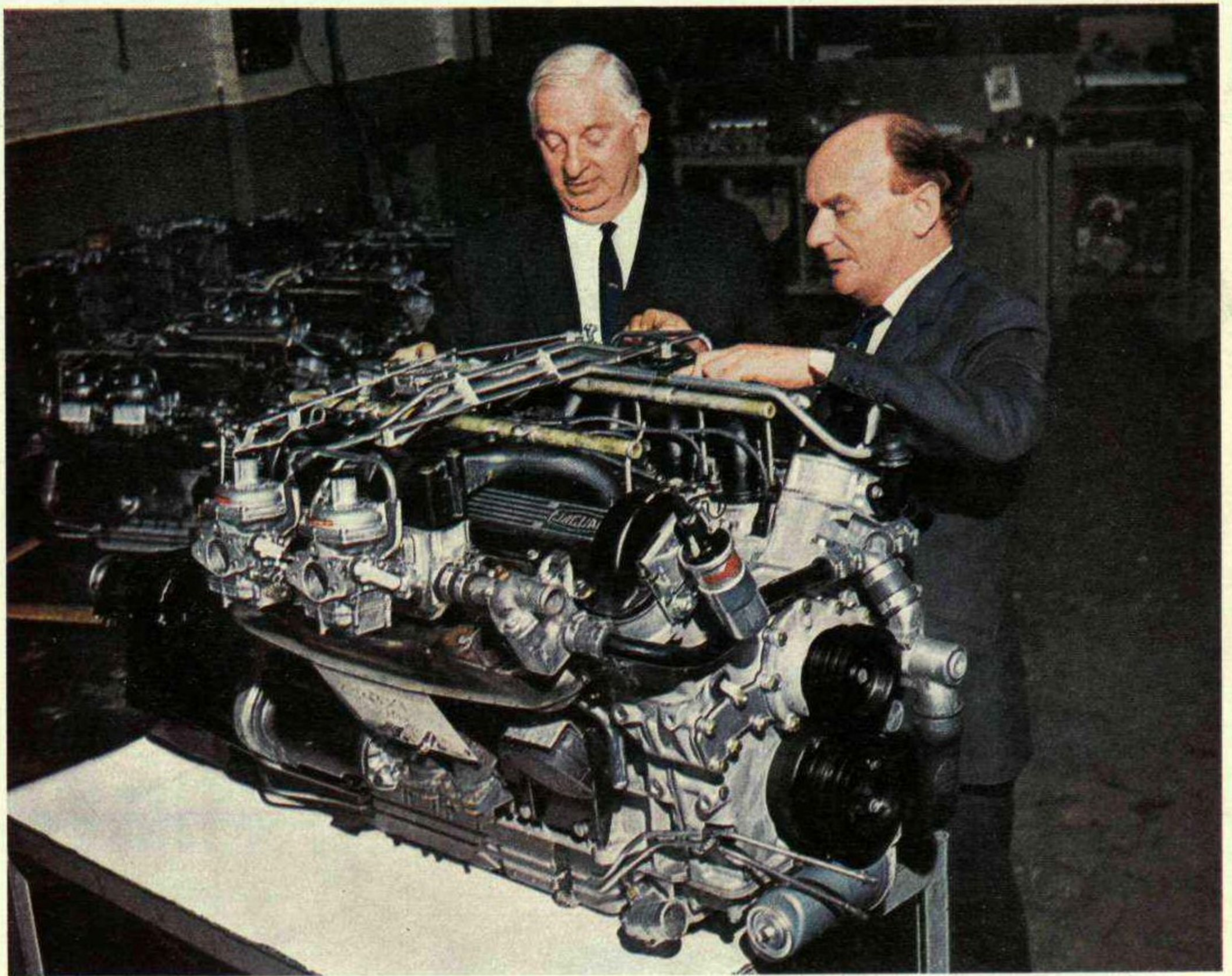


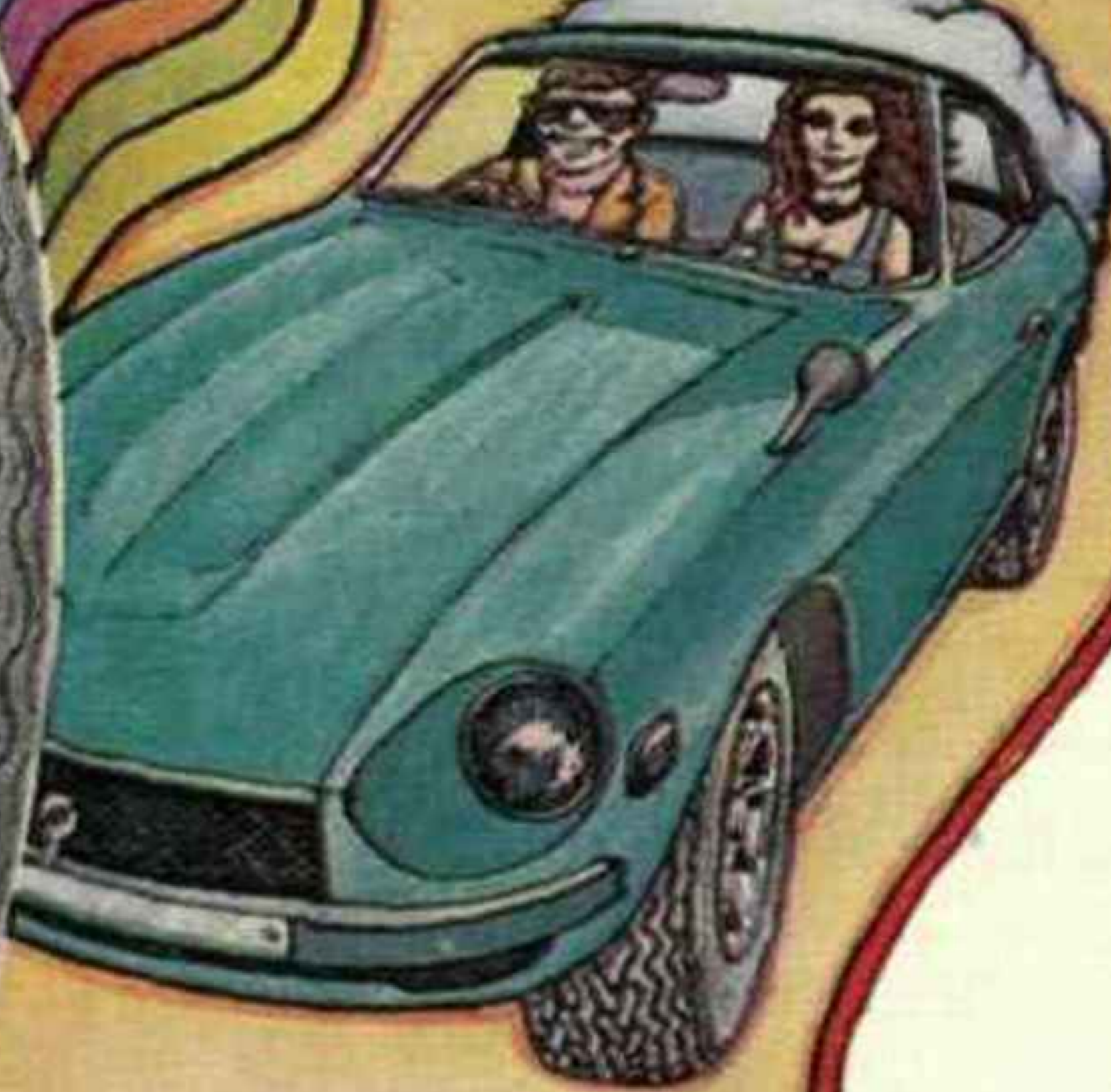
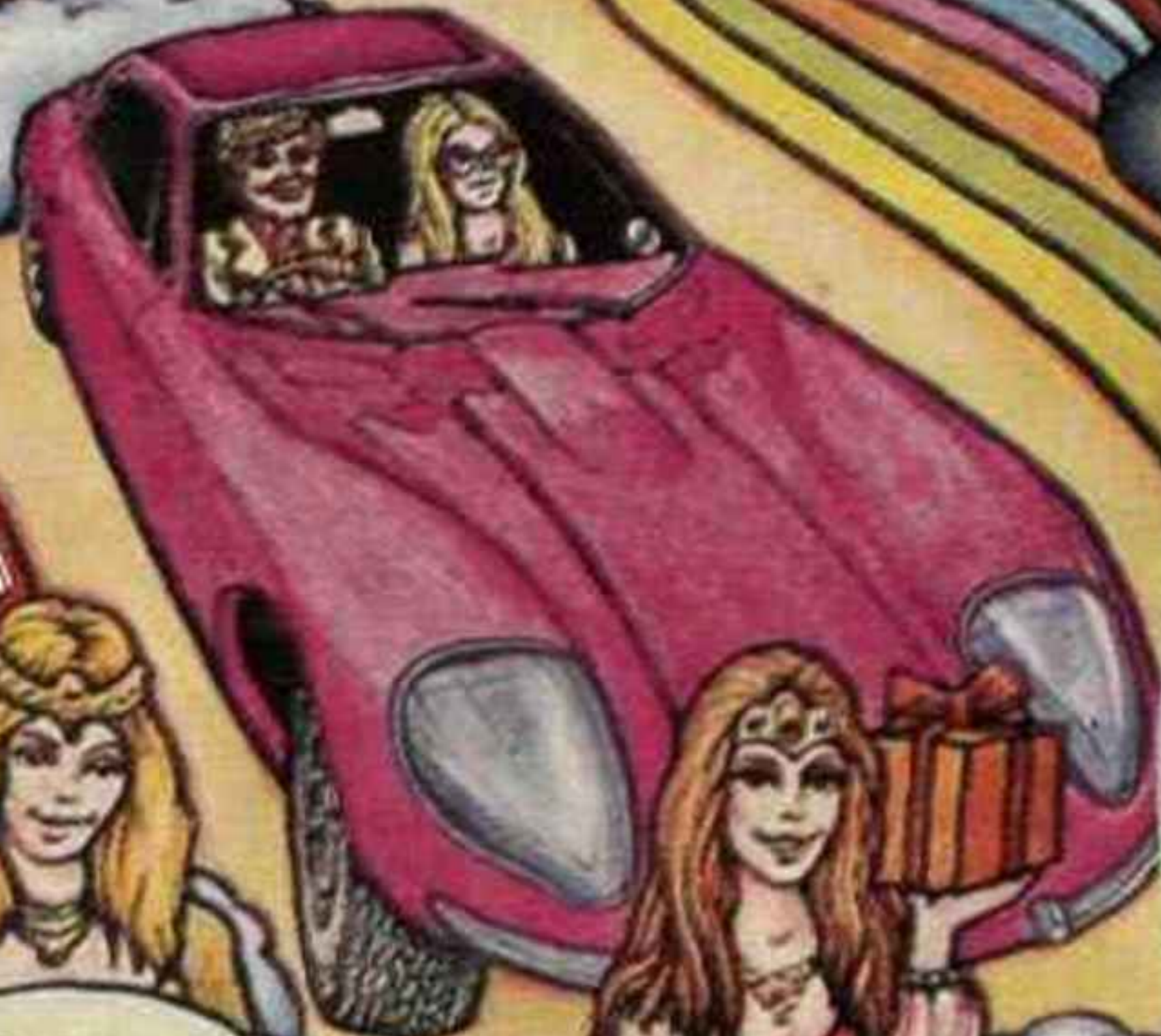
# MOTOR SPORT

Founded in the year nineteen twenty-four





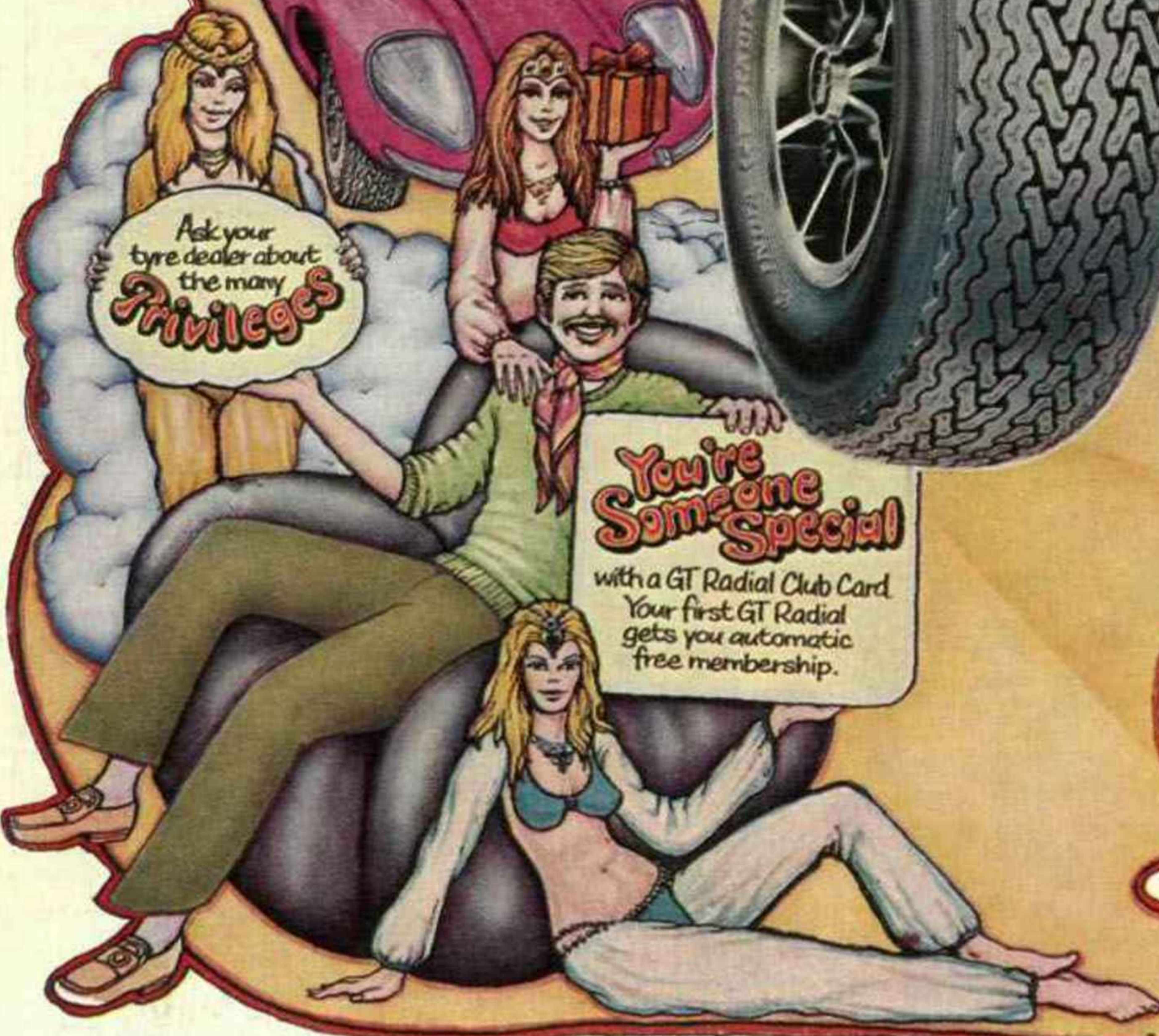
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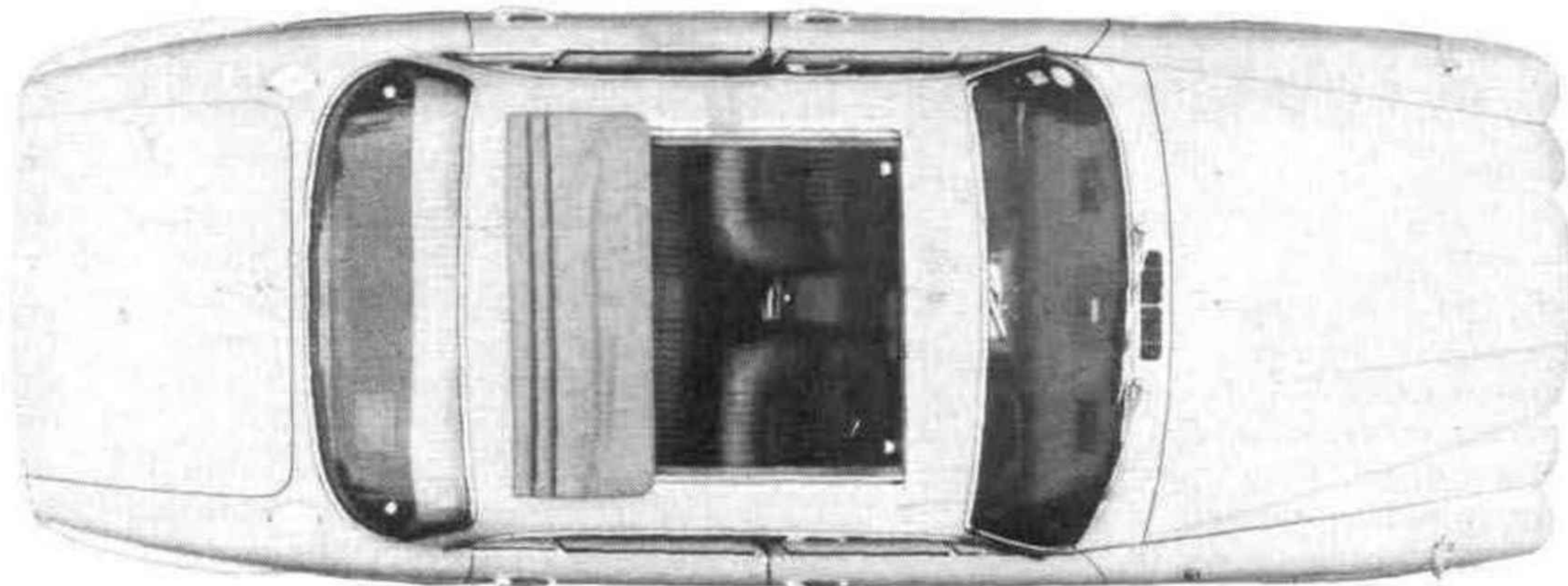
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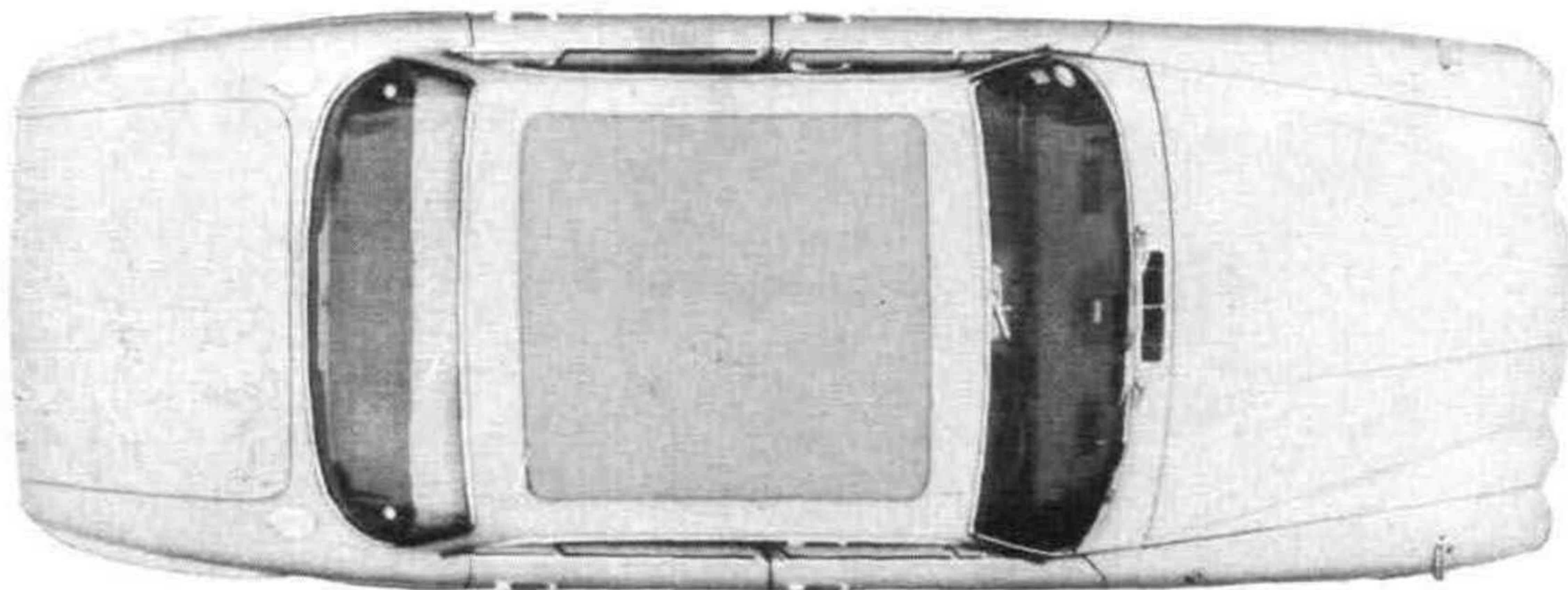
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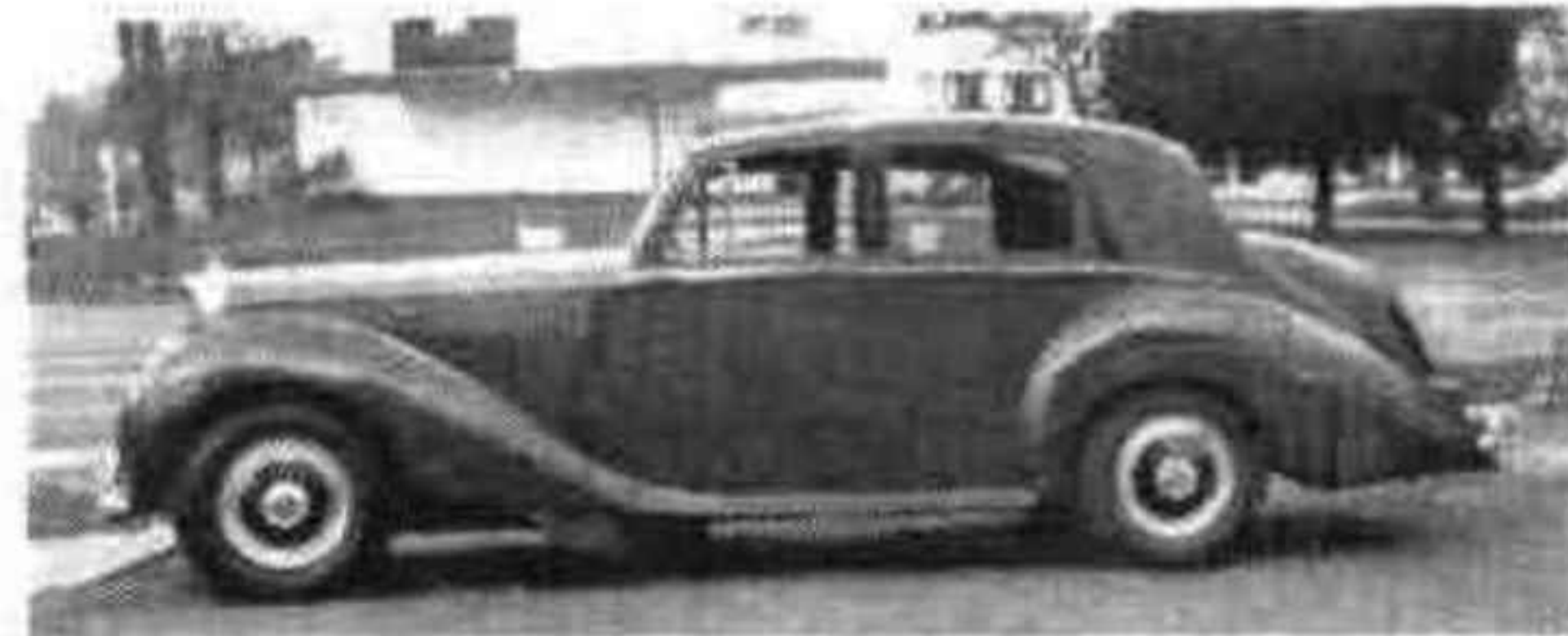
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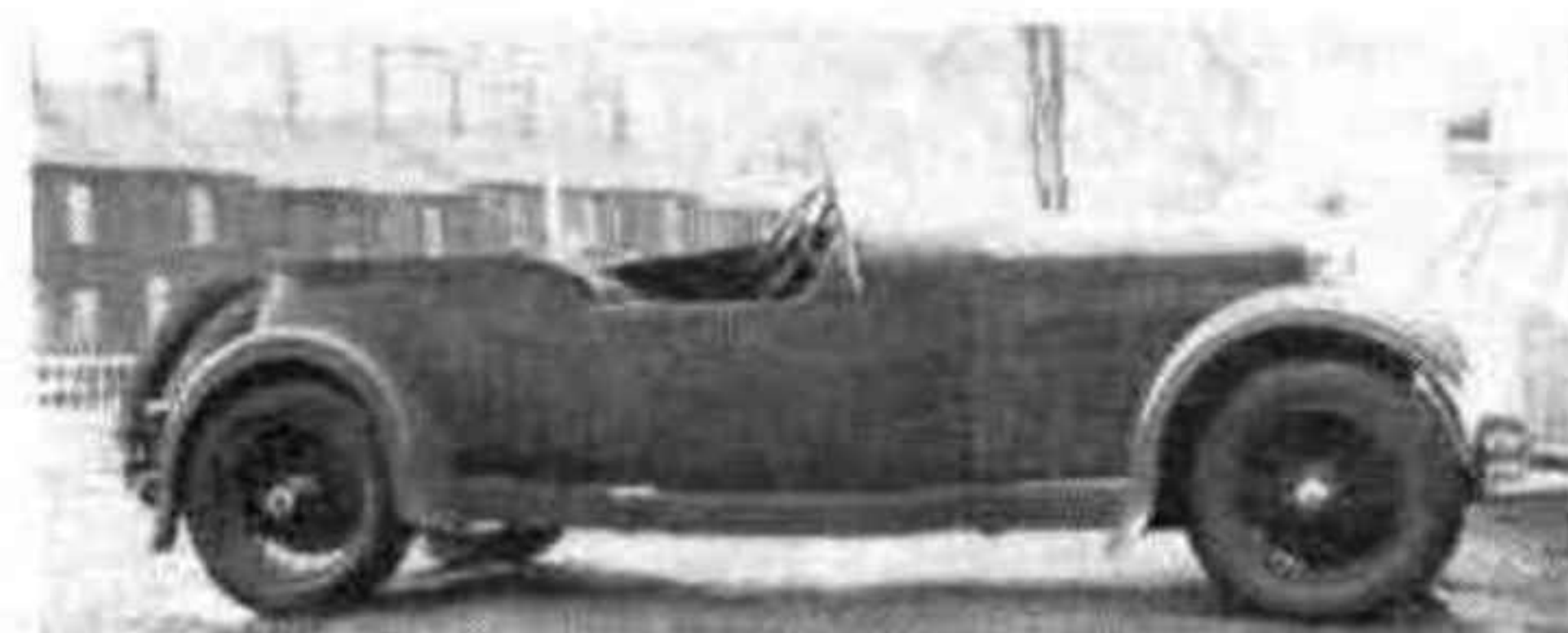
(Left) 1957 BENTLEY S.I., power steering, automatic, Sable, grey interior. Indicated mileage (1)33,800, no particular history known, but mechanical condition and coachwork are well above average and we therefore make no apologies for the price we are asking of **£1,250**



(Right) 1953 BENTLEY R-Type, manual transmission. Dark velvet green on sage green, fawn interior; indicated mileage (1)46,000, four owners (last one 10 years), fully serviced by us and an exceptionally nice specimen. **£725**



(Left) 1929 INVICTA 4½ tonner, original coachwork believed Cadogan, obviously requires work including retrim, but everything appears to be basically in order although there are some deficiencies. Open to sensible offers.



(Right) 1930 AMILCAR Straight Eight, 2.3-litre, nicely restored chassis with good replica coachwork. All original lamps, instruments, etc., new tyres. Hood, etc., being fitted.

ROLLS-ROYCE Silver Ghost, EU Series, with f.w.b., with front compartment of hearse body, instruments, lamps, wings, bonnet, radiator, etc., all in place, 21-in. wheels with good tyres; Bedford engine has been removed and correct EU Series engine is with the car but not yet installed.

ROLLS-ROYCE 20/25 Barker sloping-tail close-coupled sedanca, 1935, believed only two owners and indicated mileage of approximately 100,000 probably genuine; stored many years and requires detail work on sedanca top and a repaint, but cloth interior quite good and we have fitted a new clutch and done considerable work on the engine; on present-day values this car is potentially worth around £2,000 when completed, at its present state of restoration we are open to sensible offers.

Rare BENTLEY S.I Continental by Hooper, reputed Show Model, reg. May 1959, automatic, power steering; my own car for past two years; much work done on chassis, engine overhaul including rebore just completed, recent repaint in deep burgundy, grey interior. A very fine car. **£2,750**

BENTLEY Mk. VI, first registered 1950, with 2-door coachwork designed and built for Harold Radford by Seary & McReady Ltd., Tudor grey over shell grey, fold-flat rear seats; mechanically good but untidy bodily, hence realistic price of **£295**

DAIMLER Majestic Major, March 1966 automatic and power-steering; silver grey, fawn interior; two owners, distributor-maintained, mileage of 33,000 believed genuine. Original cost over £2,700 and now remarkable value at **£890**

RILEY 9 Falcon 4-door sports saloon with "gull-wing" doors, 1933, manual box, special series chassis, twin carbs., etc.; in generally very fair order. **£250**

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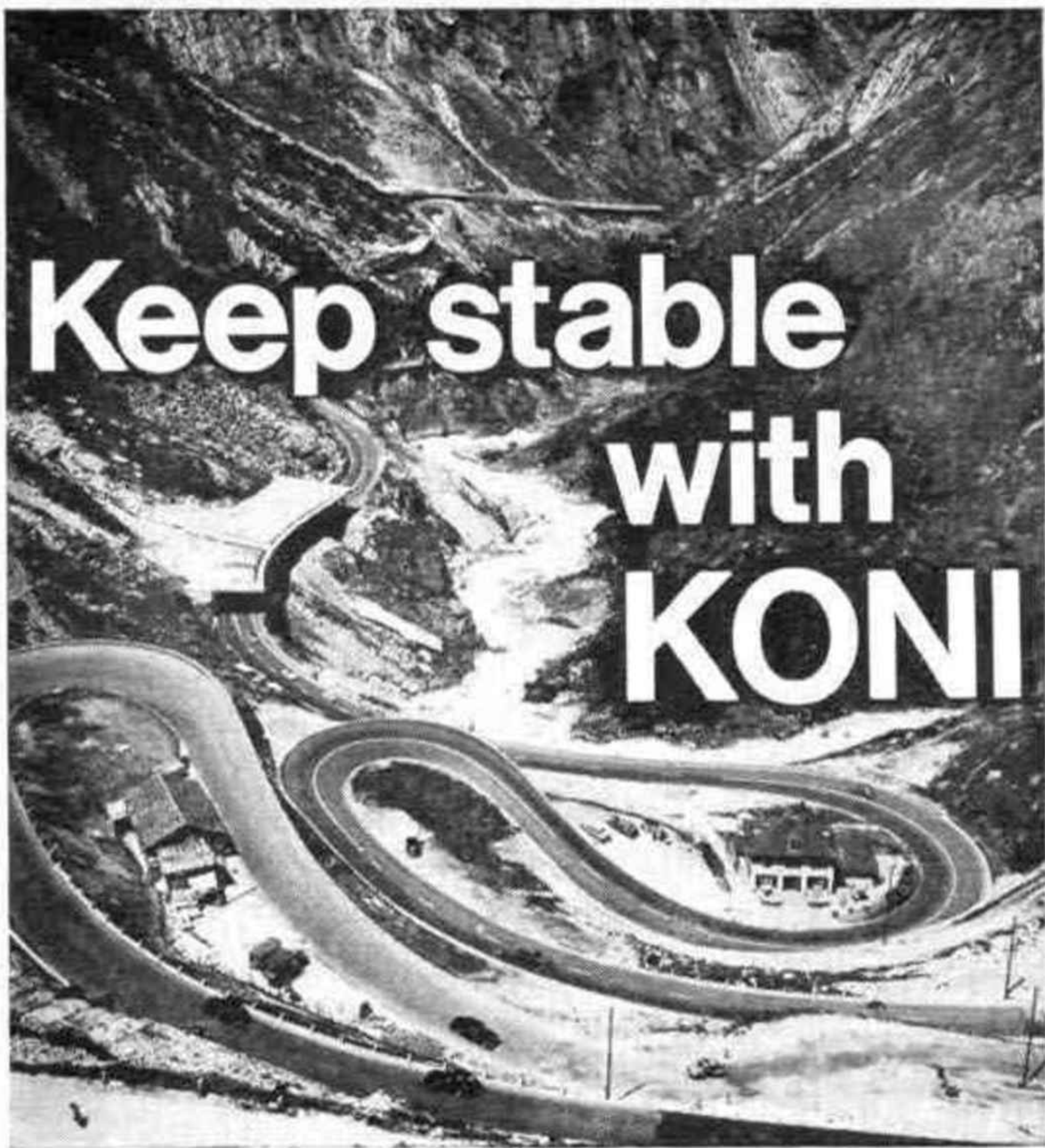
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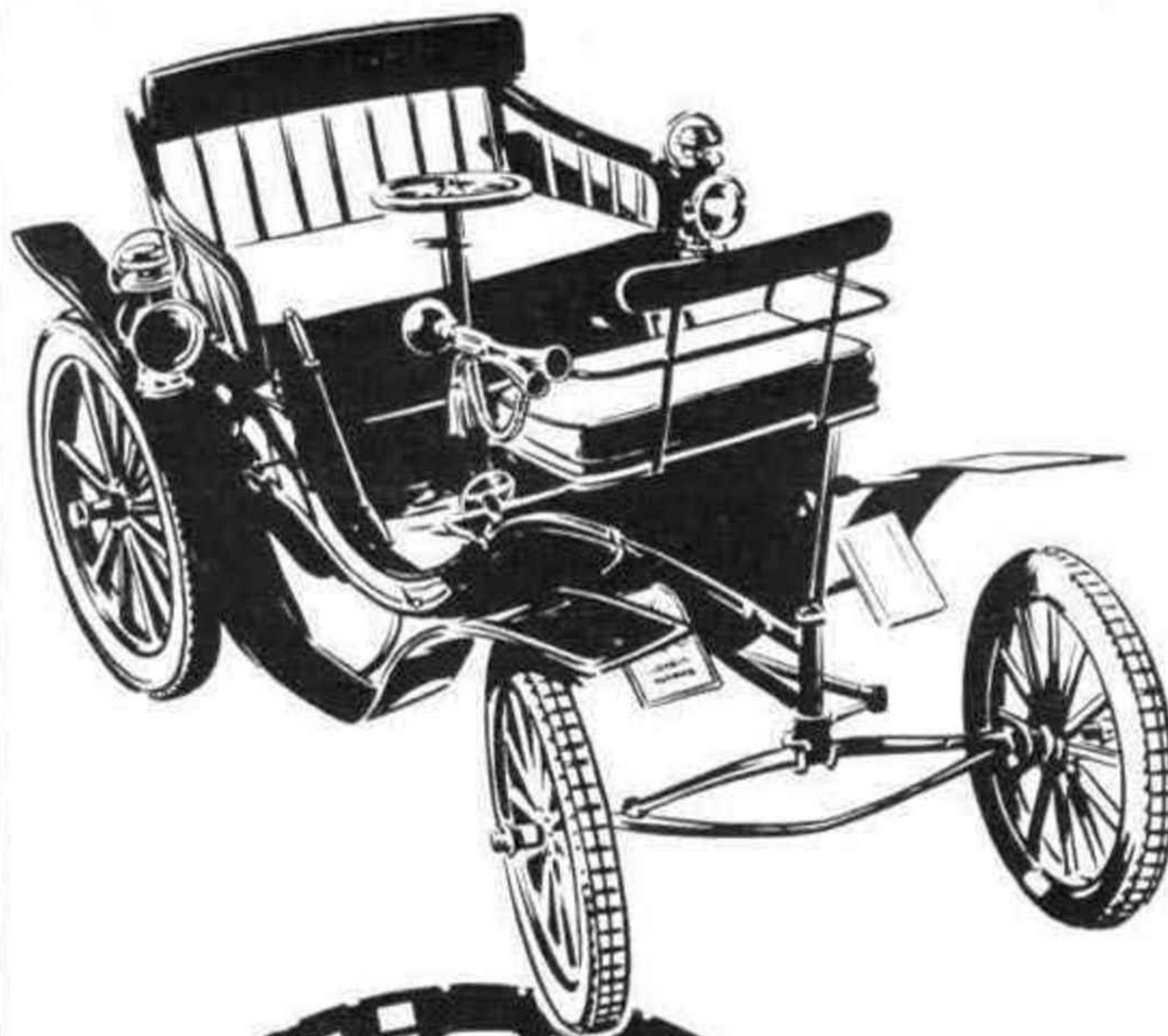
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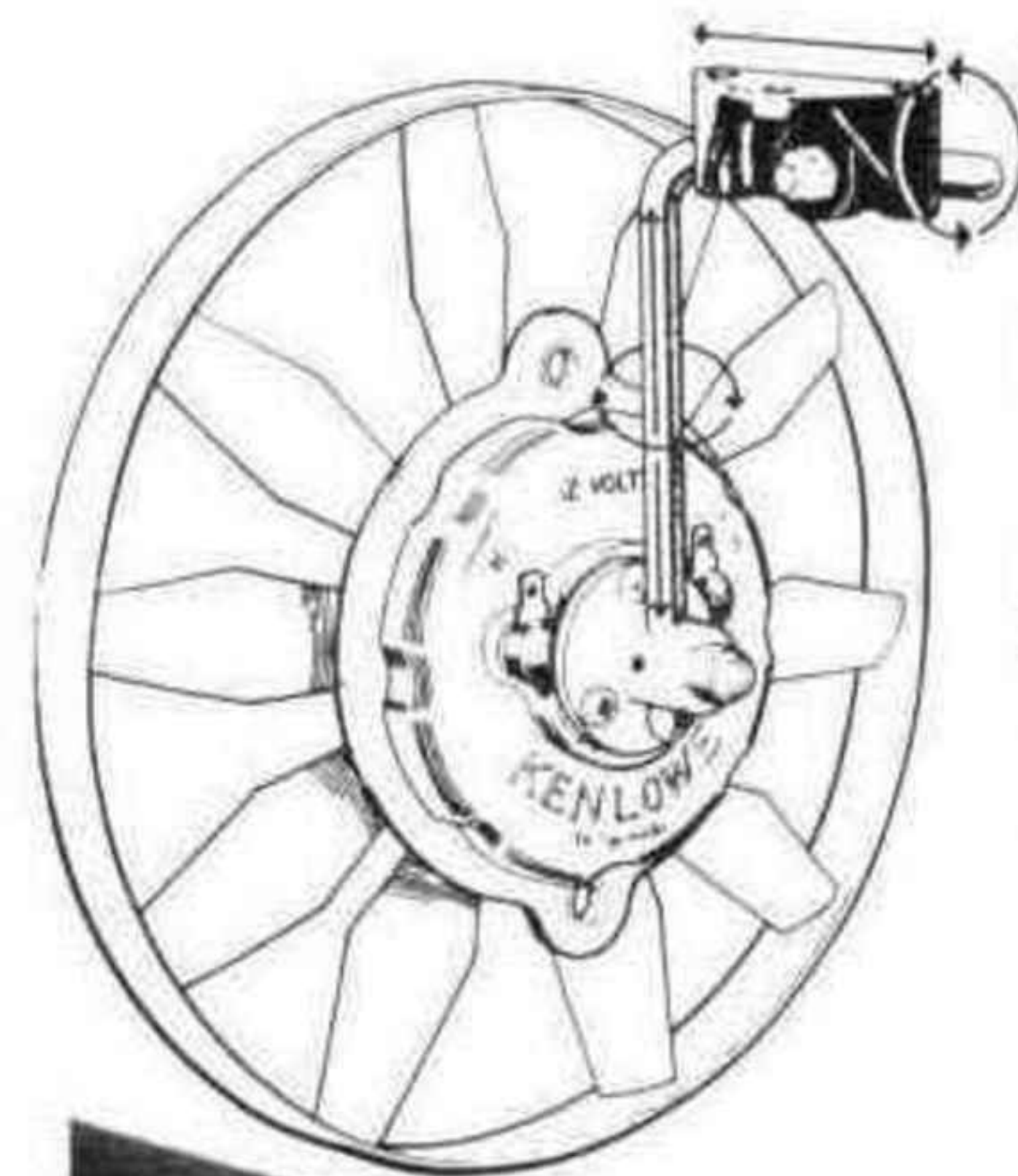
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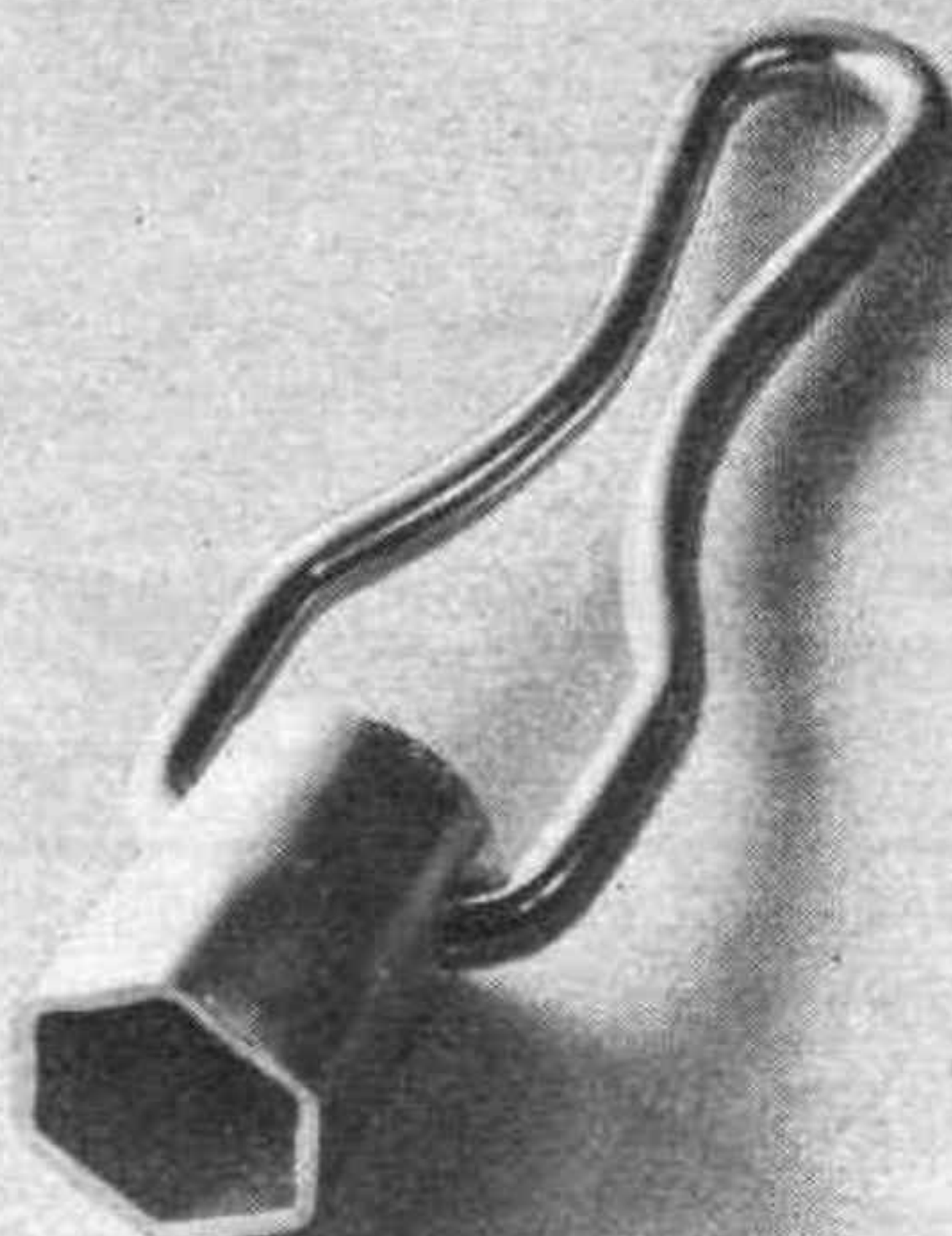
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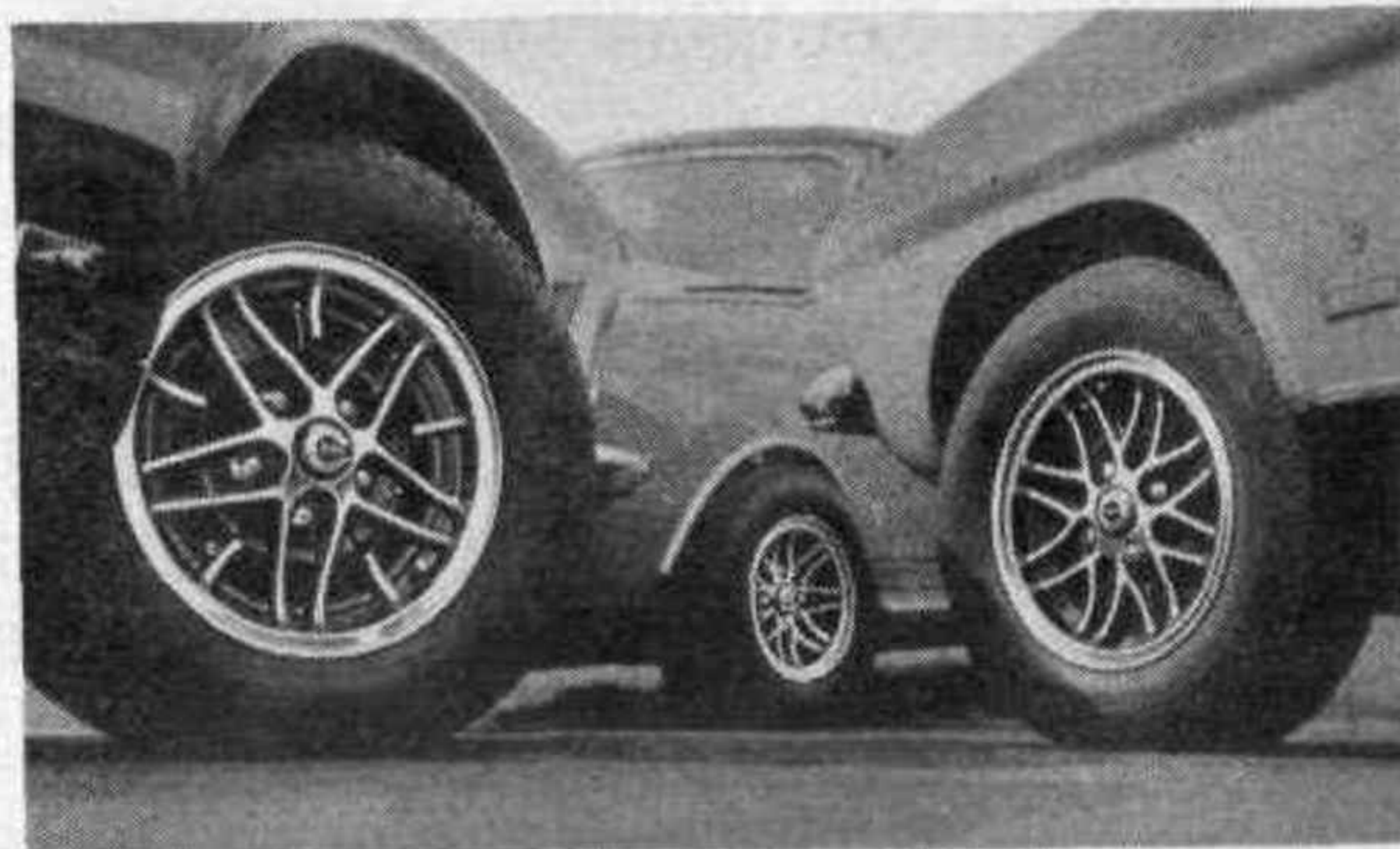
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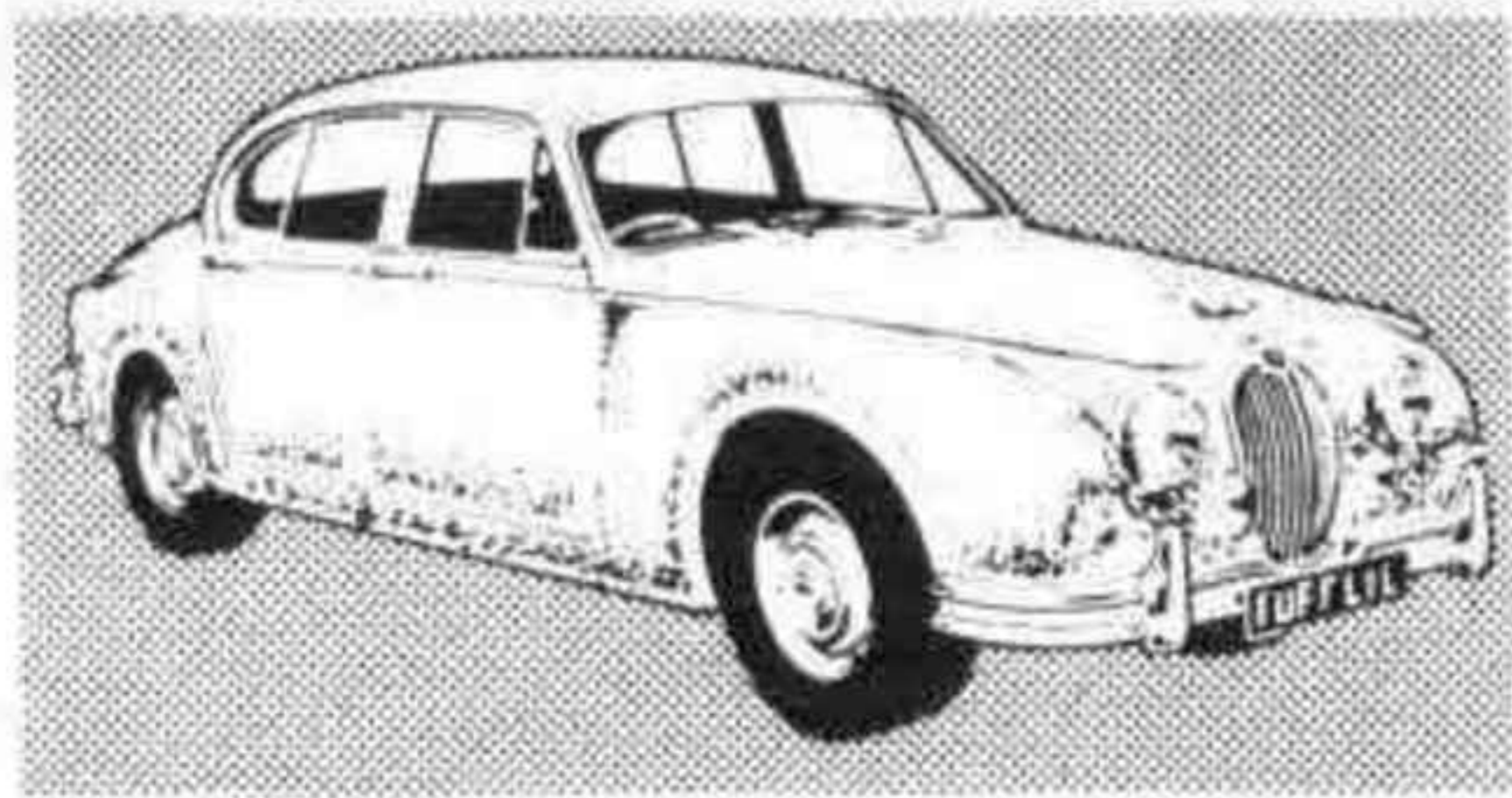
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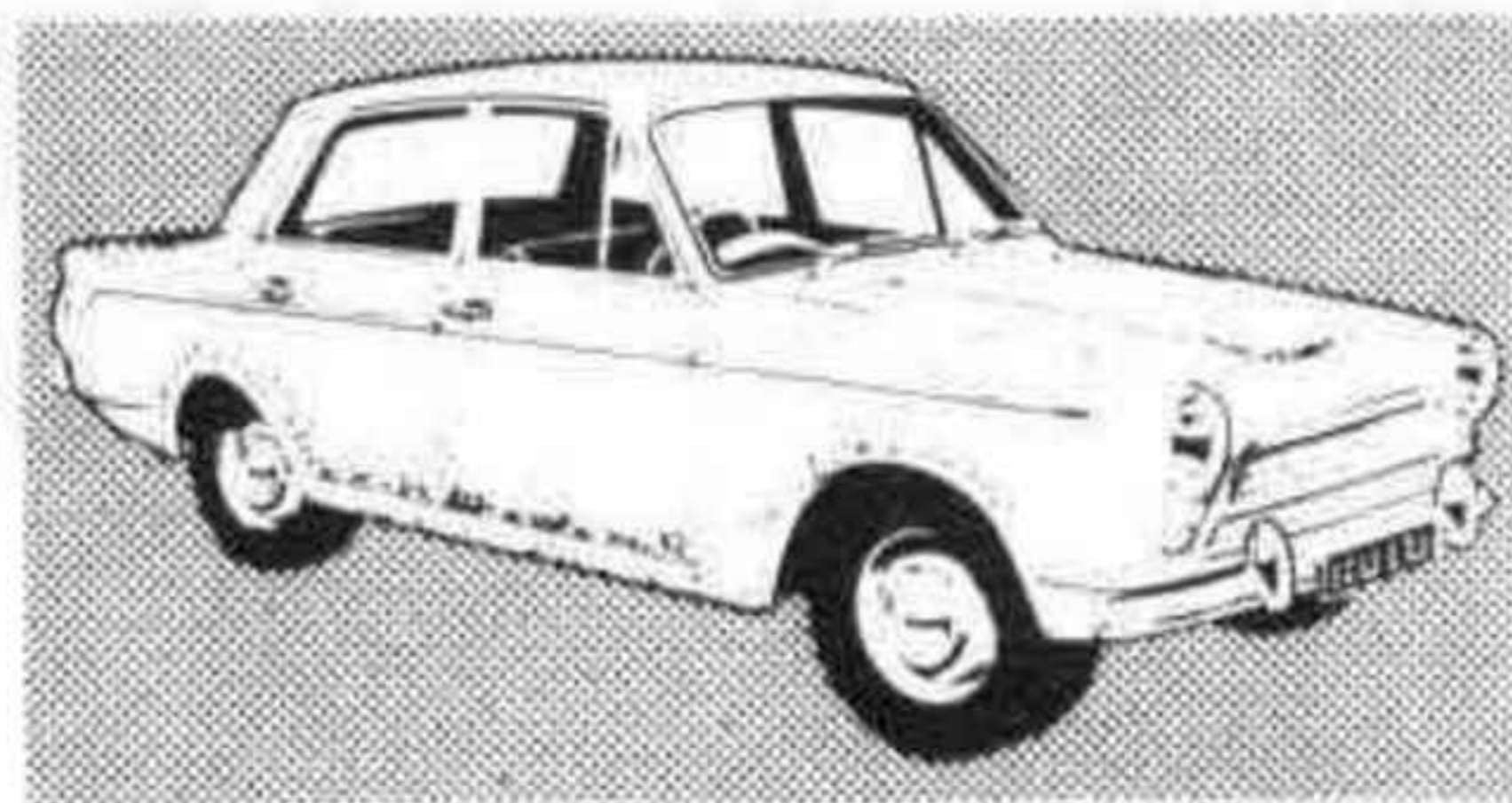
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## JAGUAR

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Look for rust in water traps like the spare wheel well in the luggage compartment, door bottoms, front and rear lids and along doorsills.

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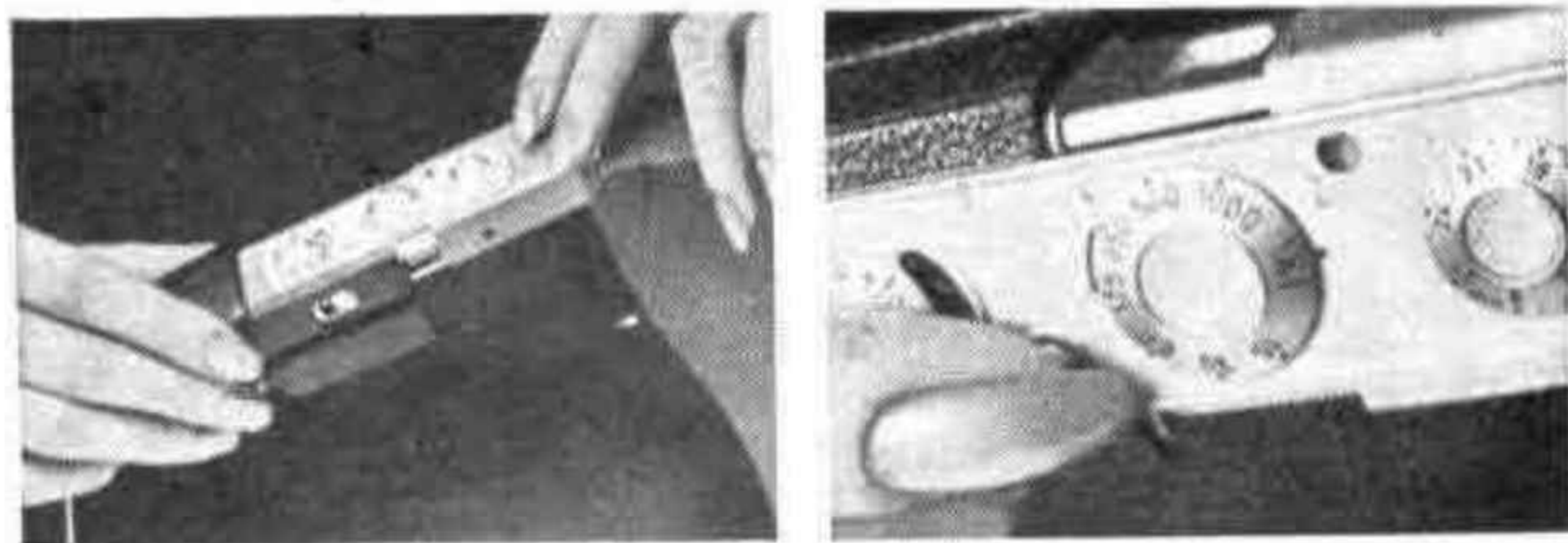
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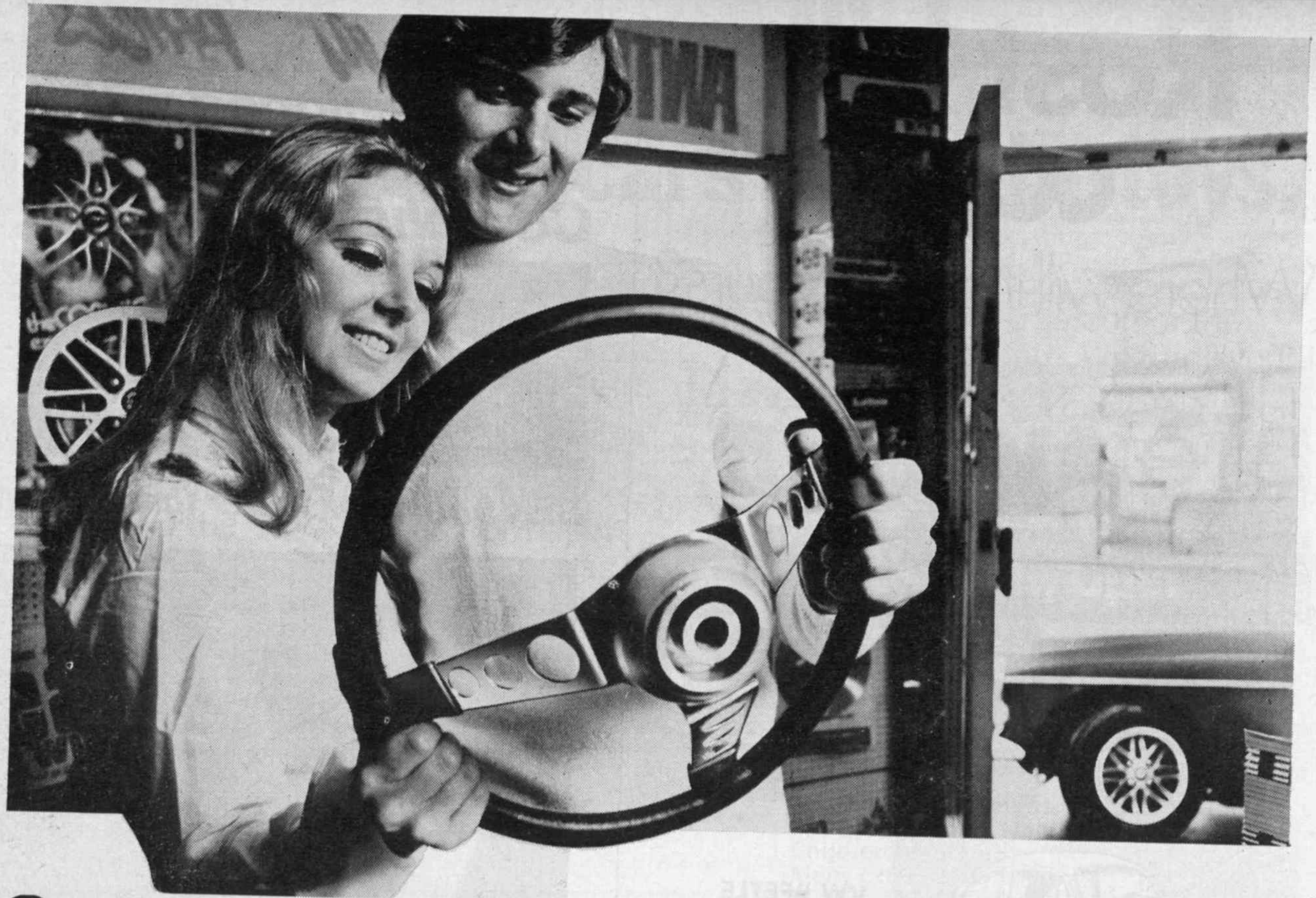
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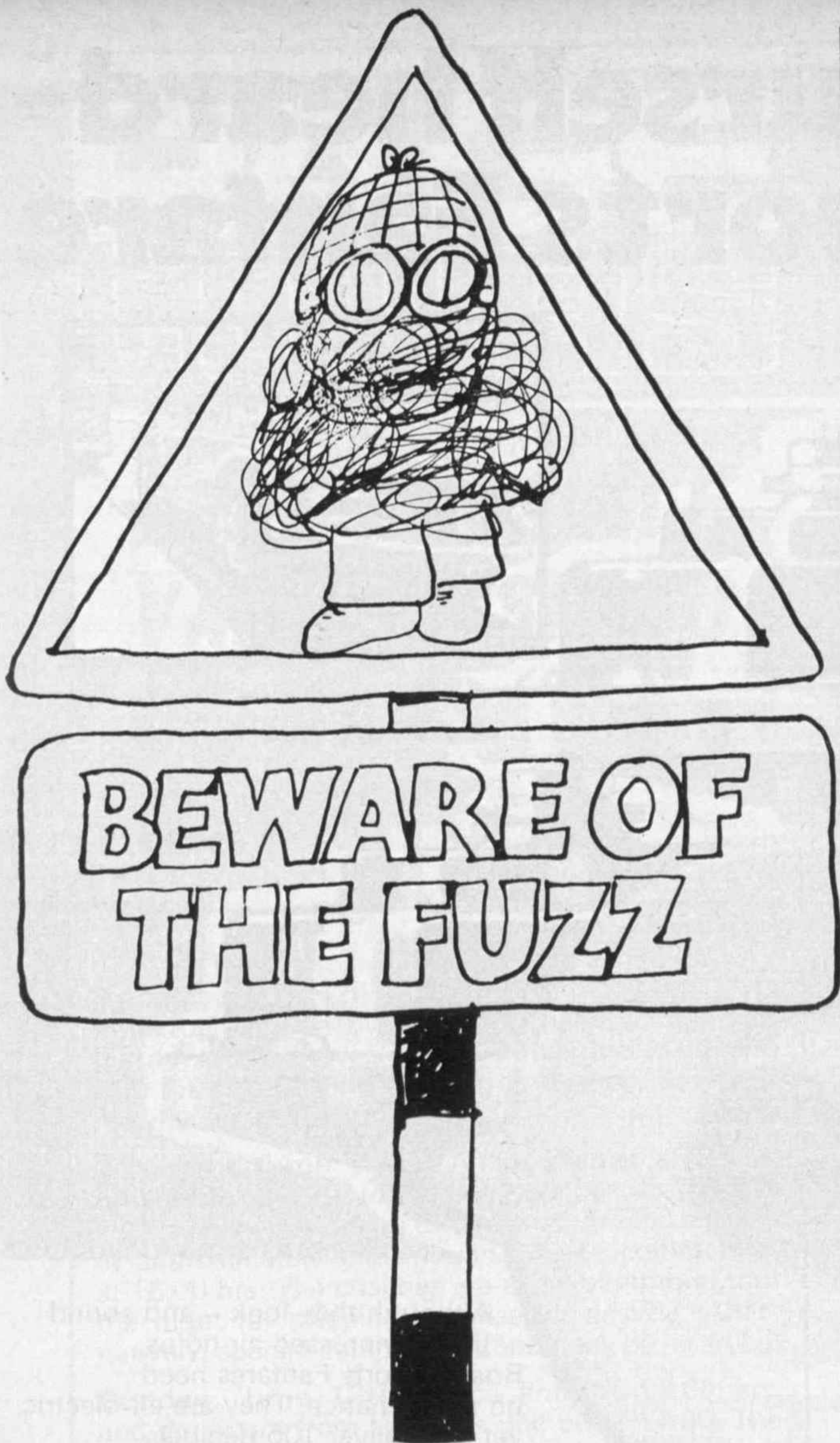
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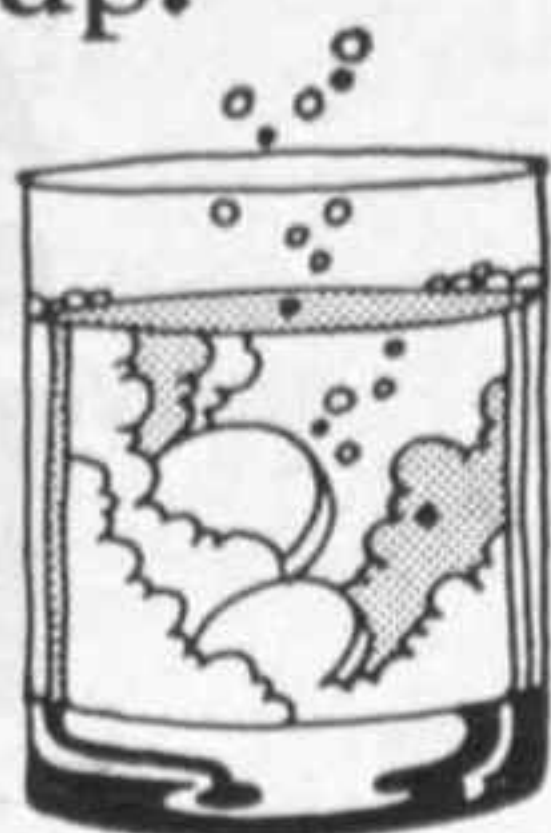
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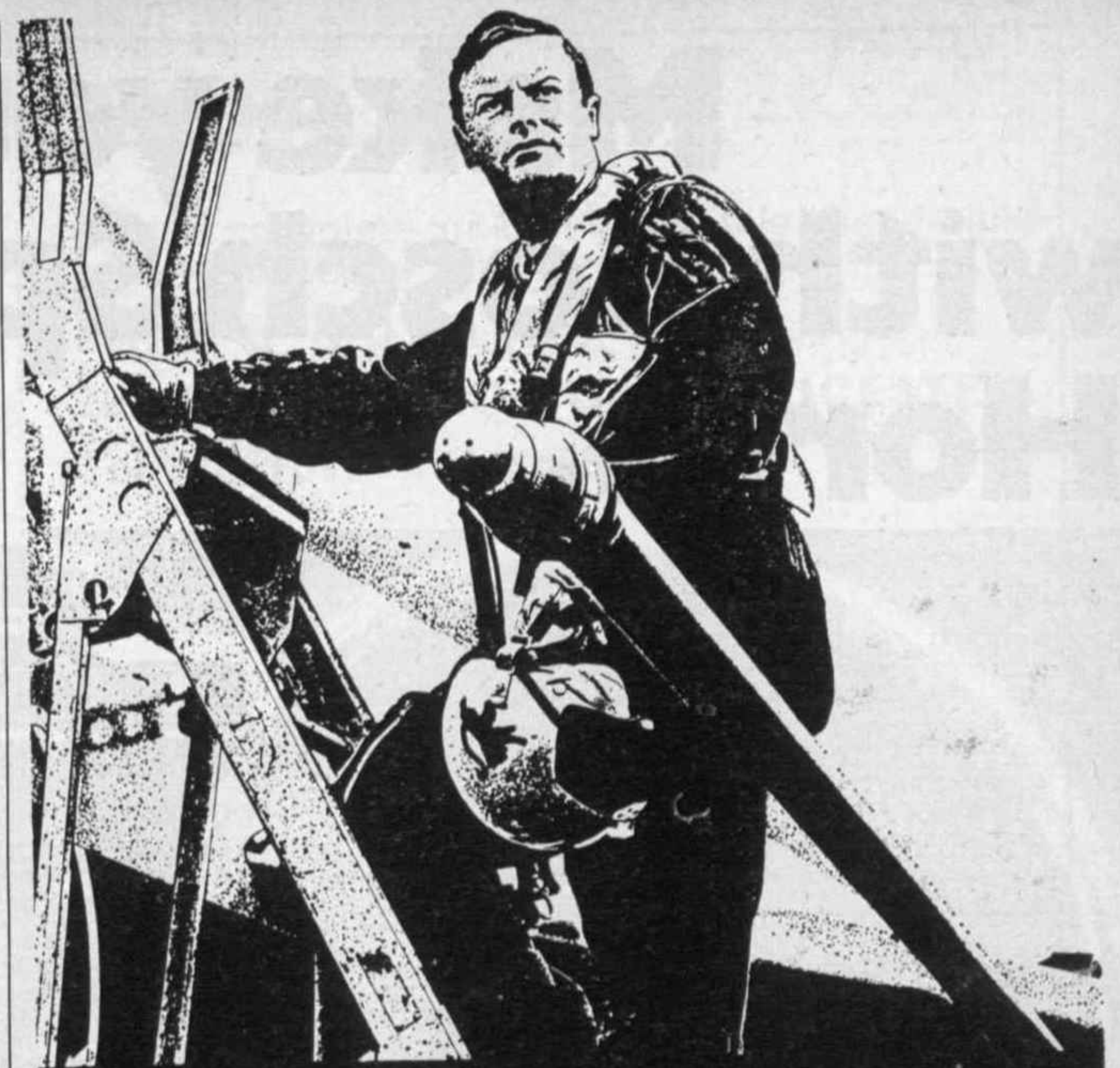
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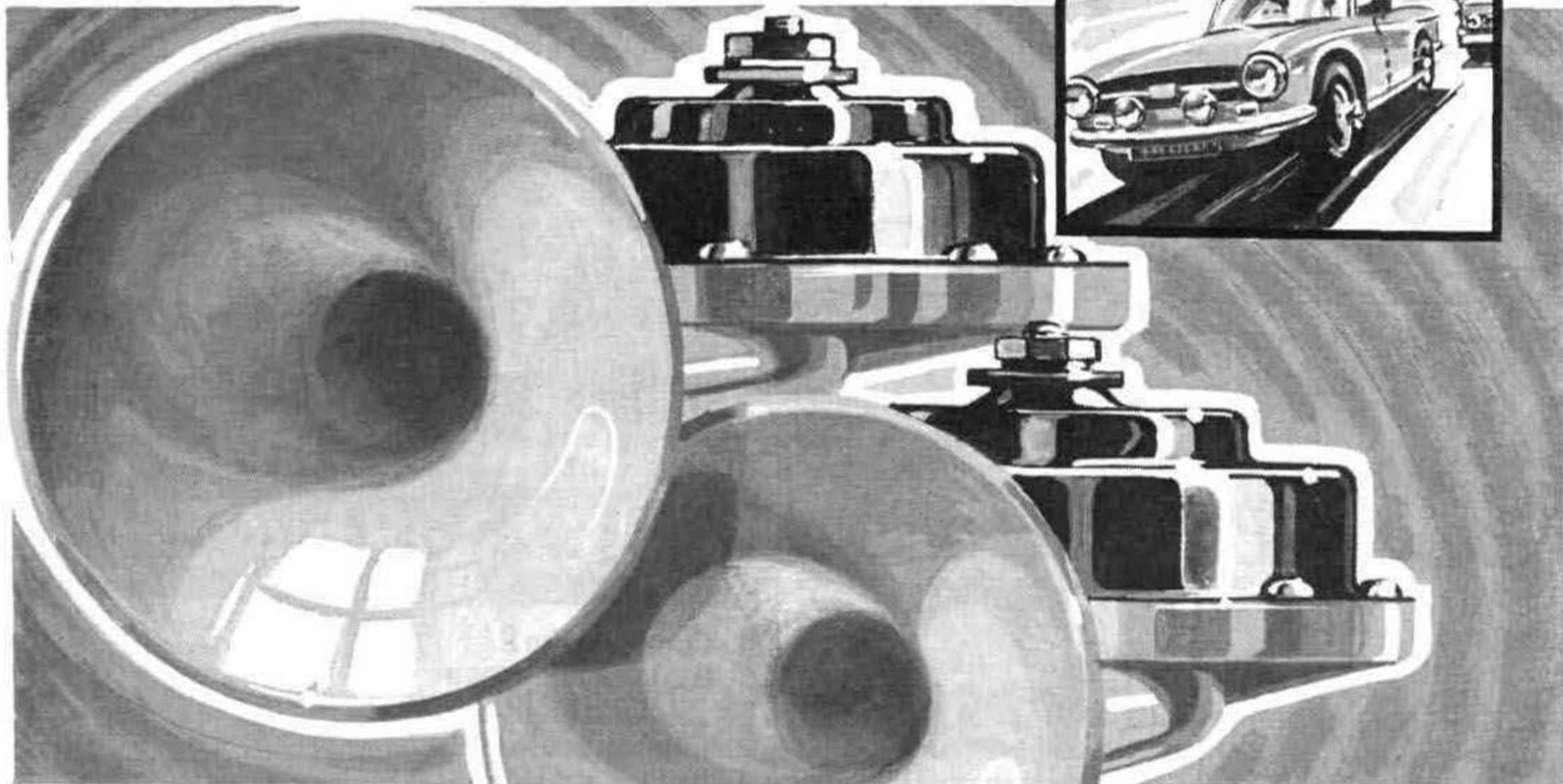
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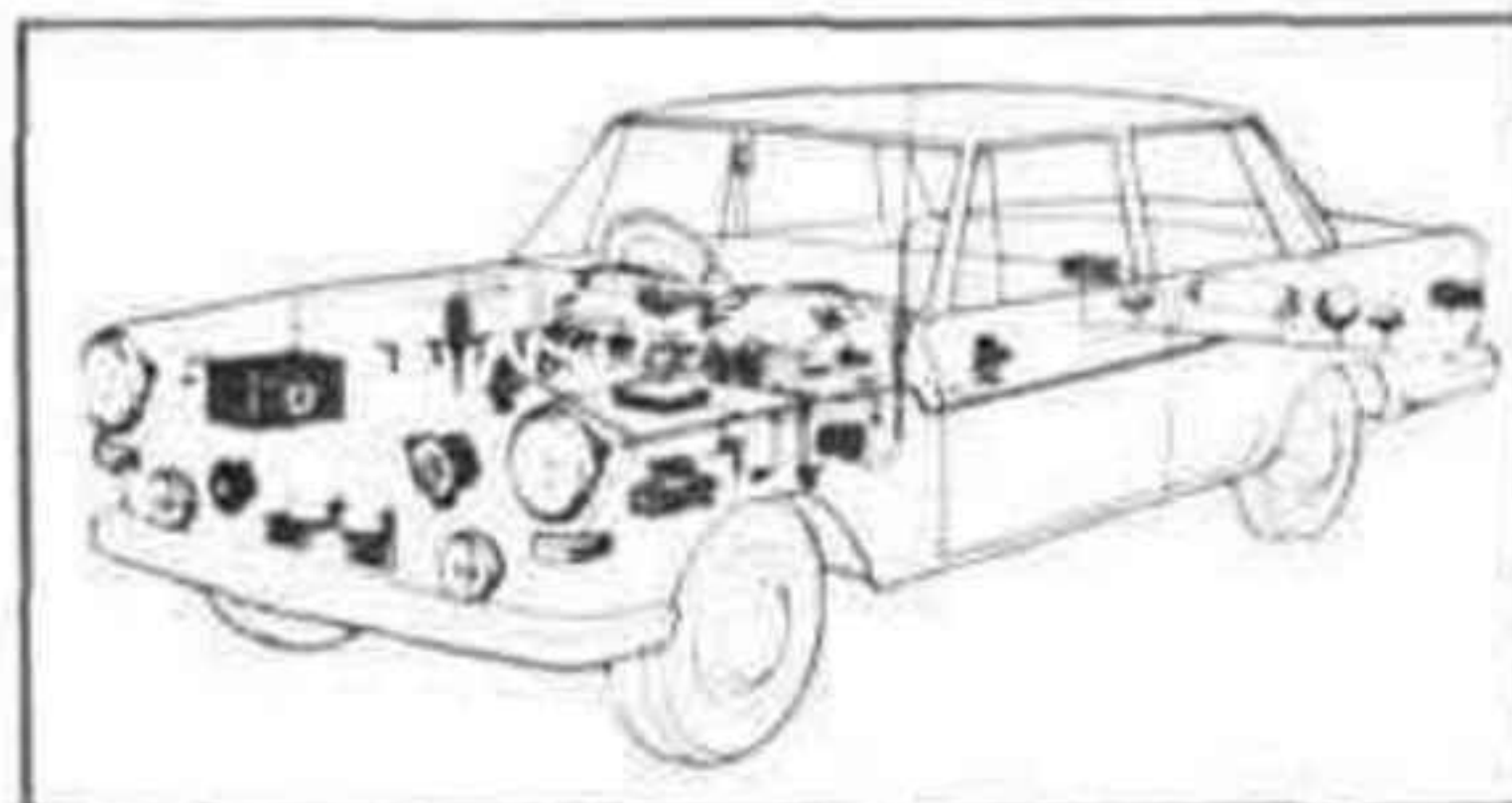
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**Auto electrical  
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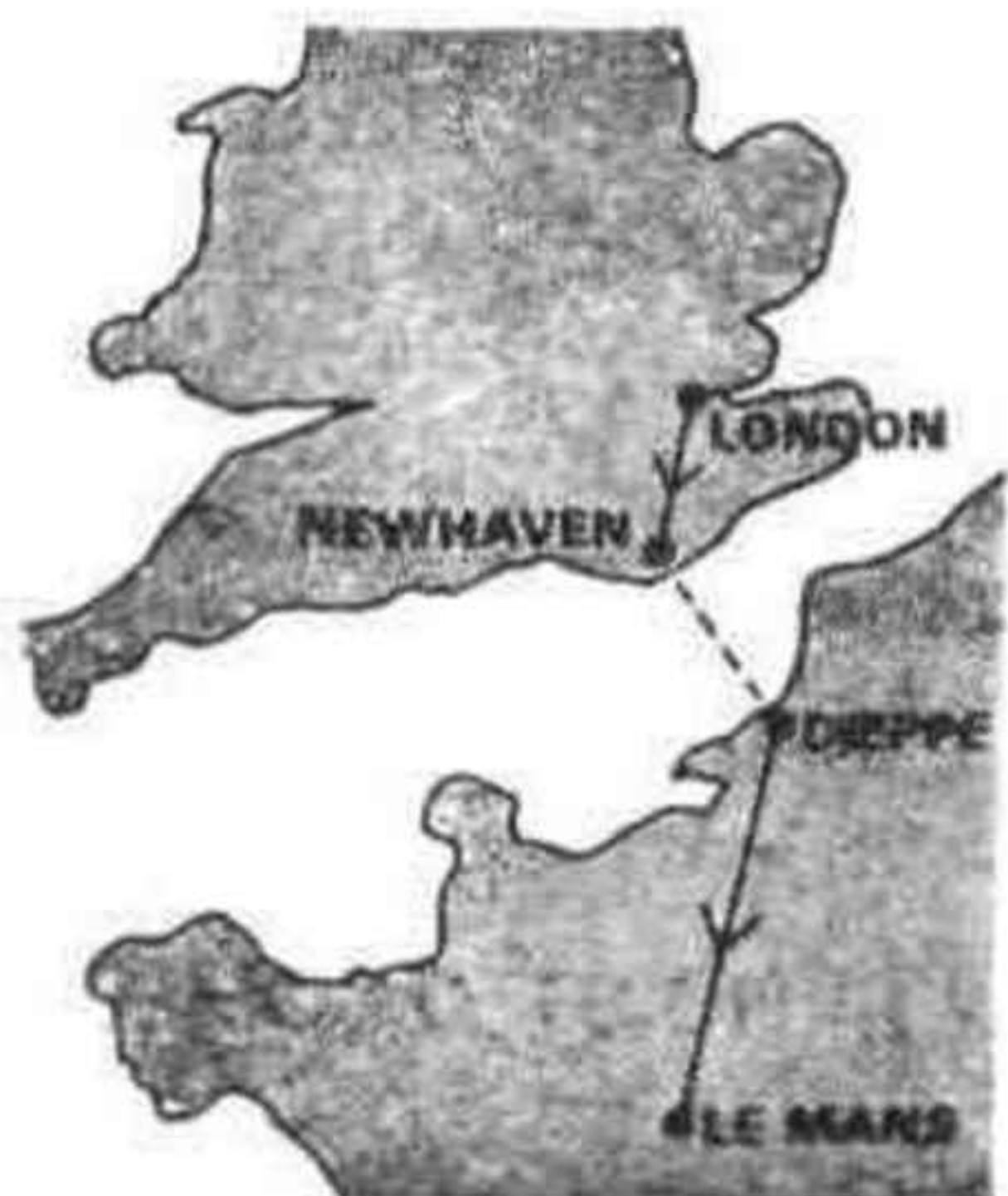
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**Friday, June 11th** 22.45 Depart London Victoria Rail Station by specially chartered train for journey to Newhaven. Transfer on arrival to waiting ship for cross-channel sailing to Dieppe. Sail from Newhaven at 00.30.

**Saturday, June 12th** Arrive Dieppe at 04.20. Immediate transfer to waiting coaches for journey via Rouen and Alencon to Le Mans. Arrive Le Mans at approximately mid-morning. Race commences at 16.00 hrs. The coaches are available throughout the night for sleeping purposes if desired. Alternatively, special camping facilities may be reserved.

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# When Jaguar make a new engine they don't do it by halves.

You'd expect Jaguar's first engine since 1948 to be pretty unusual.

But a 5.3 litre V-12!

This is the only 12-cylinder engine outside a Ferrari or Lamborghini (and you know what they cost, £8,000 or more)

In about the time it takes you to read this sentence the new E-Type will take you to 60mph. And then on to almost a quarter the speed of sound.

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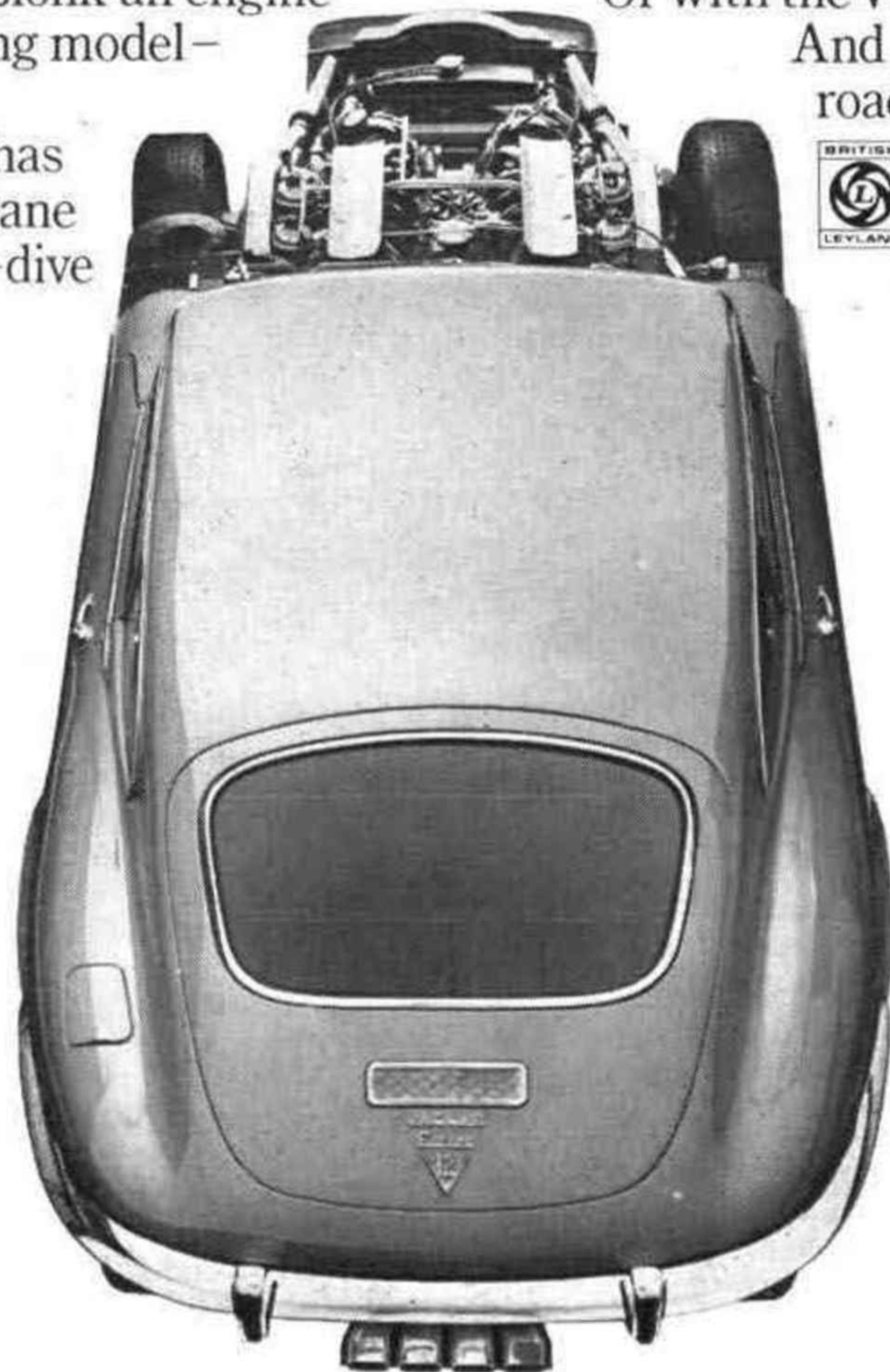
It hugs the road like a lovelorn leech.

And if there's a quieter sports car on the road we haven't heard it. Or a cosier one – new ventilation and the heating up a full 40%.

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And show everyone on the road a clean pair of wheels.



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*Jaguar Cars Ltd., Coventry*

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**FRONT COVER PICTURE :** JAGUAR'S new V12 engine, already available in the revised Series III 'E'-type, photographed with its two designers, Chief Engineer Walter Hassan, O.B.E., A.M.I.Mech.E. (left of picture), and Harry Mundy, A.M.I.Mech.E., M.S.A.E., M.S.I.A., at the Coventry factory, where £3-million-worth of machinery has been installed for its manufacture.

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## MATTERS OF MOMENT

### ■ JAGUAR'S NEW V12

At a time when new British cars lack glamour or mechanical ingenuity, the advent of the long-awaited V12 Jaguar engine in a revised Series-3 version of the famous E-type high-performance car is a significant event. To celebrate it, MOTOR SPORT publishes in this issue D.S.J.'s opinion of the new 5.3-litre twelve-cylinder E-type, as he has a profound knowledge of these cars gleaned from big mileages with two six-cylinder twin-cam E-types and was allowed to drive two versions of the new model on the road six weeks ago, and a full description of the new engine and how it is made by the Editor, who was permitted to examine it and discuss it with its designers at Coventry. There is a colour picture of it on the front cover and further colour illustrations on pages 347 to 350.



The production V12 engine is far from being a fresh concept, but Jaguar has the distinction of being the first British manufacturer to appear with one since the end of WW2. Indeed, the use of a dozen pots dates back to 1915, when Packard was selling a successful "Twin-Six". Haynes and National followed suit and in Europe after the war Fiat introduced a neat 7-litre V12, Voisin a sleeve-valve of this layout (and was the only maker sufficiently eccentric to build an engine with 12 pots in-line), and some years later Daimler countered competition from the Rolls-Royce six-cylinder New Phantom with a series of complicated "Double-Six" models, made in both Knight and poppet-valve form, of from 3.7 to 7-litres, which conveyed our Royal Family around in an aura of dignity and blue smoke. By the end of the vintage era the V12 was available in America from Auburn, Cadillac, Lincoln, Packard and Pierce-Arrow and represented the epitome of luxury, until the arrival of sixteen-cylinder models from Cadillac and Marmon, abetted by Buccioli in France. The V12 trend extended to Horch and Maybach in Germany, the latter's Zeppelin model claiming airship-engine associations, and even to Czechoslovakia, where by 1930 Tatra had a 6-litre side-valve twelve with all the manifolding within the vee. Further kudos was given to the V12 when Birkigt concluded his splendid run of Hispano-Suizas with cars of this type, the largest of 11.3-litres, and when Rolls-Royce came round it considerably later, with the magnificent 7.3-litre Phantom III, both owing something, it is alleged, to aero-engine thinking, although they employed push-rods to prod their valves. Delahaye had a V12 and W. O. Bentley, after designing a long line of four- and six-cylinder engines, did a high-revving rather torque-lacking 4.4-litre V12 for Lagonda, with valve-gear similar to the new Jaguars, just before another war started. Since the war the V12 has become the hallmark of Ferrari and Lamborghini.

From the historical viewpoint the V12 is well established. But it was never as popular as the eight. In 1931 23% of the cars you could buy here had eight cylinders; only 1.56% were V12s. Today the V8 is universal in America, even for cars of up to 7-litres, and this number of cylinders suffices for the 6.7-litre Rolls-Royce/Bentley engine.

So the question may be asked, why have Jaguar gone to a dozen? The engineers responsible, Walter Hassan, OBE (ex-Bentley, ERA, SS, Jaguar and Coventry-Climax) and Harry Mundy (ex-ERA, BRM, Autocar and Coventry-Climax), say the V12 gives perfect balance, thus outstandingly smooth-running, and a high crankshaft speed, hence a safe high-power potential with reduced torque fluctuations. But they do not ignore the prestige value of having lots of cylinders, saying that it is Jaguar's intention to widen the availability of the Ferrari/Lamborghini kind of engine, "achieving by use of the very latest machine tools a production volume which will bring this outstanding concept to buyers of competitively-priced cars". However, Jaguar's claim that they are about to bring "the magic world of twelve-cylinder motoring to a far wider cross-section of automobile connoisseurs than ever before" conflicts with their stated initial production rate for the new engine of some 9,100 a year, remembering that 21,000 Lincoln Zephyrs were sold in 1940 alone. This Lincoln engine had affinities with Ford's V8 which first brought smooth-running, impressive torque and eight-cylinder charm to the masses and

*Continued on next page*



# Motor Sport Fixture List For April

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 3rd	BRSCC	Brands Hatch	Dartford, Kent	Formula Three Race (INT)	16.00
April 4th	BRSCC	Brands Hatch	Dartford, Kent	BOAC 1,000 Kms. Race (INT)	Noon
April 4th	Wiesbadener AC	Hockenheim	Mannheim, W. Germany	Formula Two Race Meeting (INT)	—
April 4th	BARC	Silverstone	Towcester, Northants.	Race Meeting	14.45
April 4th	Bugatti OC	Prescott	Cheltenham, Glos.	Speed Hill-Climb (C)	14.00
April 4th	BARC (S. Wales)	Pontypool Park	Pontypool	Hill-Climb (R)	14.00
April 8/12th	AA of East Africa	Nairobi	Nairobi, Kenya	East African Safari (INT)	Noon
April 9th	BRSCC (NW)	Oulton Park	Tarporley, Cheshire	Formula One Race Meeting (INT)	14.00
April 9th	BRSCC (E. Anglia)	Snetterton	Thetford, Norfolk	Formula 5000 Race Meeting (N)	14.30
April 9/13th	Ulster AC	Balmoral Show Grounds	Belfast, N. Ireland	Gallagher Circuit of Ireland (INT)	22.00
April 10th	BRSCC (N)	Rufforth	York	Race Meeting (R)	14.00
April 10/11th	Liverpool MC	Braid Motors	Ewloe	Jeans Gold Cup	23.01
April 12th	BARC	Thruxton	Andover, Hants.	Formula Two Race Meeting (INT)	Noon
April 12th	Hagley & Dist. LCC	Loton Park	Alberbury, Salop	Hill-climb	Noon
April 12th	Darlington & Dist. MC	Croft Autodrome	Darlington, Co. Durham	Rothmans Race Meeting (N)	13.45
April 12th	BRSCC	Brands Hatch	Dartford, Kent	Formula 5000 Race Meeting (N)	14.30
April 12th	BRSCC (Midland)	Mailory Park	Hinckley, Leics.	Formula Three Race Meeting (N)	14.30
April 12th	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.00
April 12th	BRSCC (SW)	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.30
April 17/18th	ASAC de l'Ouest	Le Mans	Le Mans, France	24-Hour Race Practice (INT)	—
April 18th	RAC de Catalunya	Montjuich Park	Barcelona, Spain	F1 Spanish Grand Prix (INT)	—
April 18th	ASA Paul Ricard	Paul Ricard	Bandol, France	Two-litre Race (INT)	—
April 18th	MG CC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
April 24th	Vintage Sports CC	Silverstone	Towcester, Northants.	Race Meeting	—
April 25th	AC Milano	Monza	Milan, Italy	1,000 Kms. Race (INT)	—
April 25th	ASAC Basco-Bearnais	Pau	Toulouse, France	Formula Two Race Meeting (INT)	—
April 25th	Nottingham SCC	Thruxton	Andover, Hants.	Race Meeting (R)	14.15
April 25th	BRSCC (N)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.30
April 26/30th	S. Int. Tulip Rally Holland	Six European starting points	—	Tulip Rally (INT)	—
May 1st	750 MC	Silverstone	Towcester, Northants.	Race Meeting (R)	13.30
May 1st/2nd	Peak & Dukeries Land-Rover Club	Ilangollen	Ilangollen	Senior Service Hillrally (R)	08.30
May 2nd	ADAC-Gau Nordrhein	Nurburgring	Koblenz, W. Germany	Formula Two Race Meeting (INT)	—
May 2nd	BRSCC	Brands Hatch	Dartford, Kent	Formula Three Race Meeting (N)	14.30
May 2nd	Motor Enthusiasts' Club	Mondello Park	Naas, Co. Kildare	Formula 5000 Race Meeting (N)	14.00

## MATTERS OF MOMENT—continued from previous page

must be regarded as one of the cleverest automobile power units of all time . . .

