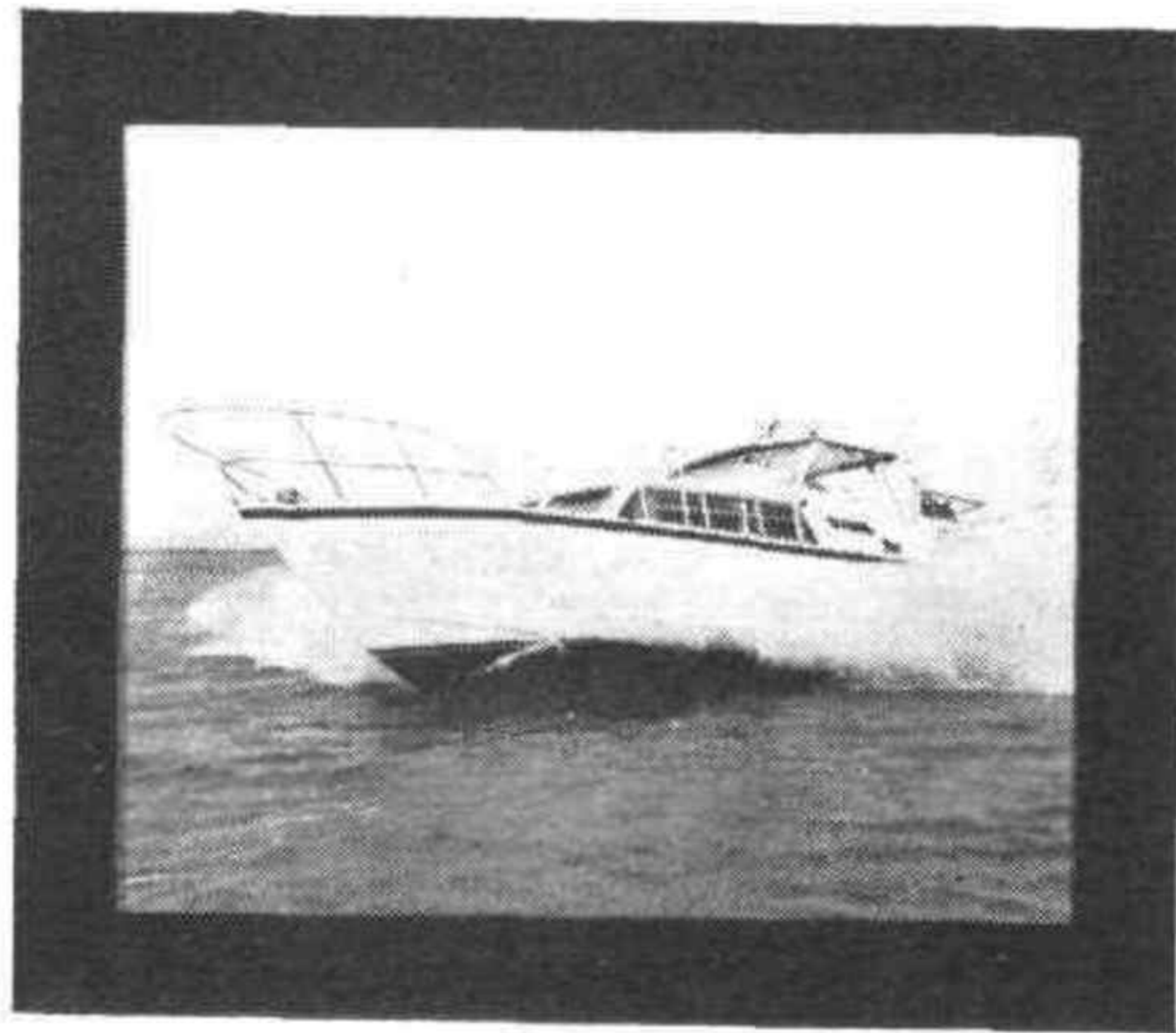


MOTOR SPORT

Founded in the year nineteen twenty-four



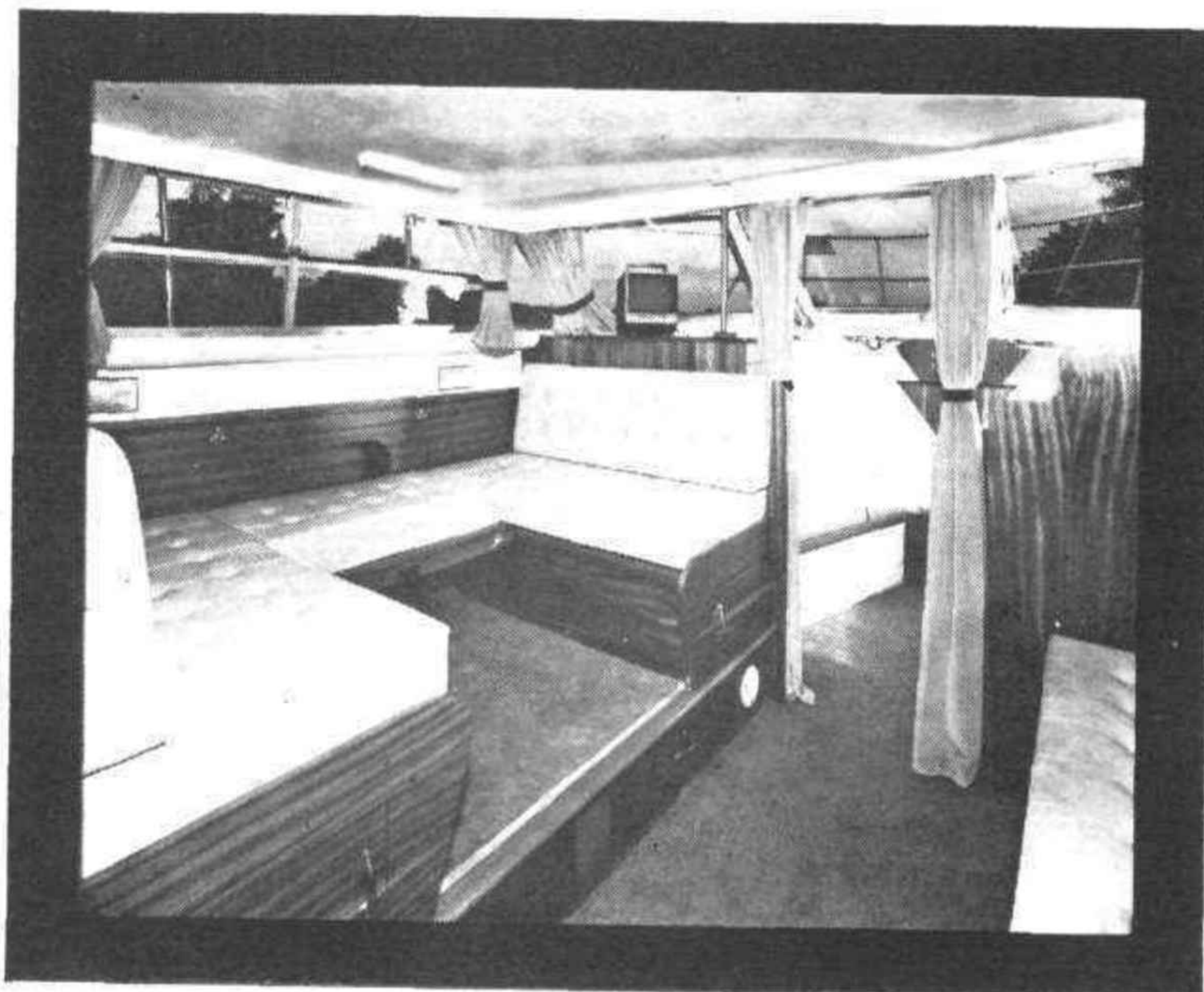


You needn't pay the earth to be master of the sea.

The Moonraker 36 provides all the luxury you could wish for and at a considerable saving on other comparable craft. Consider the Moonraker's standard items (which some manufacturers don't even offer as extras). Controlled central heating, for a start. Underlaid carpets, insulated ceilings and sides, illuminated cocktail bar, radio, TV, twin flush toilet and shower suites, drying cabinet, labour saving galley, fridge. And supremely comfortable berths for six or more. Instrumentation is comprehensive. Engines easily accessible. The superbly engineered hull,

built to Lloyds-approved specification, provides that smooth, sure, soft-riding ability to go where you will, safely. Before you spend ten thou' (which is inevitable once you see it) spend threepence and we'll send the Moonraker 36 brochure. Or visit Stand No. J5 at the International Boat Show, Earls Court. Moonraker Marine International Ltd., Brundall, Norwich. Sales Enquiries Telephone: Brundall 3651.

MOONRAKER soft rider 36



mmw

Opel take top ladies' award in toughest RAC Rally ever.

Rain. Snow. Sleet. Ice. Mud. Those were the everyday conditions of the 1971 RAC International Rally. Conditions so tough that only 104 cars finished out of 231 starters. Conditions in which the Opel Ascona showed it could more than hold its own.

When simply finishing was an achievement an Opel Ascona kept on going to take first place in the ladies' award.

This win says something about the drivers: Marie Claude Beaumont and Martine de la Grandive.

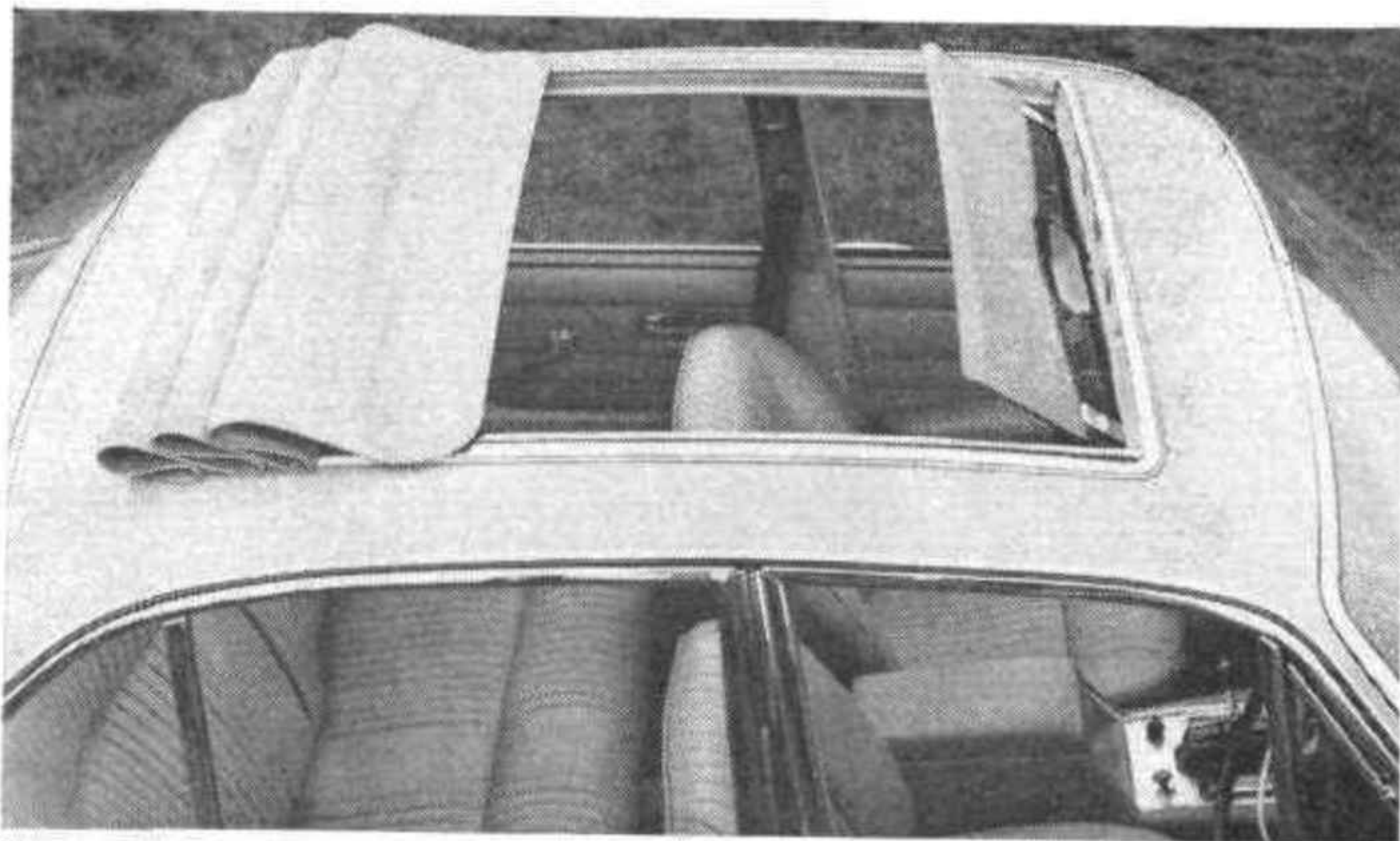
But it also says a lot about Opel. The Ascona was entered in Group 1 trim just like the Opels you can buy. Superbly designed and incredibly reliable.



Opel Ascona

The winning Opel

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



It's not so strange as it sounds.

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

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

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

TUDOR WEBASTO

The best roof under the sun

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

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MAKE OF CAR _____

MODEL _____

YEAR _____

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

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100% control
with Kenlowe

POWER

Up to 9% extra
with Kenlowe

MPG

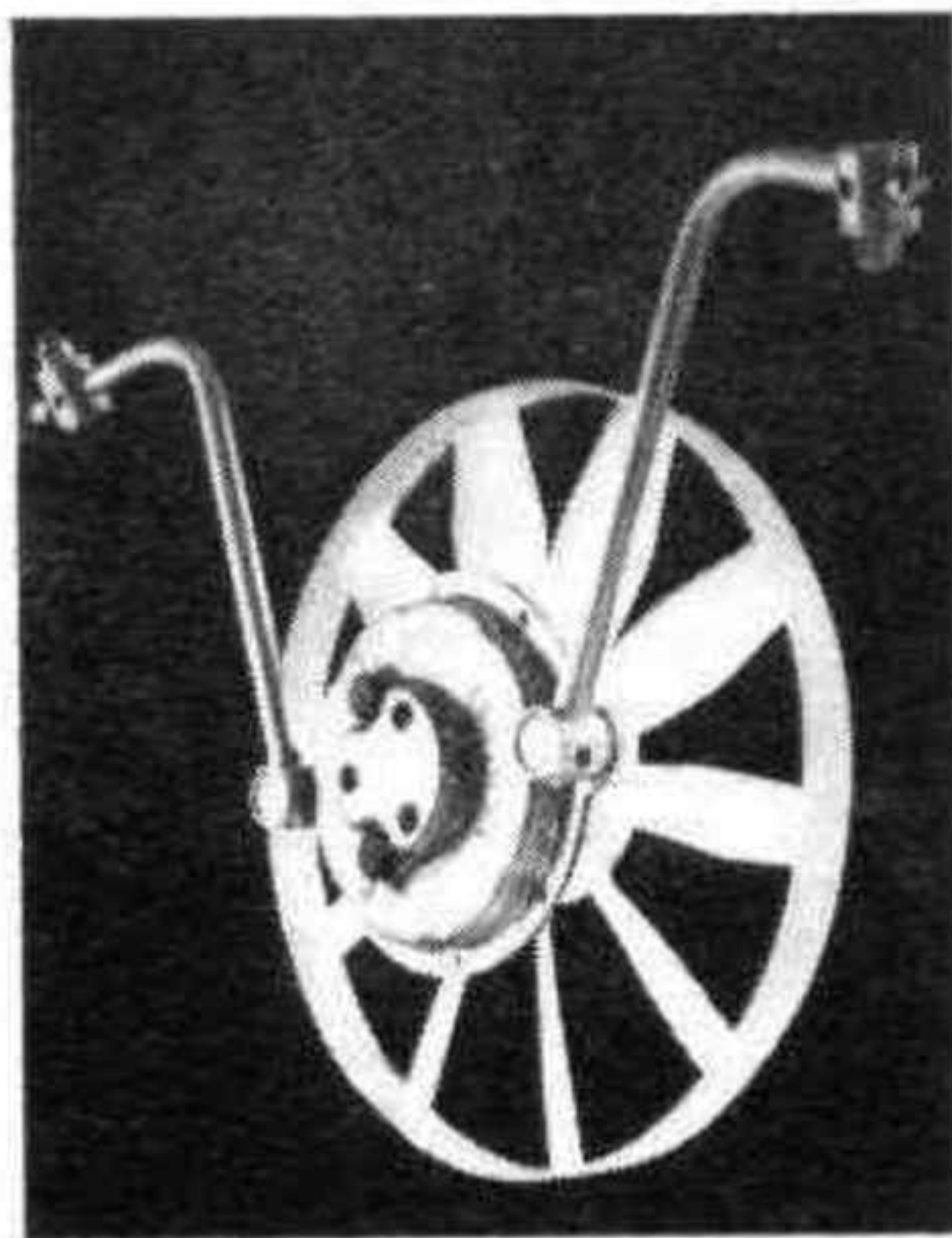
Up to 9% extra
with Kenlowe

NOISE

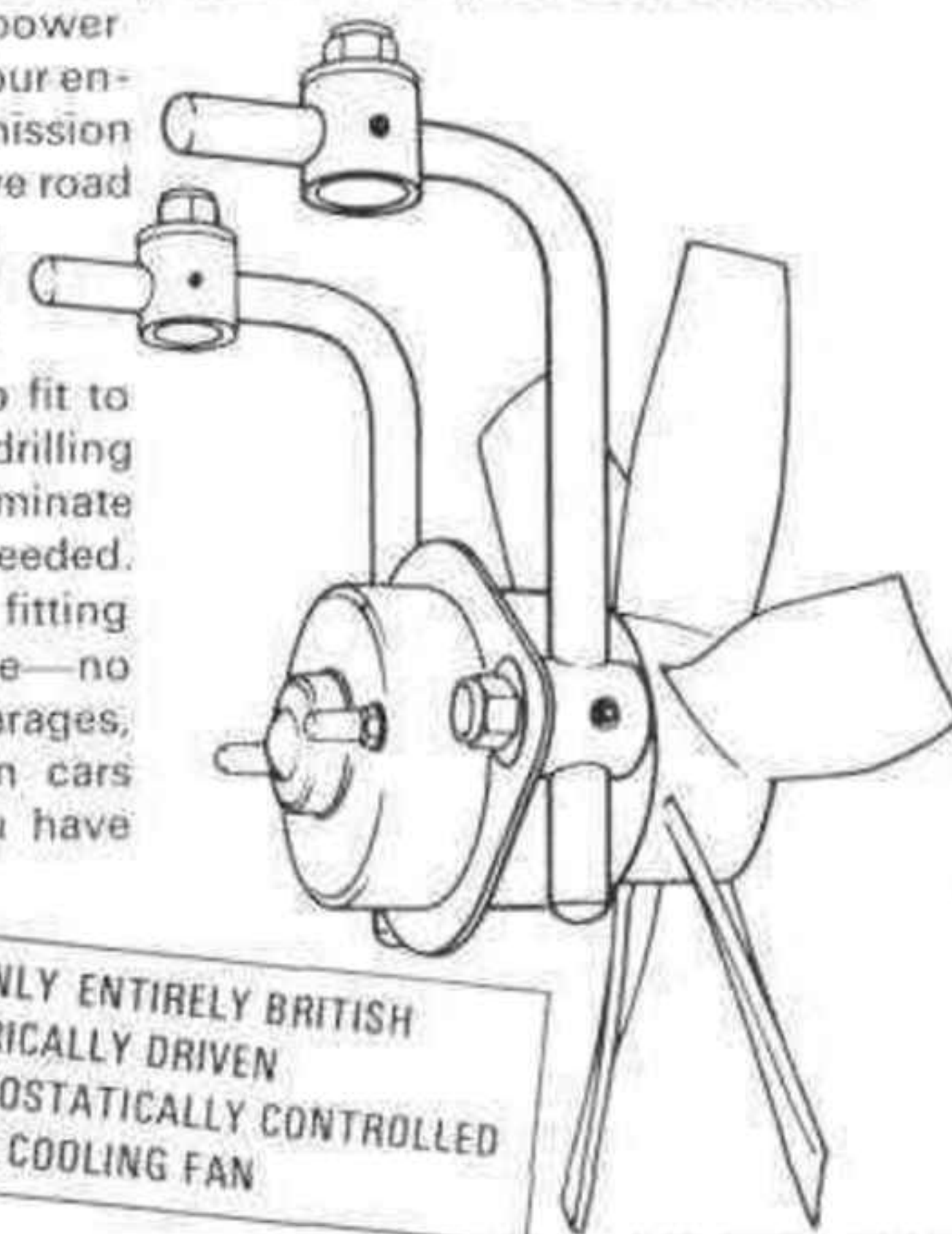
No fan noise
with Kenlowe

HEATER

More output
with Kenlowe



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



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ELECTRICALLY DRIVEN
THERMOSTATICALLY CONTROLLED
ENGINE COOLING FAN

Associate Companies
throughout the World

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

Flying for real



A-levels—and management potential? This is for you—whether you go to University or not.

This officer is 24. He is a professional flying man, with a Squadron in Germany, navigating the Phantom on reconnaissance—"best job a navigator can have", and he wouldn't change places with anybody. He belongs to a professional organisation, where sheer ability, and nothing else, can get you to the top. If you earn it, progress can be rapid. Judge from the pay—at 20, you could be on £2110; by 24 (as a Flight Lieutenant) it could be £2895. There are good prospects of promotion to Squadron Leader (£3617-£4048) and Wing Commander (£4567-£4979). Do you want a humdrum, closed-in, ordinary life? Or will you try for the sort of job where people have to be hand-picked?



Could you be an aircrew officer?

This is where you start finding out.

This coupon will bring you more information. You can either take it to your nearest RAF Careers Information Office—address in telephone book; or post it to:

Group Captain E. Batchelar, MBIM, RAF, Adastral House (894 QA2), London, WC1X 8RU

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

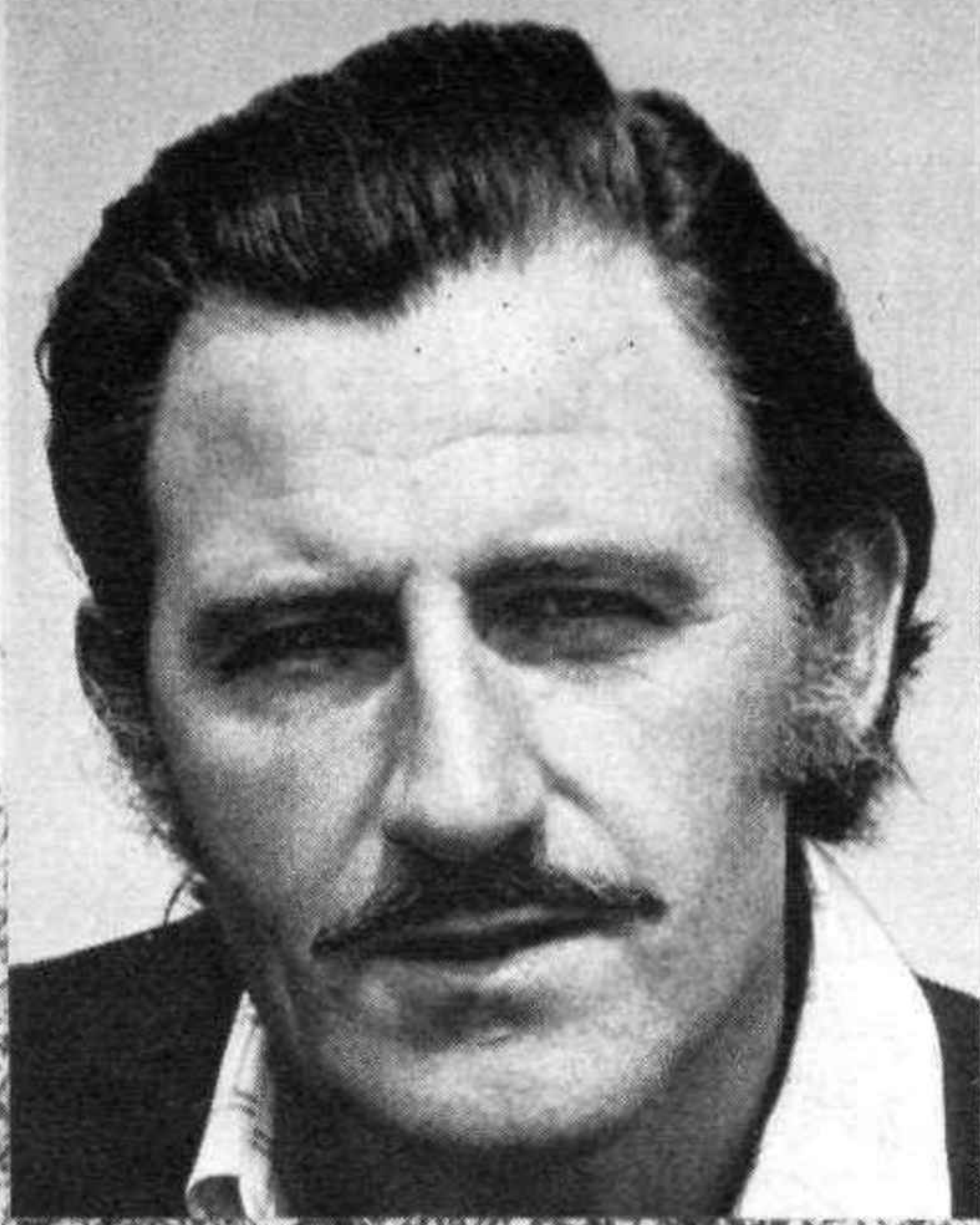
Name.....

Address.....

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

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

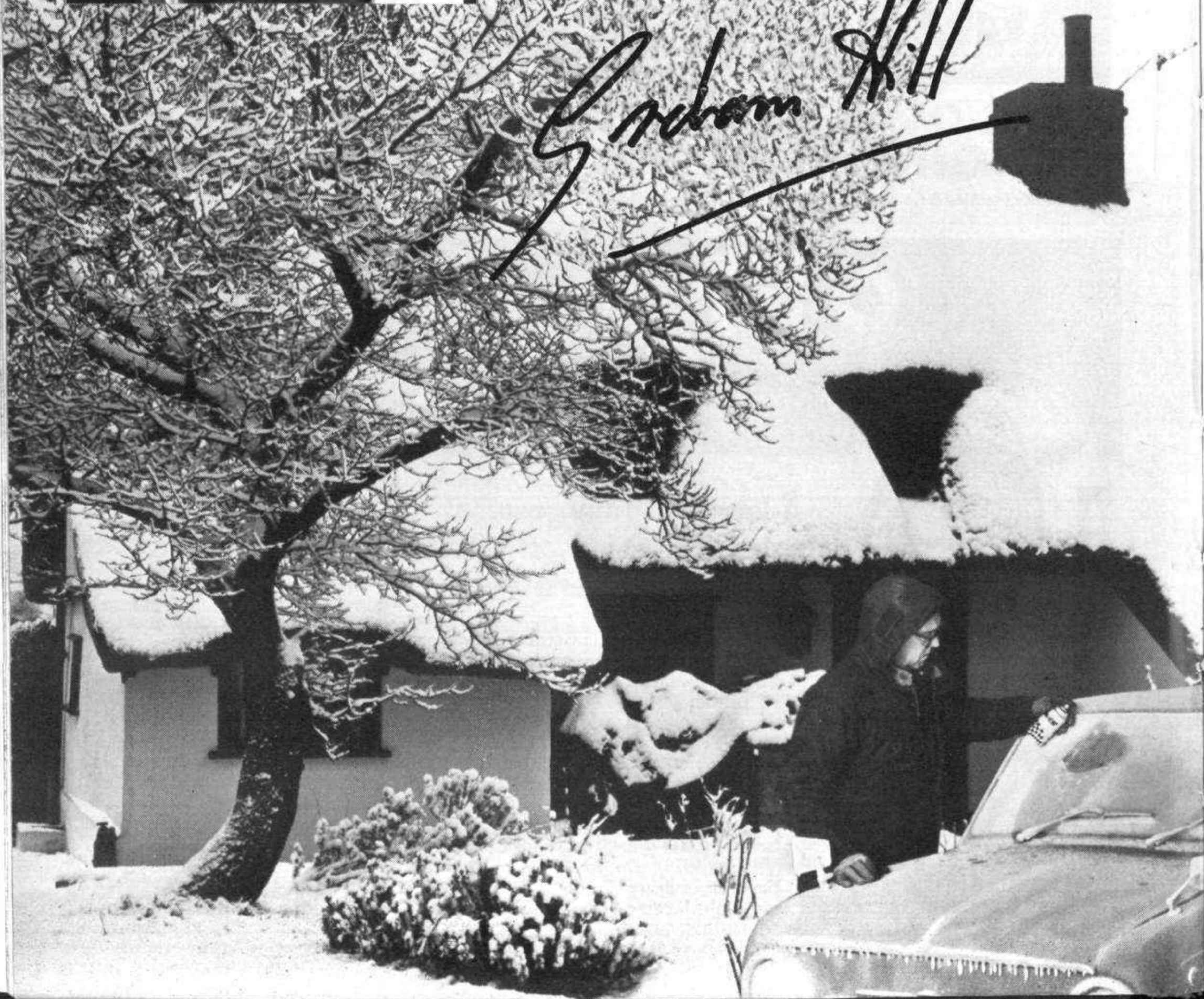
Royal Air Force



“Starting-up from cold can be infuriating when it doesn’t happen! And don’t think your oil is an innocent bystander—quite often it’s partly to blame.

Uniflo does a better cold starting job than any 20W/50. It’s the only oil for me.”

Richard Hill



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

MIRA COLD-START TESTS

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

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

All engines were tested and adjusted for compression pressure, carburation and ignition; batteries were pre-conditioned to ensure consistency; oil contamination and oil dilution

were scientifically ruled out; the cars were 'soaked' in the cold room for 17 hours before each test, so that the sump oil temperature was the same as the ambient temperature to within plus or minus one degree Centigrade. These were just some of the precautions taken to make certain that the test conditions were scrupulously fair.

Test fuel

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

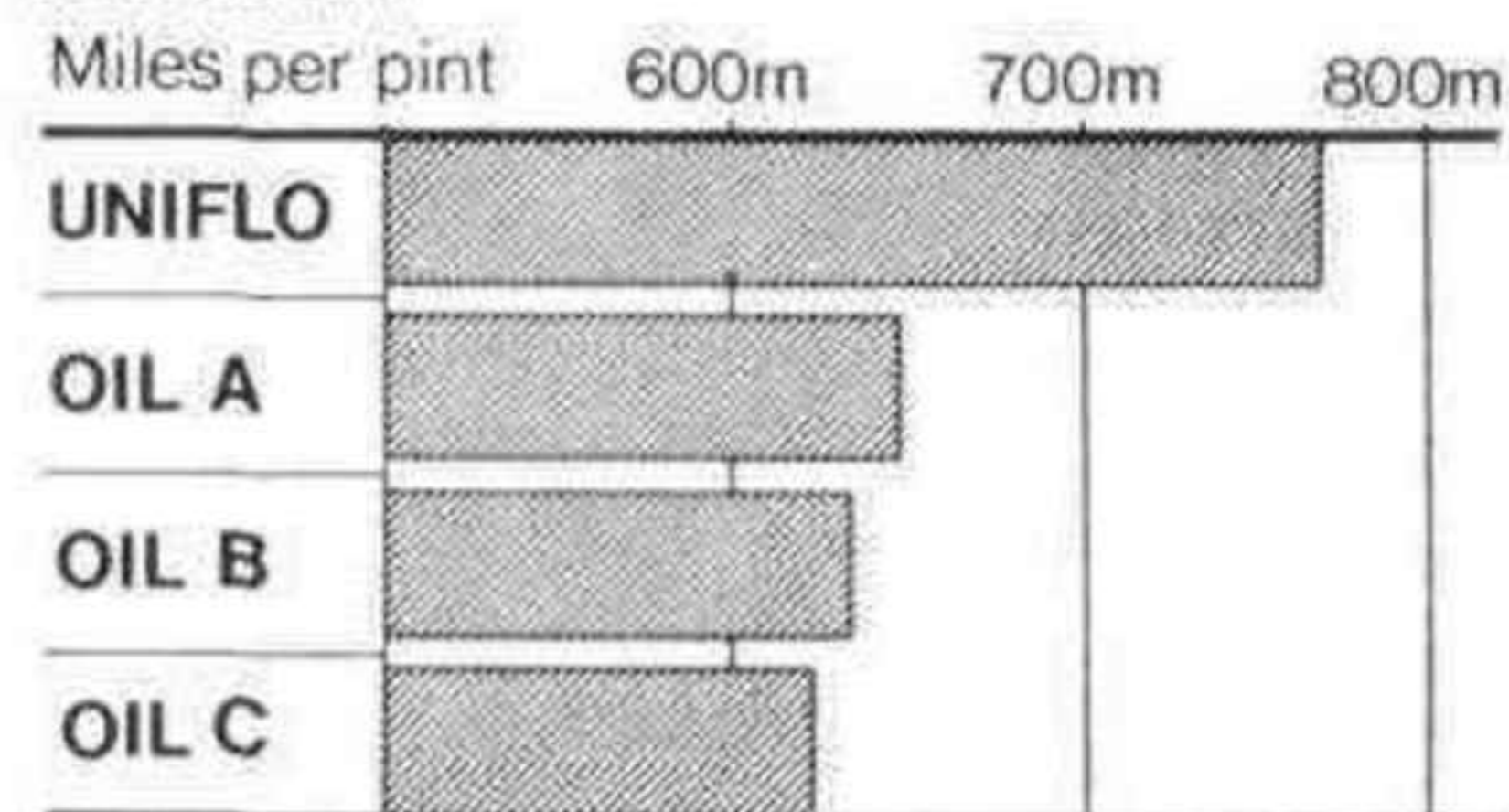
The results of the test are recorded in the table below.

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

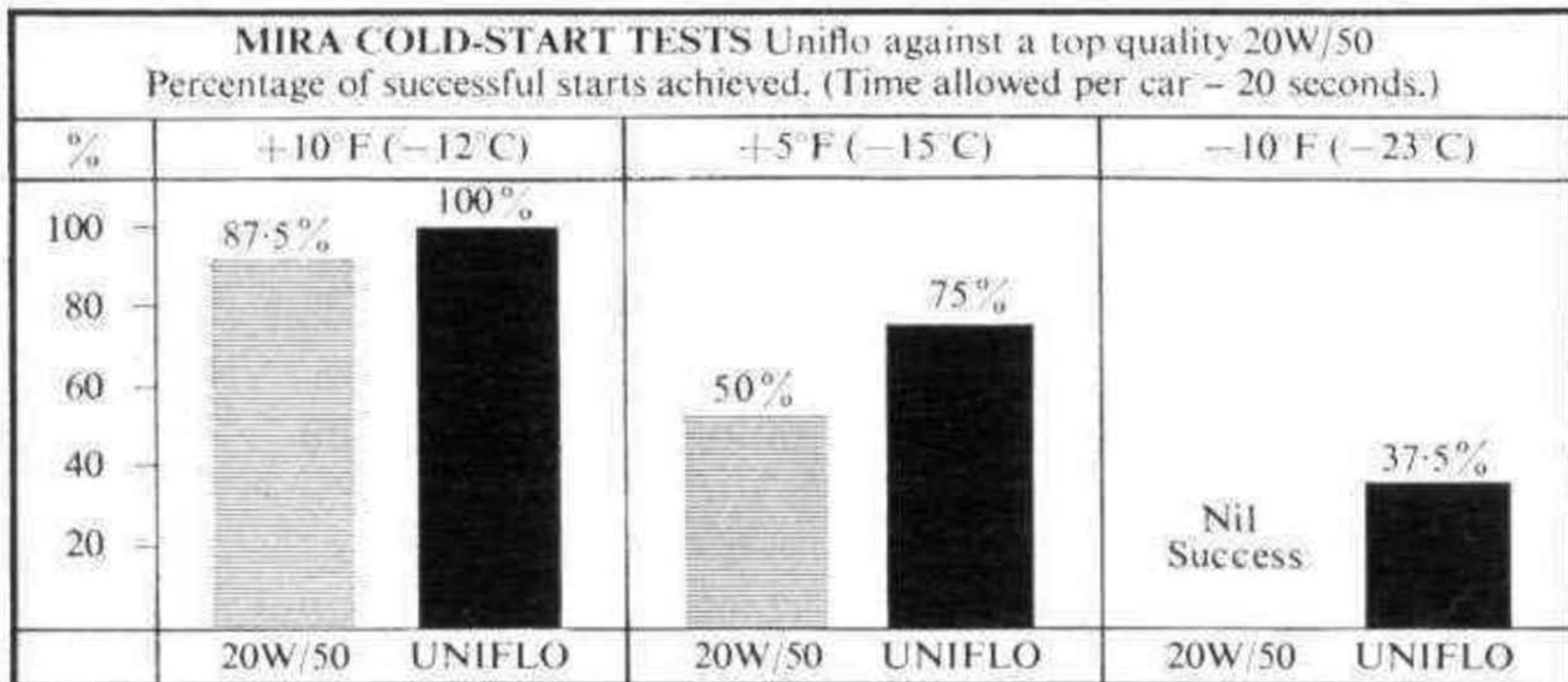
OIL TESTED	% weight loss		% Total weight loss
	Pump	Distributor	
UNIFLO	0.10	0.02	0.05
Top multigrade W	0.45	0.02	0.18
Top multigrade X	0.35	0.01	0.14
Top multigrade Y	0.43	0.02	0.17
Top multigrade Z	0.19	0.04	0.09

With Uniflo you use less oil

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



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



Uniflo also gives dramatically better cold-start protection

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

COLD-START PROTECTION TESTS

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

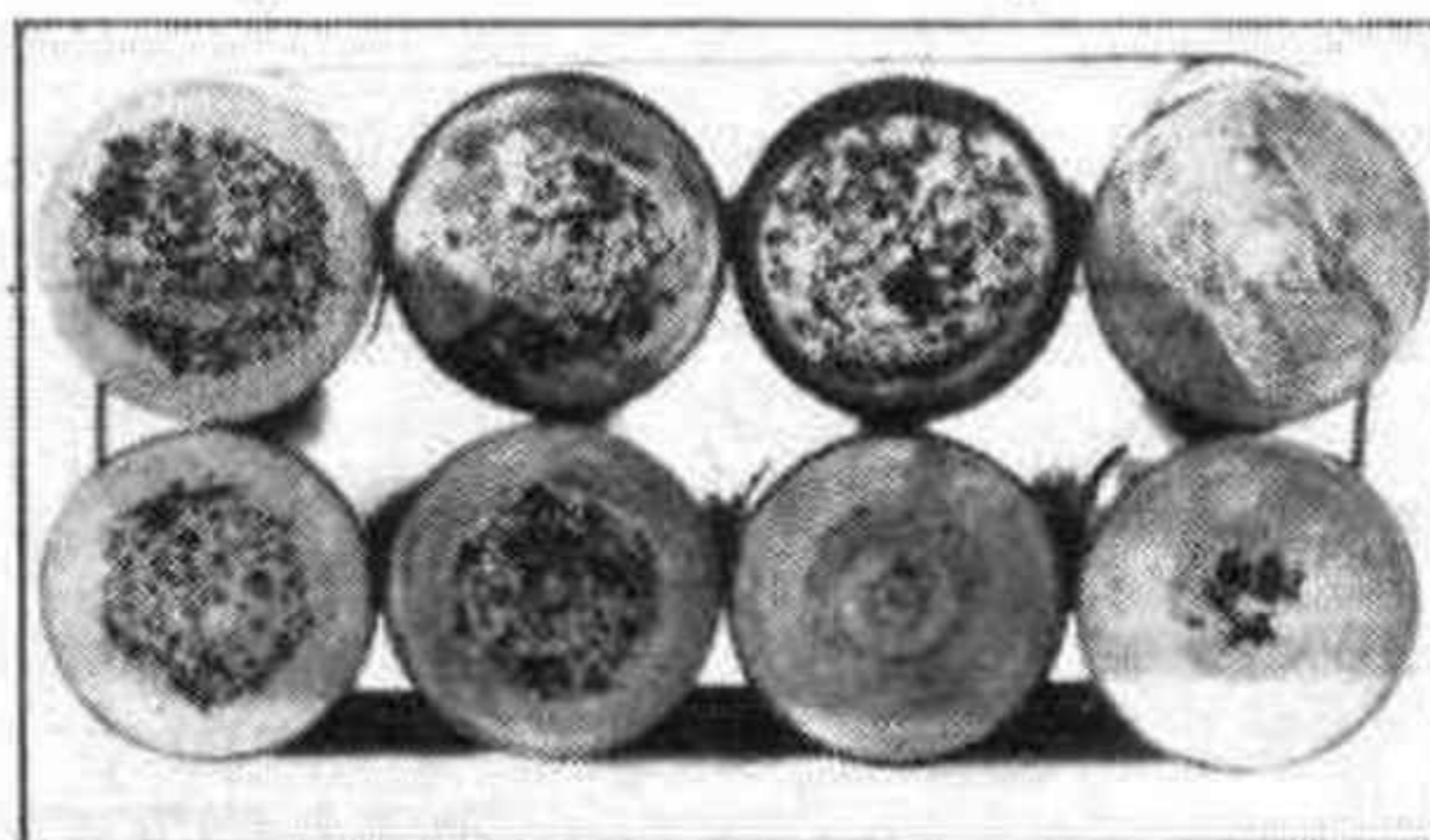
Here are the actual times recorded by each oil:

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

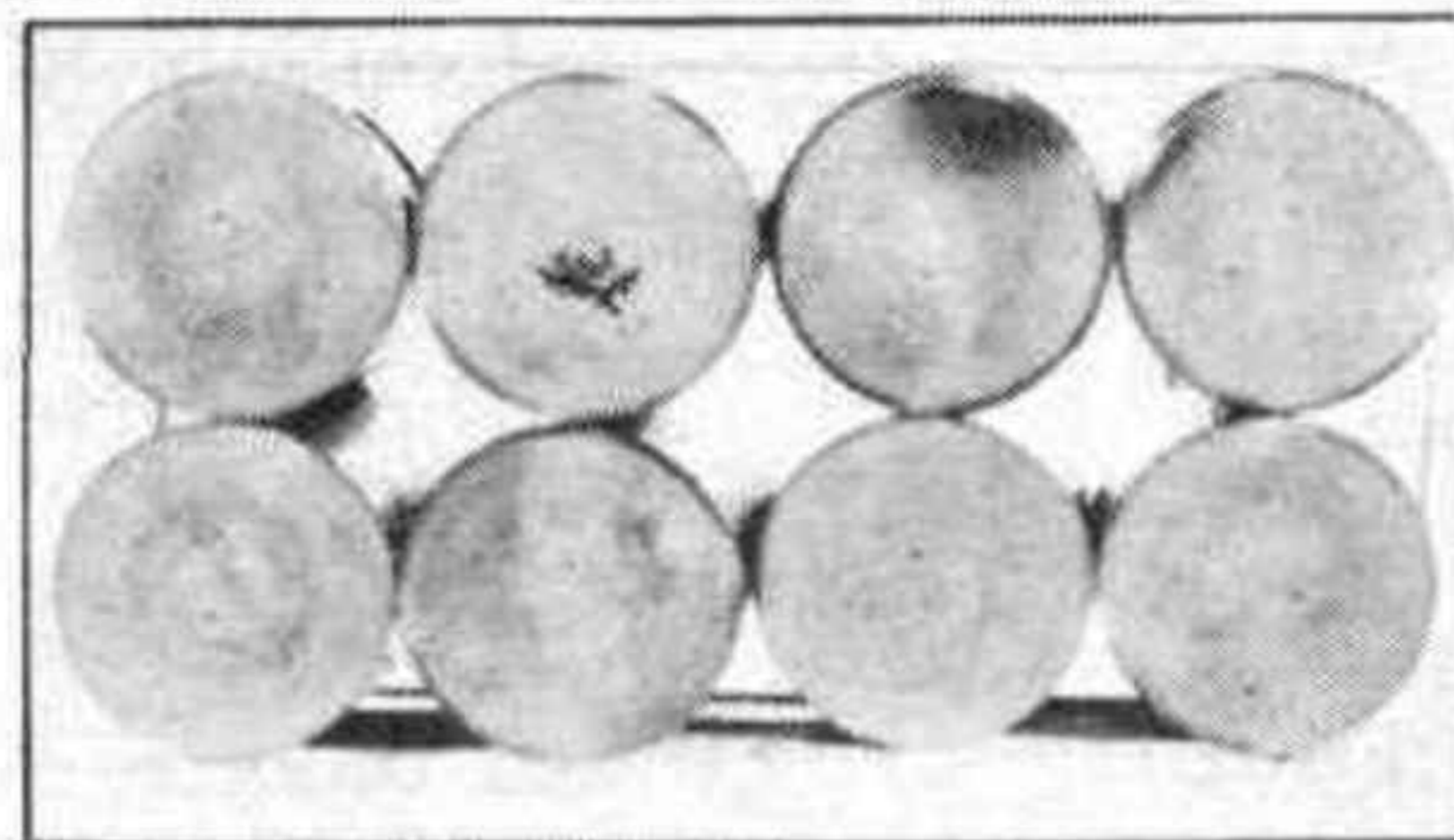
NB These are realistic temperatures. +10°F is quite frequently recorded in all parts of the UK; even +5°F is quite often encountered in Scotland, and is far from unknown farther south.

How Uniflo gives better anti-wear protection

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



USING A WELL-KNOWN MULTIGRADE



USING UNIFLO

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



The Action Station.

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have already received many hundreds of bookings for the 1972 programme of motor racing tours — have you booked yet?

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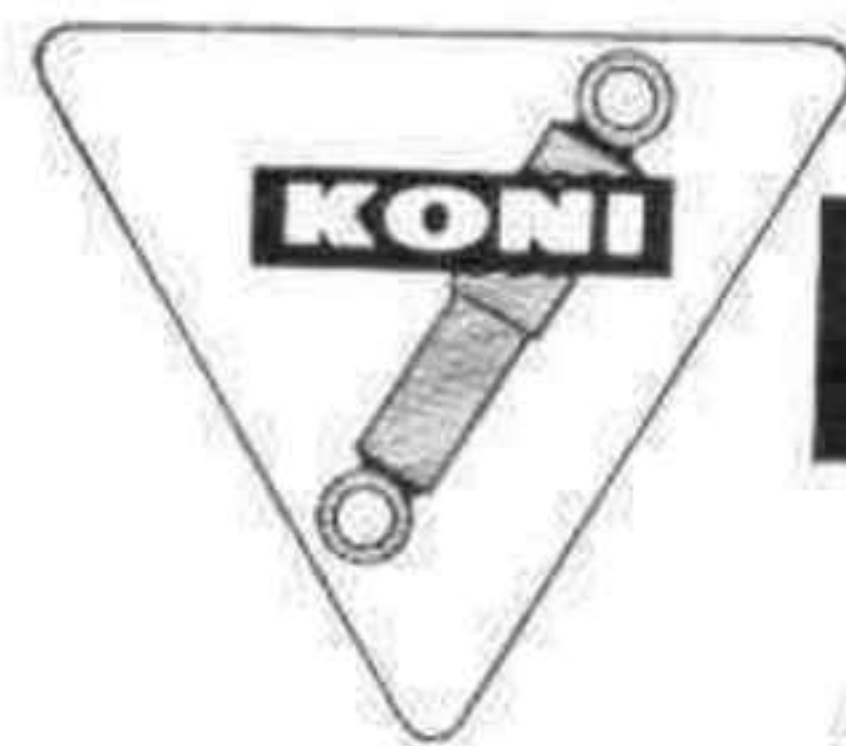
**This is the
only wheel
you control**

**...do KONI control
the other 4?**

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

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

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Tel: Crowland 316/7/8.
London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-581 1234.
Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

Make of Car Model Year

Name

Address

**Only Miller
gives you such a
brilliant choice**

CHOICE OF PRICE From £2.80 to £4.25 for BPF and from £4.10 to £6.10 for quartz halogen. All complete with switch and cable.

CHOICE OF SHAPE Round or 'square', Miller have the lamp you're looking for.

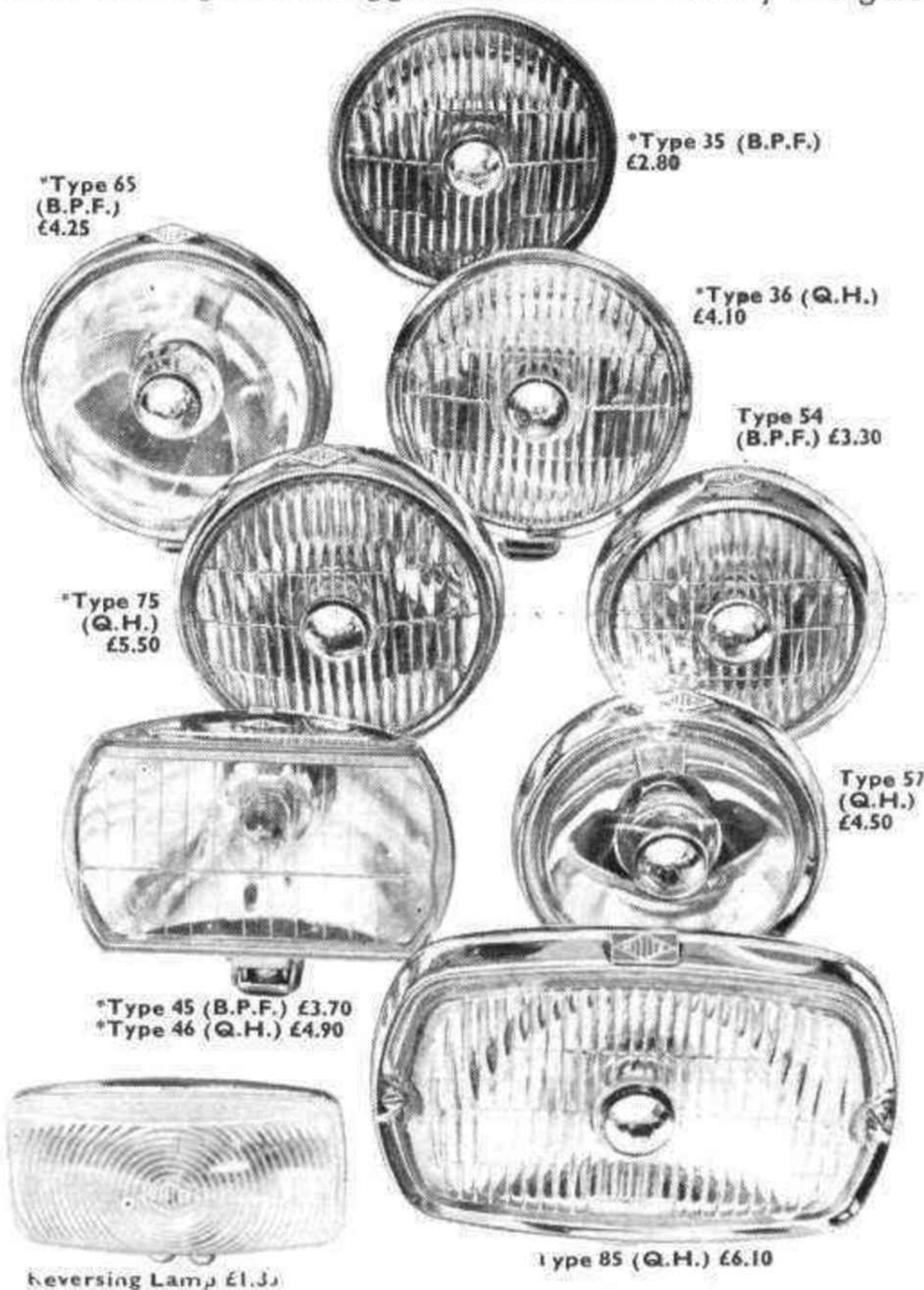
CHOICE OF BEAM Wide-angle, flat-topped foglamp or long-range, narrow-angle spotlamp.

CHOICE OF LENS Clear or amber foglamp lenses — the choice is yours.

CHOICE OF POWER Inexpensive BPF or brilliant white quartz-halogen.

Whatever kind of auxiliary lamp you want, you'll find it in the Miller range. Miller have specialised in vehicle lighting since the dawn of motoring and their skill and know-how is reflected by today's superb range. To find out which of Miller's brilliant performers is exactly right for you, write for the latest range leaflet.

Choose Miller, too, for reversing lamps, chrome fixing brackets, badge bars, toggle switches and battery chargers.



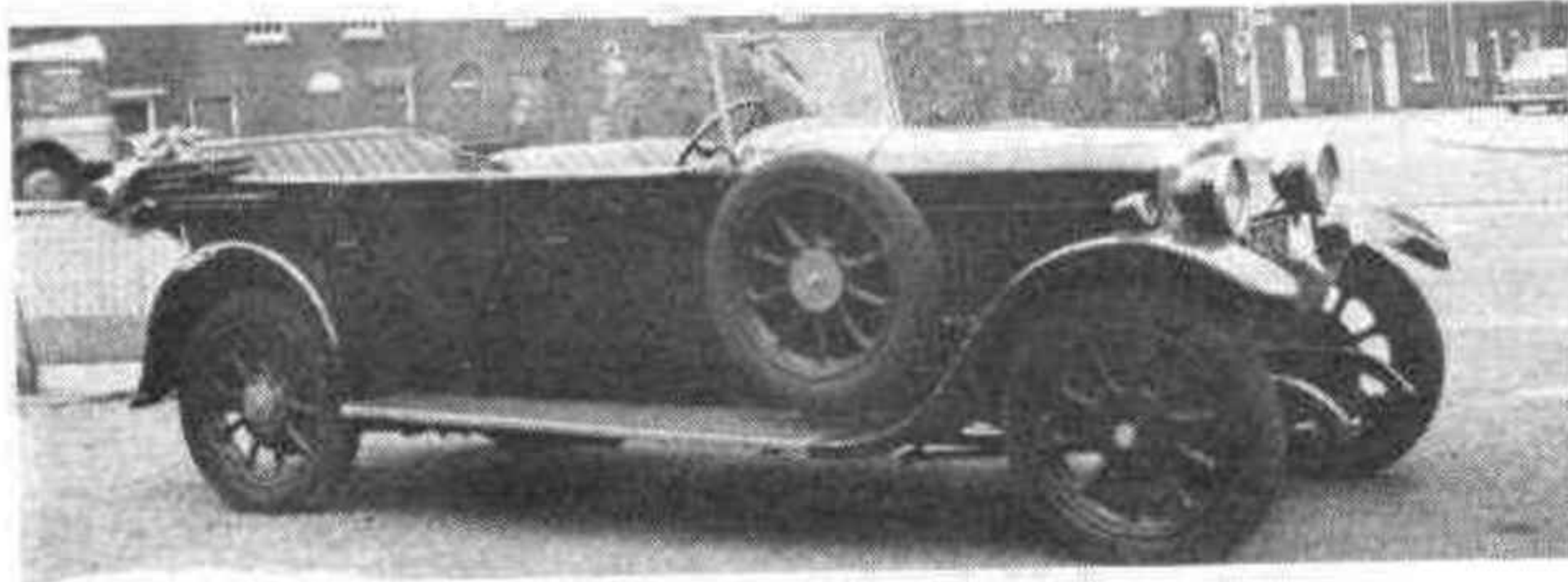
An attractive lamp cover supplied with lamps marked *



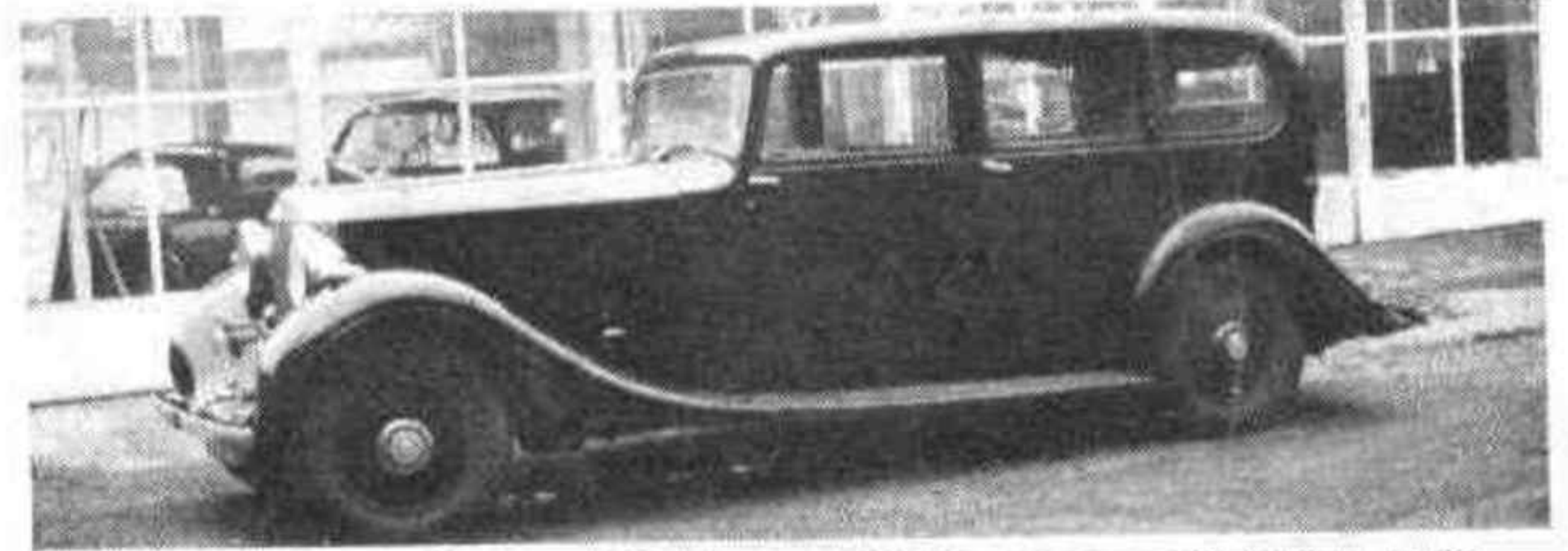
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at leading garages, accessory shops
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WE WISH ALL OUR FRIENDS & CUSTOMERS A HAPPY & PROSPEROUS NEW YEAR



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. 2 owners since 1949 and stored for considerable periods.



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. £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.

We are negotiating for two or more l.w.b. Silver Wraiths with limousine bodies and also a Silver Wraith Sedanca de Ville. More details may be available by the time this advertisement appears.

Rare **BENTLEY S.1** Continental by Hooper, reputed Show Model, reg. May 1959, automatic power steering; my own car for the past two years; much work done on chassis, engine overhaul including rebore just completed, recent repaint in deep burgundy, grey interior. A very fine car. £2,750

ALVIS TD21, 1961, manual gearbox, dark green leather; we are thoroughly servicing, the car appears to be mechanically sound and a very fair specimen for its year and must be remarkably good value at £495

HWM-JAGUAR GT coupe, built 1961 by George Abecassis; space frame, De Dion-type rear end, "D"-type head and camshafts; triple Webers, oil-cooler, etc., Alfin drums; engine just overhauled, differential unit rebuilt by makers. Blue with blue and grey leather trim, electric windows and aerial, chrome wire wheels. £2,750

***ROVER 3500 V8**, May 1969, in blue with light beige trim, automatic, radio, heated rear screen, fog lamps, head-rests, radial tyres etc. £1,395

***AUSTIN 1100** automatic, 1967, in blue with blue interior, radio first-class tyres. £395

*Both of the above cars in one family since new.

VINTAGE :

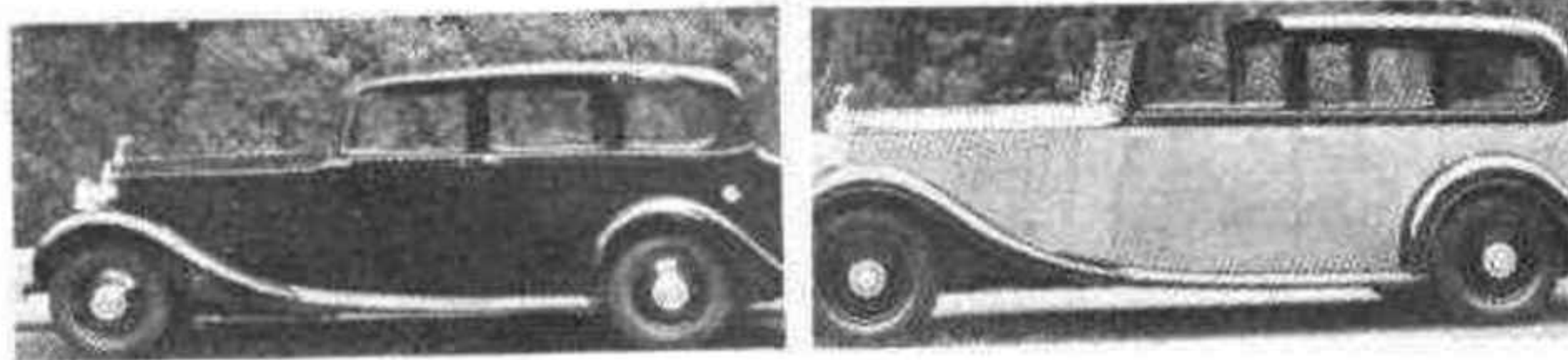
1926 **VAUXHALL 14/40** saloon, f.w.b. and 4-speed box; coachpainted black on peacock blue, good brown hide interior; highly original and practical car in good running order. £850 o.n.o.

We are offering for sale on behalf of a customer, a very early **LANCIA Lambda** Fourth Series (actual car featured in "Profile"), highly original including beaded-edge tyres, lamps, instruments, etc.; mechanically very sound, currently undergoing an extensive overhaul of the coachwork including a retrim, new hood, repainting, etc. Trimming and paintwork not yet done and offers around £1,450, or even an interesting part-exchange could be considered at this stage; alternatively, we are in a position to get the work completed to a customer's requirements.

Immediate Hire Purchase and Insurance facilities can be arranged. All types of part-exchange considered.

PAYNES PARK, HITCHIN, HERTFORDSHIRE

- P V K -



ROLLS-ROYCE Limousine de Ville by Hooper on 1935 20/25 chassis, excellent mechanics, fine leather interior. Available painted or original.

ROLLS-ROYCE limousine, 7-seater, 1939 Wraith by Hooper. Rebuilt engine and g/box, 3 owners from new. Also available repainted or original.

- BENTLEY** Mk. VI. Very rare Freestone & Webb, 2-door sporting saloon. The actual 1951 Motor Show car now being rebuilt from stem to stern. 1,500 gns.
- BENTLEY** S1, 1956. Automatic, P.A.S., excellent. Silver. 1,400 gns.
- BENTLEY** S1, 1956. Automatic, good mechanics etc., blue. 800 gns.
- ROLLS-ROYCE** 20/25, 1931. D-back saloon by Park Ward. Dismantled. 400 gns.
- ROLLS-ROYCE** 20/25, 1931. D-back saloon, very good all round, very original. 950 gns.
- ROLLS-ROYCE** Silver Clouds always coming but they go so fast. From 1,500 gns.
- BENTLEY** R-Type, 1954. Automatic, black/silver, excellent condition. 950 gns.
- MORGAN** 4/4, 1939. Over £300 spent recently. Open to offers.
- SPARES:** For 20/25 Rolls-Royce also Wraith gearbox.

Well, I hope you all had a nice and cheery Christmas, if you can read this small print, it's a sure sign that your hangover has subsided. And now is the time to invest in one of the delectable machines above. Or if you have spent too much on pressys, sell me your delectable machine. Letters only please to the address as we can't move for empties. May I take this opportunity to wish you all a Happy and Prosperous New Year.

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The following Cars are available For Sale to the Connoisseur:

- 1966 FORD MUSTANG; 26,000 miles only.
- 1965 ALFA ROMEO SPRINT. 2600
- 1932 WOLSELEY HORNET SPECIAL; restored to near original condition.
- 1949 BENTLEY CONVERTIBLE Mk. VI.; as new trim, hood, carpet and paint.

NOT FOR SALE →

Unfortunately the beautiful Silver Cloud 3 pictured right is not for sale as it has already been purchased by a discerning buyer. However, there are other Rolls-Royce and Bentley motor cars — equally as beautiful — just waiting for other discerning buyers. These are as follows:



1966 SILVER SHADOW. Leaf green over metallic silver; two owners, full history, 60,000 miles	£4,750
1962 SILVER CLOUD II. Two owners, full history, 60,000 miles. Shell over Tudor grey	£2,750
1958 SILVER CLOUD I. Midnight blue. Exquisite order	£1,650
1949 SILVER WRAITH limousine by Mulliner—restored to <i>concors</i> , P100 headlights	£1,850
1936 ROLLS-ROYCE 4-door sports saloon, FICGs. Very beautiful and unusual—super chassis... ..	£1,395
1936 ROLLS-ROYCE 20/25 Wraith—good average example	£1,250
1956 BENTLEY S1, in regal red—fine condition	£895
1960 BENTLEY S2. Shell over Tudor grey	£1,195
1965 BENTLEY S3. Two blues, 70,000 miles, two owners. Faultless	£2,495
1954 BENTLEY "R"-Type Auto. Green and simply beautiful	£895

Available from
BASIL GRAHAM

18 Danvers St., S.W.3
(Approach via King's Road and Old Church Street)

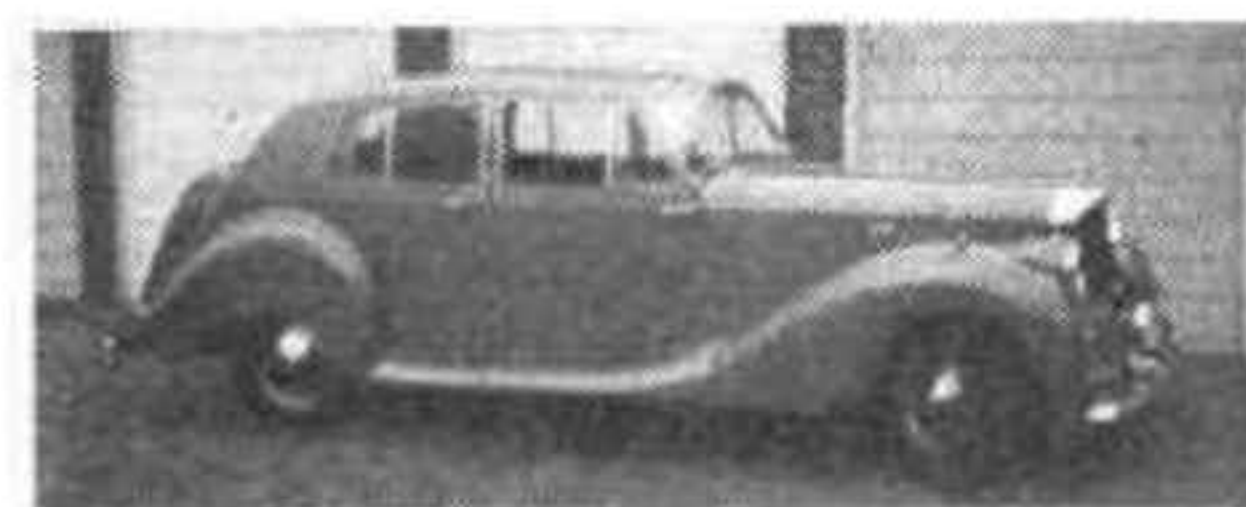
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ROLLS, 1934, 20/25 sports saloon by Hooper, beautifully restored.



1950 BENTLEY Mk. VI saloon by James Young. Exceptional.



1936 BENTLEY 3½-litre tourer. Burgundy and black. Perfect.

1936 ROLLS 25/30 by Mayfair.

1934 BENTLEY 3½ saloon, one owner; low mileage.

1934 ROLLS P.II boat-tailed tourer. Perfect replica body.

1938 BENTLEY 4½ tourer, Hooper.

1949 BENTLEY Mk. VI Vanden Plas.

1950 BENTLEY Mk. VI, Mulliner.

1951 BENTLEY Mk. VI 2-door coupé by James Young.

1951 BENTLEY Mk. VI Standard steel.

1956 BENTLEY S1 James Young saloon.

1951 ROLLS Silver Dawn, manual.



1951 BENTLEY Mk. VI Big Bore sports saloon. Choice of three.

1953 BENTLEY R-type saloon. Auto. With unusual rear window.

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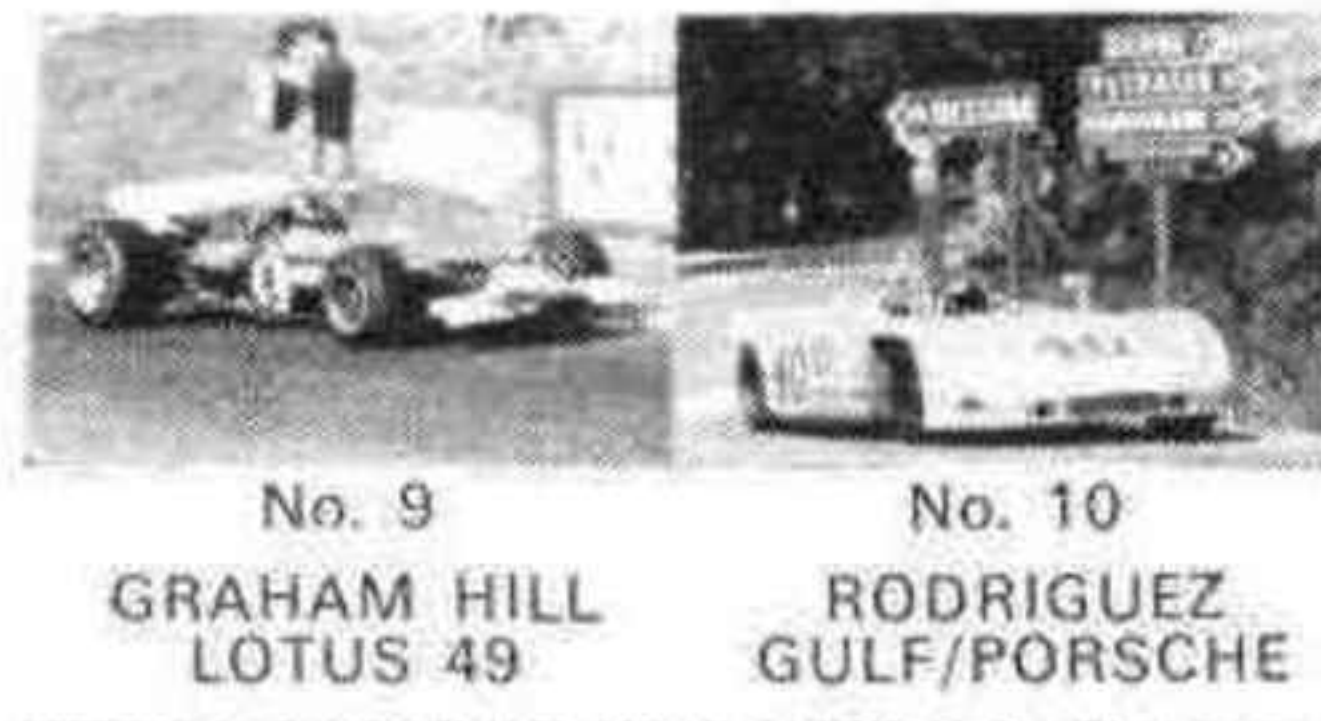
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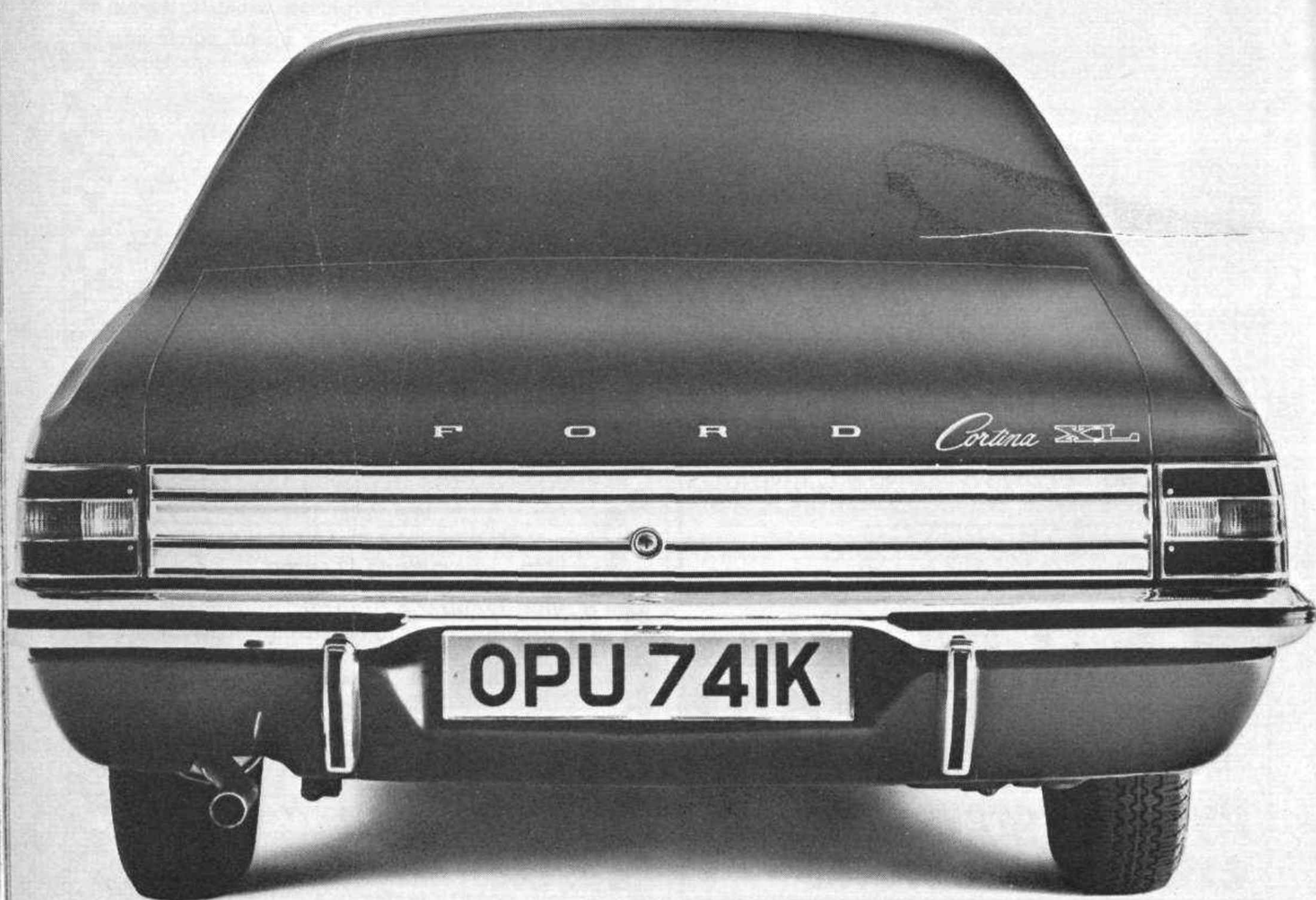
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FRONT COVER PICTURE: The MOTOR SPORT Formula Three Championship Trophy was this fine William Sibbons' portrait. The winner was, of course, the Australian Dave Walker, who will make his first appearance as number two driver in Colin Chapman's John Player Special team at Buenos Aires in the Argentine GP on January 23rd. The winning points are gained at the Shell Super Oil Formula Three meetings.

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MATTERS OF MOMENT

■ A SPORTS-CAR REVIVAL?

We have been hearing recently of how apparently staid, middle-aged people have been buying fabulously expensive German BMW and Japanese Honda motorcycles for the pleasure of travelling on something different from the common run of vehicles, or perhaps recapturing their departed youth, and no doubt doing their health a power of good into the bargain.

For similar reasons, a sports-car revival could be a distinct possibility and bring similar advantages. There was a time when enthusiasts drove open sports cars and were quite distinct from other road users who were ensconced in saloons, coupés, limousines and closed-up landaulettes.

In that golden age, although the sun did not forever shine, so-called sports saloons were something of a joke and sporting motoring was a pure-air pursuit.

Later, as *homo sapiens* grew softer, the open car diminished in popularity and rain-proof bodies took over, along with the demise of open-cockpit aeroplanes, open-top 'buses, unheated swimming-pools and coal fires. Why, even the boating fraternity (or a section of it) called for hoods and windscreens. We suggest that a sports-car revival, on a limited but worthwhile scale, may not be far distant. But to succeed it would have to centre round cars possessing equal or superior performance, in terms of road-holding, acceleration and speed, to better high-performance saloons, the essential compactness, the eye-ability of line and convenience of handling of the fast two-seater and, vitally important, weather protection as easy to call upon as opening and closing an umbrella—electrically-operated tops, perhaps.

