May 1971 Vol. XLVII No. 5 15p

MOTOR SPORT

Founded in the year nineteen twenty-four

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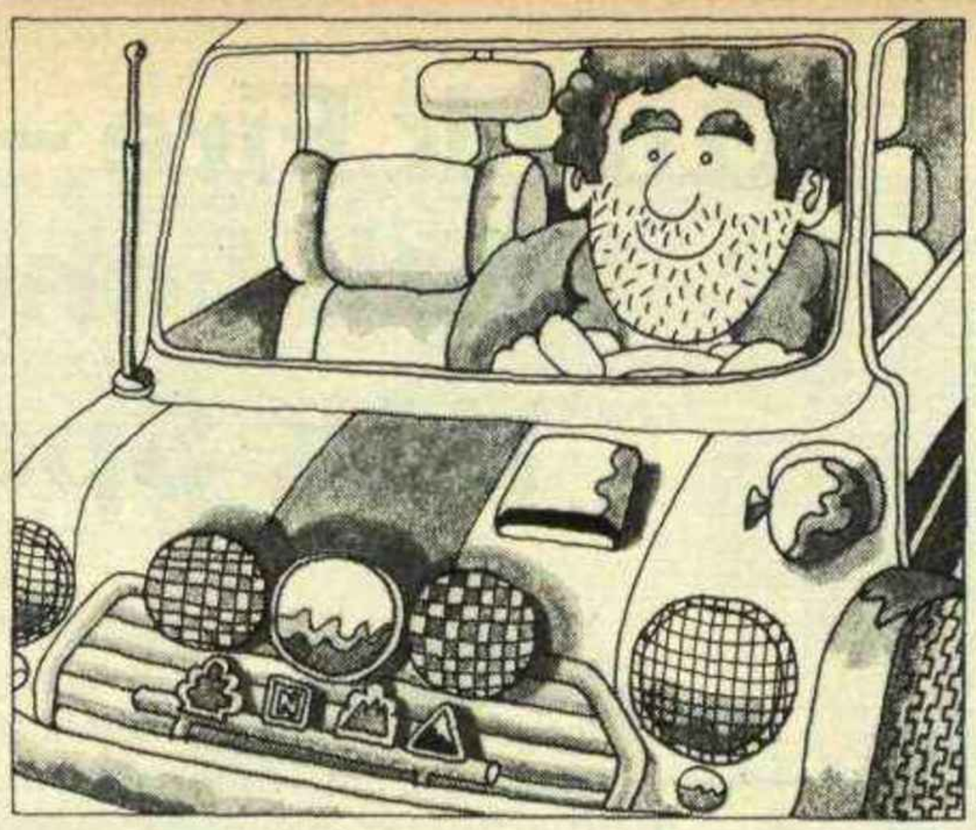
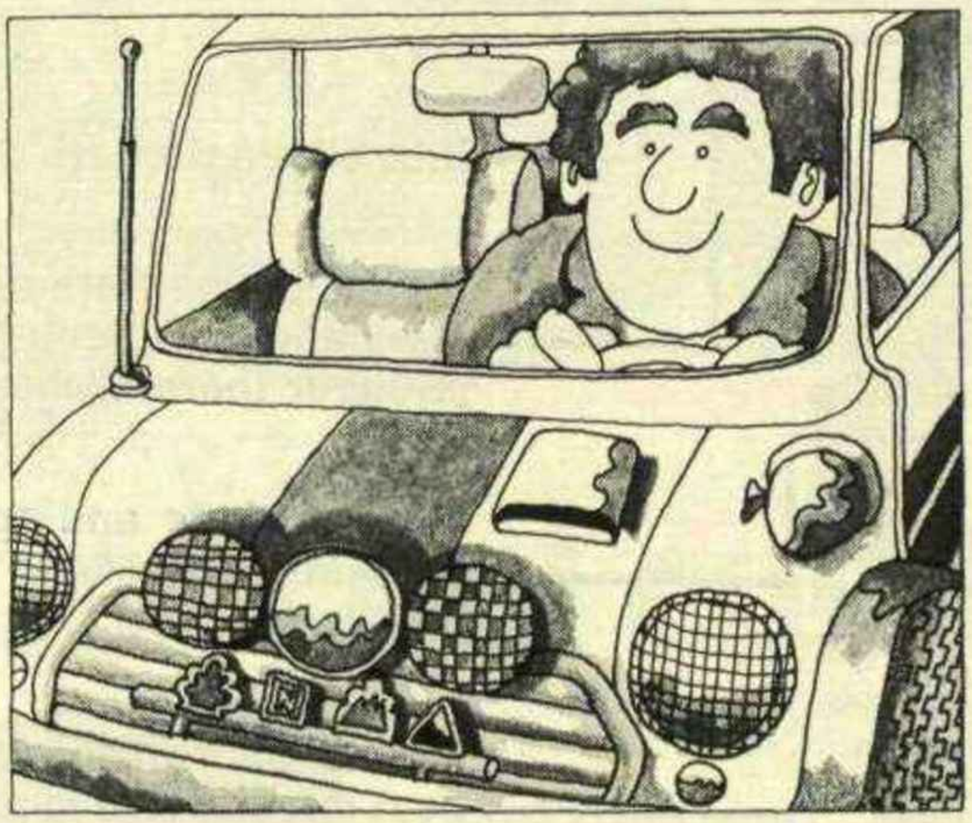