Prestige certainly comes into V12 motoring. Daimler divided the radiator of their "Double-Sixes" down the middle to signify 12 cylinders and Hispano-Suiza cleverly refrained from putting their name on any part of their superb V12. Many luxury cars had double-barrel names to increase their snob appeal—Rolls-Royce, Hispano-Suiza, Isotta-Fraschini, Delaunay-Belleville, Sheffield-Simplex, etc.—but if Jaguar is no longer the SS-Jaguar, they can now at least display a V12-badge on the E-type.

Reactions to such an adventurous step-forward are bound to be mixed. Some will mourn the change from twin-cam head, the Jaguar hall-mark since W. M. Heynes introduced the brilliant XK engine in 1948 (although this is still used for the XJ6 saloons and Daimler Sovereign and is an alternative to the V12 for the E-type) and may even wish that the Heynes/Bailey 5-litre 4-cam petrol-injection 500 b.h.p. V12 engine which preceded the Hassan/Mundy V12 in the experimental shops could have gone into production. Surprise is bound to be expressed that this CC-like Jaguar engine relies on one o.h.-camshaft per bank and a line of vertical valves above shallow wash-basin piston crowns, after all those decades of drooling over twin-cam heni-heads. There may even be disappointment that the publicity top-speed figure for the bigger Series-3 E-type is 150 m.p.h., exactly the same as was claimed for the original E-type 10 years ago. In the 1970s one might expect the quoted maximum for a 5.3-litre V12 sports car to be 170 m.p.h. or thereabouts. One will also want to know about fuel consumption; some V12s have been notoriously thirsty.

However, the proof of the pudding is in the eating and Jaguar are clearly very anxious that their new recipe will prove digestible. They have spent £3 million tooling up to make the advanced and technically-exciting new V12 engine. They are spending much money on exhaust pollution research. If the world does not want big-engined twelve-cylinder cars Jaguar has no economy model to fall back on. So it is important for the V12 Jaguar to succeed and we wish Sir William Lyons, his technicians, workers, publicity staff, distributors and dealers the best of luck in this brave venture to supplement with a unique new power unit the successful Jaguar XK engine, of which more than 370,000 have been made. It is apparent that Jaguar regards this new car as one which should appeal to enthusiastic drivers of the kind who read MOTOR SPORT and that, at least, is a good start!

Let us hope that, in the V12, Jaguar has found another "special kind of motoring which no other car provides", to quote a Jaguar slogan, a car from which British Leyland and her export markets will benefit mightily, to the ultimate good of us all.

## ALLCOMERS' RACE

ANNOUNCED last month by the Motor Circuit Developments Ltd. combine was news of what is billed to be the richest motor race in Europe. The total prize fund will be £50,000 with the winner taking £20,000. The race will be staged at Brands Hatch on Bank Holiday Monday, August, 1972, and is to be called the Rothmans 50,000 in deference to the sponsors, the cigarette manufacturers, Rothmans of Pall Mall.

The Rothmans 50,000 will be open to any type of car running on normal pump or turbine fuel (but not nitro and other special fuels, thus ruling out Indianapolis-type cars) and the organisers are hoping that the lure of the big money will be enough to persuade some constructors to build specials. No doubt there will be entries from Formula One, Formula Two, Formula 5000, Can-Am cars and 5-litre sports cars like the Porsche 917. One would also expect to see Formula 5000 cars with possibly 6-litre Chevrolet engines and also a few turbine cars.

But Brands Hatch Grand Prix circuit, being rather bumpy and quite twisty, tends to be a great equaliser so we could be in for some giant-killing. Another consideration is that the race will be over 118 laps, which is 500 kilometres, so refuelling and tyre changes will be necessary.

The organisers have already opened the entry list and confidently expect that by June of next year they will have up to 100 entries which will be seeded to take part in three days' qualifying trials on Thursday, Friday and Saturday, August 24th, 25th and 26th. Qualification will decide the fastest 30 cars to take part in the race, while the next 30 will be eligible for a consolation race.

The admission price for this race will be the highest ever charged in Britain at £2 per head, but the booking office is already open and tickets can be purchased at £1.50 if booked in advance.

It will be interesting to see how the race shapes for it is over a year off at the moment. However, on the face of it the idea seems an excellent one.—A. R. M.



# IN THE Paddock AT KYALAMI

IN LAST month's issue we described four new 1971 racing cars, three of them destined for Kyalami where they raced and one, the McLaren M19 driven by Denis Hulme, very nearly beat the Ferraris. But at Kyalami three more new cars also appeared. The most exciting was undoubtedly a brand new Ferrari (although this was heavily crashed a week before the race), a new Tyrrell and the Surtees TS9.

## Ferrari 312B/2

The fact that the new Ferrari was ready for the start of the season was novel in itself for the Italian firm usually like to introduce their new model in time for the home Grand Prix at Monza. The start of the recent Ferrari revival was the flat-12 Ferrari 312B which was scheduled to make its debut at Monza in 1969 but this was delayed when, with Chris Amon behind the wheel, it blew up on a test track a couple of days before. Finally the car did not make its debut until the 1970 South African GP and it wasn't until several months later that all the bugs were sorted out so that now the 312B has won five of the last six World Championship races.

With such a successful car on his hands the very clever designer Forghieri was obviously not going to alter anything radical for the new car. In fact he has kept very much the same theme (a flat-12 engine slung under a skinned tubular section extending back from the cockpit) but with some new ideas to give the car that little extra edge.

The chassis is now distinctly wedge-shaped with a smaller frontal area than the old car, while at the rear the brakes and the suspension are mounted inboard. The chassis tub is somewhat different to the British built sheet alloy type for it has considerable tubular strengthening. In fact at one time Ferrari used to rivet the sheet to the space frame to give additional strength and as time has gone by the tubes have got less and less but, still, the car has those characteristic rows of rivets. The alloy skin is now 16 gauge to comply with the 1972 regulations.

The front suspension, though of different geometry, follows similar lines to last year's car with a forged top rocker arm and wide-based lower wishbone with the Koni shock-absorbers mounted inboard. The rear suspension is completely new for it has been moved inboard along with the brakes. The problem of finding space to mount the spring damper units vertically was a difficult one so Forghieri decided to mount them very nearly horizontally across the back of the car. To operate them he devised an interesting bell crank top wishbone while further location for the rear uprights is given by a single top radius rod and a wide-based non-reversed lower wishbone.

Some details have yet to be finalised and the wheelbase is still to be definitely fixed at 90.8 in. or 92.76 in., while the track is at present 54.5 in., although this may be widened at the rear. The new car, called the 312B/2, is slightly above the minimum weight limit at the moment.

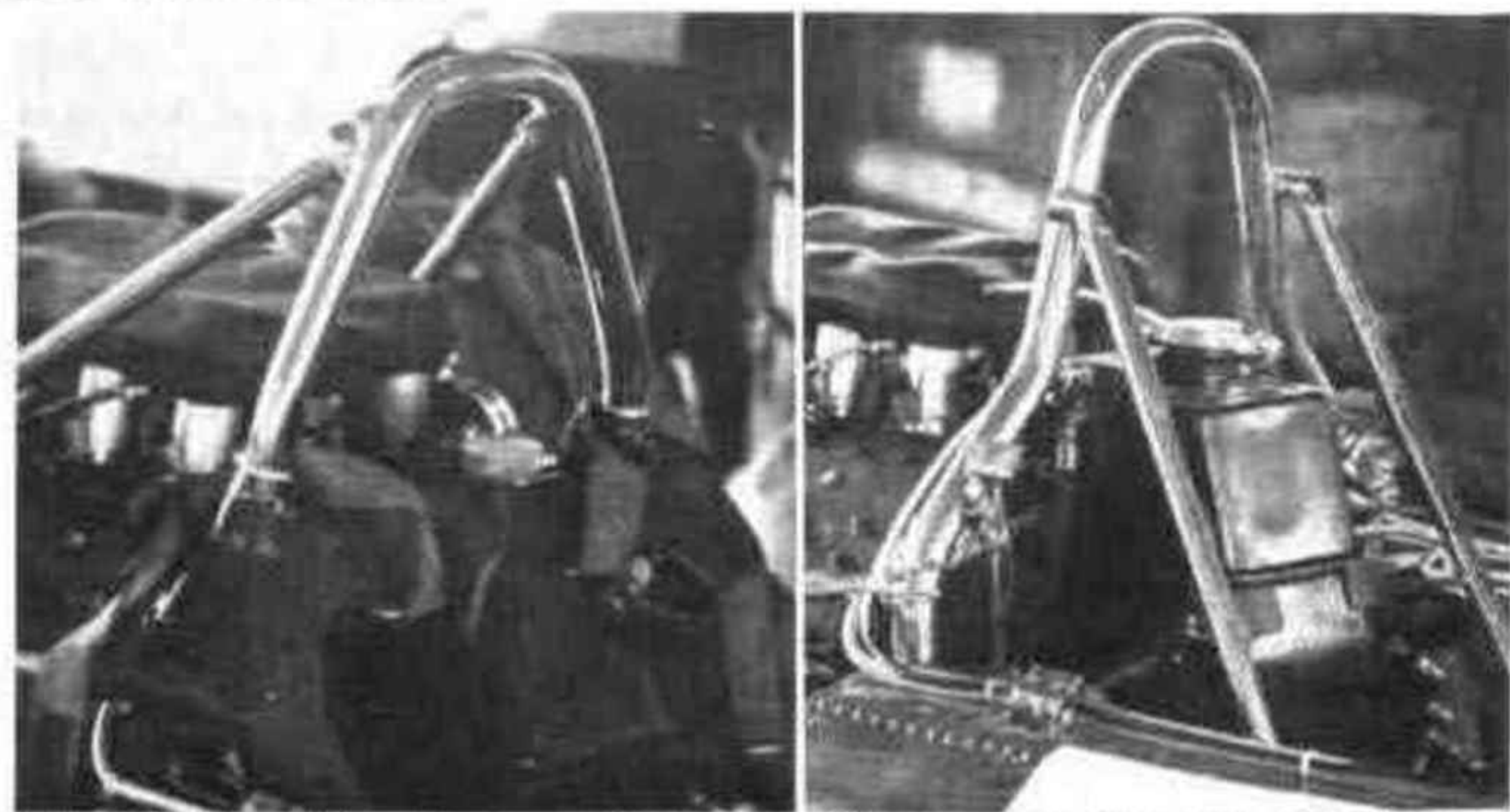


REGAZZONI pictured testing the new Ferrari 312B/2 at Kyalami only minutes before the accident which badly damaged the car.

Perhaps the most interesting aspect of the new car is that it utilises a new version of the flat-12 engine which was first tried in the ill-fated Ferrari 312P sports car which crashed at Buenos Aires. Everyone is very cagey about it but it does have roller bearing mains and this enables it to rev to 12,800 r.p.m. Externally the position of the fuel metering unit has been changed so that it is now on the top front of the engine rather than driven directly by a cam low on the left-hand side of the engine. This caused the mechanics a lot of headaches when they wanted to adjust it but now it is easily accessible from behind the rear firewall of the cockpit.

The 312B/2 features various other detail changes to the position of the oil tanks, alterations to the gearbox to take the inboard discs and so on.

The first car had hardly turned a wheel when it arrived at Kyalami for testing and Regazzoni, who had never been to the circuit before, was lapping in it on the first day within two seconds of the best time Stewart had got down to during his hundreds of miles tyre testing. The car has tremendous potential but unfortunately the driver's enthusiasm got the better of him and he severely damaged it against a bank after losing control on a fast right-hand bend. In fact the wreck was on its way back to Modena before most of the Grand Prix circus had arrived. However by the time this article is in your hands, a new car will have been built and, if everything goes to plan, will have raced at Brands Hatch.



TYRRELL old and new. Note the difference of the rear bulkhead on 001 (left) and 002 (right).

## Tyrrell 002

The most recent Formula One manufacturer of all is the Ken Tyrrell Racing Organisation who, unlike the other firms, have absolutely no plans to sell cars other than when the team has finished with them. The first Tyrrell made its debut at the Oulton Park Gold Cup last August after being kept surprisingly secret and since then has proved very fast but unreliable in the hands of Stewart.

After some 1,400 miles of tyre testing at Kyalami in February, a sticking throttle caused Stewart to crash heavily but, by then, a second chassis with several detail differences was already well on the way to completion at the rather cramped workshops in the middle of Ken Tyrrell's Surrey woodyard. As it happened the original car was repaired in time for the South African GP, where Stewart drove it to second place while the brand new car was raced by Cevert, who crashed it heavily. In fact a third car along the same lines as the new one is already being built for Stewart.

Derek Gardner, who is Tyrrell's full-time designer, has explained that 002 is some four inches longer in the tub and 1½ inches longer in the wheelbase than the old car, although this is mainly to accommodate the lanky Cevert. However, there are several other changes to the chassis including thicker outer-skinning and a simpler non-tubular front bulkhead upon which the suspension is mounted. At the rear a major change is the large roll-over hoop which circles the outer edge of the monocoque and is both bolted and spigoted to it. The engine then bolts through the hoop and the bracing bars come forward to the cockpit sides rather than back onto the engine's camshaft covers. This is considered to be an additional safety factor in the event of a major accident.

The front suspension has new lower wishbones and these are cast rather than machined from the solid, front uprights. Otherwise the car looks very much like the original one featuring the same attractive and interestingly styled bodywork. The Tyrrells are finished in a deep royal blue colour and now entered under the name Elf-Team Tyrrell. No doubt, with Stewart and Cevert behind the wheel, these Cosworth-engined cars will prove a challenge to the Ferraris.



## Surtees TS9

John Surtees has worked very closely on the design and manufacture of racing cars for some time now, particularly with Lola, but it wasn't until 1969 that he turned constructor himself by building the TS5 Formula 5000 cars. Having mastered this art very well and, subsequently, built the TS5A model which was very successful in the USA, his Edenbridge establishment turned to Formula One in 1970 and the first F1 Surtees, the TS7, made its debut at last year's British GP.

For 1971 Surtees has produced the TS9 which is built along the same lines as the earlier car but incorporates several improvements. Outwardly the TS7 and TS9 look much the same although side by side one can see the new car is lower and squatter. The monocoque tub is now skinned in heavier gauge alloy, a smaller gearbox is used and the suspension geometry has been altered to suit the new lower profile Firestone tyres. The high tensile steel tube bulkheads for the monocoque dictate the interesting and attractive but angular rather than curved contours of the car. The central bulkhead no longer forms the dashboard as it did on the TS7.

Already the car has put up an excellent performance in the South African Grand Prix with John Surtees showing much of his old form and the car obviously working very well indeed. In fact it did not appear until the second day of practice at Kyalami following successful tests in England a week before the race. Two more TS9s will be built before the season is very much older.

## AROUND AND ABOUT

### Comment on the Racing and Club Scene

#### Youngsters in Motor Racing

THE OLD ADAGE about never being too young to start certainly seems to be true in Formula Ford racing these days. At Brands Hatch a few weeks ago the front row of the grid comprised Richard Croucher (aged 18), Tom Pryce (aged 21), and Tony Brise (aged 18). In fact the "old man" actually won followed by the two youngsters.

Of course if you are only a teenager it is unlikely that you will have something like the £1,000-£1,500 in your bank account necessary to run a competitive Formula Ford car but the successes of these two youngsters must surely encourage dotting fathers to spend some money on their sons.

However one should not get carried away and think that a youngster with only a year's driving experience on the road can climb into a racing car and immediately burn off all the bright young hopes of 25 or 26. In fact both Croucher and Brise have a lot of racing under their belts in karting. In karting there is a special class for juniors who can actually start racing at the tender age of 14 and this is just what Brise and Croucher did. Furthermore both have fathers who are well known in motoring sport for Croucher's "dad" is an RAC scrutineer and Brise's father a former World Stock Car Champion and kart racer and manufacturer.

Both lads were successful in karting for Croucher did well in the races round full size circuits, particularly Lydden where his lap record was faster than that for full size race cars, while Brise won a class in the British Championship in 1969.

Twenty-one year old Tom Pryce came to the forefront of Formula Ford in a rather different way. He entered a competition run by a racing drivers' school at Silverstone and sponsored by the Daily Express. After doing well in a series of private races, this young Welsh mechanic won the final which some of you may remember was held at last year's International Meeting at Silverstone. His prize was a brand new Lola Formula Ford which he contrived to crash before he ever raced it. But with determination he re-built the car and soon had it going well and towards the end of the season started to feature well in the results particularly at Brands Hatch.

Another 21-year-old just about to make an impact on the Formula Ford scene is a South African called Jody Schekter. He has been winning races in Renault saloons since he was 18 in his home country. His big break came when he entered the recent Sunshine Series Formula Ford series in South Africa where there was a prize of a Driver to Europe award, for the highest placed local. Attracted by this Schekter bought a Lola FF and, though he had never raced a single-seater before, won the award and earned much praise from the British drivers who finished first and second in the series.

So now Schekter has arrived in Britain and with his prize money

While racing tyres at last seem to have stopped their growth sideways the tyre designers are now working hard at lowering the profiles and car designers are having to take this into account. Goodyear are now very keen on 13-in. dia. rear wheels with 24-in. dia. rolling radius although their rivals at Firestone are able to produce a similar rolling radius on a 15-in. dia. rear wheel. At Kyalami both McLaren and Brabham had modified their existing cars' suspension to take advantage of the low aspect ratio tyres although the gain, if anything, on the Brabham was certainly marginal.

The interesting body on the March 711, which was designed by, amongst others, Frank Costin, did not seem to last too long. Costin says that his exact plans were not followed to the letter and was, apparently, not surprised that the cars were overheating and being starved of air. The large engine covers were discarded before official practice and the side radiator ducts were also left off. Obviously these can be easily enlarged and will no doubt be on the car at the next appearance but it will be interesting to see if the engine cover makes a come-back or whether it will be left off for good. Meanwhile the bulbous nose with its high-mounted wing did appear to prove very effective and gave absolutely no trouble. Although the March 711s did not feature well in the results, designer Robin Herd said a lot had been learned and he felt sure that in the hands of Peterson the car would be ultra-competitive. There is never a lack of confidence from Bicester.—A. R. M.

has purchased the Merlyn Mk. 11A which brought Colin Vandervell over twenty wins last season and Emerson Fittipaldi considerable success before him. Incidentally Schekter also had considerable kart experience before taking to cars.

Of course, as DSJ frequently reminds me, there is nothing new in motor racing. He re-calls that a young 18-year-old by the name of Tony Rolt was winning club races at Donington in 1939 and that by the time he was twenty-one Prince Bira was also taking the chequered flag. In more recent times Stirling Moss was starting to make his name at a similar tender age and so was Jacky Ickx.

#### European 2-litre Championship

Last year the FIA introduced a new European Championship for 2-litre sports cars, either of the Group 5 or 6 categories. Despite a few teething troubles it was considered to be successful and this year the championship is to be run again and starts at the new French circuit of Paul Ricard on April 16.

Last year Chevron's cars, and their driver Brian Redman, narrowly won the title from Jo Bonnier in his works-backed Lola, these two makes plus Abarth dominating the proceedings. This year Chevron will be represented with their open B19 models driven by Chris Craft (works), John Miles and Graham Birrell (Dart) as well as a host of other fast private owners like John Burton, Ed Swart and John Lepp. Lola will again be represented by Bonnier as well as privateers like Guy Edwards and Alan de Cadanet's Ecurie Evergreen team.

There will be several other marques racing including Huron, who will have at least three cars at many rounds, Martin with constructor/driver Brian Martin heading a two-car team and there is also a works assisted Daren with a BRM engine for the experienced long distance team of Davidson/Wheeler. Taking in one of these 2-litre races while you are on the Continent could be well worth while. There is also a round in Britain this year at Silverstone on June 5th, as the main race in the well known Martini meeting.

#### Club Notes

- On Friday, April 2nd the energetic Circle Car Club, who are based in Middlesex, will be holding a midnight matinee at the Odeon Cinema, Watford. The programme, which starts at 11 p.m. includes several motor sporting films and tickets, price 40p, are available from the cinema. All proceeds to the British Polio Fellowship.
- The Monoposto Club have asked us to point out an error which occurs on page 166 of this year's RAC Blue Book. This says that the Formula allows proprietary chassis built prior to 30th September, 1960. This should read prior to 30th September, 1966.
- The Riley RM Club have had a change of both the Secretary and the Spares Secretary. David Morris of 37a Tudor Drive, Gidea Park, Romford, Essex, takes over the former position while B. Newton of 38 Montrose Drive, Glendale, Nuneaton, Warwicks is looking after spares.



# AMERICAN COMMENT

USAC launched its 1971 season on a somewhat controversial note when it suddenly announced that its first race of the year, which was to have been a strictly invitational, non-championship event at Rafaela in the Argentine, would, after all, count for points toward the Marlboro Championship Trail. When the race was first planned last year virtually all the leading teams indicated that they would accept an invitation—but when it came to signing on the dotted line several of the star drivers backed down. Since the organisers had spent over £50,000 bringing the track up to USAC specifications and needed the star drivers to attract a crowd, USAC tackled the recalcitrants head on and announced just ten days before the cars were to leave for the Argentine that the race would count for points. For most of the drivers that was all the persuasion that was needed but the last-minute announcement did incur the wrath of two prominent car owners. A. J. Foyt, who was already committed to running in a NASCAR-sanctioned 500-mile stock car race at Ontario Motor Speedway, and Andy Granatelli, whose only available McNamara for Mario Andretti had been damaged at Phoenix during tyre testing, both protested that USAC's precipitate action was completely unfair and probably illegal. "Ours is the United States Driving Championship," said Granatelli. "Our club is the United States Auto Club and the name of the circuit is the United States Auto Club Championship Trail. This championship has historically been based on races run in the Continental United States, and I don't think Argentina has been annexed by the United States." Foyt expressed much the same sentiments, adding that he "planned to do something about it", but in their arguments both Foyt and Granatelli seem to have overlooked the fact that in 1967 and again in 1968 USAC ran championship races in Canada—and that both of them ran cars in those races.

Foyt and Andretti, then, did not make the trip to Argentina but the way Al Unser was running in his turbo-Ford-powered Johnny Lightning Colt it doesn't appear that it would have made much difference if they had. Al's oldest brother Bobby, who is Dan Gurney's number one this year, was the fastest in practice, lapping the 2.87-mile track at 173.445 m.p.h. in his turbo-Ford-powered Eagle, but when it came to qualifying he could only manage fifth fastest at 169.468 m.p.h. Lloyd Ruby took the pole at 173.184 in his turbo-Ford Mongoose and shared the front row with Gurney's number two driver, Swede Savage, who averaged 172.837 m.p.h. in his turbo-Offy Eagle. Al Unser was third fastest at 172.232 m.p.h. and shared the second row with Mike Mosley's turbo-Ford Watson, which turned 171.689 m.p.h. These four were the only drivers really in contention, and Al Unser wasted no time showing he had lost none of the skills that carried him to last year's USAC Championship. He took command from Ruby on the fifth lap and then exchanged the lead with the veteran Texan four times in 32 laps before Mosley, who had exchanged third place with Savage 15 times, moved in front on the 38th lap. Mosley's reign was short-lived, however, and when Unser moved back in front on the 42nd lap he stayed there for the remaining 11 laps of the first 53-lap, 152-mile heat. During his early dice with Ruby, Unser set a lap record of 173.5 m.p.h. and Ruby was the only driver on the same lap with him at the finish. One lap back were Mosley, Savage, Roger McCluskey's turbo-Offy King and Joe Leonard, Al Unser's team-mate in the second Johnny Lightning Colt. Bobby Unser was in the hunt for only three laps before retiring with a burned piston.

In the second heat it was Al Unser virtually all the way. He was in front from the start to lap 40, when he stopped for fuel and gave the lead to Leonard, and then took command again on lap 44, when Leonard made his fuel stop, and led to the finish. Ruby and Mosley engaged in a stiff duel for second place before Mosley's engine dropped a valve on the ninth lap and Ruby then went largely unchallenged to finish second, 27 seconds behind Unser. Leonard, McCluskey and Savage finished third through fifth, on the same lap as the leaders, and combining the results of the two heats gave Al Unser first place with 600 points and Ruby second with 480. Leonard, McCluskey and Savage each scored 330 points but were placed in that order because the second heat result served as the tie-breaker, while Mosley was placed sixth overall with 210 points despite not finishing the second heat. The long straights at Rafaela favoured slipstreaming and this generated a lot of very close, very exciting racing, but Al Unser's commanding victory already has his competitors wondering

if the Parnelli Jones/Vel Miletich team of Johnny Lightning Colts is headed for another record season like the one they had last year (when Unser equalled Foyt's 1964 record of ten victories in one season). As it is, Unser's performance in Argentina gave his chief mechanic, George Bignotti, a record 53 USAC Championship victories, two more than his closest rival Clint Brawner.

\* \* \*

The first three major NASCAR stock car races of the year certainly appear to have justified the juggling of the rules by NASCAR officials in their attempts to concurrently reduce the high rate of attrition and even out the competition in order to produce closer racing. The background to these rules changes, mainly involving restrictive plates in the carburettors, was discussed last month and several observers felt that these changes, coupled with Ford's total withdrawal and Chrysler's cutback to only two works cars, would emasculate NASCAR racing. Experience, however, has shown quite the contrary. The independents, particularly, have recognised the withdrawal of the factory cars as their chance to win a decent share of the purse for a change. At the Daytona 500 there were a record 80 entries seeking one of the 40 starting positions and two weeks later, when Ontario Motor Speedway held its first NASCAR race (500 miles for a record stock car purse of £86,000), there were 101 cars trying for the 51 starting positions.

While it is true that at Daytona the only two factory cars entered—Richard Petty's Plymouth and Buddy Baker's Dodge, both of them prepared by Petty Engineering—took the first two places, the race was nonetheless considered probably the most exciting in the 13-year history of the event. There were no less than 48 lead changes among 11 drivers during the 500 miles, which works out to an average of a lead change every four laps—and that doesn't include the many lead changes that took place within each lap, only those recorded at the start/finish line. USAC driver A. J. Foyt had shown the NASCAR contingent the fast way around the 2.5-mile track by putting his Mercury, prepared by the Woods brothers, on the pole at 182.744 m.p.h.—over 2 m.p.h. faster than the next man—reigning NASCAR Champion Bobby Isaac in a Dodge. Although Petty only qualified fifth, over 4 m.p.h. slower than Foyt, it was clear during the race that the two of them had the fastest cars on the track. Foyt led the first three laps but then decided to bide his time and didn't move to the front again until the 200-mile mark. From then on, though, he had a tremendous duel with Petty that only ended 200 miles later when he ran out of fuel while leading. He managed to coast to the pits but this cost him almost a lap and Petty then went on to win his third Daytona 500 by half a mile over his team-mate Baker, with Foyt third and still on the same lap. Fourth place, one lap down, went to former NASCAR champion David Pearson and he was followed on the same lap by Freddy Lorenzen, who retired in 1967 with more superspeedway victories than any other driver (a record still unbroken), but is now making a comeback at the wheel of a Plymouth sponsored by Andy Granatelli's STP Corp.

Two weeks later, at Ontario Motor Speedway, Foyt and the Woods brothers began just as they had at Daytona but this time there were no miscalculations over the fuel. Foyt again won the pole position (at 151.711 m.p.h. compared with 177.567 m.p.h. average at which Lloyd Ruby put his USAC Championship car on the pole for last September's inaugural California 500) but this time Foyt was in the thick of the battle almost from the start. For over half the race he had a tremendous duel with Lorenzen that ended only when Lorenzen's car caught fire. He was less seriously challenged in the second half of the race (Petty's engine was down on power and he once overshot his pit during a fuel stop) but nonetheless there were 27 lead changes among seven drivers during the course of the 500 miles and the 78,000 spectators again received their money's worth. Foyt's Mercury took the lead for the tenth and final time on the 187th lap and held it for the remaining 13 laps to win by 8.5 seconds from the two Chrysler works cars, Baker's Dodge being second and Petty's Plymouth third. Vic Elford and Pedro Rodriguez tried their hand at stock car racing, American style, but in both cases the cars made available to them were not first cabin. Elford failed to make the field at Daytona and while Rodriguez started at both Daytona and OMS, his engine failed early in both races.—D. G.

Results:

**MILLER HIGH LIFE 500—NASCAR Stock Cars—**  
**Ontario Motor Speedway (Feb. 28th)—200 laps—500 miles**

1st	: A. J. Foyt (1969 Mercury)	..	..	3 hr. 43 min. 36 sec.—134.168 m.p.h.
2nd	: B. Baker (1971 Dodge)	..	..	200 laps
3rd	: R. Petty (1971 Plymouth)	..	..	200 laps
4th	: B. Isaac (1971 Dodge)	..	..	199 laps



# RALLY REVIEW

## SWEDISH RALLY

### GENERAL CLASSIFICATION

1. S. Blomqvist/A. Hertz	Saab V4	30929
2. L. Nyström/G. Nyström	BMW 2002 TI	31242
3. H. Källström/G. Håggbom	Lancia Fulvia	31296
4. B. Waldegård/L. Helmér	Porsche 911S	31335
5. O. Eriksson/B. Osterberg	Opel Kadett	31512
6. A. Andersson/B. Thorszelius	Porsche 911S	31563
7. A. Kulläng/D. Karlsson	Opel Kadett	31699
8. A. Gullberg/L. Wahlin	BMW 2002 TI	31723
9. L. Nasenius/B. Cederberg	Opel Kadett	31819
10. T. Trana/S. Andreasson	Saab V4	31891
11. P-I. Walfridsson/K. Nilsson	Volvo 122	32319
12. G. Blomqvist/I. Blomqvist	Opel Kadett	32649
13. I. Karlsson/L-G. Berg	BMW 2002 TI	32750
14. L-I. Ytterbring/R. Callin	Opel Kadett	32845
15. A. Stenström/S. Boström	Saab V4	33005

112 starters—53 finishers.

SWEDES and Finns are the acknowledged experts on snow rallies, both as organisers and as competitors. It is understandable, therefore, that Scandinavia should have the best selection of such events that any winter has to offer. The best known of these is probably the International Swedish Rally, a qualifier in the Constructors' Championship, mainly because it derives from that exciting summer event, the Rally to the Midnight Sun.

Rally organisers in Sweden have always shown a great deal of ingenuity—they once had a special stage in the underground tunnels of an iron ore mine—but there is nothing remarkable any longer about driving on frozen lakes and rivers. It is quite commonplace for any Scandinavian snow rally to have special stages on frozen waterways; indeed, it is the rule rather than the exception. So to retain its reputation as the premier winter rally in Scandinavia the Swedish Rally really has to be faultless, for other events have improved tremendously in the last few years.

In February this year, the Swedish Rally was not faultless, and the organisers will have to stir themselves from their resting place against past laurels, or another snow rally could well take over the number one position; Finland's Arctic Rally, for instance—but more of that later.

Moving the start/finish point of the Swedish Rally from Karlstad to Göteborg didn't help matters at all, for it meant that much of the initial and final parts of the route were rather dull with few special stages. Furthermore, the winter was exceptionally mild, and there was no snow that far south. Some stages even had to be cancelled in order that the muddy roads might not be ripped up by the passage of the rally cars. This transfer of headquarters from the popular starting point at Karlstad, a friendly town with enough hotels to accommodate the entire rally fraternity but small enough to ensure that everyone knew where to find everyone else, was done in order that the event might be considered part of Göteborg's third centenary celebrations. In the city's vast network of one-way streets it took considerable time to get about, particularly as rally headquarters were at the Volvo factory beyond the outer suburbs, where there were no hotels.

In past years the Swedish Rally has been run on lines similar to those of the RAC Rally, with the special stages providing all the competition and the road sections being timed at a low average to avoid antagonising other road users. Furthermore, the time controls were always far enough apart to render high-speed tactics in traffic unnecessary. This year the road average was tightened up slightly, but the change which really made matters worse was the decision to make every special stage a time control also. With so many competitors were never sure of being able to have enough time in one place for servicing, and they were, therefore, indirectly encouraged to break Sweden's reactionary speed limits—even lower than our own. Competitors were not very pleased at all with this, particularly as it seemed to be playing into the hands of the police who set up several radar traps to catch competitors, letting the non-competing law-breakers pass unhindered. Competitors who were caught were also given 300 penalty points in the rally.

Lack of snow got the organisers very worried indeed in the weeks before the rally, and there was even talk that the event would have to be cancelled. But the snow eventually came in the northern parts of the route, where most of the stages were. But fresh snow is not conducive to high-speed driving, no matter how good the tyres and studs, and it turned out that the higher powered cars at the front, the Porsches, the Alpines, the Escorts and the Lancia, were acting as snow ploughs for the rest of the field. On the other hand, there was a stage on which Stig Blomqvist in his Saab caught, passed and drew

away from the Porsche of Ake Andersson after having started a full two minutes after him. Blomqvist was the man who made the greatest impression during the rally. From just after the start he led all the way to the finish and there was little anyone else could do to get within striking distance of him.

Of the two Alpines, Thérier's left the road and Andersson's developed an oil leak and seized. Quickest of three factory Fiats was the 125S of Hakan Lindberg, but he crashed into a tree in the closing stages of a rally and wrote off the car. The Porsches were struggling hard for grip on the soft snow, and Waldegård found it very hard indeed to fight back to fourth place, let alone challenge for the lead. The Opels were as spiritedly driven, and reliable, as they had been in Britain during last November's RAC Rally, quickest of them being the Group 2 Kadett driven by Ove Eriksson. He finished fifth overall, and was one of many who collected a speeding penalty, another being one of the works Dafs which lost a class award as a result.

At no time during the rally were competitors provided with interim results, except at the half-way stop at Torsby, a small town where private households had to be asked to provide beds for competitors, so few were the hotel rooms available. This was disappointing, for one's strategy during a rally often depends on one's performance on special stages relative to that of one's rivals.

Blomqvist's win was an important victory for Saab, for they had shown that it is still possible, even with an ordinary family saloon, albeit in Group 2 trim and with front-wheel-drive, to beat the heavy metal such as Porsches, Alpines and 16-valve Escorts. Just one of the latter cars was entered by Boreham, to be driven by Timo Mäkinen. A bottom-end breakage stopped the rubber belt driving the valve gear and the car came to a sudden and noisy halt.

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In the remaining space two events have to be crammed. The first is the Arctic Rally in Finnish Lapland, a three-day event which took place during the week before the Swedish Rally. Every rally is affected in some way by weather conditions, it being generally accepted that the one which labours greatest under the threat of sudden climatic change is the East African Safari. The Arctic Rally, the complete opposite of the Safari, most certainly qualifies for the same tag.

The entire event is held north of the Arctic Circle, with the possibility of instant blizzards always present. Half-way through the event such a blizzard did blow up, just when the competitors were at the most northerly part of the route close to the Arctic Ocean. Within minutes the ploughed road became blocked with fresh snow and the rally came to a standstill. But there was no panic by the organisers; the army put up arctic tents in which competitors were able to rest in warm sleeping bags after feasting on spit-roasted reindeer. When the blizzard was over, out come the snow ploughs and the rally was on the move again—it was as simple and unflurried as that.

Four British competitors made the effort and flew to Finland for the event, having shipped their cars ahead by sea. They were the first Britishers ever to take part in the rally, and they had the distinction of probably being the first to take part in an international motor sporting contest north of the Arctic Circle. Only one finished, Londoner Jill Robinson driving a Ford Escort RS1600.

So well organised was the Arctic Rally that it rather outshone the Swedish Rally which took place a week later. The Swedes will have to look to their laurels lest the honour of hosting the world's premier snow rally should cross the Gulf of Bothnia to Finland.

The second event was the Sanremo-Sestriere Rally in mid-March. With Alpine and Saab having scored a win each (Monte Carlo and Sweden respectively) in Constructors' Championship events, and with Saab, Porsche and Ford absent from Italy due to Safari preparations, the rally turned out to be a two-way fight between Alpine and Lancia, the Italian team having broken off their practice in Africa to tackle the major event on their home soil. Snow, fog, rain, mud, rocks; they all appeared during the rally, and no less than nine of the 27 special stages could not be run due to the weather and bad road conditions.

Driving an Alpine-Renault which was not officially part of the Alpine team, Ove Andersson followed up his win at Monte Carlo with another in Italy, co-driven this time by Bristolian Tony Nash, a man of many years experience of the sport. It is rather surprising that Andersson, after his Monte win, was not offered a long-term contract by Alpine-Renault. No offer came even after his most recent victory, which means that the Swede is still open to offers from Alpine's rivals.

G.P.



# Continental Notes

ONE OF THE most popular clichés these days is "the rising cost of motor racing", usually uttered by people who are not spending money on racing or by people who are trying to justify the many thousands of pounds they have conned out of someone on the pretext of sponsorship. Some people are really spending big money on racing and I don't mean a businessman buying a £15,000 racing car for a budding youth. I refer to firms like Porsche, who spend untold money on research and development which is closely tied to their racing programme. The Porsche firm probably spend more time, manpower and money on one research problem than all the small racing car manufacturers spend together on total racing research. The Stuttgart firm have just released some information about a new 16-cylinder engine that was destined for sports-car racing but looks like now being put on one side on the shelf marked "interesting experiments". This engine is a 5-litre designed around the layout of the successful 2.2-litre flat-8-cylinder, being, in effect, two 8-cylinder units one behind the other. It is such a compact engine that it will fit into the 917 Porsche chassis, in place of the existing flat-12-cylinder engine, and it develops 690 DIN horsepower at 9,200 r.p.m., which is a lot of very honest horsepower.

As 1971 is to be the last season for 5-litre sports cars, the 1972 FIA rules imposing a limit of 3-litres, and as the opposition to the existing 917 Porsches does not look very strong, Porsche engineering have stopped development work on this new 16-cylinder engine, regarding it now as merely something of "high technical interest". They publish a specification of the engine under the delightful heading "Technical data for Enthusiasts":

Sixteen cylinders, V 180 degrees, air-cooled, 80 x 62 mm. bore and stroke, 4,982 c.c., two valves per cylinder, 690 DIN h.p. at 9,200 r.p.m., maximum torque 405 ft./lb. at 7,600 r.p.m., dual ignition by two independent Bosch 16-cylinder distributors and ignition circuits, 16-cylinder Bosch fuel injection.

\* \* \*

In a lighter vein comes a ruling from the CSI that all Formula One Grand Prix cars must be fitted with a red rear-light of 15-watts power. The racing car constructors get together every now and then and discuss racing-car design and construction, with a view to agreeing on certain safety items and many of their decisions are very reasonable. Everyone was in agreement on the size and capacity of fire extinguisher systems, and recently they agreed to a limit of 16 swg minimum for the outer skins of monocoque chassis. The latest safety regulation of a rear lamp does not come from the constructors, but from the drivers, through the GPDA and its President, Joakim Bonnier. He put the idea of a red rear lamp up to the CSI as a safety precaution for use in bad visibility, due to rain and spray or mist or fog. The CSI agreed to it, but I feel they had their tongues in their cheeks, for an awful lot of details were left undecided. Such things as who decides when the lights should be switched on, who switches them on, does a car whose light is not working get the black flag, is a driver *mis hors course* if he switches his light off, if a bulb fails must the car make a pit stop and have the bulb replaced, and so on and so on. One sensible idea did come from this, from Hulme I believe, who suggested that such a red light could be useful if switched on when a car breaks down and retires on the edge of the circuit, providing it has not retired due to a flat battery, that is. It was suggested that the drivers switched their lights on at their own discretion, but somehow that was not popular. I can think of at least six Grand Prix drivers who would press on into the gloom and not bother to switch their rear lights on. "If you are behind, mate, that's your bad luck" or words to that effect in a variety of languages other than English.

In English race reporting we are fairly polite and say "Bonnier was bringing up the rear", meaning he was dead last. The French race reporters say "Bonnier was the red lamp", meaning he was at the end of the train or procession. Very apt is the French language. I can hardly wait for the end of the British Grand Prix this year, when the cars are scrutineered and the chief RAC scrutineer finds that the winner's car has a 12-watt bulb in its rear lamp instead of a 15-watt bulb. Oh my!

For some years now the French have carefully arranged a practice weekend at Le Mans, in readiness for the June 24-hour event, on the same weekend in April as our own BOAC long-distance sports-car race. This year they have avoided this tiresome clashing of dates, but have gone one better, by clashing with the Spanish GP on April 18th. No doubt there will be quite a lot of private flying between Barcelona and Le Mans, one advantage being that the aerodrome at Le Mans is walking distance from the pits, for quite a lot of Grand Prix drivers have sports-car commitments. Rodriguez, Siffert, Stommelen, Pescarolo, Beltoise, Amon and Ickx are among those who could be needed in two places at once. In addition, there is a 2-litre sports-car Championship meeting at the Paul Ricard circuit on the same weekend. If anyone is thinking of hiring a racing driver for a film on that weekend they had better forget it, for spare racing drivers are going to be in short supply.

\* \* \*

The victory by Andretti in the South African GP, driving one of last year's Ferraris, must have caused great rejoicing in Modena and Maranello. The nice thing about a Ferrari victory is that the Italians see it as a victory for Italy and they sing and wave their Italian flags with great enthusiasm—there is nothing quite like it. If a March, Lotus, Brabham, McLaren, Surtees, BRM or Tyrrell wins a race we just stand around and say "well done" or something equally trite; there is no national enthusiasm for we are never quite sure who owns what and where the money has come from. A Ferrari victory is clear cut; a red car has won and red cars are Italian, a victory for Italy, hurrah! The Italian enthusiasts naturally want to see Italian drivers winning in Italian cars, and recall Campari, Nuvolari, Varza, Ascari, Farina, Bandini, Scarfiotti. They are very tolerant of "foreigners" joining the Ferrari team and loved John Surtees, and never got to know Phil Hill and Amon, but have taken to Ickx and fondly call him "Pierrino" after the small Italian boy who features in so many Italian jokes. Regazzoni was a natural favourite, with a name like that, a face like that and living just over the border he was accepted as an Italian, even though he is pure Ticinese Swiss. And now Andretti, born in Trieste, and now a naturalised American; who cares about that, Andretti is Italian, and has won a Grand Prix for Ferrari, hurrah! If you've ever talked to Andretti away from newspapermen, cameras and publicity people you find that he is still Italian at heart, with an Italian's passion for racing and racing engines, just like the Granatelli brothers; all three of them and Andretti are no more American than I am; they love motor racing and they love all that Italy stands for, but are quite honest and tell you America offers their abilities more scope than Italy.

I shall never forget the scenes of enthusiasm after the Ferrari 1-2 in the Austrian GP last year, nor after Regazzoni's victory at Monza. Late in the evening, after the Austrian race, the first Ferrari victory for a long while, there were Italian-registered cars heading for the border with Italian flags flying from the windows and joyful singing coming from within.

\* \* \*

MOTOR SPORT often prints "things they say". The Grand Prix Drivers' Association recently published a communique signed by their President which said: "The Grand Prix Medical Service and the Grand Prix Drivers' Association are two entirely separate organisations and are not to be confounded."—Eh!—D. S. J.

## SWISS VCC RALLY

IN the middle of the summer, from June 30th to July 4th, the Swiss Veteran Car Club are organising a rally over four stages, totalling 378 kilometres in the Swiss mountains for cars in two categories, those built before 1918 and those built from 1919 to 1939. The cost is 400 Swiss francs for two people and the organising committee is the VCCSR, Case Postale 367, CH 1920 Martigny, Switzerland.



# ON MID-ENGINE COUPES

*LATEST TEST-DRIVE.—D. S. J. lapping the Boreham test track in the pouring rain in the prototype Ford GT70, consolidating once more his belief that the mid-engined sports car must be here to stay in the seventies.*



I CANNOT really recall which was the first mid-engined coupé I saw, but the fibreglass Porsche 904 was probably the first I drove and on which I became convinced that this was the best layout for a sports car. Back in 1954 Porsche had built the RS Spyder with its four-cam engine mounted just ahead of the rear axle and the whole layout had looked right, but one felt that Porsche were fortunate in having a transverse flat-four engine that would fit into the scheme of things. It was some years later, in the sixties, that thoughts of mid-engined sports cars with large engines began to emerge, and Ferrari built the 250LM coupé, with the 3-litre V12 engine between the cockpit and the rear axle, and Eric Broadley's prototype Lola coupé, with a Ford V8 in the right place convinced everyone that this was the layout for sports/racing cars, and eventually one hoped, for race-bred road-going sports cars. The mid-engined theme progressed rapidly once the racing fraternity were convinced of the idea and the 7-litre J-type Ford, the Chaparral 2D, the Ferrari 512S and the Porsche 917 took the mid-engined coupé theme to its ultimate. Offshoots of all this into the production sports-car world have been slow to materialise, although Lotus with the Europa, Matra with the 530, and VW-Porsche have production lines of mid-engined coupés in the middle class, and Ferrari have the Dino, Lamborghini the Miura and De Tomaso the Mangusta in the exotic class, while Ford made a limited number of GT40 coupés.

Almost every manufacturer of note has built experimental mid-engined coupés, some being very practical and usable, like the Rover BS with its 3½-litre V8 engine, others being experimental test-beds like the Mercedes-Benz C111 with its four-rotor Wankel engine, and many more have been show cars or styling exercises. General Motors built the very interesting Astro II, Holden in Australia built a research vehicle called the Hurricane, the Japanese Nissan firm built one, and Maserati have now joined in. There is no doubt that research departments the world over are investigating the mid-engined layout



*LATEST MOVE.—The experimental Ford GT70 is seen alongside a production Ford Capri and must surely indicate the way ahead for the sports cars of the seventies.*

for a road-going sports car, and many of them have bought Lotus Europas to see how Chapman does it, but as yet it is only the specialist firms who have progressed into production lines. It was too much to hope that an F-type Jaguar V12 might appear as the car of the seventies, with a mid-engine layout, and even if the Mercedes-Benz C111 goes into production it is unlikely to be in more than limited numbers, like the old 300SL gull-wing coupé. Citroën, who are as advanced as anyone in their thinking, have retained the front-engine layout for the SM which must be their car of the seventies.

Recently Ford of Europe, which means the brighter elements of Britain and Germany, announced a mid-engined coupé called the GT70, which may fizzle out or it may be the first step of a big revolution, which could lead to a derivative of the prototype being manufactured the way the Ford Capri is being built at present. The GT70 prototype was built around a number of standard Ford components, as described in the February issue of MOTOR SPORT, in a similar way to that which the Rover engineers did when they built the BS coupé. Having driven quite a number of mid-engined coupés, and ridden as passenger in many more, I was pleased to take the opportunity of keeping up to date by spending a morning driving the Ford GT70 round the Boreham test track. While all the mid-engined coupés, with the exception of the De Tomaso Mangusta, have had the same basic feel of control and stability, they have all been vastly different in conception. The Wankel-engined Mercedes-Benz was technically the most exciting, but it suffered from no torque whatsoever under 2,500 r.p.m. and a rather horrid mechanical linkage from the gear-lever to the ZF gearbox stuck out the back. The Ford GT40 was the most exhilarating and produced the highest standard of road-holding, steering, ride and handling, its great iron lump of V8 engine doing the job but being depressingly dull. An LM Ferrari provided 7,000 r.p.m. like a turbine and the sort of noises that only



*ULTIMATE STANDARDS.—The Ford GT40 was produced in limited numbers as a fully equipped road car, but was always in the exotic class of the rare and the rich.*

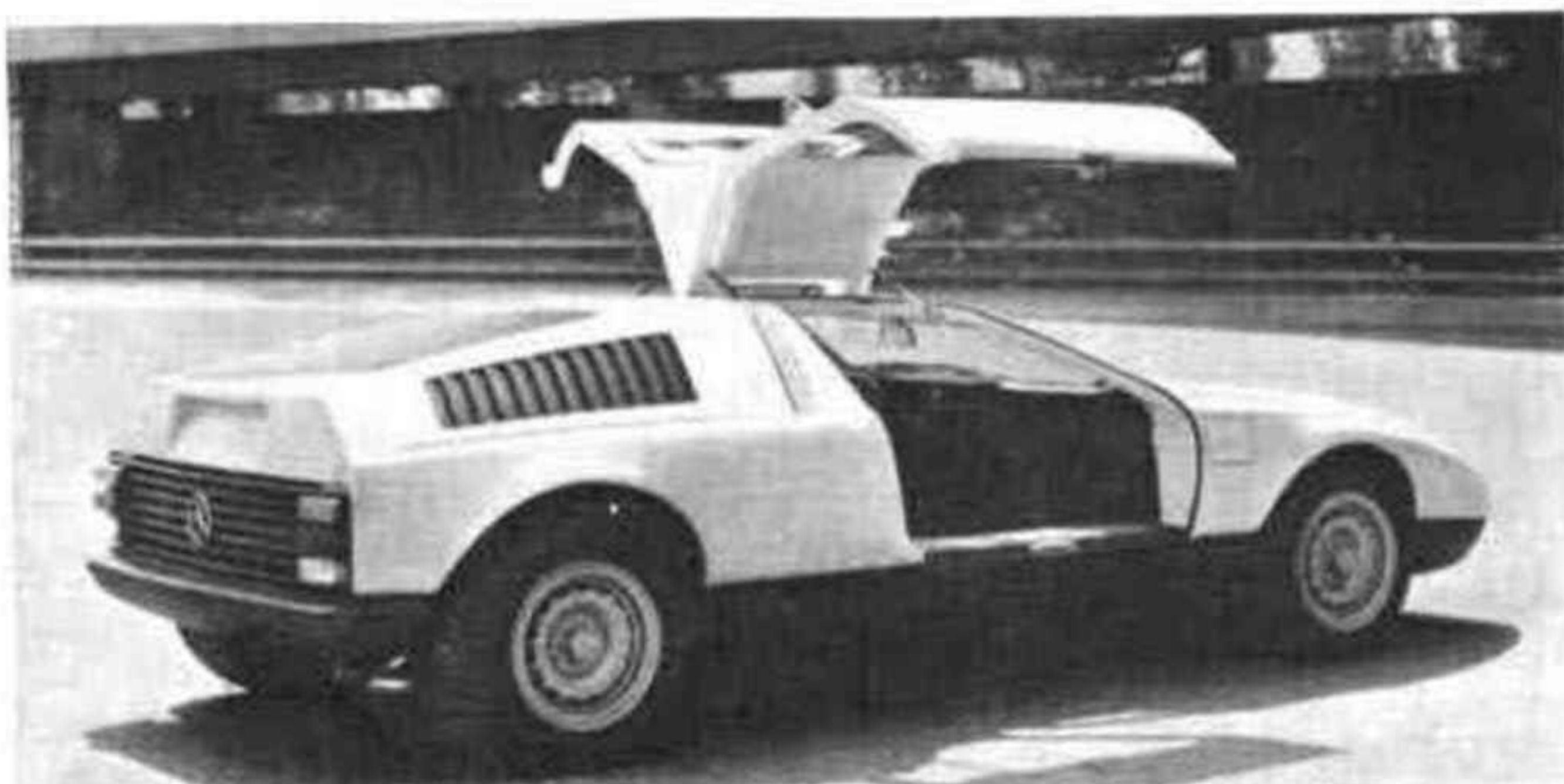




**WHAT MIGHT HAVE BEEN.**—The Rover BS coupé, with its V8 engine mounted over the rear axle and gearbox ahead of it, giving ideal weight distribution and a spacious cockpit.

a Ferrari can produce, but was a pure racing car, and the Lamborghini Miura needs sorting out with a season of racing. Driving the compact little Ford GT70, with its 2.4-litre V6 Taunus engine was very reminiscent of its big brother, the GT40, for it had the same solid, rugged feel that gave the impression it would stand up to any amount of hard usage. At the moment Ford are building six prototypes, one for engineering evaluation, one for styling evaluation, one for competition use (in rallies), one for demonstration purposes, the existing prototype which I drove, and a spare car. When everyone has done their damndest with these six prototypes the situation will be reviewed and either the whole project will be thrown on the rubbish heap, a limited run of, say, 1,000 will be made, or it could revolutionise the mass-produced sporting world and take over from the Capri in five years' time.

Although the people at Lotus do not think so, the mid-engined coupé is still something of a novelty to the man in the street, but there is no reason why he should not be able to buy a good, safe, advanced sports car in the seventies in the same way as he has been buying MG-Bs, Spridgets, TRs and E-types over the past decade. Anyone who has driven a Lotus Europa must agree that it makes the handling of the Elan almost obsolete, yet even now when you drive an Elan you wonder why all small sports are not designed to be so safe and controllable. From the practical usage point of view the mid-engined layout poses certain problems, but Rover overcame most of them with their BS coupé and I wonder if Sir Donald Stokes ever looked closely at the Rover, for it could have been in production by now, at about £3,500 and a yearly output of 1,500 to 2,000. Using the conventional layout of engine and gearbox, as taken from the Grand Prix world, there are two snags, firstly the engine protrudes into the living quarters and secondly the gearbox is so far away, at the extreme rear, that the linkage between it and a centrally-placed gear-lever is a nightmare. (Drive a Europa and find out for yourself.) Rover had the V8 round the other way, with the gearbox just behind the seats so that there were no linkage problems. The Ford GT70



**RESEARCH VEHICLE.**—The Mercedes-Benz C111 in its first prototype form with three-rotor Wankel engine, later superseded by the enlarged four-rotor engine.



**PRODUCTION CAR.**—The Lotus Europa with Renault power unit is already selling in numbers and showing other manufacturers the way ahead.

has problems in controlling its ZF gearbox. With the Rover layout the engine is over the rear axle and there is room in the cockpit for a third seat or luggage room. De Tomaso provided luggage room in the Mangusta with a vast compartment in the nose, with fuel, spare wheel, battery, etc., all being in the tail, but without carrying lead-filled luggage the front wheels were nearly off the ground!

So many people are building mid-engined coupés, either as one-off prototypes or small production specials, that the day cannot be far off when all production sports cars conform to this layout, and then no doubt I shall be looking for the next step forward. Among the many intriguing projects that have appeared briefly on the horizon have been the road-equipped Lola T70, the coupé McLaren, the Montiverdi with its American V8 under the driver's armpit, various road-equipped Turin Motor Show specials such as the Bizzarrini and the Bertone Carabo, the London-built McLaren-based Ikenga, the GKN-inspired Rover V8-powered Lotus 47, and many more. As we are already well into 1971 I feel time is getting short.—D. S. J.

## NEW HYBRID

### THE ATLANTIS, OR MG-SPRITE FORD

A COMPANY which is a fresh name to me, although they have existed for two years, is Car Preparations based at Willow Vale, Pavenham Road, Oakley, Bedfordshire (tel.: Oakley 2223). CP's latest brainchild is installing the Ford crossflow 1600 GT engine and gearbox into the Midget or Sprite; this task being much easier on the current models than it was on the Mk. 1 and 2 versions on which the crossmember tended to get in the way of the Ford sump.

Apart from giving the British Leyland baby sports car a 0-60 time of just over 10 seconds (a fact which we have verified with a fifth wheel), the conversion also involves servo-assisted braking, utilising DS 11 disc pads at the front, a  $\frac{5}{8}$  in. thick anti-roll bar and a Panhard rod to locate the leaf sprung rear axle. Fuel capacity is increased (doubled in fact) to 12 gallons and a price of £1,120 is charged when the work is carried out on a new car.

Optional extras include all the obvious BL ones plus a 3.73:1 axle ratio to replace the standard 3.9:1 and 6-in. rim alloy wheels with appropriate radial-ply tyres, which were made by Dunlop on the Atlantis I tried.

The all-synchromesh gearbox operates just as swiftly and accurately in its new home, as it does when used in Ford, whilst the Ford engine gives the 14.4-cwt. car excellent low-down power. Engine noise is reduced when compared to the standard product and handling seemed little affected.

The only snag I could see from a brief encounter lay in the axle which tended to jump when moving away with more than 3,000 r.p.m. indicated as the engagement speed for the clutch. This can be cured if the customer wishes to spend more money (the complete car is around £200 more than the standard product) but I doubt if many will need to bother during ordinary road use.

Altogether an excellent conversion which should be at least tried by every Spridget owner intent on going faster.—J. W.



They Make Racing Cars—

## HURON AUTO RACE DEVELOPMENTS LTD



TRAVEL DOWN Kingston-on-Thames High Street and you will see possibly the oldest established tuning and accessory business in the country—V. W. Derrington. Look across the road and there is a large Heron Service Station and tucked behind that in light and modern premises is a firm called Huron Auto Race Developments Ltd.—by a coincidence the most recent racing car manufacturer in the country.

In fact Huron only moved in a couple of months ago and the firm was not formally announced until January 1st this year. Already the company's new 2-litre sports car looks as if it could well challenge the present supremacy of the Lolas and Chevrons and a very workmanlike Formula Atlantic car is also ready to go. Three Huron 4A sports cars have been accepted for Le Mans, an achievement in itself, and a team of two private cars will be sponsored by a large American tobacco company.

The firm is named after one of the Great Lakes in North America which also lends its name to a ferocious Red Indian tribe from those parts. In fact the original idea was to run the firm from Harrow, Ontario, Canada, but after a thorough investigation of the finances involved it was decided that it was better to start in Britain where the right kind of labour and materials are readily available at the right prices, and expand to America when and if the time seemed right.

The idea of Huron had existed in the minds of two friends, Jack Smith and Roy Ireland, for several years but it wasn't until they came into contact with the McLaren team's chief designer Jo Marquart that things really began to happen. Marquart had been with McLaren for three years and had a yearning to be his own boss so the idea of Huron appealed to him. Much of the credence for the operation is hung on his reputation for neither Smith nor Ireland are particularly well known in International racing circles.

The 34-year-old Swiss is a graduate engineer and worked for the Sauer diesel company, a Scottish bus company and Hawker Siddeley before joining Lotus on road cars projects. He then moved over to Team Lotus, which had been his ambition for some time, before joining McLaren where he designed such cars as the Can-Am M8A, the four-wheel-drive M9A and the 1970 Formula 1 M14A as well as having a hand in the latest F1 M19.

Jack Smith is the managing director of the firm and, though Canadian, he has lived in England for some time and still manages to run a business as a chartered surveyor. He has been involved in club racing for many years in both countries and a couple of years ago scored considerable success in *Formule Libre* racing with a Brabham-Climax which even appeared at the Race of Champions.

Roy Ireland is the Marketing and Sales Manager of Huron and at 40 years of age, the tall bearded Englishman has worked extensively



AT GENEVA.—The 2-litre sports car made its public debut at the Geneva Show although it is pictured here without the rear bodywork. Three of the cars are entered at Le Mans.

in Canada and the States where he spent a while on automobile styling with General Motors and has also designed everything from a teaspoon to a refrigerator. He also had considerable experience in the field of fibreglass and has designed the bodywork for the Hurons. Ireland also raced at a modest level and is a vintage car enthusiast and a Talbot owner.

The three have recruited a so far small but efficient staff headed by former McLaren F1 mechanic Eddie Wyss, from Switzerland. Working with him are Derek Walker, formerly of Trojan, Harley Morgrette from the States, Ralph Hulme from Derrington plus Sid Fox who is the team's development driver and general progress chaser. Sid has vast experience of many different kinds of racing cars and must have driven more Formula Fords than any other one man. Working in association with Huron up in Luton are former Team Lotus mechanics Bob Sparshott and Ron Chappel who do much of the prototype sheet metal work.

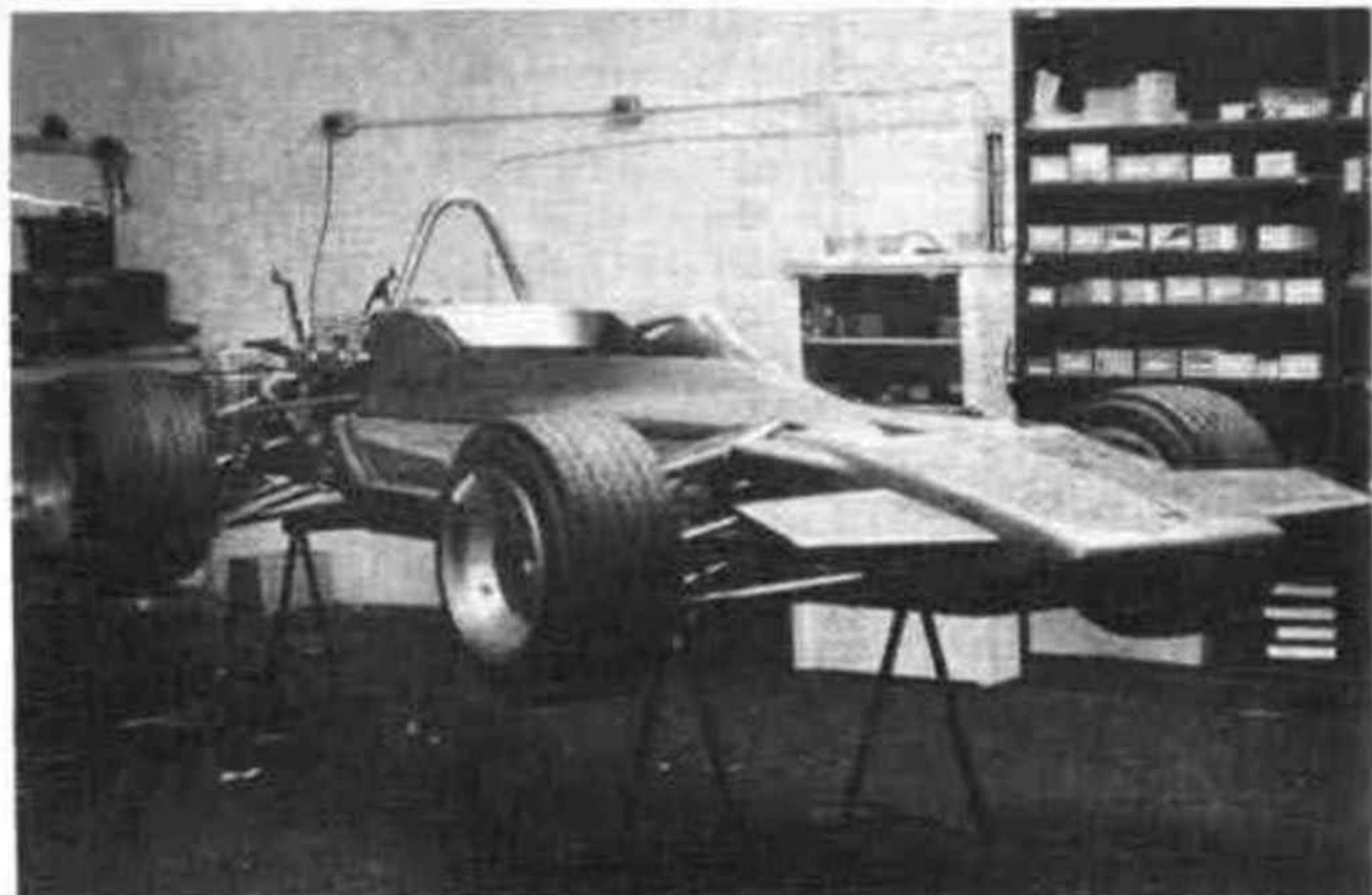
Despite a limited amount of publicity and the fact that they did not appear at the Racing Car Show, the firm has quite a few orders to fulfil particularly for the 2-litre sports cars. The first car was ordered by Bill Harding for the very fast club Cobra driver, Shaun Jackson while Roger Enever has ordered two cars and the Swiss Herbert Muller has ordered the next three. Muller is in fact the European agent for Huron. The firm also has single orders for an F2, and F3 (both destined for Swiss hill-climbing) a Formula Atlantic for a chap called Del Bennett and a Formula Ford. The F2/3/Atlantic car is naturally very similar in design.

When we called in at Huron the first sports car had already gone for exhibition in the Geneva Show and a second car was under construction. Basically it is of monocoque design with a semi-stressed Cosworth FVC engine in the rear. The suspension is reasonably conventional but of particular note was that Huron had designed some special sideplates for the Hewland gearbox. These act as mounting points for the twin-parallel bottom links and also as a locating point for the top link as well and also for the inboard rear disc brakes. A similar idea is used for the monocoque single-seater. Another interesting feature of the two-seater is that the side mounted radiators are enclosed in the doors of the car.

The single-seater was being finished off for its first race that coming week-end and it also looked an exceptionally workmanlike and well-built car. Huron are concentrating hard on building a lot of quality into the cars and this they are no doubt achieving with the early cars at least.

The monocoque tubs are built by the London firm of Grand Prix Metalcraft, the glass fibre bodies come from FKS in Poole, while the castings are the work of Stirling Metals.

The racing-car business is a somewhat cut-throat one these days and breaking into the establishment the way March Engineering Ltd. have done within the last year is not something that can be done easily or without a good deal of capital. The success or failure of Huron must lie with the car's performances on the track and as this is written not a single Huron wheel has turned. For that matter, success on the track not only depends on good machinery—another factor is the man behind the wheel. It will be interesting to watch the progress of Huron on the circuits of Europe this year and particularly at Le Mans.—A. R. M.



FORMULA ATLANTIC.—The new single-seater Huron was just being completed when we visited the small but smart factory in Kingston.



# RACING ROUND-UP

MALLORY PARK, March 14th

FORMULA TWO racing returned to Mallory Park, for the first time in almost four years, with a vengeance in the middle of the month despite the entry list dwindling from over 40 hopefuls down to the 19 starters on the grid. As only twenty were going to be allowed to start it didn't matter much anyway and though some F2 names were missing the field was certainly representative of what we can expect during the coming season.

The nimble Formula Two cars with their high revving and noisy 1600-c.c. Cosworth FVA engines created a fine spectacle around the tight 1.3 mile Mallory Park circuit and kept the crowd on their toes for both of the 40-lap races. The new March 712Ms, which proved fast but unreliable in the two races in January at Bogota, were much in evidence for this opening European F2 race of the season which, incidentally, did not count for F2 Championship points.

Under a beautiful spring sky with one of the best crowds seen at the Leicestershire track for many a day, the French driver Henri Pescarolo driving one of Frank Williams' Marches came home the very competent winner after victories in both parts. Each time he was followed home by the Scottish driver Gerry Birrell in a Lotus 69 sponsored by the accessory firm of J. & J. Stanton. Birrell's performance in beating many more experienced drivers was particularly noteworthy due to the fact that it was only his third race in F2.

Many of the other fancied runners either had trouble or were involved in incidents during the fast and furious racing. Ronnie Peterson, the Swedish works March driver, dominated practice and his spectacular style was undoubtedly the high spot of the meeting. He was well in the lead of the first race when, four laps from the end, his car left the road at the Esses and very nearly somersaulted into the crowd. Miraculously Peterson escaped from the twisted wreck unscathed and later there was talk of something, possibly a shock absorber, breaking on the car before he crashed.

The mechanical carnage whittled down the number of drivers who, at one stage or another, looked set for third place overall. Another former 1970 Formula 3 top-liner Mike Beuttler seemed the most likely and was acquitting himself particularly well in his March, when he was rammed from behind at the incredibly tight hairpin causing a tyre to deflate. After the results of the two parts had been added together the honour of third place finally went to the very experienced driver Brian Hart who paced himself well throughout in the Gerard Racing Brabham BT30. Furthermore, Hart's company was responsible for the preparation of well over half the engines on the grid. Fourth place went to another experienced F2 campaigner, Peter Westbury in his Brabham BT30, followed by the Japanese Tetsu Ikuzawa (Lotus 69) and former sportscar driver, Jeremy Richardson (Brabham BT30).

Jo Siffert who went so well in Bogota with the new Chevron B18 had a thoroughly miserable time thanks to an untraceable misfire although this was more or less cured for the second part and the Swiss came through to fifth place. Argentinian driver Carlos Reutemann was another to prove exceptionally fast but his Brabham BT30 suffered engine trouble while Derek Bell, in the second Williams March, had an unhappy time with the throttle spring bracket breaking in part one and a spin delaying him in part two.—A. R. M.

## Results :

Two Parts, 40 x 1.35 miles = 107 miles (172.8 kms.)

1st :	H. Pescarolo (March-Cosworth 712M) ..	59 min. 57.2 sec.—173.94 k.p.h.
2nd :	G. Birrell (Lotus-Cosworth 69) ..	1 hr. 00 min. 36.0 sec.
3rd :	B. Hart (Brabham-Cosworth BT30) ..	1 lap behind
4th :	P. Westbury (Brabham-Cosworth BT30) ..	2 laps behind
5th :	T. Ikuzawa (Lotus-Cosworth 69) ..	2 laps behind
6th :	J. Richardson (Brabham-Cosworth BT30) ..	2 laps behind

Fastest lap : R. Peterson (March-Cosworth 712M) and Pescarolo, 43.2 sec.—181.05 k.p.h.

## TASMAN CHAMPIONSHIP

THE annual Tasman Championship run over seven rounds during January and February finally resulted in a victory for the New Zealand driver Graham McRae in his McLaren-Chevrolet M10B after being run very close by the Australian Frank Matich who used a similar car but powered by an interesting Repco tuned Holden V8 engine.

Of the races, the opening four were held in New Zealand at Levin, Pukekohe, Wigram and Teretonga and the remaining three in Australia at Warwick Park, Sandown and Surfers Paradise. As last year the series was open to Formula 5000 cars as well as 2,500-c.c. cars with full racing engines.

McRae, who has earned a reputation in Europe in F5000 racing as a fast but erratic driver, was the victor of the opening round then followed up with a third place and another win. He was out of the results in the next two events but came back to win at Sandown when his arch rival Matich ran out of fuel on the last lap when in the lead. The powerful Holden-powered McLaren completed the series with a win but all McRae had to do was finish third.

Another local driver Niel Allen in his McLaren was a very strong runner and won two of the remaining rounds and finished third in the championship. The European based drivers did not have a very happy time although Frank Gardner won the Warwick Farm round with his Lola and Chris Amon finished second there in an STP backed Lotus 70.—A. R. M.

Championship Result : 1st : G. McRae (McLaren-Chevrolet V8)  
2nd : F. Matich (McLaren-Holden V8)  
3rd : N. Allen (McLaren-Chevrolet V8)

## RUMBLINGS

■ DONINGTON PARK.—By 1939 the circuit of Donington Park, on the estate of Mr. J. G. Shields just south of Derby, had become the best motor-racing circuit in Britain, though by European standards it was a bit small and "acrobatic". Commandeered by the Army for use as a military vehicle depot for the 1939-45 war, the circuit became overgrown and damaged, and it was many years after the cessation of hostilities that the Army eventually moved out, by which time Rolls-Royce had moved in with two large storage factories and various "squatter" firms had set up depots and storage yards in the area surrounded by the circuit, though the rest of the 800-acre park was kept free of debris. Over the years the idea of racing returning to Donington has arisen on a number of occasions but never came to anything, and the string of circuits across the centre of England, made up by Snetterton, Mallory Park and Oulton Park, dissuaded most of the ideas for reopening Donington.

Recently the entire circuit, the land inside the circuit and a 300-ft. deep strip of land outside the perimeter of the circuit was bought by Bernard Wheatcroft, the owner of a large commercial building concern in Leicester. Wheatcroft has been making a collection of single-seater Grand Prix cars over the last ten years, having over 30 cars already, and his aim has been to build a museum concentrating on Grand Prix cars and single-seaters and the history connected with racing, as distinct from other museums that deal with the evolution of the automobile with racing as a small sideline.

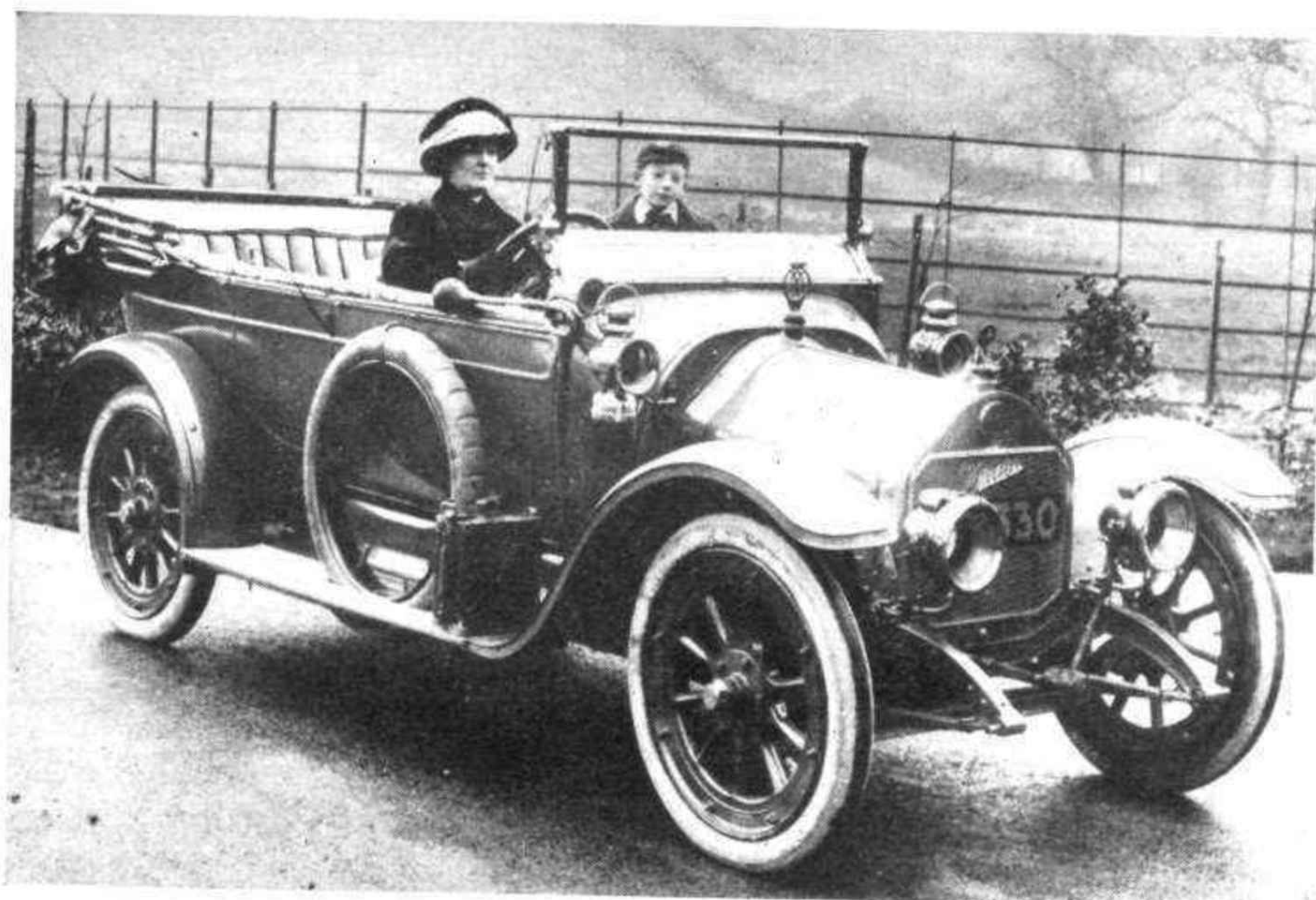
Having grown up as a spectator at Donington in the early thirties when the track first opened, and living only a few miles away from Donington Park, it was only natural that Wheatcroft should buy the place when it came on the market recently. The first intention is to build his racing-car museum on the edge of the circuit near the Coppice Farm corner, and then review the situation with regard to the rest of the circuit, the new owner's feelings being that it should return to racing eventually. A visit to the circuit with Mr. Wheatcroft showed us that the base of the old circuit is still sound, though badly overgrown in places, and all around are many tons of scrap and rubble that will take a lot of clearing. However, in the confines of the 300 acres bought by him is much interesting land that could easily provide for rally special stages, autocross, rallycross, motorcycle grass track racing and scrambles, trials and even a mild speed hill-climb on the leg of the circuit up the hill from the old so-called "Hairpin Bend" to McLeans Corner, while a  $\frac{1}{4}$ -mile sprint course could easily be laid out on the old Manufacturer's circuit.

Wheatcroft hopes to have his new museum buildings open by mid-summer and, as his own firm will be doing the construction work, there should be no delays. Many private individuals and firms have promised him the permanent loan of interesting single-seaters once the museum buildings are completed, which should bring the number of exhibits up to 50 and doubtless more will follow once this unique collection is on view. While there will be many old and historic cars for people to see there will also be some of the latest Grand Prix cars on show, such as a 4-w-d Lotus and March 701, for those followers of modern Grand Prix racing who cannot contrive to get into the pits or paddock at race meetings.



# VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to  
Old-Car Matters



SIR DAVID BROWN riding as a schoolboy  
in a Valveless driven by his mother—see  
"V-E-V Miscellany" on this page.

## VSCC POMEROY TROPHY CONTEST (March 13th)

DEvised by the late Laurence Pomeroy, this event comprises a series of tests at Silverstone to determine the best all-round over-2-litre touring car among the entrants. It is the only VSCC event in which the pre-1940 cars pit their attributes against the moderns and although simplified in recent times it is still an instructive happening. Moreover, VSCC members own some very covetable modern cars, the sight and sound of which enliven the Pomeroy paddock—cars like Corner's D-type Jaguar and his lightweight E-type (driven by Merrick), Wall's Ferrari 250 GT, Crabbe's Monza Ferrari, Wood's Maserati Mistrale, Hilton's AC Cobra, Dodds' quick Deep Sanderson 203, etc.

The results are based on aggregate performance in swerving, acceleration/braking, s.s. ¼-mile and f.s. ¼-mile tests and a one-hour high-speed trial round the Club circuit. Many valuable marks could be lost by overshooting the stop-line in the second test, held on the pits straight. The oldest competitor, Mann's 1918 Straker-Squire, had its hood up, to capture some additional marks, as had Clutton's tyre-squealing Type 43 Bugatti. R. J. Clark's 328 BMW took it fast, Stephens' Lancia Aurelia overshot, Liddell's 1929 4½-litre Bentley fabric saloon stopped on locked back wheels, Meek's Porsche 911 was quiet and neat, Bowler's Frazer Nash Sebring of the tatty hood very good, using jabs on the brakes, Edwards was OK in an Aston Martin DB2 with unusual Spanish body with one aero-screen, which he had rebuilt after a previous owner had had it over a ravine, and Shaw's Frazer Nash Sebring was neat.

Scott's Triumph Vitesse pulled up just in time, very much snout-down, Nutter's splendid open Speed Six Bentley with aero-screen in use was a borderline stopper but McCall's Daimler SP250 slid too far, on smoking tyres. Gilbert-Smith's AC Ace was border-line, Davies' AC Ace indulged in fearful skids, Wall's Ferrari was very neat, Hutchings' 3-litre Marcos-Volvo very good, and Crabbe anchored adequately, amid much exhaust noise. Flintoff's AC Ace went sideways, beyond the finish (no reversing allowed). Corner snaked slightly, to an effective stop, but Merrick went much too far, as did Beer's MG-C GT. Martin Morris was OK but stalled his Aston Martin DB4 GT's engine, the Hon. A. Clark in a Mercedes-Benz 600 slid just over the line but Welch's very fast if rusty Triumph TR3 was excellent. Malamatenios' Aston Martin DB6 went beyond the line on locked wheels, Douglas Hull's Jaguar XK150S "bread van" even more so, while Wood's Maserati was even worse. Miller's Sunbeam and Wilson-Kitchen's Shelsley Frazer Nash slid over, but Vessey, after replacing a broken rocker on his Lancia Lambda, stopped very well, and Hilton's AC and Saunders' Jensen CV8 had no trouble.

Rogers in his 16/80 AC Special came in very fast but knew exactly how to stop, Bowler's vintage 4½-litre Bentley on locked back wheels did it properly, relieving itself as it did so, Terry's Rover 2000TC and Cole's shortened 1935 open 3½-litre Bentley used gentle braking

*Continued on opposite page*

## BEAULIEU FIXTURES

THOSE who regard the MMM as some sort of substitute for Brooklands, inasmuch as one meets fellow enthusiasts and unusual cars there, may like to make a note of the 1971 Beaulieu fixtures:—

April 12th	..	Cavalcade of Transport.
May 30th/31st	..	Steam Festival.
June 13th	..	Mercedes-Benz CC Rally.
June 20th	..	Citroën CC Rally.
June 27th	..	Solent MC Rally.
July 4th	..	750 MC Rally.
July 11th	..	Austin Ten DC Rally.
August 15th	..	Graham Walker Memorial Motorcycle Run
August 22nd	..	MG CC Rally.
August 29/30th	..	Fire-engine and Summer Fair.
Sept. 12th	..	Autojumble.
Sept. 19th	..	British "Lost Causes" Rally.
Oct. 2nd/3rd	..	Steam Happening.

**V-E-V Miscellany.**—One of the better-known two-stroke cars, the Valveless, was built by David Brown & Sons between 1908 and 1914. It was notable for a very large two-cycle, two-cylinder engine, both 15.8-h.p. and 19.9-h.p. models being produced, respectively of 4½ in. × 5 in. and 5 in. × 5 in. bore and stroke. The specification was conventional, with the vertical engine water-cooled. Final drive was by DB & S worm drive and it seems that instead of petrol lubrication and pressure system was used. In 1914 the present Sir David Brown remembers being driven in a Valveless car by his mother. The Valveless was built at Huddersfield but sold by a subsidiary company, the Dodson Motor Co. Ltd. The East India Tramcar Co. apparently ordered 42 Valveless 25-h.p. engines and gearbox units in 1911, these forming the motive-power for India's first motorised public transport system. For many years the David Brown Corporation has been searching for a Valveless car, to restore and exhibit beside its current Aston Martins. The only two known to have survived were in the possession of Durrell, Ebdon & Co. Ltd. of Port Elizabeth, South Africa, who imported about 20 of these cars in 1914-15. Mr. A. V. Patterson of the company recently agreed to sell one of these, a rather derelict chassis, to the David Brown Corporation. Their apprentices are restoring it at the DB Central Apprentices' School near Huddersfield, after which it will be "used for exhibition purposes"—and, we hope, run occasionally at suitable events. A pre-war MG is said to be lying in a valley at Dartford, close to the A2. A 10.4-h.p. Calthorpe with sports body, which may have been raced in the North of England, is to be restored.

The old Cotton motorcycle factory in Gloucester has been demolished, and at Hershaw the original ABC works has finally closed. At the time of its AGM in February the VSCC had a membership of 6,111. At its July Silverstone Race Meeting, longer races than are customary will be held, to commemorate the retirement of Secretary Tim Carson, whose last race meeting as organiser this will be



## HOW FAST DID THEY GO?

IT IS depressing to consider how pre-war cars went, because most of the better ones were so very slow. Some years ago a Farnham dental surgeon who was moving house very generously gave me his comprehensive files of road-test data torn from the two leading pre-war weekly motor magazines. Browsing through this remarkable collection of performance figures prompted the foregoing remark. (Incidentally, this talented dentist used to sift all these figures before buying his own cars. I wish I could recall how this worked out. Unfortunately, all I remember is that he commenced motoring in a primitive Morgan three-wheeler, in which he made the then-current excursions to Brooklands, and that at the time of his move he was running a pre-war Derby Bentley.)

Anyway, with grateful acknowledgement to the two motor journals concerned, let us see how performance has improved down the years. So far as maximum speed is concerned, 100 m.p.h. was a rarity from pre-war production cars. I believe the first closed car timed by *The Autocar* at over "the ton" was an 8-litre Bentley, which exceeded the then-magic speed in one direction only by a little more than one m.p.h.; a 9½-litre V12 Hispano-Suiza did exactly 100 m.p.h. by 1934.

However, out of 77 cars reported on by *The Autocar* in 1935 only two managed to exceed 100 m.p.h. and then only on the fastest one-way run and by less than a clear m.p.h. and both were open cars, a 4½-litre Lagonda Rapide and a 28.8-h.p. Railton sports. But if you count the summary of 141 recent road-test reports which appears at the back of a similar journal in 1971 you will find that 66 cars exceeded 100 m.p.h., the Chevrolet Sting Ray by a clear 45.7 m.p.h. Indeed, the once-magic "ton" is obtainable today from fairly ordinary cars such as Ford Capri 1600GT, Cortina 2000 GTX, Executive Zodiac, 1½-litre Opel Manta, Peugeot 504FI, Renault 16TS, etc., and an Austin/Morris 1300 will exceed 90 m.p.h. It was rather different 36 years ago, when Britain's fastest closed car, the Ford V8, could only manage a timed 82.38 m.p.h., 4-litres of Hupmobile saloon 78.26 m.p.h., the Renault's Big Six 76.92 m.p.h. and an Austin 18 York saloon a mere 65.22 m.p.h. A Paris-Nice Hotchkiss saloon clocked 95.74 m.p.h., a Chrysler Airflow saloon 92.78 m.p.h., on one-way runs. These were big and costly cars 36 years ago; today cars such as the Morris 1800S, Simca 1501W, Vauxhall VX 4/90 and VW 411LE are quicker...

What about acceleration? The target for a modern high-performance car should be 0 to 60 m.p.h. in 10 sec., although you often have to allow another second and some fractions and 12 sec. is acceptable. In 1971 you get it from Alfa Romeo 1750, Audi 1000LS, BMW 2000, Bond Equipe, Chrysler Valient, Citroën DS21 Pallas, Fiat 124 1600 coupé, Fiat 125 Special, Ford Escort Mexico, Cortina 2000 GT, Capri 2000GT, Jaguar XJ6, Mini Cooper S and Reliant Scimitar GTE, without invoking sports cars or exotic makes.

Before the War about the only car to break the 0 to 60 in 10 sec. barrier was the Railton. A 1935 Light Sports tourer clocked 9.8 sec. (with 100.56 m.p.h. top speed), or 8.8 sec. (and 107.14 m.p.h.) stripped for racing. A 1934 Railton-Terraplane tourer did 9.2 sec. (top speed, 88.24 m.p.h.). So maybe the VSCC is justified in including Railtons in its p.v.t. category. In 1934 the 9½-litre Hispano-Suiza coupé achieved 12.0 sec.

Other pre-war cars were much slower. A 1934 six-cylinder Frazer Nash Colmore needed 14.0 sec. and the 1933 TT Replica took 18.0 sec. The much-vaunted 1931 4½-litre Invicta low-chassis tourer and an Alpine Trial Talbot 105 needed 14.4 sec. and the aforesaid Lagonda Rapide 14.6 sec. The Type 49 3.3-litre Bugatti tourer took 20.2 sec. from 0 to 60, and the legendary 38/250 Mercedes-Benz tourer as much as 21 sec. from 10 to 60 m.p.h., although the blower apparently served its purpose, getting this heavy car from rest to 90 m.p.h. in 45 sec. A 1931 Frazer Nash Boulogne 2-seater recorded 0 to 70 m.p.h. in 26 sec.

Mostly, however, the cars of 1935, representative of mid-way p.v.t. and 30/40 cars, were notoriously pedestrian, but some of the later pre-war cars had bucked up a bit. A 1936 4½-litre Bentley saloon took 14.8 sec. from 0 to 60 (the 3½-litre needed 20.4 sec. or 18.0 as a tourer), a Type 55 Frazer Nash-BMW 15.2 sec., but a blown Brough-Superior Alpine Grand Sport did 9.8 sec. in the wet in 1936, the later Lagonda Rapide 13.2 sec., the first V12 4.3-litre Lincoln Zephyr 14.0 sec. and the Type 500 s/c Mercedes-Benz cabriolet 14.8 sec.—*The Motor* usually pressed harder than the Stamford Street scribes and it is their figures I have quoted here. A 1931 12/60 Alvis two-seater clocked 10 to 60 in 20 sec.—whereas a Spridget does rest to 60 in 14.8 sec.

A Siddeley Special tourer occupied 18.4 sec. going from a standstill to 60 m.p.h. in 1934. The Rolls-Royce P.11 took 23 sec., but a 1937 4.3 Alvis tourer got down to 15.3 sec. Later Ford V8s were slower, the

1937 30-h.p. saloon taking 15.4 sec. Note, however, that the 1937 328 Frazer Nash-BMW clocked 9.5 sec. from 0 to 60 m.p.h., the 1938 Lagonda V12 saloon 12.9 sec. and the Rolls-Royce Phantom III 16.8 sec. The 3½-litre SS-Jaguar saloon could get from 0 to 50 in 9.0 sec. and the sports Meadows-HRG took 9.8 sec. from 0 to 50, although I only achieved this figure from a 10-m.p.h. step-off when I tested the red works car in 1937.

Comparison with vintage cars is less easy to obtain, because the early road-test reports quote only 10 to 30-m.p.h. times although later 50 m.p.h. was the norm. Some cars were so breathless as this pace that acceleration wasn't recorded. The 1935 Austin Ruby saloon, for example, was harry-flatters at under 51 m.p.h. These 0 to 50s underline how gently pre-war cars picked up. The Austin 10/4 of that year took 40 sec. although an earlier model clocked 36 sec., a later Austin Ruby Seven 31 sec., while a 1931 Austin 12/6 ran out of steam at 48 m.p.h., after 43 sec., although the Austin 16/6 Burnham saloon got to the full 50 m.p.h. in 34 sec. The 1937 baby cars offered the following 0 to 50 pick-up: Austin Ruby, 58.0 sec.; Fiat 500, 63.6 sec. A 1935 Morris 8 2-seater did this in 32.6 sec.; the 1934 model in 26.0 sec., but a 1934 Ford 8 saloon required 34.6 sec. whereas a 1935 Ford Ten saloon managed 18.2 sec. You see what I mean about pedestrian! Why, the 7-h.p. Jowett didn't even get timed to 50 m.p.h. its top speed as a 1935 saloon being 54½ m.p.h. Compare with 18.3 sec. for a 1963 Mini 850, 14.9 for a modern Imp, 33.6 for a Fiat 500L, 15.9 for a Hondamatic. And how about the 1934 Citroën Ten taking 34 sec. from 0 to 50 m.p.h., and their Big Twelve 43 sec.?

However, fierce acceleration and high top speed are not necessarily any part of the charm of old-car motoring. Old cars are enjoyable when progressing at "representative" speeds, those of which they were capable when new. Indeed, one of my objections to imitation-ancients constructed from modern mechanicals is that when undertaking such chicanery it is hard to resist an appreciable uplift in performance.—W.B.

## The MOTOR SPORT Brooklands Memorial Trophy Contest

THE first round of this year's MOTOR SPORT Brooklands Memorial Trophy Contest, with £150 in cash prizes, takes place at the Vintage SCC's Silverstone Race Meeting on April 24th. The programme follows the traditional format of One Hour High-Speed Trial, the 10-lap Itala Trophy race for vintage racing cars, the 15-lap Allcomers' race and the supporting 5-lap handicaps. Spectators are admitted to circuit enclosures and grandstands but not to the Paddock; car parking is free and tickets obtainable at the gates. Dogs are *not* admitted. The first event starts at 12.15 p.m. There will be a special park for spectators' Edwardian, vintage and p.v.t. cars but race entries have closed.

**V-E-V Odds & Ends.**—Montagu Motor Museum is having its 200-m.p.h. Sunbeam and Golden Arrow record-breakers refurbished. The historic racing-car race which should have coincided with the Monaco GP has been cancelled. Max Hill drove his Type 49 Bugatti at the VSCC Oxford Driving Tests, not a Type 46 as stated last month—the raindrops must have diffused it.

