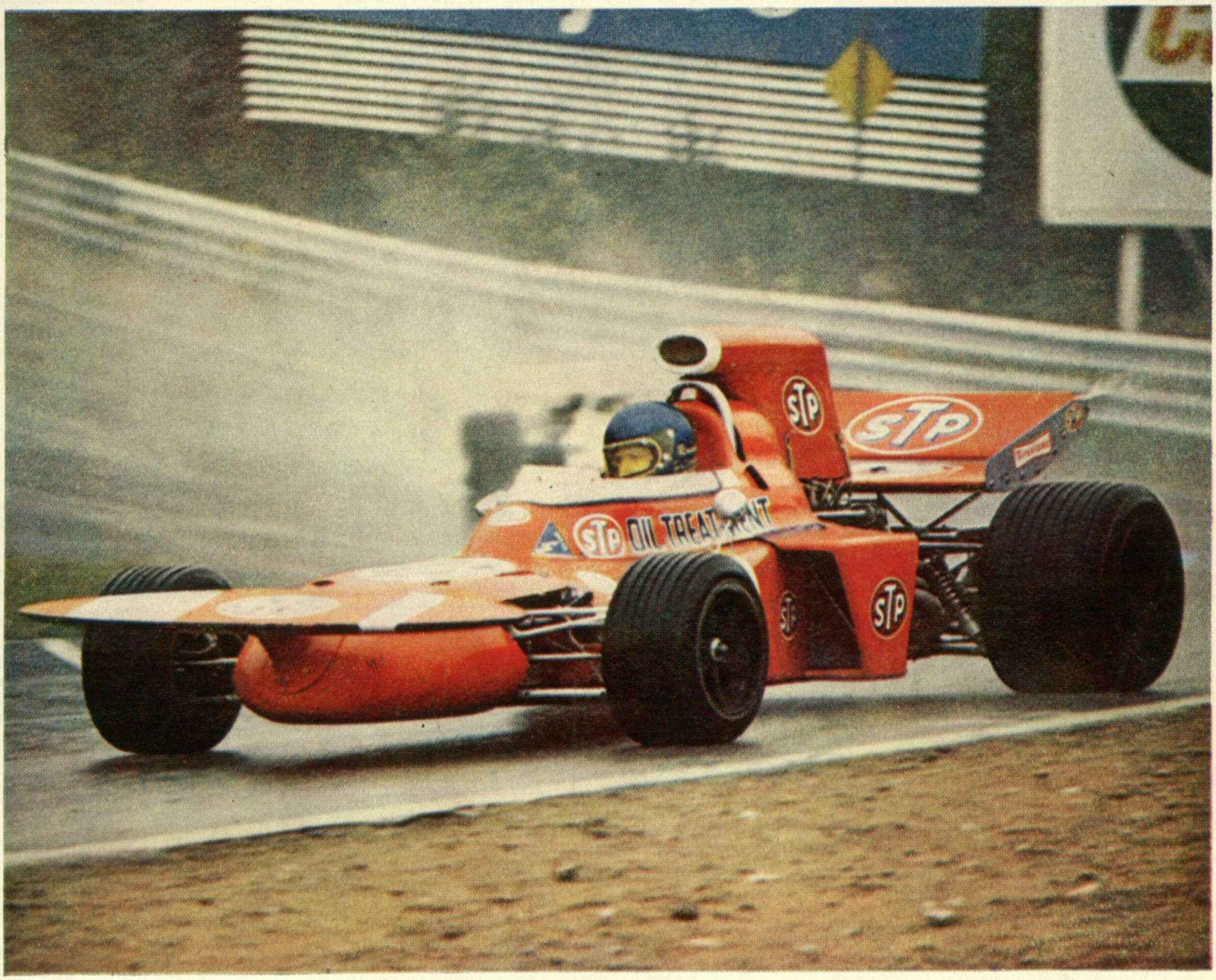
November 1971 Vol. XLVII No. 11 45p

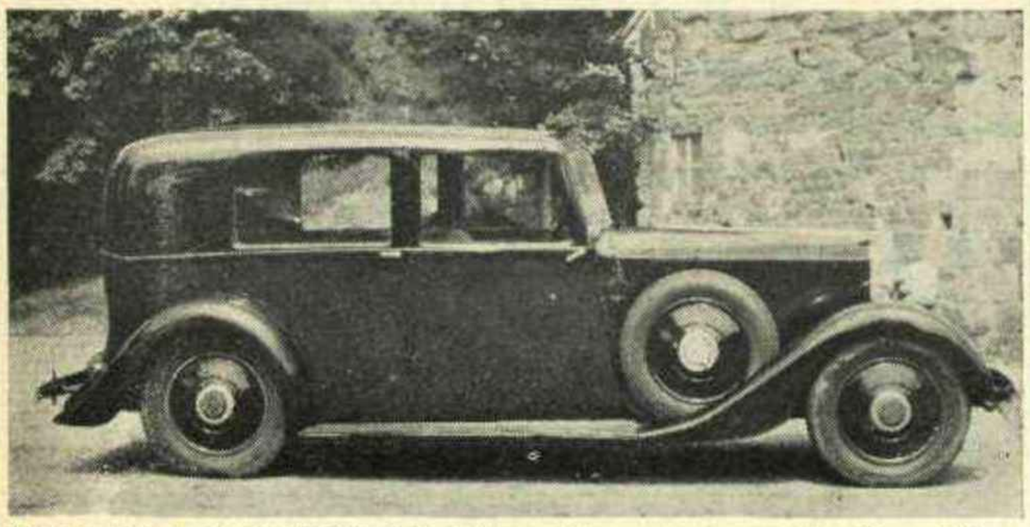
MOTOR SPORT

Founded in the year nineteen twenty-four

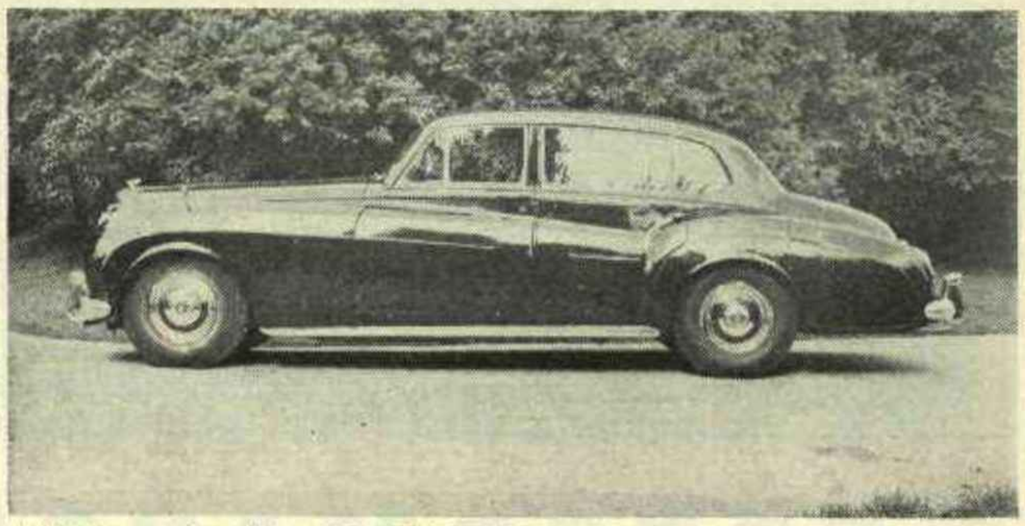


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1937 25/30 ROLLS-ROYCE with semi-sports owner-chauffeur drive coachwork by Barker. Finished in deep carnation and black. One owner for the last seventeen years who has kept it very well indeed. Well shod and runs well and smoothly. **£1,085.**



1959 long-wheelbase S.I BENTLEY. One of the last ten to be built. Owner-chauffeur drive with electrically vanishing glass divider. Deepest velvet green with tan hide trim. Most luxurious with lambswool carpet, remote control radio, etc., to rear compartment. Figured walnut fillets. Moderate mileage. An above average well-kept car. **£1,750.**

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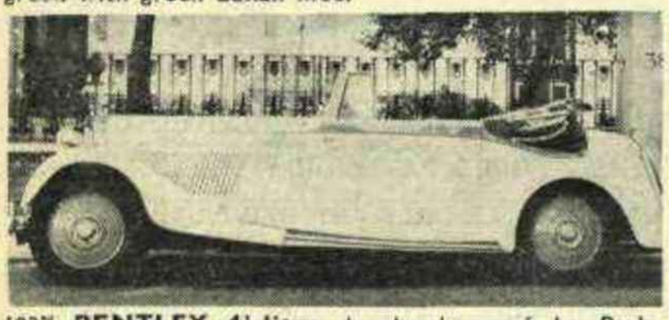
1957 BENTLEY S1 4-door light alloy saloon by H. J. Mulliner. Power steering. Virtually two owners from new and impeccably maintained from delivery. Sage green with green Luxan hide.



ROLLS-ROYCE Silver Cloud III all-steel saloons. Choice of three cars, 1963-4-5, velvet green, regal red or black.



1959 BENTLEY S1 Continental 2-door by H. J. Mulliner. Left-hand drive and believed to be the actual Geneva Motor Show car. Black over shell grey with black hide interior. Very fine — very rare.



1937 BENTLEY 4¼-litre drophead coupé by Park Ward. Late property of a well-known VSCC member noted for his meticulous restorations. Details on request.

1960 ROLLS-ROYCE Silver Cloud II, recorded mileage of only 26,000. Shell grey over Astral blue. A most exceptional example.

1952 BENTLEY 4½-litre Mk. VI with 4-door coach-built body by Park Ward. Very similar style to an S-Type. Black pearl over Tudor grey with cream hide.

1950 BENTLEY Mk. VI all-steel saloon, one owner until 1970 with full recorded service history and much more money recently spent. Black, light tan hide.



1954 BENTLEY 'R'-type power convertible by Park Ward. Receipted accounts for a considerable sum spent recently on engine, automatic transmission, etc. Now a rare offering.

1935 ROLLS-ROYCE Phantom II sports 4-light saloon with projecting boot by Barker. Fully restored to a most exacting standard: blue with red hide and Wilton carpets. Low rake steering.

1949 ROLLS-ROYCE Silver Wraith semi-razor-edge touring saloon by Hooper. Extensive mechanical history, including recent new full-flow engine. Black over grey with mid-blue hide throughout; electric divider.

1948 BENTLEY 2-door Clubman fixed-head coupé by Freestone and Webb. Black over Alice blue, cream hide. Believed one of only three made.



1937 BENTLEY 4¼-litre by Park Ward. Black over ivory with original blue hide, in excellent order throughout. Rechromed and major mechanical work just completed.

1936 ROLLS-ROYCE 20/25 sedanca-de-ville by Gurney Nutting. Nile over velvet green with fawn hide and cloth interior. Glass divider. An uncommonly handsome small Rolls.

1951 BENTLEY Mk. VI 2-door Clubman saloon by James Young. Sand over sable. Late property of a Rolls-Royce engineer.

We offer a choice of four **S. II and S. III BENTLEY Continentals,** including two with the low recorded mileage of only 49,000 and 54,000

We urgently require all models of Rolls-Royce and Bentleys from 1910 to 1965

13-15 HOLBEIN PLACE, SLOANE SQUARE, LONDON, S.W.1

E.&O.E.

Printed by Tee & Whiten and J. Mead Ltd. and associated companies, 21 City Road, London, E.C.1, for the publishers: Teesdale Publishing Co. Ltd., Standard House, Bonhill Street, London, E.C.2.

Your winter starting problems stop with STP.

Out of over a million calls the AA answered last winter, 37% of car breakdowns were due to starting problems. Next came petrol. And that doesn't cover the thousands of drivers who had to give up, or call the garage.

STP has the answer to winter starting. Here's proof.

Under the supervision of the United States Auto Club, a car was frozen at 25° F below zero for 28 hours. One can of STP Oil Treatment had been added to the oil. One can of STP Petrol Treatment had been added to the petrol. At the end of the 28 hours the car was started normally, still in the cold room. It took only seconds to start.

How STP does it. STP Oil Treatment makes starting easy.

On winter mornings, the most dangerous engine wear occurs in the 10 seconds after you turn the starter. Vital parts are normally unprotected because oil has drained off, become sluggish. STP Oil Treatment added to your oil makes it cling to engine parts all the time. Coating, protecting. Help stop your winter starting problems. Add a can of STP Oil Treatment next time you top up or change your oil, to make your car run smoother, quieter, cooler, longer.

STP Petrol Treatment boosts winter starting.

STP Petrol Treatment helps prevent your carburettors and your whole fuel system from icing up. It lubricates and protects too.

STP Petrol Treatment tunes your engine as you drive. Clears power draining carbon deposits, gum and varnish so your engine is in the peak of condition to give you first-try starting. You'll feel the difference with the very first can.

Less drain on your battery, too.

STP Oil Treatment and STP Petrol Treatment make your car start easily. So you don't drain your battery.

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Grooviest Club Yet

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

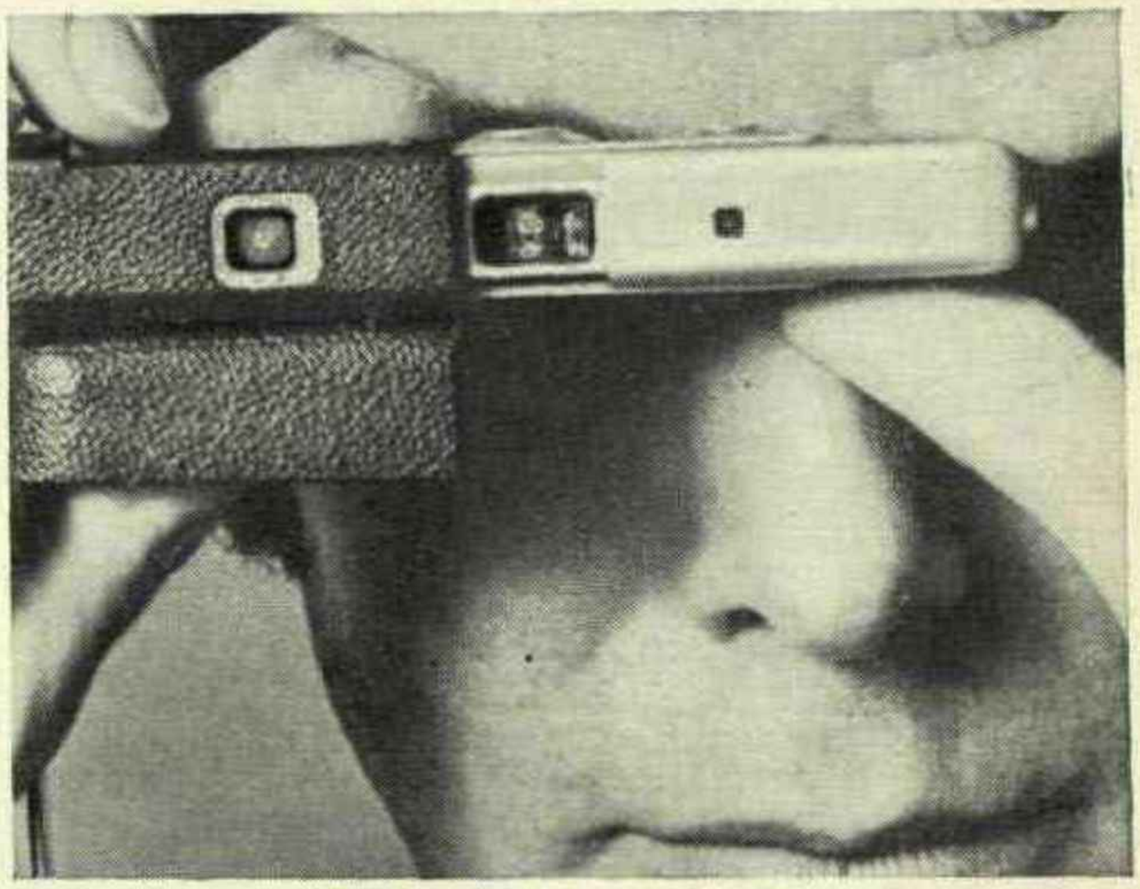
The India GT Club badge is giving the swingingest look to windscreens wherever fast cars and trendy girls make the scene. But with India GT Radials underneath them even the hottest performers are secure in the wet, surefooted on dodgy road surfaces, confident on tricky corners. And this confidence lasts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



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

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

This is a very small, very fast, and very expensive camera with electronic automation



It's a Minox C





The gross loaded weight of the Minox C is only 4oz. That includes film and battery. The mechanism is over 3000 times faster than a racing car. The blades of the shutter system accelerate from 0 to 30mph in 1/2000 of a second.

The mini computer operates electronically with some of the smallest diodes, transistors, condensers, electro magnets and light metering systems you could find. So you can only take good pictures—the Minox C sees to that. Unless you forget to put the film in. But then, you're only human.

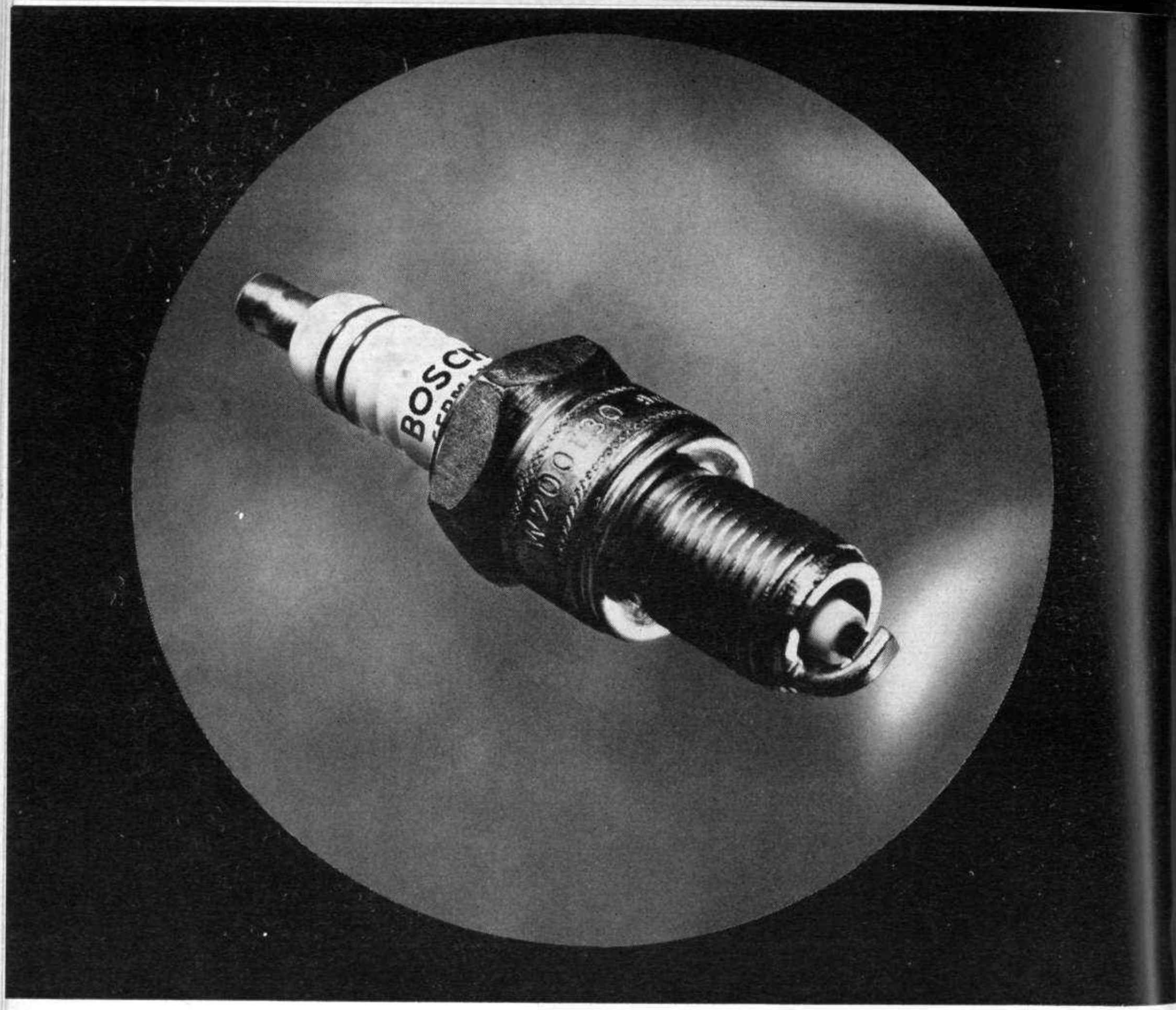


MINOX

—the camera you never leave at home.



DETAILS FROM THE PHOTOGRAPHIC TRADE OR DIRECT FROM E. LEITZ (INSTRUMENTS) LTD., 30 MORTIMER ST. LONDON W1N 8BB

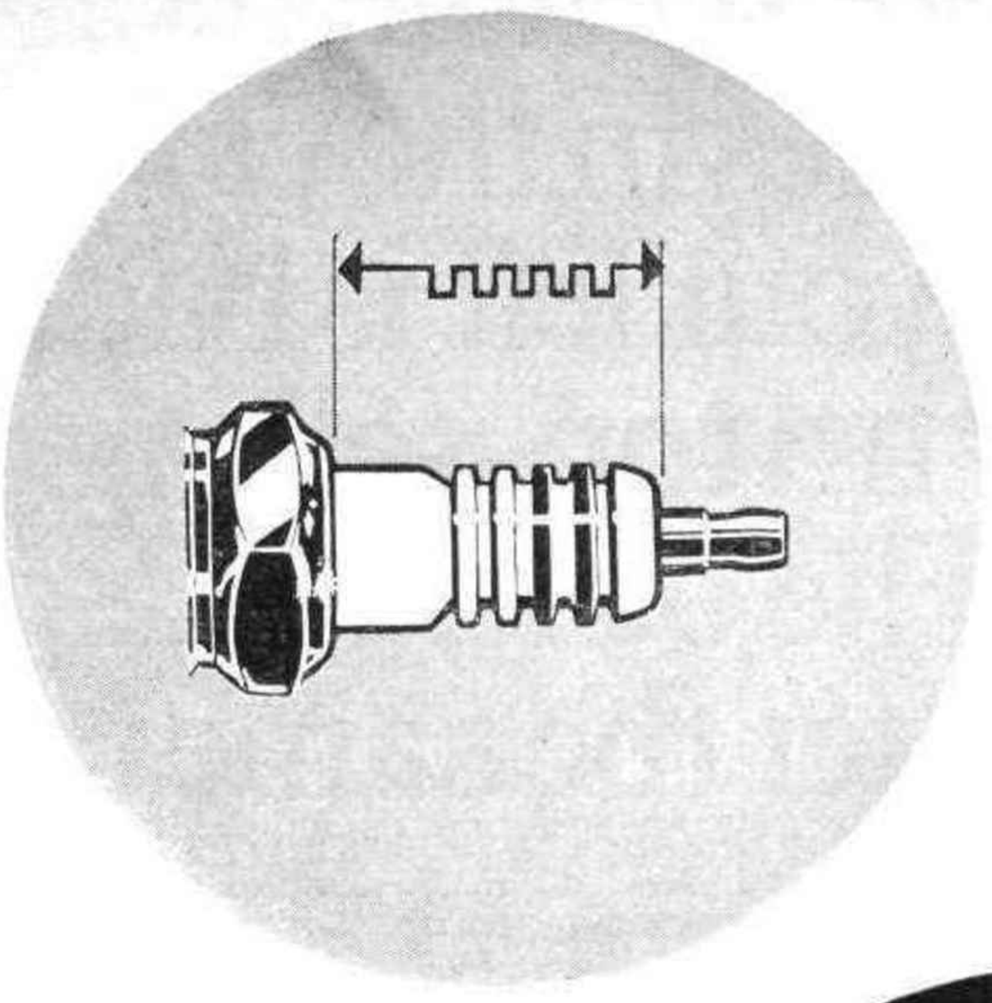


The plug that keeps

The Bosch plug has a unique feature called the CR-Electrode which gives you consistent and full efficiency of performance under all conditions, from stop-go to doing a ton. The CR-Electrode is fitted into the body of the plug with a very carefully determined clearance. This clearance allows hot gases to reach the surface of the insulator nose *inside* as well as *outside*. Thus the temperature is high enough to keep the insulator nose clean of soot, oil and carbon deposits at all times.

Bosch plugs use Pyranit III, a diamond hard insulating material and one of the most expensive in the world. It can withstand 30,000 and more volts, besides being unaffected by temperature changes, chemical attacks or the heaviest loads. On Bosch plugs it can be identified by two green rings around the insulator.

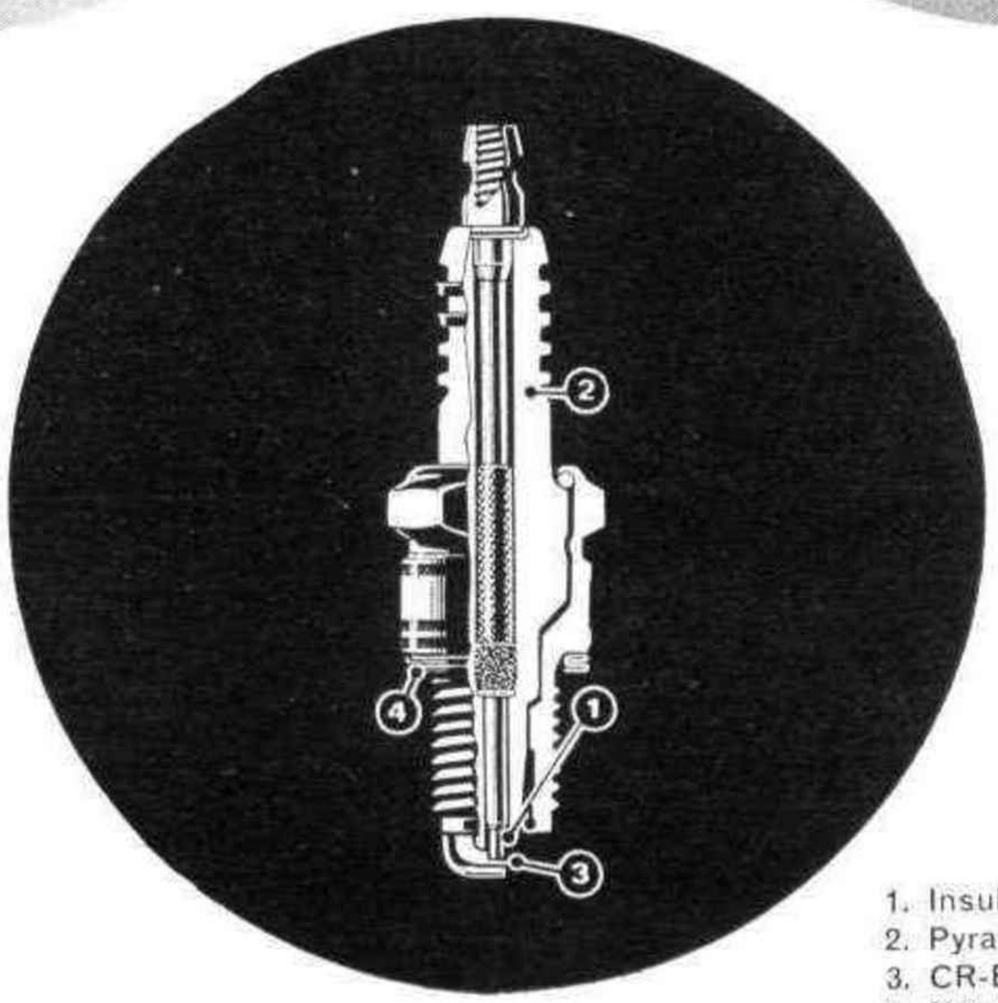
BOSCH LIMITED, WATFORD, HERTFORDSHIRE



1. New Flashbloc ribbing.



2. CR-Electrode—Bosch's unique secret.



1. Insulator tip.
2. Pyranit III insulator.
3. CR-Electrode.
4. Non detachable gasket and rolled thread.

its nose clean

Those rings are worth more than gold.

Bosch's new Flashbloc ribbing increases the tracking path from 25 mm to 35 mm without affecting the overall plug length.

To avoid corrosion the metal parts are nickel-plated.

The self-starting threads are *rolled*, not cut, ensuring easy installation and removal—even from aluminium cylinder heads.

Have a new set fitted at your next service – 30p* each. And you'll get a plug that gives a better performance – consistently.

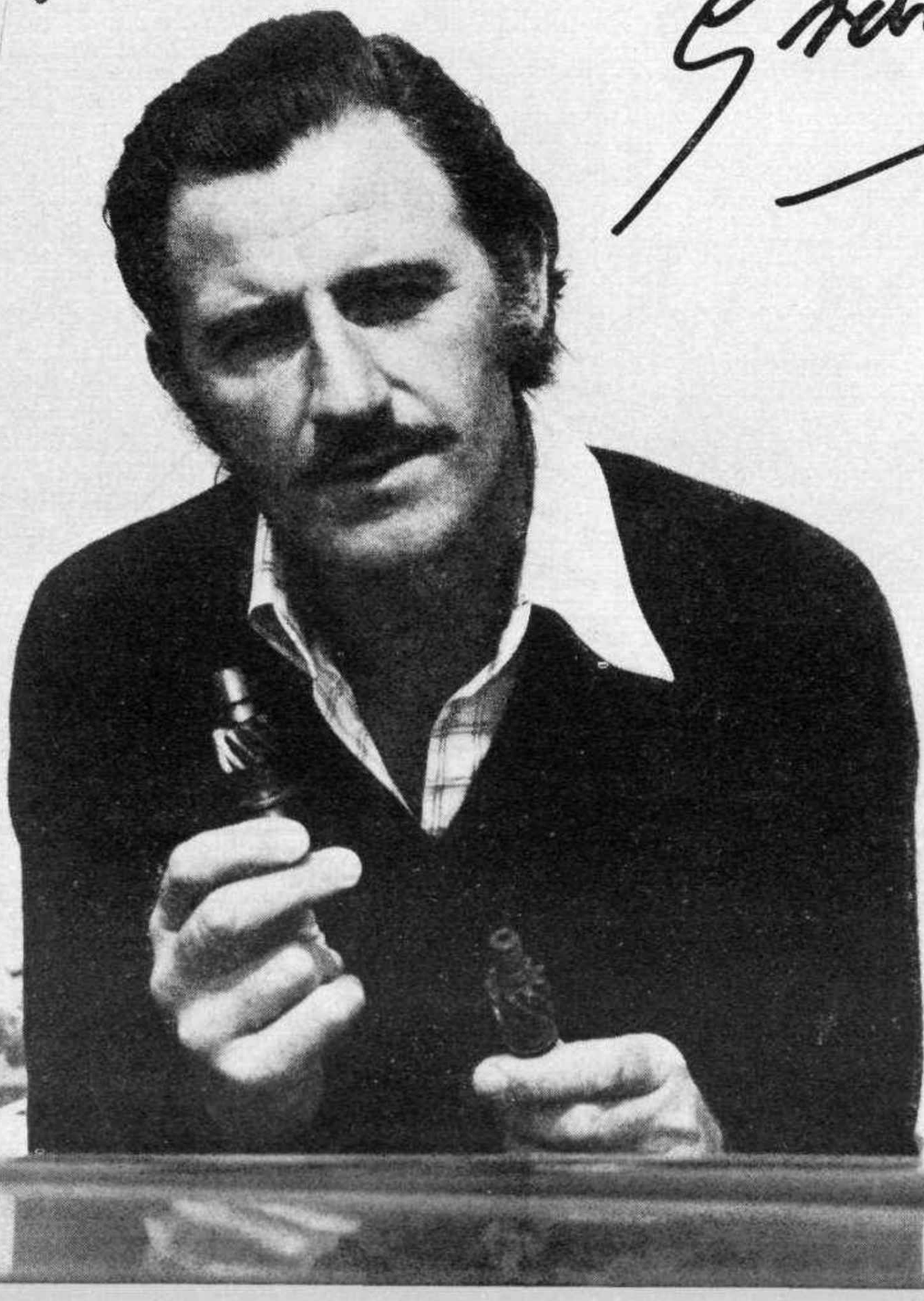
After all, Bosch did build the first spark plug factory in the world, so that's exactly what you would expect.

**Recommended retail price for standard range.*

BOSCH make so many things. Better

"These odd things are skew gears... probably just like the ones in the car you drive! The one on your left is badly worn after testing with a top-selling 20W/50. Disturbing! The other is virtually unscarred after the same test with Uniflo. Uniflo's the only oil for me."

Graham Hill



Some of the exhaustive tests carried out by Esso-the world's largest oil research organisation-that convinced Graham Hill that Uniflo gives better protection than any 20W/50 oil.

Skew gears drive quietly and make a compact unit. So engine designers, always seeking to minimise external dimensions and noise level, like to use skew gears when components have to be driven at right-angles to the main drive, and when the loading is not too high. Oil-pump and distributor drives are typical applications.

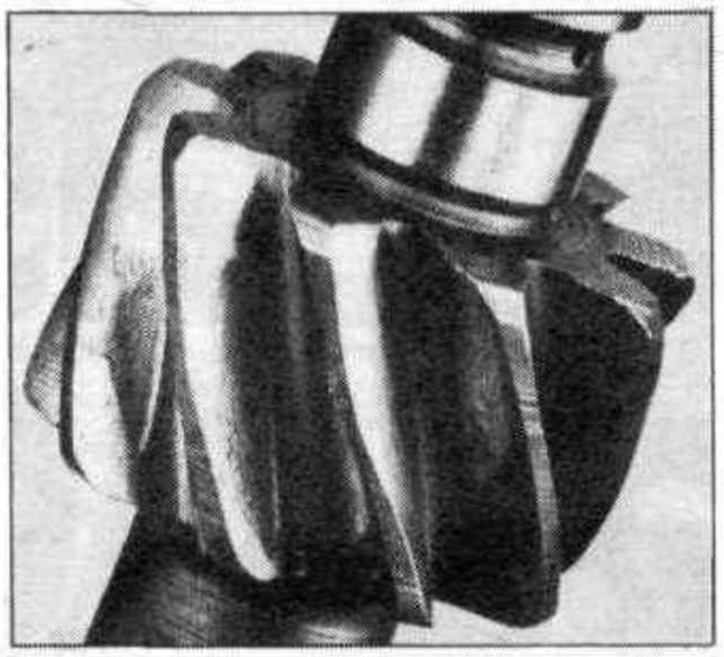
Distributors, in particular, are precision components. If the skew gear driving them is subject to wear, engine performance and economy deteriorate rapidly, and the ignition timing has to be corrected continuously to maintain performance. What's more, the metallic debris from a worn skew gear – whether in the oil pump drive or the distributor drive – can damage other engine components before it is filtered out of circulation.

Esso scientists recently carried out systematic tests for skew gear wear. Here, for your guidance, are the results of those tests.

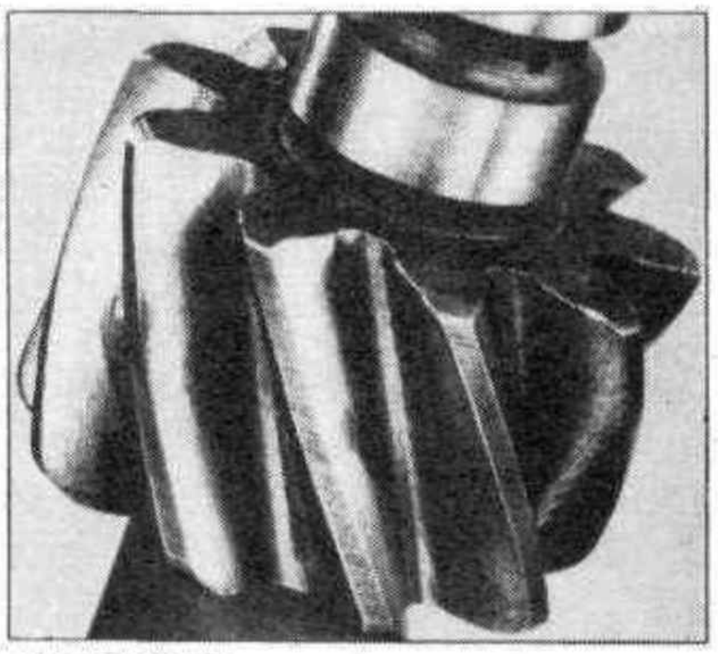
SKEW GEAR WEAR TESTS

The same well-known British engine was used throughout, and all the skew gears tested were taken from the same batch.

OIL TESTED	% weight loss		Total weight loss
	Pump	Distributor	
UNIFLO	0·10	0·02	0·12
Top multigrade A	0·45	0·02	0·47
Top multigrade B	0·27	0·01	0·28
Top multigrade C	0·48	0·02	0·50
Top multigrade D	0·20	0·01	0·21



USING A TOP-SELLING 20W/50
Considerable wear on gear teeth



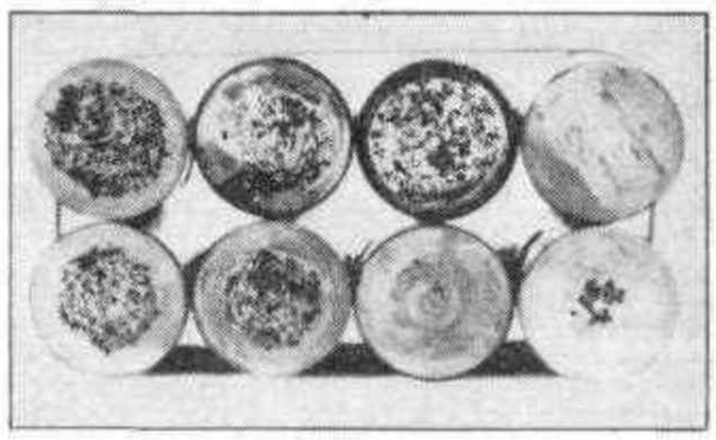
USING UNIFLO
Minimal wear on gear teeth

All the time your engine is running, it is wearing out; and the poorer the oil you use, the faster this happens, and the more money you throw away in avoidable servicing and needlessly high consumption of both oil and petrol.

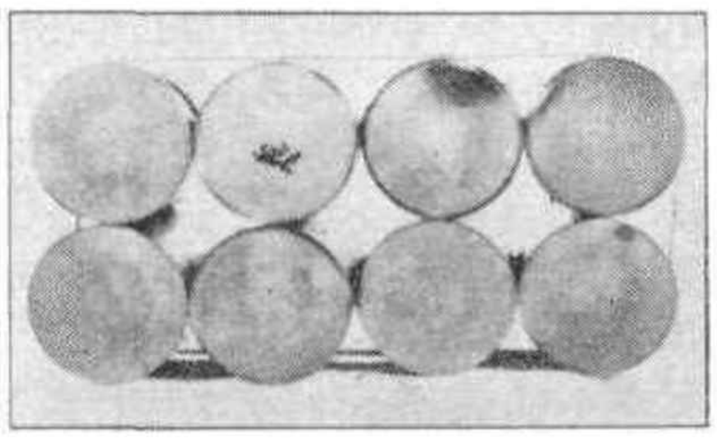
Uniflo, for this reason, is the most economical oil you can use. More economical even than the best of the 20W/50 multigrades. If you doubt this, here are some facts and figures that will change *your* mind as they changed Graham Hill's.

Uniflo and stop-start driving

The great majority of cars spend most of their working life in city crawls and/or stop-start local driving – with the load-bearing components of the valve train constantly under maximum strain. Cams and tappets become subject to component fatigue; clearances widen, shock loads are consequently imposed on the valve gear, tappets become pitted and tiny bits of damaging metal are let loose in your oil. Take a look at these authentic photographs from the Esso research laboratories. Each set of tappets has undergone 150 hours of running at 2,000 rpm, at a controlled oil temperature of 95°C and a controlled water temperature of 80°C.



USING A WELL-KNOWN MULTIGRADE



USING UNIFLO

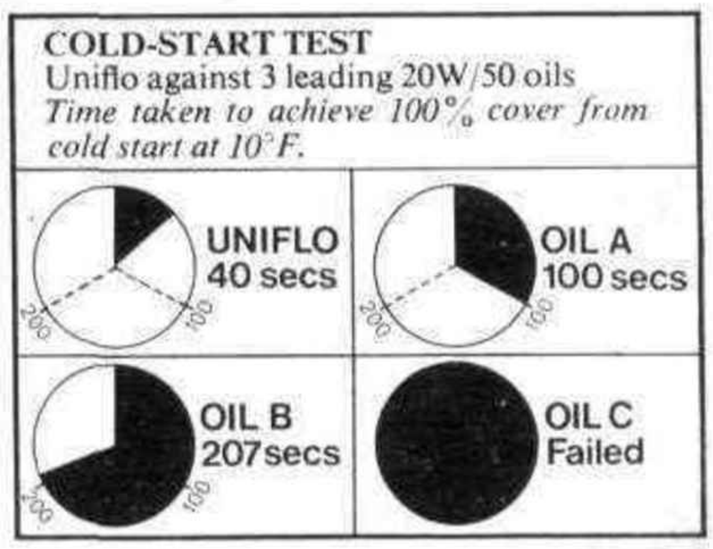
Uniflo on the open road

When an engine runs at high revs for sustained periods, the oil becomes hot and thin and, unless it retains its viscosity at an effective level, it is drawn past the valve guide seals and piston rings and out through the exhaust. It must also have low volatility, or further wasteful loss will occur through evaporation. Uniflo, a super multigrade oil, retains its viscosity better than any multigrade oil you can buy. Uniflo also has a low volatility. Both ways Uniflo cuts down on loss.

Uniflo also protects your engine better against the varnish and carbonaceous deposits that occur under hot-engine conditions; in fact, the new anti-oxidants and detergents in Uniflo's additive mix have set new standards in this area.

Uniflo when you start from cold

When an engine is running cold, water vapour and gaseous acids condense to cause rusting – on bores, valve stems, tappets, cams, etc. Uniflo neutralises dilute acids more efficiently, contains special additives which adsorb to metal surfaces, protecting them from attack by water, and also gives total lubricant 'cover' 2½ times sooner from cold-start than the next fastest 20W/50 oil. So, here again, Uniflo out-performs all its competitors . . . as you can see.



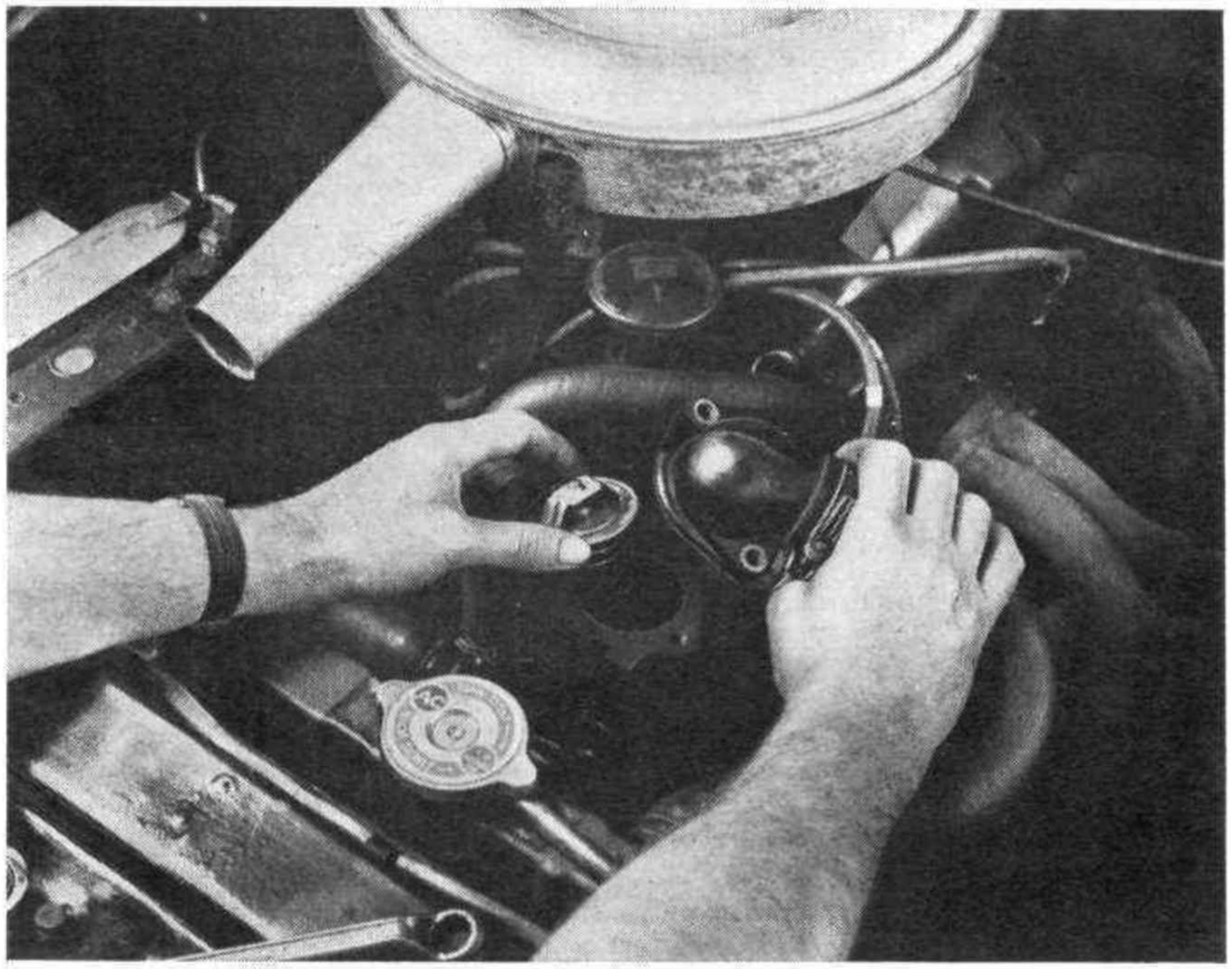
Against every source of damage your engine is exposed to, Uniflo gives the fullest possible protection — and, in many instances, more protection than has ever been given before.



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

Esso The Action Station.

It's as easy as AC



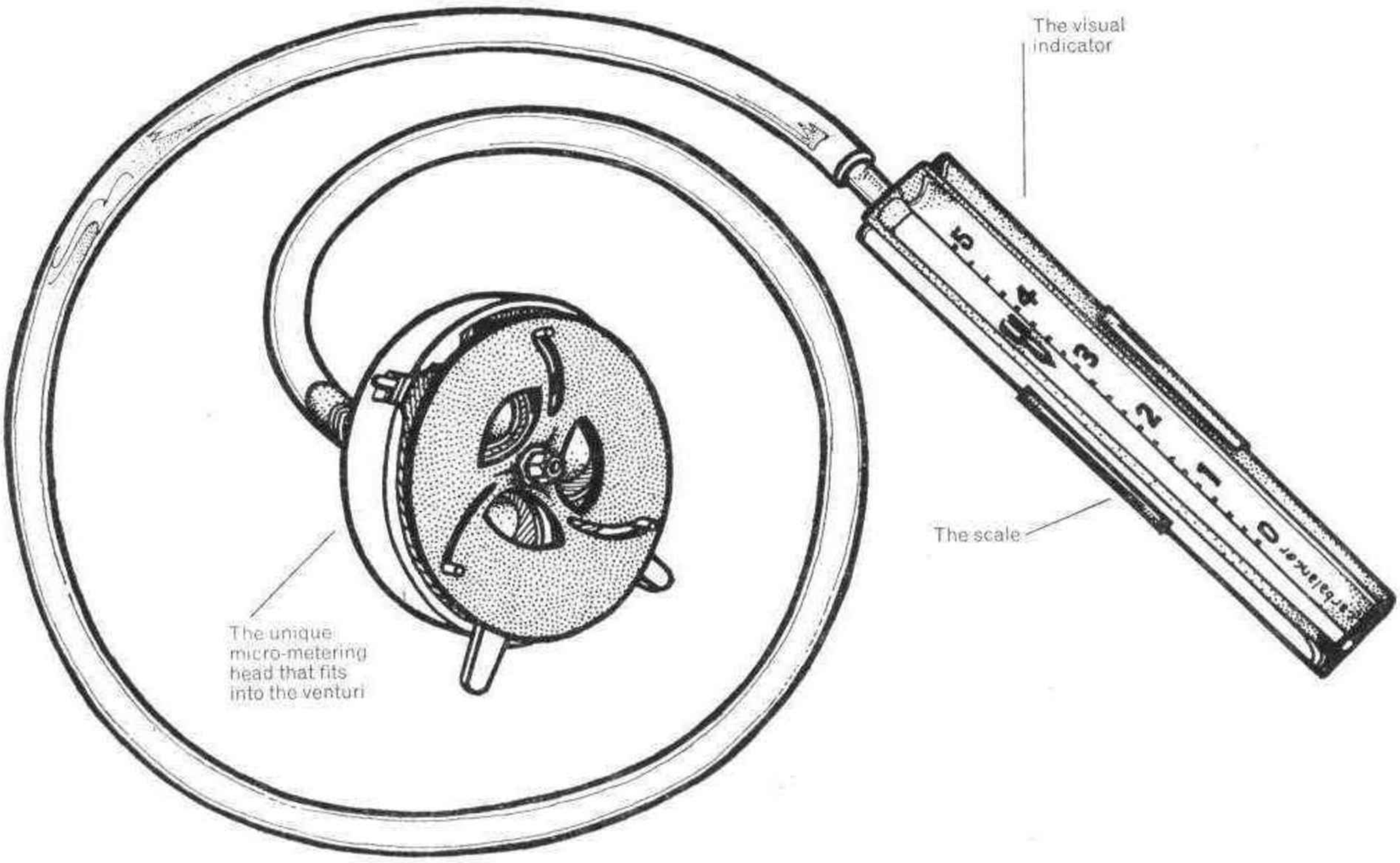
One of the cold facts about winter motoring is that slow engine warm-up, unreliable, petrol-wasting temperatures and poor car heater output are the fault of an inefficient engine thermostat. Yet the remedy is in your own two hands . . . and two small bolts. Simply undo them and drop in a new AC Thermostat. It's wise to check and change your radiator Pressure Cap at the same time. Do it now and discover that to enjoy summer comfort in winter is really as easy as AC.



AC thermostats pressure caps

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

So now you can see what your twin carbs are up to.



Presenting a visual means of controlling air-flow in twin and multi carburettors. The 'Carbalancer' available from all Halford's branches.

Your engine needs a balanced diet of air and petrol mixture, and your carburettor has this responsibility.

If you have twin or multi-carbs, then the air intake should be equalized in each, so when there's work to do, they can take an equal load.

Failing this, your engine is in for a bad time.

Up to now those carbs have made it difficult to know exactly what they're up to.

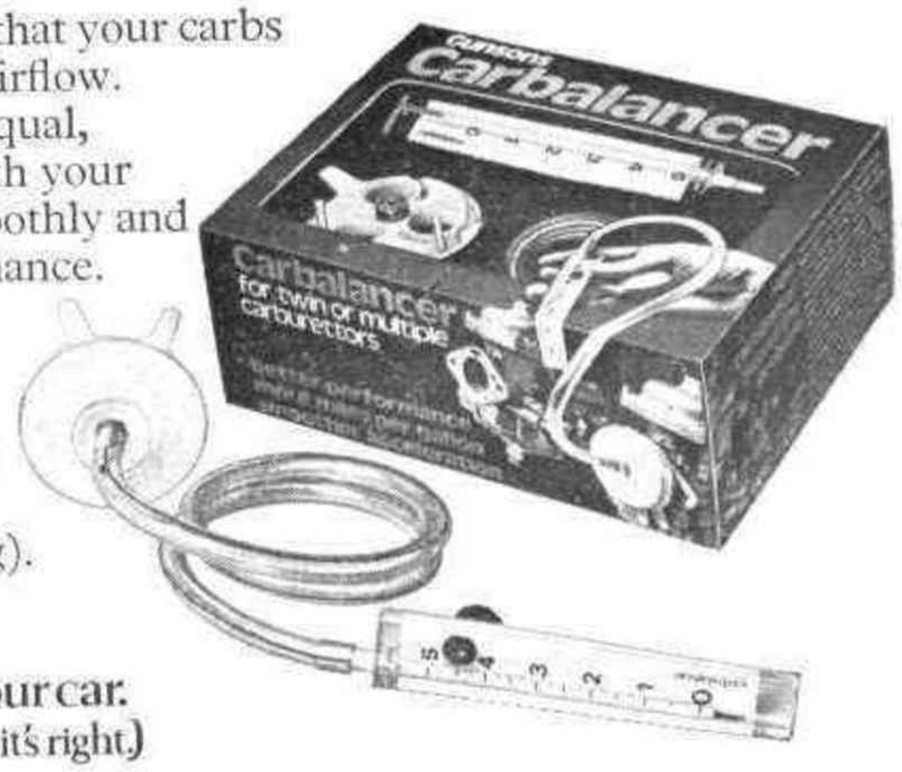
So it's nice to know Gunson's have come up with this new device so you can see to it yourself that your carbs get an accurately balanced airflow.

So now all things being equal, you should get on better with your engine; accelerate more smoothly and get generally better performance.

*£3.90 from Halford's and accessory shops.

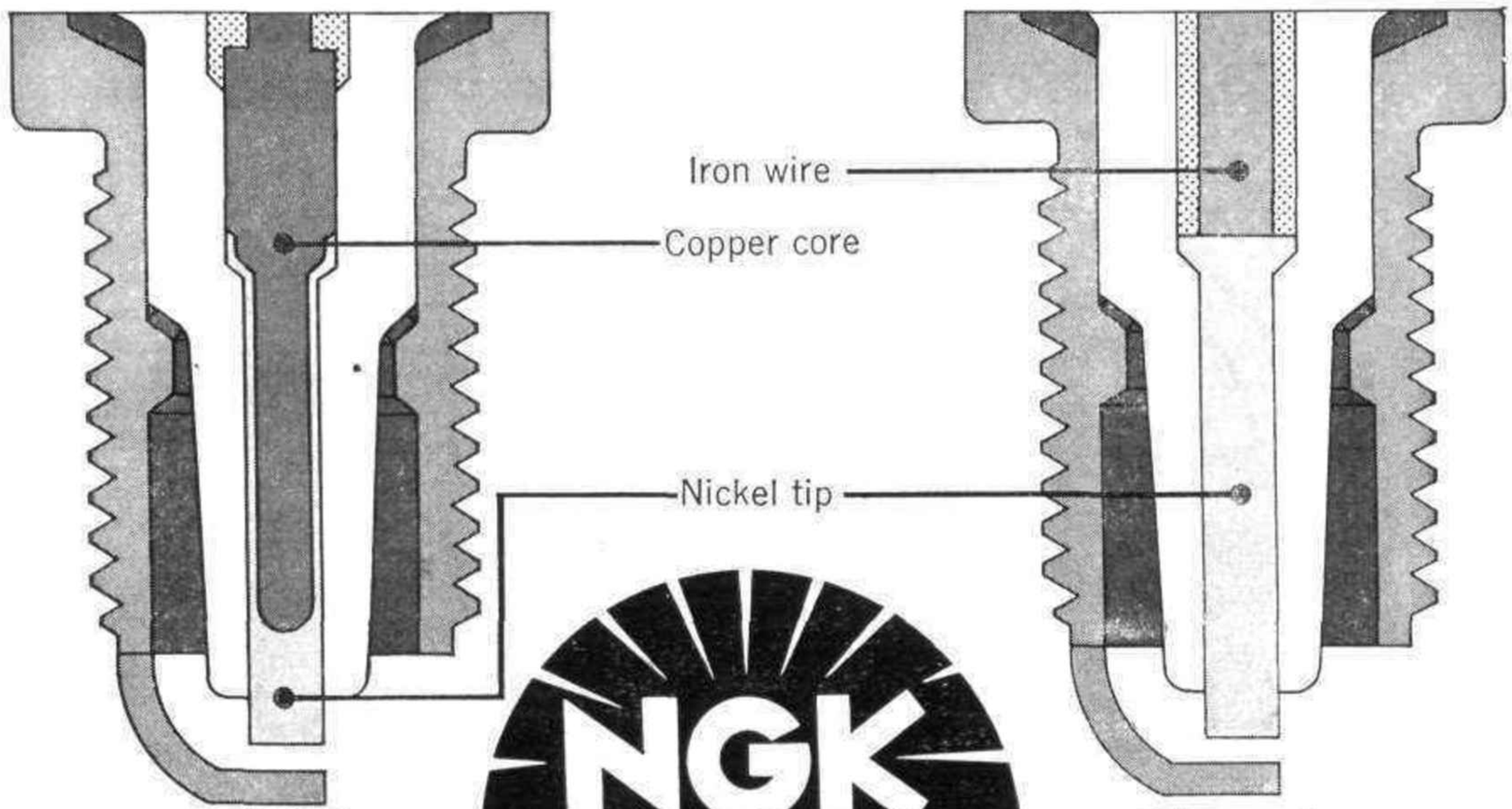
Another first from Gunson's who brought you 'Colortune' (the engine trouble diagnosing test plug).

*Maximum recommended retail price.



Gunson's help you help your car.
(If you do it yourself–you'll know it's right.)

NGK-S ...a big difference in quality ...its secret...a copper core



NGK-S **Other makes**

Copper is five times greater than iron in thermal conducting efficiency. This is a scientific fact. A copper core is set deep into the firing end of the center electrode of the NGK-S. This copper core can quickly dissipate a lot of combustion heat to prevent overheating of spark plugs. Taking advantage of the superior thermal conductivity of the copper core, the insulator nose at the firing end is lengthened extensively to retain optimum heat to burn off carbon on the extended insulator surface. This prevents fouling. NGK-S has an unbeatably wide service range that will surely give you complete satisfaction for both high-speed freeway motoring and stop-and-go city driving.

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14–18 Takatsuji-cho, Mizuho-ku, Nagoya, Japan

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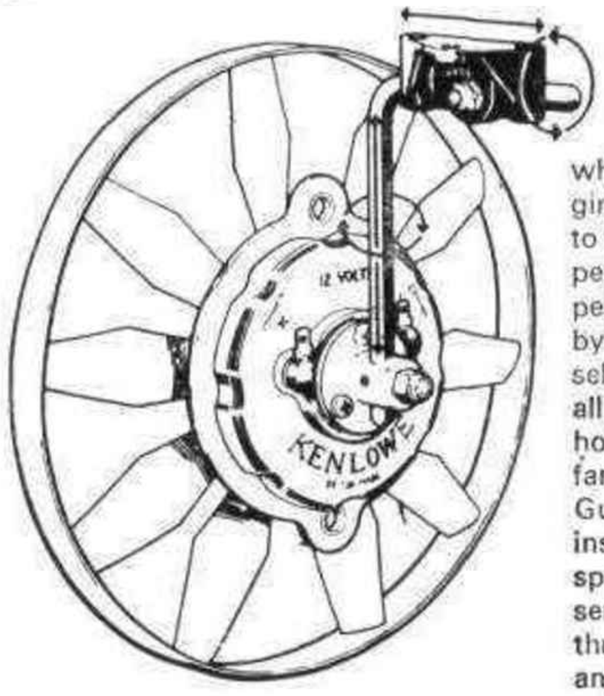
NGK Spark Plugs and Nigel Phillips.
An Unbeatable Combination in Autocross.



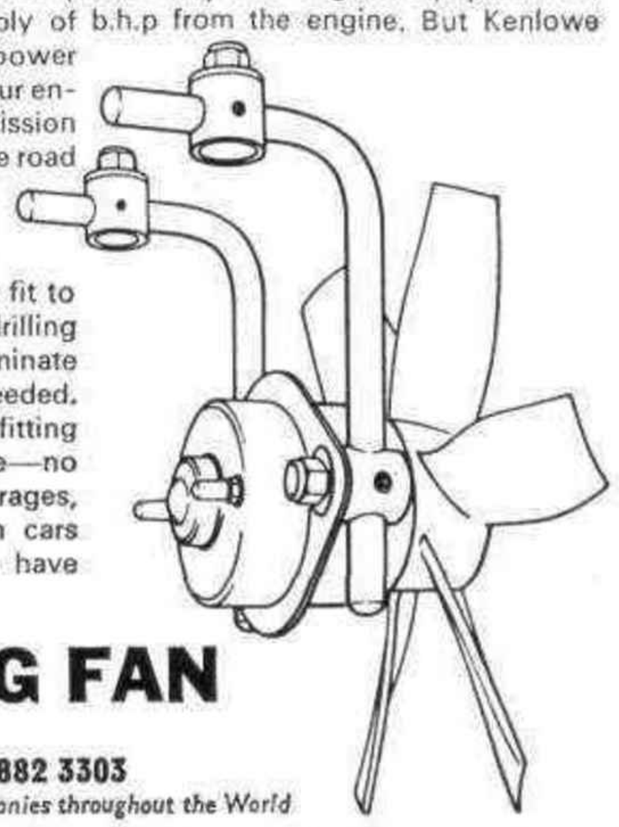
OUTRIGHT 1971 RAC NATIONAL AUTOCROSS CHAMPION.
NIGEL PHILLIPS IN THE FLOWER POWER
998 c.c. MINI

Kenlowe in action

COOLING	POWER	MPG	NOISE	HEATER
100% control with Kenlowe	Up to 9% extra with Kenlowe	Up to 9% extra with Kenlowe	No fan noise with Kenlowe	More output with Kenlowe



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



KENLOWE THERMOMATIC ENGINE COOLING FAN

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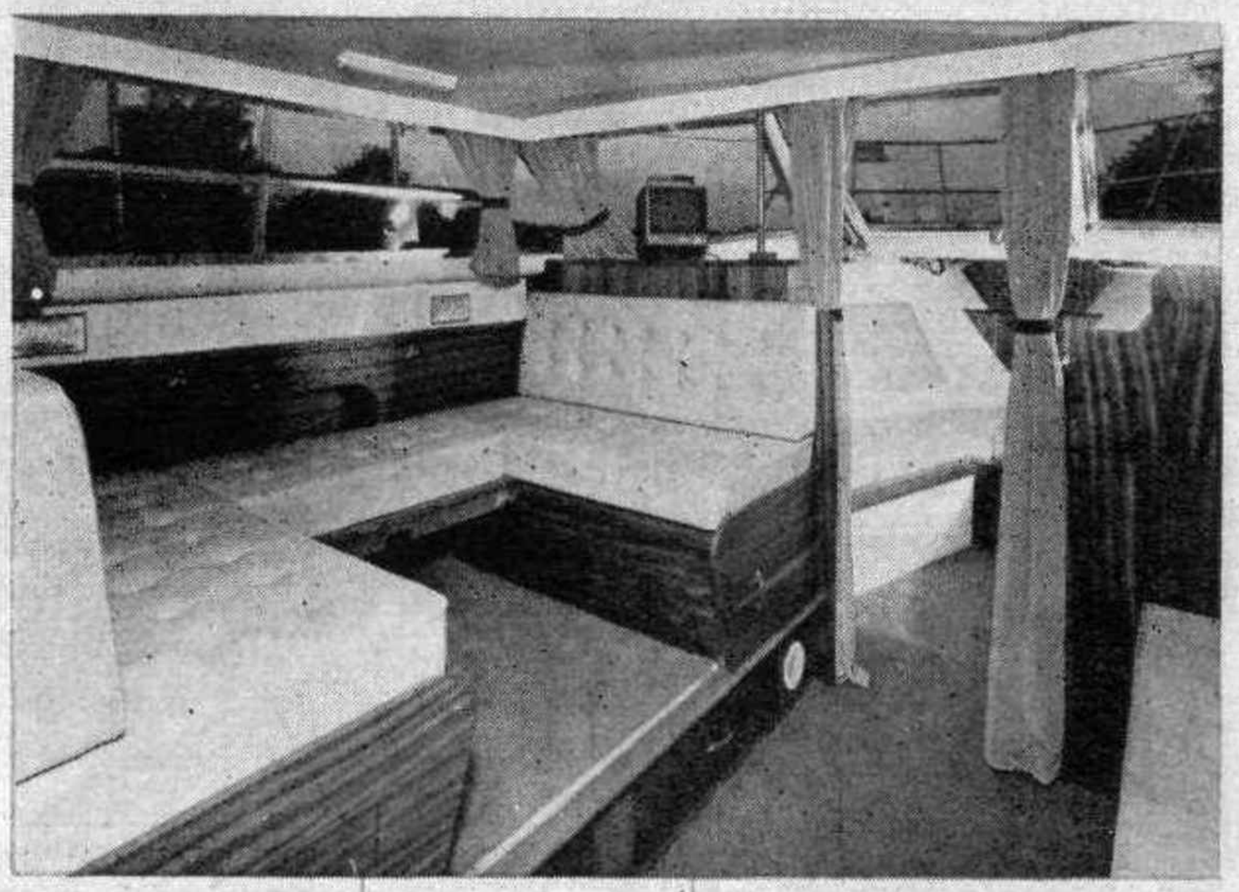
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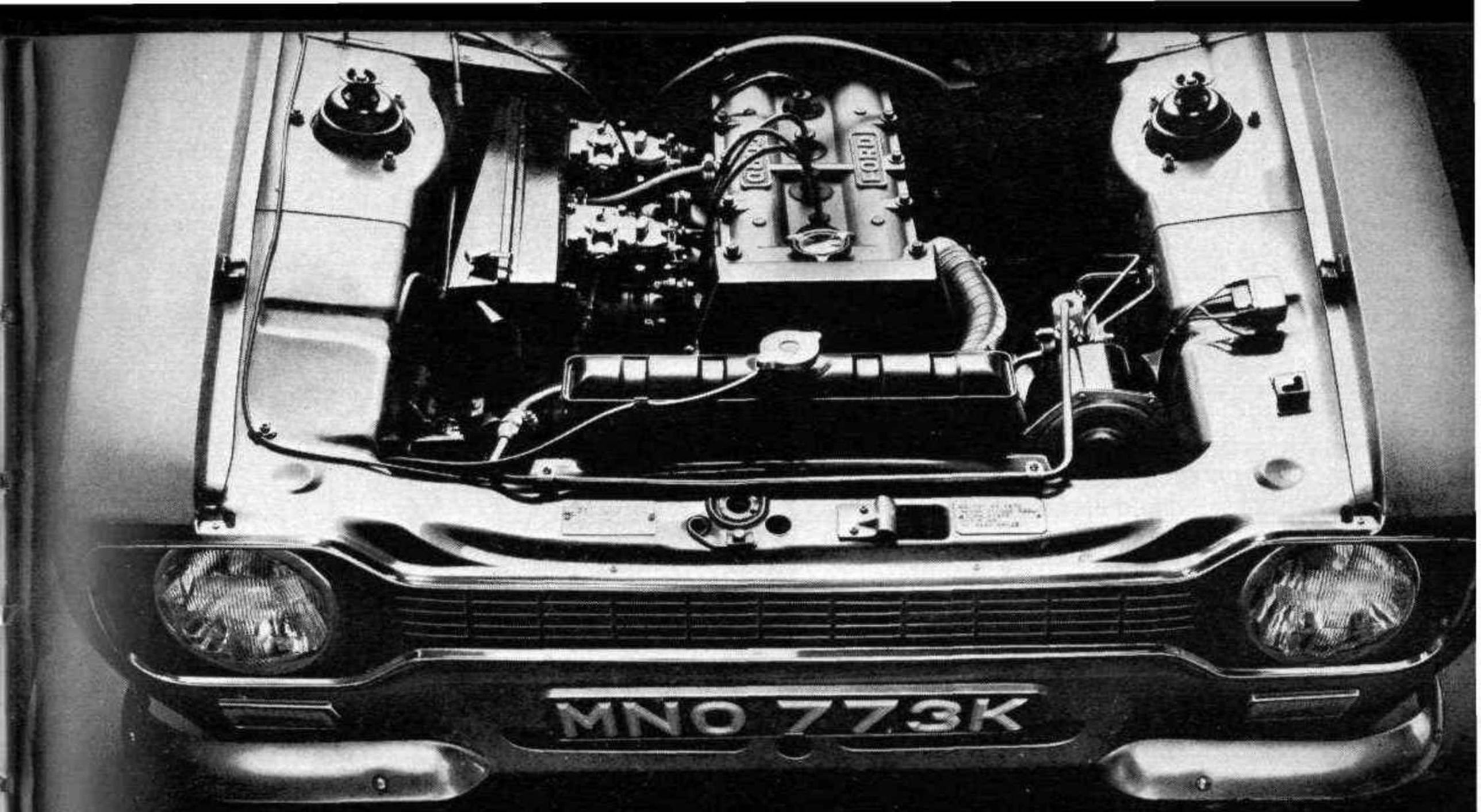
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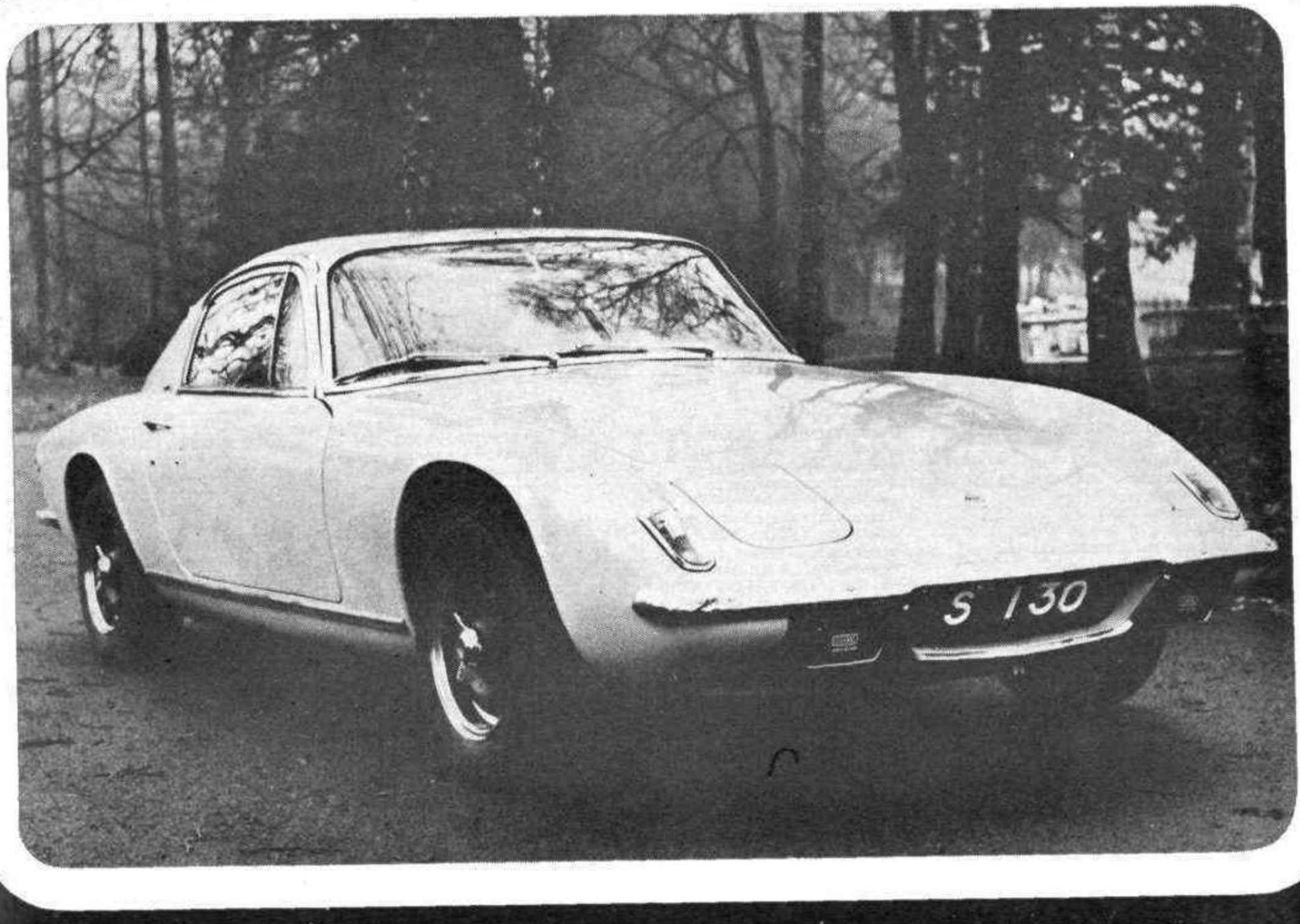


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MOTOR SPORT

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

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FRONT COVER PICTURE : *HIGHLIGHTING* an excellent second season in Formula One was Ronnie Peterson's performance with the STP March in the Canadian Grand Prix during which he led Jackie Stewart's Tyrrell for a time and eventually finished second. Although he failed to score any championship points in his first Formula One season, this year he finishes as runner-up to Stewart in the World Championship.

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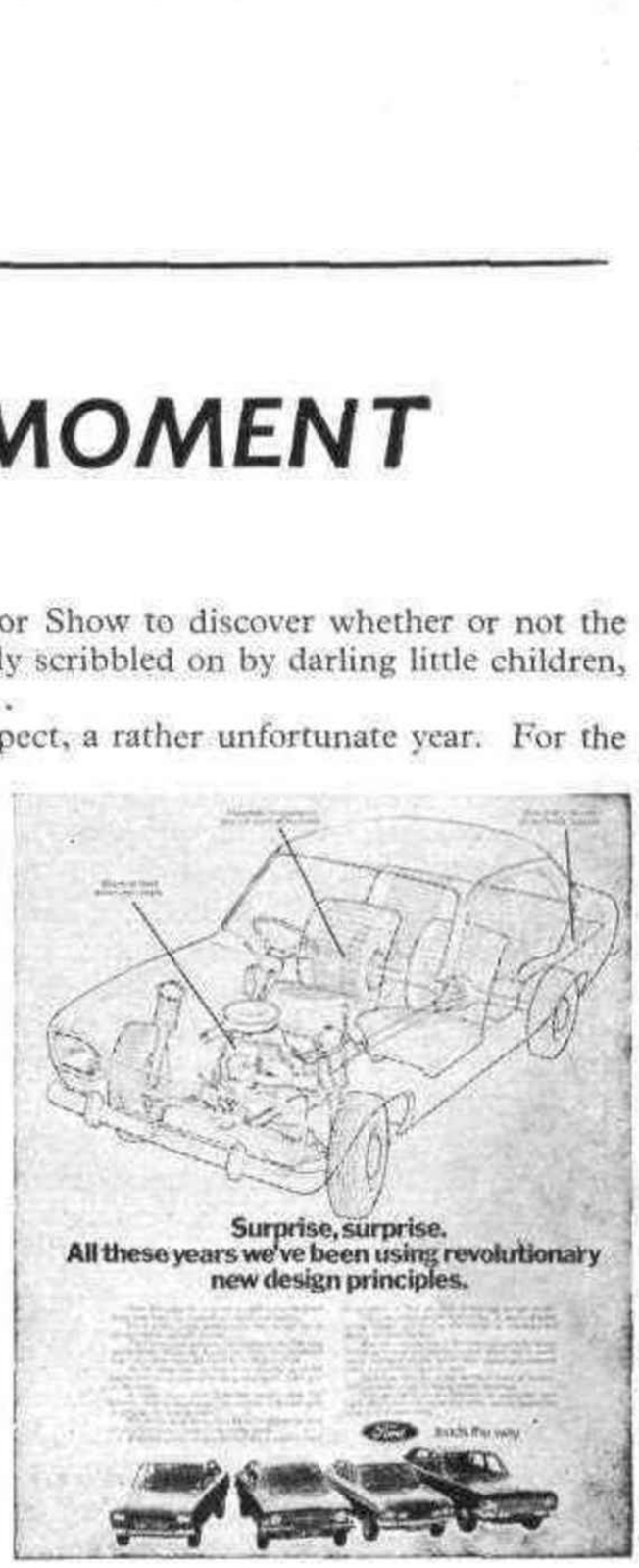
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MATTERS OF MOMENT

■ SHOWTIME SOLILOQUY

With the last of the Earls Court visitors leaving the Motor Show to discover whether or not the cars in which they arrived have been towed away or merely scribbled on by darling little children, one can almost say That Was The Year That Was. . . .

It has been an eventful, but even from the motoring aspect, a rather unfortunate year. For the Industry 1971 was marred by stoppages, and the prolonged Ford dispute, the effect of the latter so far-reaching that this great provider of dependable personal transport sold only 99,718 cars from January to June, compared to 164,041 for the corresponding period in 1970 (even so, Ford were second in the sales race to British Leyland and well ahead of Vauxhall and Chrysler UK—the statistics are from the industrious SMM & T).



The year has seen the tragic falling apart of Rolls-Royce Ltd., leading to liquidation, a terrible situation for the makers of the Silver Shadow, a car so technically advanced that it is universally acknowledged to ably continue R-R's "Best Car in the World" theme. Another British make likely to be restricted by a financial straitjacket is Aston Martin.

It has been a year during which the price of petrol rose yet again, Vauxhall exchanged coke-bottles with Ford, and Woolmark took over the publicity aspect of the British Grand Prix (fortunately woollen overcoats were not needed at Silverstone that day but if anyone had arrived with a pet lamb it would presumably have had to be admitted, whereas dogs were rightly barred). Stewart won his second World Championship, thereby linking his name with those of Ascari, Graham Hill and Clark in the minds of those who reckon driving prowess in terms of points scored; he has yet to emulate Fangio's five and Brabham's triple Championships.

It was the year in which Datsun won the gruelling E. African Safari, the allure of Le Mans diminished and new racing-driver talent flourished, to replace the sad fatalities which overtook some of the fastest of the older school—who are most decidedly not forgotten as another racing season closes. It was the year in which Jaguar at last revealed their V12 engine, but in the dated E-type, and BL produced the antiquated Marina formula after years o progressive Issigonis engineering. Whatever *Penthouse* may not do for morals, it is currently sucking up to the Motor Industry by praising the cheaper-to-produce, less-advanced cars, recalling the clever advertisement with which Ford sardonically welcomed the Marina. (Cortina sales from January-June 1971 were 37,062 in spite of go-slows; Avenger 33,740; Victor, 19,459; of the new Marina 3,699). On this theme, we do not think that many of the masses of spectators who will line the route of the London–Brighton Veteran Car Run on November 7th will wish to see modern cars reverting to the specifications of the gallant pioneer vehicles they will see in action on that day. But we do accept that the less technically-complicated cars can sometimes be transformed by clever "tuning" of their power units and suspension systems, a fact perhaps best illustrated by the inimitable Ford Escort Mexico, which the Editor has so enjoyed driving on the road and which his assistant has started to race.

It has been a year in which some well-established race circuits have been threatened with closure but in which the brave new Birmingham round-the-houses course was mooted. It was the year of Tim Carson's retirement after his piloting of the VSCC to its present unassailable position but one in which a Learned Judge allowed Chitty-Bang-Bang II to go to America, at the exorbitant price some people are prepared to pay for ancient machinery—although this speculative trend seems to be sharply declining.