THE LATEST CAR ACCESSORY ISN'T FOR YOUR CAR.



The new Philishave 90 Super Car Shaver is for your face. It plugs into the cigar lighter socket in your car, so you can have the best shave possible where ever you happen to be driving.

The Car Shaver has all the famous Philishave features, such as rotary action and the unique floating heads with the new 90 hair-catching slots. All this gives you the closest, most comfortable shave you could imagine.

The Philishave 90 Super Car Shaver could be the only car accessory that improves your appearance instead of your car's. £8·50

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We want you to have the best.

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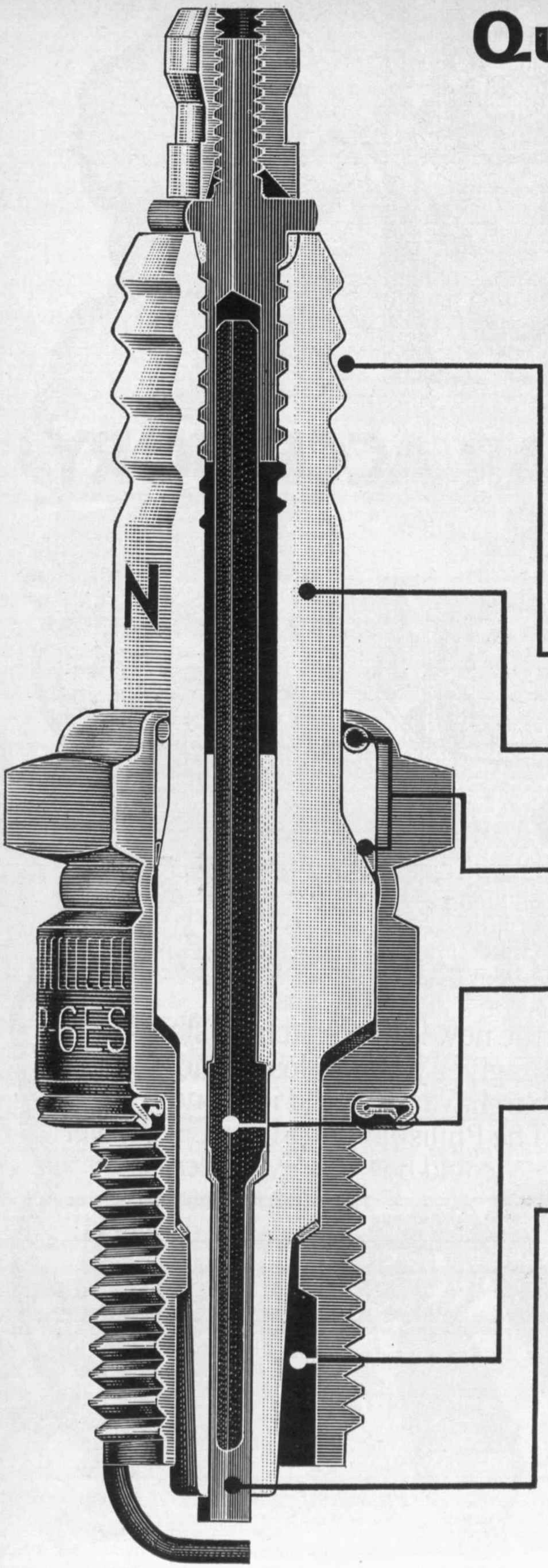

You get sure fire, quick starts and top notch performance every time with reliable NGK spark plugs—performance that lasts longer too. NGK puts more into a spark plug and the customer gets more out—in faultless performance!