## THE VSCC POMEROY TROPHY—continued from page 318

tactics, whereas Morton's 1928 3¼-litre Bentley treated us to the best overshoot so far, until Dodds actually spun the Deep Sanderson. Bailey, leading the Bentley Cut-and-Shuts, over-ran, but Black was extremely good in his magnificent Monza Alfa Romeo, which he then tickled up to make it recommence, having stalled, to depart in clouds of black smoke. Russ-Turner's Bentley Special slid, stopping one back wheel in, one over the line. Thompson's Crewe-cut cut-out too early and re-accelerated, to vanish on locked back wheels. Ann Shoosmith in her Crewe-cut showed how it should be done. Hutton's Cooper-Jaguar was too fast to pull up, Grist's immaculate C-type Jaguar failed and Harper's Jaguar XK120 with wide-rim wheels and skeleton coupé body ran too far. The Martin V8-engined Deep Sanderson did best in every test except braking.

In the Paddock Blight was seen to be using his 1934 Alpine Trial Talbot 105 BGH 22, still wearing a Pass & Joyce badge, to support two of his GO team-Talbots driven by Riley and Stevens. Liddell was curing a bout of mis-firing on the Bentley and the Cooper-Jaguar had got over a stiff starter motor which had previously troubled it.

In the high-speed dices the Mercedes-Benz 600 had a brake go on fire, Hull's Jaguar shed its coil lead, the Deep Sanderson spun at Woodcote and Malamatenio's Aston Martin retired with engine trouble. In the final result, Cecil Clutton triumphed, aided by a Type 43 Bugatti, which is already established as a very fine all-round tourer!—W.B.

### Results:

**Pomeroy Trophy:** C. Clutton (1928 Type 43 Bugatti), 400½ points.  
**Runner-up:** E. N. Corner (1955 D-type Jaguar), 395 points.  
**Third place:** W. D. A. Black (1931 Monza Alfa Romeo), 388½ points.



# VINTAGE POSTBAG

## The Cars of the Ellermans

Sir,

May I respond to the editorial coat-trailing and "weigh in" upon the reference to Sir John Ellerman's Lanchesters in your "Cars in Books" feature? I think the authors of "Being Geniuses Together, 1920-1930" may have got the story the wrong way round. I have always understood that it was Lady Ellerman who insisted on riding in the Lanchester as she found the motion of the Rolls-Royce unsettling. At this distance of time one cannot be dogmatic, but it is significant that from 1925 onwards Sir John Ellerman did not own a Rolls-Royce but relied entirely on his Lanchesters and a small car, a Standard 11.9 I believe, for local work, shopping, etc.

The much criticised "rolling" of the earlier Lanchesters was more in the nature of a slow list to starboard or port when cornering, and many people found it less trying to the stomach than the pitching experienced in Silver Ghosts and Phantom Is. Before the 1914-18 war the unconventional design of the Lanchesters inhibited people from having a Lanchester chassis fitted with bodywork by an "outside" coachbuilder, but this applied much less after the war. The Company tried to persuade their customers to have Lanchester bodies but many ignored the advice. The "outside" coachbuilder's body-work was nearly always heavier than the Company's own and often necessitated altering the rear suspension, with a bad effect on riding and handling. I discovered some years ago that a "Twenty-One" Lanchester with a Hooper landaulet weighed five hundredweight more than my Lanchester-bodied example of the same year.

Potbridge.

ANTHONY BIRD.

Sir,

In "Cars in Books" I was interested to see the reference to Sir John Ellerman's cars. I remember in 1929 seeing two Lanchester Forties at St. Ives; they both had round  $\frac{3}{4}$ -rear-lights, like portholes, and a private yacht was standing out in the bay. I have no authentic information, but I thought they belonged to the Ellermans.

Godmanston.

W. STUART BEST.

\* \* \*

## The Frazer Nash "Patience"

Sir,

May I correct a small error in Mr. R. N. Robinson's letter on the Frazer Nash "Patience"?

If, as Mr Robinson says, the Dubonnet front suspension units were made by Alford and Alder then I don't think they came off a Standard Avon but off an ordinary Standard 14.

I knew this car very well and drove it quite a lot when owned by a Mr. Maxted who was a Director of Alford & Alder and who was a close neighbour.

These units were vastly superior to any used by Vauxhall or Chevrolet and the Standard handled extremely well with them. I was so impressed I tried to buy the car from Mr. Maxted but Mr. Mays had first call so I bought a Talbot coupé with a Weymann body, which was a much better car.

Beckenham

R. O. WILSON-KITCHEN.

\* \* \*

## The Premier Ten

Sir,

Around year 1936 I advertised in the *Tunbridge Wells Courier* weekly paper for a three-wheeler car and in answer I received among replies an offer of a Premier three-wheeler at £10 from a reader near Cranbrook. The firm I was then employed with made a fuel delivery to the grammar school at intervals and so I went out there with the driver, Arthur Smith, and we called at the cottage where the car was to be seen. An old gentleman took us through a winding path to a shed, where we were shown a black three-wheeler tourer in clean condition, with pneumatic tyres. The instruction book gave details of the car as a 10 h.p. three-cylinder, water-cooled engine with three-speed box working back to belt-driven axle, a reverse gear was optional at £5 extra, but was not considered necessary because turning could always be effected "in the centre of the road". The car price was listed at £285, and apparently had been made in 1908.

It was offered for sale because only after many years the owner felt he could then part with it. It had been used six times only,

because purchased in the hope it might benefit his wife's health. She died after a few outings and he decided to never use the car again. We asked for permission to start the engine, put some petrol in the fuel tank and a little in a brass starter bulb, opened two decompression taps, and started up by winding a handle anti-clockwise. It started at once. Arthur was thrown back against the wall and the engine roared away at a great speed. Suddenly the floor, which was dry rot, completely collapsed and car and all dropped about 15 inches in a cloud of dust and smoke. I managed to stop the engine and the owner, who had kept outside, asked us to try to lift it up. We promised the next time we would do this, and would bring some planks. We kept our word and on our next visit got the old car up and packed it level with the door. The owner then offered to give me the car if only we would take it, but this meant getting the car through the garden and down a bank and, as it was starting to rain, I declined the offer. By the way, I believe the maker's address was Ashton, Birmingham. Can any of your readers add to my description?

Telscombe Cliffs.

D. N. McCASKILL. C.ENG.

\* \* \*

## Petrol Cans

Sir,

Further to the correspondence over the last few months concerning Pratt's petrol cans, my father commenced work with the Anglo-American Oil Co. Ltd. painting Pratt's petrol cans. I have therefore taxed his memory, and endeavoured to define the colours in which these cans were sold to the motorist.

These cans were produced by the Valor Co. Ltd., which was owned by Anglo-American. The numbers on the base of the can, *i.e.*, 10 24, refers to Oct. 1924 the manufacturing date.

The early standard can had horizontal block lettering on the front of the can which read PRATTS PERFECTION SPIRIT, and the cans were coloured as follows:

Pratt's Standard Spirit: All green can.

Pratt's Commercial Spirit: Green can, silver top.

Pratt's Benzole Spirit: All orange can.

Pratt's Benzole Mixture: Green can, orange top.

Pratt's Aviation Spirit: Green can, gold top.

(The aviation spirit was always put into a brand new can and always filled through a chamois leather filter.)

A further can could be obtained by motorists, from their petrol supplier, which was known in the trade as a "Running Board" can. This can could be obtained painted either black or green, the stylised embossed Pratt's lettering (no other wording) went diagonally across the front of the can, and this was in gold. The petrol cap, on this special can, was nickel-plated. There was no extra charge for this can, only the usual 3s. deposit. Shell also had "Running Board" cans, supplied in either bright red or black with gold Shell motif and lettering.

On the introduction of Pratt's "High Test", cans were produced with block lettering, and the name PRATTS was on the front of the can in an embossed circle.

In view of the interest aroused in petrol cans I hope this information will be of some use.

Chesterfield.

G. M. COLE.

## VINTAGE TAILPIECE

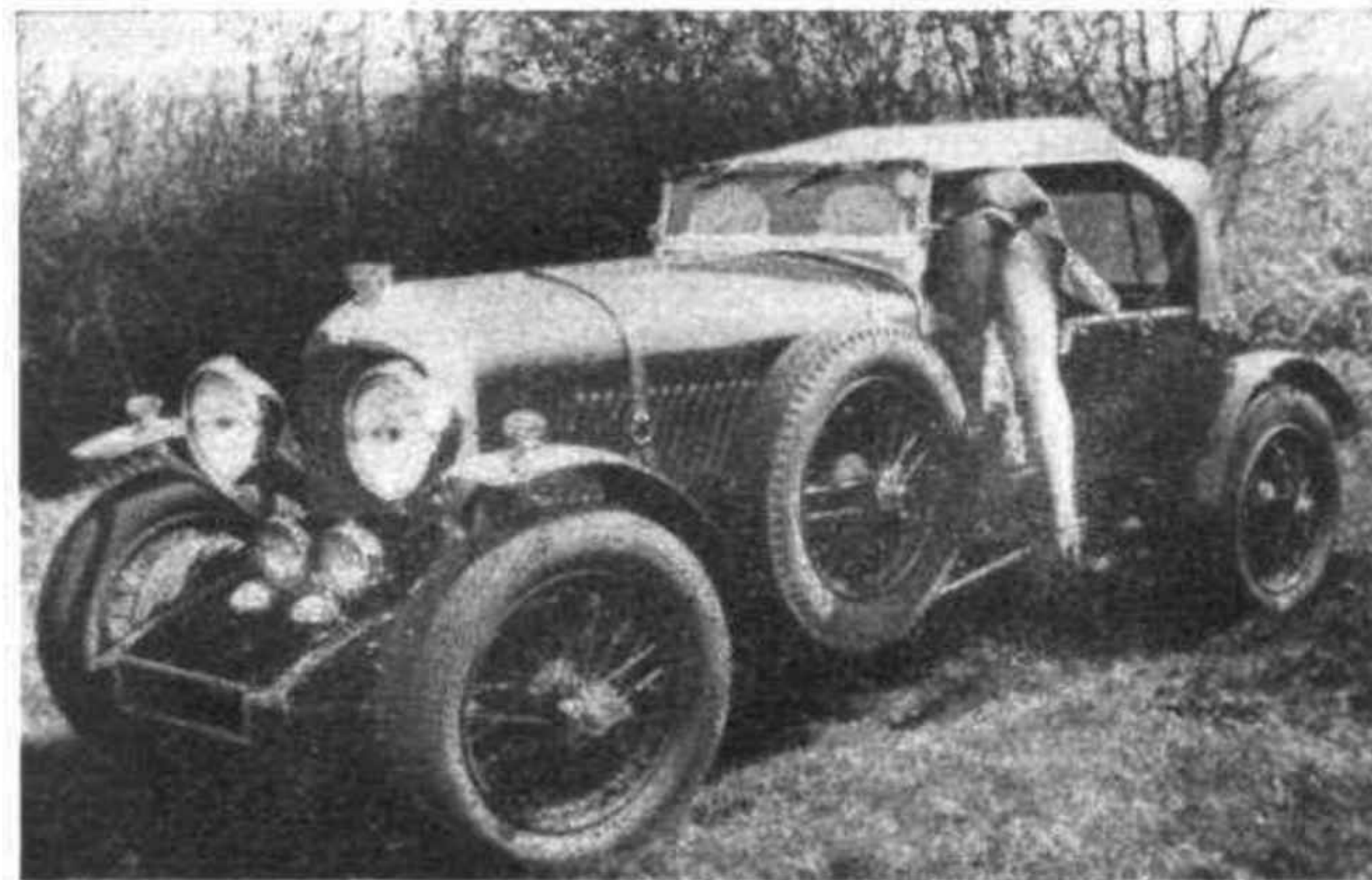


Photo by J. G. Goundry



# The Carbalancer test.



**Before using our carburettor balancer, Ron Freeland took 14.9 secs to go from 0-60 mph in this Rover TC. It did 21 mpg. Tickover ranged from 500 to 1000 rpm.**



**After using Carbalancer the same car took 11.6 secs from 0-60, did 26 mpg. Tickover was constant at 750 rpm.**

Mr. Freeland was one of the first twin carb car owners to use our new device.

He admitted himself to be surprised that such a sophisticated precision instrument should only cost something like £3.90 (78/-).

He found it uniquely simple to use. As he said, "someone had the foresight to work out how the entire unit could be clipped to the car body, leaving your hands free to do the job".

He marvelled at the way the patent-pending micro-metering head adapts to S.U., Solex, Zenith, Stromberg, Weber, and Autolite carburettors and some petrol injection systems.

He appreciated the year's guarantee we threw in.

He was reassured that Carbalancer was made by the same people as Colortune, the diagnostic and tuning plug. "It can't be a gimmick".

He expressed satisfaction that there was at last a carburettor balancer on the market that was accurate enough for the job, without being too complicated.

One other thing he said.

"I never fancied the do-it-yourself lark. But Carbalancer changed all that. In fact I completed the operation in a quarter of an hour".



To Gunson's Colorplugs Ltd,  
66 Royal Mint Street,  
London E1.  
Mr. Ron Freeland's case  
interests me. Please  
send me your leaflet.

Name \_\_\_\_\_

Address \_\_\_\_\_

MS1

**Gunsons**

GCB1



## You told us what we could do with the Austin Maxi.

"If only... the engine were more powerful and less noisy..."  
Motor, 29.8.70



New engine option, 1750 c.c. or 1900 c.c. and new sound insulation.

"To my mind the gearbox lacked the efficiency of the rest of the car."  
Rear Review, Daily Express, 24.4.70



5-speed gearbox with new 1st gear, gearshift and starter shaft.

"There is a great deal of room inside its extremely adaptable saloon-cum-estate car body."  
Maxwell Road, Sunday Times, 27.4.70



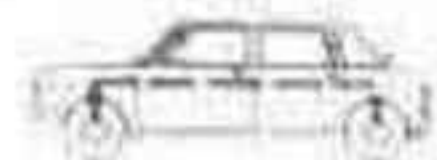
Folding seats and extra rear door for storage.

"The fascia is rather drab."  
Autocar, 8.5.69



New material center fascia, repositioned controls and smaller wheel.

"In really rough tracks it is quite outstanding, giving a smooth level ride while the wheels flash up and down, absorbing the shocks."  
Sutton, Within, The Observer, 14.8.70



Hydraulic suspension, no change.

"But because the seats have to fold to make that bed, the backs may be on the short side for some drivers."  
Robert Gordon, Sunday Express, 27.4.69



Extra-long seat backs with extra support and comfort.



# We did it.

Now the Maxi has all these new features. A new engine option, a speed gearbox with new and optional gearshift, new seats, new fascia, and a whole new interior with extra storage facilities. But all the things we couldn't improve, we kept. Like "Hydraulic" suspension, full-time power windows, tilt steering at the wheel, and all the other nice things you would expect. And get the new Maxi just as you like it. The new Maxi. The new Maxi. The new Maxi. Delivery and dealer prices from £1,000. Call your Austin dealer and arrange a test drive.



The new Maxi 1750 & 1900: a good idea made better. AUSTIN

The perhaps too-honest advertisement copy for British Leyland's revised Austin Maxi. The heading was later changed to "There's been a lot of talk about the Austin Maxi", so presumably someone had second thoughts.

A RATHER unusual book of fascinating content was published last year on the subject of motor-car advertising. The history of this particular PR activity was lavishly illustrated therein, with a commentary by no less an authority than Ashley Havinden, Vice-Chairman of W. S. Crawford Ltd., whose motor-accounts have included such giants as Chrysler, Ford, BP, Price's Motorine and India Tyres.

For some unfathomable reason the publishers of this interesting book failed to send MOTOR SPORT a review copy, so I do not propose to make further reference to it. However, it has turned my thoughts to some comparatively recent automobile advertising.

It is a matter of opinion whether you regard the BLMC publicity headed "YOU TOLD US WHAT WE COULD DO WITH THE AUSTIN MAXI!" as refreshingly honest or a disastrous admission of incompetence. This eye-catching layout, listing five shortcomings of the original Maxi, as proclaimed by well-known motoring journalists, is intended to show how the Maxi's inferior design has been "made better"—the words in the advertisement, "but all the things we couldn't improve, we kept" (!)—but it will be cold comfort to those lumbered with 1969/70 Maxis, the value of which must have descended rather rapidly since publication of this advertisement.

But surely this British Leyland advertisement contrasts pathetically with that daring copy issued on behalf of Volkswagen, where a picture of the inevitable Beetle is accompanied by the words "UGLY, SLOW, NOISY, EXPENSIVE"? A case of picking out VW features, not to apologise for them, but to justify them, in the comforting knowledge that they are the very factors which sell these remarkable German "monstrosities", which, the advertisement goes on to explain, "may not be the greatest looker in the World" (but "curved panels are stronger than flat ones"), isn't all that slow, isn't noisy from the occupants' aspect, and isn't expensive for what you get.

## Ugly. Slow. Noisy. Expensive.



Do you know the car that everyone says is ugly? Well, we've got it! It's called the Volkswagen Beetle. And it's not just ugly—it's slow, noisy, and expensive. But it's also got a lot of other things going for it. Like, it's got a really cool engine. And it's got a really cool body. And it's got a really cool interior. And it's got a really cool exterior. And it's got a really cool everything. So if you're looking for a car that's ugly, slow, noisy, and expensive, then the Volkswagen Beetle is the car for you. It's got everything you need to make your commute a little more interesting. And it's got everything you need to make your life a little more fun. So why not get a Volkswagen Beetle today? It's the only car that's ugly, slow, noisy, and expensive.

...the engine... the body... the interior... the exterior... everything... it's got everything you need to make your commute a little more interesting. And it's got everything you need to make your life a little more fun. So why not get a Volkswagen Beetle today? It's the only car that's ugly, slow, noisy, and expensive.

...the engine... the body... the interior... the exterior... everything... it's got everything you need to make your commute a little more interesting. And it's got everything you need to make your life a little more fun. So why not get a Volkswagen Beetle today? It's the only car that's ugly, slow, noisy, and expensive.



Taking the bull by the horns—this famous VW advertisement bravely faces up to Volkswagen facts. It could, however, give ammunition to the anti-VW fraternity.

Two other advertisements come to mind, as dis-similar in their way as the aforementioned BL and VW layouts. I am thinking of copy issued, respectively, on behalf of Peugeot and DAF. The Peugeot publicity came in two "bites". The first layout proclaimed a number of significant Peugeot mechanical "firsts", backed up by a reminder that this great French car has had some important historical race victories.

To claim initial credit for engineering achievements is a brave undertaking, because it is all too likely that some shooting-down will follow! Thus it was with Peugeot's claim to have pioneered cross-flow cylinder heads in 1955. Readers of MOTOR SPORT have already dealt with this claim, although confining themselves to o.h.c. engines. I would put forward as examples the Riley Nine and the 4½-litre Invicta as examples of pre-WW2 cross-flows, although I feel that what the advertisement copy-writers were thinking of was crossflow of inlet and exhaust in conjunction with inclined overhead valves actuated from a base camshaft. Be that as it may, the Peugeot innovation of special valve gear combining the simplicity of push-rod operation with the efficiency of a hemispherical head was foreseen by the late Georges Roesch by 1924, when he took out a patent for it in conjunction with Henry Wilfred Watts, at which period of time the Peugeot engineers were using engines either with side by side valves or with no valves at all. It was to be another 24 years before Peugeot used this simplified form of valve gear on a production car. [The development of such ingenious o.h. valve operation formed the subject of a special article in MOTOR SPORT dated March, 1959.—Ed.] Whether the other "firsts" claimed by Peugeot should stand I hand over to our knowledgeable readers—they number wet cylinder liners (1930), synchromesh on all four forward gears (1954) and rack-and-pinion steering (on all post-



1945 Peugeots); personally I think that AC, Alvis, Mathis and Adler might fire shots which would hit the target!

To be fair, however, these dates were put forward not so much as representing clever pioneering by the famous French firm as showing that Peugeot design progressively, because their cars are planned to remain in production for at least ten years, "traditional features not being replaced just because they were used last time". But mention "firsts" and the arguments start, nevertheless. . . . But the Peugeot racing-car engineers were certainly first with the twin overhead camshaft four-valve-per-cylinder power unit, which enabled them to score those now historic and significant victories in the French Grands Prix of 1912 and 1913, backed up by domination of the 1913 Coupe de l'Auto race.

So it is all the more remarkable that, in the initial issue of this Peugeot advertising, the copy-writers ignored these classic wins, while claiming proudly that Peugeot won at Indianapolis in 1920. Remarkable because, although twin-cam Peugeots won the American 500-Mile Race in 1913 (Goux), in 1916 (Resta) and again in 1919 (Wilcox), in 1920 the Indianapolis winner was Gaston Chevrolet, driving a Monroe-Frontenac. It is now generally known that the work of Peugeot's racing-car draughtsman of 1912/14, the famous Ernest Henry, was slavishly copied by Sunbeam, Humber, Premier, Monroe, Talbot Darracq and Aston Martin, both in Peugeot and Ballot context. But to accept a Monroe-Frontenac as a Peugeot after a span of 50 years, when genuine Peugeot victories have been attained three times in this particular race, seems odd indeed!

It is probably a case of "a little learning proving dangerous", or at all events proclaiming incompetence, because in a later version of this advertising copy, the wording relating to Peugeot competition victories was amended to read: "Indianapolis (once), Le Mans (twice); and the East African Safari (4 times)". Presumably, the confused copy-writer was still thinking in terms of the 1920 Monroe Indianapolis victory, thereby depriving Peugeot of the credit for three undisputed victories in the American 500. But reference to two Le Mans victories is even more puzzling, and inept, if we agree that "Le Mans" to the motoring public implies the 24-hour GP d'Endurance for sports cars over the Sarthe circuit, a race which Peugeot has never won, under any of the French marathon's five categories, and, in fact, has only entered on five occasions, never finishing higher than 5th. What then is this copy-writer of Peugeot publicity thinking of? Not the two great Grand Prix victories, which obviously should have been included, nor the so-convincing pre-war Coupes de l'Auto coup, for these were attained at Dieppe and Boulogne. Not veteran Andre Boillot's first-place in a 1927 fuel-consumption race, because that was gained at Monthéry. Nor the fine string of successes which sleeve-valve Peugeots scored in the Touring Car GP of the ACF in 1923, 1924 and 1925, because these took place at Tours, Lyons and Monthéry, respectively. Peugeot *did* gain two firsts in a Le Mans race, but I find it hard to believe that this 1970 copy-writer remembered how Jules Goux's Peugeot defeated an SPA and a Crespelle in the obscure Coupe de la Sarthe in 1912 or that Paul Zuccarelli used a Lion-Peugeot to beat a Schneider and a Vinot to the finishing post in the equally unimportant GP de France, which was merely the 3-litre class of this same race. It seems much more likely that what he wanted to set down were those great Peugeot French Grand Prix successes of 1912

and 1913 but that he thought all French races must inevitably take place at Le Mans! "A little learning . . .".

Hardly had I finished dissecting that Peugeot advertisement before I discovered another, published last summer, in which even more obscure claims were perpetuated, under the heading: "The Family Crest" and the proud lion badge of Souchaux-Montbéliard. This copy definitely said that the Peugeot 201 was the first car in the World with independent front suspension, thus showing ignorance of or contempt for Sizaire-Naudin, Davis, Lancia, Morgan, Tatra, Röhr, Harris, Léon, Laisne, etc. It also referred to two Le Mans victories—"A winner at Le Mans, 1937" and ditto, 1938. But, although these may well have been those two Le Mans victories which were in the copy-writer's mind when he prepared this year's advertisements, it provides no enlightenment. In 1937 the 24-hour race in the Sarthe was won by a 3.3 Bugatti 57S driven by Wimille and Benoist (what a grand French victory!) and in 1938 by Chauboud and Trémoulet, driving a Delahaye. Nor does the Index of Performance provide a solution, this having been won in 1937 by the Bugatti, in 1938 by a Simca (of under 600 c.c., incidentally). I think this optimistic (I could say dishonest) PRO was making use of Peugeot's class-win of 1938, when the 2-litre category went to a Darl' Mat Peugeot driven by de Cortanze/Contet. By doing this he puts himself in the disreputable position of Rootes who, some years earlier, were fond of advertisements dominated by an enormous "1", with the claim, in very small letters, that one of their cars had won "the class for 1,600-1,601-c.c. two-door saloons starting from London with a blonde girl driver wearing yellow lipstick", or something. But in 1937 even this class-win stuff won't wash for Peugeot, because they were beaten in the 2-litre class by an Adler (of 1.7-litres capacity).

To further complicate the issue, the claim was made that Peugeot won at Indianapolis in 1921. Now it is just possible to concede the Henry-Peugeot influence in that Monroe-Frontenac which won the 1920 "500", although it had coil instead of magneto ignition and the carburettor on the near-side whereas Peugeot had the inlet manifold on the off-side. But the Frontenac in which Tommy Milton finished first in the 1921 "500" on Independence Day had a straight-eight engine and Peugeot had not built any eight-cylinder racing engines. In fact, this Frontenac had a Miller engine. So whatever was the publicity chap selling us, this time? Peugeot seemed badly to need a new British advertising agent! You may say, why drag up such ancient history, anyway. But I am only indulging in this copy-writer's pastime, for he goes back as far as the great races of 1892-96, with equally unfortunate surmises.

The DAF advertisement to which I have referred is the exact opposite of Peugeot's. Whereas Peugeot are advertising their pioneering, the makers of the clever little Dutch car boldly admit to plagiarism. Their advertisement says "Thank you, Bentley, Rover, Volkswagen, Rootes"—for introducing them to various items they have been glad to incorporate in their own product. Bentley for making the first move in supplying automatic transmission as standard in 1953, Rover for their practical use of stainless steel trim, VW for air-cooling and Rootes for its one-year unlimited-mileage warranty, to quote from the DAF advertising copy. I have said that claiming "firsts" can be unwise. DAF do no such thing, except when referring to the Bentley Company "seeing where the future lay" in respect of automatic transmission. This is a sort of "let's all be friends together" kind of advertisement, ingeniously linking the little belt-driven car from Holland with some of motoring's great names. But they didn't get away with it! A well-known glossy-girlie magazine found it necessary to comment:—

"In a sly advertisement intended to convey that Holland's automatic runabout combines the best of everything, the Daf firm proclaims: 'Thank you, Bentley, Rover, Volkswagen, Rootes'. Reading on to discover what the thanks are for, you may be surprised to find that Bentley is credited with 'seeing where the future lay way back in 1953', and making 'the first move in fitting automatic transmission as standard equipment'. Rover, no less surprisingly, is acclaimed for 'the practical idea of using stainless steel to outwit rust'. Finally, Volkswagen gets the nod for an air-cooled engine and Rootes, believe it or not, for its one-year unlimited mileage warranty.

"All these advances, so the message goes, are incorporated in the Daf—and good luck to it. But since so much care has gone into this useful little car it seems a pity that the management couldn't find itself an ad. agency capable of getting the facts right.

"Why, for example, should Bentley be addressed at all, when no such makers have existed for nearly 30 years? Bentley as an independent entity consists of a radiator and hubcaps fixed on to a Rolls-Royce. [They mean radiator *shell*.—Ed.] As for 'seeing where the

*Continued on page 336*

**Thank You**

BENTLEY  
ROVER  
VOLKSWAGEN  
ROOTES

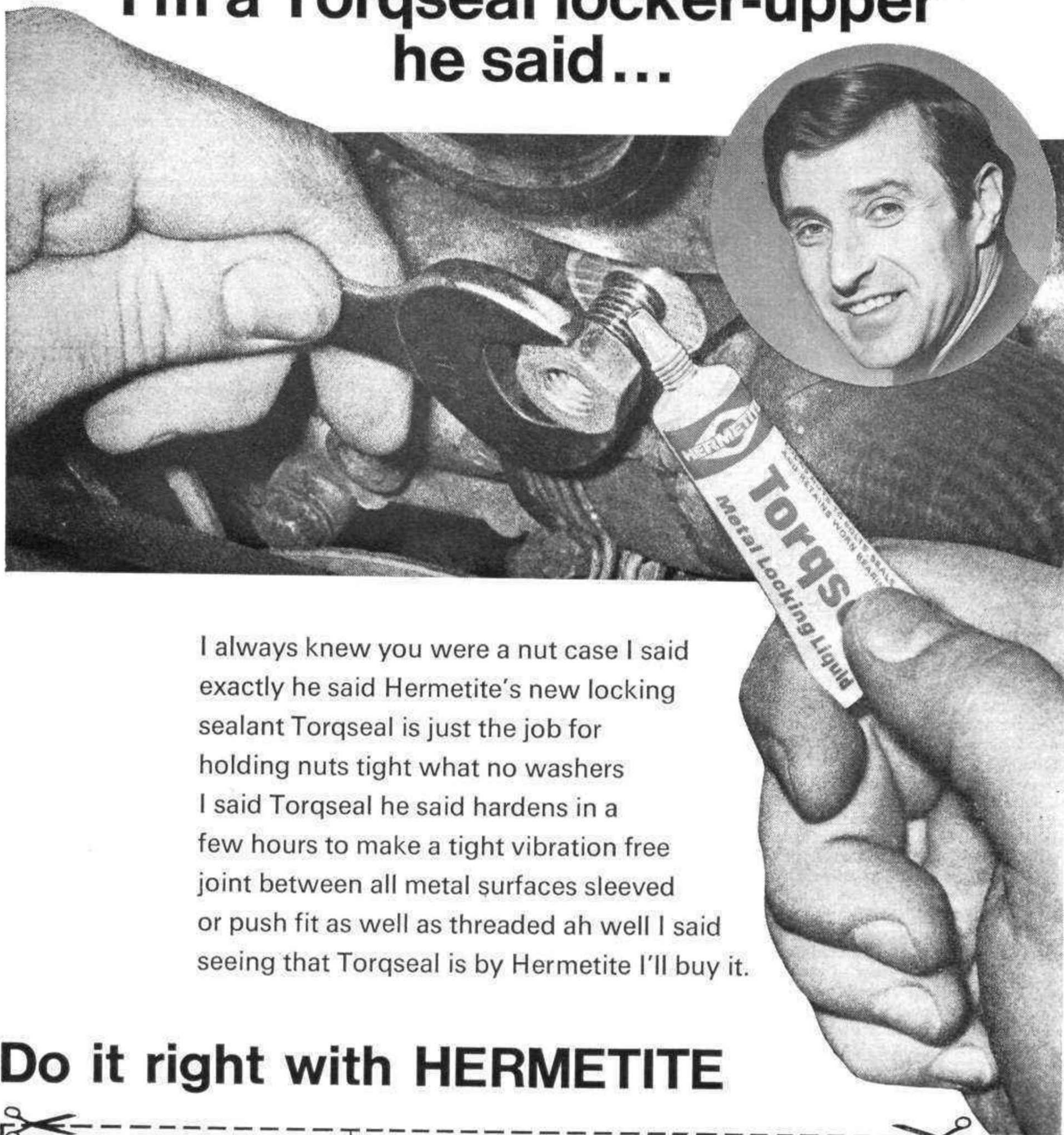
DAF automatic  
at no extra cost

OVER 1,000 STRONG DEALER NETWORK  
THROUGHOUT THE U.K. AND EUROPE

*Clever association of the DAF with the great makes. They still advertise the fact that they and Bentley fit automatic transmission as standard. But whereas the Bentley automatic gear-change works in steps, DAF two-pedal control covers a transmission which is stepless and therefore always in the right ratio, and it costs and weighs a good deal less than the Bentley gremlin-box.*



**“I’m a Torqseal locker-upper”  
he said...**



I always knew you were a nut case I said exactly he said Hermetite’s new locking sealant Torqseal is just the job for holding nuts tight what no washers I said Torqseal he said hardens in a few hours to make a tight vibration free joint between all metal surfaces sleeved or push fit as well as threaded ah well I said seeing that Torqseal is by Hermetite I’ll buy it.

## Do it right with HERMETITE

<p><b>HERMETITE jointing</b>  <b>NEW GOLDEN</b> all purpose non-flam jointing, non-corrosive non-hardening, resistant to lubricants, fuels, coolants and to heat and cold – suitable for all joints.  <b>RED</b> non-hardening easy breaking paste, ideal for aluminium heads, eliminates stud corrosion.  <b>GREEN</b> hard setting liquid for permanent and semi-permanent uses, particularly threaded joints.</p>	<p><b>HERMETITE paints</b>  <b>ALUMINIUM</b> paints specially formulated to combat high temperatures or weathering, e.g. for manifolds and exhausts or for chassis and wheels. In cans and aerosols for brushing and spraying.  <b>ENGINE LACQUER</b> smooth flowing protective and decorative finish for engines and associated equipment working at normal engine temperatures. In red, green, yellow, blue, black and matt black.</p>	<p><b>TORQSEAL</b>  The metal locking liquid that locks nuts to bolts. Retains: studs and bearings. Seals: threaded and sleeved joints.   <b>WINDOW-SEAL</b>  makes a vibration and weather proof seal for windows, windscreens, car tops and gutterings. Sets permanently, does not harden shrink or flake.</p>
<p>TICK PRODUCT YOU NEED—SEND FOR LEAFLET</p>	<p>NAME _____  ADDRESS _____  _____</p>	<p><b>HERMETITE PRODUCTS LTD.</b>  WEST DRAYTON, MIDDX  Tel: 3731</p> <p>MS4</p>



## THE OPEL MANTA RALLYE COUPÉ

MANTA—The giant winged ray or devil fish, majestic in appearance and proportions, sometimes measuring 20 ft. across. It is so powerful that nothing can catch it, yet graceful in its movements, able to glide through ocean depths or fly over the crests of waves. The Manta is a rare species, but is scattered throughout seas in tropical regions.



FORD have made an unquestionable success of their Capri fastback coupé and whether they like it or not, whether it was or wasn't inspired by the Dagenham car, General Motors' Opel Manta, released in the UK last November, is obviously going to be compared to the Capri.

Ford of Britain are generous in their provision of test cars but their range is so extensive that I have not driven a Capri since 1969, although our tuning expert has dealt with a great many hot ones. It is therefore not so easy to look at Manta and Capri side by side. The Ford has the more "important" lines, deliberately rendered aggressive by the long bonnet. The Opel Manta, likewise an eyeable fastback 4/5-seater, is better balanced in appearance and I think it is perhaps fair to say that whereas the Capri looks and feels a man's car (I nearly wrote a cad's car), the Manta, light as to response and controls, is somewhat more effeminate. Whereas the Capri is available with various engines from 1,300 c.c. in-line four to 3-litre V6 and innumerable equipment options, the Manta is purely a four-cylinder car, although with alternatives of two 1.6-litre and a 1.9-litre power unit, covering two models, the two-door de luxe and the two-door Rallye or RS version. The latter has the 1.9-litre 102 b.h.p. (SAE) engine. Here it may be said that these engines have ingenious valve-gear which is yet another means of combining the low reciprocating values of an o.h. camshaft with the simplicity of manufacture and tappet setting of a push-rod layout, together, in the Opel head-located but not overhead camshaft, with immunity from bending or compressible long push-rods.

Let us look at the fire-engine red 1.9-litre Opel Manta RS with its matt-black bonnet, speed stripes and 5½J × 13 wheels shod with Firestone Cavallino 185/70 radial tyres: which was delivered to the office for assessment, on its own merits—incidentally, GM of Buckingham Gate sent along another car to take their delivery driver home, instead of leaving him to fend for himself, all part of Kenneth Moyes' impeccable Press service. I hope by saying this I shall not start another stoppage in the Motor Industry!

The Manta Rallye RS uses the engine from the Rekord and that very good GT coupé which so favourably impressed us last year, an iron five-bearing 93 × 69.8 mm. (1,897 c.c.) power unit gaining an extra 10 b.h.p. over the h.c. 1.6-litre engine by reason of its greater swept volume—it has the same Solex 32 DIDTA-4 carburettor and the same valve timing as the smaller unit and its c.r. is actually lower, 9.0 against 9.5 to 1, enabling 98-octane fuel to be used in both cases. In spite of the clever valve-gear this is not a high-revving engine, maximum power being developed at 5,400 r.p.m., 400 r.p.m. lower than the 1.6-litre's peak, maximum torque (115 ft./lb.) at 2,800 to 3,400 r.p.m., the tachometer warning being marked initially at from 5,800 to 6,200 r.p.m., and in red upwards to 7,000 r.p.m.

Good road-holding from the Manta, and it is a notable feature of the car, is obtained from torque-tube final drive and trailing lower

links and coil springs for the back axle, together with an anti-roll bar, a reversion from the four- and five-link layout which revolutionised the handling of larger Opels some time ago.

The Manta offers a combination of sporting coupé with good fuel economy and light controls. The separate front seats are comfortable, with angled fore-and-aft adjustment and knob-control of the reclining squabs. The cushions, of patterned vinyl, are somewhat hard, and there is not much sideways support. The small steering wheel has a rim rendered thick by a nasty laced-on plastic cover and ridiculously thick spokes, fortunately angled downwards to give a view of the instruments. The horn-push isn't worked by these padded spokes, only by the centre button. On a console before the driver, on a panel of the inevitable wood, are three recessed Vdo dials—130 m.p.h. speedometer lacking a trip mileometer but with a decimal total recorder, tachometer, and combined temperature/"tank" gauge, the last named incorporating the various warning lights. On this panel, too, are the triple-quadrant heater controls, conventional two-speed wipers switch tumbler, and lamps pull-out switch. The additional instruments, a real ammeter, Vdo clock and oil gauge, Opel set centrally, not on a sloping console but upright below the inaccessible radio, so these are none too easy to read, particularly the oil gauge.

The central gear-lever is angled back to a good position and the conventional floor hand-brake is very well placed in a cavity beside the transmission tunnel, although whether this is a means of bringing it closer to the driver on l.h.d. Mantas I do not know. There is a treadle accelerator. A slender l.h. stalk-control works the direction indicators and flicks rather ineffectively for lamps dipping, and depressing a little knob on its extremities gives a set number of sweeps from the wipers with the screen washers. The centre of the fascia has twin fresh-air vents, closed by circular doors, but while these admit plenty of cool air to the car, they are less effective than Ford's adjustable gimbals at the fascia extremities. Here I may say that the heater is effective but that its old-style water-tap control gives slow response when alterations in temperature are required—there is the usual two-speed blower. A rather horrid heater.

The seat squabs have easy-to-see handles for releasing them to give rear-compartment access. The back seat holds two comfortably, maybe three at a pinch, but leg room is at a premium, and the accentuated fastback body style causes vision problems at oblique junctions. The Manta is said to have a heated back window as standard, very necessary with such an inaccessible pane of glass. The test car was not so equipped, so I made good use of a Holt's anti-mist cloth. Stowage, the back shelf apart, is provided in an unlockable drop-well before the front passenger and in an open crevice, in two parts, behind the gear-lever, where a lidded ash-tray and lighter are also fitted. The n/s roof lamp has no separate switch and apparently no courtesy action. The doors possess high-



quality side-locks, a grab on the n/s one, armrests, small pull-out internal handles and well-placed window winders and the side windows are hinged to augment air-flow through the vented body shell, while the frameless door windows dispense with  $\frac{1}{4}$ -glasses. The bonnet is front-hinged; its under-facia release is on the n/s, with a neatly-accessible fuse box beside it.

On the road the Opel Manta Rallye is a fast but perfectly conventional car, pleasant to drive, and quiet running unless hard pressed. Modern Opels impress by their eager, light response to the controls and the Manta conforms. The rack-and-helical-pinion steering is light in spite of the wide-base tyres and accurate (four turns, lock-to-lock) with no vices. The gear-change, lightly spring-loaded to the upper ratios, is likewise light, if a thought bulky going down into 1st and 2nd. A lift-up sleeve protects the reverse-gear position. To get maximum acceleration the throttle has to be prodded, to open the supplementary carburettor choke, and at times the revs ran on momentarily when it was released, suggesting that the Bowden-wire control was becoming sticky. The servo disc/drum brakes call for only light pedal pressure, as does the clutch.

The Manta's suspension functions well, giving a comfortable ride, yet allowing the tyres to grip surprisingly tenaciously, so that the cornering ability is higher than seems possible, with a minimum of roll, perhaps because the Opel goes round without dramatics, understeering slightly but not needing to be set up for rapid cornering. The Firestone radials do not squeal and had good snow traction. The penalty for such good handling is suspension hard enough to make bad patches of road evident and to set up back axle thump over them.

The gear-lever has rather long movements but functions precisely if not hurried unduly. The Opel Manta Rallye, fully extended, is quite a quick car, with a maximum speed of 110 m.p.h., and able to reach 60 m.p.h. from rest in 12 seconds (s.s.  $\frac{1}{4}$  mile = 18.3 sec.). On

more ordinary occasions it does not give the impression of being such a fast car and seems less "beefy" than a Capri. Along short straights the speedometer is reluctant to go much over 85 m.p.h.; incidentally, like that of a Triumph TR6, it is figured every 20 m.p.h., so that at a casual glance you appear to be going less quickly than is in fact the case.

The Hella dual headlamps throw both a long and wide white beam, but the dipped beam is dangerously poor. I obtained 29.3 m.p.g. of 4-star and the tank gives a normal range of about 220 miles. Oil consumption was disappointing, at less than 500 m.p.p. Both its filler cap and the steering column have locks. The spacious boot has to be unlocked with the ignition key—it has an interior light. The test-car came with a long box of rally spares therein. The spare wheel resides upright in the boot, which is of the kind luggage has to be hoisted into. Equipment embraces coat hooks and roof-grabs on each side and reversing lamps, but the sun vizors, black to match the internal trim, are too short and devoid of a make-up mirror for the girls. There is a hazard-warning with "instant switch" on the top of the steering column.

Altogether the "hot" version of the new Opel Manta was found to be a likeable car and it should sell well, although in its native Germany it is likely to meet with strong opposition from the 2.6-litre V4 Ford Capri, which some people, including Walter Hayes, Vice-President of Public Affairs for Ford of Europe, regard as the best Capri of all. Remember, Ford's answer is that the only substitute for a Capri is—another Capri!

In this country the Manta in Rallye form costs £1,475. A laminated screen, automatic gearbox, sun roof, tinted glass, etc., and limited-slip differential, are extras. The test car had a n/s door which tended to bounce unshut. The automatic choke coped with starts in freezing weather but gave an initial 1,500 r.p.m. idle (normal idle 1,100 r.p.m.). The four-stud wheels have fancy, but neat, decor.—W. B.

### BOND DRIVES AGAIN

ONE of those queer-looking Bond Bug tricycles has completed a three-Capitals-in-a-day journey, by leaving Cardiff City Hall (a building as beautiful as the Bug is ugly) and returning in just under 23 hours, having gone to Edinburgh and London in the meantime. The distance was 958 miles, so the drivers, D. Jones and D. Tilley, must believe in self-torture. They encountered fog, snow and rain en route. These days it is the economy factor which is of interest; petrol thirst was 43.6 m.p.g. and a pint of oil was put in. This represents less than one penny per mile, but in the new currency, for in old-pence it equals 1.9d. per mile. The running-time average speed we find remarkable. It is given as 56.3 m.p.h. and the drivers say it could have been higher if the edge hadn't been blunted by meals and rest periods. To average over 50 m.p.h. in any car on a 17-hour marathon of this kind in our kind of traffic wouldn't be bad. To better 56 m.p.h. in a 700 cc vehicle makes things like Scimitars seem unnecessarily cumbersome and expensive.

### FRENCH ON THE MOVE

RENAULT have just announced two new additions to their range, an estate version of the Renault 12 and automatic versions of the Renault 16TL and TS. The Renault 12 estate has been developed directly from the saloon but features stronger rear suspension, thicker anti-roll bars and larger rear brakes. The estate body blends into the lines of this popular car well and gives excellent carrying capacity. The price of the car is £1,059.

The new automatic transmission from Renault features an electronic decision maker for its three speeds. First and 2nd speeds can be held and there is also a kick-down. Offered as optional extras on the two Renault 16s, the automatic adds £130 on to the price of the model.

Announcing the news, M. Basiliou, Managing Director of Renault Ltd., also gave some interesting figures to illustrate the growth of this Company, which ten years ago had only one model but now boasts of twelve models on five basic and all successful designs. During 1970 Renault manufactured 1,150,000 cars, a rise of 14% over the previous year, and thus became Europe's third largest car manufacturer. Exports were up too, and, by selling 677,000 vehicles out of France, Renault can claim to have a larger export than the whole of the British Motor Industry. That is something for Lord Stokes to think about.

However, much of this can be attributed to M. Basiliou's British operation for his Company has sold in Britain approximately 31,000 cars during 1970, an increase of no less than 55%, and a similar increase is expected in the coming year.

Another French Company, Peugeot, are also hoping for a larger slice of the British market. At present they sell only 2,000 vehicles here a year, which is surprising considering some of the excellent cars in their range, but there is a projected increase to 14,000 in 1974.

To this end a new subsidiary has just become operational called Peugeot Automobile United Kingdom Ltd., who have taken over the import, marketing and promotion of Peugeot cars from a Concessionaire. M. Bernard Terquem, the Company's Managing Director, said that the new firm would be improving the dealer network and generally setting up a proper foundation for larger sales. Peugeot UK are based at 79-81, Uxbridge Road, Ealing, London, W5.

### REFLECTA GLO

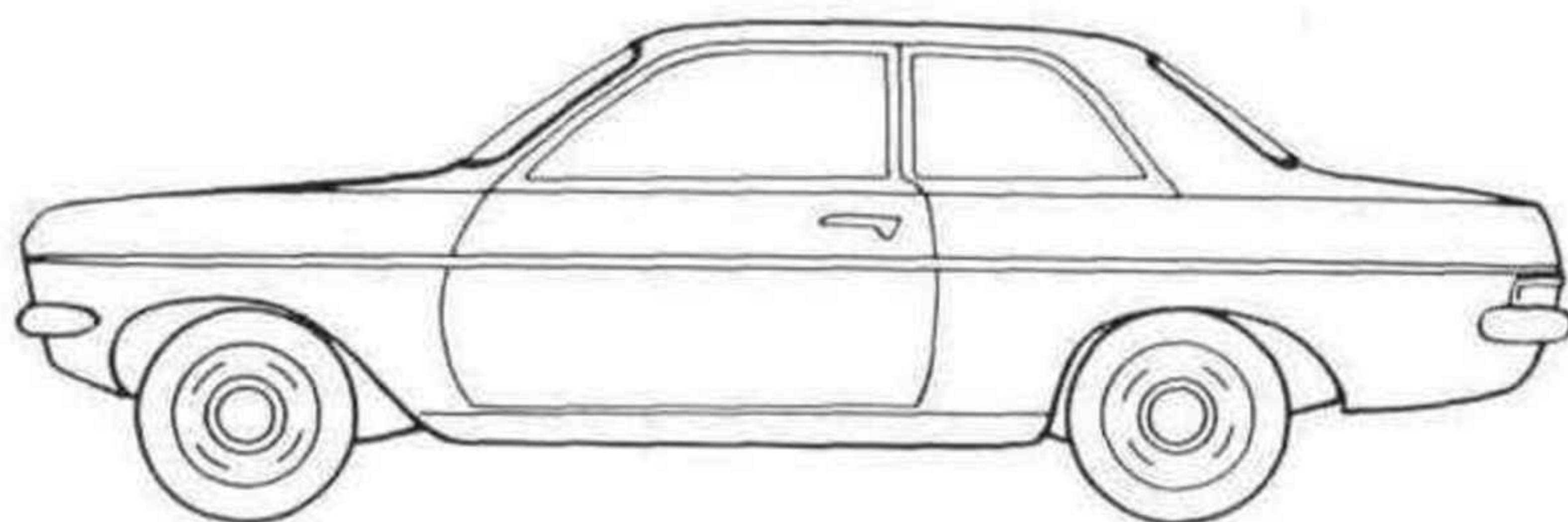
ANYONE who saw Siffert driving the STP-March works car in the early part of the 1970 season could not have missed the iridescent glow that emanated from it as it circulated the various tracks. This was not from the scintillating performance of the March 701 but from the paintwork, which we described loosely as dayglow. This special paint was an STP product called "Reflecta Glo" and it is now on sale in Great Britain, so anyone keen enough could have a scintillating Mini like the STP racing car. However, what STP have in mind is the use of the paint in certain places for the purpose of making your car, motorcycle, perambulator or walking stick more visible in fog or darkness. It comes in a 28s. pack comprising three pressurised cans, undercoat, colour and lacquer finishes and, apart from the March colour of Rocket Red, can be had in green or arc chrome from normal goody shops or direct from Link-Hampson Ltd., Monotype House, Fetter Lane, London, EC4.

### THE DAIMLER AND LANCHESTER OWNERS' CLUB

H. D. SAUNDERS has relinquished his position as Secretary of the Daimler and Lanchester Owners' Club owing to pressure of work, and he is succeeded by Tony Bagley, 17, Lawrence Street, Stambermill, Stourbridge, Worcs.



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# SAAB APPEAL

IT IS now many years since we visited the Saab factory at Linköping, in Sweden, to see how these rugged two-stroke, front-drive cars were made. At the time the Saab was at the ascendancy of its fame in rallies, led by the remarkable Erik Carlsson, who was to marry Pat Moss and with whom we took a memorable ride in the forests. We returned home convinced of the durability and integrity of the "Scandinavian DKW" and a succession of these were bought for Company use. In those days the brakes needed something of a prod, the high scuttle line reduced forward vision and until a modification was made there was the chore of mixing oil with the petrol.

For many years after this Saabs somehow escaped MOTOR SPORT's road-testing itinerary. American ideas about pollution by exhaust gas killed Saab's triple-cylinder two-cycle engine but into basically the same car they installed the German Ford V4 engine. Recently we decided to see if the old Saab magic had evaporated for us. It hasn't!

A smart red Saab 96 proved very reminiscent of the two-stroke Saabs with which we were once so well acquainted. The body is narrow, the scuttle still high, although this produces neither too-close proximity to the front-seat passenger, nor any real blanking of vision, except, maybe, in fog. The Saab lurches about somewhat on bad roads, leaping from humps on its coil-spring suspension, and its gear-change is controlled by a l.h. steering-column lever, reminders that the basic design has aged. The steering wheel is noticeably large, no doubt to help overcome the drag of front-wheel drive. Against this, at a time when most of the recent British family saloons look alike and styling tends to be boxy, like that of the Maxi, it is refreshing to find the Saab 96 long and lean. When we were walking through Jaguar's Service Depot at Coventry recently, although the low, squat lines of the XJ6s were regarded as strikingly handsome, someone remarked on the pleasingly lean look of a lone Mk. 2 white Police Jaguar which was in for attention. The Saab 96 retains this lean, narrow shape and its makers claim for it the very creditable air-resistance co-efficient of 0.37.

Thus not only has the Saab never changed its body shape up to the 96, but it provides the now-becoming-fashionable estate-car folding back seat, even if loading has to be done *via* the boot-lid and not through a lift-up back window.

After a few miles hemmed in by home-going M4 congestion we began to feel thoroughly at home in this Saab. It had a free-wheel, which the instruction book said should be used as much as possible, so not only were clutchless gear-changes possible but fuel economy was enhanced. It is nice to have this now-rare component, once found in Rovers—presumably the disc/drum brakes are fully able to cope although this may be why they often emitted a loud squeal. Good things seldom last, alas, and the latest Saab 99, with its o.h.c. Triumph engine upped to 93 b.h.p., does not have the free-wheel, as it is considered too snatchy and liable to over-stress the transmission.

The 96 snatched a bit in this department, but this was a small penalty to pay for maximum use of today's costly fuel—the free-wheel can be locked if desired, anyway. When we tried the then-new Ford Taunus V4 in Germany it did not impress us greatly, mainly because this engine was then in a strongly understeering car with an unpleasant gear-change. But this 90×58.9 mm. (1,498 c.c.) 65 (DIN) b.h.p. power unit with separate balance shaft suits the Saab 96 very well and enables it to be referred to simply as a Saab V4. Perhaps on account of the free-wheel it gives something of the same feel as the old two-strokes, which should please Saab enthusiasts of long standing.

It also takes the little car along very well, while fuel consumption of 4-star averaged an economical 31.5 m.p.g. (and nearly 35 m.p.g. under easier conditions), and the Saab reputation of seldom needing oil was upheld—virtually none in 700 miles. Wherever the oversteering tail of a Saab goes, the front clings on with extreme tenacity (the test car was on British-made 155×15 Pirelli radials) and it was not an isolated case to look in the mirror after a sharp corner and see a driver of a less stable car who had been trying to keep up, perhaps in order to read the lettering on the Saab's back mud-flaps, mildly understeering off course. At the opposite extreme, rough



*The lean low-drag aerodynamics of the Saab 96 have remained unchanged for 21 years, the body shape having been used for the original Saab 92s.*

country lanes hold no ground-clearance terrors for the Saab. A satisfying car to drive! Other Saab attributes include good Hella rectangular headlamps, prompt if not instantaneous cold starting from the automatic choke of the FoMoCo carburetter, although this gives a very fast idle until the engine warms up, a commendable heater, vented body, excellent reversing lamps, a big excellently-located central hand-brake, and that ingenious slide-forward, front-hinged bonnet that gives excellent engine accessibility. Another Saab individuality is complex lamps' switch-gear, the ignition key also turning off the lamps.

One can hardly not like a car of which its makers admit that "In comparison to what the giants in the business have produced—and can produce in just a year—the Saab totals may not be much to brag about". Nevertheless, Saab production increased from 1,246 units in 1950 to 17,836 units by 1969 and the 250,000th car left the factory in January, 1965. Saab have come a long way since they built 20,128 92s, of which 14,800 were B-types, and 53,000 Saab 93s. Incidentally, when the Saab two-stroke engine was phased out in 1968 some 320,000 had been produced.

We do not propose to say much more about the Saab 96 now because we hope soon to report on the latest 99. But there is much to recommend these highly individualistic little cars built by the manufacturers of some of the World's finest and fastest fighter aircraft. The interior trim is of very high quality, the paint finish, in the opinion of the Consumers' Association, is better even than that of a Volkswagen, and with electro-dip rustproofing of the body, by phosphating and then galvanic bathing at 1,500 amps and 200 volts, and the reputed high durability of the o.h.c. Triumph engine, the Saab 99 should be a long-life car. For those who do not want to pay £1,420, however, the Saab 96 with the well-tried German Ford engine seems excellent value at £1,020.

The Swedish-written Saab catalogue pleases us by referring to the value of good reviews in the motor journals and to the car's reputation as a tough and reliable rally car—which reminds us that Saab are winning rallies again.

Those who like something well proved and slightly unusual will find the enthusiastic and obliging Saab Concessionaires at Wellcroft Road, Slough, Bucks.—W. B.

## Evening Races

The BARC are to introduce a novel idea in the coming season and run an evening race meeting at Crystal Palace. Naturally they have chosen the middle of the summer, Friday June 18th to be exact, and have obtained sponsorship from Trumps which is an employment agency within the Burton Tailoring Group. There will be four races on the programme, including an event for F3. The Club has also announced that two additional members have joined the Development Committee. They are Peter Gaydon, the ex-Harrowian racing driver and partner in the Motor Racing Consultant firm and Reg Cox, the club's strict Chief Startline Marshal.

[There is nothing very novel about racing after tea. They did it at Brooklands long before the war!—Ed.]



# FIFTH SOUTH AFRICAN GRAND PRIX

## Andretti and Ferrari Start on High Note

KYALAMI, SOUTH AFRICA, March 6th

MARIO ANDRETTI, the three times American USAC Champion, has long been considered by the Grand Prix circus as a potential winner of World Championship races and this has been the little Italian-born driver's big ambition. However, occasional races with Lotus in 1969 always ended in retirement, usually when high placed, while last year's effort with an STP March was almost completely abortive, apart from a third place in the Spanish GP. During this time Andretti had also driven occasionally for Ferrari in long-distance sports-car races, and when it was announced that he had further extended the deal in 1971 to take in Formula One races with Ferrari as a third member of the team, which already included Ickx and Regazzoni, everyone was very interested to see how he would get on.

The answer was provided conclusively at the opening round of 1971 World Championship at Kyalami when Andretti took his 1970-type flat-12 Ferrari to victory with team mates Regazzoni third and Ickx eighth (after he had been slowed by a puncture). To start three Grand Prix cars in a race and have them all finish on full song is quite an achievement these days. But despite predictions to the contrary it was not all easy sailing for the Maranello team. The Cosworth-engined cars offered quite a challenge but, surprisingly, it was not the Tyrrell of Stewart, complete with the latest "11" series engine, but the new Formula One cars from McLaren and Surtees stables with Denny Hulme and John Surtees driving them. Both were put out of the running by annoying little failures rather than major mechanical disasters, Hulme when he was conclusively in the lead with only four laps to the flag.

The organisers of the South African GP, in particular Alex Blignaut, work efficiently and tirelessly to attract a large and representative field for the Grand Prix. This year they spent in the region of £100,000 in appearance and prize money, but on an early reckoning look as if they will have made a small profit when all the sums are done, thanks to a huge 100,000 crowd, which turned out encouraged by a massive publicity campaign in the national newspapers printed in Johannesburg. The race is not directly sponsored but all the papers rally round and give the race enormous space, running stories daily for two or three weeks beforehand culminating in big six-page supplements which are in all the copies of the papers, not just those "slip" issues sold at the circuit gates.

With a few last-minute additions, a field of 25 cars was amassed and all but two of them came over from Europe. Last year the race attracted new models from every team except Lotus and while, this year, brand-new cars were not so numerous there was still plenty of interest around the paddock.

Ferrari brought along four cars, the three regular 312B/1s plus a brand-new 312B/2, which is described elsewhere. Sadly this was written off in pre-race testing by Regazzoni so the team had to rely completely on last year's machines. Both Ickx and Regazzoni had their regular race-winning cars, 001 and 004 respectively, while Andretti took over 002, which was last raced by Giunti in the Italian GP.

Gold Leaf-Team Lotus were little changed from their appearance in the Argentinian GP and late races last season, for they had Fittipaldi and Wisell respectively in the regular Lotus 72s numbers 5 and 3. In numbers of personnel the team was rather more limited than of yore with just the two drivers, four mechanics and Colin Chapman. Racing Manager Dick Scammell had left the company while Competitions Manager Peter Warr was sorting things out at base.

The March Engineering Ltd. team arrived on the Grand Prix scene just a year ago and the works and private cars were in the hands of such drivers as Stewart, Amon and Andretti. This year these three had deserted them and by a twist of fate they filled three of the first four places at Kyalami. Meanwhile, the Bicester team, whose entrant's licence now reads STP-March, have rapidly promoted Peterson to team leader and done deals to have two further cars driven by de Adamich and the Spaniard Alex Soler-Roig who, unsuccessfully, attempted to qualify a Lotus 49C in two or three races last year.

All three drivers had the new futuristic-looking 711s for the race, although the third car was only finished for the final day of practice

and the large aerodynamic engine covers and the ducts to the side radiators were discarded even before practice. Peterson and Soler-Roig had the usual Cosworth power while the Italian had his car powered by an Alfa Romeo T33/3 engine, similar to the ones he used in a McLaren last year, with noticeable lack of success. The engine was now reputed to be giving 440 b.h.p. following attention to the valve-gear over the winter, and while this figure seems likely the torque is apparently far less effective than that of the Cosworth V8.

An even more recently arrived constructor on the Grand Prix scene is that of Tyrrell, although, unlike March, this team have no plans to sell cars to customers. Now running under the title of Elf-Team Tyrrell, the Ripley racing manager had two cars bearing his own name for the first time. Stewart had the choice of the original 001 which he had wrecked in a Kyalami testing accident a few weeks beforehand but now rebuilt, plus a new car, 002, which had several detail differences to the monocoque and is described in our "In the Paddock" article. The new car is intended primarily for the French driver Cevert, who arrived so conclusively on the GP scene last year and he did, in fact, drive it.

Bruce McLaren Motor Racing brought along just two cars, the progressive spring-rate suspension M19, described last month, which was to be driven by Hulme, and a last year's type M14A for Gethin. This car had been modified in the suspension department to accept the latest low-profile tyres and particularly 13-in. rear wheels.

Motor Racing Developments, now minus Jack Brabham, were also using 13-in. rear diameter wheels for the first time on their two Brabham BT33s. Graham Hill, driving for the team for the first time, had what was virtually a new car to the 1970 design, for it was built around a new monocoque but still carried chassis plate BT33/1, while the second ex-Brabham car was entrusted to the local driver Dave Charlton, who went so well in last year's race in a Lotus 49C and subsequently won the South African Formula One Championship. Charlton had the Brabham decked out in the colours of his recently acquired sponsors Lucky Strike Racing.

Still finished in the colours of Yardley but now entered by British Racing Motors, were BRMs for Rodriguez, Siffert and the team's F5000 recruit Howden Ganley making his Formula One debut. Rodriguez, as team leader, had the new P160 at his disposal as well as an almost new and never-raced P153 number 07, while Siffert had P153/06, which also has very few racing miles on it, while Ganley took over 03 which used to be raced by Eaton. True to their word Matra did not replace the presently-banned Beltoise so Equipe Matra was relying completely on recent signing Amon. He had the choice of an almost new car, MS120/04, or Pescarolo's MS120/02, which remained engineless in a packing case. Modifications over the winter included a new nose much resembling that of the Cosworth 4-w-d machine which never raced.

John Surtees is really blossoming out as a Formula One car constructor these days and his team entered no fewer than three of the angular but attractive machines from Edenbridge. Surtees himself had the choice of his regular TS7/001 or a brand new and lower car (see "In the Paddock") TS9/001 which arrived for second day's practice. This proving satisfactory Surtees handed over the older car to Redman, who is presently resident in South Africa. In fact, this was to be the Lancashire driver's first Formula One drive since his nasty accident at Spa in 1968 when a works Cooper-BRM broke under him. A second Surtees TS7 was entrusted to Stommelen, who went so well in it in the Argentine. This car was in the colours of the German consortium of *Auto Motor und Sport* magazine and Eiffelland caravans, while the other two cars were in the Brooke Bond, Oxo-Rob Walker colours.

The remainder of the entry was completed by four independents headed by Frank Williams Racing Cars, who had the ex-works test March 701 for ex-Matra man Pescarolo (they have a 711 on order), Bonnier in the ex-works ex-Surtees McLaren M7C with which he crops up from time to time and two cars from the local Team Gunston. These were a March 701 from five times South African Formula One champion John Love, who it will be remembered actually led the South African GP in 1967, and an ex-works ex-Williams Brabham BT26 for Jackie Pretorius, a local driver with



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August 29th, Thruxton  
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F5000 experience, who has recently taken the car over from Peter De Klerk, who drove it in last year's race.

Kyalami is a very attractive spot about mid-way between Johannesburg and Pretoria and the attraction of the hot summer sun and general fairy-tale world at the posh hotels nearby regularly attract the teams a couple of weeks before the race for test sessions. This year, however, there were fewer takers than usual, although March arrived very early followed by Ferrari, while the majority of teams were running a couple of days before the start of official practice and so were ready to go when the first of the three three-hour sessions started on Wednesday. Indeed, this was very much the case for the two fastest times of the nine hours total of practising came within the first three hours.

The heat at Kyalami is something that has to be taken into consideration and most of the faster times are usually turned in in the closing half-hour from about 5 to 5.30 p.m. when everything is getting a little cooler. Tyres also had a considerable effect on practice for Goodyear's G24 compound was proving to be very fast but not to have durability in the heat. Hence the tyres were good for qualifying with a low load of fuel on but not for the race. Meanwhile, Firestone had tyres in some experimental compounds which proved very quick on Fittipaldi's car but due to the politics of only having one set decided not to supply them for the race.

Although Kyalami's official record stands at 1 min. 20.2 sec. to local driver Charlton, during his extensive testing programme with Goodyear a few weeks earlier, Stewart had lapped the Tyrrell in 1 min. 18.1 sec. However, on Wednesday he surprised even himself by getting down to 1 min. 17.8 sec., which put him firmly on pole position. Amon had the Matra going nicely on full song to record 1 min. 18.4 sec. and this time was never bettered, either. Meanwhile, the Ferraris of Regazzoni, Andretti and Ickx respectively recorded 1 min. 19.1 sec., 1 min. 19.3 sec. and 1 min. 20.1 sec. and were only split by Peterson, who was giving the Ford-engined March 711 its first run and recorded an excellent 1 min. 19.9 sec., but unfortunately failed to improve on the time and slipped on the grid. Despite having three No. 1 drivers on their strength there seemed to be few emotional "I-want-the-good-engine-and-new-tyres" type dramas in the Ferrari pit. Each car was managed separately by Ings Forghieri, Ing Ferrari (no relation) and Peter Schetty, who were looking after Regazzoni, Andretti and Ickx respectively.

The McLaren team were having an interesting time sorting out Hulme's new M19 with its unusual suspension design and once they found that the wing and roll-bar changes seemed to have the opposite effect to that which would be expected from a conventionally suspended car, they found that they were making good headway. Surtees was concentrating on his older car while Stewart had tried both the new and old Tyrrell and decided to remain with the older car.

During Thursday's practice Stewart's engine blew up early on while he was still engaged in testing the car on full fuel tanks so he was out of the top times. It was Regazzoni who headed the list, having lapped impressively at 1 min. 18.7 sec., which put him firmly on the front row. Andretti in the second Ferrari was little slower at 1 min. 19.0 sec., but Ickx, in his, seemed to be rather overshadowed. Emerson Fittipaldi, having learned the tricky circuit for the first time, again showed what a fast car the Lotus 72 is by recording 1 min. 19.1 sec. Stewart's time, before the engine failure, was 1 min. 19.4 sec., just 0.1 sec. faster than team-mate Francois Cevert, who was driving a Tyrrell and racing at Kyalami for the first time, so his speed was most creditable. Also on 1 min. 19.5 sec. was Rodriguez, who had the new BRM going well, and Amon who reckoned his engine was off form.

Stewart, Amon and Ickx all had fresh engines fitted for the final day's practice on Friday, the Scot's being the first of the new "11" series motors. However, the front row was not altered, although Stewart was by far the fastest on Friday with 1 min. 18.1 sec. The big improvements came from the two new cars of Hulme and Surtees and both got down to 1 min. 19.1 sec. to finish up on row three with Ickx, who finally got down to 1 min. 19.2 sec. Row four comprised of Cevert and Rodriguez with their Thursday times and on row five came Gethin in the older McLaren, Charlton who worked hard and put lots of laps in to take the Brabham round in 1 min. 19.8 sec. (after reverting to 15-in. rear wheels) and Peterson. The rest were ranged out behind as per the grid. Amon was unhappy as his new engine did not seem very good, while Stewart also commented that his new engine was not anything particularly special.

## PRACTICE TIMES

No. Driver	Car	Wed- nesday	Thurs- day	Friday
2 E. Fittipaldi	Lotus 72C/R5-Cosworth V8	1. 21.2	1. 19.1	1. 19.1
3 R. Wisell	Lotus 72C/R3-Cosworth V8	1. 21.4	1. 20.6	1. 19.9
4 J. Ickx	Ferrari 312B-1/001-flat 12	1. 20.1	1. 19.7	1. 19.2
5 C. Regazzoni	Ferrari 312B-1/004-flat 12	1. 19.1	1. 18.7	1. 19.0
6 M. Andretti	Ferrari 312B-1/002-flat 12	1. 19.0	1. 19.3	1. 19.0
7 R. Peterson	March 711/2-Cosworth V8	1. 19.9	1. 20.6	1. 20.1
8 A. de Adamich	March 711/1-Alfa Romeo V8	1. 26.6	1. 22.2	1. 22.4
9 J. Stewart	Tyrrell 001-Cosworth V8	1. 17.8	1. 19.4	1. 18.1
10 F. Cevert	Tyrrell 002-Cosworth V8	—	1. 19.5	1. 19.2
11 D. Hulme	McLaren M19/1-Cosworth V8	1. 20.8	1. 20.4	1. 19.1
12 P. Gethin	McLaren M14A/1-Cosworth V8	1. 21.2	1. 20.6	1. 19.6
14 G. Hill	Brabham BT33/4-Cosworth V8	1. 20.7	1. 20.5	1. 21.1
15 D. Charlton	Brabham BT33/3-Cosworth V8	1. 21.1	1. 20.8	1. 19.8
16 P. Rodriguez	BRM P160/01-V12	1. 21.2	1. 19.5	1. 19.3
17 J. Siffert	BRM P153/06-V12	1. 20.8	1. 21.0	1. 20.2
19 C. Amon	Matra-Simca MS120/04-V12	1. 18.4	1. 19.5	1. 19.4
20 J. Surtees	Surtees TS9/001-Cosworth V8	—	1. 20.5	1. 19.1
21 R. Stommelen	Surtees TS7/002-Cosworth V8	1. 20.9	1. 21.2	1. 20.1
22 H. Pescarolo	March 701/6-Cosworth V8	—	1. 21.6	1. 20.2
23 J. Bonnier	McLaren M7C/1-Cosworth V8	1. 24.6	1. 23.1	1. 22.3
24 J. Love	March 701/9-Cosworth V8	—	1. 22.4	1. 21.9
25 J. Pretorius	Brabham BT26/1-Cosworth V8	1. 22.9	—	1. 21.7
26 A. Soler-Roig	March 711/4-Cosworth V8	—	—	1. 25.8
27 H. Ganley	BRM P153/03-V12	—	1. 23.7	1. 23.9
28 B. Redman	Surtees TS7/001-Cosworth V8	—	—	1. 20.2
20T J. Surtees	Surtees TS7/001-Cosworth V8	1. 20.7	—	—
16T P. Rodriguez	BRM P153/07-V12	Not available	—	—
9T J. Stewart	Tyrrell 002-Cosworth V8	Not available	—	—

The large South African crowd filtered into Kyalami early as a full programme had been laid on for them, including saloon, Formula Vee, Formula Ford and even a vintage race. A half-hour non-timed setting-up session for the Formula One cars had several takers, amongst them Francois Cevert whose engine blew up and the Tyrrell team had to rush through a last-minute change.

## STARTING GRID

9 J. Stewart (Tyrrell-Cosworth V8) 001 1 min. 17.8 sec.	19 C. Amon (Matra-Simca V12) MS120/04 1 min. 18.4 sec.	5 C. Regazzoni (Ferrari Flat-12) 312B/1-4 1 min. 18.7 sec.
6 M. Andretti (Ferrari Flat-12) 312B/1-2 1 min. 19.0 sec.	2 E. Fittipaldi (Lotus-Cosworth V8) 72/5 1 min. 19.1 sec.	4 J. Ickx (Ferrari Flat-12) 312B/1-1 1 min. 19.2 sec.
20 J. Surtees (Surtees-Cosworth V8) TS9-001 1 min. 19.1 sec.	11 D. Hulme (McLaren-Cosworth V8) M19-1 1 min. 19.1 sec.	16 P. Rodriguez (BRM V12) P160/01 1 min. 19.3 sec.
10 F. Cevert (Tyrrell-Cosworth V8) 002 1 min. 19.2 sec.	15 D. Charlton (Brabham-Cosworth V8) BT33/3 1 min. 19.8 sec.	13 R. Peterson (March-Cosworth V8) 711/2 1 min. 19.9 sec.
12 P. Gethin (McLaren-Cosworth V8) M14A/1 1 min. 19.6 sec.	14 R. Wisell (Lotus-Cosworth V8) 72/3 1 min. 19.9 sec.	21 R. Stommelen (Surtees-Cosworth V8) TS7/002 1 min. 20.1 sec.
16 J. Siffert (BRM V12) P153/06 1 min. 20.2 sec.	28 B. Redman (Surtees-Cosworth V8) TS7/001 1 min. 20.2 sec.	22 H. Pescarolo (March-Cosworth V8) 701/6 1 min. 20.2 sec.
19 G. Hill (Brabham-Cosworth V8) BT33/4 1 min. 20.5 sec.	8 A. de Adamich (March-Alfa V8) 711/1 1 min. 22.2 sec.	25 J. Pretorius (Brabham-Cosworth V8) BT26/1 1 min. 21.7 sec.
24 J. Love (March-Cosworth V8) 701/9 1 min. 21.9 sec.	27 H. Ganley (BRM V12) P153/03 1 min. 23.7 sec.	23 J. Bonnier (McLaren-Cosworth V8) M7C/1 1 min. 22.3 sec.
		25 A. Soler-Roig (March-Cosworth V8) 711/4 1 min. 25.8 sec.

However, there was a very healthy grid of 25 cars lined up for the start and once they had rolled forward from the grid the starter raised and dropped the South African flag very quickly, catching out both Stewart and Amon. However, Regazzoni got away very quickly and both Fittipaldi and Hulme tucked right in behind him, several others were held up by the two front row men, while Hill and Soler-Roig were very slow away from the back of the field.

The opening laps were very confusing indeed and even the most experienced lap charters had trouble following the progress of a huge mass of cars dicing out the middle positions. Anyway, it was Regazzoni definitely in the lead with Fittipaldi, Ickx and Hulme in his wake, then Rodriguez, Andretti, Stewart, Surtees, Siffert, Cevert, Charlton and the rest.



Soon there were some retirements with both Bonnier and Soler-Roig going out on lap 5, the former with suspension trouble and the latter with engine trouble, although no one really missed them. Next to go was Gethin, whose McLaren had been fitted with badly out of balance front wheels and he could hardly hold the steering wheel, and even a mirror shook off. To add to his problems a fuel leak started from the tanks so he retired on lap 7.

By this time Hulme was already starting to show that he was going to be a major contender by moving into second spot behind Regazzoni, while Fittipaldi was third dropping back into the clutches of a furiously dicing bunch comprising Rodriguez, Stewart, Andretti, Surtees, Ickx and Siffert.

Hulme was obviously on top form, the new McLaren working well, and it was obvious that he would soon catch the leading Ferrari, something we have not seen in Grand Prix races for some time now. This he did and he flashed by into the lead on lap 17, while Surtees moved up to third position by displacing Rodriguez. Meanwhile, Ickx had made a pit stop to have a wheel changed as a front tyre had gone flat and this effectively dropped him out of contention, although he did work his way up from last position. Pretorius' Brabham retired on lap 22 with a broken camshaft.

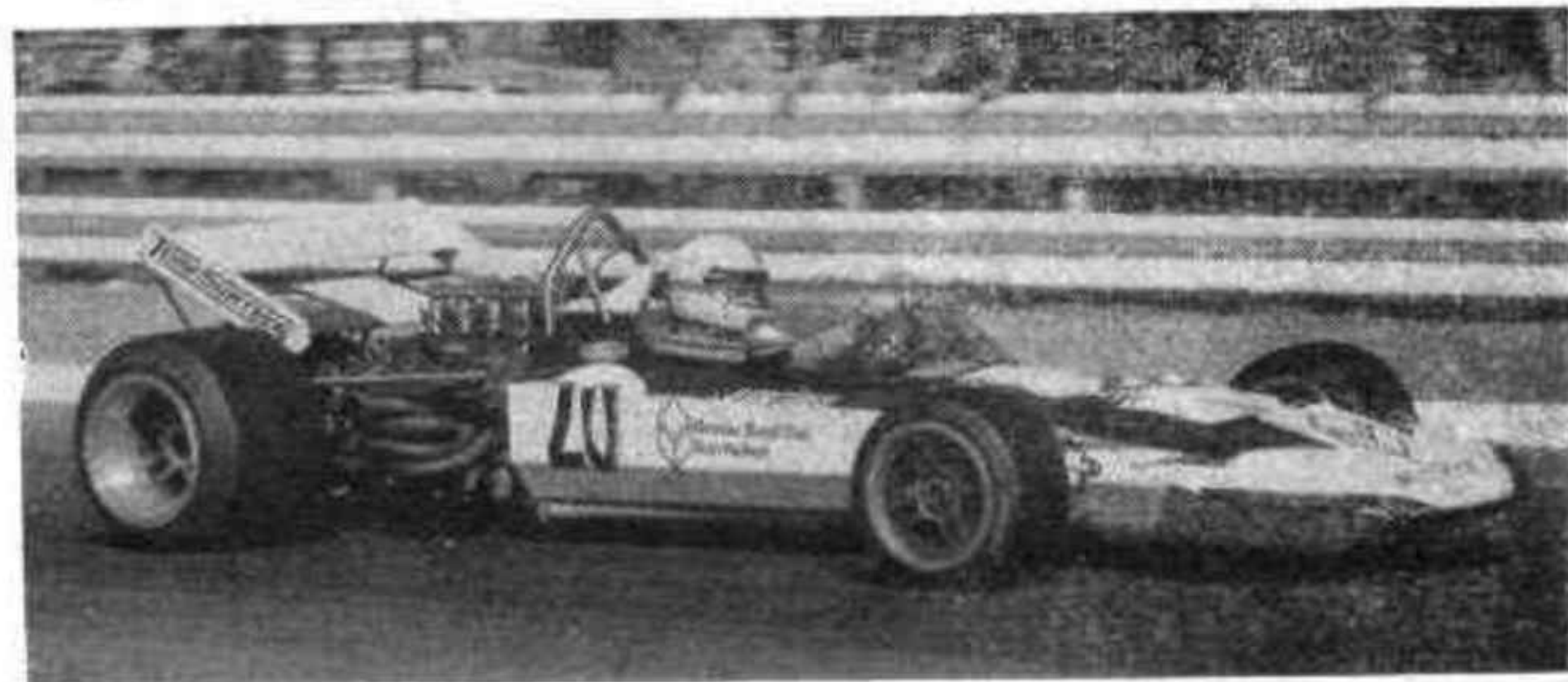
Once into the lead Hulme started to pull away from the Ferrari while Surtees had likewise moved ahead of the fourth place scrap which was really keeping the crowd on their toes. Andretti was racing wheel to wheel with the two BRMs, for Siffert had moved up smartly to join Rodriguez while Stewart had dropped back to watch this frantic dust-up. Lotus team-mates Fittipaldi and Wisell were now running nose to tail in the next two positions and being hounded by Cevert. Peterson in the new March had pulled up to 11th spot, after a shaky start, and was starting to leave behind him the battle raging between local drivers Charlton and Love as well as Redman and Amon, who were also in there pitching.

The pits had been quiet for too long and on lap 30 there was a sudden rush of business. Siffert's BRM engine had objected to a sustained bout of slipstreaming and had boiled itself dry and he steamed to a halt as he pulled into the pit road. Charlton also came in to complain that his engine was well down on power and broken valve springs were diagnosed so he retired. Peterson was also in as his progress had been hampered by a puncture and he dropped to the bottom of the field before rejoining. Then a couple of laps later BRM's chances of a good placing totally expired when Rodriguez came in with the rear of his car doused in oil, and the little Mexican was suffering badly from burned feet. In fact, the body section had moved allowing the hot air from the radiator to pass into the cockpit instead of being ducted out and roasted both its driver and the engine. To add to the team's troubles Ganley also stopped from sheer physical exhaustion and sickness, finding that Grand Prix racing takes a lot more out of a man than Formula 5000, and the acquisition of a new Bell Star helmet was not helping the cause either. He returned to the race but later the exhaustion forced him to retire, while Love had retired with a broken gearbox.

Regazzoni was finding that he was getting a tremendous vibration from his front wheels and was slowly dropping back and first he was passed by Surtees, driving better than for many a year in the brand-new TS9, and then by team-mate Andretti, who was really piling the pressure on. At the half-way mark Hulme was looking every inch a winner with a lead of some six seconds over Surtees and the two Ferraris while Stewart was now fifth, although, surprisingly considering his superiority during practice, looked unlikely to improve his lot other than by default of others. The two Lotus 72s had been split by Cevert with Wisell moving ahead of Fittipaldi, whose car was, apparently, oversteering very badly. Amon was ninth and also not showing practice form and had Hill, who seemed to have really got the hang of his Brabham, and Redman, who likewise was getting to terms with the Surtees, hard on his heels.

Up at the front Surtees' strong run started to fade as an oil pipe to the gearbox oil cooler fractured and the lubricant started to leak away and Surtees progressively slowed, dropping to fifth place before the box finally seized solid on lap 55. There were several other retirements around this time with Fittipaldi's engine blowing up in front of the pits, while Cevert crashed at the difficult Leeukop corner damaging the Tyrrell quite severely. It appears all this safety clothing can sometimes be quite a hazard. Apparently Cevert was perspiring profusely under his balaclava Nomex hood and Bell Star helmet, the sweat got in his eyes, he blinked at the wrong moment and—crash!

By three-quarters distance Hulme was still in a good lead, although there was no doubt that Andretti was racing as hard as he could to



Surtees—lay second in TS9

attempt to catch the orange McLaren. Meanwhile, Stewart was closing on Regazzoni for third, while Wisell was running a sound fifth. Hill's good run was halted when his rear wing started to fall off and he was called in the pits to have it fixed and this elevated Amon, Redman and Ickx up a place.

Despite Andretti's hard charging and the fastest lap of the race on lap 73 (although it was not a new record), Hulme had answered the challenge by speeding up and felt really good to reel off those remaining laps to score his (and McLaren's) first Formula One victory since Mexico 1969.

But, with just under four laps to go, Hulme suddenly felt the McLaren lurch as he accelerated out of a corner and the car started to weave all over the road. A bolt holding the top right rear radius rod had either broken or pulled out and hence the back wheel was no longer properly located. Hulme decided to soldier on at much reduced pace while Andretti swept by into the lead. Poor Hulme limped on making desperate signs at his pit, who could not understand what the trouble was thinking that perhaps the car was stuck in gear or running out of fuel. In fact, as Andretti reeled off the remaining laps, he actually overtook Hulme again and slowed as he passed him waving as much as to say "bad luck you had me beaten" and then accelerated to take the flag and win his first but almost certainly not his last World Championship race. Stewart had passed Regazzoni in the closing stages and so came into second place and gave the *marque* Tyrrell its first ever championship points. Behind Regazzoni came Wisell after an excellent and well-calculated drive, while in fifth place, a lap down, was Amon in the Matra with Hulme limping into sixth place. So there were five different makes in the first six using three different engines.

There were also plenty of finishers out of the points with Redman seventh in his Surtees ahead of the three pit stoppers, Ickx, Hill and Peterson, while the final three, Pescarolo, Stommelen and de Adamich, had all plodded along steadily and reliably without any great fireworks. Although the Alfa-powered March 711 was four laps down on the winner the Alfa Romeo engine had at last finished a race; something it failed to do last season when installed in a McLaren.

So with Spain coming up in April and a couple of non-championship races in between, the scene looks set for a very interesting and exciting season. It was surprising that the Ferraris had not won from the front but they still have the new car up their sleeve. No doubt Stewart will offer more of a challenge in the coming races; it is pleasing to see that both Surtees and McLaren had come up with very competitive designs for the 1971 season, while the Matra will also be a challenge when the engines are set up just right.—A. R. M.

#### Results:

1st SOUTH AFRICAN GRAND PRIX—Formula One—79 laps—324.20 kms.—1:01

1st:	M. Andretti (Ferrari 312B-1/002)	1 hr. 47 min. 35.5 sec.—180.88 k.p.h.
2nd:	J. Stewart (Tyrrell 001)	1 hr. 47 min. 56.4 sec.
3rd:	C. Regazzoni (Ferrari 312B-1/004)	1 hr. 48 min. 06.9 sec.
4th:	R. Wisell (Lotus 72/3)	1 hr. 48 min. 44.9 sec.
5th:	C. Amon (Matra-Simca MS120/04)	1 lap behind
6th:	D. Hulme (McLaren M19)	1 lap behind
7th:	B. Redman (Surtees TS7/001)	1 lap behind
8th:	J. Ickx (Ferrari 312B-1/001)	1 lap behind
9th:	G. Hill (Brabham BT33/4)	2 laps behind
10th:	R. Peterson (March 711/2)	2 laps behind
11th:	H. Pescarolo (March 701/6)	2 laps behind
12th:	R. Stommelen (Surtees TS7/002)	2 laps behind
13th:	A. de Adamich (March 711/1)	4 laps behind

Fastest lap: M. Andretti (Ferrari 312B-1/002) on lap 73 in 1 min. 20.3 sec.—183.98 k.p.h.  
Retirements: A. Soler-Roig (March 711/4), engine, on lap 5; J. Fournier (McLaren M7C/1), suspension, on lap 5; P. Gethin (McLaren M14A/1), fuel leak, on lap 7; I. Pretorius (Brabham BT26/1), engine, on lap 22; D. Charlton (Brabham BT33/3), engine, on lap 31; J. Siffert (BRM P153/06), engine, on lap 31; J. Love (March 701/9), gearbox, on lap 31; P. Rodriguez (BRM P160/01), engine, on lap 33; H. Ganley (BRM P153/03), driver illness, on lap 42; F. Cevert (Tyrrell 002), accident, on lap 47; J. Surtees (Surtees TS9/01), gearbox, on lap 56; E. Fittipaldi (Lotus 72/5) engine, on lap 58.





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# BOOK REVIEWS

**"Lost Causes of Motoring—Europe, Volume 2"**, by Lord Montagu of Beaulieu. 323 pp. 8½ in. × 5½ in. (Cassell & Co. Ltd., 35, Red Lion Square, London, WC1. £3.25.)

Here is the keenly-awaited second volume of Lord Montagu's "Lost Causes of Europe", more interesting, I think, than the first of his volumes dealing with defunct European automobiles because the *marques* covered—Talbot Darracq, de Dion Bouton, Delahaye, Hotchkiss, Lorraine-Dietrich, Mathis, Salmson, Violet, Voisin, FN, Minerva, Hispano-Suiza and Pegaso—are, I think, more appealing to British-based enthusiasts.

The book is extremely provocative of controversy and packed with nostalgia somewhat tempered by masses of facts and figures. Obviously written for Lord Montagu by that astoundingly energetic and admirably erudite motoring historian Michael Sedgwick, the book just fails to approach the enormous fascination of the first "Lost Causes". I suppose this is because there is less and less history left to uncover, that the book of British lost-uns was compiled after more interviews and correspondence with those in a position to remember the hitherto unexposed details, conscientiously as this policy of authorship and research has been covered in the European volumes, and, finally, because someone who has just unearthed, or is on the track of, say a Clyno or a Calthorpe, is, maybe, avid to assimilate the minutest fragments of information about such vehicles, whereas they never so much as hope to find themselves restoring an Adler or Pegaso.

This is not to say that much fresh material is not contained between these pages—it is, but buried to a considerable extent behind a facade of known history. The book copes well with the cars selected but not much is left to say about Hispano-Suiza, Salmson, Talbot-Darracq or Voisin. Nevertheless, the question of how the Hispano-Suiza came to be associated with the Belgian Abadal, which models really were Alfonsos, and the eventual fate of Birkigt's designs, are faithfully followed through. It is just that I feel that in this volume more reliance has been placed on contemporary Press reports and chance remarks for an assessment of given models than in the British "Lost Causes" and that not quite so much fresh material emerges.

Nevertheless, this is a book no serious student of historic automobilism should ignore and many intriguing, quaint and important links emerge from reading it. The sorting out of the divers Violet variations is masterly and throughout the detail is profound, even to reminding me that I owned for a few weeks an FN saloon with a TT engine under its bonnet. These "Lost Causes" books have the important merit of being comprehensive, entertaining and important; I just think the first was the best. Incidentally, I note that I am quoted frequently in this third, very welcome, volume, I hope for more flattering reasons than in the hope of securing a good review!

To pull a Montagu book apart by way of criticism can well land the reviewer in trouble, for they are not written without extremely thorough researching, so I refrain from indulging in this habit on this occasion, apart from expressing disappointment at a certain brevity on the author's part in not coupling Renault with Hispano-Suiza when the advent of Rolls-Royce servo brakes are mentioned and of neglecting to inform his readers of the subtle differences between plate-clutch and expanding-shoe, in brakes of this nature. Also, is it sufficient to state that mechanical-servo brakes were pioneered by Birkigt without expounding on those of Sunbeam, Renault and Delage, and should not the great Swiss designer's departure from his classic direct attack by the cam on the valve, when rockers were used on one engine, as Kent Karlake has dealt with in a MOTOR SPORT discourse on these engines, have been included? However, I was interested to see mentioned the 16-valve twin-cam four-cylinder touring Darracq, which competed at Caerphilly and Shelsley Walsh hill-climbs, although the hoped-for confirmation that it became a catalogue model is met with a denial, to learn how Deguingand was tied up with Violet, to be reminded of the very odd endings of some of the once-great European makes, and to find Sedgwick's oft-quoted Jam Factory at Maidenhead intruding again.

The book covers racing history as well as engineering and commercial development, comparing each make covered with others of like period and type, and the whole adds up to enthralling pocket-histories of, to quote the chapters, "Whatever Will They Call It Next?", "Te Deum to Nunc Dimittis", "Life Begins at Forty", "Le Juste

Milieu", "Five Designers and Four Flags", "The Alsatian That Lost Its Bite", "St. Andrew for Billancourt", "The Two-Timers", "The White Knight", "Odd Men Out", "The Goddess of Automobiles" and "Flying Storks and Winged Horses". The chapter headings, you see, like the grouped photographs which are insufficient in number to do the text credit, and P. van der Maaden's line-drawings of the makes dealt with, conform to the previous books in the series. The main charm of reading them stems from the unexpected items to be gleaned, such as W. F. Bradley sadly forsaking open cars for a 12-h.p. Darracq Weymann saloon in 1925 because "I have reduced weight (to within a mere cwt. of an open model) and eliminated all noise" (except for a rattle from toolbox and fire extinguisher).—W. B.

**"Steam Cars—1770-1970"** by Lord Montagu of Beaulieu and Anthony Bird. 250 pp. 8½ in. × 5½ in. (Cassell & Co. Ltd., 35, Red Lion Square, London, WC1. £3.15.)

I am always delighted to read a book or an article by Anthony Bird, even if I do not necessarily always agree with him, because he writes clearly, brings fresh angles to bear on overworked subjects, and puts across a profound knowledge of veteran to vintage automobilism. So, overlooking his apparent lack of intimate knowledge of the Trojan two-stroke, and attempting to forgive him for writing at length about the Lanchester but refusing to do the same for that even more complex make, the Daimler, I went at this full history of the steam car in a tolerant mood. Right from the commencement there was the pleasure, anticipated, of reading, in Mr. Bird's terms, why *homo sapiens* had to wait until the arrival of steam power for a practical horseless carriage, why alternatives wouldn't work, and the reasons for i.c.-engined vehicles being superior to the theoretically-ideal steam vehicle. The rest of this delightful book is in the same easy-to-assimilate vein. The questions posed about the effectiveness of Cugnot's steam truck of 1770, the truth about the legends which still surround the 127.56-m.p.h. Land Speed Record Stanley steamer, and similar Bird debunking, are as welcome as they are valuable. The chapter "Pros and Cons" discussing the advantages and shortcomings of many makes of steam car is truly masterly and, remarkably, the authors make no attempt to eulogise the subject of their book—exactly the reverse, as is portrayed by their quoting that classic steam-car indictment by Fred Marriott, the Stanley racing driver: "When a gas car breaks down it takes two hours to find out what the trouble is and five minutes to fix it. With a Stanley it takes five minutes to find the trouble, but you have to wait two hours until it is cool enough to work on".

The very early story of steam coaches and carriages I find uninteresting but many students of history may not agree, so it is as well that the author (and here I refer to Mr. Bird who pushed the pen and not to Lord Montagu who, as it were, pushed Mr. Bird into pushing the pen and availed him of all the valuable reference sources, pictures and contacts that His Lordship commands) has dealt with these clearly and interestingly, even for this more vintage-minded reviewer, largely because of the delightful, yet thorough and analytical way in which Mr. Bird seeks the truth and dispels the myths.

The chapters more likely to appeal to the bulk of the Montagu/Bird readers are those relating to steam cars we encounter in today's veteran car rallies and those which set legendary records in the domain of speed many years ago. Thus it is satisfactory to find Chapter V devoted to Serpollet and Stanley, Chapter VI to "The Year of the Locomobile" and Chapter VIII to "Steam at Speed", while Chapter VII covers Serpollet, White, Stanley and divers other makes, very comprehensively.

The lucid Bird treatment of these pioneers of practical steaming are ably reinforced by a chapter on the state of the art between the wars. Moreover, the book has been brought right up-to-date by including data on the modern experiments in steam-car propulsion conducted by General Motors, Lear, Keen, Hedrich and others.

"Steam Cars—1770-1970" is the most readable book so far written on this subject and it is enhanced by appendices about how to operate a White steam car, a paper on steam propulsion read at Milan in 1906, and a list of steam-car manufacturers, from Abenague (1900) to Wood-LoCo (1901-2), the length of which may surprise you. This is a very worthwhile contribution to a formerly neglected aspect of the motor car, especially as it compares steam cars make by make and also with equivalent petrol cars, price and performance-wise, etc., in a most outspoken manner. There are, too, some good illustrations.

W. B.



# CARS IN BOOKS

I WAS interested to find in "Doubtful School-Master" by Hugh Heckstall-Smith (Peter Davies, 1962), a passage reading: "There was the very small boy, Henry Stisted, with a taste for dangerous living. (He did some car-racing in his twenties)" when the author is describing some of the pupils he remembered at Stowe School, because I encountered Stisted some years ago when I was investigating the mysterious disappearance of a Rolls-Royce aero-engined Sunbeam at Warsash, I fear to a breaker's yard, a car Burnand, the Southport driver, had built during the war, using an ex-R.A.F. Falcon engine and one of the 1922 TT Sunbeam chassis but had not had time to complete. Can anyone throw any light on the eventual fate of this exciting hybrid? Stisted, as Heckstall-Smith rightly says, "did some car racing", driving an MG Midget in the 1930 "Double Twelve" and at Le Mans in 1931 and a big Mercedes-Benz at Brooklands.

