm)	G. Huber/N. Lauda (BMW 2800CS)	143.200
July 24/25	Francorchamps 24 hrs.	Belgium	D. Glemser/A. Soler Roig (Ford Capri 3000)	C. Schikentanz/H. Heyer (Mercedes-Benz 6.3 V8)	T. Hezemans/C. Facetti (Alfa Romeo GTAm)	182.690
Aug. 29	Zandvoort—2 hrs.	Holland	D. Quester (BMW 2800CS)	D. Glemser (Ford Capri 3000)	H. Marko (Ford Capri 3000)	149.890
Sept. 12	Paul Ricard 12 hrs.	France	D. Glemser/A. Soler Roig (Ford Capri 3000)	R. Stommelen/G. H. Birrell (Ford Capri 3000)	T. Hezemans/G. van Lennep (Alfa Romeo GTAm)	Addition of Heats
Oct. 3	Jarama—4 hrs.	Spain	J. Fitzpatrick/J. Mass (Ford Escort BDA)	T. Hezemans/C. Facetti (Alfa Romeo GTAm)	D. Glemser/A. Soler Roig (Ford Capri 3000)	114.610

European Touring Car Champion: D. Glemser (Ford Capri)

SPORTS/PROTOTYPE RACES (Groups 5 and 6)

Jan. 2	Goldfields—3 hrs.	South Africa	B. Redman/R. Attwood (Chevron B19-Cosworth)	M. Hailwood/D. Charlton (Lola T210-Cosworth)	M. Konig (Nomad 3-BRM V8)	154.224
April 9	2-litre Sports—89 kms.	Oulton Park	C. Craft (Chevron B19-Cosworth)	J. Miles (Chevron B19-Cosworth)	J. Bridges (Chevron B19-Cosworth)	166.965
April 12	Yellow Pages Trophy—95 kms.	Thruxton	J. Siffert (Porsche 917—4½-litre)	J. Miles (Chevron B19-Cosworth)	J. Lepp (Chevron B19-Cosworth)	172.581
April 18	Le Mans—3 hrs.	Sarthe	C. Ballot Lena/G. Chasseuil (Porsche 908)	G. Ligier (Ligier JS3-Cosworth V8)	B. Barnes (Porsche 906)	207.059
May 2	Magny Cours—95 kms.	France	G. Larrousse (Porsche 908)	G. Edwards (Lola T212-Cosworth)	K. Reisch (Alfa Romeo T33)	—
May 8	GKN Trophy—94 kms.	Silverstone	J. Miles (Chevron B19-Cosworth)	J. Hine (Chevron B19-Cosworth	C. Craft (Chevron B19-Cosworth)	192.377
May 23	Prix de Paris	Montlhery	R. Wollek (Lola T70-Chevrolet V8)	C. Ballot-Lena (Porsche 908)	J. Lepp (Chevron B19-Cosworth)	—
June 20	Auvergne Trophy—300 kms.	Clermont Ferrand	H. Marko (Lola T212-Cosworth)	J. Bonnier (Lola T212-Cosworth)	G. Larrousse (Matra-Simca V12)	148.137
July 4	Vila Real—242 kms.	Portugal	J. de Bagration (Porsche 908)	M. Cabral (Porsche 917)	J. Bamford (Chevron B19-Cosworth)	164.213
July 11	Jock Leith Trophy—141 kms.	Croft	J. Miles (Chevron B19-BDA)	J. Lepp (Chevron B19-Cosworth)	T. Croker (Lola T212-Cosworth)	152.180
Aug. 15	Wunstorf—204 kms.	Germany	E. Swart (Chevron B19-Cosworth)	J. Burton (Chevron B19-Cosworth)	G. Edwards (Lola T212-Cosworth)	Addition of Heat times
Aug. 30	Evening News Trophy—107 kms.	Brands Hatch	J. Miles (Chevron B19-Cosworth)	J. Bonnier (Lola T212-Cosworth)	E. Swart (Chevron B19-Cosworth)	168.703
Oct. 10	Coupe du Salon	Montlhery	G. Larrousse (Chevron B19-Cosworth)	C. Sweitlik (Lola T212-Cosworth)	F. Migault (Taydec-Cosworth)	—
Oct. 12	Barcelona 1,000 kms.	Spain	J. Bonnier/R. Peterson (Lola T212-Cosworth)	D. Bell/G. van Lennep (Porsche 917—5-litre)	J. Juncadella/J. Hine (Chevron B19-Cosworth)	135.159
Oct. 17	Paris 1,000 kms.	Montlhery	D. Bell/G. van Lennep (Porsche 917—5-litre)	G. Larrousse/L. Kinnunen (Porsche 917—5-litre)	J. C. Andruet/C. Ballot-Lena (Ferrari Daytona)	161.018
Nov. 6	Kyalami—9 hrs.	South Africa	G. Regazzoni/B. Redman (Ferrari 312P)	J. Ickx/M. Andretti (Ferrari 312P)	H. Ganley/M. Hailwood/P. Driver (Chevron B19-Cosworth)	161.863
Nov. 20	Killarney—3 hrs.	South Africa	J. Love/H. Marko (Lola T212-Cosworth)	M. Hailwood/B. Redman (Chevron B19-EA)	G. Edwards/T. Croker (Lola T212-Cosworth)	155.720
Nov. 28	Lorenco Marques—3 hrs.	Mozambique	E. Swart/J. Scheckter (Chevron B19-Cosworth)	E. Kiezan/A. Verwey (Lola T212-Cosworth)	G. Edwards (Lola T212-Cosworth)	162.900
Dec. 5	Bulawayo—3 hrs.	Rhodesia	M. Hailwood/P. Driver (Chevron B19-Cosworth)	G. Edwards/J. Pretorious (Lola T212-Cosworth)	E. Swart/J. Scheckter (Chevron B19-Cosworth)	157.330
Dec. 11	Goldfields—3 hrs.	South Africa	J. Hine/D. Charlton (Chevron B19-Cosworth)	E. Swart/J. Scheckter (Chevron B19-Cosworth)	J. Love/H. Marko (Lola T212-Cosworth)	160.368
Dec. 27	Pietermaritzburg—3 hrs.	South Africa	J. Love (Lola T212-Cosworth)	G. Edwards/J. Pretorious (Lola T212-Cosworth)	J. Scheckter (Chevron B19-Cosworth)	147.900

TOURING CAR RACES

Mar. 14	Hepolite Trophy—26 kms.	Mallory Park	G. B. Birrell (Ford Escort TC)	P. de Banks (Ford Escort 1.8)	M. Chittenden (Ford Anglia 1.6)	142.428
Mar. 21	Hepolite Trophy—170 kms.	Brands Hatch	J. Fitzpatrick (Ford Escort 1.8)	B. Muir (Chevrolet Camaro V8)	G. H. Birrell (Ford Capri 3000)	143.296
April 9	SKF Trophy—89 kms.	Oulton Park	D. Matthews (Ford Escort 1.3)	W. McGovern (Sunbeam Imp)	J. Littler (Ford Escort 1.3)	138.131
April 9	SKF Trophy—87 kms.	Snetterton	B. Muir (Chevrolet Camaro V8)	J. Fitzpatrick (Ford Escort 1.8)	M. Thomas (Chevrolet Camaro V8)	159.277
April 12	Yellow Pages Trophy—95 kms.	Thruxton	B. Muir (Chevrolet Camaro V8)	M. Thomas (Chevrolet Camaro V8)	D. Leech (Ford Mustang V8)	151.529
May 2	Eifel Races	Nurburgring	H. Stuck (BMW 2002)	G. Huber (BMW 2002)	H. Busch (BMW 2002)	—
May 8	GKN Trophy—94 kms.	Silverstone	B. Muir (Chevrolet Camaro V8)	F. Gardner (Chevrolet Camaro V8)	J. Fitzpatrick (Ford Escort 1.8)	171.487
May 31	Anerley Trophy	Crystal Palace	B. Muir (Chevrolet Camaro V8)	J. Bloomfield (Ford Escort 1.9)	R. Mansfield (Ford Escort 1.9)	—
June 5	NCR Trophy—94 kms.	Silverstone	F. Gardner (Chevrolet Camaro V8)	B. Muir (Chevrolet Camaro V8)	M. Thomas (Chevrolet Camaro V8)	174.899
June 26/27	Nurburgring 24 hrs.	Germany	F. von Hohenzollern/G. Pan... (BMW 2002)	R. Faltz/H. Oversol (BMW 2800CS)	H. Eisenschenk/H. Stoffel (BMW 2800)	118.093
July 11	RAC Trophy—99 kms.	Croft	F. Gardner (Chevrolet Camaro V8)	B. Muir (Chevrolet Camaro V8)	T. Taylor (Ford Escort 1.8)	134.155
July 17	Morlands Trophy—118 kms.	Silverstone	B. Muir (Chevrolet Camaro V8)	M. Thomas (Chevrolet Camaro V8)	G. H. Birrell (Ford Capri 3000)	171.101
Aug. 21	Hepolite Trophy—89 kms.	Oulton Park	B. Muir (Chevrolet Camaro V8)	J. Fitzpatrick (Ford Escort 1.8)	F. Gardner (Chevrolet Camaro V8)	152.615
Aug. 22	Danish GP—Four Heats	Jyllandsring	J. Winther (BMW 2002)	D. Glemser (Ford Capri 3000)	B. Emmanuelson (Ford Escort BDA)	Aggregate of times
Aug. 30	NCR Trophy—107 kms.	Brands Hatch	J. Fitzpatrick (Ford Escort 1.8)	D. Leech (Ford Mustang V8)	J. Bloomfield (Ford Escort 1.8)	145.887
Oct. 24	NCR Trophy—85 kms.	Brands Hatch	G. H. Birrell (Ford Capri 3000)	B. Muir (Chevrolet Camaro V8)	J. Bloomfield (Ford Escort 1.8)	148.334

RUMBLINGS

■ **DRIVING A HOLDEN.**—In the December issue of MOTOR SPORT we wrote, "We have never ourselves driven a Holden, although we once very nearly got hold of one which Jack Brabham had been using here". This brought a very swift phone call from a reader, Mr. Dick Haymes of Derby, who happened to live not five miles from the Assistant Editor's family home. Mr. Haymes is the proud possessor of one of only a handful of Holden Monaro GTS coupés to have escaped from Australia, this model being the sporty one in this successful GM subsidiary's extensive range. Over the recent months the car, which is similar in concept to the Chevrolet Camaro or Ford Mustang type of vehicle, has further been modified so that it is now an exceptionally potent piece of machinery which certainly would not disgrace itself on the dragstrip or at the local sprint.

The Monaro GTS coupé comes as standard with a straight-six engine but this particular car was fitted with the optional 308 cu. in. V8 Chevrolet-based engine and also with a manual four-speed gearbox and a limited slip differential.

General Motors brought the car to Britain when it was new in 1969 as a publicity exercise for Holden, which, of course, are not retailed in Britain, and finally disposed of it during 1970 to a dealer who sold it to Mr. Haymes. Since then he has had it resprayed to a fawn colour, it was a bright yellow; fitted Koni shock-absorbers, Minilite wheels and some American Goodyear tyres. Under the bonnet he has had Ian Harrington of OVAR Motors in Derby enlarge the cubic capacity to 327 cu. in., and fit various American tuning bits like an Edlebrock manifold and a TRW cam. This and cylinder-head work has boosted the horse-power to "over 300".

The car is absolutely immaculate to *concours* standards and Mr. Haymes, formerly an Opel enthusiast, is delighted with it. He was quite happy to trust us to drive the car and we found this a thoroughly enjoyable and exciting experience until a chap in an old Borgward in front of us drove head-on into a tree. This somewhat curtailed our test but the few miles we covered in the car was enough to realise that Holden make an excellent product. The internal finish of the car was certainly better than the corresponding American vehicles and the whole car is quite obviously built a good deal more strongly. Mr. Haymes has an exceptionally rare piece of machinery which is undoubtedly much the superior of the Chevrolet Camaro with the added advantage that it is right-hand drive. It makes one rather sad that Vauxhall cannot come up with something similar either in styling or in performance.



IMPRESSIVE LINES of the Holden Monaro GTS Coupé which is Australia's answer to the Chevrolet Camaro and Ford Mustang.

■ **TRAINING FOR GROUP 1.**—We had a look the other day at Mike Dashwood's new venture, the Thruxton Racing Drivers' School. We had seen Ford saloons dashing round the BARC's Wiltshire circuit on non-race days or when vintage cars were awaiting practice sessions and undoubtedly they belonged to this newest of would-be racers' kindergartens. So we sent a quick young woman down to see how it is conducted.

The main aim is safety-first training in getting a saloon car round Thruxton, a good beginner's course, wide enough to encourage experiments but sufficiently tricky to call for skill and guidance. It is not entirely fair to say this is purely a saloon-car racing school, because pupils can graduate to Formula Ford. But it is primarily a good introduction to the Group 1 or more advanced closed-car branch of the sport and, as this should be popular this year, a sound investment.

Dashwood directs his school, with Burnell, Burbridge, Cutting and Shaw to instruct. A pupil is first required to drive round for a couple of laps in a Ford Cortina GT, without exceeding 4,000 or so r.p.m., accompanied by an instructor, to get the feel of things. This is followed by analysis of the pupil's methods and instructions about how to go faster, with a discourse about flag signals. The pupil, suitably awed, is then let out on his (or her) own in a Mk. I Cortina, again to a pre-determined rev-limit. This is followed, maybe after lunch, which is included in the fee, by a conducted high-speed tour of the circuit with an instructor driving this time, pointing out the correct lines through the corners and test braking points before them. The pupil ends the day's session with more (and it should be faster) lapping in one of the school's Cortinas. An interesting exercise, from which our guinea-pig learner said she gained confidence even after one session which darkness made quite

Continued from facing page

MISCELLANEOUS RACES

Date	Race and Distance	Location	First	Second	Third	Winners' Speed, k.p.h.
May 30	Indianapolis 500 miles	USA	A. Unser (Colt-Ford V8)	P. Revson (McLaren-Offy)	A. J. Foyt (Coyote-Ford V8)	253.849
July 4	Schaefer 500 miles	Pocono, USA	M. Donohue (McLaren M16-Offy)	J. Leonard (Colt-Ford V8)	A. J. Foyt (Coyote-Ford V8)	—
Sept. 5	California 500 miles	Ontario	J. Leonard (Colt-Ford V8)	A. Pollard (Brawner-Ford V8)	G. Bettenhausen (Gerhardt-Ford V8)	152.356
Sept. 12	Nations Prize—Two Heats	Hockenheim	F. Gardner (Lola-Chevrolet V8)	E. Fittipaldi (Lotus T56B-Turbine)	T. Pilette (McLaren-Chevrolet V8)	125.390
Nov. 21	Australian GP—161 kms.	Warwick Farm	F. Matich (Matich-Holden V8)	K. Bartlett (McLaren-Chevrolet V8)	A. Hamilton (McLaren-Chevrolet V8)	159.051

MOUNTAIN HILL-CLIMBS (European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's Time
April 25	Dobratsch—6.4 kms.	Austria	J. Ortner (Abarth 3000)	F. Pilone (Abarth 3000)	K. Reisch (Alfa Romeo 33-3)	5 min. 38.34 sec.
May 23	Montseny—16.3 kms.	Spain	M. Casoni (Porsche 908)	J. de Bagration (Porsche 908)	—	—
June 6	Rossfeld—5.89 kms.	Germany	J. Ortner (Abarth 2000)	W. Brun (BMW 2800CS)	W. May (BMW 2002)	2 min. 56.04 sec.
June 20	Mont Ventoux—21.6 kms.	France	P. Maublanc (Abarth 3000)	E. Finkel (Lola T212-Cosworth)	W. Brun (BMW 2800CS)	10 min. 32.90 sec.
July 4	Trento-Bondone—17.3 kms.	Italy	C. Facetti (Chevron B19)	J. Ortner (Abarth 3000)	E. Bonomelli (Porsche 910)	11 min. 13.23 sec.
July 11	Cesana-Sestriere—10.4 kms.	Italy	J. Ortner (Abarth 3000)	A. Merzario (Abarth 2000)	E. Bonomelli (Porsche 910)	6 min. 59.70 sec.
Aug. 8	Mont Dore—5.0 kms.	France	J. Ortner (Abarth 3000)	E. Bonomelli (Porsch 910)	P. Sturtz (—)	—
Aug. 29	Ollon Villars—8.0 kms.	Switzerland	J. Ortner (Abarth 3000)	—	—	7 min. 07.66 sec.

Mountain Hill-Climb Champion: J. Ortner (Abarth 3000)

DRIVING FOUR FAST CORTINA Mk. 3s

Ford's best seller responds well to modification



TRYING HARD.—Putting the Uren Cortina V6 through its paces at the Chobham test track. Note the Specialised Mouldings bonnet.

THE TITLE of Britain's biggest selling car, recently captured by Ford and their Cortina, has not always meant that the high performance specialists have grown rich in the wake of a manufacturer's success. The Cortina's predecessor at the top of the SMM & T Top Twenty sellers was the 1100, and very few tuners grew fat and jolly on the pickings from that BL favourite. Now that the Cortina is really selling well it's a different story, for at MOTOR SPORT we have tried four different tuned Cortina Mk. 3s, and there are another four modified Cortinas to test if we feel that the first four are not sufficient! To base our standards on the production car we relied on 200 Continental miles in a 2000 GXL saloon, followed by a spell in Britain with a 2000 XL Estate, from which we took the fifth wheel performance figures shown for the production car at the end of this article. Ford press relations expert Harry Calton advised us that the Estate's performance should be within the same production tolerances as the saloon. In fact Calton sounded hopeful that the Estate style might even add a fraction to the top speed! The new model Cortinas we tried represented three basic approaches to tuning today, comprising a Broadspeed converted 2000 GXL, a Super Speed 2000 GT with the latest Ford Capri 3-litre V6 power unit, and an extremely highly tuned Jeff Uren-Weslake fuel injected V6 that accelerated to 60 m.p.h. time as fast as a Jaguar V12 E-type! In fact it may interest readers to know that the Jaguar was on trial in company with the Uren-Weslake Cortina Savage, so on this occasion we were able to draw direct conclusions. Our testing concluded with a more normal Cortina-Savage GT from Uren. Incidentally rumour has it that Ford themselves may be producing a 3-litre Cortina before too long.

Why start with the 2000? Because surely the new single o.h.c. Ford with its 90.8-mm. bore and 76.9-mm. stroke represents the natural successor to the 1500 and 1600GT units which have served enthusiasts so sturdily in the past. Not that the 1600GT crossflow is finished for hard use, far from it, for with more standard saloon car racing catching the public's attention, the popular Mexico/Capri/Cortina adaptations of the unit, plus the pure racing applications in the Clubmans and Formula Ford categories, it will continue to serve Ford well. However the 2-litre is even better, boasting a realistic 98 b.h.p. (DIN) at 5,500 r.p.m. and 110 lb. ft. of torque at 3,500 r.p.m. Those figures may not sound particularly impressive, but when Super-Speed lent us an Escort with a standard 2000 engine installed we recorded 0-60 m.p.h. times around three seconds better than the 1600 GT-powered Mexico could manage at the same test track. So having established that the 2000 Cortina is a good idea, we turned to the price guides to define the cost in production form of the basic vehicles, before they were converted. A four-seater version of each works out at £1,270 for the 2000 GT, £1,363 to purchase a 2000 GXL and £1,351 for a 2000 XL Estate like the one we tested, exclusive of the £9.38 cloth seating option which the author liked.

Companies who have concerned themselves with converting the 2000 Cortina are Piper Engine Developments Ltd, who have been interested in the 2000 since its inception, supplying conversions for the American Pinto and Capri using the s.o.h.c. unit, Broadspeed and Janspeed. The latter west country specialists had a development programme well under way when we visited them during the last few days of 1971. The Broadspeed car was sampled over a long weekend, which included a visit to a soaking wet Silverstone to record some performance figures which didn't impress the Broadspeed people, but which I think are good enough to record for posterity alongside those of the standard car. We were only able to record the speedometer reading of the fifth wheel up to 80 m.p.h., when we found that the speedometer was reading 6 m.p.h. fast, but all the same, we were impressed by the 120 m.p.h. which casually appeared on the Broadspeed Cortina's clock on the rare occasions when we were able to extend the delightfully smooth engine.

Engine work by Broadspeed, who have recently announced a BMW touring car programme for next year after years of work solely on Ford-based machinery, will cost the customer £118, plus £20 fitting charge. Their idea of developing the 1,979-c.c. four cylinder for road use included a gasflowed cylinder head, incorporating stronger valves that allow 7,000 r.p.m. with ease, an internally polished inlet manifold, carefully matched to the cylinder-head ports, as was the tubular steel, four branch exhaust manifold. The Weber carburetter needed some machining work to accept fresh fuel and air jets for its twin choke progressive operation. The completely new exhaust system yielded the best b.h.p. gains at the end of a six week development period, the best layout allowing an extra 8 b.h.p.

Braking and roadholding was also attended to, as befits a firm with such a strong racing background, total costs amounting to £60, plus a £20 fitting charge. All four coil springs on the Broadspeed car were removed and replaced by shorter springs to lower the car by over an inch, whilst adjustable Spax shock absorbers were utilised so that some measure of ride quality could be retained. A tiny Intertech leather rim steering wheel and "retweaked" anti roll bar were the only other changes detailed to the suspension, but the car's behaviour on standard Rostyle wheels and 165 Goodyear radials was almost without fault. As with the Broadspeed Bullit we were plagued with Ford-based troubles —the fuel gauge failed, the exterior chromed waistlines kept falling off, and the lights stayed illuminated on one side with the switch off—but this early production model really did drive extraordinarily well. It also stopped neatly, thanks to DS11 pads on the front discs and a reduced lining area on the rear drums.

The Broadspeed Cortina's outstanding characteristic was it's versatility: the engine was smooth, yet offered perceptably better acceleration to the point of actual enjoyment in sheer speed, whilst the wet weather handling was unbelievably safe with no "puddle skating" antics like those of similarly shod Capri, Cortina Mk. 2 or Escort. The only scientific proof we can offer in support of the car's cornering capacities is that we could arrive at Stowe and Club on the rain-soaked GP circuit at Silverstone and understeer into these curves at the same speeds as we had utilised for the 2000 Firenza on a midsummer's day!

As a footnote to those wet raptures it is only fair to Ford to add that we drove the production vehicle in the rain as well, and it proved exceptionally safe, in fact I would rate its adhesive and accident avoidance potential along with the FWD BL cars, which must be praise

indeed. My opinion is also reinforced by one Brian Muir, the approachable and professional driver of the Wiggins Teape 5-litre Chevrolet Camaro last year, who told me that the Cortina Mk. 3 was *the* car for clearing a dry line at the recent Ford test days!

The Super Speed car came our way next for a period of 1,200 miles or so, including a trip to Argyllshire and back. Our impressions were naturally dominated somewhat by our first experience of the uprated (by 10 b.h.p. and 1,000 r.p.m.) V6 engine which had been lowered into the Mk. 3 engine bay to mate with a 2000 gearbox. Modifications to go with the 138 b.h.p. (DIN, @ 5,000 r.p.m.) vee engine included a reshaped and strengthened crossmember underneath the engine, appropriately curved sump, new engine mountings, larger capacity radiator, new anti-fade friction materials and revised braking balance, fresh coil springs to take the extra front end weight, suitably rated to give of their best in conjunction with Koni shock absorbers. These fundamental changes to the car, including steel wheels with an extra 2 inches track width, increased the price of the 2000GT by £226. A very reasonable cost, and one which should be read in the light of the fact that Super Speed prefer to sell customers a complete car, of which the total price would be £1,596. Our test car also had pretty Dunlop wheels, also of 5½ inch rim width like the standard steel ones and these add £40 to the bill, whilst the 195 section Goodyear low profile radials we enjoyed cost a further £45. The only other extras worth mentioning were excellent electric screenwashers at £4 and a 3.2:1 final drive to allow more relaxed cruising than the production 3.70 ratio.

The new Ford engine was "straight out of a box" according to Super Speed proprietor John Young, perhaps helped a little by the fresh exhaust manifolding needed to install the engine in a Cortina, though Ford have themselves changed the system for a better one on the new Capris. Certainly the car's straight line performance astonished most people, for with 2¼ cwt to carry along that Ford engine positively revels in its work, hurling the car to 60 m.p.h. from rest in little over eight seconds and managing 100 m.p.h. from a standing start in comfortably less than half a minute. Much of the improvement over the old engine comes from the V6's ability to run easily up to 6,500 r.p.m. whereas the old Capri/Zodiac engine tended to strangle at over 1,000 r.p.m. less.

The Super Speed Cortina V6 felt totally different to any British car we have tried recently, though the handling has quite lot in common with the Uren cars discussed later—if you ignore the Super Speed machine's steering, which became progressively heavier as our cornering speed increased. Well, that is until the car broke away (which it often did in the wilds of Scotland) when the steering lightened exactly to the best point for judging the amount of corrective lock that would be needed. During the trip to the north the braking worsened considerably, and it was not until we returned to the warmer south that any measure of confidence could be gathered to exactly where one would stop, if at all! Part of the car's transatlantic feel can be attributed to the blue striped bonnet option carrying a Zodiac emblem, for one tends to line the car up on the Zodiac "gunsight" and squirt it along. Fuel consumption was reasonable at a brisk pace on the motorway, say up to 105 m.p.h., for during one such spell we logged 25.3 m.p.g. However, spirited Highland motoring, or hard motorway travel in the company of an ex-Abingdon factory registered MG-C, tumbled the consumption to 18 m.p.g., and one could expect any illegal town motoring (or merely exuberant traffic light starts) to bring the car onto the 16/17 m.p.g. borderline: sensible motoring will gain a sensible reward, however boring!

Overall we judged that Super Speed were still offering excellent value for money, while Ford have produced a really first class unit in the uprated 3-litre. The author was astonished that the car only handled in a safe but not inspiring manner though, for Super Speed have lent him everything from a Boss 5-litre Capri downwards, and previously all those cars have been at least on par with the opposition's, if not a step ahead. When we discussed the matter with John Young he pointed out that the production bushes in the production car's suspension, plus the wishbone front end instead of the traditional MacPherson struts, did pose new problems—a remark with which Mr. Janos Odor of Janspeed heartily agreed. In fact the Cortina V6 produced by Willment at Streatham was also criticised in the motoring press for handling badly, but since then the company are said to have re-located the engine.

One company that really has got the Cortina and the V6 engine superbly covered is Jeff Uren Ltd, who market Cortina V6s under the name Savage and who also act as the source of the fabled Weslake engines to the public. Uren lent us two cars, a £1,915 Savage two-door representing his basic approach, and a vicious red brute of a car with a price tag reading £2,645 and the kind of performance that owners of Porsche 911s, Ferrari Dinos and Jaguar V12s are used to. The remarkable V6 engine by Weslake is basically the £277 unit designated "190", plus an extra 28 b.h.p. courtesy of Tecalemit mechanical fuel injection retailing at £205. Originally Uren had specified that nearly 220 b.h.p. would be available using triple Dino carburetters, an alternative to fuel injection that potential customers may want to investigate. The fuel-injected engine is quoted as giving 218 b.h.p. at 6,400 r.p.m. (we used 7,000 r.p.m. as an absolute limit), complemented by 195 lb./ft. of torque. Incidentally the fuel injection equipment is probably largely responsible for the unit's incredible top gear flexibility and the spread for over 3,000 r.p.m. of more than 170 lb./ft. of torque.

In common with the other Savages that we tried, the car had a number of options, including the Specialised Mouldings bulbous bonnet, costing £47 in the cars' colour, Girling Monitube gas-pressurised shock-absorbers at £86 a set, and the £104 Mati exhaust system developed by Perkins for Uren. All Savages have new coil springs all round, converted front wishbones to eliminate positive camber, and front end geometry to give just a degree more castor. In addition the red beast, hiding coyly under the label "190 Savage SS PI" stamped across its rear window, had no front anti-roll bar, 20% stiffer damper settings, and a steering damper, an item which is not yet sold to the public. The braking modifications were simple but extremely effective, consisting of "new friction materials" (somebody must have found the best braking company, but nobody feels like saying who it is!) and different bore sizes for the rear-wheel cylinders to obviate locking-up problems.

We drove the 218-b.h.p. version straight from Uren's shop front in Hanwell to our test track in Surrey for its performance check alongside a V12 Jaguar E-type, which had only been picked up the previous night, so neither tester felt at home in their respective mounts. At first we were convinced that the Uren bonnet was going to fly off (in fact this has happened in the past) but throughout our test, even up to the exotic heights of just touching 130 m.p.h., the swollen lid stayed in place. The Jaguar proved superior through the slow-speed handling course at the track, but pulling away from rest onto the high-speed track, swift use of the Cortina's gearbox would be rewarded by a belligerent bellow and

M.P.H.	Estate 2.0 Seconds	Broadspeed 2.0* Seconds	Super Speed V6 Seconds	Uren Weslake V6 Seconds	Jag. V12 Seconds
0-30	3.0	3.5	2.8	2.7	2.7
0-40	4.4	5.4	4.3	3.7	3.8
0-50	8.8	7.7	6.3	5.2	4.8
0-60	11.2	9.9	8.3	6.7	6.7
0-70	16.1	13.7	11.8	9.8	8.7
0-80	23.0	18.5	15.6	12.1	10.8
0-90	—	26.8	21.0	15.2	14.4
0-100	—	—	28.0	19.4	16.8
Top Speed	102 m.p.h.	103* m.p.h.	122 m.p.h.	128 m.p.h.	144 m.p.h.
Overall m.p.g.	25.3	24.1	20.3	11.4	15.6

Addresses of firms manufacturing Cortina conversion tested:—
Broadspeed Ltd, Banbury Road, Southam, Warks. (Tel. Southam 3191).
Jeff Uren Ltd, 177 Uxbridge Road, Hanwell, London, W.7. (Tel. 01-579 0991).
Super Speed Conversion Ltd, 482 Ley Street, Ilford, Essex. (Tel. 01-554 8307).

Cortina specialists mentioned in article:—
Janspeed Engineering Ltd, Southampton Road, Salisbury, Wilts. (Tel. Salisbury 22002).
Piper Engine Development Ltd, Wootton Road, Kingsnorth, Ashford, Kent. (Tel. 0233-24681).
John Willment Ltd, 189 Streatham Road, Mitcham, Surrey. (Tel. 01-648 0071).

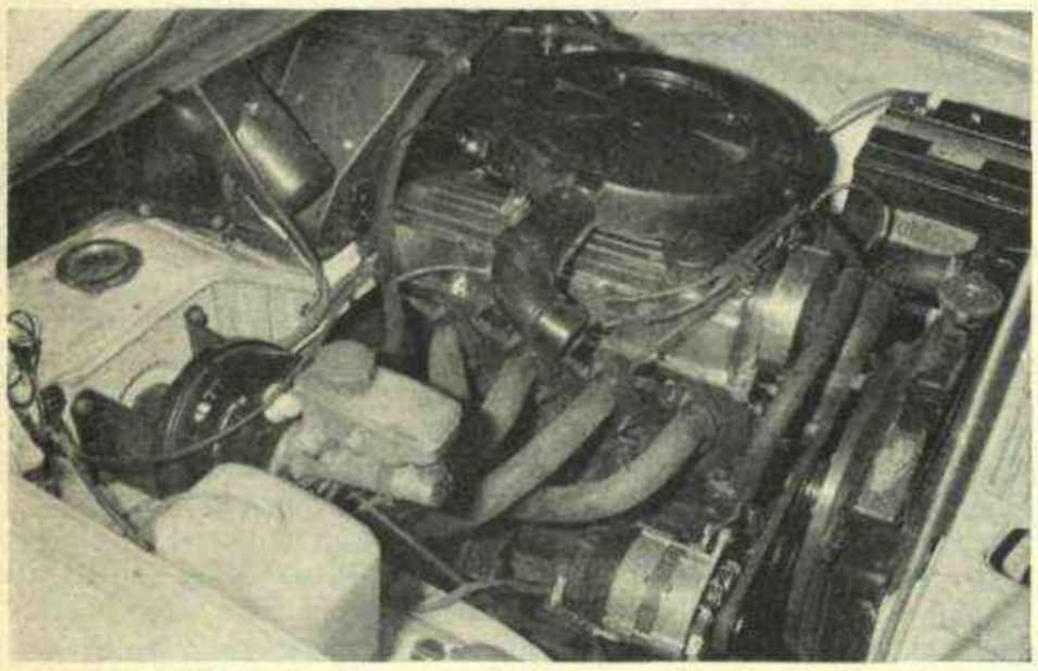
* Appalling weather conditions for test.

the spectacle of a Cortina pulling alongside the lithe white cat from Coventry. However, as soon as the Cortina ran out of second-gear puff at 60 m.p.h. and had to stagger into that chasm known as third gear on the Zodiac/Capri gearbox, the Jaguar would pull away, for its superb engine is mated with a gearbox that allows no less than 86 m.p.h. in second, a factor that had also proved significant on the wet, second gear, handling course. The Jaguar's ventilated disc brakes also help widen the gap of course, but the Cortina was certainly not disgraced in this department either.

The Uren Cortina lags by less than three seconds to reach 100 m.p.h. from standstill alongside the Jaguar, but really its performance in reaching 100 m.p.h. in under 20 seconds is quite astonishing in a saloon car of this bulk. By the end of our week in the car's company we had grown brave enough to leave it in fourth gear at 1,000 r.p.m., just over 20 m.p.h., and push firmly down on the accelerator so that the car chuffed up to 1,500 r.p.m., breathed more easily and started to accelerate quite quickly from 2,000 r.p.m. onward. We say brave because an earlier trip to Brands Hatch was ruined by the car developing a misfire and finally dying completely just before we could struggle onto the M2. From that point onward we resorted to leaving the electric Kenlowe fan on manually and suffered no more than the occasional belch from the justifiably greedy induction system. Greedy? Well at least a healthy appetite, for five star was swallowed in the order of 9.9 m.p.g. during performance tests and 11.8 m.p.g. when we took the family out to dinner! Uren looked out his personal log for his mileage in the car and showed us that it had recorded 13.25 m.p.g. during his worst efforts on a crowded town and country run. Since Mr. Uren proved himself a very capable saloon car champion at the wheel of a Ford Zephyr little more than a decade ago, we agreed that there was no way in which we could have been going faster than him, so it must have been an injection fault! One point that did impress us, before saying that the injection is a debatable advantage, was the early morning starting, this was of the "first time" variety if 10-15 seconds were allowed for the high-pressure fuel pump to do its work. It may be relevant to note at this point that the German Capri RS2600 with Kugelfischer injection is just as prompt in its early morning starting ability, but a lag of 30 seconds is advisable before turning from ignition only to ignition plus spark.

Finally Uren lent us a blue Savage GT, the only 2-door Cortina the author has ever tried, which had a standard old style V6 engine mated up to the Zodiac gearbox and a 3.44:1 axle, as opposed to the red brute's 3.22:1. This proved a little misleading at first, because the theoretically slower car was so beautifully responsive around town that it felt quicker than the injected car! A trip on the M4 soon showed that 100 m.p.h. equalled 5,000 r.p.m., and that the car wasn't really interested in going more than 10 m.p.h. faster than that. However we left the car with the thought that its steering and handling, plus the terrific low speed pulling capacity, would make it a favourite with anybody discerning enough to notice that Uren has spent the best part of a year specifically developing the 3-litre Mk. 3 Cortina, and frankly that hard work shows up. The steering was just as precise as the Broadspeed car, so it was only the unhappy way that it returned to earth after a crest that reminded us how much more there is up front, compared to a 2-litre model.

Incidentally, Uren offers a 90-day, 4,000-mile guarantee on all wares, while Super Speed offer the normal maker's warranty of 12,000 miles/12 months, which we find impressive.—J.W.



NEW ENGINE.—An increasingly familiar sight in Ford engine compartments is the shiny cam cover of the new overhead camshaft Ford engine which seems ideal for tuning.

RALLY REVIEW

THE Monte Carlo Rally last month was the first of ten qualifiers in the International Rally Championship for Makes, as it is officially called by the FIA. The major championship for drivers is confined to Europe and is based on a whole string of 28 events. The two series are quite separate, but whereas the ten are well spaced the twenty-eight are plagued by many date clashes.

The constructors' series is regarded as the major championship, with the result that drivers with contractual obligations to any car manufacturer (and that includes the world's best) are bound to compete in that series. With so much of their time taken up by these events, and the long practice sessions which are necessary in most cases, the leading drivers are largely unable to take part properly in the series which would give them, not their teams, a title.

Thus the sport of rallying is without a World Champion. With all due respect to Sobieslaw Zasada, the Polish driver who was European Rally Champion in 1971, he can hardly be considered to have had a more successful year than Ove Andersson or Stig Blomqvist.

Manufacturers obviously want publicity for their cars rather than those who drive them, but some have now realised that it is often better to create a personal figurehead than to rely on continued exposure for the cars. Drivers can be interviewed on television, can sign autographs, can give press conferences and can be seen being kissed by Miss World; cars can not, and the value of having a live person on which to base one's publicity rather than an inanimate machine is being realised at last.

In Sweden they realised it a long time ago, and when Stig Blomqvist went home in November from his RAC Rally victory the Swedish newspapers were carrying more pictures of him than the car he drove—and that includes Saab's own advertising. The Saab people realise full well that Blomqvist's name is linked with the car, and whatever publicity is accorded Blomqvist rubs off generously on to the 96 V4. Furthermore, the image lasts longer, which is an important consideration. It is the same reason which prompts Esso to feature Graham Hill in its Uniflo advertisements and which has caused Oxo to promote the characters in its television advertisement sequences as much as the product itself.

For quite some time representations have been made to the CSI of the FIA to reshuffle its championship series, but some delegates on the committee have been opposed to this. What is needed is a World Championship series for both drivers and constructors—the *same* series. Some ten, or perhaps a dozen, events could be included and points could be awarded on the same basis to both drivers and makes. Thus at the end of the year there would not be the quaint situation of car and driver laurels going in opposite directions. It would also mean that a genuine champion could be named.