Our "more" includes a deeper, copper-filled electrode tip for greater heat dissipation, plus an aluminum-oxide insulator with a longer, more sensitive nose. There's extra space between the insulator and shell too. All this adds up to less overheating, less fouling, less misfiring in any driving situation—more performance!

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Deep copper filled electrode vastly improves heat dissipation and prevents dangerous overheating of the electrode tip.

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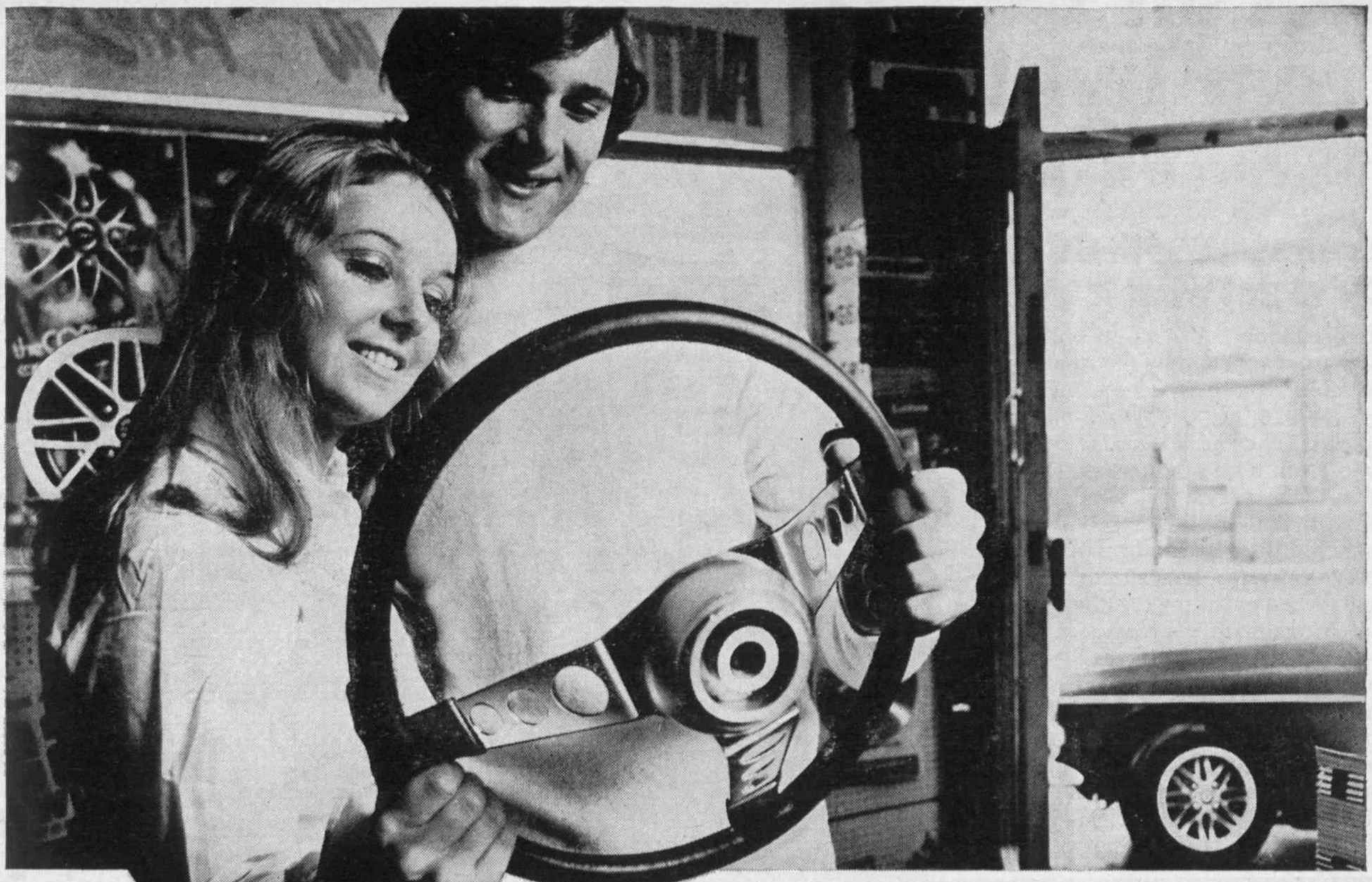