When the author left Stowe and took on the headmastership of Ludlow Grammar School in the summer of 1933 he refers to driving there in his old Fiat, passing on the way "the beautiful Radnorshire Arms Hotel of Presteigne", well-known to present-day members of the VSCC. He later stayed at the Hundred House at Bleddfa, then run by a Mr. Christopher Bridgewater, and came to enjoy solitary walks along the paths of Radnor Forest. When a forester's wife had a baby the author drove her from Cwm-y-Gerwyn, up above Hundred House, and Llandrindod Wells' Hospital; the urgent journey took an hour, which seems to confirm the author's statement on an earlier page that "I am always a slow car driver", unless the Welsh roads in those days were nearly as bad as the deeply rutted lanes over which the journey commenced, and the negotiation of which Heckstall-Smith had rehearsed carefully all through the previous autumn, winter and spring, with this very emergency in mind. (He was rewarded by being made the godfather). Incidentally, the Fiat

was probably a vintage car, as it was described as "old" in mid-1933.

ON ADVERTISING—continued from page 323

future lay back in 1953', this was surely a mild feat to celebrate all these years later, since it only involved copying what Cadillac was already doing, right down to importing their transmission.

"Similarly, with Rover. If they had 'the practical idea of using stainless steel' it's only fair to point out that the idea wasn't theirs. Stainless steel has been in use on cars since time immemorial, becoming a commonplace as the price was dropped. Rootes, who get a word of praise for their warranty, are equally undeserving, since the policy was simply handed down from Chrysler (who've been using it for years) after the take-over. Indeed, as Daf comment, they themselves have been offering a similar warranty since 1959.

"Perhaps Daf feel that, as outsiders on the British scene, they're required to be charitable towards native rivals. The spirit is agreeable but the word for the advertisement is Daft."

As the magazine's Editor/Publisher is a Buick-owning American this comment is perhaps natural; but rather unkind. Not so much daft, this advertisement, I would say, as amusing, and serving its purpose, which is to draw attention to the DAF's several good features, shared with far more costly motor cars.

The moral of this article might be that too verbose copy-writing is best avoided. On the other hand, I remember a sad occasion when a one-word layout went wrong. Morris had bought the front cover of a weekly motor journal. That journal used to announce a leading editorial article in a punch line at the top of the front cover. On the week in question this article related to a very primitive and untrustworthy horseless-carriage. So the punch-line was worded to relate to the description of it. Hence—"The World's Most Unreliable Car—MORRIS". Some very crimson faces must have resulted, if nothing worse!

In the great gimmicky game of automobile PR, which is your favourite advertisement and slogan?—W.B.

## TUNING TOPICS

### VW and Morgan Specialists Move

W. A. "GRIFF" GRIFFITHS has moved his conversion and maintenance business from Willesden out to 441 St. Leonards Road, Windsor, Berks. (Tel.: Windsor 60291). Griffiths has built up a high reputation not only as a preparation specialist for Volkswagen and Morgans, but also as a good autocross/rallycross driver in a Beetle equipped with an old Porsche Carrera four-cylinder engine of 1.6 litres. Those with good memories will recall that some years ago MOTOR SPORT presented a feature on Fleet Street journalist Laurie Manifold and his VW autocross achievements, Mr. Griffiths now being one of his most consistently successful rivals. As Griff Griffiths initially used a VW engine in his car he managed to learn quite a lot about the Wolfsburg unit, and that knowledge was useful for road cars as well, for autocross cars need plenty of torque to succeed in the frequently muddy conditions which they encounter. The practical result has been the production of heads, camshafts, manifold and carburation to pep the VW saloon up considerably, whatever its capacity.

Morgan tuning is another art which the company share with few others and their arts can be applied to the TR-engined and Ford-powered versions; Griffiths successfully competed in a TR-engined model himself for a number of years before transferring his attention to the more bumpy sport.

Naturally the firm have taken advantage of the current boom in Ford equipment and will undertake preparation of Lotus Twin Cams or pretty well any sort of Ford inline four for road or competition use. A separate accessory shop under the friendly eye of Glynis Griffiths sells such items as wide rim road wheels, roll bars and many other bits and pieces which are not so easy to come by for the Morgan and VW marques.

At present the current premises offer shelter for five or six cars in a showroom, four Chevron fuel pumps, a workshop (where a couple of Morgans, an autocross Mini, and an MG TD are currently being rebuilt). Griffiths is also an agent for Morgans and for Piper camshafts in Berkshire.



CARRERA-VW was constructed and successfully autocrossed by Griffiths. He plans a 210-bhp version of the same car for Stadium racing.

### As Promised, Sir, One Executive Zodiac

LAST month I mentioned in the Willment Zodiac test that I would be trying a standard Ford 3-litre V6 Zodiac Executive for comparison purposes. So, having donned my only suit, I set off down to Brentford to pick up an automatic (standard feature) and bottle green Zodiac Executive, complete with cloth sectioned seats.

Power steering the £1,953 car out of Ford press fleet's headquarters it was easy to recall the friendly warnings of doom that I had received on the subject of the Zodiac's handling! However the best part of a week passed without stress and I returned the car feeling thoroughly relaxed by the unstressed motoring which I had enjoyed within the Zodiac's insulated walls. True, I found the car wallowed whilst cornering, but a great deal of lean could be removed by applying brakes and power simultaneously during brisk cornering. The straight line performance of my car seemed about on par with the (just), sub-100 m.p.h. speeds recorded by other testers, combined to a 0-60 time of 13 seconds or so in automatic form.—J. W.





**SP Sport Radial. Engineered by Dunlop. For action.** Focus right in: the low-crouched silhouette and the meaty, wrap-around tread. Unmistakably SP Sport! But beneath the pretty face, sir, a rally-proved appetite for action. Example? Take SP Sport's special cunning in the wet:

Here is a radial tyre engineered to pump (actually pump dry!) the road

beneath. Water is sucked up and shot clear by the extra deep centre channel (or twin channels in some sizes). More water is pumped through under-rubber ducts to nozzles circling tread - spitting water clear.

And the whole cunning system bales, at 50 mph, a full gallon every second! Now dry tyre bites dry road. And the system's all ours.

So now you're free for real driving. Real action in the wet or the dry. The rough and the smooth. SP Sport allows you more real driving and more, many more miles. Up to 80% greater mileage - SP Sport over standard crossply tyres. This is fact: up to 80% greater mileage with Dunlop SP Sport. **Dunlop SP Sport is the radial engineered for action.**

## DUNLOP SP SPORT RADIAL



# BROADSPEED BULLIT

*PRETTY PUDDLE* photographs show off the comprehensive exterior changes. Interior modifications include an excellent pair of Restall bucket-seats.



AS WE commented in a brief paragraph devoted to the Racing Car Show recently, the converted Capri appears to be the modified car for 1971. At the Show both BVRT and Broadspeed displayed sophisticated versions of the 3-litre, though the manner in which they were decorated may have put off the very people who could afford these 120-plus m.p.h. machines. We were unable to borrow the BVRT car, the Lancashire based preparation specialists having no demonstrator: in fact the author has seen a replica of the BVRT show car lurking in the City of London, but that has not helped him to secure such a car for road-test. The subject of this feature is, therefore, the Broadspeed Bullit, the test car being insured for £2,400 and equipped with nearly every optional extra that Broadspeed can provide. However, the performance and handling of "our car" would be much the same as the more basic Bullit models costing £1,825 when based on the 3000GT and £1,995 when the plusher 3000E version of the Capri is used as a starting point. Last year we tried a 1600GT Capri with many of the handling and appearance items which now appear on the Bullit and this "Mini-Bullit" with 110 b.h.p. and roughly the same number of m.p.h. to serve as top speed, is still available at a basic cost of £1,575.

The Bullit name is an adaptation of the film title Bullitt, which is highlighted by a gripping car chase over the massive jumps and inclines of San Francisco city. The stars of the film were the cars, which included a Shelby Mustang that seemed to catch everyone's imagination with its brutal performance blending in so accurately with the somewhat bloody film theme. The winged front and slatted rear window are examples of glassfibre wares which are like those that can be ordered as part of an option pack for the Boss Mustang in the USA. The back slats serve no useful purpose, but they do not seem to restrict the already limited rearward vision unduly, and they do add to the car's individual looks when combined with the Ford black vinyl roof-top.

Before we go into the items which have increased the car's performance, comfort and handling to the point where a new name can be fully justified and an appropriate price tag, perhaps we ought to look at the results. The straight line performance is impressive, the acceleration up to the UK speed limit being as good as, or slightly better than the 4.2-litre Jaguar 'E'-type. Top speed is well down on the Jaguar though, but in practical UK use the Bullit's extraordinarily precise handling and high standard of road adhesion would be hard to beat, unless you have a glassfibre bodied two-seater wearing one of Mr. Chapman's little green badges. Really, where the Bullit scored so heavily with our staff was in its unique blend of handling, braking and power, which complement each other to produce one of the best balanced cars it has been my pleasure to drive. Apart from the initial price, which is not particularly high when compared to the Lotus and Jaguar company in which it can mix without blushing, the snag one pays for turning a simple machine into a formidable device is in fuel and possibly oil consumption. On the latter point we suspect that the engine was deliberately running on wide clearances for maximum performance, for the exhausts produced a fine blue haze whilst idling, though a specific check over a 100 mile period showed no change in

dipstick reading at all. Feather-footing the throttle gave close to 20 m.p.g. and perfectly docile performance whilst the car rumbled its menacing way around town and country. However, the enjoyment of that smooth acceleration curve up to and beyond 100 m.p.h. will return something less than 17 m.p.g., despite the fact that the car feels entirely unstrained until 6,000 r.p.m. is exceeded—the magic "ton" being approximately 5,000 crankshaft revolutions a minute.

Standard equipment with a Bullit conversion starts off with legally required items such as seat belts (inertia reel variety), four months road tax and number plates. The exciting parts start with a Stage 2 engine conversion giving a claimed 190 gross b.h.p., which corresponds to an installed (DIN) figure of 170 to 175 b.h.p. at 6,500 r.p.m. Modified cylinder-heads using standard parts and compression are included along with a high-lift camshaft, re-choked and jetted carburetter and appropriate inlet manifolding, new gaskets and bearings, plus a clever exhaust system incorporating a crossover, or balance pipe close to the engine down piping. The balance pipe has the effect of giving a small power bonus (approx. 4 b.h.p.) when incorporated into a more efficient twin pipe system and also smooths out the exhaust note so that it never intrudes unduly upon the car's occupants, or those outside. Broadspeed director and founder of the conversion side, Ralph Broad, told us how the firm was established in 1927, to continue as successful BMC dealers and subsequently as competition experts when Broad took over the business from his father during the 1950s. By the early 60s, Broad had switched his allegiance to racing Ford Anglias in Group 5 trim, so that the business subsequently followed on their success with Ford products. Today the concern are Ford Dealers and AVO Dealers as well, operating from £250,000 modern premises at Southam, not far from Banbury. Broad says that the main clientel for the car have come from the professions.

The suspension, steering and braking modifications are successfully aimed at making the ride more pleasant, yet firmly controlled, whilst the crossmember is removed, rebushed and re-installed to give 2½ deg. of castor (the Ford setting is almost without castor in the interests of light steering on a nose-heavy car) and a shade of negative camber. Armstrong Adjustaride 22 telescopic shock absorbers are fitted at the rear. The car sits slightly lower on its haunches and a smaller diameter roll-bar is fitted at the front to cut most of the car's normal understeer down to the point of astonishingly neutral handling for its 43/57% weight distribution.

The braking changes consist of reduced rear drum lining area and DS11 pads, the front to rear brake balance is dramatically altered, with the result that we never managed to lock the wheels, whereas the standard product is certainly capable of this vice, given a panic situation and poor road surface. Summing up the changes the company had made to the Ford, Broad said, "our object is to try and make the car follow the road in the same way as we make it follow the throttle".

The last group of standard Bullit items were all primarily aimed at improving the looks . . . in one way or another. The front of the Capri



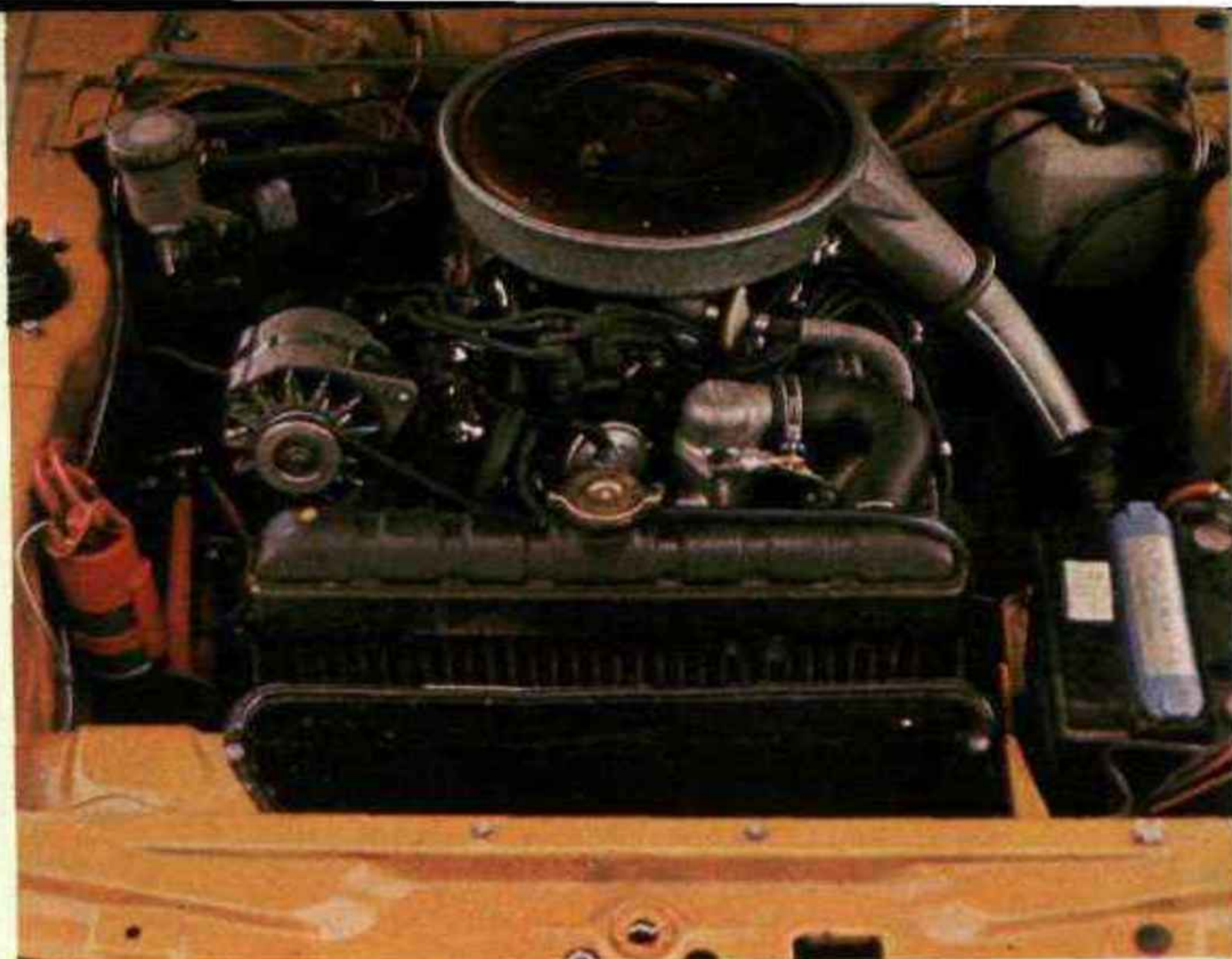
has a new lower panel incorporating recessed quartz-iodine driving lamps from Lucas and similarly treated reflective number plate: the air dam is also incorporated, but this £9 foil can be moved from Capri to Capri without bodywork damage. Normally, a pair of Cibie Caprima headlamps, also with quartz-iodine bulbs, would be installed as well but they had most regrettably been removed for our test. A special paint job is also part of the work, using a standard Ford colour as a base for a contrasting pin stripe and black bonnet job which extends around the rear side windows. Finally, the basic price includes those rear window louvres.

Optional extras on our Bullit were a set of five Minilite wheels with 6 in. rims (195 section Goodyear G800 GP tyres were fitted) which cost £120, a pair of fabulously comfortable Restall bucket seats with cloth centre sections at £50; prototype centre console holding stereo-tape deck (£50), clock, oddments compartment and two rocker switches—the console being priced at £20. A sturdy and small diameter leather rim steering wheel looking very functional in all black (£11), the vital and efficient, though noisy when cutting-in, Wood Jeffries fan (£17); dual note air horns which could be switched from one note pattern to the other in a brilliant move which is obviously designed to frighten fellow road users into baffled submission and costs merely £9.45. From Ford there was a sunroof, the rest of the items of extra luxury coming from the selection of a 3000E as a building base.

Broad laid on a very convincing display of the Bullit's abilities before we left the rural Southam air. We were able to watch as the engine pulled from a shade over 1,000 r.p.m. in fourth gear, which is a speed of 20.7 m.p.h. on the production 3.22:1 final drive, to 2,000 r.p.m., at which point the exhaust takes on a more urgent note, pulling the Capri up to 110 m.p.h. and approximately 5,500 r.p.m. in the same gear.

Settling into those superb seats for the first time we found all that we needed was easily operated by the movement conferred by the inertia reel belts. We particularly admired the neat installation of the electric fan warning light alongside the handbrake's similar light. Production instrumentation was retained, the water temperature normally staying within the centre of the dial unless the car was consistently cruised in excess of the standard rev. limit at 5,750 r.p.m. Oil pressure stayed steady at 60 lb. per sq. in., save when the level was low in the sump and the gauge immediately showed its distaste for such a state of affairs by swinging during acceleration and cornering. The steering column lock on the 3-litre is not as badly sited as those on the GT6/Spitfire range, but when it refused to yield to all but a skilled Ford Boreham mechanic I found myself echoing colleague Andrew Marriott's sentiments on these fiddling devices. Surely any car-thief worth his ill-gotten gains can unlock the steering just as quickly as they can admit their unlovely presence to any other part of a car?

Starting hot or cold never gave a moment's trouble and, thanks to that electric fan, warm up was much improved and the horrible whine of the standard Capri's mechanical effort banished. Acceleration is of the flashing variety in the Bullit and the improvement over the standard product is thoroughly worthwhile, the latter car hardly qualifying as a motorised mimser anyway. Those who like facts and figures can add up the seconds saved throughout the range from the tables at the end. Far more important to the tester was that the runs were made with no effort and only the slightest indication of axle tramp. On the road we found that the other traffic was apparently all travelling at 00.1 m.p.h. and this led to a few interesting exercises in testing the Bullit's brakes and dodging ability, both of which are in that legendary bracket where it is found that the car assists one out of trouble, instead of dropping



the unfortunate conductor into the mire, should he plumb the depths of stupidity.

In fact, the Bullit is so much fun to drive that it would probably bore you all to recount its perfect balance whilst cornering on the limit (strictly a test track exercise if officialdom is in the habit of writing unpleasant things within the blank pages of your licence), uncanny peace whilst cruising at anything below 110 m.p.h.—and it's mainly the sunshine roof which upsets the harmony, the buffeting from this source being bearable, but not particularly pleasant, at a steady 120 m.p.h.

With the wide power band provided third gear can cover that 34 m.p.h. second gear gap between the two ratios. The maximum of close to 95 m.p.h. in third gear gives one an idea of the effortless and efficient overtaking capabilities offered. The time of seven seconds which it takes to accelerate from 50 to 70 m.p.h. in fourth gear also effectively illustrates the car's flexibility and is 0.7 sec. faster than the standard Capri 3-litre, which shows that the camshaft and breathing arrangements have not suffered at low speed, whilst providing 6,500 r.p.m. and tyre melting take-off. The gearchange was completely acceptable and seemed to be above the average UK standard, though Broad is hoping to produce a closer set of ratios which would probably have the effect of making this Bullit a match for all but the hottest American pony cars, until 80 or 90 m.p.h. at least, when the effect of six or seven litres is bound to make itself felt.

Judged overall, the Capri suffered more than its fair share of minor ailments which would be rectified by Ford under warranty (the bonnet lock jammed intermittently as an example) but surmounted these by its excellent performance and general balance. The car we tried is just an example of Broadspeed's talents, for the intention is to tailor each car exactly to the customers' requirements. Seating, steering wheel design and even a camshaft for automatic transmission can all be specified, as can a £40 limited slip differential which would really ice the cake. With an enormous variety of Ford variations on the Capri theme that are available and the sophistication that Broadspeed can offer, I think the modified 3-litre Capri could well carve out a highly desirable niche in market and make a lot of owners extremely glad they are keen enough to have their production cars improved.

J. W.

#### PERFORMANCE FIGURES

m.p.h.	seconds	Gear speeds :
0-30 ..	2.8 (3.0)*	1st .. 42 m.p.h. (39)*
0-40 ..	3.9 (5.0)	2nd .. 60 m.p.h. (53)
0-50 ..	5.5 (7.2)	3rd .. 94 m.p.h. (83)
0-60 ..	7.2 (10.2)	4th .. 126 m.p.h. (114)
0-70 ..	10.1 (13.6)	Overall m.p.g.: 16.6 (19.2)
0-80 ..	12.9 (17.8)	
0-90 ..	17.3 (25.6)	
0-100 ..	23.2 (39.8)	

Standing quarter-mile : 16.1 sec.

Speedometer error : 3 m.p.h. slow at 70 m.p.h.

Converter : Broadspeed Ltd., Banbury Road, Southam, Warwicks.

Prices : Commence at £1,825, test car valued at £2,400.

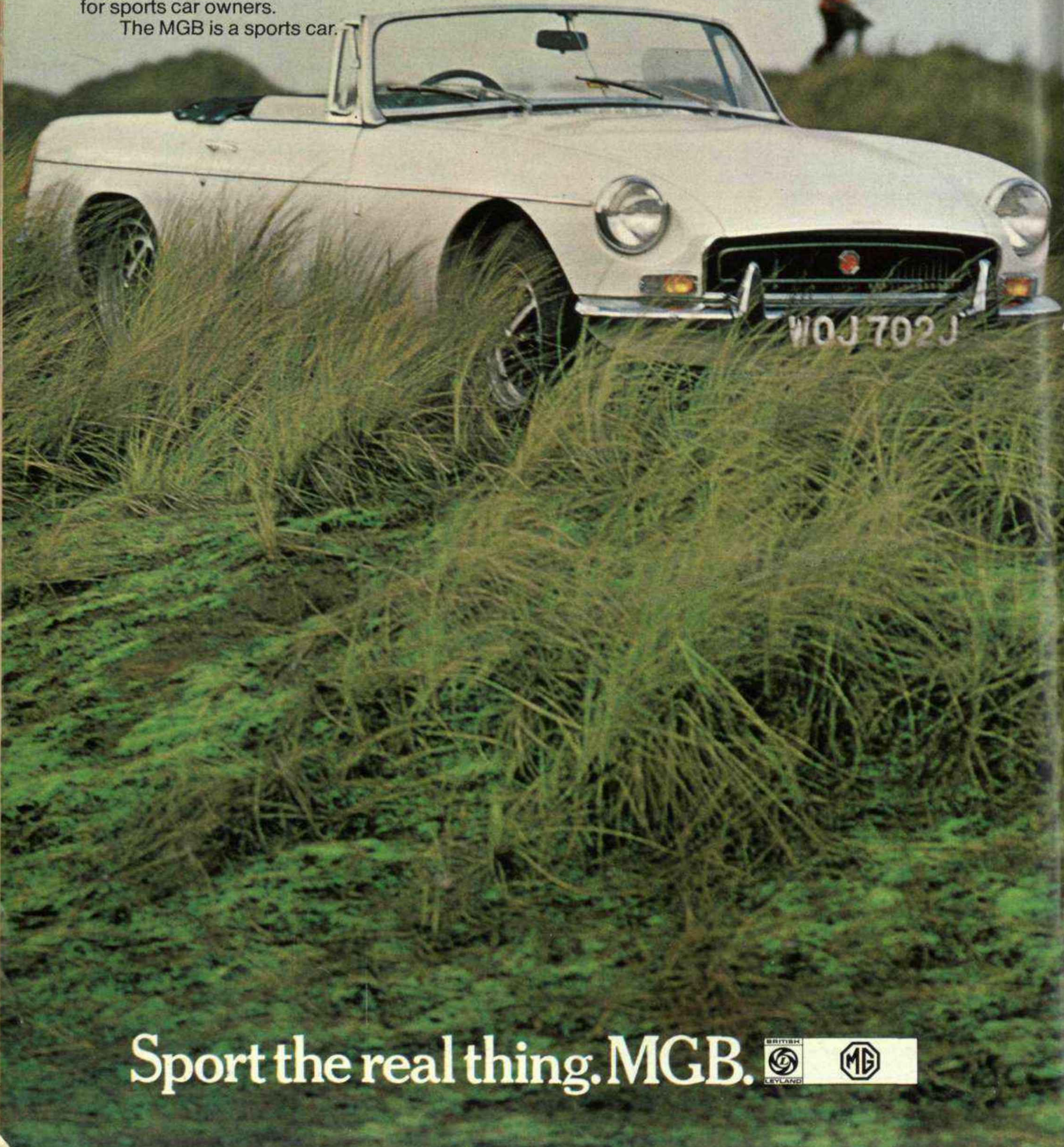
\* Figures in brackets refer to a production Capri 3000 GT XLR.





A sports car is a motor vehicle, usually two-passenger, which has been designed to give the serious driver a standard of performance markedly higher than that of ordinary motorcars. In recent years it has become accepted that a design which includes a noticeable degree of comfort, even luxury, can make high performance motoring an increasingly satisfying experience for sports car owners.

The MGB is a sports car.



Sport the real thing. MGB.







## SWEDISH RALLY

STIG BLOMQVIST is currently the fast man of the Saab team. Whilst other, more powerful cars were floundering in the soft snow of the first leg, he forged sure-footedly ahead to build up such a lead that in the second half, on firmer snow, he was beyond striking distance.

THE OPEL KADETTs of the Swedish GM Dealers' Association were just as forcefully driven, and as reliable, as they were on the RAC Rally in November. This one, in the hands of Ove Eriksson and Börje Österberg, was fifth overall, a radar speed trap directed against rally cars by an over-zealous Swedish police accounted for 300 of their penalties.







IN THE VILLAGE of Rö there are two famous rallying families, the Waldegårds and the Nyströms. This BMW was driven to second place by son and father Nyström, Lars and Gunnar, the former having been co-driver to Björn Waldegård and the latter to his father. The car was entered privately and was supported by Swedish dealers and German mechanics.

A SUDDEN ARRIVAL in Swedish rallying is a young man called Per-Inge Walfridsson who was, prior to this event, second to Blomqvist in the Swedish Championship. He drove his outclassed Volvo 122 remarkably well and finished eleventh. Moments after the photograph was taken the car twitched, removed the stick in the left foreground and nearly ended the career of our photographer.





# Stuart Turner talks about oil pressure and how Castrol GTX keeps it up.



WHEN YOU RUN A TEAM OF COMPETITION CARS, OIL PRESSURE IS ONE OF THE LAST THINGS YOUR DRIVERS SHOULD HAVE TO WORRY ABOUT. THEY'VE ENOUGH ON THEIR MINDS AT THE BEST OF TIMES.

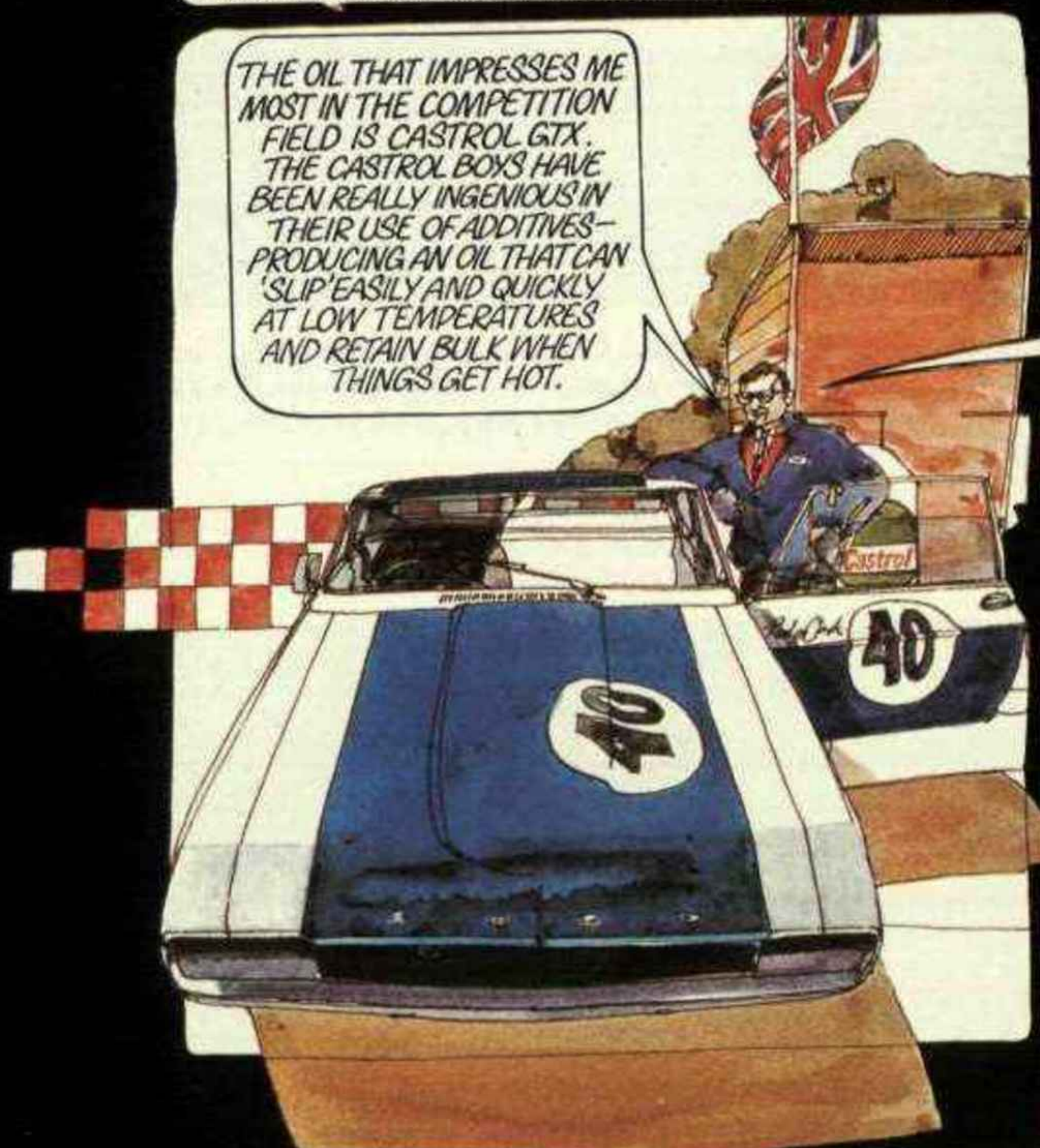
WHAT THEY WANT TO SEE ON THE OIL PRESSURE GAUGE IS A SATISFACTORY LEVEL IN ALL TEMPERATURES AND DRIVING CONDITIONS.



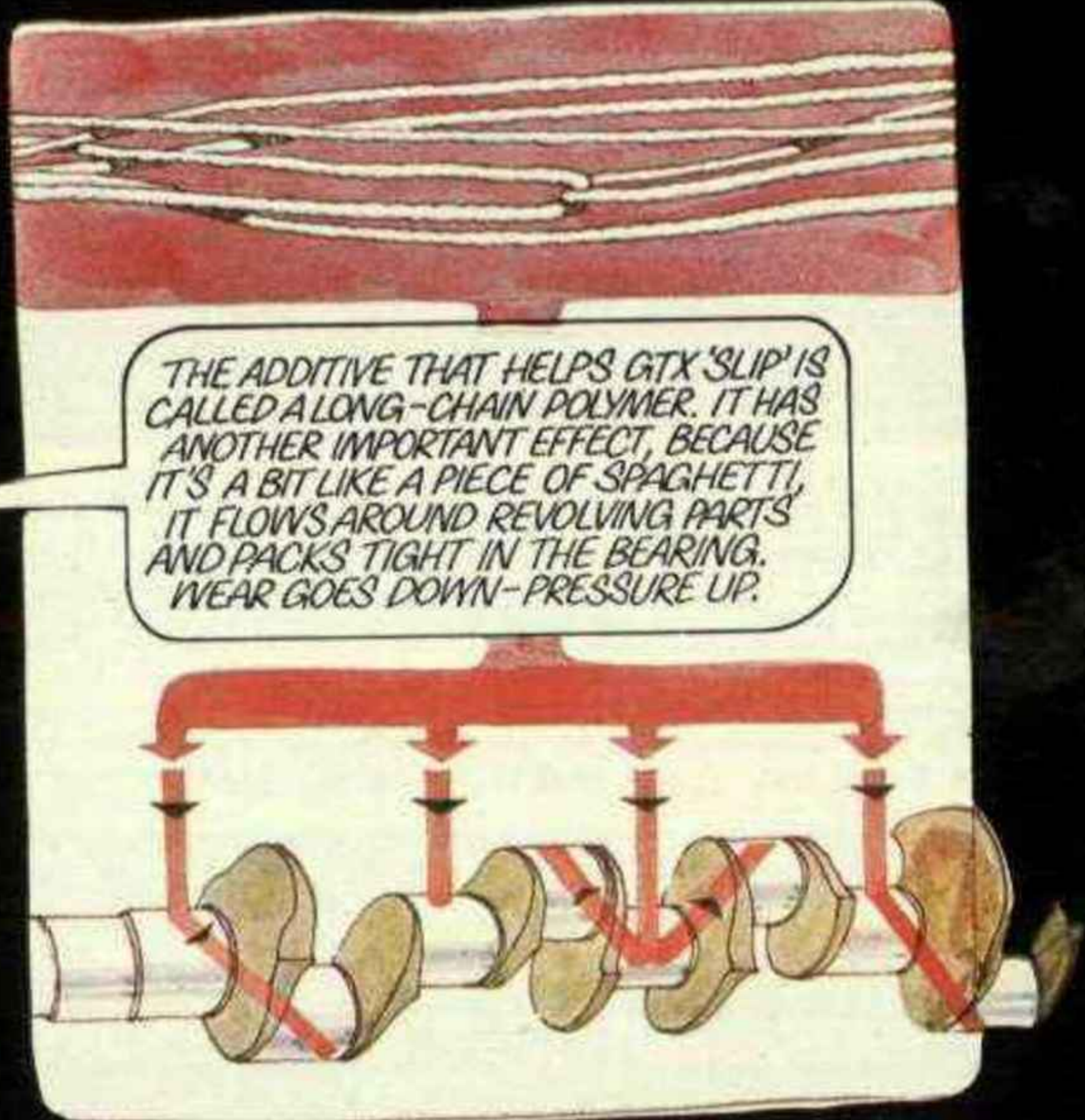

**Ford OF EUROPE MOTOR SPORTS**

STUART TURNER IS DIRECTOR-MOTOR SPORTS-FORD OF EUROPE.

THE OIL THAT IMPRESSES ME MOST IN THE COMPETITION FIELD IS CASTROL GTX. THE CASTROL BOYS HAVE BEEN REALLY INGENUOUS IN THEIR USE OF ADDITIVES—PRODUCING AN OIL THAT CAN 'SLIP' EASILY AND QUICKLY AT LOW TEMPERATURES AND RETAIN BULK WHEN THINGS GET HOT.



THE ADDITIVE THAT HELPS GTX 'SLIP' IS CALLED A LONG-CHAIN POLYMER. IT HAS ANOTHER IMPORTANT EFFECT, BECAUSE IT'S A BIT LIKE A PIECE OF SPAGHETTI, IT FLOWS AROUND REVOLVING PARTS AND PACKS TIGHT IN THE BEARING. WEAR GOES DOWN—PRESSURE UP.



IN THE WORLD OF MOTOR SPORT, WE HAVE TO RELY ON THE PEOPLE WITH THE MOST EXPERTISE IN THEIR FIELD. THAT'S WHY WE CHOOSE CASTROL FOR LUBRICATION. AS FOR GTX, WE THINK IT'S THE BEST OIL THEY'VE MADE.



WE RELY ON CASTROL, WHY DON'T YOU?

# Get GTX The High Performer







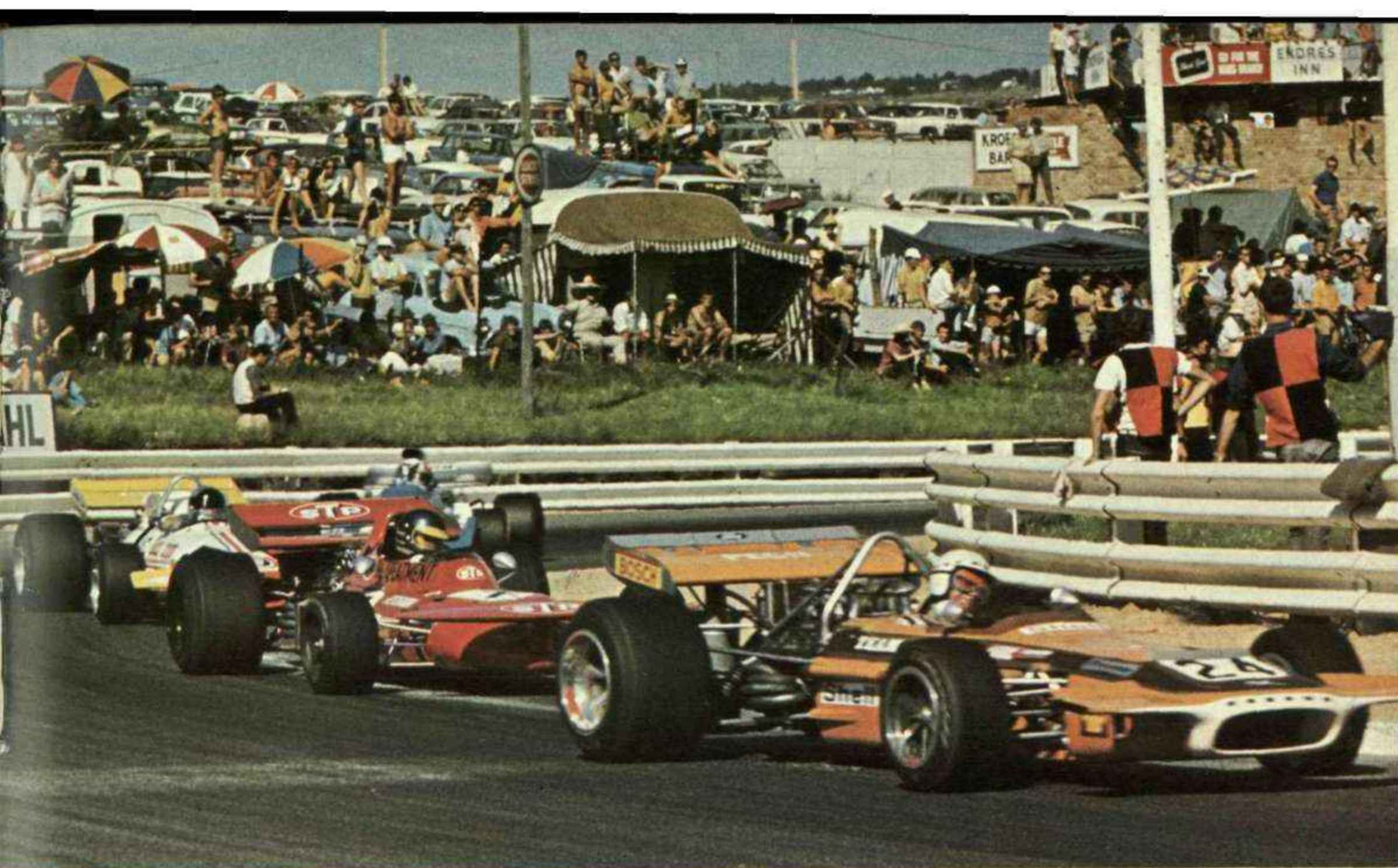
## **SOUTH AFRICAN GRAND PRIX**

**THE WINNER.**—Mario Andretti fulfilled the promise that has long been expected of him in Grand Prix racing by winning at Kyalami. It was the three times American Champion's first drive for the Ferrari Formula One team. His two team mates, Regazzoni and Ickx, also finished.

**FERRARIS TO THE FRONT.**—Both Jackie Stewart and Chris Amon were very slow off the front row of the grid. Meanwhile Regazzoni takes the lead with Fittipaldi's Lotus and Hulme's McLaren tucked in behind. The rest of the large, 25-car field accelerates away in their wake.

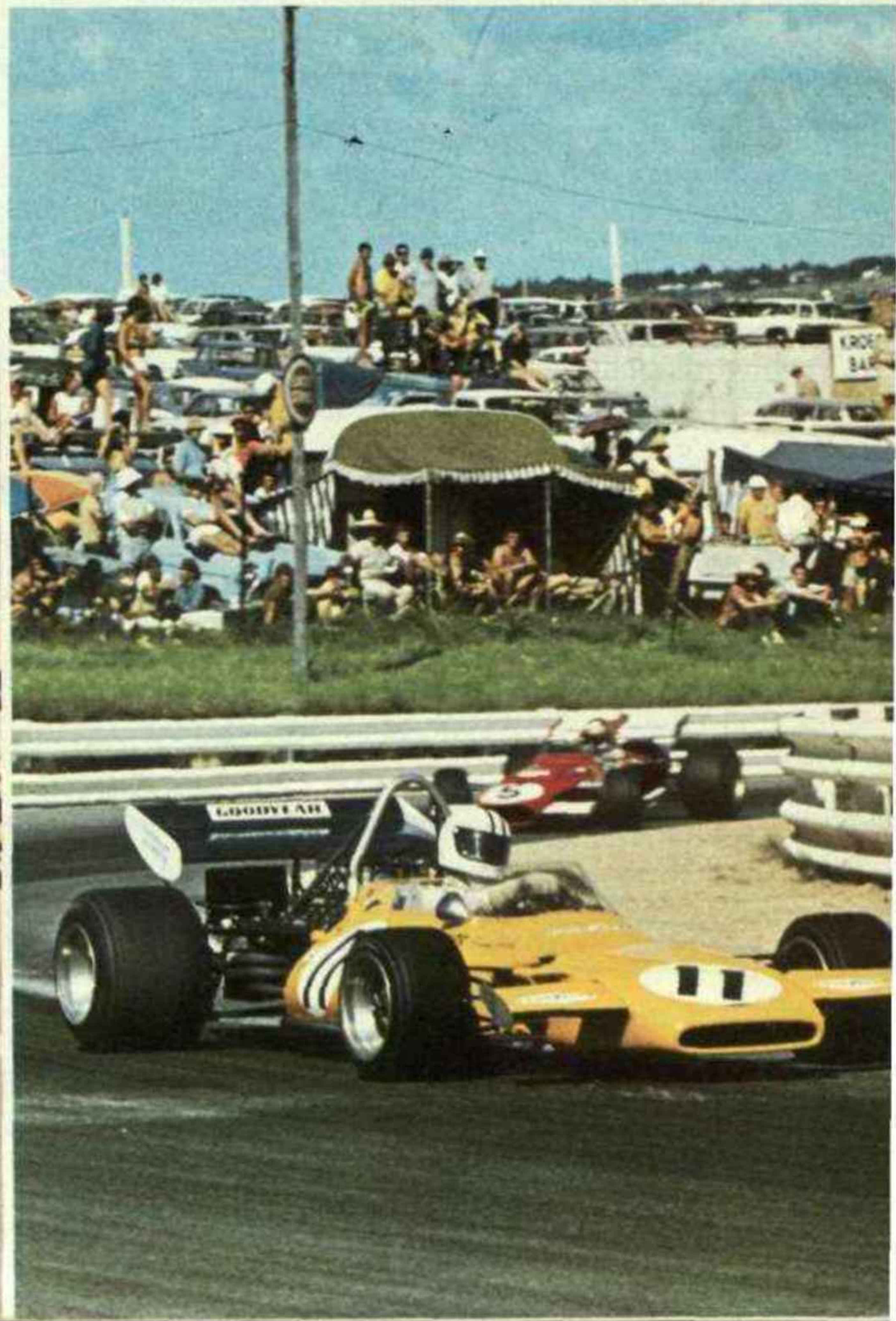






OLD MARCH leads new March. Former South African Formula One Champion John Love in his private March 701 leads Ronnie Peterson in the new works March 711 and Dave Charlton's Brabham BT33.

ALMOST A WINNER, Denny Hulme's McLaren M19 was robbed of victory by a broken bolt in the rear suspension. Following Hulme is Regazzoni's Ferrari.







ANDREA DE ADAMICH'S March 711-Alfa Romeo ran throughout and finished 13th. The futuristic bodywork was largely discarded.

OPPOSITE LOCK Tyrrell style. Jackie Stewart who finished second in the Tyrrell-Cosworth.

OPPOSITE LOCK Matra style. Chris Amon in the Matra-Simca V12 with revised front bodywork. Amon finished fourth.

SLIPSTREAMING.—Francois Cevert in the second Tyrrell has John Surtees' new TS9 in his slipstream. Surtees lay second for many laps before retiring, while Cevert crashed.





# THE NEW JAGUAR V12

*NEW LOOK MULTI-CYLINDER.—The 8 ft. 9 in. wheelbase V12 Jaguar Series III 'E'-type in 2 + 2 form, on the road.*



## THE JAGUAR V12 ENGINE

### Technical Description

FOR SOME considerable time rumour implied that Jaguar were working on a vee engine to supplement or succeed their illustrious twin-cam XK six-cylinder power unit. It was not at first known whether this would be a V8 or a V12, but the truth is out—the new engine is a 5.3-litre V12 with two (not twin) o.h. camshafts, for installation alongside the famous XK six in a revised E-type and ultimately, but not necessarily this year, in the fast-selling XJ saloons—one hesitates to say it at the present time, but a 12-cylinder XJ Jaguar, if sold at Sir William Lyons' traditional competitive price, might well constitute a tough rival for the V8 Rolls-Royce Silver Shadow. However, that is for the future . . .

Work began on an experimental racing-type 4-cam V12 designed by W. M. Heynes and C. W. L. Baily in the early 1960s, this 5-litre fuel-injection engine producing over 500 b.h.p. at 8,000 r.p.m. after only limited development. But it would have been unduly bulky for the E-type, and costly to produce, the latter being the reason for terminating production of the Turner 2½-litre and 4½-litre V8 Daimler engines by British Leyland.

Instead, Messrs. Hassan and Mundy were asked to prepare another V12, easier to make in quantity and giving the sort of power output available from the 4.2-litre XK engine in competition guise, while providing new parameters of smoothness, mid-range torque and quiet running. The outcome is the new 90 × 70-mm. (5,343-c.c.) engine, developing 272 (DIN) b.h.p. at 5,850 r.p.m. and 314 gross b.h.p. at 6,200 r.p.m. on a 9-to-1 c.r. Maximum torque of 349 lb./ft. (304 DIN) is achieved at 3,600 (3,800) r.p.m. Maximum BMEP is 141 lb./sq. in. (DIN), 161 lb./sq. in. SAE, at 3,600 r.p.m.

The new V12 has several outstanding design and construction features, of which the most notable are: (a) The use of Lucas "Opus" Mk. II transistorised ignition; (b) the use of aluminium for the cylinder blocks, cylinder heads, tappet blocks and cam-covers, etc.; (c) camshafts and tappets running directly in the alloy tappet blocks; (d) oil-cooling achieved by passing water from the cooling system through a heat-exchanger; and (e) a Jaguar oil pump of "crescent" gear-type.

In evolving this engine experiments on single-cylinder rigs showed that a single o.h. camshaft actuating in-line vertical valves offered cost, space and weight saving over a twin-cam layout and it was adopted after much research, and has some similarity to Coventry-Climax

racing engines, with which both Hassan and Mundy were well acquainted. This valve layout was tried initially with a 10.6-to-1 c.r., and the engine ran happily on 99-octane fuel. This was reduced, first to 10 to 1, then to 9 to 1 for the production engine, enabling 97-octane petrol to be used. After fairly deep bowl-in-piston combustion chambers had been tried, more power was obtained with shallower chambers of greater diameter. Single-cylinder experiments also showed that with this head the sparking plug was best located near to the centre, firing from the inlet side, which multi-cylinder research confirmed.

While in the experimental stage exhaust emission for the USA, Canadian and Swedish markets was taken into account, the Lucas transistorised ignition being favoured largely for its benefits in this connection of consistent timing over big mileages, which two-phased six-cylinder distributors did not maintain on the 4-cam racing engine. Carburettors were also better than fuel injection in respect of a cleaner exhaust. The air-injection method of oxidising unburnt gas has been adopted for the Jaguar V12.

To enlarge on the significant aspects of the new engine outlined as (a) to (b) above, the **Lucas transistorised ignition** features for the first time on a volume-production car. Developed from F1 racing practice, it copes with the V12's demand for 600 sparks per second at 6,000 r.p.m., with a capacity of up to 700 a second, while dispensing with conventional contact-breakers, so that timing is constant for the life of the engine. The **light-alloy construction** saves 116 lb. over a similar c.i. cylinder block and the V12 weighs only 80 lb. more than a 4.2 XK engine in similar rig. Jaguar say they expected noise problems but installed in the car no difference is detectable—implying that both iron and alloy V12s were built. The cylinder block is an alloy casting, with wet c.i. liners. The heads are sand-cast alloy with 40° inlet ports; the valve guides are c.i. and the 90° valve seat inserts of sintered iron. The tappet blocks are of die-cast alloy, and include the seven camshaft bearings, which have die-cast alloy caps. The bucket-tappets are chilled c.i., working directly in the tappet blocks. It is claimed that, apart from compactness, the single o.h. heads save 22 lb. each over twin-cam heads. The **oil heat-exchanger** is of cast aluminium, beneath the shallow front portion of the sump, cooling water from the radiator passing over its fins, in an integrally-cast 1½ in. dia-tunnel. This oil-to-water system drops oil temperature by 22°C. for a rise in water temperature of just over 1°C. The **oil pump** is like those often used in automatic transmissions and permits a less critical end-clearance than the normal gear-type pump, nor does it require an extra drive, as it is keyed to the crankshaft.



To continue with a general description of the engine, it is a conventional 60° V12 with a 3-plane forged-steel crankshaft running in seven 3-in. journals, with c.i. four-bolt bearing caps. The centre and rear mains are 1.2-in. wide, the remainder 1-in. wide. The con-rods are paired, on 2.3-in. diam journals, all bearings being of copper-lead. The Tuft rided crankshaft is balanced statically and dynamically and has a rubber/steel vibration damper. The front seal is a lip-type, the rear seal of asbestos rope. The forged-steel I-section con-rods have bronze-bushed little-ends. The Hepworth and Grandage pressure die-cast alloy pistons each have three rings, and the combustion chamber is in the crown surface, bore surface between piston and head, and the area of head defined by the bore periphery.

Each head is attached to the block by 26 studs. The camshafts operate the valves direct through bucket tappets, with shim adjustment. The camshafts are driven by a single-stage duplex 9.5-mm. pitch endless chain, tensioned by a new type of Morse tensioner incorporating a Nylatron GS blade and anti-backlash device, from a 21-tooth crankshaft sprocket. Jaguar contemplated belt-drive but considered the pulleys required too wide for the V12's installation clearances and preferred a drive they are familiar with, especially in conjunction with the latest Morse control of the chain (which exceeds a 5½-ft. run), this using the "creep" properties of thermoplastic polymers and having a rod to take care of "back-drive" when the engine stops rotating—it is used also for the VW K.70, one believes. There is vernier adjustment of the camshaft timing. Valve crash speed is 7,840 r.p.m.

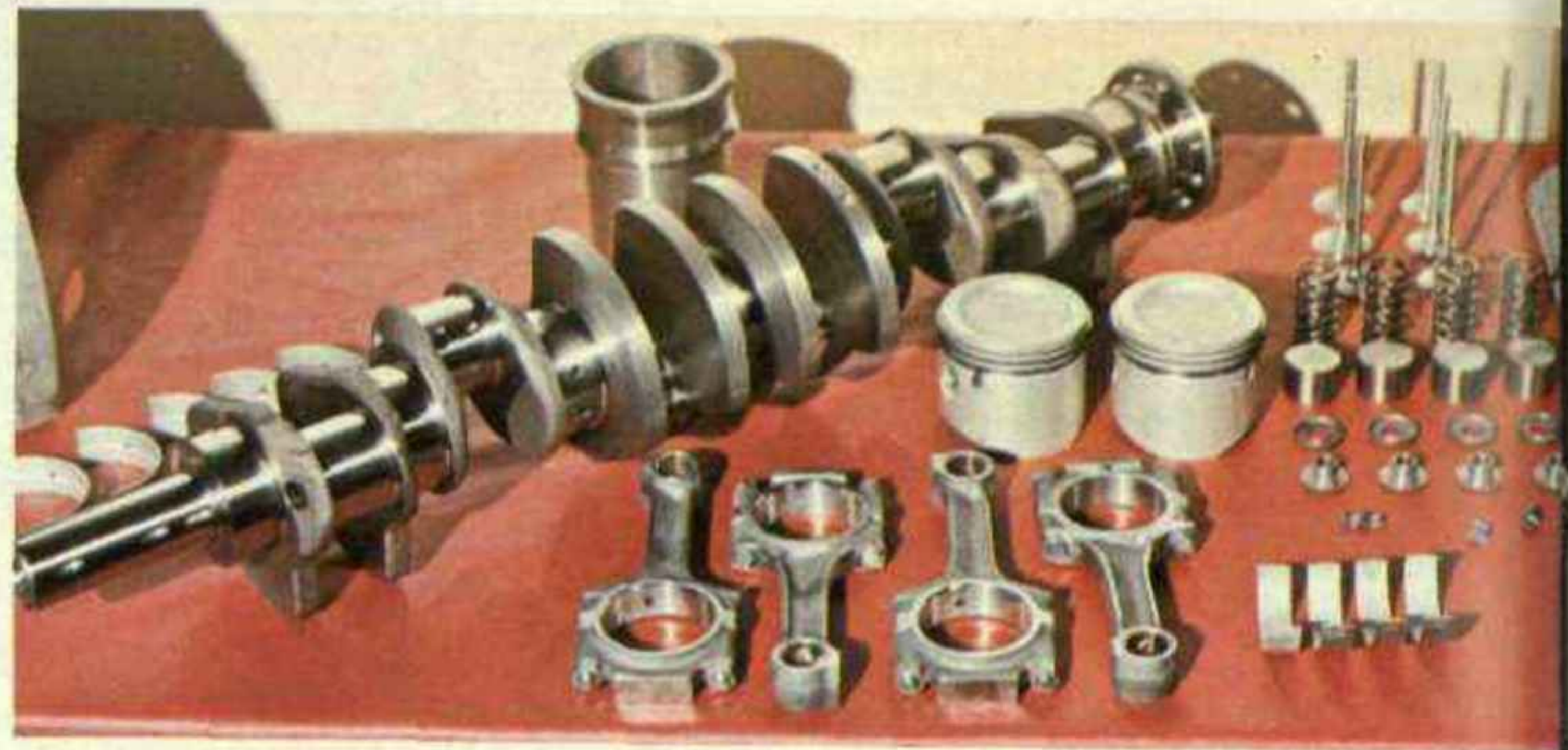
The lubrication system works at up to 70 lb./sq. in. (the oil gauges of the two E-types I drove never came off maximum readings) supplied by the pump on the front main bearing housing. Delivery is approximately 16 gallons a minute at 6,000 r.p.m., when some eight gallons are fed to the heat-exchanger every minute. The valve-gear is supplied at approximately 15 lb./sq. in. with spillage to the tappets. A Tecalemit full-flow filter is incorporated in the system. At the front of the engine a jack-shaft is driven by both sides of the timing chain. It runs in white-metal bearings. Auxiliaries are belt-driven from the nose of the crankshaft, twin vee-belts being used for the Butec A7/1A alternator, which has a 60-amp capacity at 10,000 r.p.m., equal to 4,800 engine r.p.m.

The centrifugal impeller-type water pump feeds both banks of cylinders, its maximum output being 90 gallons per minute at 6,500 r.p.m., reducing to 18 g.p.m. at 1,000 r.p.m., in each case with the thermostats fully open.

Carburation is by four Zenith 175CDSE carburettors, two on the outside of each block, a position necessitated by scarcity of space between the vee, although the inlet ports are on the insides of the blocks, the resultant long inlet manifolds being welcomed as contributing to effective torque in the middle speed ranges. Air filtering is by AC Delco, in Jaguar casings. The four 3-branch inlet manifolds are water heated, at about 100°C. Fuel feed is by SU AVF 106 electric pumps, at 1.5 lb./sq. in. The exhaust manifolds are on the outside of the cylinder blocks, with paired pipes per bank to two main exhaust pipes.

The engine weighs 680 lb. with ancillaries and full exhaust emission equipment and measures 44 in. × 39 in. × 27 in. or 38 in. × 33 in. × 26 in. without emission pump, in both cases without gearbox. The firing order is 1A-6B-5A-2B-3A-4B-6A-1B-2A-5B-4A-3B, reading "A" as the o/s bank, front. The valve timing is inlet: 17° BTDC, 59° ABDC; exhaust: 59° BBDC, 17° ATDC. The inlet valves are of EN52 silicon chrome steel, the exhaust valves of 21-4WS austenitic steel, both having a dia. of 7.74 mm., the lift being inlets 4.18 cm., exhausts 3.46 cm. Tappet clearances are 0.30 to 0.35 mm., cold. The distributor for the Lucas "Opus" ignition is a 36DE12, the coil a Lucas oil-filled 13C 12, and the engine is started by a Lucas pre-engaged M45G starter fed from a Lucas RXCA 55/8 battery. The sparking plugs are 14 mm. Champion N9Y and the lubricating oil specified is SAE 20W50 in hot climates, SAE 10 W 50 in cold climates. There is a normal carburettor enrichment. The engine idle is 650 r.p.m. or 750 r.p.m. with automatic gearbox.

From the foregoing it will be appreciated that Walter Hassan, OBE, A.M.I. Mech. E, and Harry Mundy, A.M.I. Mech. E, MSAE, MSIA, have produced a significant engine. Clearly the need for maximum power has been balanced against volume-production facilities and it has been borne in mind that the day of the complex production engine is perhaps numbered, even when having an extravagant number of cylinders—Lamborghini went to a V8 with belt-driven o.h. cam-



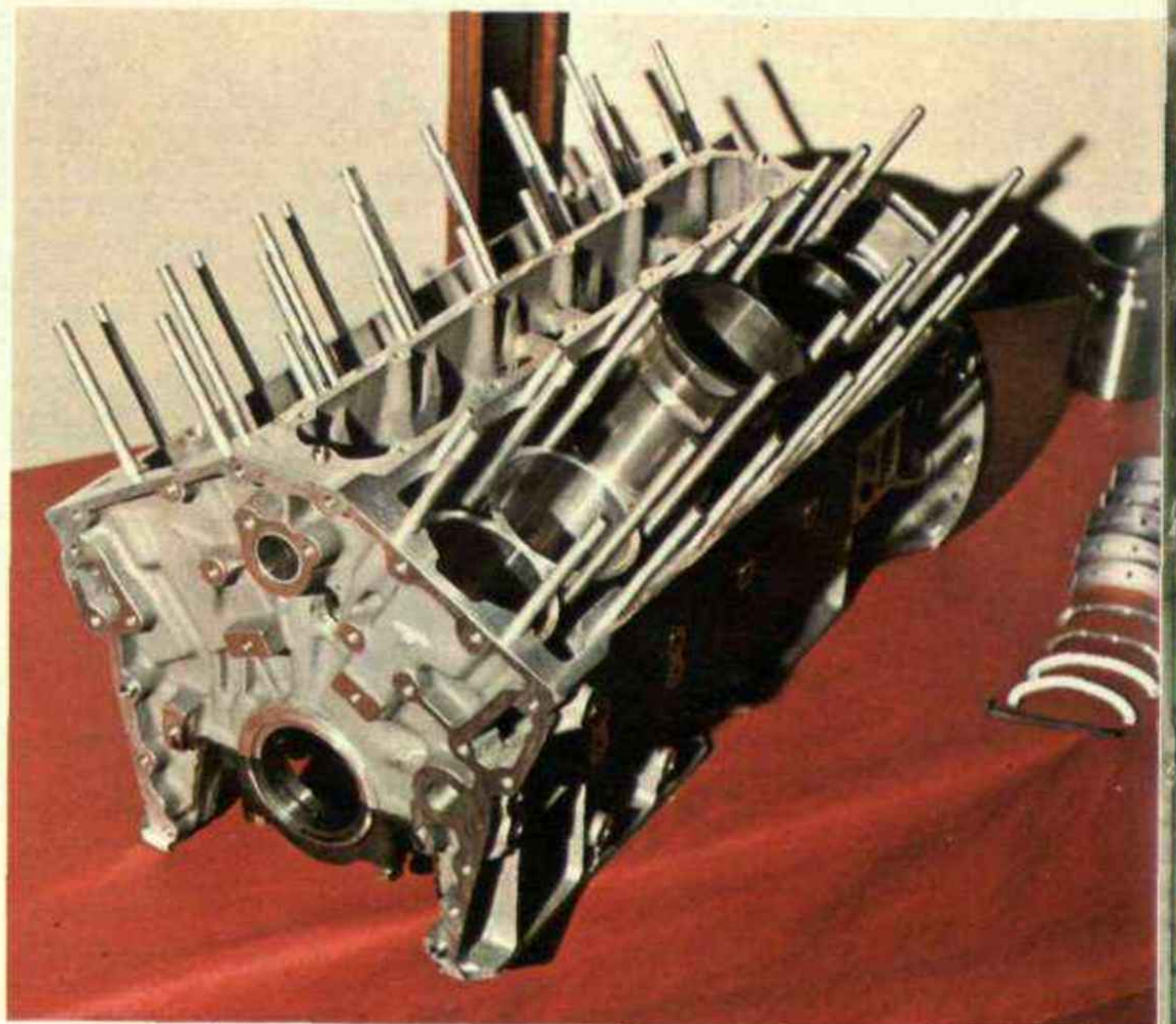
THE "INSIDES".—Engine components of the Jaguar V12 power unit laid out for the critics to inspect. Note the piston crown recessed to form part of the combustion chamber—we understand that Harry Mundy does not like this shallow chamber referred to as "bowl-in-piston" or "torroidal".

shafts when introducing a 2½-litre car, and Ferrari has a six in the Dino.

#### How the Jaguar V12 Engine is Made

One of the most encouraging aspects of the Jaguar V12 story was to find a half-dozen or so of the new power unit running on the production test-beds and a great many more complete at the Radford factory well over a month before announcement date. The new engine is being made in a new machine shop equipped at a cost of nearly £3-million. The output target is 170 to 180 V12 engines per week of single-shift working, with a future optimum of 1,000 per 80-hour (two shift) week. Cylinder blocks are machined on three Archdale 57-station transfer machines, cylinder heads on a 42-station Huller transfer machine, costing nearly £700,000. Five special purpose Cincinnati machines do the initial milling of the blocks. The three previously-mentioned Archdales, with 18, 6, and 33 stations respectively, drill, seam, tap, mill and bore the blocks. A Weatherly horizontal broacher is used for sump face and bearing-cap locations and Desoutter and Ingersoll-Rand stud insertion and nut runners fit bearing cups. Cylinder liners are bored to a location tolerance of 1½-thou. in. Cylinder liner seating faces are given + or - ½-thou. in. An electric oven heats the heads to 180°C for fitting the valve inserts. Much final machining is done on Huller borers, valve guide locations being to + 0.0005 in. to -0.0002 in., on a six-spindle

The light-alloy cylinder block of the 60° Jaguar V12.







*ON THE ASSEMBLY LINE.—The Jaguar V12 engine being lowered into the Series III chassis frame, whereas with the earlier 'E'-types the car was lowered onto the XK power unit.*

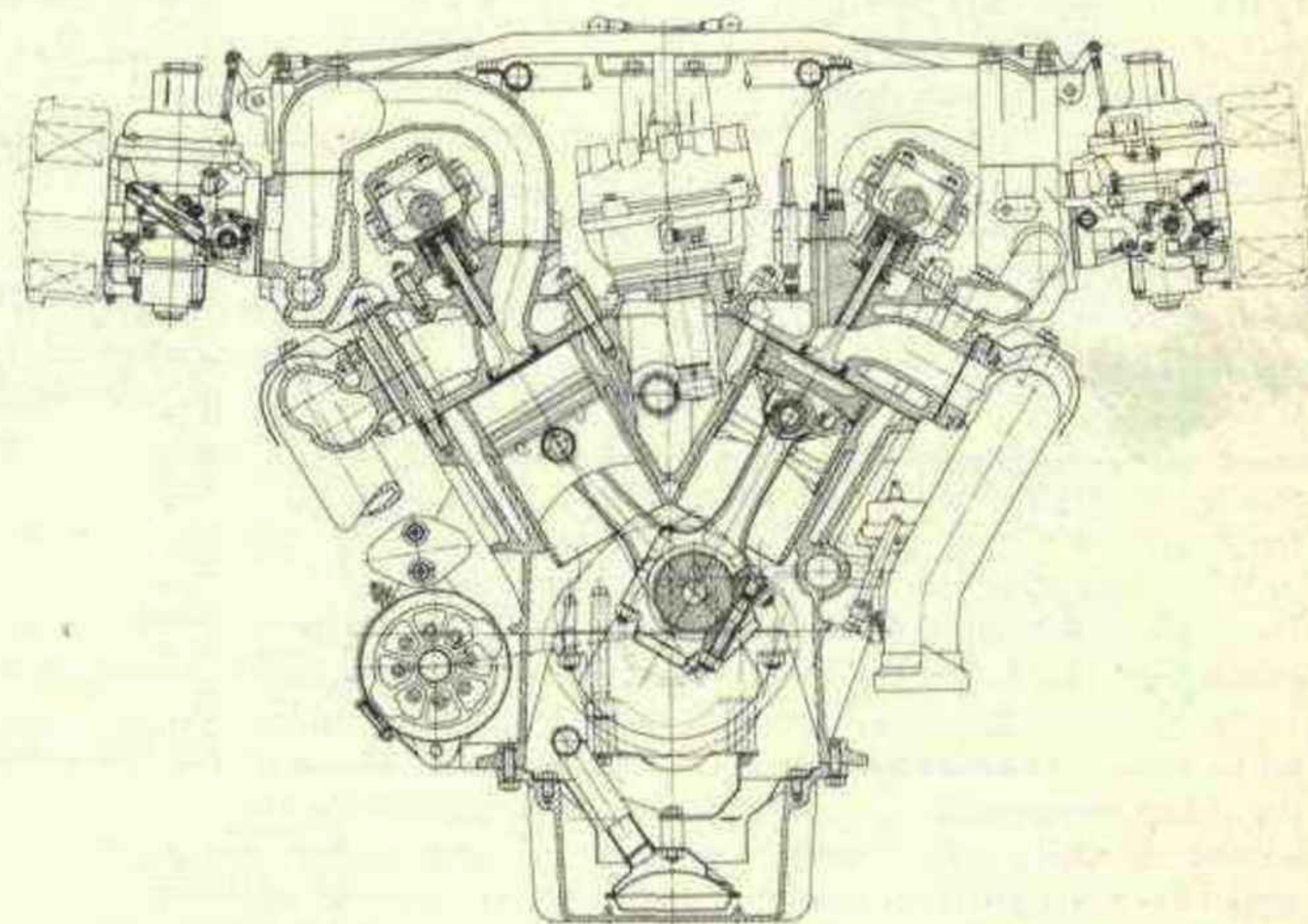
made. Idle speed is set at 500 to 600 r.p.m. and, with the vacuum advance pipe disconnected, the ignition timing is set; the vacuum pipe is then replaced and the engine idle speed re-set. Manual gear-boxes have already passed noise and operational tests, and a check is now made to ensure that the gear-lever movement is functioning correctly. The engine/gearbox unit is then coupled to a dynamometer and run at quarter-load for 20 minutes at 2,000 r.p.m. and for 20 minutes at 2,500 r.p.m.; a further run at half-load (still at 2,500 r.p.m.) occupies another 15 minutes. The carburetter dashpots are topped up after these tests, and the carburetters are set for their correct idle speed. An automatic transmission test is carried out at 1,200 r.p.m. in "Drive", and here the line pressure is set. Manifold depression is also checked under these conditions. The automatic box is then checked for operation in all ratios. In a final power-output check, the engine is taken up to 3,000 r.p.m. under full load. Test reports are completed, temporary attachments are removed, and the unit is taken from the test shop and sprayed with protective material before being transported to the Browns Lane assembly plant by special trailer. Final detail engine adjustments are made during the two road tests to which all completed Jaguar cars are subjected.

From the foregoing it will be appreciated that Messrs. Hassan and Mundy, directed originally by Heynes and Baily, have evolved for Jaguar a significantly compact, 300-b.h.p. V12 engine which is well contrived for volume output on modern transfer machinery. I wish it well.—W. B.

borer. Crank-pin milling is done in one operation on a GFM twin-headed miller and oil-ways are drilled to a pre-set feed rates on a 16-station Kearney and Trecker transfer machine. Crankshafts are stress-annealed and shot-blasted and then ground on multi-wheel machines to a + or - 0.0005 in. Tolerance, balancing by web in-drilling to a tolerance equivalent to 0.5 oz. in. being done with a four-spindle drilling unit and Avery balancer. Landis grinders give a bearing surface finish to 0.0003 in. limits. The final crankshaft balance tolerance is approximately 0.15 oz. in. Tappet block machinery include a special-purpose Archdale rotary transfer unit and a Boncham and Turner fine borer.

Engine assembly takes place adjacent to the new machine shop. The mechanised track has 52 stages, and consists of tubular pedestals mounted on six-wheeled trolleys running in underfloor guides. Each pedestal has a face plate which can be locked in any position hydraulically. The cylinder block, when its sub-assembly stages are complete, is attached to a fixture on this plate by three "slave" studs and nuts. Grouped around the track are the sub-assembly stages which—in the case of cylinder blocks, heads and crankshafts—are fed from the machine shop by overhead storage conveyors.

On the main engine assembly track, the ability to rotate and lock the pedestal-mounted cylinder block in any position eases the whole process considerably. For example, at the touch of a lever, the unit can be inverted for crankshaft and sump fitting, and turned on end for the installation of the cylinder liner-piston-connecting rod assembly. When assembly is complete, the engine receives its gearbox and is filled with oil, prior to testing. Each V12 unit is subjected to bench testing before it is transported to the Jaguar assembly plant at Browns Lane, Allesley (some three miles from the Radford factory). A section of the engine test shop at Radford has been adapted to take the V12. Indeed, comparatively little modification to existing test beds has been necessary. When the unit is installed, exhaust, oil and petrol pipes are fitted; water hoses, throttle cable, and an oil-pressure gauge are connected. Blanking plugs are fitted to the vacuum and heater hoses, and a "slave" jockey pulley and fan belt are attached, the fan being shielded for safety. In the case of automatic transmission models, oil cooler pipes are also fitted, and a line-pressure pipe (with gauge) is screwed into the gearbox. The engine is first run on "no load", whilst oil flow, noise and leak checks are



*A sectional view of the Jaguar V12 engine.*

#### MATERIALS USED IN THE JAGUAR V12 ENGINE

*Cylinder blocks:* LM25 aluminium alloy, sand-cast open-deck.  
*Cylinder liners:* 4 K6 cast-iron, machined all over, slip-fit.  
*Cylinder heads:* LM 25P aluminium alloy, sand-cast.  
*Tappet blocks:* C125 aluminium alloy, pressure die-cast.  
*Tappets:* Chilled cast-iron.  
*Crankshaft:* EN 16T manganese molybdenum Tuft rided forged steel.  
*Camshafts:* Cast-iron.  
*Bearing caps:* Chilled cast-iron.  
*Connecting-rods:* EN 16T steel forgings.  
*Main and Big-end Bearings:* Vandervell steel-backed VP3 copper-lead.  
*Small-end bushes:* Clevite 10.  
*Sump:* LM 24 aluminium alloy casting.  
*Inlet manifolds:* LM 6M aluminium alloy.  
*Jackshaft bearings:* Steel-backed white metal.  
*Jackshaft:* Cast-iron.  
*Valve guides:* 2kII or NC cast-iron.  
*Valve inserts:* Sintered iron.  
*Oil heat-exchanger:* Cast aluminium.  
*Camshaft bearing caps:* Die-cast aluminium alloy.  
*Pistons:* LM 13WP aluminium alloy, pressure die-cast.  
*Inlet valves:* EN 52 silicon chrome steel.  
*Exhaust valves:* 21-4NS austenitic steel.  
*Head gasket:* Cooper's steel-core, asbestos-filled.  
*Oil-filter head:* Aluminium alloy.  
*Timing cover:* Aluminium alloy.  
*Timing-chain tensioner blade:* Polypenco Nylatron GS molybdenum disulphide-filled nylon.



## DRIVING THE V12 JAGUAR

MY PRACTICAL knowledge of V12 engines is rather limited, never having owned one and only having driven a handful of cars powered by such an engine, these being Lincoln Zephyr, Atalanta (with the Lincoln Zephyr engine), Lagonda, Packard, Ferrari and Lamborghini. In racing circles I have stood close to, and enjoyed the music of a great number of V12 cylindered engines, from Auto-Union, Mercedes-Benz and Delahaye in 1938/39, every racing Ferrari engine from the first 1½-litre, through the 4.9-litre to the present 5-litre sports engine, and in recent times the Honda, the Eagle-Weslake, the BRM and the Matra, so that I now have a permanent ringing in my ears and the mention of a V12 engine immediately conjures up the shrill "Yeow... Yeow..." of a Matra, or the mechanical whirring of a Ferrari or Lamborghini. Consequently I was a bit disappointed when I passed a Series III Jaguar 'E'-type in the prototype shop at Coventry and only realised the engine was running because I could see the alternator cooling blades going round! The designers of the Jaguar V12 engine were quick to point out that I had spent too much time around fussy racing engines and not enough time around civilised production engines, which was true but amusing coming from these two men who were behind the successful Coventry-Climax racing engines. To digress, I used to listen to the V8 Coventry-Climax 1½-litre engine start on the touch of the button and tick over at 1,000 r.p.m. and think what a splendid production sports car engine it would have made, 4 camshafts, 32 valves, fuel injection and all. The smoothness, silence and silky running of the new V12 Jaguar engine is really impressive and even when you go round the back and listen at the four megaphone-type exhaust tail pipes there is only the merest whisper of sound while the engine is ticking over.

Of the 'E'-type Jaguar, I have had more than adequate experience, covering around 150,000 miles, so it was with great interest that I looked around the new Series III model. First set-back was the fact that all 'E'-types are now being built on the 2+2 wheelbase of 8 ft. 9ins., the original 8 ft. wheelbase 'E'-type being finished. I cannot say I have ever been greatly enamoured of the 2+2 long wheelbase 'E'-type or the styling of the 2+2 body, but the roadster in the new long wheelbase is interesting as there is now a useful luggage shelf behind the seats and it lifts up to reveal compartments on each side of the transmission tunnel that are deep enough to contain the Editor's "road-test Rolleiflex" among other oddments. The longer wheelbase also means that the roadster now has the longer doors of the 2+2. The monocoque steel body is basically as before, although the line under the tail has been deepened as there is now an 18 gallon petrol tank (long overdue) and the wheel arches have flairs on them to accommodate a wider track front and rear and Dunlop low-profile tyres as first appeared on the XJ6. From the front bulkhead there is still a square-section tube framework running forwards to carry the front suspension with the engine sitting in the middle of the cradle, but it has been completely re-designed to accommodate the 5.3-litre V12 cylinder engine, and while doing this the anti-dive front suspension geometry of the XJ6 has been incorporated and much more steering lock has been made available, while power-assisted steering is now standard. Ventilated brake discs are used on the front and there are cooling air scoops to the rear brakes which are still mounted inboard on each side of the differential. Suspension is unchanged being all-independent by longitudinal torsion bars at the front and coil springs at the rear. The V12 engine really fills the under-bonnet space but it was sad to see the return of a separate water header tank, as used on the original 4.2-litre 'E'-type, for if my experience is anything to go by it will rust through and leak. The 1970 'E'-type had a much more satisfactory radiator layout. Having started with efficient radiator cowl openings devoid of any form of fancy grille on the 'D'-type and carried it through to the 'E'-type it is depressing to find the Series III has a decorative bird-cage grille stuck up its nose. The rather staid and dull-looking bolt-on pressed steel wheels are now standard, but knock-on wire wheels are still available as an extra. Having built the fixed-head coupé since 1961 with no way for hot air to get out of the tail, apart from opening rear quarter windows which cause an intolerable wind roar at 100 m.p.h., Jaguar have at last built in an air-flow system with an outlet grille on



The decorative bird-cage grille stuck up the nose of the Series III 'E'-type Jaguar.

the tail. They do learn in Coventry, albeit rather slowly!

As the 4.2-litre XK six-cylinder engine is still available in the new Series III 'E'-type, although you only save £256 and gain about 3 miles per gallon, it was interesting to look at a six-cylinder version. The engine looked almost lost in the V12 space. However, Jaguars have taken advantage of the extra space to redesign the oil filter layout, and it now hangs downwards on the right side of the crankcase instead of sticking out at right-angles and anyone who has had occasion to change an 'E'-type oil filter element will know what I mean when I say I gave three hearty cheers, but ten years is rather a long time to get around to making an improvement. Rather like that awful old Jaguar gearbox that dragged on from 1948 to 1965 and the dreadful Jaguar steering that was not put right until the XK140. Although Coventry seems to take a long time to get around to doing something, when it does it is usually sound enough, and the eventual appearance of the V12 engine in 1971 is accompanied by the knowledge that it is not an experimental one-off or a nine-day wonder, but a volume production unit that is here to stay, but not as long as the XK six-cylinder, one hopes.

The first V12 Jaguar I chose was a white coupé with normal 4.2-litre type gearbox, so that I could make a direct comparison with my own 'E'-type, and then I borrowed a blue coupé with automatic transmission,

*Continued on page 353*

The four megaphone-type exhaust tail-pipes which whisper the music of the Jaguar V12.



### JAGUAR V12 'E'-TYPE SERIES III PRICES

Roadster, manual gearbox .. ..	£3,122.57
„ automatic gearbox .. ..	£3,283.15
2 + 2 coupé, manual gearbox .. ..	£3,369.32
„ „ automatic gearbox .. ..	£3,529.90



# Depend on Duckhams



John Bevan 1970 Players No.6 Autocross Champion



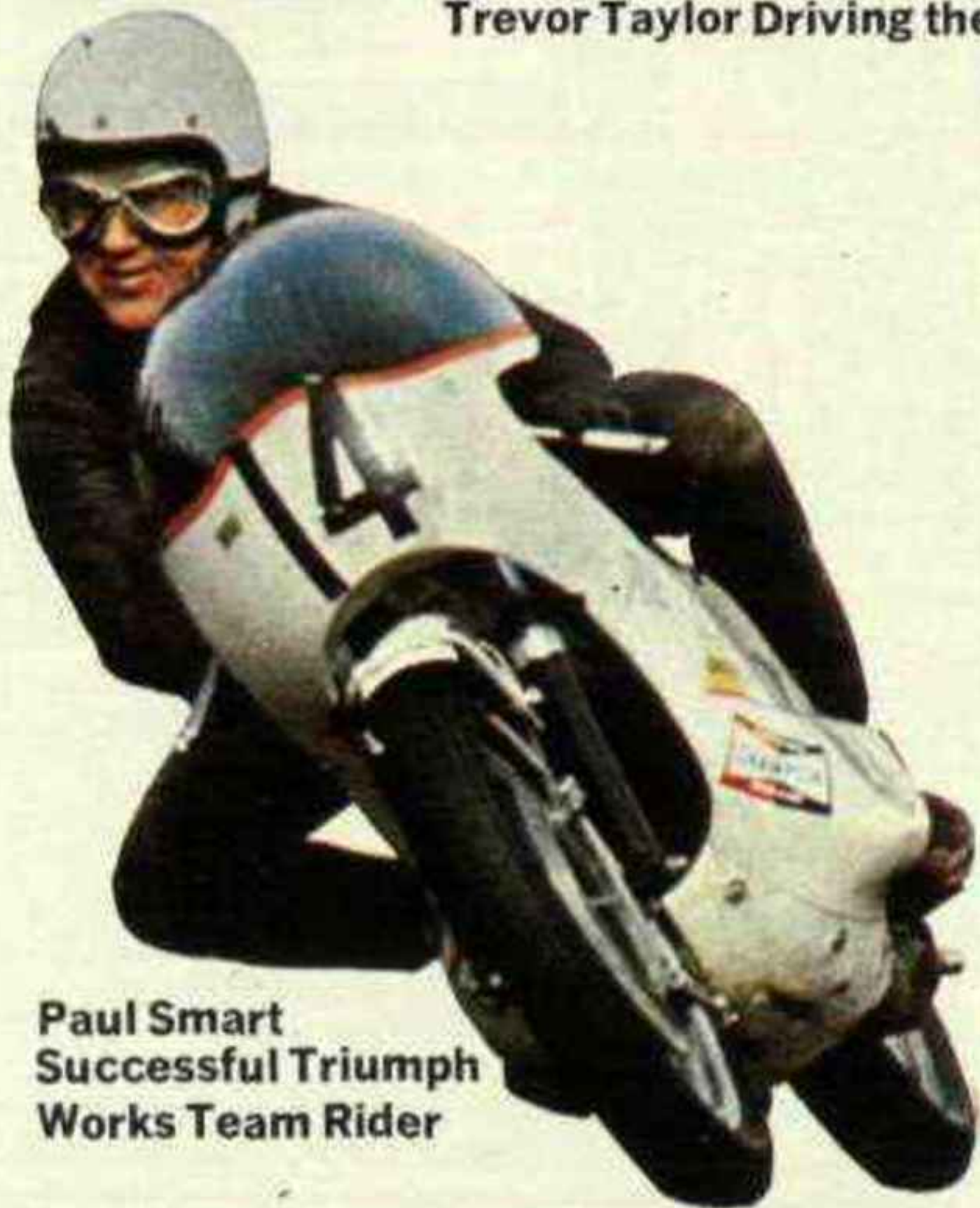
Bill Shakespeare World Record Holder



Trevor Taylor Driving the Doug Hardwicke F5000



Gordon Jackson  
Reigning British Expert



Paul Smart  
Successful Triumph  
Works Team Rider



Dave Brodie Saloon Car Champion Class Winner



Brian Kendall  
World Record Holder

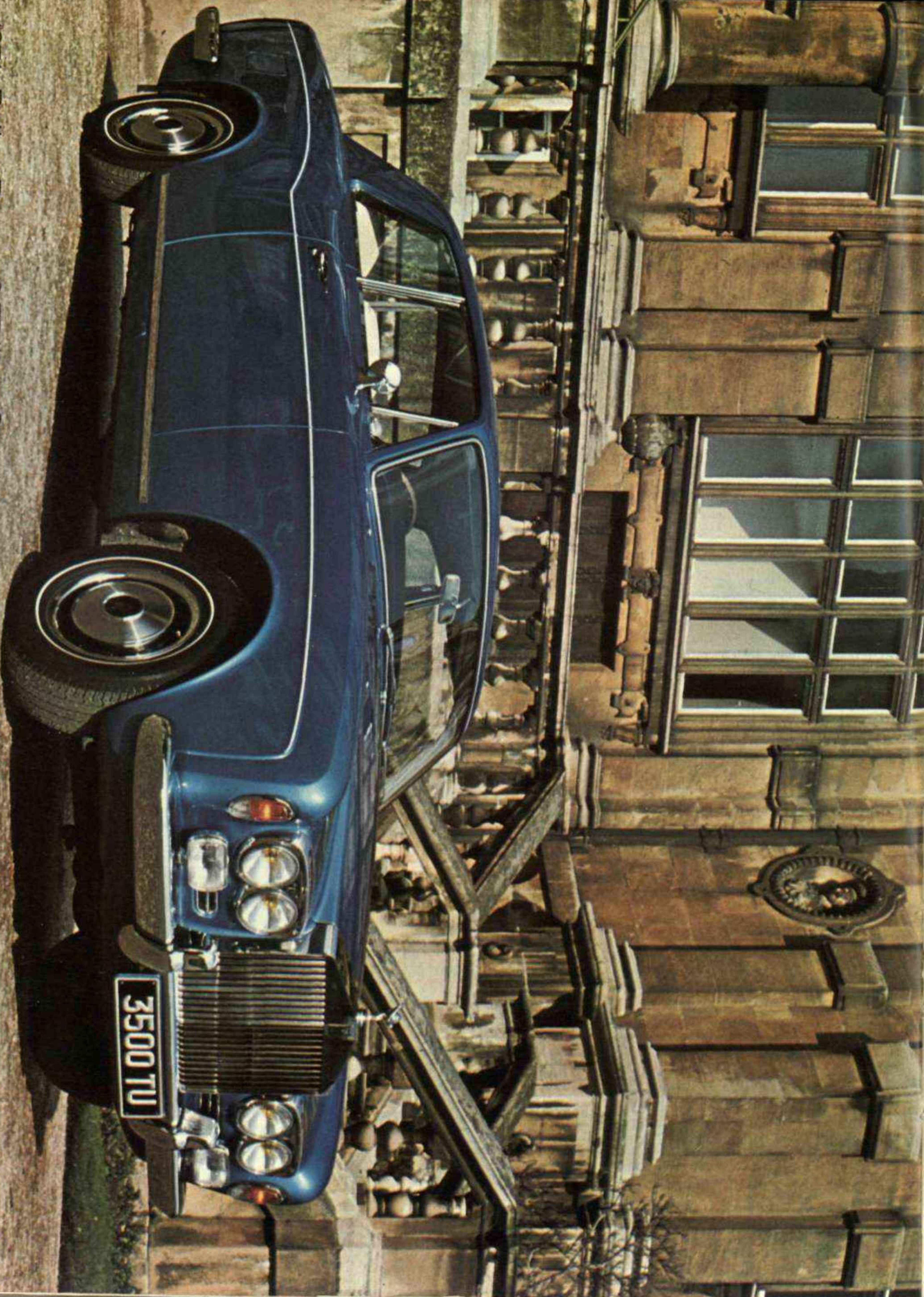


Bryan Moorcroft 1970 BTRDA Autocross Champion

## The Oil that likes to be driven hard

Duckhams Oil, Summit House, West Wickham, Kent BR4 0SJ





1971 Rolls - Royce 6.75 litre Corniche



a system I still cannot stomach on a car meant for driving. With only three ratios I always find I want the one that isn't there, or the automatic is doing something I didn't want it to do, and by the time you have messed about with "hold-levers" and "kick-down pedals" you might just as well have a good four-speed manual box, and the 4.2-litre 'E'-type has a very good manual box which still satisfies me after five years. Sitting in the V12 the only obvious changes are a rev-counter red-lined at 6,500 r.p.m. and the smaller-diameter steering wheel, which is dished and has a leather-covered rim. Starting the engine does little to change the scene for it ticks over at 600-700 r.p.m. just like the six-cylinder, but a prod on the throttle pedal makes the tachometer flick up in a much more lively fashion. As you steer out of a parking space the power-steering comes into its own, having already noticed the impressive wide-tread, low-profile tyres and the smaller diameter steering wheel, and as the six-cylinder engine has sufficient low speed torque to pull away from minimal r.p.m. without having to be careful with the clutch, there was no noticeable difference with the V12 engined car. The view through the windscreen remains unchanged so that ambling quietly along waiting for the oil and water to warm up, you would not know you were driving anything but a normal 4.2-litre six-cylinder 'E'-type. However, once out on the open road you soon become aware that this is no ordinary 'E'-type for the rev-counter will go round to 6,000 r.p.m. and more with no fuss whatsoever, whereas the 4.2-litre six-cylinder lets you know when it is going over 5,000 r.p.m. Throughout the whole afternoon I spent driving the two 12-cylinder 'E'-types, I found myself continually commenting that I would never know there was a V12 engine under the bonnet, especially when cruising about in a normal leisurely "seven-league-boot" fashion, but now and then there would be occasion to pull out and squirt past some traffic and in the 70-110 m.p.h. range it really did come into its own. My reflexes and judgement being well attuned to 'E'-type performance in this speed range I soon found that the V12 did not need anything like the time and space I was subconsciously allowing for overtaking, which made me realise how rapidly it was accelerating, making it an even safer and more long-legged car than the old six-cylinder.

There was no opportunity to reach anything like maximum speed, quoted by Jaguar as 150 m.p.h., and as I have never had my own 'E'-type at maximum in England, such a figure is academic anyway. When the weekly magazines road-tested the original 3.8-litre 'E'-type in 1961, they recorded a very dubious 150 m.p.h., a figure that no

private-owner I have met has ever approached. My first 4.2-litre coupé had an honest maximum of 143 m.p.h. and the present 4.2-litre roadster has to struggle to get over 130 m.p.h. My own loss of 13 m.p.h. is accounted for by a number of things, an increase in the size of the radiator cowl opening, un-faired protruding headlamps, air-swirl around the open cockpit, and a slight loss in horsepower with the latest engine which does not use oil at all, unlike the early ones which used more oil than petrol. Jaguar cured the oil consumption by attention to valve-gear and piston rings, but at the cost of more friction and a small power loss. In 25,000 miles with the 1970 roadster I have not missed the lack of top speed on more than two or three occasions, and those have been on European motorways; in England I would never know the difference; it gets up to 125-130 m.p.h. more than adequately. Now, if the production V12 will do an honest 150 m.p.h., as distinct from a "road-test" 150 m.p.h., it will mean that 130-135 m.p.h. will come up effortlessly, and to me that is honest usable speed from a touring car. A Ford GT40 or the Mercedes-Benz C111 is another matter, they give almost instant 150 m.p.h. and you spend more time with the brakes hard-on than with the accelerator pedal hard-down. The Series III Jaguar 'E'-type is not meant to be in that category, it is a volume production fast tourer, good for 100,000 miles or more of fast motoring.

Returning to the Jaguar factory at the end of the afternoon, the most impressive thing of all was to see transporters full of V12 coupés setting off for dealers all over the world, and this was six weeks before the car was officially announced as being in existence. Handing the automatic 2+2 Series III 'E'-type back to Andrew Whyte of the Press Department of Jaguar cars, I confessed to being slightly nonplussed, but nonetheless impressed by the day's activity; nonplussed because I had been expecting an 'F'-type Jaguar, not a third series 'E'-type, and impressed by the engineering of the Jaguar plant and the way the V12 is already in volume production and the manner in which they are tackling the USA pollution and emission control laws, keeping right up to date with the market where 78% of the V12 cars are going.

Getting into my own 4.2-litre roadster I was at once convinced that I was right about the unpleasant driving position on the 2+2, the seat being too high and too flat, but as I motored off, my smooth, silent, silky, six-cylinder engine seemed as rough as the proverbial bear's hindquarters, and I realised that Jaguars have made an impressive step forward in refinement, which is so encouraging in these days of glorification of the cheap and shoddy.—D. S. J.

### TYRE NEWS

GOODYEAR announce that their 167/70 SRx10 Mini radial-ply rally tyre is now in full production and available through Goodyear rally specialists throughout the country. It is a tubed tyre for 4-5½ J rims, the UK retail price being £9.35. The tube costs £1.16.

India have a new GT radial tyre aimed at car owners who want a performance tyre without extra cost. It has a block-pattern tread and especially supple side walls, enabling full tread width to contact the ground. Sizes range from 145SR-10 to 175SR-13, prices beginning at £7.71. Those who buy these India GT tyres become eligible for membership of a club which offers badge, purchasing advantages of utility accessories, ties, etc. and a club rally jacket costing £8.50 retail, but £4.95 to members. Membership forms are attached to all India GT radials and we understand that a full-time club secretary has been appointed.

### 1971 LAND'S END TRIAL

THE MCC informs us that through the difficulties created by the postal strike they have not yet been able to send out regulations, etc., for the Land's End Trial scheduled to take place on April 9/10th, and would-be contenders should get in touch with Mr. R. J. Gough for details. Telephone: 01-949 0970.

Pitman Publishing, 39, Parker Street, London, WC2B 5PB, have published "The Book of the Fiat", by John Thorpe. It covers the 500, 600 and 850 models, including the Giardiniera and Multipla, from the maintenance angle, but excluding the front-engined Topolinos. In view of the ever-growing emphasis on economy cars, of which the small Fiats are among the best, there should be a considerable demand for this 84-page soft-cover book, which costs 50p.

### MINIATURES NEWS

A NEW venture into the field of scale miniatures has been launched in the Midlands, with a series of finely-detailed models of a heavy metal alloy, for assembly from kits, of which only 2,000 each will be made. The first of these is of Philip Mann's well-known 1914 GP Mercedes, complete even to fuel lines on the tail, air-pump, racing number in correct script, etc. The kit consists of 36 parts and is said to need some six hours to assemble. Other kits cover the 1954 4.9-litre Ferrari 375, adaptable to other Ferrari models, and the 1938 Alfa Romeo 2900 Mille Miglia winner, Brabham BT19 and P2 Alfa Romeo. Further kits are in course of preparation and Brooklands single-seaters are promised. We have only seen much-travelled prototypes of somewhat rough finish but are assured that customers' kits will be of good quality. All will be to 1/43 scale. The price of each kit is £1.50, including packing and postage.

Mattel Ltd., the toymakers who make miniatures incorporating Hot Wheels and Sizzlers, are to sponsor drag racing in Britain, starting with ¼-mile events at Easter, intended to culminate in a "Race of Champions" at the end of the season. In conjunction with this sponsorship, Mattel have introduced a Hot Wheels Drag Racing set to simulate the excitement of the actual sport.