Europe has always been the world's rallying centre, and it was only a few years ago that the series for makes changed from European to International when the East African Safari was included for the first time. The Morocco Rally was put into the list and now in 1972 there is also an American event for the first time, Michigan's Press-on-Regardless Rally. I will hasten to assure you here that the latter is by no means a mathematical brain-teaser on wheels as the majority of American rallies are, but a genuine speed event using unmade roads and proper special stages. The first Britisher to tackle this event was Colin Malkin, one of the three-man crew which won the London-Sydney Marathon in 1968 in a Hillman Hunter. He drove in last November's Press-on-Regardless Rally. He didn't finish, but he came back full of praise for this demanding event which appears to have earned its place in the 1972 championship.

The time has come to drop the words European and International. For 1973 the CSI should cease regarding rallying as a poor relation, which it appears to have done (with the exception of French events perhaps) hitherto. The formula is simple; twelve of the World's major rallies qualifying for points for both drivers and cars. In this respect, the winds of change are blowing their first breezes and there are signs that a proper World Championship will come into being next year.

G.P.

INTERNATIONAL RALLY CHAMPIONSHIP FOR MAKES
1972 QUALIFYING EVENTS

January 21st/28th	Monte Carlo Rally
February 16/20th	Swedish Rally
March 30th/April 3rd ..	East African Safari
April 27/30th	Morocco Rally
May 25/29th	Acropolis Rally
June 19/24th	French Alpine Rally
September 6/10th	Austrian Alpine Rally
October 19th/22nd	Sanremo Rally
November 2nd/5th	Press-on-Regardless Rally
Date to be fixed	Rally of Great Britain

Two examples of advanced engineering.

Rover

Severn Bridge by Associated Bridge Builders. Rover by British Leyland.

The toughes

Silverstone...a Formula 1 Surtee







1 Where could you find a tougher test of a motor oil than in a Formula 1 racing car?

2 20 pints of Duckhams Q20-50, bought under the supervision of an R.A.C. observer from a garage of his choice, are poured into the engine. It's the same oil the makers recommend for your car.

3 Alan Rollinson is the driver.







7 Rollinson keeps an eye on his gauges. A camera attached to the car records what happens. Both report the same throughout the test. Temperature – normal. Oil pressure – good.

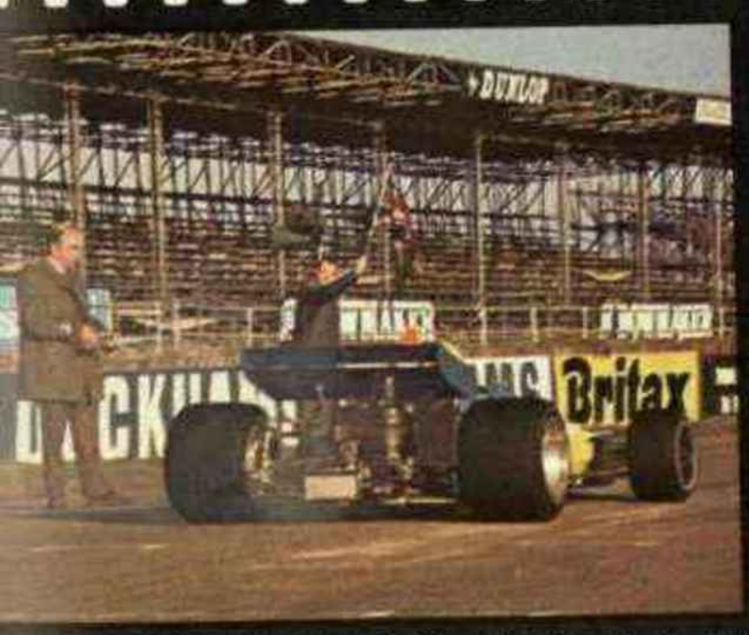
8 200 gruelling miles later. Rollinson gets the thumbs up. The test is over.

9 The engine is stripped and examined. Under the toughest conditions a motor oil can experience Duckhams Q20-50 has passed with flying colours.

DUCKHAMS

st test of oil.

es TS9...Duckhams Q20-50







4 His brief is to drive the Surtees for 200 miles at Grand Prix speeds.

5 Speeds topping 160 m.p.h.

6 Maximum revs. 10,000. Conditions far tougher than anything you could possibly meet on the road.

Test Report

The RAC Scrutineer's report:
I certify that I attended the test of Duckhams Q20-50 in a Formula 1 Surtees at Silverstone on 19th November 1971.

The oil was purchased by me from a garage of my choice and subsequently I witnessed the oil being poured into the can.

No other engine lubricant was used during the duration of the 200 mile test.

Signed/J.P.JOHNSTONE

The RAC Timekeeper's report:
I certify that I attended at Silverstone on Friday 19th November 1971 and timed the Formula 1 Surtees driven by A. Rollinson, which covered 69 laps of the Grand Prix circuit (201.96 miles) in 1 hr 37 mins 49.6 secs at an average speed of 123.87 mph. Fastest lap speed 128.82 mph.

Signed/R.KING-FARLOW

Race Engine Services report:
On completion of the test the power unit was stripped and assessed as follows –

Piston rings were free, clean and bright. Their wear was minimal.
Cylinder bore wear was also negligible.
Pistons were in perfect condition with no sign of 'pick-up' or excessive heat.
Main bearings and crank pin were in perfect condition with no wear.
Big end and main bearing shells were very good with no pitting or scoring.
Cam lobes were polished with no scuffing or pitting.
There was no wear, scuffing or pitting on contact faces of valve stems.

The engine was in first class condition and in our view the test was therefore completely satisfactory.

The engine was rebuilt for use. Although some minor components such as big end shells were retained by Duckhams as test specimens, they could, in fact, have been used.

The Formula 1 Test is the latest and toughest challenge for Duckhams Q 20-50.

In the world's hardest and fastest events, in rallies, motorsport and motorcross, Britain's best selling motor oil has been proving itself for years.

With Duckhams Q 20-50 in your engine, on track or motorway, you can depend on the oil which has proved it will stand up to anything.



One oil.



Whatever you drive

BUENOS AIRES 1,000 KILOMETRES

FIRST TIME winners for Ferrari were their new sports-car signings Ronnie Peterson and Tim Schenken. Here Peterson leads the Alfa Romeo driven by Nino Vaccarella/Carlos Pairetti. It was Schenken's first major sports-car victory although Peterson previously won for Alfa Romeo at Watkins Glen.



BRITISH CHALLENGE.—At last Britain is back with a chance of winning World Championship sports-car races. The car is the new Lola T280 which is powered by a Cosworth Formula One engine. Two were entered, on behalf of the works, by Ecurie Bonnier and this one, which Reine Wisell drove to good effect, actually led briefly when the Ferraris made their first two pit stops. It later struck clutch and gearbox trouble but Wisell recorded fastest lap of the race.

GRASS CUTTING is the Porsche 908/3 of the Spanish pair Juan Fernandez and Jorge de Bagration. It was placed sixth despite the superior horsepower of the Ferraris, and Alfas.



TATTERED END.—Nino Vaccarella's Autodelta Alfa Romeo brushed with an errant 2-litre car, causing front body damage. However, the car continued to finish ninth and is pictured here with local driver Carlos Pairetti at the wheel.





CARLO CHITI'S Autodelta team fielded no fewer than five works Alfa Romeo 3-litre cars but had to be content with third and fourth place behind the Ferraris. Pictured here is British driver Vic Elford at the wheel of the car which finished fourth.



FERRARI FIRST.—An Italian mechanic hangs a pit signal which can be understood in Swedish, Australian or almost any other language. The Schenken/Peterson car has a 52-sec. lead and there is nothing else to worry about.



THE BRITISH Red Rose Racing Team entered two Chevron B19 2-litre cars and they finished in fifth and eighth places—a good effort. The Bridges/Bosch Chevron avoids Larrousse spinning his Bonnier Lola.



BRAZILIAN Formula Two driver Carlos Pace drove an Italian 2-litre monocoque sports car called the AMS. It was an unhappy debut for the Cosworth FVC-powered car for it broke a drive shaft on the fourth lap and promptly retired.

SECOND PLACE went to the Ferrari 312P of Clay Regazzoni (pictured here) and Brian Redman despite a puncture which lost them some time and, possibly, victory. Note behind the skyscrapers of Buenos Aires and the impressive archway entrance of the Parc Admiral Brown in which the Autodrome is sited.



To be honest, not every car needs our 150 m.p.h. headlight.



No disrespect intended. But some quite splendid little economy cars are not exactly noted for their breath-taking performance.

On the other hand, though, almost every family saloon you buy today has a performance that would have been thought staggering only a year or two ago.

It is for this new kind of family car that we have made Brighteyes replacement headlights.

Brighteyes are exactly the same as the headlights you find on Aston Martins and V-12 E-Type Jaguars.

They are at least 40% brighter than ordinary headlights. They throw a longer, stronger beam. And they light up everything within the beam much more clearly.

Which makes night time driving much less tiring. And more important, much safer.

You can pick up a pair of Brighteyes from your local garage or accessory shop and fit them to your own car. Alone and unaided. In a matter of minutes.

And the price shouldn't give you a shock.

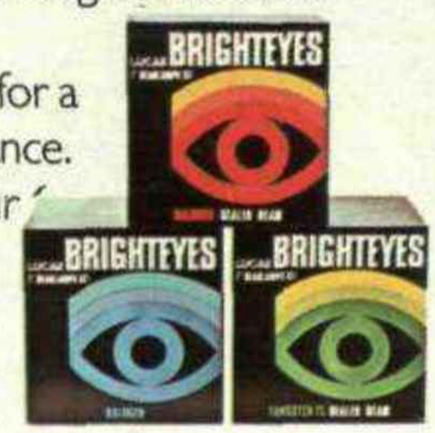
Two 75 watt Tungsten sealed-beam units, as fitted to the V-12 E-Type, will set you back a modest £4.00.

While only £11.00 buys a pair of the same Halogen lights that are fitted to the most opulent Grand Tourers.

Even the latest sealed-beam Halogen units cost only around £12.00 a pair.

All in all, it isn't much to pay for a little bit of Aston Martin performance.

Provided, of course, that your car has a little bit of Aston Martin in it to start with.



Lucas Brighteyes



1971 2·4 litre Ferrari Dino 246 GT



New Triumph Dolomite.

No stripes. No GT badges. No matt black bonnet. Just a hot new slant under the bonnet.

It could be said that the new Triumph Dolomite hides its light under a bonnet. Its line and styling give only subtle hints, not sledgehammer clues, to its astonishing powerhouse, the Slant 4 engine.

This new 1854 cc precision power unit of advanced engineering design delivers 91 bhp (net) at 5200 rpm. And in conjunction with a 5-bearing crankshaft gives an unusual degree of smoothness for a 4-cylinder engine.

Performance is distinctly sporty. Its top gear acceleration of 40-60 in 9 seconds beats anything else in the class. 0-60 takes 11.5 seconds.

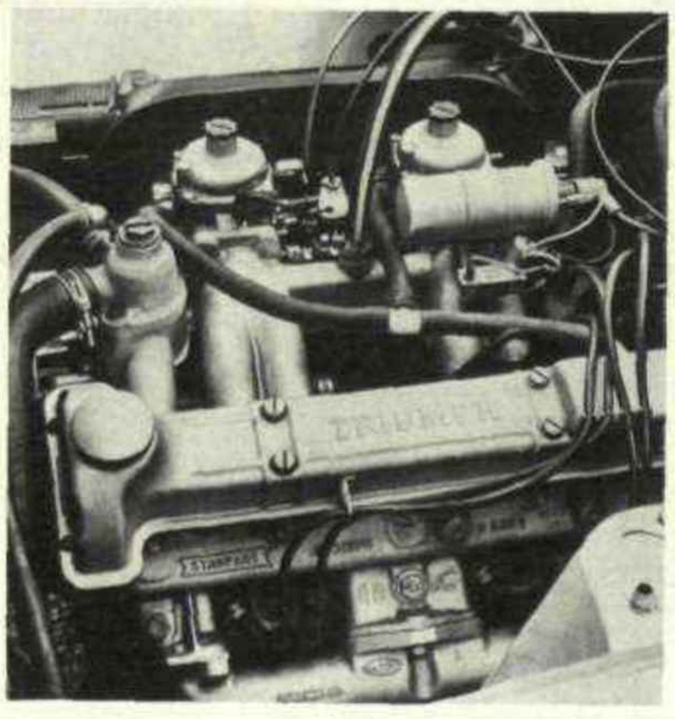
The driveability of the Dolomite, in all conditions, is impressively unruffled and strain-free. It maintains speeds around the ton easily and effortlessly, and is luxuriously comfortable to ride in. A true grand tourer.

And the man who likes to put his foot down can also get his head down. Its front seats recline fully.

They and the sofa-size rear bench are covered in Broadcord 'Bri-Nylon'. A durable, stain-repellent fabric that's a luxury to sink into.

The driver's seat is adjustable fore and aft, for rake and for height. The steering column is adjustable vertically and axially. The driver who can't find an ideally comfortable position in the Dolomite has not yet been made.

Nor does he have to strain against the seat belt to operate the switchgear. Little more than the flexing of a finger commands everything.



The interior appointments (rich walnut veneer, plush carpeting, etc.) reflect the sophistication of its external appearance; the power of its performance merely hinted at by the deeply honeycombed grille.

No matter how fast you have to make the changes, gearbox response is deft and definite. Servo-assisted brakes (front discs and rear self-adjusting drums) give instant, clean pull-up.

Power the Dolomite through a vicious bend, front and rear anti-roll bars make it like turning into your drive. Charge it up a mountain track, the Slant 4 engine note stays sweet, the traction never falters.

Stripes, GT badges, who needs' em? Not the Dolomite, its performance speaks for itself.

£1399.37 ex-works including p.t. and fitted front seat belts.

Triumph Motor Company Limited, Coventry. Tel: 020 3-75511.

Triumph

Triumph put in what the others leave out.

LETTERS FROM READERS

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

BE PREPARED!

Sir,

Re MOTOR SPORT'S "Be prepared" editorial. Having read your review of a Range Rover, a little later I ordered one, unseen. (Compliment to your reviews?) Distributors said three months' delivery and getting better.

It cannot now come in less than five months after order and no one is able or willing to give me *any* idea of when I may get it.

The point of this is that had a Toyota Land Cruiser been available I should have bought one, in sheer frustration, although not as good as a RR.

This is the first British car I have ordered for some time since an E-type Jaguar (again on your review) and it looks like being the last for some time.

Having cut my teeth on an SS100 Brough you will realise I am old enough to not take kindly to this take-it-or-leave-it attitude.

Midlothian. C. D. SUTHERLAND.

* * *

THE NORTH AMERICAN MARKET

Sir,

For 18 years I drove and enjoyed a succession of British-built automobiles. These varied from such mundane machinery as a Standard 8, Morris 10, Austins A40, A60, A95 and Vauxhall Velox to more sporting types—MG TC, MG tourer, TR2, TR3A, Sunbeam Talbot 90, Aston Martin DB2/4, and five different Jaguars (ranging from Mk. VII to XKE). With a bit of rallying and racing thrown in, these were great years and the nature of the cars greatly accentuated the delight of such pursuits.

Unfortunately, a penalty was involved—that of frequent minor but annoying failures of components, especially Smith's instruments and Lucas electrics. To this was added spares delays, all of which you've heard before from many of us in North America who love your car designs and regret seeing your market almost disappearing here.

In 1968 I transferred my allegiance to a Pontiac Firebird and have enjoyed trouble-free motoring ever since. Not really the greatest fun motoring, mind you, but the absolute quintessence of reliability and serviceability.

Now many of my friends who have also switched to North American cars are wondering if you have yet or will soon overcome quality control problems. Because of some resentment against the USA for recently holding economic pistols at our heads, many Canadians would like to buy British again. Will those who do, tell those of us who don't, that we're missing something again, and this time without the penalties? I hope so because I feel there's an opportunity for Britain to crash again our North American market. Right now my two children are driving an MG-B and a Spitfire IV respectively. I wonder what they (and I) will be driving three years from now?

Finally, thanks to you and your staff for continuing to send out each month a delightfully blended mixture of entertainment and information on the motoring scene.

Ottawa, Canada. JACK CURRUTHERS.

* * *

COLOURS—AND THE HOLDEN

Sir,

On looking through various back numbers of MOTOR SPORT, I noticed recent correspondence concerning the ridiculous names given to various car colours by some manufacturers in an effort to create "new" colours. Amongst current gems here are Holden, The Lone O'Ranger, Salamanca, Lina Mint and even Brooklands Blue, and for Chrysler—Vitamin C.

I am also surprised to learn that MOTOR SPORT has never been able to test or get hold of a Holden. These are regarded as the work-horse car and far outsell any other car in Australia. The range has many models from mundane "shopping" species to relatively quick and reasonably-handling "GT" species. The great point about Holdens is the fact that one can obtain spares at practically any point in the outback. This means a great deal when it is only too easy to break a windscreen on a dirt road from flying stones.

Many thanks for providing one of the last few remaining unbiased motoring magazines, which does not report in the more usual unqualified superlative manner.

Newport, Australia. C. L. P. SANDERSON.

* * *

LANE DISCIPLINE

Sir,

In the Province of Ontario, Canada, on all divided multiple-lane roads there is no "passing lane" as such. *Any* lane is a passing lane and this has been the law there for years. This obviates the danger incurred from those motorists who insist upon "sitting" in the passing lane.

It works in Ontario without any fuss or bother and minus accidents as well. To operate efficiently this system only requires motorists with some sense of lane discipline and an appreciation of their responsibilities.

Lampton. GARRY COXALL.

* * *

A SATISFIED BRITISH LEYLAND CUSTOMER

Sir,

As a reader of MOTOR SPORT for over 15 years, I now feel compelled to write to you over Mr. D. J. Anderson's letter in your current issue regarding the faults he has experienced with his Triumph GT6 Mk. 3, together with his comments regarding BLMC.

I have owned over the last few years three Mini Coopers, covering respectively 48,000, 5,000 and 84,000 miles. They required only one new exhaust system, nothing, and two new exhaust systems respectively besides regular normal servicing, and none of them let me down.

After the three Coopers I owned one of the first MG 1300 Mk. 3s, which covered 26,000 miles, requiring only one new exhaust system.

At the same time I bought a Spitfire Mk. 3 which covered 11,000 trouble-free miles, which was then changed for a GT6 Mk. 2. After running this in progressively for 3,000 miles, which I normally do for all my new cars, I took this car on holiday to Italy, and upon returning I reported to my dealer that I thought the gearbox was a little noisy. This was exchanged in two days for a cost of eleven shillings. The fault was due to poor hardening of the layshaft. After 27,000 miles of exciting and trouble-free motoring I exchanged this for a GT6 Mk. 3 in July of last year, which I find better-finished and much smoother than the Mk. 2. The paintwork on my car is flawless, with very little orange peel, and the car is very quiet running, with excellent performance. Both my GT6s have averaged 1,000 m.p.p. of oil and the servicing by my dealer has been excellent.

If Mr. Anderson is not satisfied with BLMC perhaps he should try our American Friend's Chrysler. The aforementioned MG was changed for a Sunbeam Stiletto. This was collected from the main agents in Manchester and upon delivery the seat runners were covered in rust. Questioned, the salesman said: "Take it up at the first service". The following morning it had to be returned due to a severe water leak. Again the following day it was returned for a chronic misfire. An Imp was lent for the day, after complaints to the Service Manager. A week or so later, when it rained for the first time, I discovered the carpets saturated in water due to a windscreen leak, and as this agent had a 24-hr. service it was returned to them, only to be told by a salesman that I would have to book it in for service. Asked what about the carpets?, I was told "dry them on a clothes line". A few days later it went for its first service and upon collection nothing had been done about the windscreen leak, as there was insufficient time, but a telephone call to Chrysler, Coventry, soon put this right. I have also waited two weeks for a windscreen wiper motor, and now the gearbox is faulty and the reclining mechanism has broken.

This brings me to the point that a car is as good as its servicing, and I now look forward to taking delivery of my Stag next week and would thank BLMC and Triumph for many miles of trouble-free and exciting motoring.

Millington. R. B. GETHING.

THE EDITOR VINDICATED!

Sir,

With reference to "The Remarkable Mystery of the Elusive Dry-Cell" in your January issue.

As the owner of a 1967 Triumph 2000, this type of clock seems to be a standard fitting. The Owners' Handbook refers to it on page 10 and I quote:

"The clock is energised by a Mallory cell hearing aid battery which has a life of approximately eighteen months, during which period the clock will maintain regular time-keeping until the battery is exhausted; the clock will then stop."

The battery is housed in a carrier which is attached to the mill-board inside the parcels-shelf. A small aperture in the bottom face of the carrier enables the battery to be pushed out. To ensure correct polarity when inserting a new battery, the carrier is shaped to prevent incorrect assembly.

The clock is a Smiths (No. CET 3506/00) and a battery was obtainable from the local Triumph distributors.

Swansea. E. G. THOMAS.

Sir,

With reference to your article about electric clocks—I owned two Triumph 2000s of 1966 and 1967 vintage, both of which had clocks driven by a small dry battery. I had no difficulty in getting spare batteries for these clocks from the local distributors, so presumably they were well known. My present 2000 Mk. II has a different system, I think.

I hope your cup of happiness is now complete.

Worplesdon. JOHN H. MOIR.

[These are but two of the letters received on this subject.—ED.].

* * *

A SAFETY SLOGAN

Sir,

Well, you see, it was like this. There I was driving my ratty Mini round Sloane Square, and this Ford thing steamed out in front of me into the middle of the road. So I thought I'd go round the back of it. So it clapped on such stopping power as it had, and reversed into a parking place.

I was going to use all sorts of unladylike words to it, when I saw that it had written on the side "Ford of Britain. Safety Programme".

Please, what do I do now?

London, W11. CHARMIAN MAY.

* * *

LOVE/HATE

Sir,

Letters are always a joy to me, but I am afraid that Mr. Paul Thomas has got it all wrong. Not that he hates his Volkswagen—the fact is, his Volkswagen hates *him*. The poor thing has the wrong owner.

Llanymynech. R. D. HOLLIS.

* * *

USED FERRARIS

Sir,

May one of your more ancient readers offer thanks for D.S.J.'s splendid account of the Ferrari Dino in your issue of last September? It was particularly welcome since it has always struck me as somewhat curious that the best of our motoring publications should, over the years, have devoted so little space to the road-going examples of the *marque* which to many of us must represent the pinnacle of imaginative design, elegant construction and superlative performance.

There must be a lot of people who would greatly like to own one of these magnificent motor cars but for whom the competition provided unceasingly by the dreary realities of things like mortgages and school bills makes it impossible to contemplate a new one. A used Ferrari may, however, be another matter; but the difficulty is to make a rational assessment of what might be involved, since the number of cars in this country is small and the experience of owners apparently largely unrecorded. The aspirations of a potential buyer, for example, are apt to be a trifle shaken when he reads of a "recent engine overhaul at a cost of £500 (or some such figure)"; or when someone mentions in conversation that the replacement of a clutch can mean a bill for £125 or thereabouts.

Could I, therefore, make a plea for some definitive gen? What, for example, are they like after 40,000 miles? Are spares readily obtainable for the older cars, and does their buying plunge one into imminent bankruptcy? Do they suffer unduly from the rust-bug? and are the bodies detachable the better to deal with it? Are they temperamental in and out of traffic? Can they be properly maintained by a reasonably competent amateur, or do they need the ministrations of a tool-room fitter?

These, Sir, are the sort of questions that would be asked by an enthusiastic potential owner. Would it be too much to ask some public-spirited and knowledgeable member of the Ferraristi to attempt to answer them in your pages?

May I, in conclusion, offer my best wishes for the continued success of MOTOR SPORT in 1972?

London, W4. J. H. THOMAS.

[Experiences with used Ferraris from readers would be interesting.—ED.]

* * *

FIAT FAULTS

Sir,

I read with interest Mr. L. R. Blewett's letter (MOTOR SPORT, January 1972) as I have owned two Fiats, both of which have suffered from the same problem as his 125. The first car, a 1965 600D, went on the blink and this I repaired myself, more by good luck than any particular skill on my part. The second car, however, a 1967 850, proved more troublesome. I replaced the bulb and checked the fuses but to no avail.

As the car was overdue for a number of small but irritating faults to be rectified, I paid a visit to my local Fiat agents, Ivor Motors of Wallasey, who diagnosed faulty earthing. The bill I received amounted to £7.65 which also included carrying out a complete anti-freeze service, fitting two new wiper blades and adjusting the sweep of the n/s wiper and repairing a window regulator. The car was returned to me in a day and none of the faults have since recurred. The service provided by Ivor Motors on all previous occasions has proved absolutely satisfactory and of the highest standard in every respect. They know each client by name and his car by number, which cuts a great deal of ice with me in this computerised age.

Everyone I know who owns a Fiat swears by the service they receive from this small but highly efficient garage, but, despite their reputation, the Fiat agency was taken away from them as from January 1st. I quote from the printed letter that Ivor Motors distributed to their customers:

> "This, no doubt, is progress, but ruthless progress by the manufacturer without too much thought for the hundreds of customers who can be left out on a limb service-wise by the zoning of the country and the placing of responsibility for an area on main dealerships."

Ruthless? yes. Progress? surely not! I trust their diagnosis of my car's problem indicators will enable Mr. Blewett to gain satisfaction.

I hasten to add that I have no connection with Ivor Motors except as an extremely satisfied customer. Congratulations on producing an excellent magazine.

Hoylake. T. ARCHARD.

* * *

GOOD SERVICE FROM SMITHS

Sir,

In response to an advertisement I recently purchased a rear-screen heater from Smiths Industries Ltd. On fitting it I was irritated to find that the heating element simply would not adhere to the rear window. Since the car was wired up I was naturally rather annoyed and wrote to Smiths. They answered my letter very courteously by return of post, and sent me another element free of charge. This adhered beautifully and for £3.25, plus a couple of hours' work, I can now enjoy an uninterrupted rear view of the traffic jams on the A40. A simple story and perhaps one which would not merit publication but I was impressed by Smith's customer relations, and at the price the Smith's R.S.4 does seem extraordinarily good value.

Usual disclaimers and a very happy New Year.

Beaconsfield. DAVID SKEY.

* * *

THE NSU Ro80

Sir,

I feel that I cannot start the New Year better than to write to you to add my praise of the NSU Ro80 to that of Mr. Chapman and Mr. Cruttenden.

I have owned and driven such a car for just over two years with complete satisfaction. My first foreign car.

I, too, await with eager anticipation the appearance of a three-rotor version. Certainly, at present, I would consider buying no other car but the Ro80 or its derivation.

At this time of the year it is appropriate also to look back as well as forward, and in doing so I would like to pay tribute to NSU agents and distributors, namely Normand Ltd. and John L. Cars Ltd., both of whom have rendered me a quality of service previously beyond my imagination. Thank you, gentlemen, very much.

How pleasant it is, after some 20 years of more mediocre motoring to be so satisfied.

A happy New Year to you all and thank you MOTOR SPORT for many years of enjoyable reading.

Harrow. DOUGLAS STUART.

Sir,

I have read with interest the correspondence concerning the Ro80 and before you close the discussion would like to add a few points of my own.

I bought my Ro80 in March '70 with 4,500 miles on the clock as it had been a demonstration car first registered Aug. '69.

I decided on a Ro80 in preference to a BMW Tilux, a Rover 2000, and Triumph 2000 which my short list also included, on the grounds that its driving position and comfort were near perfect (for me), its handling was very impressive, it had excellent power steering, road-holding and suspension. It is a very roomy car with real seats (not upholstered shelves) and a flat floor, an excellent all usable boot space fully carpeted out.

Driving the car, particularly over long periods is a constant pleasure, it is not a fast car by modern standards, nor is it very fast off the mark by the same standards but it has a certain "magic carpet" feel about its progression.

So far it has given me very good service including towing first a 16½ ft. Sprite Major Caravan and now a 14 ft. Bailey, tasks which it shrugs off with nonchalant ease and minimum fuss (no doubt partly due to its excellent torque converter giving, if needed, maximum torque at nil m.p.h. and also its immensely powerful power-assisted discs all round). By its very nature the Wankel engine has a tremendous usable range of power and the car has the ability to pussyfoot around town never needing to exceed 3,000 r.p.m. in the middle speed range but once out on the open road the revs. soar up the scale, the exhaust note gets harder and the power really comes in above about 3,500-4,000 revs. It becomes very reminiscent of low flying! Its directional stability, especially in crosswinds is superb. It literally steers as straight as an arrow with minimum effort in the strongest crosswinds.

Criticisms and Drawbacks? Well, it averages 20 m.p.g. of 92 octane around town, 23 m.p.g. on a long run and 17 m.p.g. towing a fully laden van. These mileages have been scrupulously checked over the last 1,400 miles. The original engine developed a bad oil leak and was replaced free of charge at 7,800 miles. It is difficult to manoeuvre in confined spaces as the rear extremities are not visible and the front slopes away out of sight. The Wankel engine is still very much a freak in the conservative atmosphere of the UK motoring scene. I wonder for how long?

To sum up I consider the Ro80 to be a beautifully designed, carefully constructed, family saloon motor car with strong sporting overtones and a futuristic appearance. What criticisms I have are minor. There is no other car quite like it. I think it is a pattern for the future. I could write about it all day.

May I end by saying how much pleasure your publication has given me over the past 25 years. Please continue.

Redcar. T. C. WALKER.

* * *

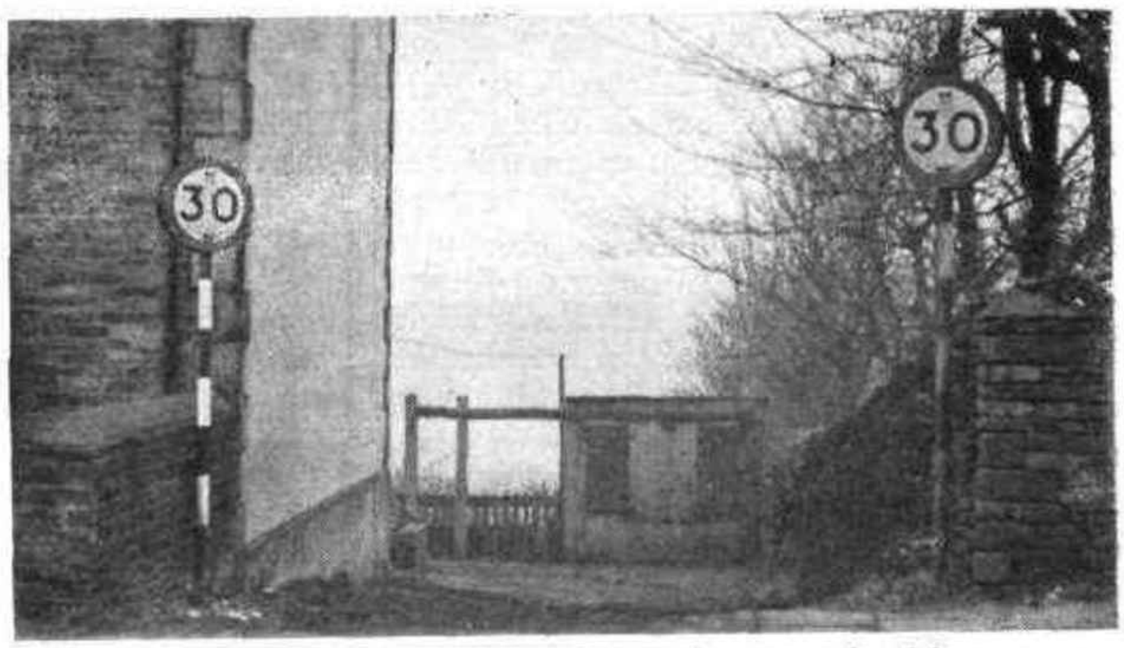
ALFA ROMEO COMMENTS

Sir,

Mr. Lowe should not be so directly aggressive towards the wealthy tycoons of today because some of these were the racing and sports car drivers of yesterday, and they are aware of Alfa's characteristic.

Regarding Alfa Romeo now fitting automatic transmission, this addition is long overdue from this firm.

Having had Alfa Romeos for a few years I have often wondered why they did not fit automatic transmission to the 2.6 coupé which was introduced in 1963. A very good road car and well advanced in its day.



Be careful! Don't go too fast!!—Or another example of how to waste public money.

I do not know what is meant by Alfa Romeo appeal, etc., but even Alfa must move with the times if they want to keep in business. I should think their new 2,000 c.c. with automatic box could be a very exciting car to drive, with an even better performance than their very good 1750.

How can you compare Citroën, Morgan, etc., with the motor car we are talking about? In Graham Hill's words, "you must be joking!".

Mortehoe. R. C. FLEMING

* * *

AN AUCTION SALE

Sir,

I am writing in connection with an advertisement that appeared in your August 1971 issue, concerning a Veteran and Vintage Auction to be held at Alexandra Palace, London, on November 2nd, 1971. Norman Cole & Partners were the Auctioneers. I entered my Railton in August, tentatively, with the intention of bringing it to the auction if I could get it ready in time. However, this was not possible, owing to unforeseen circumstances, and the result was that the vehicle was not brought to the Auction Rooms, so therefore it was not offered for sale.

We (my wife and I) attended the auction and were very disappointed with the running of this auction for the following reasons:

(*a*) It was impossible to hear the Auctioneer unless you were within 15-20 ft. of the rostrum (and as you know the Great Hall is a terrific size).
(*b*) The Auctioneer did not seem to know anything about the vehicles he was selling.
(*c*) The lots were *rushed* through at an alarming speed, with, in my opinion, no real attempt to raise the bids.
(*d*) I should think that, in all, 60%-70% of all vehicles were unsold, as the bids were ridiculously low, and had to be heard to be believed, and the proceedings had an almost comic air.

To crown it all, I have just received an invoice from Mr. Cole & Partners, for £75.00, *i.e.*, 5% of £1,500 for withdrawal of my Railton (which never appeared at the auction).

I have attended many car auctions, but never one quite like this. I wonder how many of your readers who did put up their cars for auction were as disappointed as we were?

May I have your comments please?

Glossop. G. T. MACHAN.

[We submitted this letter to Norman Cole & Partners, who reply as follows:

"We would advise that Mr. Machan's car was entered for our sale on August 11th, 1971, on our standard Conditions of Sale. Condition No. 4 thereon states as follows:

> *Goods Withdrawn:* Any goods entered for sale and withdrawn *after the 1st October*, 1971, will be subject to a withdrawal fee of 5% of the reserve price.

After this date all entries are listed to appear in the printed catalogue. It is damaging to our reputation if the sale catalogue contains many withdrawals and the condition is imposed to discourage this as far as possible.

In answer to Mr. Machan's criticisms:

(*a*) The loudspeaker system operated in an area 60 ft. × 60 ft. in front of the rostrum, where each car was presented whilst it was being sold. The selling area was completely covered by an adequate public address system and each car was brought in front of the rostrum whilst being sold. The hall is enormous and the sale was conducted at one end.
(*b*) and (*c*) The sale must go briskly if the Auctioneer is to hold the attention of his audience. The catalogue describes each lot. Only rarely is the Auctioneer required to fill in some missing information.
(*d*) 56% of the cars offered for sale were sold.

N. R. COLE,
pp Norman Cole & Partners."

MATTERS OF MOMENT—continued from page 110

and if one contrived to get two who were equally good, which is unlikely, they would deserve to win, but there would still be the change-overs and re-starts with hot engines to deal with. Could the time-keepers manage? They cope with Le Mans, which goes on for 24 hours with innumerable pit-stops, without losing track of the shuffles, so, providing each No. 2 driver wore a distinguishing helmet, we cannot see why not. *Would sponsors object to fewer cars per team?* We cannot see why they should because the No. 2 driver, waiting in his pit and leaping into his car, if wearing sponsor-embellished overalls, would be better publicity than one driver wearing them. Moreover, there need not be fewer cars competing. If the money were available for signing-on six drivers, three-car teams could run as they do now.

The ironical thing is that if F1 races were doubled in distance genuine pit-stops would occur automatically, for refuelling, even if modern tyres would not need replacing. This might also call for more strongly constructed racing cars, which many people think would contribute considerably to safety in the event of an accident. If the present trend of staging auxiliary events to set off a major race were to end the full status of a long-distance *grande epreuve* would be regained. It would be the only race on the programme and long enough, with the final result in doubt because of the pit-stops, to hold the interest of spectators on its own merit.

The objections to longer races are presumably increased cost, GP drivers who lack the stamina of their sports-car counterparts, the obsession with a multitude of meaningless championships requiring to be resolved at every race meeting, and possible CSI objection to pit-stops from the fire-hazard aspect, even though these are part of long-distance or duration sports-car races.

Although the purists who deplore even engine-size restrictions as retarding the development of GP cars and who vote for a free formula admitting all types inclusive of gas-turbine and Wankel-engined cars will object, the effective way to end the fire hazard lies in re-writing F1 rules to permit only heavy-oil power units, on the lines of *The Aeroplane's* campaign for air-liners which would land slowly to obviate crashes and would use safe fuels so that if they did crash they would not burn up—but 40 or so years later this hasn't happened!

That we have been drawn into contemplating diesel GP cars emphasises just how close F1 is to that fatal cross-roads! We agree with the sage observation of a weekly contemporary that much of the trouble stems from the fact that these days there is a search for someone or something to blame after every fatal F1 accident, whereas not so long ago such an occurrence was accepted, albeit reluctantly, as the inevitable accompaniment of that dangerous, highly-skilled and well-paid pursuit. motor racing.

It has been said that motor racing attracts spectators because there is a strong possibility that accidents will happen. To some extent this may be so. But the motoring-enthusiast onlooker surely wants to see exciting machinery fully exploited by skilled drivers; in other words, to enjoy the sight, sound and smell of fast cars driven in anger, whether Porsche 917s and Ferrari 512Ms at Le Mans, Stewart in his Tyrrell at Monaco or the Nurburgring, or Ford Mexicos (almost?) nudging one another on the corners of Club circuits. They want to see these things in the proper settings—if you don't believe this, just recall how Brooklands, although it was not exactly the haunt of cissy drivers, taking toll of Herman, Burke, Lambert, Cooper, Gibson, Toop, Resta, Allery, Leeson, Dunfee, Watson, Houldsworth, Carr and several spectators, was regarded before the war as tame compared to road racing at Donington, or, better still, at the Continental circuits or in the Targa Florio and Mille Miglia. Today, with cars running between crash barriers, originally for the protection of spectators but now a GPDA obsession, GP circuits are scarcely as exciting as a Scalextric toy. . . . If the noise, the speed, the potential extracted from the cars diminishes, these spectators will spend their money elsewhere. . . .