Such cars would be distinctive, fun to own and drive, health-giving, safe, and fast on average speeds. British Leyland have the monopoly of not-fabulously-expensive sports cars in the old tradition. We hope they capitalise on this. It would be a sad day if sports MGs and Triumphs ceased to be made. Presumably the Morgan, a *true* sports car, will continue for ever and you can have an open Lotus Elan or S4; and the forthcoming new Healey will, rumour says, be an open sports car.



■ MOTORWAY MADNESS

A new expression "Motorway madness" has entered our language, although all too often it is applied thoughtlessly to luckless drivers who suddenly encounter fog on a motorway and are trying to lose speed gradually while easing over to the inner lane, rather than cram on their brakes and be rammed in the boot. Incidentally, warning lights which wink-wink when no fog and no accident is to be seen could be the cause of some of the fog pile-ups, inasmuch as they cry wolf too often, so that drivers may disregard them when the warning is vital; we have encountered such faulty lamps on the M6 and the M40 on several occasions recently. . . .

Now we have that other kind of motoring madness, initiated by Mrs. Enoch Powell, supported by her usually fearless and courageous Politician husband—MPs policing our motorways. Within days of the incident another, less distinguished, MP had indulged in a 90 m.p.h. (by jove, Sir!) motorway chase after a driver of whose driving behaviour he disapproved. Where is all this madness leading us? The police are the only persons who should indulge in such capers. We most definitely do not want MPs, or any other citizens, reporting the numbers of cars whose drivers offend them, let alone giving chase. This Gestapo nonsense is un-British, obnoxious, and could be extremely dangerous. Especially as, *pace* the Enoch Powell case, the word of the tell-tale is accepted and that of the other driver ignored. Incidentally, the second MP is a Labour representative, so fortunately Party politics are not involved!

Mrs. Powell was apparently driving a Hillman Minx at what she thought was 70 m.p.h. (but unless her speedometer is exceptional, was probably more like 65 m.p.h.) along the M4 in the outside lane. By driving in the passing lane, she was not only inciting other drivers to pass in the middle lane, but was committing an offence. A Jaguar driven by 54-year-old Mr. Rogers, a chauffeur employed by the Standard Telephone Company, who was driving Lord Caccia,

Continued on page 41

Motor Sport Fixture List For January

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Jan. 2nd	750 Motor Club (Western)	Piccadilly Farm	Cheltenham, Glos.	Sporting Trial (C)	11.00
Jan. 7/8th	The Motor Cycling Club	London, Lewdown, Kenilworth	—	45th Exeter Trial (R)	09.20
Jan. 8th	—	Pukekohe	Auckland, New Zealand	Tasman Cup Round 1 (INT)	—
Jan. 8th	—	Killarney	Cape Town, South Africa	FF Sunshine Series Round 1 (INT)	—
Jan. 8th	Harrow Car Club	Gerrards Cross	Gerrards Cross, Bucks.	Rally (C)	—
Jan. 8/9th	Daten Motor Club	Municipal Car Park	Llangollen, Denbighshire	Rally (R)	22.31
Jan. 9th	Club YPF	Buenos Aires	Buenos Aires, Argentina	1,000 Kms Race (INT)	—
Jan. 9th	Newport Car Club	Top Rank Motorport	Severn Bridge	Tour of Dean (N)	09.01
Jan. 9th	Thames Estuary AC	Lydden	Canterbury, Kent	Rallycross (C)	13.00
Jan. 15th	—	Levin	Palmerston, New Zealand	Tasman Cup Round 2 (INT)	—
Jan. 15th	—	Bloemfontein	Bloemfontein, South Africa	FF Sunshine Series Round 2 (INT)	—
Jan. 16th	Club YPF	J-M Fangio Autodrome	Balcarce, Argentina	Sports-Car Race (INT)	—
Jan. 21st-29th	Automobile Club de Monaco	Various European starting points	—	Monte-Carlo Rally (INT)	—
Jan. 22nd	—	Wigram	Christchurch, New Zealand	Tasman Cup Round 3 (INT)	—
Jan. 23rd	Club YPF	Buenos Aires	Buenos Aires, Argentina	Formula 1 Grand Prix (INT)	—
Jan. 23rd	—	Roy Hesketh	Pietermaritzburg, South Africa	FF Sunshine Series Round 3 (INT)	—
Jan. 23rd	Darlington & Dist. MC	Croft Autodrome	Darlington, Co. Durham	Rallycross (N)	13.30
Jan. 28/29th	MacTaggart Scott MC	Bilston Garage	Midlothian	Rally (R)	20.01
Jan. 29th	—	Kyalami	Johannesburg, South Africa	FF Sunshine Series Round 4 (INT)	—
Jan. 30th	—	Teretonga Park	Invercargill, New Zealand	Tasman Cup Round 4 (INT)	—
Feb. 6th	Sports Car Club of America	Daytona	Daytona Beach, Fla., USA	Six Hour Sports-Car Race (INT)	10.00
Feb. 6th	—	Surfers Paradise	Brisbane, Australia	Tasman Cup Round 5 (INT)	—
Feb. 6th	Thames Estuary AC	Lydden	Canterbury, Kent	Rallycross (C)	13.00

1972 INTERNATIONAL CALENDAR

THE 1972 season will see the beginning of two new eras of motor racing, in sports cars and in Formula Two. The major sports car races will be run to an upper limit of 3-litres and already Ferrari has shown that his flat-12 Grand Prix-inspired sports car will be the one to beat, and though the absolute power of the 5-litre cars will be seen no more, the 3-litre cars will not be visibly slower even if they are less exciting. In Formula Two the 1,600-c.c. upper limit has been raised to 2,000-c.c. (2-litres) and the rather confusing European Trophy continues with graded drivers being allowed to take part in the races, but not be eligible for the overall Trophy, so that a driver who never wins a race could be European Formula Two Champion.

The Grand Prix scene has two additional dates added to its list, the Argentine race in January and the proposed race at the Ontario Super Speedway in April, which will be a second Grand Prix for America if all the financial wheeling and dealing allows it to happen. The French GP goes to Clermont-Ferrand (the over-taking nightmare circuit) and the British GP goes to Brands Hatch, providing the safety-committee of the CSI can avoid the hysteria caused after the last Brands Hatch Formula One race. In the Formula Two list it is nice to see the Circuit of Pau added in the Championship for this classic event has stood aloof for too long, while in the Long Distance Sports Car list the Canadian race has been dropped after two abortive attempts to hold it.

GRAND PRIX RACES (for Drivers' World Championship)

Jan. 23rd	Argentine GP	Buenos Aires
Mar. 4th	South African GP	Kyalami, Johannesburg
Apr. 9th	United States GP	Riverside or Ontario, California
May 1st	Spanish GP	Jarama, Madrid
May 14th	Monaco GP	Monte Carlo
June 4th	Eelgian GP	Spa-Francorchamps or Nivelles
June 18th	Dutch GP	Zandvoort
July 2nd	French GP	Clermont-Ferrand
July 15th	British GP	Brands Hatch
July 30th	German GP	Nurburgring
Aug. 13th	Austrian GP	Osterreichring, Zeltweg
Sept. 10th	Italian GP	Monza
Sept. 24th	Canadian GP	St. Jovite, Mont Tremblant
Oct. 8th	United States GP	Watkins Glen
Oct. 22nd	Mexican GP	Mexico City

LONG-DISTANCE RACES FOR MANUFACTURERS' CHAMPIONSHIP

Jan. 9th	City of Buenos Aires 1,000 kms	Argentina
Feb. 5/6th	Daytona 6 hrs.	Florida
Mar. 25th	12 hrs. of Sebring	Florida
April 16th	BOAC 1,000 kms.	Brands Hatch
April 25th	Monza 1,000 kms.	Italy
May 7th	Francorchamps 1,000 kms.	Belgium
May 21st	Targa Florio	Sicily
May 28th	ADAC 1,000 kms.	Nurburgring
June 10/11th	Le Mans 24 hours	France
June 25th	Osterreichring 1,000 kms.	Zeltweg
July 22nd	6 hrs. Watkins Glen	America

EUROPEAN TROPHY FORMULA TWO

Mar. 12th	Mallory Park	Britain
April 3rd	Thruxton	Britain
April 16th	Hockenheim	Germany
April 23rd	Montjuich Park, Barcelona	Spain
May 7th	Pau	France
May 27th	Crystal Palace	Britain
June 11th	Hockenheim	Germany
June 25th	Rouen	France
July 9th	Tulln-Langenebarn	Austria
July 23rd	Imola	Italy
Aug. 6th	Mantorp Park	Sweden
Aug. 20th	Enna, Pergusa	Sicily
Sept. 3rd	Salzburgring	Austria
Sept. 24th	Albi	France
Oct. 1st	Hockenheim	Germany
Oct. 15th	Vallelunga	Italy

EUROPEAN TROPHY FOR 2-LITRE SPORTS CARS

April 9th	Paul Ricard	France
April 23rd	Vallelunga	Italy
May 7th	Hameenlinna	Finland
May 21st	Salzburgring	Austria
June 4th	Dijon	France
June 17th	Silverstone	Britain
July 2nd	Hockenheim	Germany
July 16th	Mugello	Italy
Aug. 15th	Enna, Pergusa	Sicily
Sept. 3rd	Nurburgring	Germany
Sept. 24th	Zandvoort	Holland
Oct. 2nd	Magny-Cours	France
Oct. 8th	Montjuich Park, Barcelona	Spain
Nov. 2nd	Jarama, Madrid	Spain

CANADIAN-AMERICAN CHALLENGE TROPHY—CAN-AM

June 11th	Mosport Park	Canada
June 25th	St. Jovite	Canada
July 9th	Road Atlanta	America
July 23rd	Watkins Glen	America
Aug. 6th	Lexington, Mid-Ohio	America
Aug. 27th	Road America, Elkhart Lake	America
Sept. 17th	Donnybrooke	America
Oct. 1st	Edmonton	Canada
Oct. 15th	Laguna Seca	America
Oct. 29th	Riverside Raceway	America

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar. 19th	4 hrs. Monza	Italy
April 16th	Salzburgring	Austria
May 21st	Brno	Czechoslovakia
June 4th	Budapest	Hungary
July 9th	Nurburgring	Germany
July 22nd/23rd	24 hr. Francorchamps	Belgium
Aug. 27th	Zandvoort	Holland
Sept. 3rd	Paul-Ricard	France
Sept. 24th	RAC Tourist Trophy	Britain
Oct. 1st	4 hrs. of Jarama	Spain

EUROPEAN TROPHY FOR GT CARS

April 3rd	300 kms. Nurburgring	Germany
April 16th	Paris GP—Montlhéry	France
June 2nd	Imola	Italy
July 2nd	Coupe Benelux, Zolder	Belgium
July 29th	Nurburgring	Germany
Aug. 27th	Swiss Trophy	Switzerland
Sept. 10th	Inter-Europa Cup, Monza	Italy
Sept. 14/24th	Tour de France	France
Nov. 12th	Portuguese GP, Estoril	Portugal

Continued on page 21

INTERNATIONAL RACE RESULTS OF 1971



Champion Driver John Young Stewart in the Champion Car, The Tyrrell-Cosworth V8

GRANDES EPREUVES
(and events for World Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed, k.p.h.	Fastest Lap	Time min. sec.
Mar. 6	South African GP—324.2 kms.	Kyalami	M. Andretti (Ferrari flat-12)	J. Stewart (Tyrrell-Cosworth V8)	G. Regazzoni (Ferrari flat-12)	R. Wisell (Lotus-Cosworth V8)	C. Amon (Matra-Simca V12)	D. Hulme (McLaren-Cosworth V8)	180.880	M. Andretti (Ferrari flat-12)	1 20.3
April 18	Spanish GP—284.0 kms.	Barcelona	J. Stewart (Tyrrell-Cosworth V8)	J. Ickx (Ferrari flat-12)	C. Amon (Matra-Simca V12)	P. Rodriguez (BRM V12)	D. Hulme (McLaren-Cosworth V8)	J.P. Beltoise (Ferrari flat-12)	156.413	J. Ickx (Ferrari flat-12)	1 25.1
May 23	Monaco GP—251.6 kms.	Monte Carlo	J. Stewart (Tyrrell-Cosworth V8)	R. Peterson (March-Cosworth V8)	J. Ickx (Ferrari flat-12)	D. Hulme (McLaren-Cosworth V8)	E. Fittipaldi (Lotus-Cosworth V8)	R. Stommelen (Surtees-Cosworth V8)	134.359	J. Stewart (Tyrrell-Cosworth V8)	1 22.2
June 6	Belgian GP	Francorchamps	CANCELLED								
June 20	Dutch GP—293.5 kms.	Zandvoort	J. Ickx (Ferrari flat-12)	P. Rodriguez (BRM V12)	G. Regazzoni (Ferrari flat-12)	R. Peterson (March-Cosworth V8)	J. Surtees (Surtees-Cosworth V8)	J. Siffert (BRM V12)	151.379	J. Ickx (Ferrari flat-12)	1 34.95
July 4	French GP—319.55 kms.	Paul-Ricard	J. Stewart (Tyrrell-Cosworth V8)	F. Cevert (Tyrrell-Cosworth V8)	E. Fittipaldi (Lotus-Cosworth V8)	J. Siffert (BRM V12)	C. Amon (Matra-Simca V12)	R. Wisell (Lotus-Cosworth V8)	179.700	J. Stewart (Tyrrell-Cosworth V8)	1 54.99
July 17	British GP—321.0 kms.	Silverstone	J. Stewart (Tyrrell-Cosworth V8)	R. Peterson (March-Cosworth V8)	E. Fittipaldi (Lotus-Cosworth V8)	H. Pescarolo (March-Cosworth V8)	R. Stommelen (Surtees-Cosworth V8)	J. Surtees (Surtees-Cosworth V8)	209.880	J. Stewart (Tyrrell-Cosworth V8)	1 19.9
Aug. 1	German GP—274.0 kms.	Nurburgring	J. Stewart (Tyrrell-Cosworth V8)	F. Cevert (Tyrrell-Cosworth V8)	G. Regazzoni (Ferrari flat-12)	M. Andretti (Ferrari flat-12)	R. Peterson (March-Cosworth V8)	T. Schenken (Brabham-Cosworth V8)	184.260	F. Cevert (Tyrrell-Cosworth V8)	7 26.1
Aug. 15	Austrian GP—319.2 kms.	Osterreichring	J. Siffert (BRM V12)	E. Fittipaldi (Lotus-Cosworth V8)	T. Schenken (Brabham-Cosworth V8)	R. Wisell (Lotus-Cosworth V8)	G. Hill (March-Cosworth V8)	H. Pescarolo (March-Cosworth V8)	212.920	J. Siffert (ERM V12)	1 38.47
Sept. 5	Italian GP—316.25 kms.	Monza	P. Gethin (BRM V12)	R. Peterson (March-Cosworth V8)	F. Cevert (Tyrrell-Cosworth V8)	M. Hailwood (Surtees-Cosworth V8)	H. Ganley (BRM V12)	C. Amon (Matra-Simca V12)	242.815	H. Pescarolo (March-Cosworth V8)	1 23.80
Sept. 19	Canadian GP—252.8 kms.	Mosport Park	J. Stewart (Tyrrell-Cosworth V8)	R. Peterson (March-Cosworth V8)	M. Donohue (Tyrrell-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	R. Wisell (Lotus-Cosworth V8)	F. Cevert (Tyrrell-Cosworth V8)	131.91	D. Hulme (McLaren-Cosworth V8)	1 43.5
Oct. 3	United States GP—319.86 kms.	Watkins Glen	F. Cevert (Tyrrell-Cosworth V8)	J. Siffert (BRM V12)	R. Peterson (March-Cosworth V8)	H. Ganley (BRM V12)	J. Stewart (Tyrrell-Cosworth V8)	G. Regazzoni (Ferrari flat-12)	185.06	J. Ickx (Ferrari flat-12)	1 43.474
Oct. 24	Mexican GP	Mexico City	CANCELLED								

Drivers' Championship Placings: 1st: J. Stewart, 2nd: R. Peterson, 3rd: F. Cevert.
Manufacturers' Championship Placings: 1st: Tyrrell-Cosworth, 2nd: BRM, 3rd: March-Cosworth.

LONG-DISTANCE RACES FOR PROTOTYPES (Group 6) AND SPORTS CARS (Group 4) FOR MANUFACTURERS' CHAMPIONSHIP

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed, k.p.h.
Jan. 10	Buenos Aires 1,000 kms.	Argentina	J. Siffert/D. Bell (Porsche 917-5-litre)	P. Rodriguez/J. Oliver (Porsche 917-5-litre)	R. Stommelen/N. Galli (Alfa Romeo 33-3)	A. de Adamich/H. Pescarolo (Alfa Romeo 33-3)	J. Juncadella/C. Pairetti (Ferrari 512S-5-litre)	H. de Fierlant/T. Gosselin (Ferrari 512S-5-litre)	186.220
Jan. 31	Daytona 24 hours	Florida	P. Rodriguez/J. Oliver (Porsche 917-5-litre)	R. Bucknum/T. Adamowicz (Ferrari 512S-5-litre)	M. Donohue/D. Hobbs (Ferrari 512M-5-litre)	T. de Lorenzo/D. Yenka/J. Mahler (Chevrolet-Corvette-7-litre)	L. Chinetti Jnr./G. Veiga (Ferrari 312-C-litre)	D. Hines/O. Costanzo (Chevrolet-Corvette-7-litre)	175.750
Mar. 20	Sebring 12 hours	Florida	V. Elfird/G. Larousse (Porsche 917-5-litre)	N. Galli/R. Stommelen (Alfa Romeo 33-3)	A. de Adamich/H. Pescarolo (Alfa Romeo 33-3)	P. Rodriguez/J. Oliver (Porsche 917-5-litre)	J. Siffert/D. Bell (Porsche 917-5-litre)	M. Donohue/D. Hobbs (Ferrari 512M-5-litre)	181.100
April 4	BOAC 1,000 kms.	Brands Hatch	A. de Adamich/H. Pescarolo (Alfa Romeo 33-3)	J. Ickx/G. Regazzoni (Ferrari 512P-flat-12)	J. Siffert/D. Bell (Porsche 917-5-litre)	H. Muller/R. Herzog (Ferrari 512M-5-litre)	J. Juncadella/D. Hobbs (Ferrari 512M-5-litre)	W. Kauhsen/R. Jost (Porsche 917-4-litre)	156.370
April 25	Monza 1,000 kms.	Italy	P. Rodriguez/J. Oliver (Porsche 917-5-litre)	J. Siffert/D. Bell (Porsche 917-5-litre)	A. de Adamich/H. Pescarolo (Alfa Romeo 33-3)	R. Stommelen/T. Hezemans (Alfa Romeo 33-3)	T. Hezemans/N. Vaccarella/R. Stommelen (Alfa Romeo 33-3)	H. Muller/R. Herzog (Ferrari 512M-5-litre)	235.883
May 9	Spa 1,000 kms.	Francorchamps	P. Rodriguez/J. Oliver (Porsche 917-5-litre)	J. Siffert/D. Bell (Porsche 917-5-litre)	A. de Adamich/H. Pescarolo (Alfa Romeo 33-3)	W. Kauhsen/R. Jost (Porsche 917-4-litre)	C. Ballet-Lena/G. Chasseuil (Porsche 908-3-litre)	T. Pilette/T. Gosselin (Lola T70-Chevrolet V8)	249.069
May 16	Targa Florio 732 kms.	Sicily	N. Vaccarella/T. Hezemans (Alfa Romeo 33-3)	A. de Adamich/G. van Lennep (Alfa Romeo 33-3)	J. Bonnier/R. Attwood (Lola T212-Cosworth FVC)	P. Keller/B. Chenevriere (Lola T212-Cosworth FVC)	M. Parkes/P. Westbury (Lola T212-Cosworth FVC)	G. Pucci/D. Schmid (Porsche 911S-2.2-litre)	129.055
May 30	ADAC 1,000 kms.	Nurburgring	V. Elfird/G. Larousse (Porsche 908-3-litre)	P. Rodriguez/J. Siffert (Porsche 908-3-litre)	G. van Lennep/H. Marko (Porsche 911S-2.2-litre)	A. de Adamich/H. Pescarolo (Alfa Romeo 33-3)	T. Hezemans/N. Vaccarella (Alfa Romeo 33-3)	W. Kauhsen/R. Jost (Porsche 917-4-litre)	171.400
June 12/13	Le Mans 24 hours	Sarthe	G. van Lennep/H. Marko (Porsche 917-5-litre)	R. Attwood/H. Muller (Porsche 917-5-litre)	S. Posey/T. Adamowicz (Ferrari 512M-5-litre)	C. Craff/D. Weir (Ferrari 512M-5-litre)	L. Chinetti Jnr./R. Grossman (Ferrari 365 GTC-4-litre)	R. Tournoil/"Anselme" (Porsche 911S-2.4-litre)	222.340
June 27	Austrian 1,000 kms.	Osterreichring	P. Rodriguez/R. Attwood (Porsche 917-5-litre)	T. Hezemans/N. Vaccarella (Alfa Romeo 33-3)	R. Stommelen/N. Galli (Alfa Romeo 33-3)	M. Pasotti/M. Casoli (Ferrari 512M-5-litre)	E. Bonomelli/"Pooby" (Porsche 910-2-litre)	C. Schickentanz/D. Kersten (Porsche 911S-2.2-litre)	198.060
July 24	Watkins Glen 6 hours	USA	R. Peterson/A. de Adamich (Alfa Romeo 33-3)	J. Siffert/G. van Lennep (Porsche 917-5-litre)	D. Bell/R. Attwood (Porsche 917-5-litre)	A. de Cadenet/L. Molschenbacher (Ferrari 512M-5-litre)	J. Greenwood/R. Johnson (Chevrolet-Corvette-7-litre)	H. Haywood/P. Gregg (Porsche 914/6-3-litre)	181.450
Aug. 7	Canadian 1,000 kms.	St. Jovite	CANCELLED						

Manufacturers' Championship Placings: 1st: Porsche, 2nd: Alfa Romeo, 3rd: Ferrari.

TASMAN RACES
(2,500 c.c. Formula and Formula 5000)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Jan. 2	Levin Trophy—121 kms.	Wellington	G. McRae (McLaren-Chevrolet V8)	N. Allen (McLaren-Chevrolet V8)	C. Amon (March-Cosworth V8)	141.526
Jan. 9	New Zealand GP—183 kms.	Pukekohe	N. Allen (McLaren-Chevrolet V8)	F. Matich (McLaren-Holden V8)	G. McRae (McLaren-Chevrolet V8)	173.635
Jan. 16	Lady Wigram Trophy—183 kms.	Christchurch	G. McRae (McLaren-Chevrolet V8)	F. Matich (McLaren-Holden V8)	G. Lawrence (Ferrari V6)	168.880
Jan. 24	Teretonga Park—160 kms.	Invercargill	N. Allen (McLaren-Chevrolet V8)	F. Matich (McLaren-Holden V8)	T. Pilette (McLaren-Chevrolet V8)	157.718
Feb. 14	Warwick Farm—163 kms.	Sydney	F. Gardner (Lola-Chevrolet V8)	C. Amon (Lotus-Ford V8)	K. Bartlett (Mildren-Chevrolet V8)	149.991
Feb. 21	Sandown Park—175 kms.	Australia	G. McRae (McLaren-Chevrolet V8)	T. Pilette (McLaren-Chevrolet V8)	F. Matich (McLaren-Holden V8)	172.372
Feb. 28	Surfers Paradise—160 kms.	Australia	F. Matich (McLaren-Holden V8)	F. Gardner (Lola-Chevrolet V8)	G. McRae (McLaren-Chevrolet V8)	166.707

Tasman Championship: 1st: **G. McRae**. 2nd: **F. Matich**. 3rd: **N. Allen**.

FORMULA ONE RACES

Jan. 24	Argentine GP—Two Heats	Buenos Aires	C. Amon (Matra-Simca V12)	H. Pescarolo (March-Cosworth V8)	C. Reutemann (McLaren-Cosworth V8)	159.614
Mar. 21	Race of Champions—213.2 kms.	Brands Hatch	G. Regazzoni (Ferrari flat-12)	J. Stewart (Tyrrell-Cosworth V8)	J. Surtees (Surtees-Cosworth V8)	174.449
Mar. 28	Quesstor GP—Two Heats	Ontario	M. Andretti (Ferrari flat-12)	J. Stewart (Tyrrell-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	—
April 9	Rothmans Trophy—177.7 kms.	Oulton Park	P. Rodriguez (BRM V12)	P. Gethin (McLaren-Cosworth V8)	J. Stewart (Tyrrell-Cosworth V8)	185.279
May 8	International Trophy—Two Heats	Silverstone	G. Hill (Brabham-Cosworth V8)	P. Gethin (McLaren-Cosworth V8)	T. Schenken (Brabham-Cosworth V8)	206.840
June 13	Rindt Memorial Race—237.6 kms.	Hockenheim	J. Ickx (Ferrari flat-12)	R. Peterson (BRM V12)	J. Surtees (Surtees-Cosworth V8)	203.100
Aug. 21	Gold Cup Race—177.7 kms.	Oulton Park	J. Surtees (Surtees-Cosworth V8)	H. Ganley (BRM V12)	C. Craft (Brabham-Cosworth V8)	185.010
Oct. 24	Rothmans Victory Race—50 kms.	Brands Hatch	P. Gethin (BRM V12)	E. Fittipaldi (Lotus-Cosworth V8)	J. Stewart (Tyrrell-Cosworth V8)	179.949

FORMULA TWO RACES (*including European Championship)

Feb. 7	Colombia GP—235.5 kms.	Bogota	J. Siffert (Chevron-Cosworth)	G. Hill (Lotus-Cosworth)	P. Westbury (Brabham-Cosworth)	149.587
Feb. 14	City GP—235.5 kms.	Bogota	A. Rollinson (Brabham-Cosworth)	R. Stommelen (Brabham-Cosworth)	D. Bell (March-Cosworth)	160.410
Mar. 14	International Trophy—173.8 kms.	Mallory Park	H. Pescarolo (March-Cosworth)	G. Birrell (Lotus-Cosworth)	B. Hart (Brabham-Cosworth)	173.934
*April 4	Jim Clark Trophy—270.4 kms.	Hockenheim	F. Cevert (Tecno TF71)	G. Hill (Brabham-Cosworth)	C. Reutemann (Brabham-Cosworth)	183.603
*April 12	Yellow Pages Trophy—189.6 kms.	Thruxton	G. Hill (Brabham-Cosworth)	R. Peterson (March-Cosworth)	D. Bell (March-Cosworth)	182.020
April 25	Circuit of Pau—193.2 kms.	France	R. Wisell (Lotus-Cosworth)	J-P. Jabouille (Tecno TF 71)	J-P. Jaussaud (March-Cosworth)	124.177
*May 2	Eifelrennen—228.35 kms.	Nurburgring	F. Cevert (Tecno TF 71)	E. Fittipaldi (Lotus Cosworth)	C. Reutemann (Brabham-Cosworth)	170.600
*May 16	Madrid GP—204.24 kms.	Jarama	E. Fittipaldi (Lotus-Cosworth)	D. Quester (March-BMW)	C. Reutemann (Brabham-Cosworth)	136.603
*May 31	Hilton Trophy—111.8 kms.	Crystal Palace	E. Fittipaldi (Lotus-Cosworth)	T. Schenken (Brabham-Cosworth)	R. Peterson (March-Cosworth)	159.594
June 13	Madunina GP—224 kms.	Vallelunga	F. Cevert (Tecno TF71)	W. Fittipaldi (March-Cosworth)	C. Pace (March-Cosworth)	153.567
June 26	Lottery GP—230 kms.	Monza	D. Quester (March-BMW)	D. Bell (March-Cosworth)	P. Westbury (Brabham-Cosworth)	218.141
*June 27	Circuit of Rouen—209 kms.	France	R. Peterson (March-Cosworth)	D. Quester (March-BMW)	G. Hill (Brabham-Cosworth)	176.476
July 25	Circuit of Imola—281 kms.	Italy	C. Pace (March-Cosworth)	G. Salvati (March-Cosworth)	X. Perrot (March-Cosworth)	185.142
*Aug. 8	Mantorp Park Trophy—273.2 kms.	Sweden	R. Peterson (March-Cosworth)	T. Schenken (Brabham-Cosworth)	C. Reutemann (Brabham-Cosworth)	153.240
Aug. 22	Circuit of Kinekulle—Two Heats	Sweden	R. Peterson (March-Cosworth)	C. Reutemann (Brabham-Cosworth)	T. Schenken (Brabham-Cosworth)	Addition of Heat times
Aug. 30	Rothmans Trophy—170.4 kms.	Brands Hatch	R. Peterson (March-Cosworth)	G. Hill (Brabham-Cosworth)	C. Reutemann (Brabham-Cosworth)	174.330
*Sept. 12	Flugplatzrennen—200.2 kms.	Tulln-Langenlebern	R. Peterson (March-Cosworth)	T. Schenken (Brabham-Cosworth)	D. Quester (March-BMW)	142.203
*Sept. 26	President's Trophy—229.1 kms.	Albi	E. Fittipaldi (Lotus-Cosworth)	C. Reutemann (Brabham-Cosworth)	J-P. Jarier (March-Cosworth)	179.235
Oct. 3	Wurtemberg Trophy—236.9 kms.	Hockenheim	C. Reutemann (Brabham-Cosworth)	D. Quester (March-BMW)	W. Fittipaldi (March-Cosworth)	189.903
*Oct. 10	Rome GP—218.4 kms.	Vallelunga	R. Peterson (March-Cosworth)	D. Quester (March-BMW)	C. Reutemann (Brabham-Cosworth)	156.352
*Oct. 17	Madunina GP—208.9 kms.	Vallelunga	M. Beuttler (March-Cosworth)	D. Quester (March-BMW)	J-P. Jarier (March-Cosworth)	156.358
Oct. 31	Circuit of Interlagos—222.8 kms.	Brazil	E. Fittipaldi (Lotus-Cosworth)	R. Peterson (March-Cosworth)	W. Fittipaldi (March-Cosworth)	173.965
Nov. 7	Circuit of Interlagos—222.8 kms.	Brazil	E. Fittipaldi (Lotus-Cosworth)	C. Reutemann (Brabham-Cosworth)	W. Fittipaldi (March-Cosworth)	170.480
Nov. 14	Circuit of Porto Alegre—180 kms.	Brazil	C. Reutemann (Brabham-Cosworth)	E. Fittipaldi (Lotus-Cosworth)	C. Pace (March-Cosworth)	170.421
Nov. 21	Circuit of Cordoba—224 kms.	Argentina	T. Schenken (Brabham-Cosworth)	C. Reutemann (Brabham-Cosworth)	C. Ruesch (Brabham-Cosworth)	Addition of Heat times

European Championship: 1st: **R. Peterson**. 2nd: **C. Reutemann**. 3rd: **D. Quester**

2-LITRE SPORTS CARS
European Trophy

April 18	Circuit Paul Ricard—437 kms.	France	H. Marko/J-P. Jabouille (Lola T212-Cosworth)	V. Elford (Lola T212-Cosworth)	J. Miles/T. Hezemans (Chevron-Cosworth)	—
May 23	Tauernpokal—237 kms.	Salzburgring	N. Lauda (Chevron-Cosworth)	A. Merzario (Fiat-Abarth 2000SP)	J. Hine (Chevron-Cosworth)	199.63
June 5	Martini Trophy—377 kms.	Silverstone	T. Hezemans (Chevron-Cosworth)	R. Peterson (Lola T212-Cosworth)	J. Lepp (Chevron-Cosworth)	194.195
July 4	Solituderennen—239 kms.	Hockenheim	H. Marko (Lola T212-Cosworth)	V. Elford (Lola T212-Cosworth)	A. Merzario (Fiat-Abarth 2000SP)	188.350
July 25	Circuit of Imola—281 kms.	Italy	H. Marko (Lola T212-Cosworth)	J-P. Jabouille (Fiat-Abarth 2000SP)	M. Casoni (Lola T212-Cosworth)	184.227
Sept. 5	Nurburgring—500 kms.	Germany	V. Elford (Lola T212-Cosworth)	C. Craft (Chevron-Cosworth)	J. Burton/P. Gaydon (Chevron-Cosworth)	170.400
Sept. 26	Trophy of the Dunes—Two Heats	Zandvoort	J. Hine (Chevron-Cosworth)	E. Swart (Chevron-Cosworth)	J. Burton (Chevron-Cosworth)	Addition of Heat times
Oct. 31	Coppa Giunti—256 kms.	Vallelunga	A. Merzario (Fiat-Abarth 2000SP)	H. Marko (Lola T212-Cosworth)	M. Casoni/J. Bonnier (Lola T212-Cosworth)	151.411
Nov. 7	Circuit of Jarama—269 kms.	Madrid	J. Bonnier (Lola T212-Cosworth)	J. Juncadella (Chevron-Cosworth)	A. Zadra (Lola T212-Cosworth)	134.393

European Championship: 1st: **Lola**. 2nd: **Chevron**. 3rd: **Abarth**.

FORMULA THREE RACES

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Jan. 10	City of Sao Paulo—153.2 kms.	Interlagos	W. Fittipaldi (Lotus-Ford)	L. Bueno (Chevron-Ford)	D. Walker (Lotus-Ford)	Addition of Heat times
Jan. 17	City of Sao Paulo—153.2 kms.	Interlagos	W. Fittipaldi (Lotus-Ford)	D. Walker (Lotus-Ford)	F. Jordan (Lotus-Ford)	Addition of Heat times
Jan. 25	City of Sao Paulo—153.2 kms.	Interlagos	G. Salvati (Tecno-Ford)	T. Trimmer (Lotus-Ford)	D. Purley (Brabham-Ford)	Addition of Heat times
Jan. 31	City of Porto Alegre—151.2 kms.	Brazil	D. Walker (Lotus-Ford)	W. Fittipaldi (Lotus-Ford)	C. Pace (Lotus-Ford)	Addition of Heat times
END OF 1-LITRE F3 RACING						
Mar. 29	Shell Super Oil—200 kms.	Brands Hatch	C. Vandervell (Brabham-Ford)	B. Bond (Ensign-Ford)	G. Birrell (Lotus-Ford)	151.327
April 17	Circuit of Montjuich—133 kms.	Barcelona	B. Lagier (Brabham-Ford)	A. Sutcliffe (Lotus-Ford)	T. Goss (March-Ford)	115.014
April 21	Coupe de Vitesse—95.5 kms.	Pau	P. Depailler (Alpine-Renault)	F. Migault (Martini-Ford)	J. Dolhem (Martini-Ford)	113.624
May 8	GKN Trophy—97 kms.	Silverstone	B. Bond (Ensign-Ford)	D. Walker (Lotus-Ford)	B. Maskell (Chevron-Ford)	169.685
May 22	Coupe de Vitesse—75.5 kms.	Monte Carlo	D. Walker (Lotus-Ford)	G. Naddeo (Tecno-Ford)	P. Depailler (Alpine-Renault)	—
June 5	Shell Super Oil—113 kms.	Silverstone	D. Walker (Lotus-Ford)	B. Bond (Ensign-Ford)	B. Maskell (Chevron-Ford)	170.869
July 3	Circuit Paul Ricard	France	D. Walker (Lotus-Ford)	P. Depailler (Alpine-Renault)	J. Hunt (March-Ford)	138.105
July 10	Rothmans Trophy—84.5 kms.	Croft	D. Walker (Lotus-Ford)	J. Hunt (March-Ford)	B. Maskell (Chevron-Ford)	140.939
July 17	Shell Super Oil—142 kms.	Silverstone	D. Walker (Lotus-Ford)	P. Rousselot (Brabham-Ford)	G. Naddeo (Tecno-Ford)	173.095
Aug. 21	Shell Super Oil—133 kms.	Oulton Park	R. Williamson (March-Ford)	D. Walker (Lotus-Ford)	J. Hunt (March-Ford)	162.743
Sept. 13	European Cup—192 kms.	Thruxton	P. Rousselot (Brabham-Ford)	P. Depailler (Alpine-Renault)	B. Maskell (Chevron-Ford)	169.185
Sept. 19	Iberia Trophy—38 kms.	Thruxton	J. Scheckter (Merlyn-Ford)	A. Jones (Brabham-Ford)	D. Purley (Ensign-Ford)	166.873
Sept. 26	Coupe de Vitesse—109 kms.	Albi	P. Depailler (Alpine-Renault)	F. Rabbionne (Martini-Ford)	F. Migault (Martini-Ford)	163.729
Oct. 24	Shell Super Oil—107 kms.	Brands Hatch	R. Williamson (March-Ford)	C. Bourgoignie (Lotus-Ford)	P. Lamplough (Palliser-Ford)	159.78

CANADIAN-AMERICAN CHALLENGE TROPHY

(Group 7 Two-Seater Racing Cars)

June 13	Mosport Park—317 kms.	Canada	D. Hulme (McLaren-Chevrolet V8)	P. Revson (McLaren-Chevrolet V8)	L. Motschenbacher (McLaren-Chevrolet V8)	175.945
June 27	St. Jovite—304 kms.	Canada	J. Stewart (Lola-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	P. Revson (McLaren-Chevrolet V8)	162.459
July 11	Road Atlanta—320 kms.	America	P. Revson (McLaren-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	L. Motschenbacher (McLaren-Chevrolet V8)	178.907
July 25	Watkins Glen—304 kms.	America	P. Revson (McLaren-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	J. Siffert (Porsche 917-10)	206.925
Aug. 22	Lexington—309 kms.	America	J. Stewart (Lola-Chevrolet V8)	J. Siffert (Porsche 917-10)	T. Adamowicz (McLaren-Chevrolet V8)	154.141
Aug. 29	Elkhart Lake—322 kms.	America	P. Revson (McLaren-Chevrolet V8)	J. Siffert (Porsche 917-10)	V. Elford (McLaren-Chevrolet V8)	175.628
Sept. 12	Dennybrooke—338 kms.	America	P. Revson (McLaren-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	G. Young (McLaren-Chevrolet V8)	191.713
Sept. 26	Edmonton—325 kms.	Canada	D. Hulme (McLaren-Chevrolet V8)	J. Stewart (Lola-Chevrolet V8)	J. Oliver (Shadow-Chevrolet V8)	152.763
Oct. 17	Laguna-Seca—275 kms.	America	P. Revson (McLaren-Chevrolet V8)	J. Stewart (Lola-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	175.752
Oct. 31	Riverside—323 kms.	America	D. Hulme (McLaren-Chevrolet V8)	P. Revson (McLaren-Chevrolet V8)	H. Ganley (BRM-Chevrolet V8)	199.123

Can-Am Championship: 1st: P. Revson. 2nd: D. Hulme. 3rd: J. Stewart.

INTERSERIES (Group 7)

May 2	Imola—301 kms.	Italy	A. Merzario (Ferrari 512M)	C. Craft (McLaren-Chevrolet V8)	L. Kinnunen (Porsche 917)	188.013
June 6	Zolder—301 kms.	Belgium	P. Gethin (McLaren-Chevrolet V8)	L. Kinnunen (Porsche 917)	T. Hezemans (Alfa Romeo 33.3)	174.822
July 4	Hockenheim—293 kms.	Germany	D. Bell (McLaren-Chevrolet V8)	L. Kinnunen (Porsche 917)	V. Elford (Lola-Chevrolet V8)	197.900
July 11	Norising—205 kms.	Germany	C. Craft (McLaren-Chevrolet V8)	P. Gethin (McLaren-Chevrolet V8)	J. Bonnier (Lola-Chevrolet V8)	183.800
Aug. 22	Keimola—231 kms.	Finland	L. Kinnunen (Porsche 917)	P. Gethin (McLaren-Chevrolet V8)	H. Kelleners (March-Chevrolet V8)	—
Sept. 12	Imola—350 kms.	Italy	B. Redman (BRM-Chevrolet V8)	L. Kinnunen (Porsche 917)	M. Casoni (Porsche 917)	144.200
Oct. 3	Hockenheim—272 kms.	Germany	B. Redman (BRM-Chevrolet V8)	M. Weber (Porsche 917)	L. Kinnunen (Porsche 917)	201.100

Winner of Interseries: L. Kinnunen (Porsche 917).

THE GULF-PORSCHE TEAM

THE 1971 WINNERS



SIFFERT
1st Buenos Aires 1,000 kms.

BELL



RODRIGUEZ
1st Daytona 24 hrs.
1st Monza 1,000 kms.
1st Spa 1,000 kms.
1st Austrian 1 000 kms.

SPORTS CARS



ATTWOOD
1st Austrian 1,000 kms.

OLIVER
1st Daytona 24 hrs.
1st Monza 1,000 kms.
1st Spa 1,000 kms.

THE MARTINI-PORSCHE TEAM



ELFORD
1st Sebring 12 hrs.
1st ADAC 1 000 kms.

LARROUSSE

van **LENNEP**

MARKO
1st Le Mans 24 hrs.

THE AUTODELTA ALFA-ROMEO TEAM



PESCAROLO
1st BOAC 1,000 kms.

de **ADAMICH**
1st Watkins Glen 6 hrs.

PETERSON

VACCARELLA
1st Targa Florio

HEZEMANS

END OF AN ERA

A SERIES of four races held in Brazil and Argentina during November brought to an end the 1,600-c.c. Formula Two which had been in effect from the start of 1967. These events, two at Sao Paulo's Interlagos track and one each at Porto Alegre and Cordoba (Argentina's single race) marked a dramatic turn in the fortunes of European Trophy victor Ronnie Peterson and March generally for they failed to win any of the races.

By the time a very mixed bag of Formula Two competitors had been selected for the South American series most team's engines were pretty tired with a season's hectic racing in Europe behind them. But, while the visitors such as Peterson, Schenken and Hill had to make do with rebuilding facilities far from home, the Fittipaldi brothers and Carlos Reutemann's entrant, Automovil Club Argentino, had an apparently never-ending supply of freshly rebuilt motors to slip into their chassis.

The first two races at Interlagos were both won by Emerson Fittipaldi's Lotus 69, although in the first event he only passed Peterson a couple of laps from the end of the second heat when the Swede got boxed in behind a slow Brazilian in a hired Lotus. Fittipaldi slipped through and Peterson was unable to get back in front in the couple of laps remaining. The following weekend Peterson again provided Emerson Fittipaldi with his main opposition, although the Brazilian had the race in the bag after the March driver inadvertently pressed the ignition "kill" button on the steering wheel.

Argentinian star Carlos Reutemann warmed up with a fourth and second place at Interlagos, then shot into prominence with a victory at Porto Alegre where Emerson Fittipaldi was beaten into second place. Nevertheless this was good enough to secure the series title for the Brazilian. Ronnie Peterson crashed the March in practice, but the damaged rear suspension was rebuilt in time for him to start the first heat and dice closely in a four car bunch with Schenken, Reutemann and Fittipaldi. But he eventually retired with lack of fuel pressure leaving Reutemann victor by less than a second. In the second heat Schenken was cruising to what seemed like a comfortable win when his engine lost its oil pressure with two laps to go and Reutemann took an overall win. The wiry Italian driver Giovanni Salvati was killed when his March ran underneath a trackside barrier after he lost control while disputing fourth place with Wilson Fittipaldi's March in heat two.

Finally, at the dusty track at Cordoba in Argentina, Tim Schenken rung down the curtain on the 1,600-c.c. Formula Two by scoring his long-awaited victory in his Rondel Racing Brabham BT36, beating Reutemann (his number two in next year's Formula One Brabham team) Hill and his much-improved Argentinian team mate Carlos Ruesch who had shown such an upsurge of form in the four South American races. Particularly notable performances over the four events had come from Rondel Racing's Bob Wollek, the young Frenchman distinguishing himself with a front row position at Cordoba and looked like following Schenken home in second position until his engine failed, and Carlos Pace. This young Brazilian has had a miserable European season in his privately backed Williams March but enjoyed enough mechanical reliability to lead one of the heats at Cordoba and demonstrate what may be forthcoming next season with a consistently reliable car.

Those who never reproduced the form expected of them included Graham Hill, whose best result was third at Cordoba and former Lotus Formula One team man Reine Wisell who never got to grips with his difficult spaceframe Lotus 69.

The first and last race in the formula was won by a Brabham, Jochen Rindt having opened the score back at Snetterton on Good Friday 1967 with a thrilling victory over Graham Hill's Lotus 48 at the wheel of his Winkelmann BT23. This was particularly appropriate for, in the five years that passed before Schenken's victory at Cordoba, more races in this category were won by the Weybridge cars than any other. In total the Brabhams, BT23, BT23C, BT30 and BT36 racked up a total of thirty victories as against eighteen scored by Lotus and seventeen by Matra. Other scores included March with ten, Tecno with nine, BMW with six (although they powered a March to victory this year), Ferrari with six and Lola with four.

Much of the success of the formula undoubtedly stems from the amazing Cosworth FVA 16 valve motor, developed by Keith Duck-

worth as part of the great Ford deal which gave rise to the DFV in 1967. Out of the 101 major races in that five year period some eighty five were won by the Cosworth FVA which was butchered about and prepared by a wide variety of engine preparation concerns with mixed results. Some produced tremendous power outputs, notably higher than average, such as the Pederzani brothers at Tecno and the Pedrazzani at Novamotor, while some others were less effective. In fact Tecno took the development one step further in 1971 when, in anticipation of the production head 2-litre F2 which starts in 1972, they used derivatives of the four-valve Ford RS1600 motors which, although unreliable, gave Tecno valuable experience for the future.

There were only two racing car constructors who used their own power units. The Ferrari Dino 166 used the 4 valve motor from the sports coupé and proved rather unreliable when it first appeared on the scene briefly in 1967. The following year things improved until, right at the end of 1968, they scored an amazing series of five victories in Italy and Argentina when driven by Ernesto Brambilla and Andrea de Adamich. They returned to Europe only to disappoint and the popular stories circulating at the time seemed to suggest that they'd mixed up some of the Tasman 2.4 V6s by mistake for the trip to South America! Subsequently the Ferraris were withdrawn and just seen occasionally when Tino Brambilla loaned one for a couple of races.

BMW started their project right back in 1967 as well, using Lola chassis in which to instal their troublesome motors until they were right. For three seasons BMW motors being winched out of the white Munich cars became a familiar sight in Europe wherever Formula Two cars raced. Then in 1970 they suddenly came right with a tremendous series of six victories and then closed their competition department, feeling that the time to withdraw was when they were well on top. This year one of the late crossflow 1970 engines was fitted to Dieter Quester's March and he proved that the power was still there by winning the Monza Lottery slipstreaming blind.

Of the drivers Jochen Rindt enjoyed success to the same degree as he sustained failure in Formula One up until the end of 1969. Driving both Brabham and Lotus machines he won a grand total of 23 races while his nearest challenger Jackie Stewart could only muster a total of eight driving Matras and one with a Brabham. Next in line comes Peterson with six, Emerson Fittipaldi and Cevert with five while Regazzoni and Beltoise both have four to their credit.

The great attraction of Formula Two has been the successful European Trophy series in which the non-graded newcomers can have their own contest scoring on a world championship system within the framework of an overall race with established aces.—A.H.



FIRST AND LAST.—Brabham cars were victorious in the first and last races of the 1,600-c.c. Formula Two, fielding competitive cars throughout the period. At the top Jochen Rindt on his way to victory at Snetterton on Good Friday 1967 with the Winkelmann BT23 and, below, Tim Schenken winning in the Rondel Racing Brabham BT36 at Cordoba in the Argentine.

RAC INTERNATIONAL RALLY OF GREAT BRITAIN

1st	: S. Blomqvist/A. Hertz (Saab 96 V4)	..	450 min. 47 sec.
2nd	: B. Waldegard/L. Nyström (Porsche 911S)	..	454 min. 00 sec.
3rd	: C. Orrenius/L. Persson (Saab 96 V4)	..	460 min. 01 sec.
4th	: H. Mikkola/G. Palm (Ford Escort RS)	..	460 min. 05 sec.
5th	: T. Mäkinen/H. Liddon (Ford Escort RS)	..	461 min. 00 sec.
6th	: S. Lampinen/J. Davenport (Lancia Fulvia)	..	465 min. 16 sec.
7th	: P. Eklund/S. Andreasson (Saab 96 V4)	..	469 min. 12 sec.
8th	: H. Källström/G. Häggbom (Lancia Fulvia)	..	472 min. 47 sec.
9th	: S. Munari/M. Manucci (Lancia Fulvia)	..	473 min. 49 sec.
10th	: S. Utraiainen/K. Lehto (Saab 96 V4)	..	474 min. 07 sec.
11th	: R. Clark/J. Porter (Ford Escort RS)	..	475 min. 39 sec.
12th	: G. Blomqvist/I. Blomqvist (Opel Kadett)	..	478 min. 28 sec.
13th	: A. Cowan/J. Syer (Ford Escort RS)	..	486 min. 57 sec.
14th	: A. Warmbold/R. Crellin (BMW 2002 TI)	..	488 min. 48 sec.
15th	: P. Faulkner/M. Peters (Ford Escort)	..	499 min. 45 sec.

Manufacturers' Team Prize: Saab, (1st, 3rd & 7th overall)
131 starters—104 finishers.

MANY MORE people watched the 1971 RAC Rally of Great Britain than the total number of spectators at every single race meeting held in Britain throughout the year. That is one authoritative estimate of the enormous interest taken in November's RAC Rally. Another estimate gave the figure as over three million, and that isn't at all unrealistic when you consider that there were more than seventy special stages and upwards of twenty time controls, each of them thronged with enthusiastic watchers.

The upsurge of interest in this event, indeed in all classes of rallying, began several years ago, and in November the thousands of spectators lining special stages, often deep in forests, in raging blizzards and at three o'clock in the morning, really have to be seen to be believed. It takes a special kind of enthusiasm to endure such conditions to watch a field of rally cars pass by, particularly as each spectator has just one opportunity to see each car on any one stage. There can be no doubt at all that this annual event is the most popular sporting occasion in Britain, overshadowing Wembley, Wimbledon, Lords and even Cardiff Arms Park.

Not only does the RAC Rally generate enthusiasm among spectators, it has also become immensely popular among competitors, and this time there was a starting field of 231 cars. There is something about the swing and the rhythm of the roads constructed by Forestry Commission engineers which lends itself to exciting motoring, and more and more overseas competitors are beginning to find that the style of special stage rallying as practised in Britain provides them with more competitive entertainment than any other kind of event. Its appeal is heightened by the complete ban on practising, for it is one of the conditions laid down by the forest administrators that no cars are allowed into the forests until the rally is about to start. This eliminates the need for lengthy and costly recce trips which all too often take the edge off the pleasure of a continental event.

The RAC Rally is essentially a rally on loose-surfaced roads. It takes place in November because roads are relatively free from tourist traffic, because the hours of darkness are longer and because weather conditions generally help to give it an extra edge of toughness. It isn't an easy rally in any conditions, for competition is fierce and after five days of almost continuous going, broken by a single night stop, the winners really feel that they have worked hard for their achievement.

Long before the RAC Rally took place the International Rally Championship for Makes had been settled, so there was no real championship significance in this, the last qualifier. Ove Andersson having won four of Europe's classic rallies during the year (Monte-Carlo, Sanremo-Sestriere, Austrian Alpine and Acropolis) Alpine-Renault was already assured of the championship. But this didn't deter the works teams from coming in strength, for this is one rally which is worth winning on its own account, whether it is part of a series or not.

Professional teams from Britain included three factory Escort RS 1700s, a solitary 1300 Marina from Abingdon whose crew set out only to win their class, and did, and an abundance of semi-professional entries from garages, dealers and the like from all over the country. From Sweden came the most regular contestants in the RAC Rally

since it first attracted Scandinavian entries, the Saab team, and they were rewarded by their fifth outright victory since Erik Carlsson first won it for Saab in 1960—the best winning record of any make of car since the rally began. The Opel team from Stockholm didn't come this time, which was a pity since they performed so remarkably well to win the Manufacturers' Team Prize in 1970. But one of their drivers borrowed a works car and entered it privately, even bringing his wife as co-driver.

From Finland came a trio of Opel Kadetts in the hands of drivers just as spirited as their Swedish colleagues. There was also a Saab entered by the Finnish factory and supported by the Swedish mechanics, whilst getting first hand knowledge of how rallying is run over here was the executive manager of the Rally of the Thousand Lakes, driving a Peugeot 204 sportingly provided on loan by a private individual.

Greder's French team of Opels were there with two Ascona's and a Manta, one of the former eventually taking the Ladies' Prize in the hands of Marie-Claude Beaumont and Martine de la Grandrive after two Finnish girls lost their lead when their Kadett broke on the last morning of the rally. The Alpine team didn't seem to be really interested in the event, mainly because it wasn't going to serve any useful championship purpose and they wanted to save their budget for another concerted effort at Monte Carlo. But when Andersson asked to borrow a works car and Nicolas did likewise they couldn't very well ignore it.

The two cars were entered privately, Thérier taking Nicolas' place in one of them, but there was a limited service network provided jointly by the factory and by Renault UK. The Lancia factory sent three cars, hoping for their third win in succession, and there were three works Fiats, two 124 Spyzers and one 125S. The Datsun team was back in strength with three works cars and two supported privateers. A team of Wartburgs had come once again from East Germany and there were two Citroën DS 21s from the Z-team in Vienna. There was a single BMW 2002 TI from the Alpina tuning concern in Germany, but there was no interest shown by Porsche whatsoever. However, the Swedish driver Waldegård—whose main ambition it is to win the RAC Rally—brought his works-prepared 911S along privately. It really was a cosmopolitan entry list, particularly when you consider the single drivers who came from such remote places as Uganda (Mehta) and Kenya (Joginder and Drews).

Unlike previous years, when the start has been from hotels around the perimeter of London Airport, rally headquarters was based at Harrogate, a rather conservative town whose population seemed to take quite readily to the high spirits of a large and sudden influx of rally competitors and their supporters. The reason for this move was to bring the rally nearer the forest areas to that there would be no need for long, boring drives before the action began. But the advantage was cancelled at the end when the route went direct from Gloucester to London without a single special stage and then north to Harrogate with but a handful to liven the journey.

No rally competitor will jib at bad weather conditions, but the RAC Rally is essentially a dirt road event and when heavy snowfalls affected the whole of the first leg and even threatened to bring the entire rally to a standstill it was transformed into something quite out of its normal character. Scandinavians are well used to snow rallies, provided they have studded tyres to cope with the very high speeds demanded and provided the stages are ploughed to remove the soft top dressing of fresh snow, leaving the firmer packed snow beneath. Neither of these aids were available on the RAC Rally, and the first part of the rally was turned into a sort of hide-and-seek as the early runners dodged up side turnings and overstayed their time at service points to allow later cars to get ahead of them. Soft snow is the trickiest of all driving surfaces and everyone wanted to have cars in front of them to clear at least some of it away, but these tactics were employed by all and the only result was the late running of nearly all the cars.

In Scotland, conditions became desperate; some stages were cancelled and others were stopped after many cars had started into them and had got stuck in the depths of the forests. Routes were changed, time controls were converted into mere passage points and extra time was given in certain places after competitors were held up by non-competing cars stranded in snowbound roads. The organisation of the rally was not geared to cope with such conditions and it was remarkable that any sort of progress was maintained at all in the north of Scotland. The organisers cannot be blamed for the weather, of course, but it would be a good idea in future to run the event perhaps in late

October when there is far less risk of snow. It is impossible to run a proper snow rally in Britain firstly because one can never really rely on its coming, secondly because the Forestry Commission forbids the use of studded tyres on its roads and thirdly because it would be enormously expensive to have ploughs standing by to clear the stages of fresh snow. It is a loose road event, and the only way to ensure that it remains so is to advance its date clear of the danger period.

Nearly all the special stages were in state forests, but there was a half-dozen or so in private estates such as Woburn, Donnington Park, Harewood, Castle Howard and Esholt. These were provided in the main for spectator entertainment, but they are really quite artificial compared with a proper forest track and most competitors are rather wary of them. If a spectator wants to see some real action the only place for him is a stage in a forest.

Just as they have since the beginning of the 'sixties, Scandinavians completely dominated the whole of the RAC Rally. Timo Mäkinen (Escort) took over the lead from about lunchtime on the first day, and when it was taken over by Stig Blomqvist and Arne Hertz in their Saab, they never lost it again. Not once did any non-Scandinavian driver ever look like challenging for the lead, and indeed in the final results Swedish and Finnish drivers occupied the first eight places, with the Italian Munari breaking the run in ninth place. The highest placed Britishers were Roger Clark and Jim Porter in a works Escort.

Practice obviously makes perfect, or near-perfect, for Finns and Swedes drive almost daily on loose gravel roads for about half the year and on snow and ice for the other half. When conditions on the RAC Rally precisely matched those proportions, small wonder that these superb drivers from across the North Sea were able to beat all their rivals.

Another feature of the event was the low retirement rate among professional crews. Works drivers are paid to drive always on the absolute limits of adhesion. For them there is very rarely anything to gain from driving at nine-tenths in order to preserve their cars, for there is always someone who will drive faster without breaking his car, and he will be the winner. At the very high speeds of the top drivers, cars are quite likely to break, and the retirement rate at the head of the field is quite often greater than that of the tail-enders. But when snow covers the special stages it not only slows the cars down a little but tends to smooth off the bumps so that less damage is likely. In this particular event the only works cars to retire were the two Alpines (one with broken differential and one with a blown head gasket after its radiator ducts were blocked by snow) and the Fiat 125S (with a seized piston).

Popular though its style may be, it's no use kidding ourselves that the RAC Rally is the best organised event in the world. It is not. For a rally of such stature, the number of timing errors which occur on special stages is scandalous. Furthermore, published stage times are invariably accompanied by pages of amendments and the whole thing is confusing to say the least. Throughout the first leg of the rally it was said in all the bulletins and releases that Timo Mäkinen was the leader. In fact this wasn't so, and the very fact that such a mistake was at all possible doesn't exactly inspire confidence. It's not as if there was any difficulty about the penalty system, for that is simplicity itself; each stage has a target time and each car is penalised by the number of seconds it takes in excess of that time. At the end of the rally those penalties are added together and the one with the least is the winner. There are little variations, of course, but basically it's just as I've said.

There is no doubt that the organisers have insufficient help to staff rally headquarters properly. But more staff means a higher cost, and that is just the thing which the rally cannot afford. Despite sponsorship from the *Daily Mirror* and income from advertisers on special stages, the rally balance sheet comes perilously close to leaning over on the wrong side. One of the biggest items of expenditure is the sum demanded by the Forestry Commission as an insurance against damage to road surfaces by competing cars. This is based on a fixed sum per car/mile, and on this particular event the planned stages realised almost ten thousand pounds. The tax derived from the enormous petrol sales is another hefty income, and when one considers the purchase tax on all the tyres used, not to mention some half-a-million pounds-worth of motor cars, it's not unreasonable to expect some of it to be ploughed back.

That such a prestigious event should be allowed to operate on a shoestring when the Government actually makes a profit from it is scandalous. It's about time it got its proper recognition; a good start would be to have the RAC represented on the Sports Council.—G. P.

SPRINGBOK SERIES

LAST MONTH we published a short report on the Kyalami 9 Hours and since then the Springbok Series has continued with all the 2-litre sports cars providing some excellent racing in and around South Africa. The field has been bolstered by some local sports cars as well as saloons.

As we close for press there is only one round remaining, on December 29th, and the championship is extremely close with just a single point separating leader, John Love from Rhodesia, who has been driving a Lola T212 sponsored by Team Gunston from Mike Hailwood who has been driving a couple of works Chevron B19s.

One of these cars has been fitted with the new Cosworth 2-litre racing engine built around the aluminium Chevrolet Vega slant four cylinder block but the engine has been very unreliable in this early stage of its development.

In the second round of the championship, the Cape 3 Hours at Killarney, victory went to Love, co-driving with Helmut Marko, after the Chevron Vega shared by Brian Redman and Hailwood hit trouble and eventually finished second.

The next three races saw an increasing challenge from the Chevron B19-FVC of the Canon Cameras team running in South Africa under Wynn's sponsorship and with regular driver Ed Swart of Holland partnered by 21-year-old local hope Jody Scheckter. The pair won the Lorenzo Marques 3 Hours in Mozambique from SA's Keizan/Verway in their Lola after the Chevron-Vega of Hailwood blew up and a similar fate befell Redman's Chevron-FVC. At Bulawayo Hailwood shared the works Chevron-FVC with Paddy Driver and won, Guy Edwards/Jackie Pretorius were an excellent second ahead of Swart/Scheckter and then at Welkom in the Orange Free State, Swart/Scheckter looked all set for another win when a puncture robbed them of victory in the closing laps and they finished second. The Red Rose Racing Chevron B19 driven by John Hine and S.A. Formula One Champion Dave Charlton took the flag.



RAC AWARD.—Pictured at the RAC Motorsports Award dinner last month is Derek Gardner receiving the Hawthorn Memorial Trophy on behalf of Jackie Stewart from Lord Camden. Gardner designed the car in which Stewart won the World Championship. Other awards were made to the winners of various RAC Championships ranging from Autotests to Sports and Saloon car racing.

Continued from page 14

EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

Mar. 19th	.. Ampus-Dranguignan ..	.. France
April 30th	.. Dobratsch ..	.. Austria
May 21st	.. Montseny ..	.. Spain
June 18th	.. Mont Ventoux ..	.. France
July 2nd	.. Trento-Bondone ..	.. Italy
July 9th	.. Cesana-Sestriere ..	.. Italy
Aug. 6th	.. Freiburg-Schauinsland ..	.. Germany
Aug. 20th	.. St. Ursanne—Les Rangiers ..	.. Switzerland

TASMAN CHAMPIONSHIP

Jan. 8th	.. Pukekohe ..	.. New Zealand
Jan. 15th	.. Levin Races ..	.. New Zealand
Jan. 22nd	.. Lady Wigram Trophy ..	.. New Zealand
Jan. 29th	.. Teretonga Park ..	.. New Zealand
Feb. 6th	.. Surfers Paradise ..	.. Australia
Feb. 13th	.. Warwick Farm ..	.. Australia
Feb. 20th	.. Sandown Park ..	.. Australia
Feb. 27th	.. Adelaide ..	.. Australia

MISCELLANEOUS RACES

Mar. 19th	.. Race of Champions (FI) ..	.. Brands Hatch
Mar. 19th	.. Le Mans Test Day ..	.. France
Mar. 31st	.. Oulton Park (FI) ..	.. Britain
Mar. 31st	.. Interlagos (FI) ..	.. Brazil
April 23rd	.. International Trophy ..	.. Silverstone
May 27th	.. Indianapolis 500 Miles ..	.. America
May 29th	.. Oulton Park (FI) ..	.. Britain
Aug. 28th	.. Rothmans 50,000 ..	.. Brands Hatch
Sept. 16th	.. Gold Cup, Oulton Park ..	.. Britain
Nov. 4th	.. Kyalami 9 hrs. ..	.. South Africa

AROUND AND ABOUT

Comment on the Racing and Club Scene

Aintree Lives—Just

THE PASSING of the Aintree circuit near Liverpool from the International calendar seems to have evoked remarkably little comment yet it does not seem so long ago that the British Grand Prix was being contested over that exciting three-mile course which nestled alongside the Grand National horse-racing track. Despite the various proposals regarding the sale of Aintree by Mrs. Mirabelle Topham the club circuit has been used as recently as 1970 and there are now plans for racing there in 1972. If, and when, the Aintree circuit is sold by Mrs. Topham then it is probable that a housing development would be built along the Melling Road and the Grand Prix circuit would be gone for ever, although apparently the horse track would be re-routed. It is fairly safe to say that the Grand Prix circuit has seen its last ever race and it is only the tremendous enthusiasm of the members of the Aintree Circuit Club that has kept the club circuit in use.

The ACC still uses the club circuit every Tuesday evening from April to September for motor racing practice sessions and the Chevron factory often brings along cars for development or shakedown testing and such Internationally recognised drivers as Brian Redman and Chris Craft know every inch of the 1.64-mile club circuit because of this. These sessions are open to spectators free of charge, although there is a nominal 15p car parking fee. The club maintains its own pavilion besides the paddock area with drinks and food available.

Two full race meetings were held during 1970 and the one I attended was particularly enjoyable, exciting and well run but, unfortunately, the RAC refused to grant a track licence for 1971 on the grounds of track safety. The work necessary to bring Aintree into line involved filling in a 1,600-ft. ditch, making earth banking vertical for the same length and the erection of a fence for the complete length, plus the final landscaping of the perimeter after the work had been completed.

Because of the possible sale of the land, the owners of the circuit would not give the go ahead for the work on the estimate they obtained. Fortunately one of the club members came up with a much lower quote, as he was able to use voluntary labour, and work is now proceeding. Thus it is planned to run a three-race meeting programme next season with meetings provisionally on May 13th, July 8th and September 9th.

Had it not been for the dedication and spirit in the club, Aintree as a racing circuit would probably have died several years ago. At present there are 250-300 members, and readers in the Liverpool area not in the club are urged to add their support. Further details of the Aintree Circuit Club from the Secretary, Chas. Nairn, 2, Mount-house Close, Formby, Lancs., L37 3LJ. (Tel.: Formby 76700.)

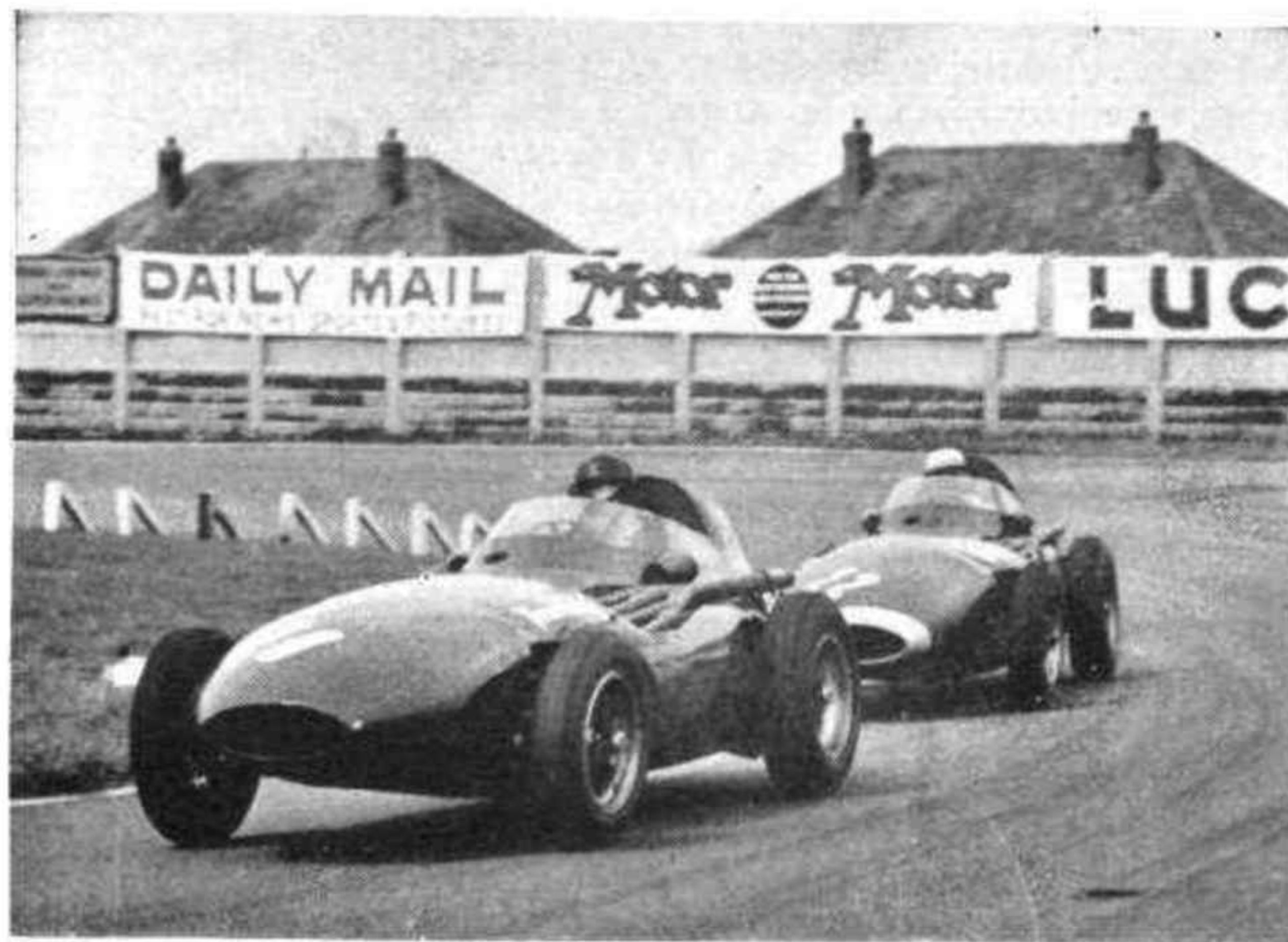
Silverstone Thrives

While Aintree fights for survival, the circuit it used to share the British Grand Prix with, Silverstone, continues to thrive. An exciting season of racing is planned for the coming year and was announced at a Press conference in December.

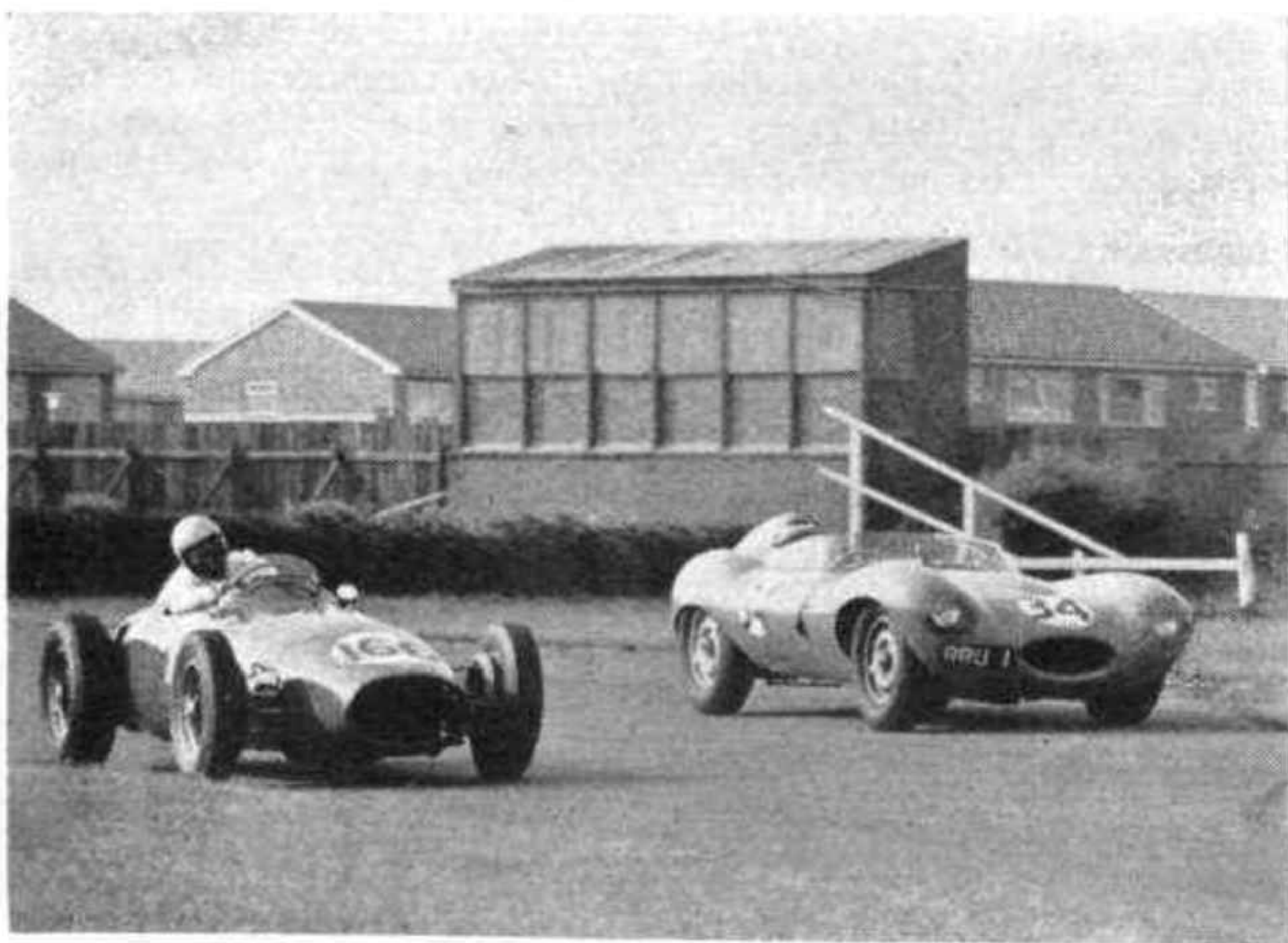
With the British Grand Prix at (GPDA willing) Brands Hatch this year, Silverstone's major meeting will be the GKN-Daily Express 24th International Trophy which will be expanded to a bigger festival of speed than ever before. For the first time the meeting will span two days, Saturday and Sunday, April 23rd-24th, and there will be a total of eight races, which will cater for Formula One and 5000, Formula Three, Formula Ford, Saloons and Historic cars. Obviously dates to mark in the diary.

A month later, on May 21st, there will be a new event called the Super Sports 200. This will be a full International on the Grand Prix circuit and the main race will be the British round of the 1972 Interserie which caters for Can-Am-type cars. As the Can-Am itself will not have started by this date Silverstone hope that several new cars destined for the American series will make their debut at this race and predict that the Formula One and outright lap record may take a knocking. This and the International Trophy will be organised by the BRDC, who, of course, now own the circuit.

On June 17th the Aston Martin Owners' Club will organise the Martini Trophy meeting which, as last year, will have a programme headed by the British round of the European 2-litre sports cars which



AINTREE THEN.—The glorious days of the Liverpool circuit, and a great day for British motor racing. In the 1957 British GP Stuart Lewis-Evans and Tony Brooks in Vanwalls. Moss later took over Lewis-Evans' car and drove to victory.



AINTREE NOW.—This slightly misleading photograph shows two cars from Nigel Moore's stable, a Ferrari 625 and a Jaguar D, enjoying a dice during a meeting in 1970. Note the Grand National jump behind.

provided particularly good entertainment last year. After a year's absence the Tourist Trophy returns, now sponsored by Esso Uniflow, and again for Group 2 Touring cars. It is on September 23rd and will be the British round European Touring Car Championship, while completing the major meetings will be a Formula 5000, event on August 6th.

There will be several championships based at Silverstone, including, for the third year running, the Triplex Saloon Car Championship, but for the first time there will be Triplex rounds elsewhere. Also based on Silverstone are two completely new competitions. One is the Daily Express Formula Ford championship which will have 11 rounds, eight of them at Silverstone with four as supporting events at International meetings, so they should be hard fought. Then there is the Vandervell Award for Novice Drivers. Drivers who enter the competition must have novice status at the time and not have been racing for more than a year, but they may score in any Silverstone meeting even after they have been upgraded. However, to do so they must finish in the first four in their class irrespective of the experience of the other drivers.

Club racing will continue at Silverstone apace, although those meetings previously organised by the Notts Sports Car Club will now be run by the BRDC, including the three bank holiday dates. As well as other Championship club meetings, there will be two VSCC dates, plus eight other amateur meetings and again there will be an International motorcycle meeting in August.

Over the next few months the circuit will be concentrating their efforts on further improving circuit safety, in accordance with recommendations by the CSI; will construct an all-weather ring road

around the outside of the Grand Prix circuit to aid traffic flow and further improve spectator banking. As Peter Clarke, Chairman of Silverstone Circuits Ltd., said, "Nobody grudges a penny of what we have to spend on circuit safety but it cannot be denied that the ever-increasing complex nature of the improvements required, and the high cost of them, put limits on what we can do in other directions". Thus, although plans exist for a much-needed underpass into the paddock and technical centre they will obviously have to wait. Silverstone also has plans to develop further as a leisure centre for pastimes other than motor racing and there has also been talk of a Motel being built within the grounds. Obviously Silverstone is looking to the future while having an exciting season directly ahead.

Ford Competition Plans In 1972

Ford is now the only one of the big four British motor companies to run a fully-fledged competition programme, so when they throw a Press party to announce their 1972 plans it is obviously an important occasion. Very much in charge of the proceedings was the company's Director of Motorsports, Stuart Turner, who was as erudite as ever. Possibly his most important pronouncement was regarding a super Ford Cosworth DFV Formula One, which has long been rumoured. Turner confirmed that a design for such an engine had been completed by Keith Duckworth but these special engines would only be produced for selected drivers "if they became necessary". In other words, if the BRM V12 and Ferrari flat 12 engines prove too much for the production Cosworth V8s (now, incidentally, reduced in price to £6,500) then the new Mk. 2 versions will be installed in the back of the cars of those selected by Cosworth rather than Ford.