In the first half of 1971 the British Motor Industry churned out 500,818 new cars, only 370 fewer than in the same period of the slightly less strike-ridden 1970. Another 118,769 cars were sold by

Continued on next page

Motor Sport Fixture List For November

★ **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*
Nov. 6th ..	**South African MRC**	**Kyalami**	**Johannesburg**	**Nine-Hour Race (INT)**	—
Nov. 6/7th	Shenstone & Dist. CC	Major Motor	Lichfield, Staffs.	Shenstone Rally (*R*)	22.00
Nov. 7th ..	—	**Interlagos**	**Sao Paulo, Brazil**	**Formula Two Torneio (INT)**	—
Nov. 7th ..	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.00
Nov. 7th ..	Veteran CC of Great Britain	Hyde Park	London	London–Brighton Run	08.00
Nov. 7th ..	Sevenoaks & Dist. MC	Layhams Farm	Keston, Kent	Autotest (*C*)	11.00
Nov. 7th ..	Falcon MC	Fortes Motor Lodge	Oxford	Trial (*R*)	03.00
Nov. 12/14th	**Firestone-Hispania**	**Bilbao**	**Bilbao, Spain**	**Firestone Rally (INT)**	**19.30**
Nov. 13/14th	University College of Swansea MC ..	Shell Garage	Penderyn	Dougal Doodle Rally (*C*)	00.01
Nov. 14th ..	—	**Curitiba**	**Curitiba, Brazil**	**Formula Two Torneio (INT)**	—
Nov. 20th ..	**Western Province MC**	**Killarney**	**Cape Town, South Africa**	**Three-Hour Race (INT)**	—
Nov. 20th ..	Nottingham Sports CC	Silverstone	Towcester, Northants.	Sprint (*R*)	14.00
Nov. 20/24th	**Royal Automobile Club**	**Exhibition Halls**	**Harrogate, Yorks.**	**RAC Rally of Great Britain (INT)**	**11.00**
Nov. 21st ..	—	**Cordoba**	**Alta Gracia, Argentina**	**Formula Two Torneio (INT)**	—
Nov. 21st ..	Sevenoaks & Dist. MC	Brands Hatch	Fawkham, Kent	Race Meeting (*R*)	14.00
Nov. 21st ..	Thames Estuary AC	Lydden Circuit	Canterbury, Kent	Wills Embassy Rallycross Trophy (*C*)	13.00
Nov. 28th ..	—	**Lourenco Marques**	**Mozambique**	**Three-Hour Race (INT)**	—
Nov. 28th ..	Darlington & Dist. MC	Croft Autodrome	Darlington, Co. Durham	Martins Group Rallycross (*N*)	13.30
Dec. 5th ..	—	**Bulawayo**	**Rhodesia**	**Three-Hour Race (INT)**	—

MATTERS OF MOMENT—continued from previous page

Importers, an increase in the Foreign Invasion of 42,326 against the corresponding 1970 period—writing in the sky no British citizen should ignore. The Invasion was led by Volkswagen (25,028), pursued by Renault (21,443), Fiat (15,795) and Chrysler-France (10,988).

It was a year in which inventors went on trying to oust the conventional piston engine from the place it has occupied since Otto, spurred on by fears of pollution, cessation of petrol supplies and excessive noise. Yet the NSU Wankel remains the only commercially acceptable solution and has been adopted for only a couple of makes of car. The Electricity Council announces its order, presumably at tax-payers' expense, for 80 battery-driven vehicles from Enfield Automotive. But as they seem satisfied with a top speed of 40 m.p.h. and a city range of 60 miles, you can ignore them.

So, as another motoring year begins, the motor car, killer, polluter, eye-sore and consumer of scarce resources as Ian Breach of *The Guardian* has labelled it, continues to provide, as that paper has to admit, "more gratification for more people than any other single man-made object". And so say all of us. . . .

BLACK MARK FOR BMW

ON THE eve of Earls Court we received a hand-out over the name of Raymond Playfoot which told us that two lion cubs would be in the back of the new Touring estate car on the BMW stand at the Motor Show. The times when these unlucky lions would be on show was announced—they had, it was explained, to be taken away after an hour to be "drained". Is this decent treatment of these young animals? A zoo cage is bad enough but the smoke-filled hubbub of a Motor Show . . . ! If Mr. Playfoot cannot sell BMW motor cars without this kind of gimmick we are sorry for him—but far more sorry for the lion cubs. The notice concluded: "Please call me if you have any queries." For the information of the RSPCA the number is 01-486 6644. Perhaps before next year's Motor Show they will convince Mr. Playfoot that girls may be permissible (the hand-out also remarked "Girls . . . will be available", adding "for pictures" in brackets) but that defenceless young non-domestic animals *are most certainly not*.—W. B.

THE EXPENSIVE MR. STEWART

THEY don't love Jackie Stewart at Laguna SCCA, or the motoring writer of the *San Francisco Chronicle* doesn't. That paper pointed out last month that at the Mid-Ohio Raceway for a Can-Am event Stewart cost the track owners a small fortune in alterations to a circuit which has a good safety record. He "didn't like some trees here, a dirt bank there, or the arrangement of some guard rails". His opinions were backed by Hulme and Revson but, according to this reporter, the rest of the drivers supported the SCCA's ruling that the track was safe. Stewart refused to start unless the alterations were made, and as Mid-Ohio had billed him to appear they spent the night complying with Stewart's requests. He complained of the rough surface, says the paper, but agreed to run. "He didn't make much of a race of it. He seemed content to run a distant second to Revson." But Revson retired and Stewart collected. [Unfair comment perhaps —see page 1140—but that's how they saw it.—ED.] Says the *San Francisco Chronicle*, "Stewart's criticism of 'the financially weak' Mid-Ohio circuit, if arbitrarily acted upon by some SCCA official with enough power, could force the track to close." This would deprive not only the professionals but amateur drivers and spectators of the much-needed facilities in the area.

So bitter did the paper feel that, on the eve of the Laguna SCCA race it asked "Can the Raceway afford Stewart? What if he doesn't like the 14-year-old circuit?". In those parts they regard the World Champion as an expensive prima donna "obsessed with driver safety and getting rich, with little regard for the sport's survival". They estimate his earnings to exceed half a million dollars a year, his Goodyear contract at some 500,000 dollars. "His fee for one day of pre-race appearances on behalf of Laguna SCCA was so high the sponsors spent days discussing it before giving in." Why, they ask, does he, as a Scotsman, live in Switzerland?

If he is so concerned about safety in the dangerous game of motor racing, why, they are asking, doesn't he advocate smaller engines to reduce speeds? That could be a solution but perhaps a comment attributed to President Truman might be more apposite: "If you can't stand the heat, get out of the kitchen."

SOME BRITISH LEYLAND PROBLEMS

BRITISH LEYLAND, the only major motor manufactory this country now possesses, has many problems. We wonder whether at times they are let down by their engineers? The Morris Marina, billed as the car to save the Leyland bacon, had such serious understeer that all 1.8 TCs made before July have been recalled for suspension modifications. When MOTOR SPORT published a disillusioned appraisal of the car last May we commented on the strong initial understeer and so perhaps BL could have been forewarned. We gather that post-July Marinas answer better to the helm; MOTOR SPORT is about to put this to the test. BL has certainly been let down by its workers, for otherwise one of the Corporation's more promising new models would have been at Earls Court. Lord Stokes rightly insists on new models not being released until they can be bought from his dealers and the long history of go-slows and strikes rendered this impossible in the case of this new model—incidentally two previous cars of this make have used the same model name as the new car.

Now BL seems to have been let down, or at all events exposed, by one of its customers, judging by the following advertisement, which appeared in the *Los Angeles Sunday Times*:—

> **Dissatisfied owners of Leyland Motors 3500S Rovers who wish to discuss the possibility of united action, please contact Box—.**

A MOTOR SPORT reader in California drew our attention to this advertisement and we in turn drew BL's attention to it. Surprisingly, their Press cuttings service had overlooked it, serious as are its implications in an export area. We are pleased to report that Berkeley Square House took prompt steps to discover what gave rise to this remarkable piece of anti-publicity of one of their most respected products and were prepared to put the matter right if it was at all reasonable so to do. It seems a great pity that this odd piece of Californian criticism should have arisen at a time when the newly-introduced British Rover 3500S is receiving great chunks of apparently well-deserved praise—as always, we reserve judgement on its manual gearbox until we have driven the car on the road. Britain can ill afford criticism of this kind, whether in the terms expressed in letters we receive from abroad and publish to show the way the wind blows or as this unusual advertisement in a Californian paper. Here is a fine opportunity for British manufacturers, British salesmen and satisfied users of British cars to defend their country, which has been the recipient of far too much criticism in recent times. Any knocks not deserved should be firmly and speedily rescinded.

13th UNITED STATES GRAND PRIX

Cevert's First Formula One Victory

WATKINS GLEN, *October 3rd*

WHAT a tremendous season Elf-Team Tyrrell have had in 1971. Their number one driver Jackie Stewart collected the World Championship crown with six victories to his credit, the *marque* Tyrrell won the Constructors Championship by a country mile and to cap it all their number two, François Cevert, scored his maiden Grand Prix victory at Watkins Glen after little over a year in Formula One. It was a just reward for the young Frenchman who has proved to be such an excellent shadow of Stewart on the track, who has scored two fine second places and who proved his skill with a shattering lap record at the Nurburgring. The Watkins Glen victory was worth a record sum of over $65,000 for the team run by Ken Tyrrell, with cars designed by Derek Gardner prepared by chief mechanics Roland Law and Roger Hill in premises that many would turn their noses up at. The Tyrrell team were first in practice and the early laps with Stewart, and then for the remainder of the race with Cevert, totally dominated this year's closing Grand Prix.

Everyone tries especially hard to do well at the Grand Prix of the United States for it is here that a season's profit or loss can be made. First prize is $50,000, the runner-up can expect $20,000, third man $12,000 and from then on downwards to $6,000 for the first man to retire, far more than the teams could ever expect in Europe. The organisers afford it because their publicity machine is able to tempt a genuine 100,000 people to the circuit paying an average of about $12 each for the privilege and because the Grand Prix Corporation is a non-profit-making organisation which, thanks to the enthusiasm of the people concerned, happens to work here.

This year was an important one in the history of the race for the circuit had been completely revised so that with new pits, widened track for its complete length and a well designed and difficult undulating extra mile it was very hard to recognise the circuit as the same place. The extra width and length also had the advantage that a larger number of cars could be raced and 29 plus one reserve entry was accepted.

Substantially the list was the same as at Mosport Park two weeks earlier but there were some additions plus a driver change or two. Numerically the order was as follows with last year's winner, Emerson Fittipaldi heading the list at number 2 (No. 1 was left blank in memory of Rindt). Thus Wisell was next up and the pair were in their regular Lotus 72s in D specification although Fittipaldi's car was built in 1970 and Wisell's this year.

Ferrari brought along the three B2 models for Ickx, Regazzoni and Andretti plus the faithful last of the B1s which both Regazzoni and Ickx rush to drive if they have the slightest opportunity. This was rather a touchy subject in the Ferrari camp particularly when a copy of an Italian magazine claiming the older car to be better was produced. In fact Ickx raced the 1970 B1 in the end just as he had done at Monza.

Andretti had something of a problem on his hands for the week before Watkins Glen he was scheduled to drive for the STP team at the USAC Championship race in Trenton, New Jersey and this had been rained off. A new date was fixed for a week later with obvious complications for the commitment with Trenton was more binding than Watkins Glen. Andretti made it blatantly clear that he would far rather race the Ferrari and turned up for practice hoping and praying the Trenton race would be rained off for a second week running which, according to the weather forecasters, was a distinct possibility.

In exactly the same situation was Mark Donohue who had driven so well in the Canadian GP with the Penske/White McLaren M19A bought from the works but still under their influence. However Penske nominated his British second string driver David Hobbs as a reserve, Hobbs previously having Grand Prix experience in rather uncompetitive machines like the Bernard White Racing BRM of three seasons back. Also in a McLaren M19A was Denis Hulme who was in high spirits following his first Can-Am victory for some months the previous weekend.

For the first time since 1969 the Tyrrell Organisation decided to run three cars in addition to Stewart in 003 and Cevert in 002, Peter Revson was co-opted into the team to drive Stewart's usual spare, the faithful 001. Revson was a familiar if not successful face in Formula One in Europe in 1964 and since then has concentrated most of his efforts on American racing culminating in a highly successful association with McLaren Racing this season in both Can-Am and USAC racing.

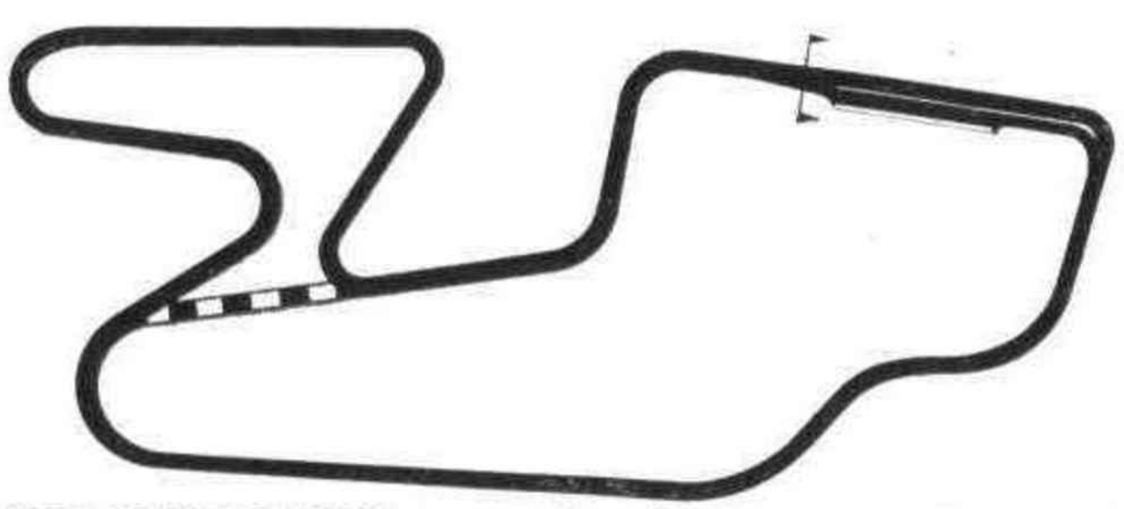
The Matra-Simca team from France were little changed with the regular blue MS120Bs for Amon, whose growth of beard, first seen at Monza, had been shaved off. Perhaps he should have kept growing it until he won a Grand Prix!

Just as in Canada, Yardley-BRM were at full five-car strength with all four P160s and also the last of the P153s. Siffert, Gethin and Ganley were all in their regular cars while Austrian Helmut Marko received a kind of promotion by moving up from the P153 to the fourth P160, the car driven by George Eaton in Canada. Meanwhile P153 found a willing pilot in the form of fellow Canadian John Cannon who has been threatening a Grand Prix *début* for a race or two but who had made his Formula One *début* at the Questor GP in a March 701 earlier in the year. All the P160s finished up with Mk. 2-headed engines but no short-strokes. There were whispers of Aubrey Woods' imminent departure from the team but another member of BRM's engine design staff was present.

John Surtees' Edenbridge firm were fielding three TS9s on this occasion for, following Monza, the latest side-radiator version TS9/005 had undergone a test programme which proved successful. Gone was the cow-catcher front but a different make of radiator plus louvres in the top of the ducts to encourage the extraction of hot air seemed to be doing the trick, and Surtees was happy with the car. In the car raced by Surtees in Canada was Mike Hailwood fresh from his excellent showing for the team at Monza but the Eifelland-sponsored car posed a problem. Rolf Stommelen had gone down with a jaw infection and was under doctor's orders, thus ending his unsuccessful association with the team a race early, and Surtees decided to nominate a replacement driver. He had two in mind, Dutchman Gijs van Lennep who had done such a good job in the rent-a-TS7 at Zandvoort in the rain and American Sam Posey who finished runner-up in the Continental Championship driving one of Surtees' TS8 Formula 5000 cars. In the end Surtees brought them both to the circuit to try the car and delayed a final decision until after final practice.

Despite trying hard, Ron Tauranac's first season without Jack Brabham has brought little reward for the hard work. The team was headed as usual by Graham Hill in the unique Brabham BT34 while Tim Schenken was in his regular BT33. In between the two North American races the pair had been back to Europe for the Formula Two race at Albi where driving the Rondel team Brabhams they had come into contact with each other when contesting the lead—thus they were eyeing each other rather suspiciously. A third entry under the Motor Racing Developments banner was made for Chris Craft in Ecurie Evergreen's Brabham BT33 although Tauranac was leaving them mainly to their own problems which were considerable although Craft used an engine borrowed from the works in practice.

The STP-March outfit were obviously hoping to finish the season on a bright note and had a trio of 711s for Peterson, Galli, and de Adamich. De Adamich's 711/1 was back with an Alfa engine in the rear following its use by Beuttler in Canada, and this latest V8 from the Italian firm seemed the best yet although there was little incentive with de Adamich announcing he would be driving a Surtees-Cosworth



THE NEW CIRCUIT map complete with the extension. The "zebra" section shows the path of the old course.

next season. Again Peterson had the new shovel nose to try and again it did few laps but a new one-piece rear-wing lasted throughout. Pescarolo had recovered from his neck-damaging accident in practice for the Canadian GP. The Williams team, having suffered the ignominy of all three of their F2 cars failing to qualify at Albi, were hoping for better things with their 711, while a similar private March 711 was entered for Skip Barber by the Gene Mason Racing/Triple R Oil Filters outfit. Barber was the first and only reserve and was guaranteed a run if it didn't rain at Trenton. Finally Pete Lovely came along with his hybrid Lotus Special, the jovial 46-year-old American's crew all wearing Pete Lovely Fan Club tee-shirts (someone cares), and Jo Bonnier made another of his spasmodic Grand Prix appearances with the almost vintage McLaren M7C. It was unlikely either of these two cars had the fuel tankage to take them through the race without a stop but Lovely at least had taken the precaution of fitting a special quick release filler for his car and planned a stop.

Practice was planned to span the two days prior to the race with a four-hour session starting at 1 p.m. on Friday and at mid-day on Saturday, while there had been a free-for-all on the Wednesday although at that stage contractors still had work to finish off including white-lining the sides of the new track, erecting fences and generally building the new timing and press stand. On both official days practice would be stopped if a car became immobile out on the circuit and then recommence when it had been towed in but no allowance made at the end of the session for time lost, which upset some teams a little although with all the time available there was little excuse for not setting up a car.

The main problem in practice was one of tyres for the new section's bends were all banked and graduates at nearby Cornell University had estimated that a lateral force of 1.74 g was probable on these corners compared with the normal 1.4 g estimate of the latest Formula One's cornering force. Thus, and with the added ingredient of hot weather, the softer compounds were proving marginal and both Goodyear and Firestone had harder than usual compound tyres on hand if necessary and for once seemed to be keeping their own information very much to themselves. But briefly back to the Cornell University Aeronautical Laboratory's computer which had been used to assist in the design of the new section of the circuit. The computer had forecast a lap time for the new course of 100 seconds but the interesting booklet published by Cornell on the survey pointed out that, assuming the figures of cornering force, acceleration and deceleration were correct, then this target lap time could only be achieved by the completely fearless driver with perfect anticipation and the ability to place his car exactly on a geometrical line. In practice Stewart lapped just 2.642 sec. slower than the "perfect driver" and one wonders what kind of figure would have been obtained by the computer for the Nurburgring under the conditions when Moss was in his hey-day. The computer also gave target speeds for the various corners and using all this information the Penske team actually geared their McLaren for the ultimate but soon had to drop the ratios.

Practice started with Stewart, Hulme, Amon and Peterson setting the pace but whereas Stewart kept improving to finish up the fastest of the day the others ran into trouble. Amon's Matra went off-song and both the other cars required engine changes. Hulme's mechanics claim to have broken the engine-changing record, for under an hour-and-a-half later, the car was circulating. However, what was impressive, was that subsequently nothing fell off and Hulme finished up seventh fastest. Peterson's mechanics took it easier replacing the team's now damaged and only 11 series engine and the car was not practising again that day. All the times were being recorded to the 1,000th of a second which only serves to confuse most people. So in this text we will refer to the nearest tenth only although our table indicates all those tiny fractions. Stewart it was who finished fastest of the day at 1 min. 42.9 sec. while Regazzoni was heading something of a Ferrari revival by being second fastest at 1 min. 43.2 sec. Fittipaldi and the Lotus team in general seemed to be in good form although Wisell did run out of fuel on the circuit. The Brazilian finished up third fastest at 1 min. 43.9 sec. and going noticeably deeper into the tricky corner after the pits than anyone else. Andretti helped Ferrari spirits with a 1 min. 44.1 sec., Cevert was going well at 1 min. 44.3 sec. to head Hulme, while Howden Ganley surprised and delighted everyone with a 1 min. 44.6 sec. but said convincingly that he wasn't personally all that satisfied. However he very much overshadowed the rest of the BRM team, with Siffert further down the list than usual but not really knowing why (an engine was changed overnight), Gethin who just scratched his head, Marko whose engine developed an oil leak and soaked his back-side in the process and Cannon who found the P153 rather a handful.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
2	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	1. 43.873	1. 42.659
3	R. Wisell	Lotus 72D/R6-Cosworth V8	1. 46.202	1. 44.024
4	J. Ickx	Ferrari 312B/2 No. 6—flat-12	1. 45.210	1. 46.758
5	G. Regazzoni	Ferrari 312B/2 No. 5—flat-12	1. 43.227	1. 43.002
6	M. Andretti	Ferrari 312B/2 No. 7—flat-12	1. 44.151	1. 43.195
7	D. Hulme	McLaren M19A/2-Cosworth V8	1. 44.544	1. 42.925
8	J. Stewart	Tyrrell 003-Cosworth V8	**1. 42.844**	**1. 42.642**
9	F. Cevert	Tyrrell 002-Cosworth V8	1. 44.336	1. 43.152
10	P. Revson	Tyrrell 001-Cosworth V8	1. 45.681	1. 45.515
11	C. Amon	Matra-Simca MS120B/06—V12	1. 46.440	1. 43.970
12	J-P. Beltoise	Matra-Simca MS120B/05—V12	1. 44.752	1. 44.067
14	J. Siffert	BRM P160/02—V12	1. 45.217	1. 43.468
15	P. Gethin	BRM P160/01—V12	1. 45.873	1. 45.729
16	H. Ganley	BRM P160/04—V12	1. 44.638	1. 44.430
17	H. Marko	BRM P160/03—V12	1. 48.143	1. 45.204
18	J. Surtees	Surtees TS9/005-Cosworth V8	1. 44.908	1. 45.223
19	S. Posey	Surtees TS9/002-Cosworth V8	—	1. 45.267
19	G. van Lennep	Surtees TS9/002-Cosworth V8	1. 50.158	1. 48.029
20	M. Hailwood	Surtees TS9/004-Cosworth V8	1. 45.801	1. 45.094
21	H. Pescarolo	March 711/3-Cosworth V8	1. 45.568	1. 45.857
22	G. Hill	Brabham BT34/1-Cosworth V8	1. 47.480	1. 45.448
23	T. Schenken	Brabham BT33/3-Cosworth V8	1. 45.110	1. 46.702
24	C. Craft	Brabham BT33/2-Cosworth V8	1. 49.421	1. 48.698
25	R. Peterson	March 711/6-Cosworth V8	1. 47.816	1. 44.193
26	N. Galli	March 711/4-Cosworth V8	1. 48.261	1. 46.608
27	A. de Adamich	March 711/1-Alfa Romeo V8	1. 48.009	1. 47.952
28	J. Cannon	BRM P153/07—V12	1. 49.927	1. 47.471
29	J. Bonnier	McLaren M7C/1-Cosworth V8	1. 51.212	1. 49.391
30	P. Lovely	Lotus 69/F2/5-Cosworth V8	1. 52.628	1. 52.140
31	D. Hobbs	McLaren M19A/1-Cosworth V8	1. 48.497	1. 46.270
31	M. Donohue	McLaren M19A/1-Cosworth V8	—	1. 45.378
32	J. Ickx	Ferrari 312B/1 No. 4—flat-12	—	1. 43.843
33	S. Barber	March 711/5-Cosworth V8	1. 49.410	1. 47.673

After Ganley in eighth, ninth and 10th spots came Beltoise, Surtees and Schenken who seemed reasonably happy. Of the non-regulars Hailwood was working hard and going almost as quick as Surtees but van Lennep (with Posey watching his progress carefully) did not impress, Revson was going quite well with Tyrrell's oldest and most tired engine and Hobbs only did a few laps before the DFV motor lost its flywheel.

Conditions on Saturday were similar to the previous day with the circuit still dusty in places from contractors' lorries and so on but not worryingly so. By this time a huge crowd had already assembled, the great majority of them young people who spurned the costly motels in the vicinity and set up camp in their tens-of-thousands, just as they do at the Nurburgring but very few other places. The weather was perfect for this outdoor life and while the evening brought beer and other things in excess and we witnessed one bloody brawl, the gathering was on the whole very peaceful.

However the peace was shattered at 12 noon by the sound of Formula One racing engines running in anger and soon Stewart and Cevert were out proving the Tyrrell superiority in the opening hour. However Peterson, frustrated by the previous day, soon put himself in the 1 min. 44.0 sec bracket and into the top five or six, and Fittipaldi was proving a threat once again.

Donohue appeared dressed in his overalls although Hobbs was allowed the first couple of hours in the car, while likewise Posey was in his Nomex but he had the first go in the Surtees he appeared to be sharing. Almost immediately he started lapping 3 sec. quicker than the Dutchman's best. Again the tyre engineers rushed up and down the pit road with worried expressions on their faces, particularly when the teams were doing full-tank tests. With chunking to worry about the vibrations seemed to be forgotten. Incidentally at this circuit Goodyear were using Wolverhampton-made tyres again as they suited the Watkins Glen circuit better than the Akron tyres which had proved successful in Canada.

The last hour of practice was undoubtedly the most exciting with most of the fireworks coming from Fittipaldi who, in a display of tremendously mature and determined driving, carved his time down into the high 1 min. 42 sec. bracket and looked like snatching pole from under Stewart's nose. With an extra $2,000 at stake the Scot had something to aim for and Tyrrell had immediately picked up the Brazilian's impressive laps so the World Champion went out and coolly and calmly defended pole position. At any other circuit the pair would have been given equal times but when they were announced officially Stewart had lapped in 1 min. 42.642 sec. and Fittipaldi in 1 min. 42.659 sec. This made a previously very excited Colin Chapman rather upset. However, in the closing stages Denis Hulme had also got into the groove and he hustled the orange McLaren round to complete the front row at 1 min. 42.9 sec. with Regazzoni barely slower at 1 min. 43.0 sec. and he made up the second row with Cevert who had been paced by Stewart.

The third row produced an interesting line-up of different 12-cylinder engines. Mario Andretti seemed heartened by the stories of showers in the Trenton area and worked hard to get his Ferrari as high up the grid as possible in the event of him starting but seemed a little mystified that he was 0.2 sec. slower than Regazzoni but nevertheless good for the third row. Following his disappointing first day Jo Siffert was happier although not completely satisfied with his performance at 1 min. 43.5 sec. Jacky Ickx had walked back from an abandoned B2 which had suffered an engine disaster, jumped in the spare B1 and, as if to prove a point, immediately started lapping it quicker than the newer car and finally recorded 1 min. 43.8 sec. Chris Amon took a while to get his Matra running the way he likes but finally succeeded and just before he put in the quick one, the session ended. Amon had expected an extension of the session for the couple of halts and walked back to the garage looking very black indeed. His best, 1 min. 44.0 sec., was good enough to keep him just ahead of Reine Wisell (who was driving hard to attempt to keep himself in the Lotus team for next year) and team-mate Beltoise.

After his fast laps early in the session Ronnie Peterson failed to show any significant improvement because of/or despite various juggling of tyres and suspension settings by the March crew and he had to be content with an unaccustomed eleventh fastest. Ganley was next, and second fastest BRM, despite an engine blow up before the end of practice while John Surtees and Mike Hailwood seemed happy with the TS9 and returned almost identical times. Tim Schenken failed to improve over the previous day thanks to a persistent mis-fire but still remained quicker than Graham Hill. Schenken ended up on the same row as a spectacular Marko and skilful Posey who had not only eclipsed van Lennep, but several other noteworthy and experienced Grand Prix drivers. Unlike Andretti, Donohue did not seem to be taking a start at Watkins Glen as much of a possibility and Hobbs did most of the driving in the Penske McLaren without making much impression but in his few laps Donohue lapped in 1 min. 45.4 sec. Revson was still using the tired engine and all plans for him to get a good tow from Stewart went wrong although in the last half hour he did a fine job of kicking up stones at Can-Am team-mate, Denis Hulme. The rest of the field lined up as per the grid, Cannon having suffered an early engine blow up, Gethin hardly showing Monza form, and Craft finding Formula One perhaps a little more difficult than he anticipated.

The thoughtful organisers produced two completely separate grids, one in the event of rain over in New Jersey, which included Andretti and Donohue but without Hobbs or Barber, and another assuming that Andretti and Donohue would not make it. Incidentally the Penske Lear jet was available to transport the drivers the 250 miles to Watkins Glen at the last moment. It wasn't needed and Trenton was on as planned, this mismanagement amongst the rival American racing factions robbing the huge crowd of sight of their best two road-racing drivers in action.

Race day brought a fair amount of ballyhoo but no supporting races and agonising decisions whether to run softer compound tyres and risk them chunking or the harder ones and play it safe but lose in speed. Of the potential front-runners Peterson was one of the few who decided discretion was the better part of valour. The three warm-up laps produced some drama for Surtees who had to have a sticky pressure relief valve fixed while the two slim-line BRM P160s were topped up with fuel.

Tex Hopkins, that extrovert starter, did his stuff in his now rather faded lavender suit and while he was still in the air there was a crescendo of sound and out of it all Denny Hulme got the jump on the rest with Cevert snaking through into second place and Stewart into third.

Stewart was in no mood to be headed and by the end of the first lap he burst past the pits ahead of Hulme, Cevert and Regazzoni. Then there was the briefest gap to Siffert, then Ickx, Amon, Fittipaldi, Wisell, Beltoise and then Pescarolo, who must have made a tremendous start. As everyone strained to see up the road and watch the rest come through there was a great screech of tyres and Craft spun at the kink before the pits fortunately being avoided by the followers. He stalled the car and had to push it back to the pits, continuing on his way later. Barber had also started late and Cannon had a first lap spin in the country and re-joined half-way down the field on the second lap, which made lap charting very difficult. Revson slowly came into the pits at the end of lap one for his Tyrrell's clutch was slipping badly due to an oil leak and his car was immediately retired.

The opening ten laps gave the race a very Tyrrell complexion for Stewart was establishing a reasonable lead and Cevert seemed to be in command of second place. Hulme was third but being pressed hard by the Ferraris of Regazzoni and Ickx with Fittipaldi, Siffert and Hailwood all giving good chase. Surtees had made a longish stop with ignition trouble which dropped him to the end of the field although the car sounded good after that while Wisell suffered some brake problem and hit the Armco barrier after five laps and he had to walk back to report to Chapman.

The next few laps brought something of a surprise for rather than pull away from the rest of the field it was noticeable that Cevert with the others in tow were pulling the Scot in. Apparently the Goodyear tyres were starting to lose their effectiveness and the car started to understeer badly. Cevert was on exactly the same compound so one can only assume that Stewart's car was either set up so differently that it affected them, or that his driving style had something to do with it or that there was a fault in one or more of the tyres themselves. No one from the Tyrrell camp was keen after the race to suggest which alternative was nearest the truth.

The bare facts, however, are that on lap 14 Cevert overtook his team-mate and went into a lead he was not to lose while Stewart did his utmost to hold off the pursuing bunch who, in turn, started to slip by. Of these Fittipaldi had made a pit stop with a jamming throttle and after that ran into tyre problems and was never again in the running while Ickx was showing some of his top form and was setting off in chase of Cevert. Stewart was third when lap 20 came around, Siffert had moved to fourth ahead of Regazzoni and Hulme while Hailwood and Peterson were engaged in a furious battle with Ganley getting a grandstand view of it all from ninth place. Galli had gone when someone threw up a huge rock which put a bow into a steering arm, dented the chassis tub and then buried itself in one of the side radiators, while Posey's race only lasted 15 laps when his engine expired. Pescarolo had slipped down the field after his initial good start and was soon destined to retire with top end trouble in his

STARTING GRID

↑

7 D. Hulme (*McLaren-Cosworth V8*) M19A/2 1 min. 42.925 sec.

2 E. Fittipaldi (*Lotus-Cosworth V8*) 72D/R5 1 min. 42.659 sec.

8 J. Stewart (*Tyrrell-Cosworth V8*) 003 1 min. 42.642 sec.

9 F. Cevert (*Tyrrell-Cosworth V8*) 002 1 min. 43.152 sec.

5 G. Regazzoni (*Ferrari flat-12*) 312B/2 No. 5 1 min. 43.002 sec.

11 C. Amon (*Matra-Simca V12*) MS120B/06 1 min. 43.970 sec.

32 J. Ickx (*Ferrari flat-12*) 312B/1 No. 4 1 min. 43.843 sec.

14 J. Siffert (*BRM V12*) P160/02 1 min. 43.468 sec.

12 J-P. Beltoise (*Matra-Simca V12*) MS120B/05 1 min. 44.067 sec.

3 R. Wisell (*Lotus-Cosworth V8*) 72D/R6 1 min. 44.024 sec.

18 J. Surtees (*Surtees-Cosworth V8*) TS9/005 1 min. 44.908 sec.

16 H. Ganley (*BRM V12*) P160/04 1 min. 44.430 sec.

25 R. Peterson (*March-Cosworth V8*) 711/6 1 min. 44.193 sec.

23 T. Schenken (*Brabham-Cosworth V8*) BT33/3 1 min. 45.110 sec.

20 M. Hailwood (*Surtees-Cosworth V8*) TS9/004 1 min. 45.094 sec.

22 G. Hill (*Brabham-Cosworth V8*) BT34/1 1 min. 45.448 sec.

19 S. Posey (*Surtees-Cosworth V8*) TS9/002 1 min. 45.267 sec.

17 H. Marko (*BRM V12*) P160/03 1 min. 45.204 sec.

21 H. Pescarolo (*March-Cosworth V8*) 711/3 1 min. 45.568 sec.

10 P. Revson (*Tyrrell-Cosworth V8*) 001 1 min. 45.515 sec.

26 N. Galli (*March-Cosworth V8*) 711/4 1 min. 46.608 sec.

31 D. Hobbs (*McLaren-Cosworth V8*) M19A/1 1 min. 46.270 sec.

15 P. Gethin (*BRM V12*) P160/01 1 min. 45.729 sec.

33 S. Barber (*March-Cosworth V8*) 711/5 1 min. 47.673 sec.

28 J. Cannon (*BRM V12*) P153/07 1 min. 47.471 sec.

29 J. Bonnier (*McLaren-Cosworth V8*) M7C/1 1 min. 49.391 sec.

24 C. Craft (*Brabham-Cosworth V8*) BT33/2 1 min. 48.698 sec.

27 A. de Adamich (*March-Alfa Romeo V8*) 711/1 1 min. 47.952 sec.

30 P. Lovely (*Lotus-Cosworth V8*) 69/F2/5 1 min. 52.140 sec.

Non-starter: M. Andretti (*Ferrari* 312B/2 No. 7), 1 min. 43.195 sec.

engine. The racing amongst the first ten was as furious as we have seen it for some time and, although Cevert had a healthy lead, the rest were scratching like mad for every inch of road.

As it approached half-distance the race maintained this pace for Ickx was making a very strong effort to haul in Cevert and undoubtedly seemed to be making up ground when lapping back-markers. The advantage of six seconds was gradually chiselled down to two-and-a-half. In another couple of laps we thought it would be wheel-to-wheel and Cevert would really carve his name as an "ace" if he could hold off Ickx. But it just wasn't to be and the Ferrari started to slip back for the alternator driven from the rear of the gearbox had fallen apart, the battery was providing electricity for the moment but not for long and the engine seemed to be leaking oil. Hulme had spun off on the oil and clobbered the Armco, bending the front suspension, and now Siffert was third, Stewart fourth with Peterson, Hailwood and Ganley all urging to pass the Champion. Regazzoni had spun, lost time and with 20 laps remaining re-started in eighth place. Hill had methodically moved up and just passed Gethin for ninth position. Marko was tenth ahead of Beltoise and this group was about to be lapped. Both Brabham BT33s had retired, Schenken with fuel pressure trouble and Craft with a broken chassis at the rear.

Despite his problems Ickx clung gallantly on to second place until ten laps later when the old and tired Ferrari would take no more and he free-wheeled into the pits as Siffert passed the start/finish line. Siffert's second spot was insecure for the BRM was mis-firing at peak revs. and had been doing so for some time. Peterson moved up to third having passed Stewart and lost the shadow of Hailwood who had fallen back with a deflating rear tyre which five laps from the end sent him into a barrier. Ganley moved up to fifth and he too was hard on Stewart's tail now that the Tyrrell's tyres were almost through to the canvas. Bonnier ran out of fuel but no one noticed.

Cevert's lead was now over 30 sec. despite a brush with a guard-rail which could so easily have spelled disaster but didn't. Luck was on the young Frenchman's side and he reeled off those last few laps and when Hopkins brought down the chequered flag Cevert flung both arms high in the air. Siffert's mis-fire was worse but he was a sound, if a little disappointed, second. Ganley's great drive almost took him past Peterson but the slim line BRM was preciously short of fuel and, like Marko had done a lap before him, he came in for a quick gallon. Parnell waved him on and the gamble paid off for he completed the last lap weaving wildly to pick up the last drop and just held his fourth place—a fine finish to a promising first season. Fifth was Stewart almost catching the BRM while Regazzoni took sixth spot. A lap behind came Hill, Beltoise, Hobbs and de Adamich who had gone somewhat faster than usual. He headed Amon's sick Matra, the BRMs of Marko and Cannon while Surtees, Barber, Fittipaldi and Lovely completed those still running. For Ickx there was the consolation of the lap record and a prize of $5,000 that went with it. François Cevert has arrived.—A. R. M.

Results :

13th UNITED STATES GRAND PRIX—Formula One—59 laps 319.86 kilometres—Hot

1st :	F. Cevert (Tyrrell 002)	1 hr. 43min. 51.991 sec.—185.08 k.p.h.
2nd:	J. Siffert (BRM P160/02)	1 hr.44min. 32.053 sec.
3rd :	R. Peterson (March 711/6)	1 hr. 44 min. 36.061 sec.
4th :	H. Ganley (BRM P160/04)	1 hr. 44 min. 48.740 sec.
5th :	J. Stewart (Tyrrell 003)	1 hr. 44 min. 51.994 sec.
6th :	G. Regazzoni (Ferrari 312B/2 No. 5)	1 hr. 45 min. 08.417 sec.
7th :	G. Hill (Brabham BT34/1)	1 lap behind
8th :	J-P. Beltoise (Matra-Simca MS120B/05)	1 lap behind
9th :	P. Gethin (BRM P160/01)	1 lap behind
10th :	D. Hobbs (McLaren M19A/1) ..	1 lap behind
11th :	A. de Adamich (March 711/1) ..	2 laps behind
12th :	C. Amon (Matra-Simca MS120B/04)	2 laps behind
13th :	H. Marko (BRM P160/03)	2 laps behind
14th :	J. Cannon (BRM P153/07)	3 laps behind
15th :	S. M. B. Hailwood (Surtees TS9/004)	5 laps behind—not running at finish
16th :	J. Bonnier (McLaren M7C/1) ..	5 laps behind—not running at finish
17th :	J. Surtees (Surtees TS9/005) ..	5 laps behind
18th :	S. Barber (March 711/5)	7 laps behind
19th :	J. Ickx (Ferrari 312B/1 No. 4) ..	10 laps behind—not running at finish
20th :	E. Fittipaldi (Lotus 72D/R5) ..	10 laps behind
21st :	P. Lovely (Lotus 69/F2/5)	10 laps behind

Fastest Lap : J. Ickx (Ferrari 312B/1 No. 4) on lap 43, in 1 min. 43.474 sec.—189.08 k.p.h. (*constitutes lap record*).

Retirements : P. Revson (Tyrrell 001) on lap 1, gearbox; R. Wisell (Lotus 72D/R6) on lap 5, accident; N. Galli (March 711/4) on lap 11, radiator and steering-arm damage; S. Posey (Surtees TS9/002) on lap 15, engine; H. Pescarolo (March 711/3) on lap 23, engine; C. Craft (Brabham BT33/2) on lap 30, broken chassis; T. Schenken (Brabham BT33/3) on lap 41, engine; D. Hulme (McLaren M19A/2) on lap 47, accident; J. Ickx (Ferrari 312B/1 No. 4) on lap 49, electrics and oil leak; J. Bonnier (McLaren M7C/1) on lap 54, out of fuel; S. M. B. Hailwood (Surtees TS9/004) on lap 54, accident.

29 *starters* — 18 *finishers.*

BRITISH LEYLAND TEST DAY

SOME WEEKS before the Motor Show British Leyland invited us up to Silverstone where they had laid on a test day to drive as many of their models as possible, including a brand new one which we can't write about until later in the month. The other cars were all updates of already well-known models and Basil Wales' Special Tuning Division had laid on their demonstrators for us to try as well.

Readers will realise that Silverstone Grand Prix circuit, with its succession of fast right-hand bends, is no place to assess the potential of road-going machinery even with the straw bale wiggle-woggle in the centre which always crops up at these fast days. BL realised it too and provided a map with a 20-mile route around the Bedfordshire roads, in which few of the scribes seemed to be interested but was eminently better for briefly finding out about the cars and was well sign-posted. Furthermore, a rough circuit had been laid out in one of the car parks for a Range Rover course. Incidentally a 1-litre Mini takes the whole Grand Prix circuit flat out.

However, the most interesting car we tried was the manual version of the Rover 3500. The new four-speed box is a beefed-up version of the one already used on the Rover 2000, and its use has improved the performance of the popular British Leyland V8 considerably. A 0-60-m.p.h. time of 9.6 sec. is claimed along with a top speed of 125 m.p.h., which compares with similar figures for the automatic of 10.5 sec. and 118 m.p.h. Those who have been clamouring for a manual version of the previously only automatic Rover 3500 will not be disappointed. The new model is termed the 3500S and what is more it is retailing at a fraction under £1,976. This represents excellent value in this day and age and a saving of £81 over the automatic version. Why didn't they do it before? Incidentally the Land Rover has been given a considerable face-lift as well.

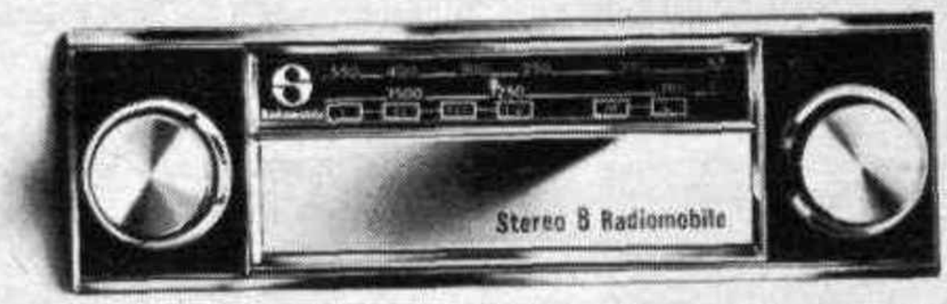
Of the other cars we particularly enjoyed a road drive in a Jaguar V12, some quick laps in a 1.3 Marina from Special Tuning, and drove an Automatic MG-B, which was an interesting experience. Never knew there was one!—A. R. M.

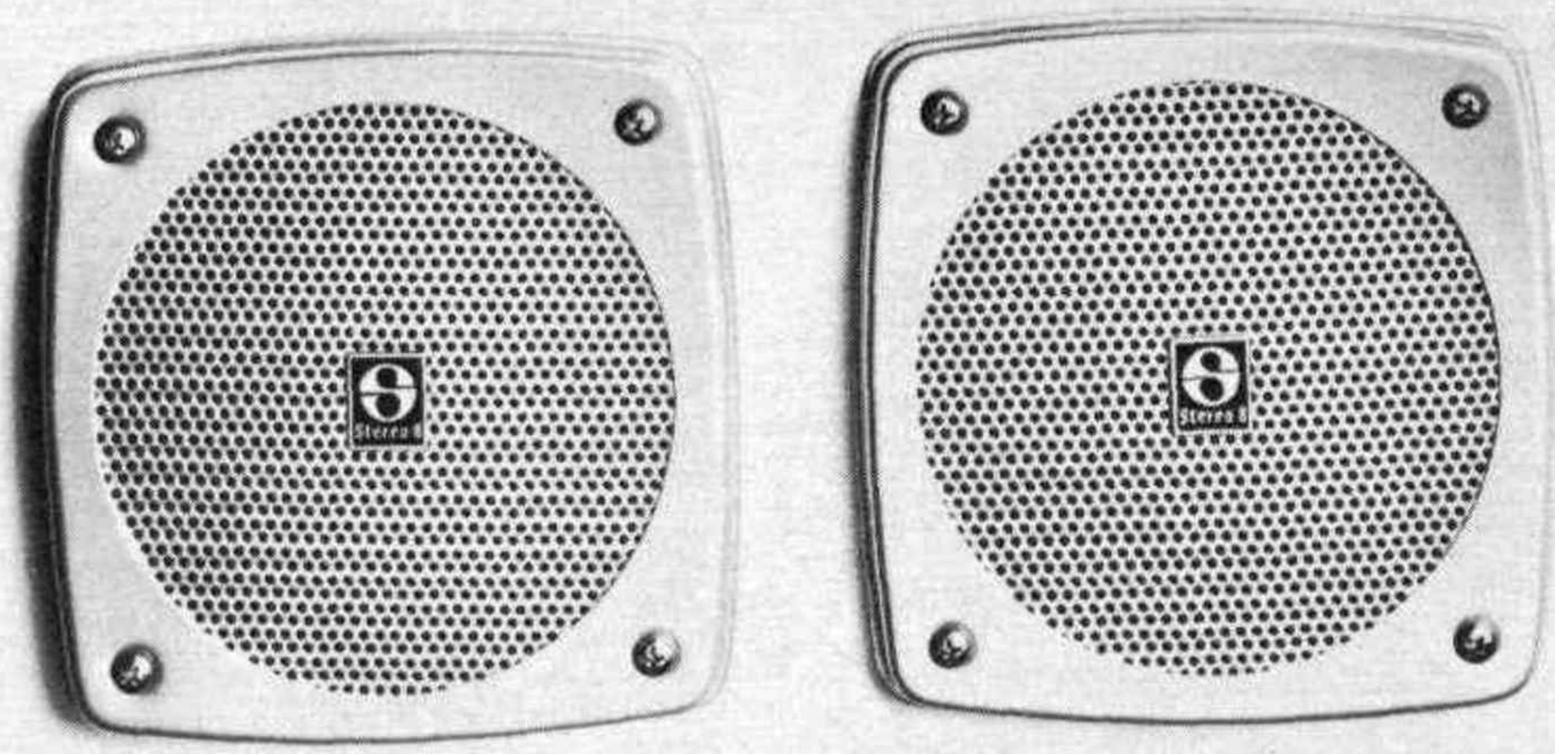
RECORD BREAKING

THE 2-mile-long V-bomber runway at RAF Elvington in Yorkshire has proved so successful as a venue for attacking short-distance records that it is now used regularly in the autumn of each year for this purpose. Two weekends are set aside for record-breaking, the first, organised by the National Sprint Association, is limited to motorcycles and three-wheelers and is restricted to competitors only, and concentrates on serious record attempts under FIM rules and jurisdiction; the second, organised by the Incorporated Sprint Organisation and sponsored by the firm of Chandy, combines record attempts with a public entertainment and caters for motorcycles, three-wheelers and motor cars, the last category containing everything from cyclecars to dragsters. At the NSA meeting the motorcycle riders broke or established 61 records on distances from the quarter-mile to the mile, both standing start and flying start. Outstanding was the flying-start kilometre World and International record for 1,300-c.c. motorcycles which Fred Cooper set at 187.34 m.p.h. for a mean of two runs in opposite directions, his best single-run being at 194 m.p.h. Another worthy World and International record-breaker was Duncan Hocking who took the standing-start quarter-mile with a two-way average of 10.01 sec. and the standing-start kilometre record with a two-way average of 18.81 sec., the *average speed* for the standing kilometre being 118.91 m.p.h. Cooper's machine is a home-built special powered by two 650-c.c. Triumph-twin engines mounted fore-and-aft in vee-formation with a huge supercharger in the vee, and Hocking's home-built machine is powered by one 650-c.c. supercharged Triumph-twin engine.

The following weekend at the ISO meeting under RAC/FIA jurisdiction the weather restricted activity and prevented any really high-speed records being set up but even so an additional batch of motorcycle records were broken and 18 car records. Fog and poor visibility stopped the only big dragster present from doing more than one run but small capacity cars were very active. Breaking records is not a simple or cheap activity and costs are prohibitive for an individual to hire the airfield and pay for the official International timekeepers and observers, so that these collective weekends are the only possible way the amateur can make an attempt on a record, but even so the successful ones still have to pay a sizeable fee to have their record ratified by the FIM or FIA and for their efforts to be entered in the official records book.—D. S. J.

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BOOK REVIEWS

"The Rover", by George Oliver. 220 pp. 8½ in. × 5½ in. (*Cassell and Co. Ltd., 35, Red Lion Square, London, WC1.* £3.50.)

The Rover is one of the famous makes, one which has had a lengthy history and has fully earned its title of "One of Britain's Fine Cars". It has developed through a diverse range of models, has done a little racing, including winning a TT, has had sufficient financial ups and downs to make study of it enthralling. The Rover Company deserves its story to be adequately recorded, but all that happened during the peak of one-make history writing was a very superficial study of "The Rover", which, moreover, contained one error which was of such magnitude, amongst the divers minor errors all pens are liable to, that it proclaimed the author's lack of rapport with his chosen subject.

This has now been happily eradicated, by the conscientious and knowledgeable George Oliver, who presents those seeking it with a full, informative and always fascinating account of Rover history from bicycling days to the advent of the Range Rover—and not overlooking a decent amount of space devoted to that altogether worthy British achievement, the Land Rover.

It can be said that sometimes the prose is chronologically jerky, but this is infinitely to be preferred to an over-dramatised, too brief, or inaccurate account. Oliver avoids any of these. One looked to see whether he had left out any saleswise insignificant but technically or historically interesting Rover items—such as the Knight sleeve-valve singles and twins, the possible origins of the air-cooled flat-twin Rover Eight, the obscure 1923 3½-litre Six, the single-seater exercised by Poppe round Brooklands (although this is given only pictorial coverage) and the still-born Scarab. All are included, together with other hitherto obscure information.

Oliver, moreover, has not written his book as an eulogy of Rovers. Some models he warmly praises, even waxes extremely enthusiastic over. But criticism is made where justified and Rover's often (in the past) precarious financial status revealed.

Perhaps the older Rovers get more space than later models, and the infrequent mention of Dudley Noble and Peter Wilks in this full-scale Rover history does not escape notice. Maybe not every fact has been set down—a few minor details of P4 history which have not made the book, will be found in MOTOR SPORT's article on these "auntie Rovers". On the whole, however, this is a most useful history of a most notable make, well and conscientiously done, and enhanced by a separate chapter on Land Rover History and the customary Cassell tabulated Appendix of models, from 1904 to 1971.

The advent of Rovers in rallies, the great Le Mans sortie by the turbine Rover-BRM, the Leyland take-over and the arrival of the 3½-litre V8 Rovers are included. Another one-make history has found a worthy author and publisher.—W. B.

"The Forgotten Pilots", by Lettice Curtis. 337 pp. 8⅛ in. × 5⅝ in. (*G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, Oxon.* £4.95.)

This is not the first book to be written about Air Transport Auxiliary, that remarkable ferry organisation which flew so many aeroplanes to their vital, urgent destinations almost daily throughout the war. The previous book dealt with the women ATA pilots, those fantastic girls who flew aeroplanes of all kinds, Spitfire to four-engined bombers, often in "impossible" weather conditions, in the service of their country. Much the same sort of thing is vividly described by Lettice Curtis but her book is far more comprehensive; is, indeed, a complete history of ATA, covering courageous males as well as the incredible female pilots. She has a happy way of interspersing official history with anecdote, so that her long account is readable as well as an impeccable work of reference.

I enjoyed being reminded of the heroic feats of 1940-45, especially how very ably the girl pilots coped. There are references to racing motorists Wally Handley, killed in an Airacobra, Duncan Hamilton, and Sir Malcolm Campbell, to G. G. Grey and F. D. Bradbrooke whom one read so avidly in *The Aeroplane*, and to the authoress' Lancia Augusta, whose cylinder block cracked because she omitted to drain it as well as the radiator—the surprising thing being that this very skilful and capable pilot, who writes of almost every war-time aerodrome in Britain and could find her way to them, apparently didn't know the correct location of the Lancia depot—or was it the printers who rendered Alperton as Alpherton?

Anyway, this is a great book. It recaptures the very atmosphere and adventure of flying Tiger Moths (or Liberators, and those remarkable women flew even these!) under war-time conditions of expediency and bad weather. It gives the detailed flying characteristics and quirks of most of the aeroplanes of that era. It is a tremendous tribute to ATA, an organisation which was so shamefully forgotten once the war had been won. It is a very painstaking, detailed history, complete with 22-leaved Appendices.

That an attractive person like Lettice Curtis, who began flying at Yapton in 1938, found time to write it is almost as amazing as the war-time flying she and her colleagues so cheerfully and capably undertook. Congratulations tc Foulis for giving her a pretty weigl ty hearing.—W. B.

"Car Badges of the World", by Tim Nicholson. 138 pp. 8½ in. × 6½ in. (*Cassell and Co. Ltd., 35, Red Lion Square, London, WC1.* £1.65.)

The prolific Nicholson had an obvious one when he thought up a car-badge compendium and sold the notion to Cassells. The finished product catches the eye by reason of the carefully executed coloured badges—130 of them—by John Stokes. These cover cars old and new, from 14 different Nations, including Russia. The effect is interesting and very "browseworthy", and Stokes' contribution is probably greater than Nicholson's because the latter *tries* to explain the origin and reason behind these radiator emblems but doesn't always succeed, so that sometimes he just provides a potted history of the *make*, not the *badge*, to accompany an illustration. His task, admittedly, is made casual because only one badge was allocated per make, whereas frequently a number of badge variations is called for. But one is surprised that no reference is made to two different shades of blue within the Riley diamond denoting the engine size of the RM series of cars, or to the different-colour vintage Bentley badges which gave rise to the "Red Label" designation. On the whole, however, a very desirable book, useful to restorers, artists, model makers or mere "readers". How long, I wonder, before Nicholson gives us one on car *mascots*?—W. B.

Interesting mainly for their colour plates, mostly of modern racing cars and motorcycles, are two Orbis Books volumes, "Racing Cars" and "Motor Cycles", published by The Bodley Head, 9, Bow Street, London, WC2. Each costs £1.25.

* * *

"Car Numbers" by Noel Woodall (Garnstone Press, 59, Brompton Road, London, SW3, 90p) gives details of 3,000 unusual registration numbers and their owners, with a great many illustrations, from the controversial A 1 to ZZ 131. It will appeal to those vain enough to see some link between driver and number-plate.

* * *

Some outstanding colour pictures of traction engines and steam waggons will be found in "Steam Traction Engines, Wagons and Rollers", by Brian Johnson, together with potted biographies of them. It runs to 180 pp. and is published by Blandford Press Ltd., 167, High Holborn, London, WC1, at £1.50.

* * *

A paperback, "Cortina Repairs", by B. C. Macdonald, is available for 20p from Elliott Right Way Books, Kingswood, Surrey.

* * *

Motoring pages of 1898-1912, from the pages of the *Illustrated London News* have been bound into a one-issue magazine by NEL, Barnard's Inn, Holborn, London, EC1, price 25p.

CARS IN BOOKS

A SLICE of Talbot lore, I fancy, can be culled from an article by Jack Gilbey on "The Vanished Cab Horses" in that excellent institution "*The Field* Bedside Book" (Collins, 1967): "The hansom I remember best—it was probably as fine a type of carriage as it was possible to build—was made by a firm called The Shrewsbury and Talbot Company, which started business in 1888. These vehicles continued to hold the respect and admiration of all until the advent of the motor car for hire drove them off the London streets."

A great deal of motoring interest will be found in "With A Gun To The Hill", by Stephen M. Pilkington (Herbert Jenkins, 1948), which I was recommended to read by Hamish Morten who races a vintage

Continued on page 1164

CAN-AM — Hulme's luck turns

BRAINERD, MINNESOTA, *September 12th*

PETER REVSON won his fourth Can-Am race of the season at Donnybrooke International Speedway, an ultra-quick 3-mile circuit 100 miles north of the city of Minneapolis in the US midwest. The McLaren driver made it look relatively simple by taking control at the end of the second lap and leading team mate Hulme to the chequered flag in a time of 1 h. 45 min. 45.643 sec. at an average speed of 119.137 m.p.h. Hulme completed the rout by setting fastest lap near the halfway point—1 min. 27.86 sec. (122.923 m.p.h.)—as Gulf Team McLaren lapped the field in the first showing this season of the awesome power that formerly characterised the scourge of the sports-racing scene in America.

In this the final event before the commencement of the westward swing of the series, Revson and Hulme ground every other qualifier into the dirt by a resounding 3-sec. margin. Revson had taken the number one starting position with a record-breaking 1 min. 26.51 sec. (124.957 m.p.h.) lap while Hulme had to be content to fill out the front row of the 22-car grid four-tenths in arrears. Jackie Stewart and the L & M Lola were simply no match for the McLaren onslaught, and the World Champion was not pleased with his best effort of 1 min. 29.144 sec. (121.152 m.p.h.).

The Paul Newman-sponsored team, headed by Lother Motschenbacher, had found a replacement for the recently departed Bob Bondurant, in the person of Gregg Young, an inexperienced youth whose first claim to fame had been the questionable honour of virtually destroying a 512 Ferrari in a flaming shunt during the 12 Hours of Sebring last March.

At the start, Stewart vaulted into the lead from the second row of the grid to lead the field down the 4,000-ft.-long main straight. It was a futile attempt, however, as Revson nosed ahead before the end of lap 3 and from then on never looked like being beaten. Never one to give up, Stewart held Hulme at bay for 21 laps until forced into the pits certain that something had gone awry in the Lola's complicated suspension system. Finding nothing amiss he soon rejoined, but it was too late, and though he fought back gamely, the race belonged to Revson, who assured the McLarens of their fifth consecutive J-Wax trophy.

Young's rise through the field to wrap up third place highlighted the downfield action, and as advertised by the circuit management, the main straight was named in his honour for being the first human to exceed 200 m.p.h. down its length. Vic Elford was fourth after a last-minute stop for a change of left rear wheel because of a puncture, while Jo Siffert continued to push the 917-10 STP Porsche into the front ranks, while handicapped by a slowly vanishing fuel supply.

Results :

CAN-AM—Round 7—Donnybrooke—70 laps—210 miles

1st : P. Revson (McLaren M8F-Chevrolet)	1 hr. 45 min. 45.643sec.—119.137 m.p.h.	
2nd : D. Hulme (McLaren M8F-Chevrolet)	70 laps	
3rd : G. Young (McLaren M8E-Chevrolet)	69 laps	
4th : V. Elford (McLaren M8E-Chevrolet)	69 laps	
5th : J. Siffert (Porsche 917-10)	69 laps	
6th : J. Stewart (Lola T260-Chevrolet) ..	68 laps	

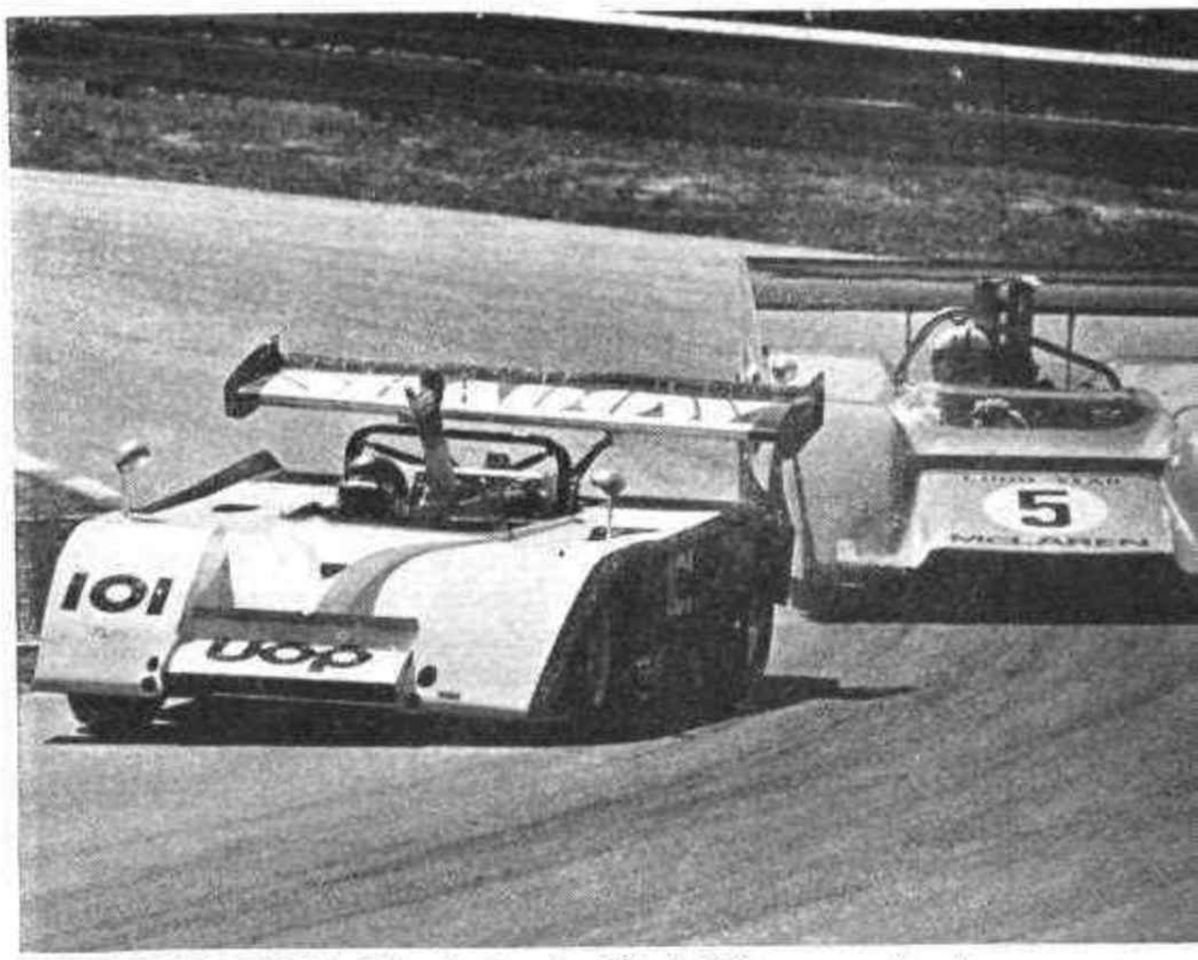
Fastest Lap : D. Hulme—1 min. 27.860 sec.

* * *

EDMONTON, ALBERTA, *September 26th*

No one in his right mind would have given tuppence for the 8th Can-Am race at Edmonton's International Speedway at the end of September. For, after the weatherman had turned out a brilliant sun for the opening day of practice, the climatic conditions soon degenerated into a bitterly cold reminder that Winter is on its way. Nonetheless, the best racing of the Series was produced by the trio of Stewart, Hulme, and Jackie Oliver, the latter turning in what must rank as the finest drive of his career in the Universal Oil Products Shadow Mark II. The outcome was in doubt right until the bitter end, and the race-long dice between Hulme and Oliver, while Stewart forged ahead seemingly unbeatable, kept a small crowd fixed to their frozen seats under temperatures that hovered in the mid-30s F., a steady drizzle that showed signs of turning into snow at any instant, and a chill north wind.

Qualifying hardly provided a foretaste of the excitement that was to come, as the McLarens headed once more by Revson put the 21-car grid to flight. Revson was all of 1.1 sec. ahead of Hulme at 1 min. 20.3 sec. (113.290 m.p.h.) over the 2.527-mile road circuit, while



THE SHADOW Mk. 2 in the hands of Jack Oliver proved to be very competitive at the Molson Can-Am at Edmonton and after a battle with Denis Hulme's McLaren eventually finished in third position.

Stewart again languished on the second row nearly 2 sec. off the pace. The Molson Can-Am, as the event was billed, marked the return of Los Angeles' Jim Adams and the ex-Amon Ferrari. A satisfactory engine had finally been cobbled up by Traco Engineering of California with a new supply of spares from Modena, but the NGK-sponsored team was disappointed that a new 7-litre engine had not been forthcoming.

Closer to home, considerable technical interest was aroused by the first attempt by Toronto's David Billes to turbocharge a 7.6-litre (465 c.i.d.) Chevrolet. Driver John Cordts was new at the game as well, but the Air Research blower had to be regrettably removed for the race after the welded-up aluminium plenum chamber on top of the petrol injector stacks refused to withstand the booster pressure.

The race started without the fastest qualifier. Revson's crew had found a $\frac{3}{8}$-in. bolt in the Chevy's innards minutes before the grid was positioned and its extrication was not complete until the race was 11 laps old but then Revson joined in the fun. Though Hulme took the lead down the front straight, which serves alternately as a drag strip, it was Stewart who was the first one recorded on the lap charts. Oliver overtook the lonely McLaren the very next time 'round, setting the stage for the finest dice seen in Can-Am racing since the bygone battles between Jim Hall and the late Bruce McLaren.

Despite the damp conditions, all the front runners had opted for dry treads, and, while Stewart slowly built up his lead to an unprecedented 47 sec. Hulme and Oliver were having a tremendous dice for second place. All else paled into insignificance, with Oliver performing incredible feats of roadholding to stay within striking distance. Throughout the race there was no let-up, but Hulme managed to gain second place at the start of lap 25 after the first of Oliver's confrontations with some half-buried tyres on the verges of turns 1 and 2. Stewart's spin-out on lap 42 dropped his margin to 17 sec., which gave Hulme just the incentive he needed on the drying track and he started to press the Lola, no doubt contributing to Stewart's second spin, 13 laps from the finish. Before the Scot regained the track Hulme was through into a lead which from then on increased as Stewart slowed suspecting a possible suspension fault. Despite a pit stop Oliver was an excellent third ahead of Siffert and the hard driving Minter.—J. M.

Results :

CAN-AM—Round 8—Edmonton—80 laps—202.16 miles

1st : D. Hulme (McLaren M8F-Chevrolet) ..	2 hr. 7 min. 47.4 sec.—94.922 m.p.h.	
2nd : J. Stewart (Lola T260-Chevrolet) ..	80 laps	
3rd : J. Oliver (Shadow Mark II-Chevrolet) ..	78 laps	
4th : J. Siffert (Porsche 917-10)	78 laps	
5th : M. Minter (Porsche 917)	77 laps	
6th : J. Cordts (McLaren M8C-Chevrolet) ..	74 laps	

Fastest Lap : D. Hulme—1 min. 26.3 sec.

FORMULA 2 REVIEW

THE EUROPEAN Formula Two season effectively came to an end at Vallelunga at the beginning of October when Ronnie Peterson secured the European Trophy with a convincing victory in the 22nd Rome Grand Prix. Thoughts that Peterson might be toppled from his domination of the Formula Two scene were high after the qualifying round at Albi in central southern France a fortnight before the Italian event, for Peterson's recently reliable March 712M was delayed, overall victory went to Emerson Fittipaldi (Lotus 69) and maximum points went to Peterson's closest challenger Carlos Reutemann, who finished second overall.

But Albi was very much a race of attrition, although Reutemann's confidence was plain from the moment he beat Peterson to pole position in the first Championship Formula Two event to be held on the featureless French circuit since Graham Hill won there in a Winkelmann Lotus two years earlier. On the warming-up lap Reutemann felt the car to be rather unstable at the back end, but started the race without attention only to make a forced pit stop on the second lap to have a flat rear tyre changed. Meanwhile, Peterson was making his break from the remainder of the field following another magnificent getaway.

Jostling for second position behind the leading March were Dieter Quester's March-BMW, Patrick Dal Bo's Pygmee, Wilson Fittipaldi's March, Emerson Fittipaldi's Lotus and the remainder of the field. Francois Cevert's works Tecno was an early retirement with a sparking plug blown out of the BDA's cylinder head, Wilson Fittipaldi broke an oil line and Quester's March sustained fuel pump trouble. Eventually Emerson Fittipaldi fought to the head of this bunch and Dal Bo's car overheated after a stone had been sent through its radiator by the wild Italian Giovanni Salvati's March.

All Tim Schenken's chances of challenging (admittedly only an outside possibility) for the Trophy were shattered when his team-mate Graham Hill spun his Rondel Brabham ahead of the Australian and Schenken was put off with a broken rear upright in the ensuing avoidance. These various retirements allowed Reutemann, who was flinging the white ACA Brabham around in great opposite lock slides, to make up a lot of ground, although things didn't look as though he would catch Peterson.

The whole pattern of the race changed when the leader stopped at his pit with an oil leak on lap 27 of the 63-lap event. Frantic work by his mechanics located a loose oil pipe, through which lubricant had been escaping, and Peterson had brought the car in when the loss started to show up in corners on the pressure gauge. The car's oil tank was replenished; nobody bothered to protest this, although the March team manager spent an anxious hour immediately after the race finished, and Peterson was back in the race albeit two laps down on the leaders.

This left Emerson Fittipaldi with a big lead, which he consolidated to over a minute by the end, Carlos Reutemann profiting by other people's misfortune, and his great effort to finish second ahead of Frenchmen Jean-Pierre Jarier (March) and Francois Migault (March). Hill recovered to fifth after a brief pit stop and Peterson took sixth.

Two weeks later Peterson scored his sixth Formula Two victory at Vallelunga, soundly beating Dieter Quester's March-BMW and Carlos Reutemann in the two-part Rome Grand Prix. It looked a little bit worrying for March in the first heat as Peterson lost the use of fourth gear, accepting second place behind Emerson Fittipaldi. But quick work by his mechanics fitted the fastest March with the gearbox from Jean-Pierre Jarier's machine which hadn't qualified. Peterson then led the second heat from start to finish with devastating ease after Fittipaldi's Lotus retired on the third lap with a broken throttle cable.

So, after a terrible start to the season, Peterson achieved his ambition in winning the European Trophy, a feather in the cap of March Engineering at the end of only their second full season in the formula. There's no getting away from the fact that they took on too many cars in Formula Two, but they knuckled down to making the best of a difficult job and their number one man came out on top even if some of his stablemates were left a little short of attention at times. It was a great personal triumph for the popular Swedish driver, and a mark of his and the team's determination to fight back after a series of massive accidents and engine failures in the first half of the year.

We mentioned in depth last month the problems afflicting the factory Tecnos and robbing them of any chance of catching up in the points list. Of Peterson's other opposition the Argentinian Carlos Reutemann, who seems set for Formula One next year, has been the most consistent pursuer and almost looked as though he would steal the title after his performance at Albi and his victory in the non-championship Hockenheim race. Tim Schenken crashed his Brabham at Vallelunga avoiding Cevert's Tecno which was slowing with a burst header tank, so Rondel Racing's Australian team member never actually won a race all season long. Although a much-maligned sportsman in his native Austria, Dieter Quester's driving of the March-BMW got steadily more confident as the season wore on and at the end he took third place in the championship while his F2 compatriots were still deriding him.

Further down the scale we find the British drivers, surprisingly few of them in fact. Derek Bell, in his fourth F2 season, proved on occasion that he had the speed : Mike Beuttler had the rough end of the March deal and only finished at Rome, so his ability is near impossible to assess, although at the second and less important Vallelunga race he pulled off a surprise win over Quester. Both Gerry Birrell and John Watson both had to make do with small budgets and conducted their racing accordingly, although both of them showed signs of what they could do with more competitive machinery on occasion.

Next year the formula changes to 2-litre with engines based on production units of which 1,000 must have been built within a 12-month period. The Ford BDA derivatives look like being the popular power unit, although moves are afoot to reduce the homologation limit to 100 units for 1973 which will bring in BMW and possibly Abarth.—A. H.

Results :

PRIX DU PRESIDENT DE LA REPUBLIQUE FRANCAIS—Albi (Sept. 26th)
63 laps—229.083 kilometres

1st : E. Fittipaldi (Lotus-Cosworth 69)	1 hr. 16 min. 43.1 sec.—179.235 k.p.h.
2nd: C. Reutemann (Brabham-Cosworth BT36) ..	1 hr. 17 min. 49.6 sec.
3rd : J-P. Jarier (March-Cosworth 712M)	1 hr. 17 min. 59.5 sec.
4th : F. Migault (March-Cosworth 712M)	62 laps
5th : G. Hill (Brabham-Cosworth BT36)	61 laps
6th : R. Peterson (March-Cosworth 712M)	61 laps

Fastest lap : C. Reutemann (Brabham-Cosworth BT36), 1 min. 11.7 sec.—182.568 k.p.h. (*new F2 record*).

22nd GRAN PREMIO ROMA—Vallelunga (Oct. 10th)
2 × 35 laps—218.4 kilometres

1st : R. Peterson (March-Cosworth 712M)	1 hr. 25 min. 57.2 sec.—150.352 k.p.h.
2nd: D. Quester (March-BMW 712M)	1 hr. 26 min. 07.0 sec.
3rd : C. Reutemann (Brabham-Cosworth BT36) ..	1 hr. 26 min. 38.9 sec.
4th : M. Beuttler (March-Cosworth 712M) ..	1 hr. 26 min. 51.2 sec.
5th : G. Birrell (Lotus-Cosworth 69)	1 hr. 27 min. 07.7 sec.
6th : J. Watson (Brabham-Cosworth BT30) ..	1 hr. 27 min. 10.0 sec.

Fastest lap : E. Fittipaldi (Lotus-Cosworth 69), 1 min. 12.8 sec.—158.242 k.p.h.

PREIS VON BADEN—WURTEMBERG—Hockenheim (Oct. 3rd)
35 laps—233.830 kilometres

1st : C. Reutemann (Brabham-Cosworth BT36) ..	1 hr. 15 min. 24.9 sec.—189.0 k.p.h
2nd: D. Quester (March-BMW 712M)	1 hr. 15 min. 35.0 sec.
3rd : W. Fittipaldi (March-Cosworth 712M) ..	1 hr. 15 min. 25.4 sec.
4th : S. Moser (Brabham-Cosworth BT36)	1 hr. 16 min. 41.3 sec.
5th : J. Watson (Brabham-Cosworth BT30)	1 hr. 17 min. 19.6 sec.
6th : B. Hart (Brabham-Cosworth BT30)	34 laps

Fastest lap : C. Reutemann (Brabham-Cosworth BT36), 2 min. 06.9 sec.—192.58 k.p.h.

2nd GRAN PREMIO MADONINA—Vallelunga (Oct. 17th)
65 laps—208.0 kilometres

1st : M. Beuttler (March-Cosworth 712M) ..	1 hr. 19 min. 49.1 sec.—156.358 k.p.h.
2nd: D. Quester (March-BMW 712M) ..	1 hr. 20 min. 00.1 sec.
3rd : J-P. Jarier (March-Cosworth 712M) ..	1 hr. 20 min. 45.4 sec.
4th : C. Ruesch (Brabham-Cosworth BT36)	1 hr. 20 min. 59.6 sec.
5th : V. Brambilla (March-Cosworth 712M)	1 hr. 21 min. 01.0 sec.
6th : S. Moser (Brabham-Cosworth BT36) ..	64 laps

Fastest lap : M. Beuttler and D. Quester, 1 min. 12.5 sec.—153.897 k.p.h. (*new F2 record*).

THE THINGS THEY SAY . . .

"It is a matter for sorrow that those who lead the Trades Unions whose members are mostly employed in our factories, have cast their lot against joining the wider, and rapidly expanding, community. They have opted for staying in their own back yard."—Mr. Kenneth Corley, President of the SMM & T, on Britain and the European Common Market, in his political speech at the Motor Show Banquet, at which the Prime Minister was one of the guests.

RALLY REVIEW

TAP RALLY

1st	J-P. Nicolas/J. Todt (Alpine-Renault)	19,249 pts.
2nd	S. Lampinen/J. Davenport (Lancia Fulvia) ..	20,664 ,,
3rd	R. Neyret/J. Terramorsi (Alpine-Renault) ..	23,630 ,,
4th	R. Sonda/F. Manfrotto (Fiat)	24,341 ,,
5th	Hainbach/Biebinger (Opel)	24,676 ,,
6th	A. Fowkes/D. Kirkham (Ford Escort)	24,804 ,,
7th	H. Greder/M-M. Fouquet (Opel)	25,728 ,,
8th	M. Pereira/J. Marcal (Opel)	26,612 ,,
9th	W. Luibregts/K. Luibregts (Daf)	28,489 ,,

137 *starters — 9 finishers.*

Best British crew : Tony Fowkes/David Kirkham. 6th overall.

WHEN IT WAS first held five years ago, some people thought that it had a connection with plumbing; others imagined that perhaps it was associated with the old RAF Tap Club, that Air Force group composed of male members who could prove that they had taken a bath in WRAF quarters. It turned out that the TAP Rally was, in fact, connected with flying, but not anything quite as ribald as the Tap Club; it was an international event in Portugal, sponsored by that country's national airline *Transportes Aéreos Portugueses*—hence the initials.

The International TAP Rally began in 1967, although it had been held six times before that as a national event. In that comparatively short time it has earned for itself a reputation for toughness which most events could never hope to achieve in twice that time. In terms of popularity compared with other events in Europe, it is presently second only to the RAC Rally.

Of course, toughness alone does not guarantee a full entry list. Both professionals and amateurs are struggling to cope with the rising costs of international rallying, and all too often the question of whether to enter a particular rally is decided by the dictates of a budget. Financially, the TAP Rally is no great drain by any means, for the sponsors give generous help to both organisers and competitors, and go further by spreading their publicity throughout the whole of Europe, taking advantage of the local connections of TAP's regional staff.

For private owners, the suitability of the TAP Rally is a matter for debate. Ignoring the cost of building a fast, strong car and the possibility of having to repair and rebuild it afterwards, the event is not anywhere near as expensive as most others of a similar grade. On the other hand, it takes a really competent crew in a sturdy car to be among the handful of finishers, and it can be a bit demoralising to return to Portugal year after year and never be listed among those who complete the route.

Although it has twenty special stages, it could be said that the TAP Rally is won or lost on public roads open to other traffic, for the road sections between special stages are incredibly tightly timed and often rough. This year, only four cars got through the first of the three competitive legs without losing any time on the road, and even they lost their clean sheets very quickly when the second leg started.

On events which have relaxed road sections, such as the RAC Rally, it is possible to make navigational mistakes and even to make hefty repairs to one's car without losing time on the road. Consequently one can utilise the official roadbook without worrying too much about stopping occasionally to check one's bearings. On the TAP Rally every second counts, and since the official roadbook is nothing like as clear and easy to follow as it might be, a reconnaissance is important for those who want to do well, so that all the little ambiguities are cleared up beforehand. There is certainly no time to investigate wrong roads during the rally itself.

A reconnaissance is a costly business, and if a private owner decides to invest in a pre-rally note-making session he is hardly likely to want to return to London (or Milan or Amsterdam or wherever) before starting the rally. This cuts right across TAP's wish to have as many cars as possible starting from each of the thirteen starting points. The answer is to provide a roadbook which is completely accurate and simple to follow. It wouldn't stop the professionals making pace notes on the stages, but it would tend to lessen the number of Lisbon starters to the benefit of the other twelve start points.

The major contenders in this year's event included two cars from Lancia, two from Saab, three from Fiat, two from Alpine, two from Citroën, two from Daf and a selection of strongly supported dealer teams and private owners in Datsuns, Opels, Porsches, Citroëns and Fords.

Any rally difficult enough to reduce 137 starters to just nine finishers is sure to be surrounded by enough anecdotes and tales of woe to fill a volume. The TAP was just like that. Even on the first special stage there was more carnage than I have ever witnessed on a single stage in any other rally. On one particularly tight bend there was a sudden change of surface from tarmac to loose gravel and this caught out at least twenty drivers, most of them obviously running without the advantage of pace notes. Most of them managed to struggle away again, but some came into violent contact with trees or rolled into the undergrowth. Britisher Colin Malkin rolled his Imp when he missed a gear change whilst driving with a locked clutch.