In the Corgi Juniors series comes a delightful tiny replica of J. W. Goodliff's British Vita Vita-Min 1300 Mini Cooper S, wearing racing number 73 and its Castrol, Ferodo and other decals, on Whizzwheels ready for racing on Corgi Rockets tracks. It captures admirably the exposed engine and wide wheels of saloon-racing Minis. Incidentally, the Corgi Porsche 917, No. 385, referred to in February, has, of course, a replica flat-12 engine, not a flat-6 as stated. Finally, turning to bigger-scale models, Schuco in Germany have a fine 3-volt electrically-driven model of the Mercedes-Benz C111, with opening gull-wing doors, steering, forward and reverse gearbox, proper paintwork, retracting dual headlamps that really light-up and treaded Schuco-Continental tyres. The model is of plastic, 26 cm. long.—W. B



# LETTERS FROM READERS

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

## STARTING YOUNG!

Sir,

I have known the McKenzie family for very many years and always had great respect for Mr. Lewis C. McKenzie and his son, Don, as motor engineers. However, the Stanley Mann advertisement on page 198 of your February issue makes me think that I underestimated Mr. Don McKenzie's ability, as it would appear that at the age of about ten years (actually, I think he was nearer eight in 1935) he rebuilt a Bentley for his own use, presumably waiting another ten years before he could drive it. Actually, I believe the first motor car he drove was my own 3-litre Bentley which I bought for £7 in 1945 and lent to his father for a couple of weeks or so.

I hate to think of the number of years I have been reading MOTOR SPORT but I would say that I think when I enjoyed it most was during the dark war years.  
London, N.W.2.

C. J. L. MERTENS.

\* \* \*

## LOOK OUT!

Sir,

I think owners of 1968 model Vauxhall Victor 2000s (and perhaps of later types and the Ventora) should be warned of the following very dangerous situation that can develop. When last I jacked up the o/s rear-wheel, I was horrified to see that the rear-axle was literally suspended by the flexible brake hose. It was obvious that the rear coil-spring suspension had gradually settled and weakened to such an extent that, as there are no check-straps, the weight of the axle now extends the spring well past its original free-length. As the rear-brake line is attached to the o/s of the under-body, it is in this side that the danger is most likely to be discovered, and it might well result in the brake hose being wrenched apart, leaving the unsuspecting driver to discover, too late perhaps, that he no longer has any stoppers.

As my own car has throughout its 28,000 miles travelled light, I shudder to think what risks lurk beneath more heavily loaded models in this respect. In view of their much advertised in-built safety design features on this model, perhaps Luton will have some comments to make and some excuses to offer for the lack of any check-straps or other restraining devices to prevent such potential disasters from occurring.

Meantime I'll use my jack under the axle, treat hump-back bridges with more than usual respect and try to control the cold sweat that breaks out whenever I think of what I've so far been lucky enough to avoid.

East Horsley.

ROBERT PEEL.

[The cessation of the British Postal Service made it impractical for us to submit this letter to Vauxhall Motors Ltd., but if the criticism is unjustified or if there is any comment to offer to customers we will gladly publish Vauxhall's comments now that postmen have decided to work again.—Ed.]

\* \* \*

## W. O. BENTLEY REPLIES TO ALEC ULMANN

Sir,

In the course of a long and full life, I do not think that I have ever read such a malicious, biased and wholly inaccurate collection of innuendo and mis-information as that published in "The Bulb Horn" issue of Sept./Oct., 1970, under the name of A. Ulmann.

I am, moreover, astonished that a publication of such standing should print such material. However, with a view to putting the record straight for your readers who, I am sure, are as bewildered as I am by this attack, I have endeavoured to provide detailed and factual answers, as under:-

(1) Regarding the comment on the short time factor between the signing of the Armistice in November, 1918, and the announcement of the first experimental Bentley late in 1919.

(a) A very great deal of discussion had already taken place between F. T. Burgess and myself. Our ideas were thus clearly formulated, so much so that within two months of the Armistice, as I have already recorded in my books, we sat down with Harry Varley and concentrated on nine months' intensive work on the drawings of the design. Burgess, whom I had known earlier in

racing, was head designer at Humbers during the war and a draughtsman supreme who could produce accurate drawings at quite incredible speed. Perhaps we were fortunate but the fact that we were able to produce the experimental car and engine in two years represented no great magic; it was the outcome of real, hard slogging by a small but devoted team, which had to be done against the clock since we had so little money.

(2) Regarding the alleged resemblance of engine layout between the Bentley and the four-cylinder, overhead camshaft Hispano Suiza engine, designed by Marc Birkigt in 1919 and marketed in Europe, including England, prior to the war and also the sighting by Ulmann of an example of this car in Spain during last summer.

(a) Ulmann was fortunate indeed to have seen such a machine last year; certainly more fortunate than I. I have never set eyes on this particular car or engine in my life, nor have I ever seen any drawings. Thus in no way could the Hispano Suiza have influenced the design of the 3-litre Bentley. I owe most in that respect to the racing car designs of Mercedes and Peugeot.

(3) Regarding the comment "... W.O. and his pre-and-during World War I activity which, in addition to his sales efforts on behalf of the French DFP car, for which he was British concessionaire ..."

(a) It is a matter of record and therefore of indisputable fact that the outbreak of World War I, killed overnight the efforts of my brother and I to market DFP cars; he joined the Armed Forces immediately and I followed a few months later. This, I think, disposes of the ridiculous suggestion that I engaged in sales efforts during the war.

(4) Regarding the allegation that the BR1 engine was based on the Clerget, and the comment on the use of the aluminium piston.

(a) In support of his preposterous theory Ulmann quotes from Glenn D. Angle's "Aircraft Engine Encyclopedia," 1921. Reference to this publication, of which I have a copy, reveals it to be little more than a catalogue of engines designed during the war but not necessarily put into production, and based upon brief statistical information supplied by the numerous manufacturing companies. Ulmann states that "the Bentley BR2 differs considerably from the prototype BR1 ...". This is incorrect. The BR2 employed the same basic design but was merely a larger engine.

He also makes much of the table of data, purporting to compare the Bentley BR1 and the Clerget 9F. Once again he has his facts wrong. The highest power Clerget produced during the war was of 130 h.p. The Clerget 9F, as shown in the table, never went into production.

As I have recorded in my books, the idea to use the aluminium piston came to me in 1913 while visiting the DFP factory near Paris. At my suggestion a few experimental sets—12% copper and 88% aluminium—were cast. These pistons were not only satisfactory but enabled us to obtain much greater power from the engine of this car.

When war broke out I took the aluminium pistons to the Admiralty and, on their instructions, succeeded immediately in persuading Rolls-Royce and Sunbeam to incorporate them in their aero engines and, of course, used them later in my BR1 and BR2 engines which were built at the Humber factory at Coventry and elsewhere.

Regarding the suggestion that I copied the Clerget engine, this clearly originated from those who glanced only at the cam mechanism—the **only** similar feature—and were incapable of differentiating. The crank-case, crankshaft, method of securing the cylinders as well as their heads on the BR1, were all fundamentally different from the Clerget.

It is perhaps worth recalling that one of the main reasons why I was assigned to work on the Clerget engine at the Gwynne factory at Chiswick, where they were turning out these engines for Sopwiths and Nieuports, was the unreliability of the engine in its existing form. This unreliability was due to the "obturator" piston ring, the life of which was short at best but which often failed after a few hours, causing the engine to seize. Due to this failure, far too many pilots were being lost. The trouble was due mainly to the distortion through heat of the cylinders which were of very thin wall section. I overcame this difficulty by using aluminium with a liner for the barrel of the cylinder; this equalised the temperature in the cylinders



and allowed us to use ordinary cast iron pistons, thus greatly improving the reliability of the engine.

It is also not inappropriate, in this context, to state that, had there been the slightest suggestion of my copying the design of any other engine, the facts would undoubtedly have been exposed to the full and searching glare of the Royal Commission on Awards, by which I was invited after the war to make a claim in respect of my BR1 and BR2 engines, and which awarded me a sum of money in recognition of this work. No such allegation was ever made which, I suggest, is absolutely conclusive. Moreover, as a serving officer, I had regarded this work as part of my war effort and had expected no financial reward.

It is my view that Ulmann defeats his case, if indeed he has a case, and makes himself ridiculous by presenting such a hotch-potch of unsubstantial and ill-considered nonsense. Moreover, never having met him, I am more than ever mystified as to the purpose of his campaign of calumny and denigration concerning events that took place more than 50 years ago. Is it relevant to question Ulmann's qualifications to be judge and jury—what has he ever designed or produced?

Whatever the answers, I trust that he is able to call upon the services of a good libel lawyer. At this rate he is going to need one.

Perhaps, when he has read the foregoing and realised how unwarranted and inaccurate his charges are, he will have the courtesy to send me a written apology.

Shamley Green.

W. O. BENTLEY.

[Did you, Mr. Ulmann?—Ed.]

\* \* \*

#### AND NOW—PRAISE FOR THE SKODA

Sir,

All praise to the Editor's fine sense of the egalitarian for including a letter from the owner of a Wartburg in December's issue! One effect of this action, at least, is that it decided me to write a word or two on going foreign with a similar workaday vehicle.

I spent £520 on a 1,221 c.c. Skoda Octavia saloon six and a half years ago and now, 58,000 miles later, have yet to regret my choice. The original decision was made after inspections of contemporary vehicles costing up to £600 and what was considered to be the seeming cost to value index offered by each product. Depreciation did not enter the calculations since I proposed to own the vehicle to destruction. Like your Wartburg correspondent, I have been delighted by the absence of dubious, penny-pinching, expedients in the car's construction which has obviously benefited, too, by the built-as-an-entity concept relying on an absolute minimum of bought-out components. The massive chassis must have started life somewhere as a tractor and one observer has been moved to describe the underpinning as "drawbridge engineering".

The car has been in daily use since purchase and the mechanical and other components, often bearing unpronounceable inscriptions, have proved every bit as reliable as their hard-advertised Western equivalents. Major expenditure has been incurred for new wheel bearings to front nearside, 17,000 miles, a clutch replacement at 40,000 miles and a reconditioned radiator, resulting from a minor shunt, at 55,000 miles. The original exhaust system lasted three and a half years. The engine has lost its first youth now but is still extremely reliable: gearbox synchromesh remains unimpaired. All is not perfect, however, handling can be tricky with the usual dramatic oversteer associated with most all-independent layouts and the ride is hard and quite vintage. Furthermore, the Czechs do not appear to have done their rust-proofing homework on these earlier imported vehicles; later cars are much improved.

All in all the keynote of the car is simplicity with an ease of accessibility which I continue to find most welcome.

One has wondered why the Octavia chassis has not attracted the attention of the trials special builder since it would appear to provide an excellent foundation and units should be readily available not to say cheap. The enclosed prop-shaft, "tractor-mounted" control pedals, sensible 15 in. wheels and all independent suspension are obvious initial advantages. In addition, the alloy engine has, thanks to a hefty flywheel, plenty of low-speed torque ideal for tick-tocking one's way out of a morass. The gearbox already provides climb-a-house bottom and almost VTO reverse ratios; moreover the engine with standard radiator is virtually boil-proof. Spares, incidentally, are no problem. May I also mention for those interested that there is in existence a Skoda Owners' Club: Secretary, Mr. R. Desborough, 39, Oaks Avenue, Worcester Park, Surrey.

Orpington.

K. W. DAWES.

#### THE MOTORISTS' LOT

Sir,

May I, through the columns of my favourite motoring journal, bring your attention to perhaps the most sinister threat to the hounded motorist—The Enemy Within.

Some months ago I received by registered letter a notice of intended prosecution against the driver of my car for a list of offences from dangerous driving downwards. A visit from the police confirmed my suspicions that a private motorist had made a statement to them. As no accident occurred I committed to paper my thoughts and recollections of the incidents mentioned and promptly forgot the episode.

Three months later, however, a wad of summonses arrived.

Despite the often conflicting evidence of the two motorists—the only evidence the police produced—and my solicitor procuring excellent counsel, I was found guilty of the "consolation" charge. (Has any motorist been found "not guilty" in a magistrates' court?) Total cost to myself of about £60.

In the unlikely event of any MOTOR SPORT reader indulging in this unsavoury hobby, may I be the first to contribute to a fund to equip same with:—

(a) Radio transmitter aerial.

(b) Flashing blue light.

(c) Regulation uniform complete with flat-peaked cap.

Alternatively I'm sure the police—forever crying "undermanned" yet seemingly possessing plenty of time and effort to gnaw on the bare bones of any statement made to them—would be pleased of their enthusiastic and experienced help on a permanent basis.

Incidentally, surely your correspondent R. Barraclough is not naive enough to have *really* believed that the police would drop such a straightforward and lucrative case.

[Name and address supplied.—Ed.]

\* \* \*

#### PHOTOGRAPHER V. ARTIST

Sir,

As one who paints racing cars and aircraft as a hobby, I was pleased to see your comments on art in the March MOTOR SPORT and agree wholeheartedly with your praise of Terence Cuneo.

But I feel you are quite wrong in claiming that the camera cannot lie except when deliberately faked. Most action motor racing pictures are taken with a long focus lens which produces shots almost totally devoid of any perspective and far removed from what the eye actually sees. Your centre picture on page 245 of the same issue is a good example, where the car at the back is as big as the nearest one. People accept such pictures as "correct" without thinking because they are taken by a camera, but they are nevertheless not true to life.

Even greater distortions can occur when close-ups are taken with a wide angle lens to include more of the subject, and it is quite easy, for example, to make a Mini's bonnet look as long as an "E"-type's! Yet many artists slavishly copy photographs of both types and presumably imagine that they faithfully portray what is really seen. The result is sadly distorted pictures which flout the basic laws of perspective without which few can look truly satisfying. Try looking at such a picture in a mirror and you will get quite a shock.

Wheel angles are a critical part of any racing car picture, and subtleties of camber and front wheel angle tell stories in themselves, yet how often do paintings suggest that something has broken! Not easy by any means to get exactly right, but vital nevertheless.

But surely the big attraction of a good painting is "atmosphere", a quality which is alas all too elusive, particularly with mechanical subjects. Yet how much more opportunity has the artist than the photographer to achieve this—he can introduce a puddle in just the right place to reflect a racing number or allow a shadow's edge to fall across complex bodywork to emphasise its shape. And is not an action scene in the pits with panels off and mechanics working furiously much more exciting than the same car drifting at 120 miles an hour through Woodcote? Yet put a wet track, spray, headlights and reflections in the latter and immediately you have atmosphere and an exciting picture which is always interesting to look at with plenty to keep discovering.

Two contemporary weeklies dealing with cars and aircraft occasionally illustrate articles with sketches by Gordon Horner, and although I would be the last to suggest a total removal of photographs, there is no doubt that his sketches are a lot more exciting than anything a camera could produce of the same subjects.

Harpندن, Herts.

J. P. HELLINGS.



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**RILEY** 1½ R.M.E., 1953. Grey/black. M.o.T., taxed, reconditioned engine, good bodywork. £180 o.n.o. Tel.: 0602 250319. (1267)

**SUNBEAM** Alpine, Sept., 1966, series V, GT, British Racing Green. Wire wheels and extras, first-class condition. £570. Tel.: Melton Mowbray 5187. (1271)

**LOTUS** Seven S3 1600 GT, 1969, 20,000 miles; one owner: silver/yellow. £785. G. A. Yates, 63 Michaelson Ave., Morecambe, Lancs. Tel.: 3144 (6 p.m.-7 p.m.). (1272)

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**1968 TR5**, P.I. Valencia blue; fitted overdrive, radio, airhorns; excellent condition. £945. Tel.: Winkfield Row 3827. (1282)

**SUNBEAM** tourer, 1929. Fine condition; M.o.T.; eligible Silverstone Parade 1971. £850. 17 Brackbridge Rd. Four Oaks, Sutton Coldfield. Tel.: 021-308 1078. (1283)

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**M.G.-C**, 1968, white roadster. Overdrive, radio, wire wheels, etc. £755. Tel.: 01-669 3813. (1285)

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**1954 M.G. TF**, Wire wheels, Cints., new exhaust and battery, tonneau, engine reconditioned; immaculate condition. £675. Tel.: 01-852 3903. (1287)

**1947 2½ JAGUAR**, Immaculate original black cellulose; good mechanics; exchange interesting car—Aston, Jensen CV8 or W.H.Y.? Cash either way or £450. Dr. Ramsden. Tel.: 01-837 8526. (1288)

**BENTLEY** Mk VI 4½, 1949. Exceptional. Tudor grey over silver. Standard steel body, superb mechanics. Sale due to purchase of "R"-type. £550 o.n.o. Tel.: 01-642 0472. (1291)

**PORSCHE** 911S, purchased new July 1st, 1970, and has done 12,500 miles. This car has been chauffeur maintained; the colour is metallic silver with black trim and Sundym windows; a steel tonneau roof is fitted and also a slot stereo tape and radio. Please telephone during business hours only. Aldridge 54747. (1292)

**ALVIS** TE21, 1964 model manual saloon; five-speed box, excellent mechanics, Webasto roof. £350 o.n.o. Also TA21 saloon, 1952, sliding roof, excellent mechanics. £120 o.n.o. Tel.: Dunstfold 425. (1295)

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**IMMACULATE RILEY** Tourer, 1932, 3rd owner; dark green/blk.; re-trimmed, re-wired, re-chromed; new hood and battery, five good tyres. Complete with many spares, engine, gearbox, axles, etc. Offers invited: P. T. Edbrook, 7 Thornlea Ave., Hollenwood, Lancs. Tel.: 061-205 2321 ex. 568 (office hours). (1308)

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**FOR SALE: Alvis TD21** 1962/63 (Oct.). Drophead coupe in midnight blue with deep maroon hood, bodywork restored, resprayed, new hood, tyres, carpets, wire wheels, five-speed box; mechanics, exterior and interior excellent. Over £450 spent on restoring in past 12 months (bills available). £900. Tel.: 01-556 7601 (after 5.30 p.m.). (1311)

**1952 BRISTOL** 401, Good condition, some 403 modifications, M.o.T. Taxed. £280. Tel.: 01-452 8129. (1312)

**M.G.-B** Dec. 64, five-bearing, new engine 5,000 miles; overdrive, wire wheels, etc. Immaculate. £495. 1 Highmoor Rd., Parkstone, Dorset. Tel.: Parkstone 83924. (1313)

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**ALVIS** TD 21 convertible 1960. Exceptional condition, resprayed, rehooded, new chrome, new carpets, new u/seal; w/wheels, Pirellis. Recent top-end and gearbox overhaul. Speedo reading 77,000, long M.o.T. £495 o.n.o. or consider PK top quality mark II Ford convertible plus cash. Tel.: R.O. 6E395 (Essex). (1315)

**1962 VOLVO** P1800 S, breaking for spares, all parts available. Tel.: Sheffield 30617 (after 6 p.m.). (1316)

**BENTLEY** 3-litre 1924 Gurney Nutting Tourer. Attractive original appearance and sound throughout. £2,450 o.n.o. Pasmora, Derek House, Red Hill, Denham, Bucks. Tel.: Denham 2522. (1317)

**BUGLE** Beach Buggy, Deluxe, three months old; 2,800 miles; factory built from new components. Fully reconditioned VW 1500 engine, new clutch, metal flake, bucket seats, 8 in. front 10 in. rear wheels, skid/sump guard, bumpers, chrome guard, twin-spots, Motolita 10 in. wheel, Maserati, chrome exhausts; heater, extras, etc. Turning family man forces sale. Cost well over £900 sell for £830 o.n.o. Tel.: Hollywood N.I. 2484. (1318)

**BENTLEY** "R"-type, 1953, manual. Good bodywork; black over silver, red interior. Mechanically excellent, 1200 spent in last year. Must sell this month. Haggle around £600. Tel.: 01-567 7681. (1319)

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**ROLLS-ROYCE** 25/30 Park Ward fastback saloon with division, superbly attractive car, two-tone grey. Sacrifice £1,350. Walkers House, Darley, Harrogate, Yorkshire. Tel.: Darley 306. (1340)

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- JAGUAR 2.4, 3.4, 3.8 Mk 1, 2, 1955-67
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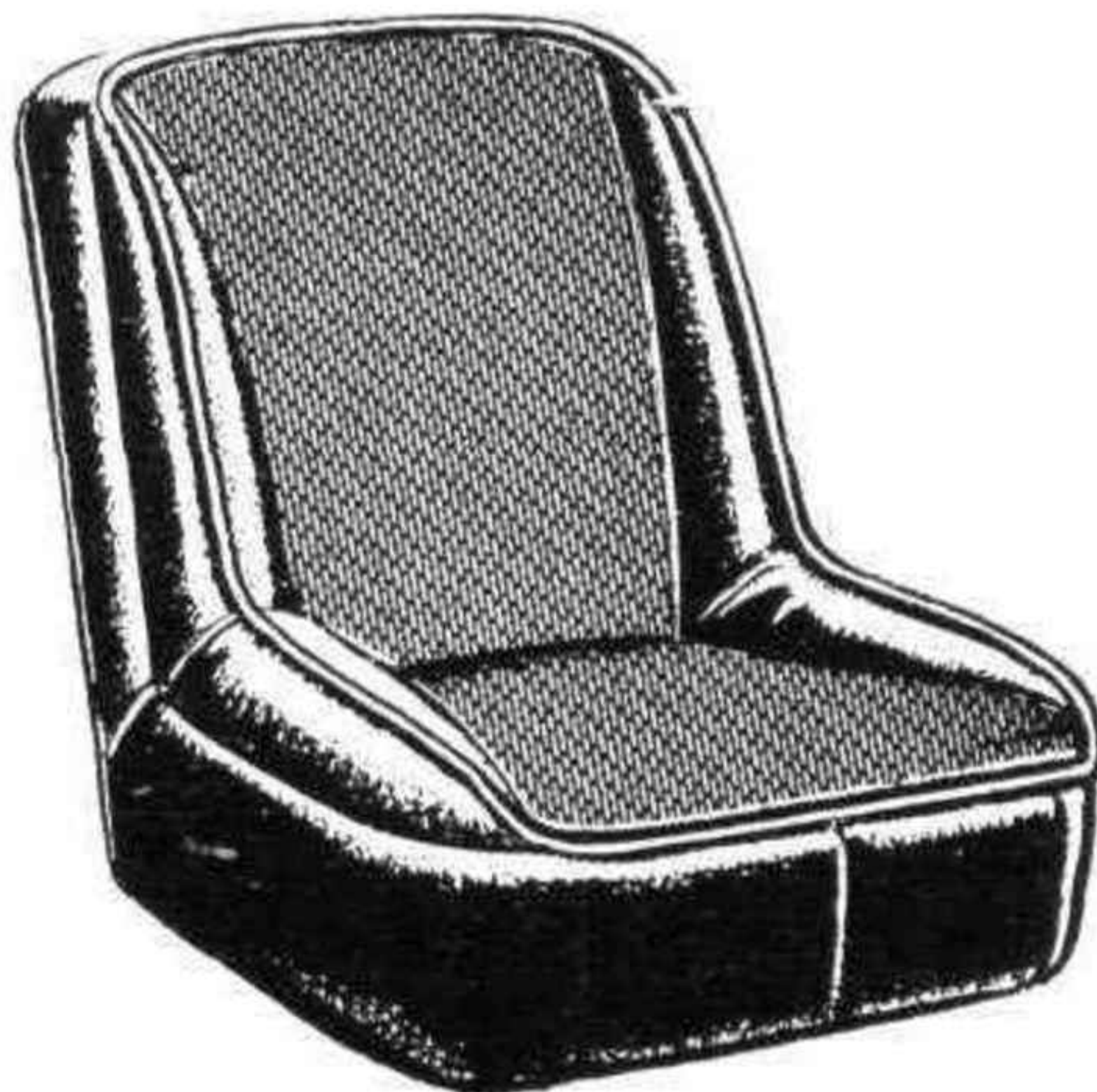
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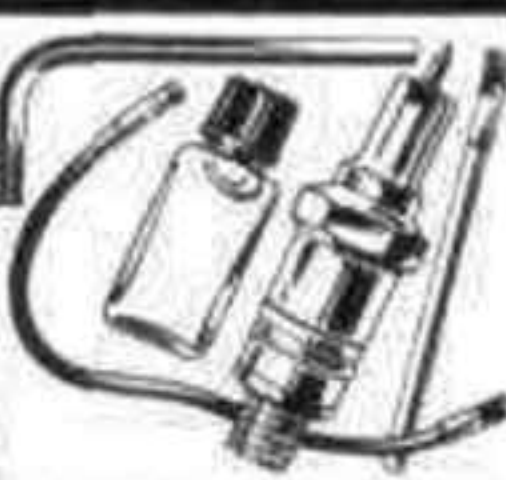
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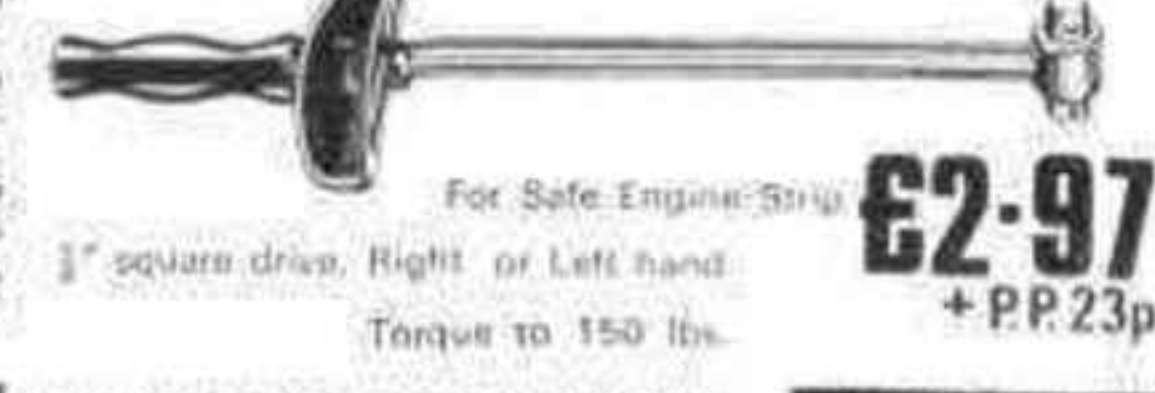
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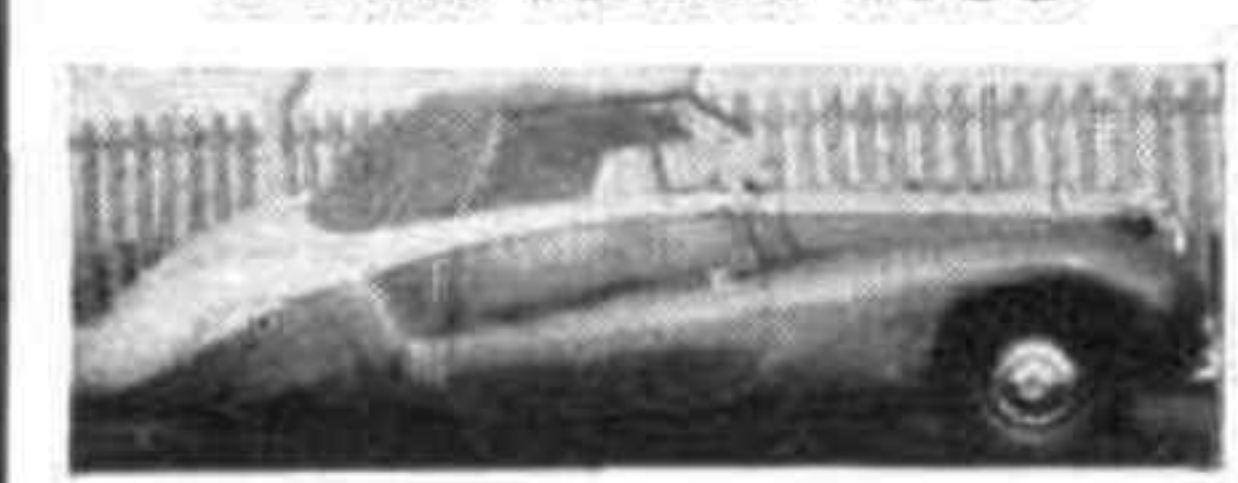


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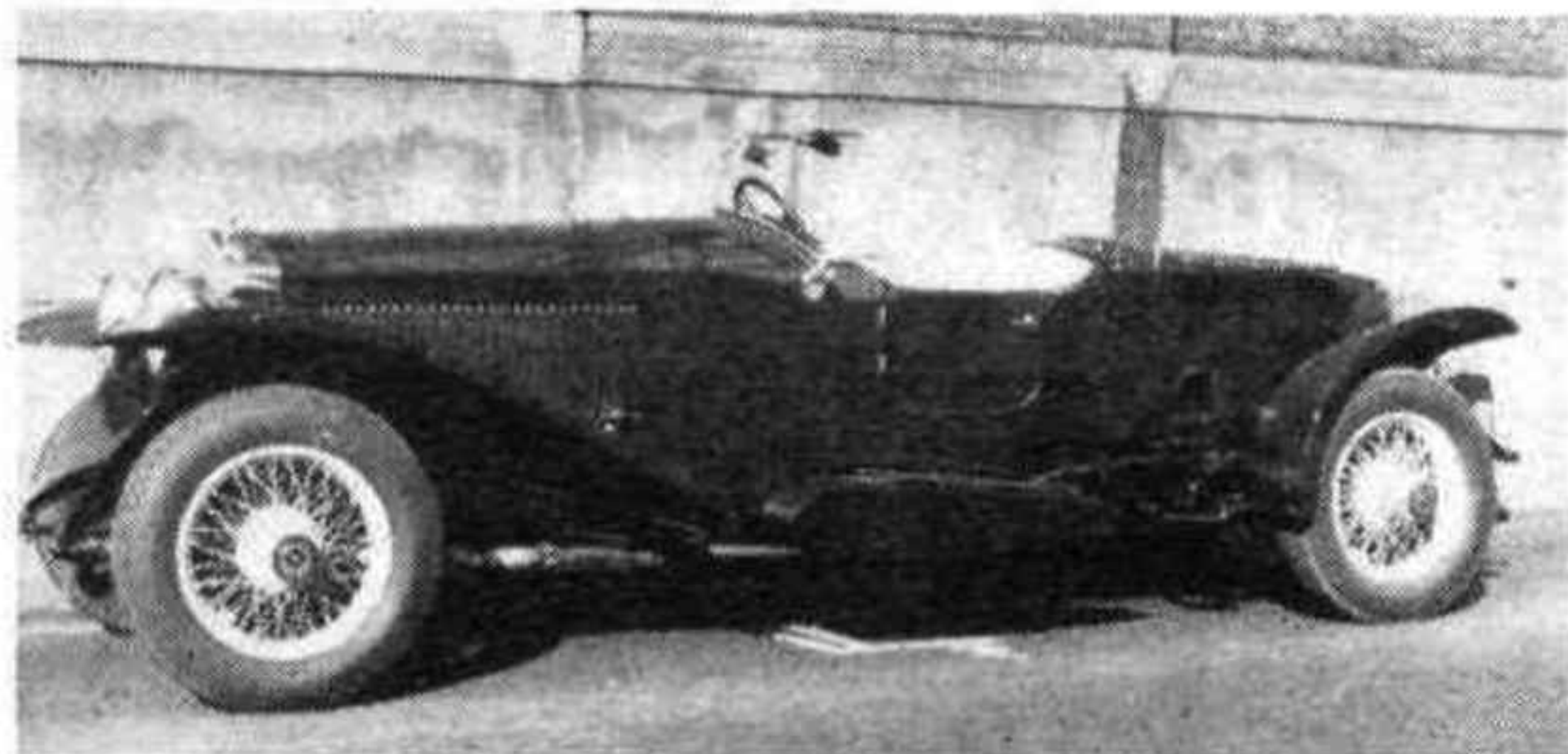
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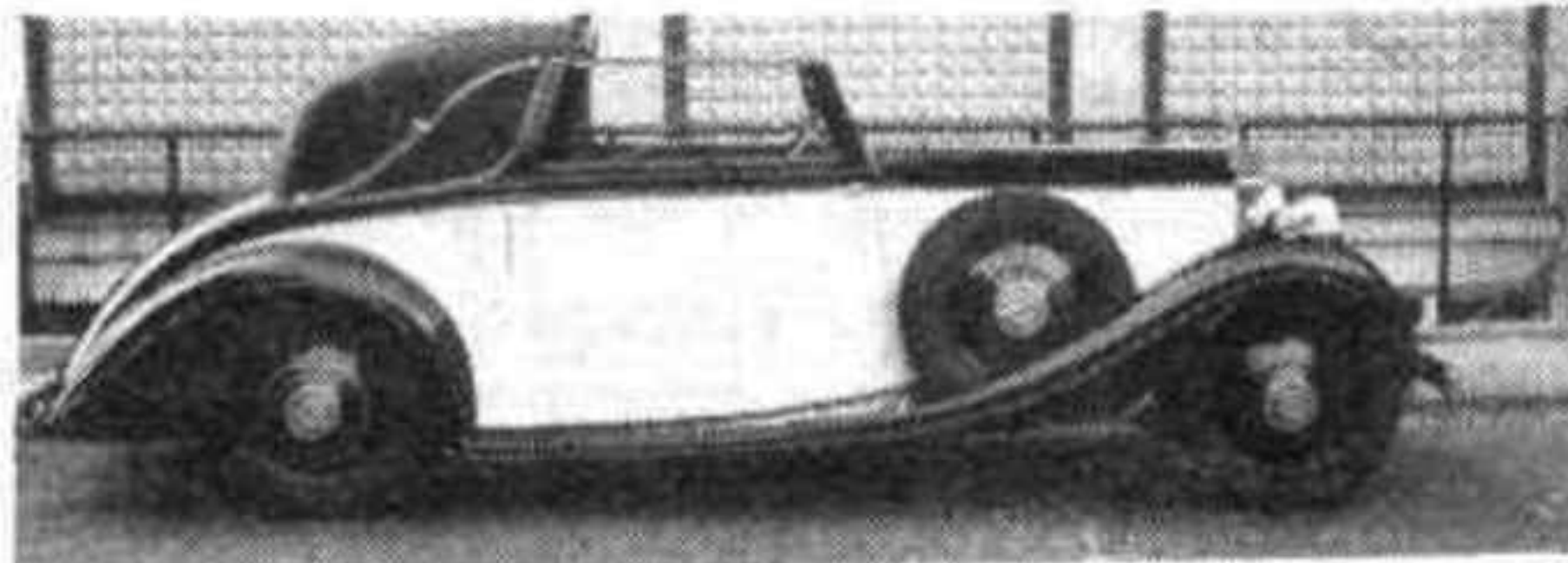
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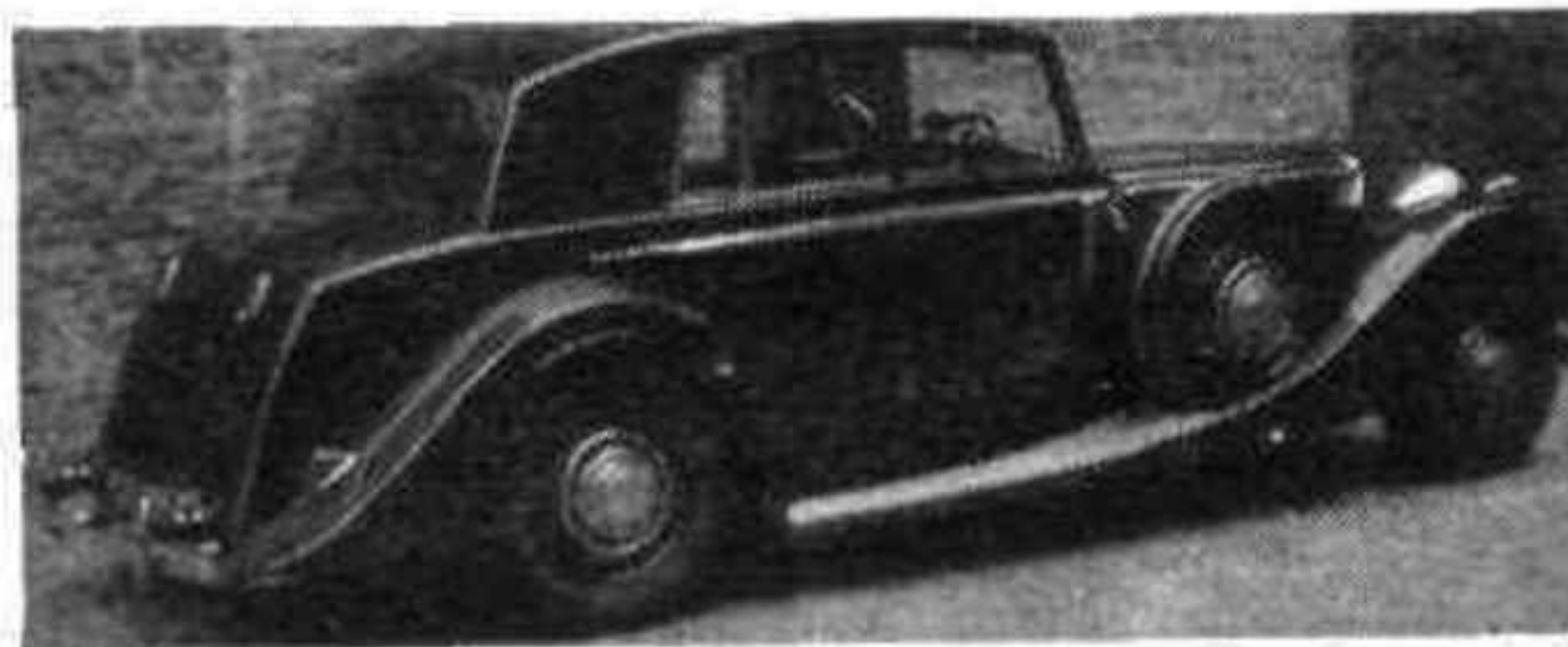
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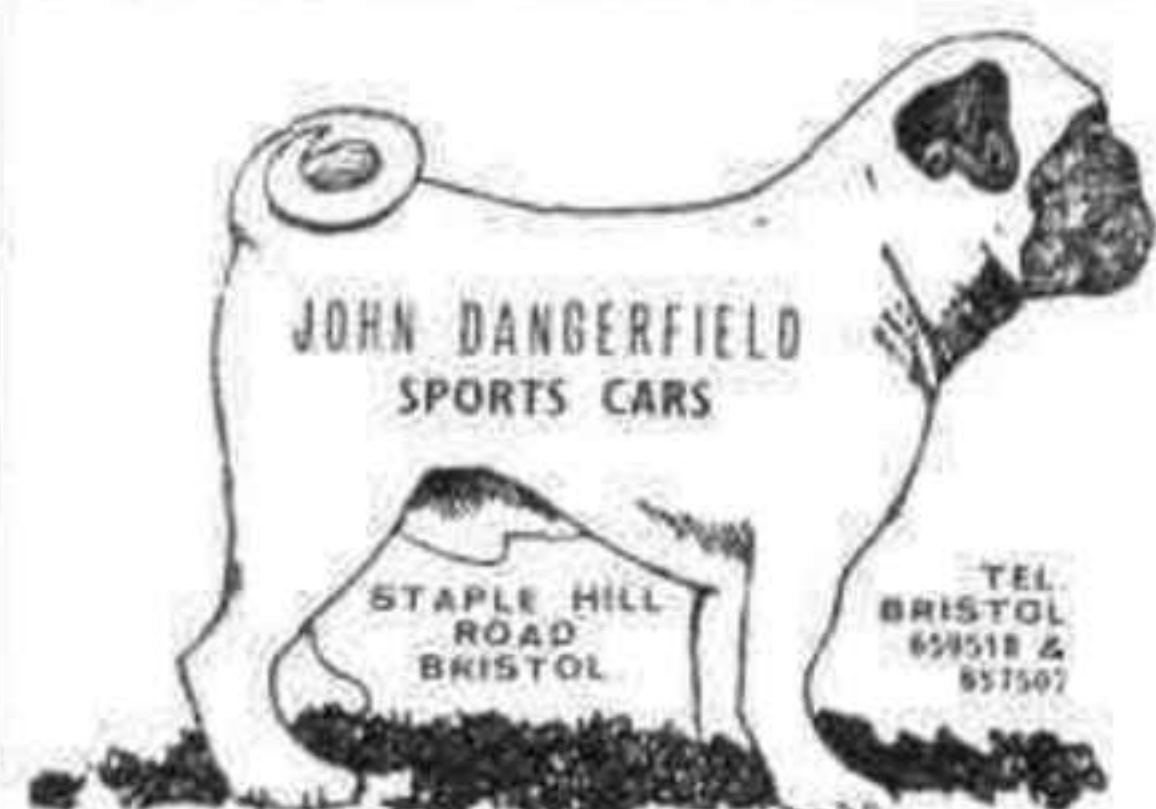
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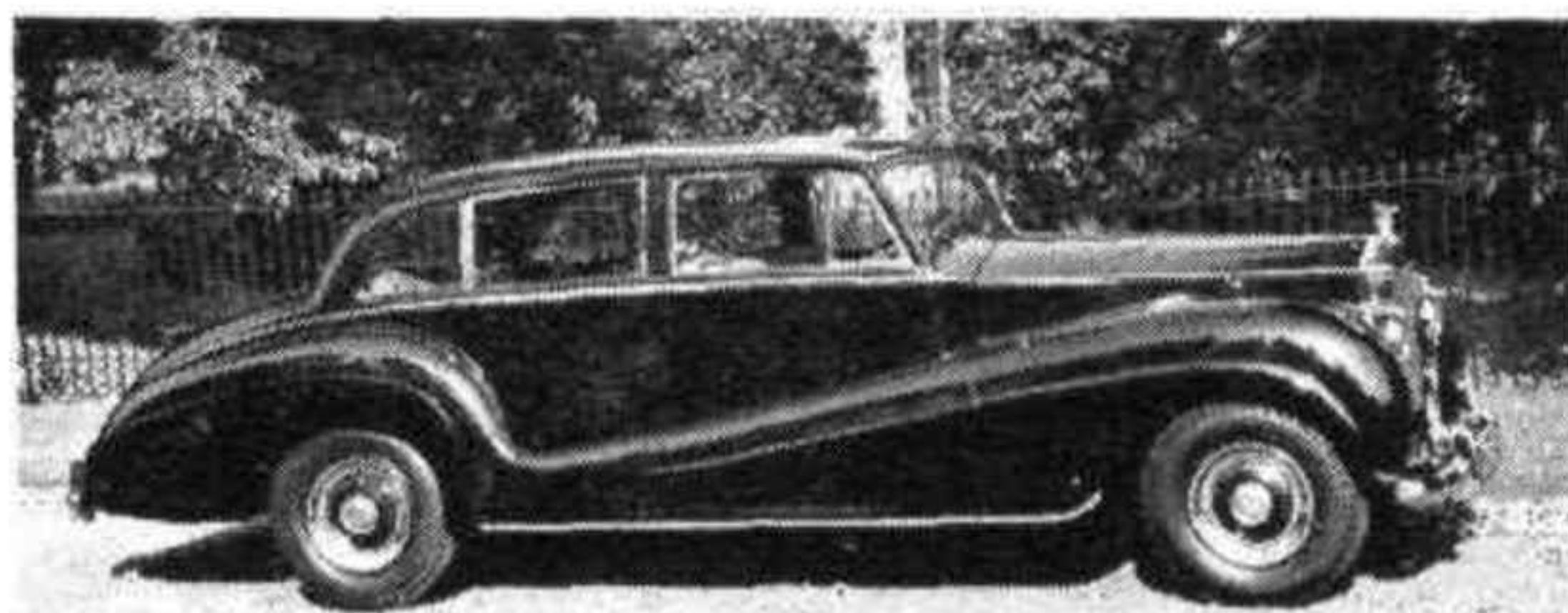
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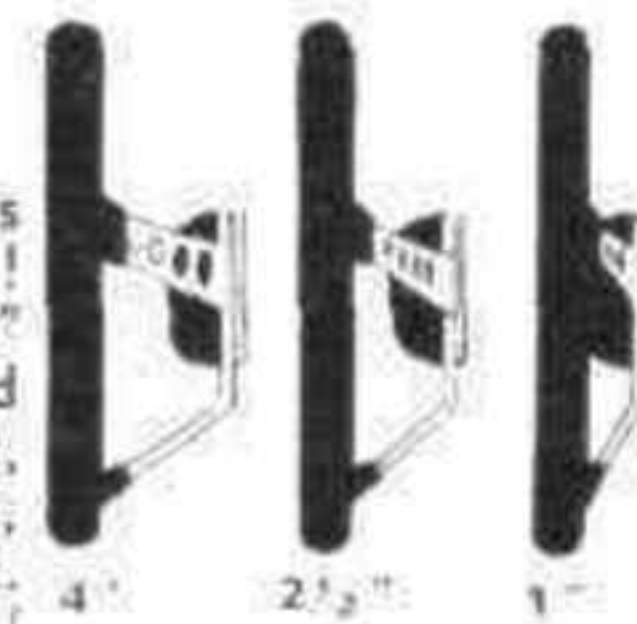
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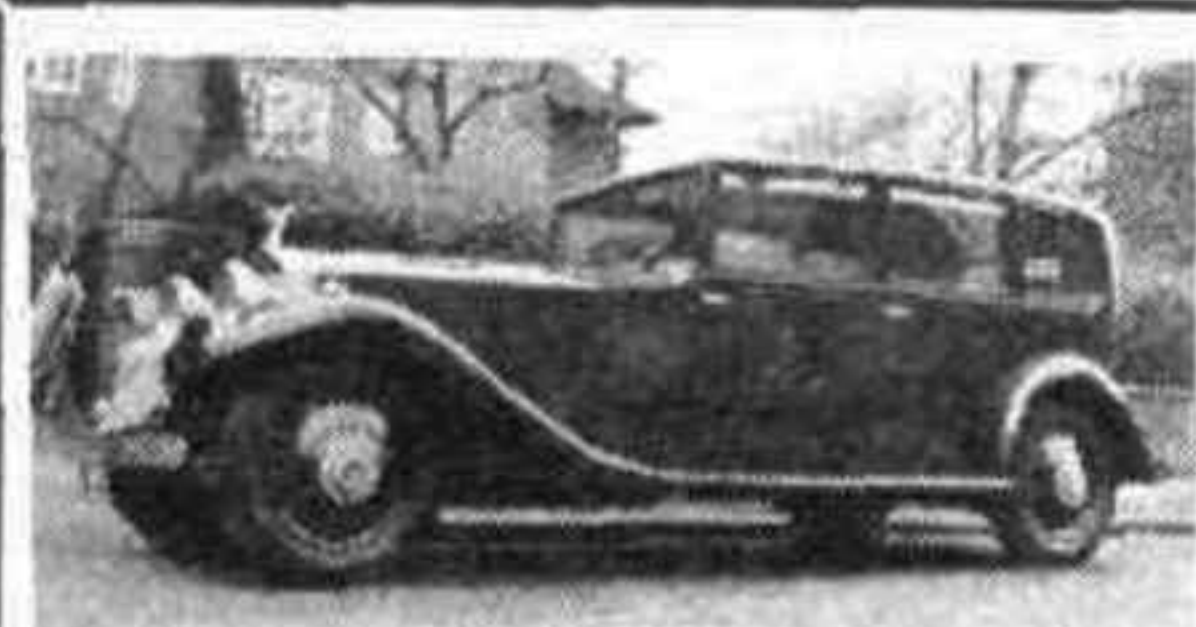


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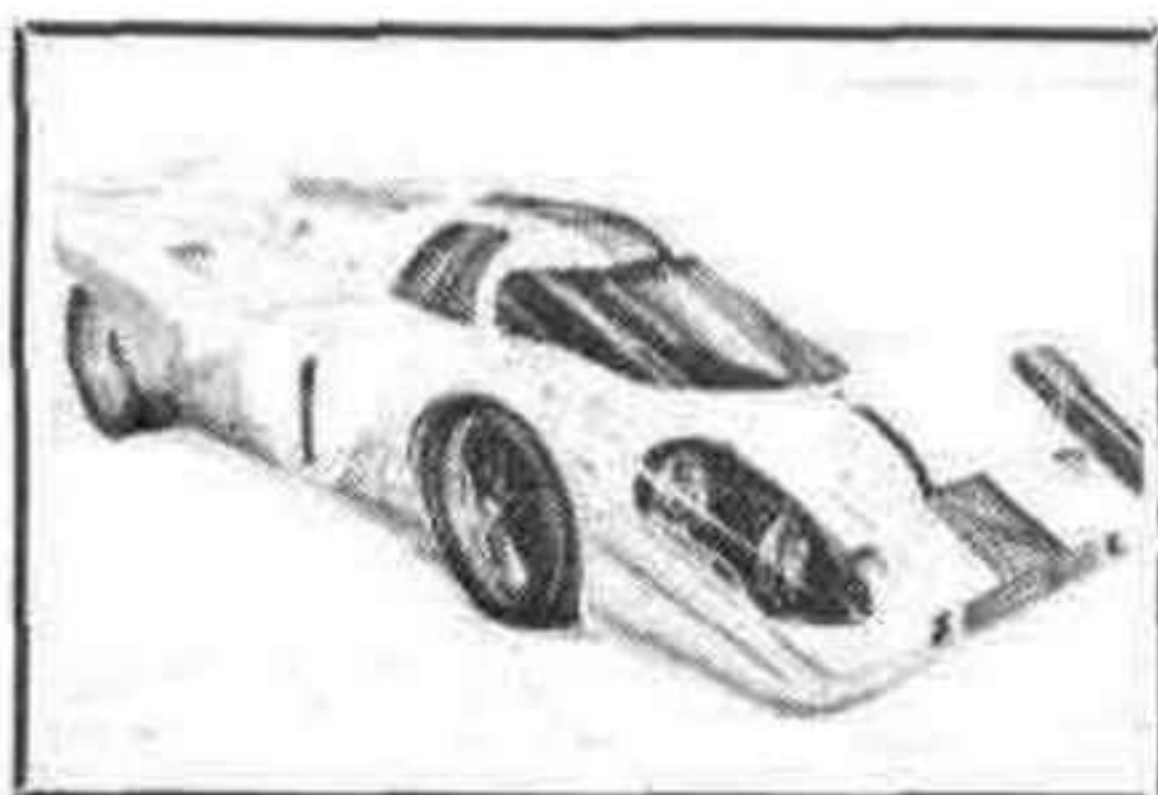




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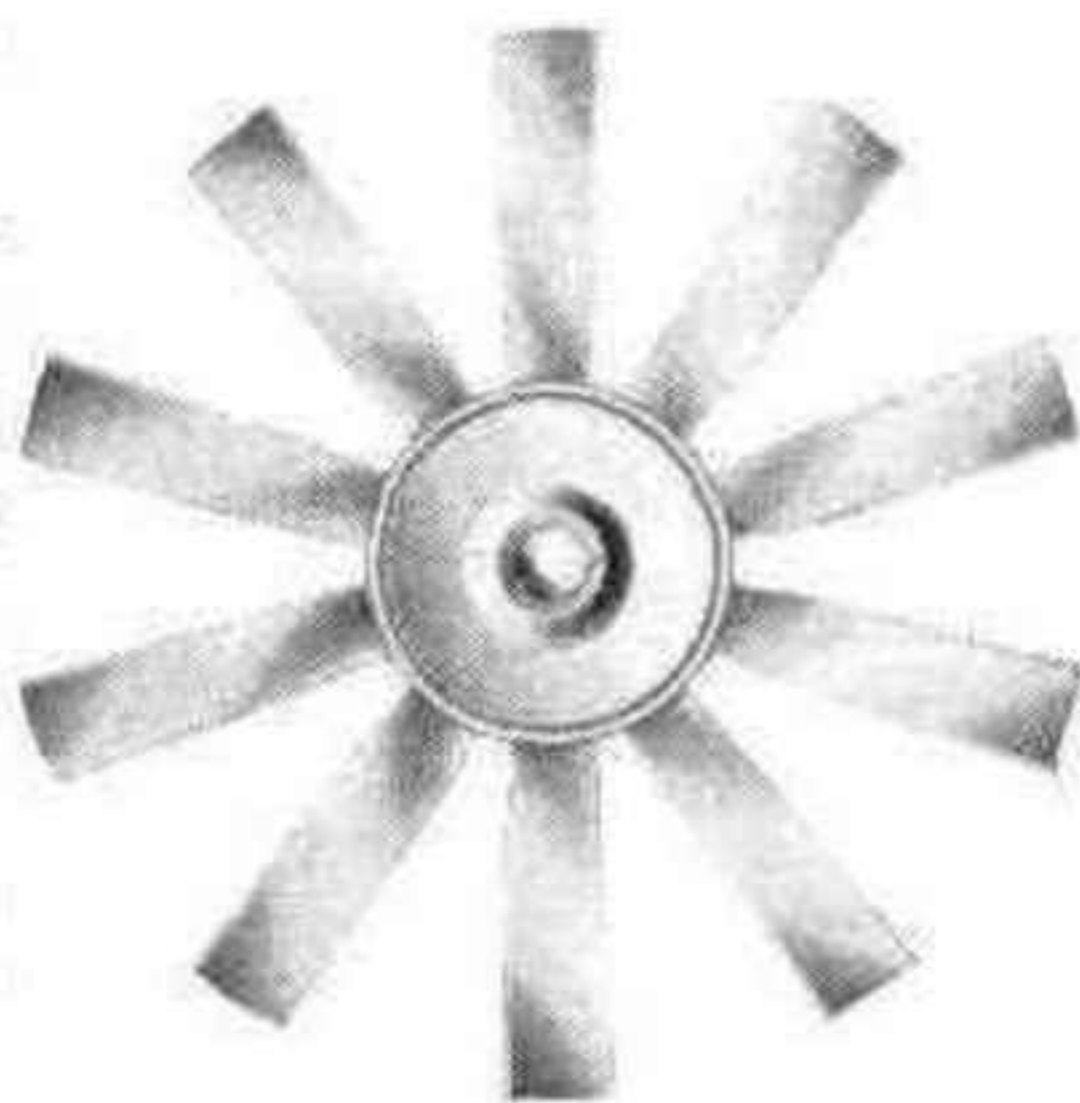
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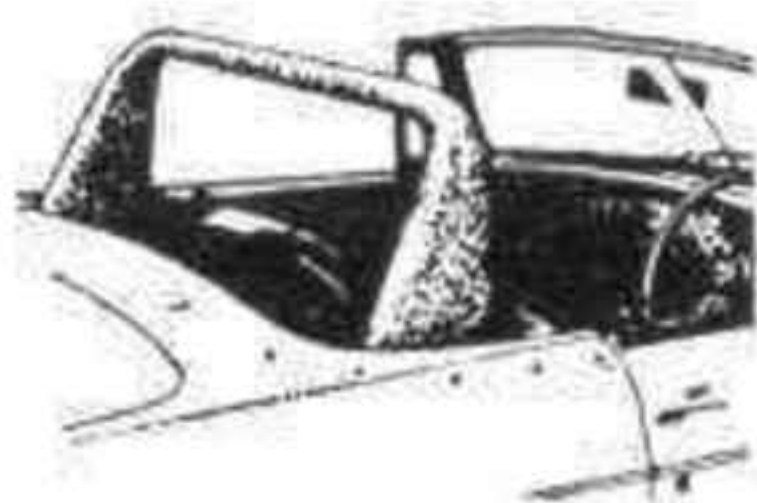
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**ROLLS-ROYCE 1926 chassis,** fitted with 1939 Southern Motor's owner drive saloon and 1951 Bentley engine and gearbox. £295. Tel.: Guildford 61746. (1621

**SUPER SEVEN S11 "G" reg. 2,000** since engine rebuilt, rewired. Full weather kit; tonneau, flowed head 4-branch exhaust. Excellent condition, owner going abroad. £780. Tel.: 01-644 0887. (1622

**VINTAGE BENTLEY 1934 Park Ward** alloy sports saloon, 3 1/2-litre. Good running order, new battery and tyres, genuine bargain. £500. Tel.: London 579 3538. (1623

**ELAN S3 1967, D.H.C. Low mileage,** knock-on-wheels with new tyres; servo, radio, tonneau, etc. £875. Tel.: 01-363 4842 (En-field). (1624

**BENTLEY Mk. VI 1948,** Good mechanically, body needs attention, new pistons, exhaust recently; good tyres, radio, heater, etc. £275. Tel.: 01-353 2554 (day), or write Gibb, Flat 9, 8 Sloane St., London S.W.1. (1625

**ASTON MARTIN DB2-4 II,** One of the finest examples of rare model in original gunmetal grey, only £590. Tel.: Farnham (Surrey) 4382. (1626

**1957 DB2/4 Mk. 2, M.O.T. Aug. 1971.** Green. Similar to advert P1023 Sept. Owner overseas. Used for leaves only last three years. Little attention may be required. £425 o.n.o. 152 Hawton Rd., Newark, Notts. (1627

**JAGUAR Mk. V 2 1/2-litre 1950,** Excellent condition; Rolls grey/Pacific green. Many spares, rare workshop manual, £250. Moys, 9 Manor Garth, Pakenham, Bury St. Edmunds, Suffolk. (1628

**MERCEDES-BENZ 220S Cabriolet 1957,** 88,000 miles, valid tax, M.O.T. A rare, luxurious tourer, eye-catching, frequently admired, now appreciating. Viewable Portsmouth and London (weekends). £895. For full details write Box 2725. (1629

**M.G.-B 1965,** Red, wires, oil cooler, etc. Immaculate, maintained regardless. Any inspection. £575 J. Tweels. Tel.: Billingham (331) Lincoln. (1633

**FOR SALE—continued**

**M.G.-A 1600, 1959,** Body professionally rebuilt and resprayed metallic blue; complete interior retrim, new hood and tonneau, Motorola radio, Motolitas/wheel. Absolutely no rust. £400. Mr. Allen. Tel.: 01-481 2900 Ext. 94371 (business) Dagenham. (1630

**"J" REGISTRATION Mini-Jem, 1275-c.c.** Cooper S engine, 1 1/2-in. S.U.'s, rally camshaft, electric fan, 5-in. alloy wheels, Konis, Carello lights. Tel.: 0732 53443 (Sevenoaks). Offers? (1631

**TRIUMPH SPITFIRE Mk. III "H"** Registration, jasmine yellow, one owner, 14,000 miles, hard-top with amber insert, soft-top, tonneau cover, overdrive, wire wheels, Cinturato tyres; Kenlowe fan and other extras. £775, H.P. available. Tel.: Leighton Park 6407. (1632

**LANCIA APPIA Zagato 1100-c.c.** Cinturatos, reclining seats. Believed 1960 Turin Show Car. £235 or consider part exchange. C. George, 14 Lansdowne Terrace, Gt. Malvern, Worcs. (1634

**1968 M.G.-B G.T. Sept. Mk. II,** Snowberry white; one owner; 21,000; wire wheels, underscaled, Arbath exhaust, heated rear window. 1975. Tel.: Ashford, Middx. 53295. (1635

**M.G.-C 1968,** Fitted Ashley G.T. hard-top. Heated rear window. Also soft-top; overdrive Moto-Itta wheel, low mileage. B.R.G. £825. Richens 9 O.M.Q., R.A.F. Little Rissington, Gloucecs. (1636

**1939 FRAZER NASH-BMW type 327** drop-head coupé. New lined hood, new tyres; Bristol engine (403 specification), close ratio gearbox. A superb car of elegant appearance. £650. Hastings. Tel.: Cambridge 52280. (1637

**MINI-COOPER 1275S, Sept. 1968, "G"**, Blue/white top, sunshine roof, alloy wheels, 20,000 miles, one owner. Perfect condition. £575. Tel.: 01-723 5720 (Paddington). (1638

**SUNBEAM-TALBOT Alpine 53,** Red, two-seater with fully disappearing hood; new tyres, new upholstery, new hood. Good engine, clutch, gearbox, etc. Many items renewed. Drives excellently, looks fantastic. (Good bodywork and chrome). £275. Tel.: 01-723 5720 (Paddington). (1638

**M.G.-B G.T. 1967, B.R.G., 27,000 miles,** M.O.T., faultless condition, any inspection welcomed, marked look hence only £725. 24 Riverside Rd., Staines. Tel.: Staines 57983. (1639

**BENTLEY 1926,** Short chassis; fabric bodied, two-seater with dicky. Very sound. £2,750. G. Wedgbury. Tel.: Henley-in-Arden 2429 (evenings), Studley 2377 (business hours). (1648

**B.M.W. 1800 1964,** dark blue, only 52,000 miles, excellent condition. £545 o.n.o., part exchange considered. Crapnell, P.O. Shotley, Ipswich. Tel.: Shotley 219. (1649

**HILLMAN Californian drophead head coupé 1952,** Fantastic condition. One owner for last 15 years; Meticulously maintained throughout, with beautiful maroon paintwork. M.O.T. Oct. 1971, taxed Dec. 1971. Absolute bargain and investment at 150 cash. Tel.: Loughborough 66807 (Leicester-shire). (1650

**M.G. TD 1953, B.R.G. Full tonneau, radio,** extras. M.O.T. Dec. £395. Tel.: Cranbrook (Kent) 2383. (1650

**SUNBEAM ALPINE 1954,** Classic lowered bonnet sports two-seater. Red; maker's oil pressure, tyres, brakes, transmission engine all good. M.O.T. Chrome, cellulose fair, Hood and seats good. All original. Ready for immediate use. Owner retired. £165. Tel.: 01-399 5679 (anytime). (1654

**RILEY 1 1/2 1954,** Black/B.R.G. beige upholstery; engine reconditioned, good roof. £145. Tel.: Tunbridge Wells 22508). (1653

**SPORTSCARS WANTED**

1965 TO 1970

J. K. SPORTSCARS

See our advert on page 371

**KEEP THIS TELEPHONE NUMBER, IT COULD BE USEFUL**

VINTAGE VEHICLE TRANSPORTATION SPECIALISTS  
**MUCH WENLOCK (Salop) 387**

**RILEY SPARES! RILEY SPARES!**

**HUGE SALE OF PATHFINDER SPARES** During April, all Pathfinder spares ordered, cash with order, that are in stock, will be sold at up to 50% off normal prices! Take advantage of this outstanding offer and order NOW. e.g., New boot lids and bonnet tops, £10 only, brake shoes only 150p per pair, ORDER NOW. Because of the Post strike, we are feeling the pinch and must, regretfully, put a minimum order charge of £1.00 from 1st April. We will still not demand cash with order, nor go to the ridiculous expense of C.O.D., but please, if you don't send c.w.o., don't treat us as a credit agency, remit by return. Downpipes 1 1/2 & 2 1/2 now in stock. B. H. RENWICK, Bracken, Water Lane, Golant, Fowey, Cornwall (Fowey 2229)

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**PROGRESSIVE TWIN-CHOKE NIKKI CARB., MANIFOLD, AIR FILTER AND FITTING INSTRUCTIONS.** Available for: BMC 850, 1090, 1100, 1300—FORD ANGLIAS, CORTINAS, ESCORT, CAPRI—VIVA—FIAT 600, 850—RENAULT R8, R10—VW 1200, 1300, 1500 (VW kits have manifold adaptor). **OUR PRICE (P/Post 50p) 19.95**

**MINI FRONT CONVERSION**

Fits all Minis, whole front hinges forward to give wonderful accessibility. Complete with hinges.

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(Callers only at this price!)



**12" CONCORDE**

THICK GRIP



(P/Post 35p) 6.60

New addition to our range. Polished alloy, hand stitched leather, spoke spats. Complete with centre boss (and centre cap where necessary). Fantastic value! State make, model and year—available for most popular cars.

**SUPERB LARGE CLOTH BADGES**



Rallye Team, Racing Team ... 20p  
All BMC types, Fords, most European and British makes, Cobra, Mustang, etc. ... 40p  
A/Romeo, Ford USA, Porsche 60p

**BRIGHT IDEA!**



12v. 60/55 watt, Tungsten-Halogen with Duplo-D flange. Fits most Continentals and rect. lamp Escorts, Viva, Hunter and Avenger. Per Pair **9.80** (P/Post 5p)

**EXHAUST MANIFOLDS**

Tubular steel — finest quality. (P/Post 50p) Mini 5.00

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Cooper 15.75  
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\*Spitfire III, IV 15.75  
\*Minto, A40 13.12  
\*MG-B (large dia.) 18.00  
\*Herald/(\*Long centre branch pipe.)

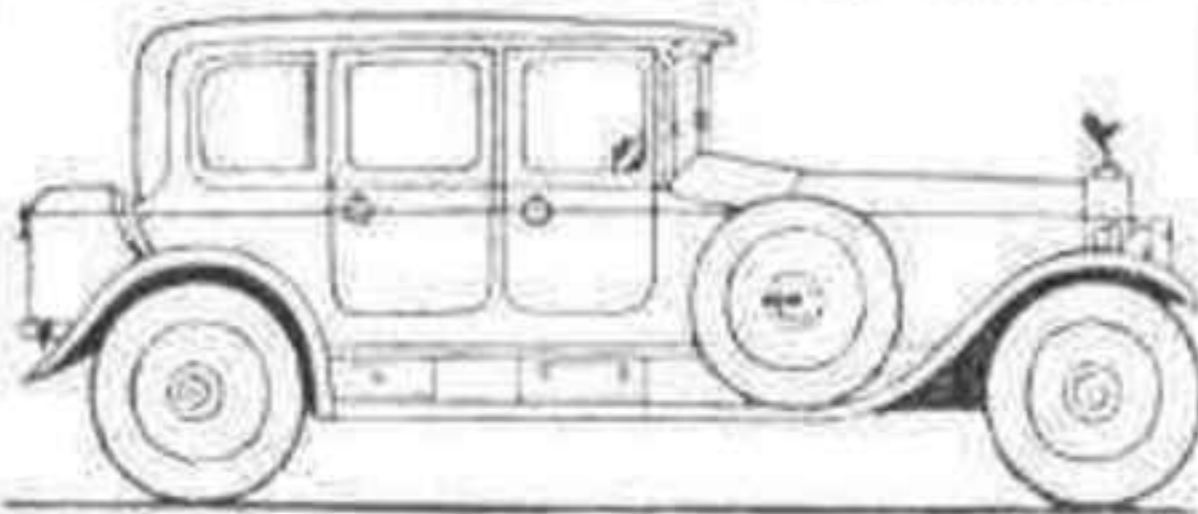
**SUPER ACCESSORIES**

(Opposite Lewisham Hospital) Also at **385 LONDON RD., CROYDON, SURREY. Tel.: 01-684 1018**

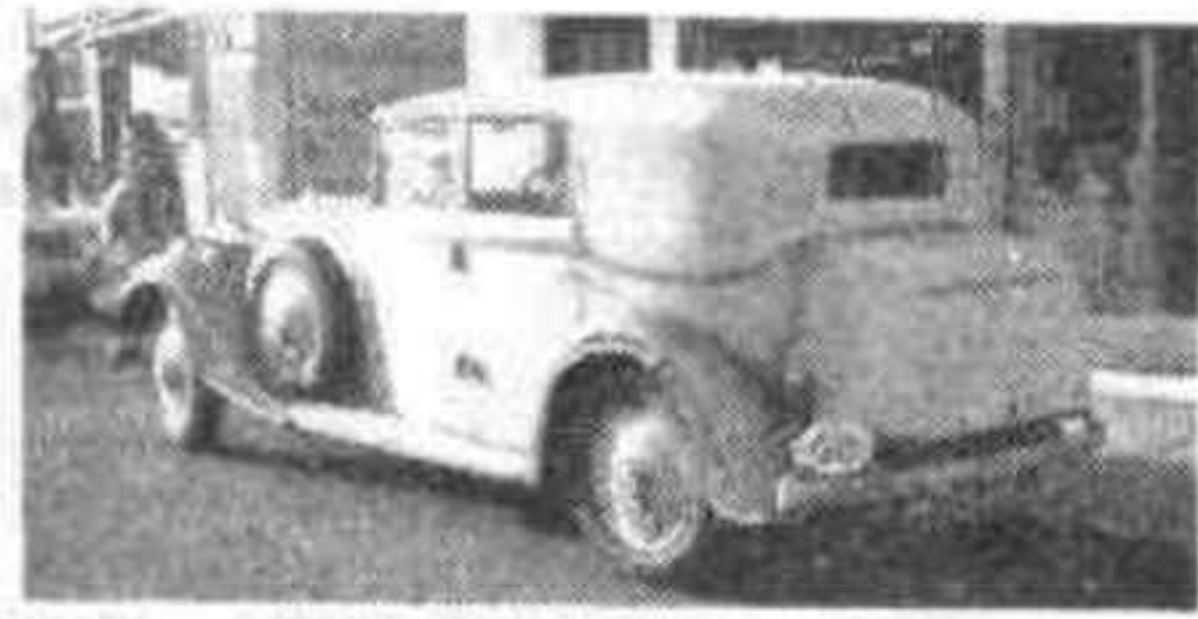


# Vintage Motor Carriage

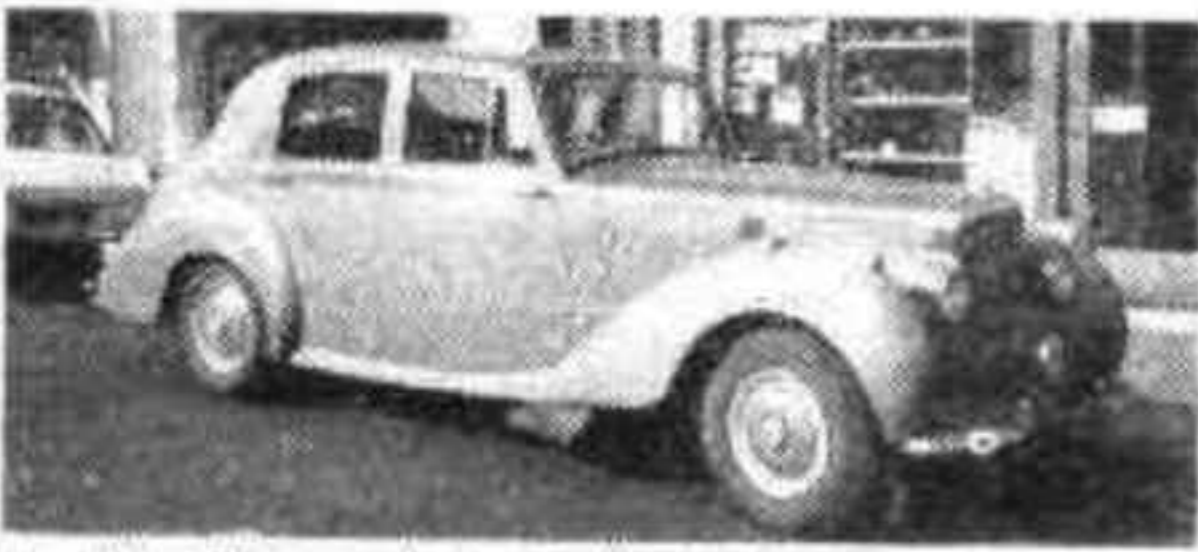
CO. (HIGHGATE) LTD.



At the junction of the A1 and A1000, 10 minutes from the end of M1 Motorway.



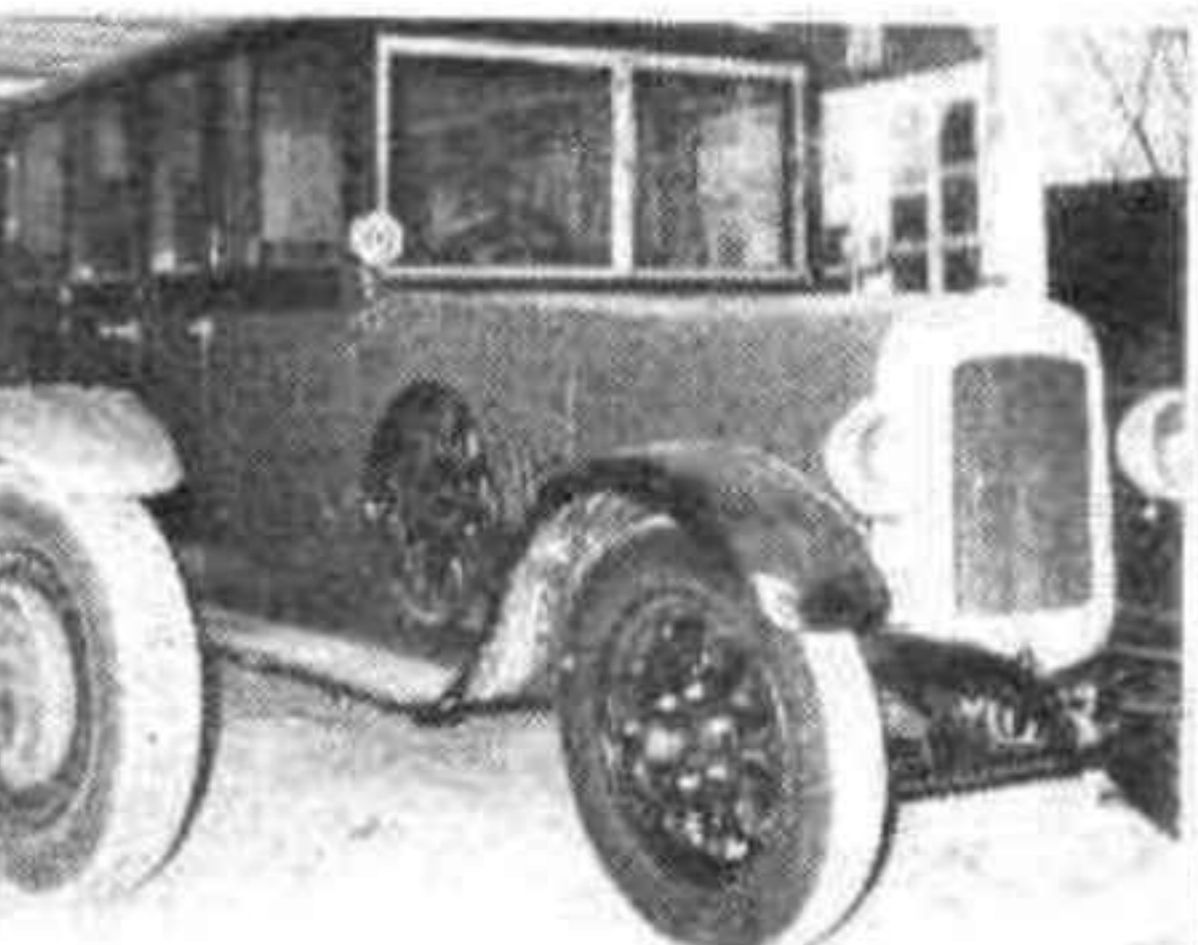
1934 ROLLS-ROYCE 20/25 all-weather cabriolet, very attractive, which has had the roof closed but which is otherwise in very nice original condition. £1,175.



A highly salubrious 1955 Automatic 'R'-Type BENTLEY, £675.



An extremely unusual HUMBER sedanca all aluminium coachbuilt body, at a fraction of the equivalent Rolls-Royce sedanca Price £375.



Lovely old Vintage 10-seater Bus, re-trimmed, re-upholstered, all nickel replated, new tyres. £475.



1957 Princess, all aluminium VANDEN PLAS, owner-driver saloon, power steering, brakes, automatic, over £3,000 when new. £325.

Also for sale:

Three ROLLS-ROYCE Phantom Is.

Three ROLLS-ROYCE 20 h.p.s.

One ROLLS-ROYCE Phantom II.

Closed Wednesday afternoon.  
Open all day Saturday.

22/32 AYLMEY PARADE,  
LONDON, N.2.

Tel: 01-348 1930/340 3549

## FOR SALE—continued

"E"-TYPE drophead, dark blue, black trim, chrome wire wheels, 25,000 miles, superb order. £1,675 o.n.o., part exchange considered. Tredgett, 146 Northampton Rd., Broughton, Kettering, Northants. Tel.: Broughton 383. (1360)

**ASTON MARTIN DB5**, 1964, sierra blue, five-speed gearbox, chrome wire wheels, Selectaride heated rear window, radio, electric aerial, twin-speakers, fog and spot lamps, electric windows, Sundym glass, outstanding condition, over £100 just spent on new clutch and brakes. £1,295. Tel.: Hoddesdon (Herts.) 68604. (1362)

**Mk. V DELLOW**. The last Dellow produced, a unique and original car, in outstanding order; mechanically perfect; new 1½ SU's, radiator, k/pins, track r/ends. Full weather equipment. £300. Tel.: Bromsgrove 72705. (1363)

**1955 RILEY 1½ R.M.E.**, black, believed 5th last manufactured, in outstanding condition throughout. Offers around £350. View Sheffield or London. Further details Box 2718. (1364)

**1930 MORRIS COWLEY** saloon. Original, M.o.T. £325 o.n.o. 29 St. George's Rd., Babbacombe, Torquay. Tel.: Torquay 38673. (1365)

**BRISTOL 403**. Good condition. £200. 70 Lavernock Rd., Penarth. Tel.: Cardiff 703109. (1366)

**XK150S** too expensive? My completely unoriginal XK with 150S mechanics might suit your requirements at £350. Tel.: Chesterfield 78949 or 2950 (office hours) for full details. (1368)

**CHRYSLER 300** pillarless coupé, 1963. Purple/white interior. Seven-litre high performance engine, giving shattering performance; push-button automatic power seats, self-seeking radio, beautiful condition, £595. H.P. arranged, exchange considered. Tel.: New Milton 613848. (1369)

**ALFA ROMEO 1600** Spyder convertible, 1964, blue/black interior; five-speed gearbox; disc brakes. High performance with economy. Attractive condition, £385. H.P. possible, exchange considered. Tel.: New Milton 613848. (1369)

**BULLNOSE MORRIS COWLEY 1923** 4-seater Tourer, immaculate condition. Investment. £950. Tel.: Townhill (Kent) 5591 (after 7 p.m.). (1370)

**1960 JAGUAR XK150 s/e, f/h/c, o/d, w/w**, tested Sept. 71; pearl grey, red interior, £675 o.n.o. Tel.: Wansford 515 (nr. Peterborough). (1371)

**1968 MARCOS 1600 G.T. "G"** registration; radio and other extras; excellent condition; regularly maintained, service record available. £1,000. Tel.: Woodbridge (Suffolk) 3904 (evenings, Hythe, Kent 66804 (weekends)). (1372)

**JEM**. Mini Jem body. White; some work done, fitted radio, dash, all lights, etc. Bargain price. Full details, Tel.: Fleckney 371 (Leics.). (1373)

**FROG-EYED SPRITE 1961**. Gold seal engine 18,500 miles, new hood, radials; long M.o.T., good body. £200. 20 Briggs Ave., Bradford, Yorkshire. (1374)

**1968 LANCIA Fulvia Rallye 1.3 H.F.** Fully prepared for rallying many extras. Offers around £1,250. Tel.: Bredon 657 (after 6 p.m.). (1375)

**1928 ALVIS F.W.D.** Unique type FA Le Mans replica fabric 2/3-seater. Excellent condition, 3,500 miles since complete overhaul. £1,250. Faulkner, 19 Crowlers Rd., Mirfield, Yorkshire. Tel.: Mirfield 3950. (1376)

**AUSTIN 7**. Wife's 1935 town carriage for six years, must go due to lack of space. Beautiful original condition. Rustless, excellent black/green paintwork, spare engine, M.o.T. Taxed, sealed beams, Bowdenex. A real investment £145. Tel.: Newton Regis 455. (1377)

**DAIMLER DART**, metallic blue, tan interior, new exhaust s/top, M.o.T. Service manual. Offers around £425. Tel.: Totton (Hants.) 4113 (evenings). (1378)

**DAIMLER SP 250C**, B.R.G. Hard-top, soft-top, white interior, New Pirellis, clutch, battery, etc. Mechanically excellent and bodily pristine. Your chance to acquire a superb example of this famous marque. £645 o.n.o. Tel.: Offley (Herts.) 295. (1379)

**DAIMLER SP 250**, 1962. Immaculate condition throughout; soft-top, radio, twin spots, radials, new carpets, etc. £575 o.n.o. Tel.: 021-472 2350. (1380)

**LOTUS ELAN S4**, special equipment, 1970, fixed head, white, 9,000 miles, radio. £1,350. Tel.: Roberts 061-834 1626, 061-789 4993 (evenings). (1381)

**ASTON MARTIN DB6 1968 "G"** registration, 39,000 miles, Vantage engine, white with black interior, Sundym glass. Superb condition. £2,500. Tel.: Froggatt 061-330 4242, 061-427 5036 (evenings). (1381)

**PEERLESS**, dark blue, good condition, M.o.T., taxed. £250 o.n.o. Tel.: Hullavington (Wilts.) 650. (1382)

**MORGAN 4/4 1600** competition four-seater, dark blue, Sept. 1969 (H), wire wheels, rad-o, heater, etc., only 12,000 miles, perfect condition, 100 m.p.h. Joy to drive. Basic £1,400 asking £1,025. Tel.: 01-876 5107. (1383)

**JAGUAR Mk. VIII 1953**. Very carefully maintained in outstandingly good condition, Sept. M.o.T. £225 o.n.o. View near Oxford on weekends. Tel.: Longworth 371 (weekends), Leeds 676801 (weekdays). (1385)

**1962 ROCHDALE Olympic Phase 1**, excellent example, BMC 1500-c.c. components, 20,000 miles since complete overhaul, new SP68's, power brakes, electric fan, leather wheel, fully instrumented, wing mirrors, respayed "Ford blue inmk". M.o.T. Sept., taxed June. £325 o.n.o. Tel.: 051-709 6022 Ext. 426 (day); 051-722 8407 (evenings). (1384)

## FOR SALE—continued

**DB4 VANTAGE 1963** C.W.W.: new turbo-speeds unmarked; original silver grey; engine just reconditioned for £462 (bills available). £1,000. Tel.: Lee-on-Solent 79464. (1386)

**1958 MAGNETTE VARITONE**, good condition, excellent runner, M.o.T. £130. Write: 27 Town Mead, Crawley, Sussex. (1387)

**LOTUS SUPER 7**: 1968, 1500 c.c. stage 3, 6½ J Magna wheels, 23,000 miles only. Tel.: 021-354 7655. (1388)

**TYPE 315 BMW 1½-litre**, 3 carbs, 6 cyl, with type 55 two-seater body. Engine rebuilt but chassis requires some assembly and body fitting. Also some type 55 engine parts. Seen Ambleside by appointment. £150 or vintage Austin seven spares plus cash. Particulars and arrangements to view from Lee Eskdale Youth Hostel, Boot Holmrook, Cumberland. Tel.: Eskdale-219. (1389)

**BENTLEY 1954 "R"-type**. Excellent and reliable grey, automatic, red upholstery. New exhausts, M.o.T. Jan. 1972. Complete with tools, handbook, radio, etc. £725. Tel.: Wisborough Green 276. (1390)

**RILEY 1½-litre 1951**, three owners, beautiful body, excellent mechanics, taxed, M.o.T. December. £195. Tel.: Saffron Walden 2330. (1391)

**M.G.-B Nov. 1969 BRG**. Fastidiously maintained in perfect order. Many extras (hard-top, w/w, radio and spots). £1,025 o.n.o. Tel.: 01-937 1925. (1392)

**1938 1½-LITRE SS Jaguar saloon**, non-runner. £50 o.n.o., or break for spares, or exchange A-H 100/BN 2. Small, Wickfield Farm, Shefford Woodlands, Newbury, Berkshire. (1393)

**TONNEAU COVERS**, new in original wrapping; black Herald r.h.d., black Spitfire Mk. 2 r.h.d. and l.h.d., white Spitfire Mk. 2 l.h.d., Alpine r.h.d. Price £7.50 each, carriage extra. Coventry Motor and Sundries Company Ltd., Spon End, Coventry CV1 3GY. Tel.: Mr. Butler, Coventry 20363. (1395)

**LOTUS CORTINA May 1968**. Taxed June; engine rebored, clean body. Company car forces sale. Will demonstrate Yorkshire, Durham, Manchester, Cheshire. £750 o.n.o. H.P. arranged. Tel.: Darlington 61137, Afrincham 7606, Hull 847883. (1396)

**1953 WOLSELEY 6/80**. Twin carbs, o/h camshaft. Remarkable condition, taxed and M.o.T. £85. Tel.: Watford 25731. (1397)

**ALFA ROMEO GT 1300**, 1970 pine green, 19,000 miles, l.h.d. £1,400. Tel.: Dunton Green 503. (1398)

**AUSTIN Nippy 1936**. Offers. Tel.: Dalton-in-Furness 2611 (evenings). (1399)

**TURNER sports**. Excellent chassis, stiletto open bodywork. Some competition history, 1,000 c.c. M.o.T. £120. Tel.: 01-874 2405 from 3rd April (evenings). (1400)

**JAGUAR VII 1956**. A Concours example. The pastel blue paintwork is all original and spotless, chrome is as new; recorded mileage of only 36,630. KHS 259 has manual transmission with overdrive. Push-button radio; lamb's wool over-carpet, metal sliding sunshade roof and also two excellent original Dunlop Gold Seal tread pattern tyres. Connoisseurs for an investment. Tel.: Denham 2794. (1401)

**JENSEN 5415 1961**. Immaculate condition. Best offer over £600. 9 Wheat Hill, Walsall. Tel.: 24090. (1402)

**T.V.R. Vixen 1968**. Metallic maroon, tinted r/window. Excellent condition. £870. Tel.: Longfield (Kent) 2230. (1403)

**1964 A.C. Ace 2½** chassis No. 5036; last ace produced. For full details please write: Box 2719. (1404)

**BENTLEY 1936**. 4¼ sports saloon. Very attractive bodywork, mechanically sound; room wanted. Offers: Tel.: Henley (Oxon) 5549. (1405)

**MORGAN 4/4 1949 series I**, standard engine. £395. Ponytails, 25 Redenhall Rd., Harleston, Norfolk. Tel.: Harleston 263. (1406)

**PRE-1939** toy cars for sale and wanted. Tim Armitage, Antique Toy Shop, 18 Huddersfield Rd., Liversedge, Yorkshire. Open Thursday, Friday, Saturday. (1407)

**MIDGET 1970**. White/black trim, tonneau, oil cooler, undersealed, taxed, radio 13,000 miles. £750 o.n.o. Tel.: 602 1721 (after 6 p.m.). (1408)

**PHANTOM III** Mulliner semi-razor edge with projecting boot, rebuilt to very high standard, full history, many novel features including silver inlay and rear passengers' speedometer. Also many PIII spares. Tel.: Derby 61945. (1409)

**AUSTIN-HEALEY 3000/III 1964**; white; overdrive, wires, rack, tonneau, 47,000 miles. £550 or part exchange 4.2 "E"-type DHC (1964-1965). Tel.: Manchester 061-748 5629. (1410)

**TR3A Dec. 1961**, green; excellent throughout, rebuilt engine (bills for £140); overdrive, new side screens and tonneau, luggage rack, spot, air horns, Cinturatos. Taxed. Sound investment at £345. Tel.: Highcliffe (Hants.) 4723. (1411)

**SUNBEAM Tiger**. Genuine 38,000 miles. Owned for five years by nervous elderly gentleman, new appearance, mechanically perfect; carnival red, black hard/soft-top, radio, towing hitch, adjustable rear springs, Konis. £850 or exchange large convertible, cash either way. Tel.: Oakwood Hill, Surrey 412. (1412)

**R.-R. 1936**. Barker 25/30 sports saloon, grey/black. £1,150. Tel.: Shoreham-by-Sea 3311 (Sussex). (1413)

**BIG HEALEY 100/4**, taxed, tested; excellent for year, £220 o.n.o. Tel.: Keighley 62443. (1414)

**1965 LOTUS ELAN S2 BRG**. Unusually good example; two owners. Never used competitively. £700, no offers. Tel.: Brimscombe (Glos.) 3447 (evenings/weekends). (1415)

## FOR SALE—continued

**SUPERB SPRITE 1965**. £395. 37,000 miles, stage 1 balanced, 10 gal. tank. Tel.: Fleet 21312. (1416)

**SUNBEAM Tiger 1966**. Excellent condition, 51,000 miles, hard-top, radio, adjustable Armstrongs, carefully maintained. £700 or Haggle. Tel.: 01-789 7173. (1417)

**TRIALS CAR 1320-c.c.** Ford engine. Complete with trailer and many spares. £220. Also M.G.-B boot rack and Britax child seat. Tel.: 021-429 1622. (1418)

**SPRITE Mk. 1**, possibly the finest in existence. Many extras. Write details and photo. Graham, 69 Tavistock Rd., Newcastle. (1419)

**DAIMLER Consort 1951**, excellent condition inside, outside and mechanically. £200. Manor House, Walkeringham, Doncaster. Tel.: Misterton 492. (1420)

**DAIMLER O.H. coupé 1952**. Barker special same model as in Motor Sport article, July 1969. "Shopping for a Daimler". One owner for past 15 years, small mileage and reconditioned engine. Price £400. Apply: Maguire, 59 London Road, Chelmsford. Tel.: Chelmsford 55852. (1421)

**DAIMLER Majestic 1961**, 40,000 miles; black/silver grey interior; two owners. £300 or offers. 3 Parks Drive, Grimsby, Lincs. Tel.: 0472 4830. (1422)

**"E"-TYPE 2 + 2 4.2**, Aug. 66. Taxed, radio, two owners, 42,000 miles; year's M.o.T. Golden sand and tan hide. £1,100. Farnham (Surrey) 4363. (1423)

**M.G.-C GT fixed head coupé**, overdrive, wire wheels, radio, grey with red trim. £990. Terms arranged. Tel.: Mr. Nash, Barry, Glam. 2098. (1424)

**RILEY 1½-litre 1953**. Good condition, smart appearance, roof re-covered. Year's M.o.T., taxed. £150. Tel.: Edinburgh C31-332 8886. (1425)

**TR4A 1965 BRG**, superb low mileage example, £600. Tel.: Bognor 24531 (evenings, weekends). (1426)

**RILEY 1½-litre R.M.E.**, 1954, excellent bodywork, roof, interior; reconditioned engine. £230 o.n.o. Tel.: Edgware 01-959 6478. (1427)

**ELAN S2SE d/head**, Tonneau, k/offers, radio, belts, a/horns. £720. Tel.: Edgware 958 4952. (1428)

**JAGUAR XK140 F.H.C. 1956**. Finished in unmarked metallic green. Beautiful condition; new brakes, tyres, clutch, steering. Sound mechanically. M.o.T. Oct. £395. Tel.: Lingfield 3292 (Surrey). (1429)

**ROLLS**. Phantom I chassis, 1927. £575. Gable Cottage, Forty Hill, Enfield, Middx. Tel.: 01-366 0480. (1430)

**ASTON MARTIN DBS**, 1969, 33,000 miles. Auto, P/5, etc. £3,450 or exchange. Tel.: 01-366 0480. (1430)

**FIAT 124 1967**, 34,000 miles. Must be sold. £325. Tel.: 01-807 7427. (1430)

**LOTUS XI 1956** Climax Stage III or IV road/race, original, unbent. £600 o.n.o. Three latter day classics. Bentley Mk. 6, 1951, two grey. No rust. Exceptional. £600 o.n.o. de Chair. Tel.: Bere Regis 209 (Dorset). (1432)

**M.G. TC, 1947**, Red. Considerable sum has been spent on extensive restoration. £350. Meaden, 19 Brialeas Court, Morris Rd., Farnborough, Hants. (weekends). (1433)

**LOTUS Europa S2, 1969 "H"**, white, one owner, 17,000 miles; radio/tape player, tinted windows; power brakes. Immaculate. £1,295. Tel.: 01-954 3199. (1434)

**HEALEY 3000 Mk. III 1964**. B.R.E., w/w, o/d, Motorola, Cints., etc. Looks at least two years younger, hence best offer around £650. For more details: Tel.: Billericay 4788. (1435)

**ASTON MARTIN 1937** 2-litre saloon. Recent rechrome and respray all original. M.o.T. £650 o.n.o. Tel.: Crewe 68323. (1436)

**"E"-TYPE, F.H.C., 1967F**. Metallflake orange, pale green interior, extras incl. Cassette/radio, H.R.W., three twin-choke 45 DCOE9 Webers plus six rampipes, wide knock-on Minilites with excellent Dunlop S.P. sports, phenomenal performance. £1,200, would consider part exchange. Tel.: Preston (Lancs.) 614493. (1437)

**PORSCHE 356B**. Super 75 1963. Blue coachwork with black interior; in excellent condition; fitted with seat belts and radio. Only 60,000 miles. Very economical sports car motoring for £650 o.n.o. Can be seen Cornwall or Midlands by arrangement. H.P., part exchange possible. G. W. Hobard, Tamarisk, Raginnis Hill, Mousehole, Cornwall. (1438)

**GILBERN Genie V6 1967**. Maintained regardless cost, superb order; radio, tape player, etc. £850. Tel.: Cheltenham 22991. (1439)

**1967 M.G.-B GT**. £785, v.g.c., sandy beige, overdrive, knock-on wire wheels, Motorola radio, air horns, spot lamps. Must have convertible. Will consider swap or part exchange for M.G.-B Tourer B.R.G., white, or primrose Murray, 83 Hollow Lane, Barrow-in-Furness, Lancs. Tel.: 22071 (9 a.m.-5.30 p.m.) or 21413 (after 6 p.m. and weekends). (1440)

**LCW 28 on Herald 1960** (clapped). A. Holt, 1 Lorne St., Chorley, Lancs. (1441)

**M.G.-B GT, 1966**. White with red trim sunroof, overdrive, heated rear-screen, low mileage, excellent condition. £745. Steve Kendrick. Tel.: 021-427 2276. (1442)

**BENTLEY "R"-Type**, manual, being dismantled. All parts available except engine. Offers for complete chassis. D. Robertson, 3 North Park, Gerrards Cross, Bucks. Tel.: 83436. (1443)

**DAIMLER DART Nov 1963**. Gleaming white, black hood, Kenlowe, Marchal headlights, well maintained. £550 o.n.o. Tel.: 0756 2435. (1446)

**M.G.-B 1967**. BRG, perfect condition; o/d, w/w, hard-top, folding hood, S.P. sports, luggage rack, etc. £775 o.n.o. Manchester area. Spencer. Tel.: Disley 3805. (1472)



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Telephone  
01-340 7487



**1966 SUNBEAM Tiger**, red, with black hard-top, fitted radials and push-button radio. Pristine example £799  
**1966 TRIUMPH TR4A**, in signal red with black trim, fitted wire wheels and overdrive, p.b. radio. Recorded mileage 38,000, well above average condition ... £725  
**1968 MARCOS 1600 GT**, in yellow, this low-mileage example is fitted with wire wheels and radio, and it performs even better than it looks ... £1,175  
**1969 M.G.-B**, in gleaming red, with black trim, fitted overdrive and p.b. radio ... £1,025



**1969 'H' LOTUS Europa**, in Bahama yellow (similar to illustrated), one owner from new, 16,000 recorded miles. This superb roadholder is fitted with Cosmic alloy wheels and a radio ... £1,199  
**1968 'E'-Type convertible**, in dazzling white (illustrated). This one-owner vehicle has covered a ridiculously low mileage of 21,000 (on this class of car one could say just run-in and coming into its best). Fitted white-band tyres and chrome wire wheels and a push-button radio ... £1,745  
**1968 TRIUMPH TR5**, in blue with matching upholstery, fitted Rostyle wheels and overdrive ... £1,025



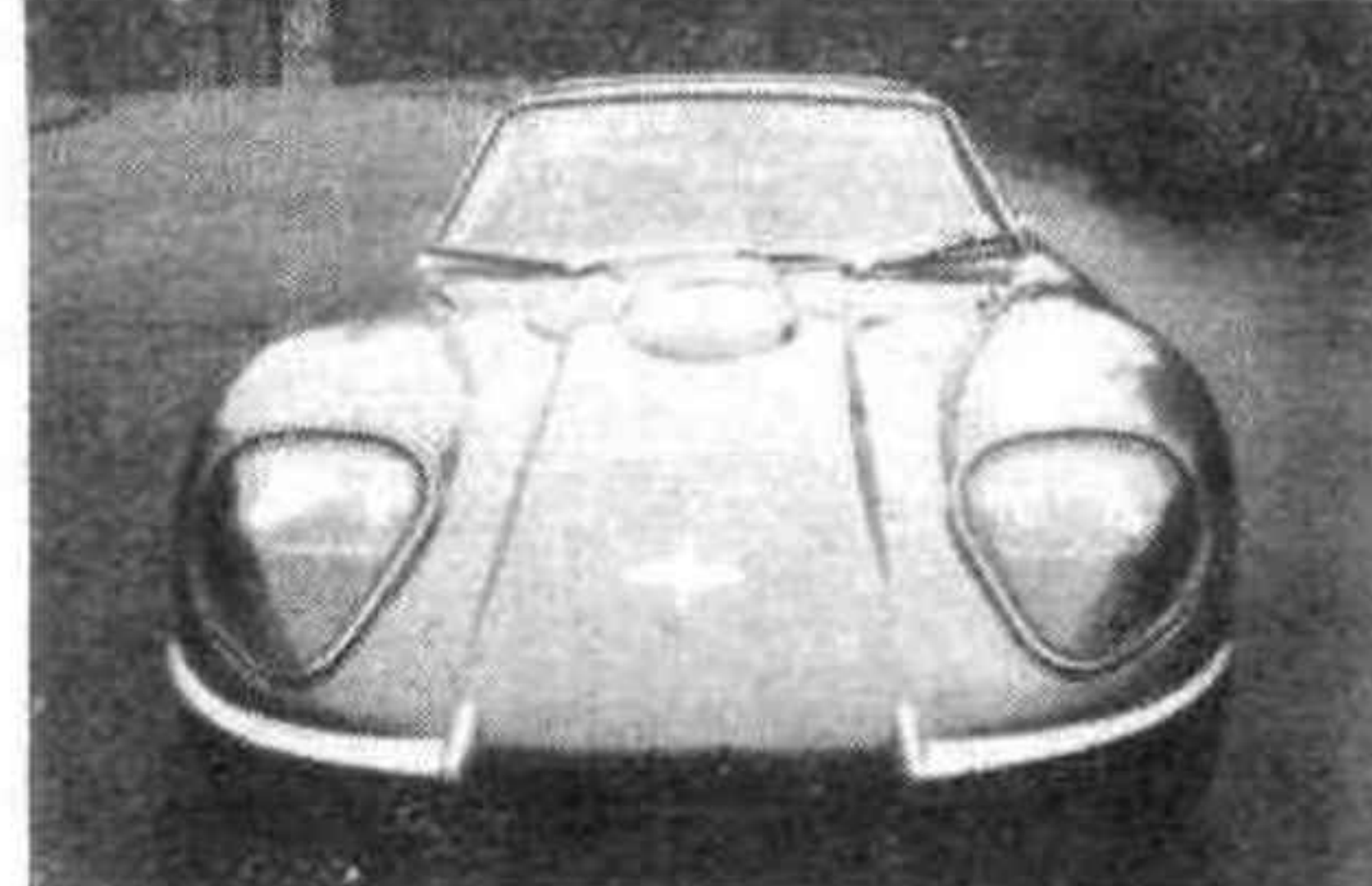
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To complete your sporting summer we are offering a 15ft. 6in. **BRY-OWENS Hi-Speed Skiboat**. Coupled with a 60-h.p. Evinrude electric start Speed Four outboard motor, with remote gear controls and twin petrol tanks. The outfit is in outstanding condition and is on a Snipe Mini wheeled trailer with jockey wheel and winch. We understand the boat is capable of 40 m.p.h. and will tow two skiers ... £599

**1966 Reg. ASTON MARTIN DB5** (illustrated), in Fiesta red with tan upholstery. A beautiful example of this classical marque. Fitted Selectaride suspension, 5-speed gearbox, electric windows, Sundym glass, chrome wire wheels, and push-button radio. Well worth journey just to view ... £1,745  
**1967 LOTUS Elan drophead, S.3, S.E.**, in bright orange, all the usual extras, plus a few more. Ready to go at ... £595  
**1967 M.G.-B GT**, in B.R.G., fitted chrome wire wheels and overdrive, plus many other extras ... £665  
**1967 TRIUMPH Spitfire Mk. III**, in royal blue, one owner from new; fitted matching Bermuda hard-top, push-button radio, car alarm, undersealed, 5 Cints.; full service history ... £625 or £595 without the hard-top  
**1969 M.G. Midget**, in primrose yellow, 18,000 recorded miles; fitted wire wheels and Motorola radio ... £739  
**1966 TRIUMPH TR4A**, in signal red with black trim, fitted wire wheels; very fine example ... £685  
**1965 SUNBEAM Tiger V8**, in white with black trim, fitted push-button radio; a well above average exceptionally fast car ... £625  
**1969 TR6**, in white with black trim, fitted Rostyle wheels and a radio (similar to illustrated) ... £1,225  
**1968 PIPER GT** (illustrated), in red; mag. wheels are fitted to this real show-stopper ... £899  
**1968 'G' Reg. TRIUMPH GT6**, in white with black trim, one owner from new, fitted overdrive and having covered a low mileage ... £829  
**1969 M.G. Midget**, dark blue with black interior, this fine car has wire wheels, hard- and soft-tops, and has recorded only 20,613 miles ... £749  
**1968 M.G.C. GT**, in mineral blue with black upholstery, fitted wire wheels and overdrive. A fine example of this practical fast 2+2, mileage only 26,000 ... £1,035  
**1968 MARCOS 3-litre** (illustrated), in electric blue with black trim. The quickest of all Marcos models is fitted with sun-roof, overdrive, radio and Minilite magnesium wheels ... £1,395  
**1969 OPEL GT 1900**, in bright red, with black interior, this one-owner unusual sports car has a very low mileage ... £1,395  
**1965 4.2 'E'-Type drophead**, in metallic dark green. This must be one of the finest examples for the year ... £1,095  
**1968 M.G. Midget, 1,275 c.c.**, in B.R.G., one owner from new. This rare version has the full Lenham GT conversion, must be value at ... £665



**1967 TRIUMPH TR4A**, in blue, fitted wire wheels and overdrive, radials and radio ... £849  
**1967 M.G.-B**, in mineral blue, fitted wire wheels and overdrive ... £799  
**1968 LOTUS Elan drophead, Special Equipment**, in yellow, low mileage ... £1,145  
**1967 LOTUS 7**, in Gold Leaf team colours, fitted heater and full weather equipment ... £595



**1969 M.G.-C roadster**, in B.R.G., fitted wire wheels, overdrive and radio ... £995  
**1969 MARCOS GT**, in chrome yellow, one owner from new; fitted sun-roof, wires and radio ... £1,235  
**1968 TR5**, in jasmine with black upholstery, fitted overdrive, Rostyle wheels and a radio ... £1,035  
**1968 LOTUS Elan + 2**, bright red with black upholstery; this excellent one-owner car is fitted with a p.b. radio ... £1,295



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### INFORMATION

All cars three months guaranteed. All cars checked over in our workshops. Any car, motorcycle, etc., taken in part exchange.