On the saloon car front the competition department at Boreham will enter an Escort RS1600 in the European Touring Car Championship to be driven by Gerry Birrell, of whom Turner had considerable praise, and the Belgian Claude Bourgoignie. Capris will also be entered in the Championship but by Ford of Germany. In Britain there will be a works Ford Capri RS2600 but this will be run by Malcolm Gartlan Racing for their regular driver Brian Muir, who previously has driven a Chevrolet Camaro for the team. For the third year Gartlan will enjoy sponsorship from the go ahead Wiggins Teape paper firm, who will also be sponsoring the British Saloon Car Championship and renaming it the Wiggins Teape Paper Chase. This news had been announced at an earlier function.

Ford is also considering plans to enter a GT70 and possibly even Capris in selected long-distance sports-cars races and, particularly, have their eye on the Targa Florio and Le Mans, although a final decision on this has yet to be taken. On the club scene the company will continue to back the Escort Mexico Challenge and there will be much stricter scrutineering and will also assist the brave and skilful lady driver Gillian Fortescue-Thomas in this category. Mrs. F.-T. will also drive a Don Moore-prepared full-house racing Escort in club events and possibly also race a Ford at International level.

Ford are also running an excellent bonus scheme which, for the first time, embraces single-seater racing, including Formula Two, Formula Three and Formula Ford and further details of that are available from Boreham. Turner said that he is only interested in Rallycross if it is being televised and spoke compulsively about rallying although Ford will have a reduced programme.

DAF, Too

Holland's only motor car manufacturer, DAF, has also announced competition plans, the firm having actively supported motoring sport for several years. For 1972 the programme will centre on Rallycross and Hill-Climbs events. For Rallycross there will be two DAF 555 coupés which will be powered by Ford BDA engines, but driving through Variomatic transmission to all four wheels. The two works cars will be driven by brothers, Jan and Harry de Rooy, the former having already been seen many times in England, and their programme takes in Rallycross events all over Europe. As the 1971 season came to an end Jan de Rooy was proving the man to beat with a victory at Croft and then on the televised Cadwell Park meeting where he trounced the works Capri 4-w-d.

In Belgium, DAF will be giving technical assistance to a Huron Group 6 car which will also be powered by a BDA Ford engine through Variomatic transmission. The driver will be Jean Louis Haxhe, who has driven for DAF in rallying, and he will aim primarily at hill-climbs. DAF will participate occasionally in International rallies.

Tyrrell Wins Ferodo Award

At a recent function at the Dorchester Hotel Ken Tyrrell received the Ferodo Trophy, generally considered to be the most prestigious award in British motor racing for someone other than the drivers. Tyrrell was selected by an independent panel and received the award from Prince Paul-Alfons von Metternich-Winneburg, who is President of the CSI and of the Automobile Club von Deutschland. Ken Tyrrell, not normally noted for being loquacious, made an excellent speech, during which he paid homage to his two drivers, Jackie Stewart and Francois Cevert, who were both present, his designer Derek Gardner and his team of mechanics led by Roland Law and Roger Hill. He also thanked the British motor component industry in general and Ferodo in particular, for the support they had given him since he turned a constructor in his own right.



RACING ROUND BIRMINGHAM.—Back in the summer we wrote an article on the possibility of a race round the Birmingham inner ring road. Since then a longer circuit has been drawn up by a quantity surveyor M. L. Green and local Formula 3 driver Terry Ogilvie-Hardy and this has received the go-ahead from Birmingham County Council. If all the legal problems can be ironed out the proposed race looks as if it could be on for 1973. Meanwhile, Ogilvie-Hardy's Project XR3 car has been photographed on the circuit for publicity purposes.

● Winner of the first prize in a photographic competition sponsored jointly by Gulf Oil (GB) Ltd. and *Motoring News* is Mr. J. J. Dryden, of Hexham, Northumberland, who recently received a cheque for £200. In total there were prizes of £700 and members of the panel selecting the winners included Derek Bell, Tony Brooks and R. H. Mason, the President of the Royal Photographic Society.

● Owners of Daimler SP250 models will be pleased to learn that there is a special section for their cars in the Daimler & Lanchester Owners' Club. B. T. R. Thorne is the Secretary and he tells us that since the section was formed just over a year ago some 150 members have been recruited. At present he is trying to compile a record of the whereabouts of every SP250 that was produced and requests all owners, regardless of whether they wish to be members, to inform him if they own such a car. However, it would seem worthwhile joining with a monthly magazine, technical advice, a library and spares service available as well as social functions. Contact Mr. Thorne at 57, Northcote Road, London, SW11. (Tel.: 01-228 4522.)

● Having recently driven the staff car, a BMW 1600, fitted with the Torino Wide Oval tyres I can offer some constructive criticism as promised. Undoubtedly the tyres offer really phenomenal grip on the road but their main fault seems to be an alarming tendency to "white line". So much so that we could not really recommend them, although so far the wear seems to be better than expected. For Formula Ford competitors Firestone continue to offer the tyres at 50% discount.

—A. R. M.

BOOKS FOR THE NEW YEAR

"Ford", by Booton Herndon. 408 pp. 9 in. × 5½ in. (Cassell & Co. Ltd., 35 Red Lion Square, London, WC1. £3.00).

There have been a great many books about Henry Ford and Ford cars. This one breaks new ground by being "an unconventional biography of the two Henry Fords", to quote its dust jacket. Because it deals with the personality, particularly, of Henry Ford II, or "Mister Ford", the very remarkable man who controls the destiny of the Ford empire as now constituted, it is essentially readable, by those who enjoy a human story and are not put off by journalese. Only an American, surely, could have written Herndon's long-winded pompous dedication to his wife Bonnie, which should perhaps have warned of what was to follow. Herndon paints a very complete word-picture of Henry Ford II, even down to his marriages, how his daughters regard him and other intimate domestic details, even to his love-making.

As a contribution to motoring history the book is less effective, although providing some items of much interest about a Company which, in my opinion, more than any other, the bigger GM organisation not excluded, sells the most effective transport to the greatest number of people around the world. Henry Ford II's love of motoring sport comes over well—his long hours in his "box" at Le Mans awaiting the GT40 victories, his desire for Ford to have a four-speed gearbox in American productions, realised in the Mustang, his liking for visible road-wheels and vivid colours and his driving ability, whether at the wheel of his personal maroon 4-speed Cougar with dark leather upholstery, or driving a prototype Cortina fast round Montlhéry track.

Of the snatches of motoring interest, let me quote the story about Henry Ford II having to be reminded of what a Lotus Elan is and of the complexity of the American Ford range of models, to the extent that top executives carry charts to enable them to remember and identify the different models, with one official defeated by an XL convertible parked outside Ford's Central Office Building.

Ford's contempt for Nadar (Henry Ford II dealt direct with Ralph Nader whereas GM used underhand tactics and had to apologise) and his safety fetishes and for the Japanese no-imports policy is well covered. We are reminded of old Henry Ford's anti-Semitism and how Henry II seems to be still fighting to erase the memory of it (do Jews drive Fords?), are told how new Ford models are evolved for Henry II's approval or rejection (the Maverick had to prove itself over six-months' sales in two-door form before he would sanction a four-door version) and are told again of Iacocca's instant-success with the Mustang, the Ford answer to GM's Monza which Ford had failed to match with modified Falcons, and of how he conceived the Lincoln Continental Mk. III by blending a Rolls-Royce "hood" with "The short deck of the old Continental", and of the unfortunate Edsel episode.

The book tells of Henry Ford contemptuously referring to a friend Pat Doyle's Volvo as "that Volkswagen", of how the Ford Mustang and Cougar won back owners from General Motors, and of how Ford ran into difficulties when attempting to manufacture the sub-compact Cardinal in America. The book compares the two Henry Fords in a fascinating manner but is written in popular, quick-fire style, so that one cannot be sure of the integrity of all the anecdotes it reveals. We are told that when he asked for a Cortina Henry Ford II was sent "the only all-black one", as a joke; but a day after reading the book I saw a black Cortina! And did the new Model-A Ford really "pass everything on the road" in 1927, for example? However, the book is a contribution to Ford history and legend which cannot be altogether denied and it does much to enhance the great Ford reputation—an organisation which may have failed to buy Nordhoff or Ferrari into its way of life but which "has ten US-based aeroplanes, including five jets, and a Ford hangar at Detroit bigger than the terminal buildings at many airports", according to the non-technical, Plymouth and MG-owning author of "Ford", who produced his prolific book after personal interviews with top Ford personnel, including Henry II himself.—W.B.

"The Chequered Year", by Ted Simon. 280 pp. 8½ in. × 5½ in. (Cassell & Co. Ltd., 35, Red Lion Square, London, WC1R 4SJ. £2.85)

This is the intimate story of a season of Grand Prix racing, as seen by a Fleet Street-type journalist who spent all his time with the team.

The result is a readable account of what went on, with pen pictures of the drivers' attitudes, the technicalities of the cars and so on, in the popular idiom.

Each race venue gets a chapter to itself—Kyalami, Brands Hatch, Madrid, Silverstone, Monte Carlo, Belgium, Holland, France, Britain, Germany, Austria, Italy, St. Jovite, Watkins Glen and Mexico being some of the chapter headings. There are some excellent pictures of the celebrities, mostly in off-duty situations.

The whole story has been woven around March Engineering's efforts in their first year and the early chapters concerning the formation of the company are the high spot of the book.

The disappointment is that the book is out of date, covering as it does the 1970 season.—W.B.

"Motor Racing Year—1972 Edition" 127 pp. 9¾ in. × 7 in. (MRP Ltd., 277-279, Grays Inn Road, London, WC1. £1.50).

Many of the now-prolific motor-racing annuals are out of date. Here is one which reports in detail and illustrates the 1971 F1 races, with supporting chapters on F2, F3, and F5000 and chapters on other topical aspects of the sport. Some of the type-face is very small, the illustrations are rather flat—good without being exceptional—and so quickly has this 1972 edition of a popular record of the past season's racing been produced that the cover pictures depict Siffert's Gulf Porsche, it being too late to erase them. A useful record to have on the bookshelf.—W.B.

"When the Flag Drops", by Jack Brabham, 240 pp. 8½ in. × 5½ in. (William Kimber & Co. Ltd., 22a Queen Anne's Gate, London, SW1. £2.50)

Autobiographies and biographies form a very important part of any motor racing enthusiast's library and this book is very much the definitive story about the Australian and his amazing 23-year career. In fact the book was written by journalist Priscilla Phipps, who writes under the name of Elizabeth Hayward, from tapes made by Brabham.

No one could ever describe Brabham as extroverted, yet, for the book he has revealed things that at the time he kept very tight-lipped about and this is perhaps the main fascination of the work.

Brabham is a straight-forward sort of man with no great hang-ups and this is the way he emerges from the book. At heart he is a racer and one feels that he retired with very mixed feelings. There is a lot of ground to cover with a career starting in the dirt ovals of Australia and concluding in the sophisticated world of Grand Prix racing and the story is told without too much of the "from Silverstone we went to Monza" kind of thing. Brabham's other great love is flying and the chapter on his experiences in the air is one of the best and certainly most exciting in the book. Illustrated with all the right photographs the book is worth its £2.50 cover price, so have your book tokens ready.—A.R.M.

* * *

G. T. Foulis & Co. Ltd., Henley-on-Thames, Oxon, have issued a number of reprints of their early motoring books, under the title of "Motoring Classics". The first to arrive, nicely dust-jacketed, were "Wheels At Speed" by Prince Chula, the detailed story of "B. Bira's" first season's racing, "Wheelspin" by C. A. N. May, being a nostalgic driver's-view account of those never-to-be-forgotten mud-trials of pre-war times, including the long-distance MCC classics, up to 1939, and "Specials" by John Bolster, the latter self-explanatory and an excellent introduction to the pre-war one-off sprint and racing specials, although one would have wished that Bolster had corrected a few errors, notably those relating to the Chittys, the Brooke Special captioned as at Brooklands when it was at Albi, etc. Each of these welcome reprints sells for £2.80. Each is a uniform 8½ in. × 5½ in. Foulis have also issued a third, revised edition of "The Zeppelin in Combat" by Douglas Robinson (417 pp., 9 in. × 5½ in.), which we reviewed previously. It is priced at £5.50.

CARS IN BOOKS

FROM a chapter in "Bears In The Caviar", by Charles Thayer, of the American Embassy in Moscow (Michael Joseph, 1952), comes a remarkable contribution to Rolls-Royce legend or anecdote. The author recalls the Rolls-Royce limousine, of about 1913 vintage, which he bought from Sir Stafford Cripps, then British Ambassador in Moscow, around the year 1938. It had belonged to a British subject who died in Leningrad and Sir Stafford Cripps had put it up for sale in order to settle her estate. It was bought for 50 dollars and a damaged typewriter and tuned by Stannard, the chief American mechanic in the Embassy.

The Rolls-Royce then went so well that Russians who were amused by its crate-like body were challenged to a race, over a kilometre. The author describes such a race against a Russian Ford which had a top speed of 65 m.p.h. The old Rolls was out-accelerated by the Ford but worked up to "a good 75 m.p.h." and forged ahead, to win by 100 yards. It cost the Russians 20 roubles. The author describes how he steered while the mechanic "twisted valves, pumped pumps and adjusted levers", and finally "slipped into a super-high-speed gear". All of which suggests legend rather than fact, unless the passenger was pumping up air pressure, advancing the ignition and "tuning" the governor. How speed was judged to within five m.p.h. when "the speedometer didn't work" and how the mechanic changed gear from the passenger's seat with the r.h. gear-lever is inexplicable, but I add this piece of Rolls-Royce lore to the mounting stock of legends.

The author goes on to say that after several more successful races he was warned by Walter Thurston, the then-Embassy Counsellor, that racing in a Rolls-Royce on Stalin's favourite highway (the Mozhaiski Chaussée—"the one good road in Russia") was a little undignified for diplomatic secretaries. The old car was kept running when war broke out, as a possible escape route from Moscow, but was hit by a German incendiary bomb when standing in the Embassy back yard. It was not badly damaged but the radiator was apparently sold for its nickel to the Soviet Scrap Metal Trust for 75 dollars. Later, so we were told, Leino, the American-Finn Embassy carpenter, turned the back seat into a water closet for use by Government staffs at the Ambassador's residence at Spaso House—"probably the first Rolls-Royce water closet in the history of plumbing". Fact or fiction, I wonder?

"Those Were the Days" by Edward N. Hewitt (Duell, Sloane & Pearce, 1943), lent to me by David Thirlby, contains some significant motoring reminiscences. There is a reference to "a fine looking electric car" bought by Mrs. Hamilton Fish of Gramercy Park, presumably before the turn of the century, which, because she did not understand its controls, ran down a Negro pedestrian on Third Avenue three times in succession, as she reversed to and fro, as in a comic film-strip, without hurting him, which reminds us that ladies used electric cars in the pioneer days. But apparently this put Mrs. Fish off them, as she is reported to have left hers where it finally stopped and never used it again.

More significant are the author's remarks about the cars for which he was responsible. He was a chemist at the family glue factory but had designed an automobile, on which he had been working for several years when his father died in 1903. He secured a partner and set up to make the Adams-Hewitt car in an old livery stable between Madison Avenue and Fifth Avenue, New York, a block away from the family factory, which by then extended from Madison to Fourth Avenue, all the region round about being then open country.

Hewitt took his small single-cylinder car to England and formed the Adams-Hewitt Company (see "Fragments On Forgotten Makes", No. 6 MOTOR SPORT, September 1958). He says that about 3,000 were made before the venture failed, "due to very bad management". Hewitt's agreement provided for obtaining any engines and gearboxes and other parts he needed at a very low price—"much cheaper than the figure at which they could be made in small lots in the United States, at that time". He therefore began production in America, from a new factory at East 31st Street, New York. But the vogue for the single-cylinder car had passed. Hewitt had been deterred from designing a multi-cylinder car because machine tool work for them was so costly. He now "designed and built the first V-eight engine made in this country" (America). It was exhibited at the 1907 Madison Square Garden Show, along with Ford's first Model-T. Hewitt says the Model-T was not even complete but that Ford got lots of orders on account of its low price, whereas he only obtained a few

orders for the expensive V8 Adams-Hewitt. Incidentally, a complaint had been received from Nairobi, where an American had a single-cylinder Adams-Hewitt bought in London, that its speed was too low, as it only just escaped from a charging rhinoceros!

Hewitt turned to designing heavy trucks, with forward control, driver and mate seated one each side of the engine. These became the Mack trucks and the author claims that he was the first to rubber-mount truck engines, exhaust-heat the inlet manifold and to use a "squig" shape combustion chamber, which Ricardo later patented but had to withdraw when shown the original Mack cylinder. Hewitt also claims to have introduced "helper" springs and re-bounce springs for heavy trucks.

The first Hewitt-designed Mack truck was a 5-tonner and in 1906 he claims to have built the world's first 10-ton truck. Apparently 40 of these were used by Burns Bros., the coal merchants, who are said to have had them until 1916, after which their long-wearing axles were in demand for trailers carrying heavy iron beams in New York, where, Hewitt says, they were still in service in 1943. Another Hewitt product was a horizontally-opposed two-cylinder truck with under-floor engine, of which "about 200" were made before cheaper machine tools made it more economical to install a four-cylinder engine.

The book relates how the Hewitt Motor Co. became associated with the Timken Roller Bearing Co. and lent it much money on the instigation of their manager, Mr. Preston, who absconded, having spent the money on unsuccessful gambling, and committed suicide. The old business grew too big for its premises and Ambrose March raised 600,000-dollars capital in a day, to found a new factory at West 64th Street and 10th Avenue, but the Mack finance suffered at the time because they, according to Hewitt, had taken on the Saurer, then, apparently, "an out-of-date truck design . . . not suitable for manufacture and sale in this country". [I rather think post-war Saurers retrieved the position!—ED.]. Hewitt was out-voted and Mack and Saurer amalgamated. The Mack name was retained for publicity purposes but all subsequent designs, Hewitt says, were his. He was still a Mack consulting engineer in 1943. The first 5-ton Macks went to the Valvoline Oil Co. and Lion Brewery of New York took several, after querying the thinly-worded six-months guarantee!

The original Hewitt factory in America became a garage, in Mrs. Hewitt's name, when the company moved to the larger premises, this garage claiming to be the first with a ramp instead of an elevator for getting cars to the upper floors—that was in 1910/1911.

In a separate chapter Hewitt describes the Locomobile steamer of which he took delivery in 1899, on the same day that Edison's eldest son, Thomas, acquired his. The only other car in the region at that time was William Vanderbilt's Panhard. Adventures with escaping flames, auto-feed troubles, low water level, broken wheel spokes, etc. are described, the Locomobile's water range being 20 miles. Broken wheel spokes were replaced by suitably-modified umbrella ribs. A 140-mile run was once accomplished in a day but when the Locomobile's errant flames set fire to the spare tyre and scorched the luggage hamper so that Mr. Hewitt's trousers therein were damaged, the creases giving way that night at a dinner party given by the Duke and Duchess of Marlborough, the Locomobile was never used again!—W. B.

THE "MODEL ENGINEER" EXHIBITION

THOSE of our readers who like models should note that the 41st *Model Engineer* Exhibition takes place at Seymour Hall, London, W1, from January 4th to 15th, Sunday excepted. It opens at 2.30 p.m., remaining open on other days from 10 a.m. to 9 p.m., except for the last day, when the doors close at 7 p.m. Admission is 25p, children 15p, accompanied under-5s free. Cheaper pre-booked tickets are available from the organisers MAP Ltd., 13/35 Bridge Street, Hemel Hempstead, Herts. A steam passenger train, flying displays of electric model aeroplanes, a big boat pond and war games in action are amongst the attractions.

CONGRATULATIONS, MECCANO!

WE are delighted to learn that the financial set-backs of Lines Bros. will not apparently stop the production of the Meccano miniature constructional system. Although down the years coloured parts, plastic parts and other horrors have happened to it, Meccano remains the premier medium for teaching the young and old about engineering. It is to continue to be made, by Meccano (1971) Ltd., from the former address at Binns Road, Liverpool. Incidentally, the *Meccano Magazine*, which we remember from its single-broadsheet editions of long ago, is still published, by a separate concern.

THE RACING MEMORIES OF J. C. BYROM

Recalled in a Recent
Interview with the Editor

AFTER THE WAR.—J. C. Byrom, returning to his first love, drives his Type 35B Bugatti in a VSCC Itala Trophy Race at a 1949 Silverstone Meeting, where many successes were achieved. This Bugatti is now raced by Neil Corner.

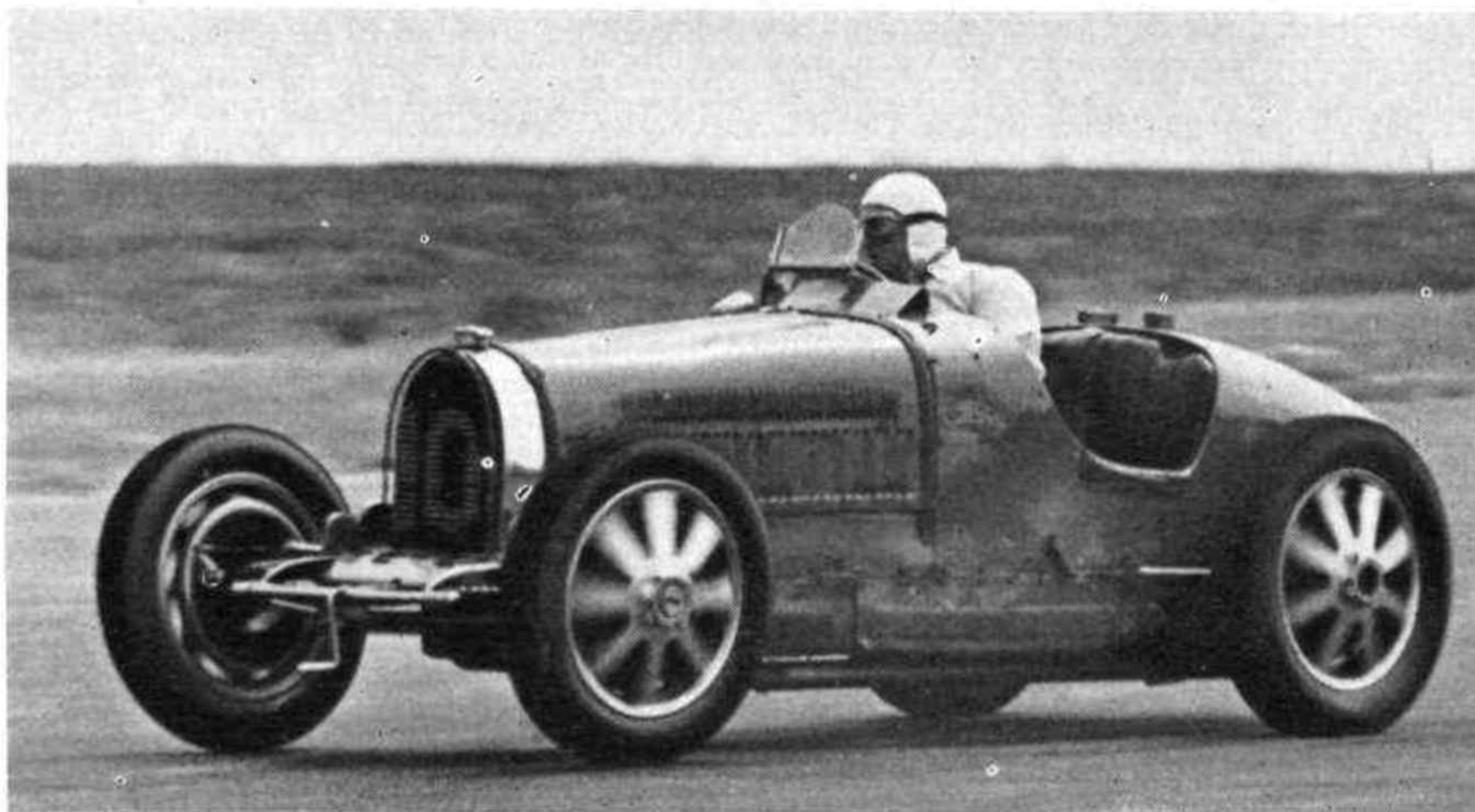


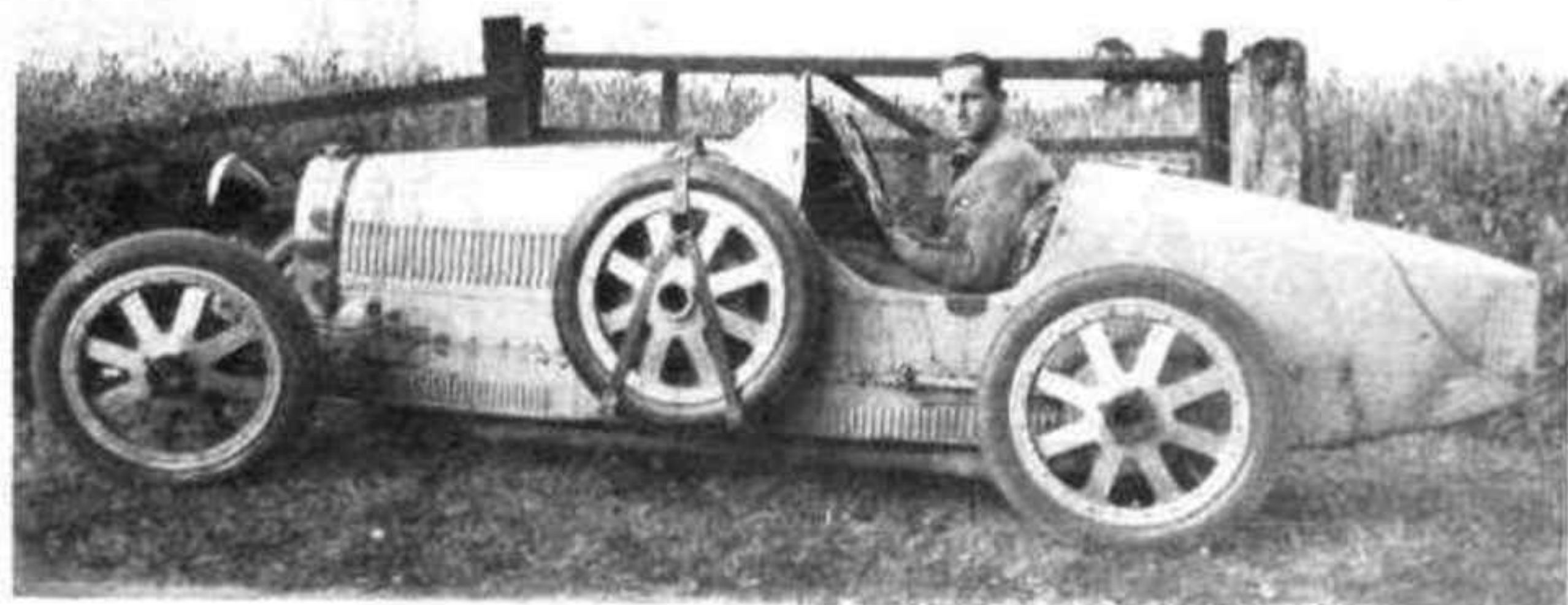
Photo by L. Klemantaski

HAVING REVIEWED Henry Longhurst's entertaining book last month we obtained from him the present whereabouts of J. C. Byrom and set off in the latest MG-B to chat with him about the old racing days, at his country house near Shrewsbury.

The Byrom family did plenty of motoring, although their father knew nothing of cars, preferring horses. Jim Byrom was taught to drive by his brother Frank on a very fine 1921 Rolls-Royce Silver Ghost Barker all-weather, a car ordered originally by his father in 1917, but which Rolls-Royce asked him to forgo, as the chassis laid down for him was required for an armoured car. This early driving experience, when he was aged 17, led the young Byrom, a few years later, to Gt. Portland Street in search of a Bugatti. He roamed "the street of cars" enquiring after the Molsheim product but drew a blank until in Euston Road, where he came upon a plain-bearing Type 35 GP Modifié outside a showroom. The price was £265, which was rather more than the youthful enthusiast was able to pay. However, he returned to Gt. Portland Street and Sprosen told him they had a Bugatti for sale. The salesman made a telephone call and very soon the same Bugatti which had been at the other dealer's premises in the Euston Road arrived outside! It was purchased for £240 and in due course driven back to Cambridge, where a telegram was received from his father worded: "Strongly advise against Bugatti". Byrom's eldest brother Rob vetted the car but hadn't the heart to uphold the parental disfavour. When it was examined the original Bugatti set of tools was found intact and unused in a compartment beneath the seat pan, adjacent to a large battery which served the coil ignition. Subsequently, letters from Malcolm Campbell, then dealing in Bugattis, confirmed that it had probably only run a total of 1,000 miles.

The stable of cars at the Byrom home in Hollingworth, Cheshire, at this time included the 1921 Rolls-Royce, a Vauxhall landaulette, an E-type 30/98 Vauxhall which Byrom had driven at the age of 19, two years before he became a Bugatti owner, and Lewis Byrom's Gordon England Brooklands-model Austin Seven.

In 1926 Jim Byrom had his first experience of competition motoring as passenger to his third brother Lewis at the Stalybridge speed trials, his other brothers competing in the 30/98.



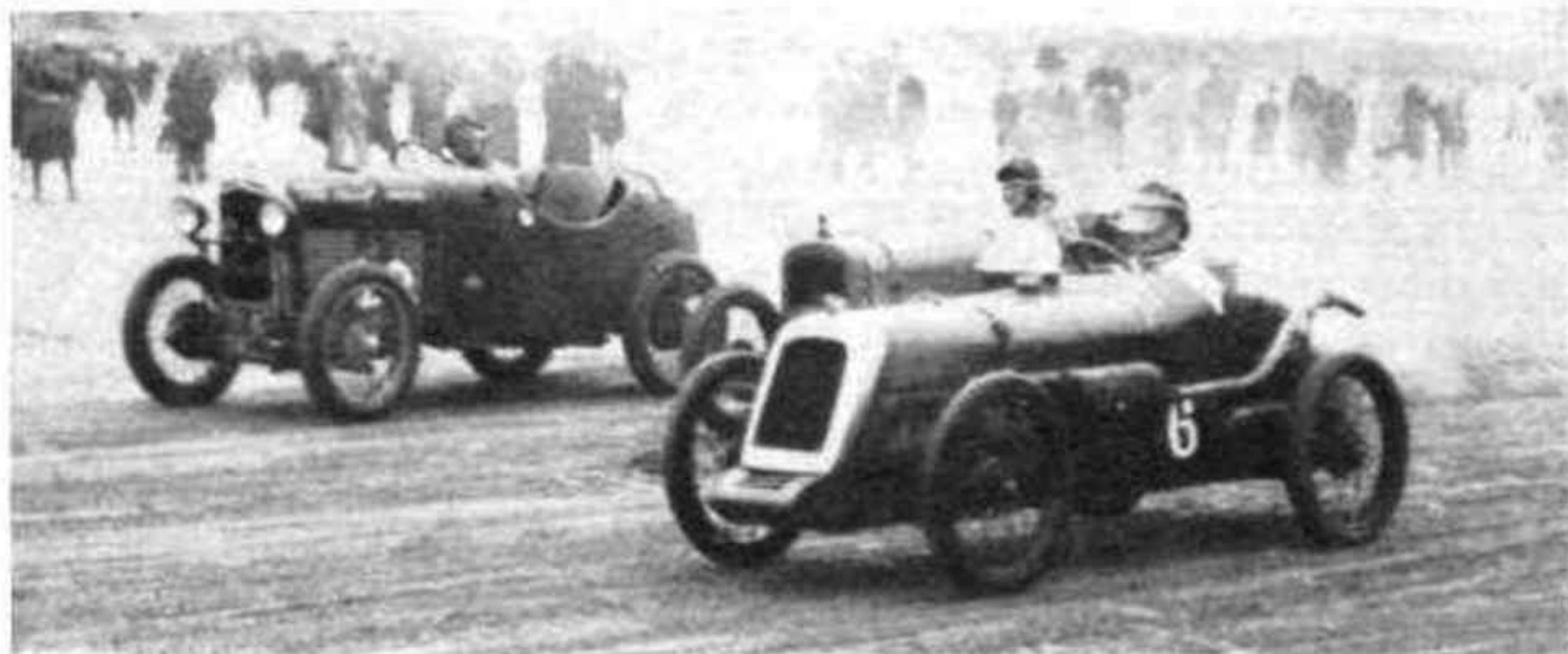
His first car, at the age of 21! The Type 35 GP Bugatti which Jim Byrom raced on Southport sands. It performed notably there at the end of the vintage years.

Later, at Southport, Lewis raced the Austin and Jim Byrom drove his Bugatti, tuning being carried out in the home garage. Percy Stephenson's similar four-speed Austin (with reverse omitted to make room for the other forward gear) often beat the Byrom car, mainly because of its reliability, so a Cozette compressor was acquired and the radiator moved forward and slightly inclined to accommodate it. The result was good acceleration by the standards of those days, but four crankshafts broke after a Laystall balanced crankshaft was installed. Incidentally, Percy Stephenson, now Sir Percy, who ran Hatton's motor business, still has the cups he won at Southport.

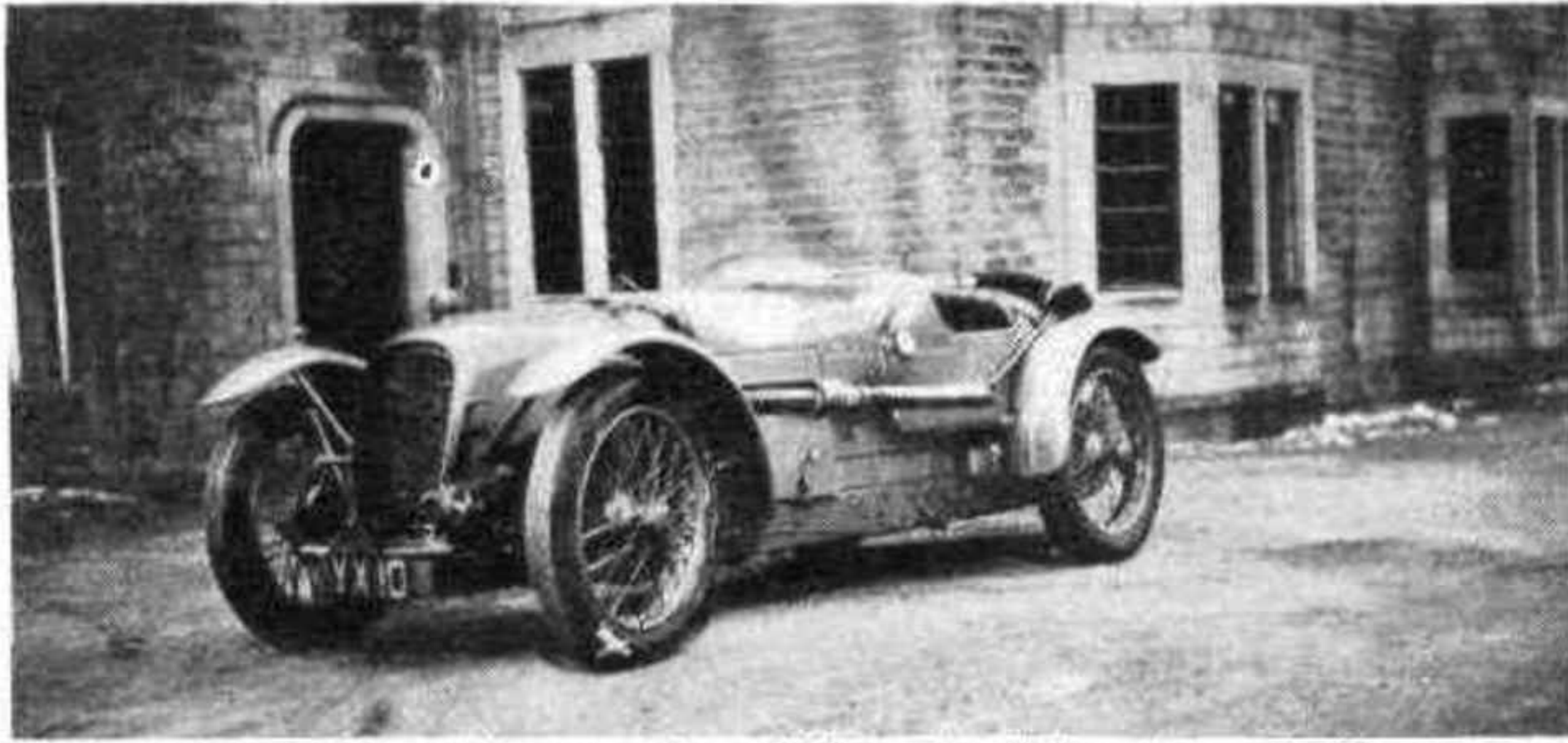
The Byroms went to the 1928 Ulster TT and, greatly admiring the lines of Cushman's f.w.d. Alvis which was placed second to Kaye Don's Hyper Lea-Francis, modified their Austin to resemble it, changing the former cocked-up nose for a normal inclined radiator. On one occasion, a works lorry having brought the car to Southport, with the family chauffeur acting as mechanic, the flag fell for the Mile race, but, although a Press photograph was captioned "They're off!", Lewis Byrom remained where he was. The engine had seized solid. The chauffeur felt the radiator and announced it to be "As cool as a cucumber". Alas, the enthusiastic *equipe* had omitted to fill it with water!

However, the Austin with its new body and lower radiator under a false cowl "looked rather a nice little car and went very well".

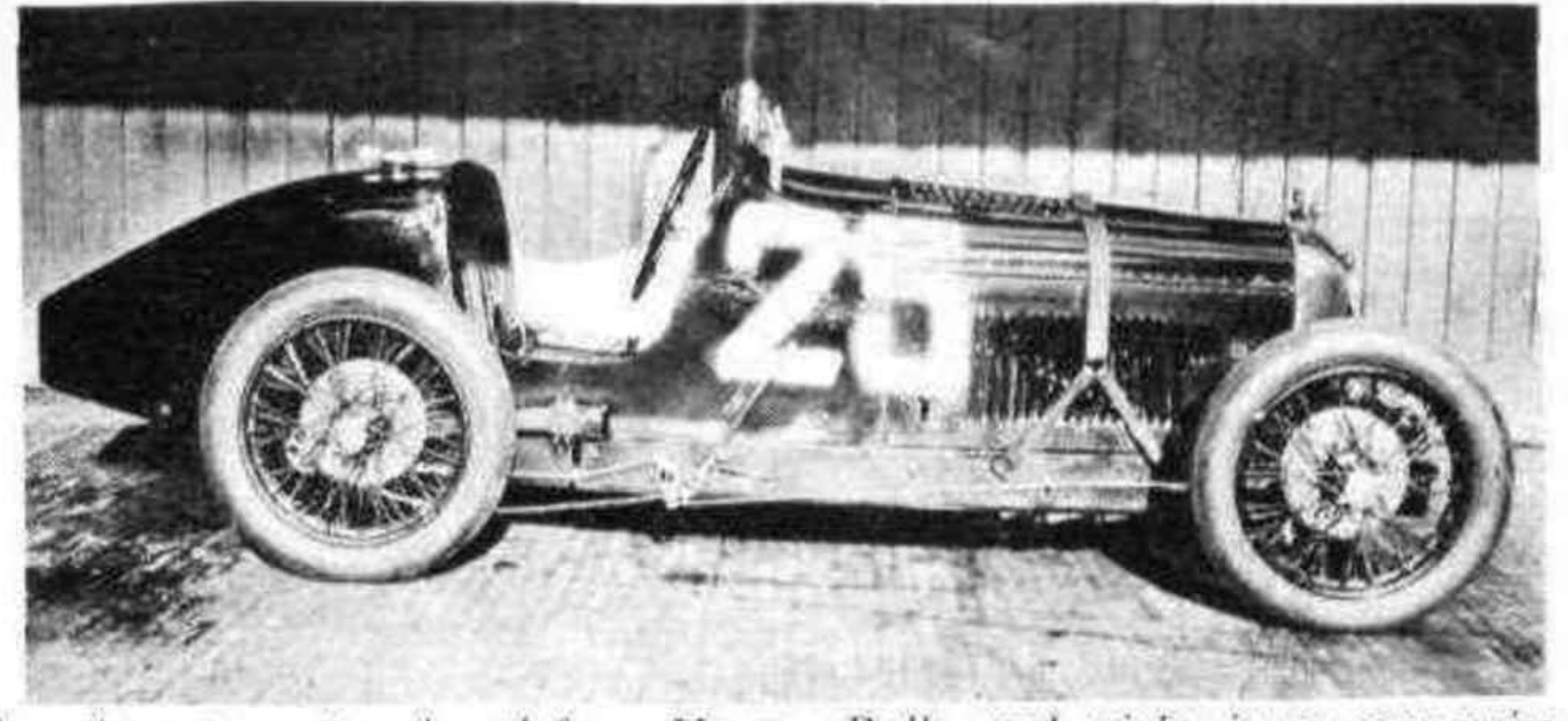
While Lewis Byrom was in America Jim was allowed to race both Bugatti and Austin at Southport, where the season began in January. In his very first race with the Bugatti he was delighted and astonished to overhaul and gain on Davenport's famous GN, winning the straight Mile race. The Bugatti was brought out for the 20-Mile race, in which Kaye Don in the Sunbeam was a star attraction. Byrom treated both Don and the corners of the sand course with considerable respect, but the Type 35 went well and when Jevons' Bugatti began to puff out black smoke, finally to retire, Byrom moved into second place. At the end of the race all the plugs were loose but he had judged the contents of the fuel tank almost too accurately and ran out of petrol on the way back to the paddock. On this occasion the Austin had sheared its supercharger drive in the first race so the chauffeur took it over to



The modified, Cozette-supercharged Austin Seven (No. 6), which starts its life as a Gordon England Brooklands-model Austin, in its final form. It was raced at Southport by Lewis and Jim Byrom. A Triumph Super Seven and another Austin Seven have already been vanquished!



The Amilcar Six as it was when delivered, with a heavy undertray and road equipment, as purchased from Vernon Balls, and, right, in its later guise, with lightweight undertray. It was raced in the 1931 JCC Double-Twelve and in Brooklands' Mountain and outer-circuit handicaps, Thomson & Taylor assisting with some of the preparation.



drive in a rather leisurely 20-mile event. The Austin was eventually able to beat Stephenson's car in sprint races and the Bugatti won longer events in 1930.

The next venture was buying from Vernon Balls his road-equipped, plain-bearing ex-Phoenix Park and Six-Hour Race twin-cam Amilcar Six. The car was got ready for the 1931 JCC Double-Twelve. It was in rather a poor state and had a very heavy full-length undertray, which was changed for a light-alloy one. The engine seemed very complicated but it was duly stripped down and soon every individual nut was familiar.

The Amilcar was towed from Cheshire behind Rob Byrom's Type 44 Bugatti coupé. The plan was to drive three-hour spells throughout the 24 hours, Lewis and Jim driving and Henry Longhurst and the American Bentley owner, Billy Fisk (of Fisk tyres) acting as riding mechanics. The *equipe* Byrom stayed at Oatlands Park Hotel, where the antics of a friend's realistic clockwork mouse seriously alarmed the aged lady residents. The car was garaged at T & T's, out on the aerodrome. It finished the first day's racing and was proudly pushed to the official overnight car park. The only snag had been loss of a lamp when a badly-welded bracket collapsed. This was rushed to T & T's and quickly welded by "Tiny", who thereafter kept an eye on the Track as he toiled at his bench, to see whether "his" Amilcar was still circulating. Alas, for the second day's racing oil pressure was reduced, using the pressure valve on the dash in an attempt to counter-act oiling plugs. This was not effective as the pressure release valve on the inlet side of the lubrication system was at fault, so cutting down pressure that a rod came out. A travelling marshall on a motorcycle combination picked it up and handed it to the astonished driver!

Later, rebuilt, this red Amilcar was entered for outer circuit and Mountain races at Brooklands. When being driven to the Track for a 1931 race meeting, the clutch thrust ball-race seized and the back axle was very noisy. The Byroms drove to T & T's on the Thursday evening and asked Ken Taylor if he would effect repairs. He was reluctant to do so until the brothers volunteered to work themselves, when he grew most co-operative, sending Jim Byrom post-haste to London in the De Soto roadster he owned at the time and which was the Amilcar's tender car, to buy new parts. They toiled until the early hours of Friday morning. Later they were rewarded by beating Bartlett's blown Salmson in the Nottingham Senior Short Handicap at the 1932 Whitsun Meeting, Lewis Byrom lapping $1\frac{1}{2}$ m.p.h. faster than the other French car, after a slower standing-start lap at 94.33 m.p.h. Jim

Byrom was down to drive in the subsequent Junior Mountain Handicap. The oil pressure dropped while waiting to start but Lewis told his brother to "go like mad" and risk the bang. He started 5 secs. before Featherstonhaugh's blown $1\frac{1}{2}$ -litre Alfa Romeo which was on scratch but after three laps, the best at 61.4 m.p.h., the bang came, as another rod was ejected . . . Featherstonhaugh went on to win.

After this Jim Byrom concentrated on flying with the Lancashire Aero Club and served during the war in the Fleet Air Arm.

The old bug bit again after the war and he bought a 1930 Type 35B Bugatti which was reputed to be a Bugatti team-car driven by "Williams". (Capt. William Grover) and never raced in this country. It had a large radiator and twin fuel fillers on the tail. It was prepared at first by Charles Brackenbury, then by Louis Giron, and very ably indeed by young Dick Forsey after he had left Owen Finch's Weybridge garage to join a small engineering works in London, from where he was able to come up to the Byrom Woollen Mill in Yorkshire to work on the Bugatti and attend all race meetings. This car gave Byrom much pleasure and some good racing. Amongst its successes in VSCC events it won the 1953 Seaman Vintage Trophy race at 68.59 m.p.h. and took the GP Itala Trophy in 1952, 1953 and 1955. There was also that great dual, ending with second place, with Rowley's winning $1\frac{1}{2}$ -mile straight-eight Delage in the 1950 Seaman Trophies Race and a "third" in the 1951 GP Itala Trophy Race behind Hern's Amilcar Six and Clutton's V12 Delage. This successful career was continued by the late Jim Berry, who bought the Bugatti, and today it is one of Neil Corner's favourite possessions.

Byrom ran the Bugatti in a Leinster Trophy Race, "a family party and enormous fun", with the car towed to the course behind an accommodating Humber Super Snipe saloon, with the tyres and equipment on its roof. The driver admits to imprudently taking the engine to 5,500 r.p.m. instead of the customary 4,500/5,000 r.p.m. and the cylinder blocks lifted, when their frail holding-down studs broke . . . But they did win the Club Team Prize, Mike Hawthorn, Oscar Moore and Byrom forming the English team at the suggestion of some of the officials ten minutes before the start of the race. Happy days! Byrom still has the silver ash-tray to prove it, a valued possession.

Today Jim Byrom, young and spritely as ever, motors in a white 1750 Alfa Romeo GTV and remembers the old racing days with much nostalgia.—W. B.

Towing methods.—The Amilcar Six tied behind the Type 44 Bugatti and, right, a big Humber Super Snipe takes the Type 35B Bugatti to its Leinster assignment.



VETERAN —

EDWARDIAN —

VINTAGE

A Section Devoted to Old-Car Matters

VSCC DRIVING TESTS, SILVERSTONE (December 4th)

QUITE WHY the Vintage SCC chooses to inflict driving tests at bleak Silverstone on its members in December no-one rightly knows. However, there is a snatch of tradition in this, because, before it required annual repairs, winter record attacks were made at Brooklands and the Southport sand-racing season opened in January. Anyway, 70 entries of 64 pre-war cars indicates that the VSCC likes tough treatment.

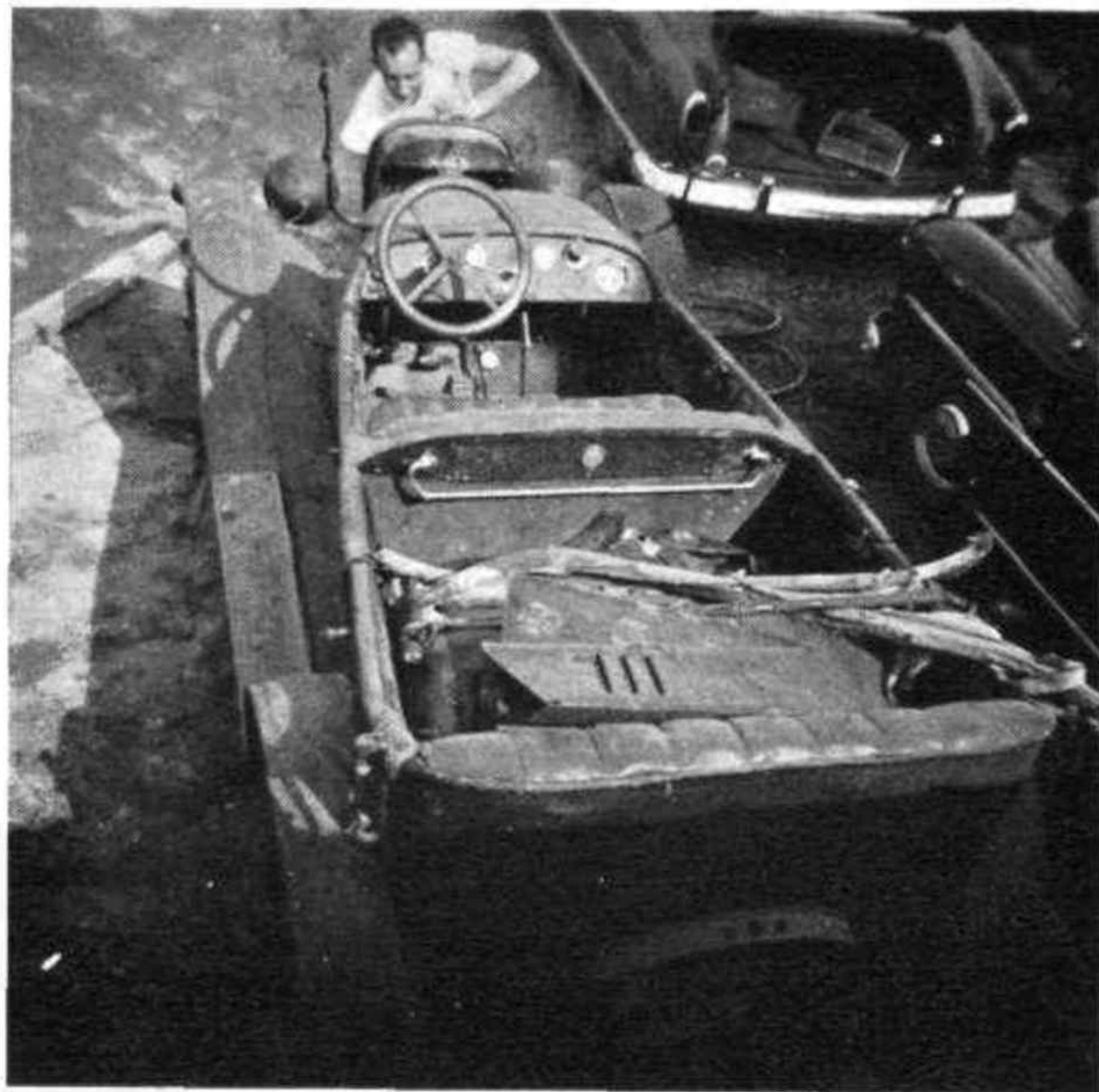
Before it even started Conway's Bugatti shed water, Ely's Riley, on 5.50x15 rear tyres, temporarily boiled, Bruce-Whites' M-type MG came on a trailer, Llewellyn's Bentley in a bus. For Bruce-White, better known for his Prescott adventures, it was his first such meeting since Heston. The Continental Correspondent, who should have been competing in Robbie Hewitt's 1934 ex-Cobb 4½-litre TT Lagonda, told me that if I came in a modern car I must have the hood down. So I arrived frozen in an MG-B, only to find no sign of D.S.J. Apparently Robbie Hewitt's Amilcar had refused to wake from its slumbers that morning, and D.S.J. was administering to it—or was it the Continental Correspondent who overslept? First to go was Allison's 1935 Monte Carlo Rally blown MG Magnette and soon Hill's Alvis was tail-sliding, Kain's Type 44 Bugatti bending its tyres, and the fun was on in earnest.

There were eight tests, mostly taking place all at once, so we concentrated on the Zig-Zag. In this C. A. Mann's throaty Alfa Romeo just had room to change direction without reversing and was neat, likewise Walker's Austin, which was quick as well. Selwyn-Smith's white 328 Frazer Nash-BMW scabbled neatly round the markers, Llewellyn's tail-less 8-litre Bentley took it with bursts of power and stopped well at the finish line (it has yet to be converted to dry-sump lubrication to combat oil starvation under braking), and Roberts (Frazer Nash) swapped dogs and indulged in hand-brake retardation. Joseland, conducting Jane Hill's AJS, did a model run, locking the back wheels to stop, Ann Shoosmith's 1936 4½-litre Bentley Special displayed lots of noisy acceleration, Andrew's Riley 9 tourer took to the grass in deference to a big turning circle, Tim Elys' Riley made a great display, while Upston as usual proved an absolute master at the game, in his Frazer Nash.

Gledhill handled his nice normal Austin Chummy with respect, Baker's 14/40 Humber all-weather toured along, steaming and emitting characteristic noises, while Bedford, scorning doors on his 1927 Austin 7 metal saloon, went through the zigs and zags on lifting point. Even more "lifty", to the point of all but overturning in the biggest way ever, was Lyles, in a 1928 Austin 7 fabric saloon with 4.75x16 ELP rear tyres. Very heart-stopping! Franklin in his well-known Rover Ten linen saloon crunched in a cog and rolled happily about, Golder's Riley Lynx, wearing an L-plate, only just stopped at the line, and Goodman conducted a 1904 6.2-litre chain-drive CGV with bogus doorless body by using the grass verge before the pits and pushing on its enormous hand-brake.

Holden served his 1930 slab-tank Riley 9 four-seater freely, Rosten's 1936 Riley 9 saloon was neatly driven, Griffiths made his usual death-defying run but lost lots of marks by taking his own route (but he got a "first" nevertheless), Mrs. Hill was outstanding, although sliding a long way before stopping, Bell's all-alloy Alvis 12/50 was noisy and effective, whereas Benfield's labouring 12/50 trailed a smoke-cloud.

Mrs. Hogg went splendidly in Edward's Ulster Aston Martin, which made water when braking; she used the handle brake to arrest herself, yet the front wheels it were that locked! Binns in his 1100 HRG was extremely fast, as was Cheston, who turned his 1929 4½-litre Bentley



Optimist?

on the hand-brake. Conway's Type 43 Bugatti—lovely sounds—jibbed momentarily, Gay's Aston Martin was very neat, but Mitchell, spinning his BMW's wheels furiously, appeared to miss a cog and stop for a time at the bottom turn-around. Darley's 1938 Riley and Nice's Ulster Austin were good, the latter snicking in a lower gear for the faster zigs, Malyan's Frazer Nash demonstrated low-speed torque and gave up, but Newton (HRG) must have been as fast as anyone. Giles made much use of his Frazer Nash's outside brake, Blakeney-Edwards' 2-litre Lagonda had to reverse, Stirling's Frazer Nash made a fine job of it, and Mann, Junr, seemed to find the Straker-Squire a bit of a brute, including being unable to stop in time. Hare in Nice's Austin did excellently and Mrs. Allin showed no fear of Bell's powerful duck's-back Alvis. Pat Marsh managed his water-leaking 1922 Morris Sports well, undeterred by rwb.

Thus much fun in the murk. Now for the fierce Measham road rally!
W. B.

First Class Awards: P. J. E. Binns (1939 1,074-c.c. HRG), F. G. Giles (1931 1,496-c.c. Frazer Nash), P. W. Still (1937 1,496-c.c. Frazer Nash), D. Llewellyn (1926 8,000-c.c. Bentley) and J. A. Griffiths (1930 747-c.c. Austin).

Second Class Awards: R. J. Nice (1930 747-c.c. Austin), F. Bruce-White (1929 847-c.c. MG), A. Darley (1938 1,496-c.c. Riley), T. Ely (1934 1,087-c.c. Riley), B. Harding (1928/30 1,496-c.c. Frazer Nash), A. C. Bedford (1927 747-c.c. Austin) and Mrs. K. M. Hill (1930 1,018-c.c. AJS).

Third Class Awards: M. Cann (1937 1,947-c.c. Aston Martin), C. P. Marsh (1922 1,803-c.c. Morris Sports), G. Hare (1930 747-c.c. Austin), Mrs. A. Shoosmith (1936 4,257-c.c. Bentley), G. P. Walker (1929 747-c.c. Austin), M. T. Joseland (1930 1,018-c.c. AJS) and M. Fountain (1933 1,087-c.c. Riley).

V-E-V Odds & Ends.—A 1905 45-h.p. Spyker tourer which was found some years ago on an Australian farm and was duly restored has returned to the land of its birth, and is to be donated to the Dutch nation. It travelled to Holland in an ACT container. The owner of the 1931 Frazer Nash Falcon driven in the past by F. B. Robinson, K. N. Hutchison and J. Fry, amongst others, is anxious to discover more of its history—its Reg. No. is HX 2820. Letters can be forwarded. W. W. Marsh points out that he owns the only Edwardian Star in captivity, correctly fitted with Bosch dual magneto and coil ignition, in case anyone should misconstrue this as the car referred to as having magneto ignition converted to coil in our recent discourse on modern *Concours d'Elegance* competitions. The mystery engine owned by R. B. Leslie appears to be a 309-c.c. Redrup—ask MOTOR SPORT and you get the answers!

A "DOUBLE-TWELVE" SURMISE

RECENT correspondence has brought to light some new facts about the Rolls-Royce aero-engined car constructed by the late Col. G. L. P. Henderson of the Henderson School of Flying at Brooklands. Everyone is agreed that the chassis was a pre-1914 Napier, which apparently served as a Staff car during the First World War. One letter writer says it was a chassis specially prepared for a "Double-Twelve" record. Now this is rather interesting, because memory could have been at fault and the reference intended to read "for a 24-hour record". Because before the first race meeting at the newly-built Brooklands Track in 1907, S. F. Edge set a new World's 24-hour record on a 60-h.p. six-cylinder Napier of 1,581 miles, 1,310 yards, or 65.91 m.p.h. It was quite an affair, the full details of which occupy pages 10 and 11 in my book about Brooklands (*Grenville*, 1950). Suffice it here to remark that Edge changed 24 tyres, steered at night by the light of 352 road-menders' lanterns and additional Wells' flares, and that his green Napier was accompanied by two others of identical type, a red car driven by Newton and a white one driven by Tryon. It could well be that some 14 years later Henderson chanced on one of this trio of Napiers and proceeded to turn it into a hybrid.

On the other hand, the correspondent who refers to a "Double-Twelve" may mean just that. Because in 1922 the irrepressible Edge set out, again at Brooklands, to better his 1907 twice-round-the-clock record and as by then the stockbroker belt had engulfed St. George's Hill on the opposite side of the Brooklands road to the old Track night racing was unpopular, indeed was disallowed by the BARC, to appease the residents, rather as modern ears are sensitive to racing at Castle Combe, Thruxton and the Crystal Palace circuits. So Edge was out not to run for 24 hours without any but replenishment breaks but to set a "Double-Twelve" record, his car being locked away under official observation when night settled over the Track.

The car he selected for this task has always puzzled me. Edge had left the Motor Industry in 1913 after an altercation with D. Napier & Sons, whose cars he had sold, and publicised in prolific fashion, from 1899 onwards, on the understanding that he would keep out of the commercial side of motoring until 1921. Having busied himself with the scientific breeding of pigs under conditions of clinical cleanliness during the war, Edge joined AC Cars Ltd. in a managerial capacity in the year of his reprieve.

It was no doubt Edge who, remembering the widespread limelight his 24-hour run had brought him years earlier, set AC to attempt a "Double-Twelve" record in 1921, using a 2-litre o.h.c. six-cylinder car. He was originally billed to drive it himself but in the event Brownsort and Noble shared it. Although giving away 5.7-litres to the 1907 Napier, had it been as reliable it would have been able easily to better Edge's record, as it averaged 70 to 72 m.p.h. for the first day. On the second day, however, fog, a leaking fuel tank, and finally a piston seizure which broke a con.-rod, put paid to the attempt, although many Class B (as they then were) records had been established.

The following year the British "Double-Twelve" light car record was established by Alastair Miller's Wolseley Moth at 61.06 m.p.h., as detailed in these pages some years ago, and then Edge set a 1½-litre specially-prepared AC-Anzani to go for the "Double-Twelve" record, driven by Joyce and Day, which it took at 71.23 m.p.h. in spite of ceasing to motor 40 minutes from the end of the second spell, when its engine and clutch disintegrated.

It was soon after this that Edge, goaded, it was said, by a bribe of a copper medal from *The Motor* if he was successful, had a stab at bettering his 1907 distance. Edge may have felt that his fame in this direction was being too frequently diminished by the new breed of light cars. But one might have expected him to use a 2-litre AC with Sidney Smith-designed engine for his attempt. Instead, as I have implied, he used a most unusual car. For he chose for his personal "Double-Twelve" a Dutch Spyker, with a 5.7-litre six-cylinder side-valve engine. Edge virtually ran AC Cars. Some time later he was to be associated with the Cubitt Company. So why he went to Spyker for his record bid is to me a profound mystery. Edge never offered a satisfactory explanation, merely saying the car complied with the requirements of his challenge.

If you consult Edge's own book of "Motoring Reminiscences", written for him by the late St. John Nixon (who makes the classic mistake of explaining how Edge steered his Napier in 1907 past the Vickers sheds, which were not built until 1915), you will find only a very brief reference to this run, in a chapter strangely headed "Amusing Experiences on the Road", and giving the year of the run as 1921!

Coming back to the subject in hand, which is the chassis used by Col. Henderson for his exciting hybrid, how does it fit in with Edge's second stab at a 24-hour record? Although it was said *The Motor* persuaded Edge into this feat by offering him a copper medal, in fact, it was he who proposed to *The Motor* that they should offer him this, and that if he were unable to beat his 1907 mileage he would donate £100 to the Motor Trades Benevolent Fund. Thus we may assume that Edge, the expert self-publicist (whose biography I hope someone will one day write), would be looking for a suitable car for his self-imposed task. Is it too much to surmise that as he had used a Napier very successfully in 1907 that he might have liked the idea of using one again, and that he began preparing for the run the chassis later employed by Henderson? We are told that its engine was damaged when Henderson acquired it, so this might either have deterred Edge from proceeding, or he may have blown up the power unit during tests.

If that was the case, Edge would have had to find a car somewhere else and he may have turned to Spyker as a Company anxious at the time to export cars to this country, which Edge might have seen as a future business development. (I toyed with the idea that the Napier chassis might still have been used, although called a Spyker, rather as Alastair Miller was at the time racing a Napier chassis powered by an Hispano-Suiza aero-engine which he called a Wolseley Viper for diplomatic and commercial reasons. However, the car in which Edge actually accomplished his "Double-Twelve" run was so typically Spyker in its dimensions, radiator shape and such like, that I think this ingenious theory can be discounted.) The Spyker's engine is quoted in some sources as a Mercedes, in others as a Maybach. This is another of the mysteries surrounding this record bid; in 1966 T. R. Nicholson was telling us that Spyker supplied engines to Maybach but two years later he was writing that it was the other way about!

If Edge never so much as contemplated using a Napier for his 1922 run we can only conclude that our correspondent intended to imply that the Henderson chassis was one of those used for the 1907 24-hour run, although this is put into doubt by the picture of the car at Bo'ness which *MOTOR SPORT* published, which shows it to have bolt-on disc wheels, whereas Edge specified Rudge-Whitworth detachable wire wheels to facilitate those two dozen wheel changes in 1907 and his Spyker also had splined wire wheels.

Whatever the true situation, and for whatever reason, Edge suddenly became associated with the old Dutch firm of Spyker. His run was successful. He covered 74.27 m.p.h. in the two rounds of the clock, a distance of 1,782 miles 1,006 yards. This ranked as a British and Class G record and *The Motor* made Edge's medal of gold. He was 54 years old and drove the entire distance himself.

To rank as a World's record the run needed to be for an unbroken 24 hours and Edge's feat in that category, the 1907 record, was not bettered until 1925, when Gillett in a 2-litre AC put it to 82.58 m.p.h., at Montlhéry. Edge's Spyker record was short lived, being broken in the year in which it was established, first by Miller's 2.8-litre Wolseley at 80.10 m.p.h., then by Duff's 3-litre Bentley at 86.79 m.p.h. At this time Edge was driving a Lanchester Forty single-seater at Brooklands, with the object of recapturing his lost record, but although the British car was faster than the Spyker the Lanchester was abandoned after alarming steering failure. Whereas Edge's association with a Lanchester can perhaps be explained by his interest in Rapson tyres (although his Spyker was Dunlop-shod, and, incidentally, used Shell petrol and Castrol oil), his sudden allegiance to Spyker remains, for me, one of motor-racing's minor mysteries.—W. B.

V-E-V Miscellany.—Amongst some interesting items in a booklet issued by Bishops Move, the well-known furniture removal people, to celebrate their 116th year of service in 1970, which a reader has kindly let us see, are pictures of their Foden steam pantechnicon and trailer which they operated from Pimlico in 1920 (they later claimed to have pioneered the fitting of solid rubber tyres to the front wheels of a Foden steam waggon), a Fordson tractor towing six wooden-wheeled pantechnicons when they moved Marconi's in 1933, and the convoy of 23 vans which moved the British American Tobacco Co. in 1953. It is also interesting to learn that before Morden was engulfed in housing estates Bishop & Sons had their farms there, which provided foodstuffs for their enormous fleet of horses. Serck Services have issued a coloured advertising card featuring one of the

Continued on page 32

Saab came
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Where would they have be

**1st in the RAC rally*
won the team prize.**

The first 11 cars were on Pirelli Cinturatos



en without us?

PIRELLI
CINTURATO
RADIAL PLY TYRES

* Subject to Official Confirmation

Model-T Ford vans which they used to deliver repaired radiators in 1924. We regret to report that William G. Watson died last November. Mr. Watson served an apprenticeship with the Thames Ironworks when they were making the Thames car, served in the RNAS, assisted in the production of Eric-Campbell, Silver Hawk and Invicta cars and, after a spell with Wolseley and Ford, was with Lagonda just before the war, when W. O. Bentley was working on the V12. He spent the post-WW2 years in connection with the Invicta Black Prince, then joined Aston Martin and was designing Jaguar gearboxes from 1958 to 1967.

Eric Thompson spotted a Humber acting as a tender car during the Brighton Run and says that if it was a 1921 Ten, Reg. No. PC 5547, it was in his family from 1923 to 1946; he has its instruction manual and wonders if the owner would like to contact him? A publicity booklet concerning the R.100 airship has been reprinted by Brooklands Books, to sell for 25p, post free. It is interesting that this 709-foot 100-passenger airship, which could cruise at 71½ m.p.h. for 3,500 miles, propelled by six Rolls-Royce engines, used three AC car engines, presumably the four-cylinder 1½-litre type, to drive the dynamos. The vintage racing scene is expected to be enlivened this year by the appearance of the 1920 3-litre GP Ballot which Michael Crowley-Milling has been restoring. An early 76-mm.-bore JAP vee-twin side-valve engine with non-detachable heads has been saved from a Hereford breaker's yard by someone who is rebuilding a Rover Eight.

VINTAGE POSTBAG

Any More 30/98?

Sir,

I have recently taken up the task as the 30/98 Registrar. We know most of the cars in existence already of course, and by the time you receive this I will have contacted all known owners. There may be, however, other 30/98s which are in existence but which are not registered. I would be most grateful if you could publish the above information for me requesting anyone who owns or who knows about any other 30/98s to contact me. I am quite sure there must be other cars around since I myself have recently found and am rebuilding an unknown car—OE 230—previously known as the Fielding Special (and which looked like a Le Mans 4½ Bentley).

Brookhay Cottage, Fradley,
Lichfield, Staffs.

DAVID MARSH.

* * *

Lt.-Cmdr. Glen Kidston's Air Crashes—

Sir,

It seems that aviation history as well as motoring history can become clouded by the passage of time. The airliner accident involving Glen Kidston was on November 6th, 1929, when a Lufthansa flight from Croydon to Amsterdam and Berlin crashed in thick mist on White Hill, near Marden Park between Bletchingly and Caterham in Surrey, but descriptions of the actual crash location are rather vague. There were four passengers and four crew on board, of whom only Kidston and the second pilot survived, although the latter died a few days later. Contemporary newspaper reports stated that one of the passengers killed had only flown three times previously and on each occasion the plane had crashed, and that Lt.-Cmdr. Kidston had experienced two previous escapes from death in air crashes; it was also stated that Kidston was in the air again, within a few hours, with his head swathed in bandages—to test his nerve, but several days later he was too ill to attend the first Inquest. The aircraft was a Junkers G24 registration D903 and the official inquiry into the accident found that from the evidence available it appeared that the pilot had deliberately turned off the recognised route and was attempting to find his way back to the aerodrome. This explains the airliner crash, but as yet I can find nothing about Kidston's two previous crashes.

The Meopham crash was also a Junkers, a type W33, but this was British owned (G-AAZK), and crashed on July 21st, 1930. The two pilots and four crew were killed on the flight from Le Touquet to Croydon when the aircraft broke up in the air due to structural failure.

Glen Kidston was, as stated, killed in a Puss Moth crash, on May 5th, 1931, near Van Reenen in South Africa. Lt.-Cmdr. Kidston and a Captain Gladstone were loaned the aircraft, registration number ZS-ACC, for a flight from Johannesburg. Reports stated that whilst flying fast and low under high wind conditions the heavily laden

machine encountered very severe air disturbance in a mountainous region notorious for severe air currents in windy weather. The aircraft had travelled the 175 miles from Johannesburg in 65 minutes, indicating the very strong tail wind as the top speed was only 128 m.p.h. The crash resulted from the right-hand wing failing after the rear spar had broken. It was later found that a contributory factor may have been that the very low humidity caused a dried out condition of the glue used in the mainly wooden structure. Between 1930 and 1933 there were eight fatal Puss Moth crashes in which structural failure occurred in the air, resulting in a special Air Ministry report and very extensive modifications to the aeroplane.

It should be pointed out that air safety on a passenger/mile basis is now 3,000 times higher than it was in 1930!

Smallfield.

JOHN THORPE.

* * *

—But Not That One!

Sir,

With reference to the letter from Mr. Classey concerning Lt.-Cmdr. Kidston and the Meopham air crash, perhaps I may be able to clarify things a little.

The Junkers G-AAZK which crashed at Meopham on July 21st, 1930, disintegrated in mid-air as the result of tail buffeting. Various pieces of the aircraft fell to earth along a line covering 1½ miles and had Kidston been on board, it is doubtful whether quick reactions or braced hands and feet would have been of much avail.

The occupants of the aircraft were, respectively, Lt.-Col. G. P. Henderson, pilot; Mr. C. D. Shearing, co-pilot; the Marquess of Dufferin and Ava; Viscountess Ednam; Sir Edward Ward and Mrs. Henrik Loeffler. Six occupants of an aircraft built to carry six persons, so all seats were taken and all on board killed.

As the Editor points out, there is no record of any other air disaster in 1930, so the story concerning Kidston may well have been apocryphal.

Kidston was killed on May 5th, 1931 whilst flying over the Drakensberg, Natal in Puss Moth ZS-ACC. It is perhaps interesting to note that this accident was also a case of structural failure, the starboard mainplane of the aircraft becoming detached in flight.

Yeovil.

PHILIP D. TREVOR.

* * *

Looping the Loop

Sir,

Mr. Grigs in your "Vintage Postbag" asks if any "senile" reader can recall seeing the early demonstrations of looping the loop, and Hucks was mentioned by the Editor. Actually Pegoud as far as I know was the first in Britain to loop the loop, whilst Hamel was genuinely lost in the English Channel and was the first to fly an aerial postal mail demonstration flight.

As a schoolboy at Radley near Oxford I personally saw C. B. Hucks give what was at that time considered to be the most daring and thrilling wonder of looping the loop several times before a large crowd gathered together in a meadow just outside Oxford. I remember clearly that his Bleriot monoplane had a specially large tailplane which got him over top dead centre of each loop quite well, but at a dangerously low altitude for the very low powered three-cylinder Anzani engine rated at a doubtful 25 h.p. Hucks also flew a normal tailed Bleriot for his usual flying demonstration before the great deed was done. Both got off the grass quite well considering their spindly cycle wheels and low power.

Modern people often fail to realise that at that period the aero engines were only just sufficiently powerful to accelerate the machines in the air to just above their stalling speeds and therefore had to be run nearly flat out all the time during flight. The drag from the bracing wires and posts including spindly undercarriages, even on the Bleriot monoplane, was so great that the low-powered engines had to operate flat out all the time. The Bleriot I saw Hucks use could only fly at between just over 20 m.p.h. to around 40 m.p.h., the average flying speed being around 36 or 38 m.p.h. Also because of the high drag and light weight of the aircraft, when the motor was cut or it cut involuntarily, the machine of those days stopped very suddenly in the air, and the pilot had to stuff his nose down hard at once to save a stall, whilst the glide was rather bricklike. About ten years ago I saw a renovated but completely original Bleriot being taken off the ground at a display by a famous modern test pilot, and to my amusement and interest he over-pumped the curious elevator control

in his efforts to get off, so that the poor thing with its minimal horse-power reserve was pulled up by extra drag and staggered into the air rising and sinking until flying speed was eventually obtained when it flew quite well. A good idea of how those early engines had only just sufficient power to fight the excessive drag of the lightly loaded machines, can be gained by the well-known story of how Bleriot himself very nearly failed to cross the English Channel on his historic cross-channel flight, because the engine running practically flat out overheated, and the machine started to sink towards the sea. A providential rainstorm arrived in time which cooled off the overheated cylinders of the Anzani engine.

Hucks and his looping demo, fired my schoolboy imagination and not long afterwards as a youthful soldier I became seconded to the RFC, where I learnt to fly on the curious aeroplane known as the "Clutching Hand", which had everything "square" including all wingtips. From that I graduated to the lovely little single-seater Sopwith Pup. Everyone who flew one agreed it was the most beautiful aeroplane to fly of any aircraft. I ended up on the famous SE5A which was the fastest thing in the war at the time, at around 119 m.p.h. and climbed to 15,000 ft. in 8 minutes. It is all relative! Finally Mr. Grigs mentions early motorbikes. As a kid subaltern in the DCLI my first motorbike was a single-cylinder geared belt-drive Calcott, which I still have, and probably only one other exists today. I rode it all round the coastline of Cornwall, with some heavy pedalling and running alongside on the worst of the hills. Then came a big-twin Zenith Gradua with its splendidly quiet and sweet running belt-drive, which if modernised today would make a delightful motorcycle for touring. As the gear-lever beside the tank was wound back and forth the engine pulley opened and shut, and the back wheel moved back and forward to take up the belt slack. A Zenith Gradua resides in my garage with a few other choice machines. In fact I still ride a motorbike for pleasure and as a tender to my as-original 4½-litre Lagonda which I bought new in 1934, and which is still in regular use. How is that for fellow "senility" Mr. Grigs?

Corfe Castle.

C. E. BOWDEN (Lt.-Col.).

A Ford Model-T Pickup

Sir,
With reference to Mr. Milburn's letter, I enclose a photograph of a similar vehicle that is still very much extant.



The Ford is owned by my employers, a Main Ford Dealer, and was completely rebuilt by myself during the period 1965-67. Since then I have driven the "T" some several thousand miles, for, apart from driving to and from rallies etc. (I am ardently against trailers when attending these events), I use the pick-up occasionally for collecting spares, and attending breakdowns.

The vehicle differs basically from the one in November's edition in that it is an earlier model and therefore has a brass not a black radiator; also, in deference to the firm's wishes, it is painted green and black instead of the original khaki.

The history of the vehicle is obscure between the time it was supplied new to the British War Department in 1916, and when it was found and purchased in Wales about 1950, apparently derelict but really quite sound. Not one piece of timber had to be replaced, and the chassis and body are excellent and original.

Walsall.

R. D. LONGMORE.

Their Own Oil

Sir,

In a particularly full and varied V. and V. you ask how many firms besides Fiat listed their own oils. I do know of one—Lanchester.

Godmanston.

W. STUART BEST.

[Didn't Renault, Panhard-Levassor and others also do this?—ED.]

The JCB Historic Championship

Sir,

In your November, 1971 issue you expressed fears about the future of historic racing after the very successful first year of the JCB Historic Championship. As you may know, the Championship was devised by Nigel Moores and is owned by Speed Merchants, a firm which I run for him. Sponsorship is supplied by Anthony Bamford of JCB. Both Nigel and I race regularly in historic events and do it for fun and nothing else. You can rest assured that we won't do anything to spoil our very pleasant hobby.