The foregoing thoughts relate to the *future* of F1 racing—but not to the future of motoring sport, because fortunately the F3, F2 and sports-car drivers, the saloon-car racers, the rally boys, and even the outlaw stock-car, and midget exponents are untroubled and anxious to ensure that it continues to live up to its great tradition, as an exciting, dangerous and satisfying sport.

As to the *present*, the controversy and uncertainty about safer racing might be helped if someone will explain why BRM were allowed to retain possession of Siffert's car instead of releasing it to see whether any conclusions as to the cause of the crash could be established and thereby help the Inquest. How does the RAC stand in this respect?

MINIATURES NEWS

THE latest Lesney "MATCHBOX" miniatures are of a Mazda RX500, in orange ochre with white underbody, the boot and bonnet of this 2⅞-in.-long model opening, the latter to reveal the Wankel power unit. The interior of this 59-to-1 scale Mazda is seen through a purple-tinted windscreen: it is No. 66 in the New "MATCHBOX" series and costs 16p. Lesney also have a V8 Blue Shark racer, No. 61, three inches in length, to a scale of 63 to 1, priced at 16p.—W. B.

The 1972 edition of that comprehensive reference work, the "FIA Year Book of Automobile Sport", is available from PSL, 9 Ely Place, London, EC1, at £2.00. It runs this time to 688 pages, 5¾ in. × 4¼ in., and includes 158 pictures of drivers, including three ladies.

* * *

The familiar and indispensable "Blue Book", or RAC Year Book and Fixture Lists of Motoring Sport, is available for 75p from the RAC Competitions Department, 31 Belgrave Square, London, SW1.

* * *

The Lea-Francis OC can supply photostat copies, No. 51 of a new impression, of the maker's instruction book for the 14-h.p. post-war i.f.s. models. The Secretary is: S. Charity, "Dorelyn", Main Street, Cropwell Butler, Notts.

* * *

The Acorn Mfg. Co., 240, Oxford Street, Swansea, has reprinted a copy of the 1937 Meccano catalogue, covering sets, models, Hornby trains and accessories, Hornby boats, Dinky miniatures, etc. It is available in limited numbers for 60p, post free, and should bring a whiff of their boyhood to some of our readers.

BARDIC LIGHTING

FOLLOWING my recent reference to how extremely well my Bardic electric hand torches have endured, the best of their kind I have ever encountered, I am delighted to learn that they still manufacture torches, and lighting equipment of all kinds. One of their more interesting lines is a neon-tube hand or table lamp, the first of its kind which uses normal, readily-procurable dry batteries. Intended for marine navigation use, this ingenious lamp, which has a red panel for employment as a warning signal, gives an excellent light for reading maps in a car, in tent or caravan, or for use in the home—just the job, if power cuts prevail! It can be hung up, vertically or horizontally, uses a printed, transistorised circuit and weighs under 5 lb. with batteries. It is balanced for easy carrying and is of break-resistant plastic; although the early Bardic torches were of metal, which we prefer for the smaller types. Known as the Bardic Navigator Fluorescent Lantern, this hand-lamp uses two 6-volt Exide L15 spring-terminal batteries or the equivalent (there is a booster switch to prolong their life) and costs £7.50. This may seem expensive but if it is as dependable as other Bardic torches it should last a lifetime. The makers are Bardic Systems Ltd., William Street, Southampton, SO1 1QH (0703-30611).—W. B.

TAILPIECE



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1970 MORGAN 4/4. Signal red; TWN 1 H; 19,000 miles; second child forces sale of cherished car at £1,100. One proud owner. Tel.: Swansea 60287. (8021

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SUNBEAM ALPINE, 1964. Mediterranean blue/aubergine; hard- and soft-tops, wire wheels, 1,725 engine. £300 o.n.o. Tel.: Wilmslow (Cheshire) 22947. (8026

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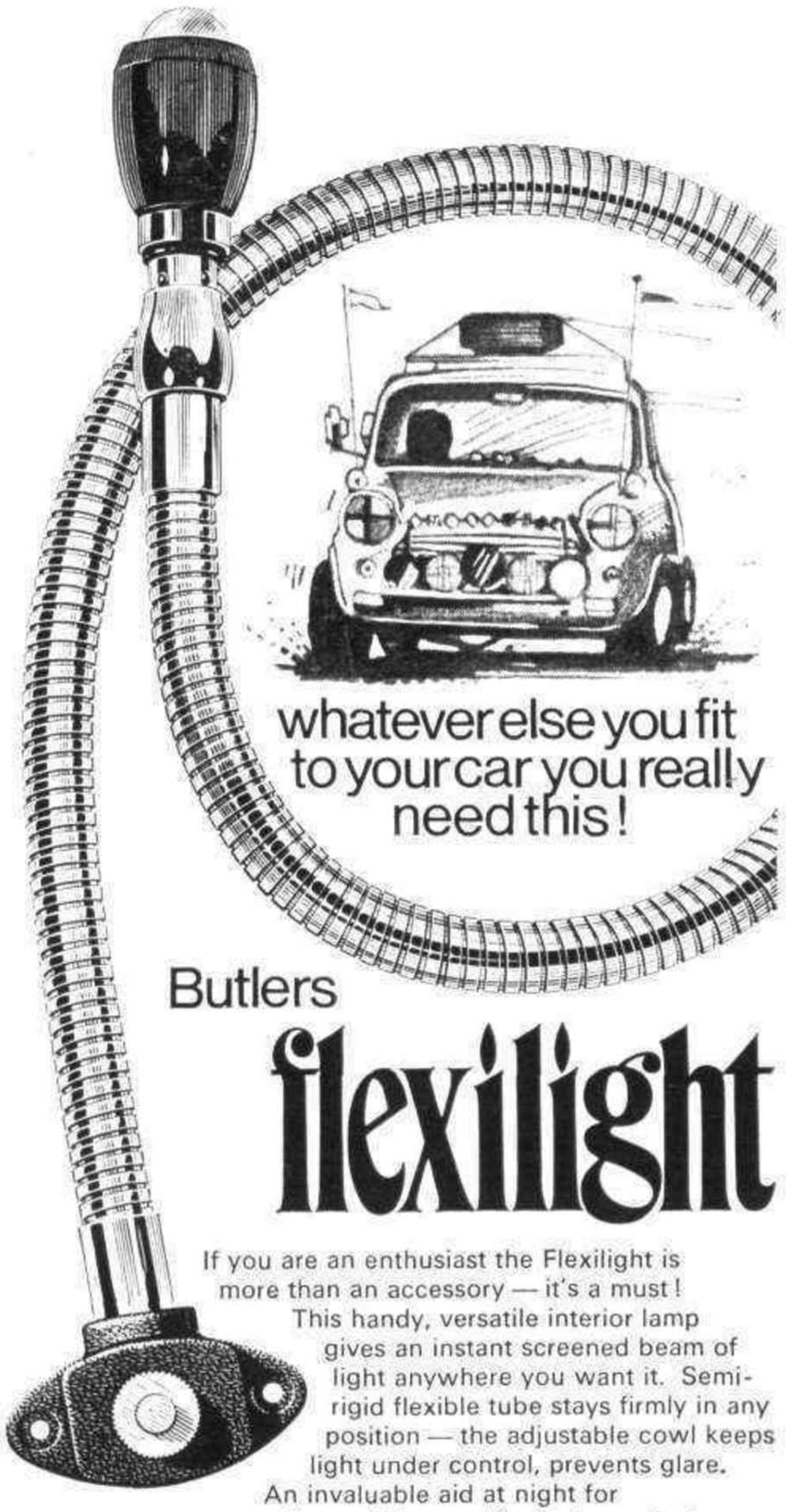
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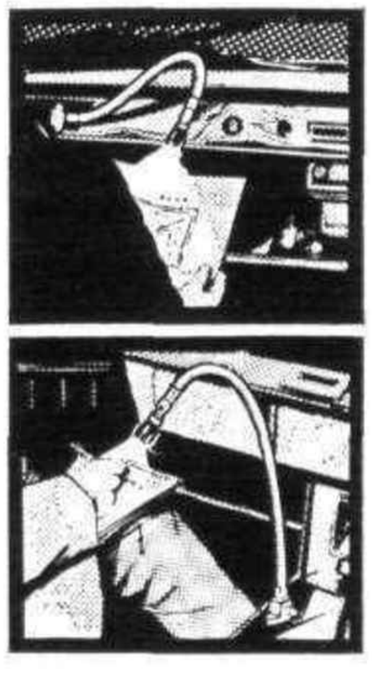


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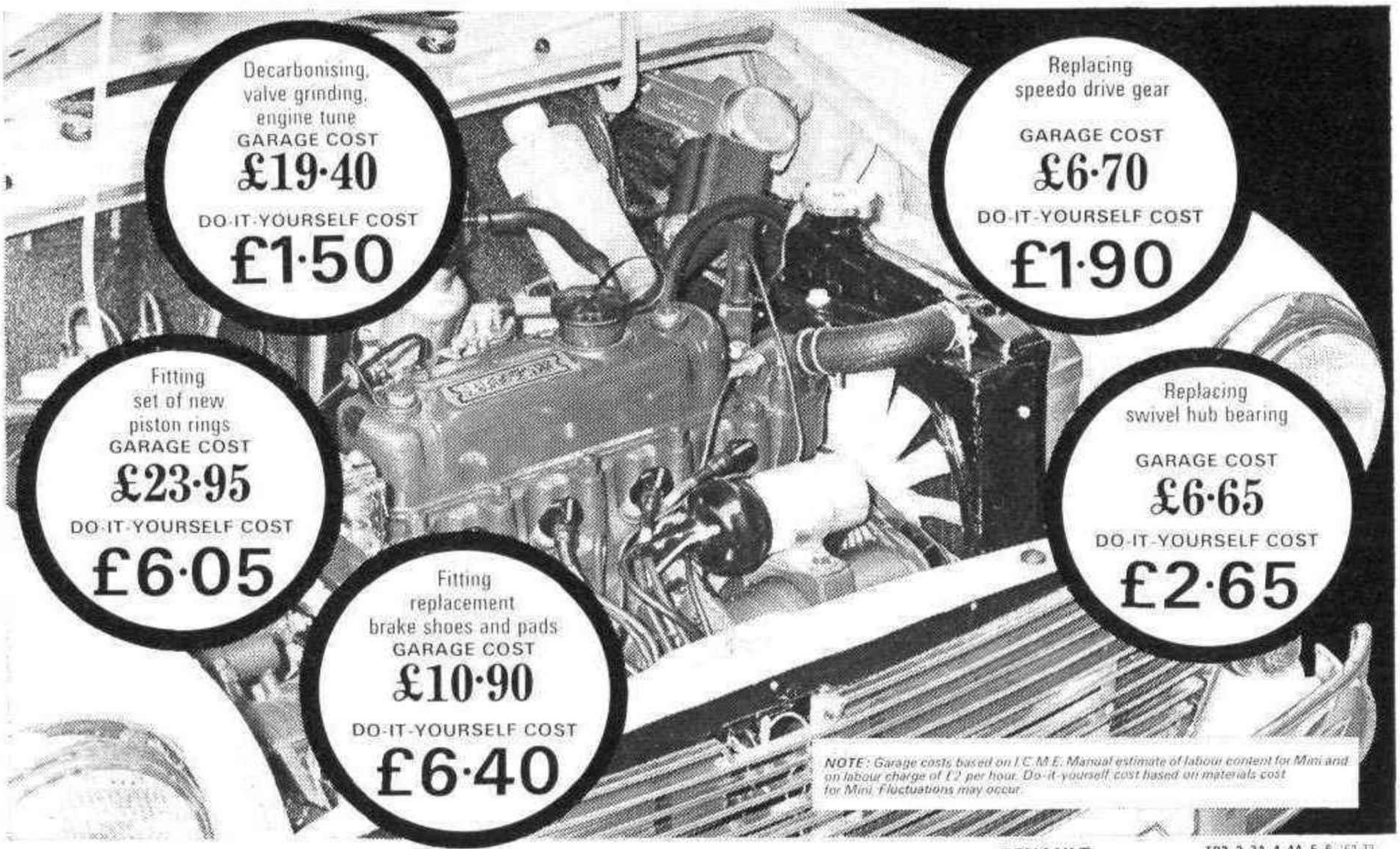


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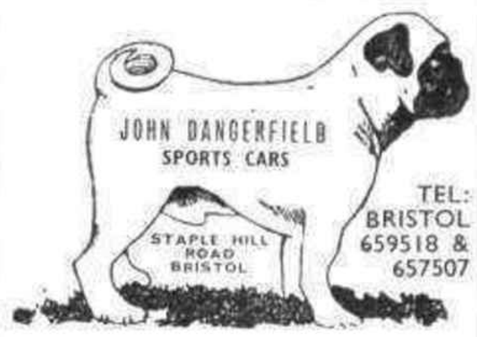
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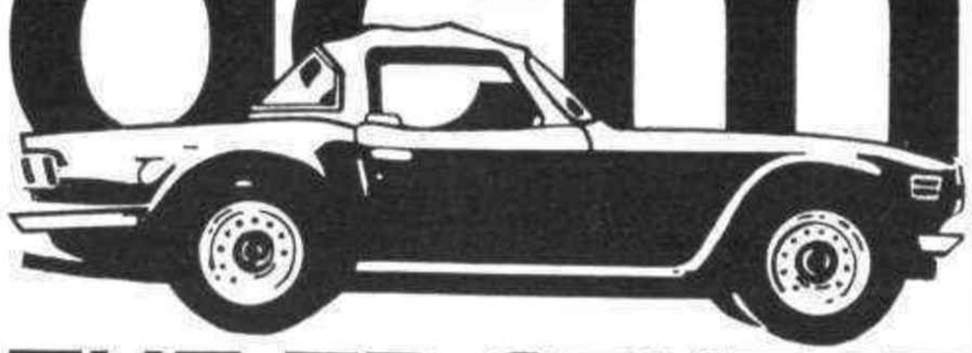
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1932 FORD MODEL-Y FORD 8. Reg. No. YY 7046; one owner, 1939 Vauxhall 10; genuine 8,900—yes, eight thousand nine hundred—miles from new; one owner; full documentation. Harman, "Brookside", Canterbury Rd., Bybrook, Ashford, Kent. Tel.: 26277. (8129
XK150SE DROPHEAD, 1960. Olde English. New 15 in. x 7 in. chrome wire wheels, Avon radials, new hood, overdrive, virtually completely rechromed throughout; superb car, having covered only 4,500 miles since 1965. Price £1,275. Tel.: East Horsley 4595 (Dorking, Surrey). Might consider part-exchange. (8131
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RILEY 2½-LITRE, 1950, with spares. £85 o.n.o. 30 Coombe Drive, Sittingbourne. (8134
COOPER "S", 1,293 c.c., 1965. Modified engine, 1½ in. S.U.s, 731, modified head, 4½ in. steel wheels, converted to dry suspension; £150 just spent. £425. Part-exchange considered. 27 Avenue Rd., Doncaster (8133
MINT CONDITION Alvis TD21 automatic. Radio, M.o.T., no rust, mechanically sound, financial crisis so no time-wasters. £375. Crawley. Tel.: Farmland 2777, Romford 45004 (office). (8137

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T.V.R. GRANTURA Mk. II. White. M.G.-A unit. £220. No offers. 24B Fieldview Close, Exhall, Coventry. (8138
BRISTOL 401 or 403. Condition and price please to: 34 Mythop Ave., Lytham, Lytham-St.-Annes, Lancs. Tel.: Lytham 33921. (8139
T.V.R. GRIFFITH V6, 7J wire wheels, needs finishing. £435 o.n.o. Tel.: Lingfield (Surrey) 3501. (8140
M.G.-B, 1965. Black H/t, s/t, w/w, radio and other extras; economical car in good condition. Offers. Webb, "Cartref", Merritts Hill, Redruth. (8141
1934 HUMBER Vogue 12 h.p. saloon breaking for spares or sell as is. Enquiries to: Herbert, 8 Croft Ave., Atherton, Manchester, Lancs. (8142
MERCEDES 190SL roadster. White/black trim; new hood, new M.o.T., taxed, new tyres, new battery. £375. Tel.: Southampton 59476. (8143
FORD CORTINA 1600E, 1968. Low mileage; excellent condition; special beige interior; radio and usual 1600E extras; good tyres; taxed and tested £825 o.n.o. Tel.: Nelson 62421. (1096

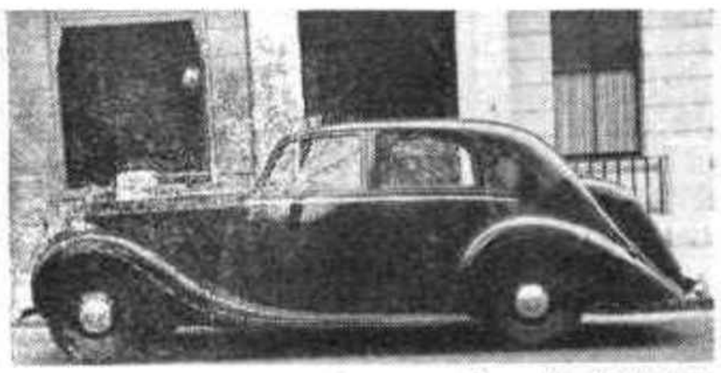
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ROLLS, 1936, 20/25 sports saloon by Mulliner (being restored).
ROLLS, 1938, 25/30 limousine by Barker (being restored).
ROLLS, 1937, 25/30 fixed-head coupé by Gurney Nutting.
ROLLS, 1934, P. II sports tourer (being restored).
BENTLEY, 1952, Mk. VI 4¼ sports saloon, 70,000 miles.
BENTLEY, 1937, 4¼ d.h. coupé by Barker.
ALVIS, 1937, Speed 25 open 4-seater.
ALVIS, 1936, Silver Eagle d.h. coupé (being restored).
ASTON MARTIN, 1937, 2-litre open 2/4-seater.
LAGO-TALBOT, 1938, 4-litre d.h. coupé (being restored).
DAIMLER, 1939, 2½ d.h. coupé, 73,000 miles (being restored).
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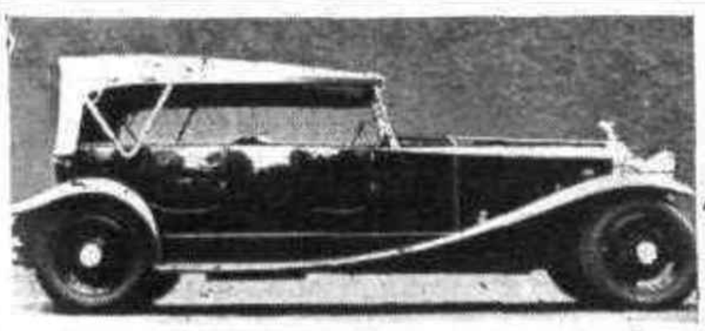
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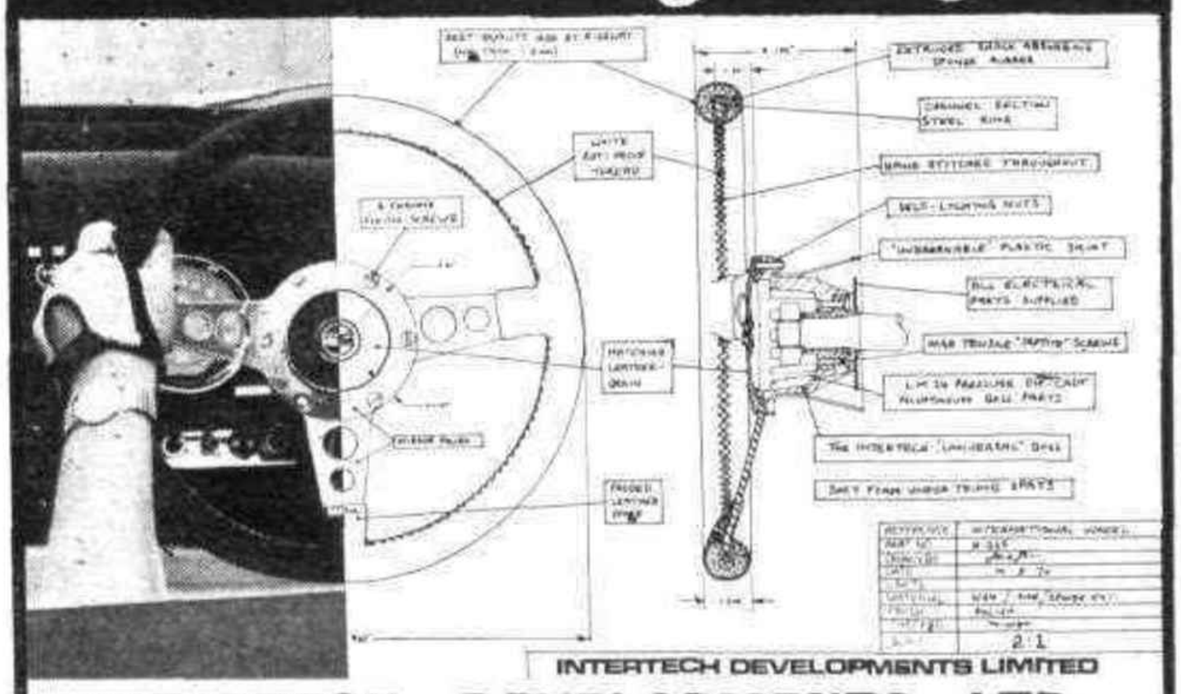
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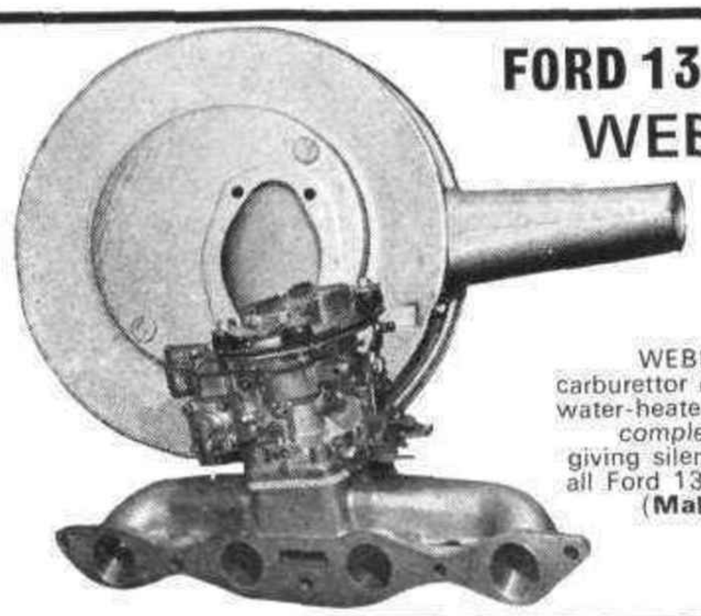
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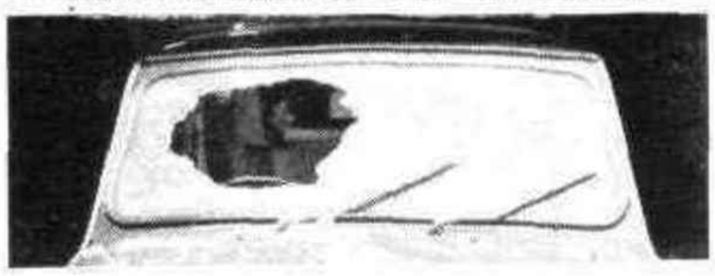
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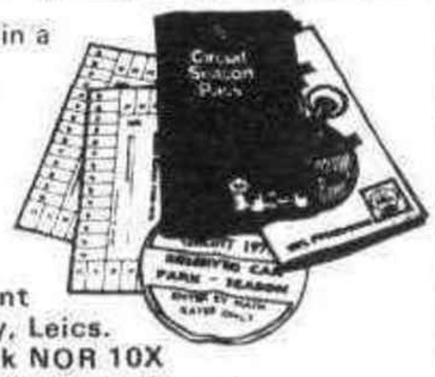
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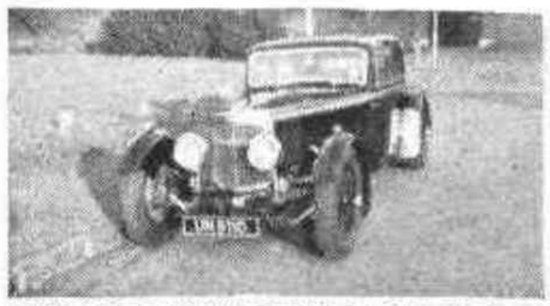
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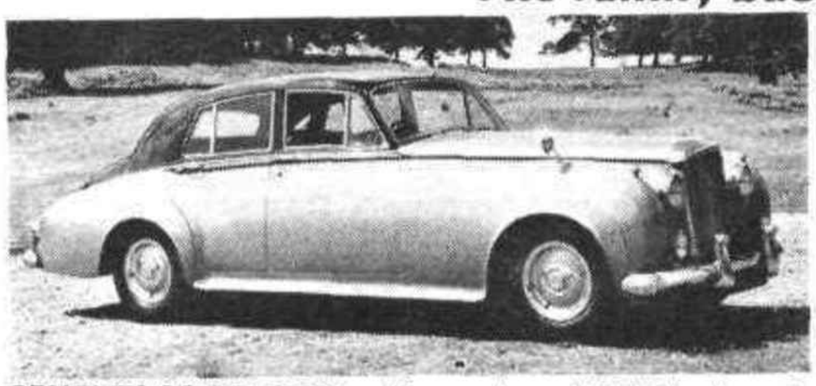
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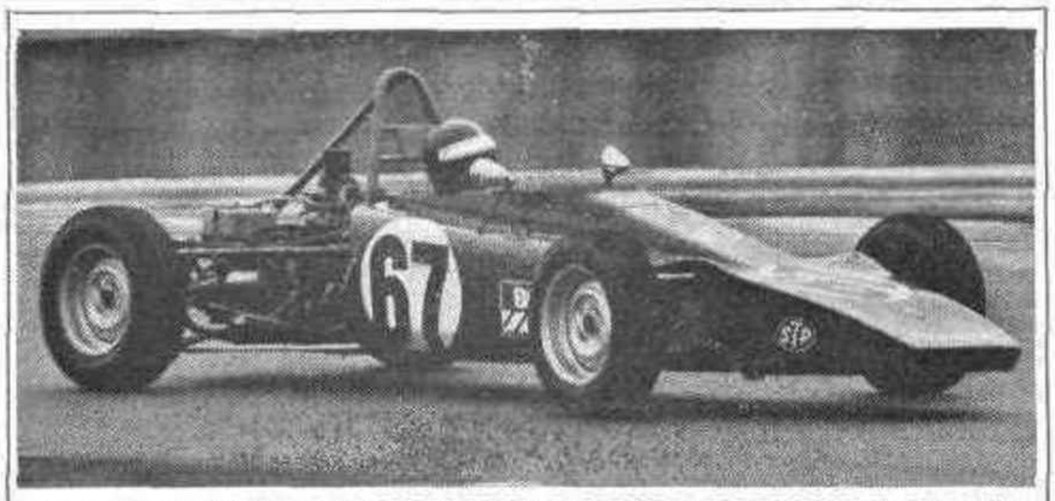
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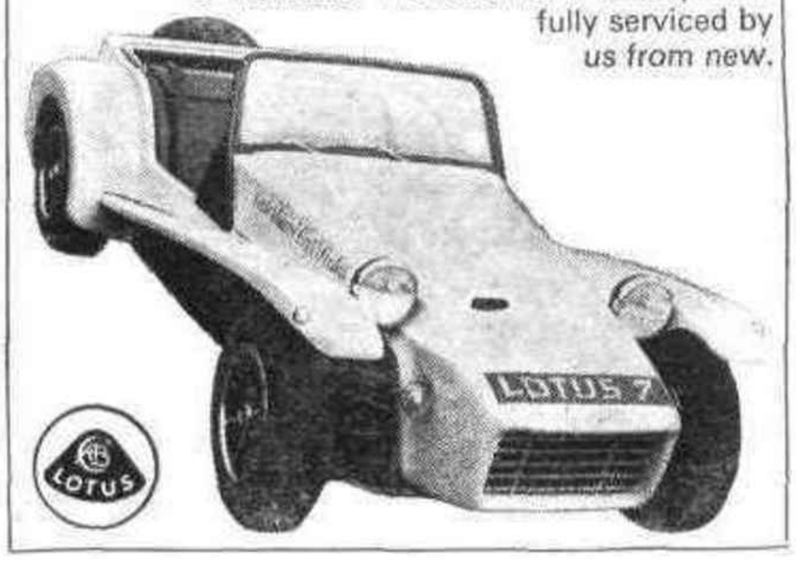
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Next meeting — Thursday, 3rd Feb., White Hart, Godstone, 8pm.

LOTUS SEVEN
There are still a few Lotus Seven 1600 unsold which will then be replaced by the 1300. Demonstration 1600 and twin-cam models available.

USED SEVENS
We have the best selection of Sevens. No ex-racers or weirdies. The cars have usually been fully serviced by *us from new.*



TVR
Demonstration car available, selection of new and used cars.



GILBERN
Demonstration car available, selection of new and used cars.



SELECTION OF NEW AND USED CARS

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New Lotus Seven 1600, last two remaining, in component form..... **£995**
New Big-valve Twin-cam, yellow, in component form **£1,295**
European and export models — details on request.
1971(K) Twin-Cam Big-valve, alloy wheels, heater, tonneau, radio; red; *nominal mileage, racing show boat car* **£1,350**
1971(J) Twin-cam Big-valve, alloy wheels, heater; one owner warrants 5,000 miles; blue **£1,295**
1970(H) Holbay 120 b.h.p., radio, low mileage, yellow..... **£1,095**
1970/71 Series IV 1600, a selection of used models ..... From **£865**
1968/70 Series III and 1962/67 Series II selection ..... From **£465**

LOTUS
1969 (Dec.) Elan +2S, h.r.w., radio; one titled owner; royal blue..... **£1,745**
1969 Elan +2, radio, blue..... **£1,325**
1969 Elan d.h.c., Porsche orange, spots **£1,245**
1969 Europa, lime green, radio/cassette player **£1,095**
1968 Elan S4, f.h.c., radio, white **£1,065**

TVR
New TVR 2500, yellow, ex stock **£1,500**
New TVR S3 1600, blue, early delivery **£1,325**
1971(K) TVR 2500, sun-roof, orange; just run-in **£1,495**
1970(J) TVR Vixen, bronze, radio, alloy wheels; one owner warrants 12,000 miles **£1,145**
1969(G) TVR Vixen S2, sun-roof, bronze **£995**
1968 TVR Vixen S1, *yellow, extras* **£895**

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61R, Hewland gearbox, up-rated, Holbay engine, Torino tyres; blue..... **£1,085**
61R to above specification, but less engine **£845**
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Lotus Formula Ford 51/61, green, less engine and gearbox, new..... **£395**

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New Invader Estate, white, early delivery **£1,855**
New Invader II saloon, manual, royal blue, early delivery..... **£1,746**
1970(H) Invader, o/d., white..... **£1,445**
1969(H) Invader, automatic, Bahama yellow..... **£1,395**

MG
1970 MG-B roadster, w/w., BRG **£1,095**
1969 MG-B GT, w/w., o/d., white **£1,085**
1967 MG-B GT, radio, w/w., blue **£825**
1968 MG-C, red, w/w., radio... **£795**
1967 MG-B, w/w., recent respray red **£745**
1968 Midget, w/w., tonneau, radio, BRG **£595**
1967 Midget, blue **£485**
1963 MG-B, w/w., beige..... **£395**
1960 MG-A roadster, w/w., red... **£395**

TRIUMPH
1971(J) TR6 roadster, o/d., radio, works detachable hard-top..... **£1,425**
1969 TR6 roadster, Rostyle wheels, white **£1,195**
1968 TR5 roadster, o/d., damson **£975**
Selection of **Spitfires** usually available.