### FOR SALE—continued

**ASTON MARTIN DB2/4 Mk. I** 1954, blue saloon, gold interior; Vantage engine; bills over £200 last 3,000 miles on brakes, tyres, engine and body trim, few spares. £360 o.n.o. Tel.: Stafford 2449. (1444)  
**FIAT 2300S coupé**. The poor man's Ferrari. Looks, sounds and very nearly goes like one! Racing red; black upholstery; electric windows, 120 m.p.h. Immaculate order. One previous owner. Reg. 1965, taxed, M.o.T. £125 o.n.o. or would consider exchange for interesting Vintage tourer. Ray Potter, Tel.: 01-254 6311, 037882 2523 (evenings) (North Weald). (1275)  
**1962-63 RILEY 1.5**. Two-tone blue; excellent condition throughout. £195. Tel.: Southend 86204. (1445)  
**DAIMLER SP250 B.Spec.** Silver; immaculate; new engine, gearbox, rear axle, steering, silencing system, battery, XAS's. Bills £600 shown. Best offer over £550. East, 1 Bramley Grove, Crowthorne, Berks. Tel.: Crowthorne 4623. (1446)  
**P4 ROVER**, Cyclops 75, 1950. One previous owner. Almost new condition. Unique. £265. Tel.: 01-546 8874. (1447)  
**ALFA ROMEO 1750 Spyder** 1969 model, but used for last 7 months only for sale. Fitted radio, and naturally faultless. £1,790. Bacon, Normans-Heath. Tel.: Cheshire 286 (1448)

### FOR SALE—continued

**M.G.-A 1600 twin-cam F.H.C.** Red, red interior. Very good example of this rare sports car. First 1450 cash secures Rowlands, 33 Hallowell Rd., Edgbaston, B'Ham 16. (1449)  
**AUSTIN HEALEY 3000 Mk. III**, June 1967. Blue; recorded mileage 30,000; o/drive, wire wheels. 1910. Tel.: Dr. Scott 021-777 2691. (1450)  
**SUNBEAM Alpine 1968**, 23,000 miles; GT hard-top, radio, extras; excellent. £760. Terms possible. Tel.: Cheltenham 25494. (1451)  
**ROLLS-ROYCE 20/25 1934** close-coupled owner-driver saloon. Sunshine roof. Hooper coachwork, immaculate, excellent mechanics. Restored throughout. £1,600 o.n.o. Please Tel.: 041-942 5766 (evenings or weekends). (1452)  
**UNIQUE PORSCHE 356B S90**. £1,100. Factory extras including; chrome knock-on-wheels, radio, better seats; superb condition bodily and mechanically. Recent bills for £600. View anywhere by appointment. £485 o.n.o. Tel.: Llanelli 3752. (1454)  
**ALVIS Speed 20 Vander Plas saloon**. Mechanically excellent; uses no oil, makers oil press. Bodily very sound; a real motor car. The largest of three Alvises so regretfully must part. Offers around £450. Tel.: Burnley 25468. (1455)

### FOR SALE—continued

**REMAINS** of Arnott 500 c.c. C-1953. Chassis; suspension, brakes, steering, wheels; part body. No engine, gearbox, £35. Johnson, Thatch, Wistanswick, Market-Drayton, Salop. (1453)  
**LANCHESTER LD10**. Barker aluminium saloon; very low mileage; very good condition. £175. Tel.: Burnley 25468. (1455)  
**'R'-TYPE BENTLEY 1955**. Manual, very good condition. No rust. £595. Tel.: Bognor Regis 5788 (after 10.30 p.m.). (1456)  
**1933 AUSTIN Clifton 4-seater** tourer. No rust. £180. Tel.: Bognor Regis 5788 (after 10.30 p.m.). (1456)  
**REGISTRATION** number GSM 4 on 1953 Zephyr 6; car scrap; also original instruction book in as new condition. Offers to Welsh, Barntalloch, Langholm. Tel.: 279. (1457)  
**30/98 'E'-TYPE**. Dismantled but virtually all mechanical parts, some duplicated. No body, no instruments, no lamps. Best cash offer, VSCC members only, buyer collects. Tel.: Medway 61775. (1458)  
**M.G.-A 1961**, 1600 Mk. II, F.H.C., metallic blue, white trim, wire wheels. £375. Tel.: 01-204 0720 (evenings). (1459)  
**1963 A.C. Greyhound 10002** engine. Documented history. £1,250. Tel.: Nether Stoway 423. (1460)

### FOR SALE—continued

**8 NPB FORD Gammon Fastback**. Runner but requires rebuilding. Best offer over £50. Tel.: Liverpool 051-727 2617. (1461)  
**ASTON MARTIN DB5**. Exceptional condition throughout; 5-speed; Sundym electric windows, H.R.W., Motorola, c.w./w. £400. Mechanical overhaul recently completed by Aston main agent. £1,625. Tel.: 061-439 1896. (1462)  
**LOTUS Elan + 2 1968**, 26,500 miles; metallic silver. Usual luxury extras. Fast beautiful car. £1,100. Tel.: Exeter 73774 (after 6 p.m.). (1463)  
**BENTLEY 3½-litre, 1935**. Elegant Parkward body, sun-roof, original upholstery, good condition. £450 o.n.o. Tel.: Gosport (Hampshire) 81270. (1464)  
**M.G.-A 1600 Mk. 2 F.H.C.** 1962 (Oct.) Speedwell blue; Specimen car in near mint condition. Mileage 34,740, believed genuine. Fitted radio. Asking £495. Your offer invited. Keep, Coach and Horas Garage, Broadway, Worcs. Tel.: Broadway 3262 2385. (1465)  
**MORGAN Plus 4** competition model 1966. (Low bonnet and cowl), 72 spoke w/wheels; 4-branch exhaust, selectoride, Konis, h/top, s/top, h/tonneau, f/tonneau, Kenflow fan, heater, twin spots, 37,000 miles, immaculate; £880. Champness, 7 Duck End, Birchanger, Bishops Stortford, Herts. Tel.: Stansted 2671. (1467)





**MORRIS STAPLETON MOTORS LTD.**  
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**The Racing Morgan Agents**

"Oh Caesar beware the Ides of March for then cometh the mighty Morgans."  
 A Dec. 1970 4/4 in green, still under guarantee, leads the array. An orange 1970 4/4 with wire wheels (72-spoke) glistens next to a 1970 4/4 in beige also with 72-spoke wire wheels. On one flank a white 4/4 1969, wire wheels and a 1969 4-seater 4/4 in red with wire wheels and leather interior. On the other flank a 1968 4/4 in yellow, wire wheels, luggage rack, is next to a white 1968 4/4 with wire wheels, leather interior and wing mirrors. In the centre with its throaty rumbling a 1969 Plus 8 in sierra blue and a 1968 cream Plus 4, both 'G' registered. A 1966 Plus 4 supersports in yellow and another 1966 Plus 4 in indigo blue. None of them for the weak-hearted. At the rear three 1968 4/4s in blue with hard-top, yellow with luggage rack and white with brown wings. As Scouts this mighty array has a blue left-hand-drive TR5, wire wheels and overdrive, and a 1970 M.G.-B GT in bronze yellow with Rostyle wheels and overdrive. In reserve you can now HIRE a two- or four-seater Morgan for as little as £20 for three days with no mileage charge. A week will cost £40 and includes comprehensive insurance. Brochure sent on request. Surrender now.



**FOR SALE—continued**

**T.V.R. VIXEN S2** 1969. 20,000 miles. Metallic lagoon blue, wire wheels, leather steering wheel, seat belts. £950. Tel.: Bristol 294891 (daytime). (1652)  
**1959 XK150 Jaguar**, pearl white/red, overdrive, wire wheels. Good condition, an investment at £760. Tel.: Hurst (Berks.) 76. (1654)  
**M.G. MIDGET** 1962. Lightened and balanced engine, recent clutch, gearbox and back axle, three branch exhaust, servo brakes, XAs, body rebuild, bronze yellow, two new hoods, enthusiastically maintained, genuine reason for sale, £285. Michael Townsend, 33 High St., Manningtree, Essex. Tel.: 2766. (1655)  
**DAIMLER S.P. 250** 1964. Golden sand; radio, tonneau. One woman driver 50,000 miles, M.o.T. Good condition. £725. Tel.: Brighton 777926 (after 6.30 p.m. most evenings). (1656)  
**COOPER-BRISTOL** historic sports racing car eligible for H.S.C.C. events, fully rebuilt mechanics and coachwork, nominal mileage since rebuild, 100 per cent. original and uncutched, 150-b.h.p. Bristol engine, original alloy wheels complete with Dunlop racing tyres, quick-change rear axle, many spare ratios, ratios can be changed in 10 minutes, boxes of engine spares, spare alloy wheels, etc. Fantastic performance and road-holding, open to reasonable offers due to change of plans. Willies, 13 Brinsmade Rd., Ampthill, Beds. Tel.: 2033. (1657)

**FOR SALE—continued**

**RELIANT SCIMITAR GT** 1966. Immaculate white bodywork/black trim. Superb mechanics/performance. Motorola, sun-roof, o/drive, w/wheels, new tyres, M.o.T., low mileage. £800 o.n.o. Tel.: Cambridge 64184. (1658)  
**1963 DAIMLER Dart**, New hood, discs and pads, suspension rubbers. Just decarbonised, 59,000 miles only, Pirelli tyres, "C"-type chassis. Excellent mechanical condition. £475 o.n.o. Tel.: Ascot 24501 (on holiday until March 5th). (1659)  
**SPRITE MK. IV**, 1969. Mineral blue, black interior, wire wheels, good Cinturatos, extras, 12,000 miles, £675. Tel.: 021-355 3341. (1660)  
**1925 ROLLS-ROYCE Phantom I** Limousine by Hooper. Chassis No. 62 MC. One of the first Phantoms made and restored to a very high standard. Artillery wheels provide an unusual feature. Closest offer to £3,000 secures. Tel.: Bromsgrove 73659. (1661)  
**M.G.-B ROADSTER**, 1963, blue, v.g.c., overdrive, wires, oil cooler, twin fogs, reversing lamp; radio, heater, belts, two new tyres, batteries, water pump, discs. £399 o.n.o. Tel.: Harlow 36496 (Essex). (1662)  
**BENTLEY Mk. VI** 1949. Two-tone blue, complete respray except for top coat. Four new tyres, M.o.T. Good runner in regular use until Jan, 1971. Sale due to company liquidation. Best offer over £300. Tel.: Mr. Strong, Studley, (Warwickshire) 2614. (1671)

**FOR SALE—continued**

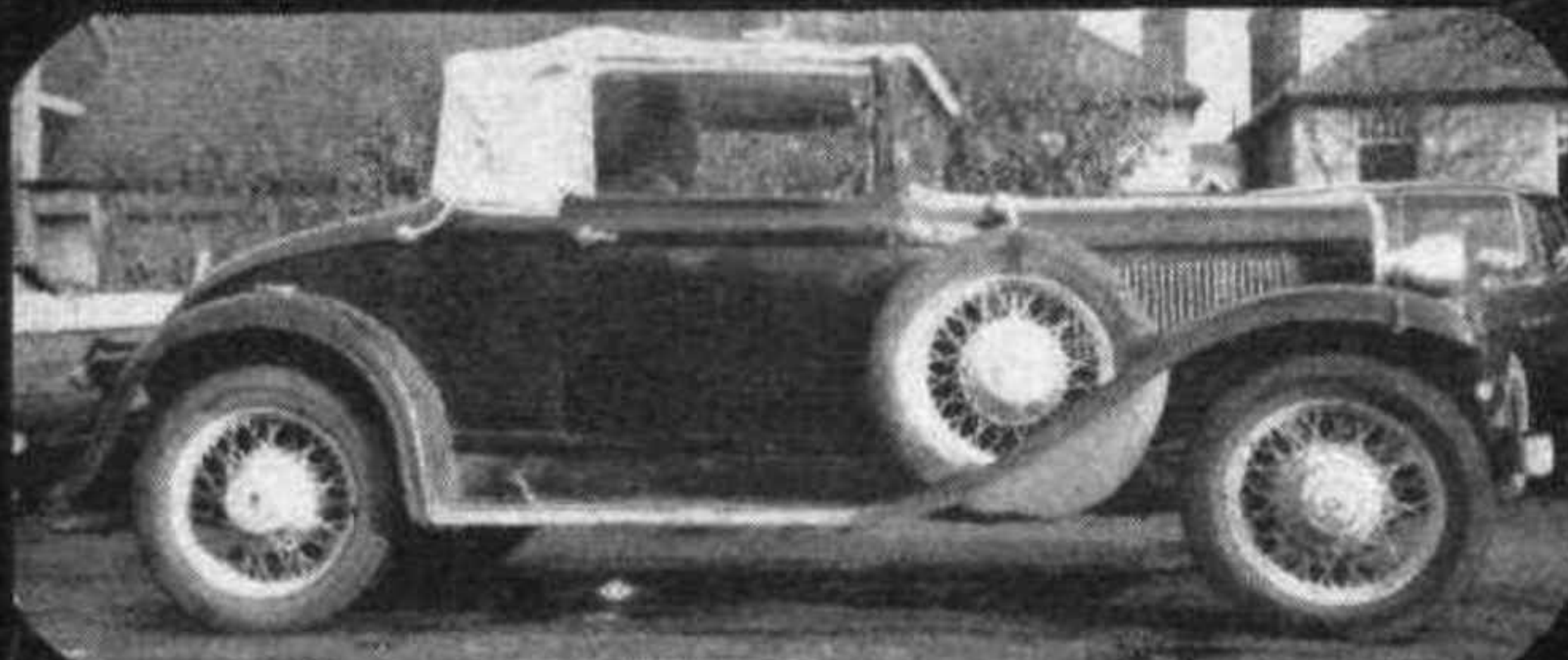
**T.V.R. GRIFFITHS**. Incredible performance. 36,000 miles, 225 b.h.p., good all round condition, best offer over £900, no time wasters. Tel.: Godalming 7465. (1664)  
**RILEY 1948** 1½-litre. Black. 70,000 miles replacement engine. M.o.T. Nov., tax. Spares include gearbox, £85 o.n.o. Tel.: 01-722 4195 (evenings and weekends). (1665)  
**M.G.-B 1965**. Red; radio, tonneau, very good condition, £550 o.n.o. Available 12th April onwards. Tel.: Hinckley 4892 (Leics.). (1666)  
**ROLLS Silver Dawn** 1955. Newly repainted dawn blue with blue leather. A beautiful example. £2,200. 60 Gunnersbury Ave., W.5. Tel.: 01-992 8488 (evenings). (1667)  
**SUNBEAM ALPINE GT** 1967. Excellent condition; blue; overdrive, extras. Genuine mileage 15,000, one owner, £650. Tel.: Crowborough 4133. (1668)  
**1966 SUNBEAM Alpine GT** with hard-top and overdrive. Finished in midnight-blue with contrasting blue interior. Taxed and M.o.T. One previous lady owner. This car is truly immaculate inside and out. New clutch, alternator, four radial tyres and Solenoid fitted within the last four months, must be one of the best condition Alpine GTs offered at £550 in the area. Tel.: Rayleigh 73971 (daytime only). (1669)  
**SUNBEAM RAPIER** 1962 convertible. Dark blue, about 30,000 miles. Delightful car, £185 o.n.o. Tel.: Mr. Bagshawe 01-405 5779. (1673)

**FOR SALE—continued**

**M.G. TC** 1947. Original, good running order. £175. Alfa 1600 GT, immaculate, 1966. £750 for quick sale. Tel.: Rhosee (Glamorgan) 432 or Bournemouth 34336. (1663)  
**BENTLEY Mk. VI** 1952. Big bore 4½-litre. New braking system, new twin exhaust. Just had top overhaul, new carpets and recent tyres. Believed genuine mileage shown as 96,000. Price £575. 60 Gunnersbury Ave., W.5. Tel.: 01-992 8488 (evenings). (1667)  
**1967 IMP sport**. Green/vinyl roof. Taxed. M.o.T., oil cooler, reclining seats, radio, tachometer, etc. £390 or exchange. Fish 27 Branston Rd. Tel.: Clacton-on-Sea 22886. (1670)  
**ROLLS-ROYCE S1**. Oct. 1956. Midnight blue, Champagne upholstery; new tyres. Just fully serviced. A fine example. Consider exchanges. £1,395 o.n.o. Tel.: 061-483 6256 (day), 061-635 2959 (evenings). (1672)  
**1953 RILEY 1½ R.M.E.** Green/black; radio, heater. Engine requires attention. Drive away for £65. Tel.: Preston (Lancs.) 36051 (evenings). (1674)  
**M.G. TD11** M.G.-CC Registered, present owner 4½ years detailed log 23,000 miles. Rebuilt 1968. Coach painted black. New H/S lights, seats, springs, tonneau, silencer, brakes relined, five good X's. Good home wanted. Tel.: Newton-le-Willows (Lancs.) 5897. (1675)



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# JOHN BRITTEN



Recline in a sports car, long and low; it's ever so good for your status quo. Ten or 12 new MGs waiting like puppies in a pet shop for their new owners, if you buy one please be sure to treat it kindly. MG-Bs in midnight blue, blaze and bronze yellow, choice of automatic, overdrive or plain, MG-B GTs in racing green and midnight blue, probably some more colours by April 1st. Sprites and Midgets in glacier white, teal blue, bronze yellow, midnight blue, racing green and blaze. Works hardtops in stock for any Bs and Midgets listed. Not to forget the MG 1300 Mk II, any colour, do you realise that this vastly under-rated car now has large-diameter crank, extractor exhaust manifold, will outperform any standard MG-B on winding roads. We also do the Austin 1300 GT, same thing except 4 doors and a bit more tarted up. All the cars I have mentioned from the Leyland stable have one thing in common, and that is exceptional structural rigidity—more than is really essential perhaps and no doubt it would be possible to manufacture these cars with a thinner gauge of metal here, a gusset or rib omitted there, and a general slight saving in weight and cost. But then you would lose that nice machined-from-the-solid sensation that sorts these models from their tinnier brethren on the far from smooth roads round Arkley. I'm not quite sure

In an unobtrusive sort of way we are selling more Arkleys than ever; kits to convert your own Spridget are normally in stock or on just a few days delivery, and we always have about three ready converted cars for sale between about £550 and £1,000. Sprites and Midgets for conversion though we have totally run out of, so the purchase of some more is an urgent necessity. Any year, must be sound, uncrashed, excellent interior, rot-free; dull or blemished paintwork no drawback. We are making a racing Arkley body for someone, a replica of our own racer, with wider deep wings to suit racing tyres and ultra-low suspension. Now would be a good time to order yours, so that we could make a small batch. Just got back from selling cloth badges and 6-shift gear knobs to gnomes at the Geneva motor show, so am pretty out of touch with our used car stock; here however is a rough idea: Arkley SS, built all-new June 1970, bronze yellow, £975. Austin 1275 GT, flame red 1970, Triumph TR4A, white, overdrive, MG-B, 1965, tartan red, £640. TVR Vixen, 1968, ermine white, wire wheels, Cinturatos, used to be our demo car once upon a time, subsequently put out quietly to grass in the West country, £895. Sunbeam Tiger, 1965, dark blue, hard-top, soft-top, spotlamps, £775. See picture. Sister car, but dark green, soft-top, hard-top, radio, about the same price. Triumph

things too, not priced. Morgan 4/4 4-seater, 1970 in all but date of registration, white, believed fitted with the last chrome luggage grid ever made by dint of lobbying Mr Jay, £1,265. MG Midget, red, 1965, followed by something I



can't read and "£425". Morgan 4/4 Comp. model 4-seater, 1970 in all but age (a '69, actually), kingfisher blue, luggage rack, £1,195. You might by the way sometimes get the feeling that our Morgans are a little on the dear side, but before you leap to any untoward conclusions please come and look, compare condition and mileage, none of our used ones has done more than about 7,000 miles for each year of their lives. MG Midget, 1970 bar a few days, flame red, wire wheels, £795. MG-B, 1964, Old English white, folding hood, wire wheels, Cinturatos, radio, £525. Triumph TR4A, 1966, white, red interior, overdrive, radio, Cinturatos, £675. MG-B, 1966, BRG, hardtop, overdrive, wire wheels, £660. Arkley SS, 1275 c.c. built 1971 on 1968 chassis, metalflake gold, £895. Morgan 4/4 Comp. model, June 1970, wire wheels, lemon yellow, Cinturatos, grid, underseal, frail lady owner, £1,360 (still £140 less than you'd pay for a new one to the same specification). Lots more on the way; have also got a Vile Viva, a Spavined Super Minx, and one or two other trade ins. All sports cars except the oldest have stringent workshop inspection, full lubrication service, defective components replaced, triple road-test system. We have nothing but conscientious clean-living mechanics at Arkley, none of your grotty granchers here. Personal exports are our speciality, 50% of our new cars sold this way, we have really streamlined the procedure and can help you to take fullest advantage of this tax-saving scheme. Please write or ring up for full details. Have got quite a few new Dunlop SP68 RQs

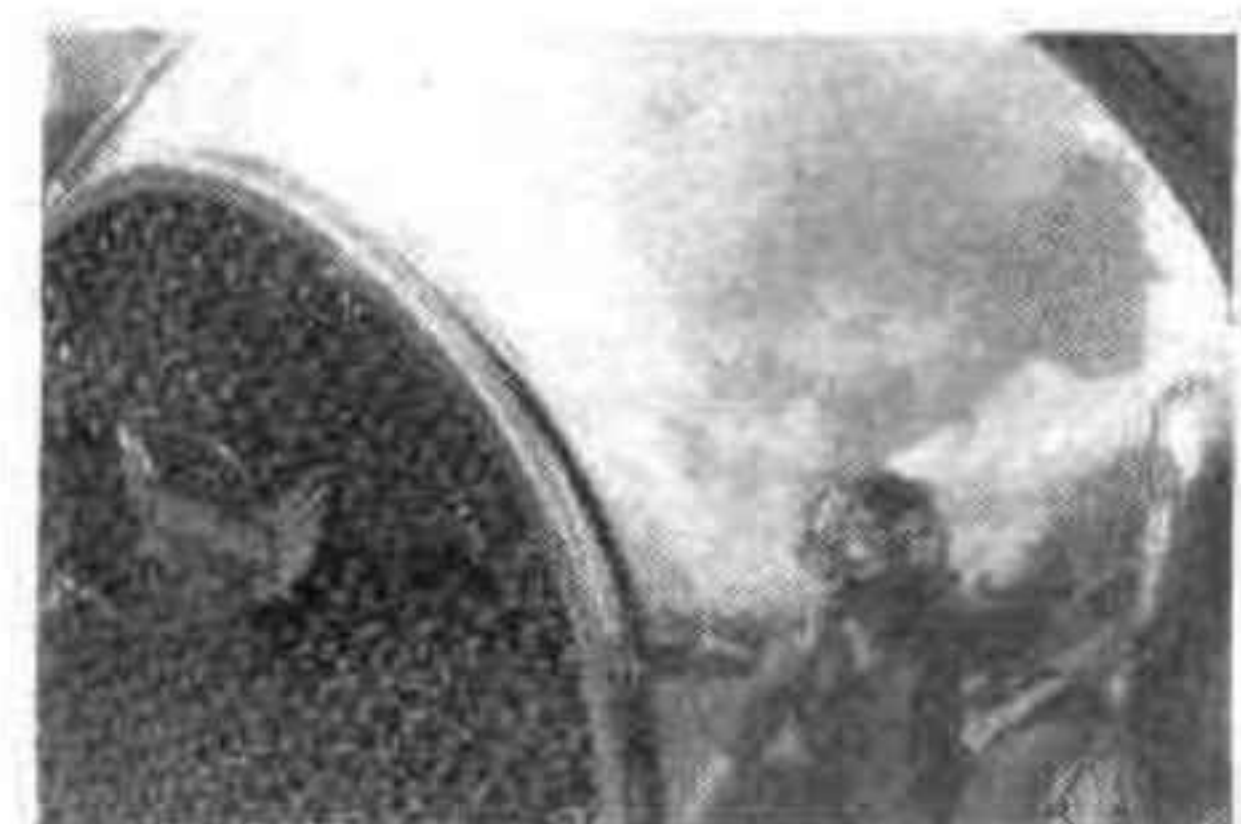


how official it is but there is a new model TVR out quite soon to supplement the present range, and we have been promised one of the very first. The Vixen S3 and Tuscan V6 will continue unabated, and as with all the makes of cars we sell a demonstration run will be given without any pressure being put on you to buy. Morgans are also for sale in rather the same way as the merchant banks sell shares in Time magazine, a great big advertisement and it always says at the end that as all the shares have been sold the advertisement appears as a matter of record only. The mystery is that they always have these huge adverts set up in quite large type; think I'll sell them a few bags of used 5 point from these columns,

Spitfire Mk III, Wedgwood blue, one owner, 1968, £620. Arkley SS, Jarama orange II? winding windows, newly built on 1966 chassis, engine overhaul, £710. MG Midget, 1969H, mineral blue, wire wheels, radio, leather rim, £735. Lotus Elan S3 convertible, red, 1967, knock-on wheels, SP Sports, radio, £1,030. Triumph TR5, 1968, conifer green, black interior, £975. MG-B GT, 1967F, BRG, overdrive, wire wheels, Cinturatos, £940. Morgan Plus 4 coupe, 1969, 5,200 miles, wires,



In size 165-14 at a fraction over half-price, might have one or 2 15" as well. MG-B Heron hardtop in BRG with rear quarter-lights not unlike the works one, £25. Some wide wheels, for Imp/Viva, £1.25 each. Baby Belling cooker,



will split the saving straight down the middle with the buddies at Kleinwort Benson, Morgan Grenfell et al. Here as promised is a picture of the Morgan 3-wheeler; a bit fogged because someone opened the darkroom door just as I was snake-charming a 5ft 6in length of Tri-X prior to feeding it into the spiral jaws of my developing tank. Sometimes I forget to mention that we also sell Austins, as well as the Sprite and the 1300 GT we are trying to get a Cooper S and a Mini 1000 for stock in time for April 1st.



SP41s, kingfisher blue, £1,330. Since the last words were typed I realise that some despicable sales-hungry employee (perhaps I should say ex-employee) has not only included my Morgan 3-wheeler in the stock list, but has actually priced it as well (£395). Neither money nor temptation of any kind would I'm afraid induce me to part with this car, to which I am very attached, MG-B, 1969H, primrose yellow, overdrive, radio, £1,030. Morgan Plus 4, November 1968G, chrome yellow, black leather, wire wheels, 5 new Cinturatos, £1,040. Lotus Super Seven, 1965 Sept, two twin-choke Webers, close cogs, chrome rollover bar, 3,800 miles, wide rear wheels (and fairly wide front ones), £795. Morgan 4/4 Comp. model, 1968, 2-seater, kingfisher blue, wire wheels, heater, £960. Morgan Plus 4, 1969, chrome orange, one owner, £1,495. MG Midget, 1970, bronze yellow, Lenham vinyl type hardtop, got some other

£6.50. Please ring up first for these more unusual items as they may have to be specially brought in from home. Open to 7pm, closed Sundays and Bank Holidays.

**JOHN BRITTEN**  
Barnet Road, Arkley, Barnet,  
Herts. 01-449 1144,  
and at  
31 Moscow Road, W2. 01-727 2707.

## FOR SALE—continued

- PORSCHE 912**, 1967, 63,000 miles, sand/black upholstery, one owner, radio, £1,525. Leuchars (Fife) 343 (evenings), (1676)
- BRISTOL 403**, B.O.C. Concours, 1st and 2nd 1969 and 1970. 405 engine, disc brakes. £750. Tel.: 01-837 0630, (1677)
- ALVIS 12-50**, Doctor's coupé. First registered Jan. 1926, Yellow/black. Very pretty specimen. Alvis 12-60 Atlantic saloon. Very rough bodywork £1,050 (the pair). Tel.: Whitchurch, Hants, 2003. (1678)
- LANCIA FLAVIA 1.8** Zagato sports, in very good condition, mileage 39,000. Tel.: Endon (Stoke-on-Trent) 3075 (after 6 p.m.). (1679)
- LOTUS + 2 B.R.M.** Metallic aqua-blue, 130 b.h.p.; iodine headlights; +2s rear lights, chrome knock-on wheels, 27,000 miles. An immaculate car in every detail. Genuine reason for sale. Offers over £1,350. Tel.: Batley 4605. (1680)
- TR6 1969**, Red/black; overdrive, radio, 18,000 miles, £1,225, H.P. or part exchange. Good 64/66 Daimler V8 saloon. Tel.: Bletchley 2267 (evenings). (1681)
- ASTON MARTIN DB4 1960**, taxed, many extras and replacements, sound buy. £850 o.n.o. Tel.: 01-366 4390. (1682)
- M.G. TC 1949**, excellent original condition, just been coach painted, new valve guides, petrol tank, king pins, reconditioned steering box, robed 13,000 miles, two-wheels respoked, push-rods, complete clutch, £350, no offers. D. Moorhouse. Tel.: 061-432 4401. (1684)
- M.G. MIDGET**, Oct. 1968, 25,000 miles, Basilica blue, wire wheels, £550. Tel.: Dorking 5873 (evenings and weekends). (1685)
- 1947 TC M.G.** 8 years present owner, now going abroad. Being resprayed, available after about 10th April. £230. Tel.: Nantwich (Cheshire) 0270 64810. (1687)
- DAIMLER RITZ 1940**, silver grey, elegant, comfortable, sound. Very fully equipped. Well worth a little attention. £125 o.n.o. Alvis TD21 1961, Maroon convertible. Hood bag and full tonneau; wire wheels, radio. Good condition, £400 o.n.o. Hamilton, Kilmknowe, Galashiels. Tel.: 0896 2124. (1688)
- 1969 TR6**, White; 14,000 miles only; one owner; immaculate; Motorola, overdrive, Rostyles, tonneau, £1,350 o.n.o. Worley, 5 Widcombe Crescent, Bath, Somerset. (1689)
- ALFA ROMEO 1600** Giulia Sprint GT. This superb car, reg. Sept., 1966, is finished in beautiful yellow ochre with black trim. Here's your chance to own one of these fantastic cars that has covered only 30,000 miles since new at over £100 off the usual price. £825. Cox, Tel.: Woking 5966, extension 10B (day), 01-398 6035 (evenings). (1690)
- TR2**, Hard/soft-tops, tonneau, Xs, 3A engine, gearbox and apron, glassfibre wings; mechanically sound but body requires attention. £110 o.n.o. Elliott, Shooters Hill, Swinford, Rugby. Tel.: Swinford 340. (1691)
- ALLARD J2X**, Essex Aero fixed head coupé body, Chevrolet V8 engine, De Dion, wire wheels, etc; good mechanics, body requires respray, retrim, etc.; a unique vehicle, £500 o.n.o. Knapman, 46 Morland Rd., Croydon. Tel.: 01-654 4969. (1692)
- DAIMLER CONQUEST Century**, 1954; 55,000 miles total; Daimler rebuilt engine, six good tyres; everything original and immaculate; genuine reason for sale; not cheap but excellent value at £225. Might trade for old banger. Tel.: Kidmore End 2176. (1693)
- FORD MODEL A** one-ton truck; immaculate condition, low mileage and one owner. £250 o.n.o. Tel.: Gunnislake 652 or Penzance 3500. (1694)
- A P.V.T.** in everything but date; 1950 14/70 Lea-Francis aluminium saloon; twin o.h.c., fair performance; rewired; three spares, £125 o.n.o. Wells, Battens, Lambourn Woodlands, Berks. Tel.: Lambourn 597. (1695)
- MORRIS 8**, Series I, 1937. In first-class original condition; coachwork unmarked; sun-roof, steering, brakes, etc., excellent; one owner last 25 years; reconditioned engine 1967, little used since; collector's item. Offers around £300. Mr. Champion, Tel.: 01-590 5429 (10 a.m. to 7 p.m.). (1696)
- 1938 VAUXHALL 10** h.p. saloon; two owners; 14,000 miles (believed genuine); sound condition; in running order but paintwork rough. No reasonable offer refused. Tel.: Broadstone (Dorset) 4161 (after 6 p.m.). (1697)
- 1935 M.G. PB**, Registration CMP 5; good condition throughout; M.O.T.; in store. £350 o.n.o. Tel.: Longparish (Hants.) 344. (1698)
- AUSTIN HEALEY 3000** Mk. III, 1966. Silver blue; wire wheels, overdrive, new XASs, seat belts, tonneau, rack; 39,000 miles; taxed, M.O.T. £845. Tel.: 947 0450 (evenings), 748 0291 (days). (1699)
- QUICKEST CAR** under £1,000; 1969 Lotus Cortina, immaculate in silver fox with black vinyl roof; £300 value in extras, including 1,650-c.c. engine, Rostyle wheels, push-button radio, Webasto roof, tow bar, etc. One owner, never raced or rallied; very reliable, £880 o.n.o. J. Bannister. Tel.: 061-980 5553. (1700)
- VAUXHALL 25** H.P. limousine, 1939. Grosvenor body with wind-up division; seven-seater, taxed, tested, very good running order; excellent tyres, £135 o.n.o. 27 Greenfields, Mayfields, Redditch, Wors. (1702)
- BENTLEY Mk. VI** 1947, excellent chassis, body well above average. Black and grey. £375. Tel.: Llanbedrog 445 (N. Wales) (after 10.30 p.m.). (1809)



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England's largest Lotus and M.G. specialists

## LOTUS

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

1969 Series (Registered Nov. 1968) Lotus +2. Specially finished in Lamborghini lime green with black vinyl roof with matt black bumpers and wheel centres. A one-owner car with a recorded mileage of 15,000. £1,495

1968 Lotus +2. Specially finished in Rolls Royce regal red, with a recorded mileage of 27,000. £1,425

1968 Lotus +2. Specially finished in bright metallic blue with black trim. Recorded mileage 26,000. £1,396

1970 Lotus Elan S/E f.h.c. Red with black trim. A one-owner vehicle which was supplied new by ourselves. Specification includes push-button radio, electric aerial, heated rear window and SP tyres. Recorded mileage 7,000. £1,475

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

1971 Lotus Europa. Yellow with black trim. Fitted with servo brakes, radial-ply tyres and wheel trims. 600 miles only. £1,545

1970 Lotus Europa. Royal blue with black trim. Specification includes, Cosmic wheels and radial-ply tyres. Weber carburettor conversion, twin fuel tank, servo brakes. An immaculate one-owner car supplied new by ourselves. Recorded mileage 8,576. £1,435

1962 Lotus Elite. Possibly the lowest mileage Elite available today. Full history and letters from previous owner's confirming mileage at only 8,000. Metallic blue with silver roof. A collectors item. £895

1962 Lotus Elite. Red with tan trim. This car has been virtually unused for the last five years and is consequently in excellent condition throughout. £795

1967 Lotus Cortina. White with green flash. Long range fuel tank and bucket seats. An exceptionally well maintained vehicle in every respect with a recorded mileage of only 15,000. £775

## M.G.

1969 M.G. 'C' GT. Specially finished in Sahara beige with black coach line and red interior. A very full specification includes J. A. Pierce alloy wheels, Michelin XAS tyres, Downton engine conversion, servo brakes, Webasto sunshine roof and heated rear window. £1,245

1970 M.G. 'B' roadster. Black with black interior. Fitted with chrome wire wheels and white wall tyres, radio and electric aerial. An immaculate car throughout. Recorded mileage 8,000. £1,175

1970 (May) M.G. 'B' roadster. White with black trim. Fitted with Rostyle wheels. Recorded mileage 9,000. £1,125

1970 M.G. 'B' roadster. Blue Royale with black trim. Fitted with wire wheels. Recorded mileage 11,000. £1,125

1969 M.G. 'B' GT. British Racing Green with black trim. Fitted with wire wheels. Recorded mileage 16,000. £1,095

1969 M.G. 'B' roadster. Mineral blue with black trim. Fitted with overdrive, wire wheels, radial tyres and push-button radio. £995

1969 M.G. 'B' roadster. Red with black trim. Fitted with wire wheels, folding hood, recorded mileage 21,000. £995

1967 M.G. 'B' GT. Mineral blue with black trim. Specifications include overdrive, wire wheels and push-button radio. An excellent example in every respect. £895

## TRIUMPH

1969 Triumph TR6. Ivory with black trim. Fitted with overdrive, radio, radial-ply tyres and Selmar alarm. Well maintained two-owner example with a recorded mileage of 23,000. £1,295

1968 Triumph GT6. Blue with contrasting trim. A very well maintained one-owner car fitted with push-button radio. £795

1969 Triumph TR6 Convertible. Ivory with black trim. Fitted with overdrive, push-button radio and burglar alarm. A one-owner car with a recorded mileage of 23,600. £1,295

1969 Triumph Spitfire. Ivory with black trim. Fitted with push-button radio. £745

1968 Triumph Spitfire. Valencia blue with tan trim. Fitted with wire wheels and radial tyres. £645

## MISCELLANEOUS

1966 Ford GT40. Certainly amongst the best road going examples of this classic motor car. Following a complete engine overhaul the car is now offered for sale with a high performance 4.7 Mustang unit with 4 twin-choke downdraught 48 IDA Webers, twin-plate clutch, baffled sump etc. etc. Specially finished in metallic pine green. £4,950

1971 Boss Mustang. Grabber yellow. Full specification on request. £4,250

1971 (Series) Ford Mustang Mach 1. An opportunity to acquire one of the first 1971 model Mustangs at a very considerable saving on list price. White with black trim, 351 V8 power unit, Automatic transmission, power steering, air conditioning, tinted glass, stereo cassette player etc. Recorded mileage 5,000. £3,645

1969 (Series) Porsche 911 TLux Sportomatic. Ivory with black trim. Specification includes alloy wheels, heated rear window and rear wiper, Blaupunkt radio and tinted glass. Recorded mileage 20,000. £2,895

1969 Series (Registered Dec. 1968) Porsche 912. Ivory with red trim. Fitted with heated rear window and push-button radio. An impeccably maintained car in every respect. Recorded mileage 21,000. £2,345

1969 Reliant Scimitar GTE. Silver with black trim. Fitted with overdrive, push-button radio, Pirelli tyres, Golde sunshine roof. Recorded mileage 24,000. £1,745

1968 Fiat Samantha. A most attractive 2+2 fixed-head coupé. Midnight blue with white interior. Fitted with radio. £1,350



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1970 TVR Tuscan V6, o/d., 11,000 miles, one owner .. .. £1,425  
1964 TRIUMPH TR4, hard-top, o/d., radio .. .. £515

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**WORKS TEAM CAR.** Actual works team car from the 1953/4 successful Rootes team. Ex-Leslie Johnson. This car is offered for sale restored to its original splendid condition and is finished in unmarked "Alpine mist" cellulose. This car is one of the five remaining cars from the original team of six and is probably the only one available for sale at the present time.

**SUNBEAM ALPINE SPECIAL, 1954.** This car is of similar specification to the works team car and is extremely rare as approximately only 75 were built. Presently available to customer's choice of exterior colour and interior trim.

**SUNBEAM ALPINE, 1954.** Connoisseur's specimen example, immaculate louvred coachwork in unmarked tartan red cellulose, new interior trim and upholstery in oyster beige with red piping, new carpet, chrome, etc. Heater, screen-wash and all the usual Sunbeam refinements.

Also available various other pre-1955 Sunbeam Alpines, including one Mk. III version in unblemished ermine white with red upholstery. Probably finest Mk. III available. H.P., part-exchange, etc. We wish to purchase or take in part-exchange any marque of interesting car.

## LOTUS 7 - TVR GILBERN

New LOTUS Seven S4, S/E, D/L, ex-stock. Red, blue, yellow, incl. heater, washers, seat belts, roll-over bar, laminated windscreen, underseal. Delivered for £1,050

New LOTUS Seven Twin Cam. Early delivery. From £1,242

New TVR Vixen S3 1600 GT, alloy wheels, ex-stock. Flame. £1,295

New TVR Vixen 2.5, 6-cylinder. Early delivery. From £1,475

New TVR Tuscan V6. Early delivery. From £1,595

1970 TVR Tuscan V6, o/d., radio; 7,000 miles. Claret. £1,495

New GILBERN Invader V6, ex-stock. Amethyst. £1,665

New GILBERN Invader V6, o/d., sun-roof, radio, electric aerial and windows, all black interior, black coach-line, reclining seats, alloy wheels. White. £1,835

New GILBERN Invader Estate, V6. Early delivery. £1,770

1969 TVR Tuscan V6 (Dec.), o/d. Blue. £1,395

1970 LOTUS 7 S4, S/E. Silver. £945

1968 LOTUS Cortina. White. £745

1970 TVR, H/T. Red. £1,395

1968 TR5, w/w. White. £995

1970 GT6, o/d., radio. Blue. £1,145

1967 TR4A, w/w., o/d. radio. Blue. £795

1967 SPITFIRE Mk. 3, w/w. Blue. £565

1969 M.G.-C, w/w. Blue. £995

1968 M.G.-B, w/w. Blue. £895

1967 M.G.-B GT, w/w., o/d. Green. £895

1965 TVR Griffith V8, w/w., radio, exceptional condition. Maroon. £1,095

1968 COOPER S. White. £565

1965 CORTINA GT. White. £345

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Sales

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70 CAPRI 3-litre GT XLR, one owner ... £1,195  
 65 VOLVO P1800 'S', reconditioned engine/gearbox 1970. Outstanding condition ... £845  
 67 M.G.-B GT, wire wheels; one owner; special finish ... £875  
 67 M.G.-B, wire wheels; one owner; special finish ... £775  
 66 M.G.-B, exceptional ... £675  
 70 SPITFIRE, one owner, 12,000 miles; immaculate ... £775  
 68 SPRITE, one owner, low mileage; immaculate ... £625  
 66 SPRITE, Ashley fastback hard-top. Excellent car ... £495  
 66 MIDGET, Nice original car ... £465  
 63 MIDGET, white ... £285

Brand New COOPER 'S' 1275, taxed, ready to go ... £1,100  
 69 COOPER, 23,000 miles ... £625  
 67 COOPER 'S' ... £545

## Coopers 'S' cars WANTED FOR CASH

ALLOY WIDE WHEELS FOR MINIS  
£7.50 each (£27.50 set four).

## TR4 and TR4A WANTED FOR CASH

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Brand New unregistered MUSTANG "Boss 429". The ultimate Mustang with 375-b.h.p. engine. Shattering looks and performance ... £3,750

69 BMW 2000 Tilux, 21,000 miles, one owner. Granada red/black trim £1,675  
 68/9 MORRIS 1800 'S' Mk. II. Quite immaculate black/gold line ... £865  
 68 FORD Cortina GT, 4-door. Nice original car ... £695  
 65 JAGUAR 3.4, overdrive ... £575  
 64 MERCEDES 220SE, fuel injection/automatic; one owner ... £975

Insurance and hire purchase arranged same day

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

### FOR SALE—continued

PILOT V8 1949, one owner, 33,000 miles, original pristine black cellulose body and leather interior, valve radio, extras, unused spare, tested one year; a collectors car, secure investment for £275 o.n.o. Tel.: 01-940 1605. (1468)  
 RED TIGER, low mileage, hard-top, soft-top, tonneau cover, radio, reclining seats, luggage rack, only two owners from new in 1965. I am emigrating and must sell for only £575. H.P. could be arranged. Tel.: Homeshaw 01-930 7022 Ext. 7493 or 7479 (office), or 01-373 8436 (evenings). (1469)  
 ALFA ROMEO 1967 1600 Sprint GT, 25,000 miles. Urgent sale due to house purchase, realistic offers. Tel.: Sunbury (Middx.) 83444. (1470)  
 PORSCHE 356C, ivory white with black leather, seat belts, Konis, German S.P. tyres, 50,000 miles and maintained by agents, including a recent engine overhaul, original paint kept in immaculate condition and underseal renewed. About £795. For further details, write to J. McAdam, A.R.I.B.A., (who would also like to have details of 912's for sale), 20 Heol Wen, Rhiwbina, Cardiff, or Tel.: Cardiff 64656. (1471)  
 1963 FERRARI 250 GTE 2 + 2. Overdrive, l.h.d., 45,000 miles, believed genuine. Bills for £300, engine needs running in, also new clutch fitted, Borrani wheels, with new set of tyres. Car painted red, with red leather interior, reclining seats, electric windows, taxed, year's M.o.T. A really beautiful car and a joy to drive £1,550. 1963 Mercedes-Benz 300 SEC r.h.d. coupé. Fuel injection, air-levelling air suspension, automatic, power steering. Painted mid-metallic green, fitted sun-roof, biscuit interior, reclining seats, years M.o.T. Exceptional condition throughout, £1,150. Both the above cars are offered for sale due to serious illness of owner. Tel.: Maivern 3272 (evenings). (1473)  
 BENTLEY Mk. VI 1949, Good reliable car in above average condition for year. £250. Tel.: 439 1896. (1462)  
 AUSTIN HEALEY 3000 Mk. III 1965. Silver blue/white; wire wheels, Cints., overdrive. New hood, tonneau, battery. Regularly serviced by enthusiast owner. 55,000 miles. Excellent condition. £715. Tel.: East-Bridford 291 Ext. 363 (office hours), or write: John Ford, G.W.S.F., R.A.F. Newton, Nottingham. (1474)  
 550 ASSORTED Auto Magazines—Motor Sport, Auto Sport, Motor, Car, CCC etc. Offers: Ware (Herts.) 2555, Hoddesdon 66614. (1475)  
 TR3 1956. Very sound, reconditioned engine/gearbox, body overhauled, resprayed, hard-top, tonneau, taxed, M.o.T. £230. Dawe, Great Yarmouth 63151 (day), Framingham Earl (Norwich) 3324 (evenings). (1476)  
 HARRINGTON ALPINE, red, 1592 c.c. Hartwell ST2 engine; 47,000 miles, overdrive, wire wheels, Cinturatos, radiomobile, Kenlowe, taxed, tested, exceptional condition (£1,440 new) £425 o.n.o. 2 Evenlode Drive, Long Hanborough, Oxford. (1477)  
 1954 "R"-TYPE Bentley automatic. Good condition. Bills and M.o.T. from Bentley Agent, 1800. Tel.: 852 4919. (1478)  
 HEALEY 100/6. One of the last of its type. Every extra on this unmarked example. This much sought after model reluctantly offered at £360. John Leach, Tel.: Bideford 2040. (1479)  
 1964 MORGAN 4/4 dark blue GT. Engine recently overhauled and rewired, excellent condition. Offers: Tel.: OBR2 421496 (after April 14th). (1480)  
 LOTUS 7 series IV. The ultimate in handling and acceleration. June 1970, 9,000 miles, still under warranty, S/E version, various extras. £925 o.n.o. Will consider interesting luxury car as part exchange. Tel.: Dillon-Guy 01-405 6783 (day), Brentwood 1432 (1481)  
 SOUND BENTLEY 3-litre engine, 1926. Complete with mags, starter, carb, etc., also some other 3-litre parts including radiator. Offers: Box 2720. (1482)  
 1936 LAGONDA LG45 drophead coupé, not running and in rough condition, but all complete. £395. Tel.: Neath (Glam.) 3160. (1484)

### FOR SALE—continued

1933 LAGONDA 16/80 six tourer, very good original condition. £1,250, interesting exchanges considered. Tel.: 01-248 2531. (1483)  
 1939 (REGD.) ALVIS "Speed 25" Charlesworth saloon, magnificent condition. Would like to exchange for Lagonda M45 saloon or will sell for £1,200. Tel.: Neath (Glam.) 3160. (1484)  
 1929 ARMSTRONG SIDDELEY 12-h.p. Tourer, 6 cyl.; 1500 c.c.; s.v.; three-speed preselector. Chassis partially rebuilt, nearly ready for body which is in excellent condition. New job and moving house forces sale. £250 o.n.o. Birmingham area. Tel.: 021-705 2522. (1485)  
 ASTON MARTIN 1932. International short chassis No. E2/206, very good condition. £1,500. Riley Falcon 12/4 alloy body saloon, truly exceptional condition, has to be seen. Offer: Tel.: Combe Down (Bath) 3156 (evenings). (1486)  
 MORGAN 4/4 competition Nov. 1968, wire wheels; 24,000 miles, red, full and half tonneau covers. Maintained by local Morgan agent. Excellent condition, £975 o.n.o. Tel.: 021-552 3903. (1487)  
 1965 ISO RIVOLTA, Superb power machine with 5.3 V8. Silver fox; 23,000 miles; radio/stereo 8-tape, four speakers, spots, belts, wire wheels, radials. Four-seater GT coupé. Bertone body; taxed and tested, p.x. considered. £1,450. Tel.: Bradford 47976. (1473)  
 M.G.-A 1600 Mk. II F.H.C. 1963, Servo, radio, rack. Excellent mechanically, bodily, recent overhaul. £360. Tel.: 021-550 3051 (Worcs.). (1488)  
 DAIMLER 2½ Barker sports coupé, 3-coater; history from delivery date in 1951; fantastic condition; exchange Rolls or Bentley. Tel.: Southampton 69582 (evenings). (1489)  
 HEALEY Silverstone in excellent order. Best offer over £850. Write Box 2731 (1501)  
 TALBOT 1932, 14-45, only two owners from new, this car is in fine and original condition inside, outside and mechanically. M.o.T. to one year. £650, no offers. Tel.: 01-693 2455. (1516)  
 AUSTIN HEALEY 3000 Mk. II, 1963, immaculate condition; silver blue; radio, overdrive. £525. Tel.: Blackmore, Essex, 679 (after 5 p.m.). (1517)  
 DAIMLER DART 1962 "B"-Spec. Wires, Radiomobile, one year M.o.T. Many extras, absolutely excellent. £700 or exchange Elan. Tel.: High Wycombe 33200. (1518)  
 1959 FIAT Abarth GT Zagato Coupé. Very pretty, rare and desirable, "double-bubble", wo-seater, r.h.d., handbuilt, aluminium, fixed head coupé, finished in Ferrari red. Ex-Franklin D. Roosevelt Jr. Speedo reading 24,000, correspondence, history and condition indicate genuine. New tyres and battery, taxed and M.o.T. £495 or exchange similarly interesting immaculate car. Kenneth Ball, Mulberry Place, Ditching, Sussex. Tel.: Hassocks 3000; Brighton 66161 (office). (1519)  
 1970 LOTUS Elan S/E registered June 1970. Colour yellow, drophead coupé, extras include radio and anti-roll bar, £1,450 o.n.o. 30 West Parade, Rhyd. Tel.: Rhyd 50834. (1520)  
 VAUXHALL VICTOR 2000 Estate, registered late 1969, maroon, excellent condition. £925 o.n.o. 30 West Parade, Rhyd. Tel.: Rhyd 50834. (1520)  
 BENTLEY drophead 3½-litre, 1933. Very fine coachwork. £1,395, 35 Charles Crescent, Lane Estate, Taunton. (1522)  
 M.G. TD. Superb order bodily, mechanically excellent, taxed, M.o.T. £475 o.n.o. Tel.: Derby 57798. (1524)  
 HAROLD RADFORD Bentley Countryman, 1948. £700 spent mechanics 12,000 miles ago including reconditioned 4½ full-flow engine. Mechanically 100 per cent. Coachwork mahogany/ash panelling. Folding rear seats. Electric windows, Q.I. headlights. Present owner 16 years. Photo, particulars s.a.e. £650. Westropp, Puddletown (Tel.: 386). (1527)  
 1956 XK140, special equipment, "C"-type head, wire wheels, rebuilt front discs, body and trim need finishing. Will sell complete for £145 or break if enough enquiries. Tel.: 061-773 1434 (Manchester). (1528)

### FOR SALE—continued

1953 SUNBEAM TALBOT 90. Good mechanics, excellent body, recently resprayed. Many new parts including battery, tyres, etc. Maker's oil pressure, recently de-coke. Requires attention to o/s swivel pin for M.o.T. Many spares, good investment at £175. Tel.: 01-399 3197. (1525)  
 1967 M.G.-B Roadster. British Racing Green Wires, radio, air horns, mirrors, new Cints., nine months tax, M.o.T. Good condition. £750 o.n.o. Hardwick, 59 Park Rd., Raunds, Northants. Tel.: Raunds 3163. (1526)  
 M.G. MAGNETTE ZA, superbly maintained and restored by one enthusiast owner for last five years. G/S engine 6,000 miles. Host of extras, radio, new parts; immaculate black and chrome, tan hide. M.o.T., taxed. £295. Tel.: 01-994 2665. (1529)  
 LOTUS ELAN S4SE Red, D.H.C., radio, tonneau, excellent condition, 11,000 miles. £1,295. Tel.: Nutfield Ridge (Surrey) 3459 (after 6 p.m.). (1530)  
 SS JAGUAR 2½-litre 1948. Good condition, new carpets, rebuilt engine, M.o.T., tax. Delightful Vintage style motor car. £225 o.n.o. Tel.: Saffron Walden 2330. (1531)  
 1968 LOTUS Cortina, 32,000 miles, radio, white, excellent condition. 1800 o.n.o. Tel.: Hawkins, 06286 4869 (view London if necessary). (1532)  
 VINTAGE AUSTIN 10 Lichfield 1934 saloon. Partly dismantled, rebuildable. £135. Tel.: Ashington (Sussex) 475. (1533)  
 AUSTIN HEALEY 3000 Mk. II 1964. Immaculate throughout. Metallic blue; overdrive, wires, Radiomobile, etc. £665. Marriage forces reluctant sale. Bargain for first enthusiast who sees. Full details. Tel.: Sturminster Newton 505 (day), Shaftesbury 3197 (after 6.30 p.m. and weekend). (1534)  
 PORSCHE 365C, 1964, Grey, black interior, radio. Excellent throughout. £795. Tel.: Rickmansworth 72592. (1535)  
 M.G.-B ROADSTER Jan. 1971. White, o/d, Rostyle, 1,100 miles, unmarked. £1,280 o.n.o. Dr. Timothy, Tel.: Warwick 41521. (1536)  
 T.V.R. Mk. 4 1800 S.E. 1967 (Nov.). Regal red; 31,000 miles; radio, Restall seats. £825 o.n.o. Lady owner. Tel.: West Hanning 684. (1537)  
 LOTUS EUROPA, Nov. 1970, J. Reg. Bahama yellow, 4,500 miles; twin-speaker, Radiomobile; Dunlop SPs, wing mirrors. £1,320. Tel.: Crayford 21958. (1538)  
 1935 ASTON MARTIN 1½-litre Mk. II saloon. Laid up past five years. Two owners. Tel.: Windsor 65423. (1539)  
 VINTAGE SUNBEAM 20/60 saloon 1924. Split rim wheels, new tyres, very original, Pixton body. Reg. number XR13. Price £1,250. Also very pretty vintage Sunbeam 16 tourer 1927. Twin side mounts, repaint, engine overhaul, etc. Very good condition. £800 o.n.o. Tel.: Aston, Nantwich 406. (1540)  
 M.G. TC in original condition with M.G. engine; running; M.o.T. tested. (Back oil seals.) Ideal for complete restoration. £220 or exchange Morgan tricycle. Ward, 2 Hereford Rd., Harrogate (Tel.: 2983). (1541)  
 SPRING is here: Anyone looking for a 4-seater convertible with "E"-type performance for under £900 must be interested in my 1965 l.h.d. Mustang V8. Electric top, P/B radio, manual gearbox (18 m.p.g.), Konis, XAS tyres, spots, new clutch, special overtaking mirror, low mileage. Gleaming white cellulose with white hood. Immaculate condition, effortless performance, 12 months M.o.T. £895, part exchange may be considered. 2 Coogan Court, Penarth, Glam. Tel.: 0222-703536 (after 6 p.m.). (1542)  
 SAVAGE, "F" Registration. Red with black interior; radio; many extras. One owner, 23,000 miles. 1950 o.n.o. Tel.: 01-422 3454. (1543)  
 ALFA ROMEO 1600 Sprint GT Veloce, 1967. Ochea with black vinyl roof, Motorola, electric aerial, specimen condition, 34,000 miles. Lady offers reluctantly at £1,075. Tel.: Nottingham 0602 271803. (1544)  
 M.G.-B GT, July 1969. One owner, 22,500 miles, immaculate condition; wire wheels, electric screen wash quartz headlights, leather s/w. Genuine reason for sale. £1,045 o.n.o. Tel.: Newcastle-upon-Tyne B61174 or B60533. (1545)

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 BEAUTIFUL ALPINE Mk. IV 1964. Many extras including hard-top, woodrim wheel, spots, mirrors, etc., tonneau, hood, near new radials. £425 or less without hard-top. Tel.: Watford 43135 (office hours). (1549)  
 MIDGET/SPRITE hard-top, Lenham black leathergrain, unused. First offer over £30. Brenan 15, Vittoria Walk, Cheltenham. (1550)  
 9-SEAT V8 Ford Estate £380. Ideal tow-car for smart racing equip. Enthusiastically maintained in Concours condition. Tel.: Fairsat (Kent) 814. (1551)  
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 WOLSELEY 6/80 o.h.c. 1951; many extras including oil wooter, Brightway valves, X radials, M.o.T., also special tools, spares. £345. Reason for sale space urgently needed. Tel.: Ambie 382, Northumberland. (1554)  
 1955 ASTON MARTIN DB2-4 2,922-c.c. Vantage engine, ice blue, carefully maintained and in fine condition. Workshop manual. £425. Morris. Tel.: Northwood 23997. (1555)  
 BENTLEY 1949 Mulliner sun-roof saloon. 108,000 miles. M.o.T. Recent new clutch, radiator, good tyres. Full history from new. Full-flow engine available if required. Coachwork needs repaint, about £325, would consider exchange P11 or Morris Minor 1100. Tel.: Keighley 5149. (1556)  
 BRISTOL 401. Excellent throughout, reconditioned engine, remote control C.R. gearbox, Konis, servo brakes. £350. Tel.: Hildenborough (Kent) 3472. (1557)  
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**Twin Cam CORTINA, 1968.** Silver fox; 22,000 miles .. **£775**  
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**TR3A, 1960.** Hard/soft-tops, tonneau, overdrive, wire wheels and all other extras; many new parts; fine example at £350 o.n.o. Further information telephone Mr. Lake Bristol 22515 (office hours). (1705)  
**ROLLS-ROYCE 25/30 sports saloon,** Thrupp and Maberly semi-razor-edged body, good mechanics and tyres, original green interior; good body condition, paint fair; taxed, M.o.T. £875. Baldock, Sycamore Cottage, Ightham, Kent. Tel.: Borough Green 2606. (1706)  
**SUNBEAM MK. III, 1955, saloon;** body, mechanically and trim in superb condition; low mileage; full history; two owners; holly green; many original extras; radio; M.o.T. £275 o.n.o. Doughty, 10 Lynton Rd., Peterborough. Tel.: Peterborough 4788. (1707)  
**LOTUS ELAN S/E coupé, 1967.** Yellow, black interior; new tyres, Blaupunkt radio, twin fog lights, speedometer reading 36,000; very good mechanics and body. £965. 27 Saxholm Way, Southampton. Tel.: 69011. (1708)  
**ALVIS 3-LITRE, 1964, TE21 Park Ward** saloon. Bronze/beige; five-speed, p.a.s. sun-roof; 35,000; opportunity to acquire one of these rare cars in immaculate condition. £950. (H.P. possible.) Tel.: Droithwich (Worcs.) 2952 (evenings, weekends). (1709)  
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**OWING to insurance collapse must sell** body-damaged Aston Martin DB2/4 Mk. III coupé; good mechanics; recent overhauled engine/gearbox; can be rebuilt. Would consider selling for spares. Offers. Tel.: Rugby 71386. (1711)

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**IN THE SPRING** I may be the reluctant vendor of a really good Jaguar XK150 3.4 f.h.c. that has been professionally maintained in first-class condition since new. Known history and mileage; kept in heated garage; fitted Webasto roof, Konis, Pirellis. Since the Bentley that I am buying is equally "overpriced" I shall be seeking offers in the region of four figures. Either watch for detailed advertisement next month or write Box 2733 if interested. Seen London. (1712)  
**SPRITE MK. I, 1960.** Excellent original condition; reconditioned engine and suspension 1,000 miles; G800s, tonneau, boot rack, many spares. £230 o.n.o. Tel.: 422 2076 (Northolt). (1713)  
**M.G. TC, 1949.** Red. Good condition, new tyres; M.o.T. 1972; taxed. £280 o.n.o. Tel.: Cranleigh (Surrey) 4207 (evenings). (1714)  
**ASTON MARTIN DB2/4 Mk. I fixed head,** 1955; the mileage of 61,300 from new is borne out by the exceptional appearance and condition; enthusiast maintained and much money spent. Sensible offers or interesting exchange considered; cash either way. Tel.: 01-460 5543. (1715)  
**ASTON MARTIN, 1954, DB2/4 2.6 Van-** tage. Resprayed white; twin exhausts and very good tyres. £400. Tel.: Harwell 479 (after 6 p.m. or weekends). (1716)  
**MORRIS MINI Marcos.** Many reconditioned parts; XAS. £250. 11A Rayleigh Clisc, Ipswich Rd., Colchester. (1717)  
**COOPER 1,293 c.c., Richard Mills** recent engine and gearbox rebuild; just run-in; not thrashed or bashed; hordes of extras; very fast; magnificent condition. You must telephone 01-657 8032 for further details of this very good example and to purchase. Evenings only please. Very good value indeed at £475. There are bills available for £600. (1718)  
**1926/1927 ALVIS TC12/50 narrow three-** door four-seat tourer; outstanding condition; sensible offers please. Tel.: Brantston (Lincoln) 237. (1719)  
**1932 WOLSELEY Hornet special saloon;** 1935 Austin Seven. Tel.: Llanfrynach 222 (weekends). (1720)  
**ASTON MARTIN DB Mk. III, 1958.** Rebuilt to concours condition; finished in Rolls-Royce regal red with black interior, new tyres, 11 months' M.o.T. This car must be one of the best DB Mk. III on the road. Must be seen to be appreciated; any inspection welcomed; would consider cheaper car in part exchange; genuine reason for sale, 1950 o.n.o. R. Green, 92 Foxearth Rd., Seisdon, Craydon, Surrey. Tel.: 01-657 8352. (1721)  
**1968 ("G") TR5, White, black trim,** wire wheels, spots, overdrive, many extras; taxed; one owner; perfect condition. H.P. available. £1,025. Tel.: Portsmouth 25421 (day), West Meon 397 (evenings). (1722)



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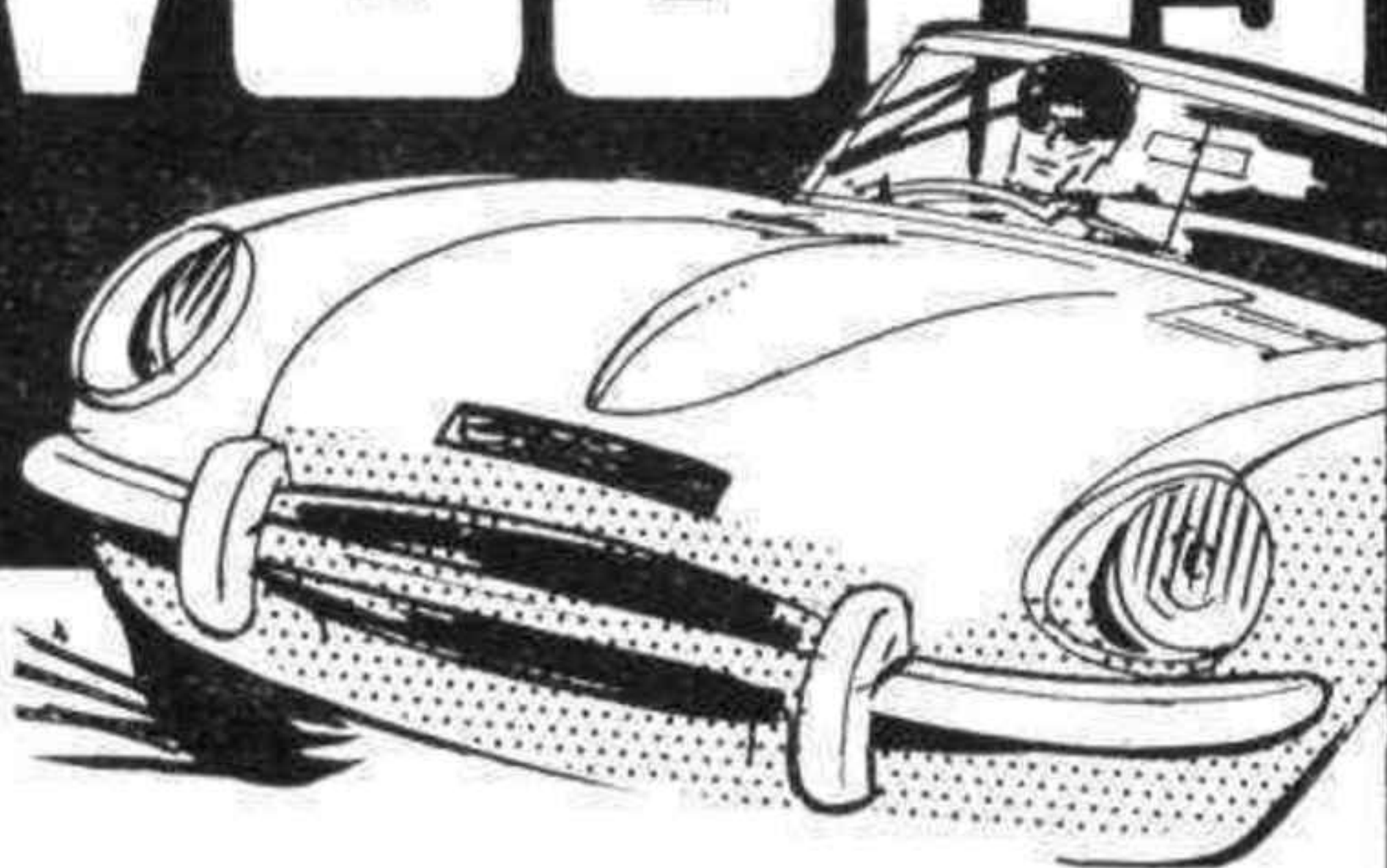
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**1970 Lotus Europa (above).** Finished in burnt sand with black interior. Fitted Surcym glass and radio. Recorded mileage 10,000. One owner ... **£1,375**



**1968 Lotus Elan S4 drophead (above).** Finished in French blue with black interior. Fitted radio. Recorded mileage 33,000. One owner ... **£1,145**

**1968 M.G.-B roadster.** Finished in blue with black interior. Fitted radio, overdrive and wire wheels. Recorded mileage 32,000 ... **£975**

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**1969 M.G.-C GT.** Finished in red with black interior. Fitted radio and overdrive. Recorded mileage 11,000. One owner ... **£1,145**

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1968 "G" Lotus Elan S4, S/E, d.h.c., in special metallic aquatic jade; radio, knock-off wheels; recorded mileage 22,000. £1,199. 1971 Feb. "J" M.G.-B roadster. 490 miles, one lady owner. Bronze yellow. Rostyle wheels. On the road price £1,350, our price £1,199 !!

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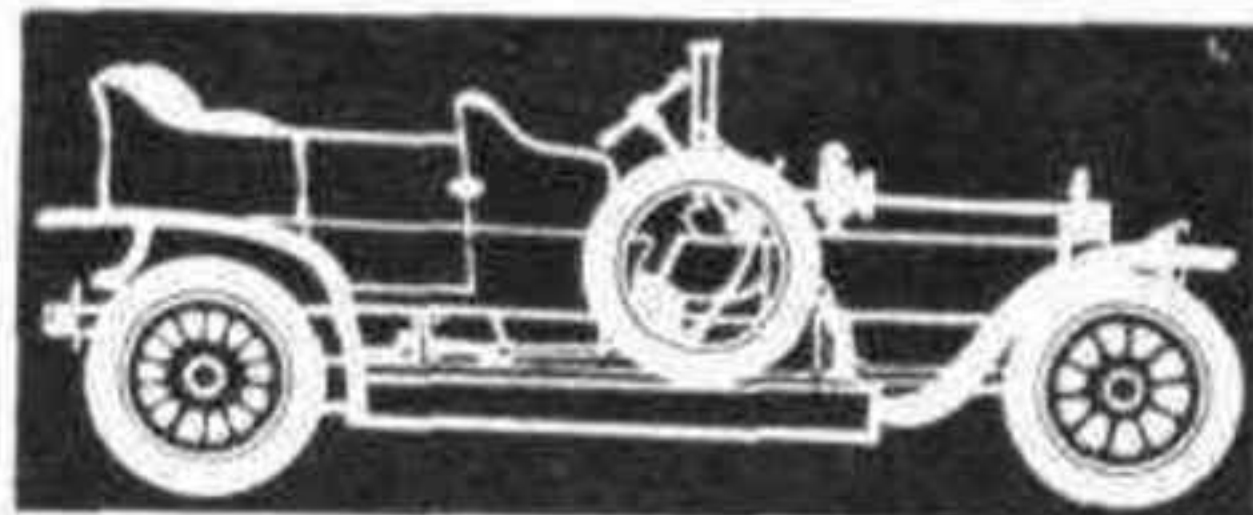
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**1968 Mini Cooper** with full Wood & Pickett Mini Margrave Luxury Conversion. Repainted from new in metallic green with beige Connolly hide interior throughout. The specification includes electric windows, double shadow glass, reclining seats, Wilton carpeting; fully instrumented; fascia in walnut veneer, radio, 8-track stereo with four speakers, Webasto sun-roof and deflector, Benelite grille, Dunlop mag. wheels, etc., etc. This car would cost new, £2,750, and being their ex-demonstration car has been maintained regardless of cost from new. **£1,450**

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**1965 Maserati Mistrale convertible**, 3.7-litre engine, fuel injection. Painted metallic silver, black trim and hood. Fitted Blue Spot radio, Borrani wire wheels. This car has recently had £700 spent on its mechanics and drives like a new car—representing tremendous value at **£1,975**



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## FOR SALE—continued

**FERRARI 250 GT 1961**, registered in 1962. V12 engine, recorded mileage of only 54,792 miles, very nice condition, all original carpets, new short wave radio just fitted, one registered owner from new, my toy and hobby and unused for the past six months, wide Borrani wires, excellent tyres, excellent body, new brake servo just fitted, would exchange with S4 Elan or £1,075 cash. Tel.: Potters Bar 57930 (Brookmans Park, Herts.). (1558)

**1954 "R"-TYPE Bentley**, manual, Park Ward D/H coupé, rare model, 34,000 since replacement engine. £1,100. Porsche 356A 1954. £300. Mercedes 300C 1956. £300. Auto Union 3000s for spares. Offers, part exchanges. Barnfather, Windmill House, Brafferton, Darlington. Tel.: Aycliffe 3302. (1560)

**SPRITE MK. I**. All fibreglass body, 5 1/2-in. rims, G800's, new engine, hood and side-screens, tonneau £225 o.n.o. Tel.: King's Lynn 63724. (1561)

**H.R.G. 1,100 1947**. Under 5,000 miles since extensive rebuild. £1,150. Tel.: Crowborough 4985. (1562)

**TR4A 1967**. Dark blue, overdrive, wire wheels, almost new XAS's, servo brakes, radio, £760. Tel.: Borough Green 3115. (1563)

**FIAT SPORTS Coupé 124**, Dec. 1968. One owner, low mileage, spotless condition, special wheels, radio, reclining seats; high performance and economy. £1,100. Tel.: Ascot 23018. (1564)

**1969 "H" REGISTERED Triumph GT6 II**, 13,000 miles; royal blue; wire wheels, heated rear window, radio. One lady owner, immaculate condition. 1965. Tel.: Ascot 21763. (1565)

**LANCIA FULVIA Rallye Coupé 1968**. Radio, reclining seats, low mileage. £925, exchange considered, trial possible. Tel.: London 579 3538. (1566)

**PORSCHE 356B 1961**. M.o.T., reclining seats, excellent mechanics, body sound. £365 o.n.o. Tel.: London 579 3538. (1566)

**ARMSTRONG SIDDELEY Whitley 1952**, in remarkable condition. Resprayed dark blue; valves reground, decoked, excellent tyres, battery, long M.o.T., immaculate walnut/hide interior. Rare model offering Bentley looks/comfort at a reasonable price £325. Tel.: Chadwick 022-14-3611 (office), or 01-504 6571 (evenings). (1567)

**EYE-CATCHING investment**. Absolutely beautiful 1961 Frogeye, H/S tops, luggage rack, radio, radials, Strombergs, 3.9 diff. £235. Tel.: Heddingham 110. (1568)

**ROLLS-ROYCE 25/30 H. J. Mulliner touring saloon** with division, 1936. Projecting boot, twin side mounts. Pretty and very sound bodily and mechanically. Executors sale. 1975 o.v.n.o. 2a Lapstone Gardens, Kenton, Harrow, Middlesex. Tel.: 01-907 5975 (evenings), 907-8010 (daytime). (1569)

## FOR SALE—continued

**M.G. TC**. Blue; excellent condition; new M.o.T., engine 12,000, new weather equipment. M.G. Car Club registered. Host of extras, Haggle round. £400. Tel.: 021-427 5265. (1570)

**LOTUS ELAN S3**. F.H.C. Burnt sand. Recent overhaul, S.E. cams, competition suspension, full harness, radio, taxed June. Immaculate condition. 1950 o.n.o. Tel.: 560 8683 (after 5 p.m.). (1576)

**"E"-TYPE 2 + 2 July 1966**. One owner from new. Works maintained. 60,000 miles, new engine, Webasto roof, heated back-light, self-seeking radio with V.H.F., twin fog-lamps. Cherry red with black upholstery. £1,200 o.n.o. Tel.: Wallace, 0203-34-2121. Ext. 206 (day), or Berkswell 3237 (evenings). (1574)

**1960 A.C. Aceca Bristol engine**; very good condition bodily and mechanically. £650 o.n.o. Tel.: 01-650 3839 (after 6 p.m.). (1640)

**1939 M.G. TB Tickford**; rare model; very good condition. £350. Tel.: Teignmouth 5227, 8 Don Crescent, Sea Front, Teignmouth, Devon. (1584)

**M.G. ZB Varitone**, 1959. Undersealed; exceptional; second owner. £200. Tel.: Hermitage (Berks.) 654. (1585)

**FAIRTHORPE EM V**, late 1970. B.R.G. Must sell. £850. Turner. Tel.: 834 8511, extension 6731 (between 9-4 p.m.). (1586)

**1952 RILEY 2 1/2**. New roof; long M.o.T. 1775. Photos available. Write: Willes, 34 Skipper Way, Lee-on-Solent. (1587)

**AUSTIN HEALEY Sprite Mk. I**. Must be one of the finest examples available. One lady owner until 1968, owned by mechanic since; regularly serviced and maintained regardless of cost since new; finished in cherry red with red interior; radio; wire wheels, tonneau, almost new Cinturatos, recent complete engine overhaul. £300 o.v.n.o. Tel.: Burghfield Common (near Reading, Berks.) 2860. (1588)

**MERCEDES-BENZ 300SL roadster**, hard- and soft-top, 1958. Beautiful car. £1,850. Exchange possible. Box 2728. (1589)

**1935 3 1/2-LITRE Bentley sports saloon**. Aluminium body by Mulliner. This car is mechanically perfect, having been owned and maintained for the last 11 years by an R.R.-trained engineer. Complete with original handbook; current M.o.T. and almost new tyres; individual, trouble-free motoring and a sound investment at £750. Tel.: Little Chalfont 4149. (1590)

**M.G.-B GT**. Black; 1967-1968; wire wheels, overdrive, spots, tax; low mileage; lovely motor but must go. £840. Tel.: 0494 23476. (1591)

**RILEY 2 1/2-litre RMF**; 70,000 miles from new; two owners, really beautiful condition. £350 o.n.o. Tel.: Saffron Walden 2330 for appointment to view. (1594)

## FOR SALE—continued

**XK CONNOISSEURS** pay close attention! XK140, 1955, f.h.c. This ex-nobility automobile has covered only 13,000 miles since new; powder blue paintwork with powder blue leather interior; still on its original tyres; immaculate? Mint? Say what you will it just has to be seen to be appreciated; winner of XK Concours prize last year. This elegant machine comes with history and documents from Jaguar Cars Ltd. £1,500 or part exchange. Ferrari, GTB, Bentley S2, Rolls Cloud I, Mercedes 230SL. International enquiries accommodated. Pete. Tel.: 01-743 8649. 80 St. Elmo Rd., London, W.12. (1592)

**LEA-FRANCIS**, 1950, 14-h.p. saloon; genuine 26,000 miles, exceptional condition; original leather/walnut interior; a fine example of a rare model. £500 o.n.o. Gibson, Castleview, Station Rd., Halmerend, Stoke-on-Trent. Tel.: Audley 272. (1593)

**1955 3-LITRE Lagonda**. £450 o.n.o. Two-door Tickford coachwork; recently mechanically overhauled. 189 Moss Lane, Bramhall, Cheshire. (1595)

**ALFA ROMEO**, Oct. 1969, 1750 Spyder. Radio, undersealed, new shockers, red; 18,000 miles; £1,585. Tel.: Clandon (near Guildford 556. Area code from London 048636556. (1596)

**LAGONDA**, good Mk. II, 3-litre saloon, Dec. 1956 (VPW 5); M.o.T. 1972; taxed; brakes just overhauled, fine tyres. Offers over £240. Harrison, 170 North Rd., Cardiff. Tel.: 0222-44211 2576. (1597)

**OGLE SX100**; immaculate. Contour seats, radio, inertia reel belts, Dunlop wheels, SP tyres, new 1275 engine; B.M.C. guaranteed; not yet run-in; special Cooper S brakes, alternator, two-speed wipers, Maserati air horns, close-ratio gears, special trim laminate screen. Bills for over £1,000. Must be the best available in the country. £650. This is not a dealer's sale but H.P. can be provided and a trade-in can be accepted. Tel.: Whipsnade 661. (1598)

**1962 ALFA ROMEO Spyder Veloce**. Twin Webers; very fast; new gearbox, Konis; very clean; taxed and tested. £285 o.n.o. or W.H.Y.? Tel.: Darlington 61146 (6-7 p.m.). (1599)

**"E"-TYPE 1964 series**, f.h.c. Superb; immaculate dark blue; chrome wire wheels, radio, heated rear window, etc; excellent mechanics. £800. Take 3.4S in part exchange. Tel.: Ashurst 2877. (1600)

**TR4, 1964 (Sept.)**. White, red trim; wires, roll bar and other extras; excellent condition throughout. Price £430 o.n.o. Tel.: Brampton (Carlisle) 2580. (1602)

**MORRIS MINOR** touring, 1932. Sound original condition; much work done but needs completion. Can deliver. £125. Tel.: Tonbridge 61180. (1603)

## FOR SALE—continued

**SPRITE MK. IV**, Dec. 1968, "G". Blue; 21,000 miles; absolutely immaculate; meticulous owner; extras: £595. Buckley, 55A Queen St., Waingroves, Ripley, Derbyshire. (1601)

**1937 WOLESLEY 12/48**. Sound original condition throughout, ready for restoration, non-runner, hence £40 o.n.o., or part exchange for Morris 8 series 1 or Minor. Tel.: 051-336 3177 (Cheshire). (1604)

**ALFA ROMEO 1600 GTV**, dark green, 1968 model, 31,000 miles. Excellent condition and recent M.o.T. £1,000 o.n.o. Tel.: Weybridge 44733. (1605)

**DELLOW REGISTER** Secretary must sell his Mk. I, oldest registered, chassis No. 2, E93A, S.U.'s, complete but requires some work, spares available. £80. Tel.: 01-904 7912. (1606)

**MORGAN Plus 4 drophead coupé**, Nov. 1966. 25,000 miles. White with black leather upholstery; many extras including wire wheels, heater, luggage rack. M.o.T. £650. Tel.: Bracknell 23734. (1607)

**M.G.-B G.T.** 1969. Red/black. Extremely attractive with wires, H.R.W., push-button radio, reclining seats. Absolute bargain at £1,075. H.P. possible. Tel.: Blackburn 48708. (1608)

**MORRIS-COOPER 1968**. Red/black. One owner, 34,000 miles, good condition. Undersealed, radio; many extras; engine and gearbox recently overhauled. £520 o.n.o. Tel.: 03446 5559 (Crowthorne, Berks.). (1609)

**AUSTIN A90 Atlantic 1952**, as new condition, low mileage. M. Cook, 11 Shafts Mews, S.W.1. Offers: Tel.: 01-235 1920 (after 5 o'clock). (1610)

**TIGER 4.2 1965**, green, matching hard/soft-tops, first class. £670 o.n.o. Tel.: 01-445 7643. (1611)

**ALFA ROMEO 2 + 2 convertible**. White, undersealed, genuine 32,000 miles, radio, spots, tax M.o.T., £450 modifications, new hood, clutch, gearbox. Regularly serviced. Unusual and beautiful. First offer over £600 secures (or w.h.y.). Tel.: Eagle 01-892 4026 (evenings), High Wycombe 21124 (day). (1612)

**M.G.-B G.T.** 1966. White/red leather trim. Wires, radials, Radiomobile. Truly immaculate, any trial. View Sevenoaks or Bath. £770 o.n.o. Will consider exchange for Elan S3 with cash adjustment. Tel.: Bath 23470. (1613)

**THEOPHILE SCHNEIDER**, 1929 2-litre 13-55 Le Mans 4-seat fast tourer. £2,500. Tel.: D. F. King, Cheltenham 28866. (1615)

**WIFE REFUSES** to sell Land Rover. So good home needed for Alvis TE21, 1964. Silver grey, red upholstery; five-speed box, wire wheels, radio. Beautiful motor car. £825. Tel.: Coedpoeth 283 (evenings), Pontyodkin 415 (day). (1616)



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1969 MARCOS 3-litre, tangeline, sun-roof, mag. wheels, overdrive, electric windows, heater; two owners, recorded mileage 18,881. £1,395



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



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



1964 JAGUAR 'E'-Type f.h.c., opalescent blue, steering lock, radio; outstanding condition, history known to us. £875

1960 (Nov.) ALFA ROMEO Spider 2000 d.h.c., grey/black, 5-speed box, radio; interesting car. £295  
 1965 AUSTIN HEALEY 3000 Mk III, white/black, overdrive, leather trim, four new RSSs just fitted, heater; recorded mileage 46,802. £845  
 1970 AUSTIN Mini 1275 GT, bronze yellow, heater, discs; one owner, 11,395 miles. £765  
 1963 AUSTIN A.60 Cambridge, automatic, grey/white; one owner, confirmed mileage 35,768; rather unique. £245  
 1970 BOND Equipe 2-litre saloon, Bahama yellow, overdrive, h.r.w.; one owner, confirmed mileage 8,270. £1,025  
 1969 BOND Equipe 2-litre convertible, blue/black, radio heater, full tonneau; one owner 18,762 miles; outstanding condition. £945  
 1969 FIAT 124 sports coupé, green/beige, 5-speed box, servo discs, reclining seats; one owner. £1,245  
 1969 (Oct.) FORD Transit diesel automatic, 12-seater bus, blue/black. Radiomobile, heater, side-door entrance; one owner, 11,487 miles. £895  
 1966 (Nov.) JAGUAR 'E' f.h.c. 2+2, automatic, primrose/black, chrome wire wheels, Webasto sun-roof, radio; recorded mileage 41,147. £1,195  
 1965 JAGUAR 3.8 'S'-Type, opalescent green/green, overdrive, power steering, reclining seats, radio, h.r.w.; very good example. £645  
 1956 JAGUAR XK140 f.h.c. L.H.D. Salmon pink, wire wheels, Blaupunkt radio, 'C'-type engine, very rare, excellent investment, ex-royalty. £495  
 1970 LOTUS Elan S4, S/E, f.h.c., B.R.G./black, servo, SP Sports, tinted glass, musical horns, heater; one owner, certified mileage 8,937; beautiful cond. £1,395  
 1970 LOTUS Holbay Super 7, 1600 GT, Holbay race-tuned, twin Webbers, oil-cooler; 3,500 miles. £895  
 1962 LOTUS Super 7/997 c.c., green/red, full leather equipment; well maintained. £395  
 1969 MARCOS 1600, orange/black, sun-roof, wire wheels, radio; recorded mileage 17,907. £1,195  
 1971 M.G.-B roadster, white/black, mileage only 613, overdrive, tonneau, radials, heater, Rostyles. £1,295  
 1970 (May) M.G.-B GT, flame red/black, overdrive, wire wheels, expensive radio, flasher, radials, reclining seats; one owner. £1,225  
 1969 M.G.-B GT, primrose, overdrive, heater, wire wheels, 'Cints.', one owner carefully used and maintained; one of the nicest '69 GTs we have had. £1,145  
 1969 'H' M.G.-B roadster, red/red Bermuda hard-top/soft-top, overdrive, wire wheels, undersealed, tonneau, radials, radio, heater, wood wheel; one owner, confirmed mileage, 13,392; beautiful. £1,095  
 1969 M.G.-B roadster, blue, overdrive, G800s, heater, reclining seats. £975  
 1969 M.G.-B, green/black, radio, flasher, heater, XASs, w/wheels, Stage II Downton; one owner. £995  
 1969 M.G. Midget Mk. III, red/black, wire wheels, heater, belts, tonneau, reclining seats; 21,000 mls. £695  
 1969 M.G. Midget, red/black, wire wheels, XAS tyres, anti-theft, Motolita wheel reclining seats, heater, tonneau, flasher; two owners only, recorded mileage 13,597; just taken in P/E from a local lady for a new Midget. £675  
 1968 M.G.-C roadster, white/black, wire wheels, tonneau, fog/spot, heater, servo, oil-cooler. £795  
 1968 M.G.-C GT, snowberry white, automatic, wire wheels, radio, heater, fog/spot, Waso lock; confirmed mileage 23,907. £975  
 1968 M.G.-B GT, Mk. II, mineral blue/black, overdrive, wire wheels, servo, fog/spot, G800s, leather wheel. £945  
 1968 M.G.-C roadster, green/black; one owner, confirmed mileage 13,553; wire wheels, heater. £825  
 1968 (Oct.) M.G.-C GT, grey/red, wire wheels, overdrive, Cints., fog/spot, oil-cooler, servo discs; one, private, owner; Stage I tune (Bill Nicholson). £945

1967 M.G.-B GT, grey/red, wire wheels, heater, Waso lock; two owners only; recorded mileage 32,511. £795  
 1966 M.G.-B GT, grey/red, wire wheels, radio, leather wheel, sun-roof, G800s; enthusiastic owner. £765  
 1966 M.G.-B GT, mineral blue/blue, wire wheels, fog/spot, radio, heater; maintained by us, 40,239 m. £725  
 1964 M.G.-B, iris blue/white, Bermuda hard-top/soft-top, radio, heater, wire wheels. £485  
 1960 M.G.-A Twin Cam f.h.c., white/red, radio, heater, fog/spot, centre-lock wheels, discs all round; original log book; very good investment. £395  
 1954 M.G. TF 1250, pure white/black, original log book, 'Ace' wheel trims, 'X' tyres, tonneau. We sold this car in March 1969 (approx. 450 miles since). £650  
 1968 MORRIS Mini Minor, 998-c.c., Mk. II, super de luxe, almond green, wood wheel, heater; one owner. £465  
 1968 RELIANT Scimitar 3-litre, red/black, overdrive, radio, h.r.w.; confirmed mileage 11,189. £1,125  
 1967 RELIANT Scimitar 3-litre, dark blue/black, overdrive, radio, heater, Cints., anti-theft; one owner, confirmed mileage 19,675; superb. £965  
 1966 ('65 model) RELIANT Scimitar, white, overdrive, wire wheels, radio, heater, Cints.; exciting car. £695  
 1968 (Jan.) SINGER Chamois coupé, white/black, radio, heater, reclining seats, C41s; two owners, 24,462 miles; exceptional. £425  
 1968 SUNBEAM Alpine Mk. V GT, holly green/black, servo, overdrive; one owner. £745  
 1967 SUNBEAM Alpine GT, red/black, SPs; two owners; nice condition. £645  
 1970 TRIUMPH GT6 Mk. II, damson/black, overdrive, heater, h.r.w., reclining seats; one owner. £1,045  
 1967 TRIUMPH GT6, Wedgwood blue, 5½Js, G800s, Radiomobile, heater; well cared for example. £625  
 1970 (June) TRIUMPH TR6, white/black, one owner, confirmed mileage 7,735; overdrive, heater, radio, tonneau, XAS radials; in "as new" condition. £1,445  
 1970 TRIUMPH TR6, primrose/black, radio, 'SP' Sports; one owner, 9,614 miles. £1,375  
 1969 TRIUMPH TR6, red/black, overdrive, radio, 'SP' Sports, fog/spot. £1,265  
 1968 TRIUMPH TR5, red/black, wire wheels, tonneau, Cints., heater; two owners only, 23,582 miles; service history, exceptional condition. £975  
 1968 TRIUMPH TR5, white/black, radio, heater, Michelin 'X's; nice condition. £925  
 1968 TRIUMPH Spitfire Mk. III, blue/black; one owner; Motorola, heater, Waso lock, new clutch 2/9/70, outstanding condition. £625  
 1966 TRIUMPH Spitfire, dark blue/black, fastback GT, Hard-top/soft-top, Motorola, heater; two owners only exceptional condition. £495  
 1967 TRIUMPH TR4A, pale blue/blue overdrive, heater, discs, belts, recent ZXs, fog/spot. £765  
 1962 VOLVO P1800 coupé, green, overdrive, discs, heater Cints.; above average condition. £495

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and are delighted to offer the following new M.G.s for immediate delivery: B, midnight blue, radials, £1,261. B GT, flame red, o/d., £1,460. B midnight blue, radials, tonneau, o/d., £1,307. B GT, teal blue, radials, o/d., servo, list. 1300 Mk. II, faun brown h.r.w., reclining seats £1,015. Midgets, choice of green, blaze, teal blue, midnight blue, bronze yellow and white, all with various extras.