There is no question of any "special" drivers being paid to race and everyone does it because they enjoy it and the atmosphere we create is the nearest we can get to the pleasant times we used to have in the 50's. We have great parties after the races (another good reason for limiting the series to six events!) and no one has to hurry off to the next event. We carefully guard against any conflict of dates with the VSCC and HSCC and liaise with their Competition Secretaries.

Administering the Championship and driving in it means we get a fair idea of both sides of the picture but if anyone can suggest any improvements or ways to make it more enjoyable we should be interested to hear from them.

Liverpool.

BILL ALLEN.

"The Men Behind the Cars"

Sir,

If space may allow a little Mercedes-Benz nostalgia, I am reminded by your article "The Men Behind the Cars" of a meeting with Kellaway and, I think, a Mr. Jackson on the M-B stand at the 1929 Olympia Motor Show. I had had the good fortune, as a guest of the Alvis equipé at Newtownards, to see Caracciola's legendary drive to win the Ulster TT at 72 m.p.h. in the rain that summer, with a 36/220 SS; the Mercedes stand was therefore an essential port of call. I was duly promised a run in a 36/220 by Kellaway and given a lift back to the West End in one, with Caracciola, who happened to be present, as driver. Next summer, as an impecunious medical student, I had the effrontery to claim this little run out at Mercedes-Benz, Davies Street, W1, after a ride down from Edinburgh on a 1926 TT Replica Norton. Kellaway was as good as his word. Off we went to the far end of the Barnet by-pass and I drove the car back to town. It was an experience I have never forgotten, with that 70 m.p.h. in 2nd, 98 in 3rd, about 70 at 2,000 r.p.m. in top and that super-charger screech!



I have always thought that for glamour and good looks, the 36/220 SS Mercedes-Benz of the type owned by Lord Howe (ex-Caracciola), Malcolm Campbell and the Duke of Grafton (later killed in a Bugatti at the Limerick GP) were without equal, though it may be traitorous as an ex-BDC member to say so! If perhaps Kellaway was admonished for this delightful but profitless foray, I think it only fair to add that our current family transport for the last 250,000 miles

Continued on page 37

ON THE ROAD WITH THE V12 E-TYPE JAGUAR

New 5.3-litre Engine Endows the Familiar Fast Touring Car with Excellent and Effortless Acceleration and High Speed Cruising. A Report on the Series-3 2+2 Coupe.

THE JAGUAR READY FOR A JOURNEY.—The house in the background was known before the war as Pull Court, near Tewkesbury. This is where Dick Seaman was brought up, this being the smaller country house of the Beattie-Seaman family, so that in vintage times instead of a Jaguar you might have seen a Bugatti or a Lagonda in the front drive.



LAST YEAR the long-awaited twelve-cylinder engine was introduced by Jaguar as an alternative to their celebrated twin-cam in-line six-cylinder power unit which has powered so many of their outstanding motor-cars, from sober saloons to XK120, C and D-type sports models.

At the time *MOTOR SPORT* devoted considerable space to a long description of the brilliant new Hassan/Mundy engine, to a history of the 12-cylinder way of making smooth power (omitting by an oversight Lancia's 1920 contribution) and published D.S.J.'s impressions, as a six-cylinder E-type user of long standing, of the new V12 with manual and automatic transmission. Since then I have been able to road-test the V12 E-type over an appreciable mileage. It remains an unforgettable motoring experience and one is reminded that there must have been more than one girl who promised things to a man on account of his E-type, only to find that it turned out to be a Series-E Morris Eight

However, it was not the allure and status-symbol aspect of the Jaguar E-type that I set out to assess, but how the new V12-engined model compares with its illustrious forebears. For this purpose I went to the Coventry factory to take over a manual-gearbox coupé 2+2. A visit to "The Jaguar" is the best possible start to driving one of their products. There is the dignified background to the project, as typified by the big entrance hall at Allesley with historic cars from sober-black SS-Jaguar saloons and XK120 to yellow D-type Jaguar occupying one corner of the carpeting and a painting of H.M. the Queen hanging on the wall. The Publicity staff are apt to be found here long after normal working hours, eager indeed to talk-cars far into the night. It was after such an evening in the pleasant and conscientious company of Andrew Whyte that I drove, next morning, the Ian Appleyard



THE SERIES-3 JAGUAR is recognisable by the grille in the air intake, the uncovered headlamps and the disc wheels. Only a tail view gives a clue to the V12 engine.

Alpine Rally XK120 (of which, more on page 40) before departing in the modern E-type. Of this experience perhaps the kindest way of summing it up is to say that much progress has since been made! But how nice to find a famous rally car of NUB 120's age in such original trim; Andrew Whyte was almost apologetic about its new hood, into which the original back panel has been sewn. I have described the Jaguar factory previously but before we leave it this time I cannot refrain from remarking that if it were the headquarters of R-R it could hardly be better constituted or conducted, so that it is entirely appropriate that the culmination of a life's toil that has earned for William Lyons his Knighthood should have as its telegraphic code the term "Bentley's Second"

E-Type Development

The V12 E-type is not a new car, rather a fine new power unit using the former details and running gear. Ten years ago, in 1961, the 3.8-litre E-type, in open two-seater form, took the Geneva Show by storm. It was billed as the 150 m.p.h. Jaguar, which not only raised the eyebrows of those who checked the speed of their own cars, but detracted from the car's opposite-characteristic, namely its refined and docile running. In that first year the customers queued up for their E-types and a coupé version was available for those who sought performance without fresh-air. In that first year of its introduction as one of Britain's most intriguing sports cars the only modifications deemed necessary were a self-adjusting hand-brake, shields to deflect water from being flung into the front hubs, the removal of the catches for the long bonnet to within the car, and a heated back window as an optional extra on the coupé.

The E-type was as much an instant sales success as the XK120 had been. The second year of its existence saw some changes to make its occupants more comfortable—the seats set back to give more leg room, footwells introduced, and the angle of the brake pedal altered. In deference to the very formidable performance Mintex M33 pads were used for the all-round disc braking. During the third year there were some differences of opinion as to the effective axle ratio the E-type would pull, a change being made to a 3.07 to 1 ratio before the original 3.31 axle was reverted to, there were minor improvements to the independent rear suspension to protect the universals, and the rear brake discs were increased to a thickness of half-an-inch. At this time the M33 brake pads were changed for Mintex M59, handling was improved by using Dunlop SP41 radial-ply tyres, the exhaust system was modified, and stowage provided between the seats.

Up to this time the purists had tended to dislike the gearbox and as sports-car enthusiasts are never satisfied for long, even greater performance was wanted. This Jaguar met by introducing in 1964 an all-synchro-mesh gearbox, in conjunction with which they used the 3.07 axle ratio, the engine capacity having been increased to 4.2-litres in October of that year. Apart from this, a diaphragm clutch, an alternator to replace the dynamo, aluminised silencers, an improved fuel pump and a better radiator, most of the mods. had to do with safety, like a divided brake circuit and dirt shields for the front brake discs. The bodywork got a lockable boot for the two-seater and the boot-hinges of the coupé were covered over.

The bigger engine and new gearbox having answered most of the criticisms, there was little need to change the now well-established E-type in 1965 and Jaguar's Engineering Department contented itself with an improved screen washer, Dunlop SP41 HP anti-aquaplaning tyres, and a better means of keeping water from the distributor cap.

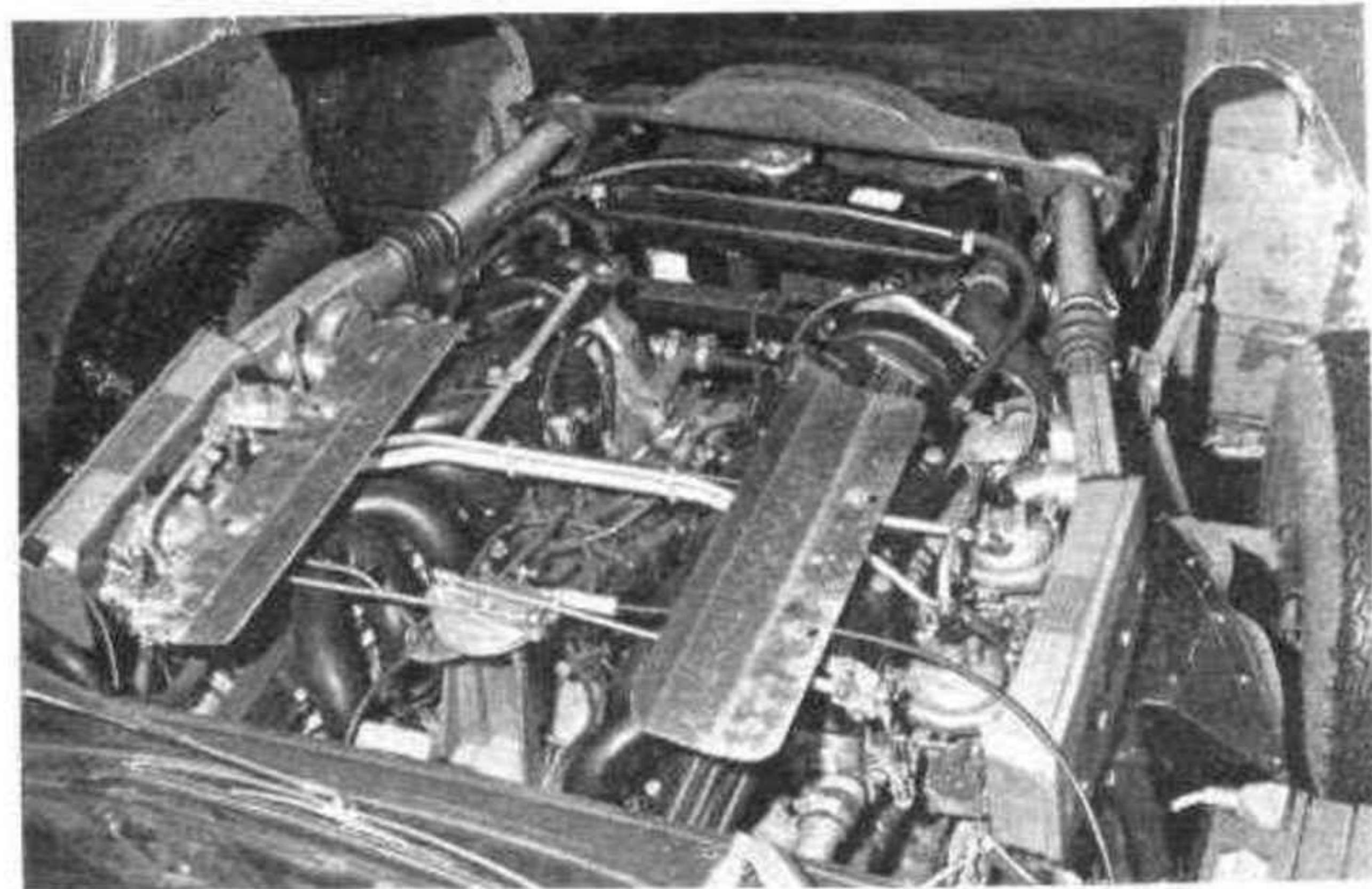
To the consternation of the true sports-car fanatics, a 2+2 coupé was added to the E-type range in March 1966. This involved an increased length of nine inches and a higher windscreen, the impact of which on die-hard Jaguarites was discussed in *MOTOR SPORT* at the time. The clutch pedal angle could now be altered and a wider-ratio gearbox was deemed suitable for both this new 2+2 (or auntie's delight) and the two-seater coupé. Next year there were some rather retrograde changes. The hoods for the "real" E-types were made of plastic instead of canvas, the covers over the headlamps which fended off snow were deleted, and the wide-ratio gearbox was now used for all models. Up to now wire wheels had been the correct wear for the E-type and spoke breakage was guarded against by a 1968 mod. It was at the Motor Show that year that the Series-2 E-type was introduced, with revised styling, even the characteristic Jaguar row of switches on the facia being altered to tumbler-type controls. Cooling problems were countered by twin-electric fans and a new vertical-flow radiator with expansion tank and some minor water-pump revision. Apart from the headlamps being moved forward, the 2+2 got a different screen rake and the aperture of the intake cowl was increased by 68%.

The revisions of 1968 brought Jaguar's great sports car of seven years earlier up to date in respect of American safety trends and, in the two years that followed, efficiency of the ancient but still virile XK engine was uplifted by attention to the ignition system and new camshafts to give quieter running from what had always been a notably quiet twin-cam power unit and even longer periods before tappet adjustment became necessary—in an o.h.c. engine in which such adjustment is complicated it is important that long intervals can elapse between resetting and one suspects that in the V12 engine the camshafts will remain undisturbed virtually for the life of the engine. At this time in its development there were some further body improvements, a steering column lock was fitted to foil thieves who might fancy an E-type, and ears were deleted from the hub caps to prevent any chariot-incidents involving bowled-over pedestrians. The E-type was also maybe unique in that disc wheels were made available in place of centre-lock wire wheels, but as an extra at additional cost. Alas, with the introduction of the Series-3 E-type last year disc wheels became standard equipment. . . .

E-type Details

Thus was the way paved for the introduction, in March last year, of the wider-track Series-3 E-type, in two basic forms, a 2+2 coupé and a roadster (available with hard-top) each using the same floor pan, both open and hard-top versions thus being nine inches longer than the old E-type. They are at present available with either the six-cylinder XK twin-cam or the new light-alloy 60° V12 single-cam-per-block power unit and with manual or Borg-Warner automatic transmission. There is a price difference of £1,108 between the engine types and *wire wheels* are now an optional extra.

As we have expounded previously, there is not a great deal of



A BONNETFUL OF POWER.—the new light-alloy Jaguar V12 engine fills all the space beneath the familiar forward-hinged E-type bonnet.

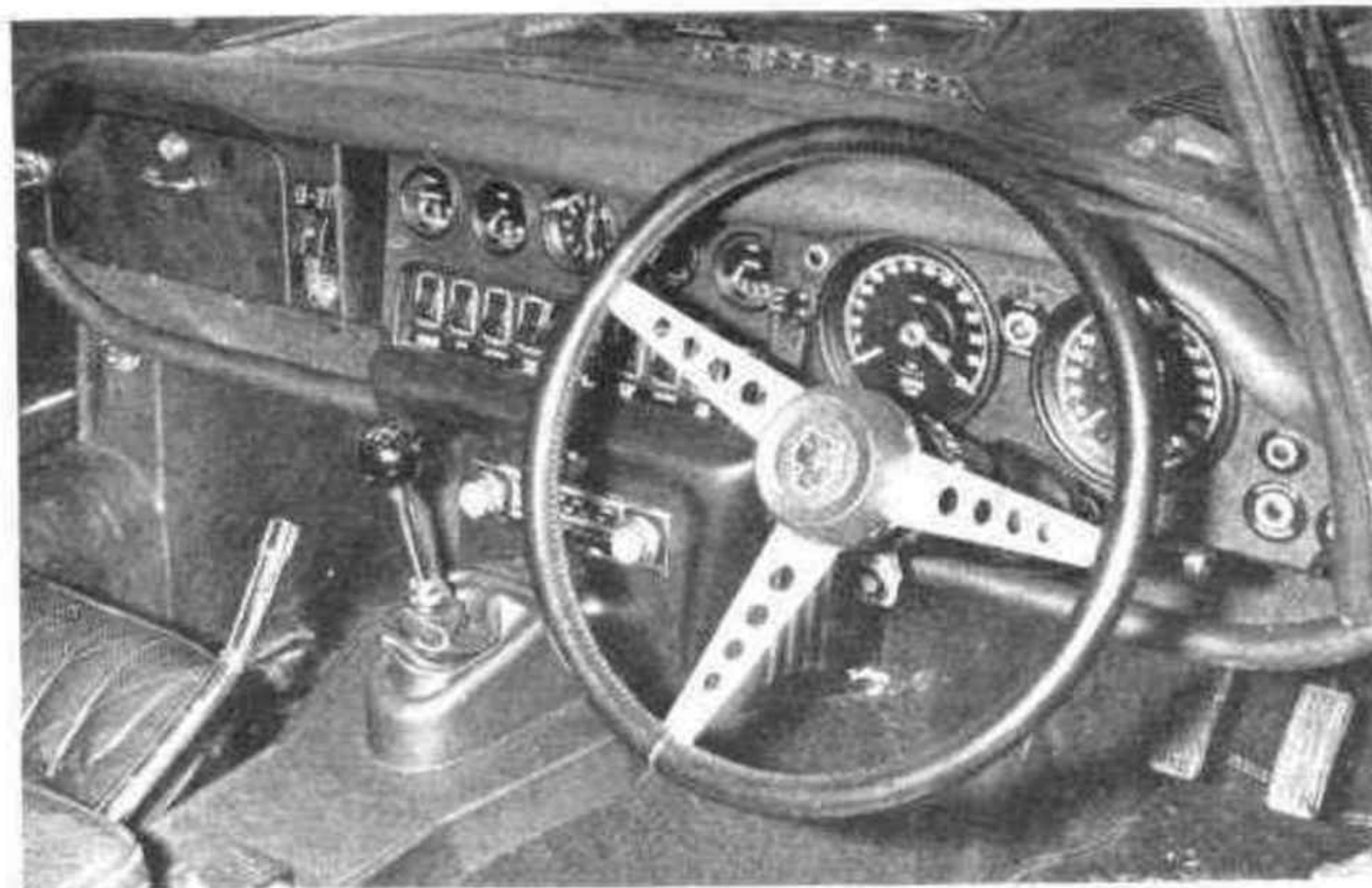
difference between the 1971 E-type, the V12 engine excepted, and the preceding version. To recap, the separate seats with reclining lever-controlled squabs are not quite so comfortable as on the shorter two-seaters and from the front the high windscreen necessitated for the 2+2 gives a rather unfortunate bubble-top effect. The screen is of Triplex laminated glass and upholstery, praise be, is leather. There is a facia grab-handle for the front-seat occupant. Fore and aft seat adjustment, by a transverse bar, is extremely easy and the steering column is extensible. The doors possess arm-rests. Incidentally, the front registration number, on the angle of the nose cowling is presumably illegal. The door "keeps" could well be more effective.

The facia layout is particularly neat but Jaguar's row of switches still prevails. They are now clearly labelled as to function, this green lettering being illuminated if the side lamps are in use, when it is not possible to switch out these written instructions. Facia lighting can be employed, however, in two degrees of brightness. Some drivers accept this confusing array of controls, others would prefer a more up-to-date layout. From left to right on the centre of the panel the switches are for hazard warning, map-light, interior-light, panel-lighting, side-lamps, head-lamps (these being the paired central switches, the headlamps switch automatically bringing in the side-lamps switch), two-speed wipers, washers, heater-fan, rear window heater, if fitted, and three-position choke. There is a choke warning light. The screen washers are powerful but an instant-wiper would be appreciated. Above this line of switches are the neat black dials for battery condition, (10, 13 normal, 16 volts), oil pressure (0-40-80 lb. sq. in.), Kienzle clock, water temperature (white, normal, red) and fuel contents, (E, $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, F).

I found the switches confusing and had to look at them before I could select what I wanted, but white dots on the tips to show which one is in use help somewhat. The Smiths 160 m.p.h., speedometer with decimal trip and total mileometer and matching tachometer before the driver impart an air of quality, the digits being white on black dials. The red sector of the tachometer is from 6,500 to 7,000 r.p.m. The rubberised horn push in the centre of the leather-covered steering wheel is not convincing and as Jaguar are diminishing their sporting image, why the drilled spokes to the wheel? A r.h. stalk operates turn indicators and flashes the lamps on full-beam.

The weak aspect of the E-type's controls include those for the heater, which have small movements, particularly the two tiny plated turn-buttons, and are confusing to set, although the volume and temperature levers can be operated simultaneously. Eventually I was able to get sufficient heat and drive with warm feet. The driving position is cramped, with little right elbow space and no place for the left foot when it is off the clutch pedal, and the big transmission hump directs the leg towards the right. Worse, the average-height driver has to sit closer to the steering wheel than he may wish, in order to fully depress the heavy clutch, which is desirable if the very stiff gear-lever of the notchy gear-change is to function properly; the lever is not spring-loaded and has long movements. Reverse gear is obtained by knocking the lever back beyond the second-gear position. The anti-dazzle rear-view mirror shifted on its mounting and there is no vanity mirror on the near-side vizor.

The cranked central floor hand-brake is well placed, the gear lever likewise, and there are under-facia, between-seats lidded, and lockable



THE INTERIOR of the V12 E-type shows little change over that of earlier versions, but the characteristic row of Jaguar switches are now of tumbler-type, for safety reasons.

cubby-hole stowages, although the last-named is very shallow. Two instead of three wiper blades now suffice but after adjustment they swept most of the big screen. They have special smear-free blades and worked extremely well. The oil gauge shows almost 80 lb. sq. in. most of the time, the water temperature soon assumes its normal position and from cold the engine starts after a little churning, and is ready to go with no warming-up delays, the choke soon being dispensed with. The choke lever matches the two pull-out heater levers. The doors have inset press-down handles which lift to lock the doors, and conventional window winders. An irritating item is that the lamps' dipper is a stalk protruding from the extreme right of the fascia, which necessitates taking the hand from the wheel to use it; this is tiring, makes for lag in dipping, and the sharp protruding lever is not a safety feature. The usual Jaguar hand-brake-cum-low-brake-fluid-level warning light is fitted, also an oil pressure warning light and a low fuel level light, to supplement the gauges.

The back compartment, reached by tilting the front seat squabs forward, is better for children than a couple of adults. Behind it is the luggage platform, in full view of the light-fingered. The back seat squab slides forward to provide plenty of stowage area when the car is used in two-seater form. Loading is by opening the back window, which is hinged in its near-side, the catch being beneath the safety-belt mounting on the off-side of the body. The bonnet hinges forward to give excellent access to the engine, after the bulk-head catches on each side have been released. There is a treadle accelerator so placed that you cannot "heel-and-toe" and a lidded ash-tray between the front seats and a cigarette lighter are provided. The test car had Cibie 10 DE headlamps, Jaguar Kangol safety-belts and was protected with Bluecol "AA" anti-freeze. The back compartment side-windows open as vents and the bumpers are rubber-tipped. A "V12" motif graces the tail of the car. The lamps appeared to be set for maximum cut-off beams but on dip these were only just adequate.

Road Impressions of the V12 E-type

There is no question about twelve-cylinder Jaguar motoring being travel of a most effortless kind. You lower yourself down into the driving seat over the customary sill, start up, and the engine wafts the car along with turbine-like smoothness and quite an audible "jet-plane" sound. Acceleration is extremely impressive and effortless, and is available from a crawl or from a high cruising speed with impunity. From 80 to 100 m.p.h. takes seven secs., for instance, without changing down. The test car had the 3.07 axle ratio, yet would run without complaint at well below 500 r.p.m. in top gear and pick up from that speed. There is less purpose about a good top-gear performance in these days of automatic transmission but this remarkable ability of the E-type to go from six to 143 m.p.h. in its highest ratio does nicely demonstrate the docility of the complex V12 power unit with its Lucas Opus transistorised ignition. Yet at 1,000 r.p.m. in the highest gear the car does nearly 25 m.p.h. In this context the time of 14½ sec. to devour a standing-start quarter-mile or 16½ sec. to get to 100 m.p.h. from a standstill is extremely creditable. This means that along short bits of clear road 90 to 100 m.p.h. can be the habitual speed, after which the very excellent Girling disc brakes with Lockheed servo pull the pace down with equal absence of effort. They are delightfully light brakes, progressive and re-assuring, with no squeal.

As for speed, the car as geared is good for 143 m.p.h. in top, 116 in third and 84 m.p.h. in second gear (and 55 in bottom, if you insist!), which is not hanging about. But it should be noted that in America and Canada the tyre pressures required by Federal Regulations restrict top speed to 130 m.p.h. The tyres are Dunlop E70Vr 15 Sport, with a satisfyingly chunky appearance, these being the special low-profile anti-acquaplaning Dunlops developed for the Jaguar XJ6.



A JAGUAR ON ITS JOURNEY.—A tail view of the V12 E-type, showing the four exhaust pipes and V12 badge, as the car prepares for a winter excursion to Applecross in the Western Highlands, while, below, the car is seen in side view at Melbourne Hairpin on the old Donington Park circuit.

The engine runs up to 6,500 r.p.m. but 6,000 r.p.m. is its more usual speed, and for normal motoring one never needs to approach these limits. Even when playing games the tachometer needle need not get near to the red sector. On the test car the idling speed would creep up to 1,600 r.p.m. until the accelerator was kicked (normal idle was 700 r.p.m.) and at this speed there was some noise as the electric fans had lost their intended thermostatic action. Otherwise, all is smoothness and quiet and the V12 E-type is a most restful motor-car in which to average high speeds, traffic notwithstanding. The celebrated, comfortable soft ride, choppy, however, on bad surfaces, when a few body rattles intrude, coupled with excellent road holding, is retained; the rack-and-pinion power-steering, although lacking in feel and without full castor return, gives finger-light control with no trace of feed-back or shock, and an excellent steering lock (3½ turns, lock-to-lock). The tyres grip most convincingly, even on wet roads. The cornering characteristic is largely neutral; roll is well restrained, the Dunlops remain mute when heavily leant on, and the nose does not dip under heavy retardation. The E-type feels, and is, a beautifully balanced car, although now 22% heavier than the 1961 version. Forward visibility is excellent, reversing difficult. Mechanically the engine is virtually inaudible. The ground clearance is restricted by the exhaust



system, the silencer looking vulnerable, but it got up my rough country drive, three in the car, without any harm coming to it.

The V12 runs happily on four-star fuel, put in through a small flap-covered filler in the near-side back wing, the valve in the filler neck confusing some petrol station attendants and making replenishment from a can a slow task. Fuel thirst in average running in this country worked out at 16.4 m.p.g., rising to under 15 m.p.g. and in 2,230 miles no oil was required. The petrol tank holds 18 gallons, and thus gives a total range of about 290 miles. When idling the engine is fairly noisy and not absolutely vibrationless. It exhausts via a cluster of four tail pipes.

The hump on the bonnet may no longer be essential but the lines of the E-type still win much favourable comment and the car is as irresistible as ever, the magic now enhanced by the very smooth and quiet 314 b.h.p.—272 (DIN) at 5,850 r.p.m.—which is under the bonnet, to those who can overlook the out-dated minor controls, ventilation and sticky gear-change, the latter perhaps accentuated as the test-car had only had a manual box for about 1,000 miles.

In an extended test in England, Wales and the Scottish Highlands the V12 Jaguar proved to be a very fine effortless high-speed touring car, which would accelerate effectively from 100 m.p.h. upwards. In this 1,444-mile tour in every kind of weather except ice, petrol consumption was nearly 17 m.p.g. Compared to the six-cylinder Jaguar the V12 engine has upped performance by 20 m.p.h. or, expressed another way, is 1,000 r.p.m. less stressed. The only fly in this smooth ointment was a tendency to hang back with fouled plugs after a spell of low speed running, while the sticking throttle, traced to a stiff bush in the accelerator linkage and not to the cable, was a minor setback, and the defective cooling fans set up unwarranted noise. At



LUGGAGE SPACE on the V12 E-type 2+2 is on a platform below the hinge-up back window, the release for which is inside the car. With only two people in the 2+2 the rear seat back-rest can be slid forward to give increased storage space.

speed, wind noise is very low, conversation at 100 m.p.h. being perfectly normal. For those who can afford £3,387, the Jaguar E-type remains a most attractive motor-car. Now, Sir William, for those of us who have to tolerate saloons, what about an XJ12?—W. B.

VINTAGE POSTBAG—continued from page 33

has been cars made at Stuttgart-Untertürkheim. The only other Vintage Mercedes I have driven was a rather sluggish old Model "K" or early "S" in 1940, belonging to the Sultan of Johore's heir, the Tunku Makota of Johore (a great supporter of Malayan Motor Sport). The car is seen in the photo at the Sultan's Palace with a "Speed 20" Alvis I took out from home.

Richmond. R. D. BELL,
Lieut.-Col. RAMC (Retd.).

Pre-1914 Hendon

Sir,
Your correspondent George Grigs need no longer wonder whether there are any more senile readers who can recall the early looping-the-loop demonstrations at Hendon. I was there on the last Saturday of November, 1913, when B. C. Hucks demonstrated the act, flying a rotary-engined Blériot monoplane. Later it was announced by megaphones that Gustav Hamel was going to attempt looping on his Moraine-Saulnier monoplane. His first attempt was abortive and resulted in a tail slide, but shortly afterwards he completed a successful loop and landed, having had enough for one day.

Benfield Charles Hucks took up flying in 1911 after he had completed a motor engineering apprenticeship at the Thorneycroft factory at Basingstoke. During the 1914-1918 War he was in the RFC spending most of his time on test and experimental flying. He died in the influenza scourge which swept Britain in 1918. Gustav Hamel entered the Aerial Derby of 1914, for which purpose he ordered a new Moraine-Saulnier monoplane. On collecting the new machine from the French factory he had two forced landings due to engine trouble. In spite of this warning he attempted the crossing of the Channel. His remains were found later, identification being through his flying jacket.

Hamel was not a German—he was brought up in this country and educated at Eton. His father was a distinguished physician and by appointment to the Royal household. His family was of Scandinavian origin. Amongst his special cars I remember seeing him arrive at Hendon on a two-seater bolster-tank Mercedes.

Ryde, IoW. FRANCIS A. KAPPEY.

Steam On The Road

Sir,
Happening to see a back number of your magazine, I found in it a review of "The Overtypes Steam Road Waggon", by Maurice A. Kelly, and in consequence will keep a lookout to find a copy thereof.

In the review printed in your magazine and initialled "W. B.", one event of the period is not mentioned—the collection of a number of steam vehicles of all types which were paraded near the House of Commons for MPs to examine, the result being, I remember from a report at the time, "MPs hurried past and showed no interest at all; the fate of an entire industry had been settled behind the scenes".

As indeed it had, by one of the worthless Governments of 1921-39, and which also made short work of progressive diesel projects, so they could pump up their filthy monopoly in overpriced and taxed petrol.

The fact that many local authorities who had large numbers of these machines for highway work, refuse collection and sanitary purposes were put to very heavy loss by this typical dirty hatchet job, was also not considered, as usual John Bull pedestrian as motorist, paid the bill; overtaxed and overcharged for everything.

The steam vehicles were, when worked with "Welsh nuts", smokeless and made no grinding gear noises or oily smuts; hot, dry particles from a fire blow away instead of sticking to everything like grim death.

These vehicles greatly promoted the speed of traffic flow, getting away from the point-duty policeman in half the time it took for a petrol lorry of the time as the boiler pressure had increased while the vehicle waited and, of course, that they stayed in use so long was largely due to absence of starting troubles, no oily plugs, damp leads, under-par batteries, batteries stolen entirely for their lead; all the lot of troubles that the practical man had no time to fool with—and, no frozen or leaking radiators, the devil's own.

The end came for the best means of moving heavy goods when it was shown that a vehicle using home-produced coal could carry 15 tons at 40 m.p.h. and keep at it; the vile Baldwin clique saw to it that the public were to be deprived of its services in very short time, despite the fact that thousands of miners were out of work.

It was very liberal of you to afford space for this review of what will no doubt be a very interesting book when I find a copy.
London, SW7. H. H. NICHOLLS.

DON'T SCRAP IT

ANGELL & Williams is a firm that is probably already known to some vintage enthusiasts for their welding services. They have just sent us a press release reminding us of their specialist services which include welding crankcases, cylinder blocks and heads. They also tackle repairs to chassis, fuel tanks, radiators, crankshafts, gearboxes and front and rear axles. They claim to offer a prompt service and "give you a real engineering job at a reasonable price". Their full address is Angell & Williams (Peckham) Ltd., Trafalgar Works, Sumner Road, London S.E.15. (Tel.: 01-701 2262).

FRANK COSTIN AND HIS AMIGO

The latest in a line of cars with wooden chassis



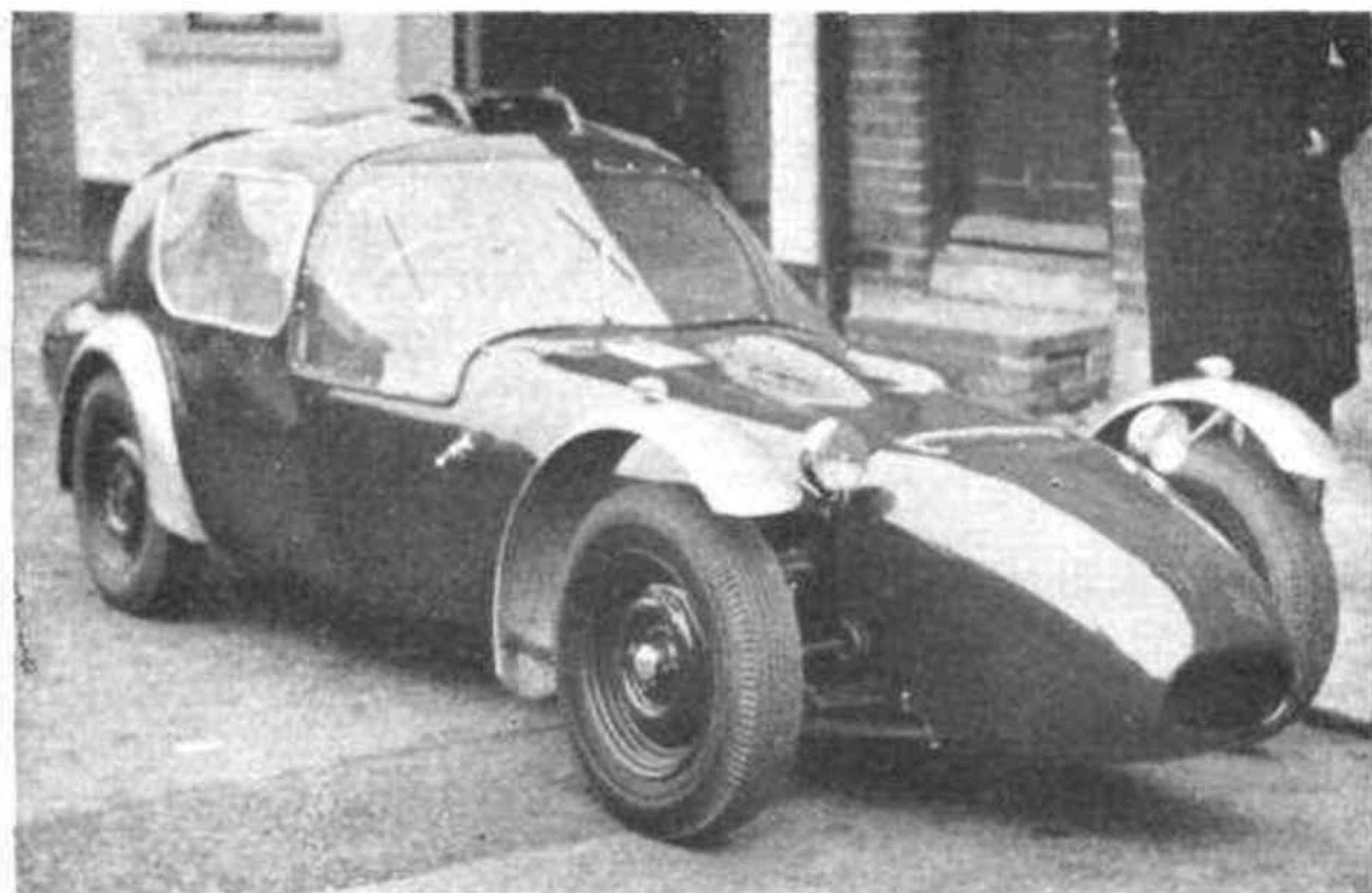
FRANK COSTIN'S name has been connected with a good number of racing and road-car projects over the past 15 years or so. Some of these have been very successful like the Vanwall, others less so, while a number have failed to see the light of day. Some of Costin's business relationships have soured on him and he has turned out the loser yet, in this latest project, the Costin Amigo road car, he seems happier and more enthusiastic than ever, particularly now that everything is really getting under way.

Before we go any further it should be explained that the subject of this article contributed the Cos to Marcos and it is his younger brother, Mike, who is the Cos in Cosworth Engineering, a fact that continues to fox a good number of people.

The Costin Amigo is not a brand new project for Frank Costin has spent the last three years solidly working on the car, first in Wales and for the past six months at the Little Staughton Aerodrome near St. Neots, Hunts. Now things are really starting to happen for half a dozen prototypes are on the road and, after various delays, production will commence in the new year. This has been facilitated by the fact that, by the time you read this article, Costin Automotive Racing Products Ltd. will have moved from the dusty, damp and cold premises they presently occupy to a light and modern building which is only a couple of hundred yards away and still on the aerodrome. From here the facilities to build about two cars a week are available and more labour will be taken on in the near future.

Costin's History

Frank Costin was brought up in the aeronautical industry and after working for several firms finally settled down with De Havilland. By this time he was a competent aerodynamicist and engineer and thus his knowledge was brought into play by Colin Chapman and his then partner Mike Costin. Thus Frank designed the bodies for some of the earlier Lotus racing cars like the Mk. 8. This led to him designing the body for the Vanwalls and he remembers Mr. Tony Vandervell with a great degree of affection and regard.



EARLY COSTIN.—The first wooden Costin road car, the original Marcos. The firm continued building wooden-chassis cars for ten years.

Some time and several more racing car bodies after this he finally left De Havilland to start up his own design consultancy business and became involved with Jem Marsh, then of Speedex, in the formation of Marcos Cars Ltd. The first gull-wing door Marcos was actually Costin's Auto Project 1 and, as is well known, Frank drew from his aircraft experience and designed the car with a plywood chassis. On the track, with Bill Moss at the wheel, the prototype was a great success and soon orders started to flow in and road versions were also built. Unfortunately Marsh and Costin fell out and Frank left the firm, although Marcos continued to build cars to the wooden monocoque chassis concept until two years ago. The present-day Costin Amigo features a plywood chassis, just as the Marcos did, and this unusual construction is undoubtedly exceptionally strong and rigid. These days Frank Costin pretends not to hear asides about woodworm!

After leaving Marcos, Costin was somewhat out on a limb and he busied himself with various engineering projects. His next car was actually Auto Project 5, which was a sleek teardrop-shaped sports coupé powered by a DKW engine. Only one was built and Costin still owns it and would still like to put the vehicle into production as a cheap sports car for the enthusiast. Undoubtedly it is still years ahead of the Sprite or Spitfire which is the market for which it was aimed.

Another car which hardly saw the light of day was Auto Project 9, which was a sleek Lotus twin-cam-powered sports racer built in association with Jim Diggory and sold to the States. The Lumsden/Sargeant Lister Jaguar for Le Mans followed and then there was a little cross-country vehicle for JCB (the excavator people), a rather ugly little town car, and a test monocoque chassis for BRM. These various projects span a considerable number of years and during this time Costin also used his fertile mind to design printing and earth-moving equipment.

But it was around the mid-sixties that his name started to become generally well known again in the racing circuits for Auto Project 14 was a sports-racing car, again with plywood chassis. This was financed by a young London racing driver by the name of Roger Nathan and his father who runs a successful second-hand car business. In Nathan's hands the first car won a good number of races and a GT version followed which clinched the *Motoring News* GT Championship. Quite a number of these Costin-Nathan machines were produced, particularly in GT form, and were successful in various customers' hands. The lines of the Amigo undoubtedly bear a family relationship to the Costin-Nathan. But again Costin split with his partners who continued to produce the cars under the name Astra for a short time before the project died completely due to lack of funds.

Immediately after leaving the Nathan outfit Frank Costin was contacted by Ron Harris, who had been running the works Formula Two Lotus team, to design a new Formula Two car for the 1967 season. This was the first time Costin actually designed a wooden single-seater racing car and the Protos, as it was called, really was a sensation with its way-out bodywork. Amongst those who drove in the three-car Protos team were Pedro Rodriguez and he completely destroyed one at Enna and, thanks only to the wooden construction, was able to step out alive. A French driver called Eric Offenstadt also had his fair share of accidents in the cars and Harris called a halt to

the project at the end of the year. This was a great shame for with a little more money and development time the car could have become a winner, and even so it was undoubtedly the fastest Formula Two car in a straight line, as Brian Hart showed at Hockenheim with a long-standing lap record. The Protos shape more or less reappeared on the March 711 and 721, for which Robin Herd commissioned Frank Costin as a consultant.

After the Ron Harris episode, which left Frank Costin a little downhearted, came a brief association with Johnny Walker, a West Countryman, who built Formula Four racing cars as one of several interests. By now Costin was a little more wary and, though he designed a Formula Four, again in wood, for Walker, he was by this time (1968) formulating the idea of the Amigo which he was determined to get off the ground with an adequate and straightforward backer.

Amigo Specification

Frank Costin reckoned that there was a market for a car which would conjure the same *esprit de corps* as that of the Bentley in the 1930s. Obviously the specification had to be quite different to that of the Bentleys and Costin laid down a basic formula of how the car should perform. This included the ability to cruise at 100 m.p.h. comfortably with the engine revving at less than 5,000 r.p.m. and have a range of 250 miles, preferably with a fuel consumption of at least 30 m.p.g. The car must have the greatest possible reliability and, wherever possible, parts must be used which have already been proven. Other requirements Costin set himself were that passenger comfort should be such that at least 250 miles could be covered at a single stretch without fatigue, that considerable luggage space should be provided and that the amenities (heating, ventilation, etc.) should be adequate.

The net result was the Amigo, so named because it is a friendly car, according to Costin, and this fulfilled the above specification. His first major move was to decide on the use of a Vauxhall Victor 2-litre overhead camshaft engine which led to various other Vauxhall parts, including the Victor gearbox, back axle (but fitted with a limited slip differential), front suspension parts and brakes to be utilised. Since then the project has received considerable assistance from Luton, and Costin is really happy in the way the engine fulfils the original requirement.

Costin has not strayed from his original gaboony-bonded plywood chassis, although in the Amigo this is covered with fibre-glass on the outer surfaces to give a better finish, and there is also glass-fibre rear section which forms the rear mudguards and roof and a separate bonnet of the same material. Built into the monocoque construction is a crash pylon behind both the driver and passenger and the seat belts and Costin believes the car to be one of the safest in the world.

The front suspension utilises Vauxhall front wishbones but these are modified considerably and Koni dampers and stiffer springs are used. At the rear the suspension is most interesting for the rigid axle is controlled by very long leading radius rods and a Panhard rod. The rear suspension media is also Koni but are self-levelling oleo-pneumatic units which are made exclusively for the Amigo and "a little firm down in Maranello". Naturally Costin has remained faithful to his own conceived ideas about aerodynamic shape and says he has "no time for fancy styling—aerodynamics is a style in itself". But surely, we questioned, beautiful yet efficient styling like that of the Dino Ferrari, for instance, sells motor cars. Costin counters by saying that he wants people to buy his motor cars because they appreciate good engineering and if that isn't still the strongest selling point for a motor car then he isn't really interested in carrying on.

Personally, I find the styling of the car attractive in a peculiar kind of way and from the back it definitely looks like the latest Corvette and, for that matter, almost has Dino looks. Perhaps the removal of those bulging top-door-hinge-cum-air intakes would smooth the lines.

Continuing on the theme of his potential customer Costin likes to think that as well as appreciating good engineering and wanting to be a member of an *élite* club he or she will also understand his own attitude of mind towards building the cars which he says is not completely profit orientated. As long as he can build cars which give the owners total satisfaction, have enough money to live on and provide a modest profit for his company then he will be more than happy. Incidentally, it should be pointed out that Costin's fellow-director in this venture is a motor sporting enthusiast and land owner from Anglesea by the name of Paul Pycroft, who has given Costin a

great deal of moral as well as financial encouragement in the project. The car is not cheap by any manner of means and the retail price will be £3,326 78p complete with purchase tax. Lightweight and tuned versions are available and this year Costin has fielded a racing version occasionally with considerable success and plans a bigger programme next year, including Le Mans, if a sponsor can be found.

On the Road

I was able to drive the latest pre-production car some considerable distance with Frank Costin as a passenger and then later drive an older prototype which had a tuned engine in it. Undoubtedly the new car is the one by which the Amigo should be judged. It was sprayed in an eye-catching colour of green and was undoubtedly better finished both inside and out than the older cars and this is the standard Costin will maintain for production cars. The first major problem, however, is getting into the car, for the available opening is rather small, and squeezing in the machine without injuring oneself is undoubtedly an art which has to be mastered. Getting out is even worse!

However, once in place one immediately feels at home and everything comes to hand easily and one sits very comfortably, although personally I would like to have sat a little higher in the car. Rearward vision through the mirror is surprisingly good. On the road the car is a delight to drive for it handles beautifully, having neutral characteristics, and one is immediately impressed by the very smooth ride occasioned by the special Koni rear suspension. Undoubtedly there are plenty of disadvantages in using a car as low as this on the road, at night one is constantly dazzled, and visibility over hedges when rounding corners can lead to some difficult situations. Those readers who have owned Lotus Europas will know if it is really worth it.

The braking, and particularly the steering of the Amigo, are superb, while the acceleration and performance is really vivid. Unfortunately in our run we were not able to record any figures but Costin quotes 0-60 m.p.h. in 7.2 sec. with a top speed in overdrive top of 127 m.p.h. A 0-100 m.p.h. figure of 21.2 sec. has also been recorded, which is certainly impressive for a 13.1 cwt. car. However, it should be said that the engine does still sound like a Vauxhall, although noise level is good, and personally one feels that one should really be hearing a more refined noise. This being the case one might then, of course, lose the reliability and low engine revs 100 m.p.h. cruising. Because of the sleekness and lack of wind noise one does not get a great impression of speed in the car until one glances at the speedometer.

The Future

A Costin Amigo will be on show to the public for the first time at the Motor Racing Showboat moored in the Pool of London from January 1st and this really starts the emergence of the Amigo from the prototype to the production stage. Initially Costin hopes to be able to produce two cars a week, but never intends the figure to go over three, even if there are more than enough orders to cover. Four distributors have been appointed and Vauxhall agents should be able to cope with any normal servicing of the cars.

It will be interesting to see how many customers there are with over £3,000 who fulfil Frank Costin's ideal purchaser. Certainly they will become the owners of a fine-handling, safe and very distinctive motor car produced by an enthusiast for enthusiasts.—A. R. M.



FRANK COSTIN with his latest creation, the Amigo.

RUMBLINGS

■ **THE DOUNE COLLECTION.**—Motoring north of Stirling when we had the Jaguar V12 E-type on test we came to the village of Doune and decided that we could not pass through it without paying a visit to the Doune Motor Museum, which is mainly a collection of some of the personal cars carefully chosen by The Lord Doune for his own use.

Although we had not made an appointment we were fortunate to be shown the collection by Lord Doune himself, a knowledgeable and enthusiastic informant. The cars are housed in what was once a stone cattle-shed on the estate, which with the passage of time became too small for the extensive farming scheme carried on there. The place has been tastefully converted, with wooden ceiling at the level of the old beams, new doors to receive the cars, an office, and so on. A large car park adjacent obviates congestion of the road which passes the museum and which becomes tourist-packed in the summer and improvements are being made in the facilities for serving refreshments. A shop with a bias towards motoring souvenirs, operated by a separate concern, is housed in the Museum entrance hall.

The predominant impression conveyed by this Motor Museum—so called, incidentally, because “car collection” resulted in motor traders mistaking the premises for a new-car-collection centre!—is that it might be a gentleman’s garage full of his accumulating cars, to which the public never has access, which is really what it is, except that Lord Doune allows one to look at his motor cars for a modest fee! He has indeed owned many of the cars on show and keeps several of them licenced and in regular use. The cars are displayed with hardly any elaboration in the form of background posters, photographs and similar paraphernalia. They are in exceptionally good, spotless condition and the building in which they are assembled likewise, clean and polished, and uncongested. Normally about 25 to 30 cars are on view, a greater number tending to induce “museum fatigue”, in Lord Doune’s opinion. As the 8p brochure emphasises, the Doune collection is in no way intended to represent any particular motoring theme or to illustrate the evolution of the motor vehicle. It is simply an assembly of nice cars, ranging from 1923 to 1961, of which Lord Doune had a large hand in the collecting.

Apart from several Aston Martins, a Speed Six Bentley, Singer-engined HRG, a number of later Bentleys from 1934 to a 1955 S1 Continental, His Lordship’s well-known 1933 low-chassis 4½-litre Invicta, an XK120 Jaguar, a J2 MG, V12 Lagonda and Talbot 105 Airline saloon, there are some more-exotic exhibits.

For instance, the Alta-engined Cooper Special built for Stirling Moss by John *Autocar* Cooper and Ray Martin has found a home here and has been repainted in the correct insipid green. Peter Whitehead’s F2 Alta, the remarkable 2.9 Alfa Romeo Superleggera Touring coupé which Biondetti and Sommer drove in the 1938 Le Mans race, and the ex-Lord Ridley 8C 2900B Alfa Romeo Spyder form enthralling exhibits. Then there is the very attractive 3½-litre Bentley with Abbott 2/4-seater open coachwork, formerly used for competition motoring by the late Lord Ebury, which Lord Doune still enjoys driving on the road and in sprint events. A distinct contrast is the Type 57C Bugatti with Cotal gearbox and Aravis closed body, which was delivered to the Canadian millionaire, Sir Duncan Orr-Lewis, at Bugatti’s showrooms in Nice in 1938. It has splendidly-styled lines, even to the bumpers, and is said to do 105 m.p.h. The 328 BMW is represented by a rare, black 1938 model which is possibly a pure BMW in spite of its Frazer Nash-BMW badge. Pure vintage is a 1923 5cv Citroën.

Hispano-Suiza is represented by a 4½-litre Ballot-Hispano Lancefield d.h. coupé and that great 37.2-h.p. model of 1924 with Bligh-Bros. touring body, ordered for Countess Zborowski in 1924. The decked-in rear compartment has duplicated instruments, including an altimeter, cigar drawers, etc., and the whole car, including the flying stork mascot, is pure Michael Arlen.

Lord Doune’s SS100 two-seater displays the now-coveted lines of these pre-war sports cars, although there is an XK140 engine under the bonnet, installed with speed trials in mind—but to be replaced by a 2½-litre push-rod power unit.

Very handsome in a sober sort of way is a 1930 18/80 MG two-seater, a rarity is a 1947 Nardi Danese racer, and as no motor museum is complete without Rolls-Royces, this one has a 1933 20/25 Park Ward sports saloon of very appealing appearance, a 1930 20/25 Park Ward saloon and a 1935 40/50 P II Continental coupé de ville.

Racing cars in use in VSCC and other meetings include the 1929 2½-litre Maserati driven by Peterkin and the 1934 8CM Maserati single-seater, ex-Whitney Straight and Prince Chula, the latter somewhat modified in external details when raced by Tony Gaze.

As has been said, the collection is modestly but most effectively displayed, movable wall-lights picking out the cars’ high spots, and it is well worth a visit if you are motoring in Scotland. Ray Fielding administers to the cars, when not racing his own 6C Maserati, which was on display when we were there. Mr. J. Asher is the Resident Manager.

Having seen the Museum, we were driven up the hill-climb course in Lord Doune’s Singer estate car. This is a very exciting course, starting by the Museum yard and climbing for nearly a mile, the tarmac road narrow where it runs beside a fence guarding a drop on the left, spectators, who can also view the gardens of the Manor House, in less exciting moments, looking down on it from the bank on the right. The road then climbs a brief section of 1-in-4 gradient, takes a difficult right-hand corner, and winds to the left past the commentary box to the finishing straight. After completing their runs competitors foregather in a cinder yard behind the trees on the left. This long course is almost in the Continental tradition, and we have promised ourselves a return visit, perhaps when vintage cars are running there next September. Four meetings a year are held at Doune hill, one of them counting towards the RAC Hill-Climb Championship, this course being a substitute for the now-defunct Bo’ness hill-climb.

■ **NUB 120.**—While visiting the Jaguar factory in Coventry in connection with the new V12 E-type, we were discussing Jaguars in competition and D-types and the stillborn mid-engined V12 Le Mans coupé in particular, when Jaguar’s efficient PR man Andrew Whyte suggested we might like to try an early Jaguar competition car. This was the white XK120 that Ian Appleyard used in rallies throughout Europe in the early fifties, gaining an Alpine Gold Cup among many other awards. This famous XK120, one of 200 all-aluminium-bodied cars built, was always known by its registration number NUB 120, and it was in the exact condition as when it finished its third successive Alpine Rally and gained the first-ever Gold Cup for three Alpine Cups in a row, this being 1952, and it was still wearing its Alpine Rally plates. Since it was retired from competition in 1953 it has been displayed in various museums and showrooms and recently was retrieved from the Beaulieu Museum and made to work again, passing its MoT test with ease. The years of inactivity had let the moths get at the hood so the Jaguar coachwork department ran up a new one, but apart from that it was just as Appleyard drove it back from Marseille, the interior having a friendly “used” appearance, all the rally extras such as clocks, k.p.h. speedometer, etc., still being in place.

Remarkable was the smoothness of the 3.4-litre six-cylinder engine and also the mechanical silence, though the exhaust note was decidedly “sporting”. After an E-type open 2-seater the driving position of the



FAMOUS JAGUAR.—W.B. and D.S.J. pictured in NUB 120 passing a gatehouse at Jaguar’s factory.

old XK120 was cramped and the seating position high, but visibility was superb, the thin frame of the windscreen being almost unnoticeable compared with the modern Jaguar screen. As NUB 120 had done more than 100,000 miles of rallying we treated it with the respect it deserved, but even so the engine was only too ready to accelerate the car over 80 m.p.h. without even thinking about instruments. Although Jaguar history does not go back very far, the XK120 model is surely a land-mark in sports-car motoring and takes its place in the history of the production sports car, and NUB 120 did much in its day to add to the Le Mans victories of the C-type and D-type to make the name of Jaguar and the XK engine famous throughout the world. The new V12 Jaguar engine has all the characteristics of the fabulous XK unit, and must surely carry on where the six-cylinder is leaving off. It would be nice to think of an F-type V12 carrying on the racing and rally traditions of the Coventry firm, but that must remain an (exhaust) pipe-dream.

■ **DONINGTON PARK.**—When the RAC Rally held a "special stage" in Donington Park in November last year it was an historic occasion for it was the first time that competition cars had been unleashed officially on the pre-war Midlands road-racing circuit since 1939. When the war put a stop to racing on the Donington Park circuit the ground was commandeered and used as a military vehicle depot. After the war the Army were very long-winded in returning the circuit to its rightful owner so that it was never reinstated as a racing circuit and as motor racing could not wait indefinitely for a military decision other venues were found and Donington Park was left to decay and become overgrown. Last year Mr. Bernard Wheatcroft bought the circuit and adjacent ground from the Shields estate, principally with a view to using the ground to build his racing-car museum on. Approached by the RAC with a view to holding a rally stage on the famous old circuit Wheatcroft was only too pleased to agree and prior to the rally a lot of tree clearing and tidying-up took place and the rally competitors were able to use most of the circuit and some of the surrounding woodland for a "special stage" lasting some three minutes at full chat.

A very large crowd of spectators attended this historic occasion, many of them not being born when racing cars last circulated this Midlands circuit, while others recalled the racing in 1939 as if it was only yesterday. Although the road surface is broken up and covered in mud the foundation of the circuit is still sound and intact and it was impressive to see the rally cars appear out of Holly Wood and come down the winding hill to "Hairpin", climb sharp right and disappear through the historic stone bridge and up the hill to McLeans Corner. Just near the entrance at Coppice Farm the steel skeleton of the Wheatcroft Museum could be seen alongside the beginning of Starkey Straight, the building proceeding apace.

■ **THE MG-B.**—We found ourselves driving once again in the good old "vintage" MG-B last month, albeit the 1972 version with minor improvements like a facia face-lift, revision of details and a safety gambit in the form of docking the hub nuts of its centre-lock wire wheels of their "ears".

Otherwise it is the same excellent, uncomplicated sports car that has been with us for nearly ten years, hard-sprung, rather noisy, delightfully responsive with absolutely taut, quick steering and possessing adequate rather than scintillating performance, and good enough, but not remarkable, road-clinging. Also excellent brakes. Top speed exceeds 100 m.p.h.

The gear-lever, high-set unless you sit at arms'-stretch, functions smoothly, but must be slipped firmly into top gear against light spring loading. The clutch is light and positive. The hood catches call for firm handling, otherwise this is an excellent, quickly-operable two-seater. Visibility is good, with the hood up, except for too-thick screen-pillars-cum- $\frac{1}{2}$ -light-frames.

The rotary heater controls are the devil to operate in the dark, the screen washers went on the blink on a most inopportune muddy day, and the headlamps, not bad when dipped, are not good enough on full beam. The cubby-hole lid needs a key to open or close it, the heater keeps one snug when the car is open and the glass side windows are up, but the fan, which helps achieve this, is irritatingly noisy at low speeds, and the hood, unless fully folded down, which is a complicated operation, can be all too easily torn unless treated with great care. Otherwise no more complaints. The "B" is fun, and with the aid of a well-placed overdrive switch (o/d operates in 3rd and top) the antiquated push-rod engine can be made to give 27 m.p.g., or better, and can be revved to 6,000 r.p.m. Overall con-

sumption was 26.4 m.p.g. and although the oil dip-stick read alarmingly low after 1,000 miles, a pint would have sufficed instead of the quart of Castrol we put in.

The boot houses a laid-flat spare wheel but has enough luggage space for a sports two-seater, coupled with the hood-well behind the leather-upholstered bucket seats and the doors have the neat internal handles-cum-locks now common on many BL cars. The test car had those real wire wheels, now so rare, shod with Pirelli Cinturatos. The aging MG-B remains all that a not-too-costly small sports car should be. Long may it flourish! The price, with p.t. but without trimmings, is now £1,271.

■ **EXHAUST PROBLEMS.**—The recent trip to the Jaguar factory brought home the changing times in which we live. A works tour of the impressive Allesley works would, ten years ago, have been climaxed in a visit to the hallowed competitions department. How sad that now the highlight of the works tour is to see the smoke emission control laboratories. But one must not bury one's head in the sand and say that pollution of the atmosphere is not a problem.

The laboratory in itself is certainly interesting but not exciting the way the old comps department would have been. One is amazed that the various authorities over the civilised world can not get together and actually agree on the way exhaust emission can be measured. At Jaguar, and no doubt elsewhere, they have two totally different rigs, one to measure the gases to comply with forthcoming American regulations and another for a proposed European specification which includes collecting the gases in huge bags!

Despite the various problems evolved, Jaguar seem to be making good progress on reducing the amount of toxic gases being produced by their engine. They are investigating various different methods of doing this but one likely way seems to be to fit an extra expansion box in the exhaust system which contains a catalyst.

MATTERS OF MOMENT—continued from page 13

Provost of Eton, and Lady Caccia was behind the Powell's car. Mrs. Powell alleged that Rogers flashed his lights in her mirror and, as she refused to give way, passed on her near-side. Because Enoch Powell bleeped to the police Mr. Rogers, who holds various safety awards, was a member of the IAM, does some 25,000 miles a year and hadn't had an accident in 34 years, was found guilty of dangerous driving, relieved of £25.50, endorsed, and perhaps lost his job as Lord Caccia's chauffeur, although he pleaded not guilty, pleading no recollection of the incident.

It boils down to the 70 m.p.h. speed limit making a mockery of our fine, wide, but expensive, motorways. Mr. Enoch Powell has won the respect of a great many people with his courageous political views. He would do well to remember that not so long ago more than 250,000 MOTOR SPORT readers signed a petition against the 70-limit on motorways. His childish tell-tale action in supporting his wife over upholding this fragment of the law has conceivably caused a quarter-of-a-million voters to think less favourably of him. Some of the remarks we have received include wonderment that such a busy MP had time to be so petty and whether Mr. Rogers is a Pakistani, in which case, says a correspondent, what a grand kill for Mr. Powell!

Politicians are adept at answering questions. So we invite Mr. Enoch Powell to tell whether he realises that Mrs. Powell herself was breaking the law, as she was apparently using the "passing" lane of the M4 as a "cruising" lane, instead of moving to the middle lane when the Jaguar driver wished to overtake her?—his speed was purely a matter for the Motorway police, whose good sense so often overlooks a bit of over-the-70 under fair-weather conditions; if, in fact, Mr. Rogers exceeded a true 70 m.p.h., which no-one has proved. . . . Mrs. Powell's spell in the outside lane is surely contrary to the Law as publicised by a Department of the Government her husband serves?

As accidents unhappily go on happening on our motorways in spite of the 70-limit, it is time the situation were reassessed. The majority of cars which use the M-ways do not cruise at 70 m.p.h. anyway. Is this justification for penalising those in safe-handling faster cars from extending them a little, in return for the excellent proposition they represent in terms of purchase tax and petrol tax? If safety isn't at stake, as we and over 250,000 of our readers believe it isn't, under good weather conditions, how can the Government which Enoch Powell represents, having just given H.M. the Queen (God bless her, and long may she reign, in preference to a Dictator) one pound a year for every unemployed person in this country, refuse this dash of spice to those hard-working citizens who buy and fuel the better, more expensive motor cars? How indeed!

20,000 MILES WITH A RELIANT SCIMITAR GTE

The Assistant Editor reports

THE mustard coloured Reliant Scimitar GTE, registration number ECH 44J, which has been my transport for just over a year is now about 20,000 miles old. It is impossible to state with any certainty the exact mileage as the speedometer has failed twice and there have been numerous other failures that, at one time, had me close to despair. Yet, now the vehicle seems to have settled down to a much more contented middle age and my confidence in Reliant and their motor car has fully recovered. I have absolutely no qualms in recommending a GTE and in particular the latest 1972 models. In fact, nearly all the faults I have been stricken with just would not happen on the latest model. Much has already been written about the Scimitar GTE, or Great Tamworth Express as it is referred to at the factory, but let us emphasise that it fulfils the role of an executive express superbly. On the Motorway it is ideal but on twisty country roads it shows an equal talent. Its large carrying capacity so often comes in useful, its economical fuel consumption never fails to amaze and it is one of the least tiring cars to drive I have ever experienced.

Although my journalistic career with Standard House has spanned six years, mainly on our weekly contemporary *Motoring News*, I spent six months of 1970 running the works March Formula 3 team. I suppose I returned rather like the Prodigal Son to take up the post of Assistant Editor and I somehow managed to persuade the Management that a Reliant Scimitar GTE was absolutely essential to the job! Previously my company cars had been a 1965 Cortina GT and a 1968 Lotus Cortina Mk2 which was later tuned by BRM and both had served me with tremendous reliability. During the racing team period I had inherited an Escort 1300 Estate car which did a most incredible mileage in my hands and carried impossible loads like three Formula 3 engines all at once.

Thus I came to the decision of wanting the Reliant for a number of reasons. One was the fact that it had a Ford engine and gearbox, another was that I had grown to like Estate cars, a third attraction was its known ability for fast, effortless, high speed cruising and I also liked the idea of the attractive glass fibre body. Finally, and this is something for which I have had my leg pulled, I believe in supporting British industry and Reliant are as British as you can get in the motor industry.

Quite whether her reasons were the same as mine I rather doubt but at the time, November 1970, as MOTOR SPORT was about to make a purchase, HRH Princess Anne became a Scimitar GTE owner. This was a fantastic boost for the Tamworth company and the already long delivery date for the car lengthened. However a garage friend up in Derbyshire has an uncanny knack of finding cars normally impossible to obtain and, only a day after an enquiry, he produced a brand new Scimitar with manual box and overdrive (which wasn't standard then but is now) in a colour described as ochre which was definitely all the rage at that time. Personally, I was not at all keen on the hue but have learned to live with it and it was about the only new Scimitar GTE in captivity. So a cheque passed hands to William Green Garages, of London Road, Derby and after his mechanics had given the car a thorough pre-delivery check I proudly drove it away. It was mentioned that occasionally, the rear windscreen wiper was reluctant to self-park and this particular fault has never ever been solved. The few other problems like the non-functioning of the heated rear window, caused by a loose connection, and a non-working eye level air vent were soon corrected. At the 500 mile service Green's mechanics removed a rocker cover to find an electrical connection buried in the cork gasket and this had been causing a slight oil leak.

After 2,000 miles trouble-free motoring a slight mis-fire at low revs became apparent and Green's Sun testing equipment was put into action. After some head scratching arcing from the distributor cap to the large air filter or the radio suppression plates was diagnosed and liberal application of insulating tape to the metal surfaces immediately



MUCH OF the car's life is spent travelling to racing circuits. Here the Scimitar GTE rests in the Mallory Park paddock. The trim strips along the side have tended to spring off but are not included on the 1972 model. The wheels have also been re-styled.

effected a remedy. Some eight thousand miles later the trouble reared its ugly head again but this time it was very much worse and the car spasmodically ran on only five cylinders. This problem took a considerable time to sort out and the final remedy which worked was to completely replace the distributor cap and all the spark leads and since then the engine has not missed a single beat. At the same time a set of Motorcraft sparking plugs were fitted and have remained *in situ* ever since. Changing plugs on the GTE with its Ford V6 engine tucked well back is not an easy task. At this point it should be mentioned that Reliant now have a much better radio suppression method and all those cumbersome plates are not to be found on the 1972 model so this arcing problem, which afflicted several owners as far as I can gather, no longer exists.

The first mechanical failure actually came at around 7,000 miles and manifested itself as a reluctance to drop into overdrive. First one thinks this is imagination but then it started to refuse to go into o/d completely. My immediate thought was that there was something wrong with the magnetic part of the overdrive and the car was booked in for a service with the problem foremost on the job list. However, before that date the gearbox developed a nasty noise everytime I attempted to engage overdrive — something was drastically wrong. Then the speedometer stopped working while I was actually looking at it. The car was limped up to Tamworth where their service department, which is available to all owners, soon diagnosed and remedied the problem which was not unique.

A bearing in the back of the overdrive had collapsed because of lack of oil due to fault in design which had since been remedied. This stopped the overdrive falling into mesh, and the speedo cable is driven from this area so its nylon drive gear had become overheated and consequently sheared. All this was repaired under guarantee but I still finished up with a bill for labour which annoyed me somewhat. Since then neither the gearbox nor the overdrive have given the slightest hint of trouble but the box does tend to be much more cumbersome than some of those excellent boxes produced to mate with smaller Ford engines. The speedometer cable, however, broke again recently this time at the head but a replacement was easily obtained and quickly replaced. Again the speedo broke as I watched it.

The gauges have shown some funny things in their time and apart from the petrol gauge, which packed up and had to have its tank sensor replaced which proved quite a task, the ammeter started to tell some very strange tales. Every so often it would flick to discharge for a few minutes and then return to normal. At first I thought it was the ammeter itself playing up. After some time, a couple of months, the phenomenon started to occur more frequently and this tended to cause a mis-fire at high revs. After considerable head scratching a faulty part on the alternator was discovered and replaced at minimal cost. However the ammeter still shows a boost to its charge whenever the heated rear windscreen is switched on although apparently there is no adverse effects. In the 1972 models the facia lay-out has been completely revised.

At just around 15,000 miles the Scimitar really started to get me down and for that matter had a very good attempt at killing me. I was manoeuvring in the road ready to take a couple of friends home and somehow something felt funny about the brakes. Once straightened up I started to accelerate down the road but decided to hit the brakes hard just to check. The pedal broke clean off its pivot point and

I was left with no brakes at all. Fortunately we were travelling about ten m.p.h. and I brought it up safely on the handbrake, visibly shaken. It later transpired that this was not a unique failure and Reliant had actually issued a service bulletin No 146 which requested all cars between chassis no 451400 and 451550 to be checked by the dealers. Somehow my car had escaped the net perhaps because it had not been purchased direct from a Reliant dealer. Anyway, I was not amused and I wrote to Ray Wiggin, Managing Director of Reliant and told him so. Later I learned that the fault had been caused by a welder, since sacked, who was skimping his job. But what price inspection procedures? A new and better pedal was fitted.

At the same time I was experiencing silencer problems and the rather vulnerable twin exhaust system finally gave up the ghost at about 14,000 miles when the back righthand silencer box actually broke away from the pipe. I was just about to set off for a trip up to Croft in North Yorkshire so needed a quick repair. Thus having had excellent service with the Escort Estate from one of those silencer specialists, Midas Exhausts, I paid them another visit. Their branch near Lords cricket ground could not help but they sent me off to another branch which specialised in the more difficult systems.

Once on the ramp it could soon be seen that the other back box was also just about to fall off and the two front boxes were also on their last legs. They would make their own system up and have it fitted by the evening which seemed a good service. This they did but relieved me of over £30 for the privilege and provided an exhaust which did not silence nearly as well as the original one. Further more only 5,000 miles later the system was blowing yet again but, so far, has not been replaced. It was undoubtedly a mistake not to have the cheaper official Reliant system, particularly as I learn Reliant have recently changed their supplier and the systems last a much greater length of time.

There have been a few other problems too including a front wheel bearing needing replacement and just 1,000 miles ago the inlet manifold gasket blew so the engine would not hold its water but this Ford part was easily obtainable. During the second part of its life the car has been maintained by Standard House's resident mechanic, Dick Phillips, and it seems to have responded to the extra loving care he has given it. Superstitiously one touches wood before writing this but, I feel, after its turbulent childhood and teenage the Scimitar is now settling down to become respectable and reliable in its more mature years.

So much for the chapter of incidents, how has the car worn and worked more generally? When going properly it has lived up to every expectation, for as we said earlier, it proves to be excellent transport for long-distance runs. On a couple of flat-moving occasions the car has consumed a vast amount of luggage and chattels but many other times the rear seats have been folded forward and the extra space used for bulky objects.

The car was delivered with Pirelli Cinturato tyres, which are wearing tremendously well, although the fronts have thrown off little chunks of rubber. With 20,000 miles on them I doubt if they are even half through despite some quite sporting driving at times for the Scimitar handles exceptionally well on the twisty roads without being the kind of car you chuck into corners. The handling characteristic is mainly neutral although the tail will hang out when one tries hard but is always predictable. In the wet on the Cinturatos the road holding becomes rather more suspect and it is much more a matter of pointing it straight before you squirt it. It would certainly be interesting to try the car on some other tyres but at the moment the Pirellis look like going on for ever. Incidentally 26 p.s.i. all round seems to suit the car about the best.

Under fierce acceleration, and even hard cornering, the oil pressure gauge can often be seen to take a dive, not to zero but down to 15-20 p.s.i. This is caused by oil surge in the Ford V6 sump and happens even when the oil is topped right up to the full mark on the dip stick. Obviously a baffled sump is the order of the day and firms, such as Race-proved, sell these although I am surprised Reliant do not fit them before delivery. Present oil consumption is about 500 miles per pint.

The Scimitar is equipped with a 17 gallon tank which thanks to the Barclaycard credit system I tend to fill right up. In fact, as I write this, I have just come to the end of a tankful which the trip recorder shows, gave me a range of 420 miles. This is almost 25 miles per gallon which is most economical for a car of this kind.

Apart from the failure of the pedal, the brakes are superb and inspire a tremendous amount of confidence particularly when you are out-braking that man in the Mini into a road island. The steering is a little on the heavy side for some although very accurate and my only complaint regards the effort needed when parking. In fact later models are fitted with metal, rather than nylon bushes, and having

tried such a car at the Guild test day I was amazed how much this effort is reduced.

I have found the seating position and the steering wheel ideal for my slightly short stature and carpets, seats etc. all seem to be wearing well. However, some of the trim round the steering wheel, the fresh air sockets and some of the back sections of the roof seems to be coming unstuck so I must have another go with the Bostik. In fact, in the 1972 model, the interior furnishing of the car has been completely revised and smartened up and colours, other than black, are now available. The driver and passenger seats both have always had a certain amount of movement in their backs due to the adjustment in rake that can be made, although this is yet another point tidied up on the latest model. The heating and ventilation system has never given a moment's trouble on ECH 44J but the 1972 model has a completely redesigned system which one can only presume is an improvement.

Externally the car has shown very few signs of deterioration. The chrome trims down the side tend to spring off their clips as do the grille strips but both these faults have been eradicated from the 1972 model which does not have the side strips and looks better for it. The ochre paintwork still polishes up well but the weather has started to work on the bumpers. The Scimitar appears to be exceptionally strong and when I inadvertently punted a Formula 3 friend's Mini Cooper up the rear the Reliant showed absolutely no signs of the combat but the Mini's boot did. Otherwise the 20,000 miles have been free from any other incident or police interest.

Thus, in conclusion, I have absolutely no qualms in recommending a Scimitar GTE, particularly in 1972 guise, to anyone who is thinking of purchasing such a car. Since we obtained our car the price has risen to £2,379 in manual form or £2,463 with a Borg Warner 35 automatic transmission. All being well the car is scheduled to serve me for another couple of years and in that time I feel sure it will provide thousands of miles of enjoyable and exhilarating motoring.—A.R.M.

REORGANISATION OF FERGUSON RESEARCH

THE RECENT licensing arrangements made by Harry Ferguson Research Ltd. with GKN-Birfield Transmissions Ltd. for volume production of the Ferguson-Formula (FF) all-wheel control system has led to a reorganisation at Ferguson's Moreton-in-Marsh headquarters. The need for vehicles to demonstrate "FF" all-wheel control is now much reduced but, in order that the demand that exists for specialised vehicles adapted to this system can continue to be satisfied, Harry Ferguson Research Ltd. has agreed to release Major Tony Rolt, for many years Managing and Technical Director of the company, so that he can concentrate on this aspect of the business.

A new company called FF Developments Ltd. has been formed by Major Rolt and under his sole direction and control will carry out FF conversions and associated development work for individual customer requirements. The new company will be based at The Trading Estate, Siskin Drive, Coventry, and will have no connection with Harry Ferguson Research, although Major Rolt will continue as a consultant with HFR.

MOTORISTS' SECURITY ASSOCIATION EXPANDS

A CONSIDERABLE expansion was announced by the Motorists' Security Association at a press conference recently. MSA was formed two years ago to offer benefits to members who lose their motor car mobility for any reason. The plan covers such things as losing your licence for speeding and/or drinking and driving offences, being unable to drive through injury caused in a road accident or because your car has been damaged in an accident. A chauffeur service or hire cars are provided and there is a scale of benefits as well. In effect it is a specialist insurance scheme which could be very useful to the person who does a large mileage and relies on a car. MSA place the risks through Lloyds to cover themselves.

Already 12,000 members have been recruited and the number is growing with special group subscription rates now available for companies. Another new feature is a plan that gives the member, who has been banned from driving, a BSM refresher course free of charge when the licence is regained. MSA have also announced that they are now expanding the scheme into Canada and hope to move into other countries at a later date. MSA tell us that they are more expensive than their major rival but consider they offer a better service. The subscription rates vary according to circumstance but average out at around £20 per annum. Fuller details from the Motorists' Security Association, 45 Clarges Street, London W1Y 7PJ.

A BMW ESTATE— THE 2000 TOURING

THE MOMENT the first pre-release photographs of an estate version of the BMW 2002 fluttered on to the editorial desk at Standard House I was enthusiastic about this new model. Later I saw some of the cars running about on German roads and was certainly not disappointed when the machine was viewed in the metal, and now a road-test example has come our way I am convinced that first impressions were absolutely right.

At £2,145 tax paid this fine piece of German engineering will undoubtedly find quite a niche here in Britain. It seems likely that sales of the BMW 2002 model will tend to drop to a certain extent, although, in the final analysis, BMW will gain further customers, which is the object of the exercise. The sporting estate is an interesting and relatively new sector of the market which was probably started by the Reliant Scimitar GTE, about which we report at length elsewhere in this issue. Personally I feel the "Great Tamworth Express" still leads the market but is facing increasingly fierce competition. There is now also the Gilbern Invader Estate, the newly-announced Volvo 1800ES, which we have yet to test but have heard rather mixed reports, and the prototype TVR, which didn't really need bare bosoms to attract attention to it at Earls Court. Some may consider the Triumph 2.5 PI Estate in this market as well and possibly even the excellent Renault 16TS, on which we have already reported at length.

There are, perhaps, quite a number of MOTOR SPORT readers who have been attracted by a BMW 2002 but have been put off by its sporty image. In fact, the 2002 is a quick car but it is not a "sporty rorty" type of thinly disguised racing saloon. However, the wife might still think this so. If you broach the subject in a different way and say you are considering the new BMW Estate car it may put a completely different complexion on the whole matter. In fact, the 2000 Touring has performance very nearly equivalent to that of the 2002, the 200 lb. extra weight taking a slight toll on acceleration times.