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1969 E-Type roadster, chrome w/w., radio/cassette player; midnight blue **£1,795**
1970(J) Morgan 4/4 2-seater competition, w/w. **£1,195**
1969(G) Marcos 1600 GT, *w/w.,* sun-roof, radio, yellow..... **£1,095**
1960/61 Mk. I Sprites, 'frog's eyes'. From **£265**

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FOR SALE—continued

LOTUS 47, Europa, 1600 GT C.F., Minilites, Motorola, discs all round, rose jointed, £1,080. Tel.: Finedon 388. (1097

ARMSTRONG Star Sapphire, 1959, saloon. Grey, automatic p/s, fastidiously maintained; M.o.T., Aug. £300 o.n.o. Tel.: 0702 76500. (1093

TRIUMPH RENOWN, 1950, 69,000 miles only; factory reconditioned engine and complete mechanical overhaul three months ago; must be among very few left in such fine original condition. Now have Rolls. Cash offers around £250. Martin, Tel.: Brimscombe (Gloucestershire) 2388. (1091

1927 ROLLS-ROYCE 22 Jack Compton saloon, YU 6489, taxed and tested £1,620. Tel.: Cranleigh (Surrey) 2661. (1090

1930 MORRIS Oxford 6, 15 h.p. Unique specimen. £750. Tel.: Cranleigh (Surrey) 2661. (1090

1929 MORRIS Oxford tourer four-door, wonderfully original; sound in every respect; registration MM 7618; lovely drive. £595. 1937 Morris 8 sports tourer; one owner; 51,000 miles; complete history and service records. Must be seen. £225. J. Breach, 1 The Banks, Mountfield, Sussex. Write or telephone Robertsbridge 549. (1089

FOR SALE—continued

COOMBS 3.4 Jaguar Mk. II, 1962. Manual, overdrive, lowered, stiffened, Konis, good oil pressure; taxed; long M.o.T.; known history; must sell. Offers over £200. Might *part-exchange cheap car.* Tel.: Godalming 6913 (evenings, weekends). (1086

1936 MORRIS 8. Good bodywork, very pretty; needs some mechanical attention. £250 o.n.o. Tel.: Chertsey 63191 (after 8.30 p.m.) (1085

HEALEY 3000, Mk. II, 1963. Overdrive, wires, extensive overhaul by engineer owner; excellent condition. £450. Tel.: Southampton 69582 (evenings). (1084

JENSEN 541. Blue; 1957; reliable; good tyres, overdrive, M.o.T., taxed; needs tidying; used daily. £300. Tel.: 021-705 5724 (Solihull). (1082

1928 AUSTIN 7 saloon. Aluminium body, superbly restored. M.o.T. H.P. can be arranged. £450. Tel.: Barton-under-Needwood 2439. (1080

GORGEOUS primrose M.G. TC, 1946. All mechanics, chassis beautiful condition; body stripped, resprayed, rechromed Nov.; many detail extras, plus much care to make this a fine road car. Private sale (Chester 25145) but can be seen Page *Motors, High St., Epsom.* (1083

FOR SALE—continued

BRISTOL 406. Maroon, grey interior; director's car; Bristol serviced; in very good order. £775. Apply Wolverhampton 34191 (business hours) or write for details to: Flat 2, 65 Newbridge Crescent, Wolverhampton. (1070

1971 LOTUS Elan Sprint drophead, 9,000 miles only; mustard/white, Motorola radio, unused tonneau, spare tyre absolutely as new. £1,575 or exchange Healey 3000, Daimler Dart, A.C. Bristol. Tel.: Ascot 24501. (1079

TR4A, 1966. Wire wheels, overdrive, white, tonneau cover, q.i. headlights, push-button radio, undersealed, Cinturatos, wing mirrors, leather rim steering wheel. This car has recently had a complete overhaul by main agents; bills available for over £100 showing servicing, new exhaust system, shock-absorbers, half-shaft, U.J.s, trunnions, steering gear, etc. Offered in excellent condition throughout at £640. Tel.: 01-794 8989 or Farmland (Essex) 2115. (1078

PORSCHE 365SC, 1965; l.h.d. Iris green, chrome wheels, new ZXs; only 34,000 miles; "F" reg.; A.F.N. bills for £500 recently; regularly serviced; no rust at all; immaculate. £1,000 o.v.n.o. Reason for sale. Tel.: 01-937 7828 (Kensington). (1076

FOR SALE—continued

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M.G., Y SERIES, rare 1950 sports saloon; subject of extensive expenditure; very good condition; stored for two years; excellent buy. £225. Tel.: 061-427 2237. (1074

ALFA ROMEO 1600 Sprint GT, 1964. Immaculate dark green/tan; taxed Aug., 1972; radio. £595 o.n.o. 9 Magpie House, Eastern Green, Coventry. (1073

1940 STUDEBAKER Commander five-seater sedan. Good condition; M.o.T., taxed; rare model; many spares. Wells, 41 Lawton Ave., Carterton, Oxford. (1069

MORGAN 4/4 competition, Sept., 1969, "H" registration; 19,000 miles; blue; wire wheels, radial tyres, tonneau; realistically priced at £975. She's beautiful but she's got to go. Ralph Barrett. Tel.: Brighton 25440 (day), Brighton 25151 (night). (1064

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M.G.-B., 1970. 1-owner. Fitted overdrive, wire-wheels, radio, tonneau, radials **£1,095**

M.G.-B., G.T., 1969 Mk. II. Fitted overdrive, wire-wheels, radio, heated-rear-window, radials. 1-owner. **£975**

M.G.-B., 1969. Fitted wire-wheels, radio, tonneau, radials. 1-owner to October 1971 .. .. **£965**

M.G.-B., 1966. Fitted overdrive, wire-wheels, tonneau, radials, radio **£675**

M.G.-B., 1963. Fitted overdrive, radio, tonneau, radials **£645**

M.G.-B., 1966. Fitted wire-wheels, radio, twin spots, leather wheel, radials **£595**

M.G.-B., 1964. Fitted overdrive, wire-wheels, twin spots, tonneau, folding hood, leather wheel.. **£475**

M.G. TD, 1952. Recently retrimmed. Mechanically overhauled '69. Very sound original example

M.G.A., 1600 Mk. II f.h.c. 1962. Resprayed and retrimmed in '69. In very good order throughout

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TRIUMPH TR4-A, 1966. Fitted overdrive, wire-wheels, G.800s. Over £150 recently spent on overhaul. Excellent condition **£695**

TRIUMPH TR4, 1964. *Special paint finish with matching hardtop. Subject of recent mechanical overhaul. Bills available* **£525**

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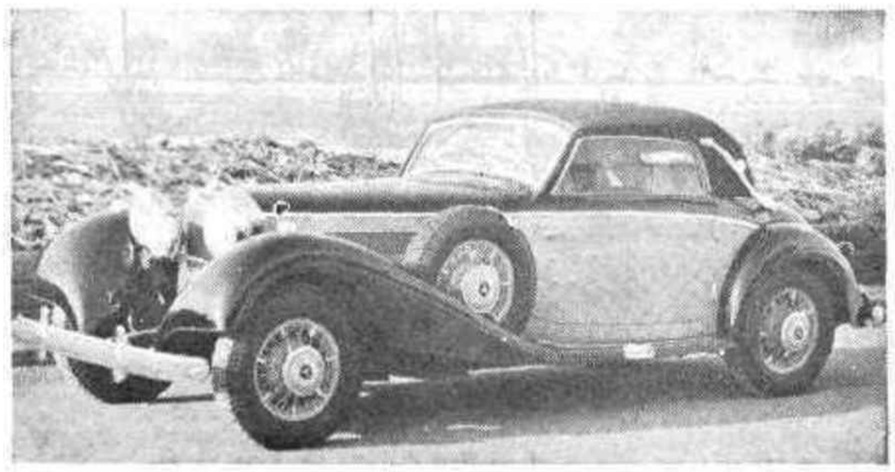
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1969 TVR VIXEN S2, *flame, alloys*	£1,035
1968 TVR, Bahama yellow, wires	£855
1969 TR6, red, overdrive	£1,225
1970 MG-B, white, Bermuda hard-top, Rostyles, radio	£1,125
1965 MG-B, Daytona yellow, overdrive, wires, radio	£595
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1966 ALFA ROMEO GIULIA 1600 SS Special, red, Bertone styled	£750
1965 SUNBEAM TIGER, white, one owner	£595
1967 JAGUAR 3.8 Automatic, golden sand	£695
1965 *SPITFIRE Mk. II, white, hard/soft-tops, radio*	£350
1970 MG MIDGET, white, wires	£760
1969 MG MIDGET, white	£675
1967 MG MIDGET, white, wires	£485
1965 MG MIDGET, black, wires	£375
1966 AUSTIN HEALEY SPRITE, Old English white	£435
1966 LOTUS CORTINA, twin tanks, reclining seats	£525
1965 GT CORTINA, Lotus colours	£395
1963 GT CORTINA, red/black flash, Webasto roof, Cibies	£295
1965 TR4A, Surrey top, red, overdrive	£565
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1966 FORD ANGLIA, dark blue	£225

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1965 RELIANT SCIMITAR 2½-litre saloon, an enjoyable car to drive, with *overdrive and wire wheels, economically priced at* **£590**

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1968 MG MIDGET, Snowberry white/black, radio, tonneau, new SP tyres and taxed till May 1972 .. .. **£590**

1965 TRIUMPH Spitfire. Red/black. Just fitted new Torado hard-top, extras include radio and road tax for 6 months **£395**

1968 TRIUMPH GT 6. Conifer green, o/d, w/w **£695**

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1963 COOPER 1071S. Fitted with a host of extras which include sun-roof, full-width wood dashboard, mag wheels, electric fan etc. must be worth .. **£260**

1960 MGA Coupe. Unusual history inasmuch as it has had little use since 1964 and is therefore much above average **£395**

We have just brought back from France a delightful little Renault Alpine which is at present undergoing a respray etc. Not only is this car the *current shape but it is also a convertible of which only twenty were made.* K registration. Price about **£550**

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1971 TRIUMPH TR6 roadster, one owner, 4,000 miles only, fitted o/drive, radio and XAS tyres **£1,495**

1970 TR6 roadster, saffron, black trim, fitted overdrive, reclining seats, racing mirrors ... **£1,395**

1969 TR6 roadster, fitted hard/soft-tops, radio and twin spots **£1,195**

1968 TRIUMPH TR5 roadster, fitted overdrive, Rostyle wheel trims and radio **£1,045**

1971 TRIUMPH GT6 Mk. III, one owner, 9,000 miles only; overdrive, wire wheels, h.r.w. ... **£1,245**

1970 TRIUMPH GT6 Mk. II, fitted overdrive, wire wheels and heated rear window **£1,095**

1970 TRIUMPH Spitfire, one local owner, 16,000 miles only; Jasmin, black trim **£795**

1969 'H' Reg. TRIUMPH Spitfire Mk. III, fitted w/wheels, heater and radial tyres; primrose **£725**

1966 TRIUMPH Spitfire Mk. II, signal red, black trim, fitted overdrive, heater **£525**

1967 AUSTIN HEALEY 3000 convertible Mk. III, overdrive, wire wheels and radio ... **£1,025**

1965 AUSTIN HEALEY 3000 convertible Mk. III, Colorado red, overdrive, wire wheels ... **£795**

1964 AUSTIN HEALEY 3000 convertible, Mk. III, B.R. green, black trim, fitted wire wheels **£695**

1970 AUSTIN HEALEY Sprite, 13,000 miles, bronze yellow, sculptured wheels, radio ... **£795**

1967 AUSTIN HEALEY Sprite Mk. IV, 1,275 c.c., fitted radio, luggage rack, heater ... **£525**

1968 SUNBEAM Alpine roadster, one owner; fitted o/drive, wire wheels, reclining seats ... **£795**

1966 SUNBEAM Alpine roadster, dark blue, black trim, fitted overdrive, wire wheels ... **£645**

1965 SUNBEAM Alpine roadster, B.R. green, black trim, fitted wire wheels, reclining seats **£545**

1967 ALFA ROMEO 1300 Sprint GT, fitted radio, reclining seats, 5-speed gearbox **£1,025**

1971 TVR Vixen S.3, 15,000 miles, blue, Mag. wheels, tinted rear window **£1,245**

1964 DAIMLER SP250, 'C' Spec., one owner, 47,000 miles; hard- and soft-tops **£845**

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1965 (Oct.) JAGUAR 3.8 'S'-Type, overdrive, p.a. steering, wire wheels **£495**

1966 TRIUMPH Spitfire Mk. II, white ... **£325**

1959 JAGUAR XK150 f.h.c., navy blue ... **£395**

1964 TRIUMPH Herald 1200 saloon, white **£195**

1962 (Sept.) CORTINA 2-door saloon, white £95

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1971 K-Registered LOTUS Europa S.2 (*similar to above*), one owner, 6,000 miles; carnival red, black trim, fitted servo brakes **£1,395**

1971 'K' Reg. LOTUS Europa S.2, one owner, 6,000 miles. Red, fitted servo brakes ... **£1,395**

1971 LOTUS Elan Sprint d.h.c., one owner, 6,000 miles, power windows, k.o. wheels, radio ... **£1,595**

1968 LOTUS Elan +2, fitted power windows, knock-on wheels and radio **£1,195**

1968 LOTUS Elan S.4 f.h.c., S/E., 24,000 miles only, cassette player, power windows ... **£1,095**

1969 LOTUS Cortina Mk. II, fitted Dunlop mag. alloy wheels, sun-roof; jade green **£895**

1960 LOTUS Elite, finished in regal red with tan trim, fitted Coventry Climax engine ... **£645**

1968 ASTON MARTIN DB6, Automatic, p.a. steering, chrome wire wheels, sun-roof ... **£2,695**

1958 ASTON MARTIN DB3 saloon, regal red, fitted overdrive and wire wheels **£795**

1970 'J' Reg. MARCOS 3-litre GT, one owner, 15,000 miles, sun-roof, overdrive, mag. wheels **£1,445**

1969 BOND Equipe 2-litre saloon, fitted overdrive, Rostyle trims, radio **£795**

1971 MINI 1275 GT, one owner, 11,000 miles. Flame red with black trim **£845**

1966 PORSCHE 912 coupé, royal blue, black trim, fitted 5-sp. gearbox, reclining seats, r/mirrors **£1,395**

1960 TRIUMPH TR3A roadster, B.R.G., fitted overdrive, hard/soft-tops and heater ... **£395**



1968 SCIMITAR GT, 3-litre V6 Silver Streak, fitted overdrive, h.r.w. and reclining seats ... **£1,025**

1971 SCIMITAR GTE, one owner, 4,000 miles, fitted overdrive, h.r.w. and reclining seats ... **£2,095**

1970 SCIMITAR GTE Automatic, fitted sun-roof, heated rear window and radio **£1,845**

1971 'E'-Type f.h.c. Mk. II, one owner, 3,000 miles, chrome wheels, sun-roof, heated rear window **£2,695**

1970 'E'-Type 2 + 2 Mk. II, sun-roof, chrome wire wheels, heated rear window and radio ... **£2,395**

1970 'E'-Type roadster, one owner, 15,000 miles; p.a. steering, chrome wheels, radio **£2,295**

1969 'H' Reg. 'E'-Type 2 + 2 Mk. II, Auto., sun-roof, heated rear window and radio **£2,095**

1969 'E'-Type roadster, Mk. II, one owner, chrome wire wheels, reclining seats, radio ... **£1,895**

1969 'E'-Type f.h.c., Mk. II, one owner, chrome wire wheels, h.r. window and radio **£1,895**

1968 'E'-Type f.h.c., open headlight model, Sundym glass, heated rear window, radio **£1,695**



1967 'E'-Type 2 + 2, Carmen red, fitted chrome wire wheels, heated rear window and radio ... **£1,425**

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1969 M.G.-C GT, one owner, fitted overdrive, wire wheels and radio **£1,095**

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1970 M.G.-B GT, one owner; fitted overdrive, wire wheels, reclining seats **£1,345**

1971 Ser. M.G.-B roadster, blaze, one owner; fitted overdrive, radio, reclining seats **£1,225**

1970 M.G.-B roadster, one owner, 16,000 miles; fitted overdrive, wire wheels, radio **£1,145**

1970 M.G.-B roadster, one owner; fitted overdrive, wire wheels and radio **£1,095**

1970 Ser. M.G.-B roadster, Auto., fitted wire wheels, reclining seats and radio **£1,095**

1967 M.G.-B roadster, mineral blue, black trim, fitted overdrive, heater and seat belts ... **£775**

1964 M.G.-B roadster, B.R. Green, fitted wire wheels, leather-rim wheel, racing mirrors ... **£565**

1970 Ser. M.G. Midget, one owner; bronze yellow, fitted sculptured wheels and reclining seats ... **£745**

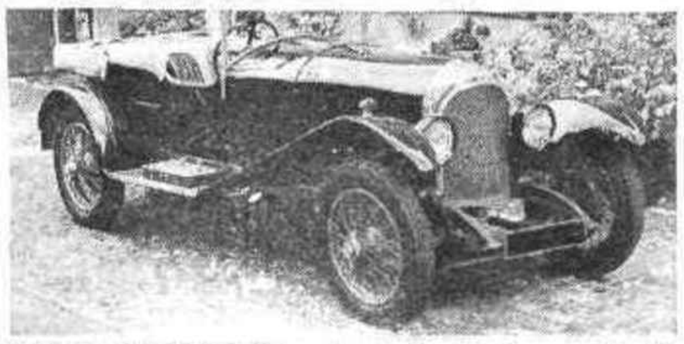
1969 M.G. Midget, primrose, wire wheels, reclining seats, luggage rack, tonneau **£695**

1967 M.G. Midget, tartan red, fitted radio, twin spots and heater **£525**

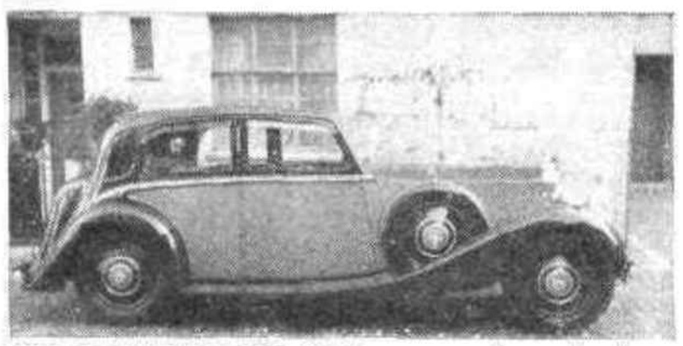
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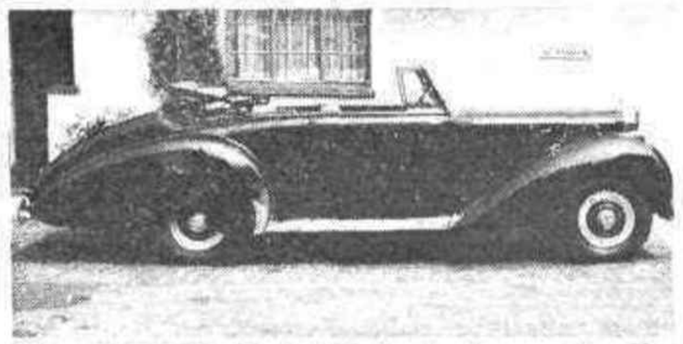
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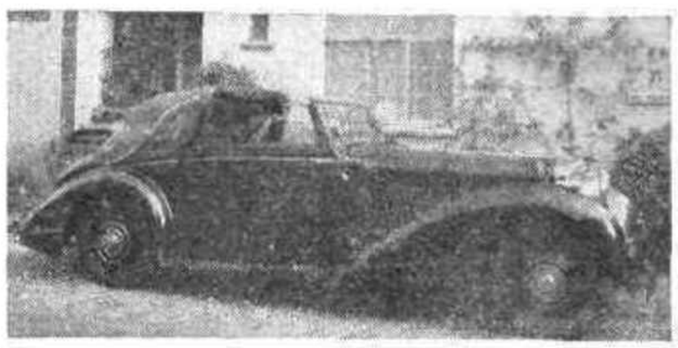
1927 BENTLEY 3-litre short-chassis Speed Model, original Vanden Plas coachwork, recent restoration.



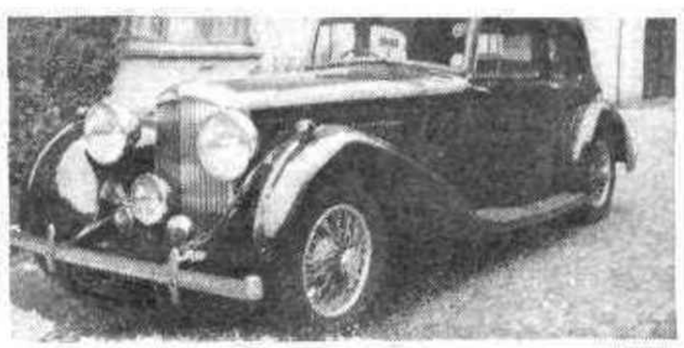
1936 ROLLS-ROYCE 25/30 sports saloon by James Young, very good example.



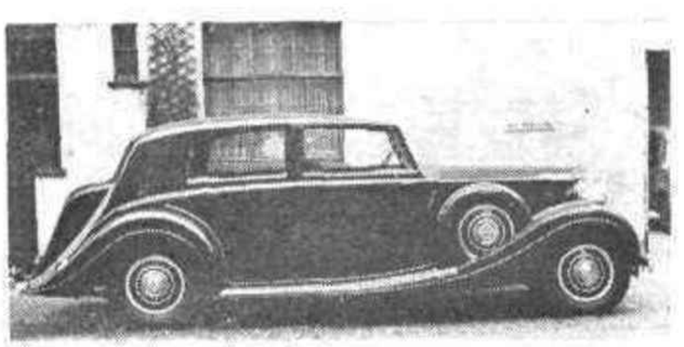
1950 BENTLEY Mark VI drophead coupé by Park Ward, full history, new hood, carpets, etc.



1937 BENTLEY 4½-litre 3-position drophead coupé by Gurney Nutting, outstanding example. Fully restored.



1939 BENTLEY 4½-litre MR series sports saloon by Park Ward.



1939 ROLLS-ROYCE *Wraith* sports saloon by H. J. Mulliner, exceptional throughout.

1924 ROLLS-ROYCE Silver Ghost enclosed cabriolet by Hooper.
1923 ROLLS-ROYCE 20 four-door cabriolet by Barker.
1927 ROLLS-ROYCE 20 fixed head coupé.
1936 ROLLS-ROYCE 20/25 owner driver saloon by Barker.
1935 ROLLS-ROYCE 20/25 Sedanca de Ville by Hooper.
1948 ROLLS-ROYCE Silver Wraith touring saloon by Hooper, finished in white with black leather interior, ready mid February.
1952 ROLLS-ROYCE Silver Wraith owner driver saloon by James Young.

1957 BENTLEY S1 saloon, power steering, good example, £895.
1956 BENTLEY S1 saloon, Webasto roof, dark green over silver. £725.
1949 BENTLEY Mark VI coachbuilt saloon by Hooper.
1929 RILEY 9 Brooklands 2 seater undergoing restoration.
1938 ALVIS Crested Eagle "17" sports saloon, excellent original order, £395.
1932 ALVIS 12/60 Beetle Back 2/3 seater, good example.
1936 RILEY 1½-litre Sprite sports 2 seater to original specification.

WANTED : ALL TYPES OF ROLLS-ROYCE AND BENTLEY CARS. HIGHEST PRICES PAID FOR ALL VINTAGE AND P.V.T. CARS.

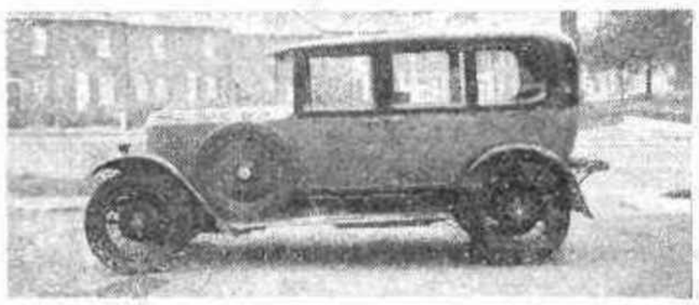
36 & 12 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 01-584 7332/01-584 7472

HITCHIN 3444

C. J. BENDALL LTD.

FOR UNUSUAL AUTOMOBILES

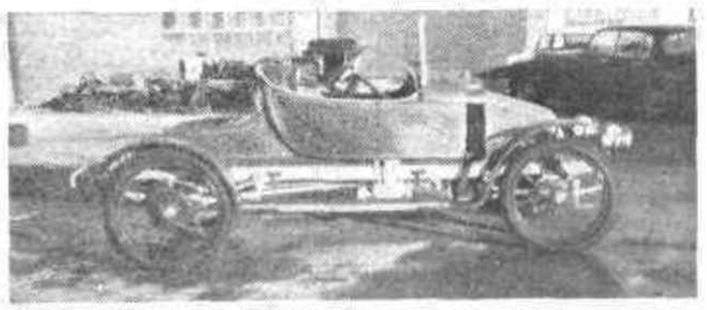
HITCHIN 3445



1926 **VAUXHALL 14/40** saloon, f.w.b. and 4-speed box; coach-painted black on peacock blue, good brown hide interior; highly original and practical car in good running order. **£850 o.n.o.**



ROLLS-ROYCE Silver Cloud I, November, 1956 (automatic but not power-steering), similar to above. A very fair car mechanically and being repainted black on Seychelles blue. Fully serviced by us. **£1,550**



A charming small French veteran, *circa* 1912, **HURTU 1,600** c.c., 4-cylinder, nicely restored, completely overhauled engine, rebuilt wheels, new tyres, etc. Royal blue lined yellow and blue trim. Ready to drive away.

ROLLS-ROYCE 20/25 Barker sloping-tail sedanca, 1935, highly original car with a genuine mileage believed to be approximately 100,000. This car has been in store since 1959; we have done considerable mechanical work including a new clutch, decarbonising, wiring, etc., and are currently renovating the interior and repainting, replating, etc., to bring the coachwork up to the excellent mechanical standards.

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.

We are still negotiating for two or more l.w.b. **Silver Wraiths** with limousine bodies and also a **Silver Wraith** sedanca de ville. We hope to achieve success by the time this advertisement appears.

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**

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 **£445**

Probably unique — **1937 BUICK 38 h.p.** with sedanca coachwork by Binder of Paris, l.h.d. and the long-chassis model, consequently a very large and imposing car. Running order and generally very sound and complete but needs paint and trim. **£500**

HWM-JAGUAR GT coupé, 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**

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; considerable mechanical work recently carried out but requires under-body repairs, hence no M.o.T. and realistic price of **£595**

VETERAN :
We may be in a position to offer on behalf of a customer, a very fine and original **1907 HUMBER** 4-seater Roi-de-Belge type tourer, 15 h.p., ex-Rootes Collection. Original dark green striped yellow. *Car is in running order and drives extremely well; complete* with all lamps, etc.

VINTAGE :
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.

SUNBEAM 16.9 tourer, 1927, highly original car in every respect, finished in black, original dark red leather interior, new fawn hood and side-curtains; an Auster rear screen is available with the car. Two owners since 1949 and stored for considerable periods. *(For photograph, see last month.)*

Immediate Hire Purchase and Insurance facilities can be arranged.

All types of part-exchange considered.

PAYNES PARK, HITCHIN, HERTFORDSHIRE

GOLD SEAL SPORTS CARS

253-255, New Cross Road, London SE14. Tel: 01-639 3204



CHEVROLET Stingray convertible, 1966. 7.2-litre engine, a striking car finished in silver blue, electric windows, radio, recent R.A.C. report. **£1,595**



JAGUAR 'E'-type roadster, 1969. In Carmen red with black trim, fitted chrome w/w, radio etc. **£1,895**



ALFA ROMEO 1759 GTV, 1969. 'H' Reg. Finished in dark blue with tan trim. Radio. **£1,565**



FIAT 124 Sport, 1969. Positano yellow with black trim. 5-speed box. Radio. Radials. **£1,195**

Open daily 10 a.m.-8 p.m.
Saturdays 10 a.m.-7 p.m.
Sundays 10 a.m.-5 p.m.

SELECTION FROM STOCK

FERRARI 330 GTC, 1968. Finished in *opalescent dark blue with beige hide.* Fitted all usual Ferrari refinements, inc. radio. **£4,650**

FERRARI 3300 GT, 1965. Flame red with black trim, fitted o/d, Borrani w/w. **£1,995**

PORSCHE 911, 1966. Dark blue with black trim. 5-speed box. Radio **£1,895**

LOTUS ELAN +2S, 1969. 'H' Reg. One owner, 17,000 miles. Bahama yellow with black trim. Radio, h.r.w., chrome wheels, tinted screen. **£1,795**

PORSCHE 912, 1968. Burgundy with black trim. 5-speed box, radio, etc. **£1,765**

LOTUS ELAN +2S, 1969. 'H' Reg. One lady owner. Blue with silver grey roof. **£1,725**

RELIANT GTE, Dec. 1969. 'H' Reg. Caribbean green with black trim, manual with overdrive, radio, sun-roof, etc. **£1,595**

MARCOS 3-litre, 1970. Yellow with black trim, fitted radio, mag. wheels, etc. **£1,375**

ALFA ROMEO 1300 GT Junior, 1969. Flame red with black trim, radio, etc. **£1,295**

LOTUS ELAN S4 S/E, 1970. F.H. coupe, white with black trim, fitted sun-roof, radio, low profile tyres. Supplied by *us.* **£1,295**

LOTUS ELAN S4 f.h.c., 1969. Finished in Lotus yellow with black trim, fitted K.O. wheels, etc. **£1,195**

TRIUMPH TR6 roadster, 1969. Damson with black trim, fitted o/d, w/w and tape player. **£1,195**

M.G.-B. GT, 1969. 'H' Reg. Extras include w/w, o/d, radio, etc. Snowberry white with black trim. **£1,165**

TRIUMPH TR6 roadster, 1969. A one-owner car, finished in signal red with black trim. **£1,145**

M.G.-B roadster, 1970. B.R.G. with *black trim, Rostyle wheels.* **£1,095**

M.G.-B GT automatic, 1968. B.R.G. with black trim. One owner from new. H.R.W., w/w. **£1,045**

FIAT 124 Sport, 1968. Red with black trim. Push-button radio. One owner 30,000 miles. **£1,045**

RELIANT SCIMITAR 3-litre coupe. Finished in silver blue with black trim, fitted o/d, radio. **£995**

FIAT 950S coupe, 1971. 'K' Reg. under 4,000 miles. Dark blue with tan trim. Undersealed. **£985**

M.G.-C GT, 1968. B.R.G. with black trim. Extras include w/w, o/d, radio, sun-roof. **£965**

TRIUMPH TR5 coupe, 1968. Primrose with beige trim. **£945**

LOTUS ELAN. B.R.M. modified engine. Extras include chrome wide wheels, flared wheel arches. Green with black trim. Reg. 1968. **£925**

LOTUS VII S, 1970. In yellow, fitted Lotus alloy wheels. Immaculate throughout. **£925**

ASTON MARTIN DB4, Nov. 1961. Silver blue with black leather trim. Two owners from new. **£895**

ALFA ROMEO Sprint GT, 1966. Dark blue with tan trim, fitted radio, sun-roof, etc. **£885**

M.G.-B GT, 1967. B.R.G. with black trim. Extras include o/d, w/w. **£845**

TRIUMPH TR4A coupe, 1967. Powder blue with matching trim. o/d, w/w, radio, radials. **£845**

M.G.-B roadster, 1966. B.R.G. with black trim. w/w and radio. **£675**

M.G.-B roadster, 1966. Roman purple with black trim, soft top, w/w, etc. **£645**

SUNBEAM ALPINE, 1967. Roadster moonstone with black trim, w/w, o/d, radio, new SP68's. **£645**

LOTUS ELITE, 1959. White with beige trim. Full history last 10 years. **£595**

AUSTIN COOPER S 1275, 1967. 'F' Reg. Dark blue with grey trim. Extras include mag. wheels, flared arches, radio, etc. **£585**

TRIUMPH TR4A coupe, 1965. Conifer green, black trim. Radio **£565**

MORRIS COOPER S 1275, 1967. 'F' Reg. Finished in Old English white with black trim. Fitted Pearce wheels, wind-up windows, radio. **£545**

M.G.-B roadster, 1963. Black with black trim, w/w, T/C. **£485**

M.G. Midget 1,220-c.c. engine. Wide wheels, flared arches, Bermuda type hard top, radio, roll over bar etc. *This car is* unmarked and superb in every respect. **£395**

VOLKSWAGEN Beach Buggy Hustler body, 1,500-c.c. engine. Excellent finish. Roll over bar, weather equipment. **£395**



LANCIA FULVIA Sport Zagato, December 1968. One owner. Under 12,000 miles recorded, desert white with black trim. **£1,295**



DAIMLER SP 250 Sports, 1961. Finished in Rolls-Royce regal red with black leather trim. History available. Full length tonneau cover. Heater etc. **£645**



HERON EUROPA coupe, 1965. 1,500-c.c. Ford engine. Wide wheels. Radio. **£445**



TRIUMPH TR 3A, 1962. A superb car finished in Carmen red with matching trim, w/w, o/d, radio, etc. **£545**

RELIANT GTE, 1969. Mexican red with black trim, manual with overdrive, h.r.w., radio. 28,000 miles. **£1,565**

ASTON MARTIN DB5 Convertible, 1964. Carmen red with tan trim. **£1,495**

ASTON MARTIN DB5 saloon, 1964. Sierra blue with red trim. 5-speed box, radio, chrome w/w. **£1,395**

JAGUAR 'E'-type f.h. coupe, 1967. 'F' Reg. Carmen red with black trim, h.r.w., p/b radio, two owners. **£1,395**

M.G.-C GT, 1969. Old English white with black trim, fitted o/d. **£995**

MASERATI 3500 GT, 1963. Regal red with white *hide interior, sun-roof.* 5-speed box, radio. **£995**

TRIUMPH TR5 roadster, o/d, w/w, conifer green with black trim. **£995**

ALFA ROMEO Duetto, 1967. An immaculate example in Spa white with black trim, fitted hard and soft tops, radio, T/C. **£995**

GINETTA G15, 1970. A most attractive car in honey gold with black trim. Many extras including alloy wheels, sun-roof, SP sport tyres, etc. **£845**

M.G. Midget, 1970. B.R.G. with black trim. Extras include w/w. **£765**

AUSTIN MINI 1275 GT. Finished in aqua blue with black trim. Spotlights and low profile tyres. **£735**

FORD Cortina GT, 1969. 4-door. White with black trim, 1600E dash, twin spots, etc. **£695**

FORD Cortina GT saloon, 1964. Goodwood green, wide wheels, radio. **£365**

M.G. Midget, 1964. Fitted hard top, radio, etc. Black with black trim. **£365**

TRIUMPH Spitfire, 1964. Extras include modified engine with Weber carb., hard top, soft top, radio, wide wheels. **£365**

TRIUMPH Spitfire, 1964. White with black trim, hard and soft tops, radio, etc. **£325**

GOING ABROAD OR JUST VISITING, ENQUIRE NOW ABOUT OUR PERSONAL EXPORT SERVICE, WE OFFER UNBEATABLE TERMS & SERVICE

LOTUS



ELAN SPRINT: F.H.C., Lagoon blue, **D.H.C.,** orange or green. **TWIN CAMS:** Red or yellow. **Twin cam** and **Sprint** demonstrators available. Early delivery **+2S 130.**

AUSTIN



NEW AUSTINS: Exceptional allowances on car in part exchange **Mini Clubman,** black tulip. **1300** 4-door, midnight blue. **Maxi 1750,** damask red.

SCIMITAR



SCIMITAR GTE: Orders are now being taken for the fabulous **1972 GTE.** Very early delivery most colours. Automatic or manual. DEMONSTRATION car available.

MG



'B' sports, flame red, overdrive. **GT,** green mallard, overdrive, etc. **GT,** harvest gold, automatic, etc. **MIDGETS,** most colours.

LONDON SPORTS CAR CENTRE

England's largest Lotus and M.G. specialists

LOTUS

1971 Lotus +2'S' 130. Specially finished in black gloss. Fitted with heated rear window, sunshine roof, radio and electric aerial, cassette stereo unit, chrome wheels, etc. One of the most eye catching +2'S's we have ever seen. Recorded mileage 10,000..... **£2,295**

1970 Lotus +2'S'. French blue with black trim. Fitted with sunshine roof and heated rear window..... **£1,850**

1969 Lotus Elan S/E d.h.c. *This very attractive car was specially built with flared wheel arches and extra wide rim wheels. Finished in gloss black over bright yellow with black interior. Fitted with push-button radio. Recorded mileage 33,000. This car really must be seen to be appreciated*..... **£1,295**

1969 Lotus Elan S/E d.h.c. Yellow with black trim. Fitted with radio. An extremely well maintained example throughout. Recorded mileage 21,000 **£1,195**

1967 Lotus Elan S/E d.h.c. Finished in Lamborghini lime green and fitted with push-button radio. A one owner car which was supplied and maintained by ourselves from new. Recorded mileage 27,000.. **£995**

1970 Lotus 7 Twin Cam (Modified by Holbay). Yellow with black trim. This beautifully maintained car is equipped with heater, full weather equipment and Goodyear G.800 tyres. This car really must be inspected by the connoisseur as the performance achieved from the claimed 140 b.h.p. has to be experienced to be believed. Recorded mileage 9,800..... **£1,095**

TRIUMPH

1971 ('K' Reg. October) Triumph GT6 Left-hand drive. Saffron with black trim. Fitted with overdrive, heated rear window and wing mirrors..... **£1,095**

1968 Triumph TR5. Red with black trim. Fitted with *overdrive, wire wheels and push-button radio.* Recorded mileage 34,000..... **£945**

AMERICAN CARS

1971 Boss Mustang. (New and unregistered). Bright red with white upholstery. Full specification .. **£3,995**

1972 Mustang Mach 1 (new and unregistered). A choice of three colours. Very full specification..... **£3,850**

1972 Mustang Mach 1 (new and unregistered). A choice of six colours..... All at **£2,995**

1972 Pontiac Trans-Am (new and unregistered). Cameo white with white interior..... **£3,895**

1972 Pontiac Firebird Formula 400 (new and unregistered). Monarch yellow with black interior .. **£3,750**

1972 Camaro SS. Z.28 (new and unregistered). Spring green with white interior..... **£3,895**

1966 Ford Mustang Convertible. Right-hand drive. White with black trim. Fitted with automatic transmission, power steering, power hood and radio .. **£1,095**

M.G.

1970 (Nov.) M.G.-B GT. Automatic transmission. Bronze yellow with black trim. A full specification includes servo brakes, combined radio and cassette unit, Rostyle wheels. A one owner car with a recorded mileage of 13,500..... **£1,295**

1970 M.G.-C roadster. Red with black trim. Fitted with wire wheels, reclining seats and radial tyres. A very well maintained one owner example..... **£1,095**

1970 M.G.-B roadster. Red with black trim. Fitted with wire wheels and push-button radio. Supplied and maintained by ourselves since new. Recorded mileage 20,000..... **£995**

1969 M.G.-B roadster. Mineral blue with black trim. Specification includes overdrive and wire wheels **£945**

1967 M.G.-B GT. Mineral blue with black trim. Fitted with overdrive, wire wheels, push-button radio, leather rim wheel, servo brakes, Kenlowe fan. An *exceptionally well maintained example with a recorded* mileage of 41,000..... **£865**

JAGUAR

Jaguar 'E'-type V12 2+2 (Reg. November 1971). Primrose with black trim. Power steering and heated rear window. Delivery mileage only..... **£3,495**

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..... **£2,295**

MISCELLANEOUS

1971 Lancia Fulvia S2 Zagato Coupe. Tangerine with black trim. A very full specification includes 5-speed gearbox and push-button radio. An opportunity to acquire an immaculately maintained example of this very exciting and sought after vehicle. Recorded mileage 6,000..... **£1,875**

1971 (K Reg.) Ford Escort Mexico. *Maize with black stripes and black interior.* A rare opportunity to acquire one of these outstanding motor cars. Recorded mileage 3,800..... **£1,095**

LOTUS

IMPORTANT NOTICE TO ALL POTENTIAL LOTUS PURCHASERS

We desperately need your present used Lotus (or any other late sports car) in part exchange for a new Elan, Europa or +2 'S' 130.

Unequalled part exchange allowances given.

Before you purchase elsewhere, telephone us now and reverse the charges. it won't cost you a penny *to find out how much better you can do!!!*

We have in stock a comprehensive range of all 1972 Lotus models, in varying colours and to latest specifications. *Demonstrations* and early delivery on all models guaranteed.

HIGH STREET, EDGWARE (2 MINUTES FROM M.1 ACTUALLY ON THE A.5.)
TELEPHONE 952 6171 (SERVICE 952 5578; STORES 952 0108). TELEX 261215.
OPEN 9.30 A.M. TO 7.30 P.M.