Later, both Chris Sclater from London and Jan Henriksson from Stockholm failed to stop at a control when their brakes (Ford Escort and Opel Kadett respectively) faded and they crashed through a wall. Tony Fall (Datsun) ripped off a wheel against a rock, Carl Orrenius (Saab) suffered a broken limited slip differential, Sandro Munari (Lancia) lost his sump oil, Björn Waldegård (Porsche) had transmission failure, Stig Blomqvist (Saab) lost a wheel—twice, Robin Hillyar (Ford) had his clutch disintegrate and all three works Fiats had rear suspension failures.

A car which has always been fast but was once regarded as being far too fragile for the rougher rallies is the Alpine-Renault. Its strength is now unquestionable, and when one is driven by someone whose driving skill is matched by his physical stamina, you have a winning combination. Such a man is Jean-Pierre Nicolas; he and Jean Todt set up a commanding lead in their Alpine and were comfortable winners ahead of the Lancia Fulvia of Simo Lampinen and John Davenport.

As long as the Portuguese authorities continue to allow the TAP Rally organisers to set such difficult (perhaps impossible would be a better word) averages on open public roads, it will remain an event which is not for the faint-hearted. It is always received with wild enthusiasm by the Portuguese public, which suggests that it will continue for many years in its present style. If and when a change becomes necessary, it could very easily adopt a style similar to that of the RAC Rally, with the special stages being on closed public roads instead of the private ones used in Britain. Whatever happens, its future is guaranteed for as long as TAP continues to finance it so handsomely.

* * *

THE RAC RALLY

It's easy to estimate the popularity of a rally; one need only count the number of people who want to take part in it. Just two weeks ago a group of people met one evening in the basement of 31 Belgrave Square, London, SW1, their purpose being to seed the entries for the 1971 RAC International Rally of Great Britain. In front of them on the table were nearly 260 applications for entry, indicating the tremendous enthusiasm for this sort of event in the UK.

Works entries are not as numerous as they were last year, a notable absentee being the Alpine team from France. But that hasn't stopped 1971's most successful driver Ove Andersson entering himself in a car borrowed from the factory. There will be no Porsches either, but Björn Waldegård has entered one in a similar way to Andersson.

There will be works cars from Lancia, Saab, Datsun, Fiat, Wartburg and probably Ford. In addition, there are entries from the Austrian Citroëns, the French Opels and, for the first time, the Finnish Opels which are every bit as exciting to watch as their Swedish counterparts who aren't coming this year. Other well-known names include Boyd, Sparrow (who will be driving for the Vauxhall Dealers Association), Cowan, Malkin, Hibbert, Bloxham and Culcheth (in an Abingdon-prepared Marina).

A three-car team of Escorts has been entered by Withers of Winsford, their regular men Sclater and Fidler being joined by Joginder Singh from Kenya for the occasion. Altogether it will be an event worth watching; it invariably is.

Two months ago we promised to provide readers with either a guide to the route to be taken by the rally or the means of ascertaining it. Regrettably we have to resort to the second alternative, for as we go to print there is still the possibility that some parts of the planned route will be changed. Rather than have you go off on fruitless journeys, may we suggest that you obtain a copy of the November 18 issue of *Motoring News* which will contain a complete guide to the rally, including the full entry list and precise locations of time controls and special stages.

Briefly, the start will be at Harrogate at 11 a.m. on Saturday, November 20th. The first leg will be in the north of England and Scotland, penetrating all the way to Grantown-on-Spey and returning to Harrogate for a night stop on Monday, November 22nd. The second leg, starting on the Tuesday morning, will take in Wales and Southern England before passing quite close to London and returning to Harrogate for the finish late on Wednesday afternoon.—G. P.

AROUND AND ABOUT

Comment on the Racing and Club Scene

On the Can-Am Trail

WHILE OVER in North America last month for the Canadian and US Grands Prix I was lucky enough to have a week in between the two World Championship races to spend my time as profitably as possible. Looking through the American calendar I realised I had the choice of the USAC race at Trenton, New Jersey, or the Can-Am race at Edmonton way over in Western Canada. It was a hard decision to make for I have never seen oval racing, but then again neither had I seen a Can-Am. Both appealed equally for different reasons, but I finally decided on Edmonton and, as is now history, this proved the right decision as the Trenton race was rained off.

The trouble with Can-Am is that every year since 1967 the Bruce McLaren Motor Racing team has so dominated the series that hardly anyone else has a look in. There have been gallant attempts, like the Chaparral, odd Ferraris, Jack Oliver's Ti22 and others, but those Gulf-sponsored McLaren cars have just gone on winning. It is impressive but no one likes to see total domination—it just isn't healthy.

The Molson Can-Am at Edmonton is described by our American columnist elsewhere in this issue in his normal style, so I thought it was worth jotting down a few personal thoughts on this class of racing as an outsider.

Most striking of all was the lack of keen competition, for all things being equal (and they weren't at Edmonton) Team McLaren have got the whole thing so organised and wrapped up it is unreal. Experience is a tremendous asset and the McLaren team have been everywhere before, know all the answers and, above all, have a proven design which has just been developed and developed so that the present M8F is just about near perfect for the job. One should add that team drivers Denny Hulme and Peter Revson have these huge 8-litre cars doing just what they want. They have learned to handle the vast power from the Reynolds engine like no one else and it is no ordinary task.

The challenge comes mainly from World Champion Jackie Stewart in the L & M-sponsored Lola T260 which so far has proved not quite good enough to really frighten Team McLaren. It keeps them on their toes but that is about all. For one moment readers should not get the idea that Stewart is not making the best of the equipment he has got. Watching out on the circuit it is immediately apparent that he is trying harder than anyone else and that makes an impressive spectacle. But designer Eric Broadley tried non-McLaren ideas on this his latest car and they still need final sorting. Next year's development of the T260, with Stewart at the wheel, and the L & M crew having that extra experience behind them, could make the difference. Incidentally, McLaren have their own engine shop run by Gary Knutson and Lee Muir and sometimes use Chevrolet-linered engines, as they did at Edmonton, or, whenever possible, use the linerless block motors cast in the special Reynolds aluminium. Stewart's car, which is actually run by successful Lola importer Carl Haas, uses linered engines tuned by George Foltz.

The only other challenger McLaren have to look out for is Jack Oliver with the UOP-sponsored Shadow Mk. 2. This car has been sorted into something near competitive for owner Don Nichols by designer Peter Bryant, who built the Ti22 raced by Oliver last year. Oliver says the older car was better but the Shadow is getting quicker every race and at Edmonton there was no doubt that Oliver was driving his heart out.

The rest of the field can only hope to win if these people break down. There is Lothar Motschenbacher's team, who run a last year's works McLaren M8D for Motschenbacher, and a this year's customer M8E for a second driver and there have been three so far this year. A chap called Bob Brown drives an M8E quite effectively, so do one or two others, and Tony Dean has another ex-works M8F, although this has seen little racing due to accidents. Vic Elford also drives an M8E for the professional ARA team, wasn't at Edmonton but can challenge Stewart. There is a wealthy young Japanese gentleman called Hiroshi Kazato who drives one of this year's Lola production models quite well and there are the Porsches 917 Spyders of Jo Siffert and Milt Minter. Siffert is obviously down on power but does well, for there is plenty of money for finishing third and fourth every time, while Minter likewise is a regular finisher. Little known over in Britain, Minter impressed me a lot with his fiery driving style. I was also impressed by Jim Adams, who drives the Ferrari 612 raced in 1969 by Amon, and now powered by a 5-litre engine. Along with the flat-12 Porsches it lends a bit of class to the sound of Can-Am and Adams drives well, too. The rest are, with the odd exception, little more than club racers, most of the cars are presented quite nicely but the drivers are just not up to handling the equipment at their disposal. In any event they are unlikely to have engines or handling as good as the works McLaren.

As a spectacle I found Can-Am hardly impressive for the rumbling V8 just does not excite like the shrill note of a Matra V12 and surprisingly is not all that loud either. By simply looking at any Can-Am grid or results one can see the racing is hardly close, and having been brought up on Formula Three and Formula Two where whole grids of 20 cars qualify within four or five seconds of each other, this didn't help either.

But at least one thing, Can-Am is fun if nothing else. Rarely have I seen Denny Hulme or Jackie Stewart so relaxed at a race meeting and they were undoubtedly enjoying their motor racing. There is also a tremendous amount of public relations activity or "hype", as it is called, surrounding the Can-Am, and to this end there are countless Press receptions and similar gatherings. Gulf, who sponsor the McLaren team, have New Zealander Eoin Young as their man, Johnson Wax who sponsor the series have Stirling Moss keeping their name in the news, while L & M cigarettes employ a slick outfit called General Racing to handle their public relations. All three seem to vie with each other to buy your next meal and fill you with drink, which cannot be too bad as long as one keeps a sense of proportion.

On the subject of Stirling Moss, he was present at Edmonton and was obviously doing a very good job for Johnson Wax, but I could not stop thinking that I only wished he would get in one of those Can-Am cars and show them all how it is really done.

Basically that is Can-Am racing summed up as Team McLaren, good fun, not very serious motor racing and Press releases by the cart load. Next year Porsche could change all that.

● Our hint of a couple of months ago that the race-car preparation firm of Group Racing Developments in Griston, only a few miles from the Lotus works, would soon be in the racing car manufacturing business has come to pass very much as anticipated. The majority of the staff are ex-members of the Lotus Racing manufacturing firm which was closed down by Colin Chapman in the early summer because he felt customer racing cars could not be produced profitably. The man who ran Lotus Racing, Mike Warner, is revealed as the Co-ordinator for the rather complex group of manufacturing and marketing companies which have been formed. As well as GRD, which is the main company, there is also Group Racing Services Ltd. which is a service and repair facility, Griston Engineering Ltd. which manufactures components, and Reystan Racing Ltd. which markets spares from London headquarters.

Other directors of GRD Ltd. are designers Jo Marquart (formerly of the ill-fated and now defunct Huron outfit) and Dave Baldwin, accessory shop owner John Stanton and his partner John Reynolds, and Derek Wild who was senior development engineer at Lotus Racing Ltd. Gordon Huckle, a former chief mechanic to Team Lotus, is a director of GRS.

The first car has already been produced and sold to Canada for Formula B and by the time you read this a Formula Three GRD will have raced in the hands of Andy Sutcliffe, who has been signed up for next year. GRD basically plan to build Formula Two, Three and B models and possibly a 3-litre sports car. The basic single-seater design is a monocoque chassis following the trend established by March Engineering. Lack of space has precluded the inclusion of the "They Make Racing Cars" series for the past two months, but it should be back soon and no doubt we will be taking a closer look at GRD in the near future. Meanwhile, we will watch with interest the progress of the firm which is undoubtedly causing a considerable stir in the racing world at present.

● Most readers no doubt consider the racing season more or less over now but on Saturday, November 20th, you can turn on BBC television and catch the thrills of Formula Three. A meeting is to be run at Lydden (another circuit in jeopardy) on that day and will also include a saloon race. It should provide some first-rate dicing by the F3 boys. If you are really hardy you could even go down to the wilds of Kent. Times of transmission are not available as yet but no doubt the *Radio Times* will provide the information.

Continued on facing page

Continental Notes

Ferrari

FOR THE PAST couple of years the efforts by Ferrari in sports car racing have been a bit luke-warm with no serious onslaught big enough to worry the Porsche teams. It did not need much imagination to see that the 5-litre V12 Ferrari in 512S and 512M form was not really a match for the Porsche 917, apart from isolated instances and during the past season the Maranello works team has only run a 3-litre prototype, as a feeler for 1972. It had a pretty chequered season but showed great potential and was far superior to the Matra 3-litre and the Alfa Romeo 3-litre, and at times was almost a match for the Porsche 5-litre. In the days of the beginning of my interest in motor-racing I remember the sports Alfa Romeos that were virtually two-seater Grand Prix cars, like the 2.9-litre Tipo B and the "sporting gentlemen" of the day who thought a sports car should be like a vintage 3-litre Bentley and used to mutter about the "damned Italians and their thinly disguised Grand Prix cars running in sports car races". If ever a Grand Prix car was thinly disguised to run as a sports car it is the Ferrari 312P, for if you remove the fibre-glass body shell you have a 312B, and it is a splendid machine; not as awe-inspiring as a 917 Porsche, for it will be a long time before we see anything to improve on that, but impressive nonetheless. During the past season Ferrari made it clear that the single car he kept running was a probe for a serious sports car programme for 1972 and he has already signed up six drivers for next year's programme. These are Ickx, Regazzoni, Andretti, Redman, Peterson and Schenken, so it is obvious that we are going to see a team of three red cars from Maranello at all the important sports car races next year.

It is no surprise to see Ickx and Regazzoni staying with the Ferrari team because they must know a good thing when they see one, and the 312P is definitely a good thing. There are certain "pop" journalists who thrive on making up scandal and intrigue and they were all hard at work suggesting that Ickx was going to join the John Wyer team or Regazzoni was going to join BRM and so on, when they had to come to a grinding halt because Ferrari announced his team for next year. Brian Redman is a first-class choice for long-distance racing and you only have to look back through the results book to see how many long-distance races he and Siffert won together and to read the reports to know that Redman drove as much as Siffert and equally as fast. He did not get his name in the results book the way Oliver or Kinnunen did, by keeping the car on the boil while the real race winner had a rest; Redman was as much the race-winner as Siffert. Last winter he went to South Africa with the idea of retiring from professional racing, but the call was too strong and when the 1971 European season started he was back home in Lancashire, having decided to postpone his retirement, and the sport must be the better for it. After a nasty accident in the Targa Florio he happily recovered and has been racing as well as ever and next season should see him a strong member of the Ferrari Team. He is naturally starting with them this month in the Kyalami 9-hours race in South Africa. We are getting used to Andretti being a part-time member of the Ferrari team and he does show occasional flashes of brilliance, such as at Sebring earlier this year and he will drive in the Ferrari sports car team as and when it suits him, his place probably being filled by Merzario on occasions. The two new boys to sports car racing, Peterson and Schenken are an interesting choice, obviously being snapped up on account of their performances in Formula One. Peterson is as fast as anyone would want a driver to be and if he can knock off some of the rough edges of his driving and cultivate smoothness he could go a long way. You don't have to be on opposite-lock all the time to stay with Stewart or have the brakes on solid, even though it is spectacular to watch. Even Rindt learnt that you went faster if you relaxed and drove smoothly, while drivers like von Brautchitsch, Gonzalez and Hawthorn never did learn; sheer courage and bravery took them ahead. If you are up against smooth drivers like Fangio, Moss, Brooks, Clarke or Stewart, then courage and bravery is not enough. Peterson tried his hand with the Alfa Romeo team this past season, so knows something of long-distance racing, but his young team-mate Schenken is new to the game and if he makes progress the way he did in Grand Prix racing this year he will be a useful member of the team.

Armed with the flat-12 cylindered 3-litre "thinly-disguised Grand Prix car" the Ferrari team are going to set a pretty hot pace in 1972 that few look like being able to challenge.

Group 6 Races

As from 1972 all the sports car events are to be restricted to 3-litre cars and now there is a move to limit the distance to 1,000 kilometres and this I think is a bad thing. It is the thin-end of the wedge that is likely to drag long-distance racing down to the level to which Grand Prix racing has descended. There are too many people doing too much talking, especially during the winter and last winter there was a spate of conferences with delegates from this Union and that Union. Somewhere in all the talk Grand Prix races were limited to 320 kilometres or 200 miles and when we suddenly found that the races were over almost before they began and asked whose idea it was the Constructors Association blamed the CSI, the CSI blamed the Constructors, others said Formula One cars could not carry enough petrol for more distance, nobody wanted to refuel and so it went on. Nobody stood up proudly and said, "I made the decision". I can see the same thing happening in sports car racing if we are not careful. Already Daytona has reduced its 24-hour race to 6-hours, which from all accounts is a move that is popular with everyone, including the handful of spectators who doggedly turn up every year. If things are stabilised at 1,000 kilometres then all is well, but how long before the professional Union men move in and demand 800 kilometres "because the members of the Sports Car Contractors Association cannot design bigger fuel tanks into their cars", or some of the British special-builders decide to have a go at sports car racing and think a Cosworth engine will only last 500 kilometres at racing speeds, and some of the Formula One *prima donnas* want all the starting money and prize money and the GPDA decide thay don't want to share cars with a co-driver. We have seen the creeping sickness of the mid-twentieth century spread through some branches of racing already and once given a start it would soon deal with sports car racing. Imagine the 4 hours of Le Mans on the Bugatti circuit or the BOAC 100 kilometres on the Brands Hatch club circuit, "and why not?" say the people who want to "improve" our sport.

At the other end of the scale there are people like those in America who want to keep a good thing going even after it is dead and buried. One such is the move to keep 5-litre sports car racing alive, even though Ferrari and Porsche have stopped making 5-litre cars. The decision to run sports car races for a 3-litre limit has been made. Right or wrong, it's too late now to stop it; such moves should have been made three years ago. The real truth is that a lot of well-meaning but misguided people are stuck with obsolete Ferraris and Porsches and want to go on using them, but such moves are a waste of time. We saw Inter-Continental Formula and we now have Inter-series races which are prolonging the life of old 5-litre sports cars, but their life is limited.

Alfa Romeo

After two abortive years dabbling in Formula One with a 3-litre V8 Alfa Romeo engine screwed into the back of British "kit-cars" the Milan firm have cried enough. The McLaren-Alfa Romeo never really got off the ground in 1970 and in 1971 the March-Alfa Romeo occasionally rose to a visible height only to fall flat on its back every time (or on its head, like the occasion at Silverstone when Peterson showed that what it really wanted was a good driver). After winning the Brands Hatch 1,000-kilometre race, the Targa Florio and the Watkins Glen 6-hours, the Alfa Romeo factory realise that they stand a fair chance in the 1972 Manufacturer's Championship and are gathering up a pretty good team of drivers headed by Elford and Marko, retaining Hezemans and Stommelen and making up a third entry from d Adamich, Pescarolo, Galli or Vaccarella, depending on circuits and circumstances. All season there have been mutterings about a 12-cylinder Alfa Romeo engine and we have seen the interesting layout of the Tipo 33/3TT with the gearbox between the engine and the rear axle in the interests of low polar-moments of intertia, so it is obvious that the Alfa Romeo technical department is not standing still.

—D. S. J.

AROUND AND ABOUT—continued from previous page

● Dr. Cecil Gibson is in the process of forming the Association of British Circuit Doctors. Dr. Gibson tells us the aim is primarily to be a basis for the exchange of medical and technical information and to be a strictly non-political body. Any doctors who officiate at speed events are urged to write to ABCD at 1, The Green, Anstey, Leicester.—A. R. M.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



A TROPHY WINNER GETS A PUSH, or every picture contains a story.—C. Thomas' 1927 Wolseley being helped up Lower Litton during the VSCC Welsh Trial, in which it won the Winder Trophy for the most persevering performance of the day. A big-end had failed on the Saturday and the Wolseley competed in the trial with four cylinders but only three pistons.

THE VSCC WELSH WEEK-END (October 2nd/3rd)

THE TRADITIONAL excursion over the Welsh border for those of the Vintage SCC who own vintage cars duly took place last month, in glorious unanticipated sunshine, apart from one short but very heavy rain shower as the competitors were lining up to attempt the last hill before the now non-notorious Smatcher. While the tougher contingent was tackling the 200-mile road section before the trial on the Sunday, familiar old cars were being looked over by the Judges of the beauty show prior to rushing about a factory yard in Presteigne, undergoing a series of driving tests.

Bendall's 1911 Rolls-Royce town carriage has deteriorated in cleanliness but not in sprightliness, being applauded for some brisk manoeuvres in the tests, and Miss Bendall's Fiat 501 was bodily glistening but mechanically muddy, interesting items being the heel-rest for its central accelerator and an exhaust pipe peeping coyly through the back of the body. We admired again C. Batte's Delage tourer with transverse occasional seats, a car promoted some time in its life from s.v. to o.h.v., liked the individuality of Calvert's 1925 Minerva Woodall & Nicholson's all-weather, and were reminded that Angela Cherrett's 1928 twin-cam Alfa Romeo, which has split rims and curious damper pulleys on the extremities of its camshafts, is the one with the genuine Zagato body. Collins was having difficulty retaining castor oil in the engine of his blown Alfa Romeo, Condon's AC had an under-bonnet oil-can, Edwards' tatty s.v. Aston Martin "Nigger II" had been converted to twin carbs., leaving a gaping hole on the o/s where the original carburetter should have been, and Macmillan had the Cockshoot all-weather roof on his Rolls-Royce open to the welcome sunshine.

Sawers is gradually smartening-up his James Young Alfa Romeo coupé, Tomlin's ex-taxi Rolls-Royce needed similar attention, Williams' 1924 Morris-Cowley appeared to be upholstered in smart plastic and carried a stupid *Two* Wheel Brake triangle on its rear, and a rare just-vintage car was Rogers' 1930 Hillman 14 metal saloon, with Trans-Atlantic styling and an unhinged bonnet top panel. The star of the beauty show was undoubtedly Daley's 1910 Garford Studebaker, its racy body correctly restored to a third seat on the tail where a bolster tank had once rested. It was shod with Lincoln Highway front, well-treaded Firestone back tyres and won more marks than Mann's 1914 GP Mercedes.

The road section was seemingly uneventful, except for the unfortunate Thomas, whose 1927 11/22 Wolseley ran a big-end. He found a cobbler, who found some leather to wrap round the striken journal, and after the piston and rod had been removed, he ventured on the Sunday trial on three cylinders, being awarded the Winder Trophy for his initiative.

The dry weather was expected to have rendered the hills too easy, but you can usually rely on Wales for wetness and sure enough an overnight shower and morning dew worked wonders. Crug was in a mood and many experienced drivers in suitable cars never so much as left the start of Llangoch. These included Barry Clark's Ulster Austin, Andrews' Riley 9 tourer, Hare's delectable 1925 Frazer Nash, Buttle's 9/20 Humber, Robinson's Lea-Francis and Collins' Alvis with external cooling fan, also Marsh's 1922 Morris, although it later got away. Oldham, using the biggest back tyres possible on a Chummy Austin, stopped almost immediately, and in spite of letting out air from his back tyres, Wortley's Chummy failed in the first section. Gould, however, on narrow-section tyres, went up splendidly in *his* Chummy, Barrett in the Winder Lea-Francis Special opened up carefully and made a good ascent, Batho did a model run in his Amilcar-Riley, Gibson's Frazer Nash had no trouble, Phillips' Jowett, on non-original back wheels, steamed but made a very good climb of the grass track, Spence scorned "bouncing" as he blipped his Lea-Francis up, and Gledhill made good use of a careful start to get his Austin up.

The long-wheelbase cars were allowed a run at Llangoch, and most found it easy, although Parker's Austin 7 fabric saloon soon ran out of power and Buckle, driving Giles' bull-nose Morris-Cowley because his Lancia Lambda broke its crankshaft in the commendable Lancia MC Italian frolic, stopped at the very top. He said his usual mount has more power—and do Morris-Cowleys have that much wheelbase, to be in Class B? Cardy's 12/50 beetleback Alvis revved highly, his children resuming the dickey-seat after the non-stop ascent, Danaher's Austin was intent on FTD, Freddie Giles, having forsaken his Chain Gang equipment for a "new" blue 30/98 Vauxhall, made a quiet, sensible climb, and Blake's very nice 12/50 Alvis tourer made it look easy, as did Day in his equally nice 4½-litre Bentley two-seater. Tony Jones provided a bit of drama, and proved how instantaneously these racing drivers react, when he started his 30/98 Vauxhall in 3rd gear but kept it rolling while hastily moving the lever into 2nd. Ronald Barker was having a bad day in his l.h.d. Model-B Ford Tudor saloon, with chronic fuel starvation, and Spence's Alvis was delayed by a broken dynamo drive, whereas Templeton (Alvis) merely got lost. The Presteigne Trophy was won by Hamish Moffatt in his spartan Brescia Bugatti, on some rather remarkable tyres.—W. B.

Results

Presteigne Trophy : H. Moffatt (Bugatti).

Tal-y-Llyn Trophy : D. R. Marsh (Bentley).

The Smatcher Trophy : R. W. Barrett (Lea-Francis).

Winder Trophy : C. Thomas (Wolseley).

Concours d'Elegance and Driving Test : *First-class Awards :* D. G. Collins (Alfa Romeo), A. C. Williams (Morris-Cowley). *Second-class Awards :* Mrs. A. Chevrett (Alfa Romeo), A. W. K. Condon (AC), D. Macmillan (Rolls-Royce). *Third-class Awards :* J. C. Batte (Delage), C. A. Mann (Alfa Romeo), G. M. Tomlin (Rolls-Royce).

Road Section and Trial : *First-class Awards :* J. A. Griffiths (Austin), H. Spence (Lea-Francis), J. F. Blake (Alvis), A. D. Jones (Vauxhall), B. B. D. Kain (Bugatti). *Second-class Awards :* P. H. Gibson (Frazer Nash), W. S. May (Frazer Nash), Miss P. C. Stocken (Trojan), A. Jeddere-Fisher (Vauxhall), C. Lee (Alvis), J. W. Rowley (Vauxhall). *Third-class Awards :* K. M. Hill (Alvis) W. L. T. Winder (Humber), C. J. Hancock (O.M.) C. R. Southall (Vauxhall).

THE MEN BEHIND THE CARS

FEATURES such as "Fragments On Forgotten Makes" and "Factory Methods Of The Vintage Era", etc., which appear in these pages from time to time, are dependent on talking to those who were closely associated with the makes of cars concerned when these were new vehicles. Sometimes such knowledgeable persons are encountered by a fortunate chance or coincidence, at other times through contacts or clues provided by MOTOR SPORT readers.

This has led me to think about those persons who were intimately associated with manufacturers or concessionaires, or the sales or publicity side of the business, in the later years of what we now refer to as the vintage era. In those times there were far fewer motoring writers than is the case today, so that not only were separate Press departments and fleets of cars virtually unnecessary and therefore unknown, demonstration or other factory-owned cars being provided when requested by the Pressmen, but it was customary for the scribes to encounter, and come to know, the Sales Managers, who filled the role of today's PRO's and Press Officers as well as their own task of selling cars. It may now be hard to believe, but it was then the custom of Col. Sorel, who sold Bugattis from Kennington Oval, to send out a uniformed chauffeur with a test car, which the journalist for whom it was destined might or might not elect to drive himself before compiling his report!

Alas, most of these worthy gentlemen have probably passed away, to a place where they are untroubled by endorsements, speed-traps and demanding journalists. If any remain, contact with them could well be beneficial to the continuance of the articles aforesaid. Anyway, I thought it might be nice to recall those days.

It was a period when, perhaps surprisingly in view of the horsepower tax, Empire-ism and kindred things of that kind, American cars were selling well in this then-conservative and slump-conditioned country. Indeed, Charles Joyce and Harry Pass had added the Marmon to their well-established British car agencies and claimed that in the first year they sold less than a dozen of these straight-eight, thereafter two or three thousand. They handled these big Marmon-Roosevelts from Orchard Street near Marble Arch and Mr. Frederick Greenhouse, an Englishman incidentally, looked after this side of the Pass & Joyce business. The air-cooled Franklin Six was administered to in this country by Regent Motors of New Burlington Street, who sold one to Gilbert Frankau the novelist, their Sales Director being Mr. A. H. Clarke. These concessionaires ran a Castrol-lubricated Franklin up to Glasgow in bottom gear all the way (it took 40 hours), under RAC observation, and ran one, locked in that gear, at full-throttle round Brooklands for a day, to endorse the effectiveness of the air-cooling. Dick Watney himself, of Warwick Wright Ltd., used to demonstrate the Stutz Black Hawk Weymann saloons.

Mr. William Lowe looked after the interests of the Scottish Aster and Arrol-Aster cars, the London agents for which were Leverett-Kearton of Dering House in Dering Street, W.1. Mr. Ernest Leverett used to send one of his young salesmen out with inquisitive Pressmen, one of the gambits being ascents of Fitzjohn's Avenue and Heath Street without coming off the 4½ to 1 top gear of the 2.3-litre single-sleeve valve six-cylinder 17/50 Arrol-Aster with Dumfries-built saloon body.

If you wanted to road-test a Triumph and lived in or near London you contacted Col. A. C. Benson, the London Manager. He had a good sales line when he explained away the gutless performance of a new Triumph Super Seven by saying that after 30 years of working to fine limits on cars and motorcycle engines the Coventry works staff had a rather exaggerated idea of decent bearing fits, so that unless the car had done 1,000 to 1,500 miles it wasn't run in. If you asked to test a Panhard-Levassor at this time, one of Henri Ramoisy's three bilingual sons would drive it to Brooklands for you, if you preferred it that way. About the time when the Standard Nine was something of a new sensation Mr. A. E. Hennessy, who had been with the Company since about 1920, looked after the interests of the Press in this and the 14-28, 15 and 18-42-h.p. Standard models. Crossley, when publicising the T. D. Wishart-designed 15.7 and 20.9-h.p. models, used to have their tall Mr. Erick Smith of their London depot, where Major E. G. A. Lefrère had been the Manager since before the First World War, deliver the cars to the pen-pushers.

Col. Cole was the power behind Humber publicity in the late 'twenties. Reverting to those American cars which were making inroads in the home market at that time, the Gardner was an imposing automobile, especially in straight-eight Lycoming-engined Series 125 form. The British concessionaire was Mr. H. H. Vaughan-Knight who was earlier associated with such "home-grown" products as the ABC, Bean and GWK. He got Wimbush & Co., who were established as coachbuilders in 1760, to handle the American concession and at Halkin Street they had not only their garage but body-building and machine shops, service depot, etc. One writer who made use of their Press facilities remarked, after sampling a straight-eight Gardner, that M. Lago, then associated with Isotta-Fraschini, should be made to drive a 25-h.p. Gardner for a week-end! The remark, moreover, appeared in print, but I wonder how many Gardners Wimbush sold in that first year of their 1928 concessionaireship, or where you would find one in running order today?

There was much competition in those days to get motoring writers to write-up these Transatlantic invaders, many of which were offered for road-test with scarcely more than a two-digit mileage on their odometers. If you wanted to try an Erskine Six you contacted Mr. C. N. Galer and he would deputise one of the Studebaker field service representatives, maybe Mr. G. A. W. Laird, to demonstrate or hand-over the latest of the Erskine line, together with an informative album-catalogue about it. Mr. Galer was a great believer in showing off the cars he was responsible for publicising at Brooklands, where a just run-in Erskine Royal sedan averaged 58 m.p.h. for 500 miles at a time when 77% of American constructors were using L-head engines with laterally located valves, like Erskine, and many were drifting back to wire wheels, unlike the Erskine, which, I remember, had timber-spoked ones. Mr. Galer was keen on the Brooklands Certificates as properly endorsing a car's performance and perhaps it was he who contrived the Studebaker entry in the 1929 JCC Double-Twelve-hour race.

The sleeve-valve Minervas were always turned out for the Press in impeccable order, at the instigation of the kindly Mr. S. C. Holloway of Minerva Motors (England) Ltd., with appropriately-named premises at Minerva House in Chenies Street, W1. If Minervas came from Minerva House, Crossleys were to be found in Conduit Street, where Rolls-Royce Ltd. still reside. Major E. G. A. Lefrère sold them for Arthur W. Hubble who looked after the manufacturing side up at Gorton. Singers kept a service depot at Lancelot Road, Wembley, where Mr. Newman held sway, the head man, of course, being W. E. Bullock.

In contrast to the avid American concessionaires, Mercedes-Benz in this country were content to use for Press demonstrations a straight-eight 32/90-h.p. Type 460 which had been in use ever since the 1928 Motor Show, without head or block having been lifted in the interim. Frank Seddon sent it out and if the scribe was too timid to drive it, as some of them were, a handsome young man from Aberdeen, named Kellaway, would do this for them, even to tests at the Track, which this 4½-litre s.v. saloon lapped at considerably under 70 m.p.h. Press affairs at Austin's, before the era of Hess, Revis, Baxter and Llewellyn, were in the hands of Edgar Wren, and in charge of the Press fleet was a chap called Barrett. They would then, as now, deliver cars to home or office if you couldn't pick them up from Oxford Street's North Row.

Bean in the late twenties had no special staff to administer to the Press but if you wanted to try a Hadfield-Bean Mr. A. S. Osborne, London Manager of the private-car division, would send a driver out with one, but not a man who could influence or inform the writer to any degree. In contrast, an Invicta for Press purposes would be in the care of L. Arnold Cushman, who a few years before raced Crossleys at the Track. Incidentally, Invictas claimed that nearly 75% of buyers of their then-new 4½-litre had been 3-litre owners.

In the days when Swift export sales were the concern of Hubert Price, Mr. E. S. Ward doled out test cars and young Mr. Swift looked after publicity. A Mr. Smith coped with Wolseley publicity after Lord Nuffield, then Sir William Morris, had taken over that long-established company. Remember the Essex Six, about which no fewer than 76 talking points were listed in the 1930 brochure? They were marketed here by Shaw & Kilburn of Wardour Street, under Mr. Stuart Tolkren, who had as a demonstrator W. J. Gregory, who had joined the firm from the start and knew intimately all the Essex models, from the o.h.v. four-cylinder "coaches" onwards.

Enough of this names-dropping! But if any of those mentioned are still alive and would care to reminisce, I would like to hear from them.—W.B.

TOURING IN THE 'TWENTIES

TOURING WAS a serious undertaking just after the 1914/18 war, as I am reminded by looking through Edward Burrow's "Motoring In Scotland", written by Charles G. Harper, which a reader kindly sent us. Advertisements for Clincher and Partridge tyres and Pratt's (in the green can) date this bulky little volume, which cost a bob. It contains no fewer than 55 detailed routes, from which to select one's post-Armistice Scottish tour, not forgetting eight pages about golf links. Edward Burrow himself contributed hints on preparing for the tour, like close-fitting hats for the ladies, not doing more than 50 to 100 miles a day, leaving instructions with the home garage that on receipt of a wire they were to dispatch a new tyre by passenger train, carrying supplies of special oil "if your car will not tolerate other makes" (just how many manufacturers, apart from Fiat, listed their own oils ?) and tying on behind Japanese wicker-baskets wrapped in American cloth containing the luggage. Although Mr. Burrow suggested that a good approach to Scotland was "by way of Central Wales, the Wye Valley, Aberystwyth, the Snowdon region and Pass of Llanberis, the North Wales coast line, Llandudno, and thence upward by the main Carlisle road" (!), I suspect that his notes were written for his pre-1914 guides.

The advertisers were wont to use pictures of unnamed cars probably using what blocks happened to be on hand, though Daimler was generous in this respect. Some garages mustered small fleets of cars outside, Campbell's in Glasgow depicting a Cubitt and Eric-Longden, for which they were specialists, as well as for the SAVA, "the car different from all others". Valentines Motor Depot at Perth had a char-a-banc in the window but Barrington's Garage at Crieff had lined up an Albert, a Minerva, a Lancia and an Austin Twenty for the photographer. The hotels, too, tried to have a few motors outside but only horse-drawn brakes and landaus occupied the forecourt of the Annandale First-Class Family Hotel and that of the Buccleuch Arms at Moffat Spa, suggesting that motors hadn't penetrated that far. There were chauffeurs' rooms, however, at the Golf View Hotel at Nairn and the Central Garage at Pitlochry was justly proud of tours taken in its new 20-seater Lancia de luxe char-a-banc, *on pneumatic tyres*. A motor from the Royal Hotel at Stranraer met trains and boats—you can almost smell the sea air mingled with petrol fumes and the leisure of those days!

Macrae & Dick claimed space for 250 cars on the ground floor of their Inverness garage, and Frazer Bros. of Largs supplied Marconi wireless sets. You hear a good deal these days about Cars of the Year, and the Perth garage was describing the Morris-Cowley and Morris-Oxford as "The Light Cars of the Year". Anyway, let's hope those tourists enjoyed themselves and came home safely, remembering that Rest and Be Thankful was described as of "considerable note in the Scottish Reliability Trials".—W. B.

AN EDWARDIAN SPEED-LIMIT



"James, do be careful; we are progressing far too fast!" The adjacent sign, implying a 5 m.p.h. speed-limit, which you can still see beside the road, no doubt prompted reprimands of this kind from back-seat lady passengers to their chauffeurs, down the years. . . . The pathetic thing is that modern road works are apt to be flanked by 5 and 10 m.p.h. signs, that the Law insists we must all observe—which, in 1971, is at 99% of the hazards they are intended to safeguard, ridiculous.

THE JCB CHAMPIONSHIP RESOLVED

THIS SEASON saw a new venture in the historic racing field when Anthony Bamford of JCB, helped by Bill Allan and Nigel Moores of Speed Merchants, sponsored a new kind of championship, one which combined both historic single-seaters and sports cars. This added a much needed shot in the arm to the latter and, while perhaps not having such an effect as on the sports cars, provided a number of single-seaters with several additional outings.

Full grids and some exciting scraps ensured the success of this venture which, after six rounds, came to a fitting and satisfactory conclusion at Crystal Palace. Two drivers, Bob Owen and Bill Wilks, finished equal on points and the Trophy was therefore awarded jointly, the drivers to hold it for six months each. Owen drove an exciting ex-Moss Type 60 Maserati and also provided a later Type 61 Birdcage Maserati for Joscelyne. Wilks was seen at the wheel of his usual Lotus 16-Climax single-seater. The two winners therefore came from two of the three separate Championship classes, the large sports cars being the ones to miss out.

Neither of the eventual winners had started the series in a good position, for Wilks had been absent from the opening round at the Silverstone Martini meeting while Owen had been forced to drive round stuck in 3rd gear. Thus it was that neither of them had been in the lead before the final round at Crystal Palace, which was an all-historic meeting organised by the AMOC. Until then Peter van Rossem's Lotus-Bristol Mk. X had a narrow lead, although the hero of the series had been Neil Corner in his Aston Martin DBR4 in which he had won three races, not entered for the Snetterton round and suffered a practice fire at the BDC Silverstone. Corner was unbeatable again at the Palace but such is the scoring in the Championship that even four wins was not enough.

The final round did, in fact, see the Championship cars split into two races for the first time and while Corner easily won the single-seater race, William Green in JCB's own Maserati Tipo 61 pulled away from Nicholas Faure's Hexagon-entered ex-Ecosse D-type Jaguar in the sports-car race, with Owen taking the up-to-2-litre class.

A memorable sight of this enjoyable day was undoubtedly the pre-war Historic Racing Car race with three ERAs on the front row of the grid at what is Britain's sole remaining pre-war track. The sight of Martin Morris in R11B and the Hon. Patrick Lindsay in "Remus" battling for the lead after Lindsay had driven a classic race through the field following a bad start will long be remembered. Lindsay, who was eventually slowed with a bent push-rod, had also been one of the stars of this Championship when, at the earlier Uniflow Trophy meeting at Silverstone, he had driven "Remus" through pouring rain to a very worthy second place in front of more modern machinery. Sights like this may well be repeated next season for Bamford has pledged that the Championship will be even better in 1972.—I. R. W.

[Yes, all right. But for Heaven's sake, where is all this historic racing sponsorship going to lead us? Some members of the VSCC are beginning to question the wisdom of having post-war racing cars at their meetings but at least the VSCC sets an engine-location/date-limit, and they have not opened their ranks to post-WW2 historic sports cars, which are well catered for by the separate Historic Sports Car Club. Although financial help for motor racing in whatever form is not to be scorned, at present VSCC meetings provide almost the only racing on the non-professional, race-for-the-fun-of-it basis which was such a pleasant aspect of Brooklands for so many years. If more and more money is offered to those who race the older cars there could be a tendency to favour the big-money meetings at the expense (no pun intended) of less financially-rewarding fixtures, there could be a temptation to mix post-1960 racing cars with the 1950/60 sports cars, and it is possible that a clash of dates or just the expansion of old-car racing might detract from the present happy position of this branch of the sport, for which the VSCC deserves almost all the credit. I am sure Anthony Bamford is far too shrewd a person, far too great a vintage/historic enthusiast, to let any of this happen in the future running of his JCB Championship. But I am equally sure that possible trends along the road of popularising pre-1940 and pre-1961 motor racing should be examined now, and detrimental developments guarded against, before any rot which might be starting to form destroys something which many of us enjoy and would wish to protect.—W. B.]

A. HORACE GRIMLEY of Bradford, died on Saturday, October 9th, aged 66. Horace Grimley was responsible for the Jowett Car Company's entry into the world of motor racing in 1928, when they entered a twin-cylinder car to attack the Class G 12-hour record—which they successfully broke at an average speed of 54.64 m.p.h., on the old Brooklands Track—the car he virtually built himself.

He entered Jowett's as an apprentice and at the age of 20 was put in charge of the experimental shop and it was only two years later that he was responsible for the record breaking car. He stayed with the firm as Chief Development Engineer until the works were taken over by the International Harvester Company.

All right-the World Champion's car had Girling Brakes. How does that help me?

Girling disc brakes gave Jackie Stewart the positive control that helped him clinch the 1971 World Championship. The extreme stresses of high speed competition work are turned to good account, for Girling develop race-proven systems to production car requirements. To bring you confident, sure-stop braking in everyday motoring.

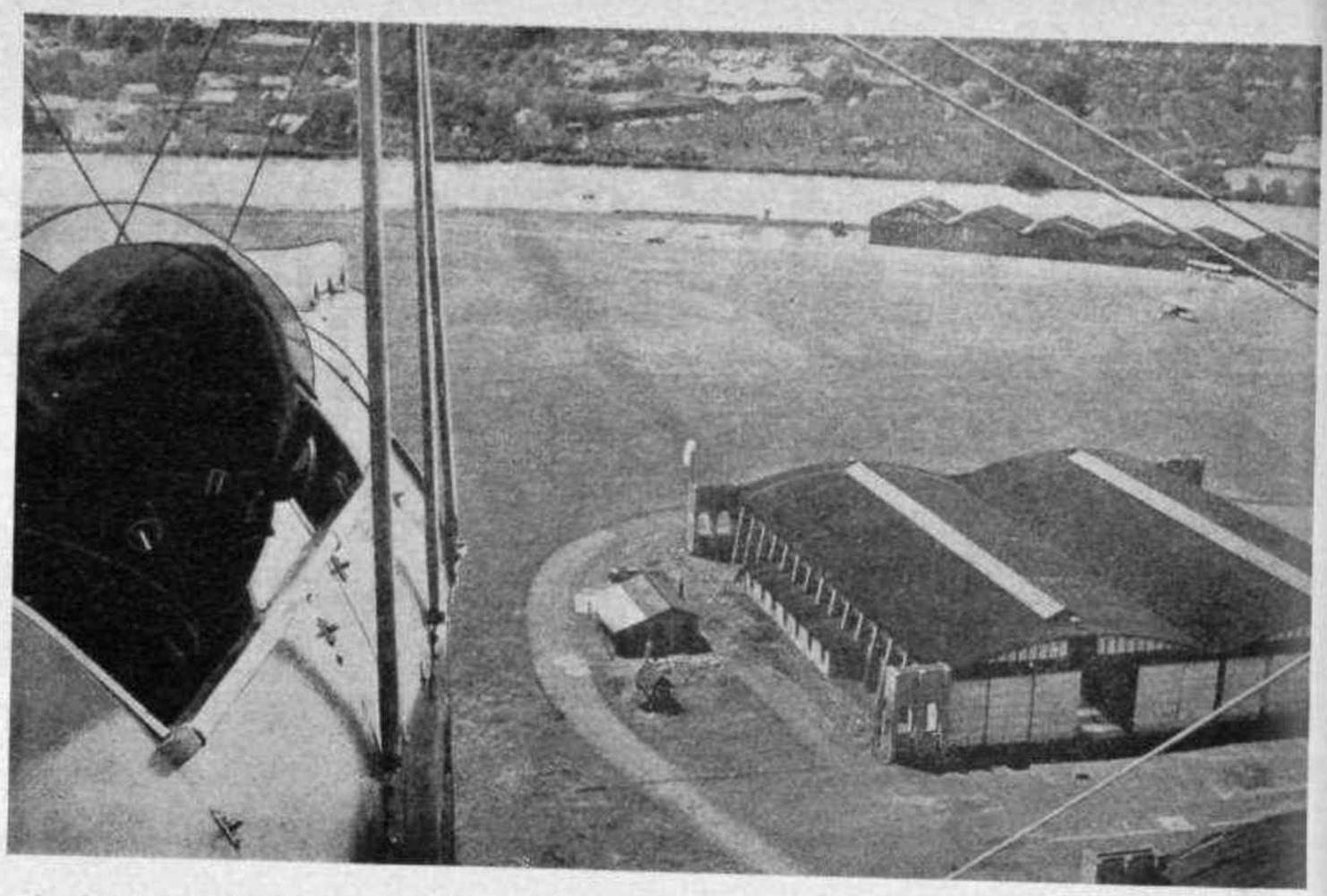
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The best brakes in the world



BROOKLANDS AS AN AERODROME

[D. Bradley-Watson, who learned to fly at Brooklands, recalls some history and recaptures the atmosphere of one of our most famous flying fields—which, incidentally, has outlived the track.—Ed.]



ON CIRCUIT, Hawker sheds in the foreground. . . .

IT WAS MY first visit to Brooklands and from the front cockpit of a DH Moth I viewed with dismay the scene below as we were gliding in on our approach to the aerodrome in the centre of the Track. What seemed to be a very small landing space, compared with our home aerodrome at Norwich, was almost entirely littered with marker flags, rows of drain pipes, and excavated ground. It was May 2nd, 1936 and nobody had warned us before we left that we would find such major reconstruction going on over the airfield. Luckily the occupant of the rear cockpit was experienced enough to cope with the situation and as we came in low over the Hawker sheds we could clearly hear the roar of the cars on the Track as someone had also forgotten to tell us that it was a race day.

The final approach and landing run had to be made on a curve in order to keep within the markers and we were quite relieved to be taxiing up to the Club buildings with our machine intact. The purpose of our visit was to return a Moth which had been temporarily hired by the Norwich Club, and collect another in which we were to return and which later I would use to carry out my first solo. This vintage G-ABLZ aeroplane features in that fascinating book "In Full Flight" by Capt. A. Spooner, in which he relates his experience whilst training at Brooklands.

After handing over our Moth to the mechanics we were told that it would be an hour or so before G-ABLZ would be ready so we went along to the Clubhouse to watch some of the racing. Considerable formalities had to be gone through before we were admitted as strict precautions were taken against gate-crashers on race days. We spent some time watching the racing which was going on for five hours.

My pilot noted his course for the return journey on a big board at the Clubhouse, which detailed the courses to all the aerodromes in England and we then returned to the hangars to pick up our machine. There we found a dismantled Fox Moth which had belonged to the Norwich Club the previous summer and which was to survive in flying until the "seventies". Our Moth was all ready and warmed up and as we took off over the Track we had a last look at the race, which was still in progress.

[At one time landing and take off was prohibited while racing was taking place but this rule was apparently rescinded as too restrictive during long-distance races.—Ed.]

A year later I was back at Brooklands, now as a member of the Club where I was training for my "B" commercial pilot's licence. I was in lodgings near the aerodrome and my landlady was well known to Duncan Davis who was managing Brooklands Aviation, and soon after my arrival she presented me with some old snapshots of the original Henderson School of Flying at Brooklands, taken in the "twenties".

This set me thinking about the history of the aerodrome. I did some research and found out that Lord Brabazon built his own aeroplane and endeavoured to fly it at Brooklands in 1907, but without success. On June 8th, 1908 a brief flight was made at Brooklands by A. V. Roe, which was in fact the first flight in England. [There is a plaque there today, commemorating this.—Ed.] However the first official flight was not made until the next year, by Lord Brabazon.

The famous pioneer S. F. Cody flew his "Flying Cathedral" over to Brooklands from Aldershot in 1911, and A. V. Roe took the opportunity to inspect the machine and noticing an important bracing wire which was not duplicated, asked Cody what would happen if the wire broke when he was flying at 1,000 ft. Cody replied that his name would be mud!

Short Bros., who had gained a name as balloon manufacturers in the early days, started building aeroplanes and put up a shed in 1908 next to A. V. Roe's. On one of their machines Lord Brabazon won the *Daily Mail* £1,000 prize for the first circular mile flight. In 1910 Martin and Handasyde were building the Martinsyde monoplane, which proved successful, and the firm later produced machines used by the RFC in the First World War. In 1915 Brooklands was a busy training aerodrome for "ab initio" pilots. Maurice Farman Shorthorns and Avro 504s were used for instruction. By 1915 Sopwith had begun to build aeroplanes at Brooklands and their test pilot, Harry Hawker, used to fly the "Pup" under the Byfleet bridge, watched by a pupil, Cecil Lewis, later to become a fighter ace and squadron comrade of the famous Albert Ball. [And writer of that fine book "Sagittarius Rising".—Ed.] Later in the war Brooklands became an Aircraft Acceptance Park and was the base from which pilots ferried the aircraft to France.

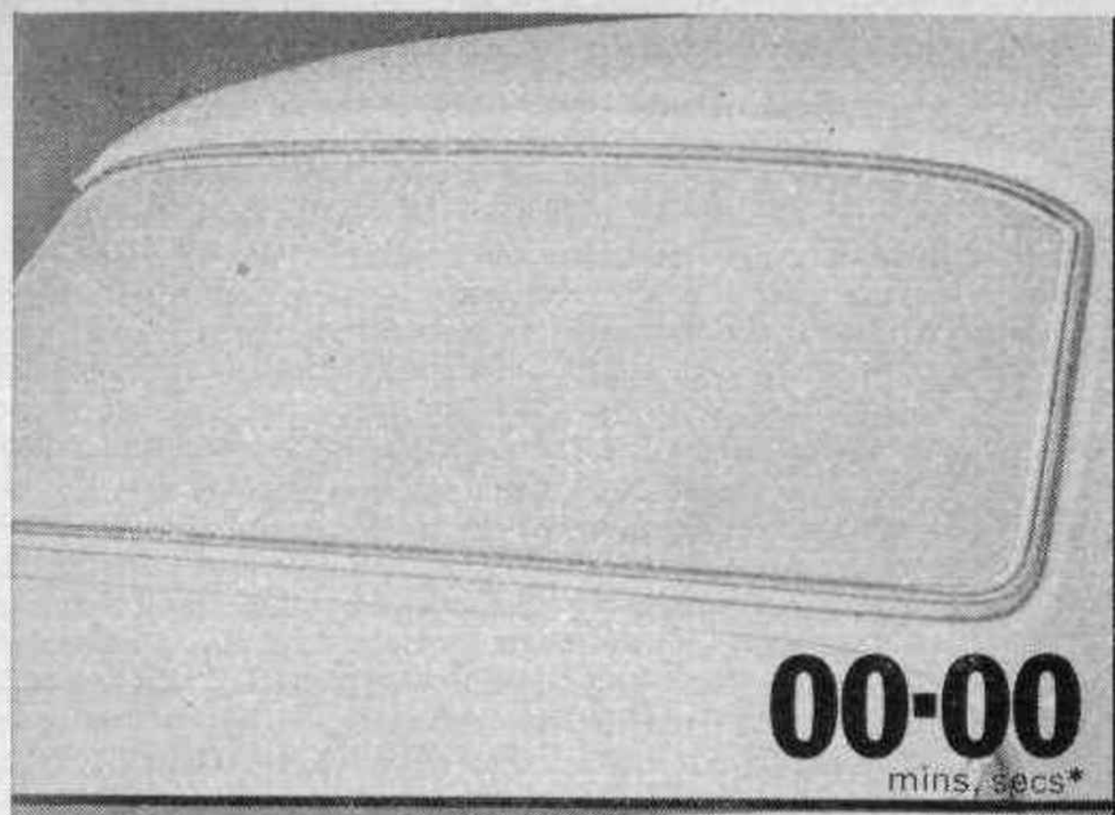
With the war over, Vickers Ltd. turned their attention to the production of civil aircraft, and in 1919 the famous Transatlantic crossing was made by the Vickers "Vimy", followed by the first flight from England to Australia, also by a "Vimy" later in the year. The pilot of the latter, Sir Ross Smith, lost his life in April 1922 when the Vickers Viking amphibian which he was testing crashed at Brooklands.

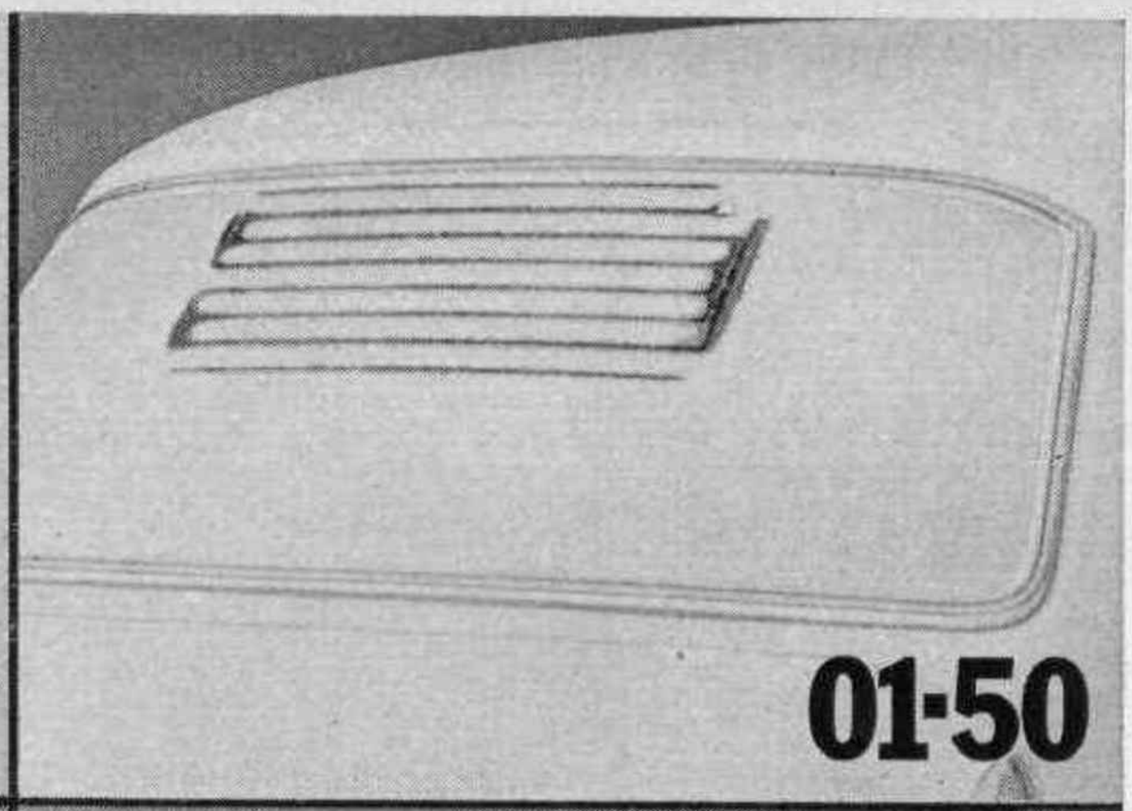
Club flying in the twenties was carried out by the Henderson School of Flying owned by Col. G. L. P. Henderson, in Avro 504Ks. Col. Henderson designed and built several aircraft one of which, the Gadfly, flown by the designer, broke the World's height record for light aircraft in May 1929. Tragically, he lost his life and those of his five passengers when flying a Junkers F13 near Meopham in July 1930. The accident was caused by structural failure in the air.

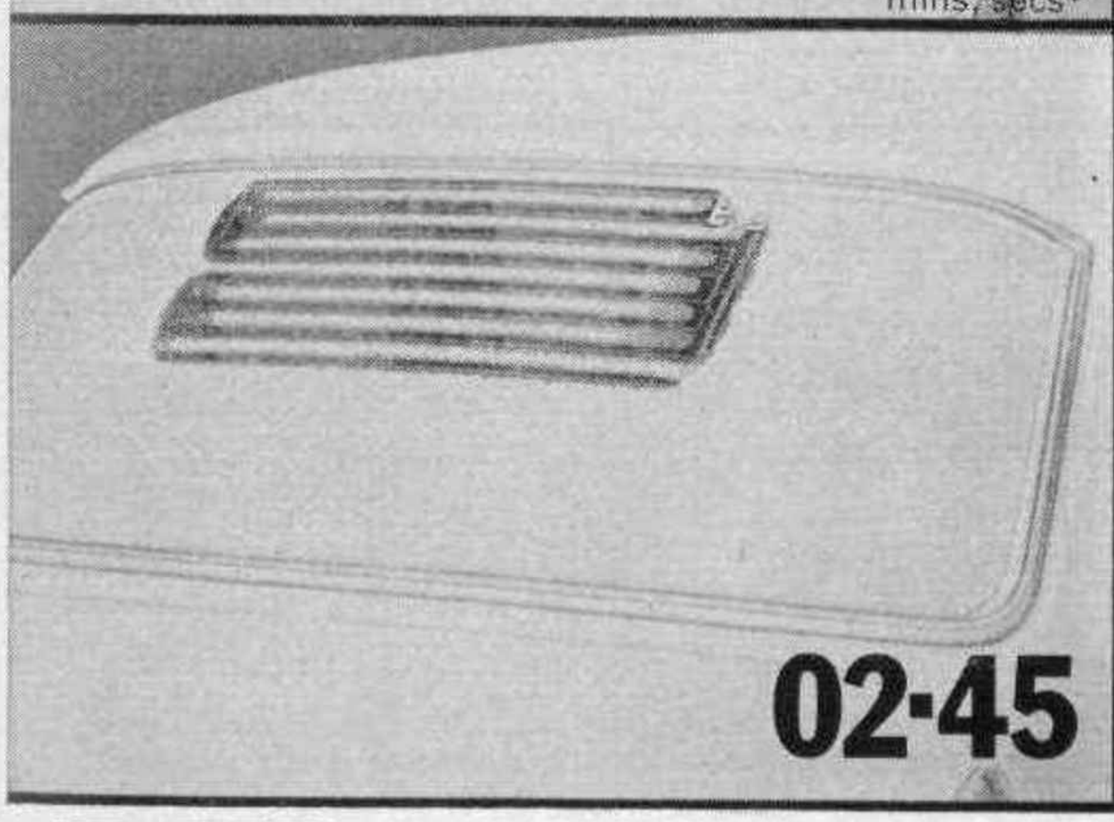
In 1927 Duncan Davis became Chief Flying Instructor. He took over the Henderson School of Flying in 1928, re-naming it the Brooklands School of Flying. He had very little money, but with the assistance of several wealthy pupils he managed to raise enough to buy a typewriter and three Avros.

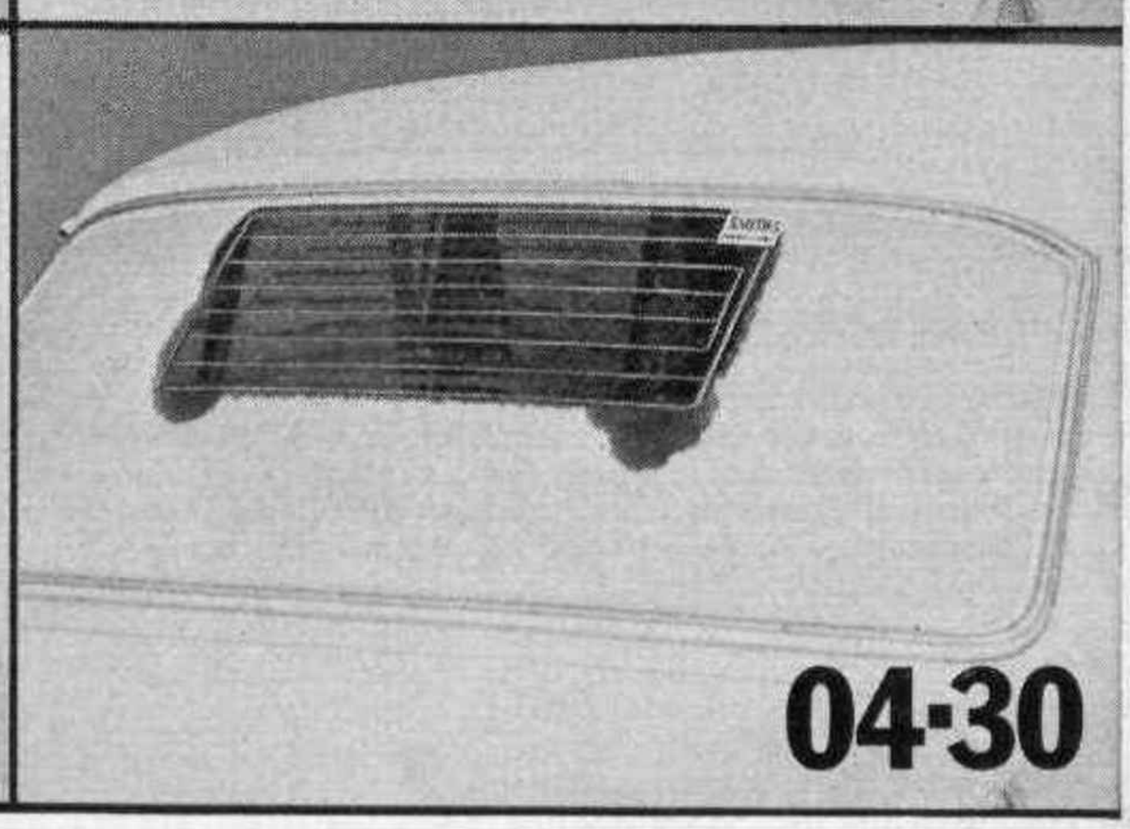
By April 1929 eight aeroplanes were being operated and in July 1929 Jock Anderson flew the Henderson Gadfly three times under the iron Byfleet bridge. During 1929 more than 40 pupils gained their "A" licences. At a meeting in March 1930 Jock Anderson carried out wing-walking on an Avro, and John Tranum landed, from an early parachute of the Russell-Lobe type, in the sewage farm.

Continued on page 1182









The Icebreaker.

Introducing Smiths Rear Screen Heater.

A rear window fogged up with ice or condensation is something you can well do without. And condensation can be a problem at any time of year.

Having a rear screen heater built in is a pricey luxury. But at £3·25 you can add the unique Smiths Rear Screen Heater. And then get the same clear rear view as you would with an item of original equipment.

The element is in direct contact with the screen so it warms up far more quickly than plastic stick-on heaters with a gap between the element and the glass.

The element in the Rear Screen Heater is self-adhesive, bonding itself securely to the glass. In fact, the more it's used, the firmer it becomes – this heater is there for good!

The Heater comes in kit form, complete with wiring, switch, warning light, mounting panel, and fitting instructions. And, of course, it comes to you with the backing of Smiths Industries.

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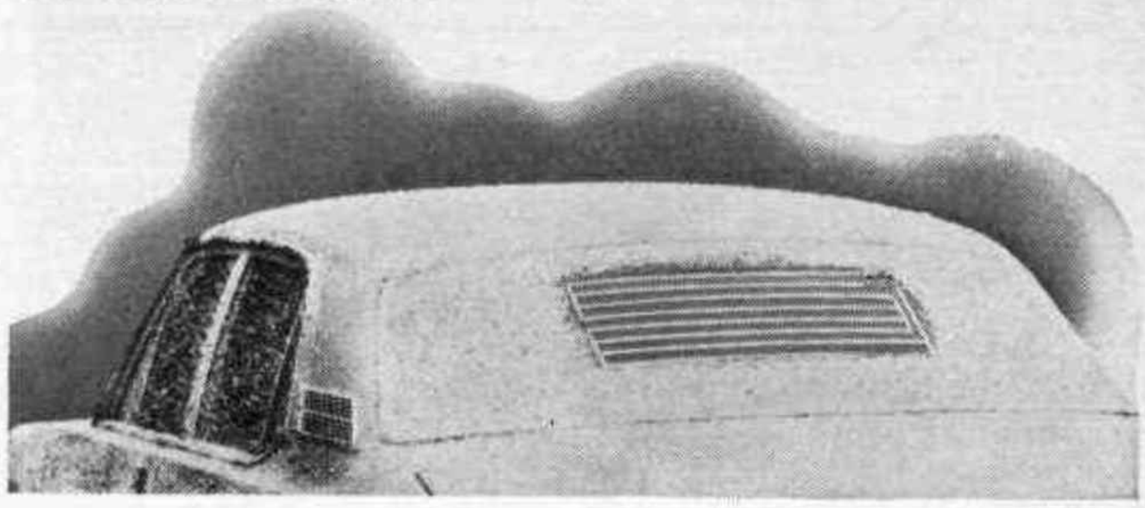
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Address _____

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SMITHS INDUSTRIES LIMITED

OXGATE LANE LONDON NW2.

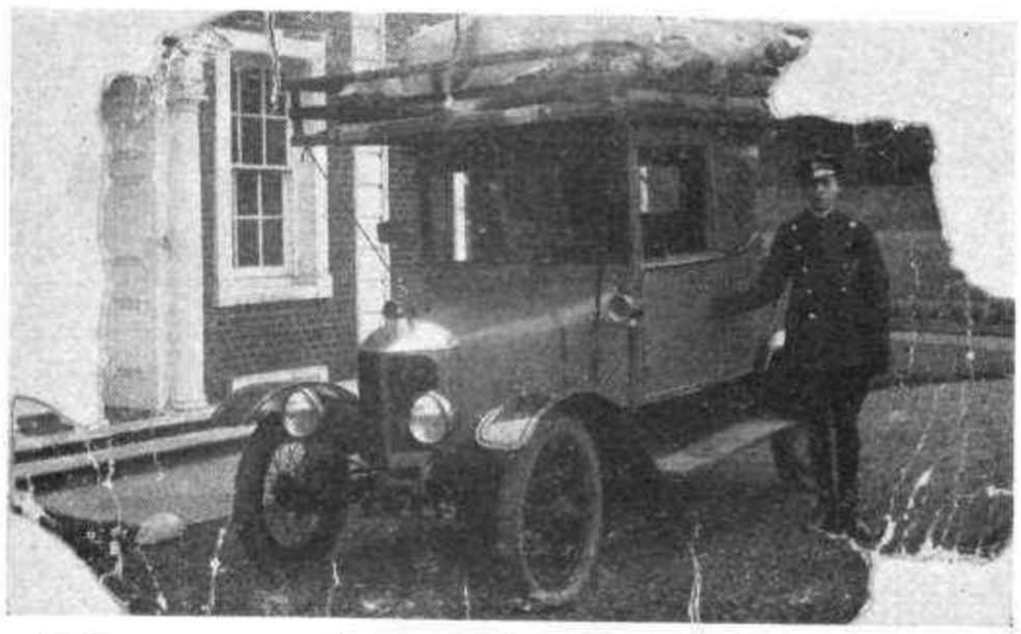


VINTAGE POSTBAG

A War-Time Chauffeur

Sir,

I have pleasure in enclosing a photograph of my neighbour, Mr. Arthur Collins, who was chauffeur to the owner of Patcham Place when the house was in private occupation.



I am sure many readers on entering Brighton will have admired the beautiful Georgian elevations of this lovely house at Patcham on the outskirts of the town.

The car shown is the rare Universal Turner of which, I understand, only five of this model were made. This was the only one converted to gas, during the 1914-1918 war.

Patcham JOY GOODMAN.

* * *

Those Local Speed Limits

Sir,

In "Cars in Books" in Motor Sport for September you ask why the Duke of Westminster should have been fined for driving a motor car at 19 m.p.h.

When I started driving in the 1920s it was quite usual to see signs at the outskirts of villages in Perthshire and Forfarshire (as it then was) restricting speed to 7 m.p.h. and it was commonplace to read in the local press of motorists being convicted and fined heavily for driving at a mere 10-12 m.p.h. through these villages.

Hoarwithy. E. N. B. Carmichael.

* * *

Desert Runabouts



Sir,

Vintage cars, vintage motorcycles, vintage commercial vehicles—all have their devotees and rallies. But what happens to vintage *military* vehicles, when the Army has no further use for them? The enclosed photograph of a Model-T Ford is one of some hundreds that my father took with his Kodak No. 1a Autographic during the Mesopotamian campaign of 1918; I wonder whether any of these handy little desert runabouts are still extant?

Aylesbury. JOHN R. MILLBURN.

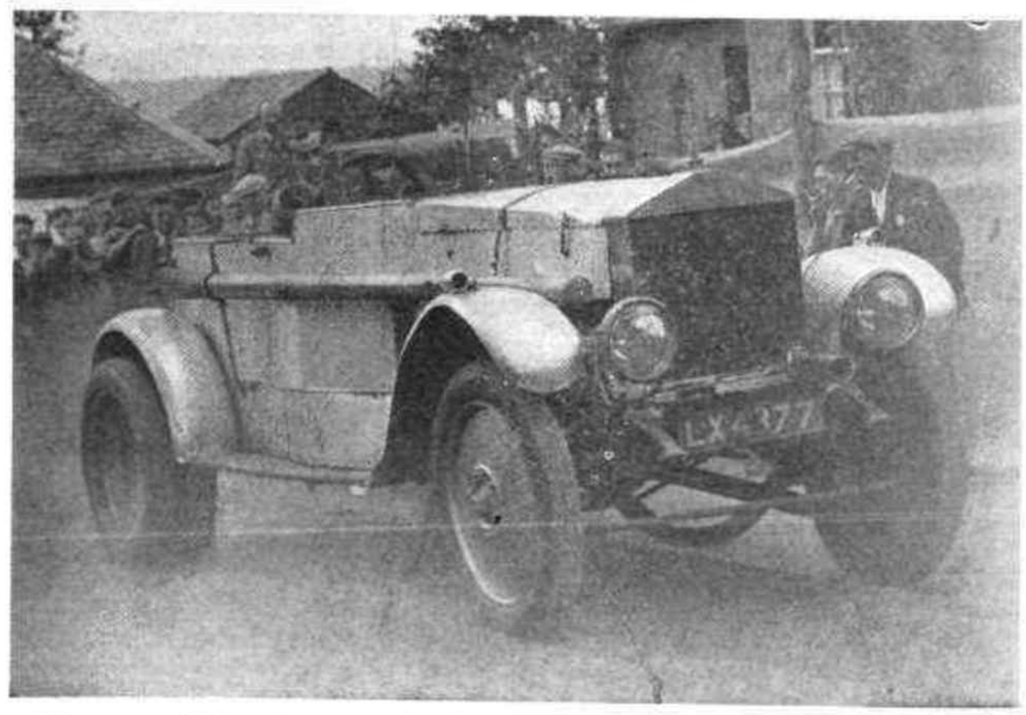
The Henderson Napier Rolls-Royce

Sir,

I was very interested to read in your review of "Cars in Books" the mention of George Henderson's Napier Rolls-Royce.

I was told that this car, as a Napier, was a staff car in World War I. It was captured by the Austrians and recaptured by us, when it was found that the engine was unserviceable. It was at this time that George Henderson acquired the car and had the Rolls-Royce Falcon aero engine fitted. I owned this car for a short time around 1934-35, having bought it with the intention of competing at the first Bo'ness hill climb, having been derelict in Skelmordie since about 1924. I found that Panhard van disc wheels were the same size as those on the Napier and, having acquired two, was able to fit twin rear wheels.

On the morning of the Bo'ness hill climb, on testing the car a short way from the garage the front universal boss split at the keyway. This was welded up and the car got to Bo'ness in time, but with no practice. On the first run it was second fastest and we had great hopes for the second run. Unfortunately the grime of ages in the petrol tank landed in the carburetter and the engine passed out half way up the hill.



The same thing happened going home outside the "Golden Lion" at Stirling and the carburetters were dismantled and re-built in front of an admiring audience. This car was used occasionally on the road and proved quite an easy starter. By mounting a starting magneto on the dumb-iron together with magneto switch, one then turned the starting handle over a couple of times, made contact and twiddled the starting magneto, when it readily fired.

Marlow R. D. MILLAR

[This subsequent history of the aero-engined Napier constructed by Col. Henderson is most interesting. Mr. Millar tells us the car was last heard of in Glasgow around 1935. As remarked previously, there were more of these aero-engined hybrids built, for use on the road as well as for Brooklands' racing, than is now generally realised. For instance, in 1921 a Capt. J. V. Nash of Windsor put a V8 Hispano Suiza aero engine from an SE5a aeroplane into a war-time Crossley chassis, retaining the Crossley gearbox and using a 2.25 to 1 axle ratio. Used on the road, this hybrid gave 15 m.p.g. About the same time, I seem to recall that someone put an aero engine into a Buick chassis but details are forgotten—ED.]

* * *

Pre-1914 Hendon

Sir,

Long dormant memories have been stirred by an item in the August (1971) MOTOR SPORT—which, having been left with me recently by a visiting Canadian fellow-member of the VSCC, I have only just seen.

In the first paragraph of your absorbingly interesting article on Cyril Paul, he is reported as having ridden ". . . a 1911 single-speed clutch-in-hub, belt-drive, Triumph motor cycle to watch the first looping of the loop from his favourite vantage point overlooking the near-by Hendon aerodrome . . . ."

I, too, lived at that time in Finchley, having been born there in 1908, and I well remember being taken by my father to Hendon to watch the first aviator to "loop-the-loop". I wonder if any others among your more senile readers can recall seeing this tremendously exciting demonstration, and can confirm the identity of the pilot—who, if *my*

Continued on page 1185

SENIOR SERVICE HILL-RALLY—SECOND STAGE

Land Rovers Dominate an International Event which had poor Foreign Support

LAST MAY the Continental sport of hill-rallying, *i.e.*, subjecting cross-country vehicles not only to a route applicable to their capabilities but introducing timed stages into the contest, was introduced to this country by Gallahers, the Senior Service cigarette people, as MOTOR SPORT reported at the time. This event created so much interest that the same sponsors, who presumably have money to spare since TV advertising is barred to them, decided to hold another such event in September, advertised as of International status. The latter was not very apparent from the entries, which comprised only four (one was a non-starter) from abroad, two from France, two from Belgium, all but one in the 2WD Buggies' class. Compared to last time, the entry was 47 against 45; the route, again contrived by Tony Ambrose, was presumably far more punishing, for whereas 34 finished the course in May, only 22 4WD competitors did so in the September rally. A first prize of £300 and the Senior Service Trophy for the 4WD winner and £150 and another Senior Service Trophy for that in the 2WD (normal rally cars and Buggies) class might have been expected to have attracted a better entry. The entry fee was £20 per car, or twice the previous fee.

This time the route made use of many public roads (which raises the question of how some of the timed stages were permissible) although much of it was over tracks and along river beds which the public would be very unlikely to frequent! The overall time schedule was again found to be very tough, although as low as 18½ m.p.h. on normal A and B roads. Road sections were timed to the nearest minute, hill stops to the nearest second. Some 300 marshals had been recruited, which did not obviate one timed section crossing a Forestry Commission road to which the public had paid access, without any marshals guarding it. The longest and toughest section was the 7½ miles of Strata Florida, a trials track which crossed the River Towy half a dozen times. Here spectators were able to watch from the elevated Forestry Commission road, being charged 50p to go to the top, 20p to park at the bottom. Those who took the six-mile drive found that Good Relations Ltd., who were handling competently the PR aspect for Senior Service, had laid on excellent private and public catering by Hughes of Aberystwyth and a Tannoy commentary. The David Brown Jet Ranger helicopter was again used so that the BBC could film the event. Duckhams sent a recovery vehicle, Michelin put out the route markers. Either Senior Service or Good Relations have excellent contacts with the weather-gods; fine weather had prevailed in Wales for weeks but on the evening before the Hill Rally torrential rain descended, to "improve" the stages!

There was drama early on the Saturday of this two-day contest, when Ford's official entry, a 4.7-litre V8 Bronco, with Stuart Turner to administer to its needs, driven by Rod Chapman, was late through Strata Florida and hit some rocks on the stage, bursting two tyres and pulling off its back axle. It resumed for a while, propelled by front-wheel-drive only, but was not seen again. Much electrical trouble was caused by river immersions, the Army Land Rover had frontal damage which fouled a tyre, Green's Land Rover fell on to its side in a rocky gulley and it was half-an-hour before it was righted, De Ward's 1957 Austin Champ, which had served the Army for ten years and has been to Turkey and back, broke its gearbox and smashed a wheel-rim but was able to continue, Groom's Willys Jeep lost 30 sec. when its engine cut out, Milner's Land Rover broke its throttle control, necessitating the unfortunate navigator having to sit on the bonnet and control speed in accordance with the driver's signals, Sprang, an American poet over here to learn about Land Rovers prior to mounting an expedition to the Himalayas, rolled over but was able to press on, and Yates' Land Rover suffered a "fail" when water caused his wipers to cut out and he couldn't see the hazard. Bloxham's Haflinger was unperturbed by a flat n/s front tyre.

At the end of that strenuous 190-mile first day Hart and Green, the GKN boys, led from Bashall, whose company is equipping vehicles for an African expedition by the University of N. Carolina, and Johnson—Land Rovers 1, 2, 3. Johnson had bought his 1952 Mk. I version a year previously, discovering that, by a coincidence, it was the vehicle on which he learnt to drive. By Saturday evening seven of the 4WD competitors had retired and by the time the Strata Florida stage was reached on the Sunday Bashall was ahead of Johnson, who had overtaken Hart on the score-sheets.

Thus drama was maintained, especially when Parker's Land Rover took a wrong slot straight into a lake but, snicking in and out of reverse, extricated himself without a "fail". Thereafter a marshal was posted, at the request of the commentator, to point out the correct route, which was unfair to Parker, who had lost much time in the absence of such help. Woodcock, leading the BL Range Rover entry, took the wrong route in the water and lost valuable time. His team-mate Crathorne, winner in May, had his lights on and blew his horn. Turner's Range Rover took a good line, Hart picked his way carefully, likewise Bashall, but Yates was quick between the hazards. Bloxham's Haflinger plunged gamely through the swollen river, De Ward's Champ sent up a bow wave, but Rushton's 980-c.c. 3-cylinder 54-b.h.p. two-stroke Auto-Union Munga, with permanent 4WD, of which only five are thought to be in this country, was very leisurely. Sevier's Land Rover almost stopped at the diversion, where Cowley's Jeep rocked sideways. Tomlinson's Land Rover raced through the stage and MacAllan's Austin Champ, bought specially for the event, sounded to have lost its exhaust system. Jill Robinson's Ford Escort had clutch trouble early on the Saturday; at about the same time as Smith's Austin Champ had axle trouble.