Originally it had been planned to give the 2000 Touring a more powerful engine than the single Solex 40PDSI downdraught carburettor-aspirated 100-b.h.p. unit with which it is now marketed and, in fact, shares in common with the 2002. At last year's Geneva Show the Touring appeared complete with a 130-b.h.p. Kugelfischer-injected version of the engine but, it is possible, that the economists got to work and suggested that this would boost the price out of the reach of the largest group of potential buyers. However, it seems probable that a more powerful version of this nature will come on the market at a later stage.

The car is based on the regular two-door 1600/2002 platform chassis but, in place of the boot, the roof line continues down in a straight line to a point just below the level of the door handles and this whole section lifts up as illustrated. In some ways the styling of the back has certain Austin Maxi features about it, while the overall shape I personally find to be exceptionally handsome and one of the most pleasantly-styled cars available today. It would be interesting to know if a Scimitar GTE found its way to Munich for the layout of the interior bears several resemblances! The two rear seats fold forward independently of each other, as on the GTE, to give extra luggage room. If they are left in position for passengers then the space available becomes rather less than in the boot of the normal 2002, but it does have a p.v.c. screen under which baggage is hidden and this is an excellent idea. If the seats are folded down then there is bags of carpeted space; obviously dirty objects would not be carried without protecting this. This space is slightly impeded by the angled cones on top of the wheel arches which carry the rear suspension struts. Behind, and in front of one of these arches, are useful pockets for carrying map books, tow ropes or even bottles. The spare wheel lives under the floor with the tools.



ESTATE BACK.—The 2000 Touring is based on the sporting 2002 saloon but has this very useful estate back and the rear seats can fold forward to offer additional luggage space.

The rear door does not have a separate wiper, while the GTE does, but it does not appear to need it due to the much sharper angle of rake. However, there is, as standard, a heated rear windscreen which mystified us at first as to its operation and there was no handbook provided with the test car with which to check this out. However, we finally fathomed out that it shared a switch with the rather noisy booster fan for the heater. Incidentally, the BMW heating system is extremely efficient but does not include through-flow ventilation with face-level control despite the black plastic outlets on the rear quarter-panels.

The rest of one's thoughts about the car are really in common with the 2002. The 2000 Touring does have stiffer rear suspension to cater for the extra loads it will be expected to carry and this includes heavy-duty gas-filled shock-absorbers which definitely do give a more choppy ride than the standard but, if anything, enhance the cornering which really is first class.

There is no doubt that BMW's alloy-headed, single overhead camshaft straight-four 2-litre engine is a superb and modern unit and in its 100 b.h.p. form it gives the 2000 Touring excellent performance. The top speed is about 106 m.p.h., but what is impressive is the way the car will cruise at just under the 100 m.p.h. mark at a much lighter throttle opening than that required for maximum speed. Using the marks on the speedometer as a guide (there is no rev-counter) we found 30 m.p.h. in first, the long second gear took us to 55 m.p.h., while one can accelerate up to 84 m.p.h. before snatching top. BMW do not fit overdrive on any of their models. A 0-60 m.p.h. time is just on at 10 sec. with a skilled driver.

Previously we have criticised BMWs for having gearboxes which fall into reverse too easily when one is quickly selecting first from rest. This box showed none of these tendencies, possibly because the car only had 4,000 miles on the clock, but altogether we felt it was the best BMW box we have ever tried. It was superbly accurate and beautifully light, as was the clutch.

The fuel consumption check brought a rather disappointing figure of exactly 24 m.p.g. over two tankfuls of motoring which contained rather more Motorway work than usual. Incidentally, the tank holds just over a gallon more than the 2002 giving a range of just under 300 miles.

Inside, the car is typically BMW with hardish but fully adjustable cloth seats which most people like but do tend to get dirty rather quickly, a large steering wheel, and rather fewer instruments than one would expect on a car of this nature—there isn't an ammeter, for instance.

In conclusion, we would thoroughly recommend this sporting saloon to the discerning motorist. It is £246 dearer than the 2002 but the advantages are considerable and it will surely find a ready sale in the British Isles.—A. R. M.



FORMULA TWO TORNEIO THE INTERESTING 8-km. Interlagos circuit in Sao Paulo was the venue for the first Formula Two races ever to be held in Brazil, on October 31st and November 7th. Local resident Emerson Fittipaldi (Lotus 69) won both races after struggles with Ronnie Peterson (March) and his own brother Wilson Fittipaldi, whose March heads the start-line formation. After a third race at Porto Alegre, the F2 cars crossed the border into Argentina, where Tim Schenken's Brabham (2) was the winner at Cordoba from the similar car (19) of Argentina's own Carlos Reutemann.



ELAN DEVELOPMENT



NEARLY 10 years ago Lotus introduced a small sports car that looks as though it could go down in history as the last true sports car to be constructed along conventional front-engine-rear-drive lines, yet possesses superior performance and handling to any tuned saloon car alternative. Mr. Chapman and his team called it the Elan, and it was welcomed by many enthusiasts for features such as the light and rust-proof glass-fibre body and the famous independent suspension giving incredibly accurate handling, without the traditional spine-jarring ride of small British sports cars. It had other factors in its favour as well: terrific acceleration without the normal penalties of bulky sheet metal and fuel gobbling 6-, 8- or 12-cylinder engines, plus an easily tuned twin overhead camshaft engine that could be developed for even better road performance, with no fear of handling or braking deficiencies spoiling the job.

The car shown in our photographs represents a currently successful Elan Sprint derivative that uses a massively enlarged 2.0-litre twin-cam engine and Chevron B15 Formula Three front suspension. Driven by David Brodie (the most successful Escort driver at club level during 1970), owned by Richard Lloyd, the public relations consultant, and backed primarily by the Gold Seal Sports Car Centre, it has won six club races for modified sports cars and holds the Brands Hatch Club circuit lap record. The writer was able to try

PRODUCTION SPRINT interior allowed the driver extraordinary comfort by track standards



the Gold Seal Elan recently and its track manners were so astonishingly refined that it seemed a good idea to explore, in print, the ways in which some of the lessons from this racing car can be applied to Lotus Elans acquired by our readers.

The current Elan Sprint has the latest Tony Rudd development of the 82.6-mm. by 72.8-mm. (1,558-c.c.) twin-cam engine and is no mean performer in standard form. The press road-test car we enjoyed *did* employ an r.p.m.-limiter, unlike some earlier Lotus demonstrators, but its 126 b.h.p. (nett) at 6,500 r.p.m. was enough to pull just under 14½ cwt. of red and white Sprint from rest to 60 m.p.h. in little over seven seconds: a time that even the V12 E-type has to breathe hard to beat. The Big-Valve Lotus engine has a torque curve which peaks at 5,500 r.p.m. and 113 lb. ft. of torque. It incorporates some of the ingredients that the specialist engine builders have used in the past to extract more power from the twin-cam unit.

One man who has been involved with the Elan since its introduction, both for road and track use, is Ian Walker. He now runs Ian Walker Racing at 236, Woodhouse Road, London, N12, a company concentrating on road and competition preparation of twin cam and Ford power units in general. We asked him for a general outline of his recommendations for the Elan. Walker commenced by pointing out that his company do six stages of engine tune for the car at prices ranging from £40 to over £400, whilst braking, handling and transmission changes can be ignored, at least until the fourth stage of tune is applied. He doesn't like to release power output figures for his engines because the factory have recently stopped quoting gross figures in favour of the more realistic nett results. Instead Walker told us that the customer can expect anything from a 20 to 50% increase in brake horse-power. Usually IWR tackle the job of changing camshafts and substituting new carburetter jets before moving on to the cylinder head, which is carefully refined around the inlet and exhaust porting, machined on the face to increase compression, and fitted with bigger valves. At Stage 4 level, approximately 150 b.h.p., Walker recommends changing the front shock-absorbers for the adjustable type. Otherwise he reckons that the Elan is an ideal base to cope with extra power, though the axle ratio can be changed with advantage to suit a particular purpose. For example, 5½ years ago IWR put a numerically higher differential into the rear of one of their Elan SE coupés, to find that the little car was accelerating to 100 m.p.h. in well under 20 sec. (nowadays the standard Sprint takes 21 sec. to repeat that exercise), which would probably suit the dedicated traffic-light fiend down to the tarmac.

So for practical road use one can concentrate mainly on modifying the power unit to give the kind of performance that you wish to have, but what happens when you want to race the car?

It seems that there are two answers. Either shop around for a well-used ex-factory competition (and lightweight) Elan and rebuild it

completely to incorporate suitable suspension for today's low-profile tyres, or build up a completely new car using a production backbone and glass-fibre body.

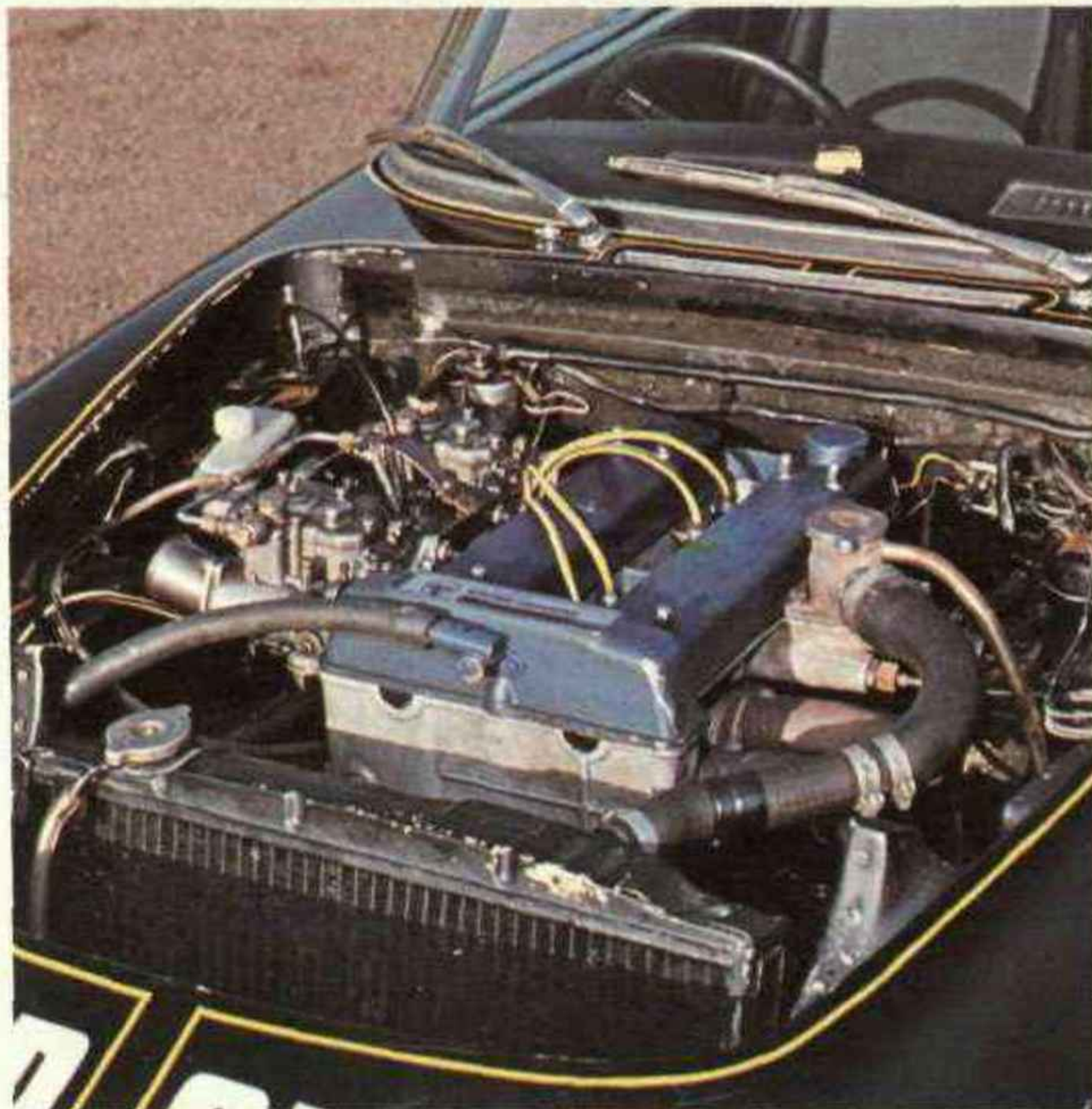
The latter method was used by the builder of the Gold Seal car in 1969. The gentleman who did the original work was Jeff Goodliffe, a director of British Vita Racing Team in Littleborough, Lancs. Just how successful he was can be seen from the fact that he won the 1970 Castrol-BARC Hill-climb Championship in the car. Goodliffe used a smaller capacity twin-cam engine than the present unit, which he planned to supercharge but never did, and also carried out the redesign of the front end to carry the wide-based wishbones of the Chevron formula car. That operation involved the manufacture of a small space frame "cradle" attached to the front of the standard backbone and enabled him to fit the uprights and disc brakes of the Chevron.

At the rear the suspension was based on Elan components, as were the brakes, the entire stopping system utilising aluminium Girling calipers. Koni shock-absorbers were fitted at the front and Armstrong adjustables at the rear, using suitably higher poundage racing coil springs. Under the present regulations the car has to use wheels no wider than 8½ in. across the rim, and this ruling is complied with by fitting Minilites on all four corners. Dunlop 350 (Intermediate) compound tyres were hiding under those pronounced wheel arches for our test, though their 200/550 by 13 in. dimensions were said to be a little undersized by the regular driver. Brodie also said that the Elan would benefit from a rear anti-roll or sway bar to cut down body lean on fast circuits. Unfortunately most club drivers rarely see which way Silverstone or Brands GP circuits go, much less sort their cars out for 110 m.p.h. plus cornering ability.

When the car passed into Lloyd's hands for Brodie to conduct, the handling was not suited toward racing demands, so Charles Beattie in Feltham, West London, worked on it to produce the instant response at circuit racing speeds. Luckily the car was built up to incorporate easily adjustable suspension, so camber, ride and wheel alignment (toe-in and out) can be altered without a major fuss.

The biggest change under Lloyd's ownership was to install one of the big-capacity twin cams like those used by Brodie in his Escort, though instead of the saloon's 2,150 c.c. the sports-car class limit imposed the need for less than 2-litres, in fact its capacity is 1,974 c.c. This meant that a bore and stroke of 90 mm. by 77.62 mm. was needed, achieved by use of a new cylinder block, pistons, long-throw Gordon Allen steel crankshaft, and BRM steel connecting rods. All the machining was completed by Hillthorne Engineering of Hanwell, also in west London, whilst the assembly work was managed by Racing Services of Twickenham. Incidentally, the pistons are forged from blanks provided by Brodie to run in the lined bores. The credit for the big twin-cam concept (*i.e.*, of nearly 2-litres) goes to Norman Abbot, who runs a specialist engineering business in Ilford, and has constructed some very clever and properly finished racing cars in his time, including a dainty Formula Three and an Escort with spaceframe independent rear suspension, hauled along by a Cosworth FVA engine!

When Racing Services had completed the Gold Seal Elan unit it was found to boast 178 b.h.p. at 6,800 r.p.m. and a very flat torque curve, culminating in 165 lb. ft. at 5,800 r.p.m. One of the few



BIGGER BORE and stroke give the Gold Seal Elan 1974cc and plenty of usable torque

original BVRT engine parts was the 12.5 c.r. cylinder head with all the right cams and valves already installed and ready to go.

The transmission of this torquey output was entrusted to the Ford-developed Bullet gearbox (based on the Cortina GT unit a long time ago) with close ratios, giving of their best when mated to a Borg and Beck clutch and 3.9:1 rear axle, which incorporates a Salisbury limited slip differential. The unlikely combination of Brabham and Zodiac driveshaft couplings relay the power via Brabham F2 shafts outboard of the differential.

The interior was left magnificently standard, even down to the electric windows, wooden dash and operable ventilation fan, but the exterior was distinguished by the paintwork you see on these pages, a copy of which is now featured on the Lotus John Player Specials. In fact, the original "pinstripe" paint effect came to Britain from the United States and it would not be surprising if we did not start to see a lot more sporting cars finished in this style.

Secured at all four points by safety harness, the writer hardly felt as if he was in a racing car when he looked around the interior. One could amuse oneself by flicking the electric window idly up and down whilst the owners were trying to relay important instructions, or popping the headlamps up and down and observing that it was a shame the radio had to go in favour of a proper chronometric rev-counter, even though all the standard instruments were connected up as well. Below the dashboard a combined oil and water temperature gauge was suspended, its function being to indicate 60 lb. of oil pressure from the dry sump system, and preferably less than 90° Centigrade on the section covering H₂O, otherwise there would be trouble brewing.

The car had already been fully warmed up by Brodie, so it was no trouble to start the engine and move quite smoothly away on to the club track at Silverstone. No more than three or four laps were needed to find that the car was exceptionally easy to handle, whilst circulating in roughly the same times as we had managed after considerably more exertion in the Blydenstein Viva, track tested earlier this year. The brakes seemed to lack feel, but a second session with the Elan toward the cooler evening revealed that, though they could be improved for a proper racing driver, they were quite adequate for this tester. Our fastest lap occupied 1 min. 6.4 sec. (87.18 m.p.h. average), compared to the class record of 1 min. 4.6 sec. (89.61 m.p.h.) set up by Norman Cuthbert in a lightweight Elan with a smaller twin-cam engine. The best lap came up after 15 laps or so, which serves better than any long-winded account to prove how easy it was to drive. Only snag that I know of is that the asking price would be £2,000 plus.—J. W.



RAC RALLY SAAB'S FIFTH.—On loose-surfaced dirt roads cars with high power, low weight and considerable strength have a distinct advantage, but when snow smoothes everything off that advantage diminishes. A good half of the RAC Rally was run on snow, the early runners having to contend with a new coating and the tremendous difficulties it causes. Stig Blomqvist and Arne Hertz were outright winners, also helping to win the team prize for Saab. The Lancias never seemed to figure and came nowhere near getting their hat-trick, though all three finished.





OTHER RUNNERS.—Two of Alpine's works drivers borrowed factory-prepared cars for the rally, but neither finished. Andersson retired early with a blown head gasket and Thérier (*pictured*) broke the differential on the second leg. Warmbold/Crellin put up a fine performance in a BMW-Alpina, Mikkola/Palm finished clutchless but fourth in their Escort RS 1700, Lindberg/Reinicke drove remarkably to third place before their Fiat 125S broke a piston, and Waldegård/Nystrom (Porsche) narrowly missed winning the rally they most want to win.



The 150 m.p.h.

Good news for some.



h.headlight.

No news for others.



Cars like the ones above can't use our 150 m.p.h. headlight. They already have them.

Cars like the ones on the left could use them. Because family cars like these now perform in a way that would have been considered staggering only a few years ago.

To make the best of this performance, you should have the best headlights you can get: Brighteyes.

Brighteyes are the same headlights fitted as a matter of course to Aston Martins and Jensens.

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

So they make night-time driving much safer, much less tiring.

We've made Brighteyes in shapes and sizes to fit most

British cars. And anyone moderately competent with a screwdriver can fit them in minutes.

You'll find the price we're asking for Brighteyes also to be moderate:

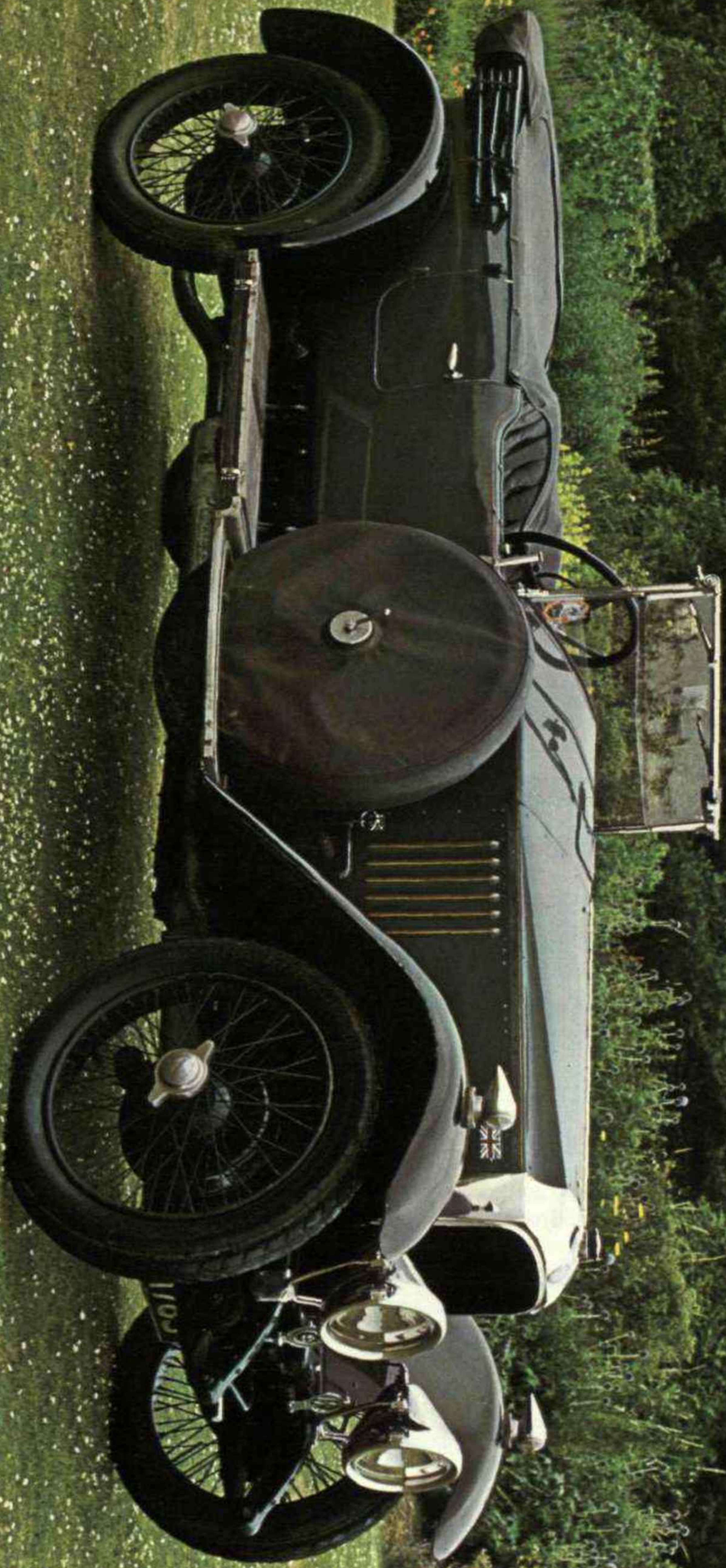
As little as £4.00 for a pair of 75-watt Tungsten. Or, at most, about £12.00 for a pair of sealed-beam Halogen units.

If you drive a current Ford, Chrysler, Vauxhall or British Leyland model, our 150 m.p.h. headlight could be good news.

Just how good, can't be fully appreciated until you've tried a pair in the dark.

Lucas Brighteyes





1924 30/98 Vauxhall

LETTERS FROM READERS

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

SPARES AVAILABILITY IN DEUTSCHLAND

Sir,

With reference to the letter from J. Grottick of Stuttgart, I would not be at all surprised to hear that many of the 40 days in the six-month period that his TR6 PI was off the road were spent waiting for the required spare parts!

As an English mechanic working in the main VW & Porsche agents here in Freiburg we have had occasion to repair various vehicles from the BL range. A Triumph Spitfire was with us three months awaiting steering and front suspension parts and in the case of an Austin 1800 gearbox a two-month delay, with the parts eventually coming from BL's dealer in Zurich.

For my part I am an enthusiastic Lotus owner of five years' standing and brought with me from England my S2 Europa. Like many Lotuses my Europa has had things break and fall off as well as the normal replacements needed. I have been very fortunate to deal with Lotus-importer Paul Behnke of Munich. Any letter I have sent has always received a reply within seven days and such has been the case when receiving spare parts by parcel post.

A service like your magazine—excellent.
Freiburg.

E. J. RIDGWELL.

* * *

LOVE/HATE

Sir,

I believe you once said that Volkswagens were like Austin Sevens and Scott motorcycles, you either loved them or hated them.

You were quite right. I loved my Scott motorcycles, I love my Austin Seven and after one year of ownership I HATE my Volkswagen.

Caterham.

PAUL THOMAS.

* * *

PROGRESS AND PROFITS

Sir,

It is interesting to recall that it was only in 1961 that you wrote of the Fiat-based Abarth "the quite remarkable Abarth Zagato 750 GT. . . is capable of over 96 m.p.h. and acceleration from 0-60 m.p.h. is under 16 sec. and the standing-start ¼-mile in just 20 sec. But speed has to be paid for and in England the little Abarth Zagato costs nearly £2,250." Today an almost identical performance can be obtained from the 1,116-c.c. Fiat 128 saloon which, in spite of inflation, can be bought in 2-door form for around £900. Champion plugs, on the other hand, used to cost five bob and we were told to change them every 12,000 miles, now they cost 30p and last only 10,000!

Exmouth.

D. W. PERCY.

* * *

MORE EXPERIENCES WITH THE NSU Ro80

Sir,

Regarding Mr. B. W. Ware's letter on the NSU Ro80 I feel in fairness to the NSU that a comparison should be made with the later model.

I took delivery on January 1st, 1971, of a Mark III version which has the transistorised single plug engine. Having now completed approximately 16,000 miles in ten months I am in a position to be able to confirm Mr. Ware's hopes that the later model is an improvement. In common with many early production models the NSU suffered design faults which appear to have been rectified, and with such a revolutionary design this must be expected especially as manufacturers are still having problems marketing a trouble-free piston engine after 70 years' practice.

Included in my motoring was 2,500 miles on the Continent and, apart from changing the plugs, I could not have wished for a more enjoyable journey. The plug trouble was fully my fault as I had for-

gotten to put in hard plugs for the motorway and after averaging almost 100 m.p.h. on the motorway the soft plugs decided to give up. Referring to the price of the plugs Mr. Ware must realise that the two plugs required against the equivalent six or eight makes the cost quite reasonable. With trepidation I traded my 280 SE Mercedes against the Ro80 but I have never regretted doing so. Naturally I have had the normal troubles one could expect with a new car but Audi-NSU have in every case endeavoured to cure these. Mr. Ware must be aware that for a car costing approximately £2,600 the noise level, road-holding, steering and general comfort cannot be equalled. After owning most makes of cars I can honestly say this is the first time I would replace my present car with the same make and I am hoping that a 3-rotor version will appear in the near future.

I should be interested to know what prompted Mr. Ware to buy the NSU in the first place. Prior to purchasing my 280 SE in 1969 I tried the Ro80 but decided to wait for further developments and studied the British cars available under the following headings:

1. Adequate power with suspension to match.
2. Room for myself, wife and three boys and holiday luggage.
3. Discs all round.
4. Power steering so my wife could also use the car.
5. Safety: after a crash in an 1800, front-wheel drive is uppermost in my specification.
6. Reliability.
7. Snob value.

At the time the Citroën SM was not on the market and is outside my price range, and the Pallas did not qualify under item 1, which left the Merc as the obvious buy, no British car being available under the headings listed. I should like to see other readers' lists on what decided the purchase of their cars and this may show the British manufacturer why more people are buying foreign cars. As this is my first letter to any motoring magazine I should like to wish you strength in pushing our British Motor Industry to produce more advanced designs in the future, now that the Common Market is upon us.

Norton.

J. B. CHAPMAN.

Sir,

I read Mr. Webb Ware's letter with interest and I also read his earlier notes. My experience of the Ro80 may be of interest to you. I have had mine for two years, have now done 28,000 miles on the original tyres, which will have to be replaced within the next couple of thousand miles. Marina Garage, Bexhill fitted a new engine at about 7,000 miles and since then I have had no problems. There have been two irritating rattles and a rusty exhaust silencer. The latter was replaced by Marina Garage at a reasonable cost and both the rattles were on the exhaust system and have now been cured. Total servicing charges in the twenty-five months have come out to less than £50, the car is a joy to drive and is an enormous success.

Maresfield.

CHARLES H. F. CRUTTENDEN.

* * *

WATCH THOSE BARRIERS!

Sir,

It will not have escaped your notice that National Car Parks made a huge profit out of the motorist last year. Here is a cautionary tale for those of your readers who drive cars with wooden or fibreglass bodies, for the sword of NCP, like that of Damocles, is raised against them and when it falls there will be no reparation.

I was entering NCP's Mount Street establishment in Nottingham in my 1949 Lea-Francis estate car, newly sprayed and varnished; I took my ticket, the barrier opened and in I nearly went. Nearly, for the barrier closed on the roof, immediately above my head, causing extensive damage.

A minion issued forth from the ticket office and accused me of having too long a car and driving too slowly. An argument ensued and the manager was called. He admitted freely that the reason for the mishap was incorrect setting of the metal-sensitive eye of the automatic barrier control; but added that NCP would admit no lia-

bility because of a disclaimer on the ticket. This proved to be correct and the AA Legal Department could do nothing to help.

In future, if I am using an NCP park, I shall have the barriers operated manually and I would advise others with non-metallic-bodied cars to do the same. Meanwhile a week's salary goes to pay a bill that NCP would rake in the money for in under a minute on last year's showing.

On a different tack, the Lea-Francis estate with Blydenstein-modified head has a maximum speed of 80-plus m.p.h., reaches 60 m.p.h. in well under 20 seconds and does 25 m.p.g. on 2-star fuel. All this despite a weight of 1½ tons and only a 1½-litre engine. It says a lot for Lea-Francis engineering and a good bit for Mr. Blydenstein, too. Furthermore, it will tow two or three tons of car and trailer all day without fuss. "The poor man's Riley", forsooth!

Milton.

J. S. PHILBRICK.

* * *

SPARES FOR DAIMLER MAJESTICS

Sir,

I have read several times in the pages of MOTOR SPORT regretful remarks at the sad demise of the Daimler Majestic Major. I own one of these cars but my purpose in writing this letter is not to sing its praises (although I could easily do this) but to report on my experience of the spares situation.

When I decarbonised the car at the beginning of July last year I noticed that one of the rocker shaft pedestals was cracked (though not seriously), and I ordered a new one. At the same time I ordered some new exhaust valve guides to fit to a spare cylinder head. These items have not so far been forthcoming. At the end of September 1971 I ordered a water pump, as mine was worn and had developed a leak—this has not yet arrived. The official message from Coventry is that "supplies are exhausted". There have also been delays in obtaining such "minor" items as fan belts.

I find it very surprising that such essential parts as these should be so difficult to obtain for a car which was produced and sold in large numbers over a period of eight years and which was discontinued only three years ago. It is bad enough to kill off a fine motor car but to abdicate one's responsibilities when it comes to keeping ones' past customers on the road seems to me a shameful state of affairs, especially when it comes from an organisation whose latest advertisements emphasise the continued fine reputation the Daimler Company has enjoyed over the past seventy-odd years.

All we can hope, I suppose, is that some time in the future some enlightened firm will take up the cause of Majestic Major spares, as has already been done in the case of the SP250. Any volunteers? Brome.

J. FRASER.

[We had been thinking that used examples of the fine V8 Daimler Majestic Major might now constitute a "good buy" for those in need of a really spacious high-performance saloon or limousine which, perhaps more by luck than design, possesses road-clinging that copes properly with the speed available. But if the supply of spares has dried up—no go. Which is a pity—Ed.]

* * *

SERVICE AFTER SALE

Sir,

Alas for my hopes that Continental manufacturers and their British agents took more trouble over their customers than their British opposite numbers. In April last year I purchased a 1969 Fiat 125 from a Fiat Agent in Devon. This car has been perfectly satisfactory except for one persistent fault, the failure of the right-hand winker. Bulbs and fuses are intact and the fault would appear to lie in the wiring or a contact in the right-hand winker circuit. It first failed in June, when the Devon Agents—who I will call "X" Motors—repaired it. This repair lasted two weeks, when the right-hand winker again failed to operate. Repair number two was made which lasted one week, repair number three was made in September and this lasted precisely 15 minutes. On reaching home I telephoned "X" Motors informing them that the third repair, for which I had paid, had failed again and suggested that I should be credited with, say, half the cost. They promised to look into this but nothing more has been heard.

I then wrote to Fiat's Service Department at Wembley asking for help. After two weeks I received a rather extraordinary letter from Fiat expressing regret that I had found it necessary to complain of the unreliability of the car. This I definitely had not done—indeed I

was at some pains to point out that the car had been perfectly satisfactory except for this one fault. They stated that they were writing to "X" Motors by the same post. I should have mentioned that at the time of the third repair the works foreman at "X" Motors had stated that he thought that the only cure would be to fit a complete new switch which would cost about £10. As all the rest of the electrical equipment, including the left-hand winker, had always worked perfectly and never given the slightest trouble I fail to see how the switch could be at fault. After another two weeks I received a very brief note from Fiat stating that "X" Motors had informed them that a new switch was necessary, but no attempt was made to explain why. I again wrote to Fiat pointing out that I had written to them in the first instance in the hope that with their great experience of the model they might have encountered my problem before and been able to offer some constructive suggestion. Fiat have not bothered even to reply to my second letter. Throughout all this correspondence "X" Motors have maintained a coy and discreet silence and have made no attempt to contact me.

I am writing to you, sir, in the hope that other 125 owners might be able to help me, failing which I shall have to try to find another Fiat Agent who is prepared to "have a go" to keep a customer happy. Fowey.

L. R. BLEWETT.

* * *

QUALITY

Sir,

Just how does one contact British Leyland Motor Corporation Ltd.? Upon enquiry at the local distributors I was told that their head office was at Longbridge, Birmingham, but a letter of complaint sent there concerning two British Leyland cars which I purchased last year received no reply.

The cars in question were a Mini 1000 purchased last March, which has now been disposed of, and a Triumph GT6 Mk. III purchased in August, which I will unfortunately have to keep a little while longer. The chief complaint about the Mini was its very poor paint finish and the fact that part of the interior metal work hadn't been sprayed at all. Regrettably, the finish of the GT6 is much worse; the whole body being covered with small dents and ripples while in addition the rear gate has broken away from its hinges and now has to be kept in place with wire and tape. There are also mechanical troubles such as a noisy gearbox and heavy oil consumption, plus a host of minor irritations. It would seem that there must be something seriously wrong with Triumph's inspection arrangements if a car with so many faults is allowed to leave the factory.

What is certain, however, is that there is definitely something wrong with Triumph's customer relations, for I have been trying for months now to get them to rectify the faults under the guarantee, but letters to Coventry are either ignored or else they refuse to answer my questions or discuss the matter. They quite obviously couldn't care less.

What Triumphs are prepared to do is to repair the rear gate, attend to the mechanics and to patch up the car by spraying bits of it here and there. This, my local garage man assures me, will make the car look second-hand and as if accident repair work had been carried out. Some faults Triumphs refuse to repair at all, and they state that if I do not accept their offer to do the work their representative has authorised within 28 days from November 1st my guarantee will become null and void, even though it still has nine months to run.

Lord Stokes described motorists who buy foreign cars as "idiots". But in my opinion the only idiots are those ostrich-like people in the British Motor Industry who mistakenly suppose that we will put up with inferior products for ever.

Looking at the beautifully-finished foreign cars which are becoming an ever more common sight on British roads, I cannot help remembering that 20 years ago the British Motorcycle Industry led the world. Now it is gone because it couldn't stand up to the challenge of the superior Japanese machines. Let the Coventry con-men beware that they, too, do not commit hara-kiri.

Cyncoed.

D. J. ANDERSON.

[MOTOR SPORT hesitates before publishing letters of this kind, of which we now receive far too many—something to do with praising any country but one's own, and no regular reader can accuse us of not being pro-British Britishers. But unless something happens fairly soon we shall all suffer for the sins of our Motor Industry. We are

prepared to publish comment and explanations from the Industry's PROs and hope for a reply, through these columns, to Mr. Anderson's problems, showing that someone does care and that something is being done, even, maybe, that some customers are unduly picky. —Ed.]

* * *

THE PRICE OF LUCAS PARTS

Sir,

I was disturbed to read the letter which you published in November's *MOTOR SPORT* from a Mr. J. Grottick of Stuttgart referring to the prices of Lucas fuel injection pumps and brake pads for TR6 in Germany. These prices are considerably higher than those charged by our own service company in Germany and by its agents. I have, therefore, written to Mr. Grottick in these terms and have asked him to get in touch with the General Manager of Joseph Lucas Germany G.m.b.H.

A copy of my letter is enclosed for your files and I wonder if you would be so kind as to forward the enclosed letter to Mr. Grottick. London, W1.

A. J. DANIEL,
Area Manager Europe,
Joseph Lucas (Export) Ltd.

[Good. Here is one wideawake company prepared to counter criticism of its products.—Ed.]

* * *

CONCOURS D'ELEGANCE

Sir,

After reading your comments of the Goodyear *Concours d'Elegance* at Halfpenny Green airfield I felt it was time some of the facts were put right. You quote in *MOTOR SPORT* "unless the proud recipient is able and willing to drive his vehicle to the prize-winning dais". [This was a general statement, not applicable specifically to Halfpenny Green.—Ed.] My father was asked before the prize-giving to start the Model-T Ford and be ready to drive to the prize-giving dais. This we did, only to be told by another marshal there were so many people around the prize tent it would be better to leave the "T" where it was and walk up to receive the awards, which we did. The day before the Stourbridge event we were at the Rally of the Giants. We drove there and home again under our own steam. The only reason we took the "T" to the Goodyear *Concours* was at the request of the Stourbridge Car Club, who telephoned us at least twice asking if we would bring the Model-T along to their event. When we mentioned the Road Fund licence had expired and the only way would be by trailer, they said this was perfectly acceptable to them. As far as the Swift was concerned, I had no intention of leaving Bristol about 5 a.m. with one cylinder at about 18-20 m.p.h. maximum on August Bank Holiday to be at Halfpenny Green by 10 o'clock, and then to face the journey back with one cylinder, acetylene lamps and thousands of holiday people making their own way home. No thank you! I will leave that to the more dedicated.

Personally I think your article is a lot of sour grapes. We use our cars extensively throughout the season and maintain them to the highest standard. In so doing we give hundreds of people a lot of pleasure just seeing them, and we do not care a hoot if we win awards or not. Our satisfaction is being at these meetings and looking at the very high standard that is being reached with these lovely vehicles.

I thought the judging at Stourbridge was very good and fair; in fact, your results on the "T" and the Swift were the same as I would have judged them.

Perhaps this year when we do the South-west Coast run with the "T" (about 85 miles), or the Daffodil Run (80 miles), Weston-super-Mare (60 miles), Winscombe (50 miles) or Ammerdown (45 miles), just to name a few, all under our own steam, you might like to come along for the ride. [Yes, please, or 250 miles if you like! —Ed.]

Kingswood.

A. C. COOK.

* * *

THE "W. O." MEMORIAL FUND

Sir,

I have been appointed Co-ordinator of the "W. O." Memorial Fund in memory of the late W. O. Bentley and, as such, I am responsible for the general organisation.



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

I feel that it is most important that this fund, and its object of providing a permanent memorial, should succeed. This is a very great task, with the increasing high costs of land and building construction today, which means that the amount of the fund must be high for the result to mature.

The purpose of this letter is therefore to request that you will, as far as possible, give this cause the widest possible publicity. It is thought that there must be many persons who are not actually BDC members who would wish to be associated with the memorial by making a subscription; however large or small, it will not only certainly be needed but greatly welcome and appreciated. I hope to reach these persons through your kind help.

In conclusion may I thank you in anticipation of your help which will assist The "W. O." Memorial Fund to its objective.

1, North Street, Leatherhead,
Surrey.

B. M. RUSS-TURNER,
Bentley Drivers' Club.

* * *

PRICE UP

Sir,

I would like to bring to the attention of the hard-pressed motoring public one of the most blatant price increases yet inflicted on us by one of the major oil companies.

I have been using Esso road maps for a number of years, finding them very useful and, in the past, cheap, so that they could be replaced economically from time to time as they became out of date or too tatty to use.

Initially they cost 6d., then 1s. On the occasion of decimal coinage this was celebrated by a price increase to 7½p. The latest edition is now for sale at a price of 12p, or 28.8d. at the old rate, an overall increase of 480% on the original price. Although we are now conditioned to accept meekly some price increases as inevitable, this transcends the "credulity" gap.

Obviously motoring maps of this kind are subsidised and intended as advertising matter (in this case for Esso Motels) and I suggest that this objective has been lost sight of somewhere along the line. A set of eight maps at 96p makes one wonder whether it would not be more economical to buy that famous Book of the Road.

Luton.

P. EVERARD.

* * *

AND NOW—THE "AUNTIE" ROVER P4 AGAIN

Sir,

I purchased a 1962 Rover 100 nearly four years ago for £375 which had covered 27,500 miles by one owner. I have now covered a further 40,000 miles in this car, during which time the car has been 100% reliable. The only replacement parts being two sets of tyres, a new exhaust system and points for the main petrol pump. Oil consumption amounts to 200 miles per pint and the car regularly achieves 25 m.p.g. The car is very quiet and restful to drive. Indeed, rear-seat passengers have difficulty in hearing the engine fire.

Your readers may be aware that up to 1962 P4 Rovers had alloy bonnet, doors and boot as per the Rolls Corniche (price £13,000). All P4 models possess *real* hide upholstery and a *real* wood facia and window surrounds, now a rare commodity.

Choppington.

DAVID C. SMITH.

IT'S NEVER TOO SOON TO BEGIN!

Sir,

Much to our amazement my friend and I (both aged 14) found that the Isle of Skye provided more interesting cars in two weeks than Edinburgh has this year. We saw a Volkswagen K70 (steel grey with black fabric interior), a blue Fiat 127 with black interior, a one-day-old Mercedes 350SL roadster, an exemplary MG PA Midget in BRG and an old Alvis. (May I say that I consider *MOTOR SPORT* to be far superior to any other motoring magazine I have read.)

Edinburgh.

ALASTAIR KINROY.

* * *
"SPANNER"

Sir,

I have read your review of "Airships" by Robert Jackson. In this you refer to a book about airships, which you once read, "by a writer known as Spanner". I do feel that the late E. F. Spanner, whom I knew well, deserves better than this and I am sure that you would be interested in some of his achievements.

E. F. Spanner was a Naval architect, inventor and author. His inventions included the duct keel system of ship construction and the "Swirlyflo" boiler and heat exchanger tube which is in use to this day and which, but for the electrification of the British railway system, would almost certainly have been used in steam-driven locomotives.

In addition to his many technical papers he wrote, between 1927 and 1929, several books about airships such as "This Airship Business", "About Airships" and "Gentlemen Prefer Aeroplanes". [The one I read as a boy.—Ed.] These all mounted, on technical grounds, highly outspoken attacks on the Government of the day for its policy in pushing ahead with the construction of the R100 and R101.

Spanner stated, both in those books and in papers to learned societies, exactly why he considered the design of these airships to be absolutely unsound and how and why they would inevitably crash. He seems to have spared no effort to prevent what he was convinced would be certain disaster and one cannot help wondering what the result of the public enquiry would have been if those concerned had not been killed at Beauvais.

The R101 disaster proved Spanner to have been completely right in his technical views, although, from my knowledge of him, this gave him no satisfaction whatever.

Chichester.

A. B. INNES DICK.

* * *
THE RAC RALLY

Sir,

I had the greatest of pleasure in watching the RAC Rally pass along the A6 late on Monday afternoon. It is not often that we have the opportunity to see top-class cars and drivers in this area, and so the RAC Rally is one of the highlights on the calendar.

All the drivers without exception drove with caution and only overtook other cars when safe. These drivers are on show as the ambassadors of the roads and safe driving by them influences the people who watch the RAC Rally.

However, the occasion was marred by the conduct of one of the local policemen who demonstrated to all who were watching how not to behave on the roads. He was travelling north towards Kendal in a white Mini van, from the direction of Milnthorpe, at a speed of 50-55 m.p.h. There were three cars in front of him and he attempted to overtake approaching a right-hand bend and a solid white line against the northbound carriageway. The officer passed the first car just before the bend but was forced to cut in front of this car so as not to traverse the solid white line. Unfortunately for the officer his mini van traversed the solid white line and he caused the car behind him to reduce speed in order to avert a collision.

Fair enough, a clear piece of bad driving, but the hypocrisy of the matter is that the same officer is a member of the local police force who not only threatened to but did stop rally drivers for speeding and dangerous driving in Milnthorpe last year.

Now I will be fair, the policeman concerned may have been forced to break the law in the line of duty. He had, however, neither lights nor siren in operation and he returned in the opposite direction about 15 minutes later at a speed of approximately 40 m.p.h.

Judging by your correspondence I think this is typical of the hypocrisy of the police force as a whole so far as motoring is concerned. Otherwise the police do an extremely difficult job with tact and courtesy. [Hear, hear!—Ed.]

Heversham.

HOWARD GILBERT.

THE REMARKABLE MYSTERY OF THE ELUSIVE DRY-CELL

SOME years ago we were road-testing a 3-litre six-cylinder Rover and in the course of our report mentioned that one of its several refinements was a separate little battery, or dry-cell, to energise its electric clock. The idea appeared to be that if the car's main battery had to be disconnected the clock would not stop and require re-setting after the battery had been reconnected. When writing-up Kienzle car clocks at a later date we mentioned this apparently sensible Rover feature and were immediately taken to task by Kienzle's representatives, who were incensed that we should have inferred that their clocks required a separate battery to re-start them if for any reason they were stopped, although this, they advised us, was the purpose of such a battery if used with inferior clocks. Furthermore, they informed us that the Managing Director of the Rover Company had told them that at no time had a Rover car used a separate battery, whether for electrically-wound or all-electric clocks. So we were obliged to publish their admonishment by way of an apology.

But the matter remained niggling in our mind. Admittedly, more recent Rovers were the first British cars to be fitted with the now well-known Kienzle clocks, which we are willing to agree are self-starting, even if they can become useless from congealed lubricant if left idle for an unreasonably long period. But we were sure we remembered the handbook of the 1966 Rover 3-litre telling us that the electric clock was run off its own battery, charged from the main battery, although we never located the mysterious little cell. But there is no smoke without a fire and a weekly contemporary had also referred to this separate cell when road-test-reporting on a Mk. III Rover 3-litre.

Alas, no readers came to our support, so there the matter had to be left. Perhaps, we thought, Rover were about to adopt this separate-cell idea when they changed over to the self-starting Kienzle clock and the paragraph concerned was never eradicated from their handbook or catalogue? Moreover, we reflected that however self-starting a Kienzle clock may be, if it has stopped because the car's main battery has been disconnected or has run down, the car owner will have to re-set it after it has obligingly got going of its own accord. A minor chore, of course, but one which luxury-car owners might object to—how have Rolls-Royce viewed this, one wonders, since clockwork car clocks have gone out of use?

We had so hoped to be able to vindicate the sagacity of Rover in this field by confirming as correct our reference to their separate-battery-driven timepiece. Alas, no go! Yet, in this life, if you wait long enough many things tend to resolve themselves and untidy ends to fall into place. Three years elapsed, and we happened to be glancing through a weekly motor paper. And there, in its correspondence columns, was a letter about clocks on old cars which may appear to be worn out but which only require a new *dry battery* to bring them back to life. The writer was referring to his 1968 Sunbeam Rapier, which had a small Mallory RM dry battery beneath the facia to energise its clock, the life of the cell being some 2½-years. We mention this because it may help those who buy a used Rapier to get the clock going and because, if any reader of *MOTOR SPORT* can tell us of a Rover (or any other cars) with a similar arrangement, the Editorial cup-of-happiness will overflow.—W. B.

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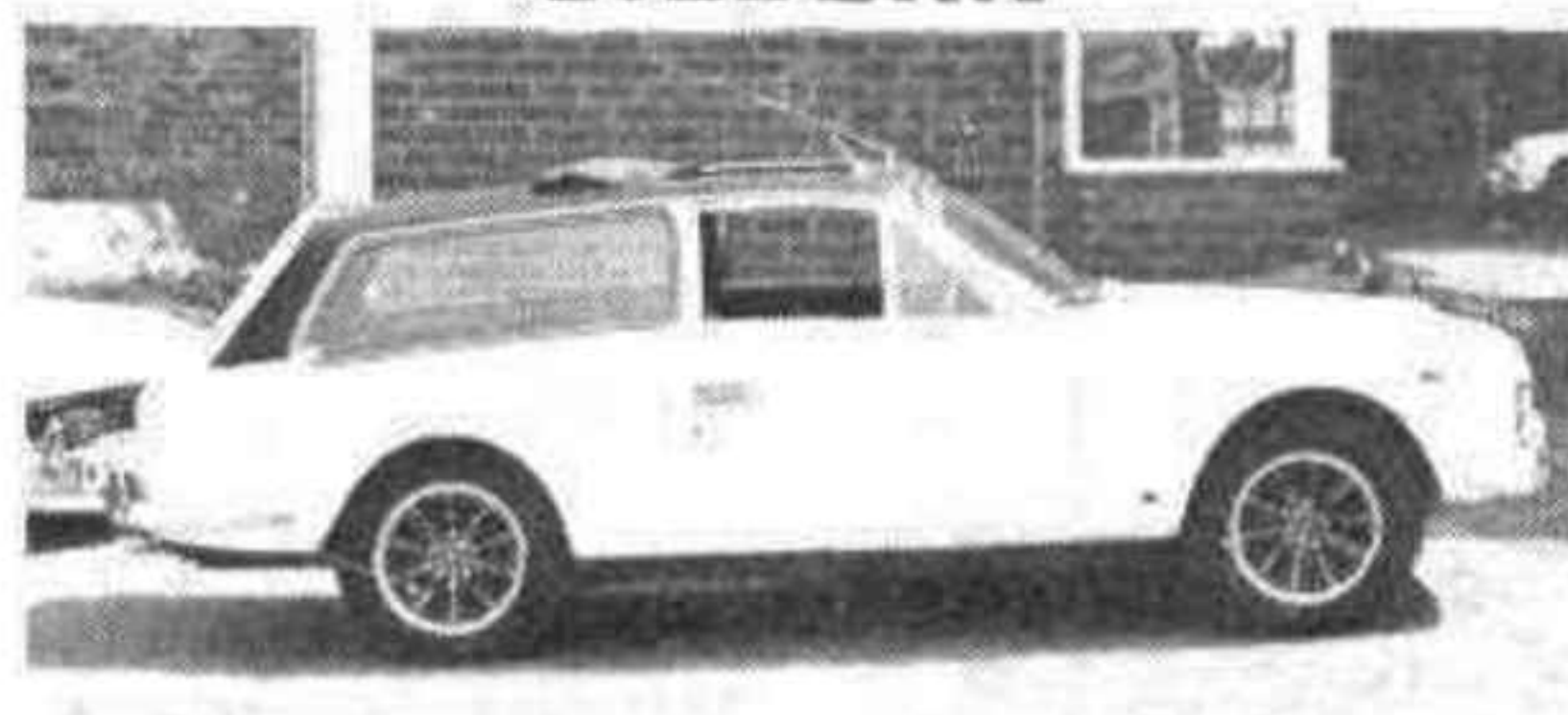
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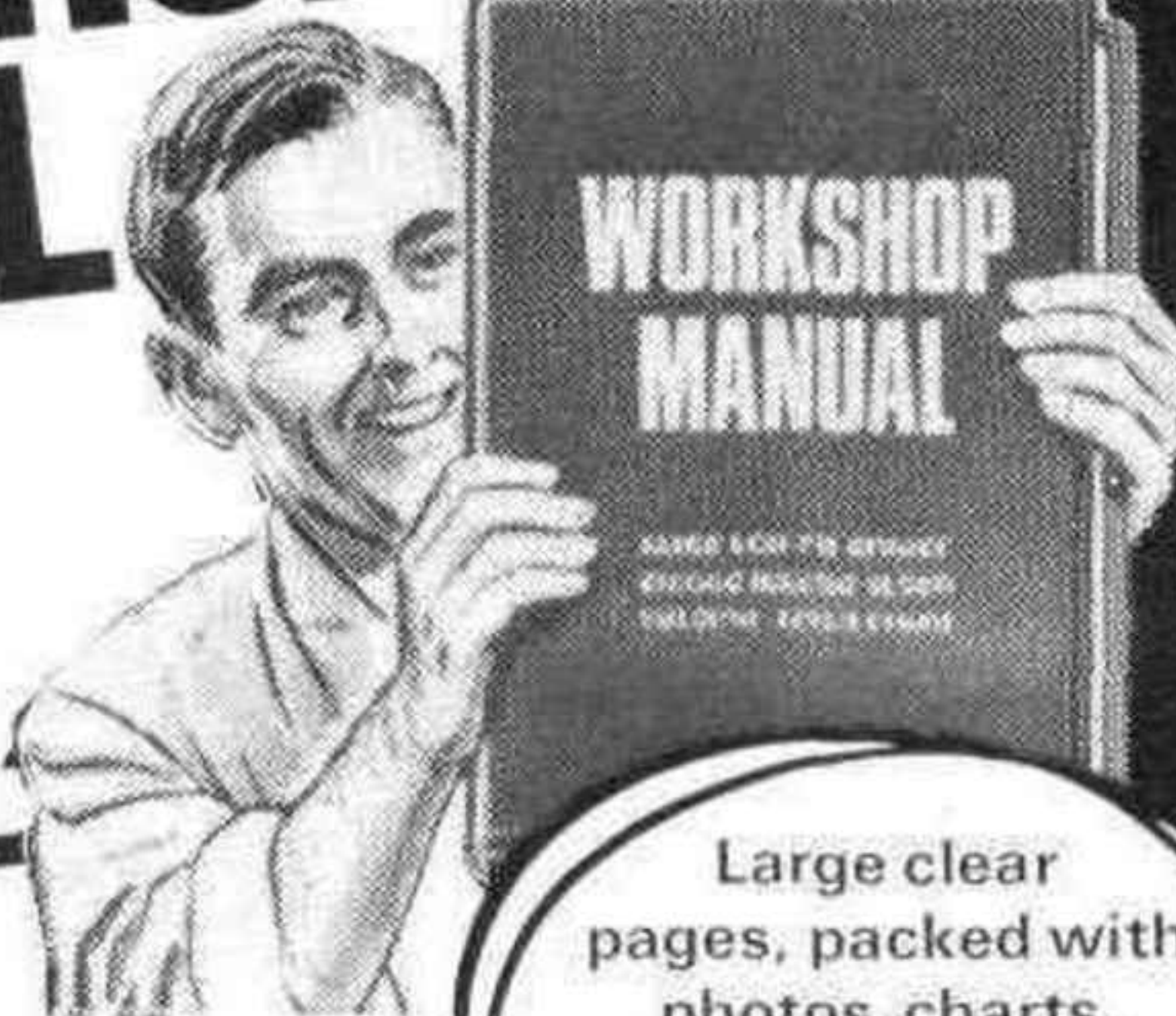
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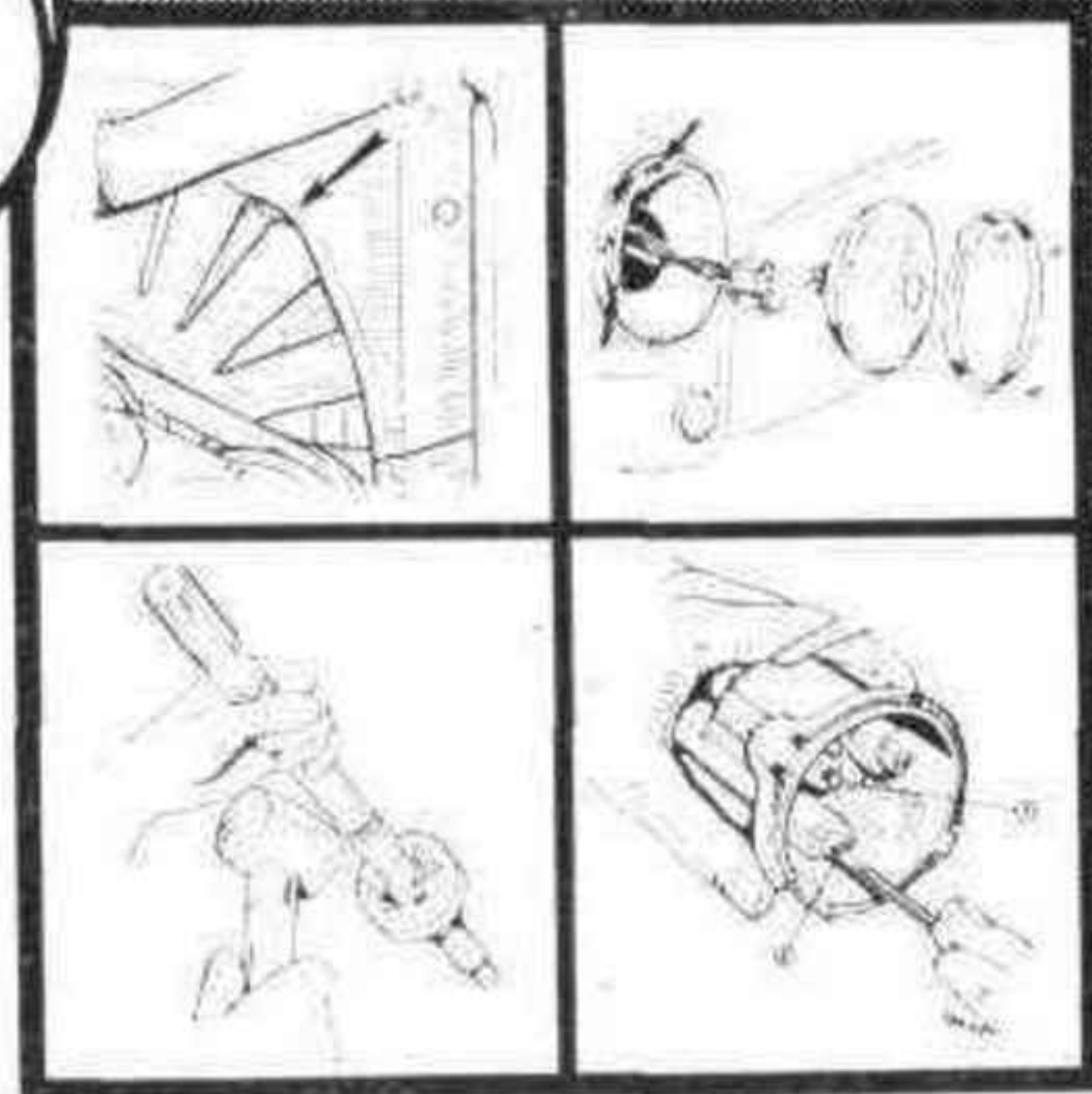


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JAGUAR
Mk 2, 8, 9, 1950-61
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3.4S, 3.8S, 420, 1963-68
240, 340, 1967-69
E type 3.8, 4.2, 1961-70
XJ6 2.8, 4.2 Litre, 1968-70

JOWETT
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LANDROVER
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MG
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Midget Mk 1 to 3, 1961-71
Majette 1955-68
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1100, 1300, Mk 1, 2, 1962-71

MORGAN
4 Wheels (Not V8), 1938-69

MORRIS
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Oxford 2, 3, 5, 6, 1956-71
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Mini Cooper, incl. S, 1961-70
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NSU
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16, 16TS, 16TA, 16TL, 1965-71

RILEY
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1100 Mk 1, 2, 1300, 1965-69

ROVER
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3 Litre, 2000, 1958-71

SAAB
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99, 1963-71

SIMCA
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1100, 1200, 1962-70
1300, 1301, 1500, 1501, 1963-71

SINGER
Chamois, Sport, 1964-70
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New Gazelle, 1966-69
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SUNBEAM
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Rapier 1 to 5, 1955-67
Rapier, H120, Alpine, 1967-71
Imp, Sport, Stiletto, 1963-70

TOYOTA
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Corolla 1100, 1967-70

TRIUMPH
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Herald 12, 50, 13, 60, 1961-70
Spartan Mk 1 to 3, 1962-70
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1300, 1500, 1965-71
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Victor 1, 2, FB, FC101, '57-64
Victor VX 490, 1961-71
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Velox, Cresta, PA, PB, '57-65
Cresta PC, Viscount, 1965-70
Viva HA, HB, 1966-70
Viva HC incl. Firenze 1821

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Beetle 1200, 1954-70
Beetle 1300, 1500, 1965-71
Tpr 1200, 1500, 1954-67
Tpr 1600, 1968-71
Karmann Ghia, 1955-67
1500, N. S. A., 1961-66
1600 Fastback, 1965-70

VOLVO
120, 140 Series, 1961-68

WOLSELEY
15 50, 1500, 1956-65
15 60, 16 60, 1958-69
18 85 Mk 1, 2, S, 1967-71
6 99, 6 110, Mk 1, 2, 1962-68
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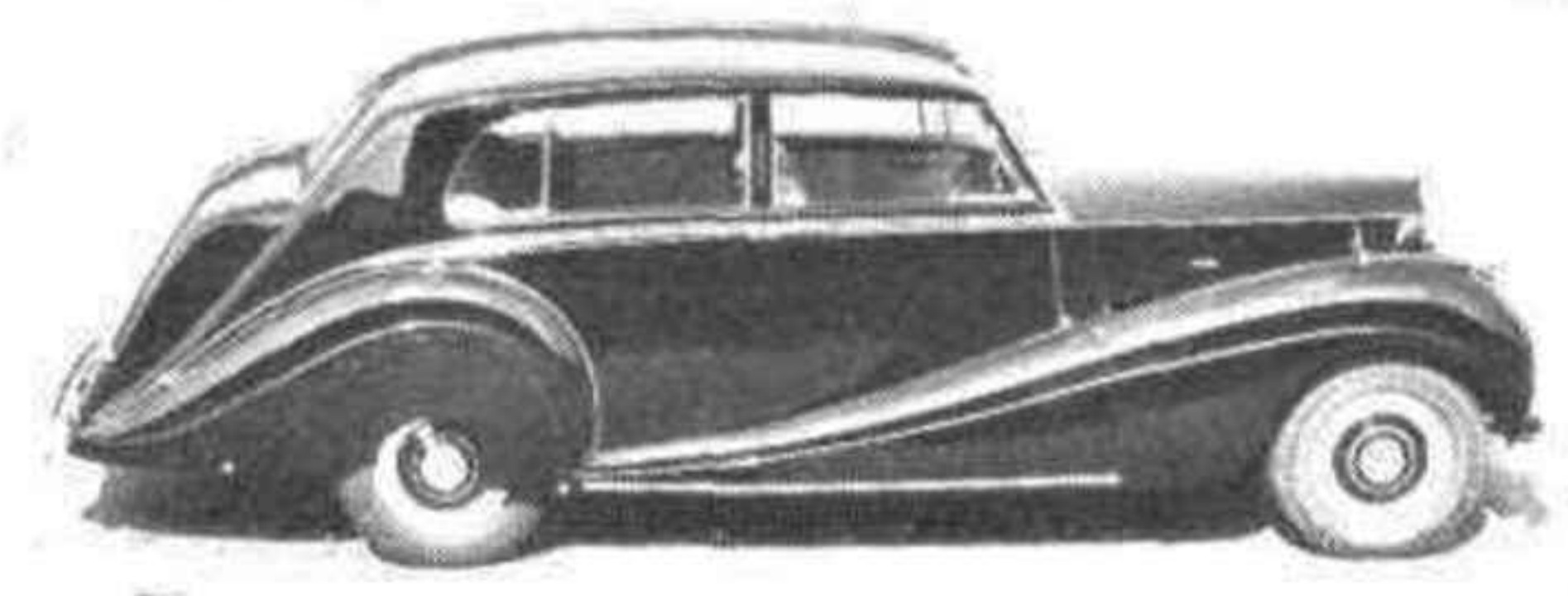
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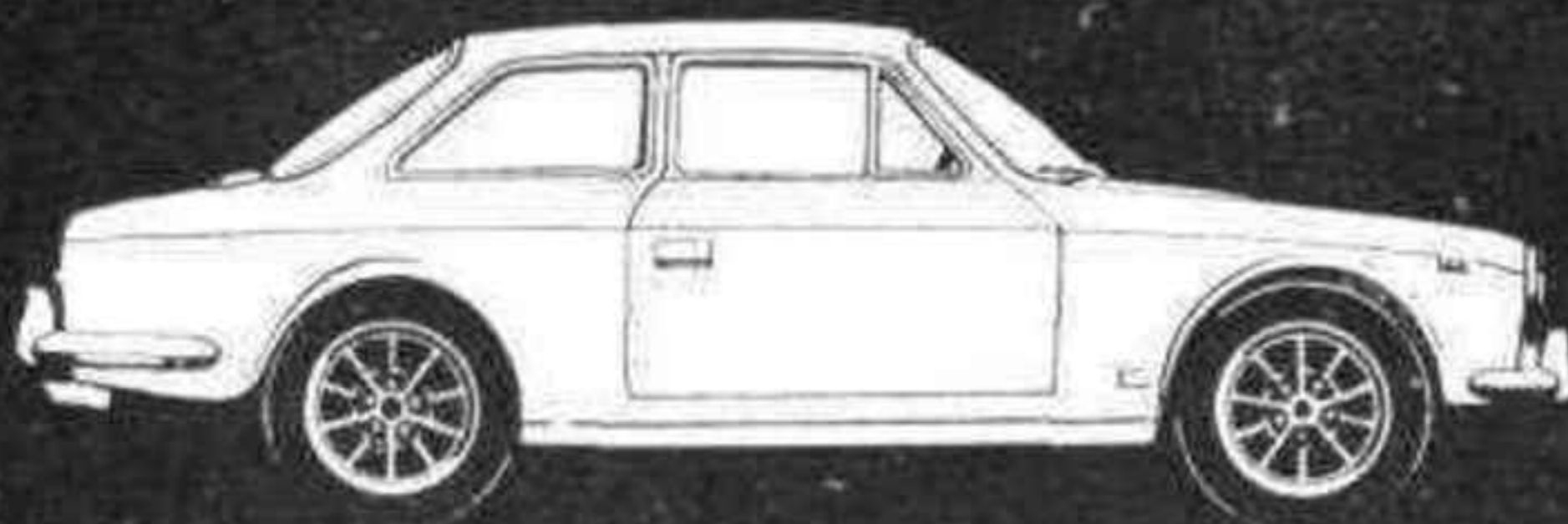
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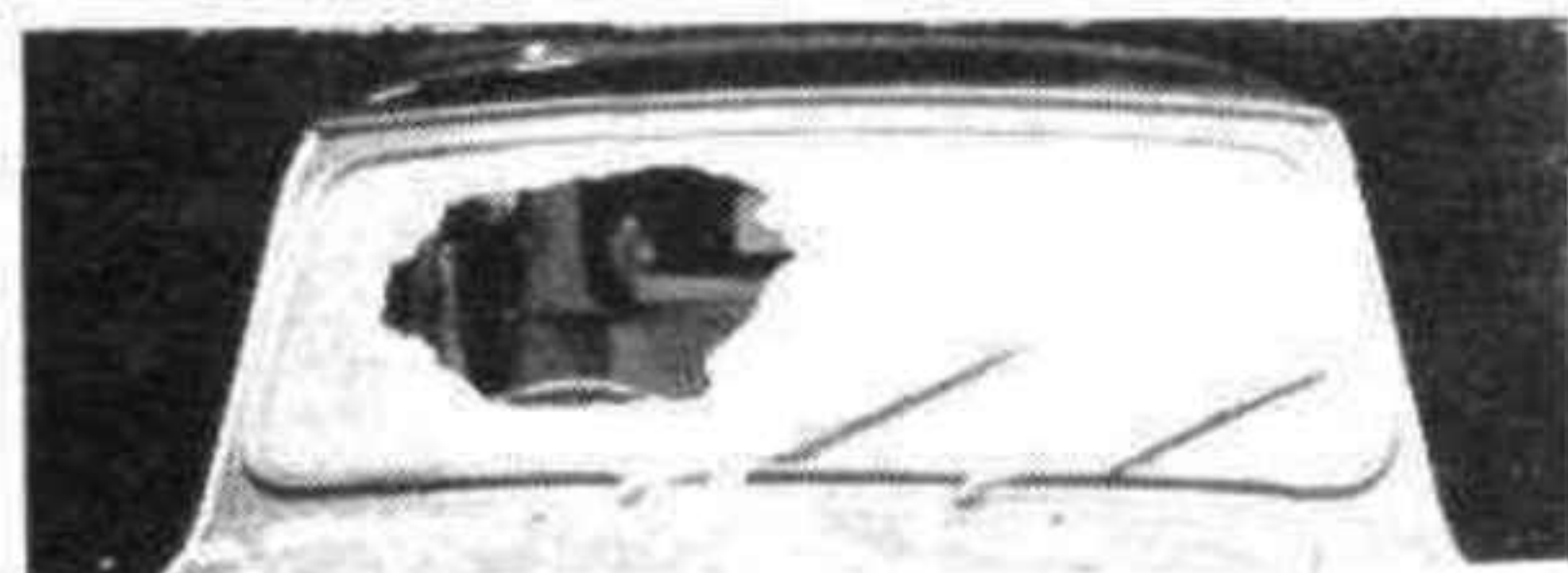
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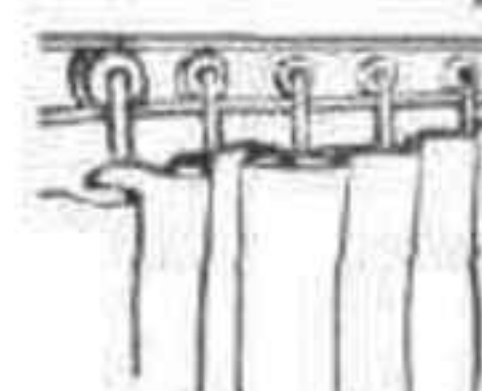
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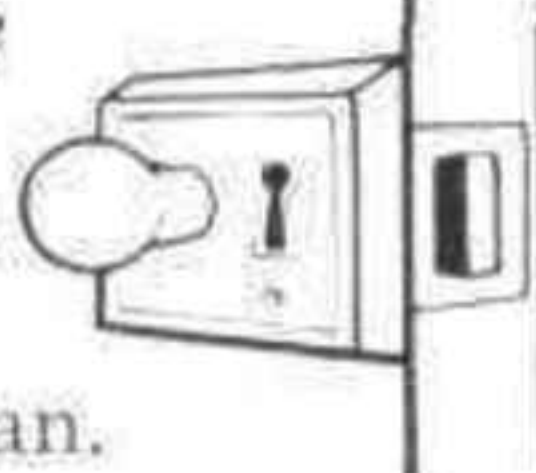
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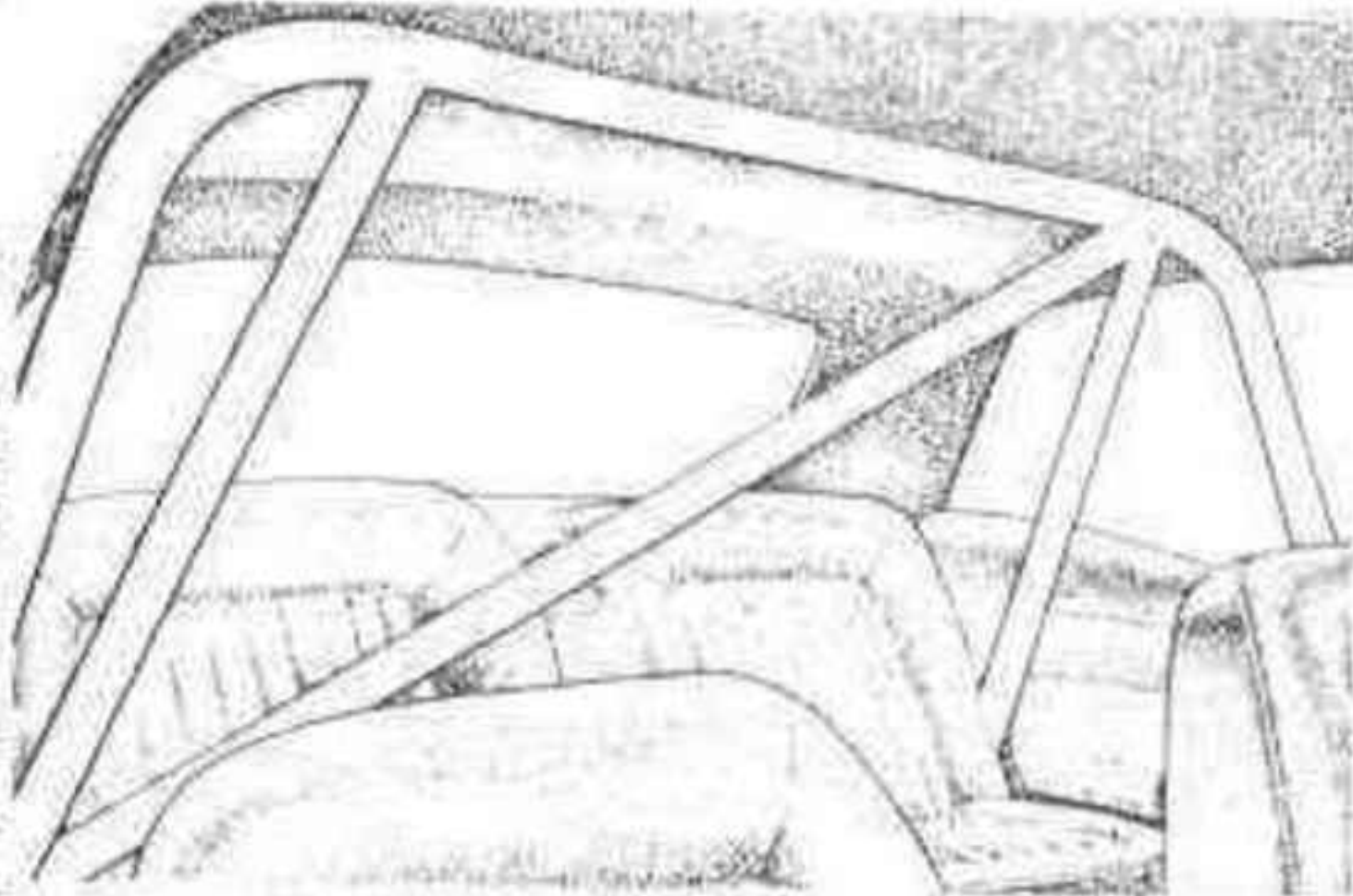
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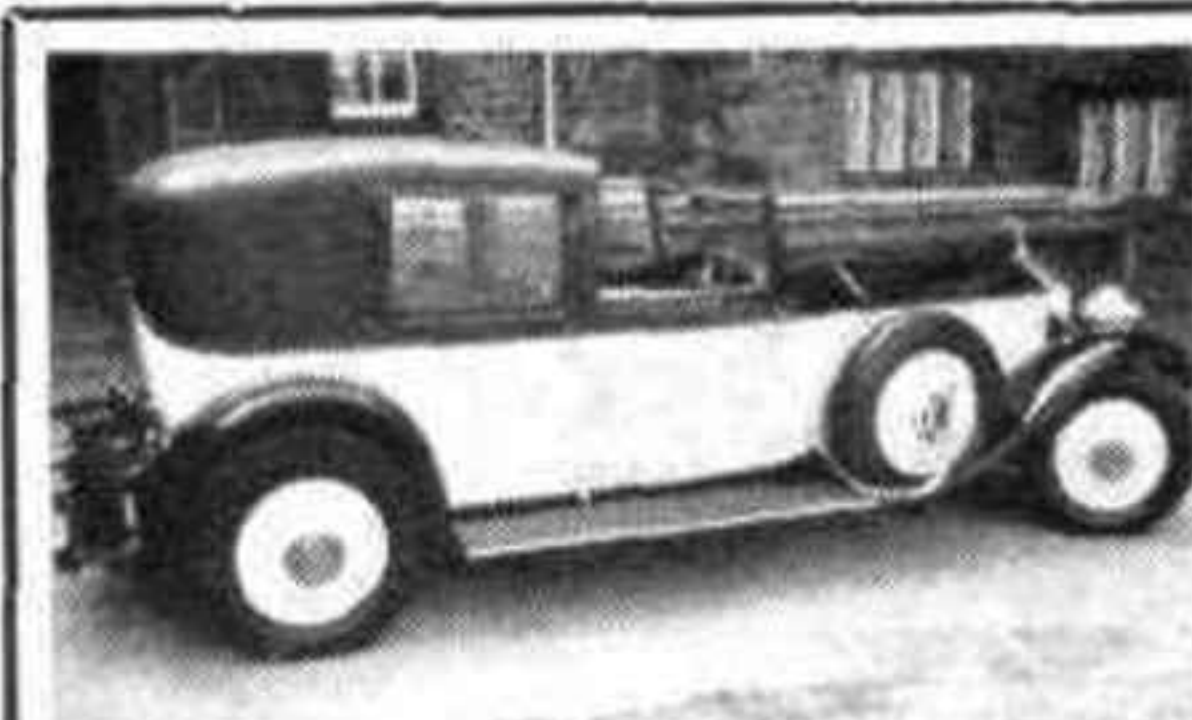
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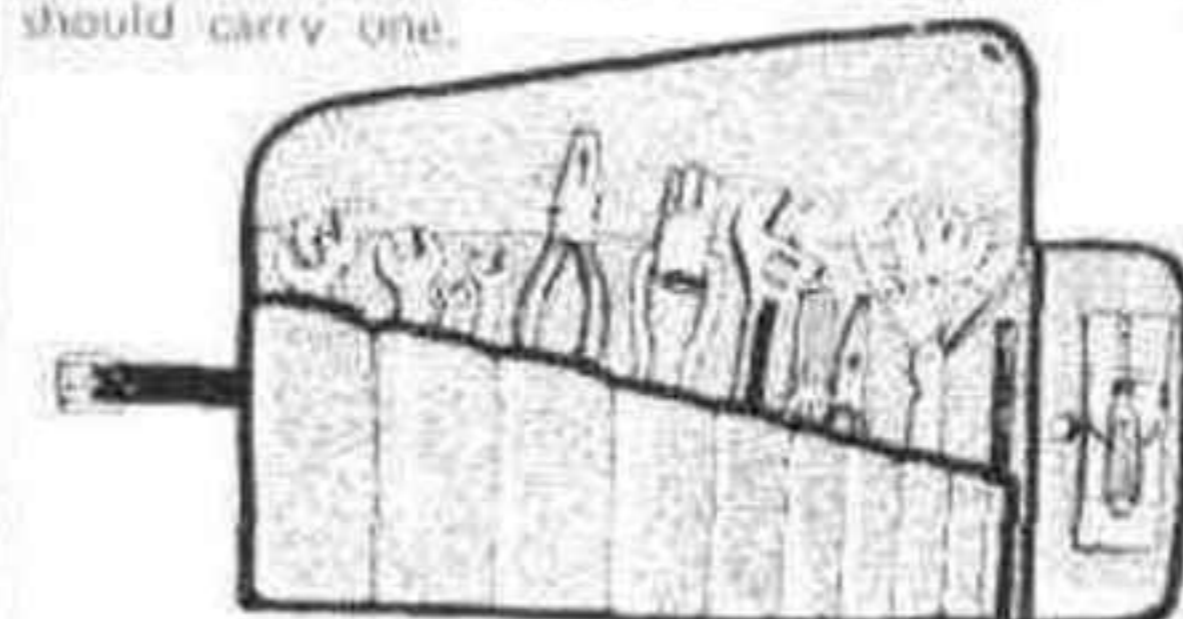
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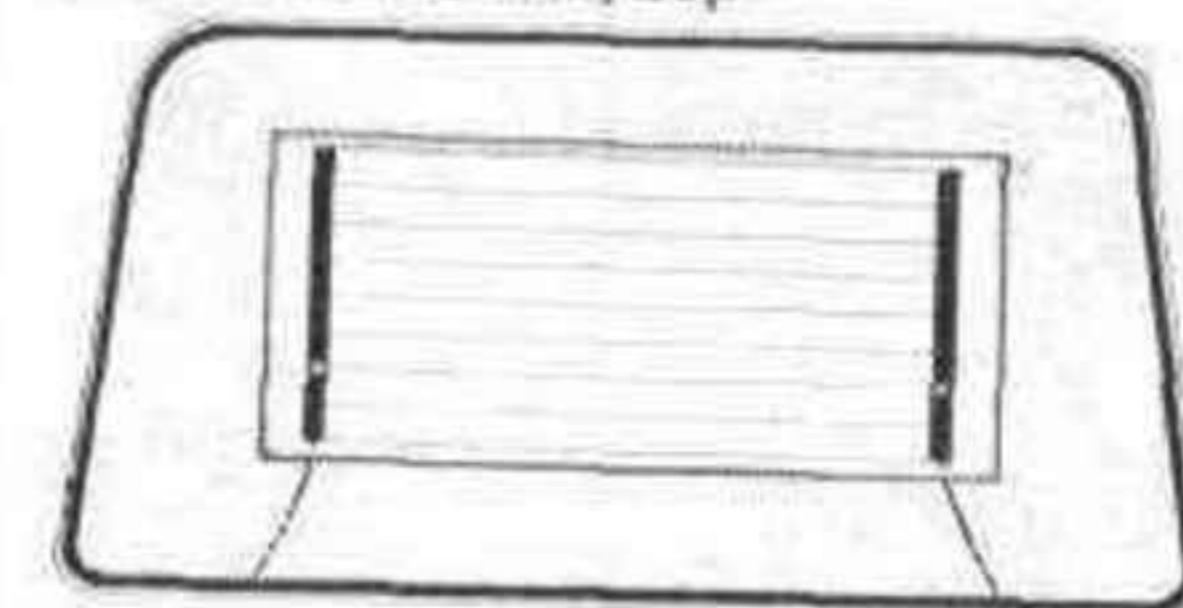
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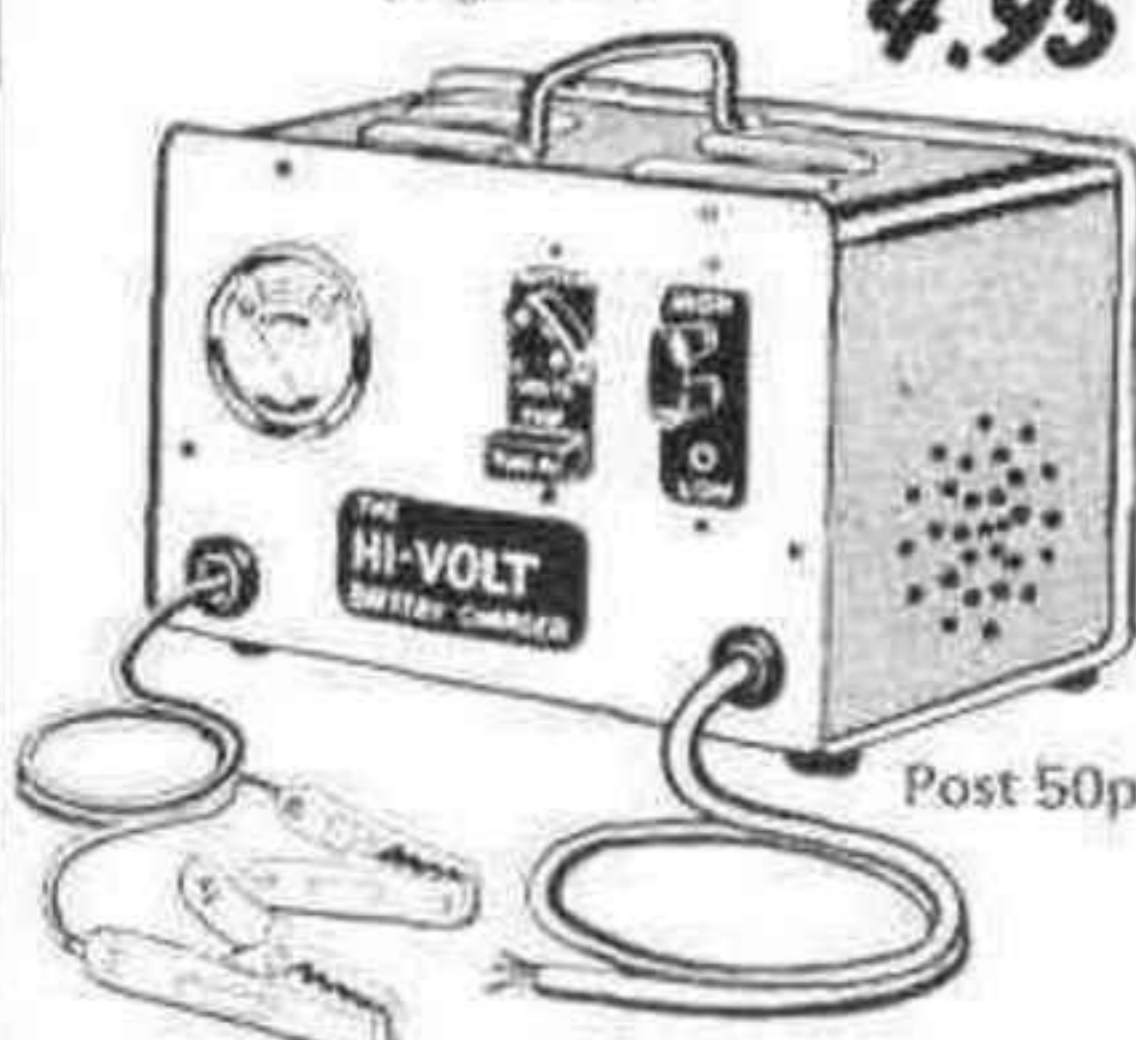
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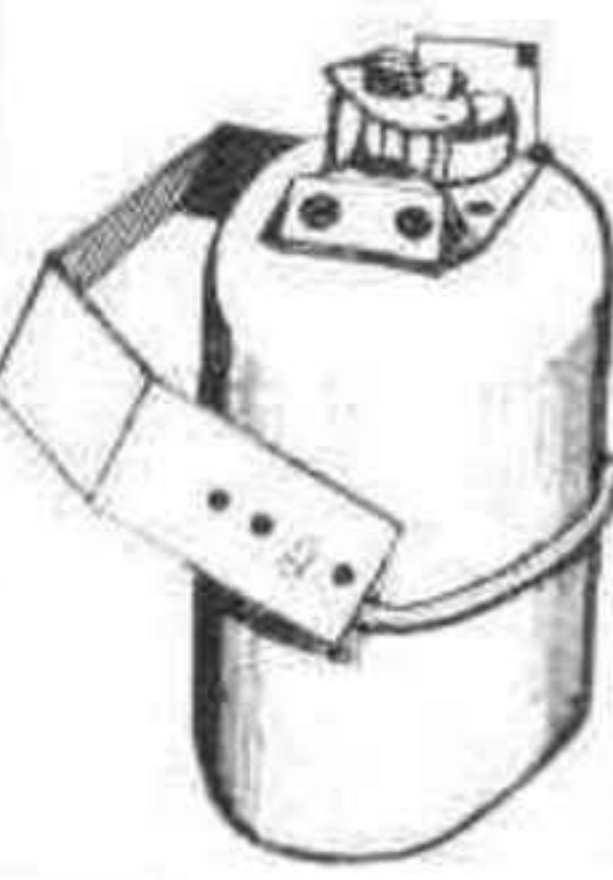
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CATERHAM CAR SALES

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SOLE CONCESSIONAIRES LOTUS FORMULA FORD

Comprehensive specifications, e.g. Fully trimmed chassis body unit £395. Rolling chassis, Hewland gearbox, Torino tyres £775. Complete with Holbay engine £1,065. All to 1972 regulations. 100% finance available. See us on the Motor Racing Showboat 31st Dec. - 9th Jan., Tower Pier.