FOR SALE—*continued*

ALFA ROMEO GTV 1750, 1969. Red; 22,000 miles; push-button radio; many extras. Immaculate bodily/mechanically; any *trial. £1,450 Tel.: 01-954 0546.* (1243

1935 ROLLS-ROYCE 20/25 Hooper "D"-back limousine with fabric roof; completely mechanically restored, retrimmed throughout, new paintwork; over £1,300 spent. New car forces me to sell for only £2,000. Tel.: Polegate 3989 (1244

M.G. PB, 1936. Restored over four years to beautiful original condition; mechanically, bodily, *all instruments original*; finished B.R.G. £665. Please write to view: 40 Newham Green, Crowmarsh, near Wallingford, Oxon. (1245

ASTON MARTIN DB2/4 Mk. II. One of finest examples of this model in original gunmetal grey. Only £545. Tel.: Farnham (Surrey) 4383. (1246

M.G.-C GT, late 1968 "G" registration. Overdrive, wire wheels, radio; taxed and long M.o.T.; special factory order in Met. blue; £200 recently spent on steam clean and underseal, new brakes and servo, batteries, alternator, tyres and exhaust. *This car has only covered 25,000 miles and* is being sold by the second owner who has really kept it in A1 order. Only reason for sale, baby just ordered and more room wanted. £950. Tel.: 01-731 2565. (1248

ASTON MARTIN DB2/4, 1954. Red/cream trim; taxed, tested; recently had overhaul but still requires a little more attention for perfection. £475. C. Nix. Tel.: Woodborough 2007 (office hours). (1247

1965 SPITFIRE, stage two S.A.H. converted, glass-fibre body; M.o.T. Oct. £325. Consider exchange saloon. Tel.: Bognor Regis 22184. (1253

M.G.-C GT, 1968. Mineral blue; automatic; low mileage; wire wheels, new tyres. £885. Tel.: Ridgmont (Beds.) 484 (evenings). (1251

M.G.-B GT, 1967. *Mineral blue.* Meticulously maintained; 25,000 miles recorded; second car. £820. H.P. arranged Peacock. Tel.: Windsor 60163 (daytime). (1249

SUNBEAM ALPINE GT, Series V, Oct., 1967; two owners; 46,000 miles; turquoise metallic; overdrive, radio, hard-top, tonneau; very good condition, well maintained; inherited new car. Must sell Alpine. Best offer near £600 secures. Tel.: Aycliffe 3181. (1254

B.M.W. 2002, K registration; 4,000 miles only; as new. £1,575 o.n.o. Tel.: 01-639 2869. (1278

LOTUS ELAN, red, f.h.c., special equipment June, 1970; good tyres, wireless; 21,000 miles; one owner; genuine reason for sale. £1,250 o.n.o. Tel.: Mereside (Huntingdon) 231. (1275

SPITFIRE, 1963. Black; taxed, M.o.T.; new hood; bodily and mechanically sound. £240 o.n.o. or interesting part-exchange. Tel.: *Havant 4096.* (1277

XK120 ROADSTER. Complete and original bodyshell in very good condition complete with spats, etc.; removed from completely restored chassis; full "C"-type rebuilt engine; rechromed bumpers, etc.; carrying registration number RRR 120; space and commitments force sale of above which when completed must surely be one of the finest examples in the country. £700. Tel.: Ingrebourne 42752 (London area). (1276

AUSTIN NIPPY, 1933. Immaculate condition but half-shaft bust. £250. No offers. Tel.: Bletchley 76066. (1274

MARCOS V6; *17,000*; radio, overdrive, 6J alloys, sun-roof. £1,295. Tel.: Ripley (Derbys.) 3304. (1273

ELAN S1. Red. Radio; taxed, M.o.T.; v.g.c. £520 o.n.o. Tel.: Hythe (Kent) 69378. (1272

1937 ALVIS 17 h.p. three-carburettor saloon; good running condition. £200. 1928 Austin 7 h.p. fabric saloon; magneto-engined; poor condition. £150. A. E. Birch, 24A Headstone Rd., Harrow, Middx. Tel.: 863 4808. (1270

JAGUAR XK150S f.h.c., Very rough with spare rolling chassis. £100. A. E. Birch, *24A Headstone Rd., Harrow, Middx. Tel.:* 863 4808. (1270

CONVERTIBLE BOND 2-litre Equipe Mk. II, 1969H. White. Fitted overdrive, new ZXs; excellent condition. £750. H.P. arranged. Tel.: Blackpool 62794. (1268

HOOK your trailer on the towbar of VW 1500 van, bung masses of spares in the back and beetle off with radio playing! M.o.T., engine rebuild and respray last season. £235. Tel.: Bishops Stortford (Herts.) 722075. (1262

JAGUAR "E"-TYPE convertible, 1964. New XAS radials, new clutch, steering lock, Motorola, *maker's oil pressure.* £750. Tel.: 01-886 9698. (1261

M.G.-B GT, March, 1969. Wire wheels, radials, excellent red bodywork with underseal, reclining front seats with covers, *h.r.w. and radio; 26,800 miles;* £1,000 required. Tel.: 01-670 1718 (after 7 p.m.) or write Sharman, 58 Thurlow Park Rd., London, S.E.21, to view. (1260

TR4, S.A.H. 135-b.h.p. engine (1,500 *miles*); seven-ratio gearbox, uprated and overhauled front suspension, adjustable shocks, six-in. magnesium wheels, S.P. Sport tyres (new), q.h. spots, air horns, Radiomobile radio, bucket seats, leather rim wheel, centre console, Alcy roll bar; body condition good; white; new tonneau, hood tatty; taxed, M.o.T. Exciting car. £440 o.n.o. Telephone for appointment to view: Stanford-le-Hope 3249. (1258

3-LITRE BENTLEY, 1924. In regular use; extensively rebuilt over past four years; a most attractive car; photograph and other *details supplied on request.* Also almost complete split-sump engine, renovated and ready for assembly. Will sell together or separately. Price negotiable. Tel.: Rushton Cockermouth 3154. (1257

HEALEY 3000 Mk. III, Nov., 1964. Overdrive, new engine modified regardless of cost, 6 in. 72-spoke wires, E70 VR15 tyres, flared arches, Koni shockers, Cibie head*lamps, spots, rollover bar, etc. £700, H.P.* maybe. Tel.: Leighton Buzzard 66041 (after 6 p.m.). (1256

TR6 P.1, "H" REGISTRATION, 1969. Racing Green, black interior; overdrive, radio, belts, underseal, impeccable condition; one owner; garage kept. £1,160, H.P. negotiable. Tel.: 01-352 9513 (home), 01-930 3633 (work). (1255

BENTLEY MK. VI Freestone & Webb razor-edge alloy-bodied saloon, black, 1947/48. Excellent exterior and mechanicals. Interior needing some attention. New exhaust, tyres, battery. M.o.T. £575 o.n.o. Broderick, Tel.: Christow (Devon) 486. (1341

AUSTIN HEALEY 3000 Mk. II (1963). Fantastic condition, new hood, overdrive, wire wheels, luggage rack; lots of spares. £575. Tel.: *Hanmer 335.* (1342

ROCHDALE OLYMPIC, Sprite engine, radials. M.o.T., taxed. An immaculate 2+2 GT. £295. Cooke, 32A, Alma Vale Rd., Bristol 8. Tel.: Clevedon 3601 (business). (1343

1966 (OCT.) M.G. Midget. Taxed April, M.o.T. Nov. Excellent condition, wires, radio, new hood; host of extras. £420 o.n.o. 1963 Midget, good condition, taxed, M.o.T.; extras. £185 o.n.o. Tel.: 051-334 1288 Wirral). (1343

1938 WOLSELEY sedanca de ville, 18 h.p. Unusual, dignified and very comfortable, but engine, wiring, wings and sunshine roof need attention. Not taxed or insured. £15 or will *scrap. Stored Surrey. Tel.: Twigworth 233* (evenings). (1345

LANCHESTER 10, 1936, Mulliner coachwork. Excellent throughout. 59,000 miles. Taxed, M.o.T. Photograph available. Any trial. (Suitable for publicity purposes in dealer's showroom.) £225. 33 Biddulph Court, Braemar Rd., Sutton Coldfield, Warwickshire. (1347

LOOK! £1,695. 'E'-Type 2+2, 1969 (August). *Series 2. Red/black interior. One owner, 36,000* miles. Extras include Webasto roof, radio, c.w.w., h.r.w. Absolutely perfect mint condition. Tel.: Cwm (Monmouthshire) 258 or 226 (Mon.-Sat. 9-6). (1348

TR4A, 1967, white, overdrive, radio, heater, laminated screen, servo, full and half tonneau covers; new dampers, clutch. Concours award, excellent condition. £760. Tel.: Eastbourne 25049 (day) or 32305 (evening). (1349

PANHARD 24CT, 1964, 2+2 sports car. Long M.o.T. Excellent condition, new tyres and battery. Possible part exchange. £415. Tel.: East Horsley 2014. (1350

LOTUS ELITE, 1962. White. S.E., ZF box. Climax engine recently overhauled. Resprayed. M.o.T. Good condition. £595 o.v.n.o. Tel.: Frensham (Surrey) 3669. (1351

LEA-FRANCIS, 1948, 4-door light. Original condition. M.o.T. Nov. 1972. Complete mechanical and service history, including original receipt. In daily use. £430 o.n.o. Tel.: 021-353 8603 (*about teatime*). (1352

LOTUS ELITE, 1962, S.E. Has been stripped to shell and completely rebuilt as new; spare ZF box, bell-housing. £975 o.n.o. Full details, Tel.: Knowle (Warwickshire) 5039 (evenings). (1353

1971 LOTUS Europa, yellow with black trim; 9,000 miles. Increasing family forces quick sale, hence offered at only £1,195. Tel.: Thrapston (Northants.) 2880. (1354

M.G. MIDGET, Dec. 1970, bronze yellow, Rostyle wheels, tonneau cover; 18,000 service. One lady owner. Immaculate. £755. J. Pescod, 16 Troughton Pl., Tewkesbury. (1355

SUNBEAM-TALBOT, 1946, 2-litre sports saloon. Fine example of this model with plenty of post-vintage character. £215 o.n.o. Tel.: Wotton-under-Edge (045 385) 2540. (1356

PORSCHE 356C, R.H.D., 1965, *white with black* interior. Blaupunkt radio, reclining seats. One private owner. Really exceptional. £950. Tel.: Southampton 69582 (evenings). (1357

CADILLAC FLEETWOOD sedan, finished *black, gold, green trim. Power brakes, seats,* steering, windows; self-seeking radio; heaters front, rear. Most impressive, this is no ordinary 17-year-old car; completely restored to a very high standard 2,000 miles ago, newish whitewall tyres. Tested. For sale with spare engine, two crankshafts, two gearboxes and many more spares, etc. A very sound investment at £325. Exchange possible. Tel.: Stoke-on-Trent 57002. (1358

SUNBEAM-TALBOT Mk. 2A, 1950, 66,500 miles, one owner; good condition. Negligible mileage since £160 overhaul, engine, gearbox, clutch. Numerous spares, extras. Taxed. Tel.: Budleigh Salterton 3379. (1359

L.H.D. PEERLESS GT. *6J chrome wires, etc.* As advertised in October "Motor Sport", still for sale due to time-waster. Gentlemen from Denmark and Sweden who rang me, please note. Offers to: Tel.: Forest Row 3169 (Sussex). (1360

1933 AUSTIN 7, ALA 326, very good body and paint but less good interior, well shod, runs well. Plus two nearly complete spare engines and two complete radiators, six spare tyred wheels, spare windscreen and side windows. £160. Also dilapidated 1955 Mk. III Sunbeam-Talbot, offers? Write or call: Lewthwaite, Home Farm Pillerton Hersey, Nr. Warwick. (1362

FOR SALE—continued

TR4A, 1967F. White; 25,000; radio, extras. £695. *Consider exchange newer sports car.* 80 Crathorne Ave., Oxley, Wolverhampton. (1066

ALFA ROMEO. Surgeon must sacrifice 1968 ("F") 1750 Berlina saloon. White. Taxed, M.o.T.; radio. £1,100. Tel.: Southampton 56319 (1065

SPITFIRE, 1968 (Dec.). Wires, radio, hard/soft-tops, radials, mirrors, underseated; first-class condition. £635. Tel.: Stone Cross (Sussex) 318. (1068

1948 BENTLEY standard saloon car for sale; 208,000 miles; only one owner throughout; just been completely overhauled mechanically by Rolls-Royce, with new engine and new gearbox, and the bodywork overhauled by Rolls-Royce and a coachbuilder, colour, newly-sprayed light fawn. Price £2,800. E. L. C. Pentecost, Cropwell Butler, Nottingham. (1059

1933 STANDARD Flying 12. Excellent original condition. £195. Tel.: Cobham (Surrey) 4066. (1195

YWL 1 on scrap Minx. Offers. Tel.: Oxford 63956 (after 4.30 p.m.). (1216

ARMSTRONG SIDDELEY, 1950, four-door saloon. Excellent body and interior, mechanics good; two owners; mileage about 40,000. No reasonable offer refused for this delightful car. De Havas, *Outwood*, Surrey. Tel.: Smallfield 2198 (after 7 p.m.). (1223

1926 ROLLS-ROYCE Phantom I replica two-seater with dickey. Maroon with black wings, trimmed in brown hide. Sensibly priced at £2,750. Worthing, Orleton, Ludlow. Tel.: Richards Castle 239. (1185

1950 XK120 roadster; 5,000 miles only since complete restoration of body and mechanics; "E"-type gearbox and wheels, rebuilt engine, Konis, etc.; white with new red Connolly hide trim. Sensible offers please. Tel.: 0634 34784 (Medway). (1188

M.G.-A 1500, 1956. No rust; M.o.T. Oct.; hood and grille tatty, otherwise good. Must sell, no reasonable offer refused. Tel.: Medway 41579 (evening/weekend). (1190

TR4, SUPERB original condition. Will satisfy any inspection; B.R.G. New Cinturatos, new carpets; overdrive, radio; Surrey hard- and soft-tops. £515. Tel.: Cuffley (Herts.) 4725. (1191

ASTON MARTIN *DB6*, 1967 Selectaride, radio, Turbo Speeds, immaculate. £1,995 o.n.o. Tel.: Southampton 31274. (1192

MORGAN 4/4, Series I. Excellent condition throughout; reconditioned engine, steering, front suspension, new weather gear, repaint, etc. £400 o.n.o. 28 Carlcroft Place, Cramlington, Northumberland. (1193

TRIUMPH 2500 P. I, 1969. Blue. Overdrive, spots; 24,000 miles only; in excellent condition. Terms, exchanges. £1,050. Tel.: Bolsover (Derbyshire) 3302. (1196

FOR SALE—continued

RARE MERCEDES 300 saloon, 1954, right-hand drive; modestly priced at £400; photograph of cabriolet model in December ads. Tel.: Pangbourne (Reading) 2628. (1197

DELAGE D6/70 drophead coupé, 1937. *Elegant thoroughbred in excellent condition.* £650. Tel.: Byfleet 42871. (1198

SUNBEAM TALBOT Mk. IIIA saloon, 1957. Fitted radio, sun-roof; exceptional condition throughout; finished in blue/dawn mist. £245 *or part-exchange.* Tel.: Bournemouth 40529. (1199

AUSTIN HEALEY 3000, 1960 (Sept.). Recent respray in yellow ochre, fully flared wheel arches, wide wheels, G800s, fitted works hard-top; very potent and impressive-looking car. £345 o.n.o. Exchanges welcome. Tel.: Bournemouth 40529. (1199

ALVIS 4.3 Charlesworth saloon, 1937. Beautiful car. £775, which is below V.S.C.C. valuation, but space urgently required. Adams, The Villa, Regent Ter., North Shields, Northumberland NE29 0QE, or telephone North Shields 70765 (after 6 p.m.). (1200

ALFA ROMEO Giulia Super, June, 1969; 36,000 miles; white, black interior; expensive radio, electric aerial; full Alfa service history; anti-rust, immaculate. £1,095. Tel.: Edinburgh 667 4378 (1201

1952 TALBOT 90 four-door saloon; good condition; M.o.T. until last March; genuine 60,000 mileage; two owners only; five almost new tyres, new spot and fog lamp, fire extinguisher, good heater. Must vacate garage. £260. Tel.: 01-954 4306 (before 12 a.m.). (1202

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ALPINE GT, 1956 series V, 1,725 c.c. Overdrive, hard-top, tonneau, radio, etc.; perfect order; second car. £420. Tel.: Dorking 5605. View London if required. (1206

MARCOS-VOLVO 1800L, *believed finest* 1800 in existence; £400 overhaul; radio, burglar alarm, overdrive, etc., e.c.; worth £1,100, accept £950. Can part-exchange cheaper saloon + cash. R. Styles, 67 Chester Road South, *Kidderminster, Worcs.* (1208

LOTUS CORTINA, 1968. Radio, towbar, air horns, S.P. Sports; taxed, tested; immaculate original unmarked condition. £715. Hawthorns, Bromstead, Newport, Shropshire. Tel.: Great Chatwell 343. (1207

FOR SALE—continued

1948 JAGUAR 1½-litre sports saloon in superb original condition; 37,000 miles from new with complete history; must be the best specimen on offer. £350 o.n.o. Car near Oxford. Tel.: Longworth 371 or Leeds 676801. (1209

ALVIS 4.3 LITRE, 1937, Charlesworth saloon. Excellent seats, carpets; requires rechrome and respray. £375 o.n.o. Tel.: Saffron Walden 2330. (1213

MERCEDES 220 SEBC convertible, Sept., 1963. Sand with royal blue interior and black lined hood; floor gear-change, fuel injection; extras include power-assisted steering, reclining seats, Kenlowe electric fan, stereo tape player; a very rare model, fast and luxurious. £935. H.P. arranged, exchange considered. Tel.: New Milton 613848. (1214

MORRIS 8, SERIES "E"; all original; M.o.T. tested; perfect runner. Offers over £200. Tel.: Winkfield Row 3260. (1215

ALVIS, 1937, Anderson sports tourer; M.o.T. £500 o.n.o. Boswell, 300 Hatherley Rd., Up Hatherley, Cheltenham. (1217

1951 SUNBEAM TALBOT. Excellent condition bodily and mechanically; overdrive, floor change conversion, spare engine, water pumps, workshop manual; M.o.T. Oct., 1972. £125. Offers considered. Tel.: *Burnley* 25392. (1218

LOTUS EUROPA. White with black interior; Dec., 1970; modified engine gives it a sterling performance and over 30 m.p.g.; little used and in superb condition. £1,150. Tel.: *Oldbury (Bristol)* 4462. (1219

REL'ANT SCIMITAR 2½-litre GT, 1966. Bronze; electric sun-roof, overdrive, wires, ZF gearbox, push-button radio, new exhaust system and rear tyres. £590. Tel.: 01-950 5433 (Bushey, Herts.). (1220

1934 BENTLEY 3½ drophead coupé by Park Ward; good original condition. £1,393. 35 Charles Crescent, Lane Estate, Taunton. Tel.: West Monkton 454. (1222

ALFA ROMEO 1750 GTV. Registered June, 1968. White with black upholstery, Philips radio; one previous owner; in absolutely first-class condition in and out; garaged in London; maintained at Alfas; fast but economical. £1,400 o.n.o. Tel.: 01-235 7435 (evenings) (1184

PORSCHE 911S Targa, 1968 model, registered Sept., 1967. Polo red, black interior. Blaupunkt radio, Sebring wing mirrors; one owner before importation from Switzerland in Nov. An unrepeatable opportunity to acquire a beautiful and extremely rare example of one of the world's finest cars in wonderful condition. All tax and duty paid. £2,500. Tel.: 01-486 2242 (daytime). (1184

PORSCHE, type 356, 1957. Taxed, long M.o.T.; radio; good body and mechanics. £285 o.n.o. Tel.: *Bradley (Staffordshire)* 351. (1230

FOR SALE—continued

MUSTANG, 1966, convertible. Power hood; 4.7-litre V8 225 h.p.; four-barrel carburettor, manual gearbox, radio; director's car; carefully maintained and in excellent condition. £780. Jefcut. Tel.: 01-337 0021 (9 a.m.-5.30 p.m.). (1229

ROVER 90, 1954. Two-tone grey; 80,000 miles genuine; regularly serviced and maintained; four tyres as new, new silencer, brakes relined; M.o.T. 1973. Owner awaiting new car. £120 o.n.o. D. Cawdell, Wainfleet, near Skegness. Tel.: Wainfleet 251. (1232

FOR SALE: A.C. Ace, 1955. Extensive rebuild of engine and suspension, etc., resprayed midnight blue; M.o.T. £625. Tel.: *Denham (Bucks.)* 3095. (1235

1928 (AUG.) MORRIS Cowley two-seater with dickey seat; excellent order for year. £500 o.n.o. Tel.: Sheffield 345143. (1234

1965 T.V.R. 1800S. Very good throughout; numerous worthwhile extras; M.o.T. 1973; a fast, smart, reliable and desirable sports car. Also 1964 Alfa Romeo Sprint GT, maintained regardless; extras; a superb example of this thoroughbred vehicle. £595 each. Details: Tel.: Horsham 64502. (1236

1936 FORD Eight "Y"-type. All new parts just fitted, now ripe for M.o.T., no time to finish, so must sell; only needs final touches; only three owners from new; genuine 60,000 miles; must be seen. Offered at only £175 for quick sale. Tel.: Mountain Ash 3726. (1237

M.G.-B GT, April, 1970. Blue Royale; wires, SP68s, h.r.w.; undersealed; 22,000 miles; 31 m.p.g.; immaculate. £1,195 o.n.o. Tel.: Medstead (Hants.) 3169 (evenings). (1238

LANCIA FLAMINIA 3B coupé, 1963, "G" registration, l.h.d.; immaculate silver; history. £550. "Fairview", Oswaldkirk, Helmsley, Yorks. (1239

ASTON MARTIN DB5, 1965. Sundym glass, power windows, heated screen, chrome wires, Motorola radio, Sony television, Selectaride suspension. Must be seen. £1,395 or exchange early "E"-type, Silver Cloud or similar. Tel.: Bishops Cleeve (Glos.) 3134. (1241

M.G. TA, 1938. My car last five years; very sound, reliable, not concours but immaculate and very original; new hood, screens; everything works. *Bargain* at £325 or part-exchange for Frog-eye Sprite in same condition. Tel.: Skipton (Yorks.) 2972. (1240

JAGUAR XK120 fixed head coupé, really superb condition. Carmen red with matching interior. £300 spent on careful restoration to original and little run since then; shortage of storage space and money forces sale; taxed and M.o.T. £675 o.n.o. Palmer, Tel.: Buxton (Derbyshire) 4746. (1242

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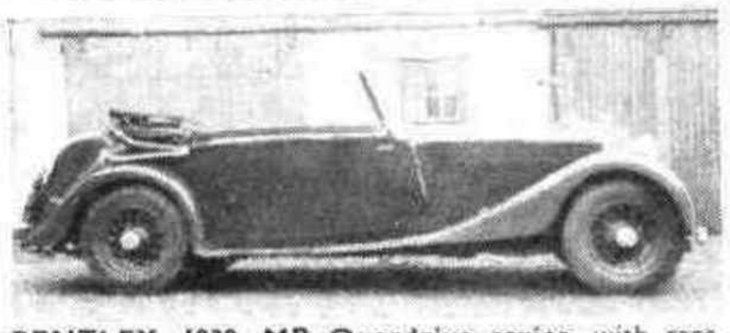
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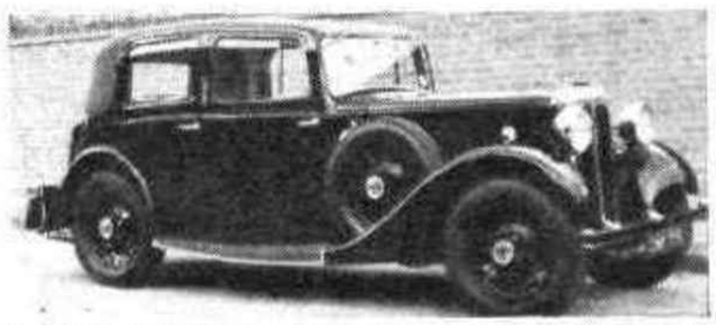
1933 RILEY 9 fabric 4-door sports saloon, very pretty, extremely sound and original, mechanically very good, nicely painted in mid-blue and black, with all the original seating, etc.



BENTLEY, 1939, MR Overdrive series, with rare drophead coachwork by Van den Plas, substantially restored and potentially a super car.

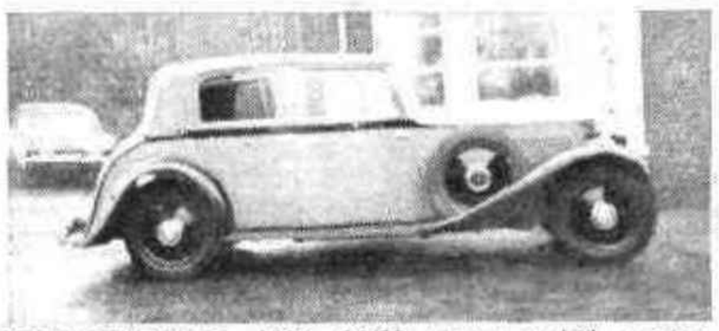


SCOTT, 1949, 600-c.c. Squirrel, reputed the '49 Show model, extensively rebuilt and subsequently in *outstanding condition.*



1935 DAIMLER Light 15, 4-door owner-driver sports saloon with Mulliner coachwork, Wilson pre-select transmission, completely restored to "as new" condition by its second owner, premier award winner 1971. Paintwork finished in deep plum with contrasting black wings and black leather hood.

BENTLEY, 1959, S1, high compression series; 52,000 miles only, automatic and power steering; midnight blue over silver with contrasting hide trim; entire car can only be described as like new.
BENTLEY R-Type sports saloon, manual gearshift, finished in black over shell grey with tan hide trim; *mechanical overhaul just completed.*



ROLLS-ROYCE, 1933, 20/25 close-coupled owner-driver sports saloon with *extremely elegant Hooper* coachwork, recently repainted in royal blue with ebony wings and waistline, excellent hide interior with first-class veneer, complete with fitted toolkit and fully tailored suitcases to *rear luggage compartment; mechanically very good.* A really exceptional small Rolls in all aspects.

ROLLS-ROYCE, 1931, early 20/25 Classic D-back small six light limousine with extremely sound and superbly original coachwork, occasional rear seating rear mounted spare; good mechanically with steering and brakes *just attended to, fully serviced and tested.*



1935 SINGER Le Mans open 2-seater sports tourer in *tidy all round order, finished in ivory with contrasting* black wings, cut-away doors, slab tank and twin mounted spares.

ROLLS-ROYCE, 1960, Cloud II, in mechanically good order, painted in black with tan trim; not exceptional—but realistically priced; ideal to paint white for weddings.
SCOTT, 1958, 600-c.c. Squirrel with sprung frame; enthusiast maintained and in beautiful order with several impressive bills available.
BENTLEY, 1963, S3, twin headlight series, finished in regal red with grey hide trim, electrically operated windows; entire car in first-class condition.

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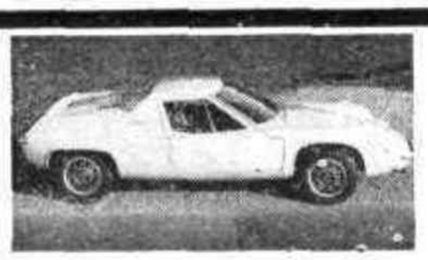
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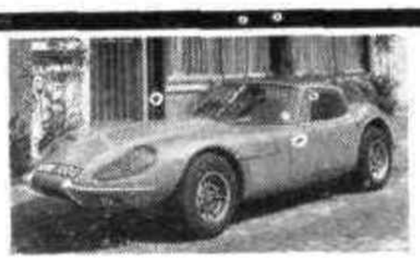
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1969 TR6, primrose, o/d, radio, l/m, excellent condition £1,185

1969 M.G.-B GT, grey, o/d, sun-roof, h.r.w., radio, l/m, immaculate £1,145
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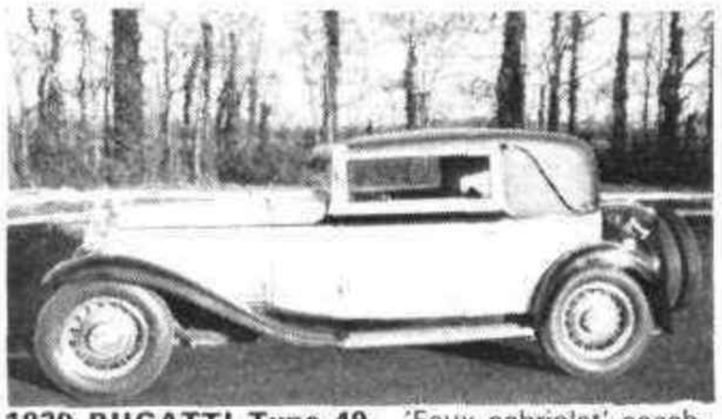
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1965 FORD F100 Transporter (*illus.*) 292 V.8. automatic, in R.R. black/silver **£345**
1970 LOTUS Super 7 S. III 1600. Yellow/green, all extras.
1970 LOTUS Seven S. IV, S/E. Yellow. £1,100 new **£895**
1969 LOTUS Super 7 S. III. Yellow/aluminium—well kept.
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1964 M.G.-B Roadster. Black/new red interior, full M.o.T. **£465**

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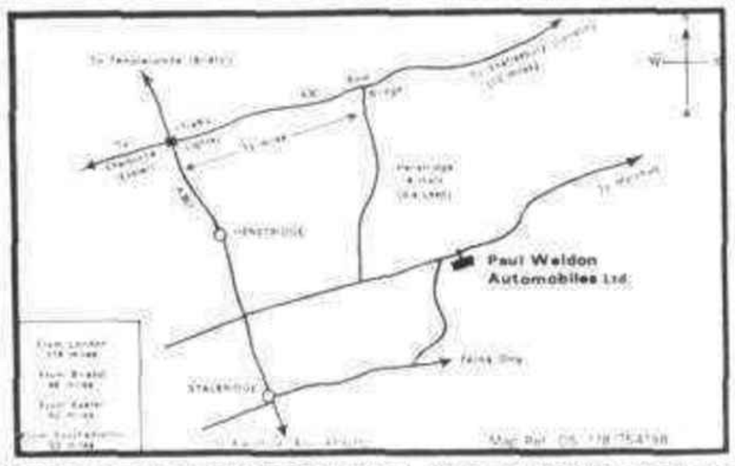


1930 BUGATTI Type 49. 'Faux cabriolet' coach-work. 3.3-litre o.h.c. straight 8. Yellow body, black wings, with black leatherette top. Engine recently re-built in France. Coachwork considerably renovated.



1967 ASTON MARTIN DB6 Volante. Dark blue. *Auto., p.a.s., power-operated black duck hood,* electric windows, Sundym glass, stereo/radio, electric aerial, chrome wheels, Kenlowe fans, etc. One owner.

1938 LAGONDA V12 drophead coupe. Black.
1938 JAGUAR 3½-litre drophead coupe. Many spares.
1936 BENTLEY 4¼ Vanden Plas pillarless saloon.
1935 DODGE Surrey motor caravan with Eccles body.
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1922 (*circa*) **DARMONT-MORGAN Tricycle.** Twin-cylinder.
1904 PEUGEOT 2-seater. VCC Cert. Superb condition.



1965 ASTON MARTIN DB5, Manual. California sage.
1964 ASTON MARTIN DB5, Manual. Dk. blue. Superb.
1968 LOTUS VII S3. Full weather equipment, heater.
1967 FIAT 124 Sport coupe. Red. Fitted radio.
1965 PORSCHE 911. Blue. Radio. Superb condition.
1956 MERCEDES-BENZ 300SL Gull-Wing coupe. *Blue.*
1954 BENTLEY 'R'-type, auto. Green. Two owners.
1949 ROLLS-ROYCE Silver Wraith by H. J. Mulliner.



1924 BALLOT 2LT brougham by A. Boulogne. 2-litre, 4-cyl. o.h.v. engine, recently rebuilt. Navy blue with *superb original silk brocade interior. Curved division.* A superb French-style period piece.



1939 ALVIS 4.3 Charlesworth saloon with sun-roof. Silver grey, red leather interior. Very original and well maintained. Last owner for 17 years. A fast and elegant sports tourer.

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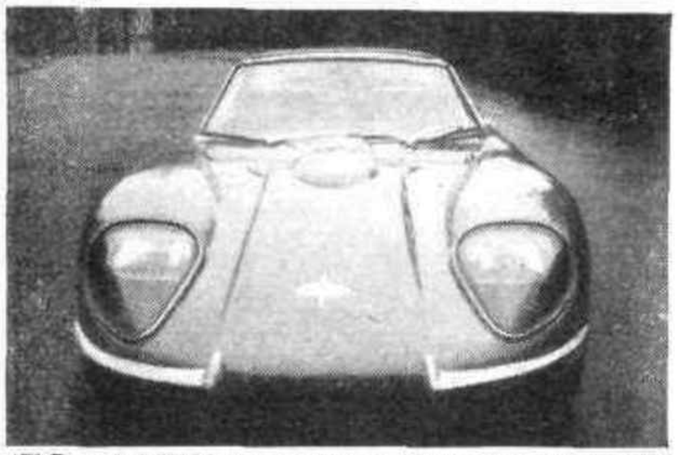
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1968 JAGUAR 'E'-Type f.h.c., in red, fitted chrome wires, sun-roof, heated rear window, p.b. radio. An exceptional example, recorded mileage 27,000 miles **£1,595**

1970 MARCOS 2-litre *(Illustrated)*, in Porsche tangerine, fitted sun-roof, mag. wheels, radio. A low-mileage example **£1,350**

1968 TRIUMPH TR5, in red with black trim, fitted wire wheels, overdrive; one owner from new ... **£949**



'F' Reg. LOTUS Elan +2, in metallic silver, fitted p.b. radio; full service history, one owner from new, mileage 29,000 miles **£1,250**

1968 RELIANT Scimitar GT V6, in metallic gold, fitted sun-roof, p.b. radio; one owner from new. A fine example of this very practical +2 sports coupé ... **£995**



1969 SAVAGE Ford V6, in metallic sage, fitted wide Rostyles, *Motorola radio; one owner from new; a very* original example **£1,095**



1968 M.G.-B GT. in mineral blue, fitted wires, overdrive ... **£945**

1970 TRIUMPH TR6, in damson, fitted overdrive; one owner from new, recorded mileage 14,000 miles; spotless condition **£1,350**

1971 MATRA 530 LX, *in yellow with black trim, fitted Blue* Spot radio; one owner from new **£1,795**

1970 MUSTANG fastback *(Illustrated)*, in metallic burnt almond with tan interior, fitted power-assisted steering, parchment vinyl roof, power brakes; recorded mileage 15,000 miles; early viewing recommended **£1,795**

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1971 T.V.R. Tuscan V6, in blue, fitted mag. wheels, overdrive; one owner from new, low mileage **£1,390**

1968 M.G.-C roadster, in red with black trim, fitted wires, overdrive **£865**

1968 ALFA ROMEO Duetto *(Illustrated)*, in red with black trim. A very bright example of this fine drophead **£995**

1969 RELIANT Scimitar GTE *(Illustrated)*, in metallic gold fitted overdrive, sun-roof, radio; one owner from new, low mileage **£1,550**

1967 M.G.-B GT, in mineral blue, fitted overdrive, radio ... **£845**

1968 TRIUMPH Spitfire, in dark blue, fitted wires, radio, S.A.H.-tuned engine, in spotless condition **£599**

1965 JAGUAR 'E'-Type drophead, in metallic sage, fitted chrome wire wheels **£995**

1971 M.G. 1,600-c.c. Atlantis. A rare opportunity to own this Hybrid, fitted with high-performance 1,600-c.c. crossflow engine. Contact us for full road report **£875**

1965 M.G.-B roadster, in red, fitted overdrive **£545**

1967 MARCOS GT, in white, fitted high-performance 1,650-c.c. engine, wire wheels, radio **£995**

1966 AUSTIN HEALEY Sprite, in red; a nice car ... **£397**

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1968 TRIUMPH TR5, in white with black trim, fitted wire wheels, overdrive **£975**

New MATRA 530 LX *(Illustrated)*. A practical +2 sports car, mid-engined, lots of extras are standard on this car; the roof detaches in two parts, leaving an attractive Targa-type appearance. On the road including road tax, belts and delivery ... **£1,995**

1969 JAGUAR XJ6 4.2 automatic, in regal red, fitted sun-roof, radio, *power-assisted steering; one owner, 30,000 miles* ... **£1,095**

1971 LOTUS Europa, in Bahama yellow; one owner, recorded mileage 9,000 miles. A specimen **£1,295**

1970 LOTUS Europa, in mid-blue; a fine example, realistically priced **£1,095**

1970 OPEL GT *(Illustrated)*, in metallic gold; one owner from new, recorded mileage 17,000 miles. A beautiful and practical sports car **£1,350**

1968 M.G.-C roadster, in black, fitted wire wheels and overdrive **£795**

1969 LOTUS Elan, Special Equipment drophead, in beige; a very low-mileage example, this car has been maintained regardless of cost and is in tip-top order **£1,175**



1969 MORGAN Four/Four, in mid-blue, fitted wire wheels; recent new engine, tinted screen. A car for the discerning owner **£995**

LOTUS Elan S.3 fixed-head coupe, fitted electric windows, knock-on wheels, radio **£795**

1967 TRIUMPH GT6, *in white, fitted wire* wheels **£599**



1966 JAGUAR 'E'-Type +2, in metallic green, fitted heated rear window, chrome wires, radio ... **£1,195**

Hard-tops for sale: Works 'E'-Type, **£35.** Healey 3000 Mk. III, **£30.** Midget, **£15.** Alfa Romeo GTU, **£60** M.G.-B, **£30.** Spitfire, **£25.**



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ASTON MARTIN DB2/4, Mk. I 2.6 Vantage. Excellent mechanics, superb interior trim, coachwork finished B.R.G. £580 o.n.o. Dudley, 31 Park Lane, Basing, Hants. Tel.: Basingstoke 26261 (office). (1363

1600E, 1970, 12,500 miles. Metallic gold, radio, etc. Immaculate third car driven by member Institute of Advanced Motorists. History month by month since new with all vital statistics. This model described by "Motor Sport" November 1970 "One of the finest cars Ford of Britain have ever produced and a car I cannot praise too highly." Tel.: Chrishall 564 (*Saffron Walden*). (1364

COOPER-J.A.P., Mk. 10, 1956. V-twin 1,100 c.c. Photo opposite page 160 of C. A. N. Mays' book "Speed Hill-Climb". Completely original and immaculate. Many spares including spare engine, gearboxes, wheels, and two large boxes of smaller spares and special tools. Trailer tows up to 70. £1,275. Tel.: 051-924 5565. (1365

1962 'E'-TYPE fixed-head in Bahama yellow. Recent engine overhaul, new exhaust. Excellent example for year. £650. Tel.: 01-398 5221 evenings). (1366

FOR SALE—continued

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"E"-TYPE, 1966, f.h.c., v.g.c. Radio, h.r.w., M.o.T., taxed, £1,100. Also M.G.-B, 1966, 40,000 miles, w.w. radials, tonneau, taxed, M.o.T., £625 *o.n.o.* Private. Tel.: 01-242 3441 (*day*), 079882 372 (evenings). (1368

BENTLEY 4¼ Mk. VI, 1949, saloon, maroon and black, original leather upholstery and radio. Well maintained. Good condition throughout. Flashers, seat belts. M.o.T. £850 o.n.o. Tel.: Findon (Sussex) 2607 (after 6 p.m.). (1369

LAGONDA 3-LITRE Tickford saloon, 1957. One previous owner. Regularly serviced and maintained. One of the finest examples available. M.o.T. to 1973. Inspection welcomed. Now becoming a rare car. An opportunity not to be missed. £495. Tel.: Worcester 25236 (after 7 p.m.). (1370

M.G.-B ROADSTER, 1969. 28,000 miles, one owner. £975. Tel.: 01-337 1866 (Kingston) (office). (1371

COOPER 1275 S, 1968. Twin tanks. Oil cooler. Private use only. £550. Tel.: 01-337 1866 (Kingston) (office). (1371

FOR SALE—continued

ALLARD J.1, fitted with rare coachbuilt, aluminium sports/racing body. Bodywork excellent, wire wheels rebuilt and stoved, new tyres, completely retrimmed and fitted new floor (beautiful job), new 12v. heavy-duty battery. Original works replaced with 328 cu. in. o.h.v. V8 Chev., 4-speed crash box and high-ratio rear axle. Not suitable for novice. Offers please. Would exchange for vintage/veteran motorcycles or Moggies. David Bate, 34 West Ave., Stockton Heath, Warrington. Tel.: Warrington 38473 (day), 66309 (evenings). (1372