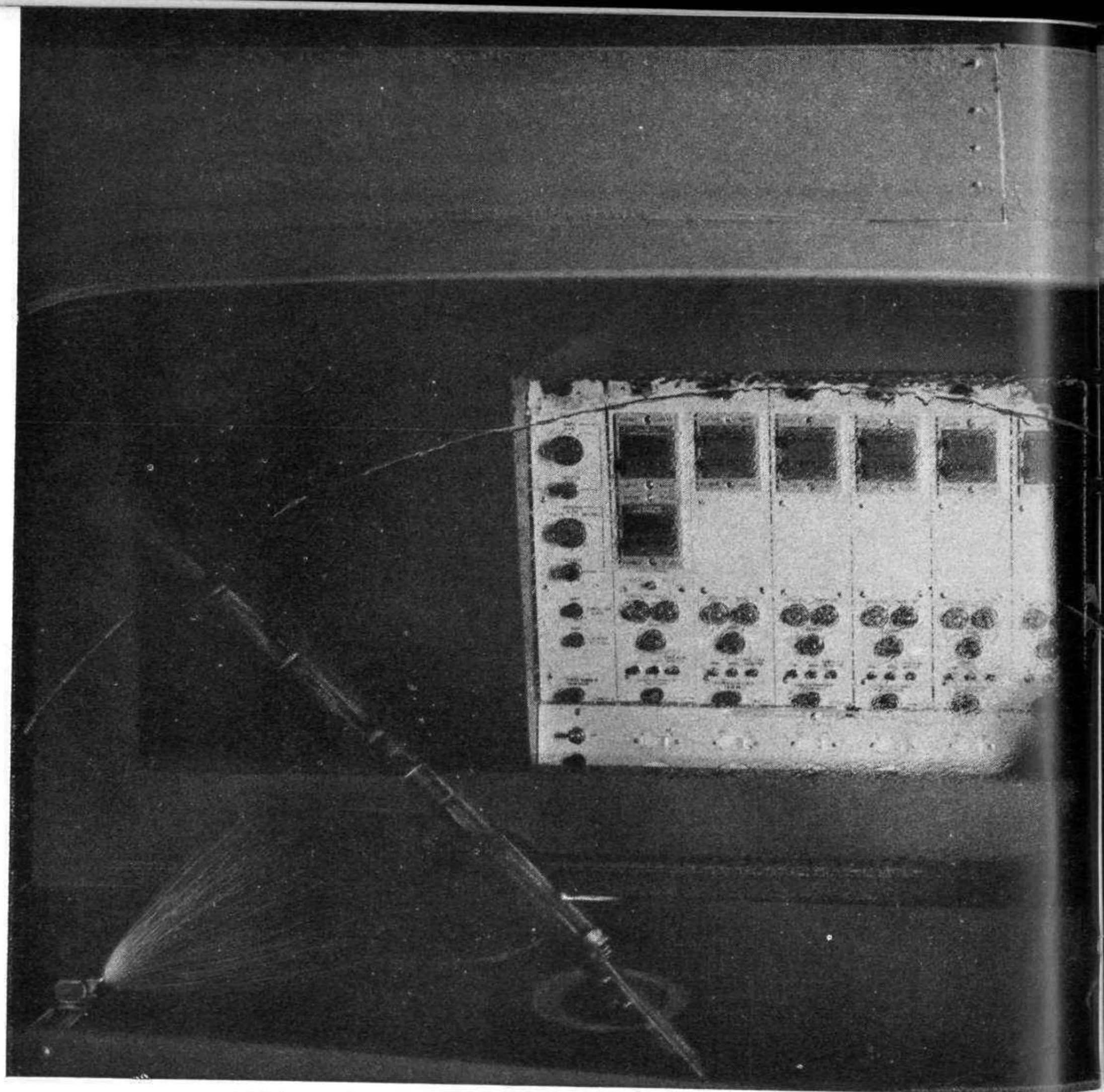
Eventually they returned to the finish at Llandrindod Wells, after a further 115 miles, where the inevitable protests postponed the prize-giving. When results were available it was seen to be a Land Rover walk-over, in the order R. S. Hart (17.03), B. S. Bashall (21.50), D. Johnson (27.12), R. J. Parker (37.51) and J. F. Tomlinson (61.48), with J. Bloxham's 650-c.c. Haflinger (75.01) in sixth place—penalties in brackets. Next were the official Range Rovers, Crathorne beating Woodcock but both with one "fail". Of the 2WD vehicles, which had an easier route, J. Perisse from France, in a VW Buggy LM, beat Frenchman J. Duponts' VW Dune Buggy LM, third place going to B. Ridgard's Renegade Beach Buggy.

The Dunlop-shod Range Rovers were first and second in the over-3,000 c.c. 4WD class, Hart and Bashall occupying these places in the over-2-litre Land Rover category. Bloxham won the up-to-1,000-c.c. 4WD class for Haflinger, from Rushton's Auto-Union Munga, after Sprinzel, who had a bad time at scrutineering with a defective steering box, had retired in his Haflinger. The class for Jeeps and Champs was won by Groom's Willys Jeep from Ford designer Stevens' Ford GPW, the latter having an "interesting" time with duff shock-absorbers, punctures in his 10-in. Goodyear Pikes Peak Special tyres, so that he continued on Homerton Remoulds, a smashed battery which still contrived to function, and an engine that shifted forward. He had the 2.2-litre Ford s.v. engine, with Blydenstein head and Mobelec electronic ignition, and he dispensed with a windscreen; the petrol tank had been re-positioned at the rear, as required by the regulations. The up-to-2-litre 4WD class went to Johnson's Land Rover, from Parker's Land Rover, the Buggies' class to Perisse, the 2WD class to Dawson's Imp from Taylor's Ford Escort and Pugh's Escort.

Will this type of event flourish? The combination of speed with cross-country hazards and hard-road work makes for interest but even more spectator appeal would be introduced if really boggy terrain were substituted for trials-type tracks, as at Carneddau in the first Senior Service event. The onlookers would then see the crews working to extricate their vehicles, perhaps winching out, against the clock, which the existing Senior Service regulations prohibit. More variety amongst the entries would also help—foreign competition was thin in this International event and the Unimogs, etc., still too shy, or considered to be too slow, to enter.—W. B.



The winner—J. S. Hart (Land Rover).



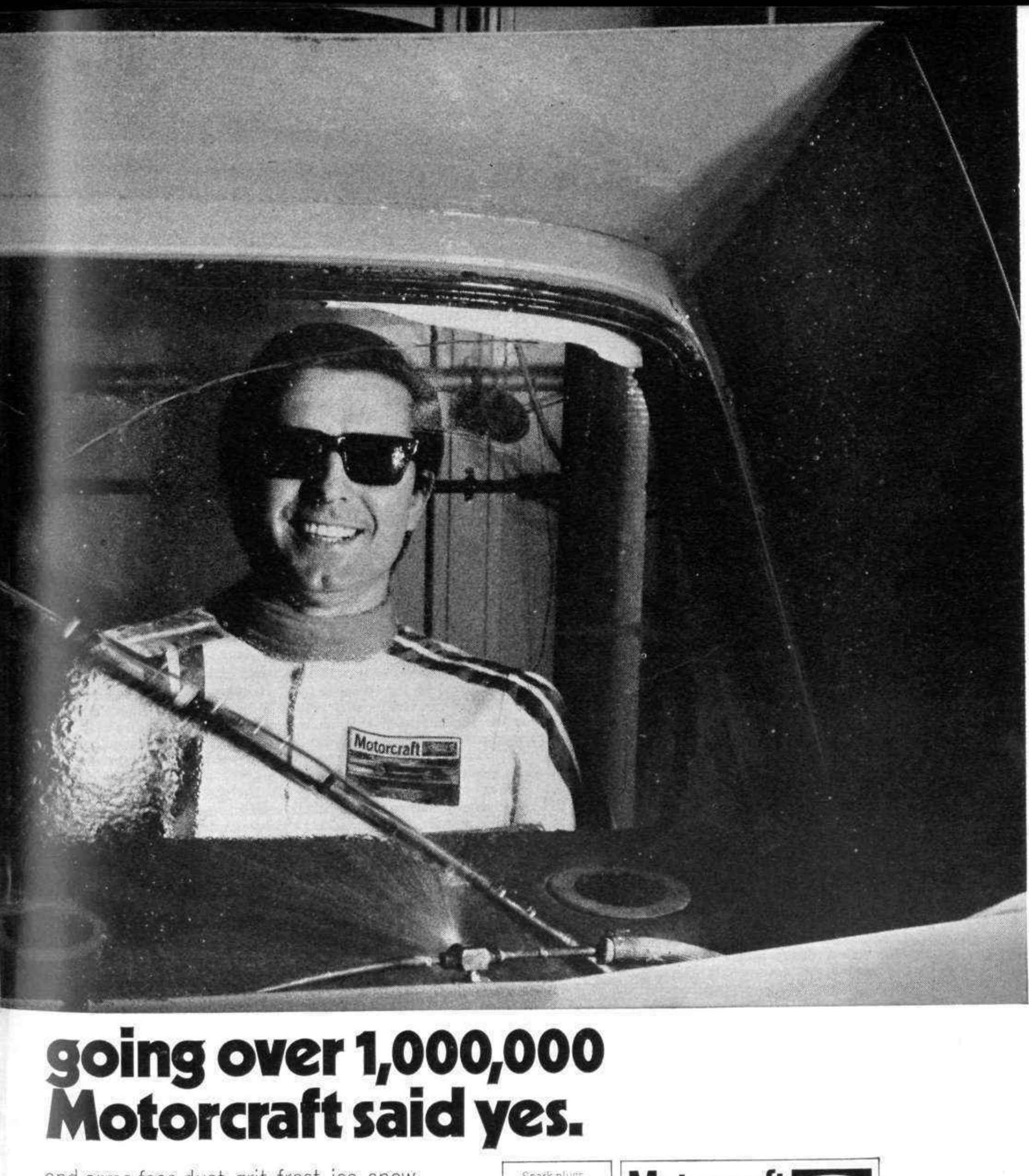
We kept these wiper blades times before Mister

Ten days and ten nights, non-stop. Which is equal to five years' normal driving.

Then as the blades were still wiping clean, without a slip, we said yes. They were good enough for Motorcraft.

In fact, before any part gets added to the Motorcraft range, it has to meet the most rigid specifications and the highest standards of performance. Especially since Motorcraft parts are fitted as original equipment on all Ford cars.

We at Motorcraft are interested in helping you keep your car running at its best, so we make sure our parts are ready for the worst. And as wiper blades

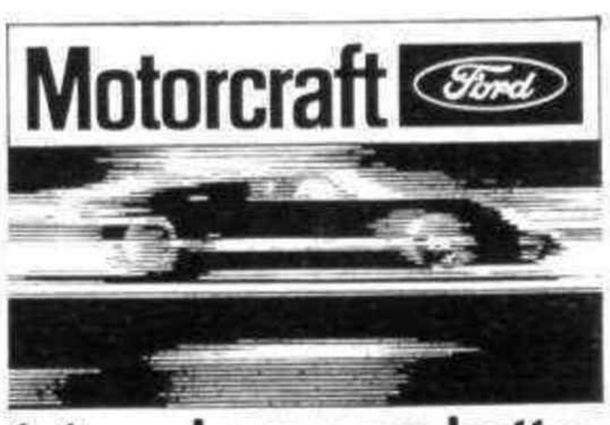


going over 1,000,000 Motorcraft said yes.

and arms face dust, grit, frost, ice, snow, baking sun, and rain throughout the year, they've got to be good.

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Quality parts to make cars run better

RUMBLINGS

■ **FIAT AT BRENTFORD.**—It used to be Wembley. But these days the headquarters of the great Fiat organisation in this country are sited at Brentford, off the Great West Road. European manufacturers are probably looking ahead to the ECM when expanding thus in the British Isles.

We had occasion to visit the Fiat premises when collecting a test-car recently and could not but be impressed by the new £2-million premises which have been the English home of Fiat since early last year. The layout of the place conforms to Fiat ideas of how a service centre should function. It looks after anything from initial service checks on new cars, through routine servicing, to repairs and complete rebuilds. Using a magnetic-cube roof-attached job-number to keep track of cars entering the premises, Fiats to be serviced go on to a moving conveyor able to cope with 20 to 100 cars per day. A foreman and up to seven skilled operatives carry out this routine but vital servicing. The special equipment here includes a Bear wheel aligner, Rabotti headlamp setter and Rabotti exhaust-gas analyser.

Some 220 work-stations, each served by an under-floor fume extraction system, break up the tasks undertaken, body repairs of quick, small, medium and major magnitude being dealt with in five basic workshop areas. Two bays are used for engine testing, on Heenan and Froude dynamometers able to handle from 15 to 200 b.h.p. and run up to 10,000 r.p.m.

The equipment cost around £200,000, including as it does Emanuel washing plant, an H. P. Anderson rolling brake tester, a Crypton "rolling road" modified to Fiat's specification, a Churchill Optiflex wheel alignment instrument on a dead-level location built by Car Metal of Italy, etc. The paint shop was supplied and erected by J. C. Peacock of Weston-super-Mare and can refurbish up to 15 cars a day in three run-back booths and a two-car oven. Air is changed 4.5 times a minute and the shop is fed from a Cillen Ygnis high-pressure steam boiler. Fiat use their own, and ICI and Sherwood Parsons paints.

The floor space at Brentford covers 100,000 sq. ft. The parts stores occupy much of it, spares valued at about £160,000 and covering 35,000 parts being kept in Fiat-designed racks. This impressive Fiat depot makes use of Castrol lubricants, Black and Decker tools, APO spot-welders, Pyrene fire-extinguishers, Telephone Rentals communications systems, Black Hawk hydraulic tools, Hazlett tool trolleys and Fiat's own hand tools.

Machine shops, an apprentices' school, training centres, cinema canteens, showers, etc., supplement the normal office facilities, at this complex which was officially opened by Sig. Giovanni Agnelli. Fiat also operate their import/distribution depot at Dover from which cars go out to Fiat's 500 British distributors and dealers, and a £500,000 new car preparation plant and Service Centre at Warrington.

■ **DOOMED CIRCUITS**?—There are rumours that Castle Combe circuit is no more, although the last word on this should presumably come from AFN Ltd. The pleasant Wiltshire 1.84-mile circuit opened in 1950, at another ex-war-time airfield. Drivers of the calibre of Moss, Collins, Hawthorn, Chapman, Wharton and Schell drove there, and currently Castle Combe is the fifth fastest course in the country, after Silverstone, Snetterton, Thruxton and Oulton Park, the lap-record standing at 117.03 m.p.h. to the credit of Gethin and Ganley, who both got round in 56.2 sec., driving 5-litre McLaren-Chevrolets. Gethin did a practice lap at 117.86 m.p.h. but, as with Boreham, rain during the race slowed the speeds. Then we are told that the long-established Crystal Palace circuit may go out of commission after next year, in which case a course dating back to motorcycle "path" racing of the late 1920s and which developed into a proper circuit in 1937, with ERA, Maserati, Alta, Bugatti, Austin and other famous cars competing, and Dick Seaman demonstrating a GP Mercedes-Benz there, will be no more. It was revised in shape in 1953, and has an important history as the Londoner's 1.39-mile circuit.

With Castle Combe, Crystal Palace and Thruxton threatened with closure, the advent of a possible Birmingham road race and probable eventual re-opening of Donington Park take on a new significance. One old circuit hasn't closed—Boreham. Fruit orchard turned into a war-time airfield, Boreham in Essex became a race circuit, with *Daily Mail* sponsorship, twenty years ago. What is more, with a lap distance of three miles, it was a very fast circuit. Alas, it had a very short life-span. Reaching a peak in 1952, with Villoresi's Ferrari and Hawthorn's Cooper-Bristol victors at the Festival Meeting for F1 and F2 cars, it ceased to be used for motor racing the following year.

Boreham, however, lives on as a high-speed circuit, because Ford took it over in 1955 and their Research and Engineering staff operate it as a proving ground and their Competitions Department as a test track. Ford's Advanced Vehicles Operations department makes very good use of Boreham, where a rough-ride course, wading trough, water splash, special surface road sections and, in flattest Essex, a 1-in-4 test hill ("Mount Boreham") have been added by the Ford Motor Company.

The lap-record for the circuit is held by R. D. Poore, who got his s/c. 3.8-litre Alfa Romeo round at just over 94 m.p.h. Practice laps of 103 m.p.h. were attained by Villoresi and Gonzales but rain slowed them in race. Today, Group 2 Ford Escort saloons lap substantially the same circuit at around 115 m.p.h.

■ **SPORTING APPEAL AT THE MOTOR SHOW.**—This year's Earls Court Motor Show was a fairly dismal affair on the new model front but for the sporting motorist there was quite a lot of interest with several up-dated models. Starting at the bottom of the scale, Ford introduced a new derivative of the Escort called the Sport which drops in the market somewhere between the present Escort 1300 and the GT model.

The two-door body of the Escort Sport has the same flared front and rear wheel arches as the Mexico and RS1600 to accommodate wider wheels and radial ply tyres, and is powered by the uprated GT engine driving through a close-ratio gearbox. Top speed is quoted as 99 m.p.h. and 60 m.p.h. can be reached from rest in a claimed 13 sec. The price is £940, which is less than the GT and this is due to the more spartan interior layout and other details of finish.

Moving up the scale the MG-B in both GT and standard forms took on a Mk. 3 guise at the Show. These evergreen and hard-wearing cars remain unchanged mechanically and in specification but have received a face-lift to the trim, interior layout and some controls.

The Lotus Europa has been re-engined and no longer can be called an Anglo-French car. For the British market, at any rate, the Renault engine has been replaced by the Lotus twin-cam engine in standard rather than big valve form, but even so this gives an appreciable increase in power over the Renault. However, the French gearbox is still utilised. In fact there is more to it than just the change of engine for the car has been completely revised in several other respects. Externally the car is easily recognisable by the modified rear bodywork which has been altered to give better three-quarter rear vision but perhaps the lines are spoiled by this.

The interior changes include a lowered floor, wider toe box with improved positioning of the pedals, a lengthened passenger compartment with re-shaped seating, and the previously awkward hand-brake has been re-positioned. Mechanically the car has undergone changes to both the front and rear suspension geometry, which should make it handle even better, there is a new backbone chassis which is said to be more rigid, improved braking a a revised gear linkage—yet again! There is also a revised silencer system, better sound insulation, and the electrics and wiring have all been revised. We look forward to testing the new Europa as it almost certainly has benefited a great deal from the face-lift. No price has yet been announced.

The Ginetta G21 which first appeared at last year's Show has not been put into production, but the Walklett Brothers of Witham have now put a lot of miles on the prototypes, particularly the smaller-engined 1,600-c.c. model with live rear axle. Some months ago we were able to try the car briefly and were impressed both with the styling and the performance of the car. The G21 appeared at the Show again this year and now the Walkletts feel they can go ahead with production although the little Imp-engined G15 continues to have success in its limited field.

Moving up the scale, the Reliant Scimitar GTE has come in for a face-lift, which is of particular interest to this magazine as the Assistant Editor runs a late 1970 model. This unfortunately has given rather a lot of trouble but with an impending 20,000 long-term road-test coming up seems to have got rid of most of its bugs and is now providing excellent express transport. The face-lift for 1972 is mainly internal with a completely revised dash panel, better heating and ventilation, a larger glove box and even a widened arm-rest. Externally there is a new grille but the waistline chrome strips, which attempt to fall off in any case, have been removed and all the badges redesigned. There are new colour schemes and redesigned wheels, an electrically rather than engine-driven fan, and new engine mounts which should lessen vibration. The price is now upped to £2,379 in manual gearbox form.

Continued on page 1153

THE PEUGEOT 304 ESTATE



ONCE upon a time British journalists who wished to remain *au fait* with the latest Peugeot products without taking a trip across the Channel were wont to work with Mr. Graham of Peugeot Distributors out at Croydon. He did everything possible to let us have cars but as he was also responsible for selling Peugeots from the Lion showrooms in Surrey and had to regale us with demonstration cars, there were sometimes delays before the very newest of these fine, dependable French cars came into our hands.

Some time ago all this changed, maybe because Peugeot, along with other European manufacturers, is thinking actively in terms of the ECM. After suffering some rather jumbled publicity for a time they appointed publicity agents with the cumbersome name of Brook-Hart Ruder & Finn International to administer to their interests. Soon after this we received a letter saying that special efforts were being made to facilitate the testing of all the Peugeot range of models by accredited journalists who hankered after them.

This reminded me that 1971 was well advanced without a car from Souchaux having come my way. I put in a request and very promptly Mr. Hebert, Sales Manager at Peugeot Automobiles UK Ltd., had telephoned to suggest that I might find a 304 Estate just the job. I did! Moreover, it was delivered exactly on time, a pleasant contrast to BMW, Volvo, which in spite of requests and even arrangements, still proves elusive, and Saab, Rover and others which were *verbotten* until after the Motor Show.

One reason why I found this well put together economical little Peugeot Estate just the job was because it coincided with transporting part of my personal library of motoring journals—the sort of property some soulless people think of only in terms of raising money at auctions but which to me is the very breath of history and quite beyond price—over a considerable distance, I might even say out of England. . . . Now books weigh heavy, bound volumes of the old weekly journals, my petrol-bibles, especially so. I am afraid I loaded up the spacious rear compartment of the 304 until the permissible 280 kg. it is supposed to carry was no doubt exceeded. Some cars would have given evidence of this by rolling on corners, feeling temporarily under-braked, and understandably sluggish. Not this willing Peugeot 403. The tail-heavy load, although such that beams from the huge, rectangular Cibie headlamps, even on dip, seemed to dazzle some oncomers, made no difference to the lively performance from the transverse 70-b.h.p. (SAE) 1,288-c.c. all-alloy o.h.c. engine, to the squeaky somewhat spongy but powerful disc/drum Girling servo brakes, or to the Macpherson-strut and trailing-arm coil spring all-independent suspension. Cornering sure-footedness is ensured by front-wheel drive, this test car being on 145 × 355 French-made Dunlop SP radial tyres.

Indeed, loaded like a lorry as I was, I had no compunction about descending the old Birdlip Hill into Gloucester, so safe and contented did the 304 feel. It has excellent, light and quick rack-and-pinion steering (3.75 turns lock-to-lock), rides, as good French cars do, in a supple fashion over unmade roads, has ample ground clearance, a useful item in subsequently using the Peugeot to cover the Senior Service Hill Rally in "out-backs" Welsh terrain, and the front seats are deeply upholstered for top comfort, with lever controlled adjustable squabs.

The gear change, once the spring-loading has been mastered, is light to use in a "non-mechanical" sense, and the handbrake has a conventional, central floor location. Visibility is good, as it should be in a small car, and improved by the optional heated window in the lift-up tailgate. The back seat, as well-padded as the separate front ones, folds to give a loading area of 53 cu. ft. The floor has a smart simulated mahogany finish and there is adjacent upholstery, so this Estate isn't one in which one would normally carry pig-manure, but longitudinal rubber slats make for easy cleaning.

The facia, in matt finish, incorporates a roomy non-lockable cubby with a rather too-eager spring-up lid, supplemented by an under-facia well, and the Jaeger instruments indicate speed and distance, battery condition, fuel contents and water heat in symbol-marked but casually-calibrated dials, supplemented by an Ultra electric clock and the usual warning lights. A l/h stalk moves about in Gallic manner to select various lamps' settings and the efficient wipers/washers can be brought into play by progressively depressing its extremity—an excellent arrangement. The single-speed wipers are switched on permanently from a r/h facia knob adjacent to the choke knob. To the left, outboard of the recessed ash-tray, is a cigarette lighter. A r/h stalk works the turn-indicators and, pulled inwards, sounds the horn. There is efficient heating and ventilation and this Peugeot 304 is a high-grade Estate car, with quality fittings and finish. The rear number plate lamps are recessed in the back bumpers, which could be vulnerable. The 304 retains the proper sockets for a roof rack, proudly carries the "Lion" badge on its radiator grille, and has that outstandingly smooth five-bearing hemi-head engine which will exceed 6,000 r.p.m., which I remarked on when enthusing over the similarly transverse-engined 204, believe it or not, all of half-a-dozen years ago. It develops an irritating buzz at around 60 m.p.h. but this becomes subdued at 70 m.p.h.

The 304 Estate sells in this country for £1,278.12 and is worth every New Penny of it. As to economy, it returned 32.5 m.p.g. of four-star fuels—a sticker proclaimed "*Peugeot foit confiance à Esso*" but it didn't always get it—and after 900 miles oil was required. It is a charming little vehicle and a useful load-carrier as well, so that I forgave it a difficult to remove fuel filler cap, a rattle from the region of the back seat and loss of a sound-deadening felt panel above the clutch pedal.—W. B.

RUMBLINGS—continued from page 1152

A possible challenger to the GTE as a fast and sporting estate comes from Volvo, who have just announced the Volvo 1800ES and it was on show for the first time in Britain at Earls Court. Volvo have taken the well-known P1800 and given it virtually a GTE back. Power comes from the B20E 2-litre engine which gives a healthy 135 b.h.p. Safety features are always high on the Swedish firm's priority lists and a feature of this car are the disc brakes all round actuated by dual circuit hydraulic system. No price has yet been announced but the new model should find a ready sale.

The Trojan group, who have their fingers in various pies including a British concession for Iso Grifo, introduced a new-look Bertone-styled model at the Show called, simply, the IR8. The revised frontal treatment is definitely an improvement with the drop-eyelid headlamps and improved dash layout. The Iso is available with either 5- or 7-litre Chevrolet V8 engines and now costs a mere £8,750.

An addition to the Jensen range is the new SP which is powered by a 440-cu. in. (7,212-c.c.) Chrysler engine rather than the 6.3-litre engine used on the Interceptor and FF models. The SP also includes in its specification as standard, air-conditioning, Sundym glass, and the new Lear Jet stereo radio and eight-track cartridge tape player. The most significant technical change is the introduction of new wheels and brakes. Smartly styled aluminium alloy wheels of wider dimensions are now fitted to all three Jensen models and the braking has been improved by the use of ventilated disc brakes all round. Front and rear seats have been improved as has the interior and facia. The SP is retailing at just under £7,000.

Finally at the very top of the "drooling list" is the latest from Ferrari, the 365 GTC4, now available in right-hand drive form for the first time. This beautiful car has a 2+2 coupé body designed by Pininfarina and is powered by the V12 4.4-litre four-cam engine, and has a top speed of 165 m.p.h. The 365 GTC4 retails at a cool £9,814.

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A Happy Misunderstanding

WITH many manufacturers withholding further road-tests from us until after the Show was over, it was pleasing to receive a letter from Patrick Lee of BL's Longbridge factory, in which he said that, although the year was almost over, he wished those writers who wanted to drive hitherto untried BL cars to contact him and establish bookings. Too late did I realise he meant bookings for **1972** and to humour this unexpected demonstration of pleasant co-operation I asked my secretary to write and book a Marina—to see if the later versions are any better than the thoroughly disillusioning 1.8 coupé I tried when the new BL model should have been a sensation—and an MG-B, because I have long had a liking for BL's "vintage" sports car.

As the letter was being typed a colleague came to my office to ask whether I could lay-on a car to take him to the Barcelona 1,000-km. race. "Have the B", I said, being a generous-hearted Editor. It transpired that Mr. Lee thought the MG an unlikely car for so long a journey and, anyway, small mods. would appear on it at Earls Court. They eventually fixed our reporter up with a Triumph 2.5 PI which promptly hit a fox and wrecked its radiator. But that is another story. . . .

My request for a Marina—any model Marina—also brought a problem—there weren't any. I hoped because they were all sold out—3,699 went in the first six months of this year, which is a start, although the figure has to be compared to 4,792 Minors(!), 5,506 Sports MGs, 49,594 Minis, and 73,941 1100/1300s. While the BLMC Press people were finding me a Marina—I felt I should use a British people's car during Show-time instead of a delightful Italian small saloon, as last year—they lent me an Austin Maxi.

This proved interesting, too, because I had been very disappointed with both Maxi and Marina as new models and BL engineers have had second thoughts about both of them. The Maxi I was now to sample came from Special Tuning at Abingdon, which is why it was a very smart white and blue job with the £66 twin-SU stage of tune. It was also embellished with BLST badges that I could have done without, as I have recently acquired a licence endorsement after 40 years' driving (which shows that, like you, I am human!) and I think these "speed-stickers" attract unwelcome attention.

Anyway, this very smart Maxi took me the 170 miles home from the office most pleasantly. Its five-door body swallows goods as well as luggage. It is very spacious within, thanks to being constructed to the much-imitated Issigonis formula. It goes round corners as fast as most cars, grip being enhanced by Goodyear Custom G800 Rib radial-ply tyres. The gear-change for the five-speed gearbox has been improved, although it still isn't really nice—due to long movements, a difficult-to-find reverse (until you lift the lever) and a tendency to not go into 4th every time. The car is noisy; but anyone buying a BLST-kit presumably has tolerant ears.

What *is* important is that this Maxi becomes more enjoyable the faster it is driven, which is how it should be with a souped-up car. It will top the ton, yet is essentially predictable and safe. It is not thirsty for fuel—I had no time to experiment before writing this, but they talk of around 25/26 m.p.g. It commences fairly quickly, if you use the choke. The eagerness of its pick-up and freedom of revving makes this Austin Maxi with the C-AJJ4050A tune a very pleasing car to use when many miles have to be covered as quickly as possible, and the 5th gear then comes into its own. Earlier criticism of Maxi sluggishness was countered by a change from 1,500 to 1,750 c.c. and the twin carburetters and polished exhaust system of the tuned car further improve the performance from the long-stroke engine, to 0-60 m.p.h. in 12.7 sec., for example. The transverse engine snatches violently under sudden throttle opening but the afternoon crawl out of London up the ghastly A40 road had no dire effects on the eyeable little "racer". I rate this Maxi a good British Buy, at £1,193.—W. B

THE THINGS THEY SAY . . .

A recent issue of the Sunday newspaper *The Observer* carried this quote in an article about Florida's new Disney World fairground, "World Champion Jackie Stewart has been racing Mario Andretti on the Grand Prix Raceway's dodgem cars". We wonder if the dodgem track had received the approval of the GPDA.

* * *

In their Edmonton Can-Am race report *Motoring News* states that the advertising tempting people to the race said: "See Denis the Bear wrestle the Speedway corners at 180 m.p.h."! Hulme not Jenkinson we presume.

LEO MEHL GOODYEAR'S EUROPEAN RACING CHIEF REFLECTS ON FOUR YEARS IN EUROPE



AS A MEMENTO of his stay in Europe Leo Mehl was presented with this Michael Turner painting of Stewart in the Tyrrell at Monaco at a function held in Wolverhampton before his departure. Mehl's new post at Akron is that of Manager of Radial Tyre Development.

LEO MEHL arrived in England just over four years ago as the new overall chief of Goodyear's extensive European motor racing operation. Now with ten hectic years of motor racing behind him he has decided to return to America to an executive job in the development section of the parent company, thus leaving the race tracks behind. Before he left last month, and handed his Wolverhampton office over to Ed Alexander his successor, he talked to MOTOR SPORT about what he describes as "a tremendously rewarding and enjoyable period of my life".

Mehl leaves at a time when Goodyear's fortunes have never been higher in Europe. The Formula 1 World Championship had long been his aim but during his period in Europe it became elusive. He was instrumental in pursuading the company to back Jackie Stewart and the Tyrrell team for the 1971 season and this has proved a tremendously successful operation with Stewart clinching the title and winning in Spain, Monaco, France, Britain, Germany and Canada.

During his period in Europe Mehl has probably been one of the most influential men in European motor racing yet he has made very few enemies and a great number of friends. Somehow he lacked the brashness found in some Americans yet he commanded authority at all times and was always a master of diplomacy. He always had a smile on his face and a quick wit but nevertheless he took his racing seriously and the success of the last year has been the culmination of hard work by the excellent team he has built up around him.

Now aged 35, and married with two children, Mehl had graduated from University in 1959 and briefly worked for Goodyear before serving three years in the Air Force. On returning to the company in Akron, Ohio he was soon channelled into the chemical side of the racing development programme. After a year in the laboratories he was sent out on field work first working with NASCAR and then with sports cars, particularly the Shelby Cobras. Then he worked on the tyre development programmes with the Ford GT40 and came to Le Mans in 1964 and 1965. He also had a taste of Grand Prix racing in 1964 when the Goodyear company did some testing with Jack Brabham to evaluate whether they could break into Formula 1 racing. But then Mehl drifted away from European racing and worked as a tyre compounder on the all-important Indianapolis programme until late 1967 when he was chosen to come to Europe.

He is still not really sure why he got the job but says "big companies work in mysterious ways" but thinks that his Le Mans and brief F1 experience had something to do with it. In fact Mehl's brief was a hefty one for he was given overall control of both the technical and management sides of Goodyear Racing in Europe replacing, in effect, two men.

One of the first things he found was that the European racing teams were very much more professional about their motor racing than the Americans without making nearly so much song and dance about what they were doing. But on the other hand he has found the race organisation in Europe pathetically amateur at some circuits. He particularly re-calls Monaco this year. In previous years the tyre firms had been messed about with only three tickets allocated to each company. So he, along with Firestone, decided to make a stand and threatened to pack up and go home. Finally the organisers reluctantly handed out six passes but Goodyear still had twelve personnel all with important jobs to do! However in contrast he was particularly impressed by the facilities and organisation at Paul Ricard for the French GP.

Mehl's biggest success was undoubtedly acquiring the services of Jackie Stewart and the Tyrrell organisation. Stewart had long been a Dunlop runner and won the World Championship for them in 1969 and when the Birmingham company decided to pull out of racing at the end of 1970 there was obviously tremendous rivalry between Goodyear and Firestone to sign up motor racing's No. 1 driver. The two firms are about equal pegging on tyre development and having the best driver could make all the difference between winning and losing. In fact Mehl had courted Stewart even before Dunlop pulled out for he feels Stewart has many more advantages than his ability to win races. He says Stewart is a marvellous ambassador and not only is useful for public relations purposes but even more important is the fact that the famed Scottish eloquence can be used internally to explain to top management why the motor racing programme is important to Goodyear. Mehl thinks that, apart from the other aspects, Goodyear is in racing because it is a challenge. Because Stewart is a household name and his success is so well publicised the company employees, right down to the shop floor level, feel they have played a part in the success.

Mehl is sure that the money spent by Goodyear obtaining Stewart's services were worth every dollar and says, "working with Stewart and Tyrrell have been a real experience for me. All my years in motor racing I have never worked with a team where everything seemed to be planned so properly and seemed to work out right for such a long time."

Goodyear policy will not allow Mehl to reveal the figures involved in securing Stewart or the cost of the motor racing programme but what he did say, and it certainly came as a big surprise, was that his budget for 1971 was exactly the same as that for 1968. In the earlier years much of the money went on dishing out free or highly subsidised racing tyres to all and sundry but now only the Formula 1 teams plus a couple of Formula 5000 drivers get this treatment. Thus

costs have been held down and the only increases have been in retainers for the teams. Mehl says that it has always been Goodyear's policy to keep the programme going at a reasonable level, and while they have done this, he has seen other companies get carried away with their contracts and general over-spending and are now no longer in racing.

To keep the budget right the company has had to concentrate mainly on Formula 1 although their sports car programme has yielded Le Mans victories. But it is one of Mehl's personal regrets that they haven't concentrated more on Formula 2 which he particularly likes as a class of racing. Another regret he has is that the company has not really promoted the racing activities as well as they might but feels that now with Stewart this is being remedied.

Unprompted the former Goodyear chief commented that one of the biggest surprises he had on arriving in Europe was finding out about the motor racing press. "US journalists" he says "do not know the difference between a G18 and a G800 and have always considered racing tyres to be just like any other tyre—round and black. It was a real eye opener to me to realise that European journalists really knew their racing tyres and also had tremendous integrity".

Mehl has also been favourably impressed by the friendly rivalry between the racing tyre companies over in Europe and a cammeraderie exists here that is unknown in America. He was particularly sad when Dunlop pulled out of racing because "we are in racing to learn things and competition spurs us on. It was more enjoyable beating Firestone and Dunlop than just our American rival."

During his four year stay there have been several important changes in the construction and materials in racing tyre manufacture. He sums it up like this. "Basically tyres have changed two ways—the obvious one is that they are much lower and wider but more important than that is the speciality tyre. We had resisted the "slicks" used at Indy until we were pressured into it because in the right conditions the tyres are faster. Specialisation with wet, dry and even intermediate tyres has been the biggest change in my four years".

The compound changes which give just that extra bit of stick on the road have, according to Mehl, been a result of having many new materials to work with and there have been some particularly exciting developments over the past three years and it is only because of these that "slicks" can be run and hold together.

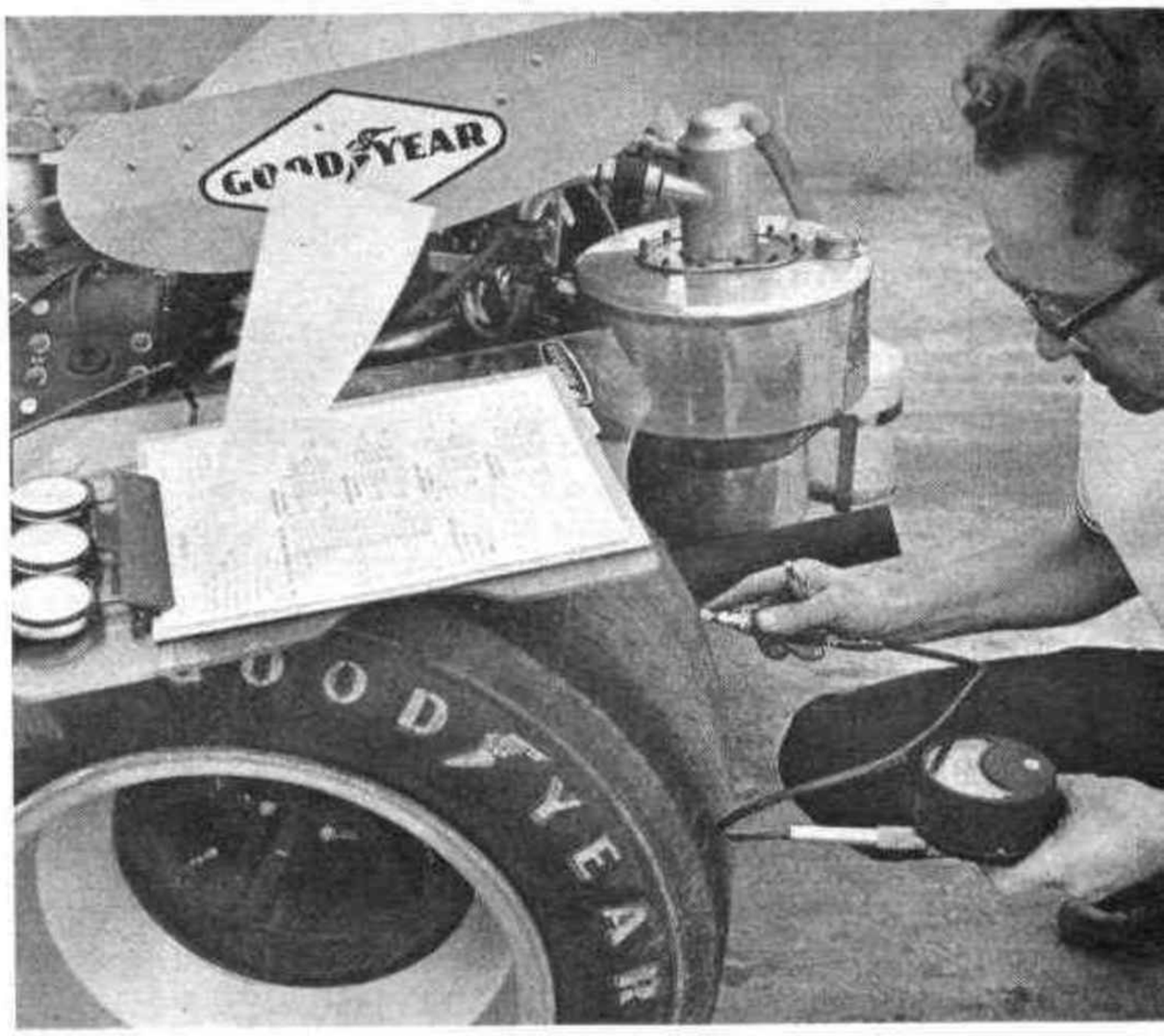
Mehl is quite categorical that the racing tyres of to-day are very much safer than their counterparts of five years ago. Tyres bursting because of too much heat are almost unknown now and the wider and lower tyres give a much larger safety factor all round. The safety studs developed in association with the car manufacturers have been an advance and particularly the safety ledge wheels used by Matra and Brabham.

He feels that, at this time, Goodyear have a very good racing tyre and he particularly pays credit to his British team who have made this possible in particular Bert Baldwin, the chief engineer, Sam Apticar who is chief compounder and Doug Nichols who is in charge of racing tyre production.

When he looks back over his four years in Britain he says he will particularly remember 1971 and Stewart's victories but also individual races like those in 1970 that Jack Brabham so nearly won and Denny Hulme's great drive in the South African GP this year as it came as such a surprise. He will remember the fruitful tyre testing with Jack Brabham and the late Bruce McLaren, meeting Princess Margaret when she visited the Wolverhampton works and seeing his young son all dressed up in British school cap and blazer.



MEHL SAYS "working with Stewart and Tyrrell has been a real experience for me. All my years in motor racing I have never worked with a team where everything seemed to be planned so properly. . . ."



GOODYEAR'S Chief Engineer Bert Baldwin measures the temperatures across the tread of a vast Formula One racing tyre. Baldwin is given great credit by Mehl for the part he played in the development of Goodyear's World Championship winning G26 tyre.

Mehl feels that going back to road tyre development at Akron is a very good thing for him and the company. He says racing tyre development is rather like going to the moon—"you don't really know what you are going to learn until you get there and by the time you get back you are really surprised the knowledge you have gained." In racing he reckons that they probably learn things that the company as a whole does not always appreciate. So he is sure a former racing tyre engineer can bridge that gap.

Leo Mehl requested to leave his plumb job in Europe and explains the decision this way. "We have enjoyed living in Europe and it has been an opportunity of a life time. I have gained fantastic experience and I have been all round the world in the process. But there are problems when you have a wife and family and there is a race every couple of weeks in a different country and if you are not in trouble then you are not going fast enough. So after ten years of this sort of strain, the last four in Europe, I think it is wise to put someone in with a different approach and fresh ideas."

I am sure that European motor racing will miss Leo Mehl but no doubt his talent will not be lost at Akron.—A.R.M.

KEEPING IN TOUCH

THE latest in one-upmanship appears to be the installation of a radio-telephone in your car so you can keep in constant touch with your office, or anyone else for that matter. A firm called Carphones seems to be making quite an impact on this market and now have radio-transmitters based at London, Luton and Birmingham, the three areas overlapping to cover quite a proportion of the Home Counties and up to the industrial Midlands. Carphones use ITT equipment which is rented out at £16 per month plus an initial installation fee. This includes a selective calling system whereby, if you are away from your car, your messages are monitored and stored for when you return. Executives who wish to learn more should contact Carphones at 65a Station Road, Chingford E4 7BU, or 61-65 New Street, Birmingham B2 4DU, for a fully illustrated brochure.

CONCESSION CHANGE

A NEW firm called Lamborghini (Great Britain) Ltd. based on the Silvertune premises at 142 New King's Road, London SW6 4LZ, has been formed to take over as sole concessionaires for these cars in the UK, Eire and Channel Isles. Directors are Bob Pierce and Roger Phillips of Silvertune and Nicholas van der Steen. Previously Lamborghinis were handled by the Italian Car Centre in Alie Street.

THE FIFTH CANADIAN GRAND PRIX

Stewart shows Championship form in wet – Peterson strong challenger

MOSPORT PARK, *September 19th.*

WHILE THERE IS no doubt that Jackie Stewart and the Elf Team Tyrrell have had a tremendous year the one black spot was the poor showing in the rain-soaked Dutch Grand Prix at Zandvoort. Those who like to knock Stewart dismissed him as a fair-weather driver, although the fact that none of the other Goodyear-shod drivers showed in the wet was perhaps an indication that something was wrong in the rubber-wear department. Since then the engineers at Wolverhampton have obviously done their sums again and on the streaming wet track at Mosport Park Stewart proved that he is every bit a World Champion in the wet or the dry. Yet again the young Swede, Peterson, proved that he is no respecter of experience or reputation and for a while overtook Stewart, although he later dropped back. Mark Donohue confirmed what had long been suspected—that he is probably America's best driver of road-racing machinery and his first-ever Formula One drive produced a third place.

The Canadian Grand Prix is one of the most recent on the calendar and this year's event was only the fifth in the series, which alternates between the Mosport track in Ontario and Le Circuit Mont Tremblant in Quebec. The Mosport track is just under 2½ miles long and is something akin to Oulton Park with its gradients and twists and turns—definitely a driver's circuit. By American standards the amenities are not very good, but the organisation is friendly and efficient without being gushing.

There were 27 entries for the 24 places on the grid, although 22 had guaranteed starts and the other five had to fight for the remaining two places. As it happened, when the flag dropped anyone who could start did.

Fresh from their recent victories Yardley-Team BRM brought along cars for no fewer than five drivers, a massive undertaking and one that has not been attempted by any of the works teams in the current Formula One. Four of the cars were the latest P160 and these were allocated to their regular drivers, Siffert, Gethin and Ganley, while the car which is normally Siffert's spare was to be driven by Toronto's George Eaton, who raced for the team during 1970 and has hardly been heard of since. Completing the BRM line-up was Helmut Marko, having his third race for the team, but his first as a works rather than "rent-a-car" driver.

March Engineering also had five cars on the entry list but two of these were privately owned. Peterson headed the team with his regular car (an experimental flat-nose was available and tried only briefly), Galli was in his usual car, while Beuttler took over the third works car usually raced by de Adamich. To add to the confusion this car was run with one of the Ford engines from Beuttler's Clarke-Mordaunt 711 rather than its usual Alfa power unit. A deal for Canadian John Cannon, who has been racing a March 712 in Europe, to drive the usual Beuttler car fell through. American Skip Barber had his Triple R Oil Filters March 711, as seen at Monaco and Zandvoort, using a completely unpainted monocoque tub, while the Frank Williams outfit had their modified March 711 on hand for Pescarolo.

The Tyrrell team brought along all three of their Tyrrells for Jackie Stewart and Francois Cevert, the older 001 being not only a serviceable but probably race-winning car in Stewart's hands. All three were in standard short wheelbase form.

There was plenty of intrigue in the McLaren camp for the ex-Gethin car M19A/1 had been sold to Roger Penske Racing Enterprises for Donohue to drive but was still being run under the wing of the works who also had M19A/2 for Denny Hulme. The Penske car had been resprayed in the team's smart blue colour scheme and, as is expected from Penske, was absolutely immaculate. As briefly seen in Austria on M19A/1, both cars now had completely conventional wishbone and link rear suspension, although the rising-rate front suspension had been retained. The results seemed to indicate that the rising-rate suspension was something of a blind alley and it is worth remembering that back in 1964 Tony Rudd designed a very similar system on the BRM but abandoned it before the end of the year.

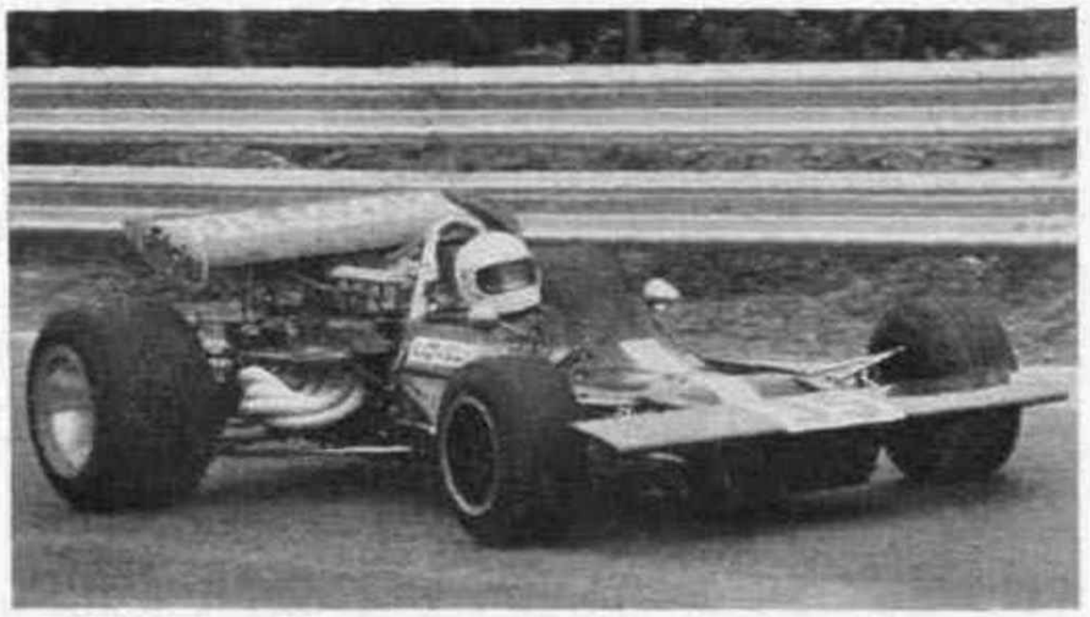
Gold Leaf-Team Lotus were back at full strength with unchanged Lotus 72s for Fittipaldi and Wisell, and Matra were also back to two drivers bringing along unchanged Matra-Simcas for Chris Amon and Jean Pierre Beltoise, although only the former benefited from the bifurcated exhaust port-headed engine.

There were three Brabhams present, the unique BT34 for Hill, Schenken's BT33 and the similar car which has now been sold to Ecurie Evergreen for Chris Craft to drive. This was Craft's first World Championship race, although he had driven the car at the Gold Cup meeting. Since then it had been painted in the Evergreen colours and even bore the advertising for a local pickle company.

Despite the Monza debacle, Ferrari were at full strength with the usual three B2s for Ickx, Regazzoni and Andretti with the last of the B1s as raced by Ickx at Monza as a spare. Team Surtees brought just two TS9 cars, Surtees himself reverting to 004 and Stommelen returning to 002, which had been back in the jig at Edenbridge since its last race, and featured an altered rear bulkhead, plus the necessary attachments to convert it into side-radiator form if necessary. Finally the American, Pete Lovely, who has been cropping up at odd Formula One races for the past couple of years with a Lotus 49, came along with a new special he had built. Basically it featured a Lotus 69 Formula Two monocoque (the ex-Graham Hill car) with the rear section of the old Lotus 49 quite neatly grafted onto the back of it. A larger radiator and Chevron F2-type nose were incorporated in the design and the only major drawback seemed to be that the fuel tankage was insufficient for a full-length Grand Prix.

Practice was scheduled for a total of four sessions over Friday and Saturday totalling seven hours in all, which gave the considerable number of drivers who had not raced at Mosport adequate time to learn the track. Friday started off damp but the track quickly dried while there was beautiful sunny weather all Saturday which brought a lot of campers to the circuit. Two men dominated the practising—Stewart and Siffert. While Siffert probably had the advantage of more power from the BRM V12, Stewart's Tyrrell and other Goodyear contractees were helped by a new tyre compound developed by the American engineers in Akron rather than by the Wolverhampton factory. The compound, G28, seemed to give a considerable improvement over the old tyre.

For the third session Stewart reverted to the older Tyrrell as his newer car was in gearbox trouble and at this point Siffert actually took pole position, but in the last two hours Stewart reduced his time to 1 min. 15.3 sec. while Siffert was unable to improve on his best at 1 min. 15.5 sec. This got the locals very excited for the Formula One lap record stood to Ickx and Brabham at 1 min. 18.1 sec., but that was two years ago and there have been considerable advances in tyres and chassis since then.



PETE LOVELY turned up with this workmanlike Lotus special featuring a Lotus 69 Formula 2 monocoque married to the rear end of the Lotus 49B he used to race



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MS 11

PRACTICE TIMES

No.	Driver	Ca	Friday, a.m.	Friday, p.m.	Saturday, a.m.	Saturday, p.m.
2	E. Fittipaldi	Lotus 72D/R5-Cosworth V8	1. 18.6	1. 18.3	1. 16.1	1. 16.1
3	R. Wisel	Lotus 72D/R6-Cosworth V8	1. 20.0	1. 16.8	1. 16.3	1. 16.6
4	J. Ickx	Ferrari 312B/2 No. 6—flat-12	1. 21.6	1. 17.3	1. 17.1	1. 16.5
5	G. Regazzoni	Ferrari 312B/2 No. 5—flat-12	1. 19.7	1. 17.5	—	—
6	M. Andretti	Ferrari 312B/2 No. 7—flat-12	**1. 18.5**	1. 17.1	1. 17.1	1. 16.9
7	—	—	—	—	—	—
8	T. Schenken	Brabham BT33/3-Cosworth V8	1. 21.6	1. 17.9	1. 17.4	1. 17.8
9	D. Hulme	McLaren M19A/2-Cosworth V8	1. 24.4	1. 16.5	1. 16.4	1. 16.9
10	M. Donohue	McLaren M19A/1-Cosworth V8	1. 24.9	1. 17.0	1. 16.3	1. 16.7
11	J. Stewart	Tyrrell 003-Cosworth V8	**1. 18.5**	**1. 15.7**	—	**1. 15.3**
12	F. Cevert	Tyrrell 002-Cosworth V8	1. 29.5	1. 16.8	1. 15.7	—
14	J. Siffert	BRM P160/02—V12	1. 22.8	1. 15.8	**1. 15.5**	1. 15.9
15	P. Gethin	BRM P160/01—V12	1. 25.0	1. 18.4	1. 17.6	1. 17.2
16	H. Ganley	BRM P160/04—V12	1. 22.4	1. 17.0	1. 16.5	1. 16.3
17	R. Peterson	March 711/6-Cosworth V8	1. 20.6	1. 16.9	1. 18.1	1. 16.2
18	N. Galli	March 711/4-Cosworth V8	1. 21.8	1. 18.2	1. 18.5	—
19	M. Beuttler	March 711/1-Cosworth V8	1. 24.0	1. 18.5	1. 18.6	1. 19.0
20	C. Amon	Matra-Simca MS120B/06—V12	1. 20.2	1. 17.3	1. 16.1	1. 16.5
21	J-P. Beltoise	Matra-Simca MS120B/05—V12	1. 21.3	1. 17.8	1. 16.5	—
22	J. Surtees	Surtees TS9/004-Cosworth V8	1. 21.8	1. 18.5	1. 17.5	1. 17.1
23	—	—	—	—	—	—
24	R. Stommelen	Surtees TS9/002-Cosworth V8	1. 23.8	1. 18.8	1. 20.7	—
25	G. Regazzoni	Ferrari 312B/1 No. 4—flat-12	—	1. 16.5	1. 16.1	1. 16.6
26	C. Craft	Brabham BT33/2-Cosworth V8	1. 27.5	1. 21.9	1. 20.3	1. 20.3
27	H. Pescarolo	March 711/3-Cosworth V8	1. 46.5	—	1. 21.9	—
28	G. Eaton	BRM P160/03—V12	1. 41.4	1. 20.2	1. 18.4	1. 18.4
31	H. Marko	BRM P153/07—V12	1. 22.2	1. 18.6	1. 17.8	1. 18.3
33	S. Barber	March 711/5-Cosworth V8	1. 26.7	1. 21.1	1. 22.9	1. 19.8
35	P. Lovely	Lotus 69/5-Cosworth V8	1. 28.0	1. 22.3	1. 21.1	1. 21.8
37	G. Hill	Brabham BT34/1-Cosworth V8	1. 21.1	1. 17.2	1. 17.2	1. 17.2
11T	J. Stewart	Tyrrell 001-Cosworth V8	—	—	1. 15.7	—

The only other driver to break the 1 min. 16.0 sec. mark was Francois Cevert, yet again showing that he is a fine shadow for Stewart. After Cevert came a great gaggle of drivers who all recorded times within the 1 min. 16.0 sec. to 1 min. 16.5 sec. bracket. They were Fittipaldi, Amon, Peterson, Wisell, Donohue, Ganley, Hulme, Beltoise and Ickx. Regazzoni was also in the same bracket but in the T car which he took over after wiping off the front end of the B2 during Friday afternoon's session. However, the newer car was repaired for the race. Of this group Ganley's effort was particularly noteworthy, as was Donohue's—the thoughtful American progressively becoming quicker and quicker.

Of the five non-guaranteed entries the two BRMs both qualified without too much sweat, although team manager Tim Parnell kept Marko restricted to a limited number of laps, even though the eager Austrian would have liked more, and his spectacular style was reminiscent of Rindt in his earlier days. Pescarolo had a very unhappy weekend and had two engines blow up under him almost immediately he started to practise the Williams car. Finally a spare was borrowed and in the Sunday morning half-hour shakedown session he understeered off the road and through a fence which, though it did little damage to the car, cut and bruised his neck quite badly and he was unable to start after all.

For once the mechanics were able to watch some real motor racing rather than just see their cars flash by, for turn 10 is immediately before the pit straight and is a difficult, medium-fast bend. Being watched by their own pit through a corner like this seemed to spur all the drivers on to greater things. The bad tyre vibration which has been a problem this year was particularly noticeable at this corner and the chattering noise could be clearly heard on some of the cars.

Race day did not go smoothly at all for there were several preliminary races and in the last of these a Formula Ford driver hit the back of an ambulance attending another accident and was killed instantly. Due to Canadian law this held up the proceedings for two hours and by the time things were finally sorted out it was starting to rain quite heavily. The drivers were given five laps or so to acclimatise to the conditions and reports were coming from all round the circuit of spins galore. Right out of luck was Ganley, who steered into a guard rail avoiding Andretti, who was having a moment, while Hill also thumped the Armco but limped back to the pit where frantic activity by the mechanics had the car on the grid just in time. Ganley was out and his place was taken by Lovely as Craft's engine developed an ominous noise as it was being warmed up.

So finally, two hours late, the flag dropped and the race was on with Stewart getting the advantage into the first turn while the rest just disappeared under a cloud of spray. Up at the tight turn 3 there was a bit of a mix-up, during which Siffert got so sprayed with mud that it completely obscured his vision and he disappeared into a ditch and out of it again with the car plastered with mud and way down the field.

It was undoubtedly the blue Tyrrell out in front, but Peterson was holding second place with Beltoise a surprising third and

STARTING GRID

12
F. Cevert
Tyrrell-Cosworth V8
002
1 min. 15.7 sec.

14
J. Siffert
(BRM V12)
P160/02
1 min. 15.5 sec.

11
J. Stewart
Tyrrell-Cosworth V8
003
1 min. 15.3 sec.

20
C. Amon
Matra-Simca V12
MS120B/06
1 min. 16.1 sec.

2
E. Fittipaldi
Lotus-Cosworth V8
72/5
1 min. 16.1 sec.

10
M. Donohue
McLaren-Cosworth V8
M19A/1
1 min. 16.3 sec.

3
R. Wisell
(Lotus-Cosworth V8)
72/6
1 min. 16.3 sec.

17
R. Peterson
(March-Cosworth V8)
711/6
1 min. 16.2 sec.

9
D. Hulme
(McLaren-Cosworth V8)
M19A/2
1 min. 16.4 sec.

16
H. Ganley*
(BRM V12)
P160/04
1 min. 16.3 sec.

6
M. Andretti
(Ferrari flat-12)
312B/2 No. 7
1 min. 16.9 sec.

4
J. Ickx
Ferrari flat-12)
312B/2 No. 6
1 min. 16.5 sec.

21
J-P. Beltoise
(Matra-Simca V12
MS120B/05
1 min. 16.4 sec.

37
G. Hill
Brabham-Cosworth V8)
BT34/1
1 min. 17.2 sec.

22
J. Surtees
(Surtees-Cosworth V8
TS9/004
1 min. 17.1 sec.

5
G. Regazzoni
(Ferrari flat-12)
312B/2 No. 5
1 min. 17.5 sec.

T. Schenken
Brabham-Cosworth V8
BT33/3
1 min. 17.4 sec.

15
P. Gethin
(BRM V12)
P160/01
1 min. 17.2 sec.

18
N. Galli
March-Cosworth V8)
711/4
1 min. 18.2 sec.

31
H. Marko
(BRM V12)
P153/07
1 min. 17.8 sec.

24
R. Stommelen
Surtees-Cosworth V8
TS9/002
1 min. 18.8 sec

19
M. Beuttler
March-Cosworth V8)
711/1
1 min. 18.5 sec.

28
G. Eaton
(BRM V12)
P160/03
1 min. 18.4 sec.

25
P. Lovely
Lotus-Cosworth V8
69/F2/5
1 min. 21.1 sec.

33
S. Barber
March-Cosworth V8
711/5
1 min. 19.8 sec

Non-starters: H. Pescarolo (*March* 711/3), 1 min. 21.9 sec.
C. Craft (*Brabham* BT33/2), 1 min. 20.3 sec

** Crashed on warming-up lap—did not start.*

Donohue fourth. Then came Fittipaldi, Cevert, Ickx, Wisell, Surtees, Amon, Andretti, Hulme, Regazzoni and the rest. Schenken failed to come round at all but the fault was in the electrical system. Finally mechanics got out to him, replaced the spark box, but by then it was too late to continue. In fact, the race was a disaster for the Brabham team for on lap 2 Graham Hill spun and damaged the oil tank so he limped back to the pits and retired.

Everyone was really tip-toeing round for the Mosport track seems to hold the oil and it was obviously extremely treacherous and lap times were 40 sec. off practice times. Stewart maintained his lead, while on lap 4 Beltoise slipped ahead of Peterson but only for three laps. Once back in second spot the Swede started to make up ground on Stewart spectacularly. Beltoise held third place ahead of Donohue, who had pulled away from a group comprising Ickx, Fittipaldi, Wisell and Cevert. Hulme had noticeably made up several places while Siffert had to stop to have the car's nose section unblocked and restarted last. On lap 8 Regazzoni's unhappy weekend came to an end when he lost it at turn three and thumped the barrier backwards. The electrics burst into flames, but the fire was quickly extinguished and Regazzoni, who crashes more than most, walked back for the second time in three days to explain to Forghieri.

Ferrari's hopes were not really as high as expected for Ickx certainly was not showing the Zandvoort wet-weather form and Andretti had made a pit stop with a misfiring engine and then soldiered on with oil spraying from the engine onto the back brakes which made everything very difficult.

Stewart and Peterson were quickly working their way through the back markers, as was Beltoise, but he came up against a rather stubborn one and, in his attempts to pass, he lost it on lap 15 at turn 10 and the resulting impact damaged the front suspension beyond repair. Mark Donohue had made a quick stop for a clean pair of goggles (he was one of the few not wearing a Bell Star) but still held fourth place so now he moved up to third.

At this stage Peterson was really giving Stewart a hard time, although, while the Scot was driving in his usual precise manner, the Swede was having several adventures. Both were choosing very special non-dry weather racing lines through the corners in an attempt to gain more traction. But after briefly passing Stewart a couple of laps earlier Peterson got in front and stayed that way on lap 18.

At least the rain-soaked spectators had something to make their visit worthwhile and this dice between the established champion and the new up-and-coming challenger was definitely it. The gap varied considerably but it was never more than about 3 sec. as Stewart waited for Peterson to make a mistake. But the March driver had settled down and was hardly putting a foot wrong so Stewart had to exert his tremendous skill and he finally managed to regain the lead fair and square on lap 31.

By this stage only Donohue remained unlapped in third place, Ickx was fourth but Denny Hulme, not noted as a great wet weather driver, had clawed his way right up the field to fifth position ahead of the two Lotus 72s with Wisell now challenging team-leader Fittipaldi, Cevert was back in eighth place in the second Tyrrell, Siffert had moved up well but was finding it very difficult to pass Surtees for ninth position.

Hopes that Peterson may again challenge Stewart took a tumble on lap 32 when the pair came up to lap George Eaton down in 16th place. He saw Stewart and let him through and immediately moved over on Peterson who was following closely. The March's front wing was knocked at an angle and he lost a lot of time in the incident and from then on started to drop back as he wrestled with the strange handling afforded by the cock-eyed nose. For a few laps Donohue started to gain on Peterson but then he dropped back as Peterson speeded up. By lap 35 Hulme had moved up into fourth place. Wisell had passed Fittipaldi and looked like overtaking Ickx as well. Barber had long since dropped out when his engine lost all its oil pressure, while Stommelen had a moment and knocked off a water pipe and by the time he noticed the water temperature was off the clock it was too late and he retired with an overheating engine. However this still left 18 cars circulating in the slightly drying conditions with all eyes still focussed on the progress of Peterson although it looked as if Stewart had the race in the bag while his team mate Cevert was obviously making a late bid to improve his position.

During the third quarter of the race the rain had ceased and the track was drying slightly but a heavy mist was starting to fall and visibility was definitely getting worse. By lap 60 the marshals were reporting to race control that they could not see from one post to another. The officials consulted their rule books and realised there was provision for stopping the race without affecting the results or the World Championship as over 60% of the distance had been completed. So as Stewart completed the 64th lap, after almost two hours' racing, he had the chequered flag waved vigorously at him and he had won his sixth Grand Prix of the year. Ronnie Peterson came home to his fourth second place of the year (the third behind Stewart) some 38.3 sec. in arrears while Donohue, still unlapped, was in an excellent third place.

Hulme's tenacious drive earned him fourth place and the fastest lap, Wisell was fifth, while in the closing stages Cevert had moved ahead of both Fittipaldi and Ickx, who finished up in eighth place. Siffert came home ninth, although undoubtedly he would have been better placed had it not been for that first lap incident, while Amon was an unhappy 10th ahead of Surtees, Marko, Andretti and the rest.—A. R. M.

Results :

...th CANADIAN GRAND PRIX—Formula One—84 laps—†252.8 kilometres
Cold and rain

1st	J. Stewart (Tyrrell 003)	1 hr. 55 min. 12.9 sec.—131.91 k.p.h.
2nd	R. Peterson (March 711/6)	1 hr. 55 min. 51.2 sec.
3rd	M. Donohue (McLaren M19A/1)	1 hr. 56 min. 48.7 sec.
4th	D. Hulme (McLaren M19A/2)	1 lap behind
5th	R. Wisell (Lotus 72D/R6)	1 lap behind
6th	F. Cevert (Tyrrell 002)	2 laps behind
7th	E. Fittipaldi (Lotus 72D/R5)	2 laps behind
8th	J. Ickx (Ferrari 312B/2 No. 6)	2 laps behind
9th	J. Siffert (BRM P160/2)	3 laps behind
10th	C. Amon (Matra-Simca MS120B/06)	3 laps behind
11th	J. Surtees (Surtees TS9/004)	4 laps behind
12th	H. Marko (BRM P153/07)	4 laps behind
13th	M. Andretti (Ferrari 312B/2 No. 7)	4 laps behind
14th	P. Gethin (BRM P160/1)	5 laps behind
15th	G. Eaton (BRM P160/3)	5 laps behind
16th	N. Galli (March 711/4)	7 laps behind
	* M. Beuttler (March 711/1)	8 laps behind
	* P. Lovely (Lotus 69/5)	9 laps behind

* *Not classified—insufficient distance.* † *stopped 16 lap. early*

Fastest Lap : D. Hulme (McLaren M19A/2), on lap 57, 1 min. 43.5 sec.—137.64 k.p.h.
Retirements : T. Schenken (Brabham BT33/3) on lap 1, ignition; G. Hill (Brabham BT34/1) on lap 4, accident; G. Regazzoni (Ferrari 312B/2 No. 5) on lap 8, accident; S. Barber (March 711/5) on lap 15, engine; J-P. Beltoise, (Matra-Simca MS120B/05) on lap 16, accident; R. Stommelen (Surtees TS9/002) on lap 27, overheating.
24 starters — 16 classified finishers

MOSPORT PARK MUMBLINGS



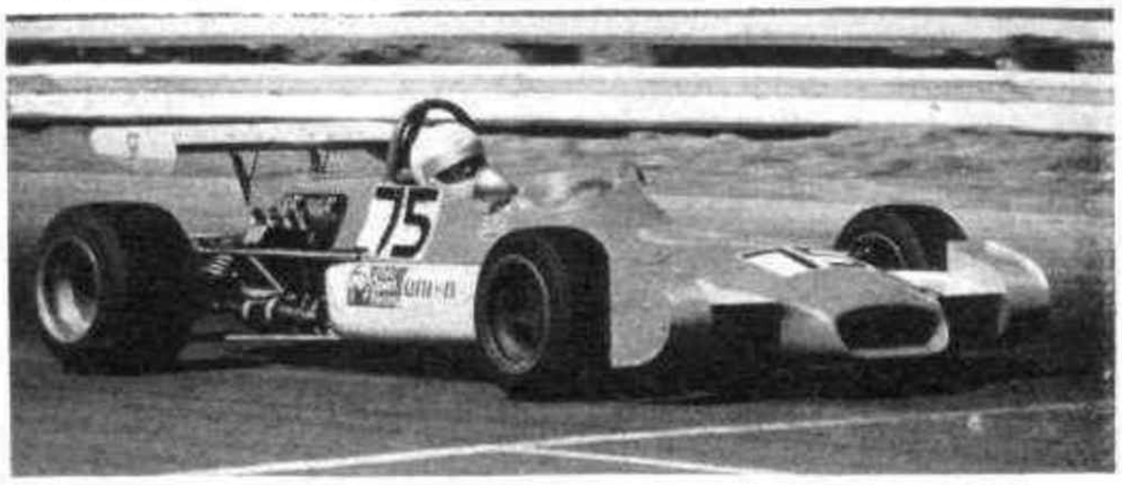
THIS NOSE was briefly tried in practice on Peterson's March 711. The shape of things to come from Bicester?

● Mark Donohue is very much a perfectionist and after his tremendous drive to third place in his first ever Grand Prix he was shrugging aside all congratulations. He felt it quite inexcusable to have to make a pit stop for a second pair of goggles and will obviously remember to wear a second pair round his neck in future. He was the only driver not wearing one of the all-enveloping Bell Star helmets. He has tried one but could not get along with it. He was also embarrassed about his spin in front of the pits but there were very few others who did not spin at some time or other during the race. Donohue is undoubtedly a very welcome member to the Grand Prix circus and it looks as if his entrant, Roger Penske, will field a Formula One car in selected races next season if everything goes to plan.

● Running a five-car team is not something Yardley BRM Team Manager Tim Parnell and Chief Mechanic Alan Challis would like to do at every meeting. At one stage in practice all five BRMs were in for various adjustments and took up about a quarter of the whole pit area, much to the consternation of Ron Tauranac who could not find a spot for either of his two Brabhams. There is no doubt that a five-car team is far too much for any team manager or chief mechanic to handle, and the BRM crew really deserved a medal for coping as well as they did. Perhaps the politicians who arranged all the deals might think again for next year.

● The accident in the Formula Ford race was a very sad affair for the driver who lost his life, Wayne Kelly, was one of Canada's best known drivers and had started his racing in Europe. He had intended to leave the Air Force a week after the meeting to become a full-time manufacturer of Formula Vee cars, which he had been building successfully as a part-time operation. Kelly hit an ambulance which was attending an accident which was not at all serious, and had this been in Britain it would never have been despatched on the course. The organisers seemed all too keen to send out a course car as soon as any accident occurred and did likewise when Regazzoni crashed although he was completely uninjured. If an ambulance is really needed in a minor race then perhaps it is time to stop that race.

● The Formula B race that supported the Grand Prix was a first-class and very competitive race. The organisers had attracted most of the leading drivers from the SCCA Formula B series including the 1971 Champion Alan Lader who drives a Brabham BT35. The local Canadian Formula B drivers found themselves overwhelmed and after a couple of place changes in the 40-lapper Lader came through to victory. All the leading cars were using Lotus twin-cam engines prepared by Brian Hart in his Harlow, Essex, workshop. The fastest Formula B lap went to Canadian Bill Brack in a slightly older Brabham who recorded an impressive time of 1 min. 23.3 sec. after spinning away the lead and recovering to finish second.



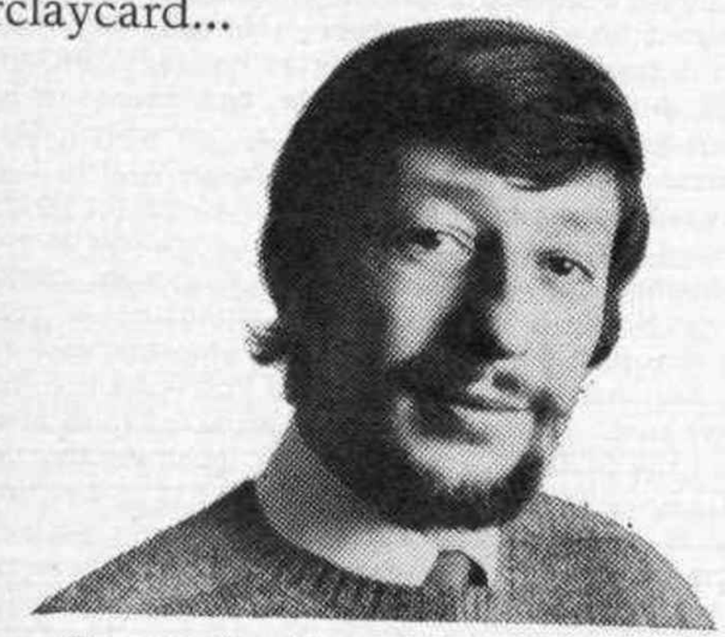
FORMULA B winner Alan Lader in his Brabham BT35.

5 facts we discovered about Barclaycard holders.

We asked a national sample of Barclaycard holders some questions on a selection of subjects, ranging from holidays to television viewing, and covering a lot in between. And here are just a few of the fascinating things we found out:

- **26% have two or more cars in the household**
  (National Average: 8%)
- **71% live in a centrally heated home**
  (National Average: 28%)
- **8% have a colour T.V. set in the home**
  (National Average: 3%)
- **6% buy table wine at least once a week**
  (National Average: 3.8%)
- **79% own their own home**
  (National Average: 49%)

Now meet just some of our 1,400,000 cardholders and see what they've got to say about Barclaycard...



Stuart Castle, of Ingatestone, a pharmacist. "I first used my Barclaycard for drawing cash on holiday in Scotland. I had no intention of using it for anything else at that time, but gradually I found it helpful for other things.

I specially liked the extended credit facilities, because it meant I could take advantage of discounts which are not available through ordinary hire purchase agreements. And the interest charged on Barclaycard extended credit is relatively minor. You also have the ability to get cash in hand without embarrassment."



Mr. and Mrs. Hards, joint users, from Bromley. Mrs. Hards: "I've bought various things with my Barclaycard—clothes, school uniforms for the children and the odd major item, like an electric heater. My husband has also bought me jewellery with it."

Mr. Hards: "In the first year or two, the only use to which I put my card was for drawing cash when away from home—it's certainly a convenience in this way. Since then I've used it for various items, especially clothes and personal gifts."



Audrey Brown, housewife, from Cardiff. "I find my Barclaycard marvellous to take abroad—I used it a considerable amount last year in Malta for buying shoes, drinks and food and I was impressed by the number of shops that accept Barclaycard over there. In future, I think I'll take less money when I go abroad and rely more on my Barclaycard. I think it's a wonderful scheme.

"I do use the extended credit—it's better than HP, especially as it is confidential."

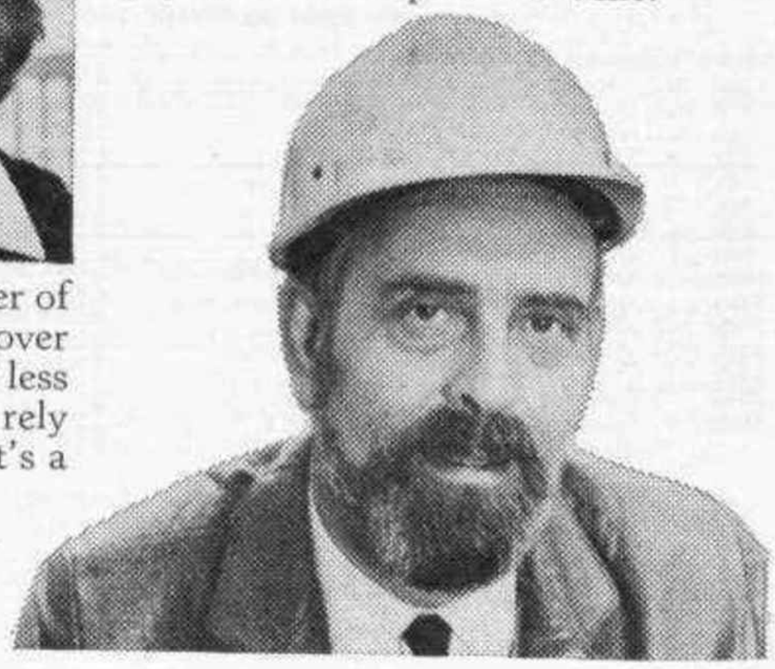
Peter Care, head of a school's modern languages department, from Cobham. "I first began to use my Barclaycard when I took the family to Scotland for a holiday—so that I could spread the repayments over a period of time. I still use it for petrol and for buying larger items on Saturdays when the banks are closed.

"I do make use of the extended credit facilities. It helps to spread the financial load, especially at Christmas, when we seem to have so many things to pay for."



Joseph Ratcliffe, an electrical engineer from Ongar. "I first used my Barclaycard when I had a puncture and needed a tyre replaced. No garage seemed to trust cheques, but they trusted my card. That was my initiation. Since then I've used it for various purposes—petrol, general shopping and so on.

"I find the extended credit facilities quite useful—I sometimes spread repayments over a period of time."



Mr. and Mrs. Reginald Baker, joint users from Swansea. "We make reasonably wide use of our Barclaycards for most everyday items, like clothes for the family.

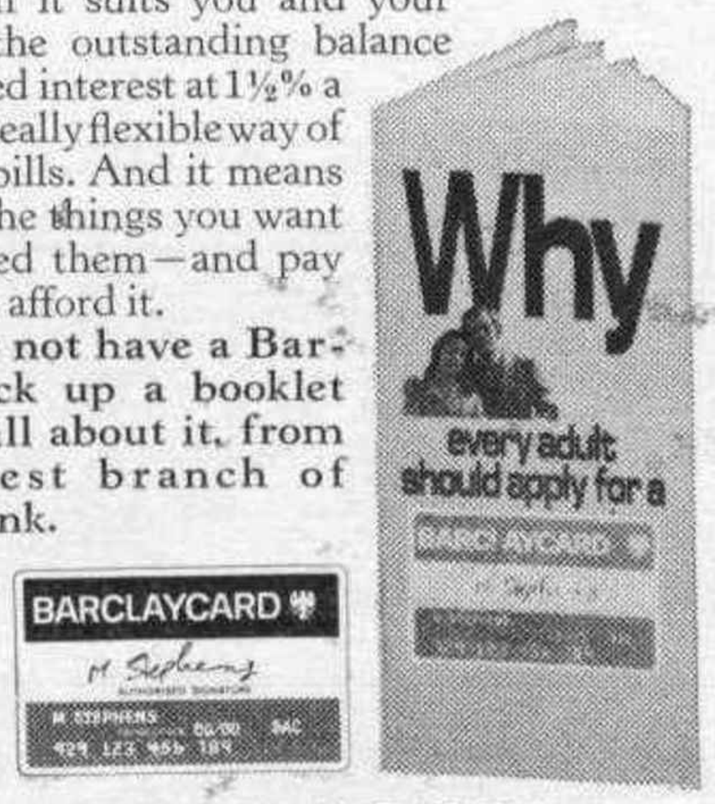
"Yes, we find the extended credit facilities very handy. If one wants to budget over a couple of months, this is the easy way—and one knows more or less what the commitment is."



Every month 67.1% of Barclaycard holders who receive a statement take advantage of extended credit.

When you settle your Barclaycard account you don't have to pay back the full amount in one go. Just pay us a minimum of £2, or 5% of the total (whichever is the greater). You can repay more, if it suits you and your budget. On the outstanding balance you are charged interest at 1½% a month. It's a really flexible way of paying your bills. And it means you can buy the things you want when you need them—and pay when you can afford it.

If you do not have a Barclaycard pick up a booklet telling you all about it, from your nearest branch of Barclays Bank.



BARCLAYCARD

Remember when credit was for people who couldn't handle money?

Barclaycard, Juxon House, 94 St. Paul's Churchyard, London EC4M 8EH

WE ARE GRATEFUL TO THE FOLLOWING SOURCES FOR THE NATIONAL AVERAGES QUOTED: "A SOURCE FOR EUROPE"; DEPT. OF THE ENVIRONMENT TRANSPORT INDUSTRIES BRANCH; NATIONWIDE BUILDING SOCIETY; AGB; JICTAR.

HERE AND THERE

● A new special Associate Membership scheme has been announced by the very active Ford Sport Club which will enable non-Ford owners to join in the activities. The initial annual subscription for an associate member will be £2.50. The club has been particularly active in providing cheap travel for its members to race meetings as far away as Mexico and the Ford Sport Day race meetings have been high points of the club racing season. There are plenty of centres for more local activity and details are available from the club at 132, Fleet Street, London, EC4.