FINANCE AND INSURANCE

From 20% deposit, balance over 3 years with specially negotiated 3rd party comprehensive insurance.

SPORTS CAR EXPORT

Our Export company for shipment of cars and spares. World wide network.

LOTUS SEVEN REGISTER

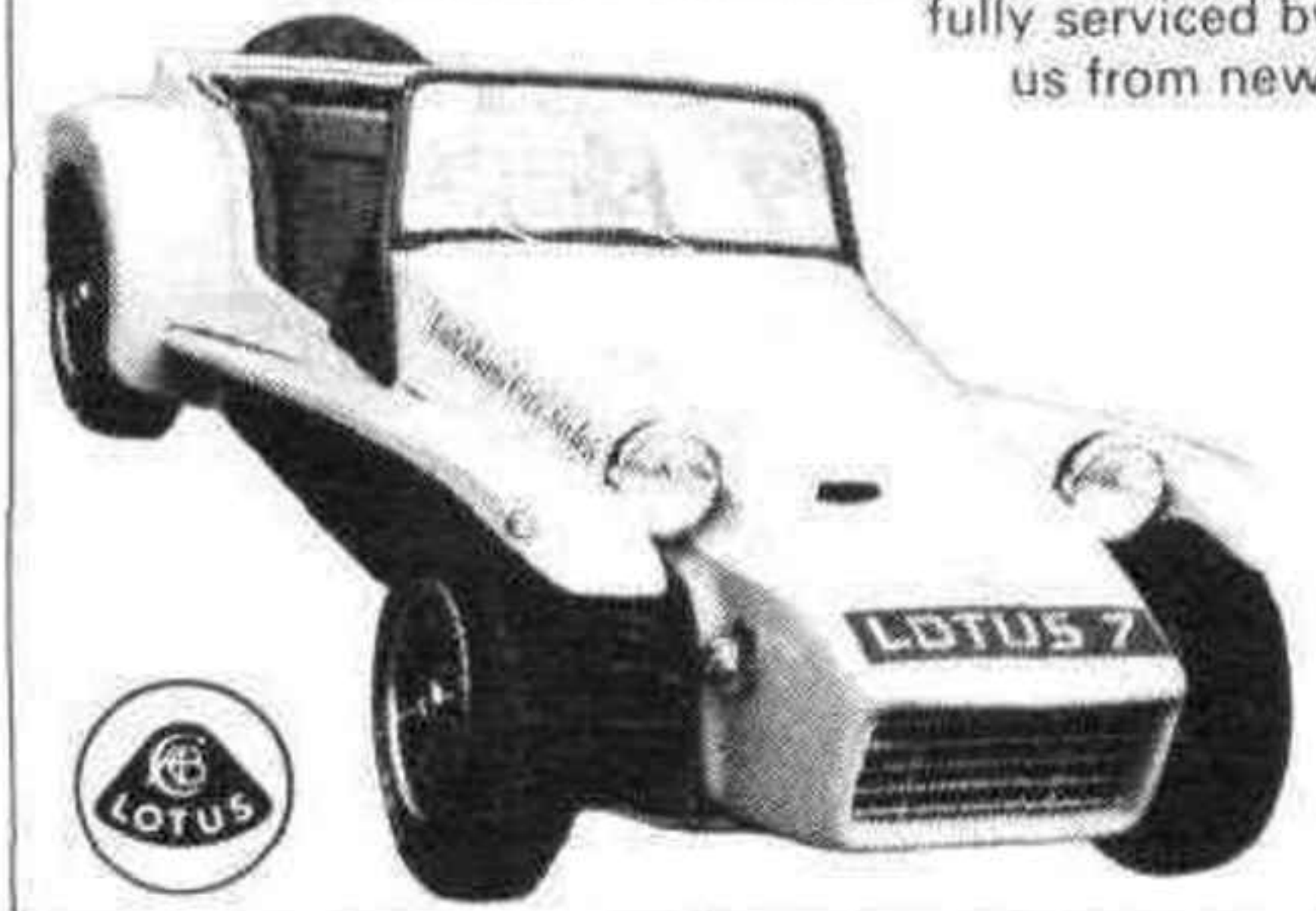
Next meeting - Thursday 6th Jan., 8 pm, Headley Arms, Great Warley, Nr. Brentwood, Essex.

LOTUS SEVEN

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

USED SEVENS

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



TVR

Demonstration car available, selection of new and used cars.



GILBERN

Demonstration car available, selection of new and used cars.



SELECTION OF NEW AND USED CARS

LOTUS SEVEN

New Lotus Seven 1600, last few in red or yellow in component form £995
New Big-valve Twin-cam, yellow, in component form £1,295
European and export models - details on request.

1971(K) Twin-cam Big-valve, alloy wheels, heater, tonneau, radio; red; nominal mileage £1,350
1971(J) Twin-cam Big-valve, alloy wheels, heater; one owner warrants 5,000 miles; blue £1,295
1970(H) Holbay 120 bhp, radio, low mileage, yellow £1,095
1970/71 Series IV 1600, a selection of used models. From £865
1968/70 Series III and 1962/67 Series II selection. From £465

LOTUS

1969 (Dec.) Elan +2S, h.r.w., radio; one titled owner; royal blue £1,745
1971(J) Sprint, f.h.c., extras, red/white £1,595
1969 Elan +2, radio, red £1,355
1969 Elan, d.h.c. Porsche orange, spots £1,245
1970 Europa S2, radio, yellow £1,155
1968 Elan S4, f.h.c. radio, white £1,065

TVR

New TVR 2500, yellow, ex stock £1,500
New TVR S3 1600, blue, early delivery £1,325
1971(K) TVR 2500, sun-roof, orange; just run-in £1,475
1970(J) TVR Tuscan, slot stereo, low mileage, yellow £1,395
1969(G) TVR Vixen S2, sun-roof, bronze £995

LOTUS FORMULA FORD

61R, Hewland gearbox, up-rated 1971 Holbay engine, Torino tyres; bronze. £1,050
61R to above specification, but less engine £775
61 & 61M, a few models less engine and gearbox, can be up-rated... From £435

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New Invader estate, Regal red, early delivery £1,855
New Invader II saloon, manual, white, early delivery £1,746
1970(H) Invader, o/d., white £1,445
1969(H) Invader, automatic, Bahama yellow £1,395

M.G.

1970 MG-B roadster, w/w., B.R.G. £1,095
1969 MG-B GT, w/w., o/d., white £1,085
1969 MG-B GT, radio, w/w., blue £895

1967 MG-B, w/w., recent respray red £745
1968 Midget, w/w., tonneau, radio, B.R.G. £595
1967 Midget, blue £485
1963 MG-B, w/w., beige £395
1960 MG-A roadster, w/w., red £395

TRIUMPH

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

OTHER SPORTS CARS

1969 Alfa Romeo 1750 GTV, special engine, alloy wheels, tinted glass £1,795
1969 E-Type roadster, chrome w/w., radio/cassette player; midnight blue £1,795
1970(J) Morgan 4/4 2-seater competition, w/w. £1,195
1969(G) Marcos 1600 GT, w/w., sun-roof, radio; yellow £1,095
1960/61 Mk. I Sprites, 'Frog's Eyes' From £265

Please telephone to check location of latest stock.

Please send SAE for details.

Lotus Sevens and all sports cars wanted for cash.

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Directions - Just off A22 south of Purley. Telephone from Caterham S.R. Station for transport.

Directions - Just south of the M1 on the A41 into London 100 yards from Finchley Road Tube.



ASTON MARTIN DB3 CONVERTIBLE - £895

White with black roof.

Immaculate condition mechanically and bodily.

One of the best-looking cars on the road.

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Or call: Queens Antiques, 222 Queens Rd., London S.E.15

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T.V.R. VIXEN S2 (June, 1970). Bahama yellow; 9,800 miles (barely run-in); under-sealed, soundproofed, electric fan, extras; lady driver; absolutely immaculate, £1,195. Steer. Tel.: 01-642 1137 (day), Normandy 2592 (evening). (7634)

1935 M.G. NA two-seater. Stripped down for rebuild but sea-going job prevents completion, almost original; chassis shot-blasted and zinc sprayed; many new parts. Offers of around £200. Also 1948 Riley R.M.A. Not in bad condition but would appreciate a rebuild; good engine but not running due to water manifold gasket problems. Offers of around £100. Cars in Cornwall. Offers by letter to: Hould, R.M.A.S. Whitehead B.F.P.O. (Ships), London. (7636)

1933 ALVIS Firefly two-seater. Body and mechanics completely renovated; spartan, reliable, vintage motoring; £550 o.n.o. Tel.: 01-500 3466 (evenings). (7639)

RILEY 1.5 R.M.E., April, 1953. Three owners (third aged 90, hence sale); genuine mileage under 44,000. £150. Tel.: Sevenoaks 61170. (7640)

WOLSELEY 12 H.P., 1947. Needs some work; driveable. £35 o.n.o. 1947 M.G. saloon, registration number MG 7255, £50 o.n.o. Tel.: Wraybury 2964. (7642)

FOR SALE—continued

UNIQUE AUSTIN HEALEY 100 BN1, 1956. 411 miles! Astonishing history. "G" registration; sole totally rust free example in world? Many spares; on SPs plus complete spare set, brand new wires and tyres. Ready for road but now no time to complete the minor details remaining. Regrettably therefore exchange good Lotus 7 or £550-ish, depending on response from U.S.A. White House, Mill Lane, Crondall, Hants. Tel.: Crondall 490. (7647)

PORSCHE 1600S, 1958 black; radio; mechanically perfect; new M.o.T. £325. Tel.: Checkendon (Reading) 635. (7649)

M.G.-A 1600, Mk. II coupé, de luxe; discs all round; centre lock wheels; host extras; new wings and sills; good condition. £375. Tel.: Henfield (Sussex) 2875. (7650)

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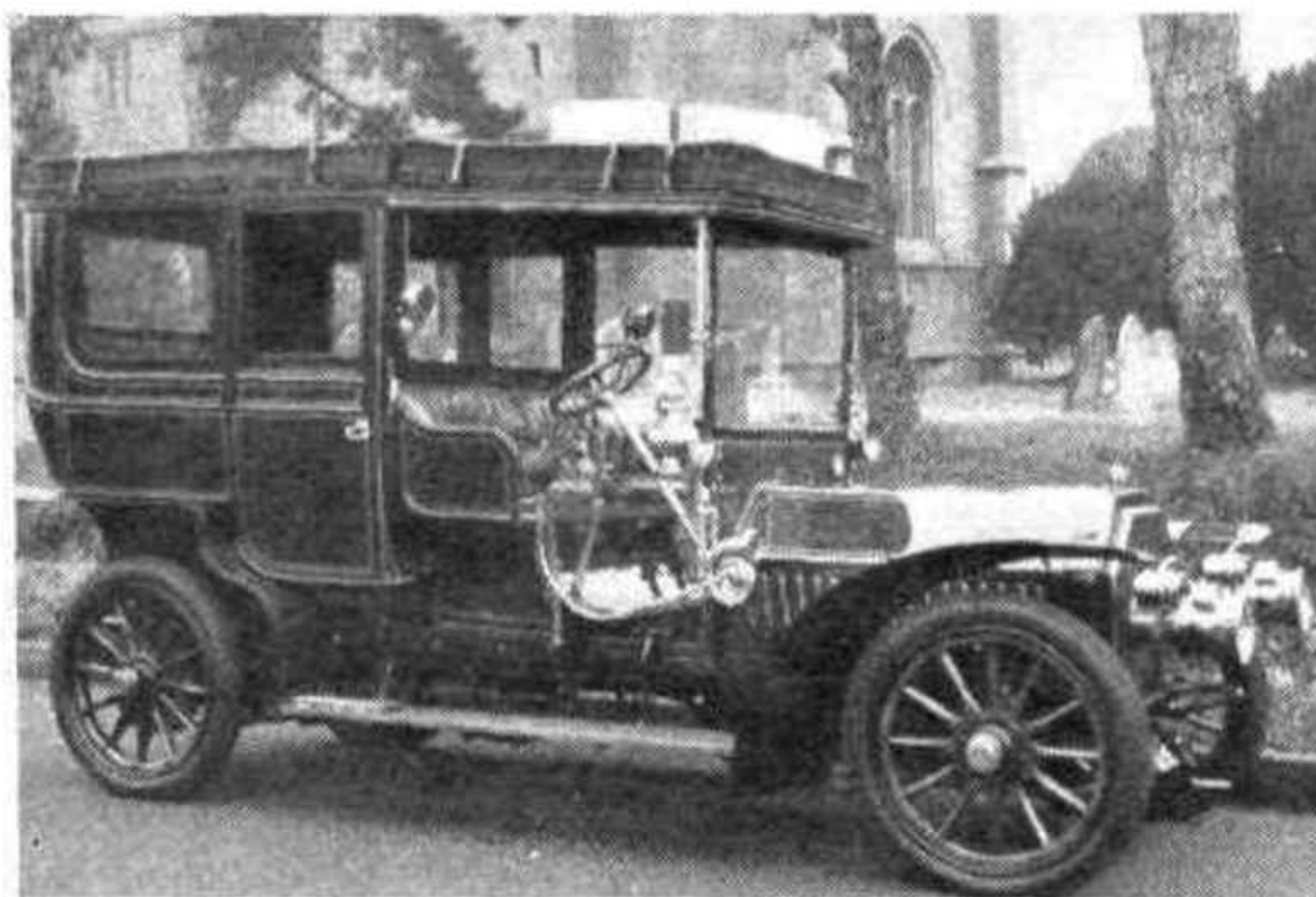
TRIUMPH SPITFIRE III (1967), white, 33,000 miles; taxed, M.o.T.; Ashley hard-top; sunroof; heater; radio; wire wheels; radials; undersealed £650 o.n.o. Tel.: Stratford-on-Avon 3488. (7652)

ANTIQUE AUTOMOBILES LIMITED

Offer what must be the ultimate Edwardian motor car available today

60 HP PANHARD, 11 litres capacity. A magnificently restored and very reliable chain driven car. Recently driven from London to Brighton. Part exchanges considered.

35/39 MAIN STREET, BASTON, PETERBOROUGH.



FOR SALE—continued

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M.G. MIDGET, April 1971, Teal blue. Taxed and guaranteed March 1972; radio; many extras; theft proof. Reluctant sale, but emigrating. £795. D1-226 2345 (evenings). (7655)

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AUSTIN HEALEY 3000, 1966. £800. Taxed, low mileage; good condition; white; red interior; overdrive; wire wheels. Call any night between 6 p.m. and 7.30 p.m. Ashcroft, 19 Ashville Rd., Cloughton, Birkenhead, Cheshire. (7654)

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PORSCHE 356C. Red, black interior; 53,000 miles; fully maintained; superb order. £810. Buying 912 model. Tel.: Barnes, Fritton (Norfolk) 228. (7658)

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69 FIAT 124 Sports Coupe, 5 speed gearbox. 23,000 miles ... £1,225

66 'E'-Type. Hard and soft tops. Exceptionally good ... £1,145

70 ALPINE, 10,000 miles ... £945

69 M.G.-B. GT. Wires, o/d ... £1,095

67 M.G.-B. GT. Wire wheels ... £845

66 M.G.B. Wide wire wheels, roll over bar, 1 1/2" SU's ... £595

67 SPITFIRE Mk. III. Wires ... £545

71 SPITFIRE, 8,000 miles only. Radio ... £875

65 SPRITE. Wire wheels ... £385

61 SPRITE ... £245

Mk. I SPRITE. Recon. engine ... £245

67 (late) GT CORTINA. 1600-c.c. cross-flow. Minilite wheels ... £595

65 COOPER 'S' 1275. Twin tanks, oil cooler, recon. engine and gearbox recently ... £395

65 COOPER 'S' 970-c.c. A very smart, smooth car ... £325

66 COOPER 998-c.c. One owner ... £345

66 SPEEDWELL MINI ... £345

67 MINI de luxe ... £375

66 MINI Countryman ... £345

66 COOPER 998-c.c., alloy wheels, spats, servo brakes ... £345

H.P. QUICKLY ARRANGED ON ALL CARS. INSURANCE INCLUDED IF REQUIRED.

All cars workshop tested and checked.

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Incidentally we always have a selection of saloon cars from £200 to £1,500

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Buy your lights at discount prices

CIBIE: Biode Headlamps ... £13.45 pair
(if side lights required add 75p)
Super Oscars ... £7.50
Oscars (Fog, Spot, Drive) ... £6.00
Lampguard locking nuts for Oscars and Super Oscars 20p each

... be heard too!

FIAMM AIR HORNS Twin £3.95 Triple £7.25
All post and packing FREE

Cash with order to:

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Price o.n.o.

£175 1936 Wolseley 14 (ex concours).
£225 1928 Studebaker estate bus.
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Also a number of vintage books and old bangers saved for their Reg. Nos., i.e., INAL, BTJ1, TAY10, VC1000, GP11, etc.

1927 R.-R. radiator ... £45
Two new 650 x 19 tyres ... £40
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Ten assorted new vintage car magnetos.
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MORGAN 4/4 2-seater, ivory, wire wheels and other extras. List Price

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ALSO: 1970 MORGAN 4/4 2-seater, wire wheels, ivory, luggage rack. Immaculate, supplied by ourselves. £1,245

250 PLYMOUTH GROVE, MANCHESTER 13. 061 224 3325



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Cellulosed garnet with beige leather upholstery; electrically operated windows, stereo, 66,000 miles, two owners, history

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- 1969 LOTUS Elan +2, burnt sand, black trim, power windows, k.o. wheels, radio ... £1,445
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- 1970 'J' Reg. LOTUS EUROPA, one owner, 12,000 miles, bronze yellow, servo brakes ... £1,325
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- 1967 LOTUS Cortina Mk. II, white, black trims mag. wheels, radio, heater and seat belts ... £695
- 1971 MINI Cooper 1275 S, one owner, Dunlop Formula D wheels, heater ... £925
- 1967 'F' Reg. MINI Cooper 1275 S, Dunlop Formula D wheels, special seats and dashboard ... £595
- 1970 'J' Reg. RELIANT Scimitar GTE, one owner, fitted overdrive, h.r. window and radio ... £1,895
- 1968 RELIANT Scimitar 3-litre GT, fitted overdrive, reclining seats, radio and heater ... £1,025
- 1967 ASTON MARTIN DB6, chrome wire wheels, electric windows, h.r. window, radio ... £2,295
- 1964 ASTON MARTIN DB5, tinted electric windows, chrome wire wheels and radio ... £1,395
- 1968 MORGAN 4/4 Comp. Model, 1600-c.c. crossflow engine, wire wheels, heater ... £965
- 1968 SUNBEAM ALPINE GT, fitted overdrive, radio, reclining seats, heater ... £775
- 1967 SUNBEAM ALPINE Roadster, fitted overdrive, radio, reclining seats and heater ... £725
- 1965 SUNBEAM ALPINE Roadster, fitted wire wheels, radio, reclining seats and heater ... £545
- 1966 GILBERN GT, fitted overdrive, wire wheels, radio and leather rim wheel ... £765

The following part exchange bargains which have not had any pre-sales attention are available for inspection to callers at our premises:

- 1969 LOTUS EUROPA, white ... £895
- 1965 TRIUMPH TR4A coupe, overdrive, wire wheels ... £395
- 1963 TRIUMPH TR4 overdrive, red ... £195
- 1966 TRIUMPH Spitfire Mk. II, white ... £325
- 1959 JAGUAR XK150 f.h.c., navy blue ... £395

PART EXCHANGES Any car, van, motorcycle, 3-wheeler, etc., taken in. **HP** accounts settled. **HP** Very attractive terms offered for all cars. **INSURANCE** No problem to us. **Free DELIVERY** to any part of UK. **EXPENSES** Customers' fares refunded. **GUARANTEE** Three months' written guarantee on all cars.



1960 LOTUS Elite, finished in regal red with tan trim, fitted Coventry Climax engine. This marque is fast becoming a collectors' item ... £645

- 1971 TRIUMPH TR6 Roadster, one owner, 4,000 miles, white, fitted overdrive, radio, reclining seats ... £1,495
- 1969 TRIUMPH TR6 Roadster, fitted hard/soft tops, radio and Rostyle wheel trims ... £1,195
- 1968 TRIUMPH TR5 Roadster, fitted overdrive, radio, Rostyle wheel trims, Jonquil ... £1,045
- 1966 TRIUMPH TR4A Roadster, fitted overdrive, wire wheels, heater and seat belts ... £775
- 1965 TRIUMPH TR4A coupe, yellow, fitted overdrive, wire wheels and Surrey Top ... £595
- 1970 TRIUMPH GT6 Mk. II, fitted overdrive, w/w, h.r. window, heater and seat belts ... £1,095
- 1967 TRIUMPH GT6, conifer green, fitted overdrive, radio and wood rim wheel ... £695
- 1970 TRIUMPH Spitfire, one owner, Valencia blue, black trim, fitted radio and heater ... £795
- 1969 'H' Reg. TRIUMPH Spitfire, one owner, fitted overdrive, radio, heater and seat belts ... £745
- 1967 TRIUMPH Spitfire, fitted hard and soft tops, wire wheels and heater ... £545
- 1967 AUSTIN HEALEY 3000 Conv. Mk. III, overdrive, wire wheels and hard top ... £1,095
- 1967 AUSTIN HEALEY 3000 Conv. Mk. III, B.R. Green, overdrive, wire wheels and radio ... £1,025



1964 AUSTIN HEALEY 3000 Conv. Mk. III, fitted overdrive, wire wheels, radio and heater ... £695

- 1963 AUSTIN HEALEY Sprite, 1098-c.c. engine, disc brakes, white, black trim, fitted heater ... £345
- 1967 ALFA ROMEO 1300 Sprint GT, fitted 5-speed gearbox, reclining seats, radio ... £1,025
- 1969 BOND EQUIPE 2-litre GT, overdrive, radio Rostyle wheel trims and heater ... £895

- 1966 BOND EQUIPE GT 45, white, black trim, fitted radio and wood rim wheel ... £425
- 1970 'J' Reg. 'E'-Type 2+2 Mk. II, one owner, fitted radio, reclining seats, heater ... £2,495
- 1970 'E'-Type f.h.c., Mk. II, one owner, 12,000 miles, sun roof, h.r. window, radio ... £2,345
- 1970 'E'-Type Roadster, Mk. II, one owner, p.a. steering, chrome wheels, radio ... £2,295
- 1970 'E'-Type f.h.c., Mk. II, one owner, chrome wheels, h.r. window and radio ... £2,195
- 1969 'H' Reg. 'E'-Type 2+2 Mk. II, one owner, chrome wheels, h.r. window and radio ... £2,195
- 1969 'E'-Type Roadster, Mk. II, white, chrome wire wheels and radio ... £1,895
- 1968 'E'-Type f.h.c., primrose, open headlights, chrome w/w, h.r. window ... £1,595
- 1968 'E'-Type Roadster, silver grey, open headlights, chrome w/w and radio ... £1,595
- 1967 'E'-Type f.h.c., carmen red, chrome w/w, h.r. window and radio ... £1,375
- 1966 'E'-Type 2+2, B.R. Green, fitted radio and twin spots ... £1,295
- 1969 MGC GT, one owner, overdrive, wire wheels, radio ... £1,095
- 1969 MGC roadster, one owner, overdrive, wire wheels, reclining seats ... £1,025



- 1968 MGC roadster, auto, one owner, Bermuda hard top, wire wheels, radio ... £945
- 1970 MGB GT, one owner, Rostyle wheels, reclining seats and heater ... £1,225
- 1969 MGB GT, Mk. II, one owner, 17,000 miles, overdrive and wire wheels ... £1,195
- 1967 MGB GT, overdrive, radio, twin spots and heater, white red int. ... £895
- 1971 Ser. MGB Roadster, blaze, one owner, overdrive, reclining seats, radio ... £1,225
- 1970 MGB roadster, one owner, overdrive, wire wheels and radio ... £1,095
- 1967 MGB roadster, O.E. white, fitted wire wheels, radio and heater ... £765
- 1966 MGB roadster, mineral blue, fitted wire wheels, radio, leather rim wheel ... £695
- 1964 MGB roadster, wire wheels, radio, leather rim wheel, B.R. Green ... £565
- 1970 MG Midget, one owner, 15,000 miles, sculptured wheels, reclining seats and heater ... £795
- 1967 MG Midget Mk. III, radio, leather rim wheel, racing mirrors ... £565

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AUSTIN-HEALEY 3000 Mk. III. Specimen 1966 car in B.R.G., overdrive, chrome wires, SPs, black trim. £965

M.G. Midget. Choice four 1275 examples, red, B.R.G., blue or yellow, all black trim; two wires, two Rostyles. From £585

SUNBEAM Tiger. 1966, red, black trim, hard and soft-tops; only 47,000 miles; radio, £200 overhaul last few weeks, specimen condition. £795

AUSTIN-HEALEY Sebring Sprite Mk. I, metallic blue/black trim; wires, white hard and soft tops. £265

LOTUS Elite 'Super 95' specially built and reg'd 1971, 1220 Climax unit with Webers, 13-in. wires with G800s. Collectors' item at £995

TRIUMPH TR6 two one-owner low-mileage 1970 cars in white with black trim, both fitted overdrive, wires, radio, etc. £1,385

JAGUAR 'E'-Type Mk. II. A late 1969 roadster in white/black trim, chrome wires with HR-SPs, radio, etc. £1,965

TRIUMPH TR4A. 1966/7. Choice of three fine cars, all with Surrey tops, overdrive, wire wheels, radio, etc. Red, blue or conifer. From £695

TRIUMPH TR5 1968 ('G') roadster in royal blue, fitted with overdrive, wire wheels with radials, radio, luggage rack and leather wheel. £985

SUNBEAM Tigers. Three more fine examples, in red, green and blue; two with hard-tops, radios, one with mag. wheels. From £695

M.G.-B. roadster, choice of ten 1964 to 1968, most colours; extras include wire wheels, radio, overdrive, tonneau, hard-top, luggage rack, etc. From £495

LOTUS Super Seven. Very special metallic blue car with tuned twin-cam unit, wide wheels with G800s, fully trimmed and weather equipped. £885

TRIUMPH Spitfire Mk. III, good 1969 car in white/black trim, radio, etc. £695

M.G.-C. roadster, attractive example in mineral blue with black trim, overdrive wires, radio, leather wheels, rack, etc. £865

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LOTUS Elan S4 drophead, Bahama yellow/black trim, with all extras, 'H' registered. £1,235

TRIUMPH TR5, 1968. Surrey top car in red with black hard-top, Rostyles, with XAS tyres, radio, rack, black Sebring mirrors. £995

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ALFA ROMEO Spider Duetto 1600, 1967. White/black trim, radials, etc., really superb. £965

AUSTIN-HEALEY 3000 Mk. III. Fine two-owner example in royal blue/black trim, overdrive, wires with XAS, radio, etc. £865

M.G.-B. Two unmarked 1970 cars, ('J'), flame red or bronze yellow; both with overdrive and radio; one with Rostyles one with wires. £1,135

A.C. Ace. Rare 1962 Ford-engined example, burgandy/grey trim, Raymond Mays 170-b.h.p. alloy 6-port head with triple Webers. £1,095

AUSTIN-HEALEY 3000. Genuine ex-works, Rome-Liege, Pat Moss and Jean Bloxham rally car. Offers around £1,250 for this unique car invited.

M.G. Midget. Choice four 1098 examples; green, white, yellow or silver; three with wires, one hard-top also. From £465

TRIUMPH GT6 Mk. II 1970. Low-mileage car, unmarked pale blue/black trim, wires with G800s radio, h.r.w., etc. From £1,065

TRIUMPH Spitfire Mk. III. Another one-owner 1969 car in damson with black trim, wires with SPs, radio, etc. £695

LOTUS Elan Shapecraft coupé, 1964. Very rare car in red with black interior, radio. £595

DAIMLER SP 250. Very rare late C-Spec. car, outstanding in mountain blue with pale blue trim, hard/soft tops, radio, etc. £895

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BOND Equipe 2000 Mk. II 'H' regd. White with black trim, Motorola, leather wheel, G800s, Rostyles, chromed Sebrings, etc. £865

ASTON MARTIN DB6. Superb car in astral blue with red leather; automatic radio, with electric aerial, chrome wires with triple-eared caps and Turbo-speeds, twin spots and mirrors, Selecta-ride, electric windows, hazard flashers, etc., 'F' regd. £1,965

MARCOS 1600 GT. Superb 'G' regd. example in electric blue/black trim, sun-roof, radio with electric aerial, wires, etc. £1,165

M.G.-B. GT Mk. II. Choice three selected 1969 cars, B.R.G., red and black, overdrive, wires, radio, etc. From £1,135

FIAT 850 Sports coupé, 1969 model in grey with black trim and wheels, radio, leather wheel, etc. £695

COOPER 1275 'S' choice six selected cars, variety of colours and extras; four with mag. wheels, two with sun-roof. From £495

RELIANT Scimitar GTE. Choice three of these 'H' regd. Mk. II hand-built high-performance cars, Caribbean green, Everest white or Mexican red, two overdrive, radio, etc. One automatic, radio, tinted windows, etc. From £1,685

FORD Cortina Twin-Cam, 1968 car in white with aubergine roof and flash, Cosmic wheels with low profile G800s, leather wheel, etc. £785

ROYAL 2000 TC, rare 1969 export model in April yellow, tan trim. Fitted air-conditioning, Radiomobile, chromed Rostyles with G800s, tinted windows, Continental steering, etc. Under 20,000 miles by one owner. £1,185

ALFA ROMEO 1750 GT Veloce. A 1969 one-owner car in yellow ochre with black vinyl roof and trim, alloy wheels, radio, etc. £1,635

FORD Escort RS 1600, maize yellow/black trim, fully rally prepared, but not yet rallied, absolutely unmarked. Extras included: uprated suspension, flared arches, black Minilites, G800 rally tyres, sun-roof and deflector, rally seats, 4 QI spots, leather wheel, uprated gearbox, roll-over bar, Halda trip-master and Halda speed pilot, map light, Inertia reel belts, interior fuses, reversing lights, etc. £1,595

ASTON MARTIN DB5 coupé, pale green with red leather, chrome wires, Radiomobile, electric windows, etc. Unit overhauled. Really fabulous example. £1,395

FORD Capri 2000 GT. A 1970 one-owner low mileage car in silver fox/black roof and trim. Full XLR packs, radio, h.r.w., 'X' tyres. £1,095

VOLVO P 1800S. 1967 coupé in white with red trim, fitted sunroof, overdrive, tinted screen, Cints., etc. £1,085

COOPER. Choice five selected 1,000-c.c. cars, various colours and extras. From £295 to £675

RELIANT Scimitar coupé. Two of these two-seat GT cars. A 1969 2.5-litre in satin silver and a 1970 3-litre in Mediterranean blue, both one-owner cars with radio, etc. From £985

M.G.-C. GT 1969. Very rare in black. Director owned since new. Wire wheels, radio, leather wheel, chromed Sebrings, etc. £1,065

FORD Cortina GT. 1969 2-door in saluki bronze/black trim, wide wheels, with radials, etc. £695

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ALSO AVAILABLE a few other classic cars including an actual WORKS TEAM CAR. We can arrange finance and will take any interesting car in part exchange.

FOR SALE—continued

1953 2½ RILEY. Bodily above average; brakes; transmission, tyres; steering excellent. Engine good (40 lbs. hot), 1185 o.n.o. Wood, 128 Hazelhurst Rd. Birmingham 14. Tel.: 021-444 1253 (evenings/weekends). (7692)

M.G. TF 1500. Wire wheels; stage 2 engine (80 p.s.i.); new hood, sidescrims and battery; resprayed; in first class condition. The ultimate in traditional M.G.'s; long M.o.T., £625. Would swap for earlier M.G. Tel.: Woburn Sands 2651 (day), 3578 (evening). (7694)

TVR VIXEN. "J" registration, flame; numerous extras including sunshine roof; radio; alloy wheels; Avon radials with spare unused; only 13,000 miles; regularly serviced, can only be described as immaculate; this attractive car can be yours for only £1,050. Tel.: 01-854 5453. (7696)

M.G. TD, 1951. Red, one owner; in good shape. £400. Dublin. Box 3129. (7699)

RELIANT SCIMITAR, 1967. Overdrive; radio; radials; immaculate. £825. Dr. Copeland. Tel.: 01-539 5522. (7700)

FROG-EYE SPRITE. Good condition; B.R.G. exterior, red interior; engine, suspension, brakes modified for increased performance and reliability; baby son and mobile discotheque finally force separation. £325. Tel.: Colchester 45333. (7718)

1275 COOPER "S", Mk. II, 1968 (Oct.) "G". 23,500 miles; M.o.T., taxed; radio; fog; spot; Konis; tach; 1/rim; spats; dash; w/mirrors; twin tanks; oil cooler, etc. Excellent. £595 o.n.o. Tel.: Nuneaton 67364. (7719)

M.G.-B GT automatic. This rare 1969 car with this £110 extra has covered only 21,000 miles since new by one careful owner; beautifully finished in dark blue with immaculate black interior. Only £1,095 for this superb example. H.P. might be possible. Tel.: Mr. Newby, Maidenhead 29888 (day), Camberley 25581 (evening). (7720)

BMW 2000 CA coupé, automatic, 1968; Blaupunkt radio. £1,695. Tel.: Hoddesdon (Herts.) 68604. (7721)

RELIANT SCIMITAR, 3-litre, V6 overdrive, 1968. Superb car. £845. Tel.: Hoddesdon (Herts.) 68604. (7722)

1924 STANDARD "Kineton", 4-seat tourer; immaculate condition; unusual and rare motor. £950, 1937 M.G. "V.A. coupé"; part rebuilt, no time to complete; can be restored into handsome and impressive motor. £180. Tel.: 021-453 3245. (7724)

DO YOU LIKE big Bristols? 1951, Bristol 401. Beautiful aerodynamic aluminium body combined with superb handling and economical 2-litre engine; built-in fog and reversing lamps and radio; years M.o.T. and 3 months tax. £275. Tel.: Lowdham (Notts.) 2252. (7716)

LOTUS SIX. Basically excellent condition; E93A mechanics; M.o.T. d July. Offers £200+. For beery haggle telephone 01-467 1192. (7714)

AUSTIN HEALEY 3000, 1967, Mark III; B.R.G.; overdrive; radio; heater; wire wheels; genuine 24,800 miles; immaculate £1,075. Tel.: 01-205 1778. (7713)

M.G.-A 1600, Mk. I, 1622 c.c.; engine rebuilt to high specification; body good and resprayed in Bedouin; radio; b/rack; tonneau; s/belts, etc. Fast and pretty. £295. Tel.: Harlow 22689. (7715)

SWALLOW DORETTI (TR3 all body); good specimen of this rare sports car; new ZXs; twin spots; radio; M.o.T. Flat yellow; leather wheel. First £295. Tel.: Wraybury 2735. (7712)

LANCIA FLAMINIA Zagato Sport 1962. Only 12 of these magnificent cars were imported, and this is believed to be the only right-hand drive example; the car has been retrimmed, recarpeted, resprayed and has had more than £300 spent on mechanics, body and tyres this year; many extras, immaculate. £1,100. Tel.: Derek Lawson, 01-437 4153 (day), 01-455 3784 (evening). (7757)

LOTUS ELITE 1962. Special equipment model, Stage II tune; ZF gearbox. Price £450. Tel.: B. G. Row, Shrewsbury 51537 (office). (7774)

FOR SALE—continued

PORSCHE. White cabriolet 356B Super 90; 1963 registered, only 51,000 miles and in good order, main agent's mechanical report available for inspection. Price £775. Tel.: Brentwood (Essex) 217376 (evenings from December 28th). (7799)

RILEY 1928 Nine special; ideal competition work, stripped to chassis but all chassis bits and basics for engine; chassis part restored; half pannelled wood frame body. Offers. Tel.: Chippenham 4837. (7815)

1964 ASTON MARTIN (July) DB5. Dark blue; engine completely overhauled; immaculate example; electric windows; Selectride S/A; H.R.W.; radio and electric aerial; Sundym glass. £1,300. Tel.: 01-476 6868 (day), 01-777 3569 (evenings). (7817)

PILOT V8, 1950. Genuine 44,000 miles from new; immaculate throughout, green cellulose with bulge hide interior. £275. Box 3138. (7738)

VERY SOUGHT-AFTER early ducks back Alvis. 1923 car; rear brake only; original and immaculate; "V" screen. £2,000. Box 3145. (7818)

SP250; GREEN; w/w; resprayed; very fast; owner abroad; cheap, quick sale. Tel.: Capt. Hollinshead, Nantwich 65506. (7816)

JENSEN 541 R. B.R.G./Silver; makers oil pressure; overdrive; wire wheels; items recently renewed include clutch, gearbox parts, servo discs all round, Exide battery, Cinturatos, front shock absorbers, rear springs etc. Taxed, M.o.T. £500 o.n.o. A fast reliable car used as second car last 6 years, and only for sale due to purchase of a CVB Jensen, Ratcliffe, Hill Bark Farm, Frankby, Cheshire. Tel.: 051-677 1330. (7814)

ASTON MARTIN DB2, Golden sand; overdrive; radio; Jaguar engine; box, hence £250; M.o.T., 38 Cleator Ave., Blackpool. Tel.: Preston 52305. (7811)

AUSTIN HEALEY 3000, BT7, 1960. £340 or exchanges involving vintage car or small commercial. Tel.: 01-650 2117 (Beckenham). (7806)

AUSTIN HEALEY 3000 Mk. III, 1967. Metallic beige, red leather upholstery, black hard-top; overdrive; radio; heater; wire-wheels; some additional refinements; 7 months tax, M.o.T., owner maintained; at £950, it only needs seeing; terms available. Contact Malcolm White, 021-354 6016. (7803)

M.G. TF 1250, 1954, black, 74,000 miles and two owners from new; very good original condition; good hood; tonneau covers; luggage rack; anti-roll bar, anti-theft; M.o.T. Offers. Ellis, Bentley Hall Farm, Hill Ridware, Rugeley, Staffs. (7801)

ASTON MARTIN DB5, August 1965 (KPP 4C); blue saloon; chrome w/w; Sundym; electric windows; radio; air conditioning; H.R.W., etc.; new clutch; shockers; tyres; manufacturers oil pressure; M.o.T. Nov. 72. Consider part exchange. £1,595. Tel.: 043-275 223. (7800)

M.G.-C 1969, Primrose, 23,000 recorded miles; extras; wire wheels; tinted wind-screen; radio; new silencer and SP Sports recently fitted. £900. Tel.: Swindon 25168 (after 5 p.m. and weekends). (7747)

M.G. TD 1951. Recent respray; pippin red; good tyres; sound throughout. £475 or best offer. 10 Harrison House, Oldford, Welshpool, Montgomeryshire. (7796)

M.G. MAGNETTE ZA Dec. 1956. Actual winner Silverstone 6-hour race and host of rallies. 1965 Riley 4/72 engine and gearbox; twin H54 carbs.; ZX tyres; wipers; green/white; excellent condition. £200 o.n.o. Tel.: Malvern 3628. (7795)

ALVIS TD21, 1960. Automatic; metallic silver; good condition. £375. Grainger, 20 Burniston Drive, Billingham, Teesside. (7794)

M.G.-A TWIN-CAM coupé; dismantled to last nut and bolt and completely restored to mint condition. Offers. Tel.: Northampton 42795. (7793)

BENTLEY R-TYPE, 1953. Manual, tudor grey; radio; M.o.T. Very good condition. £525. Tel.: Tatsfield (Bromley) 270. (7792)

ELAN SE, f.h.c. 1970 "J" registration. Many extras, including radio; triple Mascrats; H.R.W.; taxed; condition as new with immaculate crack-free paintwork. £1,375. P/E considered. Tel.: 01-460 2106. (7791)

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- 1968 TR5, overdrive, B.R.G. ... £995
- 1967 TR4A, o'drive, wire wheels £765
- 1963 M.G.-B GT, overdrive, wire wheels ... £965
- 1967 M.G.-G GT, overdrive, wire wheels ... £575
- 1963 LOTUS Elan +2, silver... £1,245

VARIOUS SPRITES, MIDGETS AND SPITFIRES.

H.P. Part Exchange. No deposit terms available for householders.

FOR SALE—continued

ASTON MARTIN DB5, 1964. Silver birch, red leather; 5-speed box, c.w.w., h.r.w.; five new Turbospeeds; £1,275. Tel.: Stanstead Abbots (Hertfordshire) 583. (7710)

LANCIA FLAVIA 1.8 Zagato Sports 1965; mileage 25,000; in excellent condition. £850. Tel.: Standlake (Oxford) 201. (7789)

GILBERT 1969. Red with black interior; electric windows; 30,000 miles only; lovely condition. £1,175 o.n.o. Tel.: 01-950 1087 (Buckley). (7787)

1955 R-TYPE Bentley. Dark blue coachwork with fawn interior; automatic transmission; much money spent over the past few years. £700. Tel.: Boughton (Kent) 444 for further details. (7786)

AUSTIN HEALEY 3000, Mk. III convertible; coachwork in dark blue; black upholstery; two private owners from new; guaranteed 36,000 miles only; push-button radio; wire wheels; seat belts; heater, etc. Absolutely immaculate. 1895. Tel.: Derby 46690. (7785)

M.G.-B ("G" REG.). White, black interior; wire wheels; tonneau; P/B radio; Moto-lita wheel; air horns; 34,000 miles; very good condition. £795. Tel.: 041-952 8397 (after 4 p.m.). (7784)

1966 TRIUMPH Vitesse convertible in excellent original condition; 1596 c.c. White/black one owner; taxed/M.o.T. to August. £375. Terms arranged. Tel.: Newham Bridge (Worcs.) 242. (7783)

JAGUAR 240, 1968. Fitted 3.8 engine, 3.31 limited slip diff. and new clutch; modified exhausts; wire wheels 185/15; G800s; leather 13 in. Moto-lita; Radiomobile; h.r.w.; hazard warning; Burglar alarm; very good condition. £855. Tel.: 041-952 8397 (anyday, after 4 p.m.). (7782)

JENSEN 541R; green; fast, pretty. About £500. Tel.: Mrs. Wittridge, 021-705 1859. (7781)

HEALEY ELLIOTT, 1949. Much time and money spent rebuilding, complete but needs finishing £80 o.n.o. or will reluctantly sell for spares. Tel.: Knutsford 2508. (7779)

ROVER 110, 1963. In fine condition; lovely burgundy coachwork; matching interior; Motorola push-button radio; excellent mechanics; new exhaust system; taxed; M.o.T. August. Genuine private sale. £330 o.n.o. Tel.: 0874 54635 (Brecon, Wales). (7778)

1948 ROVER 60 P3 Sport's saloon (not the "Auntie" type) in excellent condition; taxed; M.o.T.; much of the equipment fitted to this car as standard would be described as optional extras today; for quick sale offers invited around £200. For further details telephone 01-890 4822. (7777)

TVR VIXEN, June 1970; 13,000 miles; orange; alloy wheels; alarm; Moto-lita; many expensive extras; fantastic performance; economy. Beautiful condition, meticulously maintained, most reluctant sale. £950. Try comparing prices; part exchange considered. 36 Slade Lane, Huntroyde, Burnley, Tel.: Padiham 71652. (7776)

TR3A COMPLETELY rebuilt. Overhauled brakes; steering; suspension; new tyres; carpets; floors; body panels; complete car has been cleaned and repainted; excellent engine, gearbox, overdrive 2, 3, 4; hard/soft tops; tonneau. Offered in primer. Tel.: Martin Lawrence, Oxford 59988, ext. 401. (7775)

DAIMLER SP250 Dart. One of the finest examples, 1963 "C" specimen maintained in first class condition; receipts available for all maintenance; recently fitted new discs, exhaust system; seats; carpets; chrome etc. Extras include air horns; tonneau; Q.I. lamps etc. Metallic maroon/black; serious offers around £825. Tel.: Knutsford (Cheshire) 51997 (office) or Holmes Chapel 3188. Private sale. (7773)

TRIUMPH ROADSTER, 1947. In B.R.G. Car in good condition all round, in regular use. Offers over £150. J. Lennox, 102 Arnold Ave., Styvechale, Coventry. (7772)

TRIUMPH 2000, 1967. Full S.A.H. engine conversion with triple Webbers, oil cooler and balancing; suspension uprated with Armstrong Selectarides. Full instrumentation, overdrive; 120 m.p.h. performance with 25 m.p.g.; 42,000. 1800. Tel.: Leicester 871653. (7771)

1947 M.G. TC. No rust and good all-round condition; B.R.G.; M.o.T. 1 year. £325. Tel.: Dr. Schettrumpf, Bristol 656291. (7770)

FOR SALE—continued

FORD POPULAR, 1957. Twin carbs; Aquaplane manifold; many extras; some body deterioration. £20. Woodhill, Western Rd., Hagley, Worcs. Tel.: 2390. (7768)

A40 SPORTS 1500 c.c. otherwise original and good. many spares £150. Tel.: Malvern 62227 (evenings). (7769)

LOTUS ELAN Sprint Convertible, June 1971. 5,000 miles; red/white; immaculate condition; tonneau. £1,600. Consider part-exchange cheaper car. Tel.: Newcastle-on-Tyne (0632) 37330. (7767)

TALBOT 105 Tourer (1935 mod.); sound original example. £750. 14 Queens Rd., Ashford, Kent. Tel.: 0233-20552 (evenings). (7762)

BMW 2002/Alpina, "G" registration; 19,000 miles; red/black vinyl roof; 175 b.h.p.; 5-speed ZF g/box; J.A.P. wheels; X-As; radio; s/ights; l.h.d. taxed September 1972. Excellent condition. £1,285 o.n.o. Tel.: 01-373 0415 (after 7 p.m.). (7758)

AUSTIN HEALEY Sprite Mk. 4, 1967 "F"; Original red paintwork; underscaled; wire wheels; Cints.; anti-roll bar Motorola; competition shock-absorbers, adjustable on rear; oil cooler; leather s/wheel. One owner; many other bits very good condition. £520 o.n.o. Tel.: West Dryton 3479. (7755)

TRIUMPH VITESSE, 2-litre convertible 1967, "F" White, new Cinturatos extras; long M.o.T. Good condition throughout. £500 o.v.n.o. Hemingway, 34a Gainsford Rd., Bitterne, Southampton. (7754)

TVR VIXEN S3, 1971, "J"; Bright yellow; alloy wheels; taxed; warranty unexpired. £1,225 o.n.o. Tel.: 01-660 7506. (7753)

TR5 1968. Finished in Valencia blue with tan hide upholstery, new tyres and brakes just fitted; Motorola radio; heater, etc. In first class order throughout. Marriage forces sale. 1975 o.v.n.o. Tel.: Fleggburgh (Norfolk) 381. (7751)

ASTON MARTIN DB 2/4, Mk. I; Carmen red; beautiful condition. £525. Tel.: Maidstone 53675. (7750)

LANCIA B20, GT 1958. One owner ten years; completely rust free; original interior; floor change, Kenlowe fan; quiet gearbox and drive; perfect paintwork and plating; new headlights, good tyres. £650. Lancia B12, 1956. One owner 13 years; original interior, sound but shabby; engine rebuilt 1968 with new liners; pistons; bearings and as new; quiet gearbox and drive. Some spares including universals and sidelights. £125. Both seen and tried preferably at weekends. Robson, St. Mary's Lodge, Captains Row, Lymington, Hants. Tel.: 2557. (7749)

DAIMLER SP250, 1963, radials, hard and soft-tops; dark blue with grey trim; an extremely fine example at £850 o.n.o. Part exchange considered. Tel.: 051-924 0918 or write 20 Hamilton Court, Blundell Sands, Liverpool 23. (7748)

M.G.-A TWIN-CAM, 1959. Ex John Gott and Peter Tomi; twin Webbers; engine bottom end rebuilt; rebuilt gearbox; new brakes; hard top; tonneau; roll over bar, 18 gallon fuel tank; many non-standard features. Best offer over £1,000. Part exchanges considered. Tel.: 051-924 0918 or write 20 Hamilton Court, Blundell Sands, Liverpool 23. (7748)

1927 ROLLS-ROYCE 20, Park Ward tourer; grey-green, black. Little used since 1939, but always kept in top order and ready for the road. £3,250. McGuire, "Ivanhoe", Barnetby, Lincs. Tel.: 278. (7747)

BOND EQUIPE GT45, 1965. Attractive blue, black interior; well maintained. Offers around £300. Tel.: Torquay 65726. (7744)

LOTUS ELITE. Superb example in white; Coventry Climax engine; ZF box; recarpeted black with headlining; sunshine roof. £695. Tel.: Bournemouth 39120. (7745)

LOTUS CORTINA, 1969. Unmarked beautiful specimen, low mileage. £840. Tel.: Hornchurch 52331. (7746)

1969 FORD Lotus Cortina in white with Lotus green flash; extras include Allard sliding sun roof; limited slip differential, adjustable rear shock absorbers; high pressure oil pump, etc. Privately used, full service history; guaranteed 37,000 miles. £865. Murrell, Tel.: Esher 62255 (daytime). (7743)

MORGAN 4/4, Competition 1969. French blue; alloy body; wire wheels, etc. £1,050. Tel.: 021-472 1406 (evenings). (7742)

LOTUS ELAN, S3; F.h.c. "F" registered. Really immaculate example; beautiful condition. £899 o.n.o. Tel.: Waltham Cross (Herts.) 23339. (7741)

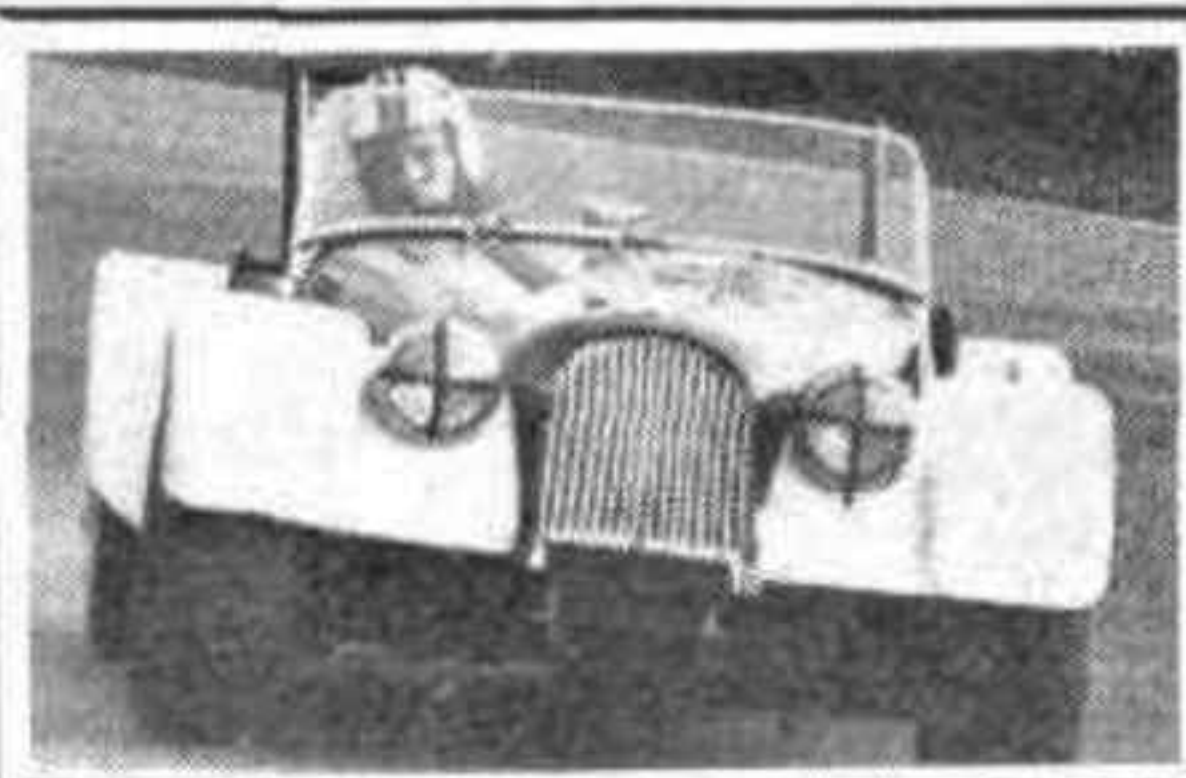
M.G.-B GT, 1967. Wire wheels; radio; Britax warning system; white with black interior. £820. Tel.: Uckfield 3912. (7740)

RILEY PATHFINDER, 1956. Grey. Grey leather; very good condition; taxed; M.o.T.; new tyres; in use. 77,000 genuine. £100 o.n.o. Tel.: 01-997 7103 (evenings). (7739)

ALVIS TD21, 1959. Year M.o.T.; wire wheels; radio; automatic. Excellent runner in daily use; very attractive bodywork; any trial or examination welcome. Very realistic price of £275 for quick sale. Tel.: 061-437 7462. (7737)

SEDANCA de VILLE, Hooper bodied, Silver Wraith, 1947. Chianti and black coachwork; electric division and window. Excellent condition; much history. Registration JBA 1, chassis WTA 71, 1,900 guineas. Tel.: 061-485 4552. (7736)

CITROEN 2 C.V. Bijou 1960, 65 m.p.g.; 56 m.p.h. (Boddy's dream); resprayed dark blue, delectable, collectable (200 only made). 175. Tel.: Hampton-in-Arden (Warwicks) 2579. (7734)



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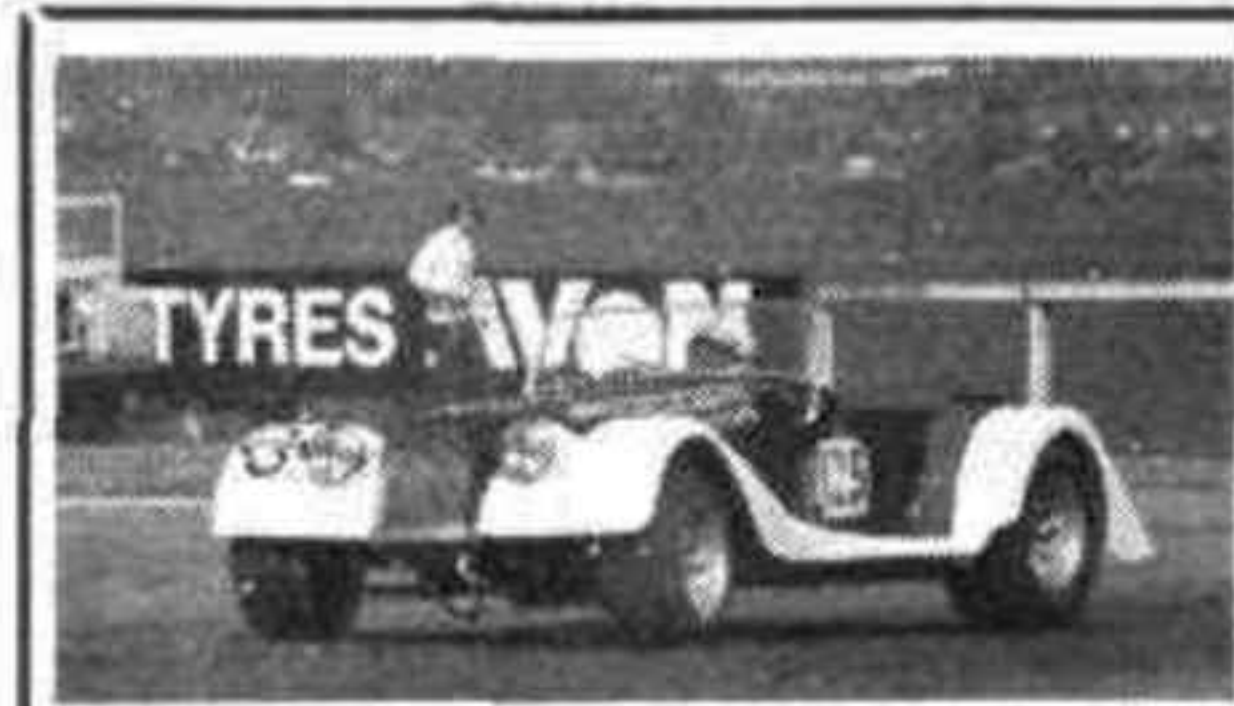
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FOR SALE—continued

M.G. MIDGET, 1964. Lady owner; 43,000 miles; black with red interior; wire wheels; Cinturato; radio; M.o.T. immaculate condition. £375. Tel.: Whittington (Staffordshire) 495. (7723)

EUROPA-LOTUS. Twin-cam model; wide-rim wheels; air horns; taxed; 2,000 miles. Beautiful car in Colorado; full warranty. Police went "green" with envy! Tel.: Wellesbourne 581. (7680)

BUGATTI COLLECTION including Brescia, Le Mans replica, etc. Belgium. Box 3127. (7681)

ESCORT GT, 1968. Excellent condition; divided prop., good radials. As new, performance and economy; long tax and M.o.T. £600. Tel.: Northampton 37969. (7682)

TALBOT LAGO Sports Racing Car. Raced by Meyrat and Mairesse i.e. in Le Mans 1952 (car No. 9); 4.483 c.c.; 6-cylinder; 230 h.p.; nearly completely restored but some work remains (body). Price £3,000 o.n.o. For further information and photograph please contact: Magnus Gyllenspetz, Skolgatan 31, S-752 21 Uppsala, Sweden. Tel.: 018 401032. (7683)

1925 MULLINER bodied Austin 12/4. Royal Blue and Black in showroom condition. Best offer over £550. Tel.: Cheltenham 54166. (7684)

TR6 PI November 1970. Red, overdrive; wire wheels; low mileage; soft top. £1,395. Tel.: Sheffield 521820 or 64683 (evenings). (7685)

BRISTOL 405, 2-litre; immaculate condition restored to almost original; colour maroon. With overdrive; transistor ignition; radio, etc. A fast comfortable car. £850. Tel.: 061-430 2451. (7687)

AUSTIN HEALEY Sprite, Mk. III, 1966. Extras include Ashley GT hardtop, new hood; tatty tonneau; w/w's; ZX's; P/B radio; Scimar alarm; headrests; bootrack; taxed, test'd. Really fine condition. £435. View London, January 3rd or 4th or contact anytime Dr. Royle, Chorley House, Clitheroe, Lancs. Tel.: 3666. (7686)

DAIMLER STRAIGHT-8 Imousine by Hooper, 5.460 c.c., 1947. This is a large magnificent 8-seater car, believed only 2 owners. Offers: Reeve & Stedford Ltd., Tel.: 021-643 7901. (7688)

REGISTRATION MVV 1 with 63 Cortina Estate; fair condition. Any offers? 14 Atherton Rd., Ipswich, Suffolk. Tel.: 56450. (7689)

PORSCHE 912, 1966 model. De luxe instruments and interior; Motorola; SPs; excellent condition throughout; must sell. £1,295 o.n.o. Tel.: Amersham 5711 (9 to 5.30 p.m.). (7690)

1934 HILLMAN Minx. Very good condition, finished in black and claret. £300. Mr. Athey, Long Lane, Beverley. (Scope Engineers). Tel.: 882590. (7693)

ROVER 12 Sports Tourer, 1947. Perfect body, British racing green with black mudguards, new chrome; complete engine overhaul, rebore, new pistons, bearings and valves, etc.; new tyres; good tonneau and hood; 7 months M.o.T.; needs attention to interior trim and side-screens. £400. M. F. O'Brian, The Woodlands, Cadley Hill Rd., Swadincote. Tel.: Swadincote 7039. (7691)

ALFA ROMEO, 1750 Berlina saloon; very good condition throughout; taxed; private sale. Box 3128. (7698)

1970 VOLVO, 1800E coupé; finished in Safari yellow with black trim; one private owner; 22,000 miles; fuel injection; overdrive; radio; superb performance; very economical; and built to last. £1,900 o.n.o. H.P. arranged. Tel.: Peterborough 240312. (7625)

LOTUS ELAN, 1966. Engine rebuilt 15,000 miles ago; servo; k/off wheels; Motorola; excellent body, hood, S.P. sports tyres and white paintwork. Offers around £800. First to try will buy. Tel.: Coventry 464031. (7827)

TWIN-CAM ESCORT, 1969. 34,000 miles; Rally seat; twin spoils, etc. Extremely fine example of this rare car; too hot for the wife, so regrettably must sell. £825. Part exchange possible. Tel.: 01-867 5219. (7829)

FIAT 124 Sport Coupé, 1969 "G". Lake grey; 5 SP. £1,150 o.n.o. Tel.: West Forest (Roding) 4122. (7830)

FOR SALE—continued

CITROEN BIG 15, 1955. £200 spent on restoration; beautiful in claret metallic. Long M.o.T. Offers? Tel.: Milford Haven 3527. (7831)

'J' REG. DATSUN 2000 Sports. Silver grey, black trim; U20 engine; five-speed box; two twin choke Solex carbs; air funnels; 150 b.h.p.; 130 m.p.h. Hard-top, soft-top; tonneau cover; disc brakes; radio; Spots; Fiamm horns; undersealed; steering lock, and loads more. This car is exceptionally well made, and a very attractive Sports car. Cost over £2,000 new. A sacrifice at £950 o.n.o. Tel.: Aberporth 229 (anytime). (7832)

BENTLEY 'R'-TYPE. Manual gearbox; Tudor over shell grey; an extremely beautiful car. £1,250. Tel.: Fowler, Kingswinford (Staffs.) 3948. (7833)

M.G.-B GT. Red, wire wheels; overdrive; radio; really beautifully kept; 1966 car; looks and drives better than new; unmarked inside and out; really must be seen and driven. £795. Tel.: 01-723 5720 (Paddington). (7834)

ROLLS-ROYCE 25/30, 1939 Imousine with division by Thrupp and Maberley; nice car used regularly; good bodywork and mechanics; mostly original, some trim in interior. £650. Tel.: 01-723 5720 (Paddington). (7834)

LOTUS ELAN, 1967. S3 coupé; low mileage; excellent condition throughout; M.o.T. and tax May 1972. Electric windows and new tyres. £850 o.n.o. Tel.: Mr. Dew, 061-236 9595 or Knutsford 3441. (7837)

MORGAN THREE-WHEELER, 1949. F4; excellent; M.o.T.; taxed and insured. Price £250. Tel.: 051-489 6833 (Huyton). (7823)

MORGAN 4/4, 1600. Competition 4-seater 1969; rich yellow with black trim; wires; heater; oil pressure gauge; tonneaux and other extras; 31,000 miles; five new tyres just fitted; immaculate. £1,095. Eaglen, 177 Whitby Rd., Ruislip, Middlesex. Tel.: 01-560 5151 (work), 01-866 8489 (home). (7840)

JOWETT JUPITER Sports, 1953. Partially restored to perfectionist's standard. Receipts available. Too many details to list. £300 o.n.o. Tel.: 061-881 2455. (7874)

M.G. MIDGET, August 1968; immaculate condition; white; wire wheels; anti-roll bar. £585. Tel.: Mr. Chapman, Northampton 36436. (7870)

SACRIFICE, Mk. IX Jaguar automatic; taxed and M.o.T.'d till March; complete engine rebuild 4,000 miles ago; new tyres; brakes; steering, etc. Fitted radio; sun roof; P.A.S.; tow bar; meticulously maintained and immaculate. £250 or exchange. View London or Coventry. Tel.: 0203 (Coventry) 314553 for full details. (7869)

JENSEN 541. Excellent condition throughout, with many useful and important extras and spares; repainted and carpeted; new kingpins; battery and M.o.T. £475. Tel.: West Forest 8344. (7871)

MORGAN +8, blue, November 1968; 17,000 miles; immaculate; many extras. £1,450. Tel.: Ware 821861. (7872)

TVR GRANTURA, Mk. IIA, 1962. MG 1622; B.R.G.; v.g.c. £275 o.n.o. Rankin, 7 Blackbird Close, Basingstoke. Tel.: Reading 57551, ext. 336 (9-5). (7873)

1970 LOTUS 7, S4. Metallic burgundy, condition as new. £875 o.n.o. Tel.: Torquay 22300 (between 10-12 a.m.). (7875)

M.G. MIDGET, 1967. Basilica blue; wires; 43,000 miles. £475 o.n.o. Tel.: Darlington 721832. (7876)

1936 TALBOT-CLEMENT, 105 Sports saloon; good looking runner; needs rebuilt doors, etc. £250 o.n.o. Tel.: 021-353 7640. (7877)

AUSTIN HEALEY 3000, Mk. III, B38. This car has been professionally rebuilt and renovated regardless of cost; paintwork in teal blue with dark blue leather interior; o/d. w/w. seeing is believing. £900. Tel.: Sheffield 22010 (office hours). Ask for D. W. Pitt. (7878)

MORGAN 4/4 Competition, 1600. Impending mortgage Forces sale. Royal Ivory; Cints. w/w; heater; leather upholstery; registered Nov 1970; 13,000 miles. £1,275. Mrs. Williams. Tel.: 0788-72821 or call 78 Park Rd., Rugby. (7884)

BENTLEY S2, Nov. 1960. Silver over black pearl; radio; electric windows; full history, almost one owner; fine condition throughout. £1,265 part exchange considered. Tel.: Henley, 3048-5791. (7886)

1955 Arnott 2-str. sports, Climax engine, £700. **1967 Porsche 911S**, 37,000 miles, one owner, £2,490. **Regd. '54 Lancia Aprilia** with special Farina bodywork, £100. **1928 CGS Amilcar**.