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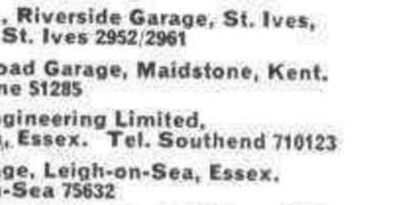

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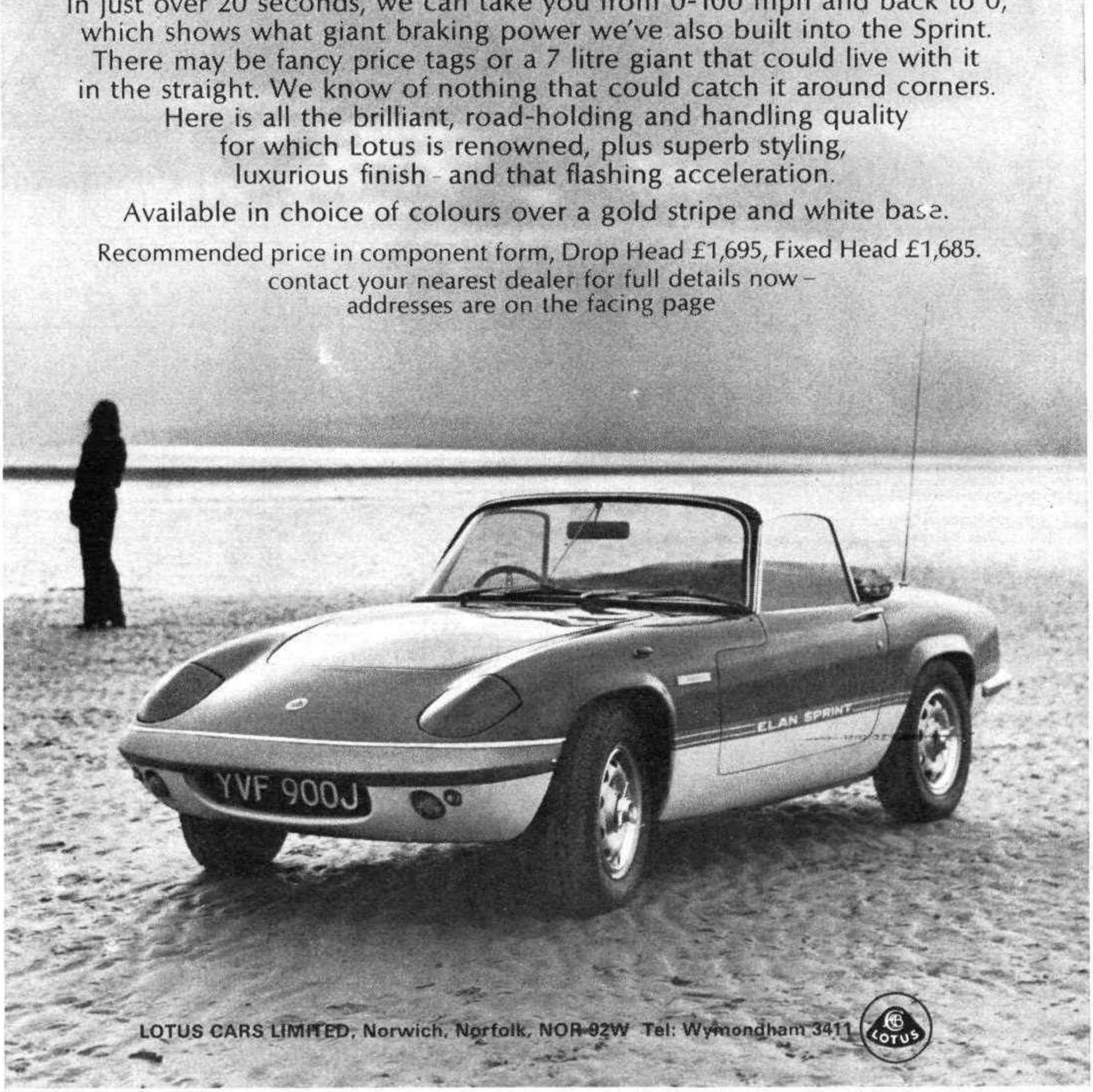