● That Rothmans' 50,000 super-Formule Libre race scheduled for August Bank Holiday next year continues to create major interest in motor racing circles, and promoter John Webb tells us of unprecedented advance bookings. Latest news is that MOTOR SPORT magazine will be adding a contingency bonus to the race with a cash prize for the leader of each of the opening, and no doubt hard-fought, first 10 laps of the race. Other companies will be underwriting subsequent laps.

● Ten prints of the first Senior Service Hillrally film made by the BBC for their Wheelbase programme are now available to motor clubs on a free loan from Sound Services Library, Kingston Road, Merton Park, London, SW19. It covers well the progress of the cross-country four-wheel-drive vehicles which took part in the event in Wales back in March and lasts 15 minutes.

● Also of interest to club secretaries trying to fill their winter programme is a series of talks and film shows being given by A. F. Rivers-Fletcher under the sponsorship of Shell. Each talk and film is an entirely personal presentation and the films are silent with "Rivers" adding the commentary as he sees fit for the occasion. Rivers has a wealth of stories to tell ranging from riding with Malcolm Campbell in the JCC Grand Prix at Brooklands as a boy through an apprenticeship at Bentley to the post-war years, during which time he was associated with many top drivers and was the public relations man for BRM. Just recently he has been connected with the RAC Hill-Climb Championship. His films and recollections make a fascinating evening and he can be contacted at The Craddocks, Kineton, Warwicks. (Tel.: Kineton 337.)

● The television companies who seemed so satisfied with Rallycross last season have apparently changed their minds about the new sport's place on our winter Saturday afternoon's screen. Nevertheless the Thames Estuary Automobile Club have decided to go ahead with a full season of six events sponsored by Wills Embassy and run at Lydden. Tony Tomassi, who is Competitions Director of TEAC, tells us that as yet the TV dates are not fixed but the first will probably be screened on November 20th with others later in the season. There is no news at present of televising events from the exciting Cadwell Park venue.

● Two schemes to run Stadium motor racing in the London area have both been abandoned after some disastrous meetings where both spectators and competitors alike were very thin on the ground. The plan was to run races for club racing saloons and also midget racing cars on Friday evenings at stock car/greyhound stadiums. But recently both the BRSCC, who organised meetings at Harringay, and Barnard Racing, who were using the Walthamstow Stadium, decided to cancel any further meetings due to the lack of support.

● News comes that Charles Lucas has decided to withdraw his interest from C. Lucas (Engineering) Ltd, the Huntingdon based firm who do a lot of engine work including Formula One re-builds and produce the Titan racing cars. Roy Thomas, who founded the firm originally, and later secured Lucas's very active backing will continue operating out of the same premises. "The Eng" as it was called ran a very successful racing team at one time with Piers Courage, Jonathan Williams, and Peter Gethin amongst the drivers and later, when Titans were produced, Lucas himself and Roy Pike scored many successes in the cars.

● P & M Racing Preparations have been preparing racing cars near central London for some five years or so now. "M" left to work in Sweden some years back and now we hear that "P" is also no longer with the firm. It is now run by two ex-JW Automotive Engineering employees, John Cook who is general manager and Bill Milligan who is works manager. They are expanding the firm at the premises known as The Arches, Chiswick Park Station, London W4.—A. R. M.

CARS IN BOOKS—continued from page 1136

Bentley. Quite early in this delightful book—delightful in the reading sense, because I cannot condone the cold-blooded killing for sport of living creatures—there is mention of "an ancient 'flivver' " used to convey the author, when a small boy, from the Palace Hotel, Grantoun-on-Spey, to Tomintoul, accompanied by his mother, Nannie, the nursery-maid, his two brothers and his baby sister, for the stalking holiday. This load of eight was a tight fit in the Ford, so it isn't surprising to learn that it boiled over at the Brig O' Brown: "The driver got out and unscrewed the radiator cap, whereupon a huge fount of boiling water shot feet into the air . . . he refilled the radiator with water carried from the burn in his cap, a lengthy performance." Which suggests that the Model-T didn't normally overheat at this point, or was perhaps new to the route; incidentally, as this was in the days when "the road from Tomintoul to Inchrory was so bad that it was not considered safe for a car, even a flivver", that steaming radiator was almost certainly a square brass-bound one.

I find it interesting that as late as 1923, whereas the author's family travelled to Scotland, from King's Cross, for the shooting and fishing season, the three cars were sent up three days earlier, for the journey from Hutton to Inverness—"They were there all right, but had had a rough passage, for the road north of Pitlochry was very bad in those days". The makes used are unfortunately not recorded but in 1924 they were using a Ford called "Jerry", which was "one of the old, high-backed, open, pedal-geared, vintage Fords. We had her five years and knew all her moods, which were many and varied, in spite of which no better car ever existed for hill work"—a nice tribute to the Model-T ! It was kept at Hutton, where the under-groom looked after it, acting as under-chauffeur to it when it was taken up to Balnacoil. It it was presumably one of the aforesaid trio to make the long journey. Similar visits continued when on vacation from Eton, the author recalling how an "open Morris Twelve" (this was around the year 1926, so was presumably a Morris-Cowley) was nearly lost, attempting to ford between Balnacoil and Lairg on the Rogart road, when being towed by a pony. It had been well water-proofed beforehand, "the magneto in layers of rag soaked in oil", and when "unbunged and unwound it started like a bird and bumped off up the awful road with water squirting out of everything", including the driver's boots. There is reference to the author, who was now on the Stock Exchange, owning a Sunbeam in 1931. He owned a fierce terrier which, left in someone's Rover, punctured all the hide-upholstered pneumatic cushions, reminder of the Rover renascence of this period.

By 1934 Pilkington was using a 40/50 Rolls-Royce for these holiday expeditions, which sank into the hill road to one of of the lochs and had to be towed out the next day by a breakdown vehicle. As late as 1938 the six-mile approach road from Alladale up Glen Mor to Deanlich was described as extremely difficult and the Balnagowan Estate Office apparently wouldn't let their men use it—what, one wonders, is it like now ? A visitor's Rolls bogged down there and had to be rescued by a 30-h.p. Chevrolet. Now comes the interesting bit—the author refers to the Wroughtons' "old four-and-a-half-litre Bentley, of the same vintage as my own" and, after emphasising the delights and the practicability of vintage cars—"neither of us would swap them for more modern versions"—describes his own Bentley as "a specially-built racing model with a short chassis and a high-compression engine and, although she was built in 1928, she could still do her hundred up to the war, and that without a 'blower', which was originally part of her equipment". Perhaps the BDC can enlarge on this ? The car was stored during the war but Pilkington obviously intended to use this detuned blower-4½ again. He was invalided out of the Army and one wonders if he continued to drive this Bentley thereafter?—W. B.

VINTAGE MISCELLANY

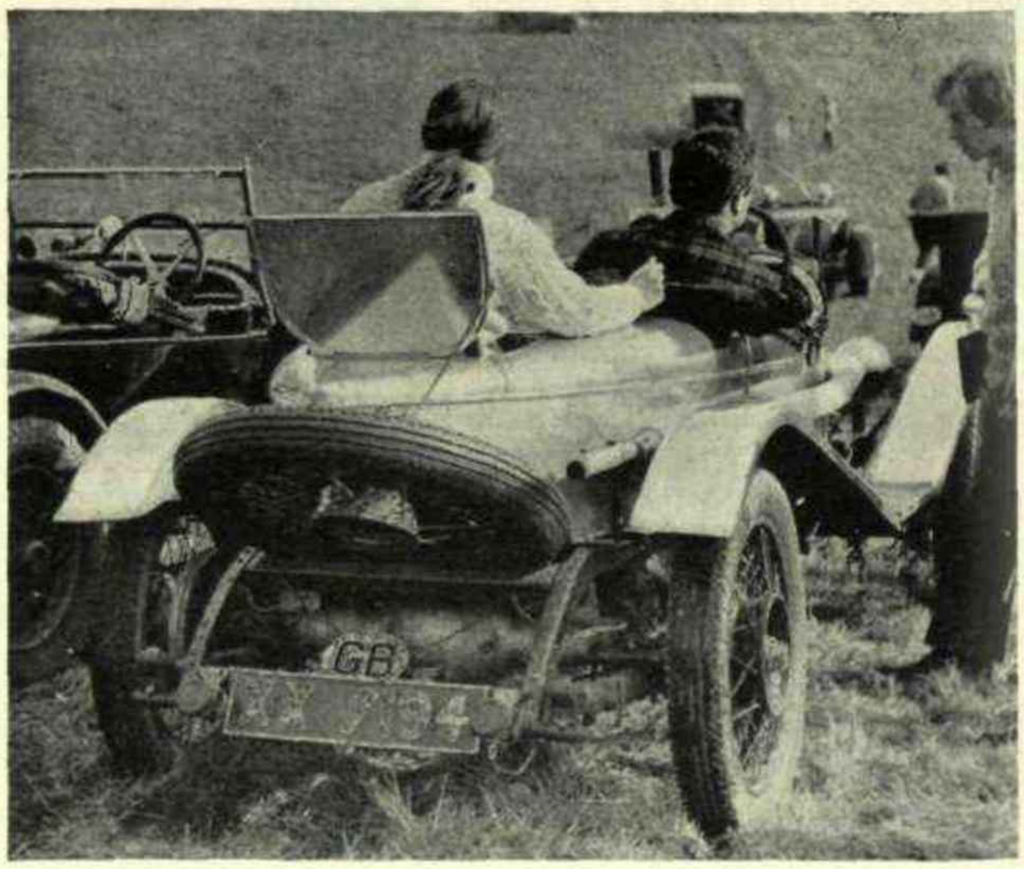
Champagne Trophy.—The latest sponsors of Historic car races are Charles Heidsieck Champagne, who put the Charles Heidsieck Challenge Trophy for a race at the AMOC Crystal Palace Meeting in September, Mon. and Mme. Jean Marc Heidsieck flying over from Paris to present it The enthusiastic Morris Register had a long article on Morris GPO vans in the Summer edition of its journal and there is a neat summary of sports Austin Sevens in the current issue of the excellent Magazine of the Austin Seven Clubs' Association, together with proposals for celebrating next year's Austin Jubilee. The Reg. No. of the Rolls-Royce which got Ivor Novello a prison sentence during the war for misuse of petrol, according to an article in *The Sunday Express*, was BLX 478. He used it for driving between London and Littlewick Green.

Misled by a Christie's hand-out, we referred to the 1910 Type XI Bleriot monoplane which came up at an auction of theirs recently as the only aeroplane of its type in flying order. A reader informs us that a similar machine is flown by the Shuttleworth Trust at their Open Days. The Christie Bleriot apparently failed to reach its reserve price of £20,000. Last month we referred to a Humber with headlamps flared into its mudguards which was in Dunlop's test fleet in the nineteen-twenties. The Humber Register Historian has taken us to task, and, having looked again at the photograph we were referring to, we are of the opinion that this was a big l.h.d. American two-seater, perhaps a Pierce-Arrow ? A 1927 Dodge Brothers saloon is said to be available on the Isle of Anguilla. We learn with deep regret of the death of Sydney Guy, last September, at the age of 86, fourteen years after his retirement from running Guy Motors Ltd. of Wolverhampton.

Odds and Ends.—The August edition of the HCVC contained a useful history of Chevrolet/Bedford commercial vehicles. The STD Register asks us to make it clear that the 24/70 Sunbeam sports-tourer which took part in the Silverstone Parade of Sunbeam, Talbot and Darracq vehicles last July was entered by Roger Gates and not by V. Crabbe, as the programme, and therefore our caption, stated. A. B. Demaus, of Cadmore Close, St. Michael's, Tenbury, Worcs., whom one associates with vintage Humbers, hopes to form a register of Hillman Aero Minx cars, if sufficient owners contact him. An open-bodied Type 46 Bugatti has returned to this country from Kenya.

The September issue of *Multicylinder*, the journal of the Pre-50 American AC, reports a successful Dyrham Park Rally held on the Summer Bank Holiday; 2,400 spectators' cars attended and £1,174 was taken at the gate. Premier award, the Perry *Concours* Challenge Trophy, was won by S. Cook's 1926 Ford tourer. There were classes such as Prohibition (1921-24), Roosevelt (1935-42), etc., and other award winners included R. Perry's 1926 Buick, S. Mirabiles' 1937 Buick 40, T. Whittaker's 1927 Chrysler 72 and C. Russett's 1915 Selden lorry. A straight-8 Bugatti and Fiat Topolino were seen by a 15-year-old reader at a garage near Orleans in France. An Austro-Daimler tourer, probably an ADR, is reported on a dockside in Jugoslavia, possibly derelict. HM The Queen has entered her 1900 Daimler for the Brighton Run on November 7th. It will be driven by G. E. Mawer.

VINTAGE TAILPIECE



DUNLOP SP SPORT THE EXTRAORDINARY RADIAL TYRE AT A VERY ORDINARY PRICE!

It's extraordinary how many extra and exclusive performance and safety features you get with Dunlop SP Sport Radial, at a very ordinary price.

SP Sport is the radial engineered for action. Right from first sight the low-crouched silhouette and meaty, wrap-around tread spell-out SP Sport's rally-proven appetite for action.

In the wet SP Sport's cunning and exclusive wet-weather system actually dries the road beneath you. Extra deep centre channel (twin channels in some sizes) to suck up and shoot water clear. Exclusive Aquajets round the tyre shoulder to pump more water clear. Hundreds of microslots in tread to mop the road dry. Now, dry tyre bites dry road.

Wet or dry, rough or smooth, Dunlop SP Sport Radial allows you more real driving and more, many more miles. The long, long mileage you expect from radials.

In all-round performance Dunlop SP Sport is the most advanced radial tyre you can buy. Because it's so radical in engineering it was once an expensive tyre. But now it's available at ordinary radial price.

And, that's extraordinary.



DUNLOP SP SPORT RADIAL





TRACK TESTING BROADSPEED'S ESCORT RACER

EARLY IN 1970 Ford announced that they would market a new derivative of the Escort, the RS 1600, which would provide a base point for building a competition touring car, and a starting point for the Formula Two engine specialists to work on for the 1972 2-litre regulations. Up to this time the Escort TC had already established an enviable reputation for Ford, but—at least in "road" terms—the RS 1600 seemed to offer little performance improvement over the TC, while costing rather more. The Ford reply was that the Duckworth-designed 16-valve engine (code-named the "BDA") was right at the beginning of its development in 120-b.h.p. tune, and that the belt-driven engine had enormous power potential.

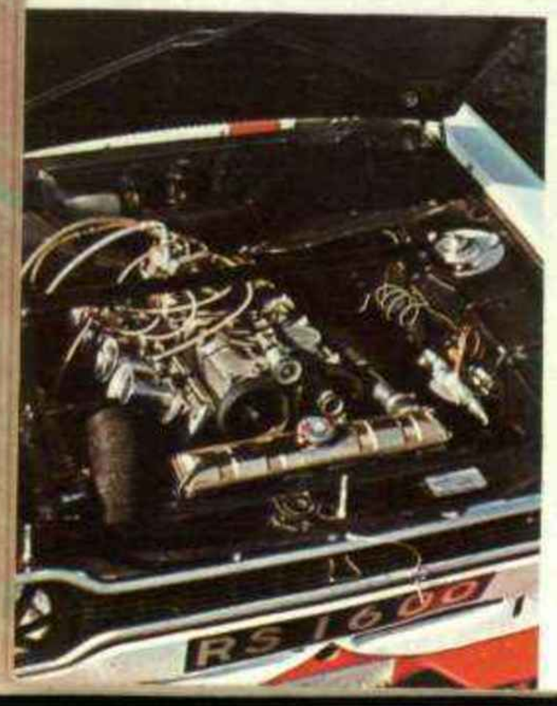
How right they were! In Formula Two this year we have seen what the BDA is capable of when installed in Francois Cevert's works Tecno, but that powerful unit adapted by the Pederzani brothers has proved unreliable. Here in Britain the specialists have not been idle either—Brian Hart Ltd. even going to the expense of having an alloy-block 2-litre BDA constructed for possible use in F2—providing

Continued on page 1181

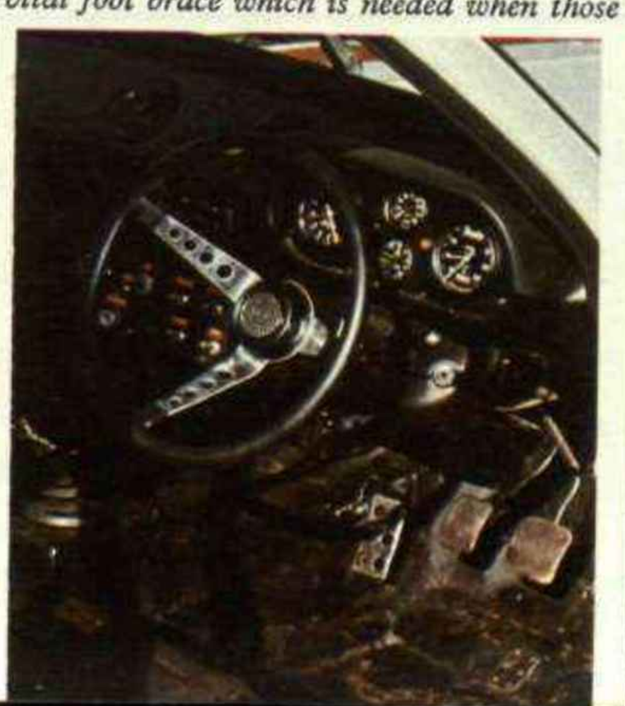


ABOVE : John Fitzpatrick is shown leading a 5.7-litre Camaro and the Boreham-prepared Capri at Woodcote. Alongside the neatly scooped front and three-point bonnet securing pins are featured, with our tester enjoying himself immediately above.

BOTTOM ROW : Lucas fuel injection breathes scooped fresh air; an alloy flange prevents fuel re-fill spillage in the boot full of pumps, a dry sump tank, and battery. The comfortable and efficient cockpit has a vital foot brace which is needed when those F1 ventilated discs are applied.









Paddy Hopkirk tells how Castrol copes with cold starting.

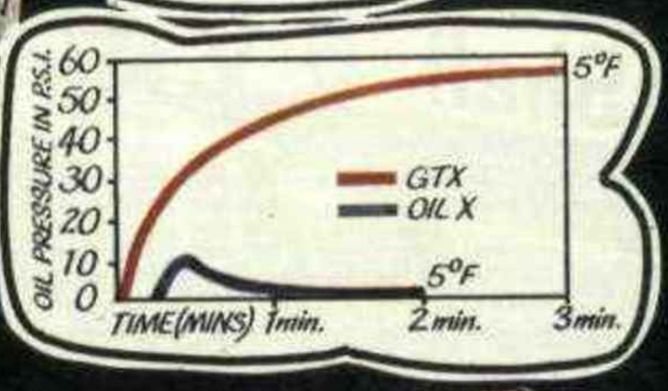
COLD STARTING?– I CAN. REMEMBER SOME PRETTY COLD STARTS ALRIGHT! THEY WERE MURDER – AND I DON'T JUST MEAN FOR THE DRIVER! AS TEMPERATURE DROPS, ALL OILS GET THICKER. SOME OILS GET SO THICK THAT THEY BECOME ALMOST SOLID – LIKE JELLY! – AND NO OIL PUMP CAN GET THAT ROUND THE SYSTEM. SO WHEN YOU START THE ENGINE, YOU GET TERRIFIC ENGINE WEAR, AND A WRECKED ENGINE IF YOU'RE UNLUCKY.





LUCK SHOULDN'T HAVE TO PLAY A PART IN IT, THOUGH. WE ALWAYS USED CASTROL IN OUR RALLY CARS AND STILL USE IT NOW. THIS IS WHY...

WE PUT A CAR IN THIS BIG FREEZER, FIRST WITH GTX IN THE SUMP, AND THEN WITH ANOTHER SUPPOSEDLY EQUAL OIL. WHEN WE STARTED THE ENGINE, WELL, THE CHART TELLS THE STORY. GTX QUICKLY GAVE FULL OIL PRESSURE AND THEREFORE COMPLETE PROTECTION, WHILST THE OTHER OIL REMAINED SO THICK THAT IT WOULDN'T EVEN CIRCULATE ROUND THE ENGINE! AND THIS WAS ONLY ONE TEST. THINK HOW MANY TIMES YOU START YOUR ENGINE FROM COLD!

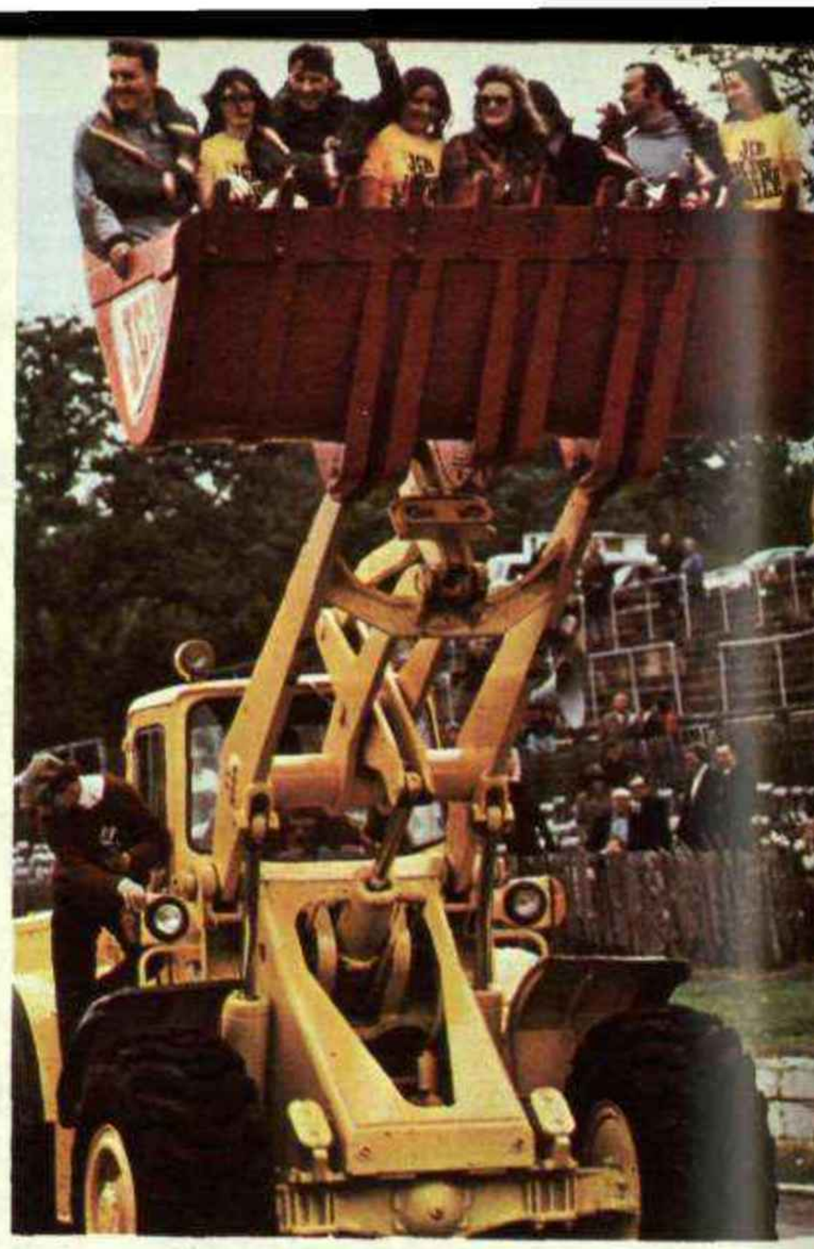


THE REASON THAT GTX COMES THROUGH THIS TEST SO WELL IS THAT IT CONTAINS TWO VERY SPECIAL ADDITIVES TO DEAL WITH LOW TEMPERATURES, NOT ONE LIKE MOST OILS. THE COMBINED EFFECT OF THESE TWO ADDITIVES IS TO KEEP THE OIL FLUID EVEN AT THESE REALLY LOW TEMPERATURES, AND GIVE RAPID OIL CIRCULATION AND MUCH BETTER PROTECTION AGAINST WEAR. WITH WINTER JUST ROUND THE CORNER, YOU'D DO WELL TO GET CASTROL PROTECTION IN YOUR CAR.



Castrol GTX. The High Performer.

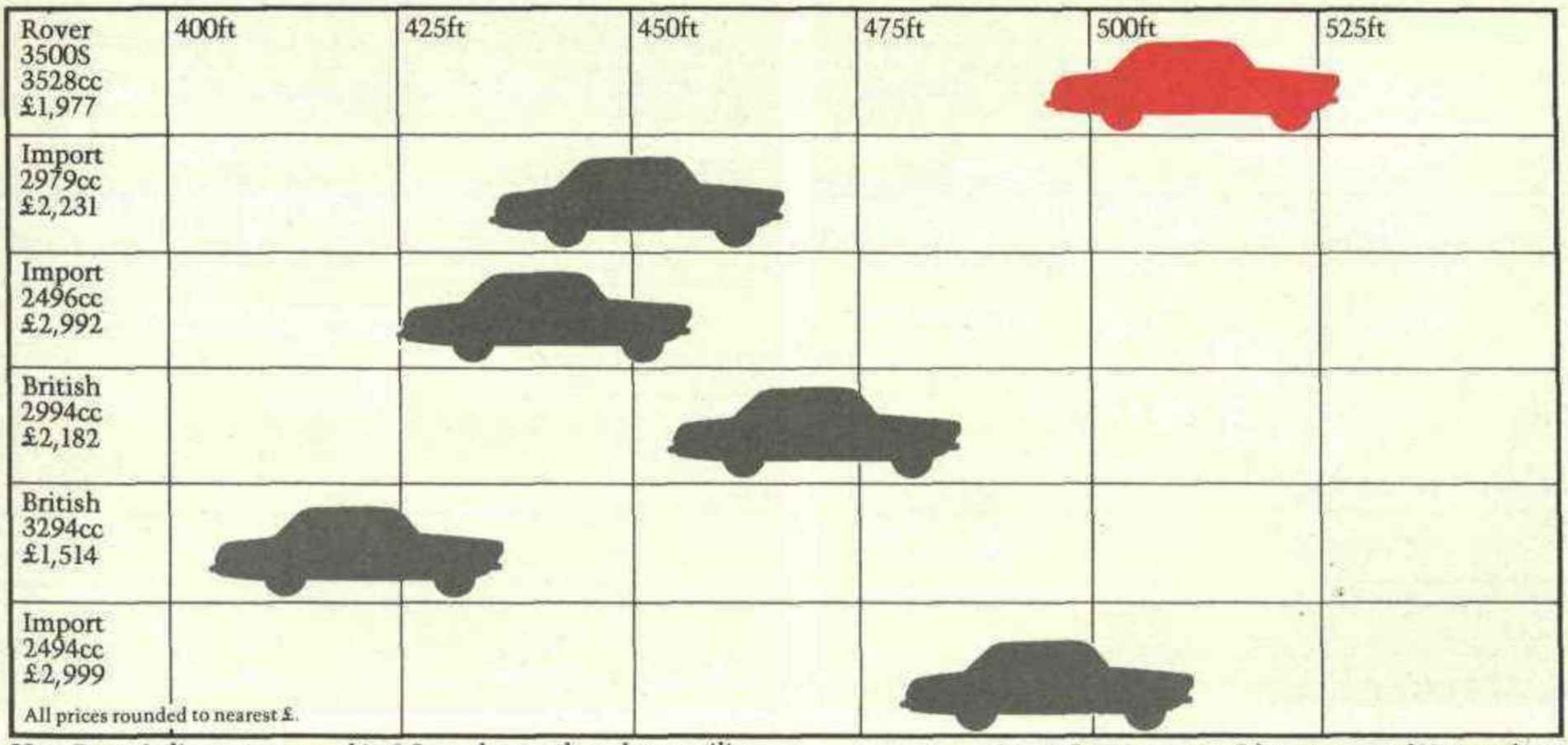




JCB FINALS CRYSTAL PALACE

THE JCB HISTORIC CAR CHAMPIONSHIP came to a fitting finale at Crystal Palace with a tie between class winners Bill Wilkes (Lotus 16) and Bob Owen (Maserati Tipo 60) for the overall honours. Wilkes is seen in our lower photograph accelerating away in Lotus No. 5 with Richard Pilkington's Cooper-Bristol alongside. Behind are Alan Cottam's Connaught, Martin Morris in his ERA and the rest of the grid. Top left, Brian Joscelyne's Maserati Tipo 61 leads the older Tipo 60 of Bob Owen who in fact owns both the cars. The sponsoring excavator firm did not miss a chance to give their product a little bit of publicity either, as illustrated. In the shovel, far left is Wilks, third from the left is Owen, and one from the right is Neil Corner.

You'll probably be after our new Rover.



How Rover's distance covered in 9·5 secs leaves the others trailing.

Sources: Rover's own tests. Others–Autocar and Motor road tests.

Look how Rover's forged ahead this year.
Acceleration of our new 3500S is 0-60 mph in 9·5 seconds.

But what really counts, as motoring journals will confirm, is the distance covered in that time.

Right up the range, Rover out paces cars costing about £1,000 more.

Up to 30 mph, for example, the 3500S covers 34·7% more ground than a £2,992 import.

And as you can see from a standing start, after 9·5 secs we leave everyone else behind.

Our new 125 mph chart buster is the manual version of the proven 3500 Automatic.

You'll recognise one by the grained vinyl roof and brushed stainless steel spoked wheel trims.

The 3500S has a V8 engine, twin carburettors, all synchromesh gearbox and large bore exhaust plus all the features that earned Rover a gold medal for safety.

At £1,977 it's going to be hard to follow.

BRITISH LEYLAND **Rover**

The Rover Company Limited, Solihull, Warwickshire.

New Rover 3500S £1976·88.

Recommended price (inc pt) ex works (excluding delivery, number plates and seat belts).



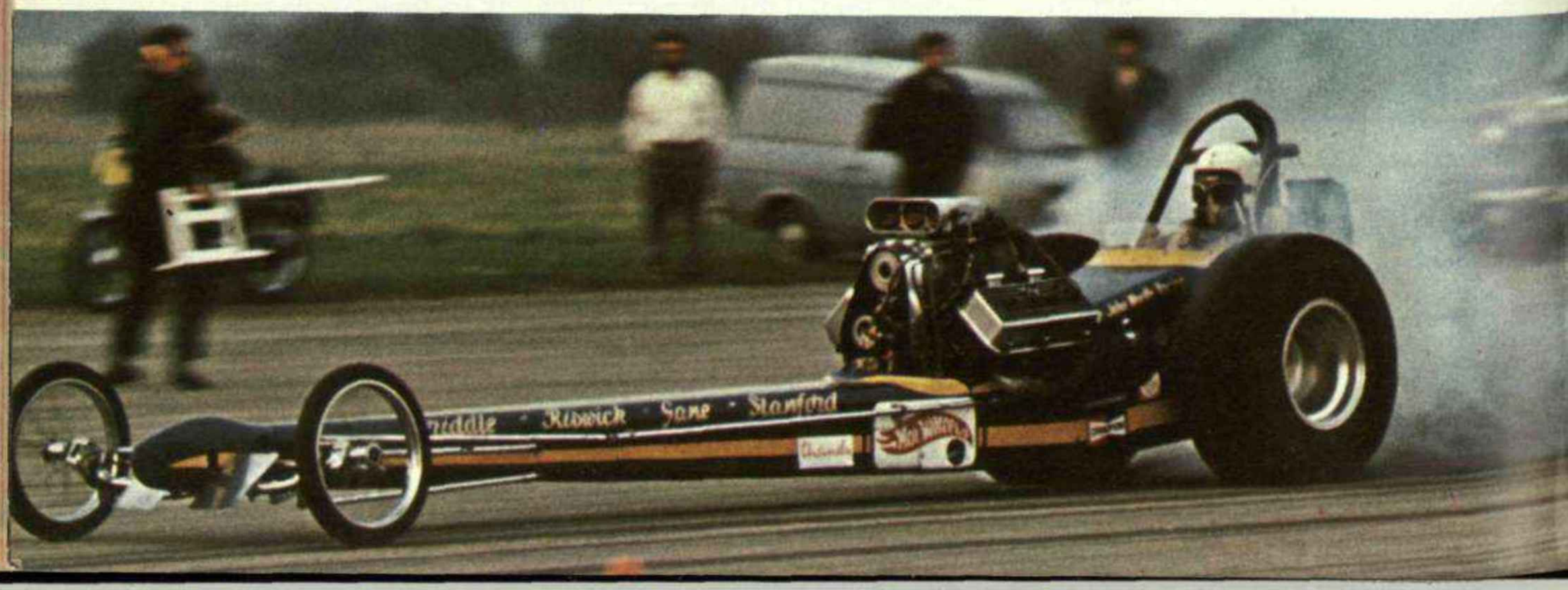




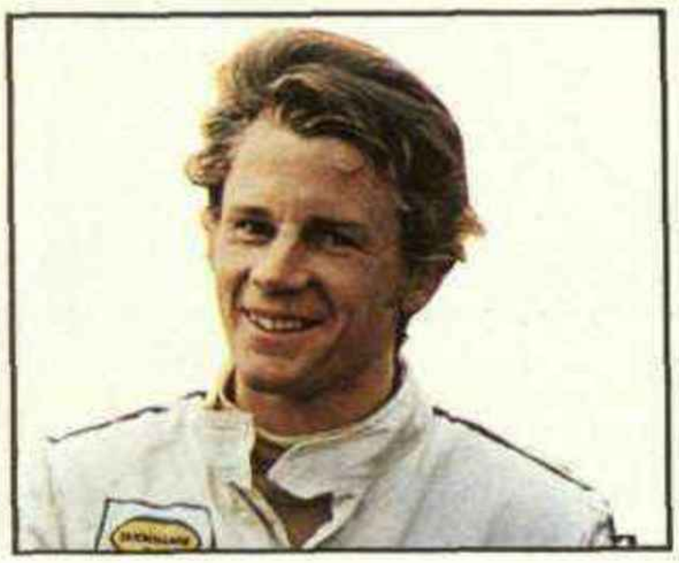




IN ADDITION . . . . so many different ways of enjoying motoring sport. During recent weeks our roving photographers captured the fun of J. S. Box in his Jowett sports replica on the VSCC Welsh Trial, N. G. de Ward competing in the Senior Service International Hill Rally in an Austin Champ, P. Faulkner/N. Peters in their Escort tearing through the night during the *Motoring News* Championship qualifying Plains Rally, and G. Card raising the dust in his Special on the Cheshunt Motor Club's Autocross. Finally, one of Britain's top dragster drivers, Dennis Priddle, in his Chrysler Hemi powered "Hot Wheels Rail" demonstrates ultimate acceleration at the Elvington Record week-end.



The Choice of the Enthusiast



When Mike Walker received the top Grovewood Award in 1969 for the season's most promising driver, he'd already begun to make a name for himself with two good wins in the first year of Formula 5000.

In 1970 he had his share of trouble driving, but this season he's right back in the game with the new Doug Hardwick Lola. Using last year's engine, he took third place at Mallory Park and fourth at Snetterton.

Now with the new engine he has high hopes after his second place at Mondello Park. Ever since he entered competitive driving in hill climbs seven years ago, Mike Walker has set his sights on driving in Formula 1 racing.

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

Depend on Duckhams

Britain's largest selling motor oil.

Duckhams Oils
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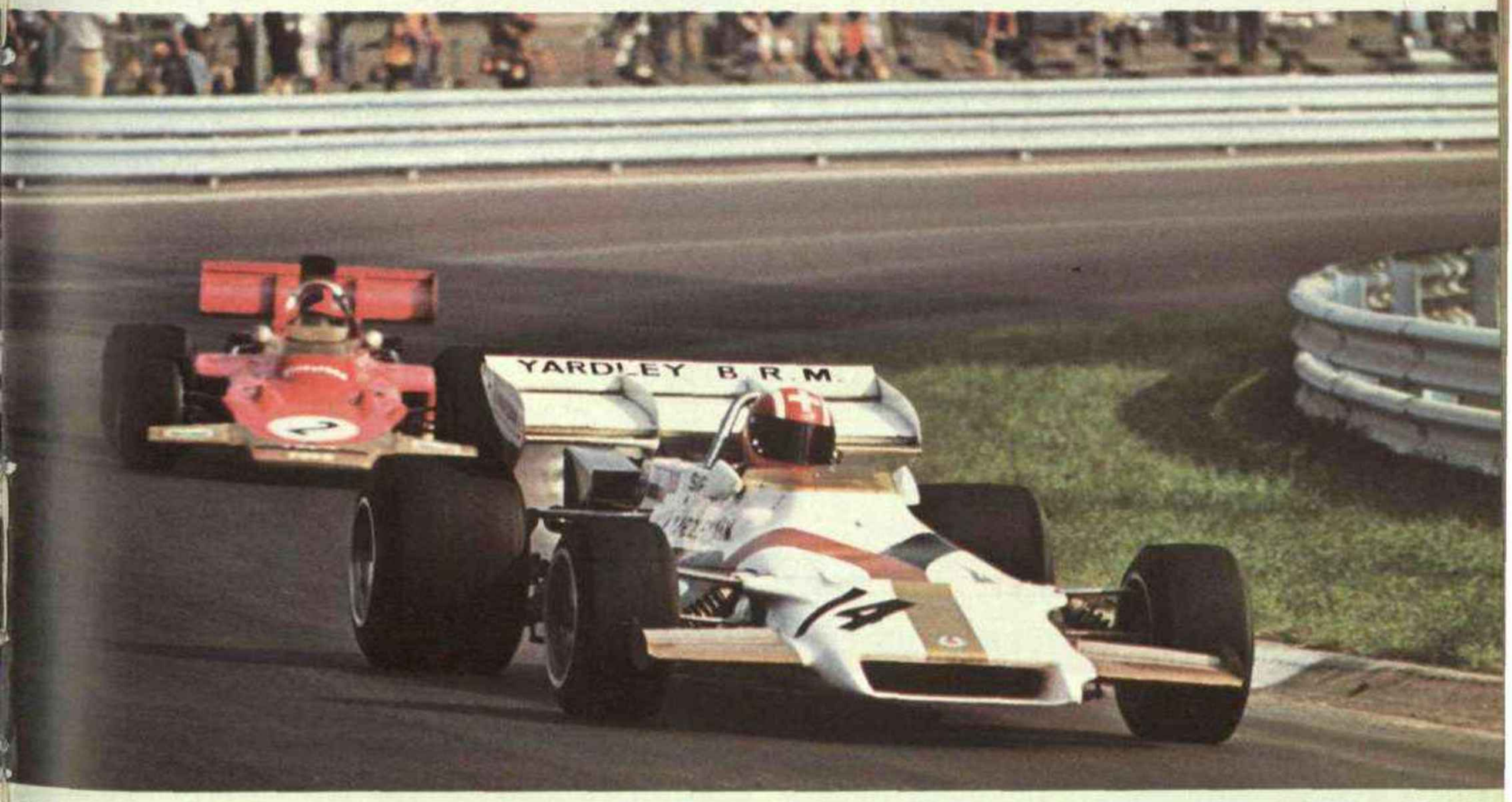

STP


16
Brooke Bond
20

UNITED STATES GRAND PRIX

WATKINS GLEN SCENES.—Our photo miscellany captures some of the most exciting moments of the US Grand Prix. Leading them all home was Francois Cevert in Tyrrell No. 9. Jacky Ickx gave great chase in the 1970 Ferrari (No. 32) and is followed by Stewart, Regazzoni and Hulme. A rear view shows Peterson's STP March attempting to find a way ahead of Stewart's understeering Tyrrell. Two of the best performances came from Mike Hailwood's Surtees TS9 (No. 20) and Howden Ganley's BRM P160, who are pictured in close company. David Hobbs deputised for Mark Donohue in the Penske McLaren (No. 31) and has Emerson Fittipaldi's Lotus on his tail, as does Jo Siffert who brought the Yardley-BRM (No. 14) to an excellent second place. Denis Hulme (McLaren No. 7) provided a strong challenge in the early stages and John Surtees (No. 18) raced the Surtees TS9 in latest side radiator form.











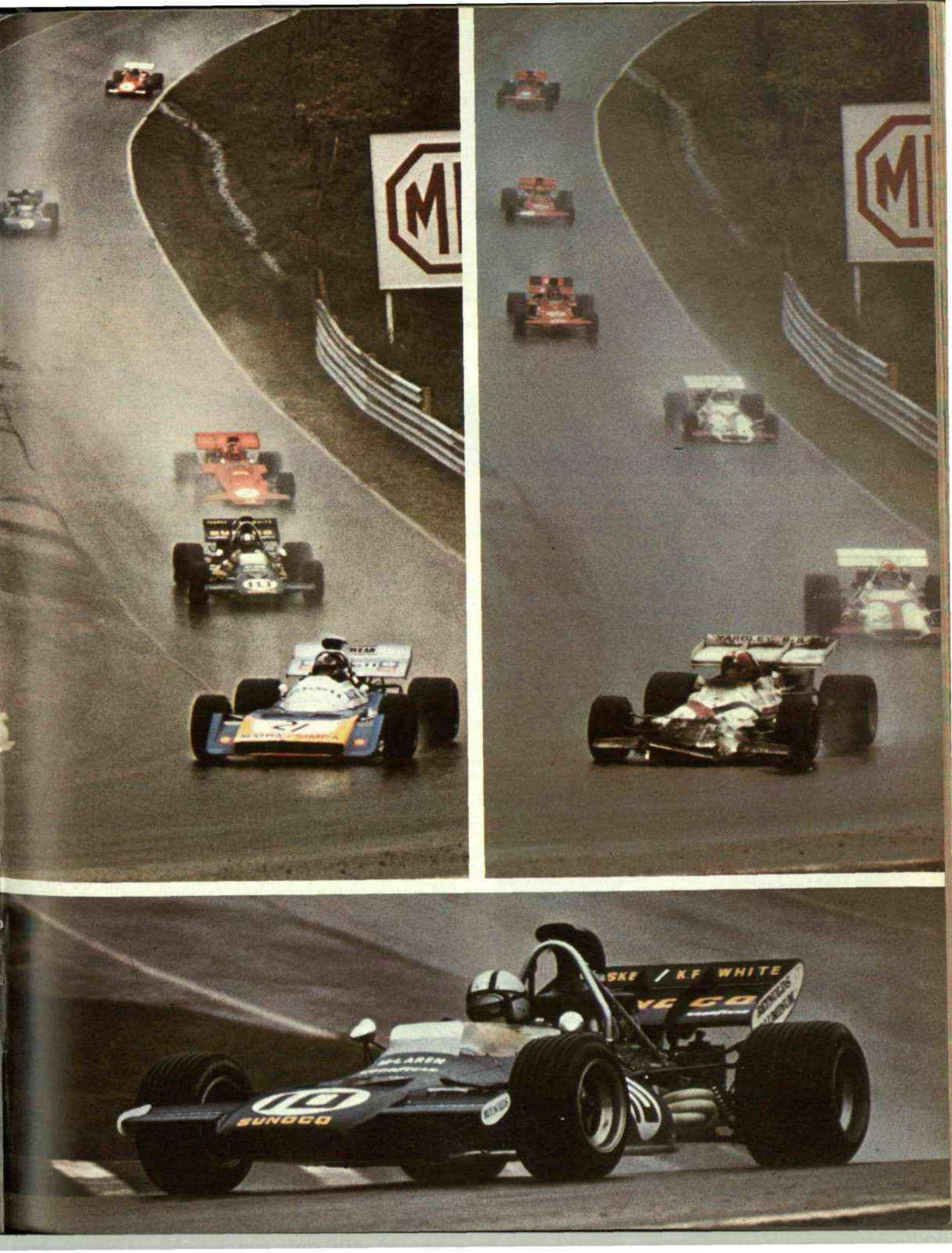


CANADIAN GRAND PRIX

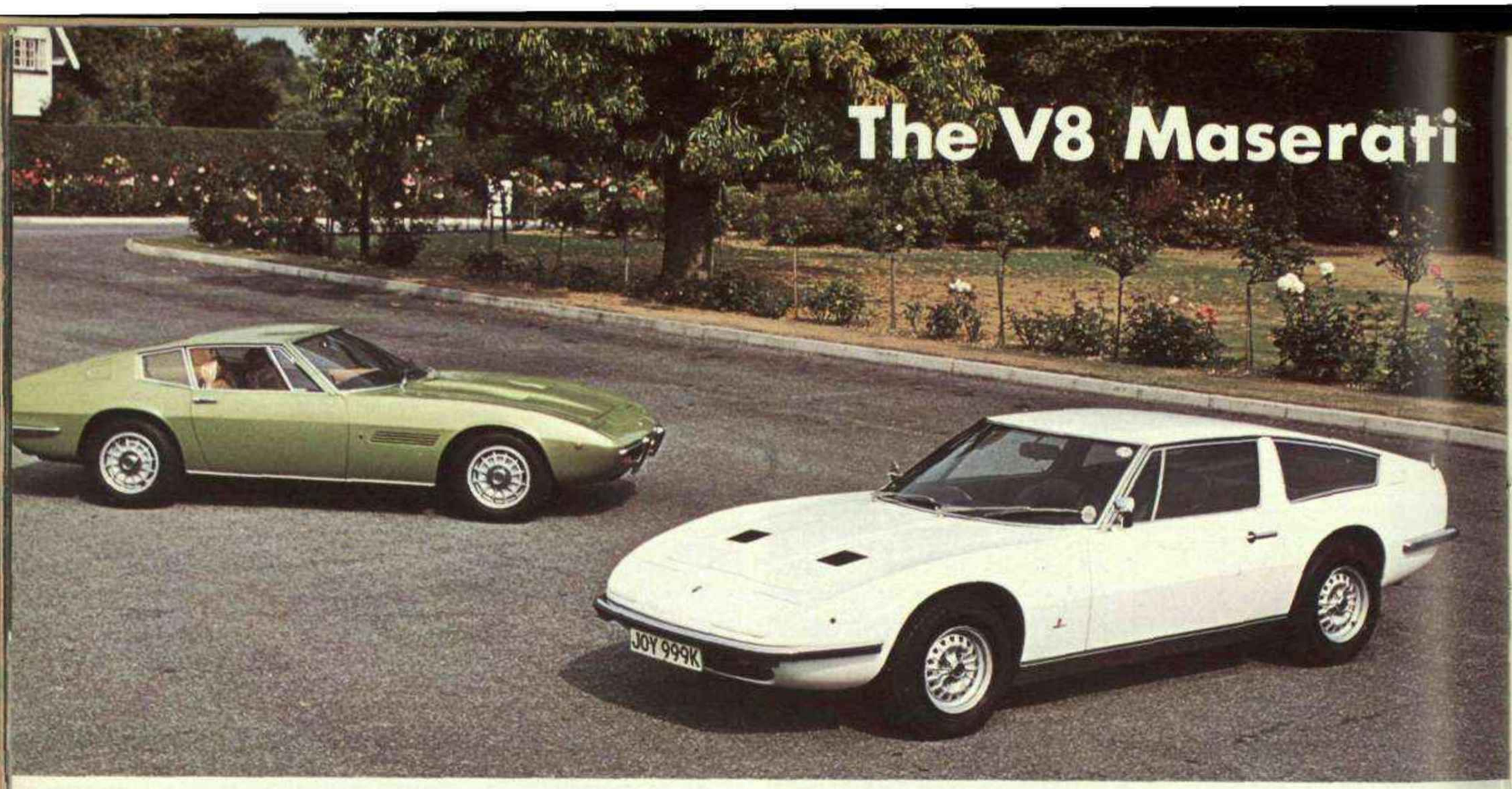
SHOTS THROUGH THE SPRAY.—The conditions at Mosport Park caused the Canadian Grand Prix to be fore-shortened. The main excitement was the battle for the lead between Jackie Stewart's Tyrrell and Ronnie Peterson in the red STP-March. Some, like Helmut Marko (BRM P153—No. 31), were caught out by the terrible conditions, opposite-lock slides were the order of the day, note Beltoise in Matra No. 21, while Hulme in McLaren No. 9 drove up the field to fourth place. Before he crashed Beltoise held a strong third place and is pictured leading Donohue's McLaren, Fittipaldi's Lotus and Cevert's Tyrrell, while further down the field Jo Siffert lost all chance of victory when he damaged the nose in a first lap incident. He leads tail-enders Marko, Eaton and several March 711s but had to make a pit stop. The race was the first appearance of a Formula One McLaren in the colours of Roger Penske Racing and in his first F1 event Mark Donohue finished a commendable third.






SUNOCO
McLAREN
/ K.F WHITE

The V8 Maserati



In the foreground is the Maserati Indy four-seater which Motor Sport recently drove for 1000 miles under normal every-day usage, and in the back-ground is the shorter, but wider two-seater Ghibli, with "occasional" seats in the back. Both cars use the 4.7-litre four-camshaft V8 engine derived from the racing engine first used in 1957 by the Maserati racing team.

IT MUST have been during the summer of 1956 that I first saw the drawings of the V8 Maserati engine, and later that year that I saw the first cylinder-block casting come out of the Maserati foundry. At that time I was very closely associated with the Maserati racing department for in the spring of that year I was with Stirling Moss in the Mille Miglia in an experimental 3½-litre Maserati that was something of a special made from the first chassis, suspension and gearbox for the 4.5-litre V8 but with a prototype 3½-litre six-cylinder engine installed, this engine being the forerunner of a production engine. The V8 engine was not started at that time and it was not until 1957 that the 450S Maserati came into being. When the latest Maserati Indy was offered for test, in 4.7-litre form, I realised that the engine was an old friend and turned up some entries in my notebooks for 1957. They read as follows :—

May 3rd.—"In evening saw 4.5-litre V8 engine on test-bed giving 400 b.h.p. at 6,700 r.p.m. Noticed a 4CLT/48 gearbox being used as a stop for the test-house door !"

May 4th.—"Went up Futa Pass with Moss in prototype 450S."

May 9th.—"5 a.m., went up Futa Pass again in brand-new 450S."

May 11th.—"Had 450S on Autostrada, 7,000 r.p.m. in all five gears and 6,500 r.p.m. in special sixth gear. Wow !" (180 m.p.h.)

May 12th.—"Retired in Mille Miglia after 12 kilometres when brake pedal broke off."

Those were the days when the Maserati racing team was at the height of its glory and the 450S sports car was on high test priority and I spent quite a lot of time in Modena. It was a regular thing to be woken up at 3 a.m. or 4 a.m. by the sound of a 4½-litre V8 on full song on the test bed, and at 7,000 r.p.m. on open exhaust it was quite a song in the middle of Modena. The end of the 1957 season was a disastrous one for the 450S with two cars being destroyed in crashes and the factory team was disbanded. Work continued on the V8 engine and since that day it has been developed and redesigned until today it is a very smooth, sophisticated production engine, still with four overhead camshafts, inclined valves in a hemispherical combustion chamber and fed by a row of Weber carburetters. It has been in full production for some 10 years now and powers a whole range of Maserati cars today, either in 4.2-litre or 4.7-litre form. The three production models are the Mexico, the Indy and the Ghibli, the first two being close-coupled four-seaters in coupé form and the last named a two-seater in coupé or spyder form. All are available with ZF five-speed manual gearbox or Borg-Warner automatic three-speed transmission and power steering, if required, and by the time you have had your choice embellished with a few extras, like radio, mirrors, lamps and so on, you would not get much small change out of £10,000, especially if you include tax and insurance and a tankful of petrol to start you off right. The three models vary slightly in track and wheelbase dimensions, but it is so minimal that I wonder why Maserati waste time making the changes. For example, the Mexico has a wheelbase of 103.5 inches and the Indy a wheelbase of 102.3 inches; the Indy has a rear track of 53.5 inches, the Ghibli a rear track of 55.9 inches. A few months ago an Indy was road-tested and the price quoted as £8,320, but the latest one which I borrowed, with the larger engine, power steering, air conditioning, radio, etc., was valued at £9,580. If you are thinking of buying a modern Maserati it is worth starting with a cheque for £10,000 and see what you get back.

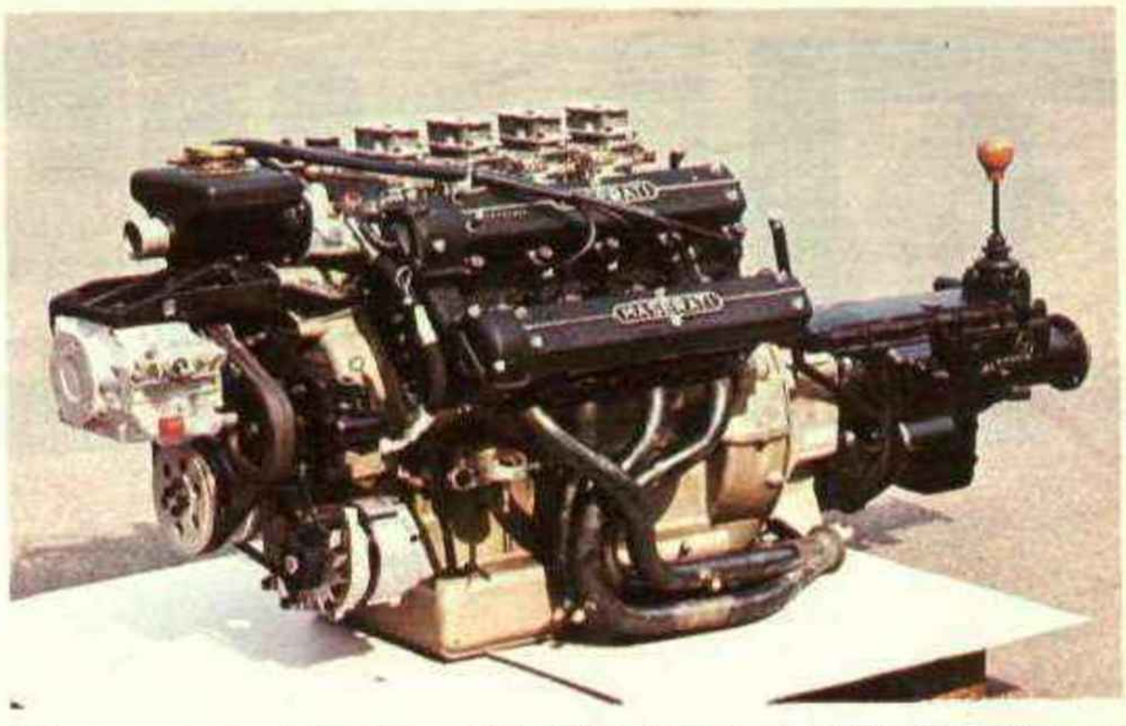
What do you get for that sum of money? You certainly get a lot of motor car, some pretty sophisticated engineering, the latest in Italian body styling, Vignale bodywork on the Indy and Ghia bodywork on the Ghibli, four seats and a large luggage compartment, the lure of owning a Maserati, which makes you just that bit different from a Ferrari owner, a race-bred engine, and a high-speed, effortless touring car with some excellent sporting qualities, but not a sports car, at least as far as the Indy is concerned. The slightly smaller but wider Ghibli I was unable to try as it was so new that it had to be driven on trade plates in order to have its photograph taken alongside the Indy that I was loaned for a week. Since the coming together of Citroën and Maserati, to produce the revolutionary V6 Maserati-engined Citroën SM, which must be *the* car of the seventies, the Citroën people in England have been given the task of selling Maseratis as well from their base at Slough, to the west of London, and threading my way from there to Hampshire on minor roads the white Indy seemed enormous and rather dull, the Borg-Warner "automatic" transmission, with its three ratios, torque-converter and "kick-down" change for the middle ratio being one abomination that I would happily have had left in America, along with "plastic shrimps" and Coco Cola. It was not until I got the Maserati Indy out on to a major trunk road that it became enjoyable, and a run to Yorkshire up the dual carriageway A1 and back down the M18 and M1 Motorways began to show the Maserati in its true light. The big V8 engine is never fussed and once over 3,500 r.p.m. it really produces some power and wafts the large car from 70 m.p.h.-100 m.p.h., 110 m.p.h.

or 120 m.p.h. as you wish, in a very impressive manner. It was showing 4,400 r.p.m. at 100 m.p.h. and the tachometer is marked in red from 5,500 r.p.m. onwards, while maximum power on the 4.7-litre version is quoted as 290 b.h.p. at 5,000 r.p.m. With no trouble at all it pulled 6,000 r.p.m. in the high ratio, which is 135-140 m.p.h., but if the quoted maximum of 156 m.p.h. is to be achieved it would mean reaching nearly 7,000 r.p.m. in top, which is as unlikely as the price of the car.

The wheels on the Indy, with Michelin X Radial 205 (VR) 14-in. tyres on them, are well out at the corners of the car, so much so that it is easy to rub kerbs or grass banks with them in narrow roads, but the car sits down fairly and squarely and has a surprisingly high cornering power. The suspension is dull in the extreme for this day and age, having a double wishbone and coil-spring front layout and long semi-elliptic leaf springs at the back, the rigid axle being held down by a fore-and-aft rod and an anti-roll bar. For a car of the luxury category the Maserati is firmly sprung and a lot of bumps and bangs from the road surface are transmitted into the car, but it rides well and corners solidly giving overall a very pleasant and trustworthy handling. This feeling is encouraged by the power steering, which is excellent and everything that power steering should be, retaining the right amount of "feel" and "feed-back" right up to the maximum speed.

Cruising all day at 100 m.p.h. the engine consumed petrol at the rate of 14½ miles per gallon and the 20-gallon tankage was not really adequate. Petrol is carried in two 10-gallon tanks, one on each side of the car, behind the rear wheels, an admirable arrangement which provides a very deep luggage compartment, with the spare wheel, the battery and the tools under the floor of the luggage space. A red warning light, one for each tank, comes on when there is about 1½ gallons left in the tank, so that 130 miles on each tank full was comfortable. The selection of the right- or left-hand tank is by a switch on the instrument panel and the petrol gauge serves for both tanks. At night, when running with one tank empty the red warning light is tiresome and the only way to make it go out is to fill the offending tank. On the subject of night driving the side-lamps switch also brings the four headlights (in pairs) up out of their resting place, and a stalk on the right of the steering column is raised to put the headlamps on, the midway position giving dipped lights and the upper position giving full beam. In the lower position the stalk turns the headlights off, but leaves them raised, like frog's eyes, and pulling the stalk towards you flashes the dipped beams. The main beams were reasonable for night motoring but the dipped beams were lethal for a car of this performance and any aspiring Maserati owner would do well to carry out some adjustments after taking delivery. When the side lamps are on (and the vast tail lamps) there is a green warning light in the tachometer that probably looks very nice in a well-lit showroom when demonstrated by a smooth salesman, but is blinding at night and had to be covered up with a stamp to make the car usable in the dark. Either nobody at Modena or Slough ever drives on unlit roads at night or they wear dark glasses. The instrument lighting is a gentle green and can be dimmed by a rheostat control, which makes the side-lamps warning light all the more brilliant. Using the car for a week of normal motoring and covering 1,000 miles, I failed to find a light in the luggage compartment or an interior light to illuminate the driving seat and ignition lock, but there were lights for the rear seats. It seemed I was searching in vain, for there aren't any, which makes me think that Maserati designers do not go out after dark.

The instrumentation is very full and complete, there being five small matched dials in the centre of the layout, all nicely angled towards the driver and reading from left to right (right-hand steering car) ammeter, clock, fuel gauge, water temperature, oil temperature, and in front of the driver matching speedometer and tachometer, with a smaller oil pressure gauge between them. The speedo, with main mileage and trip, reads to a laughable 200 m.p.h. (why do they do these things?) and the tacho reads to 8,000 r.p.m. Oil pressure was surprisingly low for such an engine, showing 50 lb./sq. in. at cruising speeds and zero on tick-over ! The steering wheel can be adjusted in or out and up and down, an excellent arrangement, and the individual front seats have good fore-and-aft movement and fully-reclining backs. While they hold you well they are not over-comfortable and I found 200 miles began to give me a pain in the backside, which made me very appreciative of the Jaguar E-type seats on which I frequently do a continuous 500 or 600 miles with no aches or pains whatsoever. The rear seats in the Maserati are properly shaped individual bucket-type seats and justify the four-seater label rather



The very compact V8 Maserati engine of 94 mm. × 85 mm. bore and stroke, giving 4719-c.c. capacity and developing anything from 290 b.h.p. at 5000 r.p.m. to 330 b.h.p. at 5000 r.p.m. depending on the tune specification, or 260 b.h.p. at 5500 r.p.m. in 4.2-litre form. It is topped by four double-choke down-draught Weber carburetters and on the front of the engine are the pumps for the air-conditioning unit and the power steering.

than a 2 + 2 label. An outstanding feature for such a large car is the steering angle and turning circle for it is quite remarkable and at first you find it hard to believe, but with the light power steering you soon begin to exploit it rather than shuffling the Borg-Warner transmission about, for it is controlled by a lever moving fore and aft in a quadrant. If you are manoeuvring about in L or D1, which is right forward, you have to come through D2 and N to reach R and you can sense the gremlins down below getting confused and rushing their work instead of doing it smoothly. Having returned to the automatic transmission I must have another gripe and that is about the "kick-down" control from High to Middle, for overtaking. It is operated by pressing the accelerator pedal right down to the floor, so that Middle comes in with the throttles wide open, whether you wanted that much power or not. Now if you have ever played with a Weber carburetter on the bench you will know about the powerful squirt of petrol that the accelerator pumps give, which is why you *do not* jiggle the accelerator pedal when starting an engine on a Weber carburetter. The Maserati V8 has four twin-choke Webers so when you stamp the pedal to the floor to operate the "kick-down" switch to get Middle

Continued on page 1182

The four headlights, adequate on full-beam, are concealed under flaps when not required and are raised into the operating position by an electric motor. Should the motor fail they can be hand-cranked out of concealment by removing the Maserati badge in the centre of the nose and inserting a special handle.



The 150 m.p.



V-12 E-Types have them fitted as standard.

Brighteyes are the kind of headlight you normally find only on V-12 E-Types and Aston Martins.

And because V-12 E-Types and Aston Martins have a performance far in excess of the ordinary, Brighteyes have a performance far in excess of the ordinary.

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

So they let you see where you are going. Whether it's at 60 m.p.h. or 150 m.p.h.

But whatever the speed, they make night-time driving much less tiring. And, more important, much safer.

h.headlight.



You can fit them for £4.00.

We've made Brighteyes in sizes to fit most British cars. And you don't need to be a trained mechanic to fit them. All it takes is a screwdriver and a couple of minutes.

And an even nicer point is that the price shouldn't give you a shock.

You can treat yourself to a pair of 75-watt Tungsten sealed-beam Brighteyes for £4.00.

Or you can convert to Halogen for £11.

Or you can go the whole hog with Halogen sealed-beam units for only about £12.00 per pair.

Of course, our 150 m.p.h. headlight won't really turn your Mini into an E-Type.

At least, not until night-time comes.



Lucas Brighteyes



1929 7 litre SSK Mercedes-Benz

BROADSPEED ESCORT—continued from page 1166

the 1,000-off production requirements can somehow be circumnavigated. But the man who has been overlooked in all these discussions on BDA potential is the one who has actually gone out and proved that promise with an immaculately presented Gp 2 Escort 1,800-c.c. RS that can give a Chevrolet Camaro a fright in a straight line, and set new standards of roadholding that often enabled it to beat the most powerful American V8s. The man who went out and proved the point was that well-established Birmingham engine specialist Ralph Broad, and his Broadspeed Team (sponsored this year by Castrol) which is headed by a calmly competent number one driver, John Fitzpatrick.

Broad recently invited us to Silverstone to try the Fitzpatrick RS (Broadspeed also build the class-ruling Escort 1300 GTs) around the GP circuit, and also in a straight line with our fifth wheel attached. Apart from the genuine thrill of driving such a responsive piece of machinery on such a fast track, the main points to emerge from the afternoon were some very surprising facts, especially in regard to the car's phenomenal performance figures: these would make even a 7-litre Cobra owner blanch. This must be the first occasion on which MOTOR SPORT has actually timed a car whilst it flashed from rest to 60 m.p.h. in under 5 sec., and it's certainly the first occasion on which we have driven an Escort at close to 140 m.p.h., then had to lift off because the rev. limit was coming up in top! In fact this £7,000 small Ford is capable of 155 m.p.h. on suitable gearing, but the 4.66:1 final drive fitted for our test is ideal for rumbustious 2,000 r.p.m. pottering or the Camaro-baiting game at Brands Hatch or Mallory, but not for Silverstone's wide open spaces. We also discovered in the course of a day blurred by the almost constant 9,000 r.p.m. blare from this surprisingly tractable and smooth-operating four-cylinder unit that 8-9 m.p.g. is really a small five star price to pay for such racing performance in a 1.8-litre machine weighing 16.3 cwt. Sadly, Britain is in danger of losing these spectacular racing saloons because it is a hard fact of life that advanced engineering to such levels costs a lot of money. To run this car, with a driver of Fitzpatrick's proven usefulness, would cost £24,000 per season and Britain is apparently not the place to find such pots of gold. Thus it looks as though the European Touring Car series (with one round in the UK next year) is the one in which men like Broad will in future be concentrating their talents.

The preparation that makes the Broadspeed sort of performance possible can be generally summed up as resulting in a (mainly) steel-bodied saloon with single-seater suspension principles used wherever possible. It takes at least 12 weeks hard labour to construct a replica of the car we tried, beginning with a chassis that will cope with anything from the Gp 2 Ford 1300 GT unit in 150-b.h.p. form, through to the RS with an extra 100 b.h.p. on top of that. The bodyshell is first completely gutted, then built up again in much stronger form incorporating wheel arches that accept the 10-in. rim width front and 11½-in. rear Minilite wheels, with appropriate Dunlop slick tyres. Treaded rubberwear is now only used on much less pleasant days than our sunny test session. The Escort shell is of course perfectly adequate for all the demands one could place upon it in road use, but Broadspeed Escort RS 1600s are required to lap at the same average speeds as those set by F1 cars of the early 1960s.

Whilst I studied the instruments and a steel sub panel holding all the switches in front of me, Fitzpatrick warned that maximum engine r.p.m. would be all too easily reached, whilst the anti-roll bar would make the tail a mite twitchy. At that point the desire to run away and hide, and the expectation of some really exhilarating motoring, were almost exactly balanced in my heart! Turning back to the instrumentation solved the problem with some practical thinking, for I had noted that the oil and water gauges were combined. I was informed that the oil pressure needle should point to 80 lb. per sq. in., that the water temperature should be between 80 and 90 degrees. Broad did not expect me to use anything less than the full 9,000 r.p.m. and his parting comment was "give it a good hiding!" I remember thinking that this comment showed remarkable faith, for the car had just been sold to a New Zealander.

From the mass of switches I just had to turn on the ignition and injection pumps, press the push-button starter, and slightly depress the accelerator. The chronometric tachometer needle twitched to 2,500 r.p.m., flicking a further 1,000 r.p.m. up the scale as I fed the clutch in and bumbled down the pit lane. On that day there were some really quick cars and drivers sharing the circuit, so I took a long hard look before taking a tight line around Copse: even then I seemed to be surrounded by 2-litre sports cars on the limit.

Within two or three laps I had discovered that the magnificently flexible engine and 2.5 turns lock-to-lock rack and pinion steering was quite capable of adapting to my slow progress, but that to drive this car really fast called for the utmost accuracy and commitment prior to a corner. The gear-lever has to be released via a collar to get first, but once I had left the pit area there were no qualms about slick gear-changes at the limits shown in the performance table at the end. That remark excludes the 138 m.p.h. fifth gear, in which I had to stop accelerating just before 9,000 r.p.m. on the main straight, and just before Woodcote. At the time I thought that the 4.66:1 differential would give a top speed of under 120 m.p.h., in which case Woodcote should be a flat-out blind, but I was completely overawed by this fifth gear approach and spent long periods on the faultless brakes wondering if Team Broadspeed could pick the pieces up from the top row of the grandstands!

Third gear's 100 m.p.h. capacity was not fully exploited until I was halfway into the curve after Copse, but this section of the track proved most enjoyable with the tachometer flicking to and fro, and the car following the prescribed braking and cornering manoeuvres exactly on cue. Becketts was taken on opposite lock in third gear because of my rather untidy approach, and because it seemed the safest place to see how fast the car could be recovered. Although peak torque occurs at 7,000 r.p.m., I found enough pull in third at 6,500 r.p.m. to surge out of Becketts in a straight line. The slight kink before the main Hangar straight was negotiated at nearly 118 m.p.h. in fourth and then pure bliss: the sun shone through the side-windows, and the little Escort tracked on an absolutely dead straight course at full chat. Inside there was just the spine-tingling enjoyment of speed, the rigid bodywork allowing no vibration to reach the driver, though the glassfibre bonnet palpitated in tune to the happy engine. Again the sensation of speed soon overwhelmed me by the end of the straight, and there seemed only time for a quick down change to fourth before the car swooped through Stowe and rushed up to exactly 118 m.p.h. before Club. In fact a proper driver would use fifth, as I did on occasion, having accelerated hard in third through Stowe and worked through to fourth and fifth by Club, which is then taken in fourth, and followed by a flat-out period of acceleration to Woodcote. This means that Abbey's bumpy surface has to be carefully assessed in fifth gear, and one must not make the mistake of being too timid with the throttle (as I was) at this stage, because the bumps will shift the car off course.

After a dozen laps or so I brought the car in and the willing Broadspeed mechanics swiftly ensured that the Escort was ready for the straight-line acceleration runs on the Club straight. You can see the sensational results below, but even they are slightly slower than could justifiably be claimed by Broad, for our two-way runs (which do not include 80 and 90 m.p.h. times because we selected the most often quoted speed points) were often started uphill. Needless to say the car continued to perform reliably throughout the standing starts, and we even chuffed back to the paddock at an even 2,000 r.p.m. in second. If that New Zealander wanted the finest Escort RS in the world, then I think he has bought exactly that.

There's only one substitute for cubic capacity these days—cubic money and the brilliant engineering and perfection it can buy.—J. W.

PERFORMANCE

Acceleration :		*Gear speeds at 9,000 r.p.m. :*	
0- 50 m.p.h.	3.80 sec.	1st	60 m.p.h.
0- 60 ,,	4.8 ,,	2nd	76 ,,
0- 70 ,,	6.4 ,,	3rd	100 ,,
0-100 ,,	12.0 ,,	4th	118 ,,
0-110 ,,	14.5 ,,	5th	138 ,, *
0-120 ,,	17.7 ,,	*Racing fuel consumption:* 8/9 m.p.g.	

Standing ¼-mile : 13.4 sec. at 107 m.p.h. terminal speed.

Prices : Complete 1300 GT Escort Group 2 and basic Group 2 RS, £6,500; replica of car tested, £7,000 without spares.

Converters : Broadspeed Ltd., Banbury Road, Southam, Warwickshire.

* *Suitable gearing can provide 155 m.p.h., but acceleration is likely to be slower.*

BROOKLANDS AS AN AERODROME—continued from page 1146

The Brooklands Aero Club was formed in the Spring of 1930 with one aeroplane, a metal Gipsy Moth. A rate of £2 per hour was charged. On May 17th a Display was held to mark the opening of the Club and amongst other things Murray flew his SE5A. Dudley Watt rebuilt an SE at Brooklands in 1927 and designated it DW1, and another was rebuilt and sold to the comedian Will Hay, who flew it from Sherburn-in-Elmet.

The Club prided itself on being able to provide immediate instruction any time between sunrise and sunset, and businessmen would phone the aerodrome for an appointment and on arrival at the areodrome (35 min. from Waterloo) would find aeroplane and instructor ready. They could be back at their offices within two hours of leaving Town. The cost of training a pupil, at this time, to "A" licence standard worked out at £42 10s.

In 1929 "Mutt" Summers became Chief Test Pilot to Vickers and George Bulman acted in that capacity for Hawker Aircraft. In 1931 new buildings were provided and Gipsy Moths replaced the old Cirrus Moths. At this time Francis Chichester was being trained by Duncan Davis and Ted Jones. He was not a quick learner as he had taken 24 hours to go solo, although only five and a half hours of this dual instruction was done in England.

In the summer of 1931 the Club had introduced both advanced flying and blind flying courses, and it was possible to take courses in aero-engineering. In October the College of Aeronautical Engineering opened premises at the aerodrome and in the middle of 1932 it formed it's own flying club, using the School aeroplanes.

On September 18th the new building for the Brooklands School of Flying was complete. Incidentally, the size of the landing area was N. to S. 800 yards, N.E. to S.W. 900 yards, E. to W. 600 yards, S.E. to N.W. 450 yards and it was usual to take off to the North when there was no wind. The new concrete Clubhouse was attractive and the interior was pleasantly decorated in bright orange and buff which gave a cheerful air. The tall control tower gave an excellent view over the aerodrome.

At the end of the summer of 1932 a large electric "R" was put up on the Vickers factory as a reminder that a right-hand circuit was in force at Brooklands. It flashed intermittently and could be seen for miles. When a left-hand circuit was in force the sign was unlighted. A tarmac apron was laid by the clubhouse. Early in 1933 the Brooklands Flying Club Ltd. was formed with Duncan Davis and Bill Massey as Directors.

In April 1933 Capt. Bush was appointed Secretary of the Brooklands Flying Club and Robert Ashton was Navigation Instructor. R. O. Shuttleworth started his collection of antique aeroplanes, which are now kept at Old Warden. He flew regularly in air races and the King's Cup Race but was to lose his life serving with the RAF in 1940. John Grierson kept his celebrated Gipsy Moth "Rouge et Noir" at the aerodrome and it was fitted with a special Marconi homing device, one of the first such navigational aids to be operated.

Duncan Davis instituted the "Dawn Patrol" for clubs. The object was to land at Brooklands from other clubs without the registration letters of the aircraft being noted by defending aircraft. If raiders managed to get down without being spotted they were given free breakfasts.

By 1934 the Club had five Gipsy Moths and Duncan Davis was still instructing. On one occasion he was flying a pupil round the aerodrome when they saw below an RAF fighter land, run on too far, and stand gently on its nose in the sewage farm. The pupil asked what aeroplane it was, and when told it was a "Bulldog" exclaimed, "Oh! I suppose he is burying a bone".

Capt. Ian Mackenzie had become Chief Flying Instructor and was joined by J. Sholto Douglas as assistant, and they trained 67 pilots to "A" licence standard and seven to "B" licence. The new Hawker sheds were in use and assembly of Hart Hind and Fury biplanes was proceeding. The Hawker team of test pilots consisted of Bulman, Summers, Lucas and Hindmarsh.

In October 1935 the prototype Hawker Hurricane was taken from the Kingston works to Brooklands and on November 6th, Bulman test flew it. By mid-1936 work was complete on the prototype Vickers Wellington which made its first flight from Brooklands on June 15th, piloted by "Mutt" Summers.

By the time I arrived at Brooklands in July 1937 the Vickers Wellesley was in full production. This aircraft was a "geodectic" forerunner of the Wellington and was a large single-engined monoplane



Brooklands Aviation's hangars, with the taxi DH Leopard Moth being refuelled. Note the Shell pumps and the advertising boards for Titanine dope, Dunlop equipment and the Brooklands School of Flying prominently displayed, and the drum of Castrol oil in the background.

powered by a Bristol radial engine which was sometimes prone to failure. If this occurred on take-off one might fail to clear the banking of the rack-track, and the trees immediately beyond, but if one was lucky enough to do that one was bound for the cemetery just ahead. Presumably all that was necessary then was to shovel the earth over one.

The Club's first Tiger Moth had been delivered in July 1936, but by the time I arrived nearly the whole fleet consisted of Tigers and Ken Waller was Chief Instructor, assisted by Leslie Cliff and Roland Morris. The latter had been an airline pilot with Scottish Airways, and said that he had come to Brooklands to relax from the more arduous duties of flying in the Highlands in bad weather. On occasion he would play the violin for us, and was much in demand by the female pupils, as he was a handsome bachelor. Leslie Cliff was a quiet man who could be extremely sarcastic if you failed to please him in the air. He had organised his life extremely well, since he spent his summers instructing at Brooklands and his winters in warmer climes on the other side of the World, although in between he and his wife managed to find time to be a world famous ice figure skating team.

(To be continued)

THE V8 MASERATI—continued from page 1177

ratio a fair old bucketful of petrol goes down into the works, which I find very unpalatable when I merely wanted a little more acceleration and not maximum acceleration. The Citroën people made a mistake lending me a Maserati with automatic transmission; if I had had the manual five-speed box I would have been much happier. (What D.S.J. doesn't know about he doesn't worry about.)

With its old-fashioned layout of front engine, cart springs and one-piece rear axle and four seats the Maserati Indy, and others like it, are not my sort of car, but fortunately for manufacturers I am in a minority who are looking forward to the Maserati Bora, which has the delectable four-cam V8 in the middle, but that is still in the prototype stage. The Maserati Indy, and the Ghibli and Mexico variants, are cars that have a following as witness the latest Jensen and the V8 Aston Martin, and for people who motor in that fashion the Maserati is pretty exceptional. A regular traveller from Milan to Rome, or Edinburgh to London, or Paris to Marseilles would really make the Maserati come into its own. You could do Inter-City travel at any speed from 80 m.p.h. to 120 m.p.h. without the slightest fuss and a feeling that it would go on for ever, but in the automatic transmission form that I borrowed the Indy was rather characterless and only the blue Trident of Bologna in the centre of the steering wheel told me I was in a Maserati, even the four-cam V8 engine being unobtrusive. The present-day production Maserati V8 engine has come a long way since those days in 1957 when it was far from unobtrusive to anyone living within two miles of the Maserati factory.—D. S. J.

LETTERS FROM READERS

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

THE ULTIMATE MOTOR TRICYCLE ?

Sir,

As a postscript to your article on motor tricycles your readers might like to know that in a motor emporium called Chitty Bang Bang in Devizes (Wiltshire) there exists a motor tricycle the rear half of which appears to be the transverse engine/gearbox/subframe/wheels normally found at the front of an MG 1300. At the other end is a motor cycle wheel controlled by handlebars. The two ends are joined by a tubular frame.

It's called "Revolution", but about which axis it revolves is not stated.

Gloucester. D. B. MACLEAN.

* * *

A POSSIBLE ROAD CIRCUIT

Sir,

With reference to your editorial on "Round the Houses" racing, I write to make a suggestion. The Northwest "200" motorcycle race uses a most interesting road-racing circuit. One races on real roads with "cats-eyes" etc. from one town to another, after the fashion of early town-to-town races. The circuit itself is "safe" for a sane driver, with few excrescences like concrete walls. The standard of road surfaces in County Londonderry is excellent. There are no legal problems—road-closing orders are easily procured. There is a quite excellent setting in a holiday area, and the whole race could be developed as a major attraction for people in the area and from across the water—it is only four or five hours by 'plane and car from any big English city. In sum, this could be a race to equal the Monaco GP, of great appeal to "clubman"-type drivers.

On the subject of rioters etc., it need only be said that we ran an RAC hillclimb at Craigantlet and a World Championship Motor Cycle race, and many other events without any problems.

The area has many practical advantages—an area where you can enjoy driving and no speed limits, and more variety in road surfaces—who needs Continental Testing when you can use Irish roads?

Claudy, Co. Londonderry. PHILIP G. GORMLEY.