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FOR SALE—continued

1953 STANDARD Steel saloon R-type Bentley (manual). Colour silver on maroon. £700 or exchange vintage car. G. Foulds, 10 Olive Ter., Burnley Rd., Rawtenstall, Rossendale, Lancashire. Tel.: Rossendale 6966 (evenings). (7874)

ASTON MARTIN DB4. Fiesta red; sun roof; refitted in hide; a beautiful car. £975. Tel.: Bishop's Stortford 57020 (day), Albury 282 (evenings). No dealers. (7880)

A.C. 2-LITRE saloon, 1951. Black, bodywork and interior in excellent original condition. £250. Tel.: Parbold (Lancs.) 2070. (7881)

1952 TRIUMPH Renown Razor edge saloon. 65,000; good condition; M.o.T. £120. Situated North Wales. Tel.: Capel Curig 216. (7882)

YOUNG AND sprightly, in spite of her 18 years. My Austin Atlantic turns the heads and assures one of the "centre of attraction". Reluctantly offered at £315. Germany, 12 Fecknam Way, Lichfield, Staffs. Tel.: 3780. (7883)

JENSEN CV8, Mk. III, Oct. 1965; white; black interior. £950 o.n.o. Tel.: 021-472 0966. (7885)

SUNBEAM TIGER, 1965. White/matt black embellishments; 41,000 miles; freshly refinished; very good throughout. £535. Part exchange considered. Tel.: Henley 3048-5791. (7886)

M.G.-A 1600, Mk. II f.h.c. Reconditioned engine and gearbox; excellent condition, mechanically and bodily. M.o.T. Oct. 72. £350. Tel.: 01-427 8372. (7887)

1,293 C.C. COOPER S engine, gearbox in Austin 1100, 1971, stage II head, 731 cam. Servo, many extras. £360 o.n.o. Tel.: Farnborough (Hants.) 45863. (7890)

FOR SALE—continued

TRIUMPH GT6, 1968. Red, with black trim; fitted wire wheels; radio; h.r.w., etc. Taxed and M.o.T. Very good condition throughout. £625. Tel.: Southampton 57761. (7889)

M.G.-A COUPE. Red; immaculate condition; reconditioned engine and new clutch only done 6,000 miles; undersealed; new Cinturato radials; heater; Motorola radio; burglar alarm; seat belts; boot luggage rack and many extras; M.o.T. and taxed until July 72. £300. Tel.: 01-524 0981. (7891)

DAIMLER BARKER, S/Sports drophead, 1952. Excellent condition throughout; dark blue. £350 o.n.o. Full details: Anthony Richards, Castell Forwyn Hall, Abermule. (Tel.: 255), Montgomeryshire, Welshpool 2078 (office). (7893)

M.G. J2, 1933. Red, black trim; rare flared wings; immaculate. Brass headlights; radiator, perfect example. Please stop export U.S.A. Sound investment. £525. Also registration M.G. 23 23. Offers? Tel.: Glossop 4046. (7894)

RILEY 9, "Blairitz"; rare car; good condition; M.o.T. Sept. 1972. £375 o.n.o. Tel.: Weybridge 42098, Headley Down 3485. (7892)

MERCEDES-BENZ 220S. Convertible 1957, valid tax, M.o.T. New hood with headlining. £270 spent in past 18 months. £650. Tel.: Portsmouth 31706 (after 9 Jan.). (7896)

LOTUS 47. Europa looks; Ford 1600, C/F power; Mag. wheels; many extras; fantastic road car at only £1,250. Tel.: Hodd 69676. (7897)

M.G. ZA Magnette; recent engine, clutch, sills, tyres; lowbar, belts. Requires minor jobs for M.o.T. £45 or reluctantly break. Stoke House, Shaftesbury Rd., Gosport, Hants. (7898)

CONTINENTAL BENTLEY, S11. Mulliner-bodied flying spur, refinished in original Rolls-Royce Regal red and mechanically brought to perfection at a cost of over £600 (invoices available). Recorded mileage 67,500; probably the most desirable Bentley of this mark in existence today. Owner must regrettably part with this car for health reasons. Tel.: Hinckley (Leics.) 4498 (after 6 p.m.). (7899)

M.G.-B GT, 1967. Wires, overdrive; sun roof; radio; new gearbox; super condition. £800. Tel.: Brighton 552702. (7900)

LOTUS ELAN, S3 coupé special equipment; sunshine roof; Sprint transmission; electric windows; Radiomobile; absolutely immaculate. £895 for quick sale, owner emigrating. Tel.: Albrighton (Staffordshire) 3400. (7901)

AUSTIN HEALEY 3000, Mk. III, October 1967. Bronze/black interior; overdrive; w/w; radio; stereo tape; immaculate. £1,050. Tel.: Caterham 43997. (7903)

1932 AUSTIN 7 h.p. Gravytank model, reg. suitable restoration started; superb mechanically; first £120 cash. Austin L12/4 engine. Believed sound. £25. Tel.: Birmingham 445/2551. (7908)



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If you are a sports car buff, we'll never sell you a mobile coffin. **TVR Vixen S3**, 1971, metallic lagoon blue, radio, electric aerial, alloy wheels, one owner, £1,215. **Lancia Fulvia Coupe**, 1967, unpronounceable red, black interior, l.h.d., £755. **Arkley SS**, now approaching completion, Indy white, the first Arkley we have built with wire wheels (7J-13), 1965 chassis, 1098 engine, not priced yet. **TVR Vixen S1**, 1968, regal red, wire wheels, stereo, one owner, 14,000, £895. **MG Midget**, 1970J, glacier white, radio, 1 harmless lady owner, £775. **Morgan 4/4 2-seater**, 1966, white, black upholstery, complete new weather equip-

ment, radio, radial ply tyres, £725. **Triumph TR5**, 1968, midnight blue, overdrive, radio, £995. **MG-B**, 1967, tartan red, black leather, wire wheels, leather interior, understood to have done 31,000, three owners (we are told), £495. **Austin Healey 3000**, 1966, mist blue, dark blue leather and new matching hood, wire wheels, new oversize radials on 60-spoke wire wheels, high ratio final drive, radio, £925. **Arkley SS**, Brooklands green, 7J rims, left hand drive, vix someone plus kom from ze abroad to zis car gebuy? **MG Midget**, 1968, snowberry white, wire wheels, bought from us 18 months ago, owner has now dropped out, copped out or opted out (I forget which), his last act was to maintain this car as we would have wished him to, £595. **Morgan 4/4**, 1970 regd 1500, blaze, wire



wheels, £950. **Austin Healey Sprite**, June 1970, bronze yellow, classic Bermuda hardtop to match, soft-top, 8-track stereo, underseal, leather trim, £815. **Triumph Spitfire III**, 1968, conifer green, walnut dash, radio, new radials, £630. **MG-B**, 1971, bronze yellow, black interior, overdrive, wire wheels, underseal, 3,500, £1,270. **MG Midget**, 1969, mineral blue, spiky wheels, £695. **MG-B**, 1969, snowberry white, black leather, reclining seats, new hood, overdrive, radials, one owner, £995. **Austin Healey Sprite Mk. III**, late 1964, BRG, black trim, glass windows, radials, spot-lamps, £365. **MG-B**, 1969, tartan red, black leather, reclining seats, one lady owner, wire wheels, air horns, radio, £990. Expected shortly: 1971 **Morgan 4/4**, 1968 **MG-B GT**, 1970/71 **Escort RS1600**, 1968 **Morgan Plus 4/4**-seater, and of course many more as yet unknown will be ours, all ours, by Jan 1st 1972. All cars up to five or six years old have thorough pre-sales service, safety check, inspection, fresh oil, filter, lube service, anti-freeze, senile brake pads & linings, exhausts, suspension joints, batteries, etc etc junked and new ones fitted, triple road test checkout before any car released for sale, you may ask to see the job card and history sheet on any of our cars. We

spend up to £50 or £60 on each car and you get a written guarantee which is quite generously phrased compared with most. Works 1971 **MG** radials, £740. **Lotus Europa S2**, 1969, Lotus yellow, radio, £1,175. **Morgan 4/4 Comp.** 2-seater, 1969, Westminster green, one owner, £1,070.



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Midget hardtop £38 (cost £65). SAH hardtop for TR4A/TR5 £32. Honda C50 3-speed bike, 1968G, 4000, £80. C-Creft inflatable with outboard complete at £90. We most urgently want sound but preferable shabby Sprites 1963, 1964 and 1967 for building into Arkleys, when we get these we'll have second-hand body panels again (at present only bootlids left). Now did you realise that as well as selling you either an Arkley SS kit (from £155 complete with 5 wide wheels and tyres) or a complete car we will convert your car? The best way is if we take your tatty Spridget, remove the unwanted body, fit the new one sprayed to your choice of colour, and then leave you to do all the odds and ends like fitting headlamps, number plates, wheels, etc etc. These etceteras will save you about £50 if you do them yourself. Please phone or call in for explanations. Arkley kits should be in stock again from about Jan 10th. Now about these new cars. **MGs** have had a little publicised strike lasting a good many weeks so we have far fewer than usual; on Jan 1st we anticipate having one **MG-B**, one **MG-B GT**, and 3 **Midgets**. But right now is the time to order for early spring delivery, and in most cases we will give you a firm part-exchange price now. **Morgans** have had a long-standing supply problem with the Plus Eight gearbox, and we have several built cars at Malvern Link awaiting cogs. We think it will



take them a while to emerge from this shortage, so that 4/4s deliveries won't be quite so bad. Please phone or drop in to discuss your individual requirements. **TVR**: Unless you have already ordered yours the **TVR 2500M** can't be delivered until late Spring '72 and any dealer who tells you otherwise is guilty of a terminological inexactitude. But we have the 2500, the Vixen 1600, and



the plucky little **Vixen 1300** in stock right now, tax free component form, buildable in 1 day at a £300/£400 tax saving. We are also **Austin** agents, terrible supply difficulties here, the only vehicle we can supply ex-stock is a Mini pick-up, but Jan '72 should see several in stock. We have some very, very cheap radial ply tyres in stock, Dunlop, Pirelli etc, sports car sizes mainly, Ring Peter May at Arkley for a quote (he is also the man for



your service/overhaul appointment). We say hello to Mr Lennox Timothy who has joined us at Moscow Road as car-shiner, and to Little John Smith (now taller than I am) who has rejoined



Arkley as skilled mechanic for about the 5th time. Both branches open to 7pm, 8pm Sats, closed Sundays.

Town dept: JOHN BRITTEN GARAGES
31 Moscow Road,
Bayswater, London W2.
01-727 2707

SPORTSCARS WANTED
1965 TO 1970
J. K. SPORTSCARS
See our advert on page 76

FOR SALE—continued

LOTUS ELITE, 1962, S.E. Has been stripped to shell and completely rebuilt as new; spare ZF Box; bell housing, 1975 o.n.o. Full details. Tel.: Knowle (Warwickshire) 5039 (evenings). (7659)
1968 CORVETTE, Beautiful 425 h.p. Roadster/convertible; possible exchange; private owner, G. Anderson, 8642 Island Drive South, 98118, Seattle, Washington, U.S.A. (7661)

M.G.-C ROADSTER, 1969, Red, 1 owner; 25,000 miles; fitted wire wheels; reclining seats and seat belts, 1950 o.n.o. Tel.: 01-452 1540 (9 a.m. to 6 p.m.). (7660)
ROVER 75, 1949, Taked, M.o.T., radio; sun roof, excellent condition, £270, 19 Whites Drive, Sedgley, Nr. Dudley, Worcs. Tel.: Sedgley 4014. (7349)

RILEY 1½, 1952, M.o.T., good body and interior, but needs one piston, £110. Tel.: Sedgley (Worcs.) 4014. (7349)
SAAB SPORT, 1965, R.h.d., red; v.g.c.; low mileage, Tel.: Mr. Simmonds, Weald (Sevenoaks) 345. (7663)
M.G.-A 1600, 1960, Very nice light blue bodywork with black trim; recent new hood; good tyres and batteries. Runs very well; taxed, M.o.T. September. Any trial, £265 o.n.o. Elliott, 123 Woodthorpe Rd., Kingsheath, Birmingham 14. Tel.: 021-444 8978. (7664)

M.G.-A 1600, 1960, Excellent B.R.G. body; good mechanics; h/s tops, tonneau; good XAS's; taxed, M.o.T., reliable, £220 o.n.o. Tel.: Hedges, Sawston (Cambs.) 2623. (7665)
LENHAM SEBRING Sprite, Weber 40; DCOE matched head and camshaft; magnesium alloy's front; 5½J rear; competition suspension. Also 1230 c.c. fully balanced engine, £320, 21 King's Drive, Fulwood, Tel.: Preston (Lancashire) 719652. (7666)

PORSCHE 356C, 1600C, 1964, Irish Green; immaculate condition; radio; taxed, £850 o.n.o. Tel.: Buxton (Derbyshire) 4467. (7667)

DAIMLER CONSORT, 1951, M.o.T., good mechanically, basis for desirable transport with a little effort, £70 or will break. Tel.: Walsall 2977. (7668)
ASTON MARTIN DB2/4, Mk. III, Black, grey upholstery; overdrive; servo brakes. Recent £60 decock. In very good condition. Would consider exchange 2-seater PVT or w/h.y. or sell £675. Also Austin 7, Opal black 2-seater tourer, very original, mid-wifes runabout; engine rebuilt, £175 or offer. Tel.: Hodnet 415 (Weekends) or 021-554 0474 (weekdays) for either of above. (7669)

MARCOS MINI, GT, 1968 "G", Cooper 998 mechanics; Minilite magnesium; Q.H. lights; Radiomobile, tape player, air horns, £495 o.n.o. Part-exchange, H.P. available. Perry, Old Ellerby, Nr. Hull, Yorks, Tel.: Skirlaugh 482. (7670)
CHRYSLER 1934, Drop head coupé; aluminium body by Carlton; free wheel and overdrive; recent rewire; M.o.T. Offers in excess of £400. Tel.: Wentworth 3910 (af or 6 p.m.) (7671)

FIAT 2300N, Ghia coupé, 1965, Most attractive dark blue, red interior; new chrome; radio; dual servo brakes. Beautiful motoring for 2 + 2, £777, Squadron Leader Dawson, RAF Brize Norton, Oxford. (7672)

1948 ALVIS TA14 d/h coupé, re-cellulosed; bright red; new hood; first class chrome; excellent mechanical condition, £495. XK 150, auto, f/h coupé, R.R., regal red; very sound car, £400 o.n.o. Tel.: 061-437 8033. (7673)

FOR SALE 1913 Bianchi S2 model, good condition, £2,500. Apply Box 3126. (7662)
SPITFIRE MK. 4, 1971, Saffron; 13,000 miles, £875 or would consider exchange Lotus Elan Sprint. Must be immaculate. Tel.: 051-342 2537. (7677)

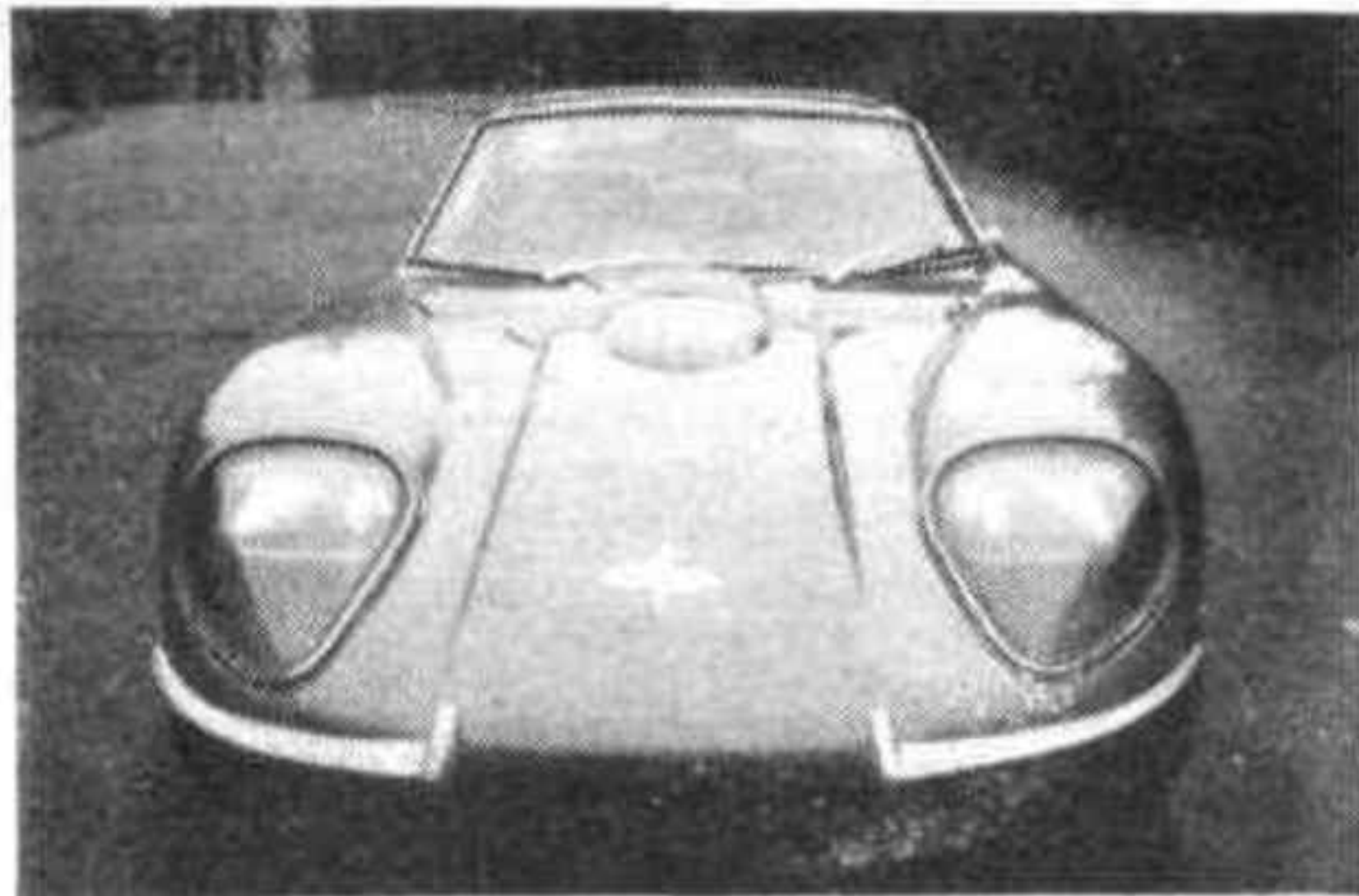
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JK SPORTSCARS

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01-348 2222

1966 JAGUAR 'E'-Type +2 f.h.c., in primrose yellow with black interior, fitted chrome wires, h.r.w. and radio; an above average example ... £1,295

1969 LOTUS Elan S4 S/E drophead, in beige with black trim, fitted radio; a well maintained example ... £1,095



1971 ATLANTIS M.G., the outcome of the successful mating of the 1,600-c.c. GT crossflow Ford engine and gearbox with the M.G. Midget. Ring for performance figures ... £875

1967 TRIUMPH TR4A, in white with black trim, fitted wire wheels, overdrive; very clean example ... £795



1970 M.G.-B, in red with black trim, fitted wire wheels, overdrive, works hard-top and tonneau; recorded mileage 16,000 miles; a beautiful example ... £1,125

1966 LOTUS Elan S2 drophead, in blue, fitted k.o. wheels, works detachable hard-top and radio ... £795

1970 LOTUS 7 Series 4, in red, fitted full weather equipment, wide wheels; nice example ... £835



1965 VOLVO P1800, in red, fitted overdrive and radio ... £795

1970 MARCOS 2-litre (illustrated), in Porsche tangerine with black trim, fitted Mag. wheels, sun-roof, radio and overdrive. An outstanding example ... £1,395

1969 MORGAN Four/Four (illustrated), in mid-blue, fitted wire wheels, tinted screen; beautiful car ... £995

1970 OPEL GT, in metallic gold (illustrated), one owner from new; fitted radio, electric aerial; recorded mileage 17,000 miles. A very pretty and practical car ... £1,395

1971 TRIUMPH GT6 Mk. III, in burnt almond, fitted Rostyle wheels; 4,000 miles, virtually as new and still under manufacturer's guarantee ... £1,195

NOTICE our new telephone number!

1968 RELIANT 3-litre Scimitar GT, in metallic gold with black trim, fitted overdrive, sun-roof, radio; one owner from new, above average condition ... £995

1968 LOTUS Elan +2 (illustrated), in metallic sage green, fitted radio and sun-roof; an outstanding example ... £1,295

1970 M.G.-B GT, in red, fitted Rostyle wheels, overdrive, radio; one owner from new ... £1,195

1968 TRIUMPH TR5, in red with black trim, fitted wire wheels, overdrive; one owner from new ... £945

1965 M.G.-B, in red with black trim, fitted overdrive ... £565

1970 FORD Mustang fastback (illustrated), in metallic burnt almond with tan interior and parchment Vinyl roof; fitted power steering, power brakes; recorded 15,000 miles; beautiful looker ... £1,795

1969 M.G.-C GT, in mineral blue, fitted wire wheels, overdrive, radio, h.r.w. ... £975

SPORTS CARS WANTED

CASH OR PART EXCHANGE

1970 TRIUMPH TR6, in damson, fitted wire wheels and overdrive ... £1,275

1965 SUNBEAM Alpine GT, in red, fitted overdrive; very clean car ... £495

1968 M.G.-B GT, in blue, fitted wire wheels and overdrive ... £849

1965 JAGUAR 'E'-Type convertible, in mist green, fitted chrome wires ... £1,050

1968 M.G.-C, in black, fitted wires, overdrive, radio ... £845

1969 'H' registered JAGUAR XJ6 4.2 automatic, in regency red, fitted power steering, Webasto sun-roof, push-button radio; full service history by Henlys; an outstanding example ... £2,090

1970 M.G.-B, in red, fitted Rostyle wheels; one owner from new, low mileage ... £1,089

FITTER WANTED

Experienced man able to work on own initiative. References required. Top pay for right man.

1970 LOTUS Europa, in yellow, fitted radio; one owner ... £1,150

1969 MARCOS 3-litre, in white, fitted Mag. wheels, overdrive, sun-roof and radio ... £1,295

1967 ASTON MARTIN DB6, in midnight blue with black trim, fitted Selectaride suspension, Sundym glass, chrome wire wheels, radio, h.r.w.; recorded mileage 26,000 miles ... £2,150



1970 T.V.R. Tuscan V6, in yellow with black trim, fitted Mag. wheels, radio and tinted glass ... £1,295

1969 PIPER GTT, in yellow with black leather trim, 1,600-c.c. engine, fitted sun-roof, radio; low mileage ... £1,105



New MATRA 530 LX (illustrated). A fabulous +2 sports car, 1,700-c.c. mid-engined, lots of extras are standard, the roof comes off in two sections. On the road taxed ... £1,995

1968 ALFA ROMEO Duetto drophead, in red with black trim, £995. (Hard-top available, £50.)

1966 AUSTIN HEALEY Sprite, in red with black trim ... £439



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FOR SALE—continued

ROLLS-ROYCE Silver Cloud I, automatic, taxed until June 72; navy with champagne upholstery, cord seat covers; new tyres; must be one of the best 1956 models around. Exchange for 7-seater (Rolls only) or £1,675. Tel.: New Mills (Derbyshire) 2345. (7735)

LOTUS EUROPA, March 1971. Red, black interior, servo brakes, air horns; 8,700 miles only £1,300. French, 17 Springwood Rd., Heathfield, Sussex. Tel.: 4226. (7733)

N.S.U. SUPER Prinz, 4L; one owner, 1969; 32,500 miles, £420. Tel.: Heathfield 2758. (7732)

1957 SUNBEAM-TALBOT Supreme, Mk. III in immaculate condition; 47,000 miles only; cared for by one elderly lady owner until last year; definitely one of the best in existence. For quick sale £250. Tel.: Ashted (Surrey) 76743 (evenings/week-ends). (7731)

M.G. VA 1½-LITRE Tourer, basically mechanically restored, with many spares; tonneau, new sidescrims; heater. £175. Gallafent, 8 Bartlett House, Woodside Rd., Portsmouth, Southampton. (7730)

ROLLS-ROYCE Flying lady, kneeling, re-chromed. Offers? Harvey, 43 James St., Laurieston, Falkirk, Scotland. (7729)

FOR SALE—continued

ROLLING space-frame chassis; ex Lotus 6 but highly modified to take Herald parts; 1147 Herald engine and box, plus a few other parts. Also breaking Riley 1.5. Offers invited, would consider exchange for B.M.C. 1100 engine and box (not transverse). Tel.: Southport 77512. (7728)

TRIUMPH TR5, 1968. White; wire wheels; overdrive; low mileage; v.g.c. £975 o.n.o. H.P. available. Snell, Tel.: Kenilworth 52441 (office hours). (7727)

LOTUS ELITE, Sept. 1962; Bristol body. Red with black trim; perfect condition throughout. £520 o.n.o. Tel.: 06077-2060. (7726)

1968 M.G.-C; overdrive convertible; tonneau; white. Tel.: Fuller, Newquay (Cornwall) 3063 (after 6 p.m.). (7725)

CHEAP RILEY! Dilapidated 2½ saloon, 1949, minus engine, £750. Offers for engine (dismantled); rods remetalled; big ends ground; oil-ways cleaned out; new carbs. A. M. Smith, 340 Crowe Rd., Winterley, Sandbach, Cheshire. (7798)

1928 GORDON ENGLAND Austin Seven fabric saloon; very nice original condition. £425. Part exchange considered. "Cambria", Pentywyn Rd., Deganwy, North Wales. (7752)

FOR SALE—continued

JENSEN INTERCEPTOR, F.F., 1968 automatic. P.A.S. Opalescent steel blue; P.B. radio, twin speakers, electric aerial; electric windows; truly immaculate throughout, spotless interior; natural colour trim. £3,125. Part exchange considered. Loan arranged. Tel.: Walton-on-Thames 21118 (after 6 p.m.). (7902)

LANCIA. Rare r.h.d., 1963 Flaminia, 4-door, 5/6-seater saloon. Wonderful condition, stored 5 years, total mileage only 29,000; blue recellulosed; real hide upholstery. The best of all Lancia products—a £5,000 car for only £875 (lowest). Tel.: West Forest (Berkshire) 6864. (7904)

FOR SALE: 406 Bristol, rare, 2.2L grand-touring saloon; Reg. HNV 1; valued £1,000. Consider exchange. Preferably vintage. Sports/racing, Box 3143. (7908)

1952 RILEY, 1½-litre. Registration number CSN 11; resprayed white; new roof; tax and M.o.T. July 1972. Superb car with lots of spares. £325. Tel.: Exeter 55801 (office), 55998 (home) for details. (7910)

RILEY 2½-LITRE saloon, 1949. Good condition; M.o.T. 3 months. £145. Tel.: 031-665 2817 (Edinburgh). (7911)

FOR SALE—continued

XK140 F.H.C., o/d, good engine, transmission; steering and suspension overhauled; bills. Body presentable. M.o.T. one year. £345. Tel.: 031-665 2817 (Edinburgh). (7911)

TRIUMPH GT6, Mk. II, 1969. Genuine 20,000 miles; usual extras plus overdrive; immaculate white. £825. Tel.: Colchester 74739 (outside business hours); view London if required. (7912)

M.G.-B, 1965. Nicholson stage II tuned; white; many extras; regularly tuned by Nicholson. £620. Tel.: 01-337 8345. (7913)

ALFA ROMEO, GTV, 1750, 1969. Red; 20,000 miles; Alfa serviced; P/B radio; many extras; immaculate in all respects. £1,450. Tel.: 01-954 0546 (evenings). (7914)

COLLECTOR'S PIECE. Porsche, 1955; Cabriolet 356 model. In extremely good condition; over £200 spent; wire wheels; German SP3s; unused last 12 months. New baby forces sale. £345. Tel.: 01-352 9181 (evenings best). (7916)

MASERATI GHIBLI, "H" regd; metallic green; concours; specification; radio, tape; serious offers invited. John Jobber, Tel.: 01-890 5032 (business), Chesham 2234 (Home). (7915)

AMDEN MOTORS

SPORTS CARS

1969 ALFA ROMEO Giulia 1300 GT. Most attractive in Positano yellow with black trim. Usual performance and refinements £1,249
1965 ALFA ROMEO Giulia 1600 Sprint GT. Good looks, high performance and 2+2 seating. Blue with tan upholstery £699



1968 ALFA ROMEO 1750 GTV coupé (similar to above). A nice example of this desirable high performance 2+2. Red with black trim £1,499
1969 ALFA ROMEO 1750 Spider. Truly beautiful appearance, Alfa quality and performance and soft-top bodywork. Dark blue with red interior £1,599
1960 ASTON MARTIN DB4. A throughbred Grand Touring car for the enthusiast. Fitted with radio and finished in metallic gold with fawn hide upholstery £649

1965 AUSTIN HEALEY Sprite, with extras including wire wheels, radio and hard top. Finished in blue with blue upholstery £349
1967 AUSTIN HEALEY Sprite Mk. IV. Another particularly pretty example. This one in white with black upholstery. Fitted with spot lamps and tonneau cover £479

1970 AUSTIN HEALEY Sprite Mk. IV. A one-owner car in red with black trim. Radio and Cinturato tyres. £729
1967 AUSTIN HEALEY 3000 Mk. III. In particularly nice condition. Duo-tone red and black paintwork with black interior. Fitted with overdrive and wire wheels. £1,049
1966 FIAT 1500 Cabriolet convertible. Smart appearance in pale blue with black hood and beige trim. 5-speed gearbox. Radio etc. £699

1969 FIAT 850 coupé. A nice example of this very attractively styled small GT. Beige with tan upholstery. £699
1971 FIAT 850 coupé. A one-owner example in truly first-class order throughout. Red coachwork with black interior. £899



1968 FIAT 124 Sport coupé (similar to above). A very practical sports car for all the family. Generous accommodation and good performance. Green with tan trim £999
1969 FIAT 124 Sport coupé, in red with black trim. Exceptionally nice example of this excellent car, fitted with radio and h.r.w. Red with black trim £1,229

1971 FORD Escort RS 1600. Staggering performance for competition work, but room for Mum and the kids on family outings. 11,000 miles. White with black trim £1,299
1969 FORD Capri. B.D.A. Twin Cam 16-valve engine, X.L.R. spec. with extra wide Rostyles, radio. Red with black trim £1,299

1963 GILBERT 1800 GT. A practical and classic GT design from a high quality Specialist manufacturer, 1,800 c.c. M.G. engine, roomy 2+2 accommodation. Green with black £599

1968 HONDA S.800 GT. A most ingeniously engineered small GT with performance to astound larger rivals. White with black trim £549

1952 JAGUAR XK120 drophead coupé. Outstanding car in pale grey with black hood and trim. Classic collector's item in remarkable condition throughout £1,099

1958 JAGUAR 150S roadster. Manual with overdrive. Another collector's item, now becoming increasingly rare. B.R.G. with green upholstery £1,299

1965 JAGUAR 'E'-Type 4e f.h.c. Fitted with radio and usual Jaguar spec. Metallic green with black trim. £849

1968 JAGUAR 'E'-Type Series 2 coupé (1969 model) in metallic silver grey with red trim. Fitted radio and h.r.w. £1,749

1969 JAGUAR 'E'-Type sports roadster. Chrome wires, radio and slot stereo. Most impressive example. Red with black trim. £1,849



1970 JAGUAR 'E'-Type convertible (similar to above). Finished in blue with matching upholstery. Extras include chrome wires, radio and slot stereo £2,299

1969 LANCIA Fulvia Rallye 'S' coupé. This Italian marque has had much competition success and acquired a high reputation. This example in red with tan trim £1,299

NEW LOTUS Elan Sprint. Fixed-head coupe and drophead coupé, in kit form or factory built. Earliest delivery. £1,449

NEW LOTUS Europa Twin Cam. Early delivery of kit form, or factory built cars. Vehicle available for inspection and demonstration. £1,449

NEW LOTUS Elan +2S 130. Earliest possible delivery. Car available at our Showrooms. £1,449

1970 LOTUS 7 Series 4. A race-bred road or track car in more refined form. 1600 GT engine. Very quick performance. Red with black interior. £829

1969 LOTUS Elan S4 coupé. A most outstanding one-owner example fitted with radio and finished in red with black trim £1,139

1971 LOTUS Elan FHC S4. Lotus yellow with black trim, radio and usual appointments. Condition conversant with age. £1,449

1969 LOTUS Elan S4 drophead. White with black hood and trim. K.o. wheels, elec. windows, tonneau cover. Very good example. £1,169



1969 LOTUS Elan +2S. (similar to above). Top performance with generous +2 seating. Altogether a most practical high-performance sports GT. Red with black trim. £1,749

1970 LOTUS Elan d.h.c. Special Equipment model, also fitted with radio and finished in white with black trim £1,299

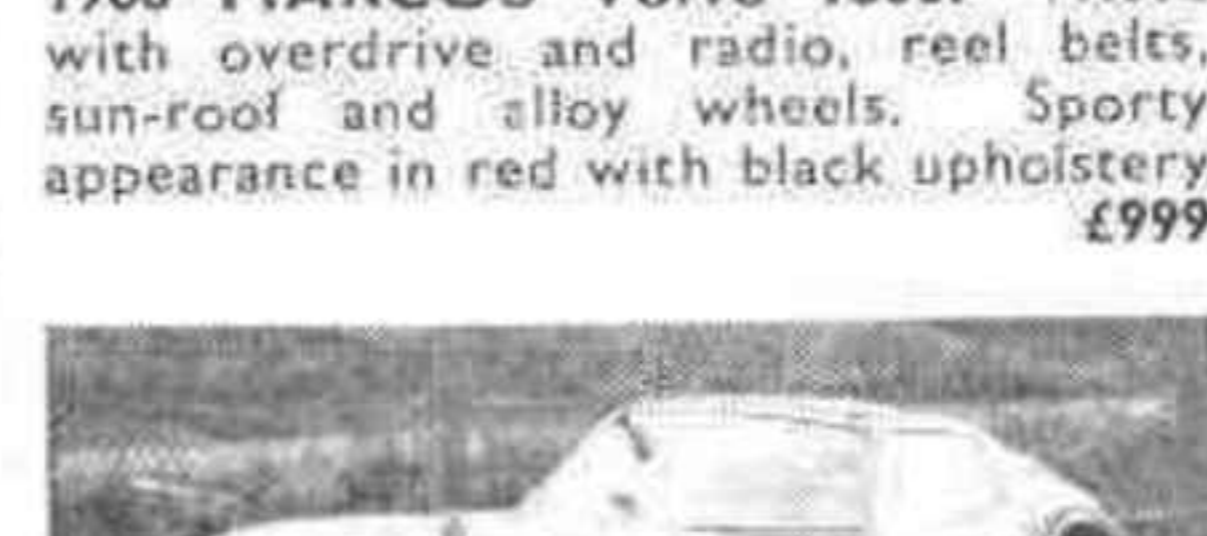
1970 LOTUS Elan +2S. In lovely condition throughout and with very good specification, including h.r.w. radio and elec. windows. Wedgwood blue with black interior. £1,899

1969 LOTUS Europa. The ideal car for the sports enthusiast determined to be ahead of the times. Alloy wheels, radio. Blue with black trim. £1,099

1971 LOTUS Europa. Specially finished in metallic mauve and fitted with wide rim wheels and flared arches. Most impressive car with fabulous road-holding £1,399

1969 MARCOS Mini. A transformation of Mini mechanics into a practical miniature GT. This one has 998 c.c. engine, alloy wheels, radio; finished in red with black trim. £499

1966 MARCOS Volvo 1800. Fitted with overdrive and radio, reel belts, sun-roof and alloy wheels. Sporty appearance in red with black upholstery £999



1971 MARCOS 1600. 'K' Regd. Only 650 miles. Alloy wheels, sun-roof. Immaculate in bronze with black interior. £1,599

1965 M.G. Midget. A nice example of this popular small sports car. Fitted with radio and finished in red with black trim £399

1967 M.G. Midget. With wire wheels and hard-top. Above average for the year. B.R.G. with black trim. £499

1969 M.G. Midget Mk. III. 1,275 c.c. engine for good performance. A true thoroughbred M.G. in blue with black upholstery £699

1967 M.G.-B sports. Fitted with overdrive and radio, and finished in white with black upholstery. £729

1969 M.G.-B sports. One owner car in British Racing Green, with black trim. Wire wheels. Overdrive, and radio £999

1970 M.G.-B roadster. Choice of three cars, all with overdrive, and wire wheels. Priced from £1,129

1971 M.G.-B sports. An example in pristine condition with overdrive and Rostyle wheels. Finished in bronze yellow, with black trim. £1,299

1967 M.G.-B GT coupé. Overdrive, radio and altogether in good condition for a car of the year. Green bodywork with black trim £849



1968 M.G.-B GT (similar to above). A model which offers sports performance with draughtfree comfort. This example has wire wheels and radio. White with red trim £969

1969 M.G.-B GT. Another fine car with wire wheels and overdrive. This one in grey with red trim. £1,149

1970 M.G.-B GT. A particularly attractive car, fitted with many extras and having the appearance of a well-cared-for car. Red with black trim. £1,249

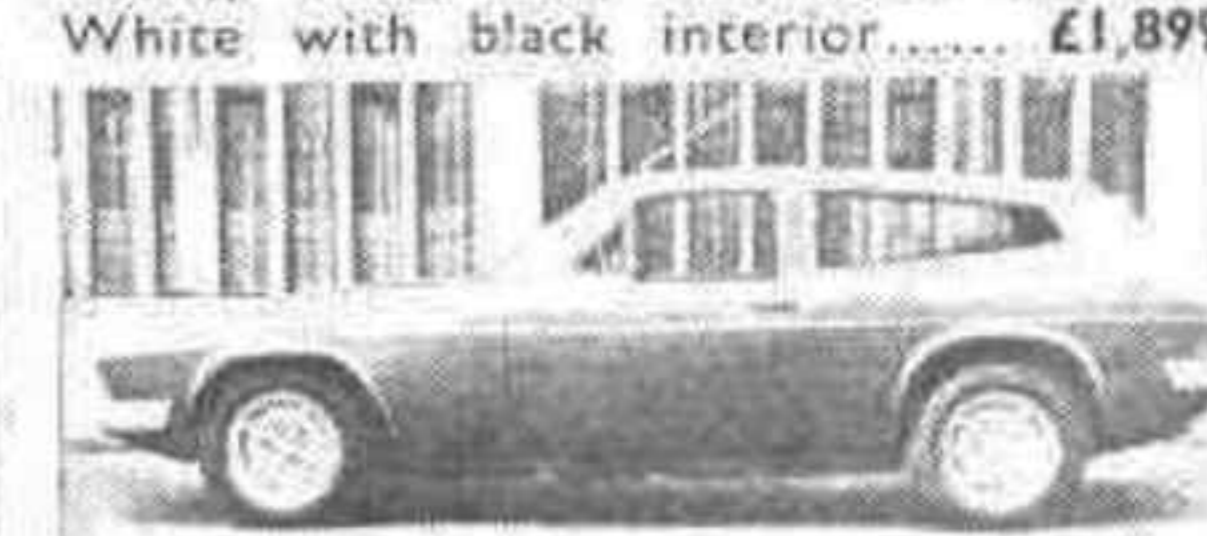
1968 M.G.-C sports, with automatic gearbox and fitted with radio. Most impressive in white with black interior £949

1968 M.G.-C GT. A very desirable version of this interesting and somewhat sought after model. This example in grey with red interior. Wire wheels, overdrive and h.r.w. £949

1968 RELIANT Scimitar 2.5 GT coupé. A high performance Grand Touring car with extras including overdrive and radio. White with black interior £899

1968 RELIANT Scimitar 3-litre GT coupé. White with black upholstery. Overdrive, h.r.w. and radio. A very popular model £1,099

1970 RELIANT Scimitar GTE Manual with overdrive. Also fitted with h.r.w., radio and laminated screen. White with black interior. £1,899



1971 RELIANT Scimitar GTE automatic, (similar to above). Beautiful in satin silver with black interior. Specification includes h.r.w., and radio. Very practical high-performance motor-ing £2,199

1965 SUNBEAM Alpine f.h.c. Really impressive in black with golden sand hardtop and red trim. Fitted with overdrive £599

1970 SUNBEAM Rapier H120. Holbay-tuned engine gives great performance with full family accommodation. One-owner car, fitted with h.r.w. and radio. Silver with black trim. £1,299

1967 TRIUMPH Spitfire Mk. III. Very attractive in pale blue with black upholstery. A most refined and comfortable small sports car £499

1969 TRIUMPH Spitfire, fitted with radio and finished in green with black interior trim. Above average condition and very attractive appearance. £719

1970 TRIUMPH Spitfire. A one-owner car in red with black upholstery. Fitted with wing mirrors and tonneau cover. Beautiful specimen. £799

1970 TRIUMPH GT6 Mk. II. One of the nicest we have seen with extras including radio and h.r.w. Blue with tan interior £1,039

1966 TRIUMPH TR4A. In red with black interior. Overdrive and radio fitted. Very good condition throughout £649



1970 TRIUMPH TR6 (similar to above). With wire wheels, radio, and overdrive included in its comprehensive specification. Red with black upholstery £1,349

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FOR SALE—continued

ALVIS 12/50, Rebuilt TJ engine and chassis; new tyres; light 2-seat body. £445 o.n.o. Tel.: Guildford 65930. (7819)

1921 G.N. CYCLECAR, Standard model, most original; 24,000 miles from new; stored 35 years, full history; substantial offers required for this very rare vehicle, no export. Might consider exchange for larger sports tourer. Good home essential. Tel.: Colchester 78494. (7835)

AUSTIN HEALEY 3000, Mk. III, 1966. Overdrive; wire wheels; resprayed; new hood, exhaust and carpets. £850 o.n.o. Tel.: Windermere 2041. (7836)

MARCOS MINI, 1970. "J" registered; balanced Cooper 998 engine, stage 2 head, worm cam-twin; 1½ in. SUs etc. Fully balanced; many extras; full black trim, high-back seats; quartz lights; air horns; fully instrumented; yellow with black pin-striping; logbook shows built from new parts. Offers, part exchange. Haggle around £550. Very fast distinctive and rare motor. Tel.: Steaford (Lincs.) 3213. (7838)

MERCEDES-BENZ 300SE luxury saloon, 1964; immaculate condition. Offers, 38 St. John's Hill, Shenstone, Nr. Lichfield. Tel.: Shenstone 480326. (7839)

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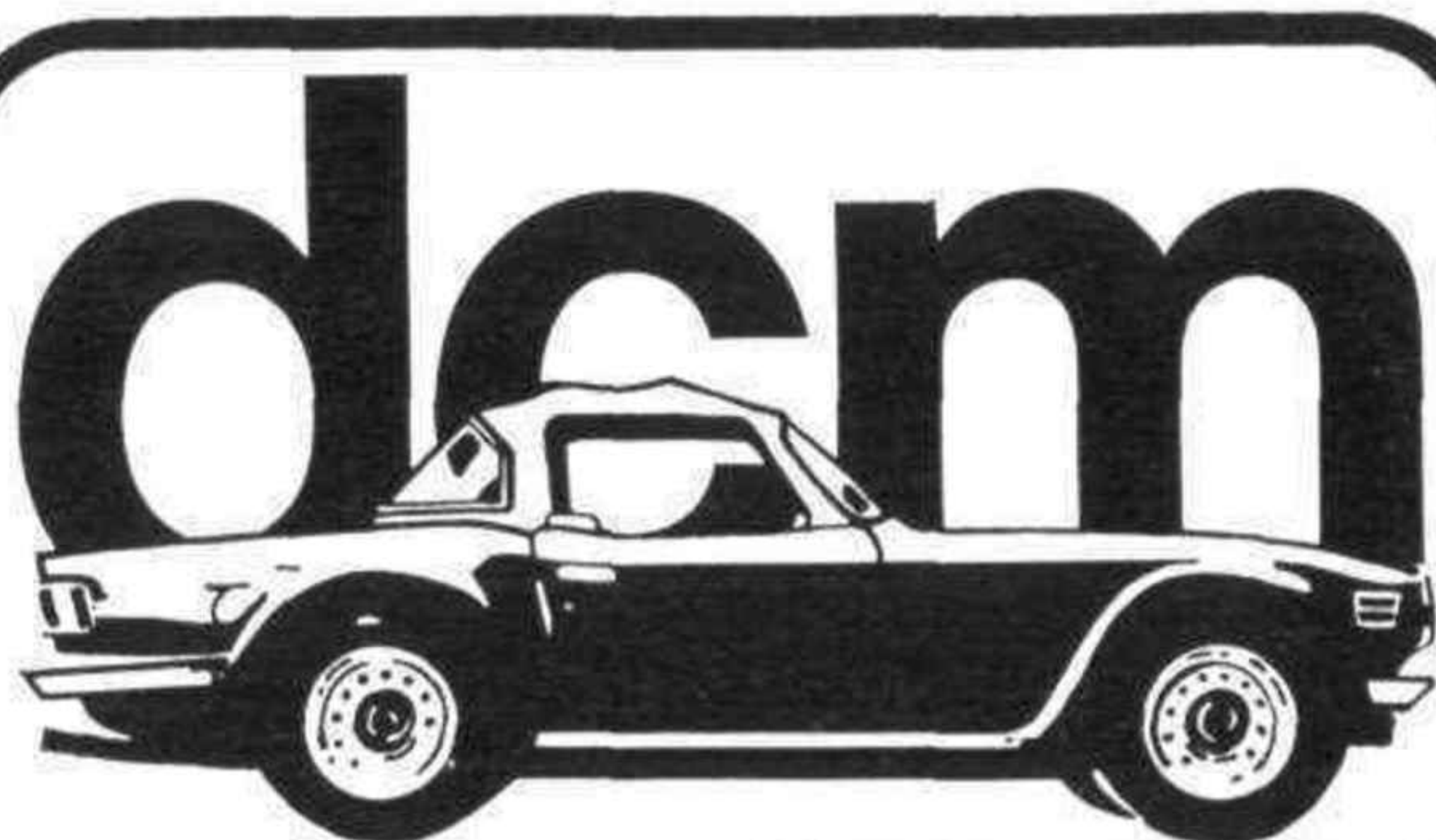
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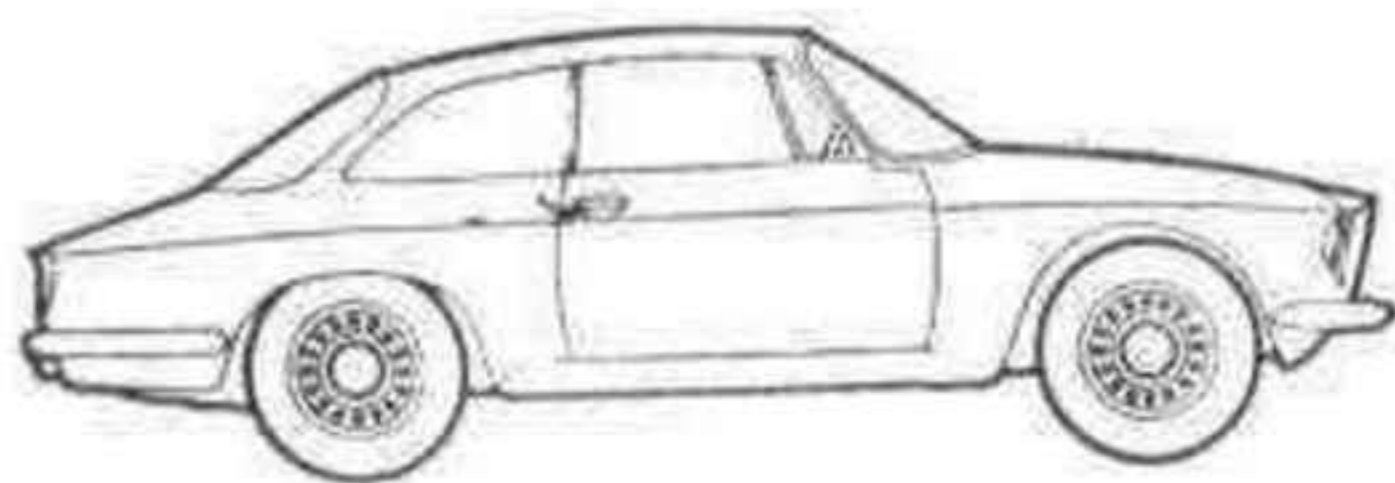
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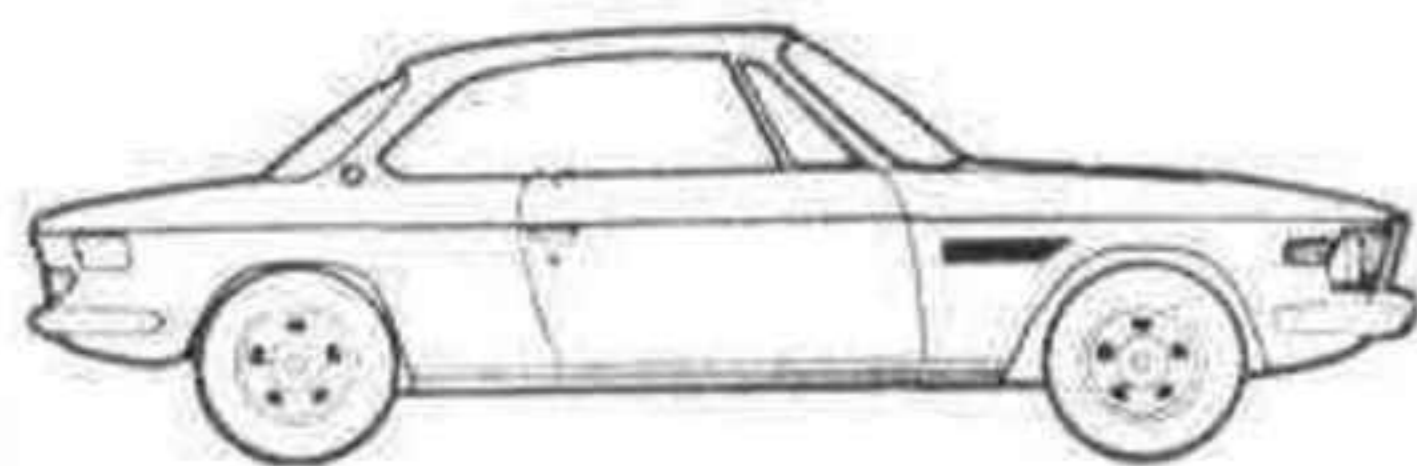
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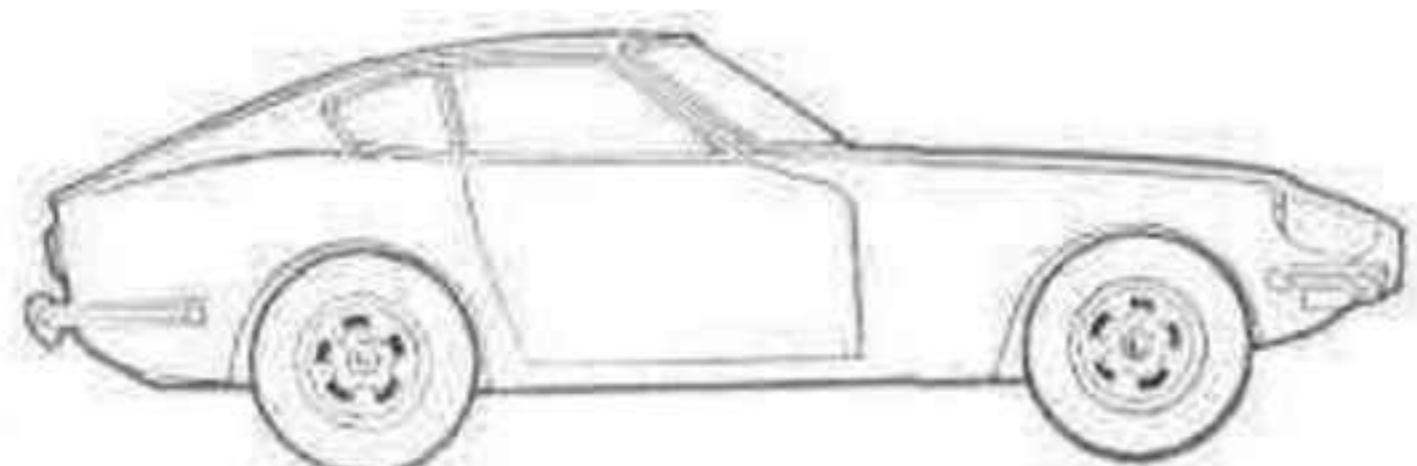
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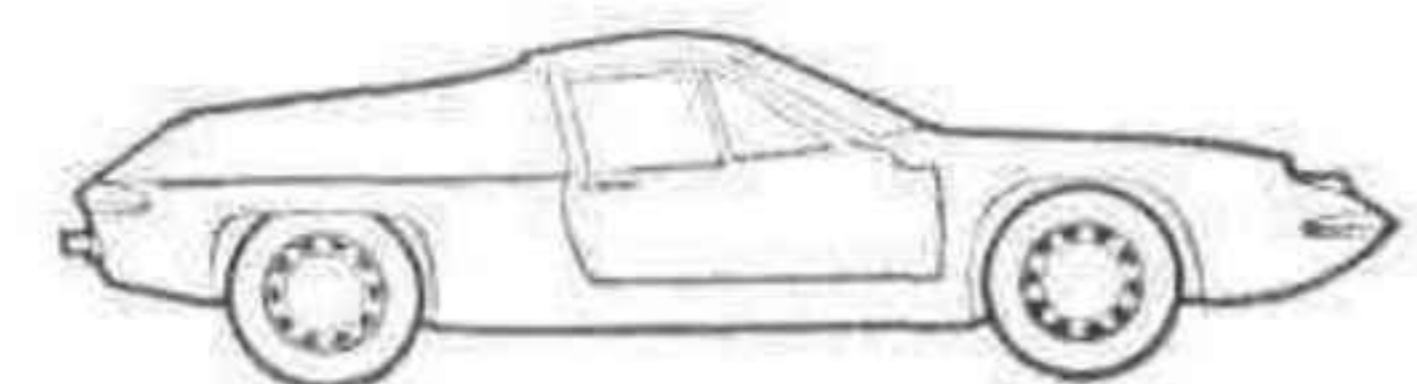
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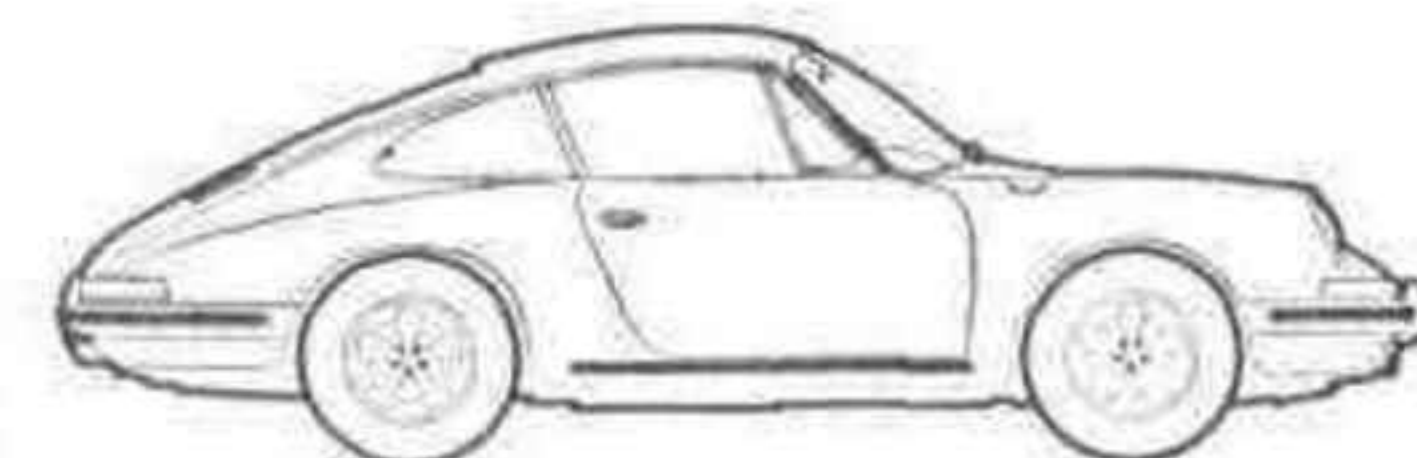
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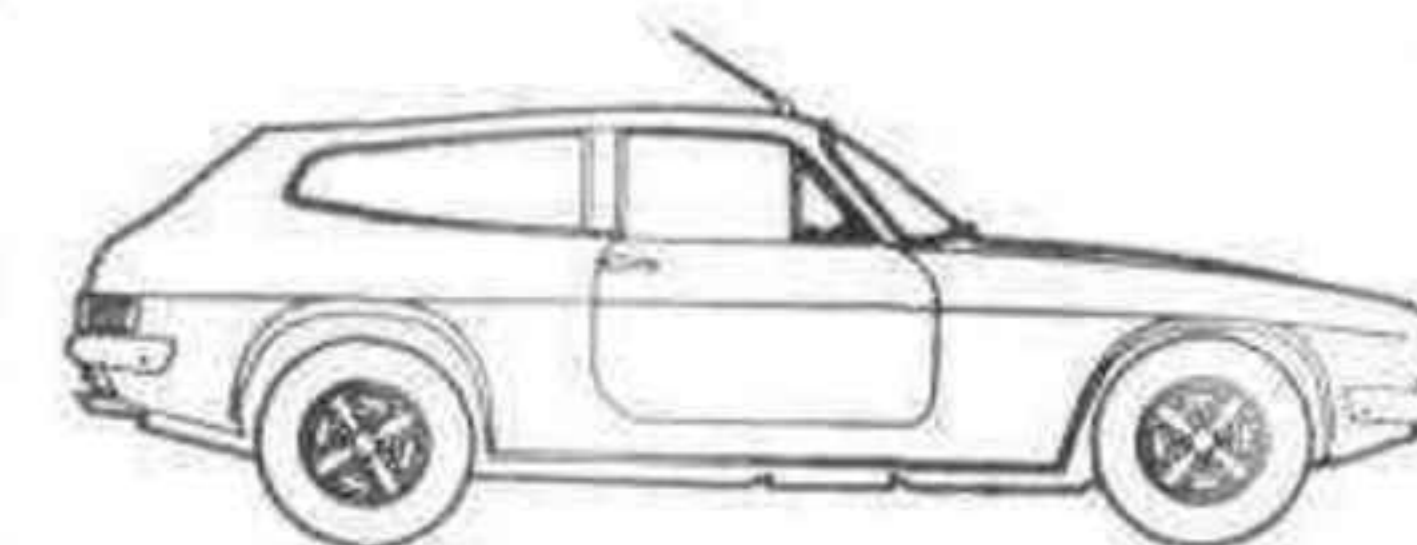
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1970 'J' reg. ALFA ROMEO 1750 GTV, finished in white with black trim, fitted heated rear window, push-button radio, stereo unit; 8,800 miles. £1,945.

1970 'J' reg. ALFA ROMEO 1750 GTV, finished in ochre with black trim, fitted heated rear window, push-button radio; 10,600 miles. £1,945.

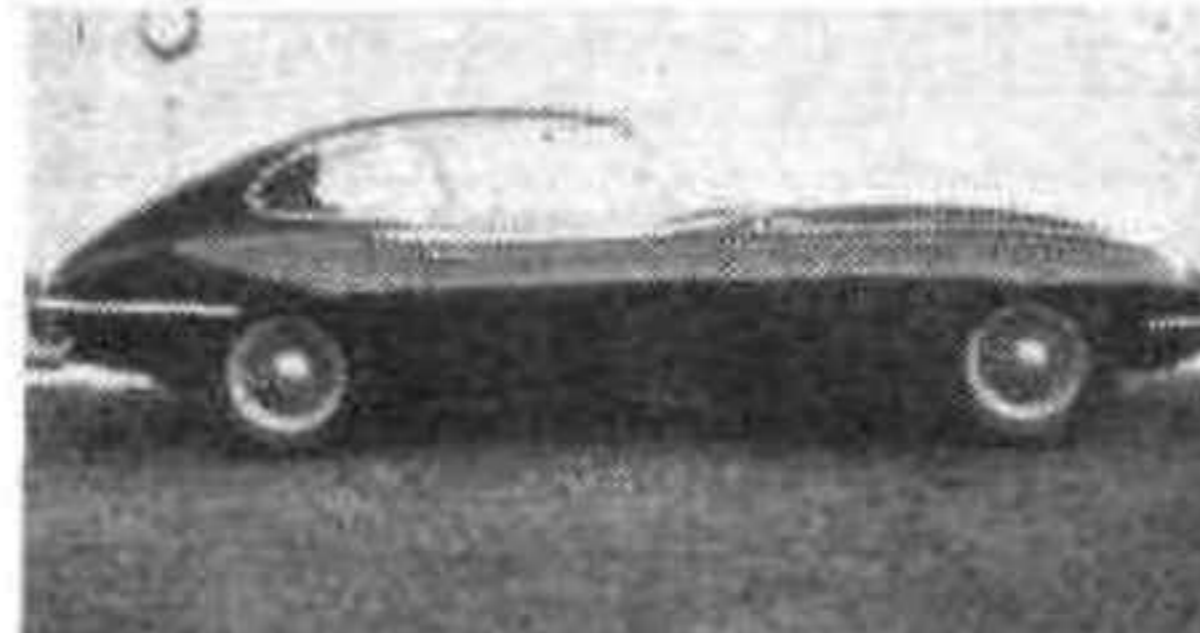
1970 ALFA ROMEO 1300 TI, finished in white with black trim, fitted push-button radio; 12,000 miles. £1,145.



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1971 'K' reg. DATSUN 240Z, finished in red with black trim, fitted Super Nova magnesium wheels; 1,000 miles only, like new throughout. £2,145.



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1971 JAGUAR 'E'-Type fixed-head coupe, finished in indigo blue with blue trim, fitted heated rear window, chrome wire wheels, push-button radio; 15,000 miles. £2,695.

1970 JAGUAR 'E'-Type fixed-head coupe, finished in primrose with black trim, fitted heated rear window, tinted screen, chrome wire wheels, radio/stereo unit, electric aerial; 14,000 miles. £2,395.

1970 JAGUAR 'E'-Type fixed-head coupe, finished in white with dark blue trim, fitted heated rear window, chrome wire wheels; one owner, 16,500 miles. £2,395.

1970 'J' reg. JAGUAR 'E'-Type fixed-head coupe, finished in light metallic blue, with light blue trim, fitted heated rear window, wire wheels; 11,800 miles. £2,395.

1969 JAGUAR 'E'-Type fixed-head coupe, finished in primrose with black trim, fitted chrome disc wheels, whitewall tyres, radio electric aerial; 23,000 miles. £2,095.

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1970 JAGUAR 'E'-Type roadster, finished in signal red with black trim, fitted chrome wire wheels, whitewall tyres, push-button radio; one owner, 8,909 miles. £2,495.

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1971 LOTUS Elan Sprint drophead coupe, finished in silver, fitted push-button radio; 11,800 miles. £1,595.

1970 'J' reg. LOTUS Elan S/E S4 drophead coupe, finished in yellow with black trim, fitted radio; 8,000 miles. £1,395.

1970 'J' reg. LOTUS Elan S/E S4 fixed-head coupe, finished in glade green with black trim, fitted radio; one owner, recorded mileage 3,861. £1,395.

1970 'J' reg. LOTUS Europa, fitted 1600 engine with Hermes conversion, American Safety Spec., finished in white with black trim, fitted Cosmic wheels, glass roof; one owner, 8,300 miles. £1,295.



1972 model, 1971 reg., M.G.-B roadster, finished in teal blue with autumn leaf trim, fitted with overdrive, Blaupunkt radio, 8-track stereo, electric aerial, Rostyle wheels; one owner, recorded mileage 3,500. £1,395.

1971 'K' reg. M.G.-B roadster, finished in dark blue with black trim, fitted with overdrive; one owner, 4,700 miles. £1,345.



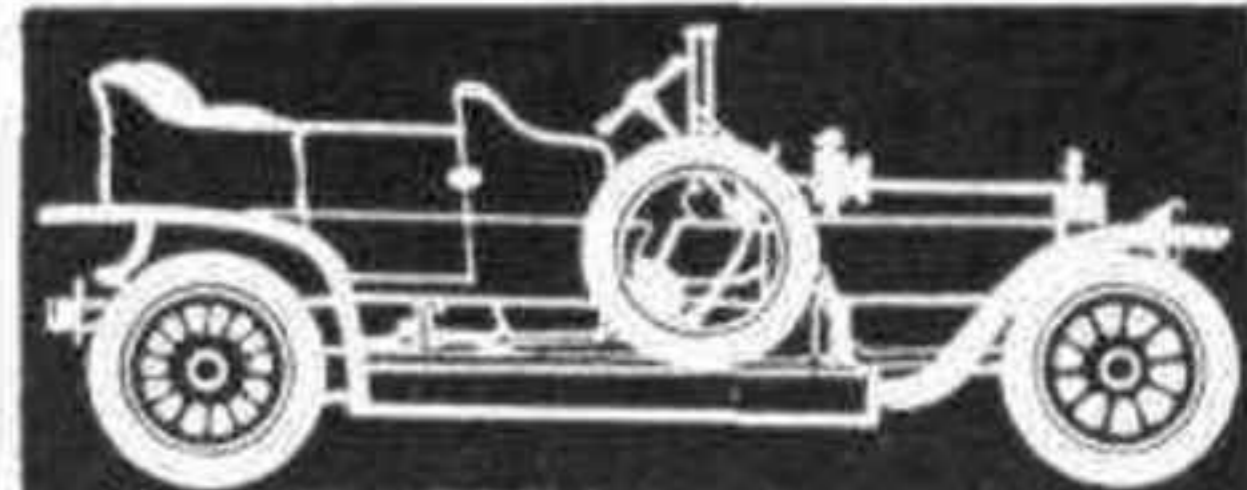
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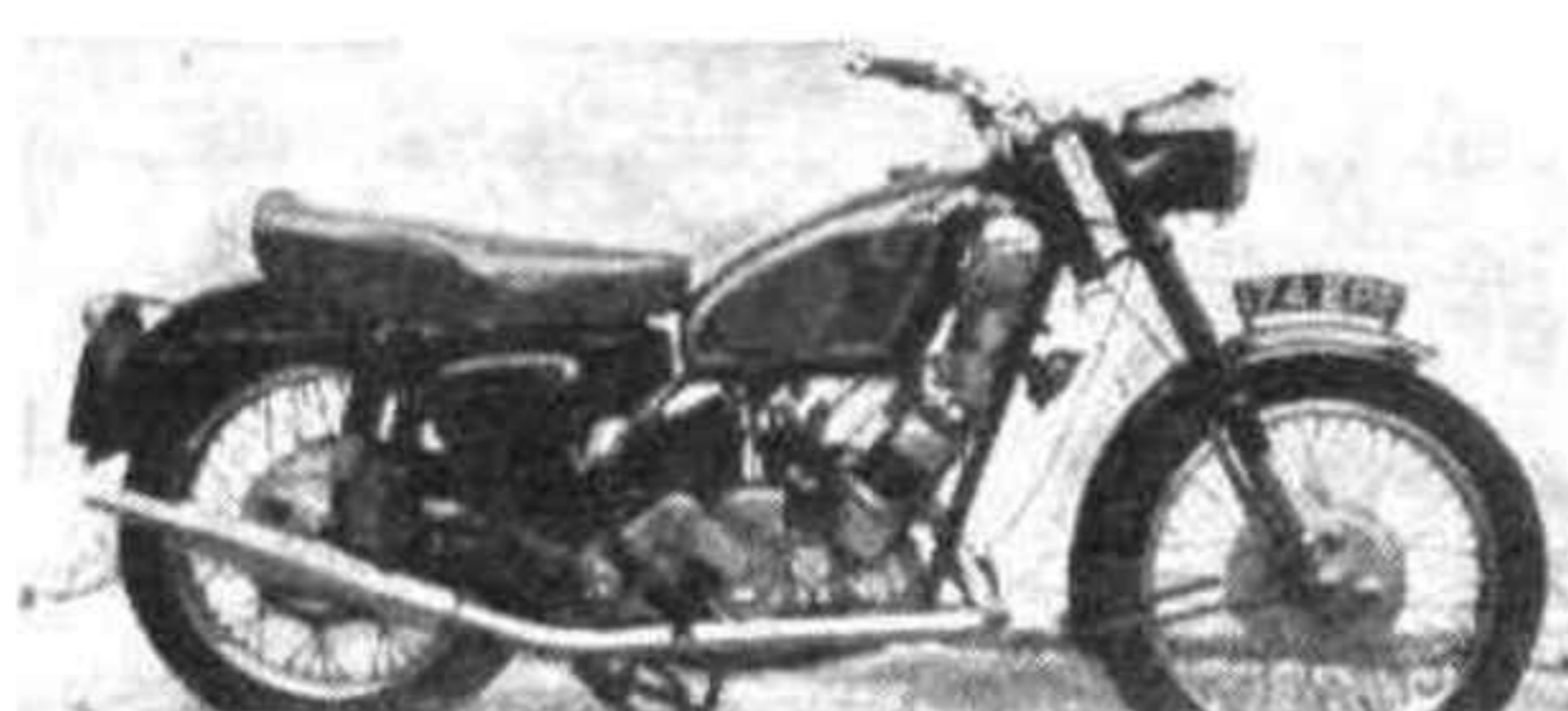
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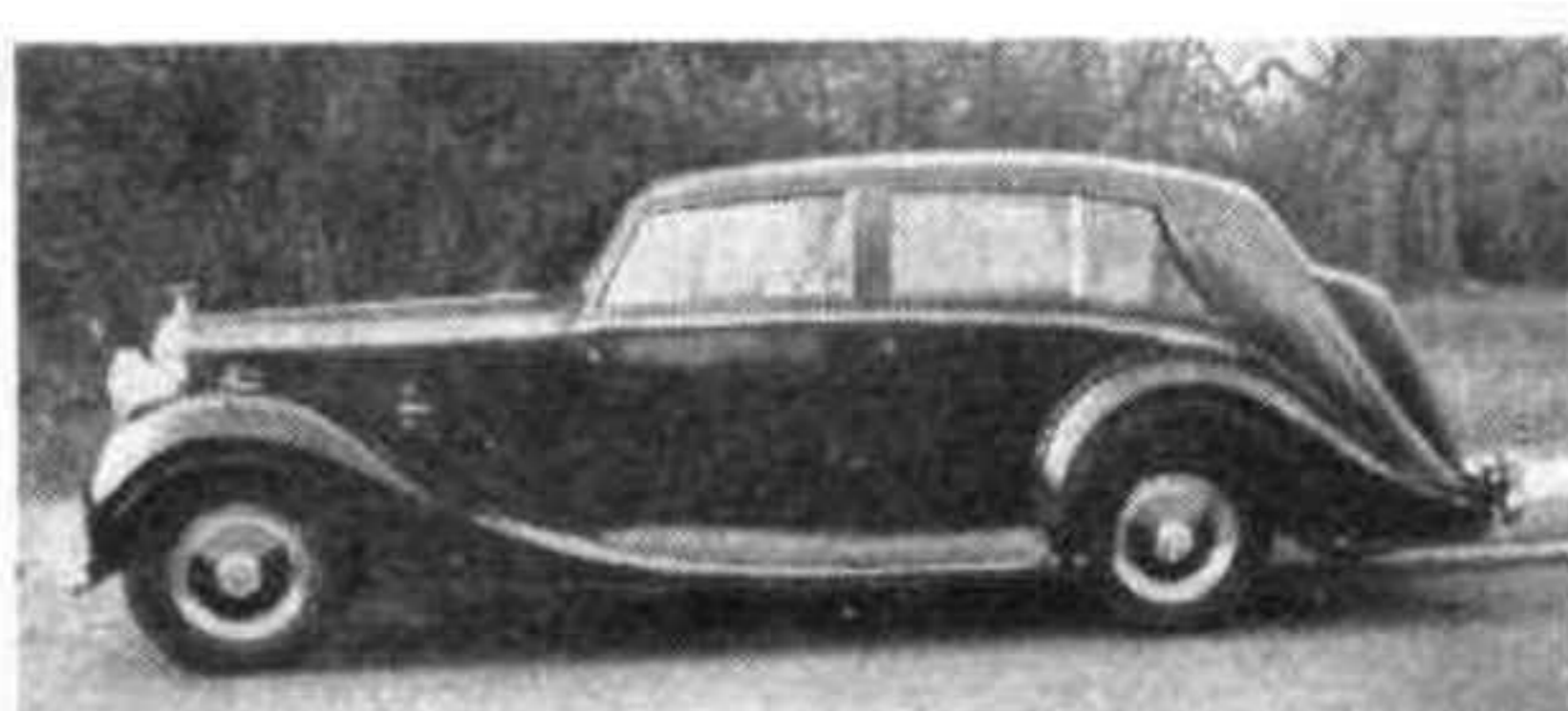
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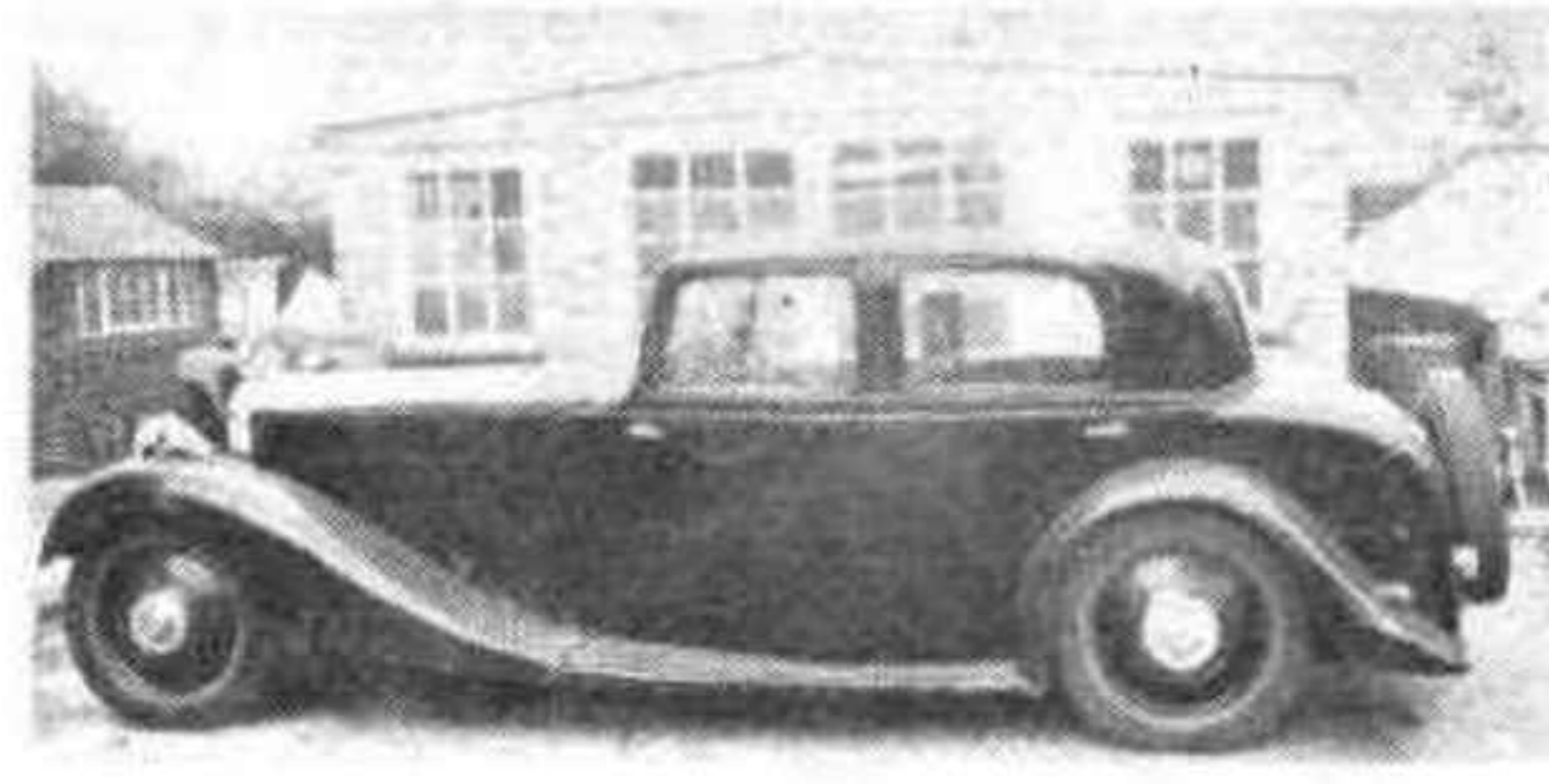
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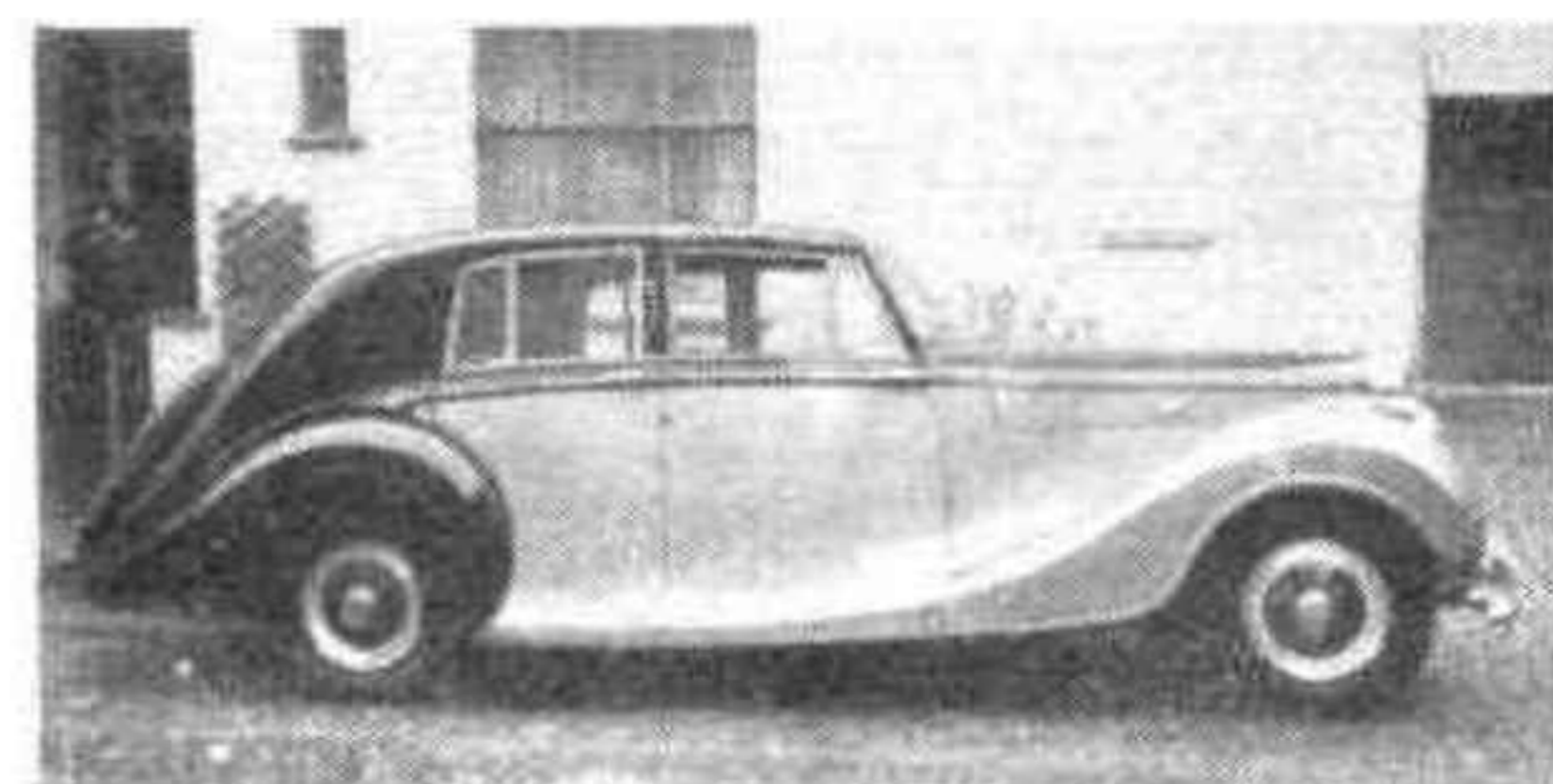
1923 ROLLS-ROYCE 20 cabriolet by Barker.