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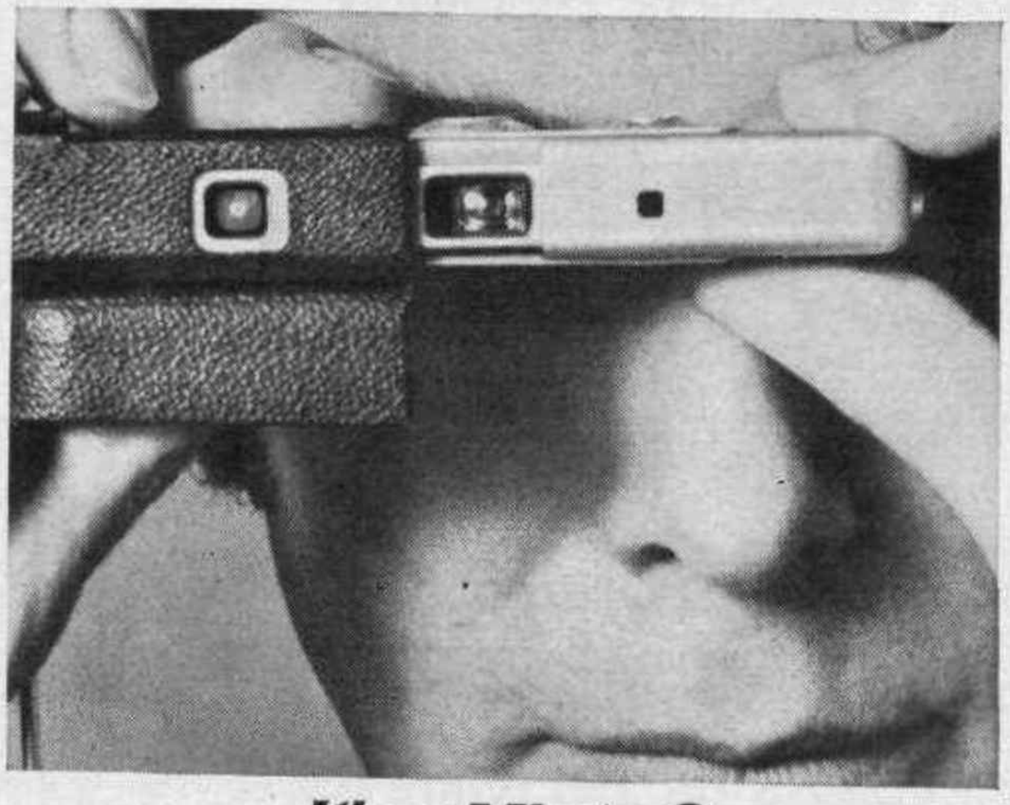
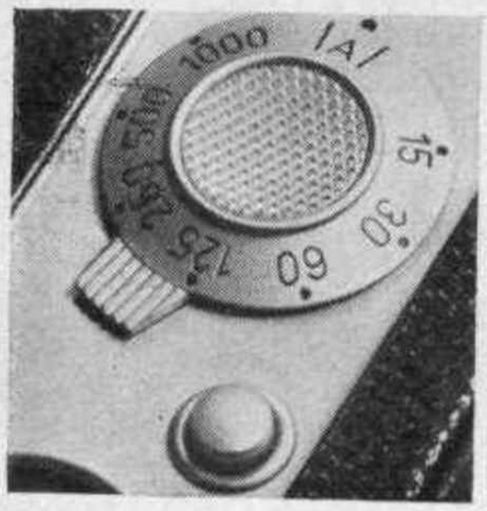
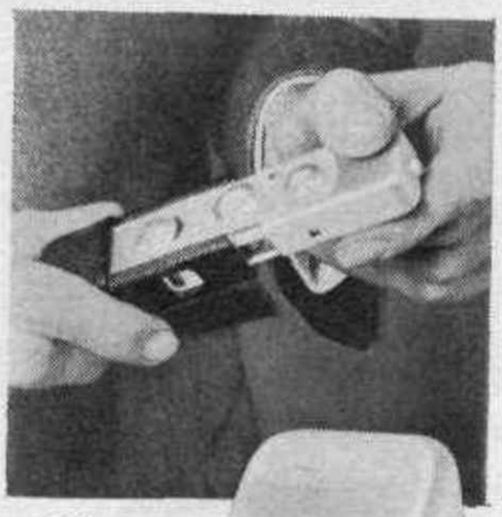
This is a very small, very fast, and very expensive camera with electronic automation