* * *

CARS IN BOOKS

Sir,

I have been an interested and well satisfied reader of your "Pull no Punches" magazine for very many years, but this is my first letter. Your feature "Cars in Books" prompts this letter, partly because of the unusual locale, and also for the many memories it evokes for me. The book is "Tales from the Indian Jungle", by Kenneth Anderson, a noted hunter of man-eating tigers and leopards. I quote, "In the old days of the Model T Ford it would give me childish and utter delight to sit at the steering wheel of my beloved "Lissom Lizzie", the name painted in large letters upon the rear, press hard upon the left of the three pedals that controlled her, and attain the summit in clouds of steam, billowing from a red hot engine and a boiling radiator. On one occasion Lissom Lizzie climbed halfway up that hill but could not climb any more. I was bound for the forest lodge of Mutter, a dozen miles beyond Gerhetti, where I had arranged with Byra, my aboriginal Poojaree friend, to help catch a crocodile that had become stranded in the Forest Department well-situated on the banks of the Chinnar River, and I had to keep that appointment. What was I to do? Praise be to Henry Ford and the wonderful adaptability of the Model T. I turned the car around, placed the hand lever to my right in a neutral position, pressed upon the centre pedal of the three (which was the saver pedal in the Model T) and climbed the fearful gradient backwards with ease. The car was strained and so was my neck, but we made it." My experience was not lack of power but when low on petrol, due to the gravity feed, the petrol ran back into the tank.

I would say that I first drove an Argyll in 1916 and subsequently drove, sometimes my own but mostly as a job, a 1914 Sunbeam, Britannia, Crossley, Daimler, Westinghouse 45 h.p. Fiat (a wonderful car in its time), four and straight 8 Hupmobile, Rover 8 h.p. air-cooled twin-cylinder and many others. Motorcycles innumerable, Morgan and Reliant 3-wheelers. Heavy stuff included British and Swiss Berna, Packard chain-drive, Kelly Springfield also chain-drive with Renault-type radiator at the scuttle end, and, a steering wheel about a yard in diameter, Tilling Stevens petrol electric bus. Various other P.S. vehicles, Maudsley 12-tonner and Foden steamwagon. All the above had solid tyres, most had oil lamps, few had windscreens, a sheet of tarpaulin stretched across the cab was deemed sufficient and worst of all, nearly all had to be started with a handle. No job for a weakling on a cold winter morning. One of the worst trips I ever had was a ten-mile tow behind a Foden steamer with one of the British Berna's lacking a screen, it is easy to imagine what happens to your eyes, nose and features generally, every time a fresh shovelful of fuel is thrown into the firebox! Also with the connivance of a relative of mine who was a railwayman, I very illegally drove a steam train for about ten miles and was roasted below the waist and frozen above. My education was neglected in one respect, I never drove a tram. I ended up in the repair side of the industry and afterwards with aircraft.

Coventry. T. PEERS.

Sir,

In WB's notes on Barbara Cartland's book "We danced all Night" he mentions the Meopham air crash in 1930, in which he says everyone was killed; a few lines later he mentions Lt.-Cmdr. Glen Kidston. The combination of these two names reminded me of an account I had read, where Glen Kidston was the only survivor in a crash involving a German air-liner in Kent, "due to the quick reactions inculcated by motor racing", or words to that effect.

Sure enough, on p. 21 of Dr. J. D. Benjafield's "The Bentleys at Le Mans" we find the account of this accident. When the 'plane brushed the tops of trees—having come down through fog to find out where they were!—this was enough for Kidston, who thereupon braced hands and feet against a partition in front of him and was the sole survivor when the 'plane crashed into a hill near Westerham a few seconds later.

Westerham is not far from Meopham, as the Junkers flew, and I am wondering if the crash which Kidston survived is the one mentioned by Barbara Cartland? Although one would have expected her to have got these facts sorted out, especially, as WB says she "has much to say about Lt. Glen Kidston".

Totteridge. JOHN CLASSEY.

[Interesting how frequently we have been encountering Model T Fords in "Cars in Books" recently. Regarding the air-liner crash said to have involved Glen Kidston, I can find no record of any other accidents in 1930, apart from that of Walcot Air Lines Junkers F-13 at Meopham, nor any others that fit, so it may well have been that everyone was *not* killed in the Meopham crash. Those involving a Handley-Page O/400 in 1920, a Daimler Airways DH 34 in 1923 and an Imperial Airways DH34 in 1924 happened, respectively, at Cricklewood, Ivinghoe and Purley. Kidston was killed when a Puss Moth crashed at Natal in a storm in 1931.—ED.]

* * *

FIAT FAN

Sir,

Having previously written to you about my experience in a Fiat 125, I have just, with regret, disposed of a 125S after 29,000 miles.

Without question, this was a better car than the 125 and well worth the extra money.

The promised improvement in performance and economy were fully justified, with 30-32 m.p.g. regularly and 35 on a 2,000-mile Scottish holiday which included many interesting by-ways.

In 21 months, the only breakdown was a faulty rotor arm, soon replaced.

Apart from a tendency for reverse to jump out (now modified), the gearbox was a joy and the combination of a smooth willing engine and an overdrive made light of long journeys.

The steering, whilst a bit heavy at low speeds, was precise and thoroughly predictable; this combined with fine brakes and good acceleration made for safety.

Cinturatos undoubtedly helped to give a glue like quality to the road-holding in wet or dry.

I hope that I am as fortunate with my new Alfa Romeo 1750 Berlina.

Many thanks for much enjoyable reading.

Bury St. Edmunds. CHARLES P. BRODIE.

* * *

ALUMINIUM CORROSION

Sir,

I was interested to read your article on "Babs" gearbox. As you probably know, most aluminium alloys, except those containing copper, have a very good corrosion resistance against sea water and will last well in excess of 20 years with little attack.

However, when aluminium is attached to steel or copper or any other more cathodic metal in an electrolyte, i.e. sea water, soil etc. it will corrode "sacrificially" and protect the other metal.

In fact this "cathodic protection" is used for this purpose. Perhaps your boat-owning readers might be interested in the fact that aluminium anodes specially developed for protection of steel and aluminium hulled vessels are available from B. K. L. Alloys, Kings Norton, Birmingham.

Incidentally small anodes were produced not long ago for fixing under the mudguards of cars to prevent rusting. These would of course only be effective when an electrolyte was present i.e. salt water during the winter.

North Newington. D. F. FLETCHER.

* * *

THE N.S.U. Ro 80

Sir,

It was fairly early in 1969, I seem to remember, that you published my notes on early experience with my Ro 80, one of the first in this country with right-hand-drive. I have kept a log since and now that I have disposed of it some 30 months and 26,000 miles later, I am completing the story.

Summarising, it was a proper curate's egg. It certainly cost more in depreciation than the faithful 1966 Mercedes Benz would have cost me, had I kept it for five years, but I have no regrets for taking a calculated risk in buying it and my family, who were up in arms at seeing the Mercedes go, now mourn the Ro 80 even more deeply. When it was on form nothing could have been more seductive and no other car nearer a transport of delight (usual acknowledgements to Michael Flanders and Donald Swann). I even used to go out seeking ice, snow and slush for the sheer joy of being so completely in control and the driving position could have been personally tailored.

That was one side. How about the other? I related in 1969 that trouble with the ZF power steering had been cured by the service department at Shoreham lapping in the piston valve on the pump unit and that I had cured a persistent rattle by taping the bonnet locking bar. I was wrong on both counts. 1,500 miles later the power steering effort diminished again and we had to change the pump unit. The rattle reasserted itself and proved untraceable until I discovered much later that rhythmic pitching, typically over road expansion joints, was causing the front suspension coil springs to jump in their bottom housings and that the rattle came from the ends of the coils. Apparently this was cured by radiusing the ends and fitting a nylon thimble. This in turn meant stripping down the front suspension, which was otherwise working perfectly. So I chose to live with my type fault now that I knew what it was.

The car stood for a fortnight while we were on holiday that year. On being started fuel poured from the tops of both Solex carburetters. Then and later I got quite adept at removing the float chamber lids and checking that the gaskets were seating properly, which ironically usually effected a temporary cure, because Neckar Tudor Motors at Kingston, who had by now assumed the burden of responsibility in agreement with Shoreham, diagnosed incorrect fuel pump delivery pressure and corrected the fault rather less temporarily by adjusting the pump pressure. All the same this fault kept sporadically repeating itself and was only cured outright by replacing the pump.

By November 1969 I had done 9,200 miles. Starting had got a thought difficult, to the extent that the engine tended to stall when put into gear on a cold morning. The car was due for servicing, but I was taken right aback when Neckar Tudor, now incidentally renamed Palace Motors, telephoned to say that the engine was down on power and was being replaced by instructions from the works. There was a certain air of secrecy, but I was given the impression that the subsequently infamous performing seals had played up due to excessive carbon forming beneath them and playing hell with the temper of the backing springs. This in turn was probably due to excessive oil consumption. Mystifying, as I had kept check continuously on the oil consumption and Neckar Tudor had adjusted the metering oil pump to keep the consumption in line with the latest directive from the works. The issue of new, and to some extent mutually contradictory directives, was the first inkling that even the works were not too sure.

The new engine was also a twin-plug unit and never as sweet as the original one. Although it had come from Germany, it did not seem possible to find out whether it was new or reconditioned. However we soldiered on for another 5,000 miles with the only snag an intermittent bad contact to the side lamp bulb on the offside headlamp. A minor fault, but only cured by renewing the connector. Then a really irritating series of faults developed.

First in May 1970 at 14,700 miles the clutch failed completely. The gear knob micro-switch and vacuum servo were vigorously banging the clutch operating lever out, but patently ineffectively, so out came No. 2 engine. Both operating forks at the end of the lever had fractured. There was the tell-tale sign of an old flaw in one fork, which had clearly failed some time before the other. I could not help noticing the contrast in arm lengths of the servo connection and ultra short fork. Obviously the vacuum servo gave the fork quite a stirring time. With new arm fitted, the engine was replaced. Next month in June 1970 at 16,540 miles the engine itself showed the now familiar signs of low torque and came out again to be replaced by engine No. 3, still a two-plug unit, but reputedly fitted with the latest seals as current in the new single-plug engine. A bare month later the oil seal on the nearside of the gearbox failed, soaked the disc brake inboard on that side and induced a vicious skid the first time the brakes were applied, so out came the engine yet again for replacement of the oil seal. This yo-yo execrise added, as a final straw, to the failure of the second ZF steering pump unit, brought us to rock bottom and I started thinking of another car.

Fortunately a determination not to be beat prevailed and we played out time until last month and 26,195 miles precisely, without any further calamity. The micro switch contacts on the gearlever had backed off on one occasion, leaving me initially clutchless, but the timely discovery that they still contacted if the knob was always pushed forwards kept us going until the ever faithful Neckar Tudor readjusted them. Finally the near side front hub race went. Up till this point in time someone, certainly not me and I sincerely hoped not Neckar Tudor either, had stood all the labour and material costs, but now with the expiry of the guarantee period I was on my own. I was beginning to have my doubts about second gear synchromesh. I never liked the fancy semi-automatic gear change. Instead of progressive foot control of the clutch, the vacuum servo bangs the clutch in viciously, so that it's paradoxically more difficult to make a smooth downward change than with an ordinary manual gearbox. I also argue that this must knock hell out of the synchromesh cones and was intrigued to read that the second gear synchromesh on the car tested by *Motor* in February 1968 was so weak, that it was necessary to contrive a form of double declutching by releasing the gear lever knob momentarily in mid travel. My own experience was identical. Latterly this was the only way to avoid a bad crunch.

Finally I had my doubts what the attitude of Father Volkswagen was going to be to his new rotary foster child after the first flush of foster parentage. This all added up to a decision to part.

Final impressions? Funadmentally a beautiful car, but put on the road before its time. It was also beautifully and expensively made, which made it all the more exasperating that so many failures were unconnected with the Wankel engine. Body, brakes, suspension and the electrics, with the one exception of poor quality lamp connectors, gave no trouble. The front Michelin XAS tyres lasted for 19,300 miles and even then were replaced as a cautious measure with all of 3 mm. of tread. The rear tyres at over 26,000 miles were still going strong and relatively little worn. At various times the works attributed seal wear to excessive revs, excessive use of top gear from rest and inattention to the right rate of oil flow on the metering pump. In my case I know positively from my records that the works recommendations were rigidly followed. Others may have different experience. Both the second and third engines had a strong tendency to detonation at low speed, especially when cold. I suspect that much, lightly dismissed as "seal chatter", was in fact detonation and very possibly

that the underlying cause was the extreme difficulty of timing the twin mechanical contact breakers sufficiently accurately. In fact I also suspect that I have Neckar Tudor Motors care to thank for the absence of actual mechanical damage to their heavy mechanisms. The new single plug transistorised design may have cured this. I just cannot speak from experience.

And talking of plugs did you know that each Beru plug costs £2.15 and replacement is recommended every 3,000 miles? I didn't!
Lower Huntmore. BASIL WEBB WARE.

* * *

CARS IN BOOKS

Sir,

As the driver of the overturned Sunbeam referred to by "W. B." in your September issue, I am in a position to fill in a few details about its pedigree.

It did indeed start life as a private car—a very elegant coupé complete with a dickey containing two folding seats. The car had already come down in the social world being the property of a local farmer who, if I remember, used the dickey to take his pigs to market. On the day the war broke out the farmer, anticipating the forthcoming petrol shortage, offered the Sunbeam for sale, and Duncan bought it for £7.50.—thus establishing the only occasion on which an outsider has got the better of a Devon farmer in a bargain.

Duncan then asked me to convert it to a farm lorry, and with tears in my eyes I sawed through the aluminium panels and removed the dickey to reveal a chassis of monumental rigidity and strength. On to this we built a platform and sides mainly from hatch planks collected from the beach. The resultant lorry spent the next few years carrying loads of half-a-ton and more up and down unsurfaced lanes with gradients of 1-in-4.

The engine was a 6-cylinder of 16-h.p. RAC rating. It must have had fairly low compression since it ran happily on war time "pool" although, as related in Duncan's book, its favourite diet was illicit aircraft fuel. Every detail of the car was constructed with a care and precision quite alien to the present day tin boxes—I should think the designers' philosophy was never to use one part where five would do. I dare say it was my admiration for the Sunbeam which led me to choose lighthouse engineering as my post war career.
Brentford. N. L. SPOTTISWOODE, *Chief Engineer*, AGA (UK) Ltd

* * *

TOPS AND SPARES

Sir,

Regarding Mr. D. J. Dee's letter on soft-tops, as the owner of a Triumph TR6 PI the main reason I was often seen with the hood erected in good weather, was the pathetic plastic press-studs fitted to the car. Every time the hood was lowered at least one more broke off the hood or tonneau cover. Replacement studs were unobtainable, so any breakage meant a draughty, flapping hood. I finally bought a set of metal studs in England and had them fitted myself.

Something which may be of interest to other TR6 owners is that if their fuel pump fails in Germany a new one costs no less than £125, a set of brake pads £18 (front wheels only). A friend of mine recently sold his two-year-old Mini as it was costing too much to maintain and bought a four-year-old NSU TT with "only" 98,000 km. on the clock. My six-year-old VW has covered 135,000 km. and has never let me down. The Triumph, bought new, has so far been off the road for over 40 days in six months.

No wonder British cars are looked on with amusement in Europe.
Stuttgart. J. GROTTICK.

VINTAGE POSTBAG—continued from page 1148

memory is correct, was a German named Gustav Hamel?—[B. C. Hucks was the first British pilot to loop, at Hendon, in 1913.—ED].

This was obviously before the war (the first one, of course)—probably in 1912 or 1913. Perhaps some long-toothed reader can also recall the type of aircraft concerned; in my memory it was ultra-modern in appearance,—[Hucks used a Bleriot monoplane—ED.]

I have a faint recollection of having been told a year or two later that Hamel had disappeared in mysterious circumstances while flying the Channel—but this may well have been just another item of early-war sensational gossip.
Alicante, Spain. GEORGE GRIGS.

An M-Type MG

Sir,

After a difficult two-year rebuild, it was most satisfying to see that MOTOR SPORT reported the debut of my 12-12 'M' Type at Thruxton. May I however please correct your statement that the body is metal panelled. It is in fact fabric on plywood, filled and rubbed down smooth as was the practice with these cars. When the job is well done the finally painted body could easily be mistaken for metal. As to its origin, if not one of the actual 1930 12-12 race cars, it was almost certainly prepared by Abingdon for competition. The registration WL9739 of March, 1930 is Abingdon and about the right time for the 12-12 race in May. Perhaps your readers could help me trace the history.

Incidentally, 2 min. 28 sec. per lap is equivalent to over 57 m.p.h. at Thruxton, which is not bad for a 41-year-old two-bearing crank 850-c.c. car running on 19 × 3.50 tyres. The Brooklands speeds in 1930 varied from 60.23 m.p.h. down to 57.72 m.p.h.
Staunton. R. W. TWYDELL.

* * *

An ERA Conundrum

Sir,

That ERA conundrum—David J. S. Rowlands is nearly right; the date of the photograph was early July 1935, and Zu Leiningen did drive R1A and Cook R2A so his order R3A, R1A, R2A and R4A is correct. But in 1935 the British Empire Trophy Race was not run at Donington, it was at Brooklands.

Oddly enough had that photograph been taken a day or two later, it might have easily told an historical lie—because during practice for the BET Mays drove both R3A and R1A, and at one period it was thought that Mays and Leiningen would swap cars (in my film Mays is shown practising R1A). They even repainted the race numbers, but finally they reverted to the original plan. So the photograph taken just before the cars were taken for practice shows the correct line up.
Kineton. A. F. RIVERS FLETCHER, Vice-President, ERA Club.

* * *

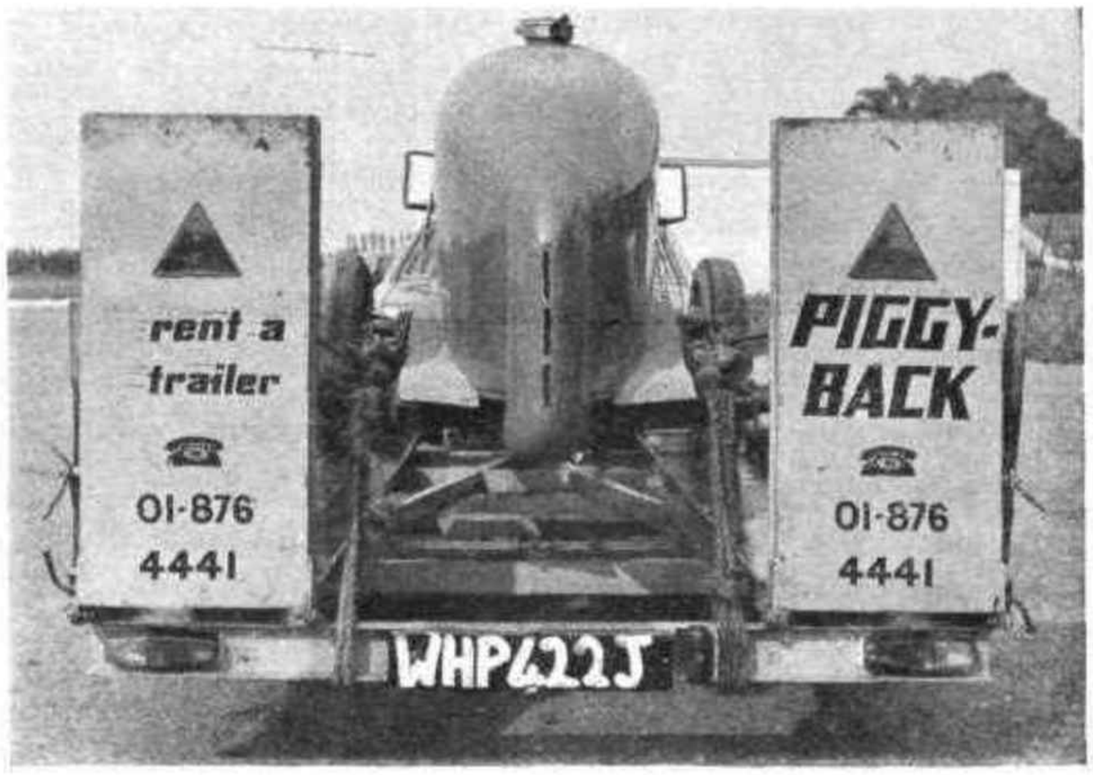
A Maybach in Captivity

Sir,

I was interested to see the photograph of a Maybach in Poole in your October issue.

I doubt, however, if this is anything as elephantine as a "Zeppelin" V12 or even the DSH, which was the same thing but with a rather inadequate six-cylinder engine. My guess is that it is an example of the last of the Maybachs, the six-cylinder o.h.c. SW series with all-independent suspension, first seen at the 1935 Berlin Show with a "square" (90 × 90-mm.) 3.4-litre engine, and later expanded to 3.8 litres in 1936, and 4.2 litres just before the War. The German Embassy car you mention was either a SW38 or a SW42, and I used to see a SW35 sports saloon in Kensington around 1952. One of these cars with limousine bodywork came up for auction at Sotheby's a year or two ago and anyone who saw this will realise that a "small" Maybach is quite a lot of car: nearly 4,000 lb. in cabriolet form, and 2½ tons with formal *carrosserie*.
Midhurst. MICHAEL SEDGWICK.

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RILEY 1½-LITRE. Black, brown leather; in beautiful condition; fitted every extra; taxed; spares. Must sell, space needed. Tel.: 022-779 2500 (evenings). (6076

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M.G. PA four-seater sports, 1934. Completely rebuilt to the original specification; ivory, red trim; absolute investment. £700 o.n.o. Tel.: Derby 71700. (6078

RENOWN, 1951; 81,000 genuine, 35,000 on present engine; one owner last 11 years; good condition; M.o.T. May, 1972; interesting motoring for £185 o.n.o. Tel.: Potters Bar 55031 (evenings). (6079

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LEA-FRANCIS SPARES, 1949-1950. Everything from engine to ashtray; all good condition. C. A. Rodd, 1 Elbury Park Rd., Worcester. Tel.: 21579. (6081

SUPERB 1957 Sunbeam Talbot Mk. III "S" 120 m.p.h. sports saloon; mechanically excellent; resprayed, new tyres, recent overhaul, floor change, sun-roof, etc. £285 o.n.o. Tel.: 01-789 5414. (6082

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ELAN S4 drophead, special equipment; "G" registration; yellow; low mileage; excellent condition. £1,200 o.n.o. Tel.: Leatherhead 74391. (6087

M.G. Y, 1948. B.R.G. Sun-roof, hydraulic jacking system, wind-up windscreen, fog, spot; good mechanically, fair bodywork, new tyres; needs renovating; used daily; M.o.T. Aug., 1972. £120 o.n.o. Tel.: Hull 851543 (6088

1929-REGISTERED Willys Whippet four-cylinder, four-door saloon; renovated about 15 years ago, now body requires some more attention; good runner. Price £650. Tel.: Romsey (Hampshire) 3389 (after 6.30). (6089

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1968 MARCOS 1600 GT. Second owner from new; absolutely immaculate in original white; sun-roof, Pearce mags., 185-13 Goodyears, Intertech steering wheel, Radiomobile, new clutch; M.o.T. April, 1972. Sell £1,100 or exchange Mk. III Spitfire, plus cash. Tel.: Newcastle (Staffs.) 561404. (6090

AUSTIN 12, 1938; cabriolet saloon. Black; 61,600 miles from new; good condition. £150. Tel.: Helensburgh 3734. (6091

MERCEDES 190SL roadster, 1958. Good condition all round. Offers over £350. Tel.: Southampton 75823 (9 a.m.-5 p.m.), Southampton 21860 (after 5 p.m.). (6092

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1933 AUSTIN 12/4 light car. Colour: black and chocolate. Complete, including original spares handbook and 1933 service manual; colour photographs available on request. This car is used for rallies, is taxed and M.o.T.d, it has been kept in sparkling original condition and can be seen at Winram, 14 Loirston Rd., Cove Bay, Kincardineshire. Price £350. Tel.: Cove 610. (6093

MORRIS 12/4, 1937. Good condition; engine and body sound. M.o.T. 1972; genuine milcage 43,500. £200 o.n.o. 65 Wix's Lane, S.W.4. (6094

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ALVIS SPEED 25, 1937. Complete chassis with bonnet, scuttle, dash, lights, etc.; much restoration work completed; many spares; needs fresh enthusiasm. £200. Tel.: Winterbourne (Bristol) 8111. (6099

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LOTUS ELAN fixed head S3, 1966. White; knock-on wheels, Radiomobile; 49,000 miles; very good condition. £775. 37 Dunraven Rd., Neston, Wirral, Cheshire. Tel.: 051-336 3348. (6104

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RELIANT SCIMITAR, 2½-litre, 1966. Riviera blue, overdrive; sunroof; wire wheels, radio, etc.; 52,000 miles. £760 o.n.o. Contact Flying Officer Izzard. Tel.: Leconfield (Yorks.) 386, etx. 238 (day) or 276 (night). (6124

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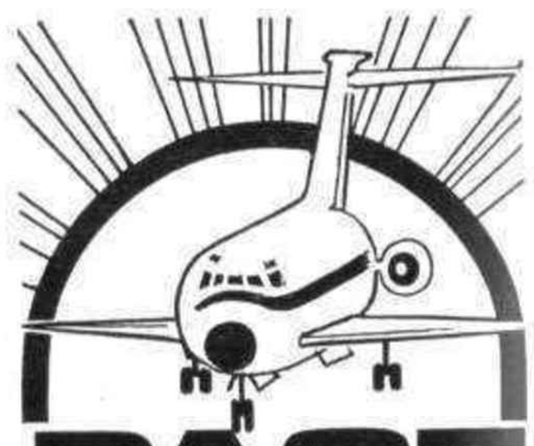
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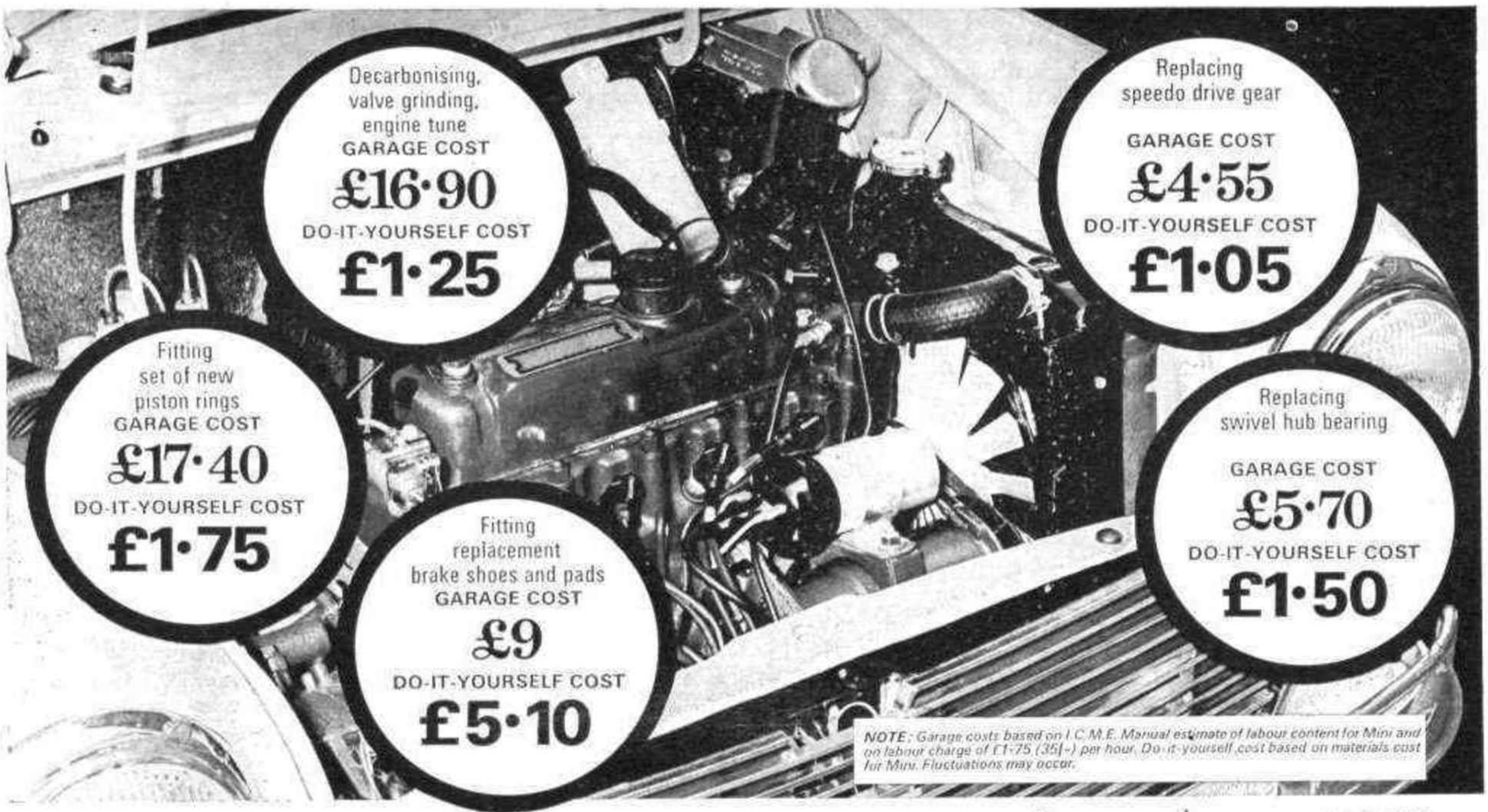
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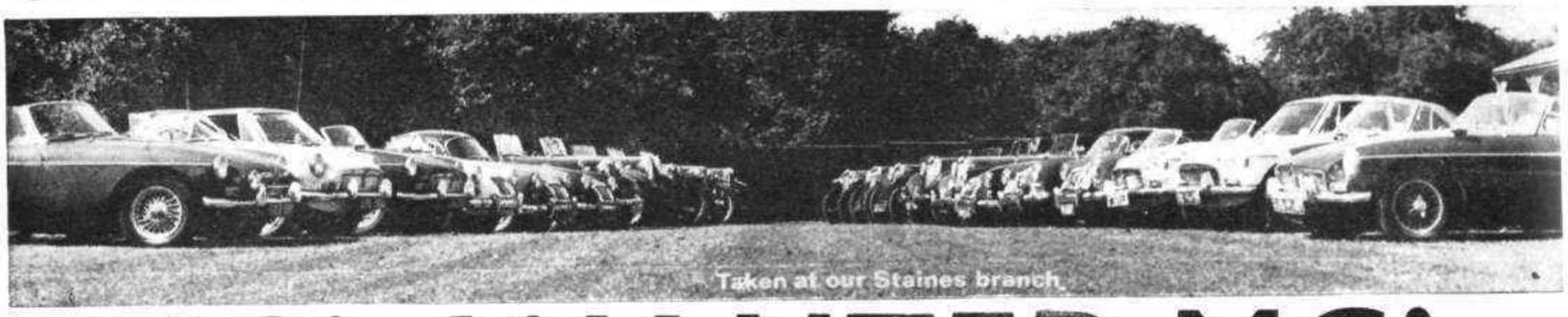
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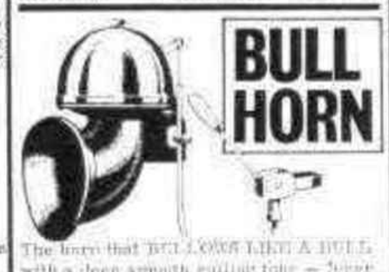
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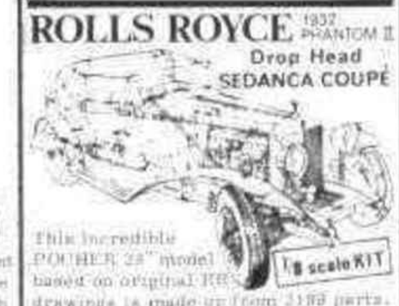
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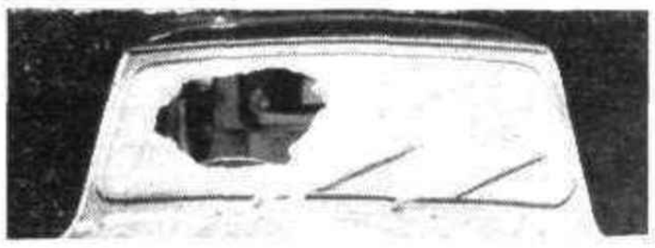
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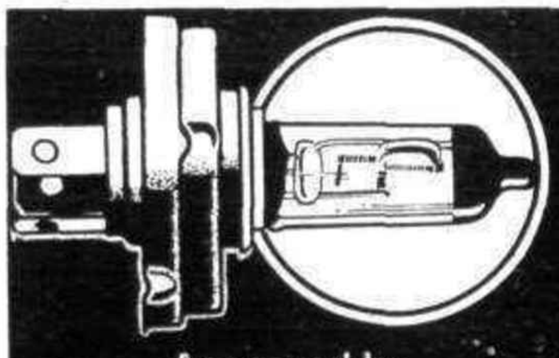
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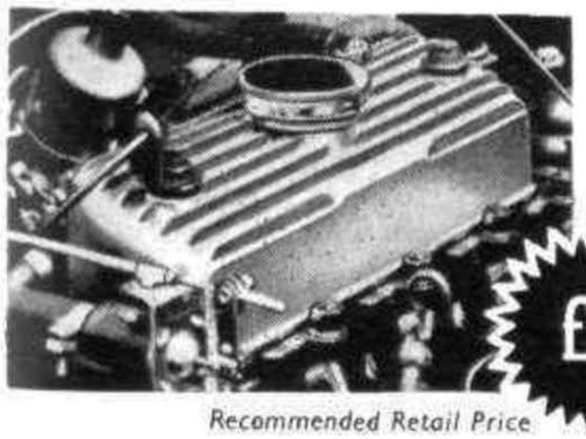
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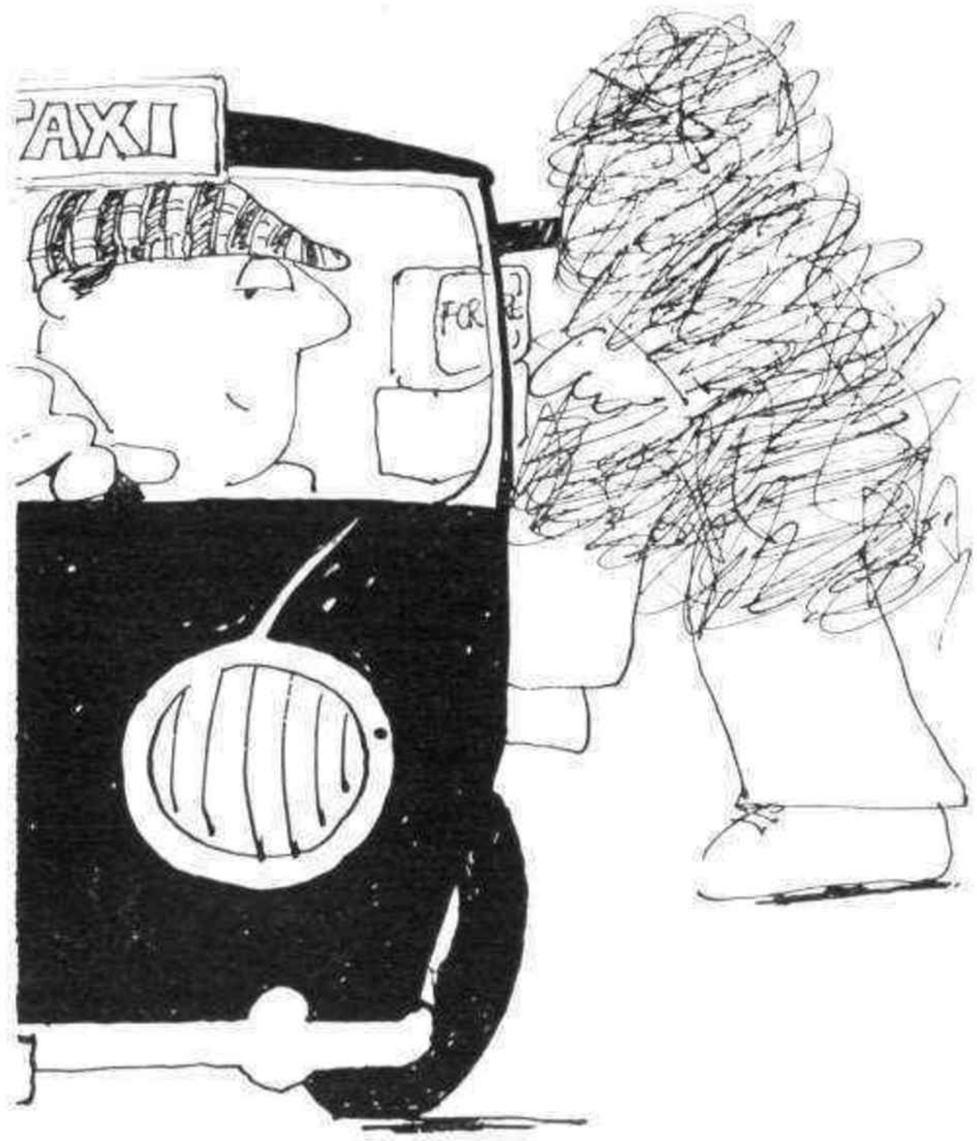
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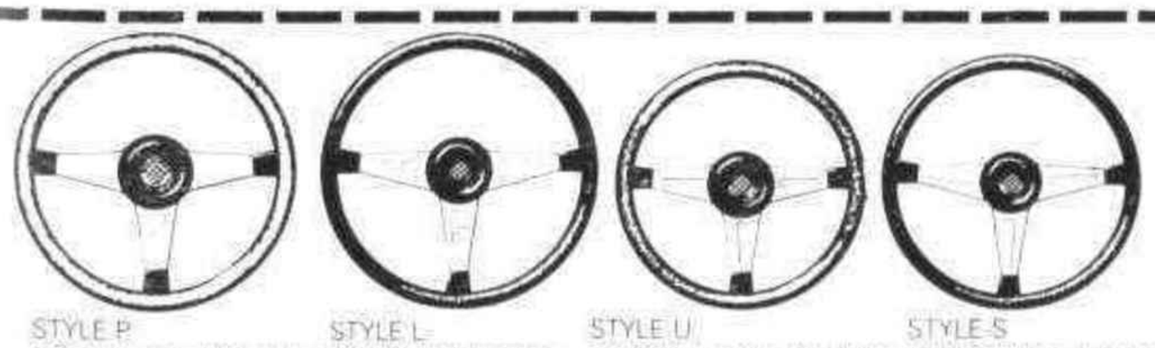
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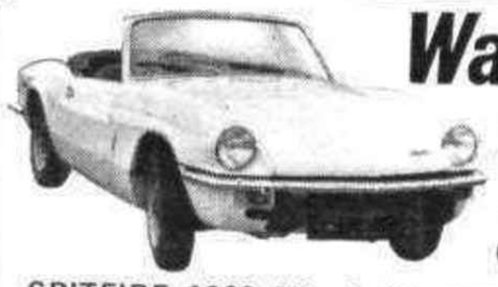
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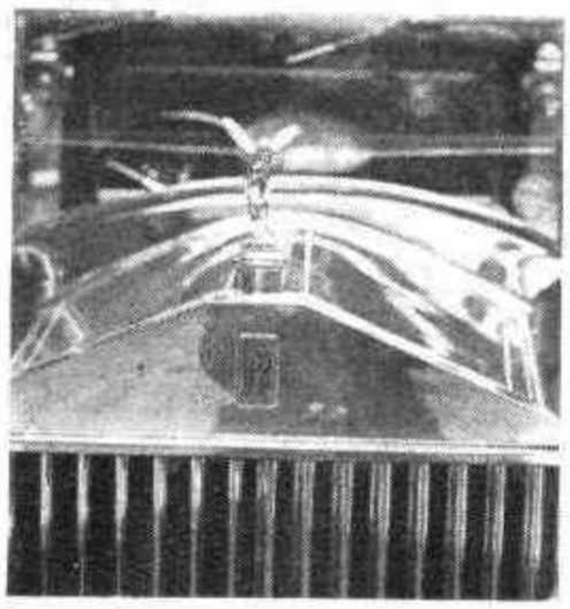
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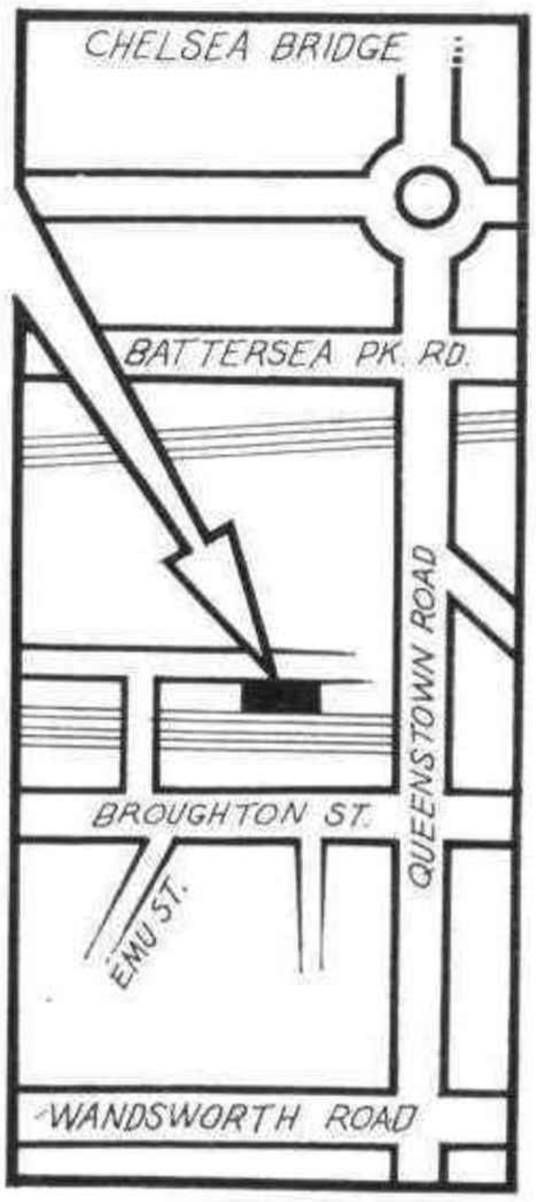
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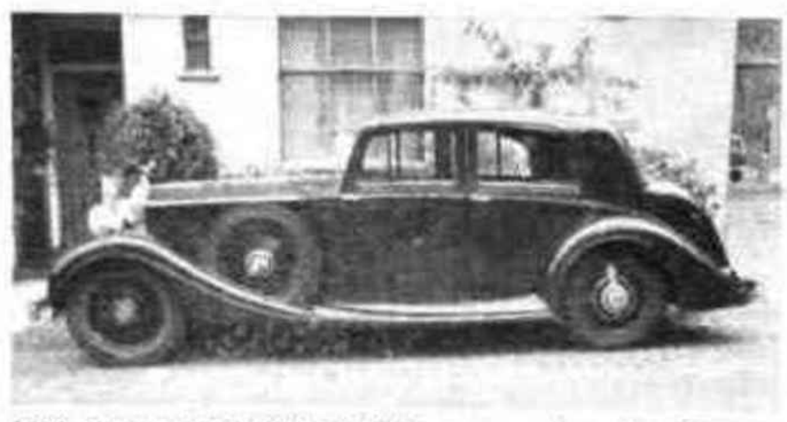
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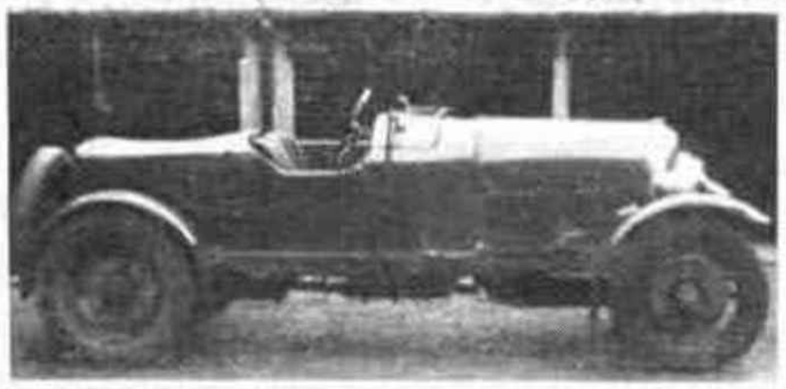
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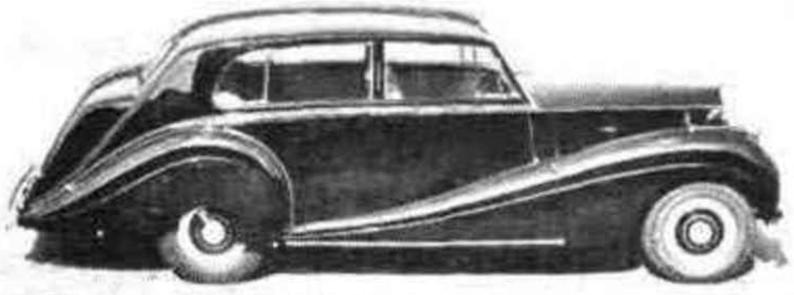
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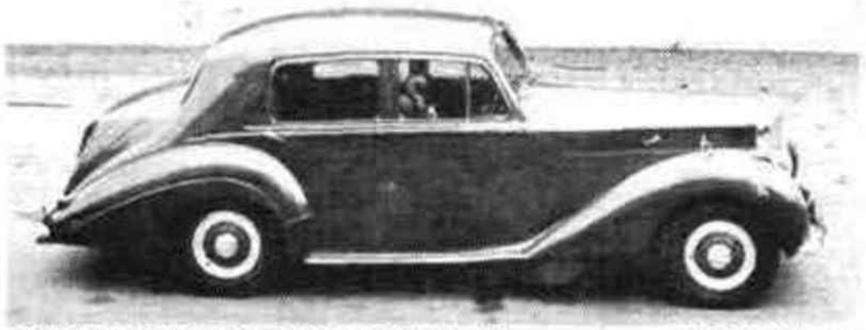
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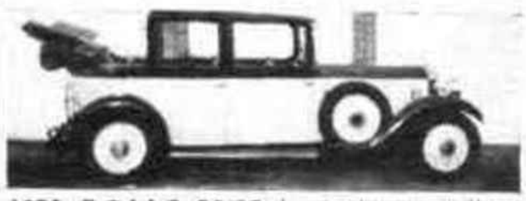
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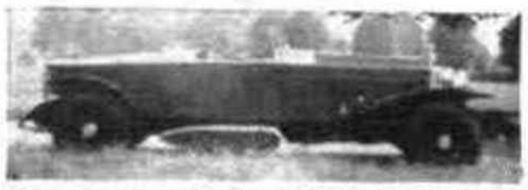
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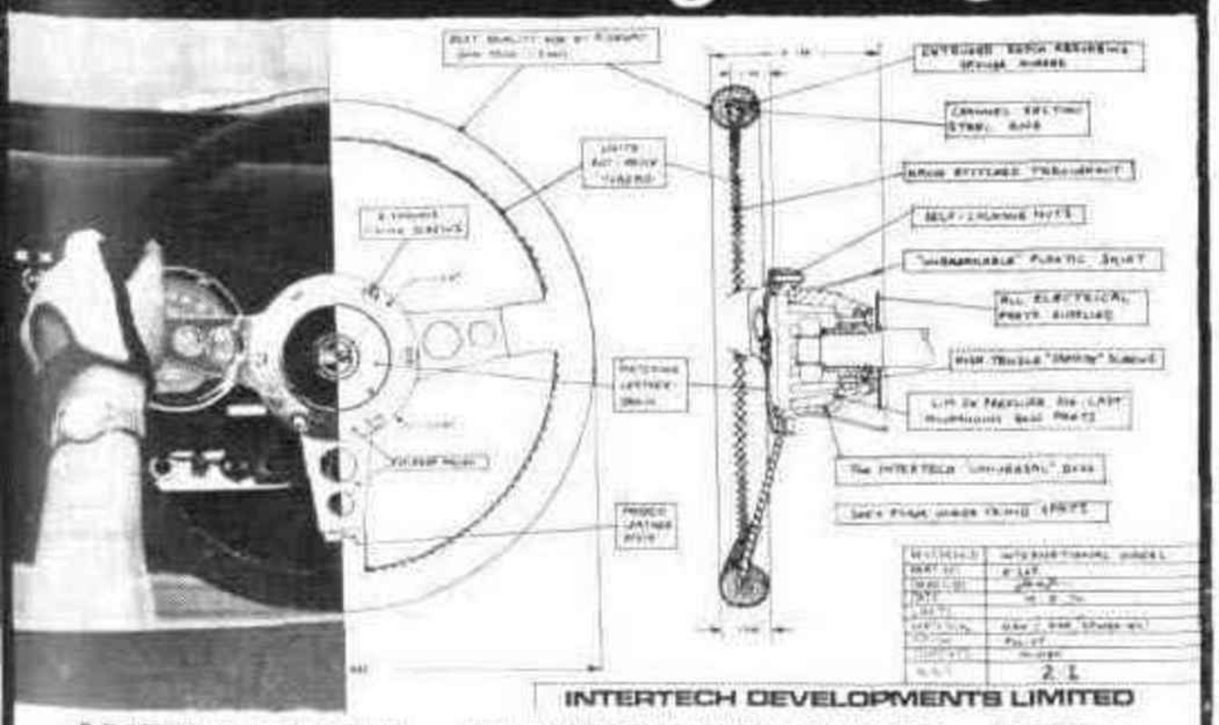
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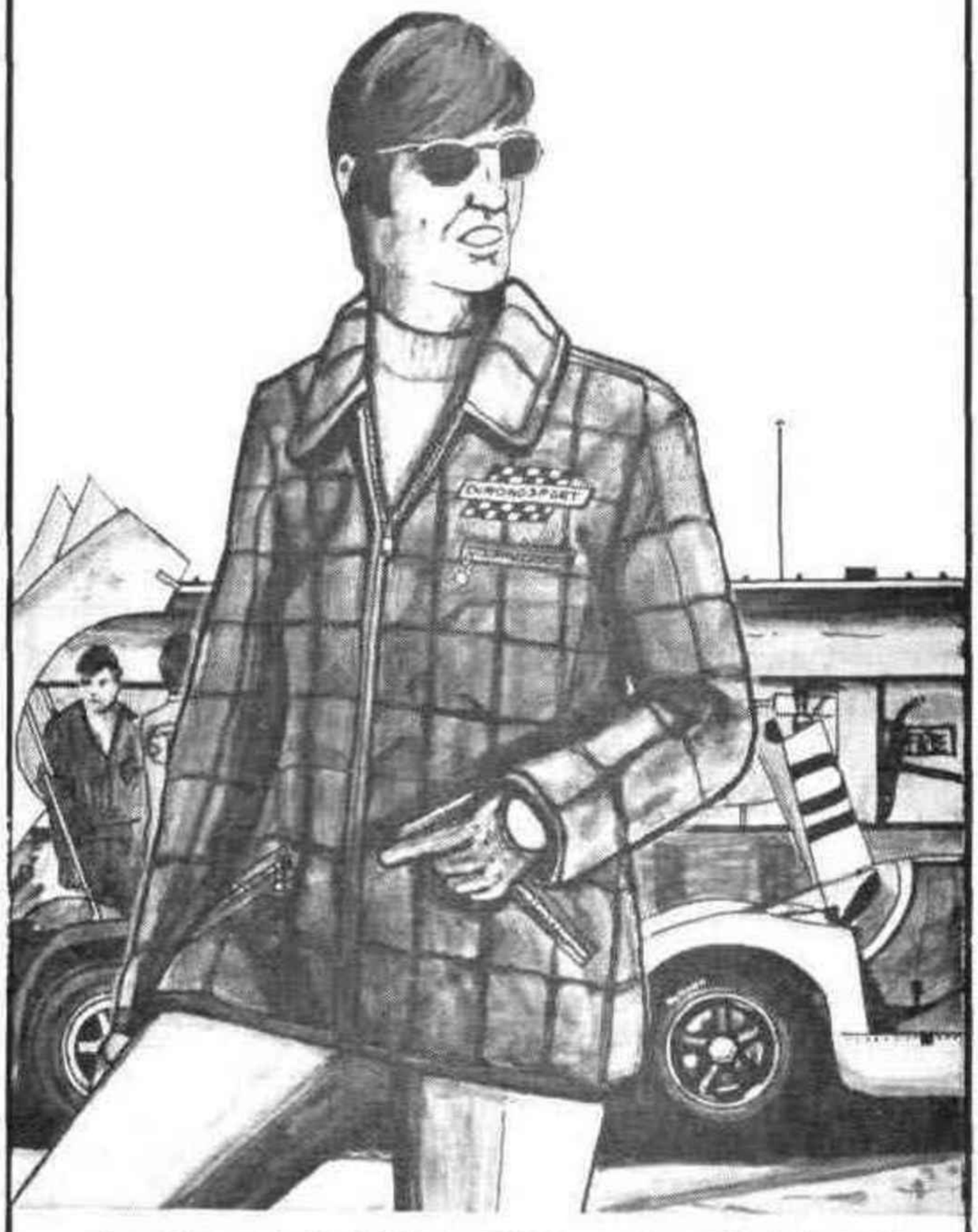
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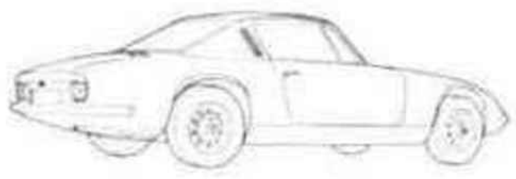
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1969 SPITFIRE, conifer green, one owner	£745
1969 SPITFIRE, signal red, one owner, 'H' registered	£745
1969 SPITFIRE, Wedgwood blue	£745
1967 SPITFIRE Mk. 3, white; nice example	£530
1964 SPITFIRE, Wedgwood blue	£345
1964 SPITFIRE, green	£325
1964 MIDGET, black, wire wheels	£395
1965 LOTUS CORTINA, Lotus colours, radio	£455
1965 GT CORTINA, 4-door, Lotus colours	£385
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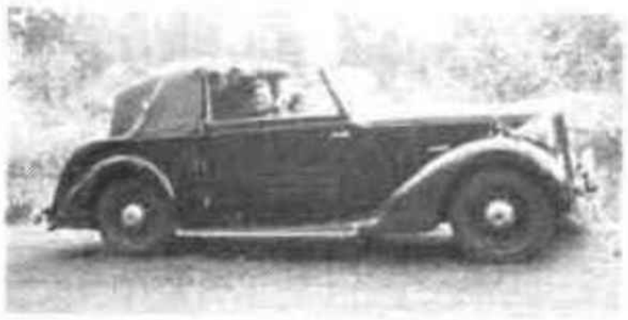
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(*Left*) **1930 ROLLS Phantom II** sports tourer by Woodall Nicholson. Just completely rebuilt as new, over 1,800 hours spent on engine and chassis alone by Rolls Specialists. Complete all-weather equipment, tonneau covers, etc., flared wings, large luggage compartment



(*Right*) **1939 DAIMLER 2½-litre** coachbuilt drophead coupé designed by Freestone & Webb, which was specially built for Daimlers for one of their directors. Maintained only by Daimlers since new. Complete Daimler's documented history with bills for over £1,100 spent by the second owner. Original instruction manual, tools, etc. Two owners (both directors of Daimlers) and 75,000 miles only since new.



(*Left*) **1952 BENTLEY Mk. VI 4½-litre** (Big Bore engine, twin exhausts) sports saloon with sun-roof. One of the finest examples of its type, with a recorded mileage of only 73,000 (an average mileage of a 1964/5 model). Complete with every one of its original tools, instruction manual, etc. Immaculate original interior, chrome, etc.; new tyres recently fitted.

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M.G.-B ROADSTER, 1965. Overdrive w/w, radio; white; many extras; terms. Genuine sale £565 o.n.o. Tel.: Cheltenham 0242-59972 (evenings). (6490

TWO DAIMLER centuries 1954, 1957. Excellent runners; taxed; radio. £95, £150. Tel.: Worthing 39735. (6491

M.G.-B, 1964 B.R.G., tonneau; Motorola radio; klaxon, oil-cooler; radials; Motolita etc.; marriage pending hence only £410. Tel.: Upminster 23856 (evenings or weekends). (6492

LOTUS ELAN, 1966, S2SE. Recent extensive mechanical overhaul; owner emigrating. £625. Tel.: 021-454 6922 (evenings). (6493

LOTUS ELITE Rare (S1) model, reinstruction GS 145 Stage III; o/hauled engine; close ratio gearbox; immaculate body; new carpets; few spares. £575. Donald. Tel.: Alrth 320/295. (6494

BENTLEY 1937, 4¼ v.d.p. Pillarless saloon in lovely condition; taxed and M.o.T. £1,150. Tel.: 021-705 0411. (6495

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1930 INVICTA 4½-litre Meadows engine; 40,000 miles (approx.); very rare 4-door Mulliner saloon body; in outstanding condition except for tatty interior; M.o.T. £1,500. Tel.: Emsworth 2085. (6501

3-LITRE V6 Cortina, 1600E; servo disc brakes; servo clutch; 3000E gearbox; 3.5 Lotus diff.; lowered on Dunlop "D" 1 wheels; Rover tobacco leaf finish; professionally built for motoring magazine. £695. Palmer. Tel.: 01-300 5658. (6502

SUNBEAM MK. III. Saloon 1956; duo-green; floor-change; good condition; some spares, including gear-box. £150 o.n.o. Barnes, 2 Elms Ave., Littleover. Tel.: Derby 46199. (6504

1965 FERRARI 275, GTB lightweight; aluminium coachwork; 32,000 miles; six-carb. engine; long range tank; radio; sunroof. £2,250. Tel.: Deal 61717. (6505

M.G. TD 1951; years M.o.T.; brakes and engine overhauled; new wiring. Offers over £300. Tel.: Westleton (Suffolk) 294. (6506

1951 MARK VI. Bentley; sound dent-free body; good engine/electrics/interior; new tyres; battery; brakes and steering overhauled for recent M.o.T. Investment at £375. Fennell, 2 Foliat Close. Tel.: Wantage 2317. (6507

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HEALEY 3000, Mk. II, 2+2 Oct., 1961; Colorado red, black trim; wires; overdrive; hard/soft-tops; Cints.; 3 owners; 65,000 miles, taxed, Nov.; M.o.T. Aug. 72; superb example that must appreciate in value. £395. Tel.: Southampton 69582. (6509

HEALEY ALVIS, 3-litre 1953. Drophead roadster; resprayed met. green; new black interior, tyres, battery, hood. Only 25 made. £575 o.n.o. Tel.: 01-690 5411 (London). (6510

VIVA 2000 GT, Mk. II June 1970. Tasman orange/black trim; 12,000 miles; adjustable dampers; hotline, r/screen; Rostyles. £775. Tel.: Gerrards Cross 86481. (6511

1600 GT ESCORT, Oct. 1969. Many Boreham extras; no competitions. Full details from Greaves, Ramsey (Huntingdon) 2243 (day) 2315 (evenings). (6512

LANCHESTER LD10, aluminium body by Barker; near concours; new tyres, battery; King pins, long M.o.T. Very large quantity spares. £250 o.n.o. 123 Park Street Lane, St. Albans. Tel.: Park Street 2141. (6524

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AUSTIN HEALEY 3000, 1966. Red with red trim; wire wheels; overdrive; radio; twin-spots and reversing lights; chrome luggage rack, tonneau; hood stick covers; outstanding example; investment at £895. Tel.: 01-226 2214. (6526

PORSCHE 356C ruby red; radio; German SPs; chrome wheels, special seats; undersealed; airhorns; full service history; impeccable order throughout. £825. (Beetle wanted). Tel.: 01-681 1588. (6527

ALVIS TA14 saloon. Outstanding condition; potential concours; recent bills available; much work done; taxed. £350 o.n.o. Jacklin, 7 Linda Cres., Louth, Lincs. (6528

UNIQUE ROVER 3500 V8, Manual gearbox, genuine ex-Rover development car; registered 1966; refinished in Bronze yellow/black; superb condition throughout. Offers. Tel.: Kenilworth 54808. (6529

FOR SALE—continued

1936 RILEY Kestrel 1.5-litre. Almost completely restored, with absolutely complete range of mechanical spares. £350 o.n.o. Tel.: Wolston (nr. Coventry) 2648. (6531

1962 MERCEDES 190SL; navy blue with matching hard-top; soft-top; beautiful condition. Exchange M.G.-B. Tel.: Stapleford (Essex) 230. (6532

BENTLEY 4¼, 1936 Park Ward, dark green coachwork; grey interior; excellent throughout; everything works. M.o.T. Aug. 72. £575. Tel.: 073-56 4111, ext. 7946 (office hours). (6533

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M.G.-B 1965 (Nov.), Blue. Engine recently completely overhauled; re-bored and sleeved, new big ends and main bearings; new clutch; new batteries; new hood last year, tonneau, radio. M.o.T. May 72. £500 o.n.o. Hayward. Tel.: Hendre 453 (Near Mold, North Wales). (6535

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ALFA ROMEO GT 1300 Junior. "F" registration; petrol blue, radio, house purchase pending. £925. Tel.: Harpenden 61034. (6546

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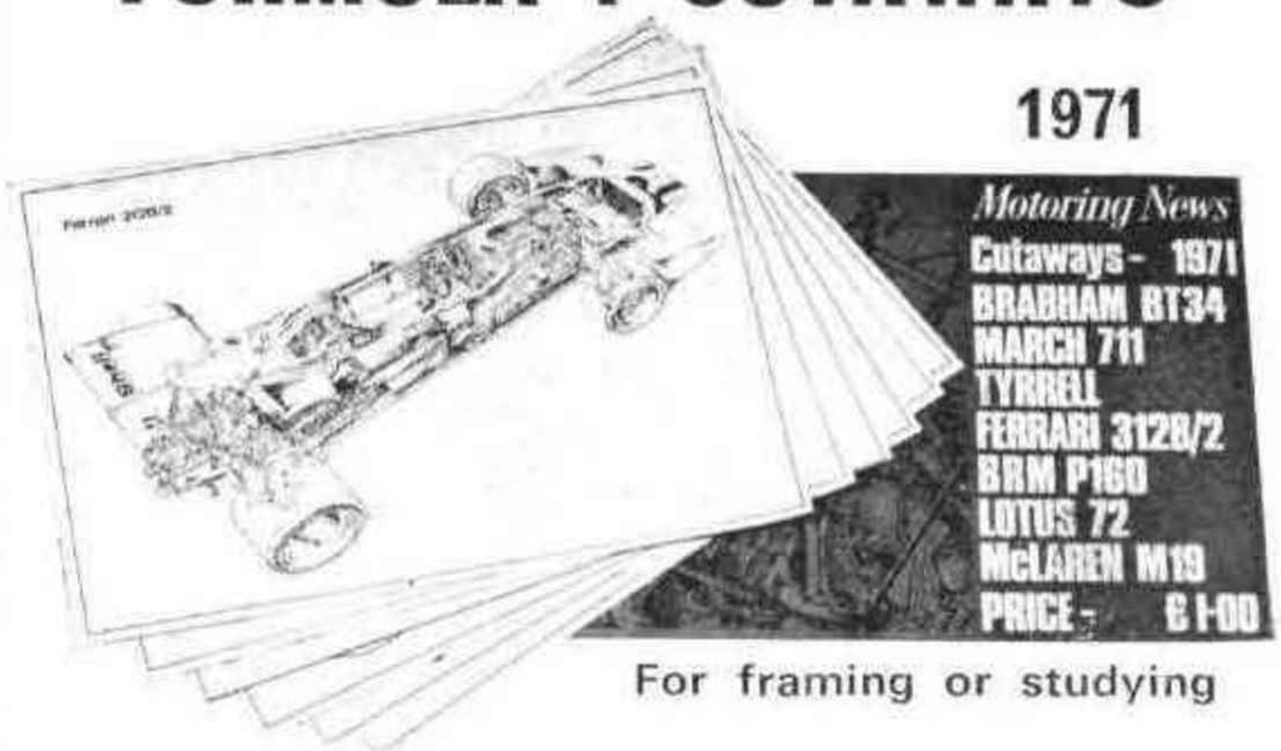
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LAGONDA 1933, 16/80. Six-cylinder rare two-seater sports, rebuilt, resprayed; rewired. £700 o.n.o. Interesting car considered in part exchange. Tel.: Nottingham 66987. (6564

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1931 RILEY Monaco, "Biarritz" model, reliable, good condition; M.o.T. Sept. 1972. £375. Tel.: Weybridge 42098. (6554

FIAT 124 saloon, very smart white, 23,000 miles recorded, 1969. Fully maintained; good performance with economy. £660. Tel.: Ascot 23018. (6552

SUNBEAM-TALBOT, 4.5-litre, 1939. Black saloon; superb untouched condition and mechanics. Private. Offers above £500. Tel.: 01-428 1217. (6559

ASTON MARTIN, DB6, "E" reg.; 45,000 miles; maintained by factory since new; green, auto, p.a.s. Sundym radio; cassette and all other extras. £2,000. Tel.: Radlett 6995 or 734 5260. (6551

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M.G. MIDGET, 1966. Only two owners; 40,000 genuine miles, new hood, tyres, gearbox, tonneau, luggage grid; excellent condition. £425. Tel.: 061-790 2978 (Manchester). (6567

AUSTIN 7 H.P., 1932, front tank saloon; excellent (mechanics) basis restoration, started. Accept £125. Required: interesting/fast preferably vintage sports/racer. Tel.: Birmingham 445 2551. (6568

MORGAN PLUS 8, Nov. 1969. Golden yellow; many extras. £1,500 o.n.o. Tel.: Harpenden 62575 (9 a.m. to 6 p.m.). (6569

MORGAN PLUS 4 racer. Specification and history too complex to describe here. £750 o.n.o. Trailer available. Tel.: Harpenden 62575 (9 a.m. to 6 p.m.). (6569

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1959 JAGUAR XK150. Mechanics sound, good body, very little work to make immaculate. £700. Tel.: Fyfield 421. (6570

AUSTIN HEALEY 3000 Mk. III, 1966. B.R.G. Wires, etc., in excellent condition. H.P. available. Tel.: Northampton 39631 (office hours). (6571

DAIMLER V8, 1968, automatic, p.a.s., h.r.w., radio, stereo; £240 spent 1971 to bring to superb condition. £1,150 o.n.o. Tel.: 837 1042 (day), 989 8825 (evening). (6572

M.G.-B GT. White, "H" registered. Overdrive, wire wheels with new radials, low mileage and very clean. £1,075. Martin, Tel.: Sawdon (Staffs.) 216. (6579

M.G.-B ROADSTER. Blue, 1965, new sills, soft-top and tonneau. £475. Martin, Tel.: Sawdon (Staffs.) 216. (6579

MERCEDES 220A, 1955; r.h.d. This rare machine in good running order, but requires some work to bottom of doors; M.o.T. March, 1972. £80 o.n.o. Tel.: Finmere (Bucks.) 315. (6583

TRIUMPH TR4A, 1967, "F" registered. Dark blue; M.o.T.; wires, radio, good condition; H.P. can be arranged. £775 o.n.o. 166 Orphanage Rd., Birmingham, 24. Tel.: 021-373 2857. (6584

HEALEY 3000, 1965, Mk. III. Overdrive, wire wheels, Radiomobile, other extras; undersealed; ice blue/ivory; excellent throughout. £635. Tel.: East Grinstead 21597. (6585

EUROPA, 1969 ("H"), Mechanically perfect; white/black trim. Only £1,000. Tel.: Chepstow 2714 (evenings/weekends). (6586

MORGAN, 1936, Engine, steering and body overhauled, four new wings. £475. Tel.: Holt (Norfolk) 3408. (6587

M.G. TC, 1946, B.R.G. M.o.T., excellent condition; new wheel bearings, half-shafts, exhaust. £350. Tel.: Cutnall Green 645. (6588

MORGAN LOVERS! Chummy, 1950, 4/4 seeks good home for winter; original 60 p.s.i. standard special. B.R.G. Good chrome, recent extensive mechanical overhaul; bills for gears, brakes, steering, suspension; two new tyres; tax and M.o.T. Must go. £295. Tel.: Oxford 46156. (6590

PORSCHE 356B, 1963. Connoisseur's condition throughout, carefully maintained from new; full A.F.N. history; finished in blue; Blaupunkt radio; XAS; runs and drives like new. £795. Part-exchange. Tel.: Oxford 46156. (6590

HISTORIC SPORTS racing Aston Martin works team car, 1949/1950, 2.6-litre engine. Offers are invited for this car which is in excellent condition. An exchange for M.G. TC, plus cash, would also be considered. Williams, 3 Hermitage Rd., Edgbaston, Birmingham. Tel.: 021-454 2033. (6591

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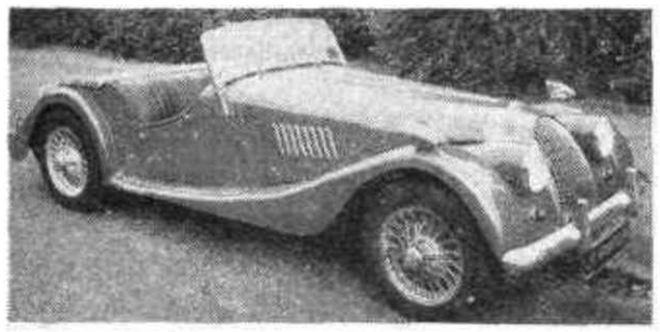
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1964 ASTON MARTIN DB5 convertible (*Illustrated*), in Sierra blue with dark blue upholstery, fitted Selecta-ride suspension, Sundym glass, 5-speed gearbox, electric windows, Motorola radio; an exceptional example, recorded mileage 45,000 miles **£1,595**

1970 TRIUMPH TR6, in damson, fitted wire wheels, overdrive, tonneau **£1,275**



1969 LOTUS Elan drophead, Special Equipment, in sand beige; low mileage, and looks it ... **£1,150**

1971 (June) TRIUMPH Spitfire Mk. IV, in Bahama yellow; 5,000 miles from new, still carries largest part of manufacturer's guarantee **£885**

1969 M.G.-C GT, in B.R.G., fitted wire wheels, overdrive, heated rear window, car alarm **£995**



1967 JAGUAR "E"-Type convertible, in dark blue, fitted chrome wire wheels, fastback hard-top; one owner from new **£1,395**

1969 MORGAN +4 (*illustrated*), in royal blue, fitted wire wheels; a truly outstanding example of this famous model **£1,050**

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1968 JAGUAR "E"-Type f.h.c., in white with black trim, fitted chrome wires, h.r.w., radio **£1,595**

1969 M.G.-B, in primrose yellow, fitted wire wheels, radio and tonneau; one owner from new, recorded mileage 22,000 ... **£985**

1967 'F' Reg. TRIUMPH TR4A, in white, fitted overdrive, radio, tonneau. Value at **£795**

1969 AUSTIN HEALEY Sprite, in red, fitted wire wheels, tonneau **£649**

1969 LOTUS Elan f.h.c., Special Equipment, fitted heated rear window, radio; one owner, low mileage **£1,095**

1969 JAGUAR +2 "E"-Type (*Illustrated*), in maroon with tan upholstery; a very fine low-mileage example of this prestige car **£1,995**

1968 M.G.-B GT, in mineral blue, fitted wire wheels, o/drive **£975**

1966 TRIUMPH Spitfire, in red, fitted matching works hard-top **£449**

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1969 M.G.-C GT, in mineral blue, fitted wire wheels, overdrive, radio **£995**

1970 'J' Reg. T.V.R. Tuscan 3-litre (*Illustrated*), in yellow, fitted overdrive, radio, mag. wheels; recorded mileage 13,000 miles. Buy this one and fly **£1,295**

1968 LOTUS Elan drophead, Special Equipment, in orange; a very clean example **£1,051**

1966 AUSTIN HEALEY Sprite, in red **£439**

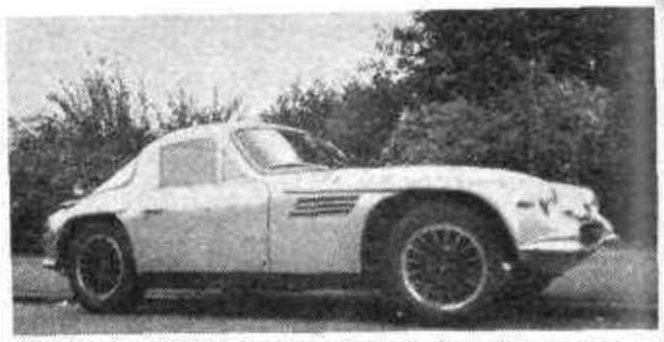
1968 TRIUMPH TR5, in red, fitted wire wheels, overdrive; one owner from new **£975**

1968 M.G.-C, in shiny black, fitted wires, overdrive ... **£875**

1969 AUSTIN HEALEY Sprite, in blue. This extremely well cared for car has covered only 18,000 miles in the hands of its one and only owner; must be seen **£659**

1968 'G' Reg. TRIUMPH Spitfire Mk. III, in Valencia blue with black trim; one owner, recorded mileage 25,000 miles ... **£639**

1969 GINETTA G15 (*Illustrated*), 875 c.c., in flame orange, fitted radio and slot stereo. A very bright and economical car ... **£799**



1968 RENAULT Scimitar GT 3-litre (*Illustrated*), in Rolls opalescent maroon, fitted overdrive, radio, sun-roof with vinyl top **£1,045**

1969 M.G.-B, in yellow, fitted wires, overdrive, ton-neau cover **£995**

1967 LOTUS Elan drophead, Special Equipment, in carnival red **£895**



1965 M.G. Midget, in blue, fitted wire wheels, radial tyres; looks like a '68, must be seen **£399**

1968 M.G.-C, in white, fitted wires, overdrive **£875**

1965 AUSTIN HEALEY 3000 Mk. III, in mountain blue, fitted wire wheels, overdrive, radio; recorded mileage 39,000 miles **£725**



1968 LOTUS +2 Elan, in opalescent maroon, fitted radio; recorded mileage 17,000 miles **£1,250**

1969 LOTUS Europa, in tangerine, fitted radio; a very nice example **£1,095**

1966 JAGUAR "E"-Type +2, in dark blue, fitted chrome wires, radio, h.r.w. **£1,250**

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FOR SALE—continued

TR5 "G" registration; excellent condition; wire wheels; overdrive; Radiomobile. £1,000 or exchange M.G.-B, GT. Steer. Tel.: Burnham-on-Sea 3209. (6183

ASTON MARTIN, 1965, DB5, recently overhauled engine; good tyres; body and coachwork, 160 m.p.h. £1,550. Tel.: Potters Bar 50284/58654. (6179

TWO XK150s. Emigrating owner must reluctantly sell 1960 f.h.c., 3.8 B.R.G.; wire wheels; overdrive; good condition, £595 and 1958 d.h.c.; maroon; new chrome wire wheels; hood; radio; spotlights; magnificent. £735. Tel.: 01-723 9183. (6178

PORSCHE 1600, 356 B coupé; ivory; M.o.T.; r.h.d.; 60,000 miles believed genuine; 3 owners; bodywork/chassis excellent no work required. Braking system renewed; inspection reveal best available. £450. 37 Windermere Way, Gunthorpe, Peterborough 4027 (office hours). (6177

MG TF 1954 excellent specimen. Only 500 miles rebuilt engine suspension, clutch and gearbox; needs only a respray to be mint. R. E. Griffith telephone 01-499 8971 (weekdays) 01-435 2078 (evenings). (6176

ALFA ROMEO 2600, 1964. Radio; pale grey cellulose; dark blue leather; 53,000 miles; perfect condition; some spares; sensible offers around £500. H.P. arranged. Tel.: Godalming 6379. (6173

FOR SALE—continued

DAIMLER 1936, 17hp sports saloon; pre-select gearbox; all in good original condition; M.o.T. £625 o.n.o. Tel.: Ilketshall (Suffolk) 353 (6175

MERCEDES 220S coupé, 1957. Resprayed, very rare model. £400 o.n.o. N. Bell, 2 Park Grove, Worsley, Lancs. (6172

MORRIS 10, 1934. One owner from 1935. Maintained by the original distributor regardless of cost; 77,000 miles from new; original engine reconditioned in 1951 at 51,000; the entire vehicle inside and out has been carefully preserved as manufactured; sale due to bereavement. Price £400 o.n.o. Write or telephone Lofthousegate 092-487 3829 for appointment to view at weekends. Haigh, The Cottages, Bottom-boat Rd., Stanley, Wakefield, Yorkshire. (6171

BRISTOL 401, 1950. Unused 6 years. Requires attention. £115. Thornton, Tel.: Boldon 3383 (6169

FORD Y-TYPE, 1934, 4-door saloon. Original, but needs restoration; can be seen running South Bucks area; offers invited. F. M. Jenns, 26 Cwm-y-vil Rd., Penarth, Glamorgan. Would consider as part-exchange for Morgan or similar. (6168

MARCOS 1800. Perfect condition; red; wire wheels; radio; (marriage forces sale). £1,100. Tel.: 01-599 4790. (6167

FOR SALE—continued

PAIR P100s, very good condition including chrome, 26 x 3 John Bull rib stud, beaded edge tyre. Offers: Whitworth, 68 Ashville Ave., Birmingham 34. (6166

ALVIS 4.3-LITRE saloon 1937 in fine condition; brakes and steering overhauled; engine in good condition; new headlining and carpets. £950. Overhauled radiator, and engine spares available including unused block, pistons and crankshaft. Would exchange the lot for pre-war Lagonda, d.h.c. or tourer. Adams, The Villa, Regent Terrace, North Shields, Northumberland. Tel.: North Shields 70765 after 6 p.m. or weekends. (6174

JENSEN 541. Oct. 1956. Cream; few owners and good history, extremely original; 11 months M.o.T.; relined brakes; steering and front suspension rebuilt; no rust underneath; good tyres; paintwork and interior original and very presentable; chrome excellent. £575. Goodwin. Tel.: Towcester 8934 (evenings). (6223

TR3A, May 1961. Signal red; wire wheels; overdrive 2, 3, 4; recent respray; new clutch, exhaust system and carpets; long M.o.T. Extremely sound vehicle. £395. Tel.: Lee-on-Solent 79770. (6231

JAGUAR E-TYPE 1968 "F", Convertible, Honey beige; c/w/w. £1,625. Tel.: Dudley (Worcs.) 55226. (6233

FOR SALE—continued

DB3 ASTON MARTIN, 1959. New Dubonnet paint work, tan interior; twin exhausts; long M.o.T. and taxed; radio; excellent wires and turbo-speeds; beautiful car. £775. Box 3027. (6231

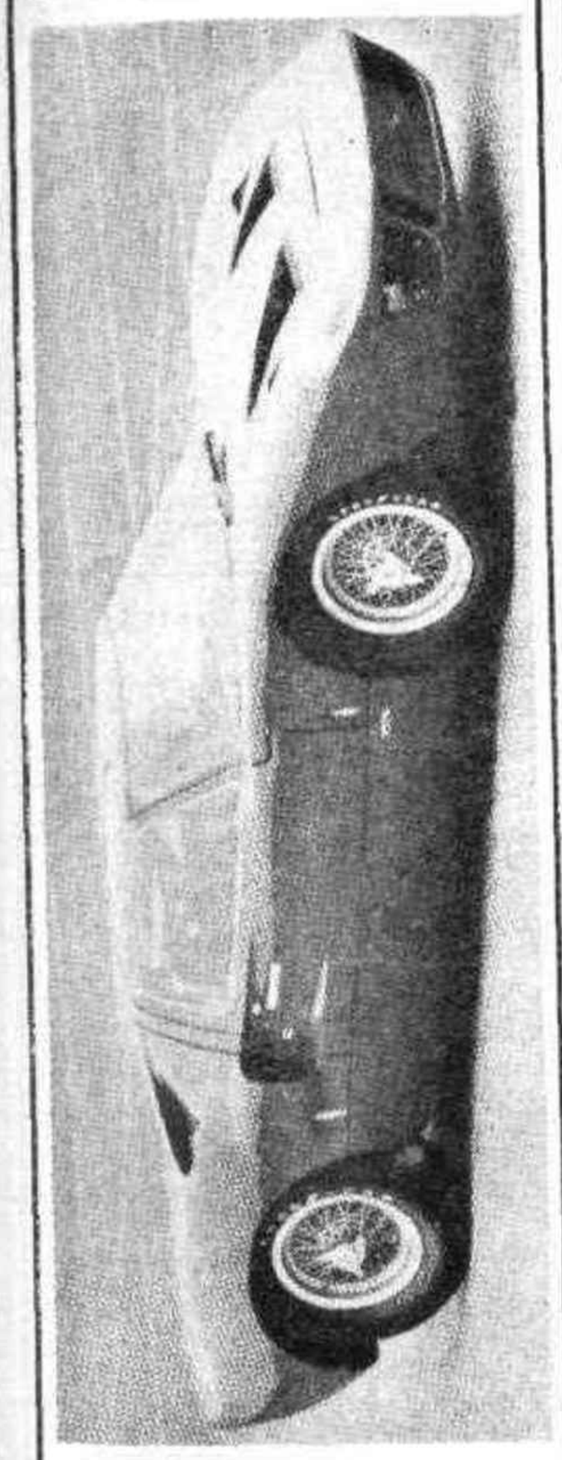
GILBERN, 1970, Real 4-seater, 3-litre GT; electric windows; alloy wheels; Genie with Invader type rear suspension; overdrive; metallic green, black interior. Nicely run in at 25,000 miles. £1,250. Tel.: Sutcliffe 01-892 1432. (6232