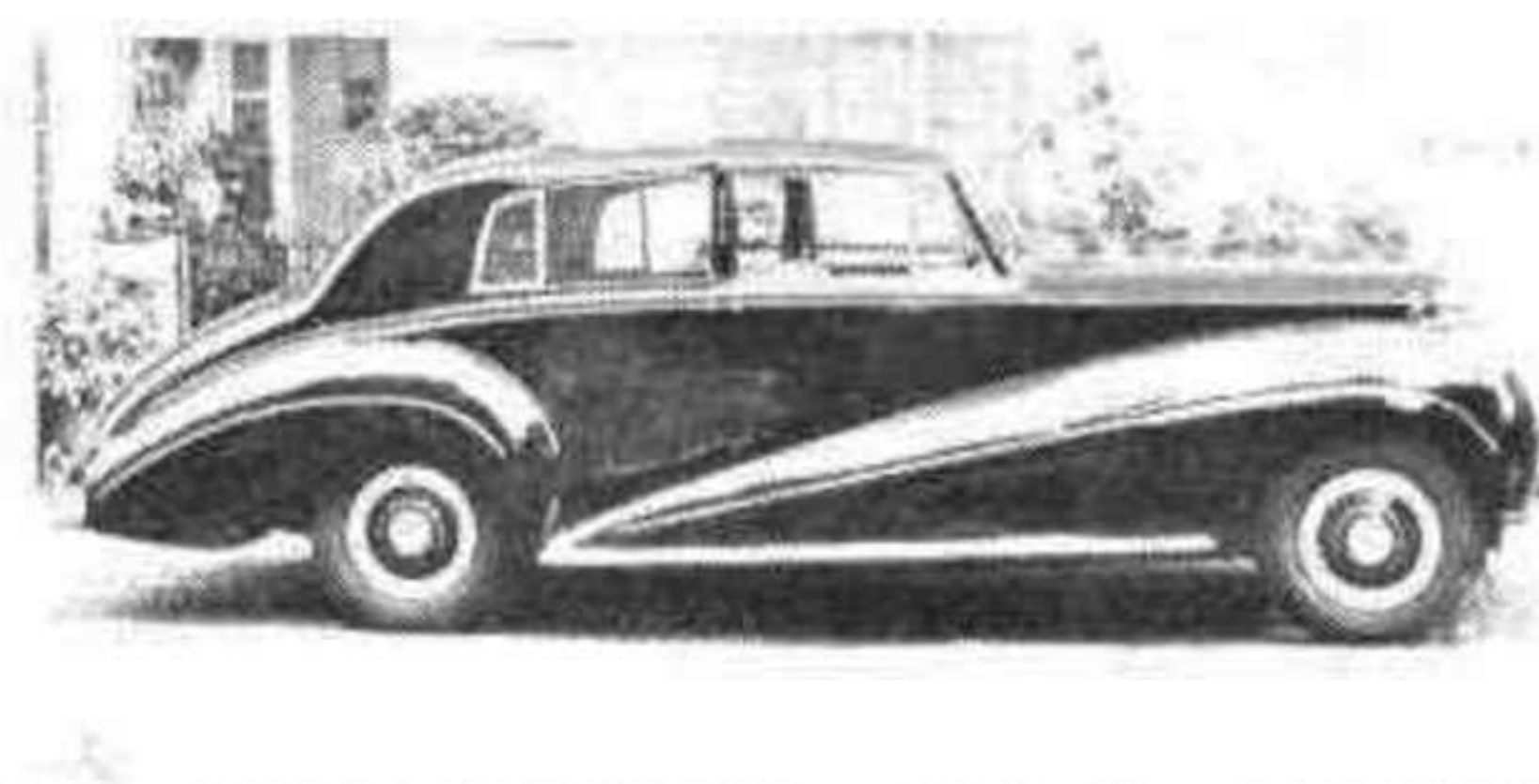
1925 BENTLEY 3-litre Speed Model 4-seater tourer. £2,450.



1935 BENTLEY 3½-litre sports saloon by A. Mulliner, excellent order. £785.



1949 BENTLEY Mark VI coachbuilt saloon by Hooper, undergoing restoration.



1952 ROLLS-ROYCE Silver Wraith James Young owner-driver saloon, exceptional one-owner car. £1,950.



1968 (model) FORD Lotus Cortina Mk. II, ex-Works rally car, every modification and extra available. £875.

1937 BENTLEY 4½-litre Gurney Nutting 3-position drophead coupe, restoration nearing completion, quite outstanding.

1948 ROLLS ROYCE touring limousine by Hooper, sun roof, electric division, cocktail cabinet, exceptional example.

1951 BENTLEY Mk. VI, coachbuilt drophead coupe by Park Ward, full history, new hood, carpets etc., £1,600

1952 BENTLEY Mk. VI, 4556-c.c. Park Ward drophead coupe, similar to above but requires attention to coachwork as is £925.

1932 ROLLS ROYCE 20/25 sports saloon by Thrupp and Maberley, attractive lines but requires painting, £795.

1936 ROLLS ROYCE 20/25, owner driver saloon by Park Ward, extensive history, very good order, £1,150.

1936 ROLLS ROYCE 25/30 sports saloon by Rippon, twin spares and two sun roofs.

1934 ASTON MARTIN 1½-litre "Le Mans", long chassis 4-seater, near concours condition.

1932 ALVIS 12/60 Beetle Back, 2/3-seater, good example.

1929 RILEY 9, Brooklands 2-seater, undergoing restoration.

1964 PORSCE 356 SC coupe, repainted to high standard, excellent throughout.

1949 BENTLEY coachbuilt saloon by Freestone and Webb, £550.

1924 PANHARD 18/30 Landulette by Salmons, fully restored.

1927 ROLLS ROYCE 20 fixed head coupe undergoing restoration.

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MASERATI 3500 GT, 1963. Finished in regal red with white hide interior fitted sun-roof, five-speed gearbox, radio, excellent value. £995



PORSCHE 911 Sports Coupé, 1966, in midnight blue with black interior, five-speed gearbox, radio. £1,895



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FERRARI 330 GTC, 1968. Finished in dark blue with beige hide interior, fully equipped including radio, etc., faultless throughout. £4,650
JAGUAR 'E'-Type roadster, 1969. Finished in carmen red with black trim, fitted chrome, w/w, radio, etc. £1,895
LOTUS Elan +25 Type, 1969. 'H' Reg. in royal blue with silver roof, one lady owner, fully equipped. £1,795
MORGAN +8, 1969, in Mercedes silver with black interior, usual extras, in excellent condition throughout. £1,495
MERCEDES 300 convertible, 1964. Manual with P.A.S., radio, in burgandy with tan interior, a superb example of this rare car. £1,395

LOTUS Elan S4, f.h.c., 1969. Finished in Lotus yellow with black trim, fitted k.o. wheels, belts, radials. £1,195
FIAT 124 Sport, 1969, in positano yellow with black trim, fitted five-speed gearbox, radio, radial ply tyres. £1,195
M.G.-B roadster, 1970, in flame red with black trim, a one owner car supplied new by us, fitted with o/d, w/w, radials T/C. £1,195
M.G.-B GT, 1969, in snowberry white with black interior, fitted w/w, o/d, radio, 'H' Reg. £1,165
TRIUMPH TR6 roadster, 1969. Finished in signal red with black trim, a one owner car. £1,145
M.G.-B roadster, 1970, in B.R.G. with black trim, Rostyle wheels, seat belts, etc. £1,145
M.G.-B GT, 1969, in tartan red with black trim, fitted w/w, radials £1,095
M.G.-B GT, 1968, in B.R.G. with black trim, fitted automatic gearbox, w/w, h.r.w., belts, one owner from new. £1,045

TRIUMPH TR5 roadster, in conifer green with black trim, fitted o/d, w/w. £995
ALFA ROMEO Duetto, 1967. An immaculate example in Spa white with black trim, fitted black hardtop and weather equipment, T/C, radio, etc. £995
TRIUMPH TR5 coupé, 1968, in jasmine yellow with tan interior. £945
M.G.-B GT, 1968, in carmen red with black trim, matt black roof and rear panel, extras include w/w, radio, etc. £945
LOTUS Elan f.h.c., 1969, in racing green with Dayglow bumpers and black trim, B.R.M. modified engine, flared arches, wide chrome knock on wheels, special exhaust, Reg. in 1968. £925
LOTUS Seven S4, 1970, in Lotus yellow, fitted brand Lotus alloy wheels, air horns, etc., immaculate throughout. £925
FORD Capri 1600, GT XLR, 1969, in metallic gold with beige trim, tuned engine, low mileage, history available. £895
ALFA ROMEO Sprint, GT, 1966, in dark blue with tan interior, fitted radio, sun-roof, etc. £885

TRIUMPH TR4A coupé, 1967, in powder blue with matching trim, extras include, o/d, w/w, radio, radials. £845
M.G.-B roadster, 1967, in mineral blue with black trim, fitted o/d, w/w, in good condition throughout. £795
JAGUAR 'E'-Type, f.h.c., 1964, in golden sand with beige trim, fitted radio. £695
FORD Cortina GT, 1969, in ermine white, with black trim, four door, 1600E dash, twin spots. £695
M.G.-B roadster, 1966, in B.R.G. with black trim, fitted radio, w/w. £675
M.G.-B roadster, 1966, in Roman purple with black trim, w/w, etc. £645
SUNBEAM Alpine Sports, 1967, in moonstone with black trim, fitted w/w, o/d, radio, belts, radials. £645
LOTUS Elite, 1959, in Spa white with beige trim, full history last 10 years. £595
TRIUMPH TR4A coupé, 1965, in conifer green with black trim, radio. £565
Racing TRIUMPH Spitfire. Fitted fibre glass body, steel crank engine, car complete with trailer with two sets of tyres. £465



AUSTIN Mini 1275 GT, 1971, in aqua blue with black trim, fitted special seats, twin spots, rally special tyres, unmarked throughout. £735



LOTUS Cortina 1970, Mk. 2, in silver fox with black trim, a low mileage car in very good condition throughout. £995



AUSTIN HEALEY 3000, Mk. 2, Reg. Nov. 1962, in silver blue, fitted o/d. £465



TRIUMPH TR6, roadster, 1969, in damson with black trim, fitted o/d, w/w, and tape deck. £1,195

VW 411LE Variant estate, 1971, in white with black trim, 3,750 miles, radio, h.r.w., as new throughout. £1,375
CHEVROLET Vega 2300 coupé. Fitted automatic transmission, 1970, 'J' Reg., in Bahama yellow with black trim, radio. £1,365
ALFA ROMEO 1300 GT Junior, 1969, in flame red with black interior, fitted radio, etc., a low mileage example. £1,295

M.G.-B GT, 1968, 'G' Reg., a superb car, fitted chrome, w/w, h.r.w., radio, tape deck, etc., finished in jet black with matching trim. £1,045
M.G.-B roadster, 1969. Extras include works hardtop, h.r.w., o/d, w/w, radio, reclining seats, modified engine, car in black monotone. £1,025
M.G.-C GT, 1969, in old English white with black trim, fitted o/d. £995

M.G.-B GT, 1967, in mineral blue with black trim, a two owner example, fitted o/d, radials. £875
M.G.-B GT, 1967, in B.R.G., with black trim fitted o/d, w/w. £845
TRIUMPH TR4A coupé. Finished in indigo blue with black trim, fitted o/d, w/w, fantastic condition throughout. £845
M.G. Midget, 1970, in B.R.G. with black trim, w/w. £765

M.G.-B roadster, 1963, in red with black trim, w/w, radio. £445
TRIUMPH Spitfire, 1966, in dark blue with black trim, w/w and radio. £445
AUSTIN Mini Cooper S 1275, 1966. Fitted mag. wheels, special seats. £445
TRIUMPH TR4 coupé, 1963, in aubergine with black trim, o/d, w/w, radio, much above average for year. £445

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NEW AUSTINS: Exceptional allowances on sports cars in part exchange. Maxi 1750, black tulip, h.r.w., Mini Van, skymist grey. Austin 6-cwt. Van, damask red. Mini 1000, white. Austin 1300 GT, blaze.



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MG



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

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M.G.-B., 1970. 1-owner. Fitted overdrive, wire-wheels, radio, tonneau £1,095
 M.G.-B. G.T. 1969. 1-owner. Fitted overdrive, wire-wheels, radio £1,095
 M.G.-B. 1967. Fitted overdrive, wire-wheels, folding hood, tonneau, radials £765
 M.G.-B., 1966. Fitted overdrive, radio, tonneau, radials £635
 M.G.-B. 1966. Fitted wire-wheels, radio, twin spots, leather wheel, radials £595
 M.G.-B., 1964. Fitted overdrive, wire-wheels, folding hood, tonneau, twin spots, leather wheel £475

M.G.-B., 1964. Fitted wire-wheels, radio, tonneau, leather wheel, radials £435
 M.G. TF. 1250, 1954. Sound original example. Bills available for recent engine overhaul
 M.G. TD.11, 1953. One of the last TDs built. In superb original condition. Documented history over last seven years. Details on Application
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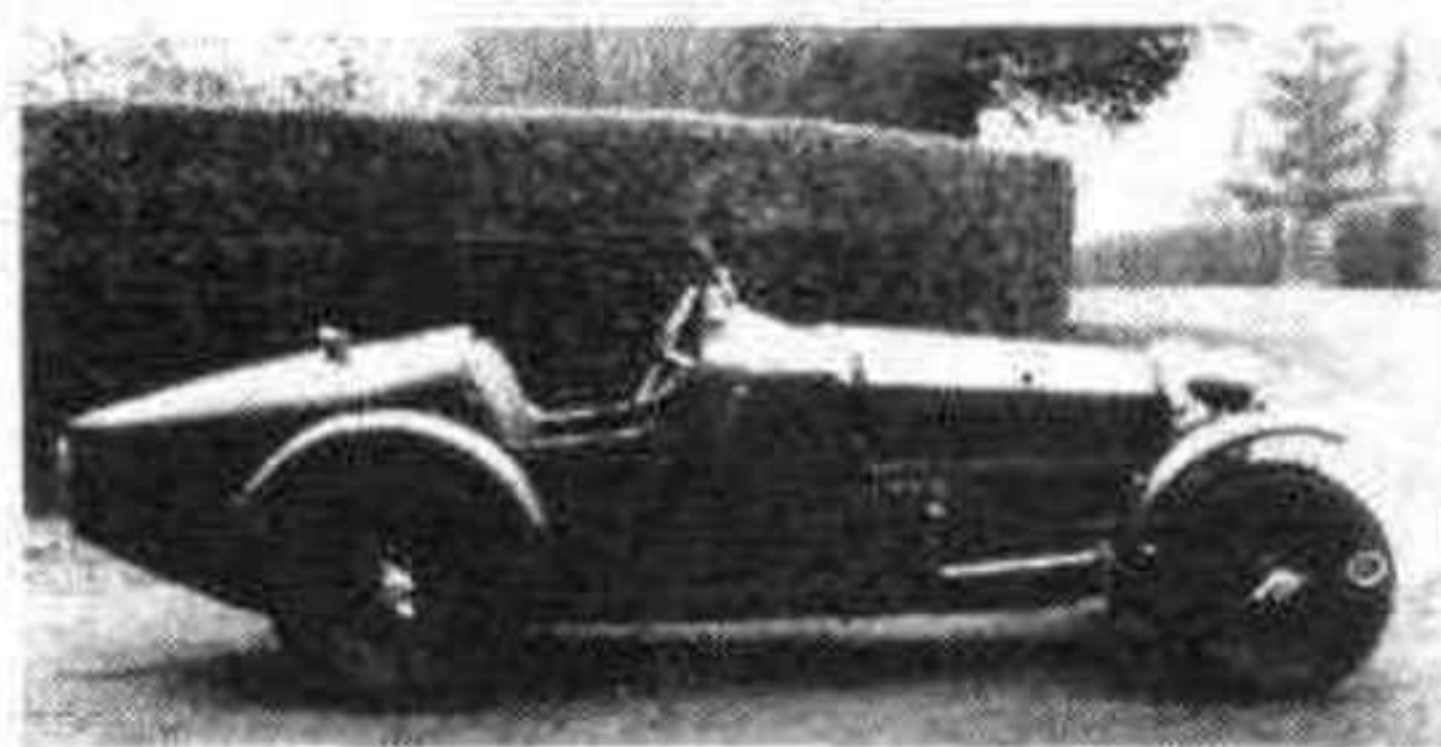
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ALFA ROMEO 1300 Giulia GT fixed-head coupé, 1969 ('F' reg.), mid-blue with red interior, radio, spotlights, head-rest. £1,095.

ROVER 75 saloon, 1948 (July), in black with smoke blue interior. Three registered owners. Full details on request. £445.

VOLKSWAGEN 1500 saloon, 1967 reg., red with black interior. An above average example of these very popular cars. £495.

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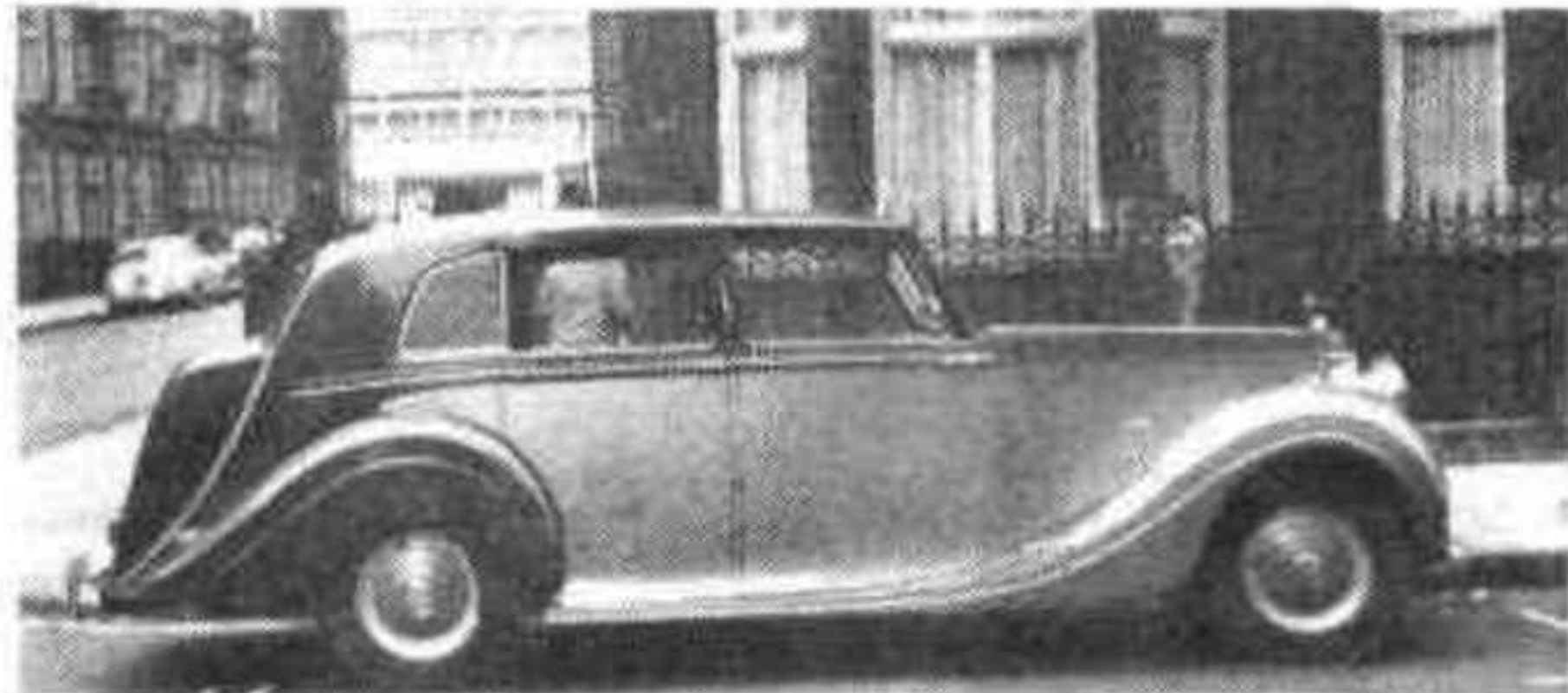


H.R.G., 1948, 1100 2-seater, black with newly upholstered interior in green. An opportunity to acquire one of the last of the real vintage sports cars at a reasonable price. £735 with new hood and sidescreens or £635 without.

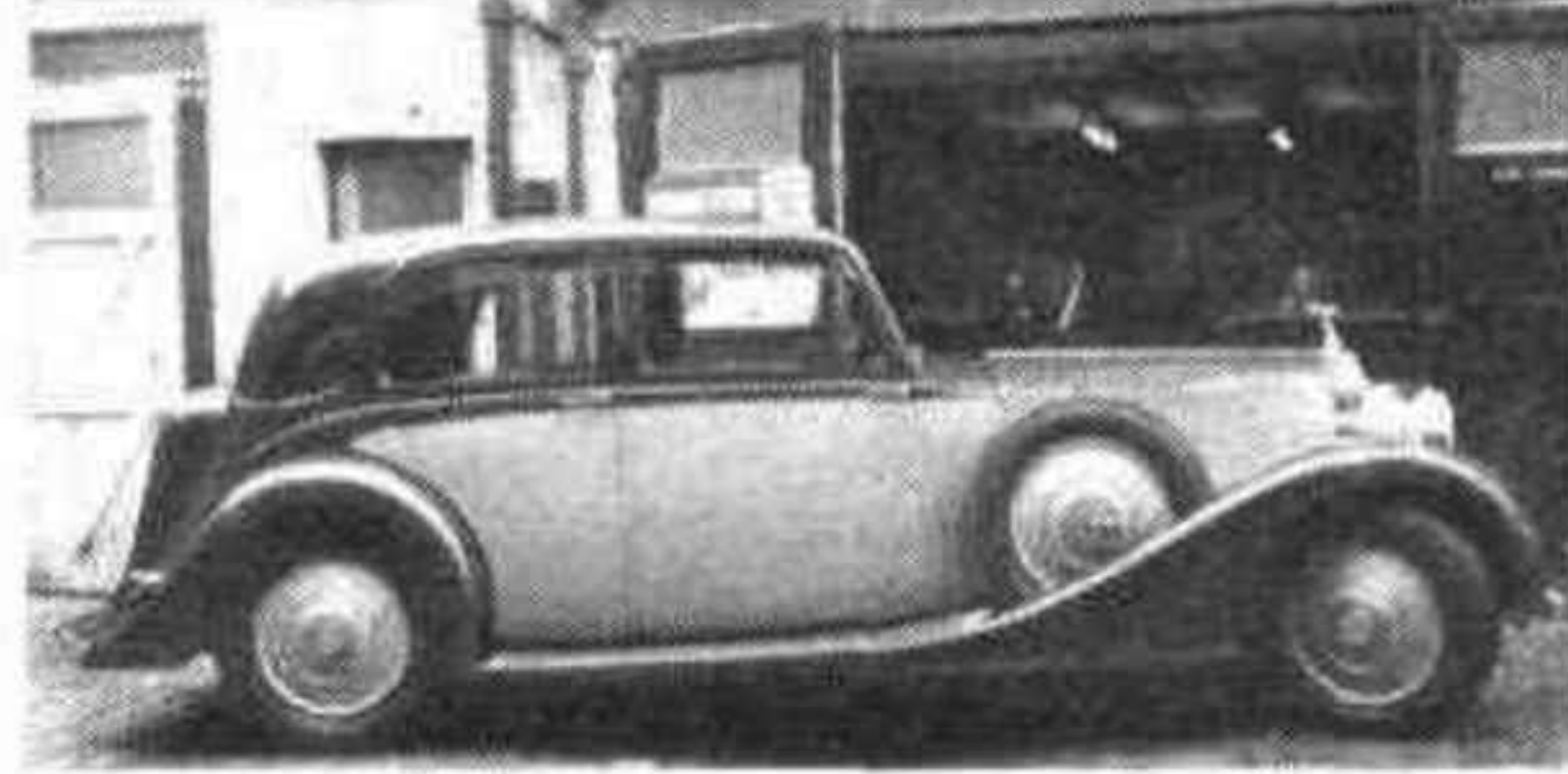
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ROLLS ROYCE Wraith 1950 Touring Saloon by Hooper, 87,000 miles, also a 1950 Wraith Park Ward Sports Saloon, 90,000 miles, and a 1952 Wraith Park Ward owner/driver saloon, 46,000 miles. All in immaculate condition.



ROLLS ROYCE 25/30 1937 Sports Saloon with sun roof by James Young, 2 owners and 98,000 miles only. Extensive engine/chassis restoration approx 15,000 miles ago. Complete "as new" tool kit, radio, heater and many extras. Immaculate Rolls silver paintwork and unmarked original brown hide interior.

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At the time of going to Press (Dec. 8th) I am restoring the following cars (mechanics and coachwork, etc.) to their original pristine condition, some will be completed by the time you read this advert.

ROLLS 1934 20/25 Sedan de Ville by James Young.
 ROLLS 1935 20/25 Sedan de Ville by H. J. Mulliner.
 ROLLS 1936 20/25 sports saloon by H. J. Mulliner.
 ROLLS 1934 Phantom II open sports tourer.
 ROLLS 20 1923 2-seater doctors coupé.
 ROLLS 1938 25/30 limousine by Barker.
 ROLLS 1937 25/30 sports saloon by Freestone & Webb.
 LAGO-TALBOT 1938 4-litre drop head coupé.
 ALVIS 1934 speed 20 drop head coupé.

ALVIS 1936 Silver Eagle drop head coupé.
 DAIMLER 1938 2½-litre drop head coupé.
 MERCEDES 170V sports racing 2-seater.
 BENTLEY 1955 R-Type sports saloon.
 BENTLEY 1951 Mk. VI sports saloon.
 ALVIS 1935 Speed 20 open 4-seater.
 BENTLEY 1926 3-litre Red Label open 4-seater.
 BENTLEY 1961 S2 L.W.B. saloon.
 LAGONDA 1934 4½-litre M45 sports tourer.

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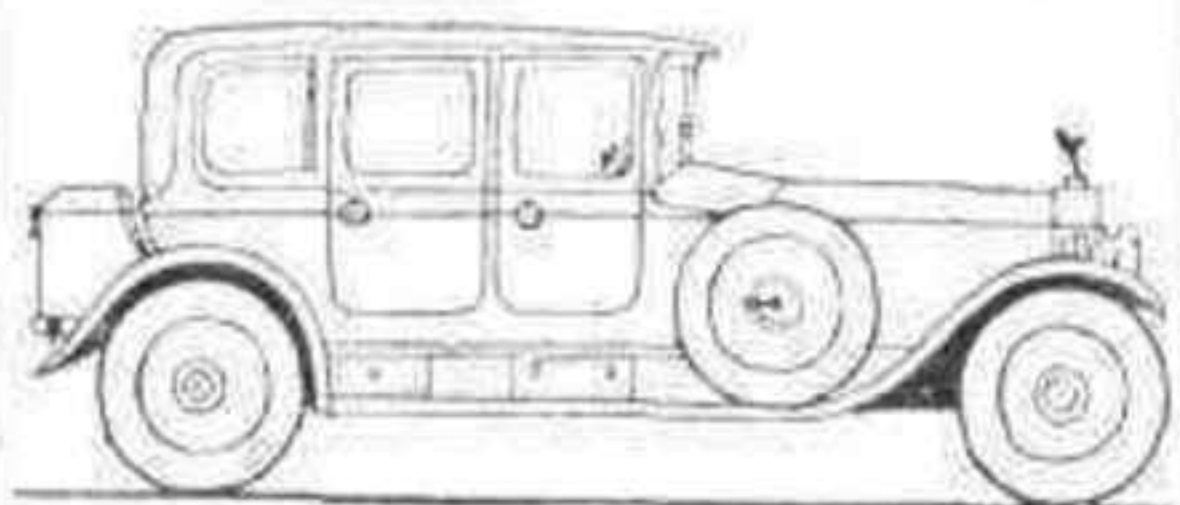
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self-generating accurate head light.
one of best mounted head lights.
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very nice vintage side light from 1920s.
Three £25 each.

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Roller attractive replica carriage lamp. About 10" tall. (All brass) £55.50 each.

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Another coachbuilt car by H. J. Mulliner. This time on a BENTLEY Mark VI 1950 chassis. This car has been exceptionally well looked after and is in very good condition throughout. We also have a very similar looking James Young all-aluminium Mark VI Bentley, also semi-razor-edge style. Prices £785 and £485 respectively.

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FOR SALE—continued

M.G.-B 1969 mineral blue; 19,980 miles and one discerning owner only; Bermuda hard top; overdrive; wire wheels; Cinturatos; folding hood; tonneau; Motorola radio; reclining seats; Abarth exhaust. Must be seen to be appreciated. £1,050. Tel: 01-959 7514 (evenings). (7917)

1969 SPITFIRE, Mk. III white; radials; anti-theft; leather wheel, etc. 27,000 miles; excellent condition. £675 o.n.o. including push-button Radiomobile Lawton, 9 Kirkby Ave., Sheffield, S12 2LU. Tel: 77181 (day-time), 390760 (evenings). (7918)

1934 3½ saloon Bentley; Mulliner body; two owners only; low mileage; two new halfshafts; recent king-pins, brakes, etc. Engine needs attention, otherwise good mechanical condition; apart chromium bodywork and interior excellent; serviced regularly. I new, 4 fairly new tyres; recent battery. Licensed April; handbook; genuine motor car. Open to offers after inspection. Tel: Biddenden (Kent) 235. (7920)

ALFA ROMEO Duetto Spyder, 1600; green; radio; rather nice example of this pretty Italian 2-seater sports car. Something interesting could be taken in part exchange. £1,075. Tel: Norwich 43281. (7921)

BENTLEY MK. VI; Runner; no M.O.T.; body tatty. £120. Tel: Rawdon (Yorks.) 5495. (7923)

E-TYPE DROPHEAD, 1964. New hood, exhaust, etc. Goes very well; finished in ivory. £695. Exchange considered. Tel: Bishops Cleeve (Glos.) 3134. (7922)

TIGER 1965; Rolls-Royce regal red/black; h/s tops; tonneau, Konis; 5½ J's; 185 Semprits; Spoils. Other extras; immaculate. £650. Tel: 399 3089. (7924)

M.G. TD. Reasonable for renovating; no dealers. Tel: Upper Basildon (049162) 548 (after 6 p.m.). (7926)

1935 ROLLS-ROYCE Sedanca by Barker. 20/25 in running order, but needs some restoration. £750. 1937 Rolls-Royce, Phantom III, touring limousine by Rippon; excellent condition, twin sunshades, roof, boot at rear. £850. Harley; Townsend House; Winkleigh, Devon. Tel: Winkleigh 485. (7927)

TR4A 1968. White; radio; overdrive; hard and soft tops; Kenlowe; other extras; good tyres; new M.O.T.; v.g.c. £785. Tel: 01-858 0065. (7928)

M.G.-B EXTRA special, 1964, finished in white with every extra, special extras including Bermuda hard-top; soft-top; tonneau; wire wheels; push-button radio; oil cooler; air horns; Webasto s/lock; auxiliary gauges; s/belts and more. The engine was reconditioned 2,800 miles ago and also had new SP41s fitted. You can drive this dream away too! Its taxed and M.O.T. till April 1972, and only £475 for this fantastic car. H.P. might be possible. Tel: Woking (Surrey) 67057. (7931)

FOR SALE—continued

ASTON MARTIN DB5. Regd. December 1964; full 1965 specification; 5-speed box; radio; royal blue; 50,000 miles; very nice condition. £1,425. Part exchange considered. Tel: Luton 33095 (evenings). (7929)

PORSCHE 356, 1957. Taxed, M.O.T.; radio; excellent condition. £225 o.n.o. Tel: Bristol 46986. (7930)

3. BXV E-TYPE Jaguar, 1961. Recent M.O.T.; complete overhaul and interior re-upholstered. £525 o.v.n.o. Tel: Aberdare 2124. (7932)

MERCEDES 220SE coupé. Automatic; black; r.h.d.; late 1962; superb condition; self-seeker Becker Mexico radio; M.O.T. October 1972; 65,000 miles. £150 overhaul October 1971. £900. Tel: 01-360 6014 (evenings). (7935)

M.G. TC. Restored at a cost of over £1,000 and unused since. Possibly the finest example available anywhere, would win any concours easily; owner must reluctantly sell for £895. No offers. Remember, this is a unique example of the marque. Tel: 01-897 0159 for further details. (7936)

LOTUS SUPER seven. Very good condition; many extras; M.O.T. and taxed. Over £100 bills in last 6 weeks. £475 o.n.o. J. R. M. Turner, Hartfield, Sussex. (7937)

LOTUS ELAN +25. 1 fastidious owner; 19,000 miles; immaculate royal blue; radio; electric aerial. Would consider exchange; finance; £1,695. Tel: Gerald, Brentwood 4407 (evenings). (7938)

1951 Bristol "401". Mechanically and bodily excellent; "403" engine fitted; superb sports car. £300. Tel: 01-856 0772. (7939)

1936 BUICK model 90, straight eight limousine; occasional; division; excellent original M.O.T. £525. Consider part exchange. Also excellent 1936 Wolseley 14. £130. 1 Grange Park, Steeple Aston, Oxfordshire. Tel: Steeple Aston 606. (7940)

CORSAIR GT. Reasonable order but requires some body panels, hence £150 o.n.o. Tel: Aldershot 26003. (7941)

1962 MERCEDES, 190SL roadster. Navy blue with matching hard-top, soft-top; beautiful; part exchange 220SE coupé or sell. £600. Tel: Stapleford 230. (7942)

SUNBEAM-TALBOT III; heater; radio; M.O.T. August 1972; taxed; good order for year. £130 or offers. Tel: Brookwood (Surrey) 2057. (7943)

SUNBEAM-TALBOT, Mk. III 90, 1955. M.O.T.; taxed; radio; sun roof; complete tool set; overdrive; manual. Good condition all round; regret forced sale; good basic enthusiast's car. £140 o.n.o. Details telephone 021-743 9175. (7944)

M.G.-A 1600 coupé, 1961; M.O.T.; good condition. £300 o.n.o. Tel: Hargreaves, 051-428 1331 (day) or 19 Plattsville Rd., Liverpool 18. (7946)

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either passing through or parked in my field (much to the disgust of the neighbours). Don't ask me to send you a list as it's cut of date next time the phone rings. Motor Sport insists that copy reaches them a month in advance, so if your requirement is on my card index system you get the number offered before it gets advertised, which saves time and cash. I also always require the type of vehicles which I sell, i.e., anything with SHORT, LOW, UNUSUAL or INTERESTING Registration Numbers, and will give a fair price for these. Small list only this month:

- WRM I Triumph Herald estate. 1966. Taxed and M.O.T.
 - MS 2000 Mini Van. Taxed and M.O.T.
 - IEKP Wolseley 16/60. Taxed and M.O.T.
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As we are constantly moving our own vehicles about the country (non-runners delivered or collected by Transit Pick-up and trailer), we are able to undertake a limited amount of vehicle transport if there is a possibility that this could fit in with any of our trips. We have visited Devon and Cumberland already this month.
- T. C. SARGEANT**
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1924 AUSTIN 7-h.p. "Chummy"
Chassis No. 4250.
This car left the Austin works on 21st May, 1924 (authenticated). Two adult plus two children seating, 6-in. brakes, open centre wheel type. Original engine, gearbox and rear axle. Chassis rebuilt as required including new pins and bushes throughout, rear axle rebuilt etc. Special bonded brake shoes by 'Mintex' fitted. Body stripped of paint and re-undercoated in the approved manner. The floor pan is absolutely sound and without a trace of rust or rot, all repainted and treated and refitted to chassis. Apart from this the car is in almost completely dismantled state. I have taken a considerable amount of time and trouble to find all the 1924 parts which were missing when I bought it in 1959. Many new parts including valves, bearings, B.E. tyres, running-board, reconditioned BLIC magneto and C.A.V. electrics, new radiator (rebuilt with modern core), etc., etc. As this is possibly the oldest Austin 7 h.p. likely to come on the market it will not be sold for less than £500

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1970 Model. TRIUMPH Spitfire Mk. III, Valencia blue/black, one owner, heater, SP radials .. £795

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SELLING ? ? ? Please see our advertisement on page 75.

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for which I expect £.....
I am interested in a new
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ADDRESS.....
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WANTED—continued

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M.G. TC WANTED or any pre-war M.G. Would consider Morgan. Cash. Tel.: Woburn Sands 2651 (day), 3578 (evening). (7694)

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MORGAN 4/4 Series 4 or 5 in need of some renovation desperately required by "Moggy" enthusiast, anything considered, tatty bodywork, rough engine etc., etc. w.h.y. Please telephone Burness Hill 41454 after 6.30 p.m. (7711)

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WANTED, DB4 GT, Convertible, or XK150S, d/head, also circa 1950 racing m/cycles. Portkillock, St. Minver, Wade-bridge, Cornwall. Tel.: Trebetherick 2326. (7760)

WANTED: TR4 or Bond Equipe, Low mileage, immaculate. Maximum £350. D. Heath, 1 Tyler St., Stratford. Tel.: 5125. (7761)

PRIVATE PARTY seeks pre-owned Rolls, Bentley and Aston Martin motor cars for U.S. clients. Left-hand drive preferred, all models considered. Please submit details and returnable colour photo if possible; all inquiries answered promptly. Mark S. Derish, 315 East 69th Street, N.Y., N.Y. 10021. (7802)

PRIVATE BUYER wishes to purchase 1965/66 Bentley 53 convertible by Mulliner-Park Ward. Please reply with full details to Box 3141. (7844)

CROSSLEY or Belsize car wanted by enthusiast. Shaw, 60 Matlock Ave., Red-dish, Stockport. (7862)

WANTED: Manufacturers workshop manual for 1968 Alfa Romeo 1750 GTV/Berlina. Mann, 15 The Piece, Churchdown, Gloucester. (7861)

WANTED for M.G. TF. Radiator core, body, front o/s wing, windscreen ass., front wire wheel hubs, dashboard. Tel.: Brier, Huddersfield 27348. (7863)

WANTED: Registration Number GC or JC with distinctive number. Write 204 High Street, Treorchy, Glamorgan, S. Wales or telephone Pentre 3216. (7864)

LOTUS ELAN S3, f.h.c., 1966. Superb lime green respray; C.R. gearbox; K/O wheels; servo; electric windows; wheel trims; triple air horns; leather rim wheel; radio; racing mirror; v.g.c. £750 o.n.o. Tel.: 051-526 0363. Sergeant, 30 Sandy Lane, Lydiate, Nr. Liverpool. (7866)

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J2 ALLARD. Machine required for cash. Good running order preferred but any condition considered. Please write giving full details, including price, photos, to Box 3148. (7868)

JENSEN 5415, manual; overdrive; in good condition. Hodgson, Woodside, Sandysike, Loughton, Carlisle. (7953)

TR4A OR 5 wanted, prefer one owner. Low mileage, must be original. 14 Meadow Rd., Wolston, Coventry. Tel.: Wolston 2659. (7954)

WANTED LOTUS Elite, S2, any condition cash. Walton, Europa Cottage, Silver St., Riccall, York. (7956)

1966/68 MASERATI, Sebring r.h.d. Must be in exceptional condition. Box 3144. (7951)

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XK140 F.H.C. Good condition. Exchange for Jaguar Mk. II or sell. £245. Bournemouth. Tel.: Northbourne 3191. (7847)

MISCELLANEOUS

AC ENTHUSIASTS are invited to join the AC Owners Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. New membership secretary. Miss Jean Lawes, 2 Ashley Drive, Walton-on-Thames, Surrey. (7542)

EX. CONNAUGHT, Four Dunlop mag. alloy wheels. £25. P. Burgess, Tel.: 01-940 0435 (Surrey). (7557)

MISCELLANEOUS—continued



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HARD TOP for Lotus Elan. List £68, £35. Tel.: Boughton, 022-775 223. (7678)

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"MOTOR SPORT" 1953-1971. Some complete, some with missing copies. Offers? Tel.: Chelmsford 68806. (7843)

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UDM 7 on scrap Alpine, for sale. Offers? Tel.: High Wycombe (Bucks.) 25399. (7819)

PANHARD OWNERS' ASSOCIATION now forming, object spares, tools, information; post-war models only. Box 3142. (7828)

A.C. ACECA/Bristol 1962. Rear chassis rebuilt, painted after damage; totally stripped; needs front chassis cleaning, painting; rear body shell (included) refitting. Deal may include spares: ENV differential, Jaguar overdrive, hubs, drums, discs, callipers, shoes, drive shafts, wheels, stainless silencer, new instrument panels, new spares and tools. 100 D2 engine and gearbox, v.g.c./spares/workshop manual. Entire lot is complete rebuild kit for enthusiast with spare time. May split extras. Must raise £500. Tel.: Max Parker, St. Albans 51150 after 7 p.m. (keep trying). Box 3139. (7766)

MISCELLANEOUS—continued

"MOTOR SPORTS" complete January 1960-December 1971. (January 1961, October 1964 and January 1966 missing). Offers, Cunningham, 37 Rose Bank, Lydm, Cheshire. (7860)

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HAP 2 Registration with or without vehicle. Offers. Tel.: Wimborne 4436. (7805)

FOUR SAMSON, unused, 650 x 16 tyres, £9 each; purchaser to pay carriage. Write, Secretary, 51 Thorpe Rd., Peterborough. (7870)

"AUTOSPORTS" available 1950-1971. Offers. Bolton, 6 Rich Close, Warwick. Tel.: 43754. (7764)

JAGUAR XK120: Set front brakes and drums etc.; front bumpers (repairable); pair headlight units original. XK140: front wing (new); steering rack; pair Koni shockers (front); rear axle. XK150: boot lid; bumper complete with irons. Mk. X: new petrol pump, 3.4 Mk. II: wheel trim (new); set hub caps (new). Lancia: set hub caps suit car between 1930/40. A.C. 2-litre engine parts. Riley 2½-litre engine and body parts. All above parts at reasonable prices. Tel.: Pontycymmer (S. Wales) 301 (day). (7763)

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"MOTOR SPORT" August 1955 to July 1958 few missing. "Sports Cars Illustrated" August 1957 first two volumes complete; "Motor Racing" November 1955 to May 1969, six missing. £12 or offers to 23 Cleehill Drive, Preston Grange, Tynemouth, North Shields. Tel.: North Shields 70428. (7709)

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204 "MOTOR SPORTS" 1954-71; 12 "Quattroruote" 1967-68; 12 "Sports Car Graphic" 1962-63; 58 "Motor Trend" 1961-69. Offers please, 43a Curbridge Rd., Witney, Oxon. Tel.: Witney 2140. (7707)

MISCELLANEOUS—continued

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"MOTOR SPORT" 1964-71; "Motor Racing" 1968-70; "Autocar" 1965-71; "Autosport" 1965-71; also "750 Bulletin", "B.R.N.", "C.C.C.", race programmes and assorted other mags. Sell in one lot, buyer collects, offers to Phillips, Muckley Corner Hotel, Nr. Lichfield, Staffs. Tel.: Brownhills 2182. (7909)

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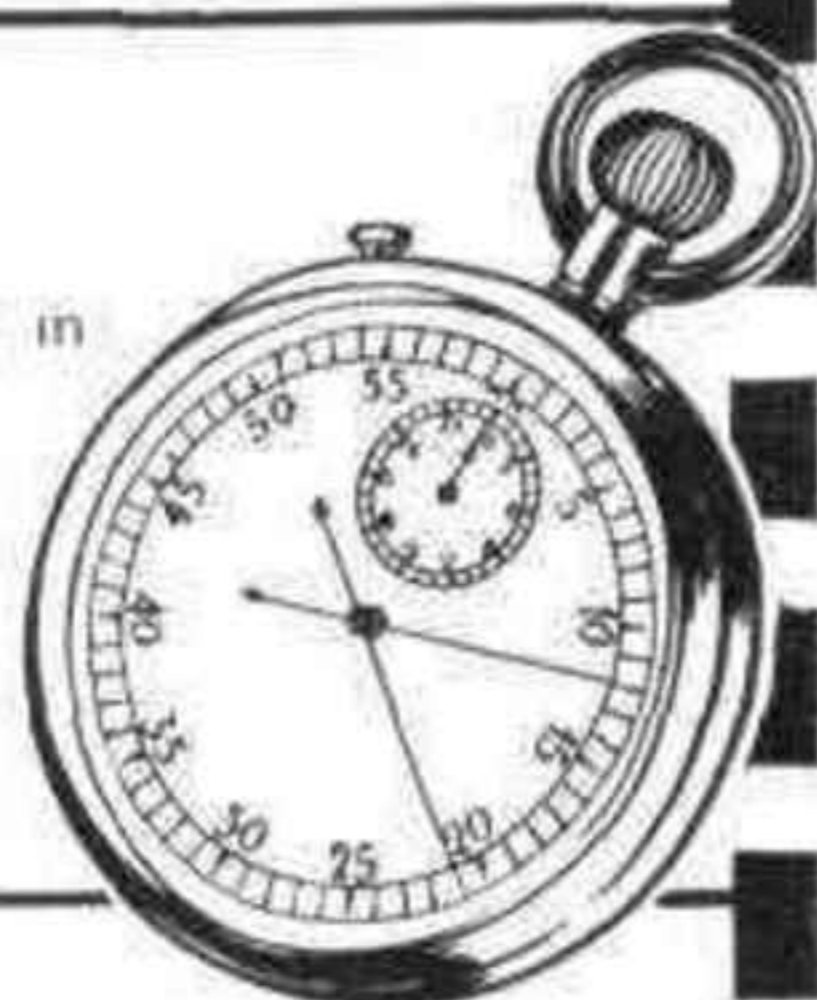
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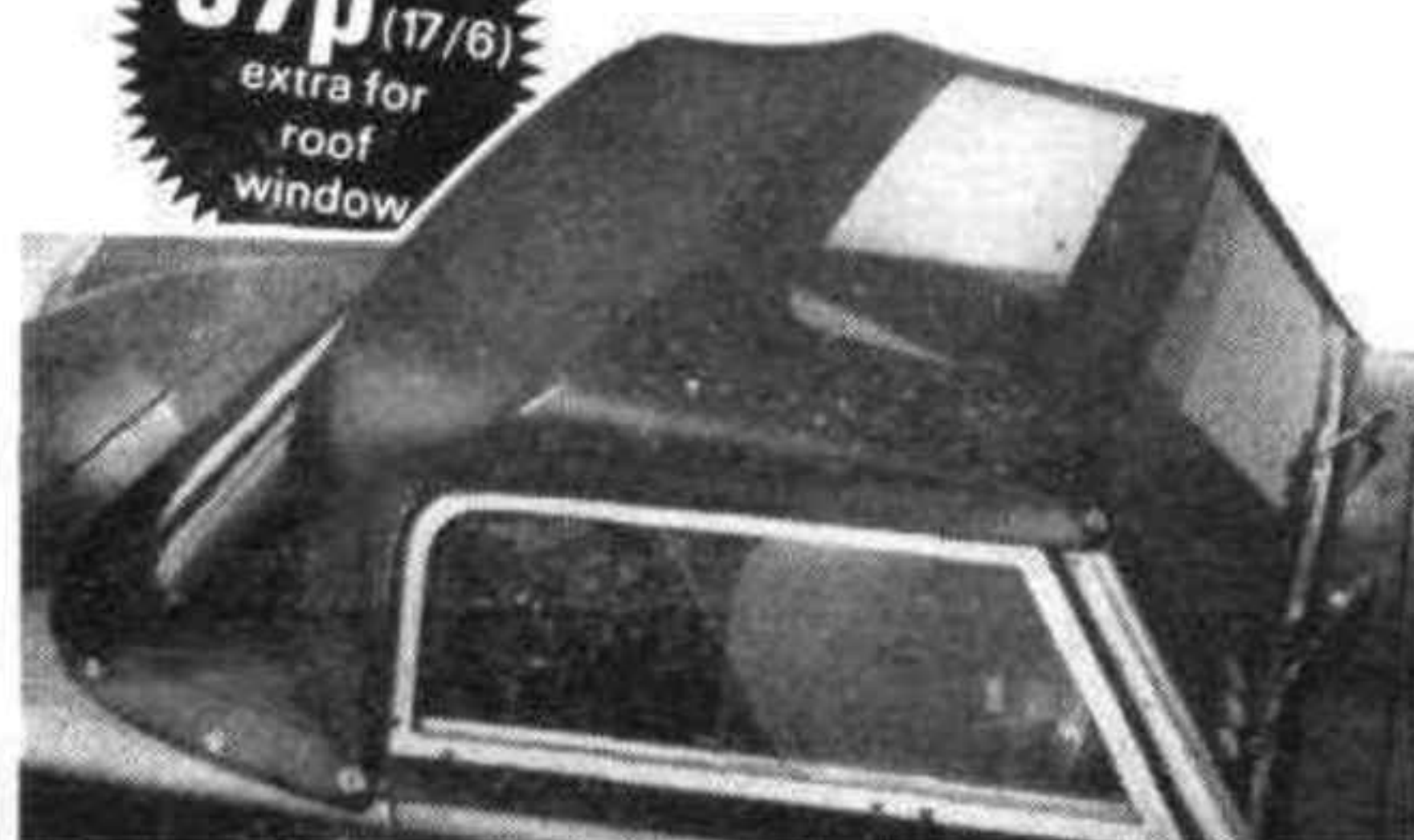
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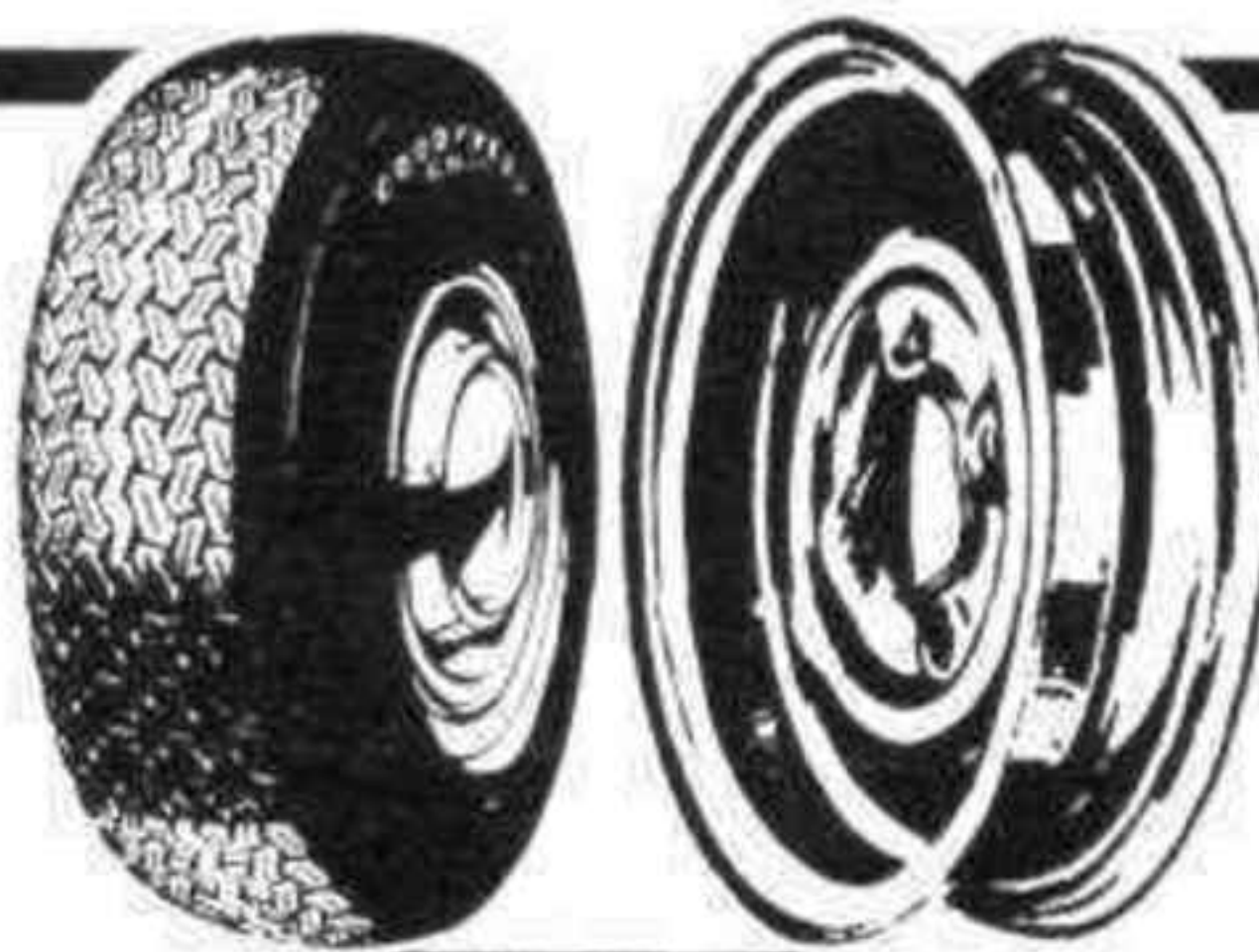
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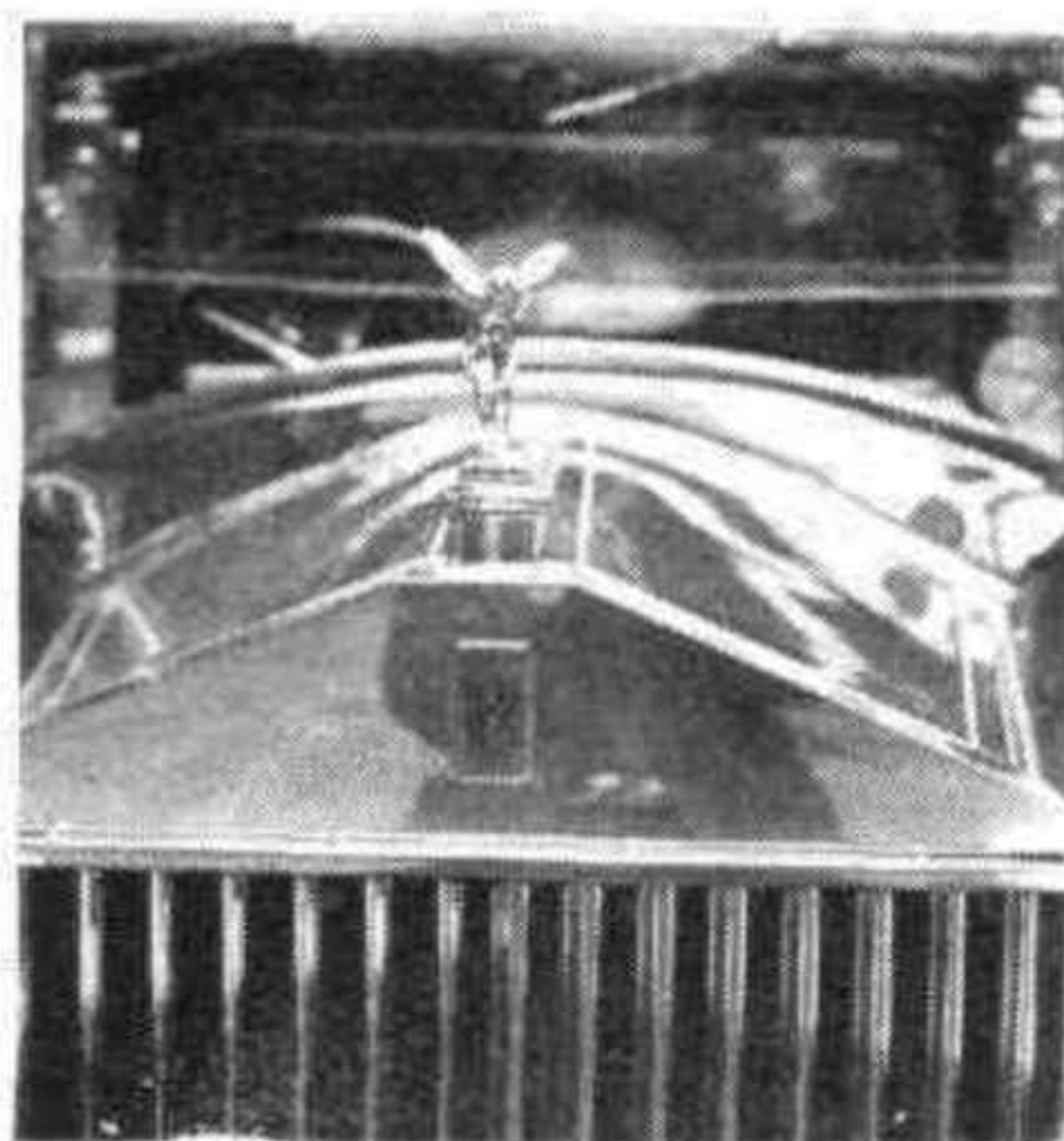
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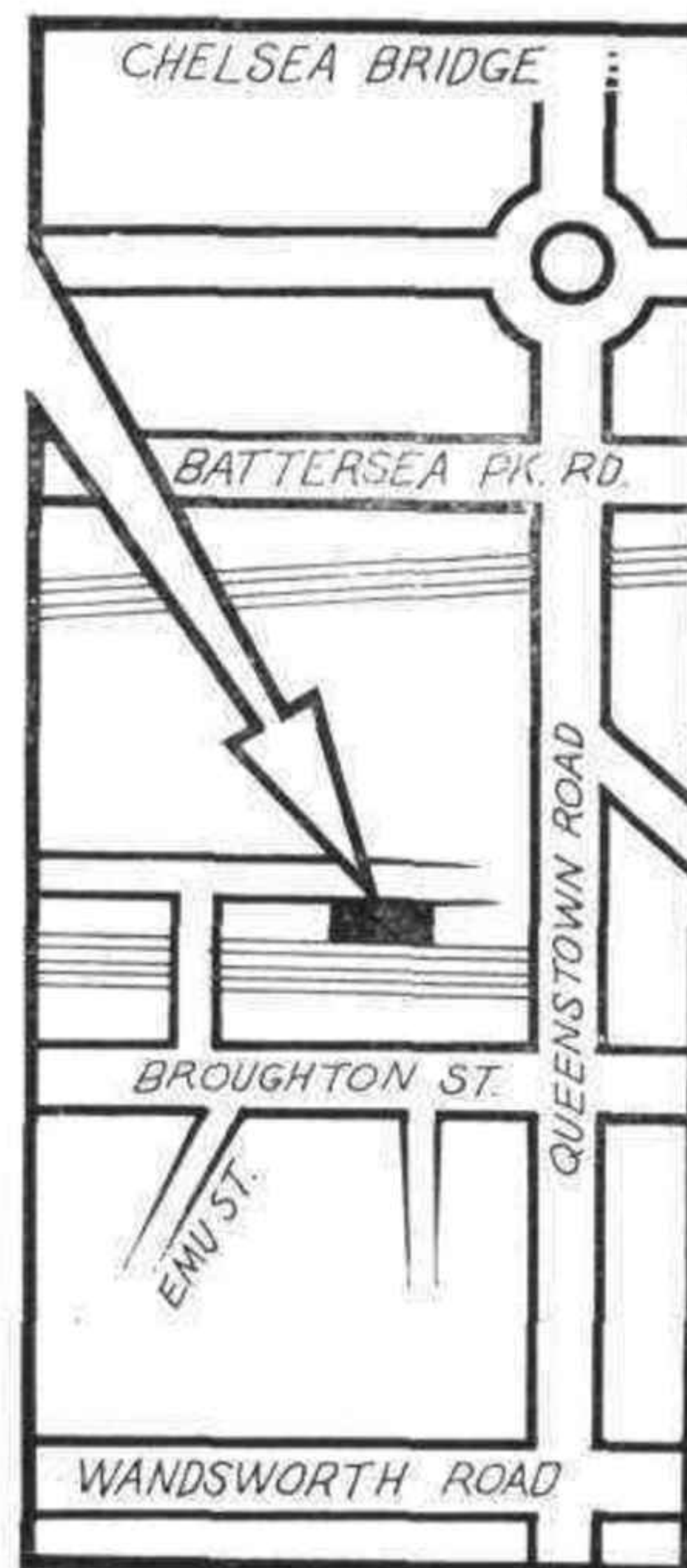
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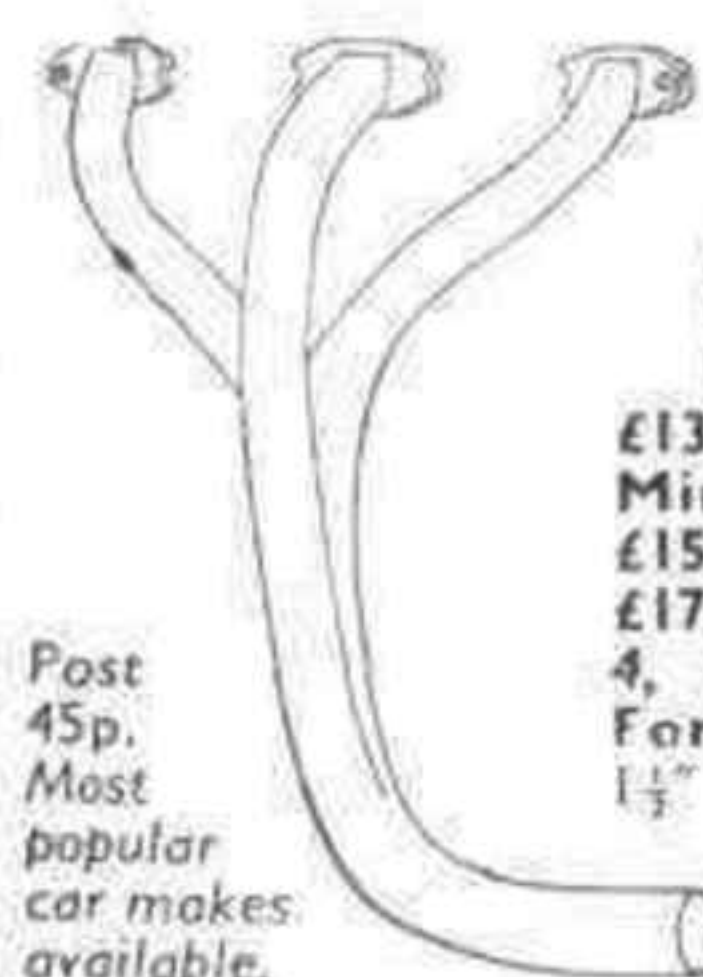
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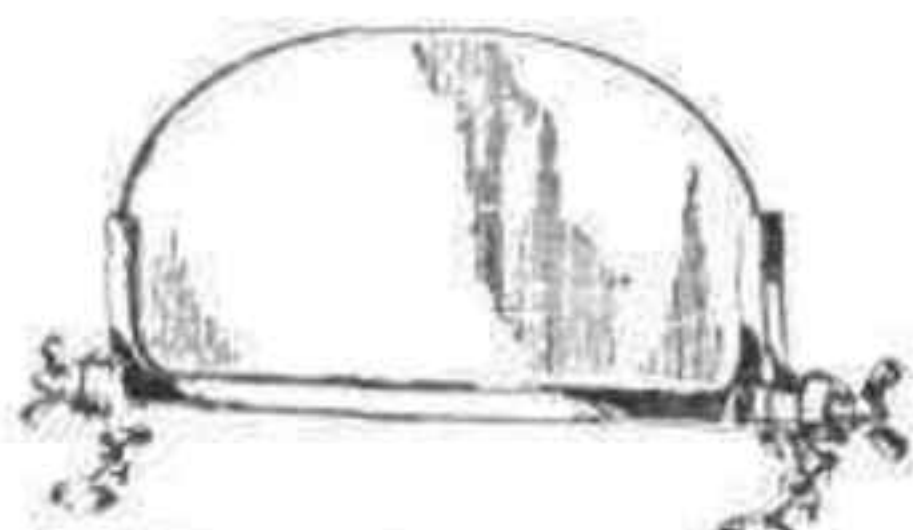
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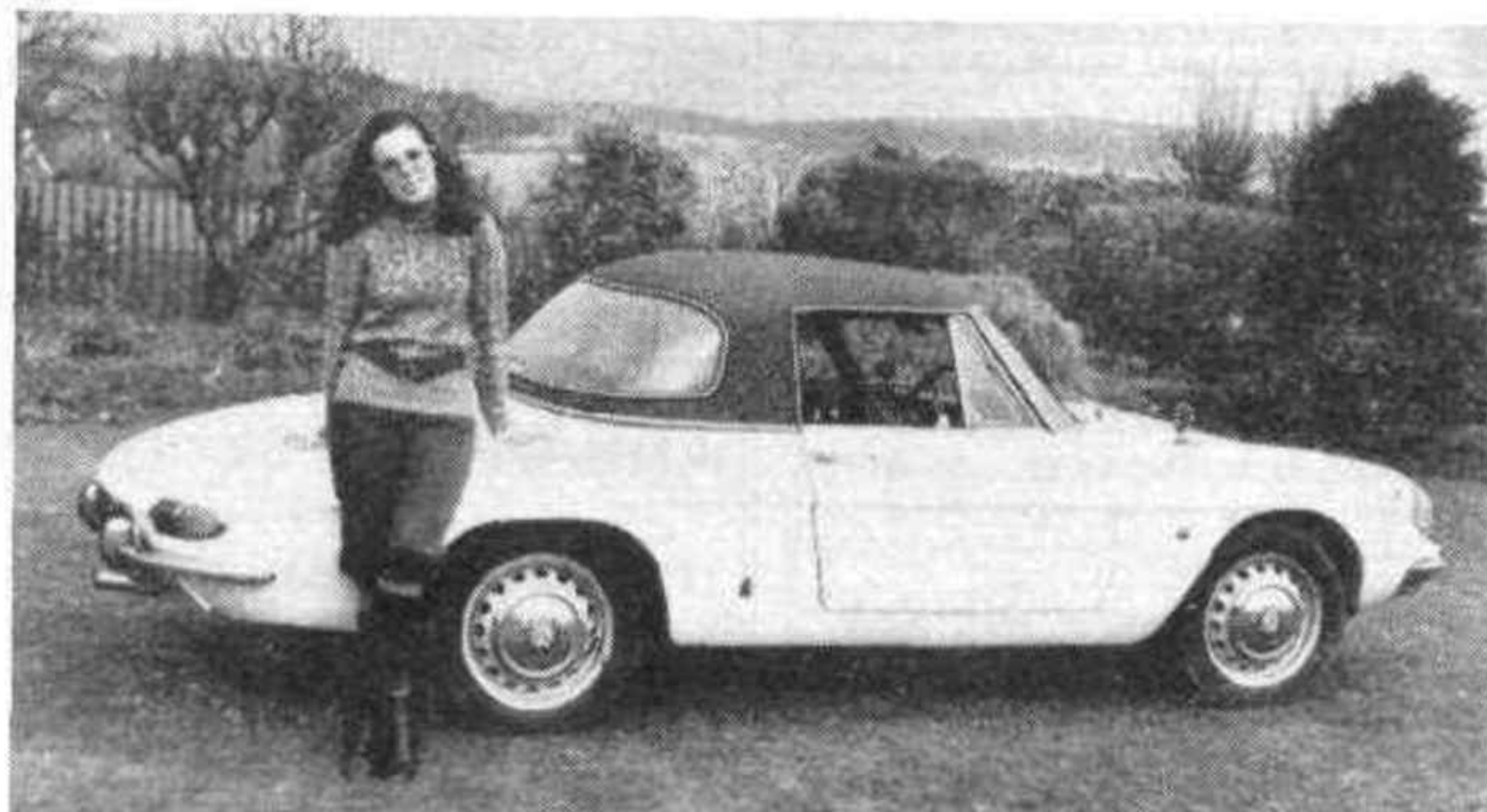


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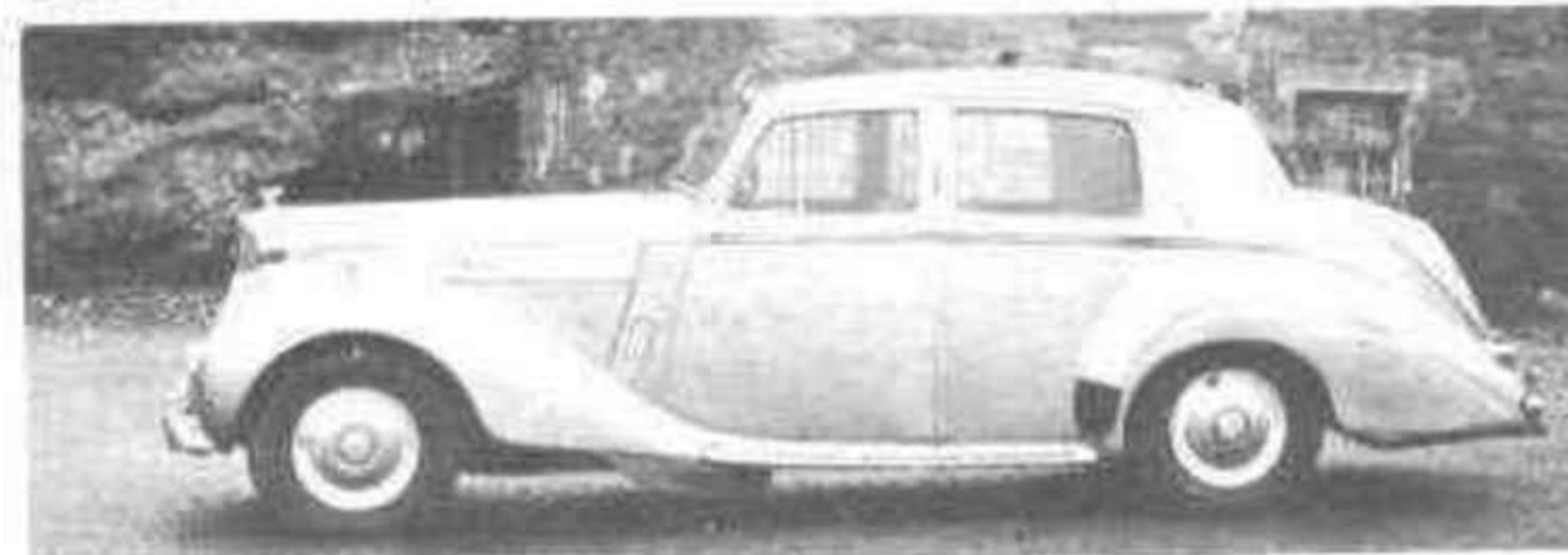
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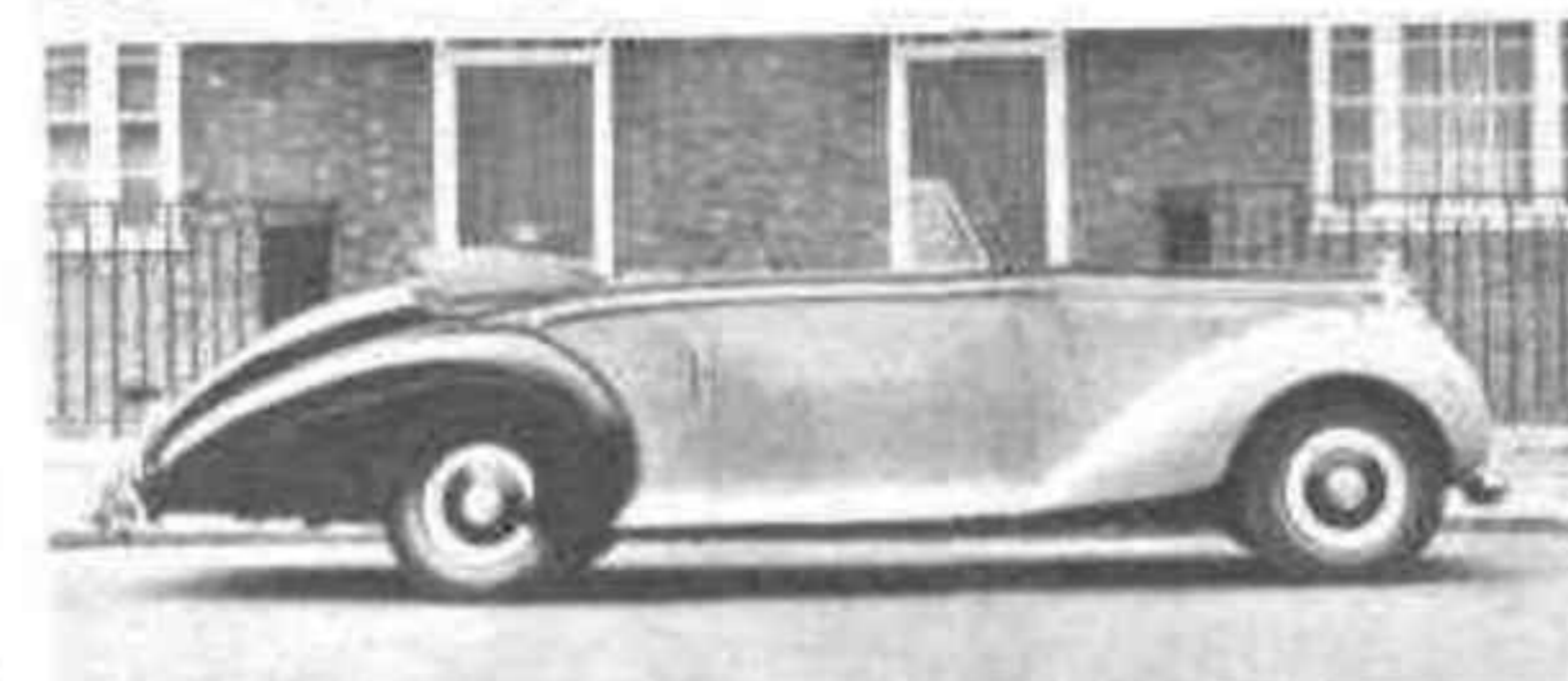
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