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Please note that our buyer visits Scotland frequently and people wishing to sell should contact us, when arrangements can be made to sell your car there. We will arrange transportation, etc. Scottish Motor Traders please note.

### At close of press we had the following

1964 FIAT 500 estate car, £145. 1967 ('66 Model) ALFA ROMEO Sprint GT, white, one owner, Sundym glass all round, £975. 1965 M.G. 1100 duo-tone, green/white, delightful, £365. 1969 M.G.-B blue, hard-/soft-tops, wire wheels, overdrive, etc., one owner, £1,065. 1967 (Dec.) TRIUMPH Spitfire Mk. III, pale blue, hard-top, radio, tonneau, £555. 1968 LOTUS 2+2, silver grey, radio, outstanding, £1,195. 1965 SUNBEAM Tiger V8, white, extras fitted (not known), £645.

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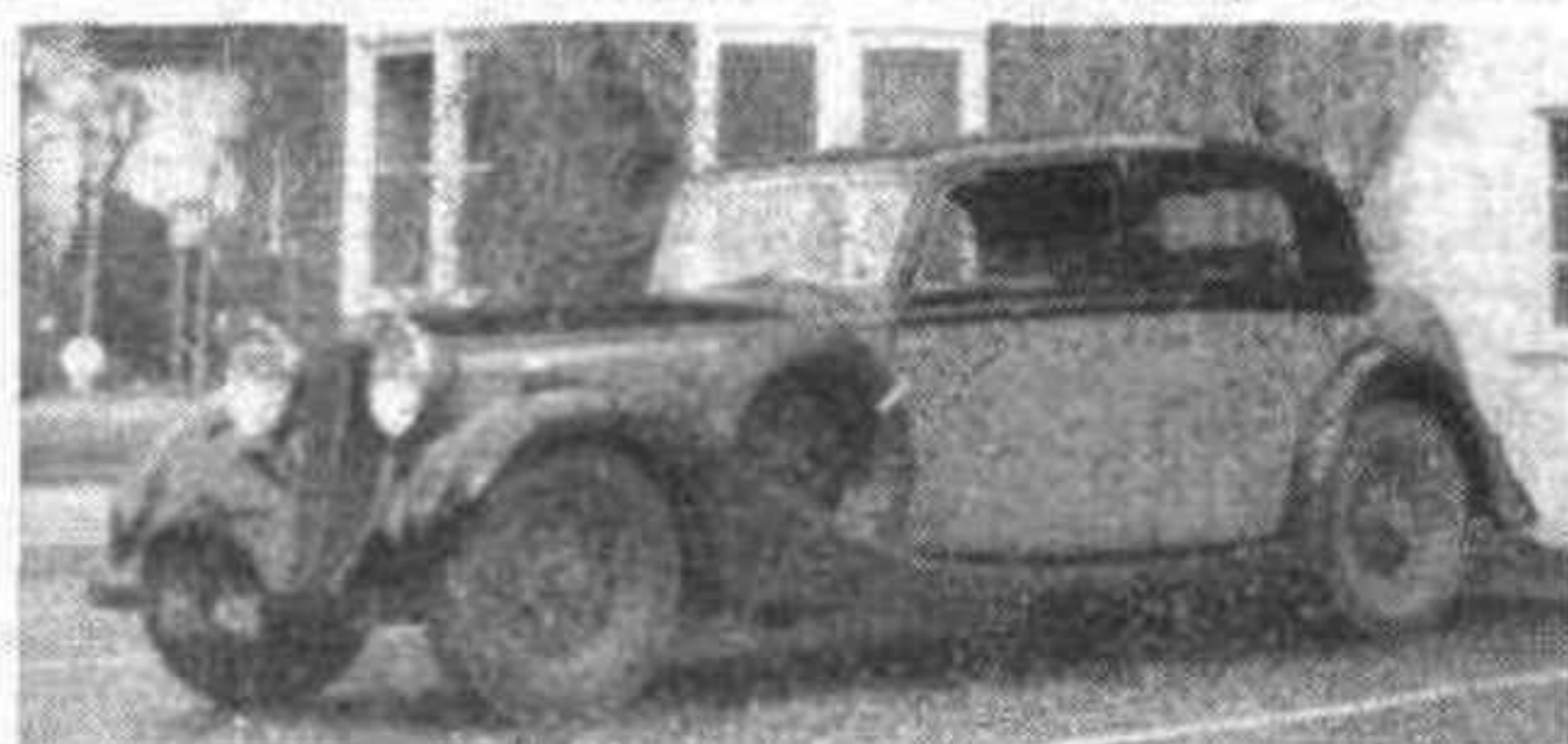
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**1934 ROLLS-ROYCE 20/25**, elegant and very sporting, owner-driver sports saloon by F. & W. Excellent chassis and coachwork with superb interior, finished in original black with velvet green hide trim.



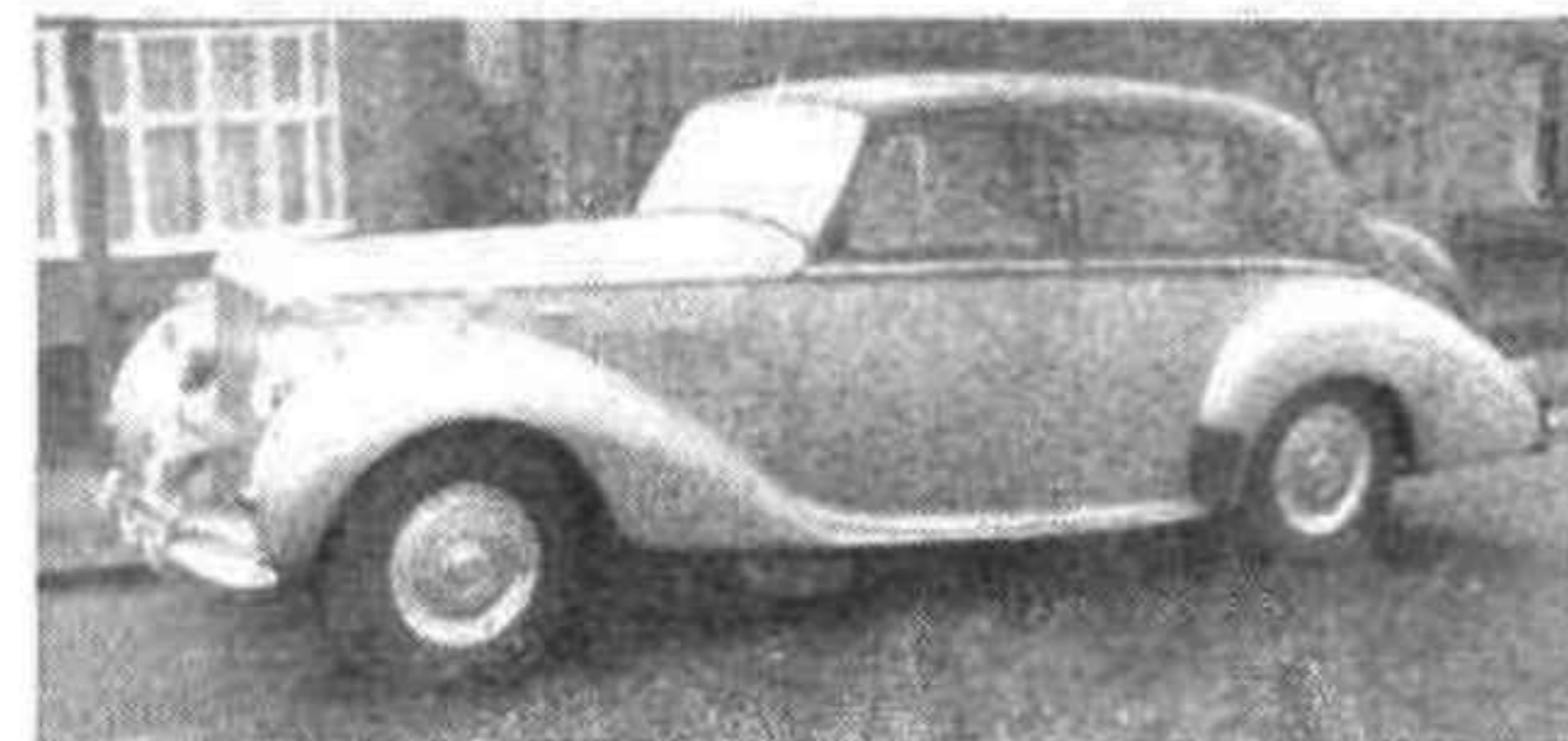
**1935 LANCIA 3RD Series Astura** 4-door sports saloon. Extensive mechanical rebuild, repainted black over red; fitted six new tyres and part retrimmed.



**1958 ROLLS-ROYCE Silver Cloud I**, Automatic and P.A.S. Unmarked coachwork velvet green with green hide. Outstanding condition throughout.



**1968 MORRIS Minor Traveller**, Wife's personal transport with full service record since new, 15,000 miles only, undersealed, Michelin X tyres, spare unused; finished in Snowberry white with black trim. £650.



**1954 BENTLEY R-type** Automatic 4-door sports saloon in 1st class order, finished in black over velvet green with tan hide trim. Much work carried out, including tyres and exhaust.



**1970 LANDROVER**, S.W.B., petrol; 6,000 road miles only by one owner. Hard-top, full rear door, p.b. radio, de luxe seating and trim, spotlamps, rev. lamps, tow hitch. Finished in bronze green. Absolutely as new throughout. £950.

**1937 ROLLS-ROYCE P. III** limousine by Hooper. Classic carriage with occasional touring and electric divider, recently painted black over primrose.

**1949 BENTLEY Mk. VI**, all aluminium lightweight 2-door Continental-styled Fastback by Mulliner. Extremely rare model in very fine fettle, finished in metallic silver blue with excellent blue hide interior and first-class mechanics.

**1954 ROLLS-ROYCE Silver Dawn** sports saloon with automatic transmission, superbly painted in shell grey with contrasting hide trim.

**URGENTLY WANTED FOR CASH: All models of Rolls-Royce, Bentleys and all other types of Vintage and P.V.T. thoroughbred cars and motorcycles.**

## FOR SALE—continued

**AUSTIN HEALEY 3000 Mk. III**; wire wheels, radio, overdrive, tonneau; re-sprayed. £620. Tel.: Asthall Leigh (Oxfordshire) 687. (1723)

**ALFA ROMEO**, six-cylinder 3(a) series, 2,500 c.c., 1946, Superleggera Turismo; all-aluminium body by Touring of Milan; 18-in. knock-on wire wheels, handbook; M.o.T.; excellent condition. £475 o.n.o. Tel.: Clendon (Surrey) 628. (1724)

**AUSTIN HEALEY 3000 Mk. III**, 1965, hood, £650 o.n.o. Grover, 22 Bydemill Gdns., Highworth, Swindon, Wilts. Tel.: Highworth 645. (1725)

**ALFA ROMEO 1600 GTV**, 1967, Red. Radio, spots, 30,000 miles; immaculate, £990 o.n.o. Tel.: Wymeswold (Leicestershire) 880693. (1726)

**1966 SAAB** sports. White; 40,000 miles; fog, spot, radio. £550 o.n.o. Poole, 52 Hythehill, Lossiemouth, Morayshire, Scotland. (1727)

**1928 DE SOTO** two-seater/dickey; M.o.T.; excellent all-round condition; no reasonable offer refused; must sell. Also box assorted contacts for American cars 1920 onwards. T. C. Salter. Tel.: 01-542 3421 (working hours) or Kearsney (Dover) 2442. (1728)

**1954 JENSEN** Interceptor. Grey with red upholstery; very good condition; recent engine overhaul; new tyres. £250. Tel.: Sutton Elms (Leics.) 282291. Box 2732. (1729)

**HEALEY 3000 Mk. III**; low mileage; many extras; sound bodywork. £690. Tel.: Berkhamsted 3715. (1730)

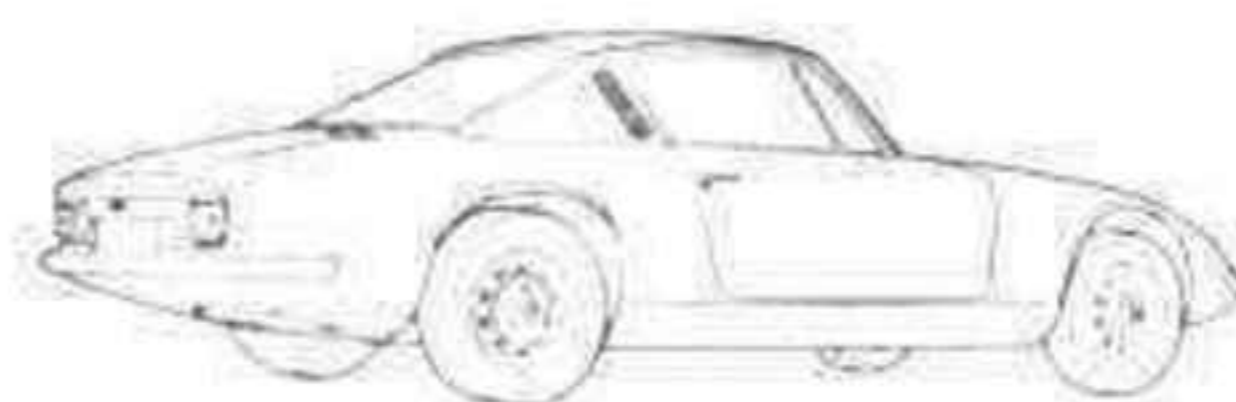
**1934 BENTLEY** 3½-litre, B203 A.E. registration MG 6666. One of the very rare and desirable 160 m.p.h. chassis with the high-ratio axle, featuring the original knock-off hubs and exhaust cut-out; special Hooper saloon coachwork with sun-roof; one owner 1936-1971; 80,000 miles from new; five new tyres; taxed and tested until 1972. Recent discovery never before offered for sale. £1,100. Simpson. Tel.: Woolhampton (Berks.) 3383. (1731)

**1968 ELAN S3** d.h.c. £950; 36,000 miles; knock-ons, servo, special silver finish. Woodward. Tel.: Burscough (Lancs.) 2182 (home), Skelmersdale 24242 (office), H.P. arranged. (1732)

**M.G.-B GT**, 1968, Overdrive, radio, B.R.G.; 30,000 miles; one owner. H.P. arranged. £300 o.n.o. Hunter, Hundith Hill Hotel, Cockermonth, Cumberland. Tel.: Cockermonth 3055/6/7 (business), 2092 (home). (1733)

**RAYMOND MAYS' Britannia**, Straight Six Triple 1¾-in. S.U. carbs, 130 m.p.h., 160 b.h.p., all-independent suspension, 4 x 11-in. Dunlop discs (inboard rear), wire wheels; electric jacks, radio, heater; twin spots; all-aluminium; registration V 42. £250 o.n.o. Tel.: 01-769 2256. (1735)

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- 1970 (J Reg.) TRIUMPH GT6 Mk. II**. Red, black trim. Overdrive, h.r.w., radio; low mileage. Mint condition throughout. £1,159
- 1969 MARCOS 3-litre**. Tangerine, black trim; overdrive, mag. wheels, sunshine roof, radio. Very low mileage. Exceptional condition throughout. £1,395
- 1969 MORGAN 4/4 Comp.** White, wires, bucket seats; low mileage, one owner; mint. £1,195
- 1968 TRIUMPH TR5**. White, black trim, o/d., wires, radio, spotlamps; low mileage, absolutely mint condition. £1,045
- 1969 TRIUMPH Spitfire Mk. III**. White, black fastback, hard-top, radio, wires; low mileage, immaculate throughout. £775
- 1969 TRIUMPH Spitfire Mk. III**. Dark blue, black trim, radio, radials; low mileage, one owner; exceptional condition. £750
- 1968 (Nov.) MORGAN 4/4 Comp.** Yellow, black trim, heater. Exceptional condition. Very low mileage. £1,045
- 1968 TRIUMPH Spitfire**. Dark blue, black trim, Hard-top, soft-top. Low mileage. Immaculate throughout. £699
- 1968 M.G. Midget**. Red, black trim, hard-top. Average mileage. Immaculate. £655
- 1966 RELIANT Scimitar GT**. Metallic blue, o/d, wires, radio. Mint. £835
- 1966 TR4A**. Red. Overdrive, radials. Immaculate condition. £695
- 1966 TR4A**. White. Overdrive, wires, radio. Immaculate condition. £775

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- 1968 Alfa Romeo Spyder** £1,495
- 1969 Alfa Romeo 1750 saloon**... £1,545
- 1969 Alfa Romeo 1300 GT**... £1,495
- 1970 Lotus +2 F/H**... £2,095
- 1970 Lotus Elan +2S**... £2,095
- 1970 Lotus Elan, S/E, F/H**... £1,445
- 1970 Lotus Elan, S/E, F/H**... £1,425
- 1969 Lotus Elan +2**... £1,595
- 1968 Lotus +2, choice of three**... £1,395

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### FOR SALE—continued

**PILOT V8**, 1949, one owner, 33,000 miles recorded, original as new condition throughout, collector's car; perfect black cellulose body, leather interior; unused spare, valve radio, spots, one year's M.o.T., etc.; reluctant sale. Investment at £275 or nearest offer. Tel.: 01-940 1605. (1736)

**TR5 PI**, Surely the best of the marque! This one is 1968 registered ("G"), fitted with overdrive, wire wheels, radio, air horns and tonneau cover. It is beautifully finished in Valencia blue and has covered only 29,000 miles. Two growing children force sale, so I am asking £985. I might exchange for an almost new B.L.M.C. 1300 GT, if you are interested in this lovely little machine why not telephone Ponteland (Northumberland) 4970. (1734)

**UNIQUE MINI** Traveller (1968) 1,275 automatic, Rolls-Royce grey, radio, cassette, electric aerial, heated screens, Dunlop wheels, sun-roof, q.l. lights, etc., etc. 1950. Tel.: 01-253 6243. (1737)

**TRIUMPH SPITFIRE** Mk. III, Sept., 1967. Royal blue, white soft-top, £450. Tel.: Morecombe 2051 (any time). (1751)

**1968 SCIMITAR 2.5 V6**, Silver streak with black trim, 14,000 miles; overdrive, radio, heated rear window, 1925. Part exchange considered. Tel.: Southampton 24292. (1752)

**SPRITE MK. I**, Excellent rust-free condition. Bronze yellow; new M.o.T.; over 40 m.p.g.; Gold Seal engine, Cinturatos. £195. Tel.: Cirencester 2937. (1753)

**M.G.-B GT**, 1967. Very smart; fitted wire wheels, Cinturatos; moderate mileage; fully maintained by owner. Must sell. £780. Tel.: Ascot 23018. (1754)

**1938 4 1/4 BENTLEY**, Beautiful four-seater V.D.P. replica tourer; mechanically excellent and in genuinely concours condition. Tel.: Warrington (Lancs.) 61406. (1755)

**ASTON MARTIN DB2/4 Mk. III**, good condition; £150 recently spent; bills for last five years. Must sell. Tel.: Chaddesley Corbett 309. (1756)

**LANCIA APPIA**, White, "D" registration, £200 o.n.o. 25 Grove Rd., Godalming, Surrey. (1757)

**TR3A**, 1958. Wire wheels, overdrive; red, black interior; excellent condition; M.o.T. £265. Tel.: Stubbington 2588. (1758)

**JOWETT JAVELIN**, Reg. 12/51; clean condition, tyres, etc.; M.o.T.; only wants seeing. £150. Birstow, 11 Palmerston Blvd., Leicester LE2 3YT. (1759)

**M.G.-B**, 1966, B.R.G. Overdrive, wire wheels, radio, new hood and tyres, good oil pressure. £625 o.n.o. Tel.: Little Gaddesden 2260 or 01-733 9859 (after 6.30 p.m.). (1760)

**M.G. M-TYPE**, 1933. Original boat-tailed body, restored and in excellent condition; new upholstery, hood, tyres, etc. £450 o.n.o. No dealers. Tel.: Leicester 64803 (after 6 p.m.). (1762)

**LOTUS EUROPA SII**, 1969. Bahama yellow Hermes conversion; q.l. lamps; 9,000 miles only, owner works overseas, immaculate. £1,399. Tel.: York 768820. (1764)

### FOR SALE—continued

**ROVER 2000** automatic, Reg. Sept., 1967. Brigade red with dark brown upholstery; heated rear window, burglar alarm; M.o.T. valid to Sept., 1971; fitted with Cinturatos, spare unused, recently fitted new starter, radiator and transmission. £950 o.n.o. Tel.: 01-739 7365 (office hours). (1763)

**TR4**, Wire wheels, overdrive, hard-top, tonneau; registered 1965. l.h.d. (easily converted to r.h.d.); genuine 50,000 miles; new carpets, h/p headlights, very good, very fast. £395. Tel.: 01-668 1857. (1765)

**RARE M.G.** "D"-type Midget. Long chassis 8/33 four-seater tourer; rebuilt 99 per cent. original; V.5.C.C. reg.; M.o.T.; spares. £400 o.n.o. Mr. Russell, Tel.: 061-773 2537, 061-643 8698 (business). (1766)

**A.C. ACECA** Bristol, 1960, 1000cc; overdrive; engine not run-in after new mains big-ends, rings, valve guides and clutch; just resprayed, trimmed. £900 o.n.o. Tel.: Aston Abbots 293. (1767)

**1960 TR3A**, Professionally built and balanced engine, reconditioned gearbox, two new Avon radials, new front shock-absorbers, r/w hood, new pads, leather steering wheel, finished in black cherry, black interior, spare competition head, taxed and M.o.T. till September 30th, 1971; excellent condition, £275 o.n.o. Tel.: Wimborne (Dorset) 2777 (after 6.30 p.m.). (1768)

**1957 PORSCHE 365A**, Re-upholstered, re-chromed, re-painted, new tyres. This vehicle is in Concours condition and mechanically perfect. Service bills from AFN, very desirable at £750 o.v.n.o. Birmingham area by appointment. Tel.: 021-308 1537. (1769)

**M.G.-B 1965**, White; five-bearing engine, overdrive, wires, Cints., tonneau, fastback hard-top, other extras. Carefully maintained by enthusiast. £650. Tel.: Chesham 6310 (evenings). (1770)

**1968 LOTUS Elan D.H.C.**, Last remnant of bachelor days; fitted radio, knock-on wheels, tonneau, only 27 months road use owing overseas business trip. 1950 o.n.o. 64 Milton Ave., Liverpool 14. (1771)

**SUNBEAM Mk. III** saloon, 1955, immaculate, black with red interior. Excellent running order. New tyres, original radio, fogs, tools. This much admired car must be seen. £240 o.n.o. Taylor, 10 The Grove, Winscombe, Somerset. Tel.: Winscombe 3438. (1773)

**2 1/2-LITRE RILEY**, 1951. Immac. car, very reluctantly for sale. Taxed until June, tested until Jan. 1972. Utterly reliable motoring with absolutely no oil consumption. Beautifully finished in saffron and black with new Crossland roof, this car attracts admirers wherever it goes and must be one of the nicest in the country. A.A./R.A.C. inspection invited and any trial welcome. Sensible price for this superb investment. £350 o.n.o. Part exchange considered. Tel.: Rotherham 3277 (evenings). (1777)

**GINETTA G15** 1969. This car has only done 4,000 miles since new. Genuine reason for sale. £745 o.n.o. Tel.: Midway 35684. (1775)

### FOR SALE—continued

**JAGUAR Mk. II**, 1961, manual, in excellent and original order, colour dark green. £240. Tel.: Ashdon (Essex) 481. (1772)

**FAMILY** forces sale of 1969 Lotus Elan S4 d.h.c. Bahama yellow, Radiomobile. £1,225. Tel.: Tottington (Lancs.) 3737. (1774)

**RARE MODEL** Lea Francis 1952 18-h.p. 2 1/2-litre saloon. Excellent condition, M.o.T. and taxed, £175. Elinor, "Hillorest", Woodville Rd., Altrincham, Cheshire. Tel.: 061-928 2944. (1776)

**SUNBEAM ALPINE**, 1967, 34,000 miles, overdrive, reclining seats, soft-top, indicated 120 m.p.h. +, superb condition. £645 o.n.o. H.P. possible. Tel.: Derby 57940 (evenings). (1778)

**"E"-TYPE CONVERTIBLE** Roadster, May 1963, Carmen red, chrome w/w, superb condition bodily, fitted new hood and many mechanical parts, new M.o.T. £725. Tel.: Southampton 48834 or 57761. (1779)

**1968 JAGUAR "E"-type 2 + 2** manual. Immaculate coachwork in black (special order when new), black leather interior, chrome wire, H.R.W., Radiomobile, taxed. Maker's recommended oil pressure. Above average mileage. Truly a beautiful straight motor car. £1,525. Sporting part exchange considered. Tel.: 051-924 7991 (Liverpool) (anytime). (1780)

**FERRARI-FIAT** four-seat drophead 1967. "F" Reg. Red/black. Borraris electric windows, etc. Fitted Arbath tuned 2300s engine, twin servos. £995, exchange considered. Tel.: Formby 72778. (1781)

**M.G. YA** type 1951 registered, good runner. Apply G. Curry, 7 Lemington Gardens, Fenham. Tel.: Newcastle-on-Tyne 5. (1782)

**A.C. GREYHOUND**, Approximately £400 recently spent. Bristol engine, chrome wheels. Offers or would exchange. Tel.: 01-440 4195. (1783)

**JENSEN CV8 Mk. II**, Selectaride, radio, rear demist. Beautiful car. £850, might exchange. Tel.: 01-440 4195. (1784)

**M.G. "M"-TYPE**, Complete, original, dismantled for rebuild. £120. Box 2734. (1785)

**1600 GT VELOCE**, White, sun-roof, low mileage, immaculate condition. £1,050. Mrs. Rosser, Tel.: 01-845 0188 (9 a.m.-8 p.m.). (1786)

**ROCHDALE OLYMPIC** Phase II, 1964. Recent reconditioned engine. £300 o.n.o. Rogers. Tel.: Newcastle 876200 (9 a.m.-5 p.m.). (1787)

**LOTUS CORTINA "F"** June 1968, 26,000 miles. White, green flash, radio, Rostyle wheels, good condition. £790 o.n.o. or exchange Europa or Marcos. Tel.: Ashbourne (Derbyshire) 3179. (1788)

**SUNBEAM-TALBOT** two-litre sports saloon, 1944-c.c., 1948, M.o.T. and taxed until Oct. 1971. Engine about 12,000 since reconditioning. Very elegant in deep emerald, superb chrome, well clad, numerous spares. Also Lanchester 10 saloon 1947, in maroon, superb order throughout body and mechanics, long M.o.T., spare gearbox, etc. Both £100 o.n.o. Peter, Double Trees, Par, Cornwall. Tel.: Par 2103 (evenings). (1791)

### FOR SALE—continued

**M.G. MAGNETTE 2B** varitone 1957 new spots, seat belts, radio, M.o.T. until Aug. £120 o.n.o. Tel.: Armitage 490451 (Staffs.) (evenings/weekends). (1789)

**1965 SUNBEAM** Tiger V8, blue, 49,000 miles. Nearly new Cinturatos, twin spots, above average condition. Offers. 18 Berkeley Crescent, Stourport-on-Severn, Worcestershire. (1790)

**B.M.W. 1800 T1** 1965. Chamonix white, maroon and black trim. Well maintained. £550. Taxed, M.o.T. 4 The West Rig, Kenston, Newcastle-on-Tyne. Tel.: 857879. (1792)

**AUSTIN 16/6 1938**, In outstanding condition for year. Now in use after over 12 months restoration. Coach painted dark maroon/black. Sensible offers to Mr. Arkwright, 11 Dutton St., Accrington, Lancs. Tel.: 32641. (1793)

**LATE 1961, AC Ace 2.6**, 2500-c.c. One of the rare original Ace's, factory body white w/twin blue racing stripes. Taxed, tested, beautifully maintained. l.h.d. Exquisite. Offers. Tel.: Freeland 422 (Oxford area). (1794)

**ALVIS TA21** 1951 saloon, twin 5.0s, new clutch, recent decoke, M.o.T. £75. Tel.: Northwood 25022. (1795)

**1967 SPRITE** Mk. IV 1275-c.c. £3,000, immaculate. £500 or exchange Lotus Elite/7. Tel.: 061-439 3443. (1796)

**MERCEDES 220 SEB** 1965, l.h.d. Full history, Superb specimen. £300. Special equipment includes floor change. £845. Tel.: 01-883 5031. (1797)

**RELIANT SCIMITAR 3-litre** 1967 "F" Reg. White, low mileage, H.R.W., overdrive, Radiomobile, immaculate condition. £980 or exchange for D.H. Lotus or M.G.-B similar value. Tel.: Darley Dale 2253. (evenings). (1798)

**LANCHESTER 18 h.p.** 1935 sports saloon, engine out, and 1937 E18 saloon, both v.g.c., highest reasonable offer secures, must sell or exchange. Tel.: Whitstable (Kent) 2624. (1799)

**DELAHAYE 135M** Cotal box needs re-chrome and respray. Offers. Tel.: Llanerchymedd (Anglesey) 247. (1810)

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**EARLY WARWICK**, Gilbern, Peerless or similar fibreglass four-seater. Tel.: Steeple Morden 429. (1233)

**WOLSELEY HORNET** special piston 57 mm. bore + .060 in. Total compression height 40 mm. including 4 mm. dome. Specialised RR7 solid skirt or six any make and size. David Taylor (see below). (1234)

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**ROLLS-ROYCE** with formal or roomy coachwork of reputable make. Replies promptly dispatched, Box 2714. (1235)

**SPORTS CARS** purchased for cash. Motorway Sports Cars, Boughton, Kent. Tel.: 022-775 223. (1236)

**WANTED**, Solid brass speedometers, clocks, hubcaps and unusual radiator ornaments, for Vintage cars of the early 1900 era. Must be in good condition; no dents or broken or missing parts. State size, shape, maker, car made for and price in dollars. B. Blossat, 623 S. Park, Hinsdale, Illinois, 60521, USA. (1237)

**RUPEES**, annas, yon, drachmas, kroners, centavos, new pence old pence—anything you like—For your Morgan. Tel.: Woburn Sands (Bucks.) 2371. (1302)

**REGISTRATION** number wanted, TJ or TJJ with low or unusual number. Reasonable price payable only. Lewis, 17 Honicknowle Lane, Plymouth, PL2 3QR. (1304)



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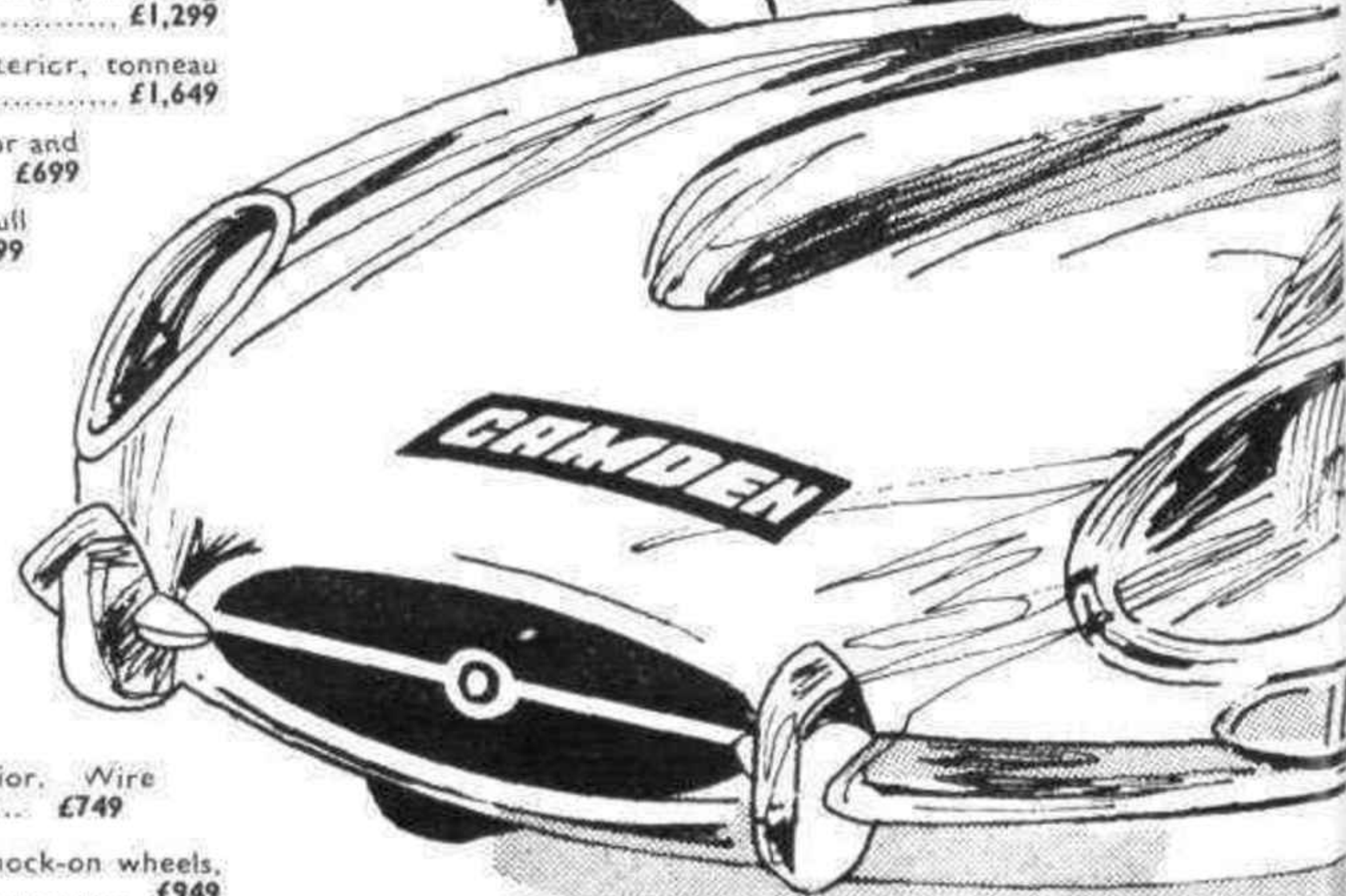
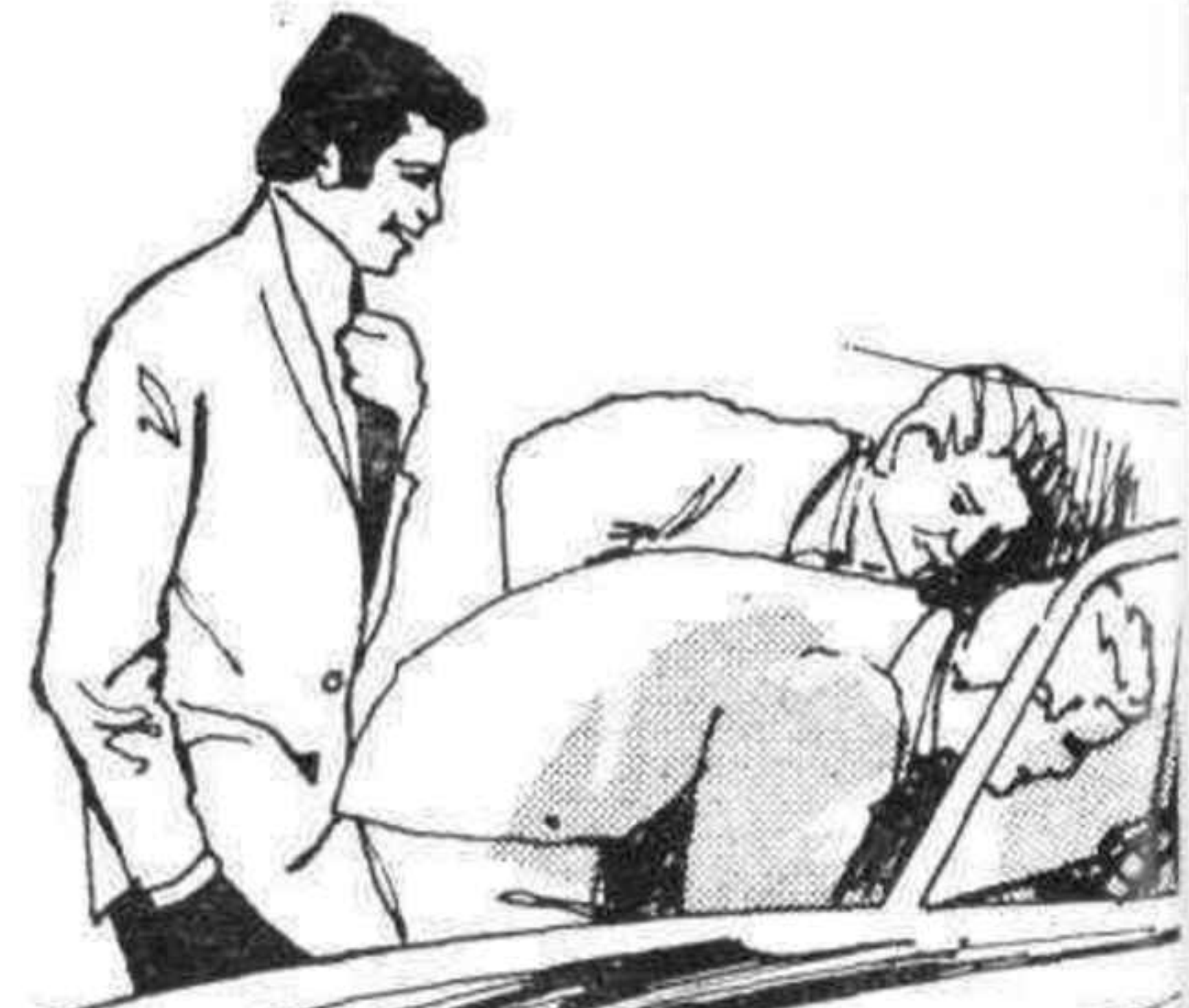
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- 1967 BOND Equipe, in white/black interior. Wire wheels, radio. Very attractive example..... £499
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- 1966 FORD Mustang convertible, in maroon with beige interior, power hood, 4-speed gearbox, push-button radio..... £1,099
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- 1969 HONDA S800, in grey, black interior. Very attractive, very fast small sports car..... £699
- 1968 HONDA S800 Sports coupé, in Bahama yellow, black interior..... £499
- 1967 JAGUAR 'E'-Type f.h.c., in carmen red with beige leather interior, chrome wire wheels, push-button radio..... £1,499
- 1966 JENSEN CV8 automatic, in silver grey with black hide interior, fitted radio. Superb example..... £1,699
- 1967 LANCIA Fulvia coupé, in blue with cream interior. Very attractive car..... £1,049
- 1968 LANCIA Fulvia rallye, in plum red with radio, sun-roof and deflector..... £1,249
- 1970 LOTUS 7, in yellow and silver with black interior. Very attractive condition..... £849
- 1966 LOTUS Elan, in white, detachable hard-top, radio, black interior..... £899
- 1967 LOTUS Elan fixed-head coupé, in red with black interior, radio..... £949
- 1967 LOTUS Elan Special Equipment drophead coupé Sports, in white with radio..... £1,049
- 1968 LOTUS Elan Special Equipment fixed-head coupé, in burnt sand with black interior..... £1,199
- 1968 LOTUS Elan Special Equipment fixed-head coupé, in scarlet with black trim, Radio. Also similar model in blue..... £1,199
- 1969 LOTUS Elan Special Equipment fixed-head coupé, in yellow, recorded only 18,250 miles..... £1,299
- 1970 LOTUS Elan S4 Special Equipment, in white, black trim, Weber carburetors, radio..... £1,449
- 'J' regd. LOTUS Europa, in white with black interior. Excellent condition, one-owner car recording 5,562 miles..... £1,399
- 1969 LOTUS +2S, in blue recording 19,156 miles with electric aerial, heated rear window, radio..... £1,899
- 1968 MINI-MARCOS, in Bahama yellow with black trim, fitted with 1275 Cooper engine. Very fast sports coupé..... £499
- 1969 MARCOS 2 litre, in maize yellow with black trim, magnesium wheels, sun-roof..... £1,449
- 1969 MARCOS 3 litre, in dark blue with black interior, overdrive, very fast car..... £1,499
- 1970 Model MARCOS 3 litre, steel chassis, in pale blue, black interior, tape deck, alloy wheels..... £1,499
- 1969 MORGAN 4 + 4, in crimson with black interior, wire wheels. Very attractive car..... £1,049
- 1969 MORGAN +4, in British Racing Green. Genuine 15,000 miles, tonneau cover, wire wheels, luggage rack, last of models with 2-litre Triumph engine..... £1,149
- 1969 MORGAN 4 + 4 4-seater, in dark blue, black hood and side screens, radio wire wheels, chrome luggage rack, spot & fog lamps..... £1,299
- 1970 MORGAN +8, in Bahama yellow, black interior, tonneau cover, only 9,531 recorded miles..... £1,649
- 1954 M.G. TF, in blue with black. Very well cared for and in remarkable condition..... £699
- 1967 M.G. Midget, in B.R.G., with folding hood, full tonneau, burglar alarm..... £599
- 1969 M.G. Midget, in royal blue with black interior. Chrome luggage rack, wire wheels..... £769
- 1969 M.G. Midget, in scarlet with black hard-top. Very attractive car with wire wheels..... £769
- 1965 M.G.-B, in blue with black trim, radio, wire wheels..... £649
- 1967 M.G.-B, in blue with matching interior. Fitted overdrive and radio..... £899
- 1968 M.G.-B roadster, in British Racing Green with black interior. Overdrive, wire wheels..... £949
- 1970 M.G.-B, in maize yellow, Bermuda hard-top/soft-top, wire wheels, radio..... £1,249
- 1966 M.G.-B GT, in smoke grey with black interior. Wire wheels..... £749
- 1967 M.G.-B GT, in blue with matching interior, knock-on wheels, overdrive, radio..... £949
- 1969 M.G.-B GT, on snowberry white with black interior. This one-owner care has wire wheels and is fitted with overdrive... £1,199

# CAMDEN SPORTS CARS

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1963 ASTON MARTIN DB4 Vantage, finished in black cellulose with red hide trim. Excellent condition for year..... £1,299

1969 AUSTIN HEALEY Sprite, in gordini blue, black trim. Very attractive car..... £699

1969 AUSTIN HEALEY Sprite, in red with hard-top, reversing lights, spotlights, radio..... £769

1966 AUSTIN HEALEY 3000 Mk. III, in ice blue with overdrive and radio. Very popular sports car..... £899

1970 M.G.-B GT, in Bermuda blue with black interior, fitted overdrive and radio, one owner..... £1,299

1968 M.G.-C GT, in mineral blue with black interior, automatic transmission, wire wheels..... £999

1969 M.G.-C GT, in snowberry white with black trim, twin spotlights, radio, wire wheels..... £1,099

1963 PORSCHE Super, in orange, tan interior, radio, Webasto roof, 48,000 recorded miles..... £899

1967 PORSCHE 912, in red with black interior, 44,000 recorded miles, one owner, radio..... £1,799

1967 Reliant Scimitar 3 litre, in bronze with black trim, overdrive, radio..... £999

1968 RELIANT Scimitar 2.5 litre, in dark blue with black trim, overdrive, radio..... £999

1970 RELIANT Scimitar 3 litre, in sand with black trim, overdrive, sun-roof, radio, heated rear window..... £1,699

1965 SUNBEAM Alpine sports, in blue with blue trim. Very attractive car..... £499

1965 SUNBEAM Alpine sports automatic, in forest green with black trim..... £549

1968 SUNBEAM Alpine, in white with contrasting black trim, fitted overdrive..... £749

1965 SUNBEAM Tiger, in red with black trim and hard-top, fitted radio, very fast..... £699

1965 SUNBEAM Tiger, in white with black roof. Cosmic wheels radio..... £749

1966 SUNBEAM Tiger, in forest green, black trim, radio. Very nice condition..... £799

1965 TRIUMPH Spitfire Mk. II, in blue with hard- and soft-tops, tonnequ cover, overdrive..... £499

1966 TRIUMPH Spitfire, in British Racing Green, black trim, overdrive, wire wheels, soft-and hard-tops..... £549

1967 TRIUMPH Spitfire, in red with black trim, hard-top, radio..... £567

'J' Regd. TRIUMPH Spitfire, in Wedgewood blue, black soft-top..... £699

1963 TRIUMPH Spitfire, in Royal blue with matching interior..... £697

1969 TRIUMPH Spitfire, in Valencia blue with black interior, wire wheels, tonneau cover, wing mirrors..... £799

'J' Regd. TRIUMPH Spitfire, in sienna with black interior. Low mileage, one owner..... £899

1970 TRIUMPH Spitfire, in Valencia blue with beige interior, overdrive, radio..... £849

1966 TRIUMPH TR4A, in dove grey with red hide interior, overdrive, radio, wire wheels..... £669

1968 TRIUMPH TR5 Petrol Injection, in Valencia blue, surrey-top air horns, overdrive, wire wheels..... £1,069

1969 TRIUMPH TR6, in jasmín with hard-top, black interior, radio. Very attractive car..... £1,349

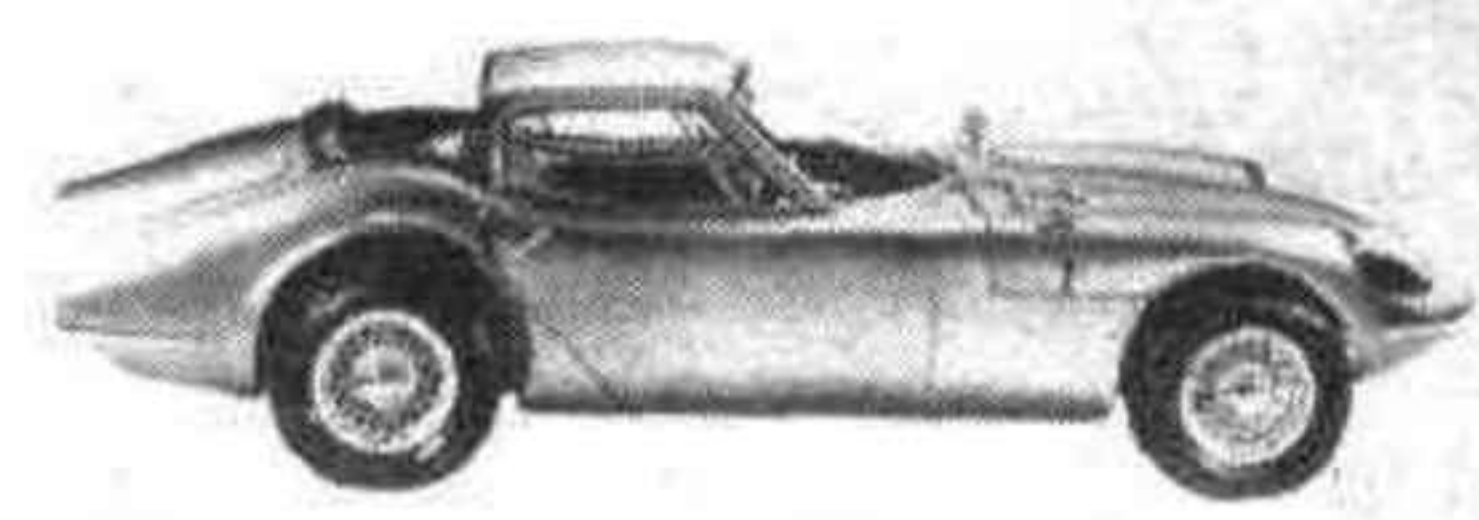
1969 TRIUMPH TR6 sports, in white with black interior, wire wheels, overdrive..... £1,299

1967 TRIUMPH TR6 sports, in white with black interior, wire wheels, overdrive..... £1,299

1967 TRIUMPH GT6, in green with black trim. Very nice condition..... £699

1968 TRIUMPH GT6, in white with black trim, radio, wire wheels, overdrive, one owner..... £799

1969 TRIUMPH GT6, in blue with black trim, heated rear window, radio..... £999



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1965 ASTON MARTIN DB5, in silver grey with navy hide trim. Chrome wire wheels, radio. Sundym glass..... £1,599

1966 ASTON MARTIN DB5, in forest green with black hide interior. Radio, Sundym glass. Superb condition..... £1,799

1966 ASTON MARTIN DBG Vantage. Finished in Silver Birch, black hide interior, wire wheels..... £2,099

1967 ASTON MARTIN DB6. Registered 22/12/67. In Silver grey. One owner, wire wheels..... £2,699

1969 ASTON MARTIN DB6, in Platinum white, red hide interior, power steering, chrome wire wheels, heated rear window, radio, twin spot lights, Sundym glass..... £3,599

1969 ASTON MARTIN DB6 automatic. Superb car finished in silver birch with black hide interior. 10,000 certified miles with it's one owner. Coolaire refrigeration, power steering, radio, Sundym glass..... £3,799

1969 ASTON MARTIN DB5 Vantage Manual finished in burnt almond, white gold hide interior, power steering, heated rear window, radio, Webasto roof..... £3,999

1970 FORD Mustang Fastback, in white with red interior. Power steering. Fitted with latest spoiler..... £2,699

1968 Series JAGUAR 'E'-Type f.h.c., in Navy blue with blue and grey interior, chrome wire wheels..... £1,599

1969 JAGUAR 'E'-Type roadster. White with detachable hard-top, leather interior, chrome wire wheels, radio... £1,999

1970 JAGUAR 'E'-Type f.h.c., in white, chrome wire wheels, radio, HRW..... £2,299

1968 JAGUAR 'E'-Type +2, in white, Webasto roof automatic transmission, chrome wire wheels, heated rear window..... £1,849

1968 JAGUAR 'E'-Type +2, in metallic silver blue, chrome wire wheels. Very attractive car..... £1,699

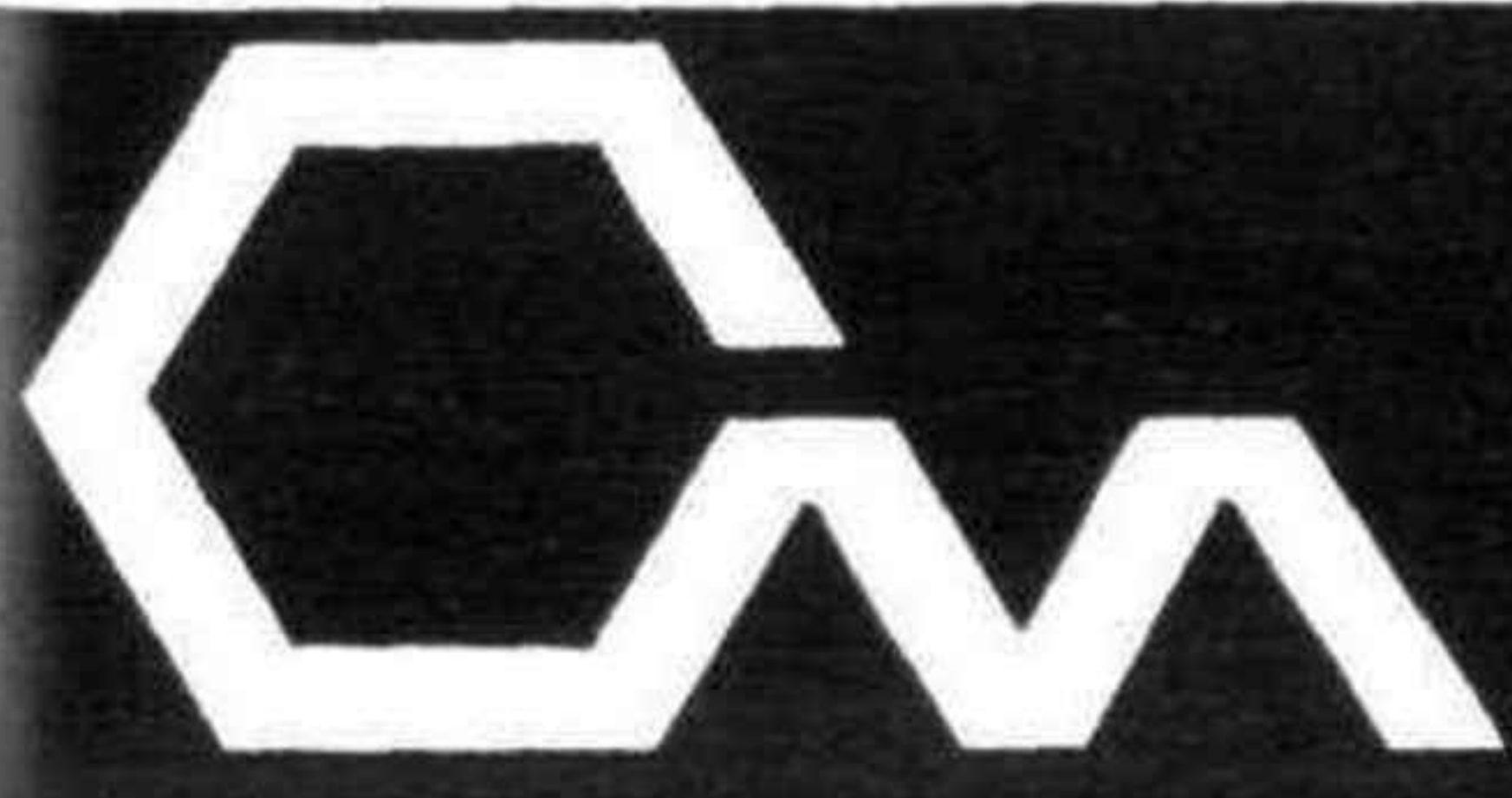
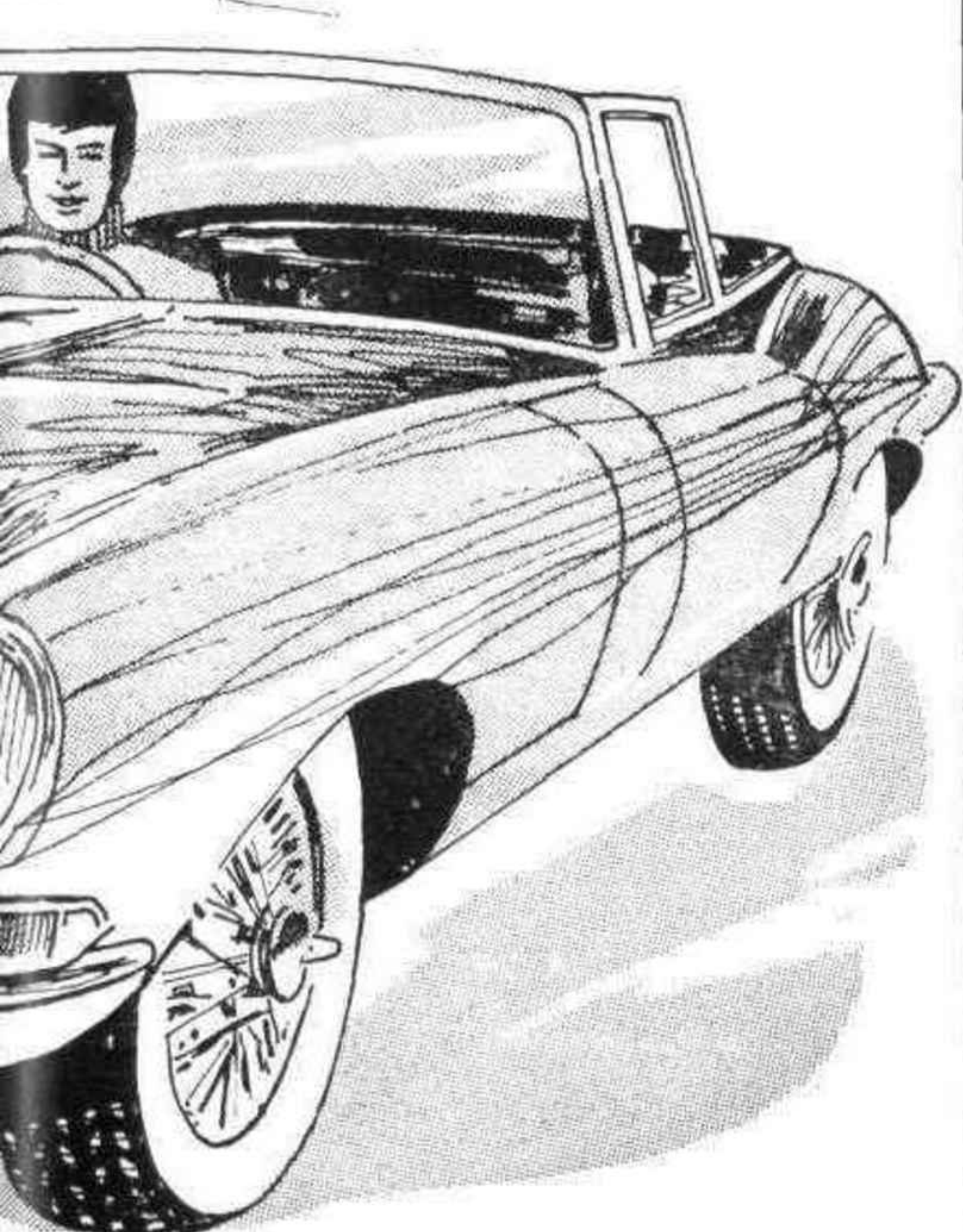
1970 JAGUAR 'E'-Type +2, in white with black hide interior, webasto roof, chrome wire wheels, radio..... £2,499

1970 registered LAMBORGHINI Miura, right-hand drive in white, black interior. Very attractive condition..... £4,999

1967 MASERATI Mistrale roadster, in silver grey with detachable hard-top, black hide interior, 5-speed box, radio..... £2,499

1962 MERCEDES 300SL, in forest green with red hide interior. Sports roadster model..... £2,499

1970 PORSCHE 911E, in signal orange, black interior, radio electric sunshine roof, electric windows, 10,000 recorded miles..... £3,999



Please send me a copy of your current stock list.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

**INTRODUCE A FRIEND,  
IF HE BUYS  
YOU RECEIVE £10.**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Post to:—Camden Motors, Lake St.  
Leighton Buzzard. Beds



**WANTED—continued**

**WANTED:** Edwardian motor car body, any condition. High price offered. Mr. Cussons, Gable Cottage, Forty Hill, Enfield, Middlesex. Tel. 01-366 0480. (1430)

**PHOTOGRAPHS** of Emeryson F1, 1954-58, to assist rebuild. Also Wilson gearbox for above. Johnson, Thatch, Wistanswick, Market-Drayton, Salop. (1453)

**MASERATI** or Aston Martin d.h.c., 1960-1965, required for cash. Full particulars to: R. Needham, 82 The Straits, Gornal, Dudley, Worcs. (1492)

**MORGAN** four-seater, 1955-1969. Exceptional car for enthusiast returning U.K. May. Savage, H.M.S. "Endurance", B.F.P.O. Ships. (1493)

**LATE VINTAGE** or early P.V.T. 1½-3-litre sports saloon, Leigh, The Old Rectory, Tixall, Stafford. (1494)

**WANTED:** Bound or unbound copies of pre-1940 "Commercial Motor", "Motor Traction", "Motor Transport", "Commercial Car Journal" and "Power Wagon News". Any other early commercial vehicle literature appreciated. State price. Tel.: 01-493 4984 (evenings and weekends). (1495)

**AMERICAN AGENT** wanted to handle special sports cars for the connoisseur. Tel.: Lewes (Sussex) 4398. (1496)

**BENTLEY**, Mk. VI wanted, any condition. Tel.: Lewes (Sussex) 4398. (1496)

**WANTED:** TR3As, TR4s, TR4As, TR5s and TR6s. Highest prices paid for sound, well-kept cars. D.C.M., The TR Centre, Tel.: 01-937 1410, 21 Lexham Mews, London, W.8. (1228)

**MORGAN** 4/4, Series V, urgently required by enthusiast. Cash waiting. Tel.: 01-551 0682 to arrange viewing. (1497)

**REGISTRATION** numbers wanted: FV, AE, AWG, AWE, LAN, with low number. Tel.: 01-741 0527 (Hammersmith). (1498)

**WANTED:** 1927 Morris Cowley chassis with rear springs if possible. Will collect. R. Beilville, Tel.: Knightwick 253. (1499)

**WANTED:** M.G. PB or "T"-type in restorable or going condition, 336 Grimsby Rd., Cleethorpes, Lincs. (1500)

**MORGAN** drophead coupé, late +4 model, urgently wanted. Tel.: 01-948 0610 evenings. (1501)

**COMPLETE** air filter and intake silencer assembly for Mk. II Cortina-Lotus. Also towbar. Jones, 7 Bronant, Lixwm, Holywell, Flintshire. (1502)

**BULLNOSE MORRIS** Oxford, 13.9 h.p., two-seater tourer or coupé. Also A7 Nippy, 4 Ravenshoe Close, Bourne End 24219, Bucks. (1503)

**MIDDLE-AGED** gentleman, whose borrowed time is rapidly running out, wishes to fulfil ambition to own Mercedes or similar class car. Will give fair price and loving care to 1958-1963 model in good condition. Box 2717. (1504)

**£1,000 OFFERED** for chain-driven Frazer Nash—suction member. Roger Ballard, 134 Tilehouse Green Lane, Solihull, Warks. Tel.: Knowle 2688. (1505)

**1750 ALFA** twin- and single-cam heads, bulkhead, blower, radiator. Tel.: Kegworth 2778. (1511)

**WANTED:** Morgan tricycle, privately. Ward, 2 Hereford Dd., Harrogate (Tel.: 2983). (1541)

**A.C. ACE**, preferably Bristol engine. Realistic offers. J. Webb, High Cross House, Crowborough, Sussex. (1562)

**REGISTRATION** numbers: Y, YT, YTC or JBK with low or interesting number. Porter, Robbin Hill, Ross-on-Wye. Tel.: 3855. (1571)

**M.G. PB** eagerly wanted by American enthusiast, any condition considered, from dismantled to excellent. Also engine/spares for same. Might consider M.G.-F.C. I can arrange shipping. Send photos, particulars to: Wisener, 1600 Nolana, Apt. 16 McAllen, Texas 78501, U.S.A. (1575)

**REGISTRATION** Numbers, RM, RWM, TF, or MAC required, with low or interesting numbers. Please state details and price to Tubefabs Limited, Hatherston St., Walsall, Staffs. Tel.: Walsall 25133. (1578)

**PHILIPS** or Blaupunkt radio, VHF preferred, suitable for Volkswagen, also two 750 x 14 X's. Box 2721. (1579)

**JAGUAR DEALERS** note: Wanted, new L.H. wire wheel front hub (Mk. I). Lawrence, 19 Heworth Green, York. (1581)

**PART-OWNERSHIP:** Bugatti, beach buggy, big bike, Bentley 4½, beautiful boats; but no risks! See under Share 'n Asset in "miscellaneous". (1582)

**WANTED:** Rolls 20 (preferably) or 20/25 with interesting coachwork, restoration not an objection. Might consider 2-litre Lagonda. Box 2730. (1583)

**A.C. COBRA** wanted for cash. Anything considered. Box 2729. (1589)

**ASTON MARTIN** DB6 convertible wanted. All replies acknowledged. Box 3726. (1618)

**ANY SPORTS CAR**, any condition, any year, damaged or unben; also saloons, vintage cars. Cash. Tel.: 01-658 1005 (anytime). (1642)

**DAMAGED M.G.-C GT** required, late registration essential; damage immaterial. Tel.: Dunsfold 456. (1640)

**IMMEDIATE CASH** for back numbers of Motor Sport. Whitehouse, 46 Lawnswood Ave., Solihull, Warwickshire. (1683)

**MORGAN** or Lotus 7 wanted 1965-68, 14 Meadow Rd., Welston, Coventry. Tel.: Welston 2659. (1738)

**WANTED:** TURNER Mk. III or Ginetta G4 Jones. Tel.: 01-450 7454. (1739)

**GENUINE BUYER** requires old Rolls-Royce motor car, anything considered, realistic cash price paid. Please Tel.: Nottingham 250614 (reverse charges after 6 p.m.). (1740)

**WANTED—continued**

**FOUR-WHEEL** low-load trailer, 2½ tons capacity, 14 ft. x 6-ft. platform. Complete with winch, lights, etc. Seven months old, little use. £225. Tel.: Much Wenlock 387. (1741)

**REGISTRATION** number: DH, DER or D with low numbers. Mr. D. Handcl, 74 Campbell Ave., Iford, Essex. (1742)

**AUSTIN HEALEY** 100-4/M area screens/frames wanted, must be original Austin Healey screens, also 100/4 grille flash and back issues of "safety fast"—prefer complete set. Wilson, 438 Shore Rd., Newtown-abbey, Co. Antrim. Tel.: Whiteabbey 3295 (6.30 p.m.-7.30 p.m.). (1743)

**EX-RILEY** register member returned to the U.K. Wishes to purchase Riley Imp. or two-door Kestrel 9. Good price paid for car in mint condition. St. Leonards Grange, Beoley, nr. Redditch, Worcs. Tel.: Redditch 62145. (1744)

**ELAN S3**. Cash available. Details, mileage, price. The Fountain, Twynning, Tewkesbury, Glos. (1745)

**INFORMATION**, photographs of Whittingham and Mitchell bodied (disappearing rear seats) M.G.-N. Magnette. Also whereabouts of these cars (e.g. AXN 7J, JK 4478) to assist restoration. Mace, Greenlands, The Avenue, Ascot. (1746)

**WANTED** early Healey 3000. Private cash buyer. Tel.: Doe 037-45 57146 (evenings). (1747)

**1952 LAGONDA** 2.8, crankshaft and con-rods required. Tel.: 051-263 3959 (Liverpool). (1748)

**RILEY KESTREL** 1½ or possibly 9. Seymour, Rivermead, Battle, Sussex or Tel.: Battle 2181 (day), or 2002 (evenings). (1749)

**WANTED:** MORGAN Plus Four four-seater, TR engine, wire wheels, underseal, immaculate condition required. Devas, 19 Billing Rd., London, S.W.10. Tel.: 01-352 0921. (1750)

**SILVER WRAITH** wanted privately, condition more important than age, fullest details and price, immediate courtesy acknowledgment, no dealers. Box 2736. (1855)

**WANTED:** Morgan 1962-65, preferably 4/4 four-seater. Cash purchase. J. Jewett, Hayburn Cottage, Kilburn Terrace, Fairlie, Ayrshire, Scotland. Tel.: Fairlie 475 (after 6 p.m.). (1856)

**WANTED** for Silver Ghost "C" or "D"-type steering assembly. Can offer some Ghost spares including large tourer wind-screen if necessary. Graham Neale, Purshall Green, nr. Droitwich, Worcs. (1857)

**ROLLS-ROYCE** Phantom III wanted by American collector, preferably overdrive model, for immediate purchase. Spare engine, new and secondhand parts also wanted. Box 2737. (1859)

**EXCHANGES**

**JENSEN** 541R, believed 1959 show car, in good original condition; new disc brakes, Avon radials, overdrive, radio, £425 or part exchange Morgan, Ace 2.6. Henderson, "Hunterbrook", Bardon Mill, Hexham, Northumberland. (1206)

**"R"-TYPE BENTLEY**, manual, 1953. Excellent original order. Will sell or exchange for restorable 20/25 R-R. Clarke, Tel.: 01-727 6532. (1298)

**LUGGAGE** Trailer. Handsome job with lids, 2 in. hitch, lights, etc. £25. Tel.: Wymeswold 880619. (1344)

**1938 1½-LITRE** SS Jaguar saloon, non-runner, £50 o.n.o., or break for spares, or exchange A-H 100/BN, 2. Small, Wickfield Farm, Shefford Woodlands, Newbury, Berkshire. (1393)

**1967 JAGUAR** 420. Immaculate, value £950, for "E"-Type or similar (cash either way). Tel.: Coppull (Lancs.) 210. (1394)

**SOLVENCY** and pleasurable use of the boat, bike, exotic motor of your choice exchanged for frustration. Inflated prices? Part-ownership is the answer. See under Share 'n Asset in "miscellaneous". (1582)

**1903 EXCELSIOR** M/C combination, concours; 1920 Martinsyde M/C, concours; 1924 Cluley full reconditioned, two-seater/dickey, new hood. Exchange vintage Bentley cash adjustment. H. Cormack, Connaught Terrace, Crief. (1854)

**MISCELLANEOUS**

**BLACK HARD-TOP** for TR4A, TR4, or TR5. Good condition. £25. Tel.: Harpenden 2565. (1214)

**MICROCELL SEAT** as new. Fully reclining. Adjustable head-rest. Sub-frame for Imp. other sub-frames readily obtainable. Cost £25 sell £12 quick sale. Tel.: Windsor 66650. (1218)

**THE A.C. OWNERS CLUB** invite A.C. enthusiasts to apply for membership. Advice and opinion on all aspects including insurance. Membership Secretary, 33 Linden Ave., Ruislip Manor, Middx., England. (1216)

**JOWETT CAR CLUB**, surviving link with the famous marque. All areas catered for. Details advice, technical information. Secretary: A. N. Wright, The Old Forge, Weston Turville, Aylesbury. (1217)

**LE MANS** 1971 coach leaving London Friday night, arrive back London Monday morning. Seats available £10.25 including entry to circuit. Tel.: 01-689 1621. (1218)

**A BODY** frame is being built for long chassis Brescia, to high standards. Does anyone wish to buy a set of finished timber parts from same drawings and formers. S. P. Steer, Chapel Works, Tel.: Leiston 722 (Suffolk) (office hours). (1219)

**SINGLE-CAR** transporting anywhere, any time. Reasonable rates. Tel.: Brighouse 2074 for quotation. (1220)

**MISCELLANEOUS—continued**

**OCTAGON** MG TA, TB, TC, TD, TF  
New, used, rebuilt, and exchange spares. Full range of fibreglass body parts, all models. S.A.E. for list/quote. World-wide mail/shipping service.  
Telephone 01-521 0520  
Used MGs purchased and supplied.  
**OCTAGON SPORTS CARS LTD.**  
19-21 Grosvenor Pk Rd, London, E.17

**F. GORDON-CROSBY** two original magnificent large drawings of Bentley & Lorraine at Le Mans 1926. £105 the pair. Tel.: Redhill (Surrey) 63975. (1213)

**ROLLS 20** chassis, 1928, complete with log book. Stood out two years. Offers: Steer, Tel.: Leiston 722 (office hours). (1220)

**LBF 1** registration number on 1961 VW 1200. Offers Summerhill Court, Kingswinford, Staffs. Tel.: 3641. (1222)

**CHRIS BOYHAM**, master trimmer. Please contact me to finish Riley; or may I hear from anybody who knows his present whereabouts? Box 2715. (1300)

**WIRE WHEELS** (two), chrome-plated, 60-spoke, for Jaguar XK150, in good condition and fitted with Goodyear T & C 6.00 x 16 tyres; acquired as spares for snow conditions but hardly used; car now disposed of. £20 the pair. Tel.: Turners Hill (Sussex) 400 or 034-288 400. (1293)

**FUT 1** on 1949 Wyvern. Offers: Tel.: Wymerwold 880619. (1344)

**FRAZER NASH** 1935 15.7 saloon dismantled, also spares for 1928 Alvis, Austin big seven, 1935 Morris 12/4, 1938 Vauxhall 14/6 engine, 1952 Atlantic, etc. Atkinson, Sunny Green, Lindale. Tel.: Grange 2402. (1357)

**MONACO** Grand Prix 1971. Up to £25 paid for any two grandstand tickets together. Tel.: 20874 (evenings), or write Ormerod Flat, Higher Red Lees, near Burnley, Lancashire. (1431)

**VERY RARE** twin-choke S.U. carburettors: £30 o.n.o. Tel.: 01-253 9845 (daytime). (1506)

**REGISTRATION NUMBERS** for sale: LG 30, 50 MP, 97 VC, 62 KO, 2 MY, GPL 1, PMY 1, REG 29, 29 BP—all on old bangers. Tel.: 01-550 6877. (1507)

**"MOTOR SPORT"**, 1957 to 1970, almost complete. £5 o.n.o.; workshop manual for XK120 and Mk. VII, £1 G. C. Brown, Tel.: Bristol 40344 (office hours). (1508)

**XK OWNER**, Join the XK Register and 650 other enthusiasts! Monthly bulletin and meetings. Recognised by Jaguar Cars and R.A.C. Note: XK Day, 1971, Mallory Park, May 29th. Membership Secretary: Ron Bradshaw, 41 Ingrave Rd., Brentwood, Essex. (1509)

**SILVER DAWN** "R"-type. Brand new and unused body complete with sliding roof, boot lid, etc., in prima. £675. Tel.: 021-359 2058 (daytime) or Colleshill (Warks.) 62614 (evening). (1510)

**ROLLS-BENTLEY** 4½ head, perfect, with damaged engine; Centric 125, 160 blowers, very large Wade blower, M.G. SA engine, gearbox, axle, wheels; towing ambulance; sell but prefer exchange Alfa parts. See "Wanted" column. Tel.: Kegworth (Leics.) 2778. (1511)

**"MOTOR SPORT"**, "Car", Feb., 1969, onwards, excellent condition, £6. Tel.: St. Neots 3580. (1512)

**"MOTOR SPORT"**, April, 1958-March, 1971. Complete—unbound, £9. Tel.: Dartford 26954. (1513)

**VAST QUANTITY** of Model-T and other vintage spares, including mags, dynamos, starters, carbs., etc. De Dion engine: circa 1908. Bristol gearbox, good vintage handbooks, etc. S.A.E. for details. "Silver Birches", School Lane, Marcham-le-Fen, near Boston. Tel.: Marcham-le-Fen 349. (1514)

**"AUTOMOBILE YEAR"** 1, 3-14, as new. Nearest £100. Coles, 2 Park Town, Oxford. (1515)

**4 GOOD** doors, bonnet 1935 3½ Bentley. Freestone and Webb. 1937 Rover 10 spares. Tel.: Stourbridge 3845. (1523)

**WANTED:** Watford clock, Rotax stirrup headlamps, Autovac side lamps. Circa 1924. Tel.: Aston, Nantwich 406. (1540)

**BEAN CAR CLUB:** National Daffodil run to Bournemouth April 25th, 1971. Veteran and vintage entries invited. Des Kitchen, 69 Woodfield Rd., Princes Risborough, Tel.: Princes Risborough 5207. (1572)

**BREAKING DAIMLER** Conquest Century. Most parts available. 2a Burchell Rd., London E.10. Tel.: 01-539 4582. (1573)

**VETERAN—VINTAGE—RACING** cars (in colour) on postage stamps. Sets from 7/2p. See "Miscellaneous" February. "Motor Sport" S.A.E. for details: King, 154 Telfer Rd., Coventry. (1577)

**WANTED:** old "Motor Sports" any period 1954-69. Hyde, 43 Bray Hill, Douglas, Isle of Man. (1580)

**SHARE 'n Asset:** Bugatti, boat, beach buggy? Part-own all or any without risks. The right partners with your kind of money and taste. Secure professional service. Get details now from Share 'n Asset 30 Baker St., London W.1. Tel.: 01-486 5353 (24 hours). (1582)

**GENUINE VINTAGE** trailer 8-ft. x 4-ft. with 2-ft. sides. Excellent condition, on good 500 x 21 tyres £35 S.A.E. for photographs. 12 Bilford Rd., Worcester. Tel.: 52592. (1641)

**20-h.p. ROLLS-ROYCE** chassis (choice of four) with body frames if required. Tel.: Halifax 31475. (1686)

**MISCELLANEOUS—continued**

**SPORTS CARS FOR HIRE**  
MGB, MGB GT, TRIUMPH GT6, and JAGUAR E-TYPE  
for self-drive hire.  
All cars 1969/71, with radios.  
Regret minimum age 25.  
**SPORTSHIRE LTD., 01-789 0757**  
4a, Deodar Road Putney, London, S.W.15. Hours: 9.0-6.30 Mon.-Fri. Sat. a.m. only.

**FIVE WIRE** wheels fitted 165 x 15 radials plus adaptors, four holes at 4¼-in. P.C.D. £30. Healey 3000 Mk. III steering column as new £10. Lots of M.G. TA spares. Tel.: Luton 37350. (1643)

**1938 ROVER**, registration No. GPL 1; 1962 Austin, registration No. REG 29; 1963 Rover, registration No. 3 HWE; 1961 Alfa Romeo, registration No. 2 MY. All for sale, cars useless; offers to: C. Neal, 45 Saver-nake Rd., London NW3-2JU. (1645)

**TWO-STAGE OXYGEN** and Propane/ Dissolved Acetylene Regulators used once only, normally £11.5 each, at £12 the lot. Original Hillman Minx Series I, II, III, A, B, C, Husky & Commer Cob I & II. Workshop manual unused at £2. B.R.D.C. badge 15. Rootes Arrow range Workshop Manual (used occasionally) hard back edition at £1.5. Box 2727. (1646)

**1928 BENTLEY** 4½-litre body frame, big tank, Zeiss lamps, etc., plus all fittings necessary for Le Mans replica. Tel.: Halifax 31475. (1686)

**15-IN. WIRE** wheels, suit Jaguar or Allard, £25 for four; two 650 x 15 Dunlop racing tyres C, 1955, unused. Tel.: 01-654 4969. (1692)

**ASTON MARTIN** hard-top for DB4, blue; excellent condition 195. Tel.: Stubbington 2588. (1758)

**PWG 1 REGISTRATION** number attached to 1960 Victor. Best offer secures. Tel.: York 59615 (after 7 p.m.). (1761)

**MONACO G.P.** Two seats leaving Dover 16th May, £20 inclusive. Male only. Tel.: Rudgewick 543. (1820)

**"MOTOR SPORT"**, 1959 to 1970 inc. "Autocar" 1960 to 1963 inc. Offers! 27 Roman Way, Bedhampton, Tel.: Havant 6910. (1843)

**RILEY 9**, host of engine parts for sale, including pair 1½-in. S.U. on manifold, bronzed head, bronze oil pump, Scintilla mag., recon, starter motor, Merlin crank and rods polished and balanced also two others and complete Merlin engine, E.N.V. Cr. gearbox. New parts, set 1/34/5 timing gears, cylinder liners, pistons, valves, guides, also engine stand. Wanted anything for S.P. 250, Ash, Park Cottage, Narborough, Kings Lynn. Tel.: Narborough 292. (1844)

**FOR VENTURA**, 28/36 Weber, manifold, filter, etc., as new, used two months. Bargain. £21. Bennett, 4 Durham Ave., Burnley, Lancashire. (1845)

**HARD-TOP** for Spitfire Mk. I or II, works steel model. £23. Tel.: Matlock 3505. (1846)

**REGISTRATION** PFN 6 with log book, for sale. Offers to 18 Churchill Rd., Canterbury. (1847)

**SET "E"-TYPE** chrome wire wheels. Fitted XAS tyres (6,000 miles), £65. M. Hawks-worth, 108 Wales Rd., Kiveton Park, Sheffield S31 8RD. (1848)

**FIVE 16-in.** wire wheels, four 550 x 16 cross ply tyres, brand new. Differential for AC Ace. Offers to Evans, 5 Meynell Ave., T514 8BH. Tel.: Guisborough 3295. (1849)

**RILEY** and Jaguar spares. Vast quantity Riley 1½/2½, 1946-54; and Mk. IV and SS Jaguar, 33 Church St., Saffron Walden, Essex. Tel.: Saffron Walden 2330. (1850)

**MINI BITS**, rear sub-frame, perfect, complete £10; 2 1½-in. inlet manifold trumpets, etc. £11; 12755 con rod balanced C/tested £10; pair wheel hubs, complete, perfect, £5. Tel.: 01-890 3219. (1851)

**1947 MORGAN** spares for sale including engine (standard special) gearbox, rear axle, wheels, etc. Most parts in good condition. Greene, 1 Waterloo Rd., Shepton Mallet, Somerset. Tel.: Shepton Mallet 2654. (1852)

**STANDARD** bore, crankshaft, TD engine, gearbox. Perfect condition 8-in. clutch, new cylinder-head also instruments. Box 2724. (1853)

**SITUATIONS VACANT**

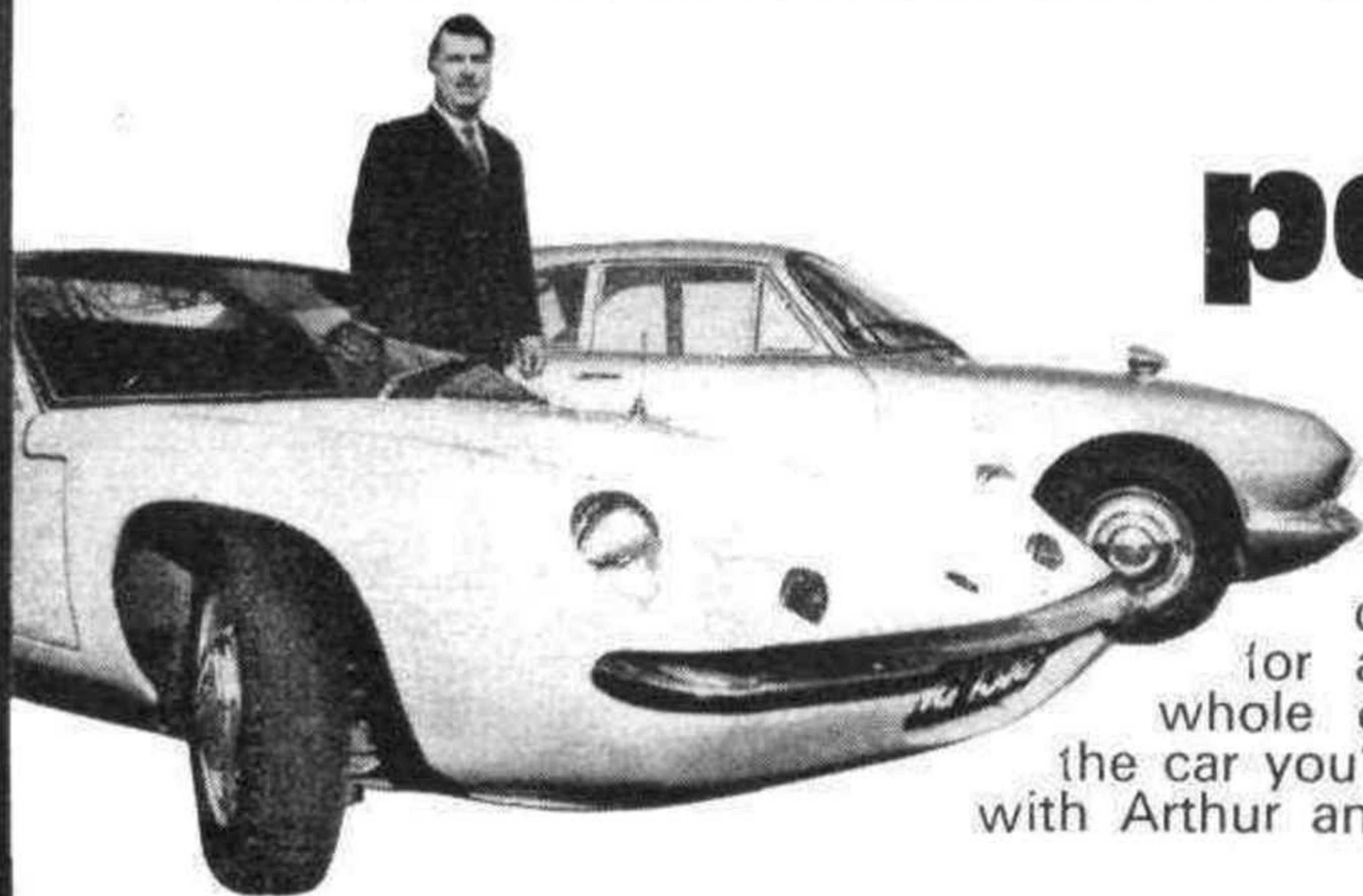
**COMMENCING** May 15th until Oct. 3rd Commercial Go-Karts Limited require site operators (age 26-40), £25 weekly, and assistants (age 17-25), £18 weekly, to staff their Go-Kart concession circuits situated London Festival Gardens, Worthing, Weymouth, Paignton, Brixham, Falmouth, Pen-zance. This salary, plus an excellent and positive bonus, is paid only to responsible men possessing proven mechanical skill allied to an ability to organize. Accommodation arranged. Write fully, enclosing copy references, to: Staff Controller, 34 Castle Circus House, Torquay. (1301)

**URGENTLY REQUIRED:** Development engineer, experienced in two-cycle fuel injection (petrol injection). Designer, experienced in small two-cycle engines. Ehrlich Engineering Ltd., First Avenue, Industrial Estate, Blitchley, Bucks. Tel.: Blitchley 2231. (1490)

**J.W. AUTOMOTIVE** require storekeeper. Previous experience is not essential providing the applicant is intelligent and has ability to learn, plus a basic knowledge of motor vehicles. Tel.: Slough 27227. (1491)



# Meet a man who lives for high performance cars



Arthur Ashton's no ordinary used car dealer. For one thing he's interested only in high performance; for another, he's prepared if necessary to comb the whole of Britain to get you the car you want. So if the car you're after is listed here—fine. If it isn't, get in touch with Arthur anyway. It could be yours quicker than you think!

- 1970 'E'-Type 2+2 auto. Power Assisted steering, chrome wire wheels, h/r window, radio ..... £2,695
- 1970 'J' Reg. 'E'-Type f.h.c. Mk. II. 3,000 miles, Warwick grey, navy trim, fitted with radio ..... £2,295
- 1969 'E'-Type roadster. Mk. II. Carmen red, black trim, fitted chrome wire wheels, chrome luggage rack ..... £1,895
- 1969 'E'-Type f.h.c. Mk. II. Fitted chrome wire wheels, heated rear window, radio and slot stereo ..... £1,895
- 1968 'E'-Type 2+2. Brakes just overhauled, red trim, fitted chrome wire wheels, heated rear window ..... £1,795
- 1968 'E'-Type roadster. Open headlight model, fitted chrome wire wheels and radio ..... £1,695
- 1968 'G' 'E'-Type f.h.c. Navy blue, fitted Sundym glass and heated rear window. One owner ..... £1,745
- 1967 (Oct.) 'E'-Type 2+2. Carmen red, black trim, open headlight model, fitted radio ..... £1,495
- 1967 'E'-Type f.h.c. B.R.G., fitted heated rear window, radio and twin spots ..... £1,445
- 1966 'E'-Type roadster. Warwick grey with red trim. Fitted radio, host of bills ..... £1,295

- 1964 ASTON MARTIN DB5. Silver Birch, fitted chrome wire wheels, h/r windows and radio ..... £1,495
- 1958 ASTON MARTIN DB3. 3 owners only, fitted overdrive and radio. Outstanding ..... £795
- 1967 MORGAN 4/4. Primrose, black trim, one owner, fitted wire wheels ..... £795
- 1969 MINI-COOPER I275S. One local owner, 23,000 miles, twin tanks and twin spots ..... £775

- 1970 M.G. Midget. Bronze yellow, black trim, one owner fitted Rostyle wheels, heater and tonneau ..... £825
- 1967 M.G. Midget I275 c.c. Tartan red, black trim, fitted heater, tonneau cover ..... £545
- 1964 M.G. Midget. B.R.G., black trim, fitted heater, tonneau cover ..... £465
- 1967 (Dec.) RELIANT Scimitar 2.5-litre VC GT. Fitted overdrive, radio, other extras ..... £245



1966 'E'-Type 2+2. White, black trim, fitted chrome wire wheels, Webasto sun roof and push-button radio. £1,345

- 1965 'E'-Type f.h.c. White, black trim, fitted chrome wire wheels, radio and other extras ..... £1,095
- 1965 'E'-Type roadster. Opalescent B.R.G., fitted radio, chrome luggage rack, twin spots ..... £995
- 1960 JAGUAR XK150 3.8 'S' f.h.c. Carmen red, fitted overdrive and wire wheels ..... £995
- 1958 JAGUAR XK150 d.h.c. White, red trim, fitted wire wheels, needs some work ..... £345
- 1968 (Oct.) LOTUS Elan Plus 2. 'G' Reg. One owner, fitted k/o wheels, power windows, radio ..... £1,345
- 1968 LOTUS Elan d.h.c. s/e, new engine, 4.7.70. Bills available for £420. Fitted k/o wheels and power windows ..... £1,075
- 1966 (Dec.) LOTUS Elan S3. d.h.c. White, black trim, fitted power windows, k/o wheels and radio ..... £895
- 1968 LOTUS Cortina. 19,000 miles, blue, mink, black trim, fitted 1600E wheels ..... £845
- 1969 LOTUS Super 7. Fitted 1600-c.c. GT engine. Close ratio gearbox and full weather equipment ..... £745
- 1967 AUSTIN HEALEY 3000 Conv. Mk. III. Colorado red, fitted overdrive and wire wheels ..... £1,095
- 1966 AUSTIN HEALEY 3000 Conv. Mk. III. B.R.G. Fitted wire wheels, heater and other extras ..... £895
- 1969 AUSTIN HEALEY Sprite. One owner, fitted Ashley GT top, wire wheels and radio ..... £775
- 1966 AUSTIN HEALEY Sprite. B.R.G., black trim fitted radio, luggage rack and tonneau cover ..... £525
- 1962 AUSTIN HEALEY Sprite. Iris blue, matching trim, fitted hard- and soft-tops, heater ..... £325

## CAR OF THE MONTH

1963 ASTON MARTIN DB4 Convertible. Navy blue with matching trim. Fitted detachable hard-top (cost £280), chrome wire wheels, overdrive and radio. An outstanding example of this very desirable model, which was only made in limited numbers. £1,295.