AUSTIN HEALEY 100 Le-Mans, excellent condition; 60-spoke rear wheels, air ducts to front brakes; new upholstery. A beautiful car and an investment at £350. Tel.: Dursley (Glos.) 3267. (6234

LOTUS ELAN S.E. 1967 ("F" regd.); Yellow, B.R.G. stripe; Michelin XAS; Radiomobile; spot; wing-mirrors; 11 months M.o.T., taxed April 1972; KO's, 24,000 miles. Recent £200 overhaul, looks beautiful. £900 o.v.n.o. Tel.: Broughton (Northants) 440 or Corby 3142. (6235

1954 M.G. TF 1250, black; resprayed; re-trimmed; new red hood and sidescreens; engine rebuilt 5,000 miles ago; new battery. £550 or offer. Tel.: 01-560 0271. (6236

MORGAN PLUS 8 1969 "G", Westminster green, second car, one-owner under 15,000 miles, excellent condition. Offers over £1,400. Tel.: 01-286 9976 (evenings). (6237



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FJP 367G

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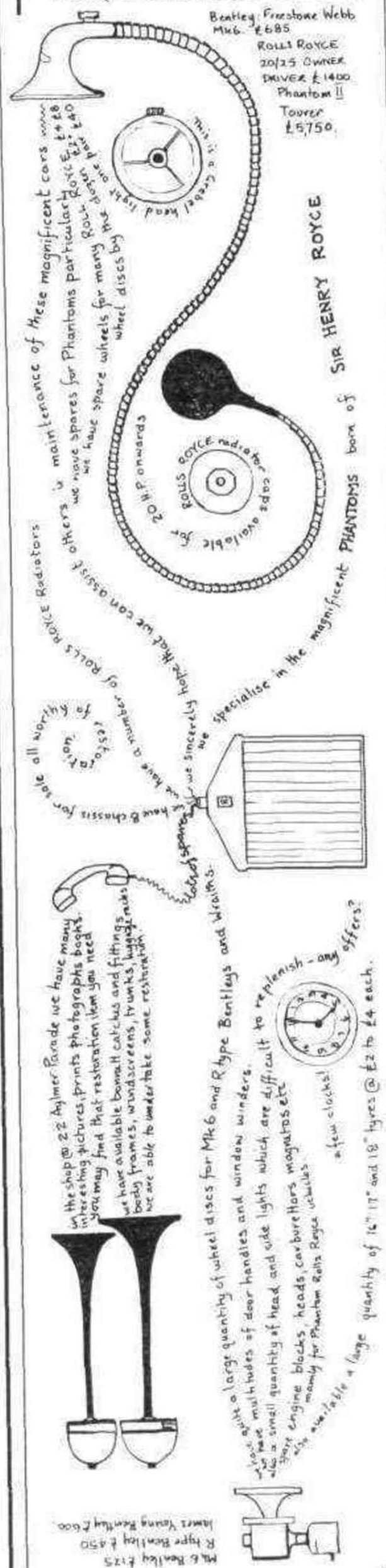
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FOR SALE—continued

SUNBEAM STILETTO, 1968 model; one owner; 26,000 miles; twin Stromberg carbs., radials; bronze; black interior; fast, comfortable; economical. £495 o.n.o. Tel.: Guildford 64250. (6711

SUPERB DB 2/4, 1954 f.h.c. near concours condition in B.R.G., 2.6 Vantage, excellent mechanics; history. £600 o.n.o. Tel.: Dudley, Basingstoke 26261 (office). (6712

LOTUS ELAN, 1969, 54-SE. D.h.c.; radio; tonneau; air-horns; burglar alarm, etc. Family forces sale. £1,195. Tel.: 01-578 9699 (anytime). (6713

HEALEY SILVERSTONE, E-type. Famous ex-Wadsworth aerodynamic car; two spare wheels carried and luggage boot; all weather equipment; two owners from new, small total mileage; winner coupé des Alpes and many awards; unique car ready for road or competition usage; perfect order. £925. Brown, 8 Higham Rd., Huntroyde, Nr. Burnley. Tel.: Padiham 71629. (6714

4/5-SEAT TOURER, 1947 A/Siddeley Hurricane drophead; M.o.T. August 1972. 1951 Daimler Consort; M.o.T., both very good mechanically, sound. £155 each. 1 Grange Park, Steeple Aston, Oxfordshire. Tel.: Steeple Aston 606. (6715

TR6, 1970. Professional owner wishes to dispose of "H" registered roadster; overdrive; hard-top; Kenlowe fan; SP's; P/B Motorola; low mileage; immaculate. £1,350 o.n.o. Tel.: Wilmslow 20023 (evenings). (6717

XK140C F.H.C. Triple carb., red fawn leather; discs all round; overdrive. £495. Tel.: Worthing 66041. (6716

FOUR DUNLOP 72 spoke chrome wire wheels; good condition with part worn radials. £50. Tel.: Southend 545625. (6683

M.G.-A 1600 coupé; many extras; taxed reconditioned body etc.; needs restoration. £50. Tel.: Southend 545625. (6683

MORRIS MINOR, 1931 saloon; mechanics and M.o.T.; immaculate. £360 o.n.o. or part-exchange w.h.y. Cash either way. Tel.: Stamford (Lincs.) 4312. (6669

CIRCA 1902 OLDSMOBILE, curved dash; with tiller steering; stored in a museum for some years and not running at present, but sound and complete. £2,700 o.n.o. Tel.: Norcott Brook (Cheshire) 411 or write Box 3043. (6597

MORRIS 10/4. Two-seater with dicky seat, driven for 30 years by the same chauffeur and maintained regardless of cost by previous titled owner; unique amongst cars of this vintage. £325. Box 3044. (6616

BRISTOL 401. Used daily; 11 months M.o.T. £425. For further details write Box 3042. (6626

XK140 DROPHEAD coupé, 1956. Really good-looking car in B.R.G. Clean interior, good tyres; sparkling performance; sound hood, luggage rack, wire wheels and overdrive. £285. Tel.: 960 1550 (North Kensington). (6718

CITROEN LIGHT FIFTEEN, 1954. Right-hand drive; really attractive lustrous black cellulose, especially clean interior, good tyres, chrome; fast, economical. Regret sale; M.o.T. £215 or £150, plus car worth £65. Tel.: 960 1503. (6719

DAIMLER SP250, 1961. Shattering performance; reconditioned gearbox, clutch overhauled, hard/soft-top, heater; beautiful condition; low mileage, maintained by Daimler specialists; taxed, M.o.T. £650. Tel.: 01-373 6592 (evenings) or Thatcham (Berks.) 2756 (weekend). (6720

TRIUMPH TR5 "G" Regd. Specimen example. White with black interior; low mileage and many extras. £900. Tel.: 01-958 9393 (evenings). (6721

1947 JAGUAR 1½-litre. Easily restorable by enthusiast. Also workshop manual. £100. Peter Dransfield. Tel.: 01-874 1762, Aldington (Kent) 412. (6725

M.G.-B, 1967. Caribbean hard-top, soft-top, tonneau, overdrive; 38,000 miles; radio, Kenlowe fan. £750 o.n.o. Tel.: 01-698 1676. (6724

TALBOT TEN drophead coupé, 1937. Rare car. M.o.T.; ready to drive away. £175 o.n.o. Deeley. Tel.: Godstone 2548. (6727

1935 TRIUMPH Gloria sports saloon; part renovated; very sound, reasonable offers. D. P. Andrews, Stroud Green Farm, Stanish, Stonehouse, Glos. Tel.: Stonehouse 3295. (6728

1936 ASTON MARTIN 1½-litre Mk. II, four-seater sports; part dismantled but complete; engine rebore, crank ground, rods remetalled; ideal rebuild over winter. Best offer over £1,000. Tel.: 01-499 7133. (6729

1936 RILEY Sprint (Bird Cage) 1½-litre sports, two-seater; first-class condition, red with black tonneau and hood; very little work needed to make concours. £1,500. Tel.: 01-499 7133. (6729

1967 ASTON MARTIN Volante. White with black power hood; low mileage; first-class condition. £3,000. Tel.: 01-499 7133. (6729

ALVIS SPEED 20, 1934, two-door fixed head coupé, Continental; good original condition; B.R.G.; taxed, M.o.T. £650. Part-exchange considered. Stanley Mann, 32 Wykeham Rd., N.W.4, London. Tel.: 01-202 9143 (evenings), 01-958 4910/5945 (day). (6438

DAIMLER SP250 Dart; collectors piece; sumptuous interior; recently resprayed; consistent oil pressure; hard-top; new hood and tonneau; new exhaust system; genuine enquiries only for this fabulous beast. £485 o.v.n.o. Tel.: 01-998 4812 (evenings). (6730

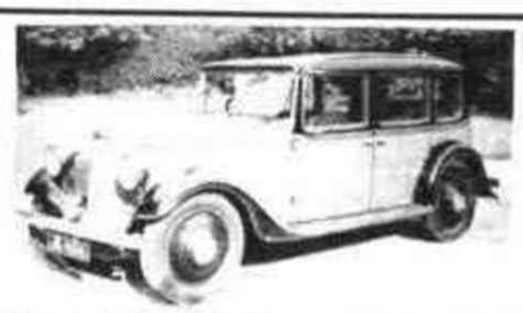
1954 RILEY RME. Needs roof, carpets, respray, hot-spot etc.; engine just reconditioned; new tyres; M.o.T. £125 o.v.n.o. Tel.: Bristol 48333. (6732

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FOR SALE—continued

LOTUS ELITE 1962 S2. Special equipment good condition; recent overhaul engine; rear-suspension. Offers Ley. Tel.: Newport (Mon.) 66980 (evenings). (6733

1953 BENTLEY Convertible. R-type Park Ward; maintained exclusively by Rolls-Royce Ltd., for last six years. (Invoices over £1,000); current M.o.T.; certificate issued by Rolls-Royce. Owner deceased. Appreciating collectors item. £1,375. 7 Christchurch Rd., Sidcup, Kent. Tel.: 01-300 0715 (6734

MODEL A FORD, 1931 Cabriolet; good running order; original condition; white with black running boards and hood; working dickey seats. Offers. Tony Green. Tel.: 01-352 3638 (after 6 p.m.) (6735

MERCEDES 190B, 1960. Good body, mechanics. M.o.T. and tax. £130. Tel.: 01-950 7447. (6736

UNIQUE "K" registration Peerless GT for £525. Unused fibreglass 2+2 bodyshell and chassis; fitted ex-Scimitar V6 engine, gearbox and overdrive; under 2,000 miles since completion this August. Kenlowe, q/i lamps. Taylor, 1 Wernham Lane, Cheseridge, Compton, Newbury, Berks. Tel.: Compton 343, ext. 133 (Office, 9 till 5). (6737

M.G.-B 1966. Black; overdrive, wires; new folding hood; tonneau; immaculate. £595. Might part-exchange Sprite/Cooper. Tel.: Great Chesterford (Essex) 564. (6738

M.G. C ROADSTER, 1968. Perfect condition; every conceivable extra; white; black interior; o/drive; s/top; tonneau; w/wheels; new G800's. Must sell. £780 or nearest offer. Tel.: Swindon 20427. (6739

1939 ROLLS-ROYCE Wraith limousine. Original owner H.R.H. Duke of Gloucester; fine old car complete with original signed log-book. £1,750. 1936 Rolls 20/25 Barker limousine. Absolutely splendid car; complete engine overhaul; 5,000 miles ago. £1,295. Part exchange if required. M. D. Bown, "Kingsland", Westover Rd., Milford-on-Sea, Hants. Tel.: Milford 2670. (6740

1936 25/30 Rolls-Royce limousine, registration number DKT 777. Built by Thrupp and Maberley; part restored; inside retrimmed; all woodwork repolished; running; needs repaint and some electrical work. £750 o.n.o. Tel.: Woking 65117. (6741

M.G. MIDGET, Oct. 1967. Wire wheels, white, new hood; excellent bodywork; meticulously maintained since new; many recent replacements. £510 o.n.o. Tel.: Canford Cliffs (Bournemouth) 78545. (6742

GINETTA G15, 998-c.c., "J" registration, silver, Minilites, XAS's, roll-bar; electric fan; heater. Offers around £1,050. Tel.: 01-446 1313, etx. 225. (6743

TR3A 1960. Overdrive; B.R.G.; factory hard-top; extras. Tip-top mechanical condition having spent £200 in last year; bodywork terrible, interior immaculate; exceptional good reliable condition. Offers about £225. Tel.: Woodley Park (Reading) 6526. (6744

OPEN BENTLEY Continental, 1955, SI Park Ward; d.h.c.; aluminium body; power hood; fitted 8:1 c.r. engine; 5 new tyres; manuals; parts list. £2,650 o.n.o. Moore, Oak Cottage, Sudbury, Derbyshire. Tel.: 306. (6745

1949 RILEY 1½. Breaking; only just off the road. Rust. Heather Lane Farm, Ravenstone, Leics. (6747

JAGUAR IX automatic. 46,000 miles only from new; perfect interior with magnificent bodywork and sound mechanics. £195. Tel.: 01-657 4767. (6748

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HALBARD

Fordshill, Smugglers Lane, Crowborough (4223), Sussex

FOR SALE—continued

1934 ROLLS-ROYCE 20/25, owner driver saloon; all aluminium coachwork in blue and black; chassis number GMD 51; good tyres; built in jacks; mascot; wheel spanner; all instruments; unused for 5 years; only fault interior upholstery faded and stained, but nevertheless perfectly sound. Price £750. Also 20/25 engine. £115. Talbot, "Willow Lodge", Church Rd., Warton, near Preston, Lancs. Tel.: Freckleton 633320. (6746

TRIUMPH 1300 TC plus "H" registration; stage 2 mods including head, carbs., cam, exhaust, fully balanced engine; radio; spots; fogs. Many extras; 4 spare wheels and tyres; excellent condition; l.h.d.; first registered abroad 1967. £550. Tel.: Loughborough 67180. (6749

TR4 1962. Red, black, Surrey and hard-top; overdrive etc. This car is in excellent condition and has been maintained by a main distributor garage for past four years; 11 months M.o.T. There is not another in the area as good as this one. £425. Tel.: Colwyn Bay 55404. (6750

M.G. TF 1500-c.c., 1955. Red, rebuilt bodily and mechanically; rechromed and retrimmed. £800. Tel.: Sittingbourne 72088. (6751

BENTLEY 1938 Park Ward. Bodily immaculate, interior fair; mechanics sound; good runner, well shod. £545. Will deliver radius 200 miles. Tel.: Waddington (Lincs.) 695. (6753

XK140 F.H.C., C-type engine; wire wheels. Dual exhaust etc., recent new rear springs; good radials; mechanically excellent; body requires a little tidying, particularly interior. Rare opportunity at a reasonable price. £425 o.n.o. Could deliver. Tel.: Beverley (Yorks.) 885708 (evenings). (6754

POST-WAR THOROUGHBRED: Lea-Francis 14/70 saloon; d.o.h.c.; i.f.s.; good tyres. My last one went to a Dutch collector at 75 per cent. profit. £135. Tel.: 01-435 7085 (evenings and weekends). (6755

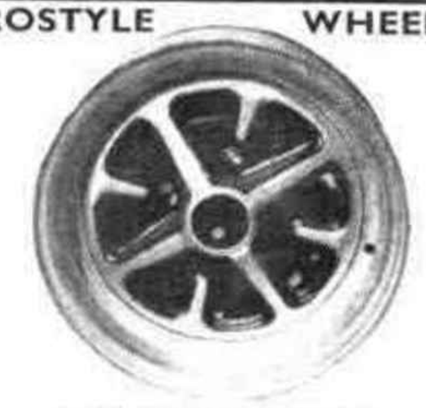
SPITFIRE, hard-top, soft-top; 5½J's; Radiomobile; many bills for parts, now mortgage forces regretful sale at only £265. Tel.: Mr. Ralph Warwick 43431, ext. 280 (office). (6756

M.G. TC 1946. Concours d'Elegance condition; possibly the finest example available anywhere. For fullest details Tel.: 01-897 0159. (6757

ALVIS TE21, 1965. Automatic saloon 12-months M.o.T.; undersealed; Webasto roof; power steering; wire wheels; radio; impeccable rustless dark blue bodywork. Beautiful grey interior, faultless low mileage; mechanics, excellent tyres; cheap part exchange and/or H.P. arranged. £1,200. Tel.: 01-940 8516. (6758

BRM, V8 ENGINED Formula One. Two 1½-litre cars and one 2-litre; Monaco G.P. winning car available. Box 3062. (6759

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Here's our 'Best Buy' choice for this month :



1966 AUSTIN HEALEY 3000 convertible Mk. III. One owner, guaranteed 11,000 miles from new. Fitted overdrive, wire wheels, radio, heater and seat belts. A unique opportunity ... **£1,495**

1969 M.G.-C GT, 1 owner only, fitted overdrive, wire wheels, reclining seats, radio, heater and seat-belts **£1,095**

1969 M.G.-C roadster, 1 owner only, fitted overdrive, wire wheels, reclining seats, radio, heater. B.R. Green **£1,095**

1968 M.G.-C roadster, fitted o/drive, wire wheels, radio; 1 owner, 27,000 miles. White/black trim **£895**

1970 M.G.-B GT, 1 owner. Blue royale, Rostyle wheels, reclining seats, heater, seat-belts and wing mirrors **£1,275**

1969 M.G.-B GT Mk. II, 1 owner, 18,000 miles only from new, fitted overdrive, wire wheels, heater and seat-belts **£1,225**

1967 M.G.-B GT, a local car, with o/drive, wire wheels, radio, heater and seat-belts. Regal red **£925**

1970 M.G.-B roadster, 1 owner, Bermuda hard/soft-top, o/drive, w/w., reclining seats, radio ... **£1,245**

1969 M.G.-B roadster, Mk. II, mineral blue, fitted with wire wheels, tonneau cover and heater **£995**

1967 M.G.-B roadster, Old English white, wire wheels, chrome luggage rack, radio, heater **£765**

1965 M.G.-B roadster, 5-bearing crankshaft model, fitted tonneau cover, radio, heater, seat-belts **£595**

1970 M.G. Midget, 1 owner only, 11,000 miles, glacier white, black trim; fitted sculptured wheels, reclining seats **£795**

1969 M.G. Midget, 22,000 miles only, Ashley GT hard-top, soft-top, wire wheels, radio, heater and seat-belts **£765**

1967 M.G. Midget, Mk. III, 1,275-c.c. model, wire wheels, radio, tonneau cover, htr. Island blue **£565**

1966 M.G. Midget, wind-up window model, fitted wire wheels, radio, htr. Tartan red/black trim **£525**

1962 M.G. Midget, 1,098-c.c. engine, disc brakes, Speedwell blue, matching trim, fitted radio ... **£345**

1969 FIAT 850 S coupé, garnet red, black trim; 18,000 miles only, fitted radio, heater ... **£745**

1970 TRIUMPH TR6 PI roadster, 1 owner, 18,000 miles only, fitted overdrive, wire wheels, radio, heater, seat-belts **£1,395**

1969 TRIUMPH TR5 PI roadster, signal red, black trim, fitted wire wheels, radio, tonneau ... **£1,045**

1965 TRIUMPH TR4A coupé, Wedgwood blue; radio, Surrey top, heater, seat-belts, leather-rim steering wheel **£645**

1964 TRIUMPH TR4 roadster, signal red, black trim, fitted wire wheels, radio, tonneau ... **£545**

1970 TRIUMPH GT6 Mk. II, attractive in jonquil, fitted overdrive, wire wheels, heated rear window, heater **£1,145**

1967 TRIUMPH GT6, white with black trim, with wire wheels, Webasto sun-roof, radio ... **£695**

1970 TRIUMPH Spitfire, jonquil with black trim, fitted special seats, radio, tonneau cover ... **£795**

1968 TRIUMPH Spitfire Mk. III, primrose with black interior, fitted wire wheels, overdrive, tonneau cover **£695**

1967 TRIUMPH Spitfire Mk. III, finished in white, black trim, fitted radio, chrome luggage rack **£595**

1966 TRIUMPH Spitfire Mk. II, fitted hard/soft-tops, radio, tonneau cover, heater, seat-belts **£525**

1965 TRIUMPH Spitfire Mk. II, a local car in conifer green, with hard/soft-tops, radio ... **£445**

1969 BOND Equipe, 2-litre convertible, finished in jonquil with contrasting black interior, fitted overdrive, radio **£845**

1969 MARCOS 3-litre V6 GT, fitted o/drive, sun-roof, wire wheels, radio, heater, seat-belts **£1,295**



1967 TRIUMPH TR4A roadster, 22,000 miles only. White/black trim, fitted overdrive, radio, heater and seat-belts **£925**

1969 RELIANT Scimitar 3-litre GTE coupé, white with black trim, fitted Webasto sun-roof, overdrive, radio **£1,595**

1969 RELIANT Scimitar 3-litre GT coupé, 1 local owner, 20,000 miles; fitted overdrive, radio, heater and seat-belts **£1,145**

1968 RELIANT Scimitar 3-litre GT, silver streak with black interior, overdrive, h.r.w., radio... **£1,045**

1969 LOTUS Elan +2 coupé, burnt sand, black trim, power windows, k.o. wheels, radio ... **£1,395**

1969 'H' Reg. LOTUS Europa S2, finished in Lotus yellow, servo brakes, slot stereo tape, heater **£1,095**

1967 LOTUS Elan Series III drophead coupé, Special Equipment, 1 local owner, fitted power windows, radio **£995**

1967 FORD LOTUS Cortina Mk. II, white, green flash, contrasting black trim, fitted radio ... **£695**

1965 LOTUS Elan S2 conv., fitted knock-on wheels, tonneau cover, radio and heater ... **£695**



1967 'E'-Type 2+2, fitted chrome wire wheels, h.r.w., radio, twin spotlights, heater ... **£1,495**

1971 JAGUAR 'E'-Type f.h.c., Mk. II, 1 owner, 9,000 miles, fitted chrome wire wheels, heated rear window, radio **£2,495**

1970 'E'-Type roadster, Mk. II, 1 owner, guaranteed genuine 5,700 miles; fitted with chrome wire wheels, radio **£2,495**

'H' Reg. 'E'-Type 2+2, Auto., 16,000 miles. Primrose, P.A.S., sun-roof, chrome w/w., radio ... **£2,395**

1969 'E'-Type f.h.c., Mk. II, 1 owner, chrome wire wheels, heated rear window, radio, heater ... **£1,995**

1969 'E'-Type roadster, Mk. II, detachable hard/soft-tops, chrome wire wheels, radio ... **£1,945**

1968 'E'-Type roadster, open headlight model, fitted chrome w/w., chrome luggage rack ... **£1,695**

1967 'E'-Type roadster, opalescent silver blue, matching trim, chrome w/w., radio, heater ... **£1,425**

1966 'E'-Type roadster, midnight blue, with contrasting red int., chrome luggage rack, radio **£1,295**

1965 'E'-Type f.h.c., B.R. Green, black trim, chrome wire wheels, heated rear window, radio ... **£1,095**

1967 AUSTIN HEALEY 3000 convertible, Mk. III, B.R. Green, fitted overdrive, wire wheels, radio, heater **£1,095**

1967 AUSTIN HEALEY Sprite Mk. IV, 1,275-c.c. model, wire wheels, radio, ton. cover, heater **£565**

1968 AUSTIN Mini Cooper Mk. II, mineral blue with white roof, fitted radio, heater **£595**

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FOR SALE—continued

M.G.-B 1966. Beautiful condition; radio; folding hood; chrome rack. Marriage forces sale, first £575 secures. Todd "Laurelbank", Newmilns, Ayrshire, Scotland. Tel.: Newmilns 280. (6238

M.G.-A 1600. Breaking, all parts, good condition. Lloyd, Brooklands, St. Clears, Carms. (6239

AUSTIN HEALEY 3000, Mk. 1, 9592 N. *Blue/ivory; hard-top, soft-top; tonneau; new* ZX's; exhaust; bodily and mechanically perfect £425. Tel.: Mobberley 3369. (6240

1965 DAIMLER, Majestic Major; navy *blue;; 53,000 miles,* £480 o.n.o. Hall, Moat House, Appleby Magna, Burton-on-Trent. Tel.: Measham 301. (6241

M.G.-A, TWIN CAM. Lotus yellow; impeccable overall condition. £400 o.n.o. *Tel.:* 021-356 4135. (6242

SINGER 9, roadster 1949. Tested, excellent hood; tyres £160. Tel.: Tibshelf 354. (6243

JAGUAR XK150S, 1960, 3.8 d.h.c. This is a genuine S, not a special equipment model. 265 b.h.p. engine; chrome w/wheels with new Cinturatos; new clutch, steering and brake linings; absolutely superb condition; taxed, M.o.T. £875 o.n.o. H.P. can be arranged. Tel.: Luton 25451 (office) or 591062 (evenings). (6244

LAND ROVER Safari 12-seater. Completely overhauled and fitted with many extras; save £1,000 on a new one at £560 o.n.o. Waite, 7 Amwell Lane, Stanstead Abbotts, Herts. Tel.: Stanstead Abbotts 442. (6245

TRIUMPH TR4, 1962 September. Red with black, Surrey hard-top; new Michelin 'X' tyres and fitted with overdrive; full years M.o.T. £385. Exchange considered. Tel.: New Milton 613848. (6246

GILBERN INVADER Estate, 1971 "K", 7 weeks old 2,000 miles; yellow, black interior; sun-roof stereo 8 tape-radio; overdrive; electric windows. Rare opportunity through illness to purchase this superb vehicle; component cost including "extras", £2,127.29 so why wait 4 months when this is ready built. £2,000 including 11 months tax. No offers, thank you. Tel.: 021-472 6169 (office). (6247

ASTON MARTIN DB 2/4 Mk. III, 1959 d.h.c. 85 made of this superb model and this is the 85th. Immaculate Pacific blue *paintwork; new hood and tyres;* 47,000 miles only. £1,400. Tel.: 0270 64441 (day) and 0270 64154 (evenings). (6248

1600 SPIDER, 1966. Over £350 spent this year, immaculate throughout; many extras. £550. Tel.: Romford 43417. (6249

AUSTIN MINI 1275, Clubman GT. Flame red; reg. mid March 71; immaculate; 5,000 *miles;* owner inherited another car. Price £825. Tel.: Newport (I.o.W.) 4204. (6250

GILBERN 1800GT, 1964. M.G.-B components/fibreglass body; M.o.T.; white/red *trim; wire wheels; overdrive;* radio, etc. 61,000 miles. £480 o.n.o. Tel.: Bristol 657622 (6251

LOTUS 7, 1500, 1968. 19,000 miles; Rover burgundy; extras; wide wheels; excellent condition. £650. Tel.: Stoke-on-Trent 57844. (6260

1963 ALFA GIULIA Sprint 1600. White/blue interior; immaculate; 46,000 miles; 5-speed box; fast, very reliable, genuine reason for sale. £400 a.n.o. Tel.: 01-352 5258 (after 6). (6261

MORGAN 4/4, 1968 "G", B.R.G.; four-branch manifold; new exhaust; full weather; extras; maintained by approved agent; M.o.T Sept. 1972. £935 o.n.o. Tel.: Weston (Herts.) 439. (6262

1968 M.G.-B roadster; mineral blue; wires; h/s-tops; 1 years M.o.T., taxed; low mileage. £845. Tel.: Park Street 3656 (St. Albans) (evenings). (6263

M.G.-A 1600, rebuilt to new condition, bodily immaculate; white; reconditioned engine, gearbox; new hood; carpets; tyres. £390. Tel.: Bookham (Surrey) 5146. (6264

WOLSELEY, *Jan. 1936, 14 hp; one owner,* excellent condition; 63,000 miles. £250 o.n.o. West, 26 Parsonage Estate, Rogate, Petersfield, Hants. (6265

HEALEY 3000. The best 1960 specimen around; two fastidious owners; 56,000 miles; hard-top; overdrive; tonneau. £425. Tel.: 021-353 1155. (6267

LOTUS ELAN, S4, SE, 1971 "J" reg. (built April). Under 9,000 miles; superb condition; deep opalescent cherry red; sad parting but genuine reason for sale. £1,400 o.n.o. Tel.: 01-353 6060, ext. 175 or write 9 Meynell Ave., Canvey Island, Essex. (6269

LOTUS 7 S4, 1970. Yellow; alloy wheels; heater; roll-over-bar; 19,000 miles. £875 o.n.o. Tel.: Stoke-on-Trent 564222. (6270

RARE 2-DOOR Hooper Empress, Bentley 1952 big bore; R-type modifications; suspension renewed; rear axle, numerous other parts replaced; shell grey. £800 o.n.o. Tel.: Silsoe 308 (evenings). (6271

ALFA ROMEO, Giulia Spyder 1600, 1963. White/black trim; hard-top; mechanics good; some bodywork needed. £295. Tel.: 01-836 9052 (daytime). (6272

1915 STUDEBAKER, 4-seat tourer nothing missing, original order throughout; excellent opportunity. £2,250. Box 3026. (6273

M.G.-A 1500. Reconditioned engine; 12,000 miles ago, bill for £73; h/s-tops; new Cin's £200. Tel.: Maiden Newton (Dorset) 525. (6274

TWIN CAM FIAT, 1500S Cabriolet; excellent condition; s/h-tops; l.h.d., 1962; M.o.T. £330. Tel.: 01-643 2336. (6275

SUNBEAM 16 *saloon, May 1931. In very* good order bodily and mechanically; must sell as I am buying a tourer; can deliver 40 miles. £420 o.n.o. Tel.: Bracknell 23200 or Windsor 63221 (office). (6276

FOR SALE—continued

TR5 1969. 23,000 miles; Surrey h/s-top; overdrive; w/w; new XA5's. Literally showroom condition.£995. Tel.: Paling (Solihull) 021-705 1215 (6277

MERCEDES-BENZ 300B built 1955 already a classic; very low mileage consistent with overall excellent condition of engine and body. Light metallic blue coachwork; a most elegant thoroughbred with numerous sophisticated features, whose looks and performance will appeal to any previous Mercedes owner or follower of this marque. New M.o.T., long road tax. £400 o.n.o. *Tel.: 01-437 5705 (daytime) or* 0442-83 3018 (Herts.) (evenings). (6279

1951 FRAZER NASH sports car. Concours condition; probably best in U.K. Tel.: Cheltenham 53453 (business hours). (6280

1957 A.C. ACE. Excellent throughout; Engine rebuilt completely to standard. £750. Tel.: Miserden (Glos.) 349. (6280

SCIMITAR GTE, Mk. 2. This one owner car was first registered in May 1970, coachwork in beautiful white with black interior; extras include overdrive; rear wiper; radio; mirrors, etc. Only £1,795 for this fantastic in demand car; H.P. might be possible. Tel.: Woking (Surrey) 67057. (6281

JAGUAR "E"-TYPE convertible, 1964. New clutch; new XAS radials; radio; steering lock. £875. *Tel.: 01-886 9698.* (6282

FOR SALE, MG Magnette, ZB 1958. £160. S. Howell, No. 8 Wygate Rd., Spalding, Lincs. (6283

M.G. ZB *Magnette,* 1958. *Excellent green* varitone; reconditioned engine; new clutch; M.o.T. £125. Tel.: Twinstead (Essex) 491. (6184

Z/28 CAMARO 1969/70. Sex has nothing to do with it, but an overdraft might have. You've probably heard all this before, you probably even think an XKE is a quick motor car. Exotic and quick machinery for £2,250 o.n.o. 73, Maycroft, Letchworth, Herts. Tel.: 5966. (6268

SUNBEAM SUPREME, 1956. Blue/grey; sun-roof; floor change; beautiful chrome, some body rust. Mark II. Offers about £85. Tel.: Loxwood (Sussex) 830. (6191

BUGATTI COLLECTION for disposal; very rare Grand Prix and road cars. Box 3030. (6193

ALFA ROMEO, 1971, 1750 GTV, Alfa red. Black interior; premier underseal; twin speaker radio; 9,800 miles only; outstanding car as new. Cost £2,508; private owner, regretfully must sell; best offer over £2,250 secures. Tel.: 022020 (Arrington) 371. (6194

ROLLS-ROYCE 20/25. Barker owner driver saloon 1935; mechanically very sound, but paintwork and interior trim not Concours. £600. View London. Tel.: 01-727 2002 *(after 8 p.m.).* (6195

AUSTIN 16/6 saloon, 1930. Two owners; excellent vintage car in original Concours condition. £575 o.n.o. Saunders, 1, Queen's Drive, Fulwood, Preston, Lancs. Tel.: 717887. (6196

ROLLS-ROYCE, PII. Attractive four-door replica tourer; mechanically first class with *new coachwork; car ready in December.* Saunders, 1, Queen's Drive, Fulwood, Preston, Lancs. Tel.: 717887. (6197

1957 M.G. Magnette ZB varitone; 100 per *cent original; bodywork immaculate; engine* superb; large quantity of spares. £525. Tel.: Walton-on-Thames 41931 (after 6 p.m.). (6197

1965 TVR 1800S. Mauve/black; excellent condition throughout, over £300 of extras too numerous to mention; carefully maintained example of this desirable sports car. £625. Tel.: Horsham 64502. (6199

ASTON MARTIN, DB2. Mechanically excellent; some interior work; garage bills, full details and some spares. £350 o.n.o. Spare engine, cracked crank only; 10,000 miles from complete rebuild. £50. Adams. Tel.: Epsom 26140 ext. 186 or Epsom 20815. (6201

TVR TUSCAN, V6, 1970. Overdrive on four gears; 24,000 miles; yellow; Cucaracha horns; radio cassette. £1,350. Tel.: Catterick Camp 3398. (6202

TRIUMPH ROADSTER, 1800, 1948. Very good original condition; new hood; M.o.T.; £325 o.n.o. Bachelor, Lambley, Notts. Tel.: Burton Joyce 2632. (6203

ALPINE GT, "F" 1967/68; overdrive; hard-top; 5½J Rostyle wheels; Goodyear Grand Prix tyres; Aerofan; oil cooler; Commodore blue, black interior; engineer maintained; M.o.T., taxed. £700 o.n.o. Tel.: St. Neots 4614. (6205

LAGONDA 2.6-LITRE, drop-head coupé, 1952. Beautiful and rare; dark green; new cream hood; much rechroming; engine rebuilt 15,000 miles ago. Present owner eight years. £495. Tel.: Maidstone 37941. 6206

1949 TRIUMPH roadster; good condition, taxed and tested. £220 o.n.o. 11 Pleasant View, Hoddlesden, Darwen, Lancs. (6207

CHEVROLET, 1951. Power-glide, de-luxe; 28,000 kilometres recorded; charcoal-grey; unregistered in this country; original condition. £575 Tel.:01- 969 1969 (London). (6208

LAGONDA, 3 LITRE, 1935. Tatty saloon; ideal for conversion to tourer. £650. Tel.: Cambridge 44828. (6209

BENTLEY 4¼, d.h.c. Park Ward 1936. Restored to a very high standard. £2,000 o.n.o. Rolls 20-25, 1929. H. J. Mulliner owner driver saloon; extremely original superb condition. £1,700 o.n.o. Box 3037. (6210

AUSTIN HEALEY 3000, Nov. 1960, 2+2, *Ivory; 4 new tyres in mint condition;* 31,700 recorded mileage, one elderly owner since new; a unique example of a fine car; new arrival only reason for sale. £395. Tel.: Cropredy (Oxon.) 569. (6211

FOR SALE—continued

AUSTIN 10, saloon, 1938. Very good condition. £175 o.n.o. Box 3028. (6307

BR STOL 403. Breaking, most parts available. Hunt, Clough House, Helmshore, Rossendale, Lancs. (6212

AUSTIN HEALEY 3000, Mk. III, 1964. 51,000; first class throughout. £750. Offers. Tel.: 01-643 2784. (6222

1933 STANDARD 12 in remarkable original condition; stored for last 10 years; starts on button. £250 o.n.o. Tel.: Cobham (Surrey) 4066. (6200

MARCOS 3-LITRE. V6; chrome; yellow; mags; stereo; March 1971 "J"; low mileage. £1,495 o.n.o. Tel.: 021-449 5380 (evenings) Cradley Heath 66736 (day). (6285

BENTLEY 3½, drophead 1934. Coachwork by Park Ward, good original condition; part exchange possible. £1,395. Tel.: West Monkton 454. (6286

M.G.-A 1600, Mk. II, 1960. Rebuild 12,000 *miles ago includes 1650 c.c. stage 3 engine;* recon. gearbox and rear axle; new hood, front and rear wings with aluminium bonnet, boot and doors; supported by new *springs;* comp. shockers on 7½J wheels; Complete brake overhaul, including new discs and calipers; finished in Jaguar opalescent blue. £395 o.n.o. Tel.: Sheffield 64294. (6288

LOTUS ELAN, +2, 1969 "H". Royal blue with black trim. HRW cassette radio, £1,400. Tel.: BROmsgrove 72709. (6289

ROVER 16, one of the last of this dignified model; resprayed; rechromed; many engine spares; rationalizing my fleet, so must sell. Also M.G.-B, 1965, black; w/wheels; o/d; radials. Both cars M.o.T.'d. Late 1972. Rover £188, M.G.-B £520. Willmer, Haddenham (Cambs.) 415. (6290

ALFA-ROMEO Giulia Spider, 1964. 1600 drophead sports coupé; 5-speed gearbox; r.h.d.; colour blue, black hood; fitted radio; taxed; M.o.T.; excellent condition. £395. Fox Farm, Brook Lane, Timperley, Cheshire. Tel.: 061-928 2922. (6291

M.G.-B ROADSTER, 1965. White, black hood, tonneau; taxed, M.o.T. Excellent condition. £495. Fox Farm, Brook Lane, Timperley, Cheshire. Tel.: 061-928 2922. (6291

TC M.G. stored 6 years; original black paint; red trim and rust; easily restorable. This is a good sound solid car in running *order.* £225. *Tel.:* Luton 56816. (6292

CITROEN DYANE 6, 1969. Sun-roof, new tyres; engine complete overhaul. £425. Tel.: Steeton (Yorks.) 53333. (6293

M.G.-B GT, 1970. Red with black interior; wire wheels, radials; overdrive. Haggling starts £1,325. Tel.: Hepworth, West Forest (Wokingham) 8543. (6294

HISTORIC SPORTS car; Lotus Eleven, Le Mans, Series I, 1956. Superb original condition and ready to race. £690 o.n.o. Also many spares. Tel.: Birmingham 021-743 5672. (6295

LANCIA LAMBDA, SI. Offers invited for this unique vintage prototype, which has just returned from a journey to Italy after a complete rebuild. P. R. E. Wigglesworth, Avenham Tower, Avenham, Preston, PR1 3TQ Lancs. Tel.: Preston 58869. (6297

M.G. TF, 1954. *Dismantled; part restored;* offers. Tel.: C. H. Huxtable at Taunton 2978 (daytime) Torquay 36953 (evenings). (6298

TRIUMPH TR5, 1968, "G", 28,500 miles; B.R.G.; overdrive; M.o.T.; immaculate. £960 o.v.n.o. Tel.: 01-698 9245. (6298

M.G. TC. Excellent mechanically bodily; taxed March; M.o.T. Sept. 72. £340. Some spares. Craven 16 Mayfield Rd., Nunthorpe, Middlesbrough. (6299

TR6 OVERDRIVE. 16,000 miles; "H"; *Rostyles; spots; tonneau.* £1,175 *o.n.o.* Tel.: Worcester 22923. (6300

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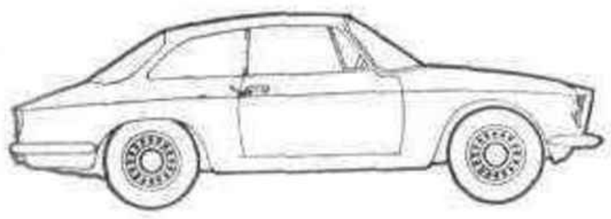
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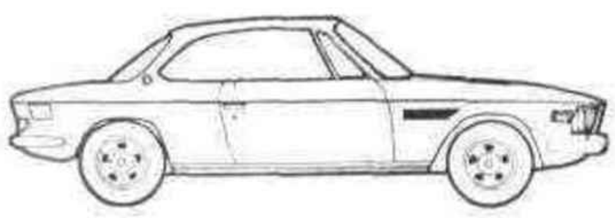
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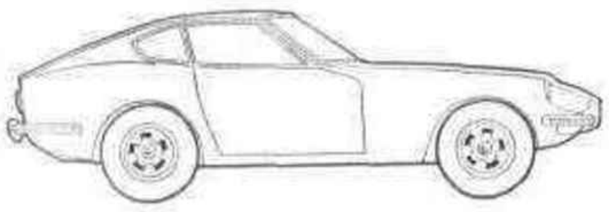
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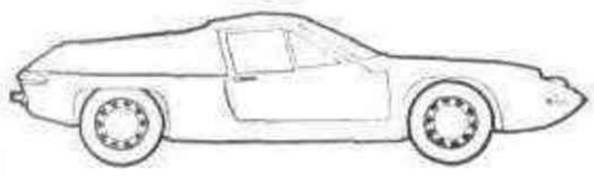
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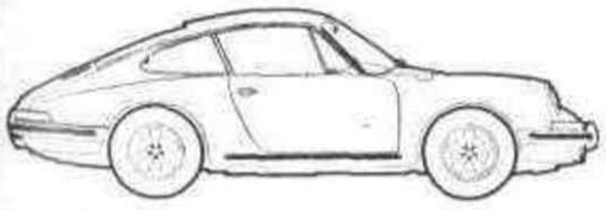
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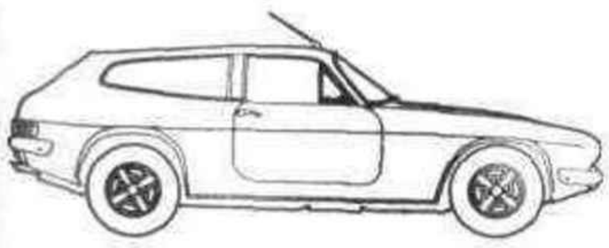
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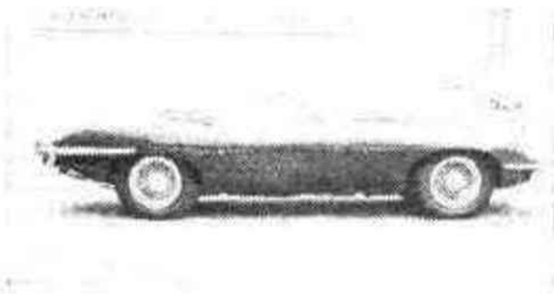
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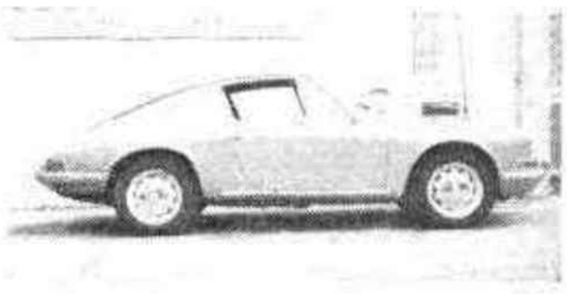
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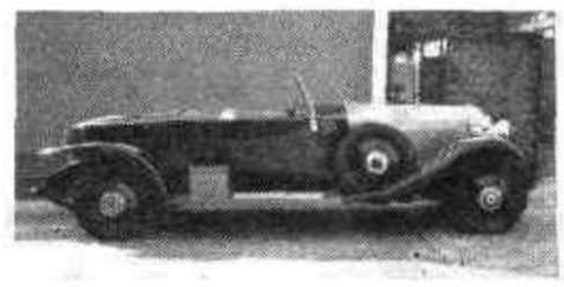
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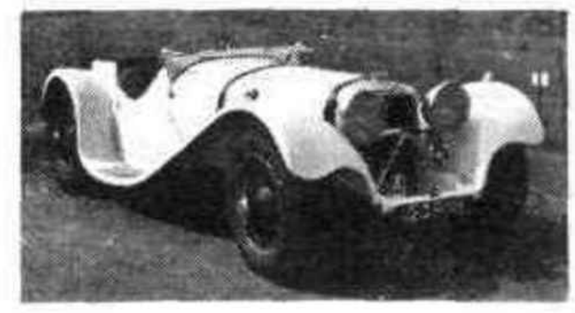


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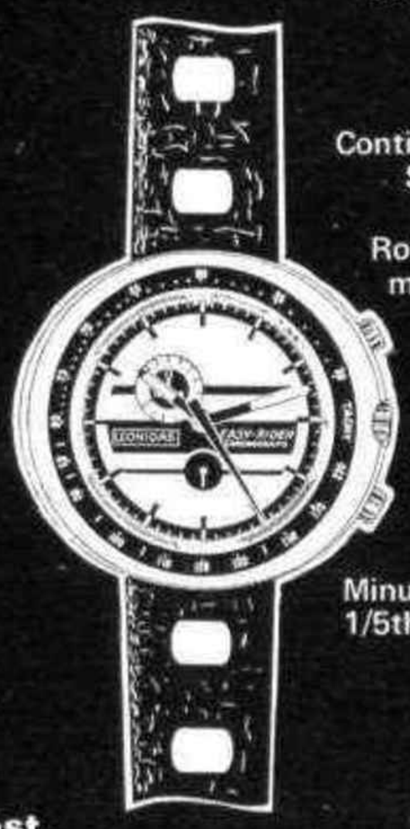
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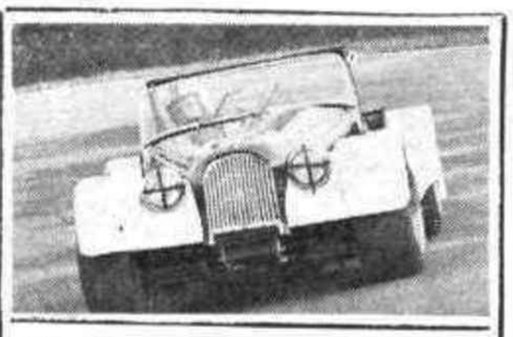
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The Stapleton Brothers, for cold dark November, have a few little delights to warm your cockles (if you have any cockles that is). A blue 1970 +8 with low mileage and luggage rack burbles cockles next to a grey 1969 4/4, unusual colour but really is smart. A green with white interior, '69 4/4, wire wheels, heater, white tonneau. 1968 white 4/4 with wire wheels. Same again in green except with 72-spoke wire wheels and the same again in yellow. "Cockles", another 1969 4/4 in red, 13,000 miles, wire wheels, one owner. A 1967 4/4 in yellow with luggage rack, wire wheels. 1966 +4 in orange, brown interior, wire wheels, and another in yellow, white hood, tonneau and sidescreens, one for yourself and one for your wife, bird, etc. 1970 4/4 4-seater in black with red interior, 16,000 miles. After the cockles you must have mussels, 1970 Series IV Lotus 7, special finish, carpets, Cosmic wheels, radio, roll bar, air horns, not the usual ordinary 7. 1969 M.G.-B, radio, overdrive, blue. M.G. TF in green, a 1970 Elan S.4 in Bahama yellow, one owner, radio, 13,000 miles, and 1966 Elan in red with radio, new hood. Another 1969 4/4 in cream with 72-spoke wire wheels, and a 1968 4/4 in cream as well. Guy Fawkes did not go to Parliament in a Morgan.





FOR SALE—continued

ASTON MARTIN, Mark III, drophead; 178 b.h.p. engine; bronze, with black interior; new hood; coachwork excellent; recent engine and gearbox overhaul; discs all round. £950. Full details from Tony Dodd, Stoke-on-Trent 45807/48380 (day) 502226 (evenings). (6418

1954 CHEVROLET Corvette. Excellent original order. Overhauled engine; r.h.d. £1,150. Allart, P.O. Box 105, Rose Bay 2029, N.S.W., Australia. (6419

1924 BENZ, Type GRS 1/3, 20 hp. Complete rolling chassis; wire wheels. Full details, Allart P.O. Box 105, Rose Bay 2029, N.S.W., Australia. (6419

160 B.H.P.-1966 TVR, 1800S and 1968 M.G. Midget for sale. Offers around £700 or exchange Cooper "S" and £500 respectively. Tel.: Bromsgrove (Worcs.) 74424. (6420

DAIMLER CENTURY, 1957 Automatic; good condition; steering defective. £100 o.n.o. Tel.: Leek 3455 (business hours). (6421

1938 DAIMLER, 2½-litre Sports saloon; excellent, 55,000 miles; handbook. Offers. Tel.: Martock (Somerset) 2288. (6422

AUSTIN SHEERLINE, 1950. Genuine 33,000 miles from new; black and dark green; immaculate. Tel.: Brierley Hill (Staffs.) 77006 (after 7.30 p.m.) (6423

AUSTIN HEALEY, 3000, Mk. III, 1964. Overdrive; radio; wires; new hood; new tyres; engine overhauled; M.o.T. till September. £515. Tel.: 01-979 7113. (6424

ELSE LOTUS, Europa, Nov. 1970. 9,000 miles, as new; £400. Else conversion; 45 DCOE Weber; cam; exhaust; close-ratio gearbox; 5½J alloy Cosmics; Avons; Spax shocks; dual petrol tanks; aerofoil; 125 m.p.h.; bright yellow; black interior. Fantastic performance yet practible. £1,400. Tel.: East Grinstead 22661 (evenings). (6425

1927 HUMBER 9/20 saloon completely rewired, rebuilt dynamotor and new chain, rebuild gearbox; new wheel bearings; king pins and bushes; relined brakes and clutch, all carried out during the last three thousand miles. Good tyres, recent new batteries, a very pretty and reliable car. Dozens of spares available. £575. Tel.: 01-399 3101 (office hours only, Surbiton, Surrey). (6426

CITROEN 1931 Floating Power; r.h.d. saloon; completely original, runs well; one owner. £100. Tel.: Aston Abbotts (Bucks.) 217. (6427

PORSCHE 356SC, 1965 slate grey, red trim; immaculate; new Cints.; concessionaire maintained; Blaupunkt radio; must be seen. £950 o.n.o. Tel.: Rickmansworth 73981. (6428

ROLLS ROYCE Silver Wraith, December 1949, one owner from new; superb and original condition throughout. Nearest £1,950. Beechcroft, Crowlees Rd., Mirfield, Yorkshire. Tel.: 4106. (6429

MORGAN PLUS 8, 10,000 miles genuine; B.R.G., showroom condition, many extras; spare still unused, only genuine enquiries please. £1,575 o.n.o. Tel.: 021 440 1038. (6432

M.G. C 1968. Overdrive, w/w; s/f; mineral blue, immaculate, any inspection invited. £800. Tel.: Northampton 890369. (6433

JAGUAR "S" 3.8, 1965, 64,000 miles impeccable condition; grey; all extras. New clutch flywheel; battery; Dunlop radials. £595. Exchange smaller. Tel.: Little Chalfont 2116 (West London). (6435

TR2 EXTENSIVELY rebuilt over last year; fitted steel hardtop; TR4 backaxle; roll cage, wide wheels with radials; complete with spares which included new gearbox. Complete TR3A front suspension units; M.o.T. and taxed 11 months. £250 o.n.o. Trade for modern banger possible. Tel.: 061-748 7894. (6436

RILEY 1½, 1955. Taxed, M.o.T.; radio; excellent condition £250. London N21. Tel.: 01-886 1567 (evenings). (6438

XK150 DROPHEAD coupé. Rolls-Royce main agents; M.o.T.; huge amount of their maintenance bills; totally unmarked metallic navy blue; overdrive; all tools etc.; doubtless finest available at £795. No offers. Shergold. Tel.: 01-730 7755 (S.W.1.) (evenings). (6439

BENTLEY 1952, R-type manual box, resprayed white; excellent condition £1,000. Codsall Staffordshire 2229 (evenings). (6441

EXCEPTIONAL M.G. TD 1250, 1953. Black paint, new Whitewall tyres; engine overhauled, steering and brakes overhauled. New carpets, hood, side screens and seats; no less than £500 or exchange? 111 Green Lane, Ilford, Essex. Tel.: 01-478 8484. (6443

JAMES YOUNG bodied, SI Bentley, 1957 (Aug.) 75,000 miles; history to 1966; beautiful style body in Regal red; P.A.S.; h.r.w.! radio and very good tyres. Offers over £1,500. 111 Green Lane, Ilford, Essex. Tel.: 01-478 8484. (6443

MORGAN MX2 Sports, 1936. Air-cooled, o.h.v.; twin; superb order; many new parts; M.o.T.; electric starting. Offers over £400 or consider part exchange, tatty but sound 3-wheeler or good vintage motorcycle. Brassington, 40 Queen's Rd., Hartshill, Stoke-on-Trent. (6444

HEY YOU! Want an original 1946 M.G. TC? Used daily; ideal for reconditioning. Offers over £200. Gould, 44, Birch Way, Hastings (evenings/weekends only). (6445

RILEY 1½-LITRE, Adelphi 1937, in good mechanical condition; fitted new tyres and M.o.T. till April 72; car needs repainting, hence £150. Tel.: Bourne End (Berkshire) 24801. (6446

ALFA 2600 Sprint "J"; v.g.c. £700 o.n.o. or part-exchange Aero Morgan. Also 1930 Scott, restored. £250 o.n.o. Box 3036. (6447

M.G. MIDGET, April 1969, only 22,000; one owner; wire wheels; undersealed; Mineral blue; immaculate £660. Tel.: 061-485 7555. (6448

ASTON MARTIN, DB2/4, Mk. II, 1956. B.R.G, good bodywork; excellent mechanically; radio; Cinturatos; recent M.o.T. and marriage. Offers over £550. Mr. Puckett, 29 Berryhead Rd., Brixham, Devon. (6449

1938 ROLLS-ROYCE 25/30 four light, swept tail; touring saloon with disappearing division by Park Ward. This elegant car has one of the most attractive bodies ever fitted to a pre-war Rolls, finished in two-tone Black and beige with beige leather interior, it is in outstanding condition throughout. Fitted with sun roof, twin-speaker; radio; heater. Also complete original tool kit and mascot. £2,150. Tel.: Neath (Glam.) 3160. (6450

1955 JAGUAR, XK140, Drop head coupé, nice condition; M.o.T. £455. Tel.: Neath (Glam.) 3160. (6450

1936 TRIUMPH Gloria "Southern Cross", two-seater, complete original but not running. £155. Tel.: Neath (Glam.) 3160. (6450

EL PASO SPECIAL, Fantastic Cooper "S"; a real enthusiasts car; "G" registration; beautiful body condition and mechs.; full of expensive useful extras, such as: sunshine roof; Cosmic wheels, with low profile tyres; Dunlop bucket seats; special dash; triple Maseratis; twin-speaker radio; rear windscreen wiper, and many more. Cost me over £900 but will sacrifice for £700. Private sale but will consider part-exchange. Tel.: 01-267 4100 (day) 01-888 3154 (evenings). (6451

XK140 F.H.C. Excellent condition. £500 o.n.o. Tel.: Lyndhurst (near Southampton) 2599. (6452

ALVIS FIREFLY, 1934 saloon; body rough; engine rebuilt; reasonable offers. Tel.: 042-14 82343. (6453

SUNBEAM 90, Mk. III coupé; recent hood; clutch; gearbox; M.o.T.; very sound; requires some tidying. £150. Tel.: Penketh (Warrington) 2834. (6454

LAP 4, ROVER 90. Good runner; taxed; offers. Tel.: 01-672 8376 (evenings). (6455

JAGUAR XK150, S/e; f.h.c., 1960. Outstanding mechanical and body condition. £995 Tel.: 021-458 4572. (6456

BENTLEY 1956, Continental type with fabulous two-door fastback body by Abbott finished Sand sable; recent general restoration fitted new tyres; battery; H.M.V.; radio; a real eyeful and back; £1,850 or exchange Rolls-Royce. Foster, 7 Castle Grove, The Park, Nottingham. (6457

M.G. TD 1953. Original throughout. Good condition; new M.o.T. and motor tax. £375 o.n.o. Tel.: Dorking 2945. (6458

LANCIA AURELIA GT, 4th series. Superb condition, first class mechanics; full history since complete rebuild; last owner six years. £800. Serious enquiries Tel.: Portsmouth 20814. (6459

M.G.-B 1964. Restored to outstanding condition; high performance engine coupled to close ratio gearbox; stiffened suspension; fibre glass wings and sills; completely resprayed in metallic maroon; 8,000 miles since rebuild; full history and specification available. Tel.: Forest Row 2887. (6461

1960 JAGUAR, Mk. IX. 40,000 miles! Two owners; manual b.r.g.; Konis; Motorola; new clutch/exhaust; M.o.T./tax Spring 1972; no rust; concours condition throughout. £315 o.n.o. Tel.: 01-504 8968 (Woodford, Essex). (6463

R LEY 1½, 1953. RME. All sound but minus engine. Offers. Tel.: 01-237 7818. (6466

T. C. SARGEANT

Tel.: GOUDHURST 303 (Kent)

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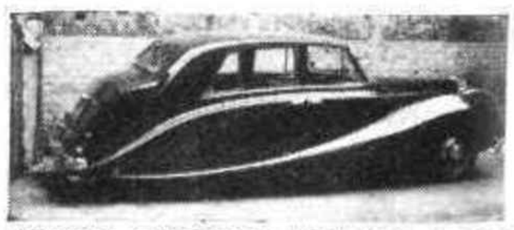
1950 Sunbeam-Talbot 90, **JOY 111**
Morris 1000, **11 WU** Vauxhall, **SB 142**
Morris 1000, **6 VP** Morris **NCJ 111**
Wolseley 15/50, **TSP 11**
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62 SPITFIRE, blue **£275**
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WE ALSO HAVE SALOONS IN STOCK TO SELL OR EXCHANGE WITH YOUR COOPER/SPORTS/GT CAR—e.g., 1964 MINI Countryman Estate, in good condition, £245.

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NEW COOPER 'S' IN STOCK. Tinted windows.

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Choice of two Mark I SPRITES in very good condition, with reconditioned engines **£245, £295**

69 LANCIA Fulvia Rallye 1300 'S', 10,000 miles only, our own car ... **£1,425**
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66 TR4A, hard-top, wires, overdrive. Immaculate **£695**

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JOHN BRITTEN



Here in Arkley for a sum quite humble, a four-wheeled friend that will never grumble, **Austin Healey 3000,** 1966, mist blue, dark blue leather, wire wheels shod with new oversize Avon radials, push-button radio, £925. **Triumph TR5,** 1968, midnight blue, overdrive, dustbin-lid wheels, radio, £995. **Austin Healey Sprite Mk III,** 1965, British Racing Green, fastback Ashley hard-top, soft-top, wire wheels, radio, the soft-top has oddly enough done a higher mileage than the rest of the car — our absent-minded salesman Roger Davies sold the hood and frame separately (not realising it belonged to a car) and the chap drove back to Portsmouth delighted with his purchase. On receipt of Roger's agonised phone



call he brought it all the way back to Arkley, which I thought was incredibly decent of him; £495. **Morgan 4/4 2-seater,** 1967, 1500 engine, blaze, wire wheels, complete rebuild last year, £950. **MG-B,** 1969, dark red, wire wheels, air horns, leather rim, £990. **MG Midget,** 1967F, red, black interior, hard- and soft-tops, radio, 1,275cc of course, ZX tyres, £560. **Morgan 4/4 2-seater,** 1971, we have two, different specs, but both orange chrome, more or less sold to a bloke from the Far East, but if the letter of credit fails to turn up from the Bank of Tokyo by Nov. 1st they're yours. **Lotus 7 Series III,** 1970, olive green and polished aluminium, 5½in and 7in wheels appropriately shod, abundant extras, last of the breed, £850. **Lancia Fulvia Coupe,** 1967, red, black interior, o.h.c., V4, front wheel drive, left-hand ditto, reclining seats, £795. **MG Midget,** 1971 model J, glacier white, black trim, wires, ZX, supplied new by JB, one owner who was fussy to the point of weirdness, £830. **TVR Vixen S2,** 1969, diamond blue, alloy wheels, leather rim, radio, £1,040. **Triumph Spitfire Mk III,** 1968, conifer green, black interior, radio, one lady owner who delved in her handbag and came up with the price of 5 new radials, £630. **MG-B,** 1966, Old English white, red leather, wire wheels, radio, in anticipation of impending frosts we've fitted two new batteries, don't normally mention this but since I spend about £1 000 a year just to make sure our s/hand cars have serviceable batteries it seemed a relevant point.



£660. **MG Midget,** 1966, mysteriously finished in black, red trim, wire wheels, radio, Cinturatos, £445. The one make of car my typewriter has problems spelling is Morgan; so far today it has tried "Moragan" which if you roll the "r" and finish the word on a rising note just sounds Welsh, followed by "Morgab" (b being next to n) which must have something to do with these Noggin and Natters they're always having. **Morgab 4/4 4-seater,** 1971, nut brown, tan hood and interior, luggage grid, radio set, tonneau, rear bumper etc, etc, £1,425. **MG-B,** 1969, mineral blue, black leather, 8-track stereo, radials, wood-rim, £908. **Arkley SS,** newly built on 1098 chassis, Brooklands green, black trim, 7J wheels, Rally Specials, LHD, as shown in photo but we had our Gigantic Winter Price Reductions last week so now £650. **Morgan Plus 4 drophead,** 1968, half sold, you can have the other half for £622.50. **Triumph TR4A,** 1966 (Sept), snigg e red, overdrive, wire wheels, £755. **Morgan 4/4,** 1969, Westminster green, Comp. model 2-seater with GT engine, it's a long story but price and type of wheels aren't known yet. **MG-B,** 1967, tartan red, black leather wire wheels, radials, the late property of a Photographic dignitary, snappy performance, £740. **MG Midget,** 1969H, BRG, black interior, wire wheels, one owner, £720. **Morgan Plus Four Plus,** 1966, the car that horrified 10,000 Morgan die-hards at the '64 Motor Show, see picture, regal red, biscuit leather, wire wheels, £875. **TVR Vixen S2,** 1970, orange, alloy wheels, leather rim, £1,125. **Morgan Plus 8,** 1969, white, £1,390 but small deposit taken. Expecting a yellow one. **MG-C,** 1968/69G, mineral blue, overdrive, wire wheels, radio, tinted-top screen, one owner, £920. **MG-B,** 1968G, primrose yellow, black leather, Classic Bermuda hard-top with tinted roof panels, overdrive, wire wheels, radials, radio, Undersea, £960. **Morgan 4/4 Comp.,** 1969, canary yellow, wire wheels, leather rim, £1,140. **MG Midget,** 1969, mineral blue, wire wheels, reclining seats, one owner, £715. **MG Midget,** 1969, primrose yellow, wire wheels, reclining seats, £695. **MG-B,** 1969, Snowberry white, overdrive, radial plies, one owner, £995. **Lotus Elan S3,** 1967, flame red, black interior, 'leccy windows, knock-on wheels, radio, very small leather rim wheel (like a perforated boxing glove), £940. Lots more coming,



please phone in for latest stock report. Hard-top for TR4A and TR5, black, £42. Our s/hand cars have exhaustive workshop examination followed by invigorating lube service, fresh oil/filter, hot towels etc. Written guarantee on the later models (this means nearly all of them). New **TVR Vixen S3, Vixen 1300, Vixen 2500** and **Vixen 2500M** either in stock now or arriving early November, all in £300/£400-saving kit form, all 1972 models, overdrive optional on our 6-cyl. models. New **Morgans** are trickling through again in '72 guise, we can possibly show you one by appt., will be able to supply you in time to enjoy next year's sunshine if we have your order now. Good selec-



tion of spares for later TVRs and Morgans, but nothing much for cars more than 5 or 6 years old. New **MG-B, MG-B GT** and **Midget** in stock, choice of several colours. Demonstration cars are at your beck and call for all the makes we sell. **Arkley SS kits,** complete with wide steel or alloy wheels, fat tyres, complete kits from £155, these kits don't include engine, gearbox or chassis and you really need a reasonably straight and rot-free Spridget; you ought to be able to sell unwanted wings, bonnet lid etc for £30/40; we'll



help with the more difficult tasks, the Arkley is one of the few specials you can buy that you can resell afterwards and make a profit rather than a huge loss as is usually the case. We have detailed price list, road test reprint and colour article from Duckhams Quest, please send for these, but if you have tech. questions better to phone for quicker replies. Few "bin-ends" of radial tyres, discounts up to 45%. Is Colin Lane going to buy my 1,402cc MG Midget racing engine or must I sell it to someone else? Set of 175-13 SP Sports at list price on new Ford/Sunbeam 5½J wheels given free. Mk I Midget g'box, unknown innards, £5. Used tonneau covers at winter prices (many at £2). New HP scheme for older cars, 3rd party insurance, applies only on cars bought from us. Set MG-B wire wheels, new, ¼ price. Sprite engine, £14, Midget offside front wing, £6. Complete workshop service, electronic tuning, Laycock balancing of disc/wire wheels, new Duckham lube bay, speak to workshop manager Peter May for appointment. I'm being hauled up before Hendon Magistrates' Court Nov. 4th, case of temporary colour blindness at Henley's Corner traffic lights, might possibly lose licence; always used to think bicycling was the only legal solution, have stumbled on new method of getting to work, see picture, no driving licence required. If living/going abroad please enquire about Personal Export possibilities, you could easily save hundreds of pounds, booklet upon request explains how you can use car tax-free in U.K. for agreed period. Open to 7pm weekdays, 6pm Sats, closed to everyone except burglars on Sundays.

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Barnet, Herts.
01-449 1144

Town dept: JOHN BRITTEN GARAGES
31 Moscow Road,
Bayswater, London W2.
01-727 2707

FOR SALE—continued

JAGUAR XK120, SE, drophead, 1954. Excellent body; M.o.T., taxed; usual performance; good interior; little effort to make superb example; a chance at £475. Would part-exchange Morgan or early M.G. Tel.: Woburn Sands 2651 (day) 3578 (evening). (6464

FERRARI 250 GT; r.h.d., very attractive Pininfarina, 2-seater fixed-head coupé. Believed ex-Sopwith. £300. Engine sort-out 4,000 miles ago. Borranis, discs all round, etc. £1,050, may part-exchange. Tel.: Woburn Sands 2651 (day) 3578 (evening). (6464

JENSEN CV 8, Mark III, 1966. 6¼-litre automatic saloon; nominal mileage, blue with black hide interior; radio; reclining seats; taxed, M.o.T. tested; probably the best example offered at £1,395. Terms available. Tel.: Chaple Brampton 3120 (Northampton). Box 3037. (6465

PEUGEOT 204 Estate, 1968. 42,000 miles; roof rack; as new throughout. Tel.: Guildford 75141. (6467

SS JAGUAR 3½, saloon 1947. Sound mechanics and chassis. Worth restoring. £130. Tel.: Whitsendine (Nr. Melton Mowbray) 668. (6468

1933 M.G. J2. Unused since complete restoration; full M.o.T. Offers. 8 Prince of Wales Rd., Coventry. (6469

BENTLEY MARK 6. New engine at 71,000, new wilton carpets; clutch and M.o.T.; re-spray. Original hand-book and tools; excellent condition. £450 o.n.o. Tel.: Carlisle 22553 (evenings). (6470

JAGUAR "E"-TYPE, 2+2 automatic, 1968. Chrome wire wheels; Sundym glass; h.r.w.; radio; sunshine roof; white/black; 24,000 miles only; SP tyres; superb order. £1,695. Tel.: Ascot 24501. (6471

XK JAGUAR. Regrettably business commitments preclude completion of a project to rebuild a 150 chassis in the vintage manner. After three years work the car is complete except for the two-seater open body. Bonnet; radiator shell and instruments are fitted and the car may be driven although unregistered. Photographs showing details on request. £1,450. Box 3038. (6472

1933 J2 M.G. Fitted Ford engine, good tyres. £125. Tel.: Wolverhampton 751512. (6473

GTH 555, 1951 2½-litre Riley; excellent condition; new roof; tyres; battery; 41,000 miles and 2 owners from new; full history; M.o.T. Will deliver anywhere in U.K. £255 with complete car for spares. Tel.: Dryslwyn (South Wales) 405 (after 7.30 p.m.). (6474

1951 FORD V8, 30 hp and spare engine £150. Also 1931 20 hp Daimler landaulette; body very good; fitted star engine; gearbox u/s; complete spare chassis available, £300. Also several vintage motor cycles. Tel.: Dryslwyn 405. (6474

FIAT 850 Coupé, 1967. Ivory; low mileage; exceptional condition; reluctant sale. £545. Cheap part-exchange considered. Tel.: Shepton Mallet 2900 (evenings). (6476

1969 AUSTIN 3-litre automatic; p.a.s.; Downton tuned engine; tow-bar; gearbox oil-cooler and sunshine roof. £1,075. 445 Revidge Rd., Blackburn. (6477

1938 AUSTIN, 18hp limousine. Taxed; M.o.T.; excellent condition £250. 43, St. Mary's Close, Hilperton, Trowbridge, Wilts. (6478

1969 MINIVAN. Excellent condition throughout; alternator; undersealed. £375 o.n.o. Tel.: Cirencester 3594 (evenings). (6479

FROGEYE SPRITE, 1960. Reconditioned, original throughout; Ashley hard-top; new hood; radio; excellent £285. Tel.: Sandbach 2874. (6480

LOTUS ELITE, 1960. 400 a.w.p., stage II Climax B.M.C. CR box, engine rear-end rebuilt, belts, heater, workshop manual; some spare bits; history, bills from 1963; Taxed, M.o.T. Wells, Wallmarsh Farm, Rodden, Frome, Somerset. (6482

MK. I SPRITE. Radio broken so must sell; host of other extras still working includes; stage two engine; new Mk. 3 gearbox; competition suspension; modified brakes, etc. £285. Alison Kay, Cheddar (Somerset) 648. (6482

DELLOW MK. I. NUM786. Dellow Club registered. This car was featured in "Birmingham Mail"; 31st off production line; completely original other than coach painted red and black. Offers. A collectors must. Gibbons, 202 Hydes Rd., West Bromwich. Tel.: 021-588 2931 (evenings). (6483

BENTLEY MK. VI, 1949. No M.o.T., body tatty but runner. £100. Tel.: Rawdon, (Yorks) 5495. (6484

VINTAGE W.O. Bentley for disposal, reasonable price, for details telephone Wembury 655. (6485

M.G.-B GT. 1967 "F", Stereo, wires; overdrive; radio; other extras; taxed; superb respray, Teal blue; not shunted; excellent tyres; 36,500. £835 H.P. arranged. Tel.: Tidesreach 393. (6486

LAGONDA 2½-LITRE 1951 saloon. Completely original. £220 o.n.o. Tel.: Southport (Lancs.) 55675. (6487

PEUGEOT 403A; r.h.d.; M.o.T.; good engine, mechanics; tyres, £35. Tel.: Southport (Lancs.) 55675. (6487

VOLVO 132. Oct. 1966. Light blue, two-door twin-carb.; radio; 58,000 miles and never missed a beat; schedule serviced by main agent; really good car in daily use. £600 minimum; vast quantities "Motor Sport" pre-war onwards, cheap; earliest numbers "Autosport" and "Vintage Car". 271 Ashley Rd., Hale, Cheshire. Tel.: 061-962 4629. (6488

FOR SALE—continued

ALVIS 12/70s, 1938. Resprayed and chromed, requires attention to interior, one running chassis, one stripped car, chassis shot blasted and treated. £450. Will split. Rare 1939 Triumph 12, registration KMG 4. Offers. "The Auto Electrians' Guide", wiring diagrams for American autos, 1906/1920. "Clerget Aero Engines" instruction manual, "Griffin's Aero Engines" by Buris, both signed and dated 1916/1917. "The Modern Gasoline Automobiles", 1919 edition. Speddings, Home Farm, Firbeck, Worksop, Notts. (6592

1929 MORRIS Cowley. Beautifully restored. Offers. Would consider Aus.in 7 in part-exchange. 5 Trentham Gdns., Burton-Joyce, Notts. Tel.: Burton-Joyce 2698. (6593

DERBY BENTLEY, 1939, Park Ward Continental sports saloon; opening windscreen; M.o.T.; rare overdrive model capable of 110 m.p.h.; extremely fast; excellent engine and mechanics. £1,350 o.n.o. Consider exchange for another interesting car, cash either way. Tel.: 01-579 3538 (London). (6594

FERRARI DINO 246 GT, 1971. Electric windows, extras; damaged bodywork, etc. £3,250. Tel.: 01-579 3538. (6594

ROLLS-ROYCE Silver Cloud II, Nov., 1959. First-class condition; history from new. £1,850. Tel.: Halifax 31475. (6596

ONE OF the remaining few 1948 M.G. YT coupés in good running order; bodywork, upholstery and mechanics good condition. Offers. Janes, 25 The Maries, Exmouth, Devon. (6598

T.V.R. GRANTURA. Tartan red. Alfin drums; extras; v.g.c. radials; M.o.T. 1971. £255. Tel.: 051-426 4857. (6599

1951 M.G. Y saloon with TD engine. £55 o.n.o. Tel.: Penarth (Glamorgan) 701552. (6584

AUSTIN HEALEY 100/4 Le Mans. Fitted Gold Seal four-speed box, Derrington exhaust, new h.c. pistons, 3000 clutch and valves, bearings, valve guides, completely new breaking system, including servo and comp. linings, balanced flywheel and crank, recent respray. Offers. Tel.: Blyth Bridge (Staffs.) 3415. (6600

M.G. TC. Non-runner but reasonable. Offers. Pennal, 26 Lyndale Ave., Bridgwater, Somerset. Tel.: 4501. (6601

GINETTA G15, Mk. II, 1971; 7,000 miles; sun-roof, Cosmic wheels, tinted windows; taxed; "J" registration; tangerine paintwork; radio, heater, electric fan. £1,000 o.n.o. Part-exchange possible. Tel.: Brighton 683397. (6602

1962 JAGUAR 3.8. Radio; overdrive, reclining seats. Opalescent blue; superb condition; taxed Jan. £275 or exchange "E"-type needing work. Write: Midlen, Lilac Cottage, Littleham, Bideford, Devon, or telephone Bideford 5220. (6604

LANCIA, 1934. Pretty tourer; coachwork restored, immaculate; masses of spares. Best offer secures. D. Bishop, "Shylo", Birchwood, Storridge, Malvern, Worcs. (6608

ASTON MARTIN DB5. Sierra blue, grey interior; two owners; 62,000 miles; usual extras; superb condition. £1,450. Tel.: Great Tew 297. (6609

ASTON MARTIN DB5 convertible. Hardtop; white/black; immaculate. £1,500. Tel.: 02-277 2488. (6610

M.G.-B, 1964. Excellent bodywork and interior, new hood, servo brakes, spots; tested. £395. Consider exchange. Tel.: Bishops Cleeve (Glos.) 3134. (6611

AUSTIN HEALEY Sprite, "J" registered. Flame red; tonneau, anti-roll bar, S.P. Sports. £770 o.n.o. Tel.: Northampton 33578. (6612

SUNBEAM TIGER, 1965. Blue. Hard/soft-top, reclining seats, 5½ in. rears, engine 50 p.s.i., good condition, had body damage only, now repaired. £450. Exchange considered. Tel.: Wishaw 74500. (6613

1955 (OCT.) BENTLEY S1. Recent brake and steering overhaul (bills to prove); year M.o.T.; radio; above average condition. Only £625 for quick sale. Tel.: 061-437 7462 (Manchester). (6615

1954 SUNBEAM-TALBOT 90. Suitable spares or restoration; good gearbox, engine, etc. £35. Tel.: 061-437 7462 (Manchester). (6615

SHOW CAR, 1962. Lotus Elite Super 95. First-class condition; full history/bills, etc. Details telephone 031-556 8795. (6617

ESCORT 1600 GT, Oct., 1968. Excellent condition; many extras. £650. Tel.: Crowthorne (Berkshire) 5154. (6618

M.G. MIDGET, Nov., 1967, B.R.G. Four new tyres, also new clutch and exhaust; excellent condition. £499 o.n.o. Tel.: 01-759 7677 or Burnham (Bucks.) 61059. (6619

M.G.-B, 1967. B.R.G. Overdrive, wire wheels, tonneau, heater, Sebring mirrors; excellent condition. £725. Tel.: Slough 42139. (6620

MORGAN +4, 1965; 38,000; B.R.G.; wire wheels, good condition. £720. Weekend viewing at 36 Bettespol Meadows, Redbourn, Herts. (6621

T.V.R. 1800 SE, 1967 (Nov.). M.o.T. 1972; M.G.-B engine, Restalls, radio. Regal red. £730 o.n.o. Tel.: West Hanney 684. (6622

A.C. ACECA, 1962. Positively the finest A.C.-engined Aceca available; completely mint and original. Vermilion red with grey leather upholstery; being a consistent concours winner; mileage approximately 39,000; fully documented history and bills. £950. S. D. Horne, Hinxton Grange, near Saffron Walden, Essex. Tel.: Sawston 3240 (evenings). (6623

1937 FLYING TEN Standard, good condition; M.o.T. tested, taxed. £60 o.n.o. Tel.: Silsoe (Beds.) 413 (after 6 p.m.). (6624

FOR SALE—continued

SPITFIRE, 1965. White. Hard- and soft-tops, Cinturatos; M.o.T. £325. 40 Acorn Ave., Braintree, evenings, or Chelmsford 52417 (daytime). (6625

PORSCHE 356B; l.h.d.; A.F.N. maintained; 36,000 miles; new engine, good body, new clutch, brake, battery; selling because of another Porsche purchase. £395. Tel.: 01-878 1872. (6627

SUPER CALIFRAGILISTIC Expialidocious M.G.A. 1600 f.h.c. Who has enough money to buy it—a rich American or an enthusiast perhaps? Well, whoever has and wants this beautiful car telephone Dave 01-047 4635. Serious applications only please. (6628

LOTUS +2, Nov., 1968 ("G" registration); 29,000 miles. Royal blue; lovingly cared for; going abroad. Must sell. £1,175. Ball, "Weyridge", Binsted, Alton, Hants. Tel.: Bentley 3266. (6629

SAAB 96 V4, 1969. B.R.G. £775. H.P. Tel.: 061-681 6715. (6630

OPUS HOT-ROD. Very hot 1,200-c.c. Anglia engine, close-ratio box; many extras. £495 o.n.o. Tel.: 061-834 5500. (6631

T.V.R. 1800S, 1966. Bronze yellow. Immaculate car; must be seen to be appreciated. For full details telephone Bromsgrove 75597 (evenings). (6632