TR6, 1970 (J). Overdrive, radio, tonneau; white with black interior. Four new 185×15 Michelins just fitted. Posting abroad forces sale, £1,300. Cpl. Main, Battlesbury Barracks, Warminster, Wilts. (1373

M.G.-B, 1968. Wires, hard-top, special paintwork from new, very attractive car in excellent condition, tested, taxed. £775. Tel.: Royston 71282. (1382

1936 WOLSELEY 12/48, 3rd gear dodgy. Registration CON 5. Sensible offers. Mr. Price. Tel.: Folkestone 39350 (after 7 p.m.). (1386

ALFA ROMEO 1600 Giulia Sprint, 1964 model. *Mostly original throughout, rust free.* Alfa red with black trim. Radio. Recent bills for engine and brakes. Taxed, M.o.T. £495, consider saloon and cash. Tel: Bournemouth 20185. (1381

FOR SALE—continued

LOTUS ELAN S4, S.E., 1968 (Nov.), f.h. coupé. Red, tinted glass, radio; 25,000 miles. V.G.C. £1,150 o.n.o. C. Steemson, Doncaster Farm, Halloughton, Southwell, Notts. Tel.: Southwell 2675. (1380

XK140 F.H.C., C-Type, c.w.w., new Cints. Rechromed, in immaculate condition. Taxed and tested. £500. P.X. considered. Tel.: Stoke-on-Trent 34153. (1383

1964/65 TR4. All conceivable extras, overdrive w/wheels, b/alarm, air horns, etc. New Sp Sports, carpets, exhaust. A.1 condition. L.H.D. £450 o.n.o. Must sell, buying "E"-Type. J. White. Tel.: 01-573 3888, ext. 2767 (Middlesex). (1374

RARE 1935 M.G. L-Type open sports coupé. Information and offers. Tel.: Redhill (Surrey) 66344. (1375

LOTUS EUROPA, July 1969, 28,500. Bahama yellow, Motorola. Excellent condition. £1,055 or nearest. Cheaper part exchange considered. Tel.: Wolverhampton 31876. (1429

XK140 F.H.C., 29,000 since rebuild. Spares including new rear wings. £500. Adkin 8 Weldbank Close, Field Lane, Chilwell, Nottingham. (1431

M.G. MIDGET, 1969, 29,000 miles, red, excellent condition. £100 recently spent; carefully maintained. £640. Tel.: Leicester 736264 (evenings, weekend). (1430

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1971 (June) CITROEN GS Club, white/red, heated rear window, headrests, Continental radio, four wheel discs, reclining seats, hydropneumatic suspension; one owner, 7,887 miles. Voted 'Car of the year' **£1,165**

1970 AUSTIN Mini 1000 De Luxe, *glacier white/red;* one private owner, 16,461 miles; lovely little car **£595**

1964 ALFA ROMEO 1600 Giulia Sprint GT, blue/red, radio; very pretty car **£565**

1963 (Aug.) BENTLEY S3 (twin headlamps) saloon, Greenbridge hide, automatic, power steering, radio, luxurious appointments; not many in this condition, at **£2,350**

1969 FIAT 850 Sport coupé, yellow/black, discs, Cints.; one owner; very exciting little car .. **£675**

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 Four De Luxe, silver fox, reclining seats, Cinturatos; one owner **£795**

1969 (Dec.) FORD Capri 2000, silver fox/black, clock, mirrors, heater, servo; one owner, confirmed mileage since new 12,785, immaculate condition **£925**

1965 JAGUAR 3.8 'S'-Type, opalescent green/green, overdrive, power steering, reclining seats, radio, h.r.w.; very good example **£495**

1960 JAGUAR XK150 'S'-Type 3.8 f.h.c., green, wires, rack, overdrive, radio, fog/spot **£745**

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 (Dec.) LOTUS Elan 2+2 'S', opalescent regal red; one owner, certified mileage since new 13,587; radio; beautiful example **£1,895**

1970 LOTUS Elan S4 S/E, d.h.c., royal blue, knock-ons, radio, servo discs; two owners, 20,136 miles; a beautiful car **£1,195**

1969 LOTUS Europa S2, red/black, Cosmic wheels, electric windows; recorded mileage 21,482 .. **£1,095**

1968 LOTUS Elan S3 d.h.c., S/E model, green/black, Motorola, knock-ons, servo, tonneau, reversing lights; well cared for, recorded 36,239 miles .. **£965**

1970 Reg. (1963 model) LANCIA Zagato Flaminia V6 Sport 3c coupé, silver grey/red, l.h.d., rare **£495**

1970 M.G.-B GT, primrose/black, one owner, confirmed 18,000 miles, wire wheels, overdrive, SP68s; superb **£1,245**

1970 M.G.-B GT, flame red, overdrive, servo, radio, recent G800s, rear window heater, Rostyles, black vinyl roof; quite beautiful **£1,225**

1970 M.G.-B roadster, bronze yellow/black, confirmed mileage 22,399, overdrive, wire wheels, electric aerial anti-thief, G800s, tonneau; two owners (both friends) **£1,145**

1970 M.G.-B roadster, blue royale, overdrive, wire wheels, radio, radials; one owner **£1,125**

1970 model M.G.-B, bronze yellow, one private owner, certified mileage 13,512; overdrive, radio (5 push-button), Rostyles **£1,095**

1970 M.G.-B, white/black, overdrive, radio, Rostyles/SPs; one owner; beautiful condition **£1,065**

1969 M.G.-C GT Automatic, confirmed mileage 25,905, wire wheels, servo, anti-thief, headrests, electric fans, radio, leather wheel, Cibie headlamps. Quite a rare car **£1,145**

1969 M.G.-B GT, mineral blue/black, overdrive, radio, Waso lock; very fastidious owner **£1,125**

1969 M.G.-C GT, red/black, overdrive, wire wheels, servo, reclining seats, radio, oil cooler; one owner **£1,025**



1964 MERCEDES-BENZ 230SL Automatic, dark blue/pale blue hard-top, power steering, discs, Motorola, fuel injection; five new tyres fitted. What can you say about a Mercedes **£1,675**

1969 M.G.-B roadster, red/black, overdrive, tonneau; one owner, nice condition **£945**

1969 (68 model) M.G.-C roadster, Bahama yellow, wire wheels, recent ZXs, fog/spot, Motorola, tonneau, servo, air horns; one owner **£795**

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 (June) M.G. Midget Mk. III, white/black, one lady owner, confirmed mileage since new 14,129; delightful condition throughout **£655**

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 cond. **£1,065**

1968 (Oct.) M.G.-B GT Automatic, white/black; one lady owner since June '69, confirmed mileage since new 21,580; wire wheels; outstanding cond. **£1,045**

1968 'G' M.G.-C roadster, red/black, overdrive, radio, recent ZXs, oil cooler, tonneau; two owners only **£795**

1967 'F' M.G.-B, red/black, wire wheels, Motorola, Cints.; exceptional fine condition **£795**

1967 M.G.-B roadster, B.R.G./black, recent radials, tonneau, fold-away hood; above average throughout **£695**

1961 (Oct.) M.G. Midget, black/red, fitted 1,098-c.c. engine; last owner for five years; fog/spot, radio, heater, tonneau, wood wheel, rack, good cond. **£225**

1957 M.G. Magnette Varitone, duotone maroon and cream; one owner since 1962, original log book; Ace wheel trims, radio, fog/spot, mirrors; immaculate condition, rare and appreciating asset **£400**

1971 (Oct.) MORRIS Marina 1.8 TC coupé, blaze/black, 28 miles, maker's warranty; h.r. window, Automatic belts, alternator, reclining seats .. **£1,095**

1967 RELIANT 3-litre Scimitar, golden sand/black, overdrive, elec. fan, SP spots, radio; two owners only rather exceptional, very good history **£895**

1971 (Sept.) TRIUMPH GT6, Series III, maroon/black, h.r.w., 5-push-button radio, SP68s; one owner, certified mileage 1,833 (no, that's not a mistake) **£1,195**

1970 TRIUMPH GT6 Mk. II, saffron/black, one family owner; 'hot' window, reclining seats; 20,498 miles, beautiful condition **£1,025**

1970 model TRIUMPH Spitfire Mk. III, Valencia blue/black, one owner; heater 'SP' **£765**

1969 TRIUMPH TR6, red, one owner, hard- and soft top, radio, heater; nice condition **£1,195**

1969 TRIUMPH Spitfire Mk. III, white/black, one owner; certified mileage since new 14,829, SPs leather wheel; must be lowest mileage '69 Spitfire available **£715**

1969 (H) TRIUMPH Spitfire Mk. III, Valencia blue/beige; one owner, confirmed mileage 21,241, always garaged, impeccably maintained **£695**

1969 TRIUMPH Spitfire Mk. III, laurel green/green hard-top and soft-top; two owners, sold by us to last owner (doctor), 24,712 miles **£655**

1968 TRIUMPH Spitfire Mk. III, white/black, wood wheel, new tonneau; two owners (one since June '69) **£525**



1966 SUNBEAM Tiger, green/black, fantastic; 21,769 miles only since new, one fastidious owner; hard- and soft-tops; in 'mint' condition throughout, must appreciate. We don't really want to sell it **£895**

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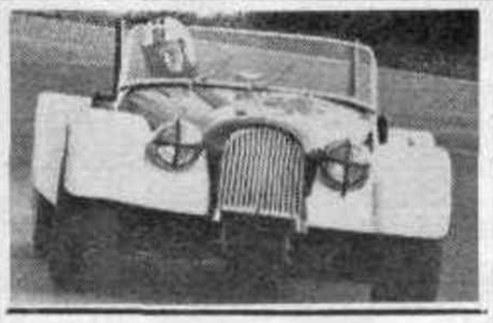
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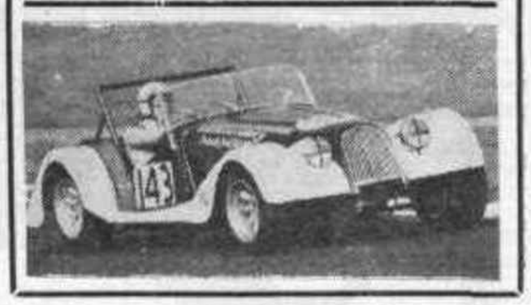
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The Stapleton Brothers for this month have captured some real diamonds. Two Morgan +8s, one reg. Dec. '69 and the other 1970 in red and blue. Has anyone got a white one for sale? Both cars are sparkling, as is another Dec. 1969 4/4 in red with wire wheels, bucket seats and tonneau. A 4-seater in indigo blue with wire wheels, leather interior and bonnet strap of 1969 vintage lustres next to a '69 4/4 in green with white interior, wire wheels and luggage rack. Two 1968 4/4s in yellow and another of 1967 vintage with wire wheels, luggage rack and 1500GT engine complete our list of Morgans except, with a little of its lustre gone, a 1963 Plus 4 with leather interior and TR4 engine. A flame red Porsche 912 with wide wheels, radio/cassette player, is reasonably priced as is a 1967 (Dec.) M.G.-B GT. This car is red with overdrive, radio and black interior. Unfortunately you all missed our immaculate Morris 1000 Traveller and for that matter so do we. We also have two 1968 4/4s which are from our hire fleet that we wish to sell. Both cars are in excellent condition bodily and we have given them a comprehensive check-over prior to selling them to the highest bidder. Remember, diamonds are forever.







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1970 'J' BMW 2800. Auto., p.a.s. Red/black. Twin speakers, radio, electric aerial, head restraints, etc. Recommended **£2,599**
1968 BMW 1800, Auto. Pale green/brown. Low recorded mileage for year. Very clean example **£1,099**
1971 LANCIA Fulvia Rallye S2. White/maroon. Very low recorded mileage. Radio, five-speed box, etc. **£1,669**
1971 AUTO-UNION Audi 100LS. Blue/black. Low-mileage ex-demonstration car **£1,575**
1968 Car of the year—Ro80. Blue-gold/blue. L.H.D. Clean example at sensible price **£1,199**

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8 Highfield Road, Dartford, Kent

FOR SALE—continued

GILBERN INVADER. Slightly unusual, but fairly luxurious sporting model (M.S. December 1971) 1970, white with black trim; overdrive and other extras; 23,232 miles. £1,550. Reason for sale—new Gilbern just arrived. Tel.: Great Missenden 2880. (1548

TR5 PI. White, new gearbox; overdrive; radio. Marriage, hence £975. Whiitten, Coastguard Cottage, Cresswell. Tel.: Ashington (Northumberland) 3831 (office). (1549

NSU RO80, 1970. White/red interior; Series 3 engine; 9,000 miles; Webasto; Radiomobile; mint condition. £1,550. Exchange possible. Tel.: Uxbridge 32624. (1551

BENTLEY MK. IV. Cream/coffee; white walls; sun roof; manual gearbox; stereo; mechanically excellent; very smart. £495. Tel.: Worthing 501667. (1552

JENSEN CV8, Mk. III, 1966 May. One of the last made; Botticelli blue with unusually clean red leather interior; Motorola, heated rear window; reclining seats; recently fitted new battery; tyres; pads; electric fans; silencers, etc.; taxed and M.o.T. till August 1972. Fine example of this rare and prized model. Genuine reason for private sale around £1,245. Tel.: 01-360 6593. (1553

1952 HUMBER Imperial limousine with division; very good conditon. £40 recently spent on bodywork. £135 o.n.o. Tel.: Newport (Mon.) 73189. (1555

I JOJ ON 1965 Rover 3-litre automatic; exceptional condition. Offers over £1,000. Tel.: Newport (Mon.) 73189. (1555

FOR SALE—continued

CONVERTIBLE COUPE Mercedes-Benz, 1963. Right-hand drive; automatic gearbox; power assisted steering; fuel injection and air suspension; every refinement including radio, etc. Truly outstanding condition in every respect with low mileage and must be among the very best in existence. Cost over £5,200 new, swift sale required, so highest offer accepted with an interesting but smaller part exchange a possibility. For further details Tel.: 01-658 3221 (evenings after 7 or weekends) (Beckenham). (1554

CHAUFFEUR DRIVEN 1949 Triumph 2000; 36,000 from new, in immaculate condition; works reconditioned engine just fitted; finished in metallic grey; collector's piece. Offers over £250. Tel.: Newport (Mon.) 73189. (1555

DAIMLER DE27 Hearse. 1948 with Windover body complete with all fittings and refinements; very nice condition; substantial offers only. Tel.: Newport (Mon.) 73189. (1555

LANCIA, 1951 B10 Aurelia Pillarless saloon; 1,750 c.c., V6. Excellently preserved classic car. Mechanics extensively rebuilt. Offers. Tel.: Cranleigh (Surrey) 2625 (evenings). (1557

CAMARO "H" REG. Metallic gold; immaculate, one owner; 23,000 miles; 140 b.h.p.; automatic; console-shift; p.a.s.; twin-speaker radio; rear window heater; snow tyres; Ziepart undersealed. £1,650. Tel.: Sheffield 305516. (1558

BENTLEY MK VI. Standard saloon; dark blue coachwork; radio; taxed and tested. £395 o.n.o. Tel.: Reading 473541. (1563

FOR SALE—continued

DARK BLUE 1954 M.G. TF; long M.o.T.; good condition but brakes need attention. £550 o.n.o. Mr. O'Neons. Tel.: Epsom 23748. (1560

UNIQUE 1939 VAUXHALL, 6-cylinder, 14 h.p.; J-type; with very attractive "Al Capone" type 2-seater plus dickey convertible coachwork; imported into this country from Australia in 1947; total engine overhaul by Vauxhall main agent approximately 8,000 miles ago; very reliable. £345 o.n.o. J. Pemberton, 6 Hatherley Rd., Kew, Surrey. Tel.: 01-940 5591. (1559

1964 FIAT 2300 Ghia coupé; right-hand drive; reclining seats push-button radio; Cinturatos; Weathershields roof; recent work includes respray black over red cellulose; new chrome; carpets; spot and foglights; battery; overhaul gearbox, suspension, engine. A magnificent example. £650 or accept interesting part exchange. Write Thurston, 63 Netherby Park, Weybridge, Surrey. (1564

1937 AUSTIN 12/4 sun-roof saloon. Recent major engine overhaul in complete original and concours condition throughout; original trunk in rear; also original handbooks. £420. M.o.T. 1973. Tel.: R. Rostron, Blackburn 61454 (STD code 0254). (1573

SUNBEAM MK. III saloon, 1956. Two-tone green, with floor-change; mechanics, body, interior very good; M.o.T. October 1972. Owner member Sunbeam Talbot register. Spares no problem; Many useful parts offered with car, including gearbox and an overdrive. Well shod; king-pins, gearbox; exhaust renewed 1971. £140. Barnes. Tel.: Derby 46199. (1567

FOR SALE—continued

1965 "E"-TYPE, f.h.c., 4.2. Midnight blue; radio; wire wheels, etc.; lady owner, who has lavished every attention upon this beautiful car, is going abroad, hence £985. Tel.: Turners Hill 288 (Sussex). (1565

GORDON KEEBLE 1964. Rare GT car; genuine low mileage; regal red; unmarked cream interior; centre console; radio; electric windows, etc. Chevrolet V8, 5.2-litre engine. £1,250. Tel.: 01-850 9212. (1566

M.G. TF 1250. New clutch, engine and gearbox rebuilt with new parts including re-sleeving; all done 6,000 miles ago; new front springs; bushes, etc. Sealed beamed headlights, new battery; many, many other new parts; sound body resprayed white; very original, beautiful, and reliable car. Owner going abroad. £650. Tel.: 01-546 9243 (Kingston). (1568

SUNBEAM TIGER, 1965. Forest green; h/s tops; tonneau; Kenlowe fans; Konis; spots. Excellent condition, must sell hence £495. Tel.: 051-339 2274 (Wirral, Cheshire). (1569

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ELAN +2, 1968, burnt sand, superb condition sun-roof, tape player **£1,295**
TRIDENT Venturer V8, 1970, indigo, overdrive, sun-roof etc., 16,000 miles, one owner .. **£1,495**
+2S, 1969 'H', Bahama yellow, tinted screen; excellent condition, low mileage, one owner **£1,795**
ELAN Sprint d.h.c., 1971, red/white, radio, 1,800 miles only **£1,625**
ELAN f.h.c., S/E, 1970, yellow, Salisbury limited-slip diff.; superb condition **£1,345**
ELAN S2, 1966, red, new hood, radio, well above average condition **£775**
M.G.-B GT, 1967, blue, wire wheels, very low mileage, amazingly fine condition **£845**
TR6, 1970, yellow, overdrive, wire wheels, radio, 7,500 miles only, superb condition **£1,385**
LOTUS 7 Twin Cam, 1970 'J', yellow, one owner, excellent value **£995**

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If you're a sports car aficionado: inspect the contents of our yard-oh. **TVR Vixen S3,** 1971, metallic lagoon blue, black interior, tinted glass all round, radio, electrical aerial, one owner, 8,000, £1,215. **Austin Healey** Sprite, late 1964, BRG, radial plies, glass windows (up and down they wind), spotlamps, £365. **Austin Healey Sprite,** 1970 June, Bronze yellow, Classic Bermuda hardtop, softop, underseal, leather steering wheel, stereo tape player, £815. **MG-B,** 1970, Glacier white with white works hardtop, softop, overdrive, wire wheels, one owner, £1,195. **TVR Vixen S1,** 1968, metallic Burnt Almond, black trim, chrome wire wheels, radio, sold new by JB Garages, £925. **Lotus Europa S2,** 1969, *Lotus yellow, radio,* £1,150. **Morgan Plus Four**



Plus, 1966, Regal red, biscuit leather (still nice & crisp), wire wheels, £875. **Triumph TR5,** 1968, Midnight blue, overdrive, radio, £995. **Austin Healey 3000 Mk III,** 1966, Mist blue, dark blue leather, wire wheels, radio, £950. **MG-B,** 1969, Snowberry white, black leather, reclining seats, overdrive, radials, one owner, £995. **Triumph TR3A,** 1962, Wedgwood blue, overdrive, wires, works hardtop, softop, leather seats, £495. **MG-C,** 1968/69, Mineral blue, overdrive, wire wheels, radio, one owner, £920. **MG Midget,** 1970J, one oop North lady owner, Glacier white, black interior, radio, £775. **TVR Vixen S2,** *1969, finished in some vile purple colour (Roman,* they tell me) but perhaps you'll like it, alloy wheels, leather rim, Tuscan bonnet (which was extra in them days), £985. **Arkley SS,** Indy white, blue interior, 1,098 c.c. engine, 7J wire wheels, Torinos, front bumper, £725. We're building a 1,275 c.c. Arkley, 7J disc wheels, colour not decided yet, will be ready February some time at about £850. Need some more cars for conversion, please. **Morgan 4/4,** 1970, 2-seater, wire wheels, Carnation red, pew-matic upholstery, £1,245. **MG-B,** 1969, Tartan red, wire wheels, leather rim, lady owner. This is the actual Chris Alford Matrimonial Car, see photograph, £990. **Austin Healey Sprite,** 1968, wire wheels, Tartan red, oil cooler, Zx, £580. **Morgan 4/4** 2-seater, 1969 Westminster green, one owner, new tyres, or at least they were new when they were put on (have to be so careful you know), £1,070. **TVR Vixen,** 1970, funny thing but I can't remember if this makes it the S2 or the S3 (no significant difference anyway), Flame red, black innards, Radiomobile, stereo tape player, air horns, leaf), headrests, radials, snazzy wing mirrors, 8,000 m, £1,195. **Mini Clubman,** 1970, white, one owner, £595. If any reader harbours a desire for stately '65 Oxford or perky '64 Imp we have the very cars. **MG Midget,** 1972, Teal blue with Autumn leaf, Rostyles, tonneau cover, anti-roll bar, paltry mileage, £915 (saving over £110). One new **Midget,** Glacier white, radials, Rostyles. New **MGs** are trickling through, now that Abingdon wheels are turning again. We have one **MG-B** roadster in stock for immediate delivery, expecting several more (including a black one) + GTs in the coming weeks. New **Morgans** are also trickling once more after a very arid patch, hopefully delivery times are shortening themselves. Possibility cancellation on new LHD personal export tax-free 4/4 two-seater, phone at once for yes/no. Am still waiting for my own new Plus Eight, console myself by writing to Malvern from time to time to make more and more exotic specification changes, production chaps probably in despair by now. We need, for a special reason, to buy one or two 1971 Morgan 4/4s and will pay a little over the odds if necessary. Also, in the ordinary way of business, we're urgently in



need of Plus 4s, Plus 8s and 4/4s, will travel to view. Picture shows only part of our marvellous stocks of new and secondhand **TVRs,** note our two Arkley sales wallahs Chris and Roger pinned against the wall. We have been promised the first production TVR **2500M** in early spring and



oversize SP Sports, Lucas spotlamps, £1,115. **Morgan 4/4,** 1966, white, black leather, new (well, recovered) hood and sidescreens, new (well it was, for one brief instant, new) engine, a very elderly radio has been fitted in a very odd position, £725. **MG-B,** 1971, Glacier white, black trim (not *available any more, must be dark blue or autumn*



our customer for this car (in Lagoon blue with many extras) has just cancelled. You may like to phone for inf. on how TVRs are delivered in component form (no PT) and how easy/hard it is to build one. We now have **Arkley** kits ex-stock again from £98 (body kit only) or £155 (inclusive of wheels and tyres) and in a quiet sort of way are selling more than ever before. We sell almost all our ready-built Arkley to London people, but nearly all the kits seem to go to people who live miles and miles away. I'd very much like to see photographs (just humble snapshots) of home constructed Arkleys, and will gladly pay a couple of pounds for any we might be able to use in adverts etc., The picture of the hardy couple in the 4-seater Morgan has no special significance, I was walking down Park Lane with a flashgun



on my camera feeling a little trigger-happy when this orangey-red contraption droned by. If the owner reads this, I have a spare print for him. **Personal Export** tax-free sports car sales are a bit of a speciality of ours. Please note this applies only to new cars, not secondhand. This month I am going to keep my fingers crossed and hope that the proportion of overseas enquiries to whom I send a long, detailed and (I hope) polite letter of explanation plus booklet, brochures, price lists etc., with about 10 bob's worth of airmail stamps on the envelope and who are never heard from again improves from its present 97% to some lower and less depressing figure. Our new cars have pre-sales service and preparation in excess of that prescribed by the manufacturers. Used cars up to about 6 yrs. old have exhaustive service and safety-check, lube-up, change oil, fresh filter element, all levels, faulty



brakes, exhausts, tyres etc. to the dustbin, triple road test, parts/labour guarantee. Of course I only have to write something like that for a customer to find a dead mouse in his brake drum or a Jan 1967 copy of Reveille in use as a tyre gaiter. Will be dusting off the Arkley SS racer as soon as the weather gets a little warmer, try and find a picture for you next month. Am trying to sell my C-Craft inflatable, a thankless task at this time of year. Still some odds and ends of new 13, 14 and 15" radials tyres at specially reduced prices (now a further 5% down). Body panels ex Arkleyed Spridgets. LHD Spridget rack/pinion, would suit RHD Morris 1000, £4. Diff. for early MG-B, new, ½-price. Good stock of spares for those makes for which we are agents. Used hardtops for TR5, MG-B, MG Midget. Vast



storehouse of used tonneau covers including many at £2 and £3 each. Open to 7 pm, 6 o'clock Sats, closed Sundays. Arkley is on the A411 road leading out of Barnet towards Elstree, 1 mile from the A1 (turn off at London Caravan Co.). Pedestrians make tracks for High Barnet tube station, end of the line so quite safe to have 40 winks, then brisk walk or 107/306 bus. Moscow Road is off Queensway, near the skating rink, adjacent tubes Bayswater and Queensway. Hope you will overcome all obstacles and visit us soon.

Rural dept: JOHN BRITTEN GARAGES
Barnet Road, Arkley,
Barnet, Herts.
01-449 1144

Town dept: JOHN BRITTEN GARAGES
31 Moscow Road,
Bayswater, London W2.
01-727 2707

FOR SALE—continued

GINETTA G.15, 1970, Cosmic wheels, radials. Taxed June 1972. £900 o.n.o. Barrett, 19 Eastfield Close, Welton, Lincoln. Tel.: Hackthorn 833. (8143

BENTLEY, 1953, Automatic, two-tone grey. Immaculate interior and generally a fine example of its marque. Reluctant owner forced to sell. Best offer over £1,250 secures. Tel.: Studley (Warwicks.) 2614 (evenings). (1523

TRIUMPH MAYFLOWER, 1953, metallic grey. Immaculate bodily and mechanically, 33,700 miles guaranteed. Offers over £250. Haydock, 92 Davies Rd., West Bridgford, Nottingham. Tel.: 862811. (1524

UNIQUE ASTON Martin, 1951, DB2. Professionally rebuilt during the past few years this car must be one of the very finest in the country. Fitted 3-litre engine, disc brakes as later Mk. III retrimmed internally, etc. A really first-class, fast and reliable car. £675. Tel.: Ringwood Hants.) 2195. (1525

MORGAN 4/4, 1968, Weber, wire wheels; good condition. £845 o.n.o. Tel.: Rickmansworth 73010. (1526

1968 TR5 PI, white. Extras include overdrive, radio, tonneau, burglar switch, radials. Taxed and tested. 23,500 miles. Excellent condition and superb performance, but house purchase forces sale. £950. Tel.: 01-467 0754 (evenings). (1527

ASTON MARTIN DB2/4, penultimate Mk. II. New bearings, chains, rings, valves, shockers in last 6,000 miles. £600. Tel.: 061-485 6422 (after 6). (1528

LOTUS ELAN, 1966, t.h.c. Radio, electric windows. £695. Tel.: 01-606 7080, ext. 101 (day), 01-445 3327 (evenings). (1529

V12 LINCOLN Zephyr, excellent body, original, radio, £350. M.G. TC, original, needs restoring, £120. Tel.: 041-334 8681 (day); Lochwinnoch 525 (Renfrewshire) (night). (1530

AUSTIN HEALEY 100/6, 1958. Wires, overdrive. B.R.G. This car is absolutely beautiful in every respect. The previous owner has spent in the region of £400 making the car what it is. This has to be seen. Bills provided. Bargain, £595. Tel.: Rayleigh (Essex) 73032. (1532

MERCEDES-BENZ 190SL sports, with hard-top, radio and all Mercs. refinements. 1960. Still good value, £725. Tel.: Rayleigh (Essex) 73032. (1532

EXCEPTIONAL MUSTANG six-cylinder, automatic. Genuine 1967 (reg. '72). Original primrose yellow. One careful owner, maintained in virtually as new condition, fitted radio, tinted windows, white vinyl top, scoop bonnet, etc. Opulent but economical motoring. £995. Tel.: Colnbrook 2891. (1533

MINI-COOPER, 1967. Low mileage. Undersealed from new, good tyres, reclining seats. In superb condition with many extras. £435. P. Youngs, Tel.: Ashford (Middx.) 55980. (1534

LANCIA APPIA II. Nardi converted. Fifth car of series. Pillarless saloon. Several interesting features. Comprehensive restoration just completed including strip to bare metal shell, for surgery and respray to highest standards. New head, side, tail lamps, battery, regulator, headlining, carpets, draught rubbers, rear shock-absorbers. Relined clutch, rebuilt gearbox, Cinturatos. Rechromed. Blue with black trim. Room and cash required for next project by compulsive perfectionist. M.o.T., taxed. Tel.: Oadby 2663 (any time). (1535

1952 RILEY 1½-litre, Reg. No. CSN 11. Resprayed white. New roof. Taxed and M.o.T. July 1972. Superb condition throughout. Spare engine, gearbox and lots more. £295. Tel.: Exeter 55998 (home), 55881 (office). (1536

COOPER 'S' 1275, 1964, dry, 68,000. M.o.T. Dec. Gold Seal engine/gearbox, recent subframe. Original, rust-free paintwork. Immaculate throughout. Worthwhile extras. £310. Finance possible. Tel.: Wetley Rocks 692 (Potteries). (1537

FACEL-VEGA HK500, 6.3-litre, C.V.8, auto, P.A.B., P.A.S. Bodywork, mechanically, good. M.o.T. June 1972. £750 o.n.o. Tel.: Hetton-le-Hole 3291 (Co. Durham). (1538

ASTON MARTIN DB3. Dubonnet, beige leather. New Cinturatos, push-button radio. Taxed and M.o.T. Very good all-round conditon. £685 o.n.o. Tel.: Lee-on-Solent 79770. (1539

M.G.-A 1600 coupé, red. Two previous owners. 12 months' test. Well maintained rare specimen. £295, offers. Tel.: 04773 2605 (Cheshire). (1540

AUSTIN HEALEY 3000 Mk. II, BJ 7, August 1963, 59,000 miles. B.R.G. Excellent condition, undersealed, servo. overdrive, Kenlowe, wires, radio, belts, fog, reversing lamps, tonneaus. £575. Tel.: 01-550 3586. (1541

M.G.-C GT, 1968. V.G.C., low mileage. Overdrive, w/w., £855 o.n.o. Winterburn, Tel.: Trowbridge (Wilts.) 4131 (9 a.m.-5 p.m.). (1542

1966 BLUE THUNDERBIRD, excellent condition, all power equipment, air conditioned. One owner. £1,200. Tel.: 01-235 3721. (1543

1927 JOWETT 7/17 four-seater tourer. Excellent throughout, very rare. Vast quantity spares, literature, documented history. M.o.T. £750 o.n.o. 1 Grange Park, Steeple Aston, Oxfordshire. Tel.: Steeple Aston 606. (1544

1960 MERCEDES 180. One owner, 105,000 miles. Interior as new, good bodywork. M.o.T. May. Offers around £220. Mr. H. D. Hughes, Tel.: Camberley 27660. (1545

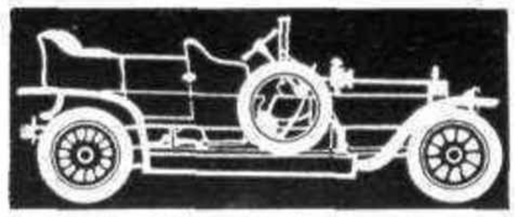
CORTINA GT Mk. I, 1966. Complete engine and gearbox overhaul; radio; M.o.T.; good all round condition. £395 o.n.o. Tel.: Burntwood (Walsall) 6330. (1547

GINETTA G15. "K" registration. Porsche yellow; sun-roof; 4,000 miles. £850 as new. Tel.: Harwich 3659. (1550

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1964 MERCEDES 230SL sports, in white with black trim and black hood, plus black factory hard-top. Fitted with push-button radio and eight-track stereo player. This car has just had a complete road test and report carried out by the A.A., and given a completely clean bill of health. Outstanding condition and tremendous value at **£1,795**

1964 ROLLS-ROYCE Silver Cloud III Mulliner/Park Ward, 2-door, drophead coupe, in royal blue with black trim; 71,000 miles. A fine example of this much-sought-after model. **£5,950**



1969 ('H') LAMBORGHINI Espada, in metallic silver with black interior, refrigeration, radio, eight-track stereo, Sundym glass, etc., etc.; 19,500 miles. **£7,250**

1971 DAIMLER Sovereign XJ6, 4.2 Automatic, power steering, in white with black trim, sun-roof, push-button radio; 11,000 miles. **£2,950**

1968 'J' Regd. LAMBORGHINI Muira, in white with black trim; 20,000 miles. An outstanding example of this model. **£4,250**

1971 ('K') LAMBORGHINI Jarama, in red with black trim, leather upholstery, refrigeration, Sundym, electric windows; 7,200 miles only, like new. **£7,950**

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Unique vehicle believed the only one of its particular type in the world. Fixed bodywork, four doors, glass partition to rear compartment. Cloth interior. Completely original and in concours condition. Past winner of many awards.