- 1965 VOLVO P1800 S Coupe. Red, black trim. One owner, fitted overdrive and radio ..... £895
- 1969 M.G.-C GT. One owner, mineral blue, fitted overdrive, wire wheels and radio ..... £1,195
- 1968 M.G.-C GT. B.R.G., black trim, fitted wire wheels, heater, racing mirrors ..... £945
- 1969 M.G.-C roadster. Mineral blue, one owner, 6,000 miles, fitted overdrive, wire wheels and radio ..... £1,145
- 1968 M.G.-C roadster. Fitted overdrive, wire wheels and radio. Snowberry white, black trim ..... £945
- 1968 M.G.-C roadster. Primrose, black trim, fitted wire wheels, radio and leather rim wheel ..... £895
- 1970 M.G.-B GT. One owner, 10,000 miles, fitted overdrive, Rostyle wheels, bronze yellow ..... £1,295
- 1969 M.G.-B GT. Mk. II. one owner, mineral blue, fitted overdrive, wire wheels and radio ..... £1,175
- 1967 M.G.-B GT. Old English white, red trim, fitted overdrive, wire wheels and radio ..... £895
- 1966 M.G.-B GT. B.R.G., fitted Webasto roof, wire wheels and push-button radio ..... £845
- 1970 M.G.-B roadster. Blue royale, black trim, one owner, 13,000 miles, fitted wire wheels ..... £1,125
- 1969 M.G.-B roadster. Mk. II. One owner, fitted overdrive, wire wheels and radio ..... £1,095
- 1967 M.G.-B roadster. Mineral blue, black trim, fitted wire wheels and radio. Outstanding ..... £795
- 1966 M.G.-B roadster. Fitted overdrive, wire wheels and radio. Mineral blue ..... £745
- 1965 M.G.-B roadster. B.R.G., fitted overdrive, radio and chrome luggage rack ..... 595
- 1964 M.G.-B roadster. Iris blue, matching trim, fitted wire wheels, radio. Other useful extras ..... £545

- 1967 SUNBEAM Alpine 1725 c.c. 1 owner, 25,000 miles, fitted overdrive, radio and heater ..... £745
- 1965 SUNBEAM Alpine. Fitted hard- and soft-tops, overdrive and other extras ..... £565
- 1963 SUNBEAM Alpine GT. Red, black trim, fitted heater and other useful extras ..... £395
- 1969 TRIUMPH TR6 PI roadster. White, black trim, fitted overdrive, heater and seat belts ..... £1,395



- 1967 TRIUMPH TR4A roadster. Navy blue, black trim, fitted overdrive, wire wheels and radio ..... £895
- 1964 TRIUMPH TR4 roadster. Signal red, black trim, fitted overdrive, heater, racing mirrors ..... £545
- 1968 TRIUMPH GT6. One owner, 12,000 miles, navy blue, fitted overdrive, wire wheels and heater ..... £895
- 1970 TRIUMPH Spitfire. One owner, 7,000 miles, white, fitted heater and seat belts ..... £845
- 1967 TRIUMPH Spitfire Mk. III. Conifer green, fitted radio, heater and tonneau cover ..... £595
- 1966 TRIUMPH Spitfire. Fitted Ashley bonnet, wire wheels and heater. White, black trim ..... £525



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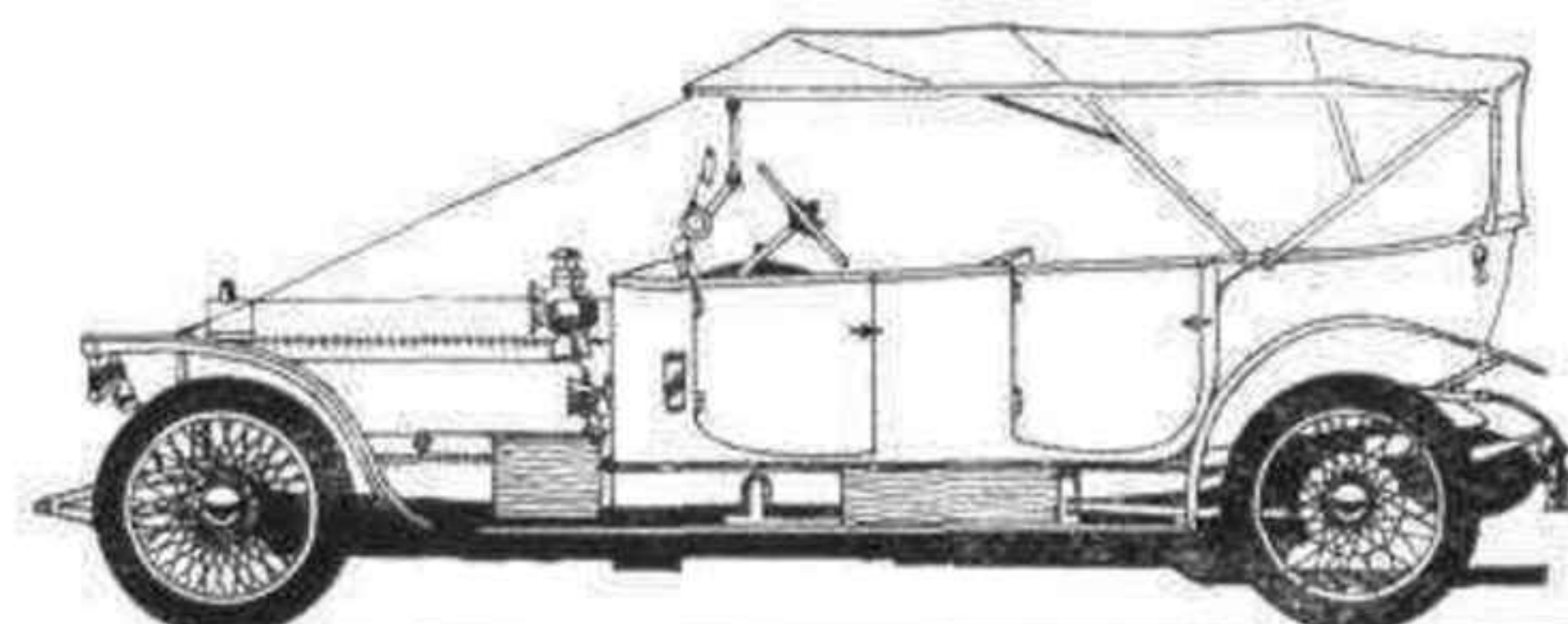
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The kits comprise sets of thick, specially treated natural jute insulation felt. This material is heavy enough to prevent panel drumming, and dense and thick enough to make a radical reduction in noise penetration through bulkheads. Its porosity absorbs noise, and prevents amplification. The parts are specially cut to fit every area of the car that will benefit from treatment.

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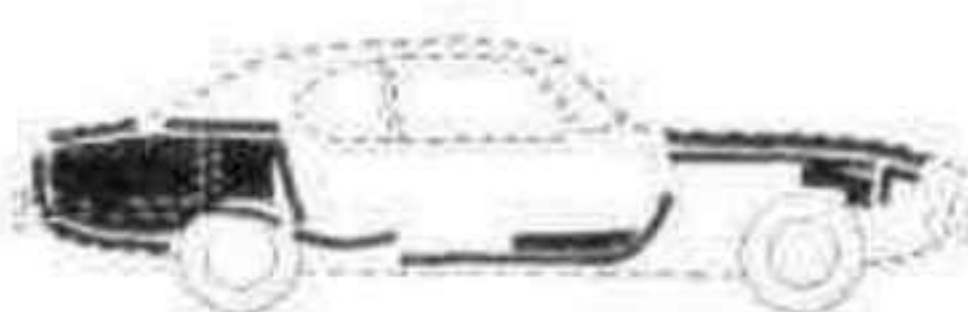
Acoustikits are available in 2 forms:

- 1 Super Acoustikits:** To insulate the complete car, give maximum noise insulation.
- 2 Underbonnet Acoustikits:** To insulate the engine compartment only.

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

## Look at this typical Super Acoustikits Layout!

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A40	£2 40	£7 80	Pick-up	£1 80	£5 50
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Cortina '67 on	£2 90	£9 50	Herald	£3 70	£8 70
Cortina Est. '67 on	£2 90	£9 70	Vitesse	£3 70	£8 70
Cortina '70 Mk. 3	£2 70	£9 50	Spitfire	£4 20	£8 50
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Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 30p (6/-) for Underbonnet Acoustikits and 50p (10/-) for Super Acoustikits.

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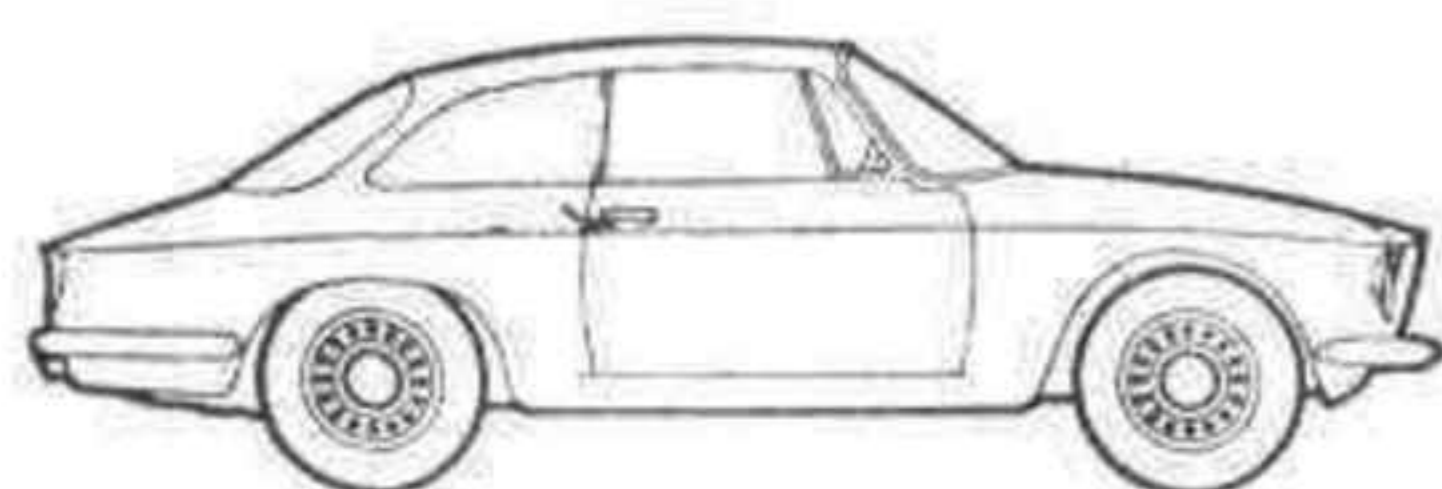
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# HEXAGON

## New Cars

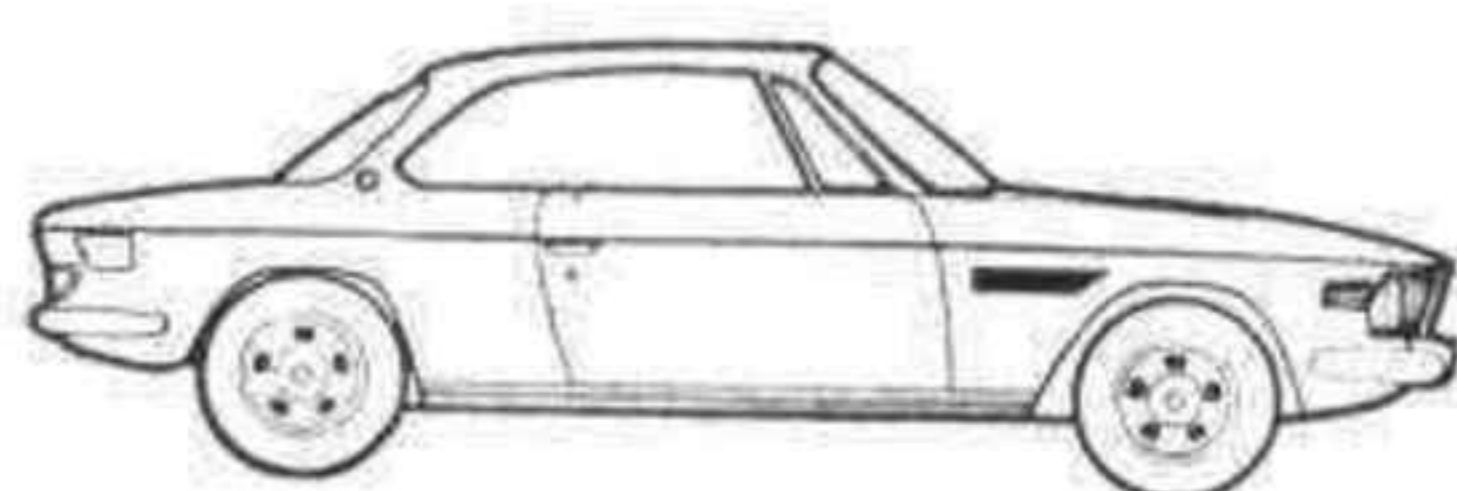
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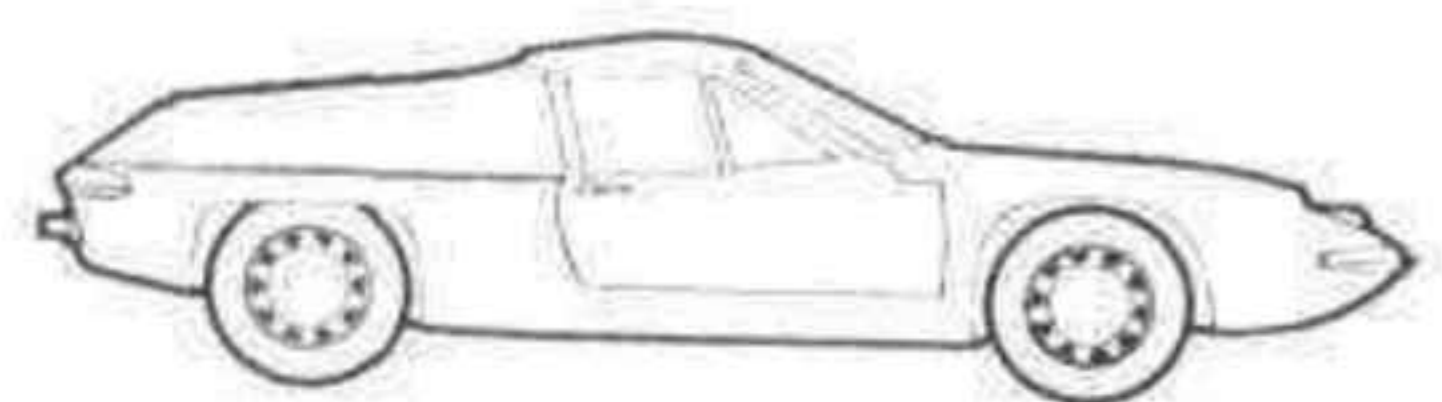
ALFA ROMEO 1750 GTV, OLIVE GREEN  
ALFA ROMEO 1750 GTV, RED  
ALFA ROMEO 1750 SALOON, MAROON  
ALFA ROMEO 1600 GIULIA SUPER, RED



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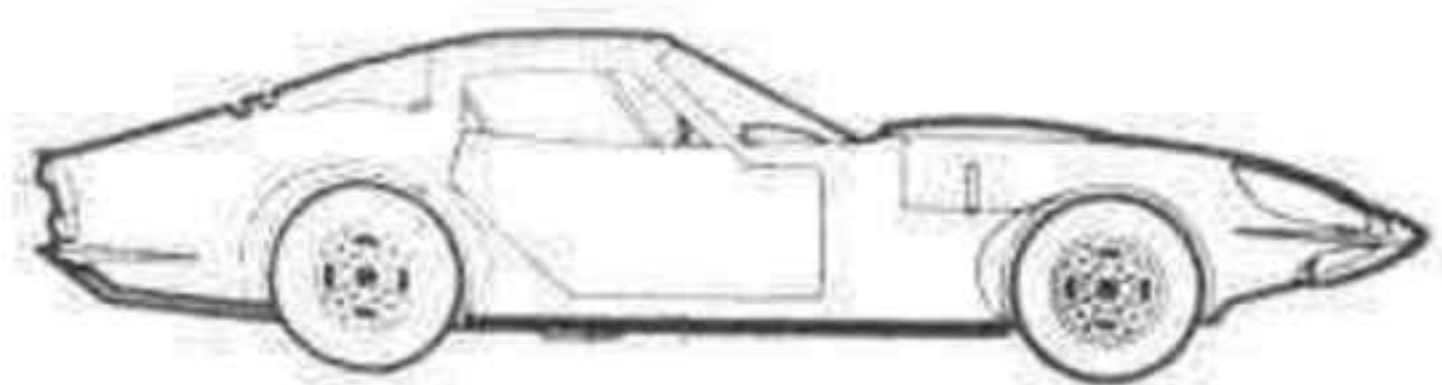
BMW 2800 C.S., MAROON. MANUAL & P.A.S.  
BMW 2800 SALOON, DARK BLUE. AUTO. & P.A.S.  
BMW 2002 COUPE, MANUAL, COLORADO YELLOW



MAIN AGENTS

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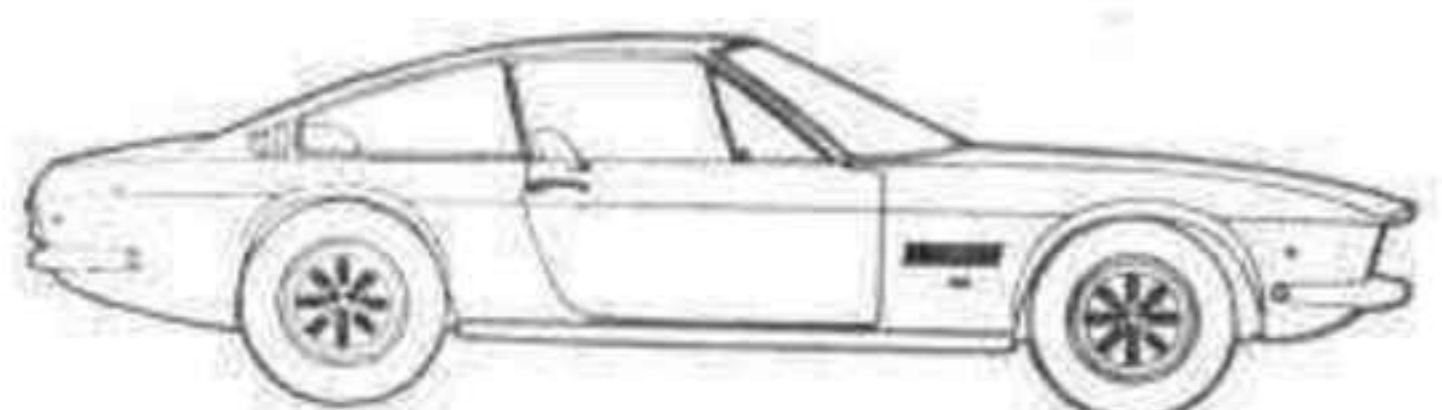
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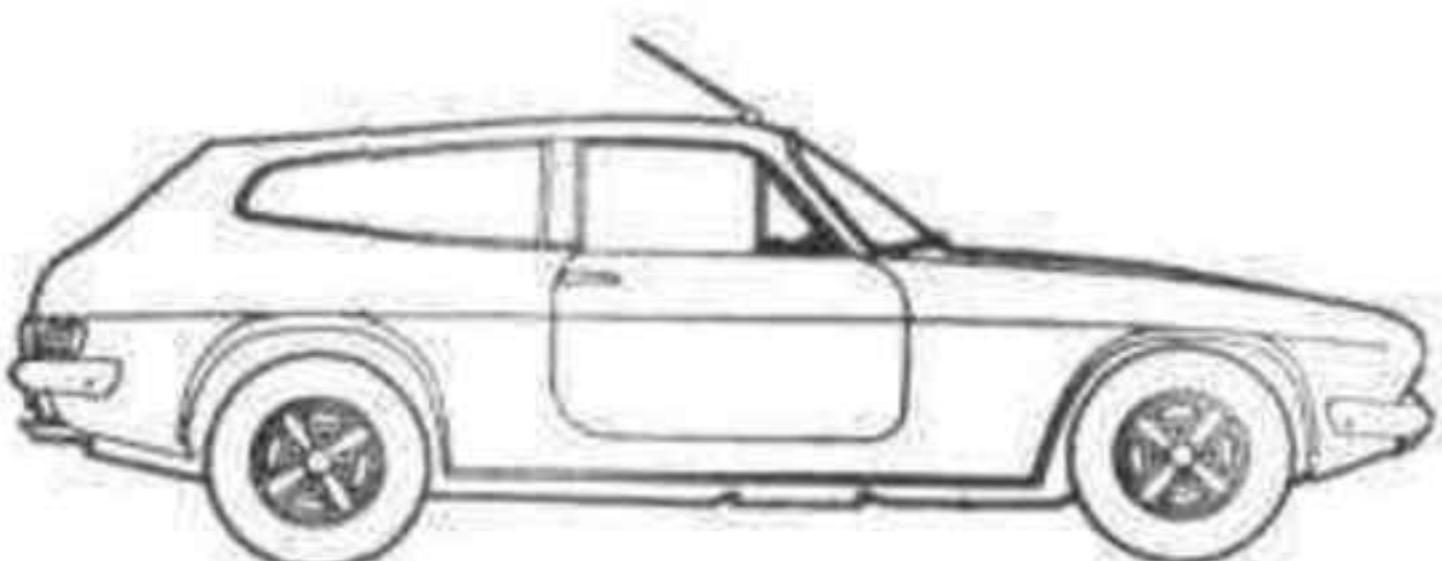
3-LITRE VOLVO — CHOICE OF COLOURS



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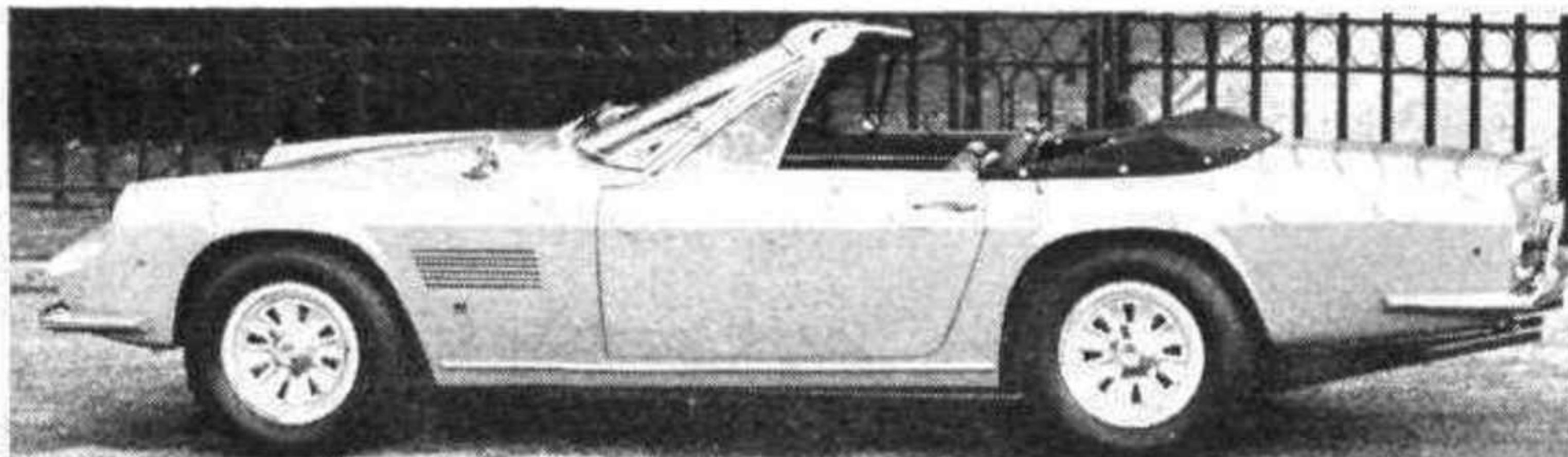
MONTEVERDI 375L, PRUSSIAN BLUE



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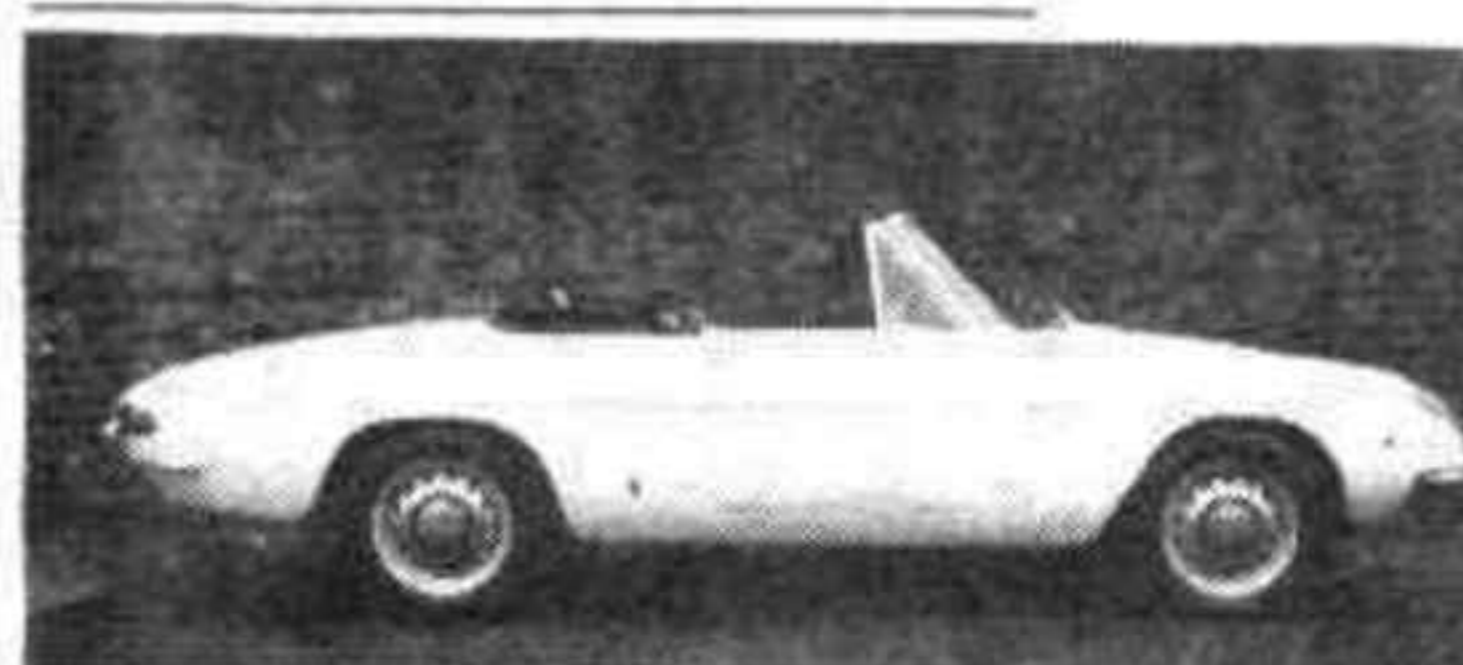
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## Used Cars



**1970 ALFA ROMEO 1750 Spider.** Finished in white with black trim. Fitted with a push-button radio. This one-owner car has covered 11,000 miles only from new.

**1969 'H' registered ALFA ROMEO 1300 GT Junior.** Finished in red with black trim. Fitted with a Webasto sun-roof and Radiomobile. One titled owner and 10,000 miles from new. (Illustrated) **£1,545.**

**1969 CRAYFORD Cortina 3-litre 'E'.** Finished in aubergine with black trim. 24,000 miles one owner, Dunlop alloy wheels. **£1,295.**



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

**1969 Model FIAT 850 coupé.** Ivory, 12,000 miles. **£795.**

**1970 GILBERN Invader 3-litre V6.** Finished in metallic brick red with black trim. Fitted with a sun-roof, alloy wheels and electric windows. A superb one-owner example, 15,000 miles from new. (Illustrated) **£1,145.**



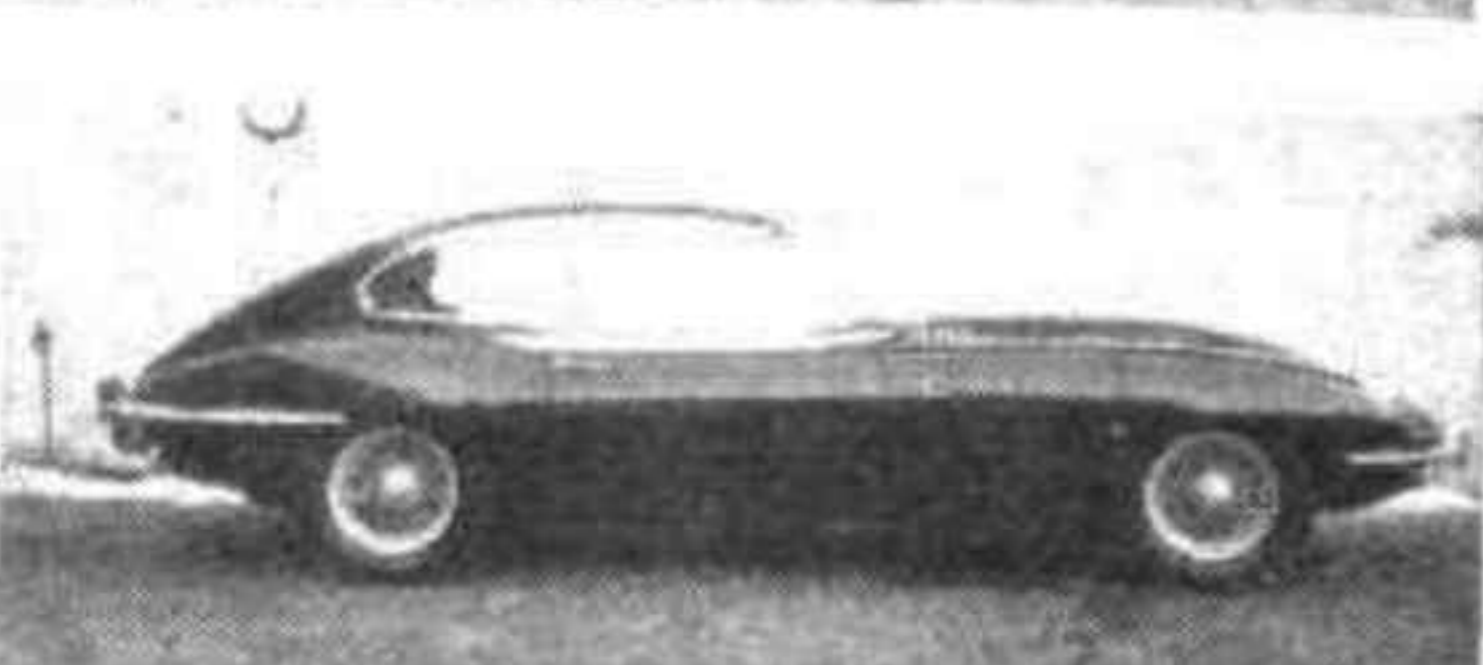
**1970 GILBERN Genie** available. **£1,145.**

**1970 'J'-registered JAGUAR 'E'-Type 2+2.** Finished in dark blue with grey trim. Fitted with Sundym glass, chrome wire wheels and a heated rear window; 4,000 miles only. **£2,795.**

**1970 JAGUAR 'E'-Type 2+2 Automatic.** Finished in sable with tan trim. Fitted with chrome wire wheels with white-walled Dunlop Aquajet tyres, Radiomobile, and heated rear window. One owner. **£2,595.**

**1970 'J'-registered JAGUAR 'E'-Type fixed-head coupé.** Finished in Carmen red with black trim. Fitted with chrome disc wheels and a Blue Spot radio. 9,000 miles from new. **£2,395.** Choice of two. UBH 2503. **£2,345.**

**1970 JAGUAR 'E'-Type roadster.** Finished in primrose with black trim. Fitted with wire wheels and push-button Radiomobile. A one-owner car, 8,000 miles from new and as new throughout. **£2,195.**



**1969 Model, registered Dec. 1968, JAGUAR 'E'-Type 2+2.** Finished in indigo blue with black trim. Fitted manual transmission, Motorola radio and heated rear window. 25,000 miles from new. (Illustrated) **£2,095.**

**1969 JAGUAR 'E'-Type roadster.** Finished in dark blue with black trim. This superb example is fitted with magnesium alloy wheels and is as new throughout. **£1,895.**

**1968 Model JAGUAR 'E'-Type 2+2.** Finished in dark green with contrasting trim. Fitted with automatic transmission, sun-roof, chrome wire wheels, heated rear window and radio. 25,000 miles from new and a superb example. **£1,795.**

*Any car, any vintage taken in part exchange.*



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## Used Cars

**1970 'J'-registered LOTUS Elan Special Equipment f.h.c.** Finished in Carnival red with black trim. This one-owner car has covered just 7,000 miles and is literally indistinguishable from new. (Illustrated) **£1,495.**

**1970 LOTUS Elan Special Equipment d.h.c.** Finished in yellow with black trim. An immaculate one-owner car and 11,000 miles from new. **£1,495.**

**1970 LOTUS Europa.** Finished in Carnival red with black trim. Fitted with a radio and electric windows. Supplied, owned and maintained by us from new. Less than 8,000 miles from new. (Illustrated) **£1,295.**

**1969 LOTUS +2S.** Finished in sable with black trim. Fitted with a radio and chrome wheels. A one-owner car and 22,000 miles from new. (Illustrated) **£1,795.**

**1969 MARCOS 3-litre.** Steel chassis model. Finished in white with black trim. Fitted with a sun-roof, alloy wheels and Avon tyres. A one-owner car and 15,000 miles from new. **£1,545.**

**1969 MARCOS 1600 GT.** Finished in yellow with black trim. Fitted wire wheels, sun-roof and radio. An exceptional example. One family ownership. **£1,295.**

**1969 M.G.-C GT Automatic.** Finished in dark green with black trim. Fitted with a sun-roof, wire wheels and Radiomobile. This superb one-owner car has covered 24,000 miles and is faultless throughout. Similar car available in primrose. **£1,295.**



**1969 M.G.-C GT.** Finished in mineral blue with black trim. Fitted with overdrive, wire wheels, reclining seats, heated rear window, Quartz Halogen spotlights. This one-owner car has covered just 12,000 miles from new and is unmarked throughout. (Illustrated) **£1,345.**

**1971 MINI COOPER S.** Alloy wheels, reclining seats, radio, heated rear window, less than 4,000 miles. **£1,035.**

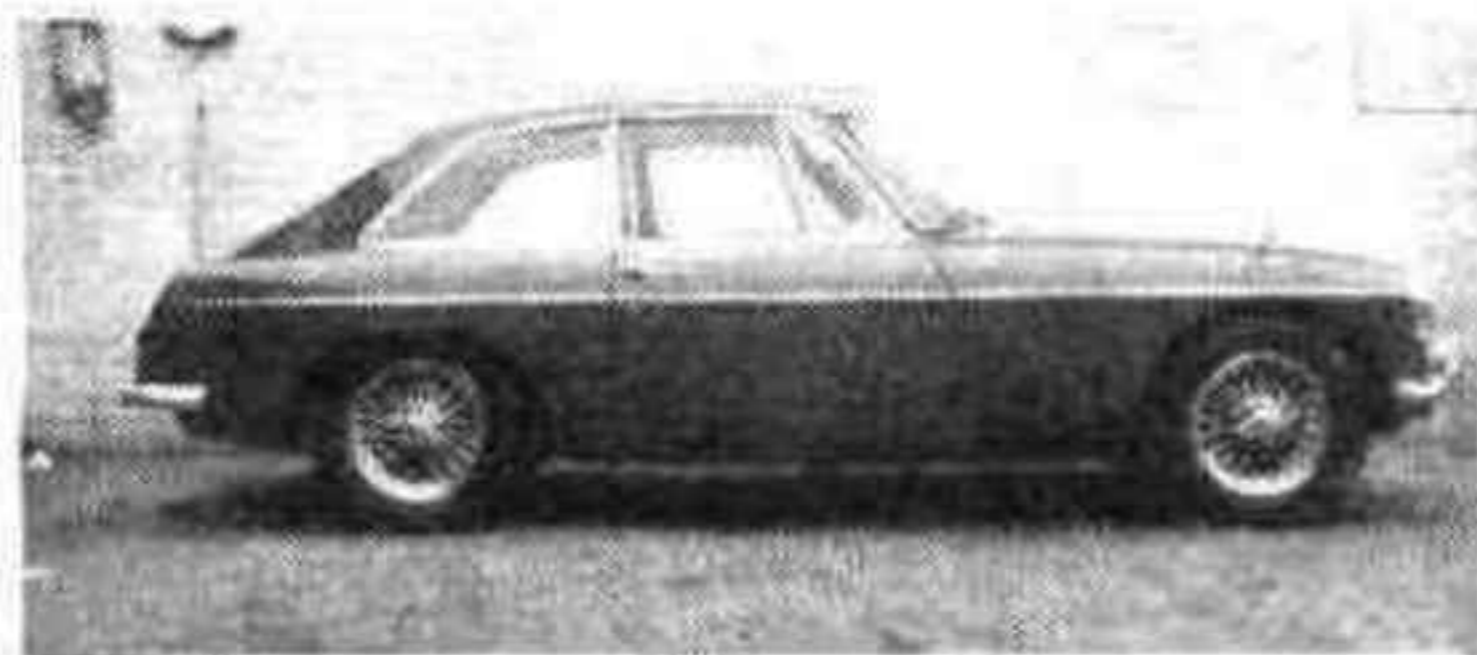
**1959 M.G.-A 1600 Twin Cam drophead coupé.** Finished in blue with black trim, this car has had £400 spent on it in our workshops. Extras include 5½J nickel-plated knock-off wheels. Has to be seen. **£695.**

**1970 PORSCHE 911S 2.2-litre.** Finished in signal orange with black trim. Fitted with electric steel sliding sun-roof, electric windows, Sundym glass and Blue Spot radio. 10,000 miles and as new throughout. **£4,595.**

**1969 PORSCHE 911S.** Finished in tangerine with black trim. This outstanding motor car is fitted with Sundym glass, push-button Blaupunkt radio, heated rear window and rear wiper. Having covered just 24,000 miles from new it is unmarked throughout. **£3,795.**

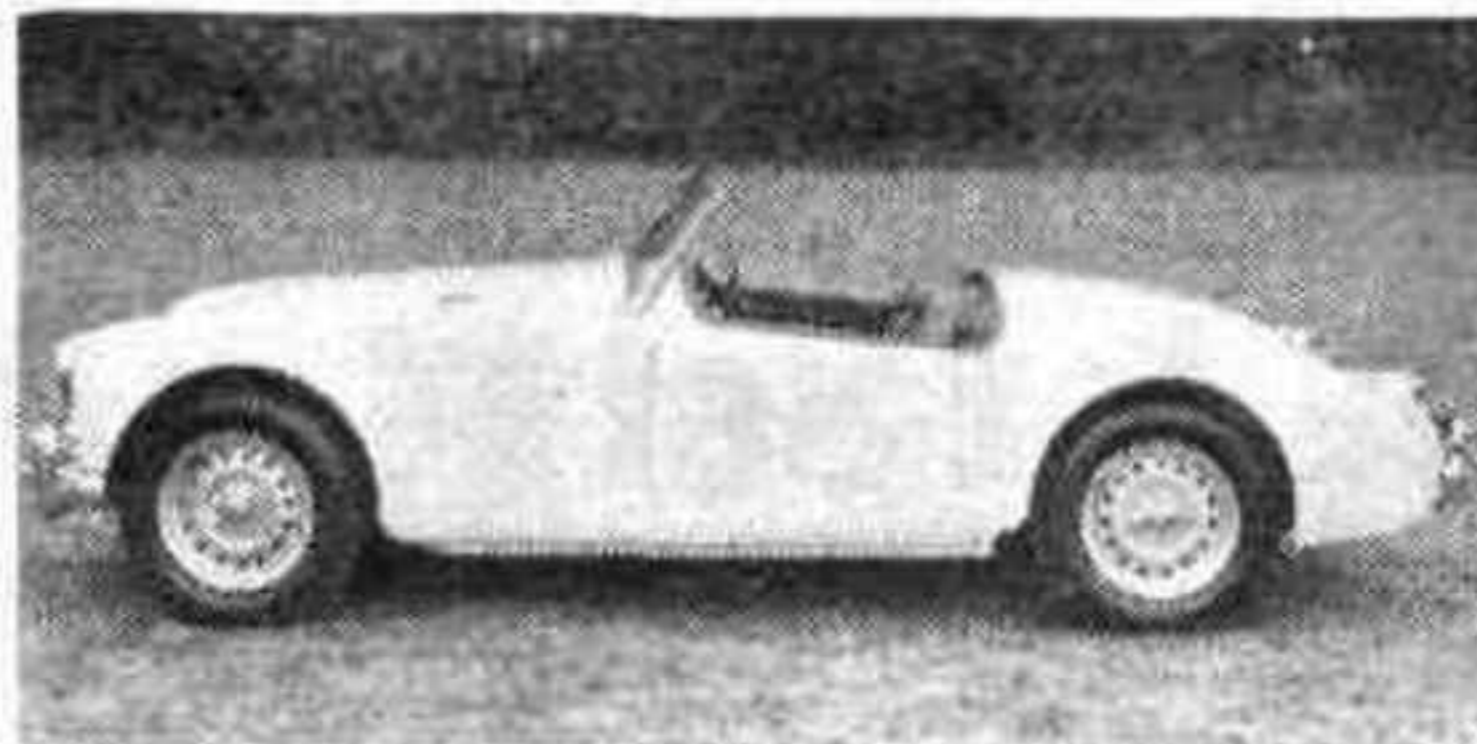
**1969 PORSCHE 911T Sportomatic.** Finished in polo red with black trim and fitted with a heated rear window. This motor car has covered just 15,000 miles and is an outstanding example. **£3,095.**

**1971 RELIANT Scimitar GTE.** Finished in Everest white with black trim. Fitted with the latest steering lock, Webasto sun-roof, radio and heated rear window. This car has completed less than 4,000 miles and is indistinguishable from new. **£2,295.**



**1970 RELIANT Scimitar GTE, 'J' registered** and finished in golden sand with black trim. Fitted with an overdrive and radio, this one-owner car has covered less than 4,000 miles from new. **£2,145.**

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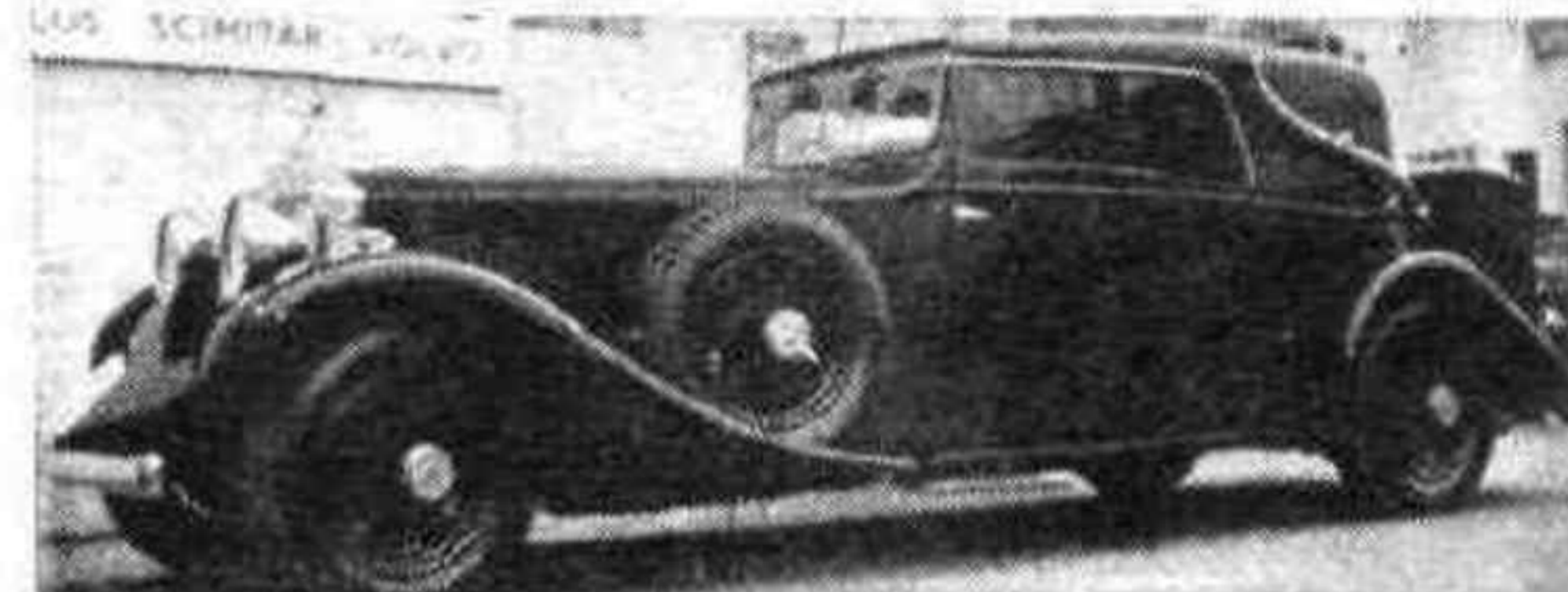
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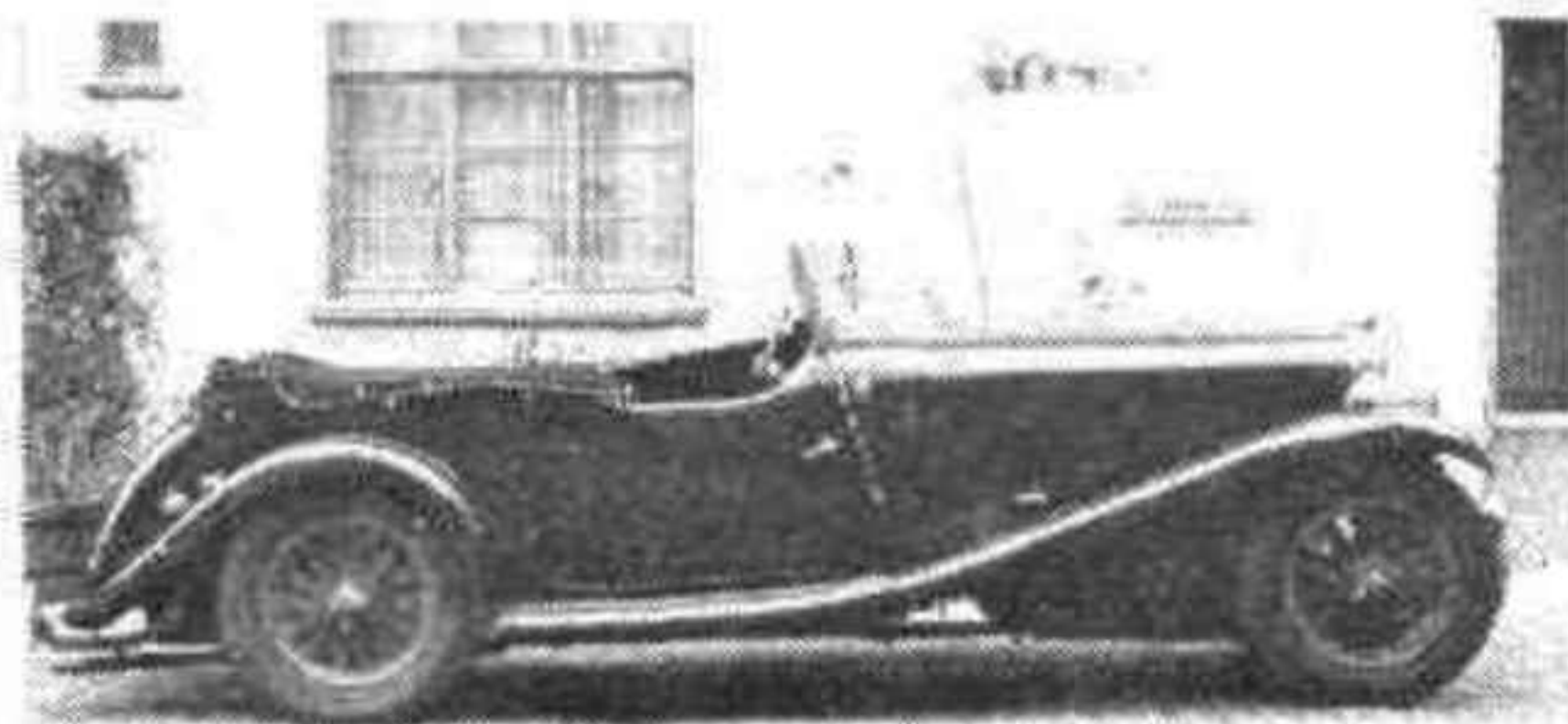
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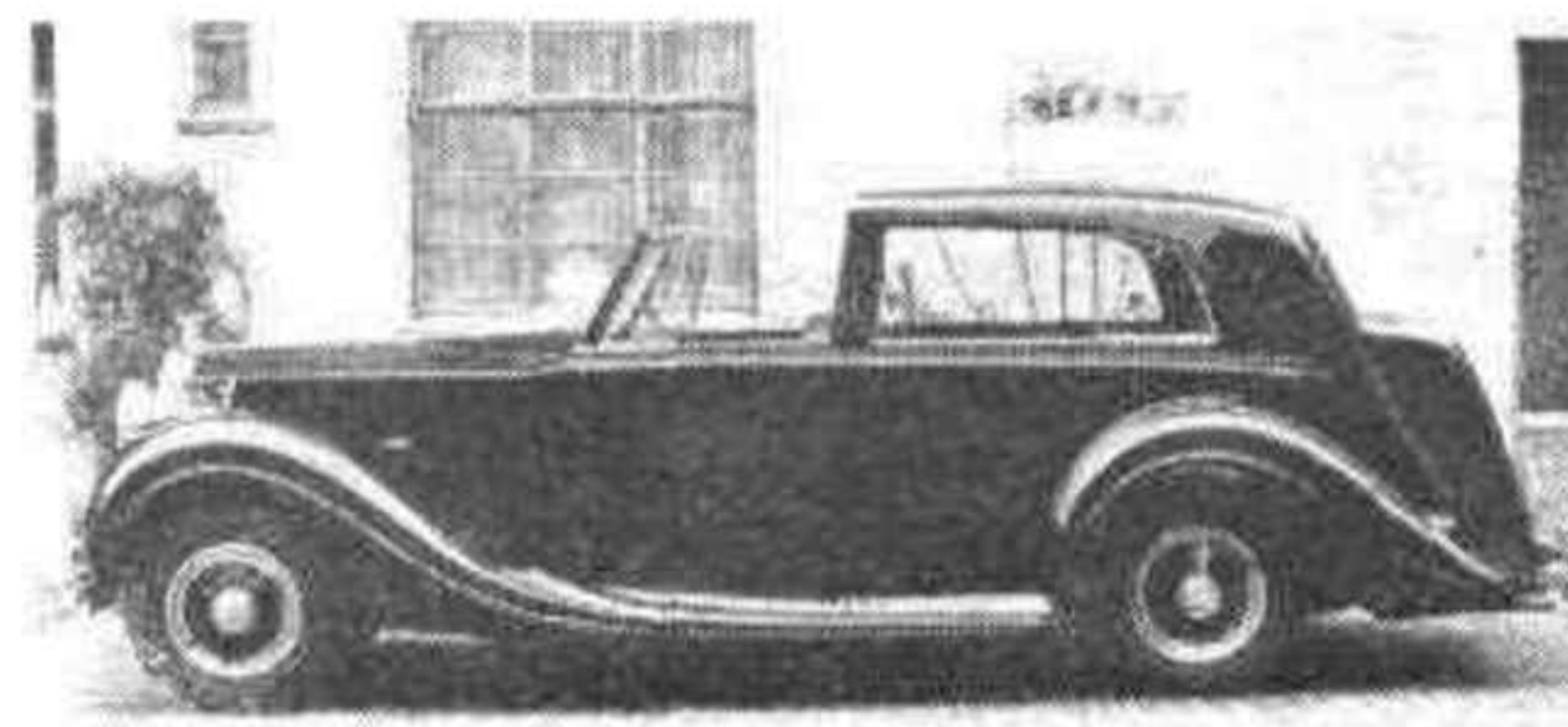
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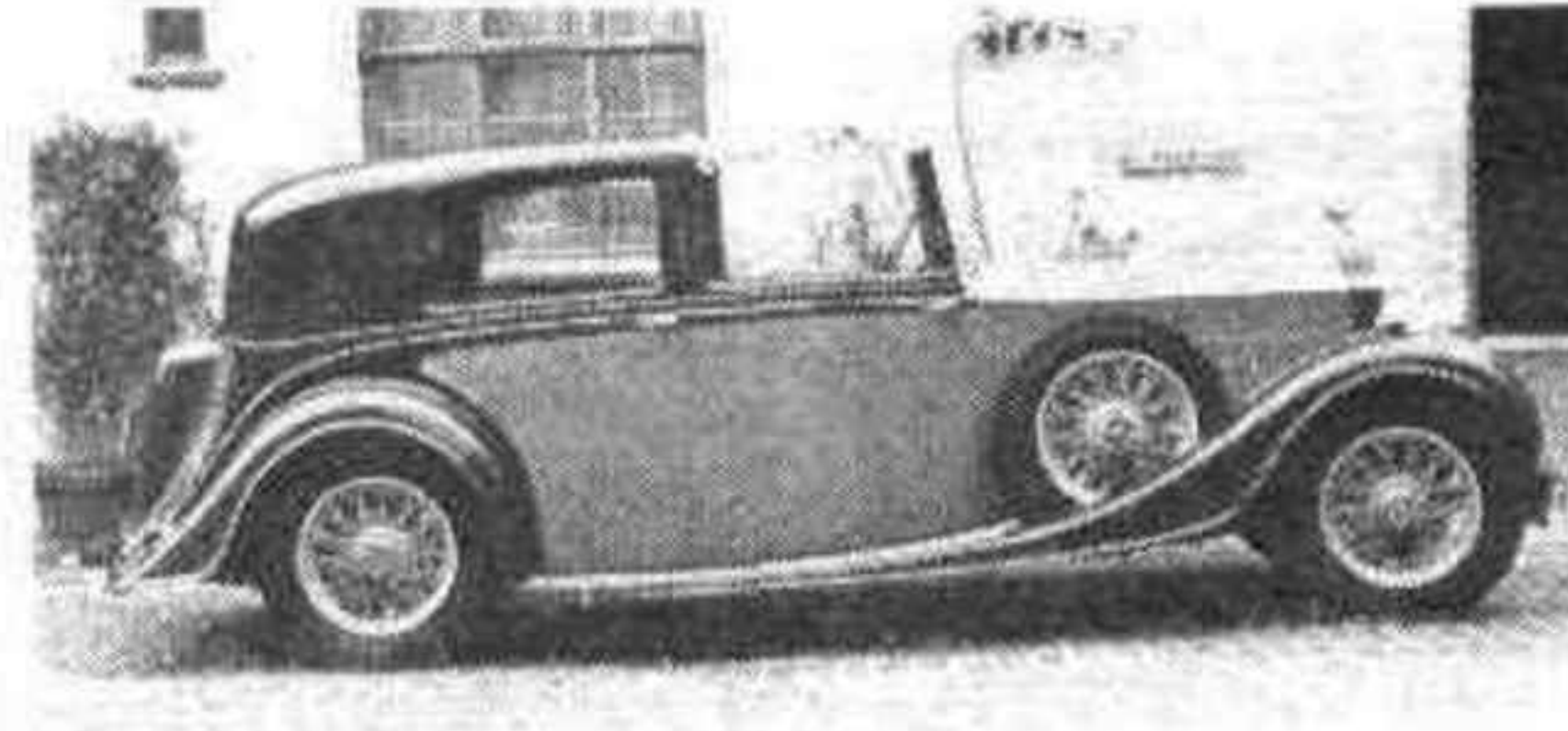
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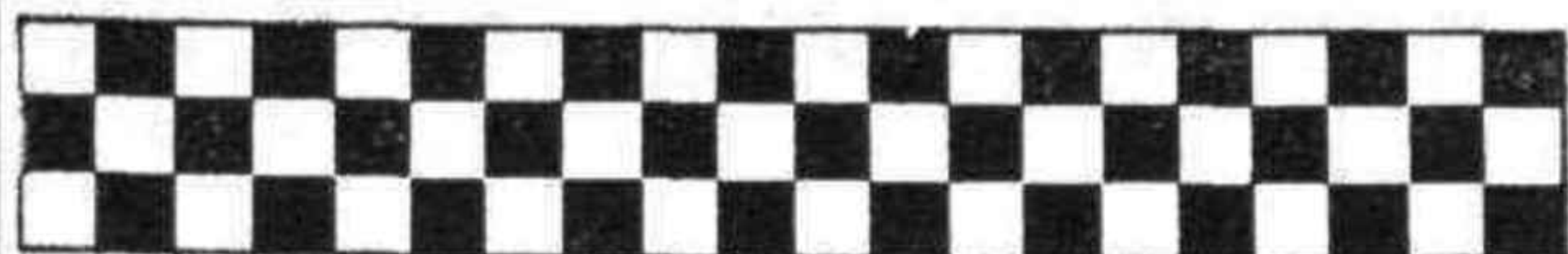
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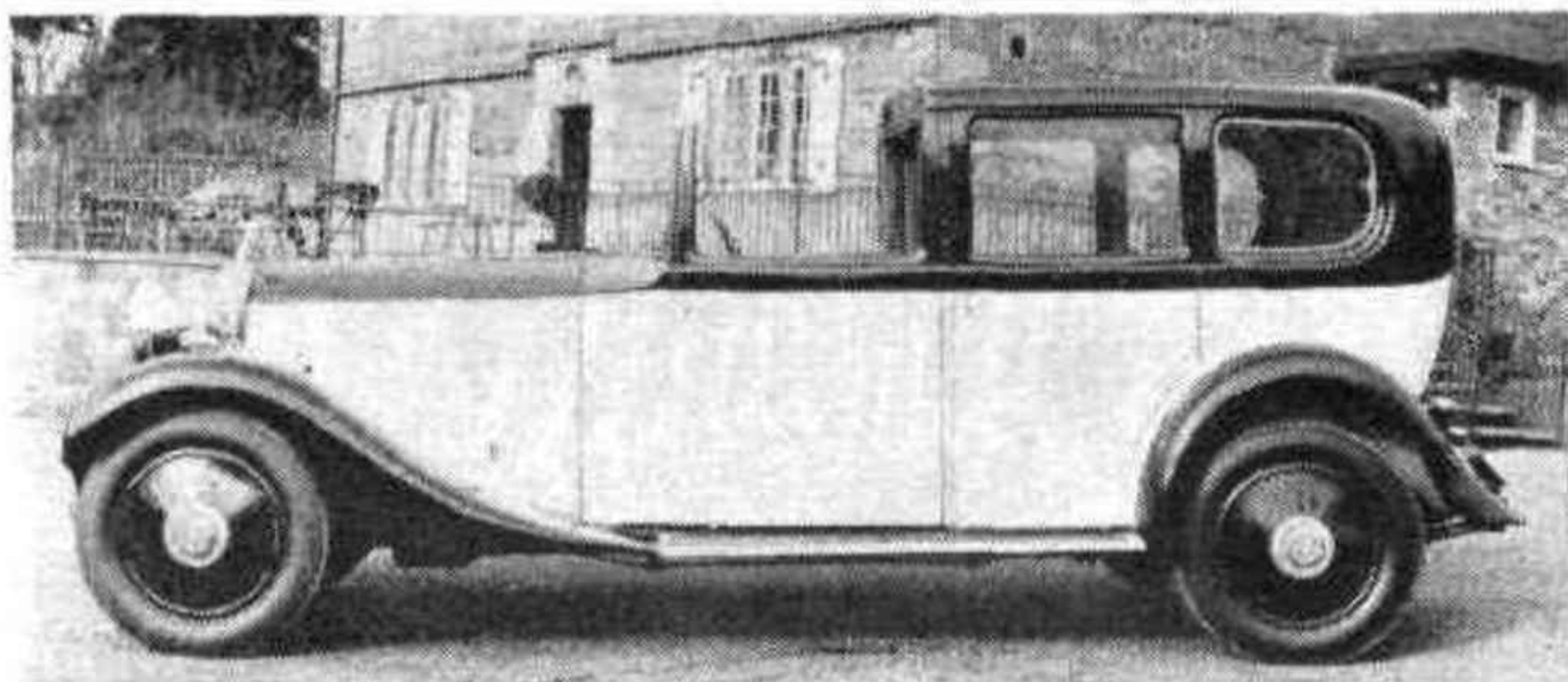
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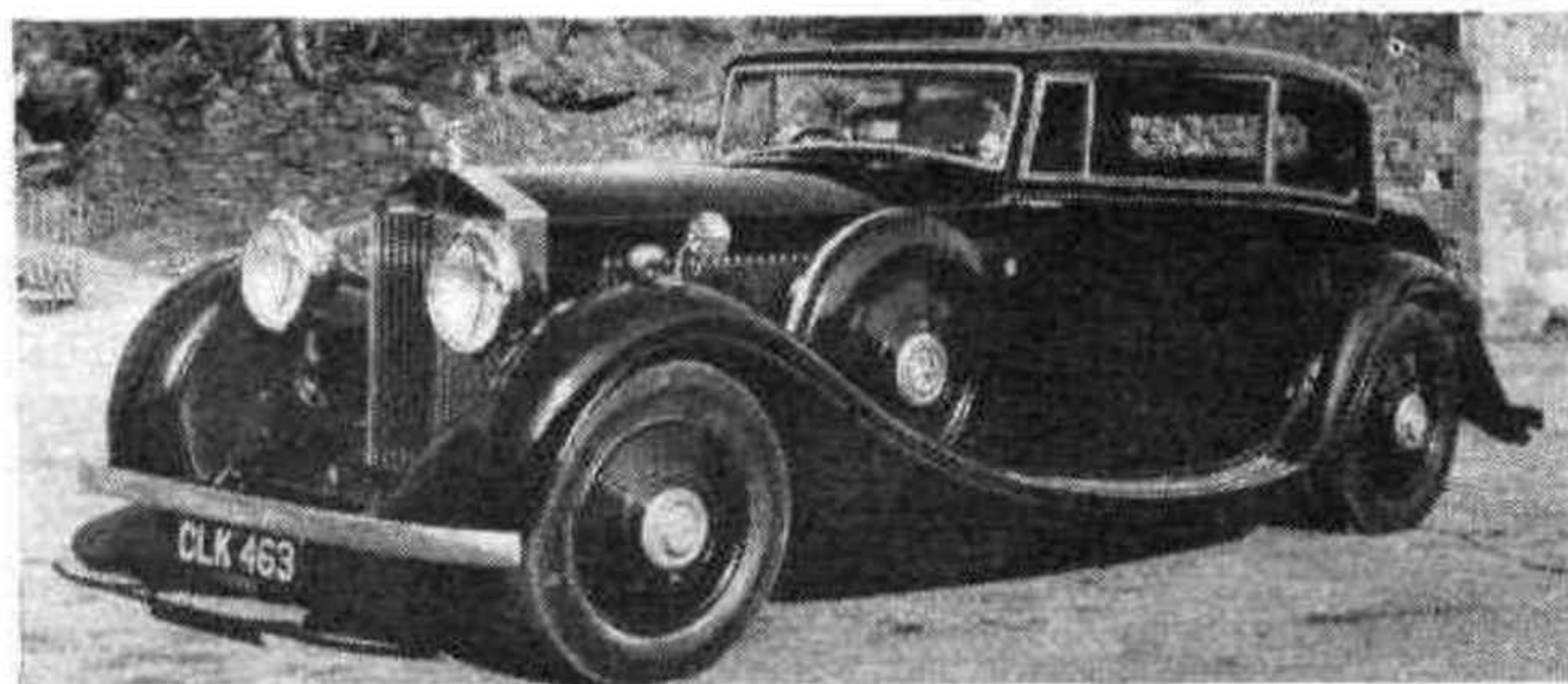


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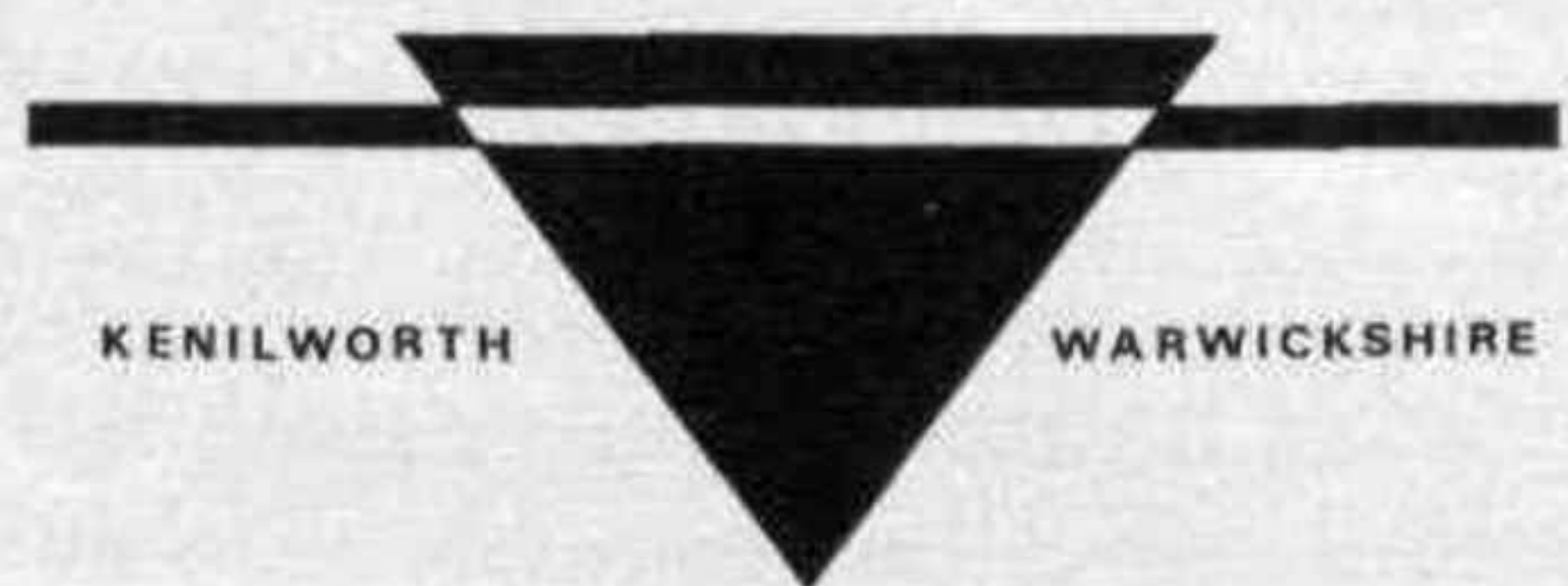
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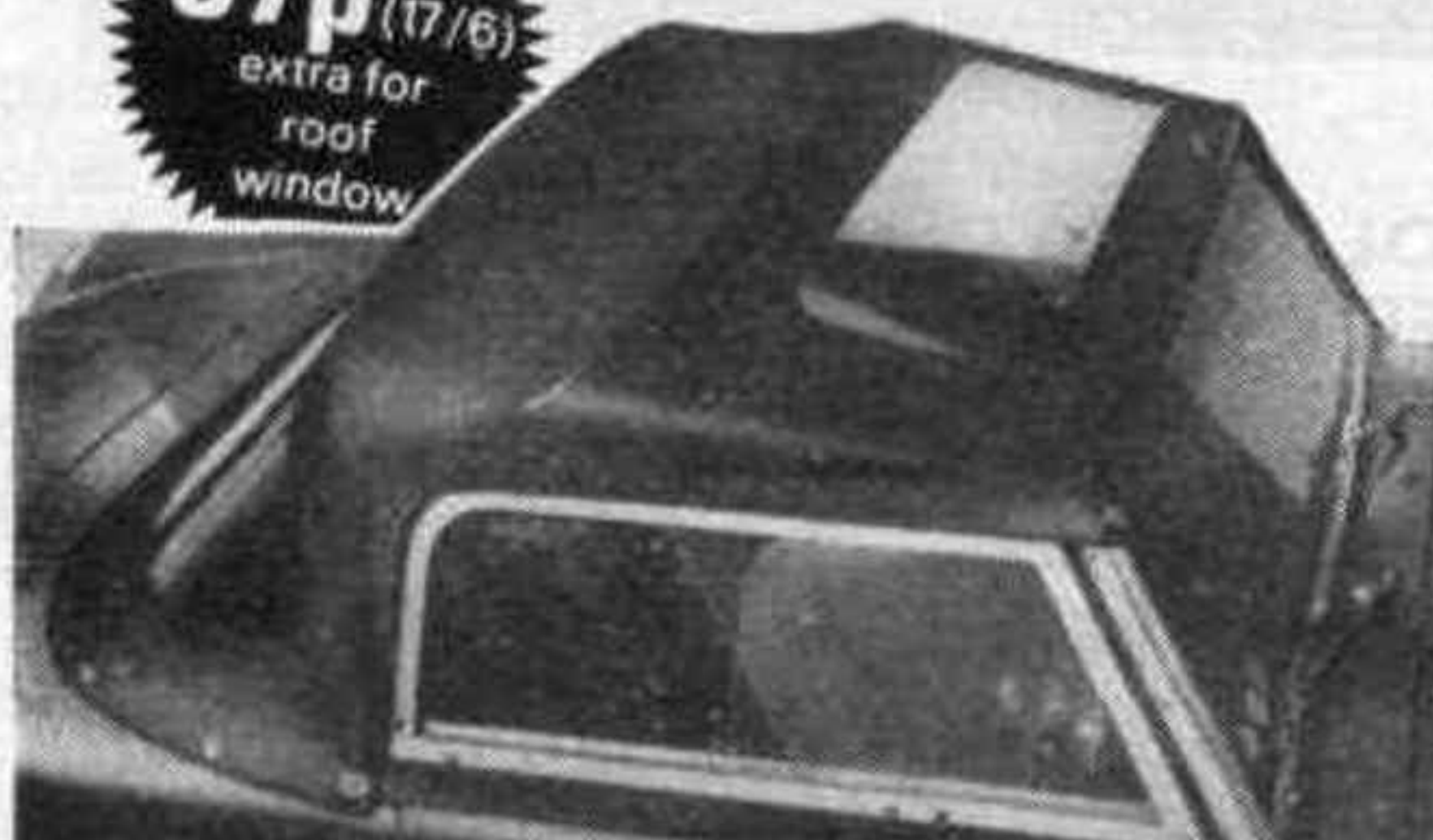
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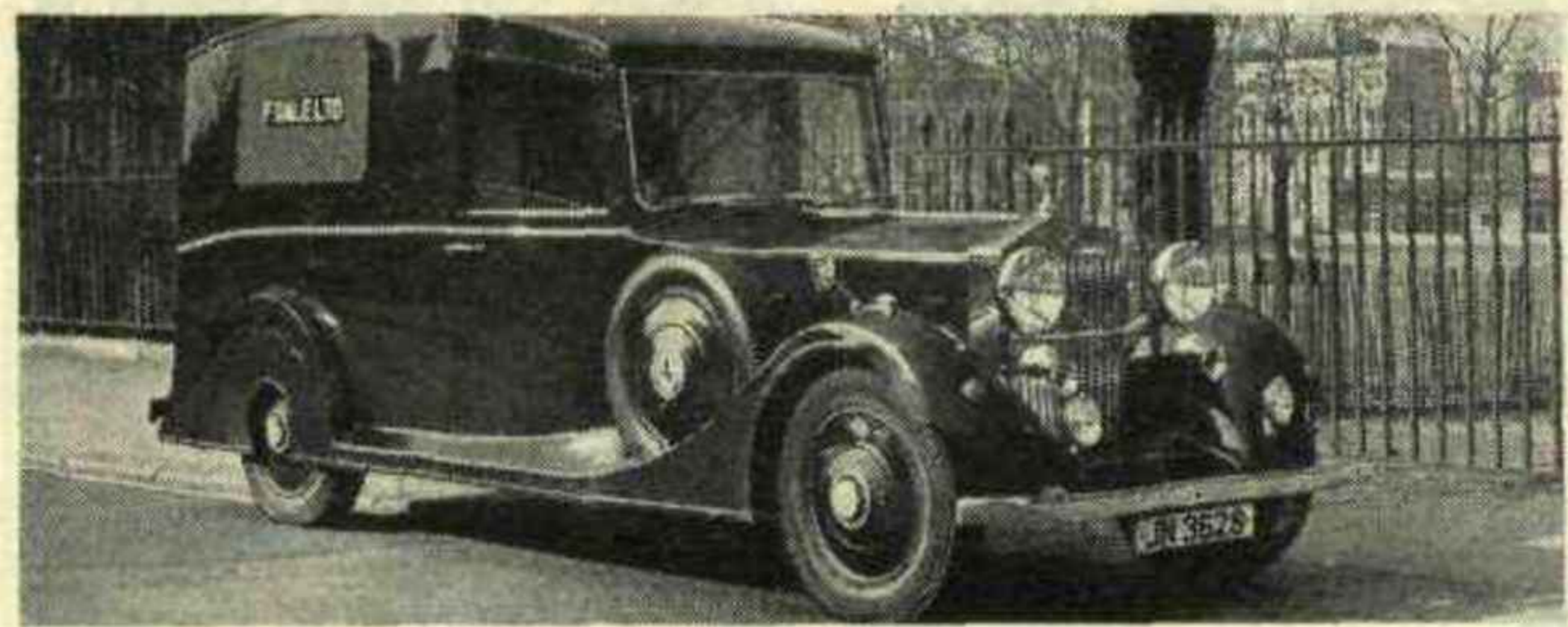
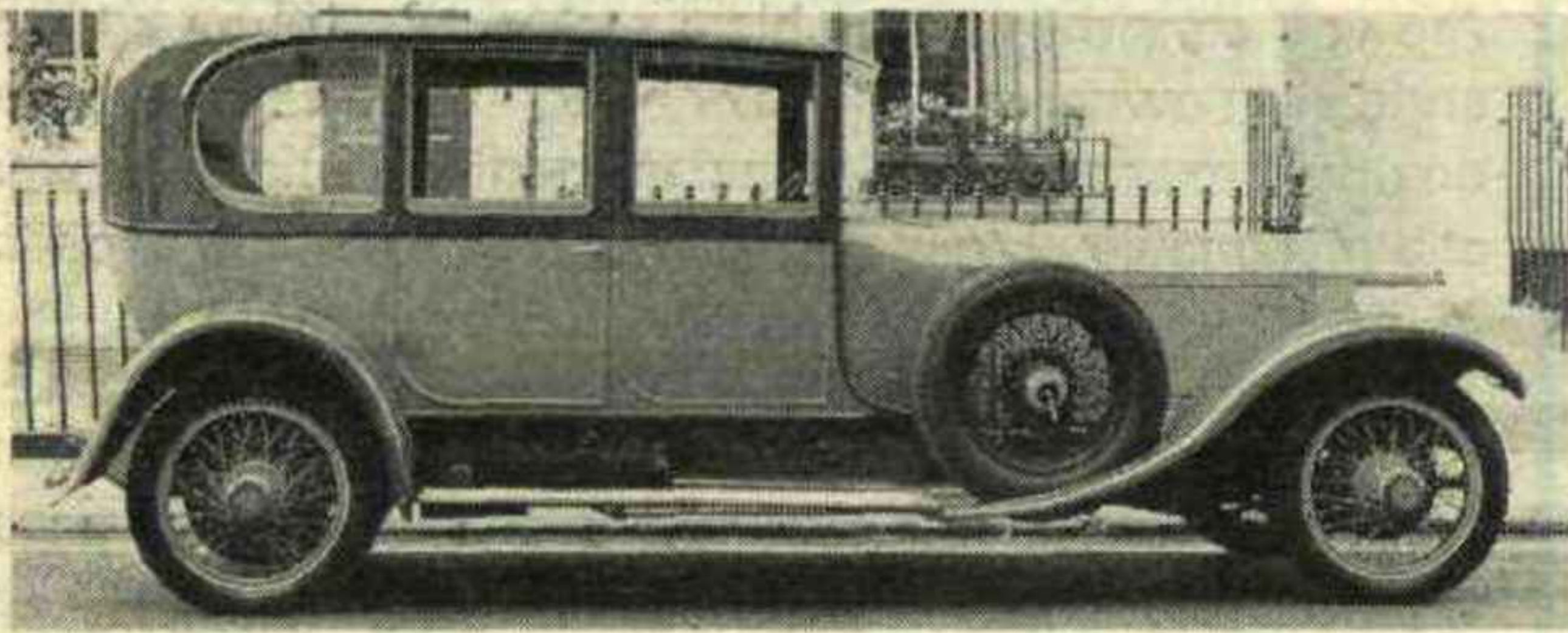
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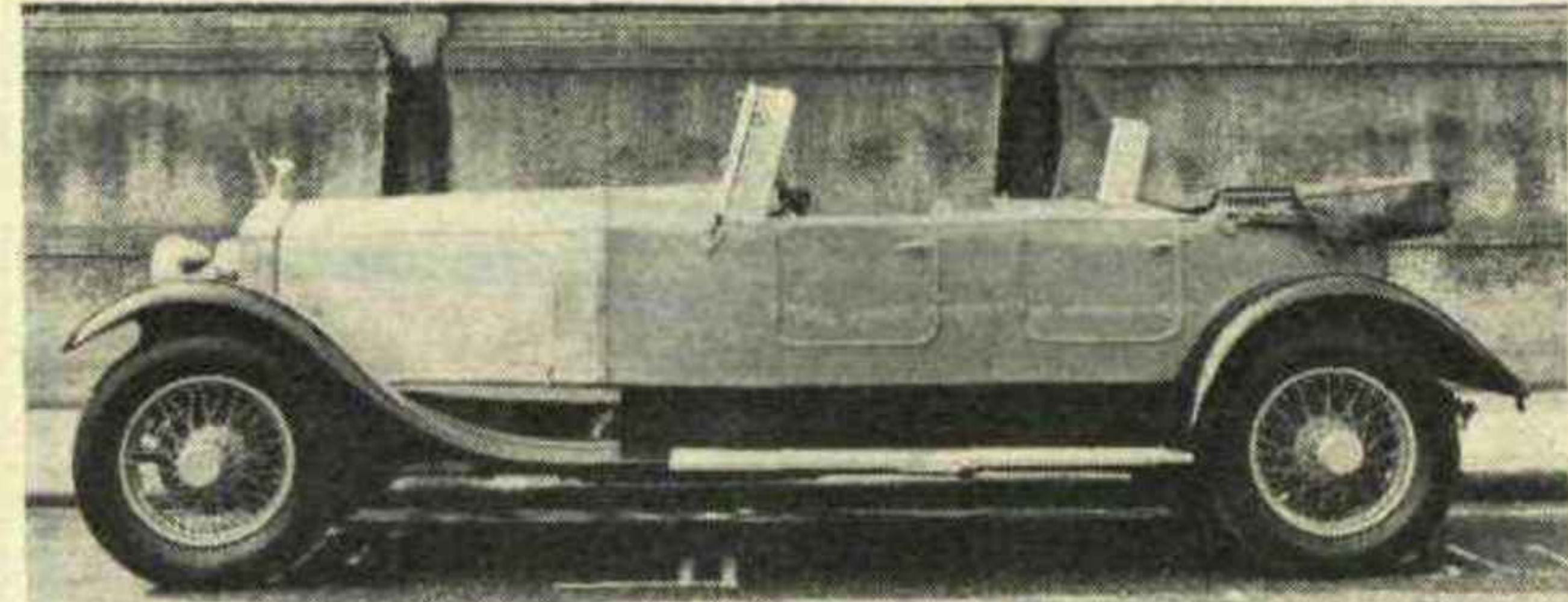
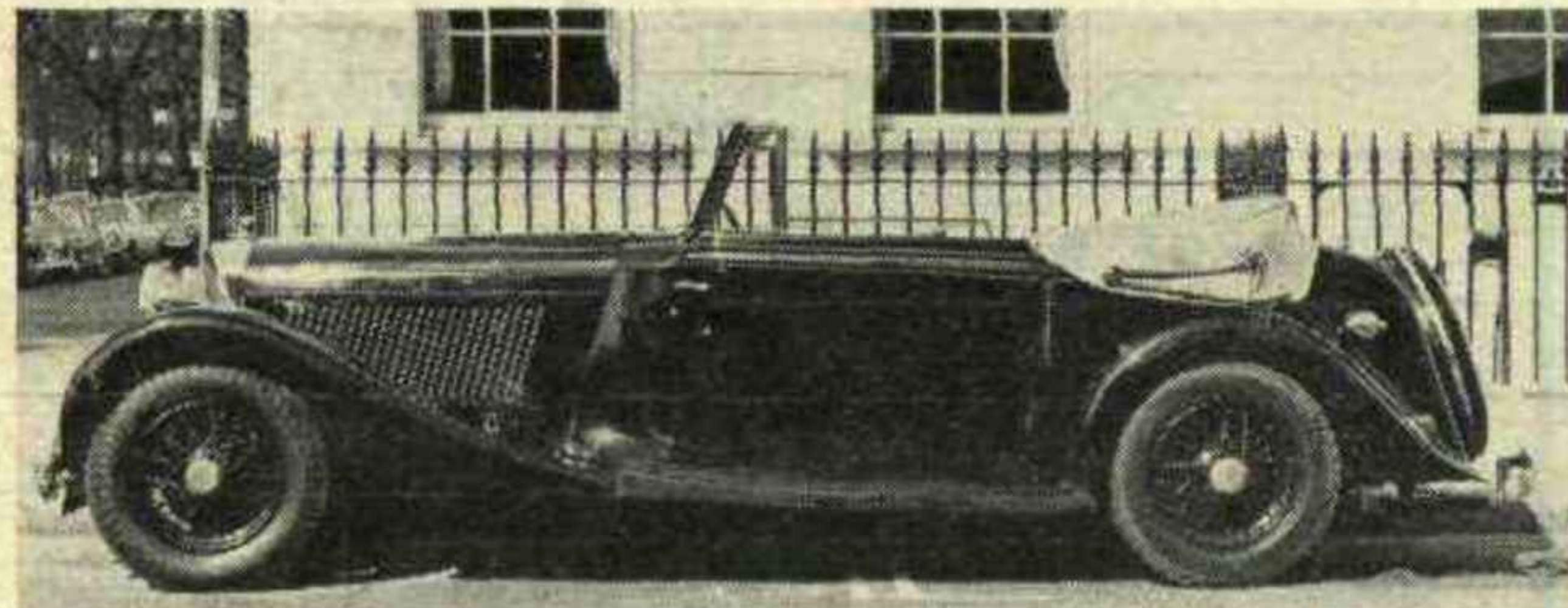
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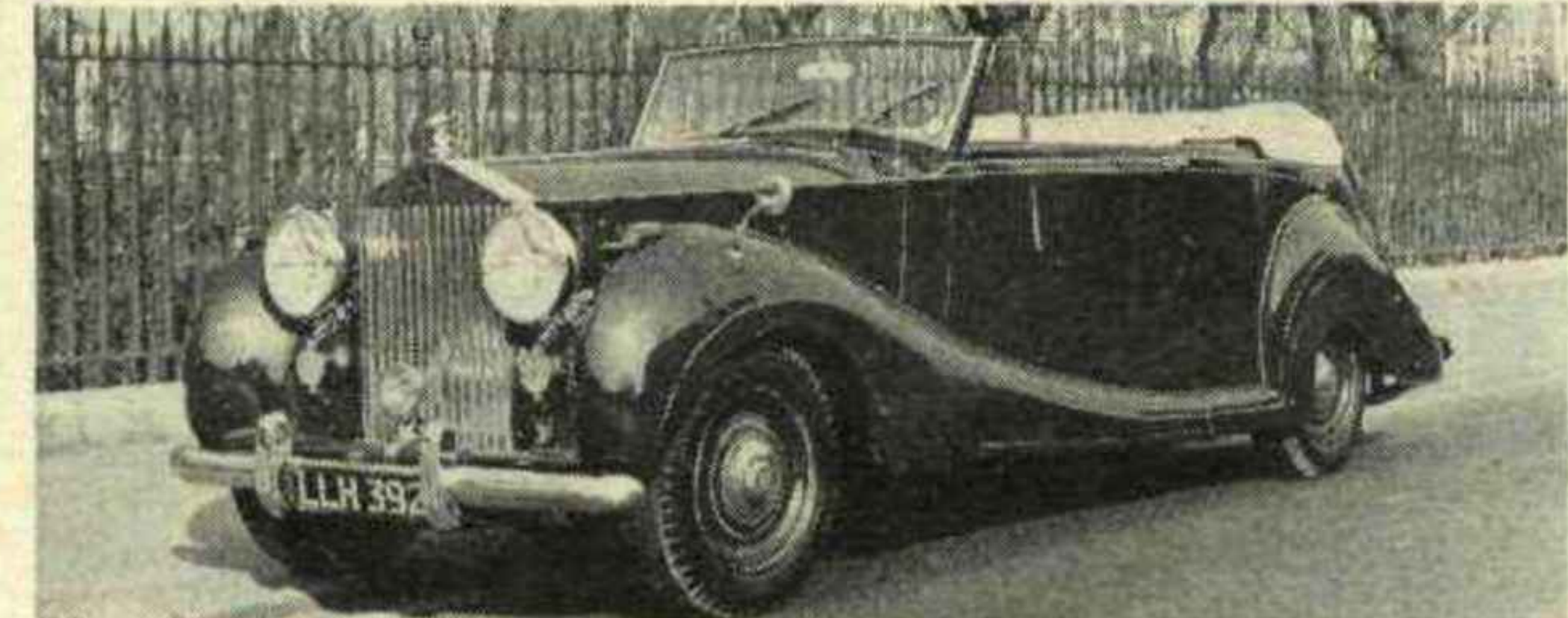
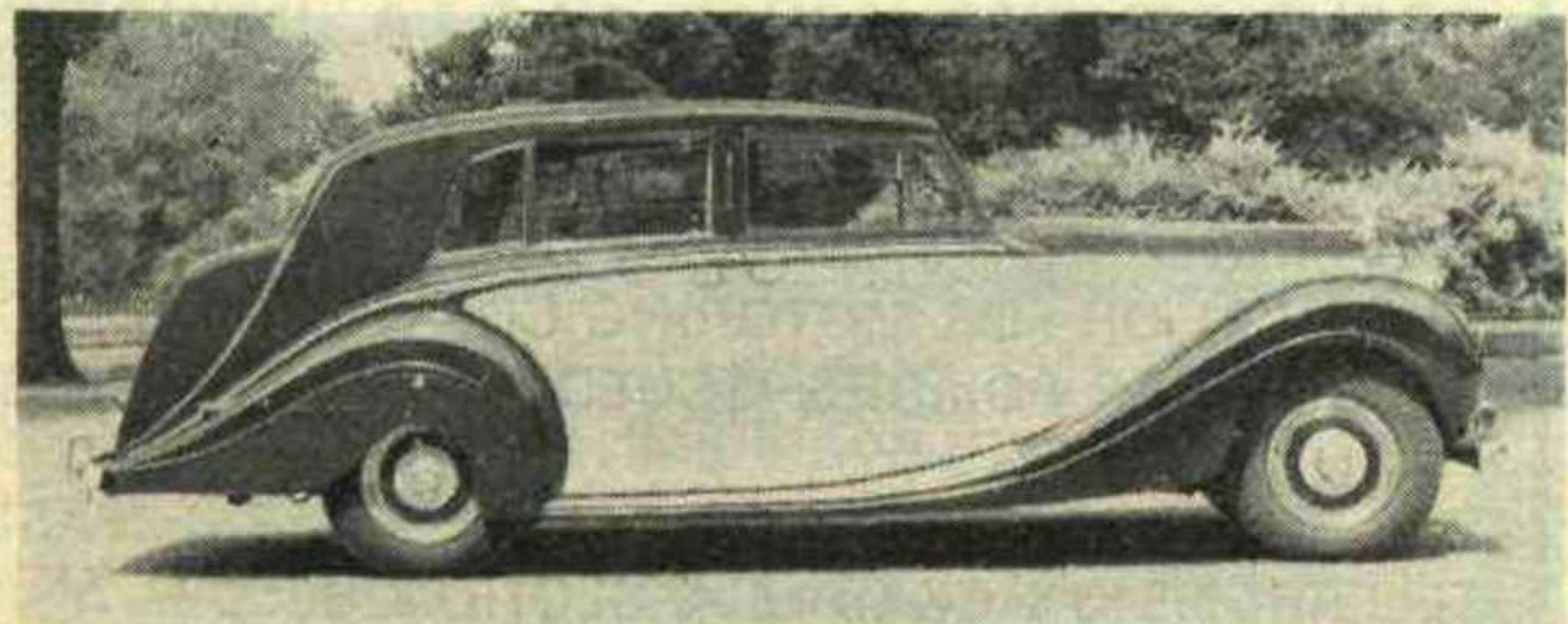


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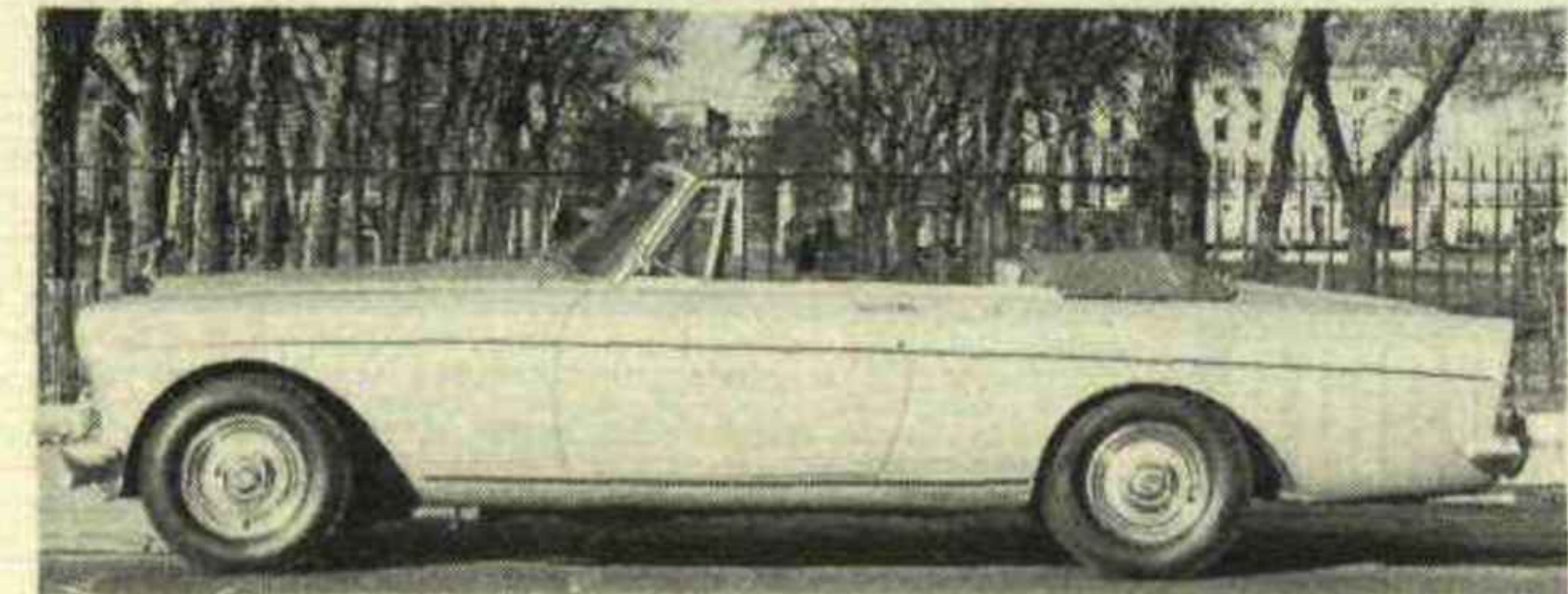
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