ASTON MARTIN DB Mk. III, 1957. Triple carb., DBA engine, dual exhausts, overdrive, B.R.G. with grey trim; taxed and M.o.T. A superb car for £575 o.n.o. Best. 25 Filby Rd., O.M.Q., R.A.F. Coltishall, Norfolk. (6633

TALBOT 110, 1937. Last of the Roesch Talbots; Rootes body. Offers around £225. 78 Woad Farm Rd., Boston, Lincs. (6636

GT6, "F" REGD, Red/black. Wire wheels, radio, servo brakes; low mileage. £675 o.n.o. for quick cash sale. Tel.: Scarborough 62102. (6637

JENSEN 541, 1956. A beautiful GT car in Aubergine and tan hide; all brake pipes and seals renewed, all running gear bearings renewed, new springs, G800s on new 6-in. Dunlop rims; new, unused, Laycock overdrive, Moss box and D5 engine are given with it to give a lifetime's motoring. £490. Box 3053. (6638

JAGUAR "E"-TYPE fixed head coupé, 1966. Opalescent maroon, biscuit trim; heated rear window, Motorola radio, new SP Sports, seat belts, etc. A beautiful example of the closed headlamp model. Serious offers only please. Tel.: Kenilworth 53578 (evenings). (6639

LATE 1963 AUSTIN Mini; 51,000 miles; GB00s; immaculate condition, mechanically perfect. £240 o.n.o. H.P. available. E. Maxwell-Hooley, "Grayrigg", The Hill, Sandbach, Cheshire. (6640

1967 LOTUS Elan f.h.c.; perfect condition throughout with new tyres; low mileage, one year's tax. £875 o.n.o. C. Dew. Tel.: 061-236 9595 (office hours) or call 5 Church View, Knutsford, Cheshire (evenings). (6641

AUSTIN HEALEY Sprite Mk. III, 1966. A very economical sports car in excellent condition. Fitted wire wheels, radials, tonneau, etc. Red with black interior; taxed and M.o.T. £425 o.n.o. H.P. available. Tel.: Burghfield Common (near Reading) 2860. (6642

M.G.-B STAGE SIX works tuned engine (140 b.h.p.), close-ratio box, Lotus Len Terry chassis in Falcon body; body has side damage; complete or break. Offers. Tel.: 061-736 5843, extension 509 (day). (6643

VINTAGE AUSTIN Clifton, 1929, 12.8 open tourer; four-door; brass. £500. Box 3054. (6644

LATE 1961 ROVER 100. Blue and grey coachwork with light blue interior; one titled owner until 1970; recent new tyres and gearbox overhaul; M.o.T. for a full year; above average condition in every way. Offers near to £245, please, to Sylvia Kember. Tel.: 01-647 7803. (6645

JOWETT JUPITER E3/SA/880. Incredibly immaculate throughout; 1970 "Lost Causes" winner; photos available. Offers over £500. Might exchange. Short. Tel.: 070-187 4133. (6646

M.G. "BIDET". Tartan red, 1961, "A" 1600 Mk. II f.h.c. Fitted 1966 "B" 1,789 c.c. 5 B.R.G. motor, twin HS6 S.U.s, "A" c/r gearbox, four XAS, oil rad., lam. scr., Motorola; taxed 3/72, M.o.T. 9/72. £325. MacNab. Tel.: Sandhurst (Kent) 349 (after 2.30 weekdays). (6647

AUSTIN HEALEY 3000 Mk. III. Overdrive, spots, etc.; excellent order throughout. £595 o.n.o. Tel.: Sheffield 66418 (6 p.m. to 8 p.m.). (6648

HEALEY 3000 Mk. III, 1967. Overdrive, wire wheels, luggage rack, new hood; recently resprayed midnight blue; many extras; full history; going abroad, so my beautiful beast must find new home. £1,050. Dr. R. J. Lee. Tel.: 01-794 2605. (6649

1947 RILEY 1½-litre. Respayed dark blue. New roof, headlining, pistons, ends, dynamo, clutch; M.o.T. till Oct. 1972. Tel.: Gravesend 3251 (6 p.m.-8 p.m.). (6650

1954 SUNBEAM Supreme Mk. III convertible; tax, M.o.T.; three new tyres, reconditioned rad., maker's oil pressure; some rear wing rust. £150 o.n.o. Harrison, 2 Penn Close, Wells (2453), Somerset. (6652

LEA-FRANCIS 2½-litre sports, 1950. Good condition; complete overhaul engine, gearbox, wiring, etc. Must sell. Best offer. Tel.: Wheaton Aston (Staffs.) 278. (6653

2½-LITRE JAGUAR, 1946. Fully restored and rebuilt, in black with brown interior, wire wheels, P100 Lucas lamps, radio, tool kit and year's M.o.T., spare set tyres, etc. £300 o.n.o. G. Dickie, 27 West Way, Broadstone, Dorset. Tel.: 824 3881. (6654

FOR SALE—continued

MORGAN 4/4. Immaculate condition; o.h.v. Ford engine. £575. Dixon Smith, 187 Henwick Rd., Worcester. Tel.: Worcester (0905) 23858. (6651

FIAT 850 sport coupé, July, 1970. Red; one owner; 10,400 miles; carefully maintained; taxed June, 1972. £865. "Tall Trees", Kinghorn Lane, Maidenhead, Berks. (26667). (6655

1948 3½ JAGUAR saloon, identical to pre-war model; very nice condition; spare chassis available; reasonable offer or rent for display. Jones, Rednal Station, Oswestry. (6656

1964 SUNBEAM Alpine o.d., £275; 1962 Hillman Super Minx convertible, £135. 28 Atlantic Way, Greenhill Estate, Sheffield 8. Tel.: 56919. (6657

ROVER, 1948, P3 60 sports saloon; restored; sun-roof, sun-blind, freewheel, tool tray; taxed, M.o.T. £200. Tel.: 01-890 4822 (Feltham). (6658

1969 ("H") SINGER Chamois Sport; carefully maintained since new. Hartwell comp. wheels, Spax adjustable shockers, Marchal lamps, rev counter, leather rim wheel, oil cooler, competition harness, fully undersealed, radio and twin rear speakers, has not been used competitively, bodywork as new, two spare wheels and tyres, various spares; ideal for rallying or sprint enthusiast. £595. 38 Station Rd., Marlow, Bucks. (2456). Tel.: Maidenhead 26667 (evening). (6659

M.G.-A ROADSTER 1500, 1959. Good condition; air horns, spots, new hood and batteries; year's M.o.T. £225. Tel.: Sheffield 63260 (9 a.m. to 5 p.m.). (6660

JAGUAR 3.8S, automatic, late 1965. Gunmetal grey; heated rear window, reclining seats, power assisted steering; exceptionally clean. £475. Tel.: Wolverhampton 61294. (6661

M.G.-A 1600. Completely rust-free; red bodywork, new carpeting, de luxe seats, new clutch, radiator and tonneau, works hardtop; spent some time in California and still l.h.d. but simple conversion kit available. A very sound car, so £365 o.n.o. Tel.: Maidenhead 23216. (6662

VOLVO P. 1800S, 1963; white; two owners. £560 o.n.o. Tel.: Burgh Heath (Surrey) 51819 (evenings). (6663

FROG EYE SPRITE. M.o.T. one year; good condition; respray yellow bronze; leather wheel; wide wheels; radio; tuned spare engine. £195 quick sale. Tel.: Medway (Kent) 62153. (6664

TRIUMPH TR5 PI, July 1968. Valencia blue; o/drive; w/wheels; radio; Surrey top; immaculate. £1,020. Tel.: Southampton 58198. (6665

ROLLS-ROYCE 1933, Phantom II, Limouine by H. J. Mulliner; finished in Burgundy and black with original soft brown hide upholstery, virtually unmarked; rear rack and trunk. This car has covered only 63,000 miles and is immaculate throughout. Main history. £2,125. Tel.: Goudhurst (Kent) 323. (6666

1963 LANCIA Flaminia coupé. Silver/grey, grey interior. £450. Tel.: Reading 475716. (6667

1970 MARCOS 3-litre. Yellow; alloy wheels; overdrive; stereo; radio; sunshine roof; electric windows; ariel; superb condition. £1,400. Bolwood. Tel.: Roade (Northampton) 445. (6668

1968 LOTUS Cortina. Dragon red; 44,000 approx; no competitions. £725 o.n.o. Further details Tel.: Banbury 51840. (6670

LOTUS CORTINA, Dec. 1967; blue mink; sunroof; radio; recent engine overhaul; excellent condition. £650 o.n.o. Tel.: Leamington 35623. (6671

XK120, 1950 extensively renovated, reupholstered; excellent condition throughout. £900. Tel.: Uxbridge (49) 38211, ext. 39 (weekdays). (6672

ALFA ROMEO Giulia Sprint, GT 1600-c.c. 1966 Bluette/tan; radio; Pirellis; good condition; Alfa maintained from new. £595. Tel.: Barraclough, Bradford (Yorks.) 611072. (6673

LOTUS CORTINA, 1965. Leaf springs, L2 cams; 4.4 diff.; C.R. box; Adjustarides. £375. Owen, 43 Cherry Tree Ave., Hillside Estate, off Far Laund, Belper, Derby. (6674

BRISTOL 401, v.g.c. £295. Must sell, owner going abroad. Tel.: Wigan 83087. (6675

ALFA ROMEO, 2,600 Sprint, 1966, 125 m.p.h., 25 m.p.g.; five gears; discs on four wheels; leather reclining seats and interior; two sets carpets; all mod. cons.; "J" registration; l.h.d.; sad sale due second baby and no job. £580. Webb, 7 Beeches Rd., Heybridge, Maldon, Essex. (6676

TR4A, 1967. Red; overdrive; wires; Servo; Cints.; spots; Motorola; Maseratis, etc. 39,000. £795. Tel.: Derby 701228. (6677

ELAN S3. S/e; "G" registration. In really excellent condition; 31,000 miles; new SP sports. £945. Tel.: 01-643 2483 (evenings or weekends). (6678

AUSTIN 10 (1934). Exceptionally good mechanically. Entire bodywork, upholstery, instruments etc.; excellent; original. M.o.T. £295. Mr. Cyril, Town Clock Restaurant. Tel.: Aberystwyth 7822. (6680

TR4A JUNE, 1966. Good condition; red, black interior; tonneau cover; new hood; radio; good radials; undersealed; taxed; tested. £600 o.v.n.o. Tel.: Woodhouse (Sheffield) 4983. (6681

FOR SALE—continued

RELIANT SCIMITAR, Oct. 1970; one owner; 13,000 miles; Manhattan blue. £18,00. Tel., 021-355 3156 (Sutton Coldfield). (6679

1968 "G" M.G. Midget; one owner; radio, heater; tonneau, etc.; 65,000 miles; taxed. £485. Eddy Mercer, Pewsey, Wilts. Tel.: Pewsey 3223 (6682

MORGAN 3W, 1952. "F" super; excellent original condition; next to last ever built; M.o.T. £235. Wood, The Oasthouse, Fairbourne Mill, Harrietsham, Kent. Tel.: Harrietsham 502. (6684

SP250 1962, H/s-tops; v.g.c. throughout. £575. Tel.: Tetsworth (Oxon) 295 (after 7.30). (6685

HILLMAN IMP 64, Neal Davis conversion; Weber carburetter; rev. counter, racing wheel; gear stick and mirrors; bucket seat; radio, heater, etc. Immaculate condition. £280. Tel.: 01-854 2533 (evenings). (6687

ROVER 3-LITRE coupé; excellent condition; low mileage; tow-bar; Radiomobile, new tyres; M.o.T. £300 o.n.o. Tel.: Bastow 0484-850 250. (6688

M.G.-B 1964. B.R.G.; overdrive; wire wheels; radio; air horns; hundred miles on reconditioned engine; new hood. 52,000 miles. £435. Tel.: East Grinstead 21597 (after 6 p.m.). (6689

MERCEDES-BENZ, 1960, 220SE, f.h.c. In excellent condition throughout. £650. Tel.: 01-969 5385. (6690

PACKARD 8 Convertible coupé; l.h.d. 17th series; mechanically sound, but ready for ressoration; needs new hood. Offers or exchange. Photographs available. Box 3055. (6691

NAPIER 1914. 15-hp Estate carriage. A very rare veteran in exceptional condition. Ex-Montagu collection. £3,500 o.n.o. Tel.: Horsham 2439. (6692

SP 250 DAIMLER, 1960. For full details of fortune spent during six years proud ownership. Tel.: York 25614. (6693

1964 ASTON MARTIN, DB5. Some front body damage but easily repairable by enthusiast; engine/suspension etc. all o.k. Offers. Tel.: Tutbury 3489. (6694

TRIUMPH SPITFIRE, Mk. III, 1969. Red; 5½J wheels; new tyres; two spots; new gearbox still under guarantee. £695 o.n.o. Tel.: Gt. Missenden 2995. (6695

JAGUAR E-TYPE 4.2 roadster, 1970, white with black interior; detachable hard-top; chrome wire wheels; 1200 miles. Tel.: Cromer (Norfolk) 3286. (6696

TR3A 1961 in excellent condition throughout. Opalescent silver blue; extras include hard-top, soft-top; tonneau; overdrive; wire wheels; radio. Recent extensive overhaul included reconditioned gearbox, new HS6 carbs.; calipers; exhaust; water pump. £375. Contact Ruscoe, 27 Wicken House, London Rd., Maidstone. Tel.: Maidstone 58963. (6697

AUSTIN HEALEY 3000, BJ7, exceptional condition; tuned engine; ½-race cam; 72 spoke wires 7½J; flared wings; full weather equipment; adjustable suspension; p-button radio; Corbeau seats; Aerodynamic R.O.B. Many other extras. £995 o.n.o. Tel.: Mr. Ashford, Camberley 22812. (6698

TRIUMPH TR5, 1968. O/drive; w/w; Kenlowe; 28,000 miles; immaculate; enthusiasts; Care; price £940 o.n.o. H.P. available. Tel.: Lingfield 3485. (6699

ALFA ROMEO Giulietta Sprint engine, 1959. Unused since reconditioning. £55. Standard 10 engine, gearbox £10. Tel.: 021-355 3259. (6700

MORGAN +4, 1964. Over £100 spent in the last year; full history; only two loving owners; full weather equipment and spares kit. £660. Tel.: St. Albans 65902. (6701

RARE VOLVO. PV 544 coupé, 110 m.p.h. 115 b.h.p. engine; excellent order. £350 o.n.o. Swindells. Tel.: 01-903 3611. (6702

SILVER GHOST. Large quantity, good, post-war spares and accessories. Tel.: 021-353 3705. (6703

M.G.-B 1963. Overdrive; tonneau; carefully maintained; years M.o.T. £370. Tel.: 051-632 4690. (6704

FROG-EYE SPRITE. Red; newish hood; years M.o.T.; well worth £150. 1962 Anglia Estate; bargain; years M.o.T. £125. Tel.: Kingswinford (Staffs.) 3086. (6705

1968 COOPER "S", Mk. II, 1275. White/black; numerous extras and spares. £595. Tel.: 061-483 0374. (6706

M.G. YA 1950. Good bodywork and mechanics; taxed; long M.o.T. £100 o.n.o. Tel.: Herne Bay 5394 (evenings). (6707

PORSCHE SUPER 90, 1961. 57,000 miles from new; engine recently brought up to 912 specification; M.o.T. until September 1972; new radial tyres; front Konis; converted to 12 volt, hydraulic clutch; radio; immaculate leather upholstery. Sorry to part at £650 but must have Estate or car large enough for wife plus kids. Part-exchange considered. Tel.: Talgarth 398. (6708

ALFA ROMEO, 6C, 2500 super sport, 1947, by Touring of Milan; good condition; M.o.T. £1,800. Gough. Tel.: Rye 2099 (after 8 p.m.). (6709

DOWNTON MOTORWAY Morris 1100, 100 m.p.h.; 12 seconds 0-60, flexible, shopping car; quieter than standard; automatic belts; alarm (6 points); instruments; underseal; 50,000 miles; exceptional condition. £295, Hawkins, 129 Hazelbank Rd., London SE6. (6710

FOR SALE—continued

ROLLS-ROYCE Wraith 25-30 hp. July 1939. Windover owner driver six light pillarless saloon body with swept tail. Projecting boot. Steering and suspension overhauled; 60,000 miles from new. Good condition throughout £1,350. Fletcher "The Lodge", Seaham 2075 Co. Durham. (6758

ALPINE HARRINGTON coupé, 1961, Series II. Extensively rebuilt including new engine; white paint partially prepared for respray; overdrive; wire wheels, etc. £160. Tel.: Payne, 01-493 1451 (working hours). (6760

POST-VINTAGE Daimler Conquest saloon. A runner but needs a valve or two; otherwise quite good condition. £200 or offer. Also another the same but minus engine, would sell as whole or break. M. A. Bale, Old Forge Cottage, Curry Mallet, Taunton. Tel.: Hatch Beauchamp 294 (6761

1963 TR4. Surrey top; immaculate; 10,000 miles since new engine; respray; new tyres; radio; M.o.T. Will travel 100 miles for serious enquiry. £435 o.n.o. Tel.: Stephens, Hull 26151, ext. 44 (office), or Hull 885335 (after 6.30 p.m.). (6762

BRISTOL 400, 1948. Good all round condition; very rare model; must sell. £190 o.n.o. Tel.: 021-472 2350. (6763

L.H.D. PEERLESS, GT, superb condition. Red polyurethane coachwork; whitemouth; 6J; Chrome wires; new H.R. Sps.; Motolita; twin 42DCOE Webers; Lawrence tuned engine; a real eye catcher. Registration PTM 100; bills; finance available; serious offers, please Tel.: 01-771 9325 (London). (6765

1934 **STANDARD** 10, special. Registration JC 1970. Unique specimen; original tools; carpets; upholstery and equipment; new tyres; king-pins; brake systems; water pump; dynamo; big-ends reconditioned. Body recellulosed and undersealed. All instrumentation functioning recorded mileage 56,000; ready for road or showroom. £450. S. D. Morris. Tel.: 051-632 2021. (6766

GINETTA G4, 1500GT, 1963/71; simply magnificent; rebuilt from scratch; one owner; 100 b.h.p. Ardon/Ford; 0-60 m.p.h. 7.2 secs., 35+m.p.g.; removable hard/soft-tops; full carpeting; instrumentation; many extras; beautiful comfortable economical tractible bomb. £695. R. Leach, 45 Park House, Welwyn Garden (Herts.) 28140, ext. 324 (daytime). (6767

SOMETHING DIFFERENT; September 1964, C series, Daimler SP250. Front bodywork professionally restyled 18 months ago; new hood; wire wheels; radio; Kenlowe fan; new dash and console; electric tachometer; engine rebuilt, ports bored 12,000 miles ago; cost £129; genuine 130 m.p.h. £650 o.n.o. H.P. possible. Tel.: 01-204 2958 (after 7 p.m.) (6768

1939 **ROVER 10.** Mechanically good; body requires attention. Offers. Tel.: Appleby (Lincs.) 210. (6769

1939 **MORRIS 8**, series E; 4-seater special tourer; very rare; mechanics very fair; new front springs; clutch and gearbox; M.o.T.; heaps of spares; chassis impeccable; for quick sale. £250 o.v.n.o. Mr. H. Peat, Dolphin House, Melcombe Bingham, Dorset. (6770

LANCIA FULVIA coupé, 1966. Webasto roof; Motorola radio; electric aerial; excellent condition. Cheaper exchange considered. £765. Tel.: 01-428 5919. (6771

TR6 "J" registered 1971 model (registered December 1970). Saffron yellow. £200 extras including wire wheels; immaculate. First offer over £1,400. Tel.: Offley (Herts.) 295. (6772

DAIMLER SP250C. Late 1963, maroon with white/red leather; hard/soft-tops; tonneau; radio. Six inch rear rims; new clutch; silencers; brakes; suspension, steering overhauled; 12 months M.o.T., taxed February. Beautiful example. Tel.: Weedon (Northants) 637 (weekends), Bradford 676240 (weekday/evenings). (6773

RENAULT GORDINI, R8, 1100, 1967. French blue; good condition throughout; bodily and mechanically. £450. Tel.: Sevenoaks 61575. (6774

TRIUMPH TR5PI, 1968. Well-maintained, low mileage car in excellent condition. £925 o.n.o. For further details Tel.: Brighton 34754 (after 7 p.m.). (6775

PORSCHE 356B, super 75, Cabriolet. Rare model in excellent condition; body and engine recently overhauled; new hood; M.o.T. and taxed. £675 o.n.o. Tel.: Penzance 3667 (after 6 p.m. for information) (6776

ALVIS TA21, 3-litre saloon 1952; full M.o.T.; in outstanding condition throughout. £245, must sell. Apply Green, "Carneth", High St., Fovant, Wiltshire. (6777

DAMAGED 1970 M.G.-B, l.h.d. Fitted wire wheels; needs body shell. £250. Tel.: 01-205 2100. (6831

TRIUMPH 2.5 P.I automatic, 1970. Fire damage under bonnet. £925. Tel.: 01-205 2100. (6831

1963 FIAT 2300. Requires attention. "Motor Sports", 1955-1970 inclusive. "Practical Motorist", 1935-1937, bound. Various motoring magazines. List sent s.a.e. Borgward radiator, Alvis TA14 radiator. Also headlamps, converted seal beam. Any offers. Clarke, 13 Shear Brow, Blackburn, Lancs. Tel.: 54300. (6784

MARCOS VOLVO 3-litre. In immaculate metallic blue; registered Nov., 1970; sunroof, alloy wheels, radio; 125 m.p.h. motoring for £1,295. Tel.: 01-373 9474 (evenings). (6778

1922 **TALBOT** Darracq saloon, 16 h.p. Completely overhauled; Bedford cord upholstery; unique immaculate original car. £1,475. 44 York Rd., Cheam, Surrey. Tel.: 01-642 7808. (6779

FOR SALE—continued

1959 ABARTH Zagato coupé, 850 c.c., 95 m.p.h.; complete history, rare original example. £450. 44 York Rd., Cheam, Surrey. Tel.: 01-642 7808. (6779

VIVA GT, Radio and tape, Cosmic wheels, adjustable shockers; mechanically and bodily superb; M.o.T. £640 o.n.o. Tel.: Epping 3541 (after 6 p.m.). (6780

MINI-JEM Mk. II, 1,098 c.c., Dec., 1970. Cooper "S" suspension (dry), generally brand-new parts used; professionally sprayed and immaculate. £725 or exchange for Mini or Ford Escort Estate. Tel.: Brill (Bucks.) 593 (any time). (6781

BENTLEY "R"-TYPE manual, 1953. Tudor grey; sun-roof, radio; M.o.T., etc; excellent bodily and mechanically. £595 o.n.o. Part-exchange considered. Tel.: Tatsfield (Bromley) 270. (6782

1937 M.G. VA saloon. Outstanding original condition; two owners until July; long M.o.T. £290. Tel.: Tadley (near Basingstoke) 2244. (6788

1948 BENTLEY Mk. VI, Handsome dark blue bodywork, sound mechanics; long M.o.T.; radio and handbook. £315. Tel.: Tadley 2244. (6788

ELAN, 1967, f.h.c. S/E; 39,000 miles, Lambo lime, Radiomobile, Weber carbs., servo, knock-ons, electric windows, new water pump, silencer and battery. Come and see it. Part-exchange good Mini. Tel.: 01-553 3054. (6789

M.G.-B ROADSTER very reluctantly for sale, Nov., 1965. Reconditioned engine and clutch 12,000 miles; new tyres, batteries, fitted radio, oil cooler, thermostatic fan, extra instrumentation, etc. In old English white. This car looks and goes magnificently. £525. Tel.: Abbotsbury (Dorset) 411. (6790

ASTON MARTIN DB2/4 Mk. III drophead in excellent condition. Dark blue with light blue leather and grey hood; fitted overdrive, radio and q.i. headlights; within last three years had respray and new hood by Aston agents and rebuilt brakes, steering and front suspension. Brought car to Belgium with me 18 months ago, now selling because moving to Africa. Will deliver to potential purchaser in England. £600. A. E. Milton, 24 Memlingdreue, Overijse, Brussels, Belgium. (6791

JAMES YOUNG R.-R. 25/30 sports saloon. Sidemount wheel; blue over black; a very fine original example. P100 lamps; very unusual and rare model. £1,395. Park Ward Rolls-Royce 20/25, 1934, occasional seats, division, sidemount, P100s, Royal blue over black; sound mechanics, body. £1,195. Superb S1 Bentley Continental convertible, 1957. Finished in white, blue trim; a very rare car with documented history. A must for the person looking for something unusual. Tel., 01-690 5303. Address: B. Graham, 294 Lewisham High St., London, S.E.13. (6792

M.G.-A COUPE Mk. II de luxe, 1962. One of last M.G.As; disc brakes all round, centre lock wheels; long M.o.T. £345. Tel.: 01-995 1441, extension 2718 (office). (6793

M.G.-B ROADSTER, 1969. B.R.G. Wire wheels; perfect throughout. £930. Buckeridge, Beechwood, Bartley, Southampton. (6794

LAGONDA 16/80, 1932, four-seater tourer. Last used in 1962, since when stored under cover. Offers. Tel.: 01-892 1210. (6795

TR6, 1969. Pine green; 18,500 miles; radio; undersealed. £1,295. Tel.: Witham 2262 (day), Great Leighs 024-534 447 (evening). (6796

M.G.-B GT. April, 1970. Red/black; 23,000; overdrive, servo, reclining seats, radio, undersealed; mechanic maintained. £1,250. Regret—need for larger car. Wood, 54 East Sheen Ave., S.W.14. (6797

1961 XK150 Jaguar. White; 3.8. Overdrive; good condition. £785 o.n.o. Tel.: Preston (Weymouth) 3159. (6798

1962 M.G.-A 1600 d.h.c.; mechanics, body, tyres all good; recent radiator, springs, shock-absorbers. Offers. "Conifers", Ray Park Rd., Maidenhead 30624. (6799

RELIANT SCIMITAR GT, late 1965. Excellent bodywork and interior. £550. Might part-exchange. Tel.: Rayleigh 2296 (evenings). (6800

JOWETT JAVELIN, 1951. Superior example; first over £200. Haywood, 284A Sharrow Vale Rd., Sheffield, 5118ZL. (6801

MARCOS 3-LITRE, July, 1970. Yellow. Sun-roof, overdrive, alloy wheels; 6,000 miles; superb condition. £1,400 o.n.o. Tel.: Welwyn Garden 28560 (evenings, weekends). (6802

SPITFIRE MK. III, 1968. Valencia blue; hard-top, radio, undersealed, etc.; one owner. £640 or Renault 4 plus cash. Tel.: Redhill 65211 (evenings). (6803

ALFA ROMEO Giulia TI, 1965. Green and gold; 51,000 miles; recent reconditioned five-speed gearbox. £430. Tel.: Hayling Island 4845. (6804

RADFORD-DOWNTON Cooper S 1275, 1964. Black; electric windows, reclining seats, special fascia, etc.; extensive overhaul by Downton Feb, 1971. Blue with silver top, black interior; excellent rust-free condition. £600 o.n.o. Seen Devon or London. Tel.: 01-834 6504 (after 6 p.m. weekdays). (6805

RARE 1949 Lea-Francis sports. 1,800 c.c. twin-cam engine, aluminium coachwork, taxed and tested. £295 or sensible offer. Tel.: Stroud 5833 (office), Painswick (Glos.) 2028 (evenings). (6806

HEALEY 3000 Mk. III, late 1965. Many extras; good condition; needs new door sills (£5). Offers over £700. Tel.: 01-644 1932 (after 5 p.m.). (6807

FOR SALE—continued

LAGONDA SPORTS saloon, 2.6-litre. This classic car is now for sale after a painstaking 14-month rebuild; reconditioned Aston Martin engine, gearbox, front suspension and steering, new brakes, tyres, servo and exhaust; refinished and rechromed to concours standard; complete with luxuries associated with a car of quality. £750 o.n.o. R. Finnie. Tel.: Grimsby 3749. (6816

FORD POPULAR, 1957. Twin carbs. Aquaplane manifold; many extras; some body deterioration. £20. Woodall, Western Rd., Hagley, Worcs. Tel.: 2390. (6817

SPRITE MK. I. Good condition; tyres, tax, M.o.T.; hard/soft-tops, tonneau. £220. 18 Crockwells Close, Exminster, Exeter. (6818

XK150, Reg. MBR 3. Webasto, wires, overdrive; bills for £120, including new clutch, brakes, tyres; reluctant sale; no room for pram. Offers around £450. Tailford. 76A East View, Wideopen, Northumberland. (6822

WANTED

LOTUS SIX spares, all parts wanted. Denholm, 25 Sycamore Rd., Linthorpe, Middlesbrough, Teesside. (6083

REGISTRATION NUMBER, DT5 or DS with low or interesting number either before or after letters. Seaton, "Greystones", Snells Nook Lane, Nanpantan, Loughborough. Tel.: Nanpantan 329. (6140

DW, 5DW or JW registration wanted. Single number preferred; on any vehicle; good price paid. Drewitt's Cottage, Netherton, Nr. Abingdon, Berks. Tel.: Frilford Heath 662. (6141

AUSTIN HEALEY 3000, Mk. III. Late model. Vine, Walton Croft, Hargate drive, Hale, Cheshire. Tel.: 061-980-3298. (6142

CLASSIC and original sports car wanted by enthusiast. Aston, Bentley, Bugatti, Nash, etc. No junk and sensible price please. Box 3063. (6143

FOR H6B Hispano Suiza: Autovac; Silver faced; oil pressure gauge; 895 x 135 rims (78 spoke); suitable touring windscreen; have some parts for exchange. J. Rummery, 10 Horseshoe Cres., Camberley, Surrey. (6144

WANTED: REGISTRATION number, PEG, BP, BEV, B, with low number if possible. B. Pegg, "Bowcliffe House", Hampton Grove, Dunsley, Kinver, Staffs. (6145

WANTED: MERCEDES BENZ Gullwing; l.h.d.; have 190SL trade plus cash. L. Bussey, 46 Sinah Lane, Hayling Island (Hants.). Tel.: 3225. (6146

ANL OR AL registration number wanted. With low or interesting figures. State price required. Box 3064. (6147

WANTED: Rear axle complete reconditioned gearbox. Rover 75, P3, 1949. Edwards, 84 Crossland Cres., Tettenhall, Wolverhampton. (6148

WANTED: JAGUAR E-Type; "H" or "J" registration only; must be immaculate. Tel.: 01-660 3894 > Hillcroft Ave., Purley, Surrey. (6149

PEERLESS OR Warwick wanted. Prefer exchange for my 1963 M.G.-B. Tel.: Longton (Preston, Lancs. area) 614412. (6150

"AUTOCAR". Wanted very urgently to complete my set:— January to September 1898; July 14th 1900; March to June 1913; August to December 1914; June 17th, 24th 1916. Single copies or bound volumes; even complete collection purchased if includes something wanted; immediate payment in cash or a generous exchange from my many duplicates. Kenneth Ball, Mulberry Place, Ditchling, Sussex. Tel.: Hassocks 3000. (6151

WANTED: Registration JK1. Good price paid. Tel.: Retford (Notts.) 3885 (day). (6152

BUGATTI WANTED by British enthusiast; condition immaterial; cash payment. No dealers. N. D. Griffin, 21 Russell Gardens Mews, Kensington, London W.14. (6154

WANTED: Small Dunlop rubber saddle for vintage motorcycle. Ward, 202 Rockingham Rd., Kettering, Northants. (6153

SHORT or interesting registration wanted on any vehicle. Box 3065. (6200

VOLVO 121 any parts. Performance equipment; wheels; w.h.y.. Powell. Tel.: 051-226 3693. (6303

ROCHDALE OLYMPIC phase II. Preferably well-built example. Part-exchange '69 Chamois or cash. Sale Lotus Elite radiator. J. B. Barrass, 31 Clifford Bridge Rd., Coventry. Works. Tel.: 303505, ext. 290. (Messages taken if necessary). (6253

VINTAGE, P.V.T., w.h.y? Smallish; running; M.o.T.'d; up to £350. No rubbish. Tel.: Steeple Aston 606. 1 Grange Park, Steeple Aston, Oxfordshire. (6255

MARK VI OR "R"-type Bentley with Mulliner coachwork. Pristine condition and full-flow engine with manual box essential. Please send full particulars with photograph. Morris, Market Sq., Petworth, Sussex. Tel.: 42305. (6256

COLLECTOR SEEKS pre-war motoring sales catalogues and literature singly or collections. Also mascots, badges, motifs. Good prices paid. Pook, Gaddesby, Leics. (5088

ANY SPORTS CAR, any condition, any year, damaged or unbent; also saloons; vintage cars. Cash. Tel.: 01-658 1005 (anytime). (4276

M.G.'s WANTED: TAs (£85-£395), TCs (£85-£495), TDs (£100-£500), TFs (£125-£650), pre-war M.G. models (£50-800). Smashed, dilapidated or good. Price on condition. Cash paid. Tel.: 01-521 0520. (5034

WANTED—continued

WANTED: PHANTOM 1, chassis hearse or similar; must be complete and running. Box 3066. (6181

WANTED: REGISTRATION number DR with low numeral. Robson, 32 Golden Cross Lane, Marlbrook, Bromsgrove, Worcs. (6165

CLEAN COPIES of "Speed", "Motor Sport" and "Autocourse", etc. For sale or exchange. Wanted urgently: "Speed", Nos. 16 and 17; "Road and Track", April 1962/January 1963. Your price for perfect copies. Arnold Pollard, 4 Spring St., Longsight, Manchester, 12. (6227

WANTED early December, M.G. Magnette ZB, must be immaculate; two-tone; leather trim; belts, heater, etc.; low mileage; one or two owners; R.A.C. inspection must be acceptable. Fair price for right car. Please write by Air Mail. Flight Lieutenant Mitchell, Air Movements Squadron, R.A.F. Changi, c/o G.P.O., Singapore. (6391

TRIUMPH 1800 roadster wanted. Fair price for good example. Details and price to Box 3035. (6390

BRISTOL 2-LITRE. Prime example with history. Details and price to 3a York Rd., Farnham, Surrey. All replies answered. (6386

WANTED: JAGUAR XK120 or 140; super sports; two-seater roadster. Reasonable condition. Tel.: 01-272 9275. (6388

WANTED: TRIUMPH Gloria or Southern Cross, Crossley, Ten. Write The Triangle, Yateley, Camberley, Surrey. Tel.: Yateley 3267. (6226

WANTED REGISTRATION letters MH. Good price paid. 16 Swan Rd., Harrogate. Tel.: 2029. (6225

TATTY LOTUS Elan suitable for rebuild without engine preferred. Tel.: Bloxwich 77980 (6224

ADVERTISER REQUIRES registration number FBG and low or interesting digits. Good price paid. Mr. Brown, The Hundreds, Grange Rd., Bromley Cross, Bolton. Tel.: Bolton 52972 (home) 44161 (office). (6213

WANTED REGISTRATION JP with low or interesting number. Park, Buston Barns, Warkworth, Northumberland. Tel.: Warkworth 244 (6216

REGISTRATION numbers, DH, JTJ, JJ with low or interesting number. Reasonable price paid. Please reply to D. Hancock, 15 Cedar Drive, Market Bosworth, Leicester. (6218

PRE-WAR AUSTIN 7, running order, work not objected to. Austin Gleave, 17 Ashley Drive, Sale, Cheshire. Tel.: 061-973 7832. (6221

M.G.-A MARK 2. Fixed-head coupé with disc wheels wanted; must be excellent condition. Paul Hollick, 25 Trevor Rd., Hinckley, Leics. Tel.: Hinckley 3898. (6217

ROLLS ROYCE WANTED by Norwegian for private everyday use. 20/25 sports saloon or two-doors; photographs much appreciated. All offers answered immediately and photographs returned. Coming to England to buy. Please send offers to H. Wibye, Sorkedalsvn, 209A, Oslo 7, Norway. (6219

MARCOS-VOLVO, 3-litre wanted for cash. Must be in mint condition with usual extras. Distance no object. Tel.: Gloucester 23767 (office) or write Arthur Petitjean, 10 Fairmile Gdns., Gloucester. (6220

WANTED: HANDBOOK and wheel spanner for Rolls-Royce Phantom I. Also handbooks or any literature on: Panhard x29 1920, Jackson 1907, Peugeot 1907, Simpson, St. Leonards Grange, Bedley, Nr. Redditch, Worcs. (6387

ROLLS-ROYCE 20. Saloon or coupé; condition of engine and coachwork unimportant but must have original coachwork complete with coach-builders plates. K. Mather, 34a Davenport Rd., Hazel Grove, Stockport, Cheshire. (6517

RADIATOR for Phantom I. Bonnet and rest plates; flat or V-jointed four or two plane windscreen for Rolls-Royce saloon or tourer; radiator for R.R. 20 with horizontal shutters. K. Mather, 34a Davenport Rd., Hazel Grove, Stockport, Cheshire. (6517

2½-LITRE "LEAF" sports; non-standard might do. Willcox, Dean St., Liskeard, Cornwall. (6318

WANTED: M.G. TA Ashwood framework tracings or plans. Allerton, The Nook, Alton, Staffordshire. (6518

WANTED: Thoroughbred sportscars and saloons; Lagonda, Riley, SS, M.G., Daimler, Alvis, Invicta, Aston Martin etc. Must be "concours" or near. Tel.: Greenwell, 32 School Rd., Cheltenham. Tel.: 29249. (6519

VSCC MEMBER seeks vintage sporting tourer in good order and bodily original; not for resale; possibly exchange 1931 Mulliner 20/25, cash either way. J. Vaughan-Shaw, St. Edmund's College, Old Hall Green, Ware, Herts. Tel.: Ware 821504. (6521

INVICTA 4½-LITRE rocker cover urgently required. Also any other parts. Tel.: Christchurch (Hants.) 3454. (6520

PAIR REAR quarter bumpers, windscreen glass, and service manual required for 1936 Park Ward Bentley "4¼" sports saloon. Contact John Barber, 30 Queen St., Market Rasen, Lincs. Tel.: 3287. (6530

PORSCHE 1951-1959; new body, trim, electrical spares wanted. Dealer stocks purchased; literature wanted, sales, items, parts books, workshop manuals. All letters answered, airmail postage refunded. NLA Limited, 488 Main, Wilbraham, Mass., 01095, USA. (6539

CATERHAM CAR SALES

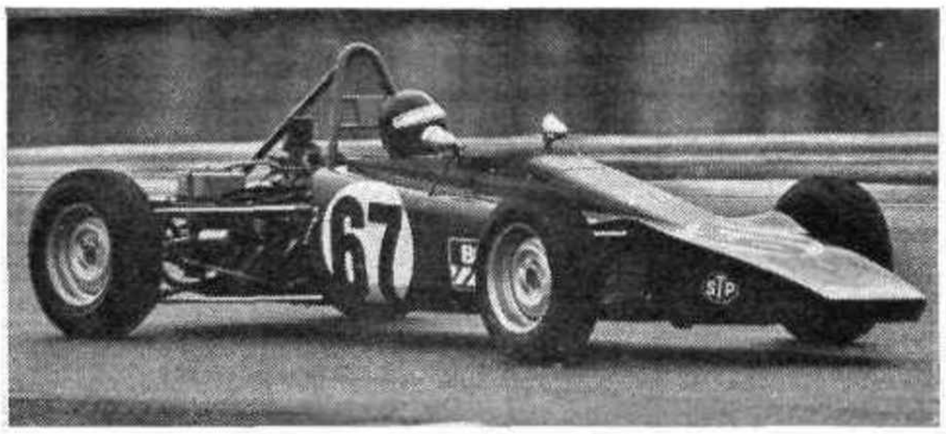
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New cars in component form for early delivery.

LOTUS 7 Big-Valve twin-cam £1,295
LOTUS 7 1600 GT, roll bar..... £995
MARCOS 3-litre Volvo, tangerine £1,550
TVR Vixen S3 1600..... £1,325
TVR Vixen 2500..... £1,500
TVR Tuscan V6..... £1,635
GILBERN Invader V6..... £1,746
GILBERN Invader Estate..... £1,855
1970(H) GILBERN Invader, o/d. £1,495
1971 LOTUS Europa, 8,000 recorded miles..... £1,295
1970(J) MORGAN 4/4 2-seater competition, w/w., radio..... £1,295
1963 ASTON MARTIN DB4/5 Superleggara, o/d., chrome w/w., radio, stereo £1,195
1968 LOTUS Elan S4, S/E., d.h.c. £1,145
1968 LOTUS Elan f.h.c..... £995
1967 M.G.-B, w/w..... £745
1968 GT6, radio..... £695
1968 M.G. Midget, tonneau..... £595
1965 DAIMLER 2½-litre V8 sal. £595
1969 MINI COOPER, 998 c.c.... £565
1966 M.G. Midget, w/w., radio... £495
1960 M.G.-A 1600 d.h.c., w/w. .. £445
1963 M.G.-B, w/w..... £395
1960 AUSTIN HEALEY 3000..... £395
1963/67 LOTUS 7 Series II, choice of 10... £465-£645
1968/70 LOTUS Seven Series III, choice of 10, from £685
1970/71 LOTUS Seven Series IV, choice of 6, from..... £895



Sole Concessionaires Lotus Formula Ford.
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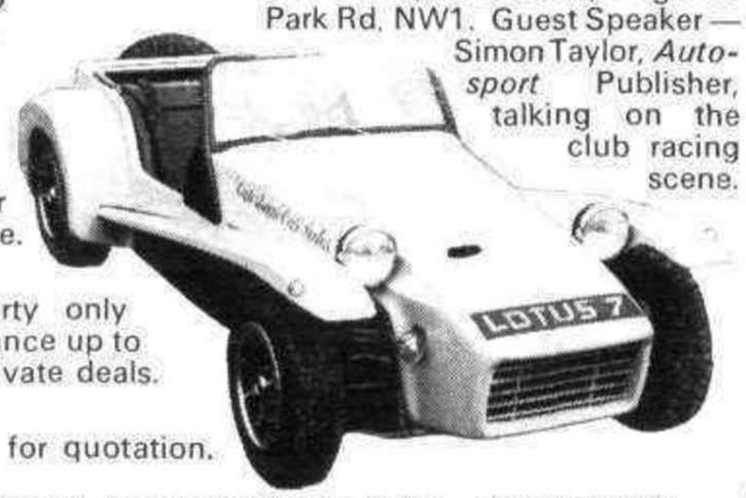
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Directions — Just south from the M1 on the A41 into London. 100 yards from Finchley Road Tube.

LOTUS Seven Series IV—European Export model..... £1,085
1969 'E'-Type roadster, chrome w/w., manual, radio/cassette £1,895
1969(H) GILBERN Invader, auto. £1,445
1969 LOTUS Elan Plus 2..... £1,395
1969 LOTUS Elan S4 d.h.c., S/E £1,195
1970 M.G.-B, Rostyle wheels, o/d. £1,095
1967 AUSTIN HEALEY 3000, w/w., o/d., radio £1,045
1969 M.G.-B, w/w., o/d..... £995
1965 MUSTANG, 2 owners, V8 manual, power hood, L.H.D. £995
1968 TR4A, w/w., 27,000 rec. miles, one lady owner £795

All Sports Cars wanted for cash.

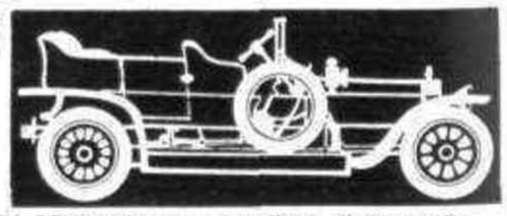
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Next meeting — Thursday 18th November, Pub Lotus, Regent's Park Rd, NW1. Guest Speaker — Simon Taylor, *Autosport* Publisher, talking on the club racing scene.



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1964 Mercedes 230SL sports, in white with black trim and black hood, plus black factory hard-top. Fitted with push-button radio and eight-track stereo player. This car has just had a complete road test and report carried out by the A.A. and given a completely clean bill of health. Outstanding condition and tremendous value at **£1,795**



1965 Maserati Mistrale convertible, finished in metallic silver with black leather trim and black hood. 3.7-litre engine, fuel injection, 5-speed gearbox, Blue Spot radio, Borrani wire wheels. Recent extensive work carried out, including new clutch, Koni shock-absorbers, etc., etc.—Value at **£2,150**

1969 Jaguar E-Type Series II fixed-head coupe, in black with black trim. Fitted chrome wire wheels, tinted glass, heated rear screen, eight-track stereo player, etc. A most superb looking car in this specification. **£1,895**

CAMDEN MOTORS

SPORTS CARS

1966 ASTON MARTIN DB6. Manual gearbox (5 speed), Radio and h.r. w. Beautiful grey bodywork, with dark blue hide upholstery **£1,995**

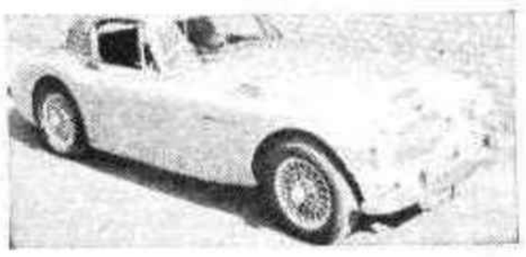
1968 (Regd. 1971) ALFA ROMEO 1300 GT. Smart and attractive car, in white with contrasting black interior **£1,049**

1968 ALFA ROMEO 1750 GTV coupé. A nice example of this desirable, high-performance 2+2. White with black trim. **£1,499**

1969 ALFA ROMEO 1750 Spider, the ultra-stylish soft-top version of the high-performance 1750 Alfa. Dark blue bodywork with red interior..... **£1,599**

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1970 AUSTIN HEALEY Sprite Mk. IV. Really immaculate, one-owner car, a good specimen of perhaps the most popular small sports car on the road. Red with black trim..... **£749**



1965 AUSTIN HEALEY 3000 Mk. III. (*Similar to above*) With wires, overdrive and radio. Very desirable car in B.R.G. with black trim. Becoming a 'much-sought-after' model..... **£749**

1966 BOND Equipe GT. Beautiful styling in rust-proof fibreglass, with advantage of Triumph Herald components for easy maintenance. Fitted radio and sunroof. White with black trim **£449**

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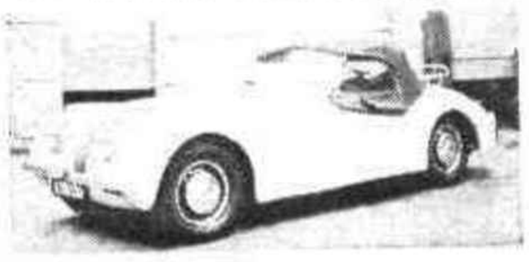
1966 FIAT 1500 Cabriolet Convertible. Lovely lines and smart appearance in pale blue with black hood and beige trim. 5-speed gearbox and radio **£699**

1968 FIAT 124 sport coupé. A lovely car, with the impeccable road-holding of the model. O.H.C. engine and 5-speed gearbox. Green with tan... **£1,039**

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1963 GILBERN 1800 GT. 1,800-c.c. M.G. engine and good-looking fibre glass bodywork make this a very attractive 2+2. Dark green with black trim, wire wheels. **£599**

1964 GORDON KEEBLE 2+2 GT. First-class example of this beautifully styled GT. Roomy bodywork, and Chevvy 5.3-litre V8 engine. Manual gearbox, disc brakes all round. K.O. wheels (not wires). Electric windows. Red with black trim..... **£1,299**



1952 JAGUAR XK. 120 d.h.c. with Regd. No. EXK 120. Outstanding car in pale grey. Recent new hood in black. Whole car in quite remarkable condition and the subject of expensive restoration. Classic Collector's item..... **£1,099**

1966 JAGUAR 'E'-Type d.h.c. in maroon with grey upholstery. A car in good condition for its year, with the usual luxury spec. for fresh air motoring in comfort. Wire wheels, etc.... **£1,129**



1968 JAGUAR 'E'-Type Ser. 2 coupé (*Similar to above*) 1969 model, beautifully finished in metalic silver grey with red interior trim. Fitted radio and h.r.w. **£1,799**

1968 JAGUAR 'E'-Type 2+2, Automatic, and with extras including radio, h.r.w. and chrome wires. Very useful rear seats. B.R.G. with green upholstery **£1,549**

1966 JENSEN CV.8 Mk. III. Auto., P.A.S., radio and h.r.w. Really striking appearance in metalflake golden orange with black upholstery. Impressive performance from 6½-litre V8 engine **£1,399**

NEW LOTUS Elan Sprints f.h. coupé and d.h. coupé in Kit form or Factory built. Earliest delivery.

NEW LOTUS Europa Twin Cam. Early delivery of Kit form or Factory built cars. Vehicle available for inspection and demonstration.

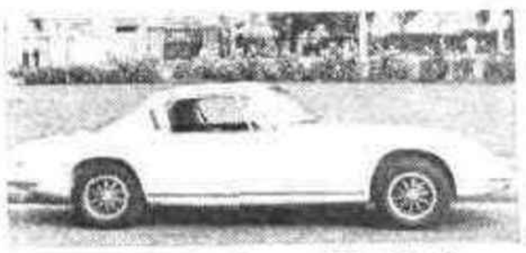
1970 LOTUS 7 Series III. Nice example of this really sporty car with rapid acceleration and road-hugging suspension. Yellow with black... **£799**

1970 LOTUS 7 Ser. IV. Latest model of this famous road and track sports car 1600 GT engine. Very quick acceleration. Yellow with black interior..... **£949**

1968 LOTUS Elan S4. f.h.c. A good-looking car, distinctively finished in maroon with black trim. Fitted with push-button radio and K.O. wheels. Nice throughout **£1,099**

1969 LOTUS Elan S4 coupé, in French blue with black interior. A one-owner car in first class condition, needing another good home. Must be seen **£1,159**

1970 LOTUS Elan S.E. drophead, with the usual K.O. wheels and electric windows of this model. Bright and appealing in Lotus yellow with black trim **£1,349**



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1970 LOTUS Elan +2. A lovely car throughout, with very good specification including elec. windows, H.R.W. and radio. Most attractive in Wedgwood blue with black interior... **£1,899**

1970 LOTUS Europa in red with black trim. Perhaps the ultimate in low-line GT motoring, developed from mid-engine racing experience. Very nice one-owner car, worthy of inspection **£1,169**

1971 LOTUS Europa. Specially finished in metallic mauve, and fitted with wide rim wheels and flared arches. Very impressive road-holding... **£1,399**

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1970 MARCOS 3-litre, the car with staggering acceleration, and sure-footed road-holding. Long, low appearance, very 'eye-catching' in tangerine with black **£1,399**

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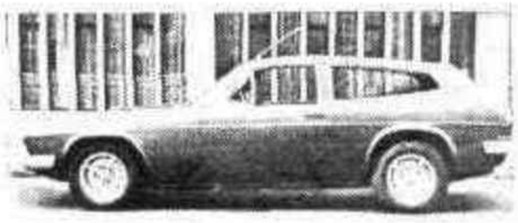
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REGISTRATION numbers wanted BAP 10, BP 10, 10 BAP, 10 BP. Tel.: Slough 22569. (6574

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WANTED: PORSCHE Cabriolet preferably Super 75, 1962. No objection to tatty condition, if basically sound. Old Rectory, Newton Blossomville, Bedford. Tel.: Turvey 367. (6575

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MISCELLANEOUS

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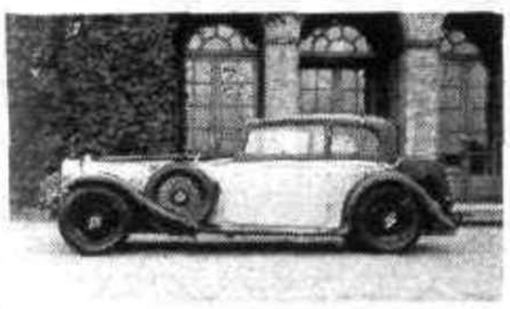


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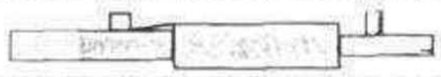
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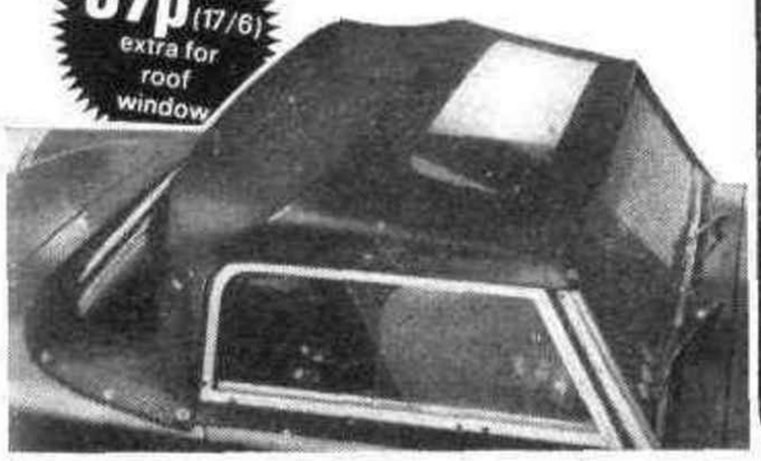
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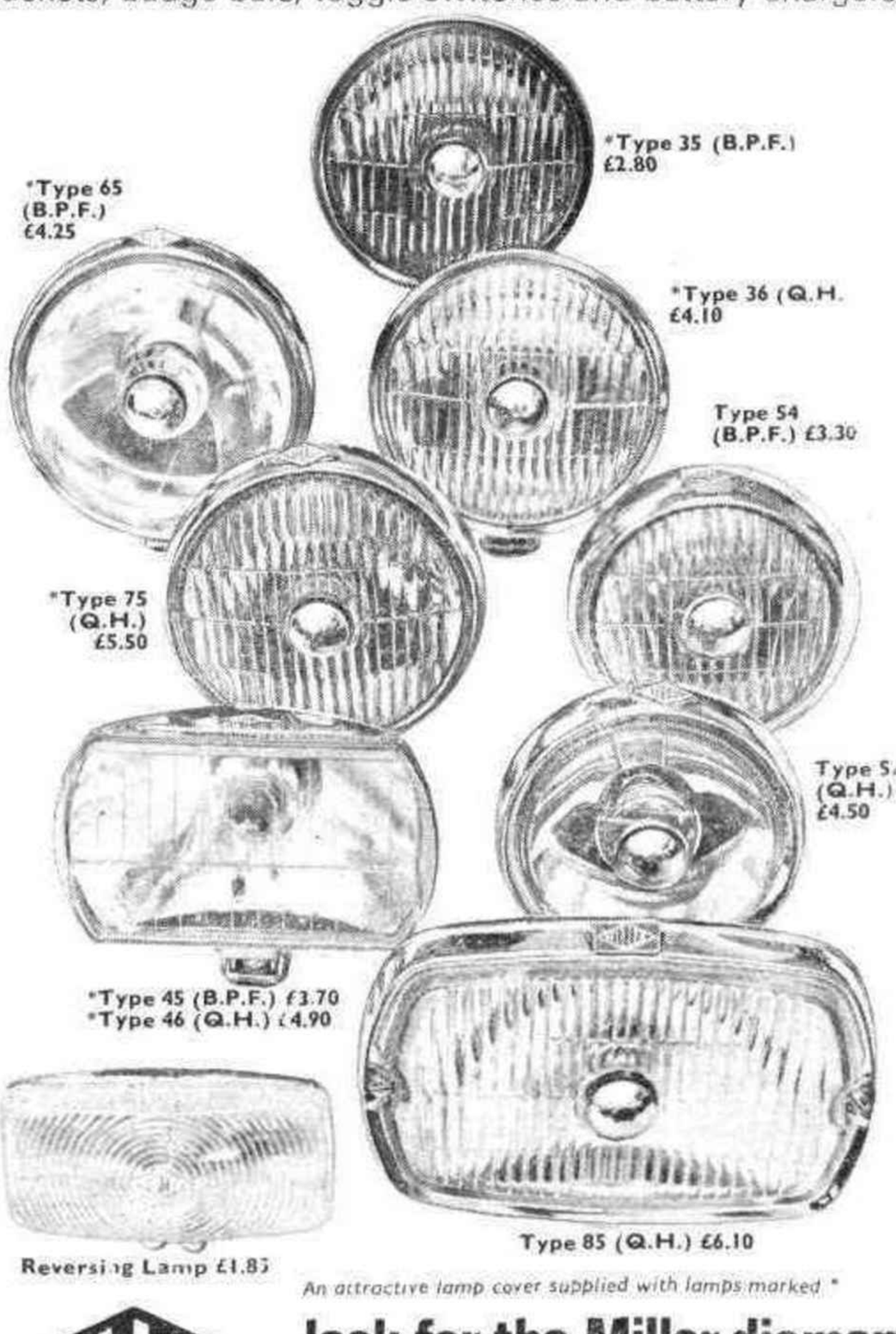
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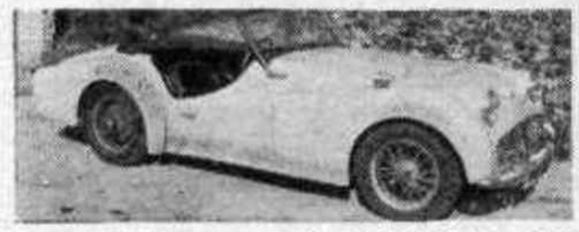
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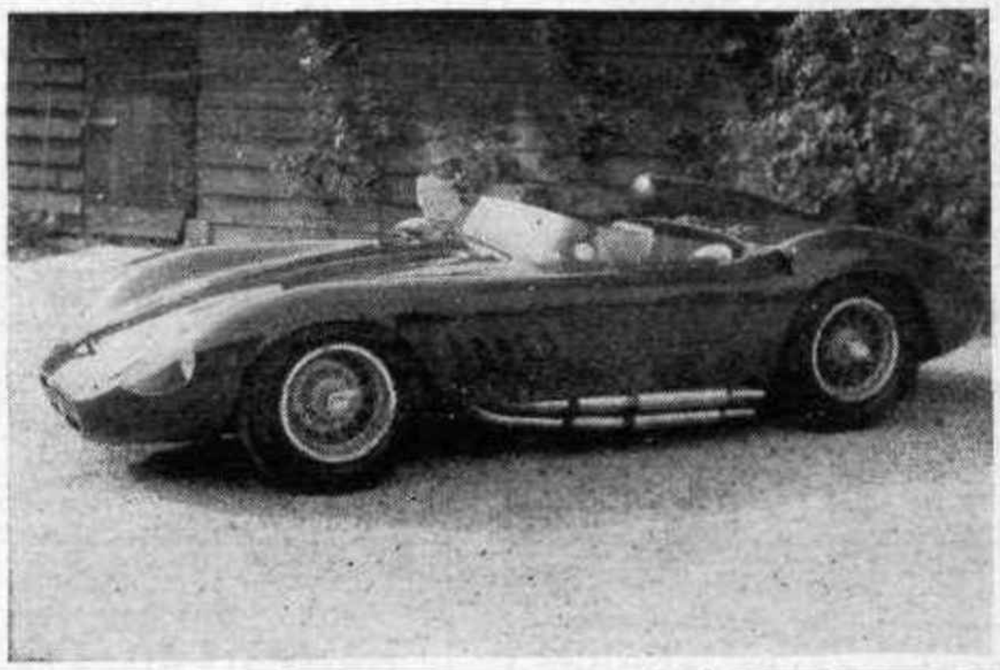
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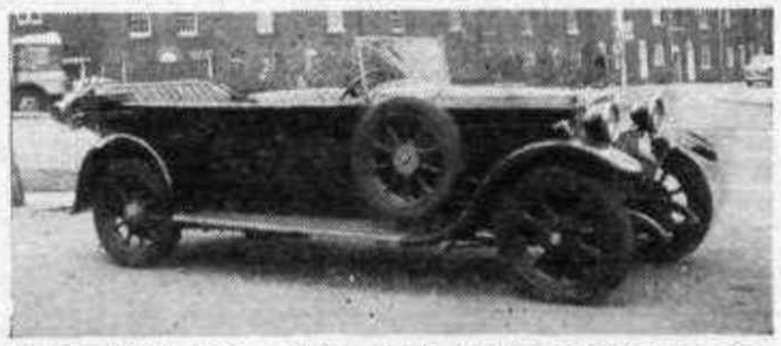
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ROLLS-ROYCE Silver Dawn, registered Nov. 1954, finished to the highest standards in Seychelles Blue with original grey leather interior and blue carpets; mechanically first-class, indicated mileage of (1)45,000 possibly genuine just completely serviced by us; owned by last owner for nine years. Car is in superlative condition for its year and is modestly priced at **£2,250**



SUNBEAM 16.9 tourer, 1927, highly original car in every respect finished in black, original dark red leather interior, new fawn hood and side-curtains, an Auster rear screen (not shown) is available with the car and we are carrying out a mechanical check, but preliminary tests have proved the car to be very good all round. 2 owners since 1949 and stored for considerable periods. **£1,175**



BENTLEY Mk. VI standard steel saloon, first reg. July, 1947, green with brown leather interior and matching carpets; indicated mileage 62,000, mechanically first-class with full-flow unit. Supplied by us to its last owner over three years ago, some paintwork necessary. but the car is well above average for its year and represents good value at **£450**

ROLLS-ROYCE Phantom III Hooper full 7-passenger limousine, 1936, excellent general order and particularly nice interior, but fitted with Austin engine, hence realistic price to allow for reconversion, but present engine very well installed and connected to all existing R.R. controls and gearbox. (*For photograph, see last month.*) **£775**

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

ROLLS-ROYCE Phantom I — all-aluminium light-weight 2/4-seater coachwork built *circa* 1947 and never completed; needs glass, trim, hood and painting; chassis is very sound with a new exhaust system, new tyres and a rebuilt radiator; also a very fine pair of Grebel headlamps; this is *not* a "replica" but a well-proportioned and distinctive "one-off" of excellent construction.

Rare BENTLEY S.1 Continental by Hooper, reputed Show Model, reg. May 1959, automatic power steering; my own car for the past two years; much work done on chassis, engine overhaul including rebore just completed, recent repaint in deep burgundy, grey interior. A very fine car. **£2,750**

BENTLEY Mk. VI, 1948, 4-dr. James Young saloon coachwork finished in grey with light fawn leather interior; bodily sound but paintwork requires attention and interior trim and carpets show signs of age, good chrome, first-class tyres; mechanically sound with full-flow unit. (*For photograph, see last month*) **£350**

BENTLEY Mk. VI standard steel saloon, 1949, grey, grey interior, excellent tyres and a very fair car for its year and price. **£295**

ALVIS TD 21, 1961, manual gearbox, dark green leather; we are thoroughly servicing, the car appears to be mechanically sound and a very fair specimen for its year and must be remarkably good value at **£495**

HWM-JAGUAR GT Coupe, built 1961 by George Abecassis; spaceframe, De Dion-type rear end, "D"-type head and camshafts, triple Webers, oil-cooler etc., Alfin drums engine just overhauled, differential unit rebuilt by makers; blue with blue and grey leather trim, electric windows and aerial, chrome wire wheels. (*For photograph, see last month*) **£2,750**

VINTAGE:
Rare FIAT Type 502, *circa* 1924, l.w.b. 6-seater body by Garavini, excellent trim and paint, very fair mechanically; we are fitting a hood and correct wheels and tyres, instruments etc. **£850**

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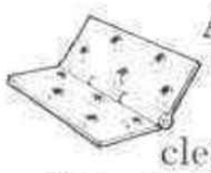
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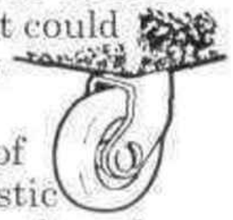


the damp start-lubricant that sometimes causes friction

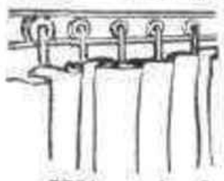


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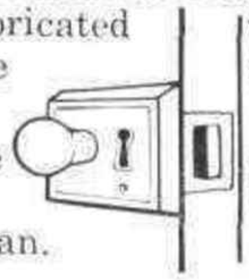




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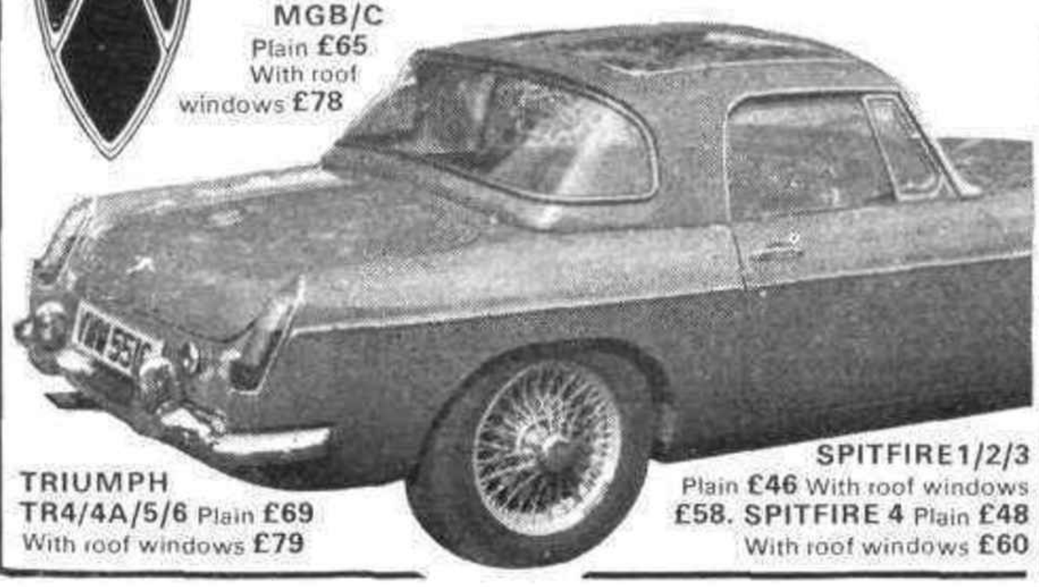


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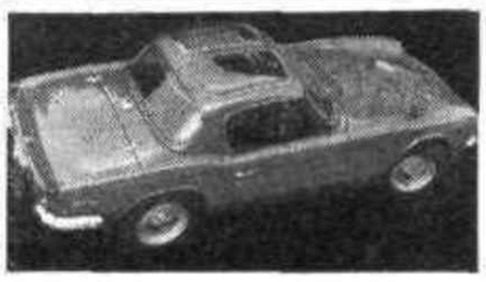
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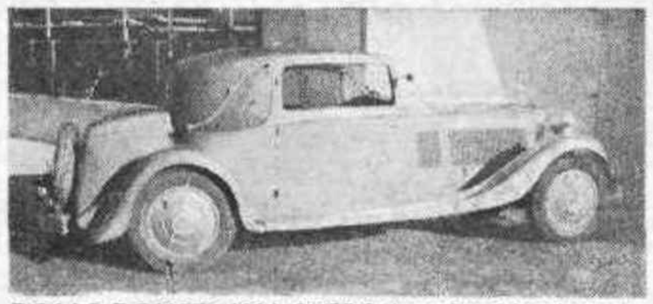
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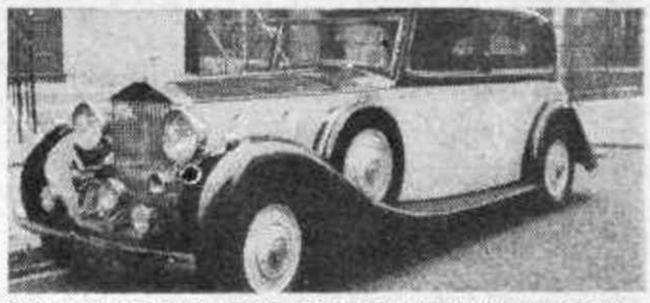
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ROLLS-ROYCE, 1923, 20-h.p. 4-door open touring car. Rebuilt to *concours*, coach-painted carriage green with smoke green button hide trim, full weather equipment, rear screen, split rim wheels with twin side-mounts, Barker dipping bell-shaped lamps. Fantastic order throughout.



ROLLS-ROYCE, 1934, 20/25 2-door fixed-head sports coupé by H. J. Mulliner; large extended rear trunk with fitted suitcases; superbly cellulosed in Tudor grey with plum hide trim, all original tools, etc. Really elegant carriage in outstanding condition.



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ROLLS-ROYCE, 1965, Silver Cloud III, 9,500 miles only; Burgundy, tan trim, electric windows, tinted screen. As new ! ! What an opportunity to acquire the finest of the Silver Cloud series in Shadow condition.
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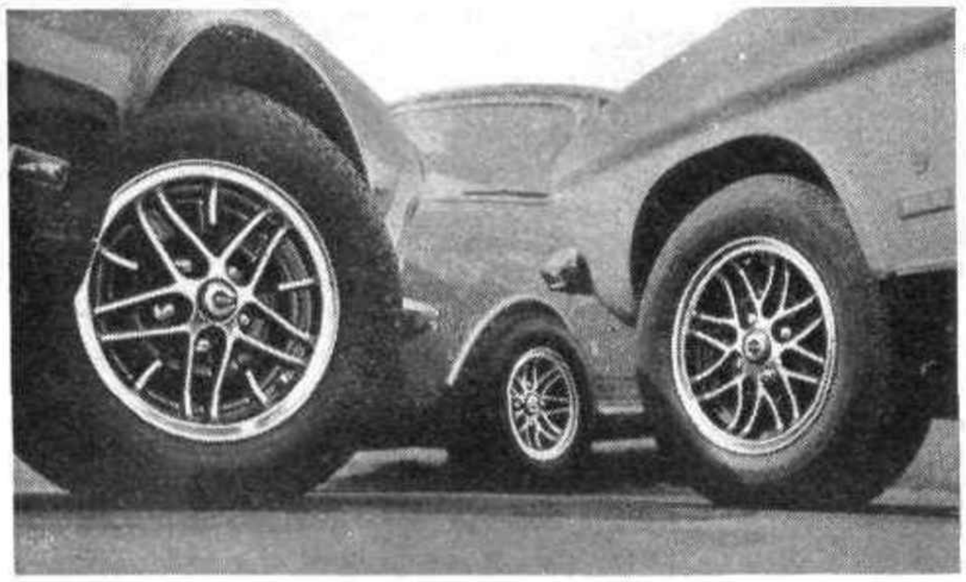
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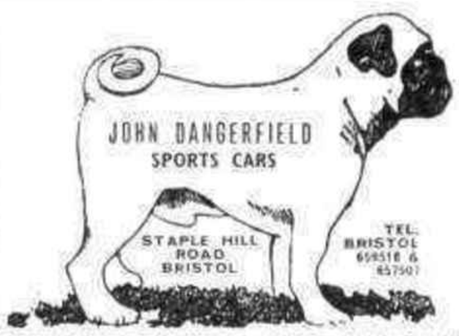
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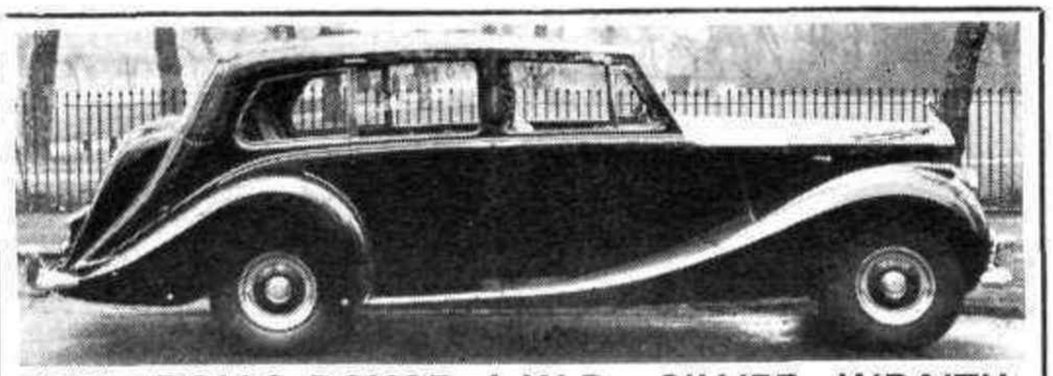
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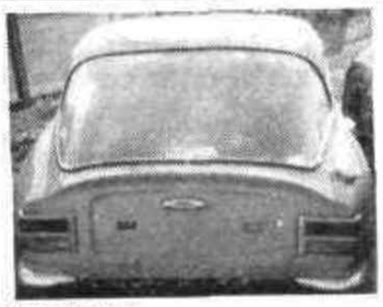


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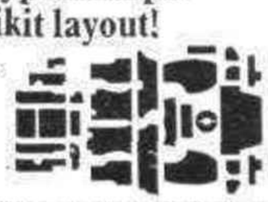
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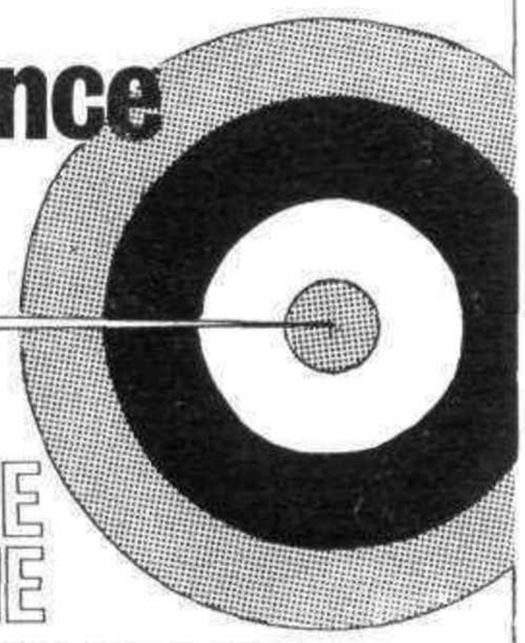
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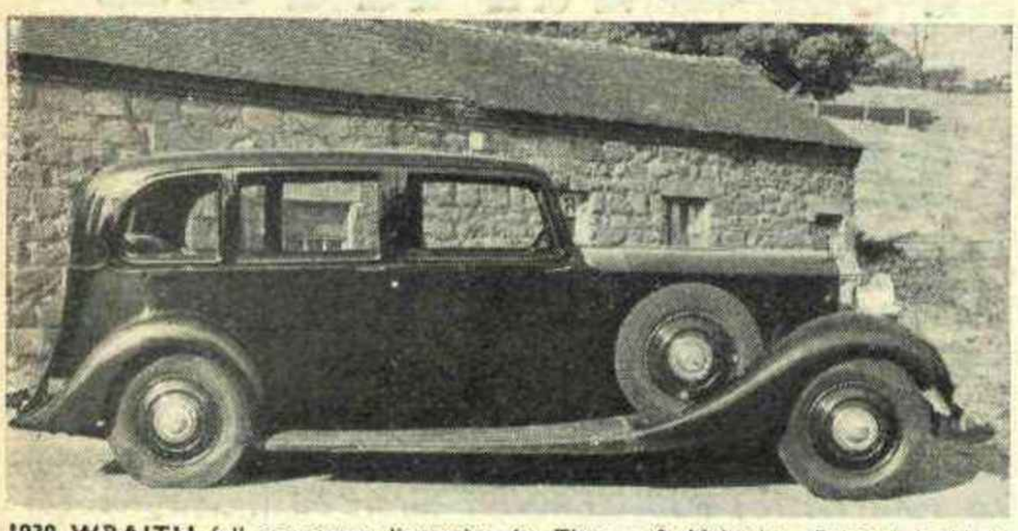
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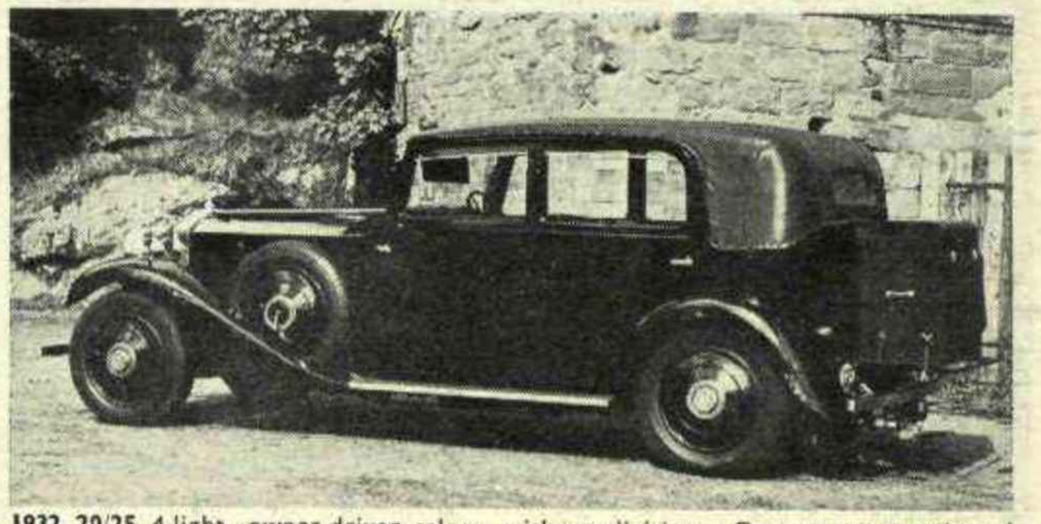
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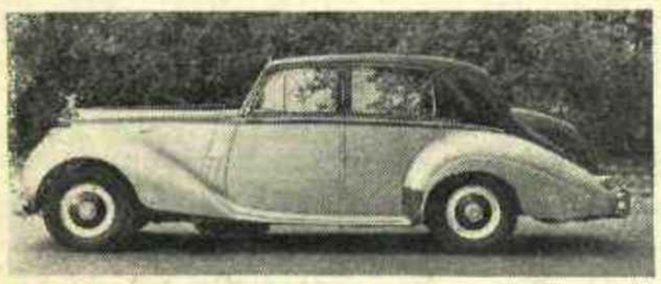
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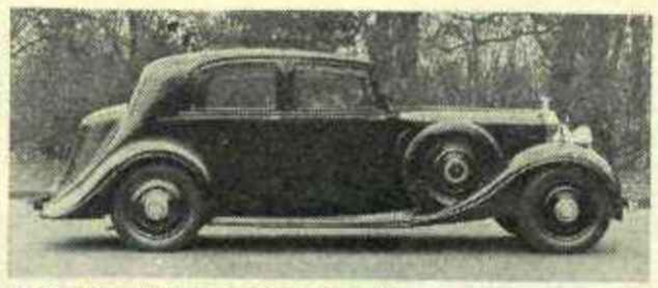
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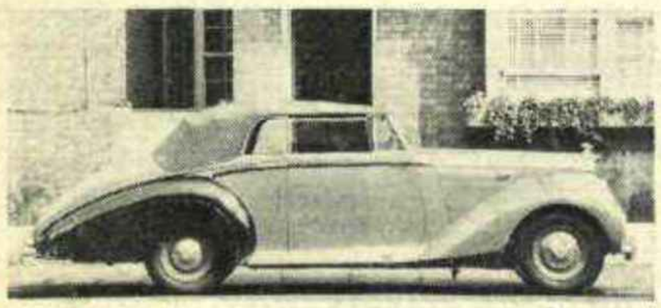
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1957 ROLLS-ROYCE LWB Silver Wraith limousine-landaulette by Park Ward. Black. P.A.S., 8 : 1 c/r., twin S.U.s, 4.9 litres, new automatic gearbox. The star in the new film, "The Ruling Class".

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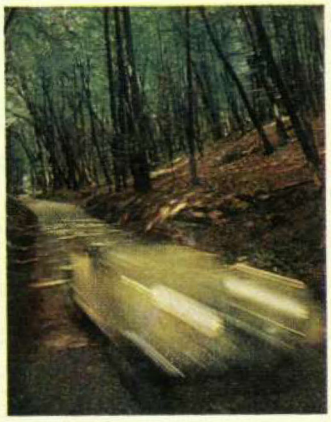
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