It's a Minox C



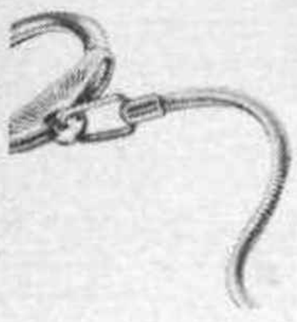


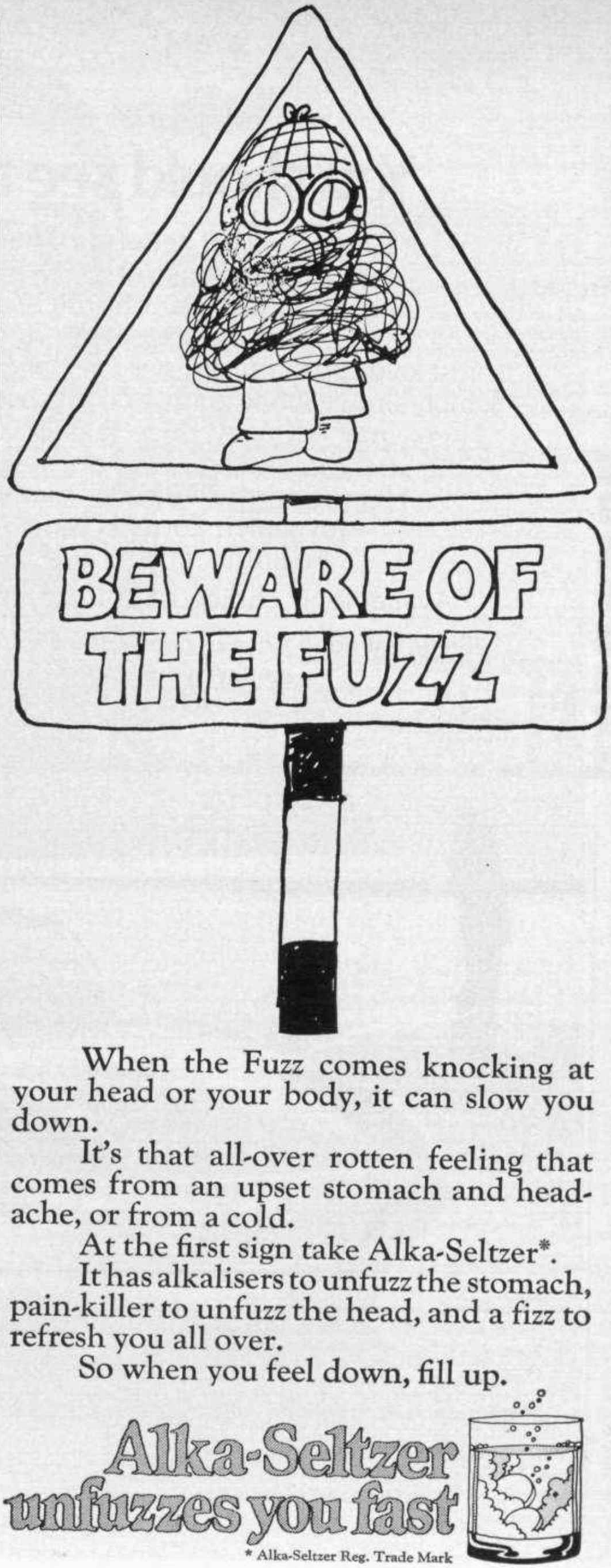
The gross loaded weight of the Minox C is only 4oz. That includes film and battery. The mechanism is over 3000 times faster than a racing car. The blades of the shutter system accelerate from 0 to 30mph in 1/2000 of a second.

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

MINOX

—the camera you never leave at home.





When the Fuzz comes knocking at your head or your body, it can slow you down.