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HA 111	Jaguar	**1 NTE**	Standard	**PNT 6**	Hillman

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Rear window rubbers and R.M.E. guttering should be in stock by the time you read this.
Also, for aspirant R.M. owners — or those not satisfied with one :
VERY pretty late R.M.E. (1955) — fine mechanics — very good interior. Sound **R.M.B.** — and others available.
Write or phone for quotes and/or further information :
B. H. Renwick, Bracken, Water Lane, Golant, Fowey, Cornwall Tel: Fowey 2229

FOR SALE—continued

CORVETTE STINGRAY, 1963, *fastback,* white/brown interior, 327 engine with fuel injection. Exceptionally fast yet surprisingly economical. Fabulous condition, very low mileage. £1,750 o.n.o. Tel.: 01-399 7484. (1434

M.G. TF, 1954. Described by engineers in 1970 as "a very fine, perhaps unique, example of this model". *Full details and copy of Engineer's report sent on application to A.H.S., 1 Edith Gr., London, SW10 0JY.* (1426

TR5, 1968. Dark blue, overdrive, Surrey top, radio, etc. Low mileage, in excellent condition. £940 o.n.o. Flight Lieutenant Morgan, Tel.: Pickering 2391, ext. 217. (1425

AUSTIN HEALEY 3000 Mk. III, 1966, white, black leather interior, wire wheels, overdrive and all usual extras, including radio and halogen headlights. New Cints. £995. Tel.: Southend-on-Sea 40371 (business). (1395

TR4, 1962. Wire wheels, overdrive. Red. Very good looking, very fast. Good hood, tyres. M.o.T. £295. Tel.: 01-969 5186. (1436

XK120 ROADSTER, 1954, registered 1966 when imported from U.S.A. Left-hand drive. Original black paintwork. Chrome wire wheels. 23,000 recorded miles. Superb mechanically. Must be one of the best in the country. £1,750. Tel.: Cheltenham 23228. (1394

OWNER OF two attractive M.G.-A Twin Cams, one fixed-head, one open, must sell one of them. Tel.: 01-960 1550 (North Kensington). (1435

BENTLEY S.1, 1959, p.a.s., electric windows, radio. Grey over blue. New diff. fitted 4,000 miles ago. One previous owner. £1,375. H.P. can be arranged. Part exchange vehicle considered. F. C. Shoobridge, Tel.: Aldershot 20809 (after 6.30 p.m.). (1396

M.G.-B, 1966, fitted crossflow head, twin 40DCOEs, 71A camshaft, tuned exhaust, close-ratio gears, 5-in. rims with new G800s, radio, underseated, three spots, tonneau, etc. A very quick and genuine car. £675 o.n.o. Tel.: Llantilio 256 (Monmouthshire). (1397

1964 LOTUS Cortina, leaf-spring conversion, long-range fuel tank, radio. £300. Tel.: Aylesbury 85094. (1398

HEALEY 3000 Mk. I, 1961, 56,000. Blue. Flared arches, wide wires, overdrive. Fast and reliable. £350 o.n.o. 1954 110/4M, low mileage (28,000) since rebuild. New Cinturatos, overdrive, w/w., louvred bonnet. Realistic offers. Apply: I. F. Duckworth, Crankan, Heamoor, Penzance, Cornwall. Tel.: Bradford-on-Tone 355. (1399

FOR SALE—continued

ALFA ROMEO *Giulia Sprint Special by Bertone.* Twin o.h.c. Alfa red. 1966, immaculate condition. Mileage 33,000. New exhaust system. New Cinturatos, twin spots, push-button radio. A rare car. £750. Tel.: 061-336 2081 (evenings). (1400

RECORD-BREAKING Prototype TR2, MVC 575, Jabbeke 1953. *Bodyshell stripped for rebuild.* History and some rare new spares. Real enthusiast only. Contact Graham Hallett, 61 Rugby Ave., Wembley, Middlesex, HA0 3DJ. Tel.: 01-902 6987. (1402

1939 BUICK, Series 40 Straight Eight saloon, in very good order. £500. Tel.: Leamington 20273. (1403

FIAT 124 coupé, June 1969. Very smart dark blue with gold line; 5-speed gearbox, h.r.w., spotlights, radio. Serviced by Fiat (England). £1,125. Tel.: Shipston-on-Stour (Warwickshire) 61577. (1404

1967 ALVIS TF21, Automatic. Metallic grey/red interior. Webasto sun-roof. 37,000 miles. Have inherited this luxurious and rare model but regretfully cannot afford to run it myself. £1,450 or offers. Fletcher, Tel.: 01-546 1364 (home); 01-934 4837 (work). (1405

LOTUS SIX rolling chassis (No. 43), many modifications. Offers over £150. Tel.: Windsor 51718. (1406

1961 MK. IX JAGUAR—manual with overdrive, servo discs, power steering, five good Michelin Xs, radio. 66,500 miles. M.o.T. until Oct. 1972. Excellent condition inside and out. Offers over £350. Tel.: East Grinstead 21358 (after 6 p.m.). (1407

AUSTIN HEALEY 3000, Mk. II, B.N.7, 1962, three carbs., h/soft-tops. Excellent condition. £440. Tel.: Chelmsford 51450. (1408

FORD ESCORT 1300 GT, late 1970. Many extras. £720 o.n.o. Tel.: Cheltenham 32612. (1409

DAIMLER BARKER. Good. D.H.C. Spl. sports, 1952. 2,500 c.c. £283. M.o.T. Good tyres. Tel.: Orpington 22457. (1410

1922 TALBOT Darracq saloon, 16 h.p. Completely restored and original. £1,250. Bailey, 44 York Rd., Cheam, Surrey. Tel.: 01-642 7808. (1411

MORGAN 4/4, Series 4, 1962, *refitted with* 1500 Ford engine, Weber DCD. New clutch and ring gear, starter, hood, fittings, distributor, tyres, front cross-frame, track-rods; resprayed dark green. Woodrot and rust replaced; full and half tonneaux, heater. £560. Tel.: Alsager 4767. (1412

FOR SALE—continued

JAGUAR XK150 f.h.c., 1959. *Rust-free.* Carmen red body. Over £450 spent on new wires, Cints., discs, gearbox, etc., etc. Heartbreaking sale due to genuine reason. Tel.: Bournemouth 40416. (1413

LANCIA FLAVIA Zagato Sport, 1967, white, 4-seater, fast, economical. £1,185. Tel.: Ilkley 2068. (1415

DAIMLER CONSORT, 1951, white, radio; good order. Reg. No. LXK 1. M.o.T. nine months. £200. Singer Hunter, 1956, M.o.T. lapsed, reasonable, £30. Bennett, 211 Conkwell, Bradford-on-Avon, Wilts. Tel.: Limpley Stoke 2509. (1417

B.M.W. 1800 TI, 1966 model, white. Works garage maintained, exceptionally good condition. Just run-in following check stripping. Test/inspections welcome. £585. Antill, Tel. Sheffield 387272 or Worksop 2324 (evenings). (1418

BRISTOL 2-LITRE 403. New engine, gearbox, etc. Respray gunmetal. Radio. First class condition throughout. Offers over £500. Tel.: Coombe Hill 267. (1419

AUSTIN A40 Devon, 1950. Austin employee owner from new. Original condition maintained. Black bodywork excellent. Leather upholstery. Low mileage. M.o.T., taxed. Tel.: Rees, 021-453 4151 (business). (1420

LOTUS CORTINA, well-cared-for example, original lightweight 1963 version with close-ratio gearbox; genuine 49,000 miles. Engine extensively rebuilt including new block, rear suspension recently converted. Exceptionally sound bodywork and mechanicals. Fast, safe, reliable. £460 o.n.o. Tel.: Woking 5207. (1421

M.G. MIDGET 1275, 1⅛ S.U.s, Howe manifold, modified suspension, ZX radials, new hood. Outstanding car. Tel.: Sudbury, (Suffolk) 3218 (after 5.00 p.m.) (1422

1960 M.G.-A Twin Cam d.h.c. Engine and bodywork rebuilt, retrimmed, respray, etc. For full details, Tel.: Chesterfield 3379 (evenings and weekends). (1423

1924 CITROEN 5 c.v. tourer. Recon. engine, rest 70% restored. £385. Tel.: Uxbridge 32624. (1424

BUICK Straight Eight. Needs work. £100. Norton engine. Vertex magneto. A7 Dynadistrib., £25. Exchange 4-wheel transporter. Box 3176. (1522

SWALLOW DORETTI, 1956. The A.C. Ace of the working man. Vroom Vroom and away. Beautiful, superfast. Different. M.o.T. £185. Tel.: 01-960 1503. (1620

FOR SALE—continued

DAIMLER SP250, 1962. *Hard/soft-tops. B.R.G* Radio, belts. New gearbox last year, engine excellent, 84,000 miles. Body perfect. Used as second car; two owners since new, present for seven years. All maintenance bills. £600 o.n.o. Box 3175. (1523

1954 MERCEDES 300, specially made for *Maharajah of Morvi. Every luxury. Only handful* of these r.h.d. models made so collectors' item. Incredible all-round condition with unmarked indigo blue coachwork and sumptuous matching leather interior. Good mechanics/electrics/tyres. If bumpers rechromed would look 1966 car. Similar car priced £2,800 in June "Motor Sport", p. 617. *My price £450 only. Box 3173.* (1556

BENTLEY 3-LITRE, 1924, rebuilt V.D.P. tourer. £3,000 o.v.n.o. Box 3168. (1601

1937 M.G. TA. 35 Ainderby Rd., Romanby, Northallerton, Yorkshire. Tel.: Northallerton 4828. (1608

ROLLS-ROYCE, 1938, Wraith, Park Ward sports saloon, grey, very original. In R.-R. book. Excellent investment. £1,200 or p/ex. Interesting Bentley. Tel.: Rotherfield 618 (Sussex). (1621

M.G. MAGNETTE ZB, 1958. Gold Seal engine, gearbox just fitted. Undersealed. Sound throughout. £250. Tel.: Barnstaple (Devon) 3118. (1515

LOTUS SUPER Seven, 4,000 miles since rebuild. 1600 GT engine. 'J' regd. Much admired car. Bargain at £675 o.n.o. D. L. Cox, "Hazelwood", Sandway, Lenham, Kent. Tel.: Lenham 409. (1516

TIGER MK. II, genuine 4.7 export model. Carnival red with black interior. Hard and soft-tops, radio, 8-track stereo tape player. New Cosmic wheels and tyres. 51,000 miles, in beautiful original condition. A collector's piece at £1,000, would part exchange for Porsche 911S, Shelby Cobra, Mustang or XJ6. Tel.: Lowestoft 4163 (daytime). (1517

T.V.R. TUSCAN V8. Registered April 1971. White. Extras include radio, sun-roof, overdrive, mag. wheels, tinted rear screen. This very impressive looking car is for sale for only £1,350. Tel.: Clacton 22355 (Essex). (1518

ASTON MARTIN DB2/4 3-litre, blue, 57,000 miles, excellent condition. M.o.T. Oct. One owner. £475. Tel.: Bridport 3567. (1520

ROLLS-ROYCE 25/30 limousine by Park Ward, 1936, in superb condition. Taxed, M.o.T. Tools, side-mounted spare with cover. £1,050. Tel.: Harrogate 62492 (day) or Darley 306 (evenings). (1521

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TRIUMPH Spitfire Mk. II, red/black trim, hard- and soft-tops, Cosmic alloy wheels, radials, air horns. 1964. **£395**

JAGUAR 'E'-Type 4.2 coupé, beautiful midnight blue/grey trim; radio, Konis, etc.; new clutch, decoked. **£985**

M.G. TC. Rare 1947 1,250-c.c. example, all original in red; many bills; good investment at: **£595**

FORD Mustang 289 convertible. Red/black trim (manual), radio, radial tyres, spots, etc. **£1,095**

M.G. TD. Really outstanding 1952 specimen in black with tan trim. **£595**

AUSTIN HEALEY Sebring Sprite Mk. I, *metallic blue/black trim; wires,* white hard- and soft-tops. **£265**

LOTUS Elite, 'Super 95', specially built and regd. 1971, 1220 Climax unit with Webers, 13-in. wires with G800s. Collectors' item at **£995**

LOTUS Elan 'Plus Two'. 1969 car in white/black trim, radio, HR-SPs, electric windows, etc. **£1,385**

TRIUMPH TR6. A one-owner low-mileage 1970 car in white with black trim, fitted overdrive, radio, Rostyles, HR-SPs. (Factory detachable hard-top available.) **£1,295**

LOTUS Seven S.4. Attractive 'J' regd. car in blue with white coachline, black trim, mag. wheels with G800s, leather wheel, radio, etc., etc. **£985**

JAGUAR 'E'-Type Mk. II. *A late 1969 roadster in* white/black trim, chrome wires with HR-SPs, radio, etc. **£1,965**

TRIUMPH TR5, 1968 (G), roadster in royal blue, fitted with overdrive, wire wheels with radials, radio, luggage rack and leather wheel. **£985**

M.G.-B roadsters. Choice of ten selected cars, 1964 to 1969, most colours; extras include wire wheels, radio, overdrive, tonneau, hard-top, luggage rack, etc. From **£495**

LOTUS Super Seven. Very special metallic blue car with tuned twin-cam unit, wide wheels with G800s, fully trimmed and weather equipped. **£885**

M.G.-B GT. Reasonably priced 1967 car in white/black trim, radio, plus 8-track stereo tape player. **£865**

LOTUS Clubman sports/racing car, with U2 mods, *all-independent, etc.; bills for £1,400, recent* rebuild, not yet run-in. **£635**

TRIUMPH Spitfire Mk. III, royal blue with black trim, radio, etc. 'G' regd. **£635**

TRIUMPH TR5, 1968, Surrey-top car in red with black hard-top, Rostyles, with XAS tyres, radio, rack, black Sebring mirrors. **£965**

ALFA ROMEO Spider Duetto 1600, 1967, white/black trim, radials, etc. Really superb. **£965**

LOTUS Elan 'Sprint', 1971 'J', drophead, special metallic grape colour with white coachlines, large-valve engine, Motorola, HR-SPs, etc.; nominal mileage by one owner. **£1,695**

AUSTIN HEALEY 3000 Mk. III. Fine two-owner example in royal blue/black trim, overdrive, wires with XAS, radio, etc. **£865**

M.G.-B. Two unmarked 1970 cars ('J'), white or *bronze yellow; both with overdrive and radio; one* with Rostyles, one with wires. **£1,135**

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AUSTIN HEALEY 3000. Genuine ex-works. Rome-Liege, Pat Moss and Jean Bloxham rally car. **Offers around £1,250** for this unique car invited.

M.G. Midget. Choice four 1098 examples: green, white, yellow or silver; three with wires, one hard-top also. From **£465**

TRIUMPH GT6 Mk. II, 1970. Low-mileage car, unmarked pale blue/black trim, wires with G800s, radio, h.r.w., etc. **£1,065**

TRIUMPH Spitfire Mk. III. Another one-owner 1969 car in damson with black trim, wires with SPs, radio, etc. **£695**

DAIMLER SP250. Very rare late 'C'-Spec. car outstanding in mountain blue with pale blue trim, hard/soft-tops, radio, etc. Appreciating at **£985**

M.G.-B Mk. II. *A one-owner 1970 low-mileage car* in blue royale and black trim, fitted matching 'Bermuda' hard-top with tinted windows, overdrive, soft-top, radio, wire wheels, leather wheel, burglar alarm. **£1,185**

COOPER. Choice five selected 1,000-c.c. cars, various colours and extras. From **£295 to £675**

ASTON MARTIN DB5 coupé, pale green with red leather, chrome wires, Radiomobile, electric windows, etc. Unit overhauled. Really fabulous example. **£1,395**

M.G.-C GT, 1969. Very rare in black. Director owned since new. Wire wheels, radio, leather wheel, chromed Sebrings, etc. **£1,065**

LOTUS Europa, 1970, in Lotus yellow with black trim, Cosmic wheels, radio/tape player, electric windows, q.h. lamps. **£1,185**

LOTUS Elan S.4 coupé, 1969, Special Equipment, in yellow with black trim, HR/SP tyres, recent £277 overhaul, not yet run-in. **£1,135**

TRIUMPH TR4, red, with black trim, soft- and *Surrey tops. A 1964 car with overdrive, wire* wheels with XAS tyres, leather steering wheel. **£485**

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ALFA ROMEO 1600 Giulia GT. Nice 1964 car in Bahama yellow; gearbox overhauled. **£585**

FIAT 124 Sports coupé, 1969 ('H') car in fern green with tan trim, radio, 5-speed box, radial tyres, etc. **£1,260**

M.G.-B GT Mk. II. Choice three selected 1969 cars, B.R.G., red and black, o/drive, wires, radio, etc. **£1,135**

CHEVROLET Camaro Super Sports *coupé, electric blue with matching* trim, 350 High-Performance unit, 4-speed Hurst shift, refrigeration, radio, low-profile tyres, h.r.w., console, head-rests, p.a.s. and power discs. 1970 but 'K' regd. **£2,650**

FIAT 850 sports coupé, 1969 model in grey with black trim and wheels, radio, leather wheel, etc. **£695**

PONTIAC Firebird Formula 400 *coupé, red with black trim, 400 High-*Performance unit, auto., refrigeration, tinted windows, radio, h.r.w., full console, p.a.s. and power discs. 1971 but 'K' regd. **£3,650**

1275 'S'. Choice four selected cars, variety of colours and extras; two with mag. wheels, two with sun-roof. From **£495**

CHEVROLET Corvette Sting-Ray 427 Mako-Shark sports, magnificent beast in fire-mist with black hide trim, bulges and flashes, 4-speed Hurst-*shift, radio, solid-lifters and Woolfe manifolds,* rally wheels with special low-profile tyres, flared arch 1969 model with rear spoiler. **£2,850**

RELIANT Scimitar GTE. Choice three of these 'H' regd. Mk. II hand-built high-performance cars, Caribbean green, Everest white or Mexican red, overdrive, radio, etc. From **£1,685**

PIPER GTT, 1970. Lambo lime-green with mag. wheels/G800s, sun-roof, tinted windows, radio, etc. **£1,295**

ROVER 2000 TC, rare 1969 export model in April yellow, tan trim, fitted air-conditioning Radiomobile, chromed Rostyles with G800s, tinted windows, Continental steering, etc. Under 20,000 miles by one owner. **£1,185**

RELIANT Scimitar GTE. Choice four Automatic 1970/71 'H' and 'J' examples: Nevada yellow, caramel or Mexican red, two with stereo tape, one with sun-roof. From **£1,835**

FORD Escort RS 1600, maize yellow/black trim, fully rally prepared, but not yet rallied, absolutely unmarked. Extras include: uprated suspension, *flared arches, Minilites, G800 rally tyres, sun-roof* and deflector, rally seats, four q.i. spots, leather wheel, uprated gearbox, roll-over bar, Halda Trip-master and Halda Speed Pilot, map light, inertia reel belts, interior fuses, reversing lights, sump guard, etc. **£1,595**

ASTON MARTIN DB4 coupé, beautifully recellulosed in yellow-stone with off-white trim, overdrive, sun-roof, chrome wires, etc. Unit just decoked. **£985**

RELIANT Scimitar coupé. Two of these two-seat GT cars. A 1969 2.5-litre in satin silver and a *1969 3-litre in Mediterranean blue with radio,* sun-roof and overdrive. **£985**

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FOR SALE—continued

GT6 TRIUMPH, 1968; 33,000 miles. Yellow/black interior; damaged since repaired. Only £500. Consider part-exchange. 177 Birmingham Rd., Bromsgrove, Worcs. (1571

DAIMLER CONQUEST. Century saloon, original paintwork grey; superb condition throughout; no rust at all; 1st registered July 1955; M.o.T. to September 1972; 2 owners from new; bargain at £250. Fox Farm, Brook Lane, Timperley, Cheshire. Tel.: 061-928 2922. (1574

LOTUS ELITE Series II. ZF box, engine rebuilt, interior retrimmed; year's M.o.T.; Canary yellow. £650. Tel.: Rayleigh 71882. (1575

M.G. TA. Reconditioned TC engine; 4,000 miles; first class condition; bills for £200 spent in last year. £450. Tel.: Bristol 26310 (business). (1576

BENTLEY CONTINENTAL R-type. Mulliner fast-back; B series; manual; green; tan interior, usual refinements above average condition. £1,975. Tel.: Tanworth-in-Arden (Warks.) 2271. (1577

CORTINA LOTUS, 1968. Silver fox; immaculate condition; must be one of finest available; extras include Webasto roof; Motorola, 1600E wheels; ZX tyres, spots; 42,000 miles. Recent complete engine overhaul and new clutch. Genuine sale £610 o.n.o. *Tel.: Bacup (Lancs.) 4341.* (1578

BENTLEY R-TYPE. Manual, black; connoisseur's car plus winter tyres and wheels; 18 m.p.g. Tel.: Woodland, Wedmore 655. (1579

1962 ASTON MARTIN DB4. Chassis No. 915; superb condition in all respects; fitted radio; overdrive etc.; recent new Turbospeeds; red with black interior; taxed to August £895. Interesting part exchanges considered. Tel.: Tim Frost, Wickham 3031 (Hants.). (1580

MORGAN 4/4 Series I, 1939. Rebuild almost complete. Climax engine rebored; new big-ends, clutch, brakes; rewired; extensive bodywork; resprayed. £250. Tel.: *Middlesbrough* 34959. (1581

1953 RILEY 2½ RMF taxed (November); M.o.T. (November); used daily. £140. Tel.: West Burwash (Sussex) 362 after 7 p.m. (1583

DB5, WHITE, 1965. P.B. radio; h.r.w.; almost new Turbospeeds; new exhaust system; hydraulics; suspension recently. Room desperately wanted. Best offer. 27 Markfield Lane, Newton Linfold, Leicestershire. Tel.: Markfield 2750. (1584

M TYPE M.G. Midget VSCC eligible 90 per cent complete; restoration or break; masses of spares, some J2 bits. List requirements big or small. S.a.e. R. A. *Abrahams, 3 Hilton Lane, Prestwich,* Manchester. (1585

DELAHAYE 135M dropheead coupé with elegant coachwork by Guillori; fast and rare car. Would part exchange for Lagonda Rapide. Tel.: 061-330 1113. (1587

RELIANT SCIMITAR, 1967. 3-litre; sunroof; overdrive; electric fan and usual extras; emigration forces disposal of this car for £790. Tel.: Guisborough 4443. (1604

JAGUAR 3.4 "S"-type; many extras including overdrive and power-assisted steering; genuine reason for sale. £850 o.n.o. Please telephone Pleasley 659 (working hours) or Kirkby-in-Ashfield 2821 (Nottinghamshire) (1605

1949 DAIMLER DB18. Good runner, needs tidying, suit enthusiast. £35 o.n.o. Tel.: Bures (Suffolk) 547. (1606

RARE 1954 Sunbeam Alpine 2-seater; d.h.c. 2,267 c.c.; M.o.T., taxed; new hood; battery; overdrive; rev. oounter; good heater; radio; flashers; electric washers; reversing lights; seat belts. Excellent throughout. £320 o.n.o. 1 Harrowby Hall Estate, Grantham. Tel.: 4965 (evenings 7-8). (1607

ALVIS 12/50 Beetleback; big port; aluminium body; outside exhaust/handbrake; M.o.T. Tel.: Esher 62056. (1609

LOTUS CORTINA, Mk. 1, 1966. White with black badges; taxed and M.o.T. October; Konis fitted; new clutch, brakes, electrics. Well maintained with recent respray. £395. Tel.: Bradford 26255. (1610

RUDDSPEED FORD Zephyr Six, stage 1 engine; plus auxiliaries; removed from AC Ace. T. Spooner, Tel.: Sheffield 62671. (1611

HEALEY 3000, 1965. Genuine 36,000 from new; excellent all round; two owners, never damaged; overdrive; radio. £695 Tel.: 01-203 0837. (1613

RARE 1938 Model G Vauxhall; original coachbuilt open bodywork; complete but needs work. £120 o.n.o. Tel.: Luton 26061 (evenings). (1615

LOTUS ELAN plus 2S. "J" registered; one owner; 15,000 miles; h.r.w.; chrome wheels; tinted screen plus p.b. radio; Bahama yellow; fantastic condition. £1,850 o.n.o. Tel.: 051-722 1123 (home). (1617

TR4A, 1967. 40,000 miles; new radials; radio; taxed; M.o.T.; spare diff.; c/head; v.g.c. £800. Tel.: 01-373 1307. (1618

BRISTOL 401, 1953 in excellent all round condition. The connoisseur's car of the future for sale now at £500 or near offer. Tel.: Hall, Harrogate 770063. (1376

VAUXHALL MODEL T80, 1930 saloon. Converted to hearse; in good running order, very suitable for reconversion to original. Offers after inspection. Richardson, Engineer, Crail. Tel.: 363. (8144

1965 MORGAN +4, TR4A engine; disc brakes; wire wheels; luggage rack; heater; new hood. £550. Box 3185. (1735

1936 25/30 Rolls-Royce limousine; reg. DKT 777. Built by Thrupp and Maberly, part restored, running, needs repaint and some electrical work; must sell, nearest offer to £550. Tel.: Woking 65117. (1718

FOR SALE—continued

FERRARI 250 GT, V12 two-seater; f.h.c. Metallic silver with tan interior trim; both bodywork and interior are in unmarked condition; recent engine and gearbox rebuild; this car is not to be confused with the usual tatty ones. An outstanding example of this very rare classic car and a fast appreciating asset for £1,395. Tel.: 01-897 0159 now because the first person to see will buy! (1719

190SL MERCEDES, 1957. M.o.T., professionally fitted 230SL headlamps; red; rechromed back bumper; new hood; full oil pressure; r.h.d. £325 o.n.o Tel.: Southend 76025 (evenings). (1709

1924 BENZ 20 h.p. 6-cylinder running chassis; complete with bonnet; scuttle; radiator; front wings; running boards and valances; lights; instruments; 6 wire wheels. 1929 Cadillac La Salle V8 saloon; good original example. Allart, P.O. Box 105, Rose Bay, N.S.W. 2029, Australia. (1567

1953 CHEVROLET Corvette. R.h.d.; 6-cylinder. Overhauled engine. Allart, P.O. Box 105, Rose Bay, N.S.W. 2029, Australia. (1567

HEALEY 3000 Mk. III, 1967. B.R.G.; 32,000 miles; overdrive; radio; w/wheels, etc.; immaculate throughout; best offer over £950. Tel.: Minter 01-623 6271 (day) or 01-730 7780 (evenings) (1710

HXC III ON taxed and tested 1946 Lanchester 10 h.p. with handbook; body needs attention. Offers. Tel.: Formby 71264 (evenings or weekend). (1711

GT6 1970. Damson with tan upholstery. Webasto sun roof; h.r.w.; towing assembly; undersealed; 19,000 miles; immaculate throughout. £1,025. Lt. Bates, 2 Aldershot Lodge, Church Lane East, Aldershot, Hants. Tel.: Aldershot 24461, ext. 3881 (day only). (1712

1938 CITROEN Sports Twelve. £130 o.v.n.o. Tel.: Redhill (Surrey) 62366. (1713

1953 2½ RILEY RMF, 2 owners; engine sound, body average; 4 new Cinturatos; M.o.T. till May. Offers around £175. Tel.: Barford, Towcaster (Northants) 436. (1714

MERCEDES-BENZ 220S saloon, 1957. Bodily and mechanically well maintained; M.o.T., taxed; reasonable mileage; blue, grey interior; self seeker; radio. £225 for quick sale. Tel.: Crowhurst 457 (Nr. Hastings). (1715

FORD CORTINA GT May, 1965. One owner; dark green/black interior; undersealed 5½ in. rims/Cinturatos; laminated screen; lowered suspension; Adjustaride 22s. Reversing light; woodrim wheel, 2000E box; push-button radio, etc. £345. Tel.: Billericay 3863 (Essex). (1716

LOTUS CORTINA twin-cam 1968 in unflashed, "sheepish" silver (looks like 1600E). But wait! read on: "Wolf" under bonnet comprised of Ian Walker Stage III, superformance rebuilt, re-valved and beautifully tuned mechanical perfection. Costly bills available; plus high pressure oil system, limited slip diff.; lowered and stiffened suspension; never, repeat never raced or rallied; perfectly tractable; two registered owners; M.o.T. tested; not quite a gift but surely an investment at only £795. Exchanges; terms. Tel.: Tony at 01-363 8433. (1717

BRISTOL 401. Italian body, only 6 ever made; completely re-built 405 engine 2,000 miles ago; 1951 Monte Carlo Rallye entry driven by Tony Vandervell. Will sell to the highest reasonable offer. Tel.: 01-977 2103 (Teddington) or Ruislip 37703. (1721

ASTON MARTIN DB6, 1967. 47,000 miles; maintained by factory from new; automatic; green. All extras in quite excellent condition. £1,800. Tel.: Radlett 6995 or 01-734 5260. (1722

RARE 970 Morris Cooper "S". Engine No. 9FSAX-29722; one lady owner, never thrashed or used in competition. 1965, genuine 37,000 miles; M.o.T., taxed Dec. 1972; engine like brandy. Buying Alfa! Offers over £400. Tel.: 0792-66449. (1723

PORSCHE. Low mileage, convertible; in *really good condition.* Offers *around* £650 considered. Tel.: 01-599 5136 (daytime). (1724

AUSTIN-HEALEY 3000, Mk. III, 1966. Colorado red, black interior; overdrive and high back axle; Cobra wires; new exhaust; Konis. £895 o.n.o. Tel.: Hertford 4104. (1725

1960 AUSTIN HEALEY Sprite (frog eyed). Cherry original coachwork; new hood; M.o.T. Oct. 72; exceptional; taxed. £275. Tel.: Brighton 737776. 17 Shanklin Court, Hangleton Rd., Hove. (1726

ALFA ROMEO, 1600, GTV. White, sunroof; new gearbox; exhaust; 48,000 miles; recently had major service; ideal 2 + 2, *giving up to 35 m.p.g.* £850. *Tel.; 01-486* 4831 or Amersham 4154, 8 Sheepfold Lane, Amersham, Bucks. (1728

BENTLEY CONTINENTAL S.I. Park-Ward, d.h.c.; mechanically outstanding; bodily excellent; probably amongst best in existence. For quick sale telephone Tarrington 229. (1730

1965 CORTINA. 3-litre, V6; built Sept. 1970; many new parts, including 2000E box, 3.5 diff.; 6½Js; electric fan, etc. Sprayed Oct. 1971; excellent, but must be sold. £480 or offers. Tel.: Carter, Bishampton (Worcestershire) 366. (1729

AUSTIN HEALEY 3000, Mk. II, 1963. Wire wheels; overdrive; heater; tonneau. Good condition, £495 o.n.o. Tel.: Southport 89303. (1734

MORGAN PLUS 4. Four-seater, 1968, 22,000 miles; wire wheels; new Cinturatos; heater; full length tonneau, luggage rack; leather wheel. £1,050. Wanted hard-top for plus four 2-seater. Tel.: 01-868 5178. (1740

FOR SALE—continued

ALFA ROMEO, 1300, GT, Nov. 1967. Black with red interior; mechanics and bodywork in excellent condition; H.P. available. Tel.: Warminster 8191. (1736

1964 MODEL E-type Jaguar. Fixed-head coupé; first class condition; 8-track stereo; Webasto roof, £750 o.n.o. Tel.: Halifax 31475. (1737

1960 MODEL. Rolls-Royce Silver Cloud II. First registered 23 Nov. 1959, first-class condition; history from new. £1,850. Tel.: Halifax 31475. (1737

DELAGE AND Vauxhall 14/40s dismantled; separate items or about £200 all. 46 Buxton Rd., Wembley-Downs, West Australia 6019. (1739

JAGUAR E-TYPE, 1966. Metallic green, f.h.c.; chrome wire wheels; radio; excellent condition £1,000. Tel.: Brewood (Staffs.) 850078. (1741

ROLLS-ROYCE, PII hearses. One completely original; excellent order; one with V8 engine, original engine, gearbox included. Offers over £650 and £450 respectively. Box 3186. (1743

RILEY 1½ R.M.E. Reg. Jan. 1955; 12 months M.o.T.; finished in unblemished original black coachwork with contrasting green, leather interior. A superb E.G. of this much sought after motor car. £285 o.n.o. Tel.: Shepshed (Leics.) 2619. (1744

FROG-EYE SPRITE. H/s tops; good body; mechanics, new battery, exhaust, Cinturatos, brakes, engine rebuilt 5,000 miles; M.o.T., taxed. £175. Tel.: 041-556 4552 (Glasgow). (1745

MERCEDES 300C. Also Porsche 356, both needing mechanical attention; £200 and £185, part exchange considered. Information on Delahaye 135M required. Barnfather, Windmill, Brafferton, Darlington. Tel.: Aycliffe 3302. (1746

M.G.-B GT, 1966. W/wheels; o/drive; new M.o.T.; two owners £795. Tel.: 01-892 0872 (evenings). (1747

MERCEDES 220SE Coupé. Manual r.h.d., *blue; Nov. 30th, 1963. Rare car offered in* excellent condition; grey hide interior; fuel injection, all usual refinements; taxed, M.o.T. Must be sold, so given away at only £745. Any trial, will deliver anywhere, it only needs seeing. Tel.: 061-766 9250. (1748

M.G.-B, NOV. 1964. White; overdrive; twin spots. £400. 27a Newmarket St., Skipton, Yorks. Tel.: Skipton 3927 (6 to 7 p.m. and weekends). (1750

JAGUAR 3.8, Mk. II. Manual; overdrive; Indigo blue; new 6 in. chrome wires and XJ6 tyres; recent decoke; new valves, new clutch; new M.o.T.; Abarth exhaust; Konis; limited slip diff.; full history known. Outstanding coachwork, any inspection, 3 months guarantee for genuine, superb car. £425 o.v.n.o. Tel.: Kidlington (Oxford) 5276. (1751

ASTON MARTIN DB6, automatic, 1967. Chrome wire wheels; electric tinted windows; silver grey paintwork, unmarked. Completely reconditioned engine, not turned one revolution, just about to be fitted. Would sell or exchange genuine low mileage 4.2 XJ6. Tel.: Bollington (Cheshire) 2080. (1752

LANCIA FLAMINIA, fixed-head coupé, 2,775 c.c. V6. Mechanically very sound, body rough. Registered 1964. R.h.d. Offers. Tel.: Bollington (Cheshire) 2080. (1752

MORGAN +4, 1968. Special manifold; roll bar; sport tyres; quartz spots; rebushed; heater, washers, etc. B.R.G. £875. Tel.: Whitehaven 2461 (office hours Mr. Taylor). (1753

1926 THORNYCROFT, model A2; 2-ton dropside truck, showroom condition; brass lamps, etc. £1,100. Tel.: Wotton-under-Edge 2392. (1755

ASTON MARTIN, 1958, DB2/4, Mk. III. Overdrive; twin exhausts. £600. D. W. Judd, 160 Albany Rd., Earlsdon, Coventry. (1756

"E"-TYPE JAGUAR, 1969 "H" roadster. Dark blue; nominal mileage with spare unused; c.w.w.; radio. Bargain £1,750. Tel.: 01-997 7358 (evenings). (1757

BENTLEY R-TYPE. Manual; recellulosed, rechromed; interior refurbished; new tyres; new exhaust; radio; over £400 spent on this car to make it one of the finest R-types on offer. Realistic price £895 o.n.o. Tel.: New Mills (Derbyshire) 2959. (1758

A.C. ACECA fitted Buick/Rover, 3.5-litre, V8. XK150 gearbox with overdrive. Much time and money have been spent on this very fast car. Price £800 For further details telephone North Shields 77883 (Northumberland). (1759

BENTLEY "R"-TYPE, 1953. James Young 4-door aluminium sports saloon; manual *gearchange; light grey with maroon upholstery;* good running order; M.o.T. Needs new carpets and slight attention to paintwork. £525 o.n.o. Tel.: North Shields 77883 (Northumberland). (1759

VANDEN PLAS Princess. 4-litre Rolls-Royce engine; automatic saloon; blue/grey; radio etc.; 16,000 miles guaranteed; immaculate and as new, cheap for quick sale by Executors. Tel.: Captain Hollinshead, Nantwich 65506. (1763

WANTED

LOTUS CORTINA, 1964 or 1965. Must be perfect; low mileage. Details to Mr. Gorst. Tel.: Northwich 74830. (1742

VINTAGE OR VETERAN car, preferably Mercedes SSK. Reveley, Tel.: Canford Cliffs 78277. (7990

ORIGINAL SEATS for 1934 Singer Le Mans four-seater sports. 21 Blacon Ave., Blacon, Chester, Cheshire. (8001

WANTED—continued

REGISTRATION number, either BJ, BSJ, BJM or similar with low or interesting number. Alternatively, any letters followed by number "1" only considered. Brian Jones, 43 Chancellors Close, Edgbaston, Birmingham 15. (8002

VAUXHALL 30/98 and 23/60 spares wanted. Will buy any pre-1928 Vauxhall spares or complete car, any model or condition; top prices paid, collect anywhere home or abroad. Guinchard, "Reynolds", Stapleford Rd., Stapleford Abbotts, Essex. Tel.: Stapleford 334. (8069

ASTON MARTIN pre-war 2-litre tourer. Any other Aston pre-war open cars considered. Box 3162. (1212

ASTON MARTIN DB5 block and crankshaft or whole engine. Lowson, University Hall, Liverpool L7OHY. Tel.: 051-263 3959. (1062

ROLLS-ROYCE, 1932 through 1940, wanted by private party. Also want Rolls-Royce parts, literature, catalogues, manuals, factory letters describing service procedures, etc. Wally Donoghue, 5130 Curtis, Plymouth, Michigan, U.S.A. (1224

YOUR HAIRY drophead sports car, anything fast in good condition considered for my 1967 "F" Corsair, very good condition, value £500. Cash adjustment either way. Tel.: Peter Reay, South Benfleet 2642 *(office hours) or 36 Hainault Rd., Chad*well Heath, Essex, RM6 6BJ (8085

WANTED; ROLLS-ROYCE, 20 h.p., chassis. Tel.: Halifax 31475. (1737

REGISTRATION number TW with low or distinctive number, would consider TOM or TEW. Write Tom Wheater, 26 Hallcroft Lane, Copmanthorpe, York or telephone York (0904) 67428. (1792

DAIMLER SP250 wanted. Any condition considered. Tel.: Pearce, Newcastle 30721 (office hours). (1720

JENSEN 541R or 541S wanted in good condition. Hodgson, 5 Woodside, Sandysike, Longtown, Carlisle (1749

ASTON MARTIN and Lagonda wanted for *spares. Any model, condition, or location,* if cheap. Box 3179. (1791

VSCC MEMBER urgently requires sports or touring vintage or P.V.T. car. Tel.: David Smith, 01-583 8030 ext. 403 (day), 01-959 5157 (evenings). (1067

"M" TYPE or J2 M.G. Suitable rebuild wanted. Yeadon, 9 Thornbury Rise, Darlington. Tel.: 65690. (8123

MORGAN 4/4 wanted 1964 on; about £600. Vine. Tel.: 01-340 3130 (home), 01-686 2850 (business). (8109

M.G. TD. Reasonable for renovating; no dealers. Tel.: Upper Basildon (049162) 548 (after 6 p.m.). (8106

WANTED: ROLLS-ROYCE Silver Cloud or Silver Dawn or similar; scruffy or tatty preferred; condition unimportant; immediate cash payment. Tel.: 01-602 0748 (Kensington), London. (8095

WANTED: Any sports or vintage or left-hand drive car; year and condition unimportant; immediate cash payment. Tel.: 01-602 0748 (Kensington) London. (8095

ANY INFORMATION, spares, books, for B.S.A. front wheel drive cars. Please help. Tel.: 051-924 5309 or write Sumner, 34 Chetwood Ave., Crosby, Liverpool 23. (8086

SET OF NEW or "like new" P100 or P80 Lucas headlights. To be used on my 1934 20/25 Rolls. Harold Daily, 4019 Leeshire St., Houston, Texas 77025, U.S.A. (8147

WANTED: Pair sidelamps, and pair taillights, suitable 1928 Mercedes, i.e. Zeiss, Grebel, Bosch, Clarke, Southland Securities, Cavridy House, Guildford, Surrey. (8050

PARTS WANTED for 1923 Hooper Rolls Twenty 4 pax open tourer; coil and top engine mount acceptable if rewinding required; one rear windscreen with or without leather flap, car has two round sockets mounted on sides body for screen. Correspond airmail Bushway, via Eufemiano, 9, Rome 00153, Italy. (8036

REGISTRATION number UGO (any number with it) wanted. Tel.: 01-804 2177 (evenings). (8033

FIAT BALILLA Sports or Coppa D'oro. Any condition telephone 021-554 1846 (day), 021-357 1054 (evenings), or write P. Bedford 647 Walsall Rd., Birmingham 22A. (8032

FOLLOWING INSURERS' policy change after many years' VSCC member seeks insurance for six vintage machines; annual mileage very small; no claims record 35 years; proposals please to Box 3149. (8023

WANTED: Works manual for 1937/1938 SS100 Jaguar, 3.4-litre. Dunkley, 1330 N. Harper Ave., 102 W. Hollywood, Calif. 90046. (8146

20/25 ROLLS body and motor parts. 19 Oakleigh Park North, N20 (1183

SHORT or interesting registration number wanted. Box 3163. (1195

WANTED RILEY 9 Gamecock Lynx or similar, must be in good condition and sensibly priced. Henderson, 28 Kingsway, Dundee. (1221

SPORTS CARS urgently wanted for cash or part exchange. Tel.: Boughton (022-775) 223. (1233

MORGAN 4/4 or +4 wanted. Will exchange 1964 Mini-Cooper and cash. Tel.: Welford- on-Avon 348. (1267

PERSONS WANTED throughout the world, interested in receiving a flow of Rolls-Royce and Bentleys, Jaguar, M.G. and interesting cars. Serious inquiries only. Write to Box 3164. (1265

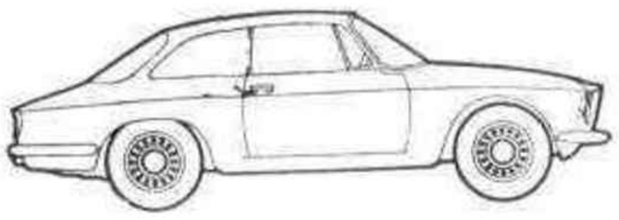
MARCOS REQUIRED. Condition unimportant; damaged car considered Tel.: Chapmanslade 405. (1231

WANTED. Registration mark RCB with any low or interesting number. Write Bird, Chilton House, Shimpling, Bury-St.-Edmunds. (1250

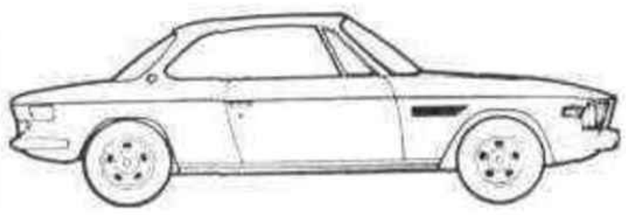
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01 340 3431

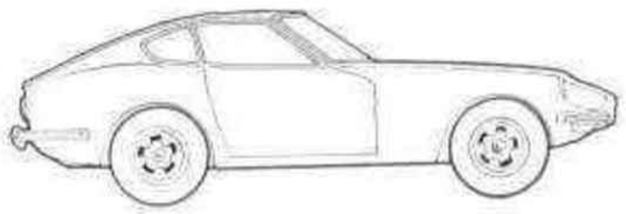
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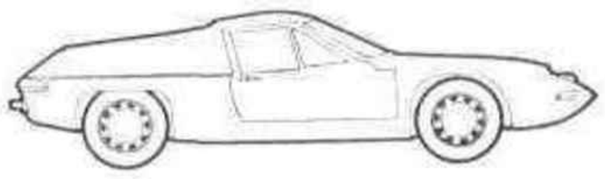
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ALFA ROMEO
EARLIEST DELIVERY



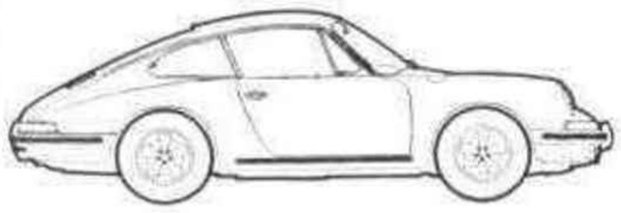
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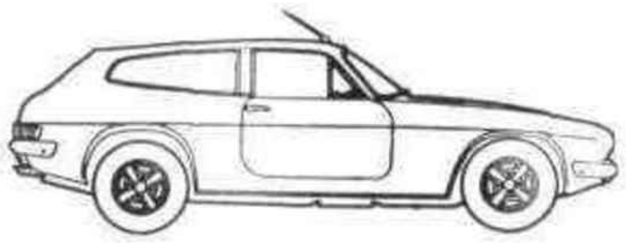
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A.C. Cobra 427. "Blueprinted" 7-litre solid lifter cross-bolted main bearing engine. Two four-choke Holley carburetters. Finished in silver with black leather trim. Just 2,000 miles only from new. Further specification on request.