It's that all-over rotten feeling that comes from an upset stomach and headache, or from a cold.

At the first sign take Alka-Seltzer*.

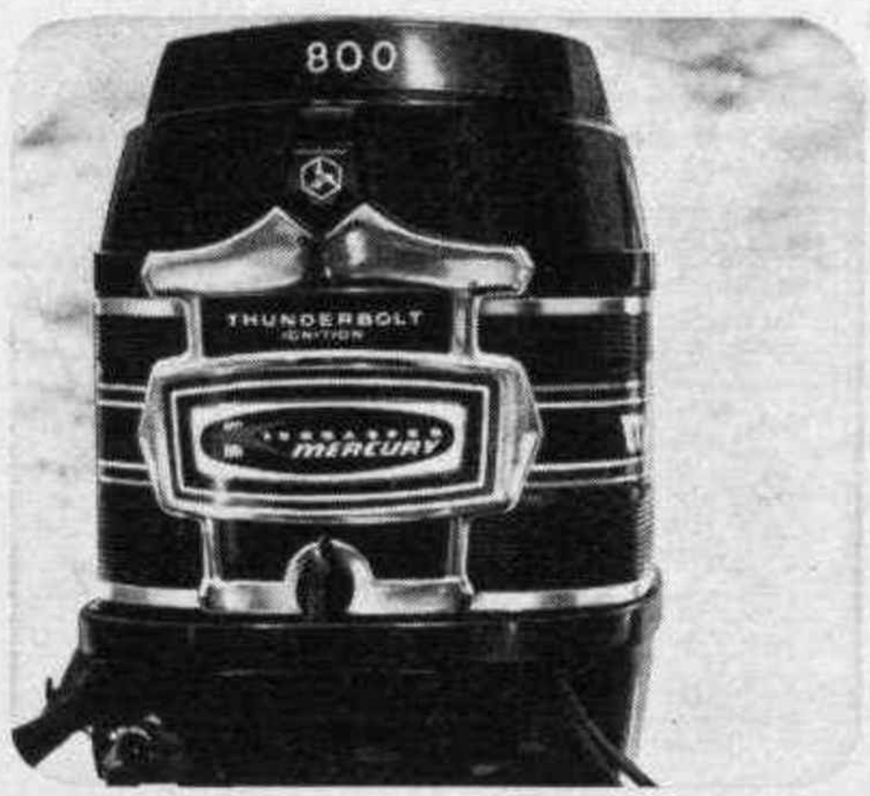
It has alkalisers to unfuzz the stomach, pain-killer to unfuzz the head, and a fizz to refresh you all over.

So when you feel down, fill up.

Alka-Seltzer unfuzzes you fast

* Alka-Seltzer Reg. Trade Mark

Put a ski rope between you and a Mercury. Then hang on.



Want new skiing thrills? A faster lift?
Then meet the six Mercury ski outboards.
With the most pulling power anywhere,
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Leading off are two breath-taking 6-cylinder
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and acceleration to snap up several skiers at once.

Then there's the spirited 40-hp Merc . . .
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All you need is a boat . . . and a strong grip on the rope.