1970 JAGUAR 'E'-Type roadster, finished in light blue with dark blue trim, fitted power steering, chrome wire wheels, hard-top; 14,000 miles. **£2,395.**



1970 ALFA ROMEO 1750 Spider, finished in ivory with black trim, fitted Minilite wheels, radio; 9,000 miles. **£1,895.**

1971 ALFA ROMEO 1750 Spider, finished in white with black trim; one owner, 13,000 miles. **£2,095.**



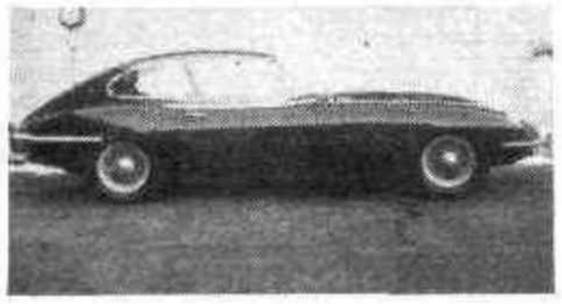
1971 ASTON MARTIN DBS V8, manual, finished in red with tan trim, fitted power steering, air conditioning, radio/stereo unit; one owner, 9,000 miles. **£6,650.**



1971 BMW 2800, finished in Atlantic blue with cloth trim, fitted power steering, push-button radio; one owner, 13,000 miles. **£2,895.**



1971 (reg. 1972) ESCORT Twin Cam, finished in Rolls-Royce regal red with black interior. 140-b.h.p. engine, uprated suspension, rally Minilite wheels, Goodyear Rally Special tyres, many other useful extras. This one-owner car has covered just 1,500 miles and is in the condition expected. **£1,595.**



1971 JAGUAR V12 'E'-Type 2+2 Automatic, finished in Cotswold blue, fitted power steering; 8,000 miles. **£3,495.**

1970 JAGUAR 'E'-Type 2+2 Automatic, finished in Regency red with black trim, fitted power steering, Sundym glass, heated rear window, chrome wire wheels; one owner, 13,000 miles. **£2,695.**

1969 JAGUAR 'E'-Type 2+2, finished in Cotswold blue with dark blue trim, fitted heated rear window, push-button radio, chrome disc wheels; 36,000 miles. **£2,095.**

1971 JAGUAR 'E'-Type fixed-head coupe, finished in British Racing Green, with contrasting trim, fitted heated rear window, chrome wire wheels, push-button radio; one owner, 8,000 miles; absolutely immaculate. **£2,695.**

1971 JAGUAR 'E'-Type fixed-head coupe, finished in indigo blue with blue trim, fitted heated rear window, chrome wire wheels, push-button radio; 15,000 miles. **£2,695.**

1970 JAGUAR 'E'-Type fixed-head coupe, finished in primrose with black trim, fitted heated rear window, tinted screen, chrome wire wheels, radio/stereo unit, electric aerial; 14,000 miles. **£2,395.**

1970 JAGUAR 'E'-Type fixed-head coupe, finished in white with dark blue trim, fitted heated rear window, chrome wire wheels; one owner, 16,000 miles. **£2,395.**

1969 JAGUAR 'E'-Type fixed-head coupe, finished in primrose with black trim, fitted chrome disc wheels, whitewall tyres, radio, electric aerial; 23,000 miles. **£1,995.**

1970 JAGUAR 'E'-Type roadster, finished in indigo blue with black trim, fitted chrome wire wheels, whitewall tyres, push-button radio; just 2,000 miles. **£2,745.**

1970 JAGUAR 'E'-Type roadster, finished in signal red with black trim, fitted chrome wire wheels, whitewall tyres, push-button radio; one owner, 8,900 miles. **£2,495.**

1970 JAGUAR 'E'-Type roadster, finished in British Racing Green, with contrasting trim, fitted chrome wire wheels, built-in headrests, push-button radio; 17,000 miles. **£2,345.**



1970 ('J' reg.) LOTUS +2S, finished in red with black trim, fitted radio; one owner, 15,000 miles. **£1,795.**



1971 LOTUS Elan Sprint fixed-head coupe, finished in Lotus yellow/white, fitted tinted glass, high-ratio diff.; 4,000 miles only. **£1,645.**

1970 ('J' reg.) LOTUS Elan S/E S4 drophead coupe, finished in yellow with black trim, fitted radio; 8,000 miles. **£1,395.**



1971 MARCOS, 3-litre Volvo engine, finished in orange with black trim, fitted sun-roof, alloy wheels, radio, cassette player; one owner, 11,600 miles. **£1,495.**



1971 PORSCHE 911S, finished in white with black trim, fitted electric sun-roof, Recaro seats; 10,700 miles. **£4,695.**

Various hard-tops available for Alfa Romeo Spider, M.G.-B, 'E'-Type roadster, Healey 3000, Triumph TR4A

Any car taken in part exchange
Insurance and hire purchase available

Personal export arranged
Late low mileage sports cars bought for cash

CAMDEN MOTORS

SPORTS CARS

1969 ALFA ROMEO 1300 Giulia Sprint GT. Usual performance and refinements. Bluette with tan trim **£1,299**

1968 (Reg. 1971) ALFA ROMEO 1300 GT coupé. Smart and attractive example in white, with contrasting black interior trim..... **£1,049**

1968 ALFA ROMEO 1750 GTV coupé. Nice example with usual 5-speed gearbox, etc. Maroon, tan trim **£1,399**

1971 ALFA ROMEO 1750 GTV. One owner car, fitted with radio, sun-roof and h.r.w. Low mileage and pristine condition. Red with black trim..... **£2,099**

1969 AUSTIN HEALEY Sprite Mk. IV, in B.R.G. with black trim. Very nice example of this popular sports car, fitted with radio..... **£629**

1967 AUSTIN HEALEY 3000 Mk. III. Particularly nice condition. Duo red and black paintwork with black trim. Wires and o/d. **£1,049**

1960 ASTON MARTIN DB4. Usual Aston performance and specification. Metallic gold with fawn interior. Radio **£649**



1969 ASTON MARTIN DB6. Automatic, p.a.s., radio, tinted screen, h.r.w., refridge. Silver and black. 14,000 miles **£3,399**

1966 FIAT 1500 cabriolet convertible. Smart in pale blue with beige trim. 5-speed gearbox, radio, etc..... **£699**

1968 FIAT 124 Sport Coupé. Generous +2 seating and good performance. 5-speed box. Ivory with black... **£1,049**

1969 FIAT 124 Sport Coupé, in yellow with black interior. 5-speed and h.r.w. Lovely example..... **£1,179**

1969 FORD Capri B.D.A. Twin-Cam. *16-valve engine, XLR spec.* Wide Rostyles and radio. Red with black trim..... **£1,299**

1971 FORD Escort RS1600. Staggering performance, with family sized bodywork. 11,000 miles. White with black trim..... **£1,299**

1967 (Regd.) FORD Mustang 289 fastback. 4-speed manual gearshift, +2 rear seating, radio; metallic gold with black trim..... **£699**



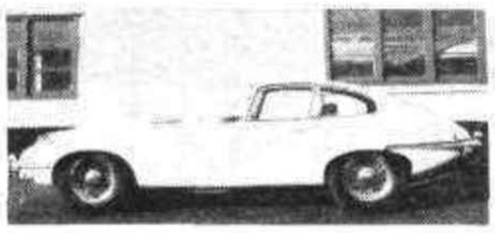
1969 GILBERN Genie GT coupé. Comprehensive spec. includes overdrive, alloy wheels, sun-roof and radio. Beige with black trim..... **£1,149**

1963 GILBERN 1800 GT. Classic GT design, with 1,800-c.c. M.G. engine, 2 + 2 *accommodation. Green with black* **£599**

1969 HONDA S.800 Mk. II f.h.c. Opalescent grey with black interior. Very impressive small GT, with amazing performance **£649**

1958 JAGUAR XK150S roadster. Manual with overdrive. Far above average. B.R.G. with green int.... **£1,299**

1969 JAGUAR 'E'-Type convertible. Chrome wires, radio and stereo tape. Blue with red interior..... **£1,899**



1969 JAGUAR 'E'-Type f.h.c. Comprehensively equipped with extras including chrome wires, radio, slot stereo, and headrests. White with black trim **£1,949**

1970 JAGUAR 'E'-Type f.h.c., beautiful car in white, with black interior trim. Fitted with Minilite mag. wheels and radio **£2,249**

1971 JAGUAR 'E'-Type V12 2+2, Auto., p.a.s., radio, h.r.w., light blue with blue seating..... **£3,699**

1967 JENSEN Interceptor. Beautiful in maroon with beige trim. Usual Auto., radio, h.r.w., also sun-roof..... **£2,499**

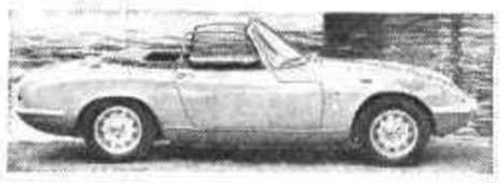
1963 JENSEN Interceptor. True luxury Grand Touring car. Red with black upholstery..... **£2,999**

1969 JENSEN Interceptor. Most attractive example, in grey with black upholstery. Terrific performance and luxury specification..... **£3,699**

1969 LANCIA Fulvia Rallye 'S' coupé. A very attractive example of this incredible Italian *marque*, which has countless rally successes to its credit. Red with tan trim..... **£1,299**

1970 LOTUS 7 Series 4. 1600 GT engine. Very quick acceleration. Yellow with black interior..... **£899**

1969 LOTUS Elan S.4 f.h.c. Lotus yellow bodywork with black upholstery. Great roadholding and performance..... **£1,129**



1969 LOTUS Elan d.h.c. *(similar to above).* Bright and attractive in red with black interior. Very sporty..... **£1,159**

1970 LOTUS Elan d.h.c., Special Equipment model. Smart in white with black trim. Elec. windows, k.o. wheels, etc. **£1,299**

1969 LOTUS Elan +2, in beige with black upholstery. Extras include radio *and sun-roof. Comfortable GT sports* car **£1,329**

1970 LOTUS Elan +2S, with chrome wheels, radio and h.r.w. White bodywork, with black interior..... **£1,999**

1969 LOTUS Europa mid-engine GT coupé. Alloy wheels, tuned engine. Fantastic road-holding. Red with black interior **£1,199**

1970 LOTUS *Europa,* a *very* good-looking example in Lotus yellow with black trim. Fitted with radio..... **£1,199

1969 MINI Marcos 998. Most attractive small sports car. Alloy wheels, and radio. Red with black interior..... **£499**

1966 MARCOS Volvo 1800. Fitted overdrive and radio, reel belts, sun-roof and alloy wheels. Sporty in red with black trim **£849**

1971 MARCOS 1600, 'K' regd. Only 650 miles. Alloy wheels, sun-roof. Immac. in bronze with black trim **£1,599**

1969 M.G. Midget Mk. III, 1,275-c.c. engine for performance. Thoroughbred M.G. in red with black interior... **£649**

1963 M.G.-B sports. Overdrive, hard-top, spotlamps, etc. Red with black trim..... **£549**

1967 M.G.-B sports. Smart in blue with matching interior. Fitted overdrive and radio **£749**

1969 M.G.-B roadster, with wires, overdrive and radio. Outstanding in black with red interior..... **£979**

1971 M.G.-B sports. Pristine example with overdrive and Rostyle wheels. Bronze yellow with black trim... **£1,229**

1968 M.G.-B GT. A very fine example, attractive in grey with red interior. Fitted wire wheels..... **£949**

1969 M.G.-B GT. Manual with overdrive. Red bodywork with black interior. Wires, radio..... **£1,099**

1971 M.G.-B GT. Low-mileage car. Finished in blaze with black interior. Radio and usual high spec..... **£1,349**

1969 M.G.-C GT. Manual with overdrive. Wire wheels. Green with black interior **£1,049**

1966 MERCEDES 230SL coupé. Auto., P.A.S. and radio. Beige bodywork with brown upholstery..... **£2,499**



MERCEDES 300SL Gullwing. Magnificent condition throughout, with only 61,000 recorded miles. Very rare collector's item. Sensible offers only, please.

1971 OPEL Manta Rallye 1.9 Automatic. Radio, tinted glass, headrests, sun-roof. Silver with black vinyl roof and black trim..... **£1,499**

1969 PORSCHE 911E. Lovely in Bahama yellow with black interior. *5-speed gearbox, radio, etc. A very winning* motor car..... **£3,199**

1963 RELIANT SCIMITAR GTE. Manual with overdrive, also fitted with radio. Nice appearance in red with black trim..... **£1,499**

1970 RELIANT Scimitar GT coupé. One of the last examples of this very stylish and popular sports coupé. Blue with black trim..... **£1,499**

1970 RELIANT Scimitar GTE. Manual with overdrive, radio and h.r.w. Impressive in aubergine with black... **£1,849**



1968 SIMCA 1200S coupé. Bertone-styled bodywork, in grey with black interior. Very attractive fastback sports **£799**

1965 SUNBEAM Alpine Automatic also fitted wires and hard-top. Finished in white with black interior..... **£499**

1967 TRIUMPH Spitfire Mk. II. A good example of this popular sports car. White with black interior..... **£449**

1969 TRIUMPH Spitfire, in red with black. Fitted hard-top and radio. Above average **£679**



1970 TRIUMPH Spitfire *(similar to above).* One-owner car, many extras including wires, overdrive, radio and stereo. Wedgwood blue with tan interior **£769**

1971 ('K' Regd.) TRIUMPH GT6, Mk. III. Overdrive and radio. Saffron with black trim **£1,249**

1967 TRIUMPH TR4A. Good appearance in midnight blue with blue seating. Wires, overdrive, radio, servo, etc. **£897**

1970 TR6. Petrol injection engine. Overdrive, radio, spots, etc. Green with black trim **£1,329**



1967 ('68 model) P.1800 'S'. *Smart in* red with black trim. Fitted with overdrive and radio, and built to the usual Volvo standard **£1,099**

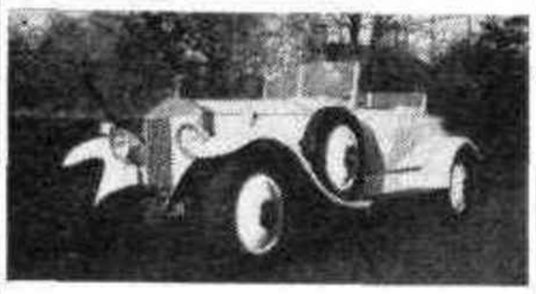
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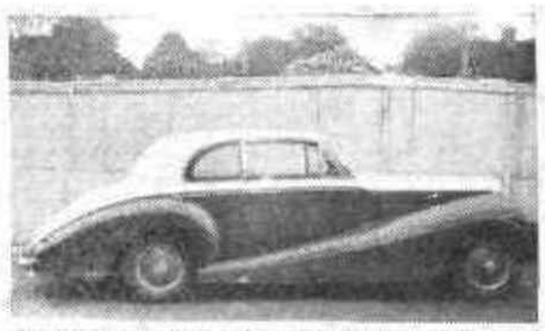
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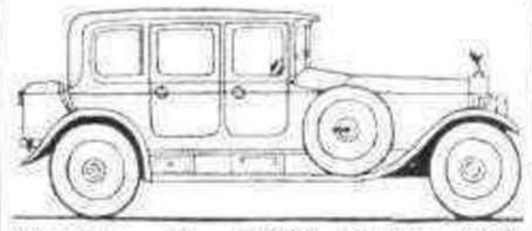


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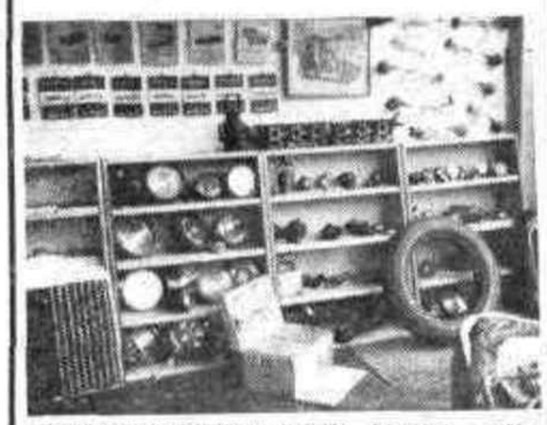
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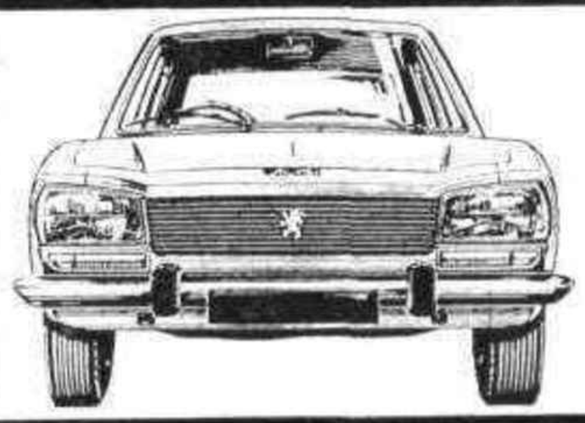
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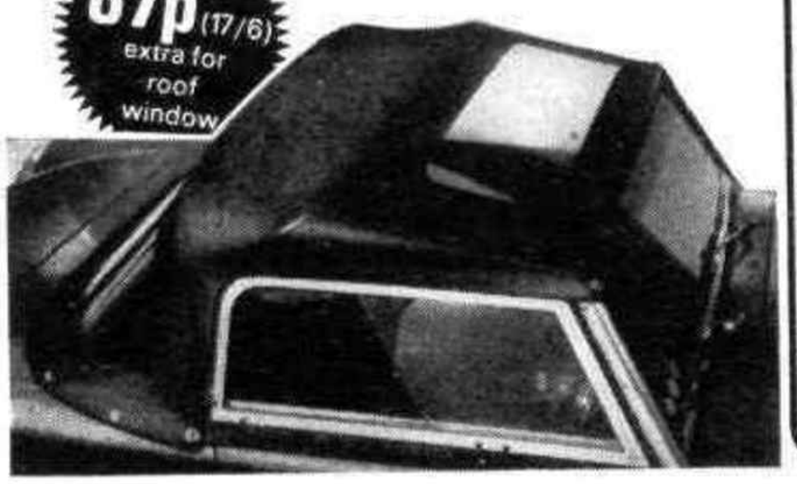
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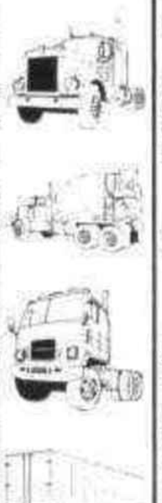
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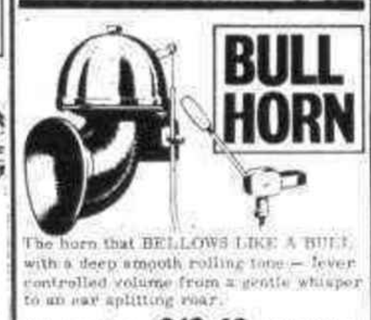


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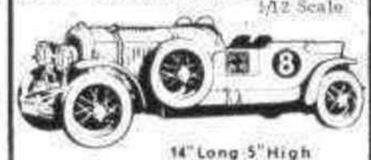
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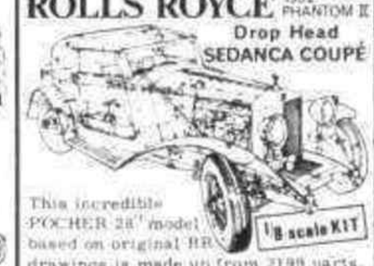
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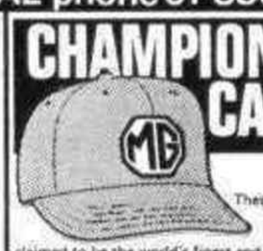


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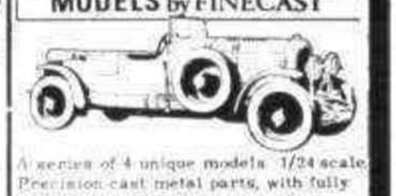
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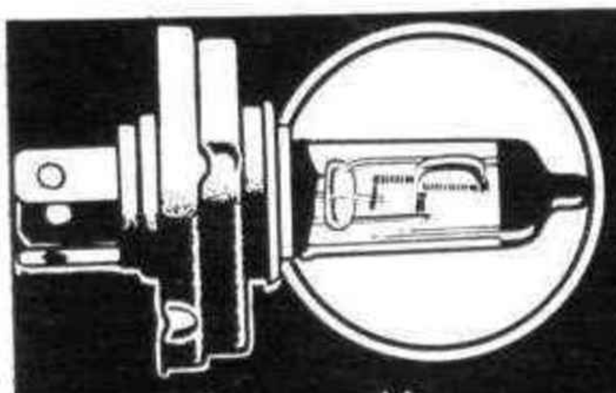
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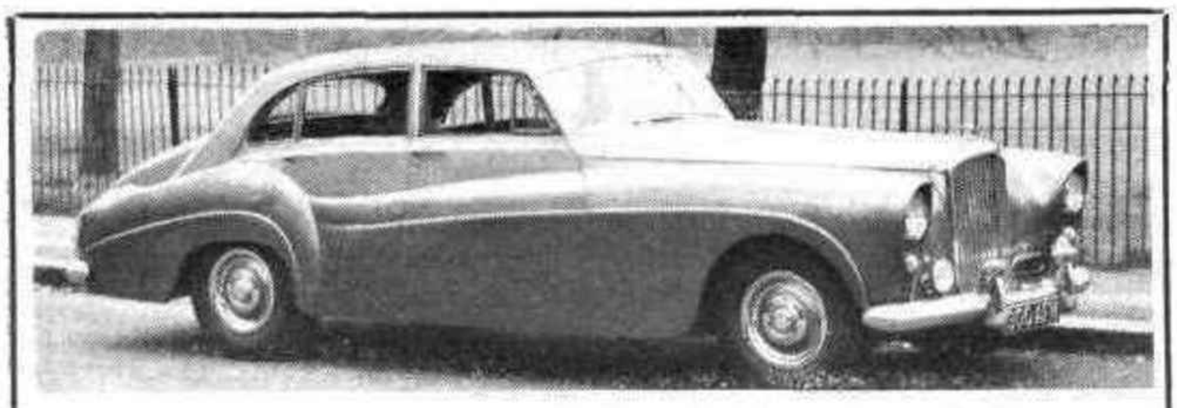
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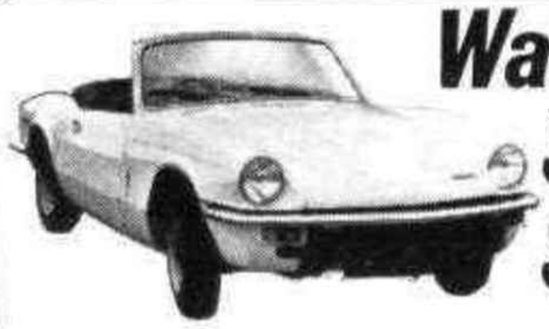
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NAME..... AGE..... OCCUPATION(S).....
ADDRESS.....
OWNER/DRIVER/NAMED DRIVERS..... AGES (1).....(2).....(3).....
MAKE..... MODEL..... CC..... YEAR..... VALUE £.....
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SPITFIRE, 1967, Mk. 2.	Pale blue	**£495**
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SPITFIRE, 1966, Mk. 2.	Green, radio	**£425**
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SPITFIRE, 1965, Mk. 1.	Red	**£350**
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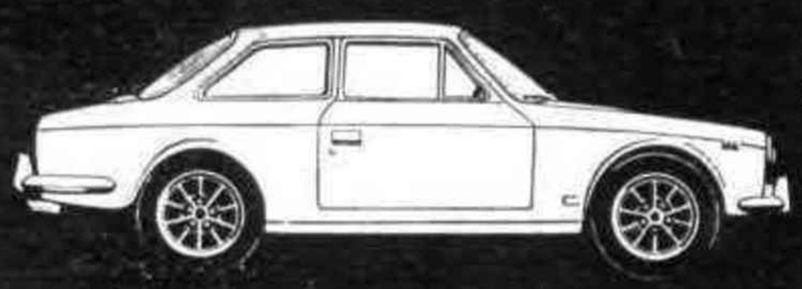
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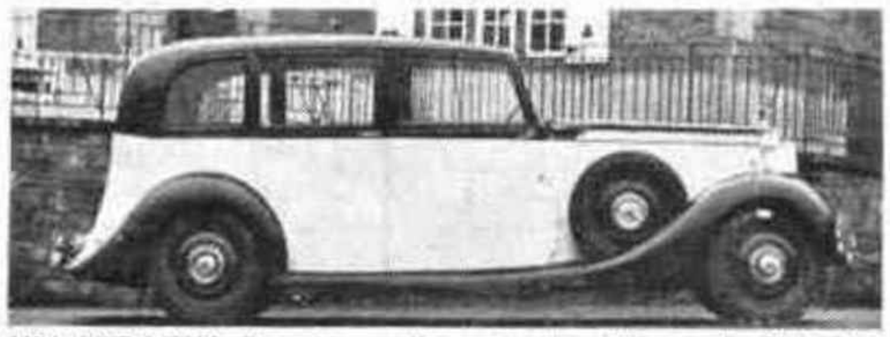
Vintage cars: 1927 Invicta 3-litre, high chassis close coupled tourer, most original, undergoing restoration. Offers invited

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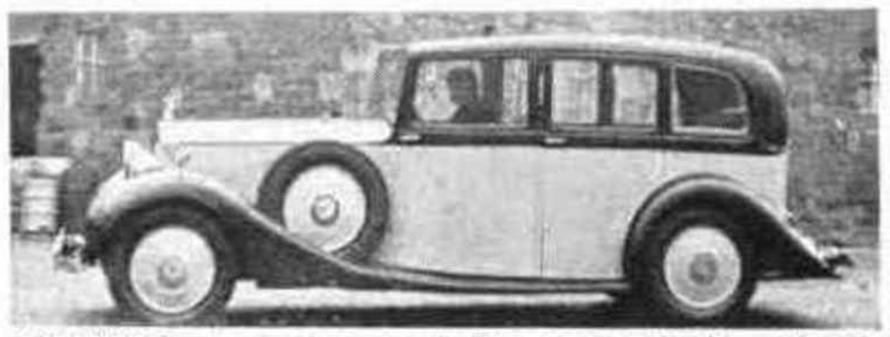
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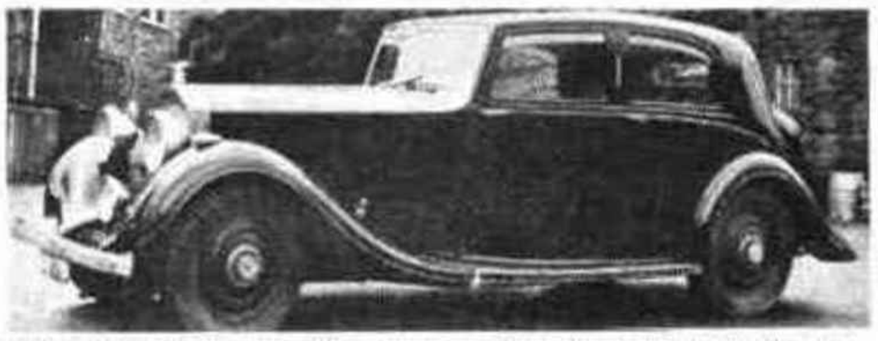
1939 WRAITH 7-passenger limousine by Thrupp & Maberly. Illustrated on page 224 of the book "Those Elegant Rolls-Royce". Finished in black with dove grey side panels, the appearance is most impressive. The rear compartment is upholstered in Bedford cord and the front in leather, with glass division in between. **£1,075.**



1937 25/30 7-passenger limousine by Freestone and Webb, with twin sidemounts. A very elegant car which has had one owner for the greater part of its life and been exceptionally well cared for. The coachwork is finished in black and cornflower blue. The interior is very well preserved Bedford cord to the rear and black hide to front. We have quite a lot of history for this well above average Rolls and think the price not unreasonable at **£1,195**



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1937 25/30 semi-razor-edge sports saloon by Thrupp & Maberly. A very pretty car in burgundy and black with brown leather interior. One owner for the last twenty years has maintained it very well and the mechanical condition is first class. Recent work includes rechroming, new headcloth, carpets, and the interior woodwork repolished. It has a working sun-roof and some history. **£1,475.**

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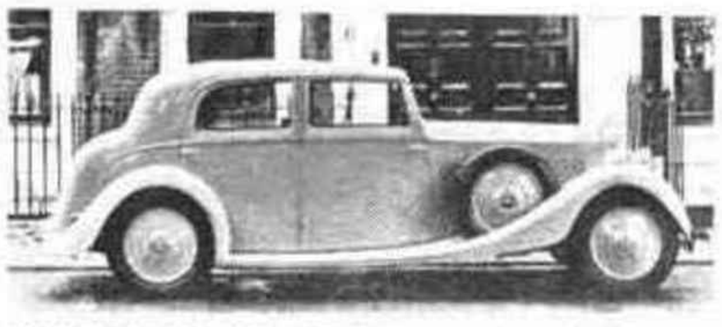
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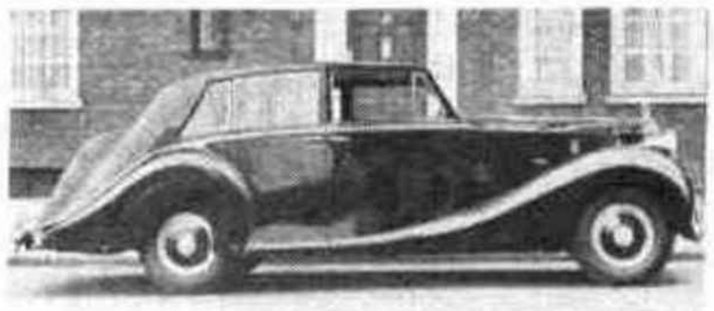
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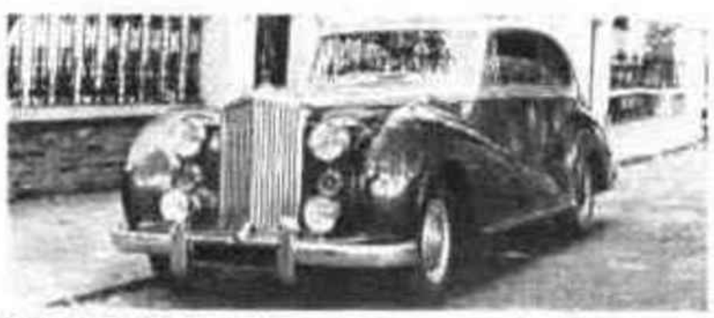
1952 ROLLS-ROYCE Silver Wraith, owner-driver saloon by Park Ward. 69,000 miles recorded and believed correct. Black with light tan hide.



1935 ROLLS-ROYCE 20/25 sports saloon by Hooper, one owner from new; French grey with deep green hide and carpets.



1949 and 1950 SILVER WRAITH small touring limousines by Hooper. Maroon and black respectively, with hide trim throughout; both really excellent cars.



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1952 BENTLEY 2-door f.h. coupé by Graber. Black with cream hide, spotless condition and with low mileage.

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1963 BENTLEY Continental S3 by H. J. Mulliner. Regal red with cream hide and fitted Triplex sunshine roof. Believed one of only seven S3s thus styled.

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1957 ROLLS-ROYCE Silver Cloud I: choice of three exceptional cars, all with power steering.

1961 ROLLS-ROYCE Silver Cloud II in *concours* regal red.

1962 ROLLS-ROYCE Silver Cloud II in sand and sable.

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1959 BENTLEY S1, with left-hand steering. A fine specimen in unmarked black.

1961 BENTLEY S II, in sable with mid-tan hide.

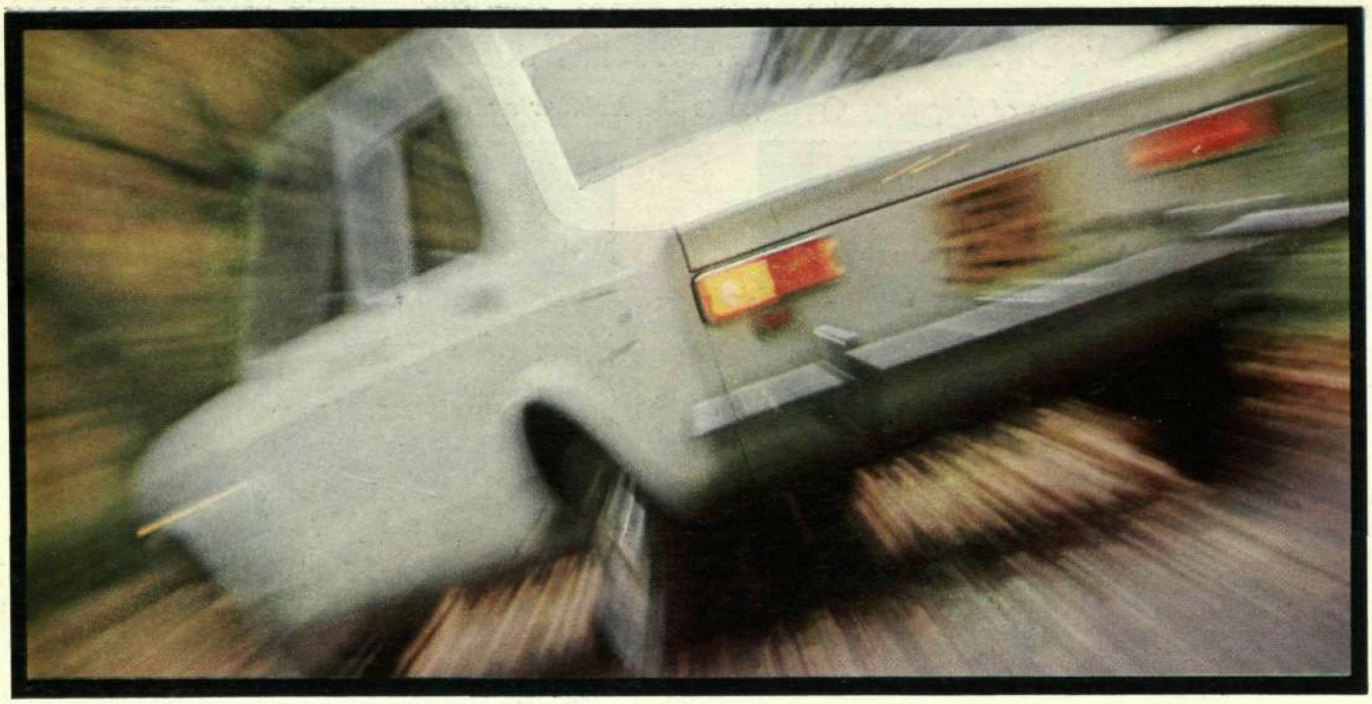
1963 BENTLEY S III, with refrigerated air-conditioning. Tudor grey with powder blue hide.

1964 BENTLEY Continental S III convertible by Mulliner/Park Ward. Shell grey, green hide. 50,000 miles recorded; magnificent.

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