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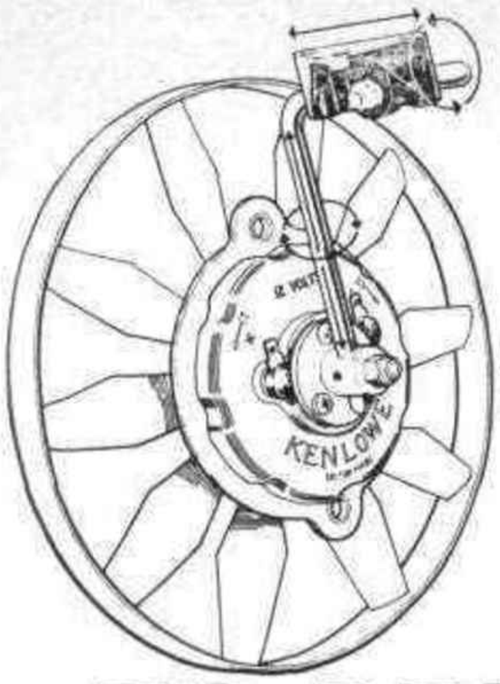
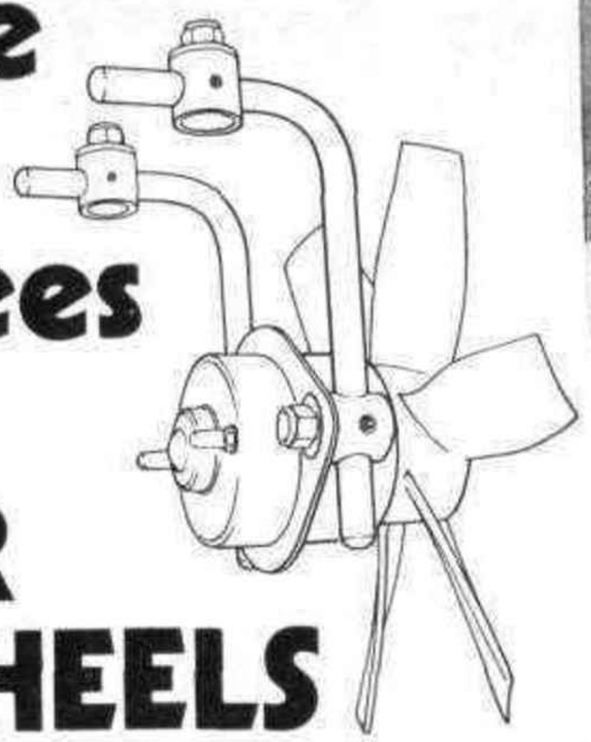
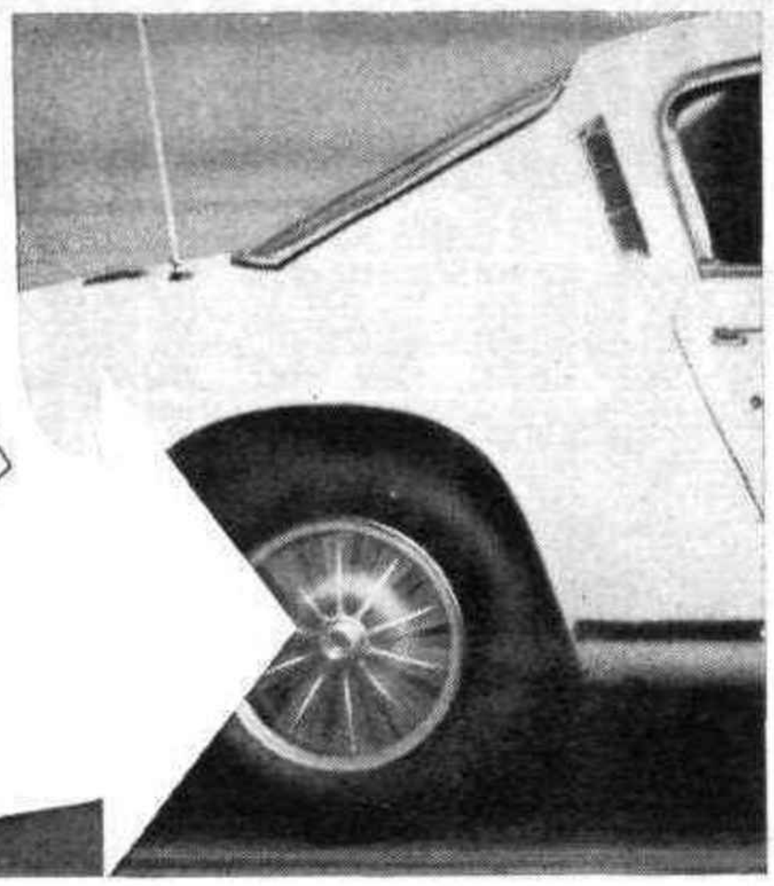
Manta. Wild and beautiful for five.



Kenlowe cooling guarantees MORE POWER TO DRIVING WHEELS





The ordinary mechanical cooling fan fitted to most cars (because it is inexpensive to produce) is engine driven, and the amount of power it needs averages between 10 and 18 bhp. But Kenlowe Thermomatic Engine Cooling Fans are electrically driven and need no engine power whatsoever. So, if you replace a mechanical fan with a Kenlowe Fan your engine immediately gains up to an extra 18 bhp 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 3 to 5 miles a gallon.

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Please contact Kenlowe Accessories & Co. Ltd. if you have any queries regarding the most suitable Kenlowe model to fit to your car.

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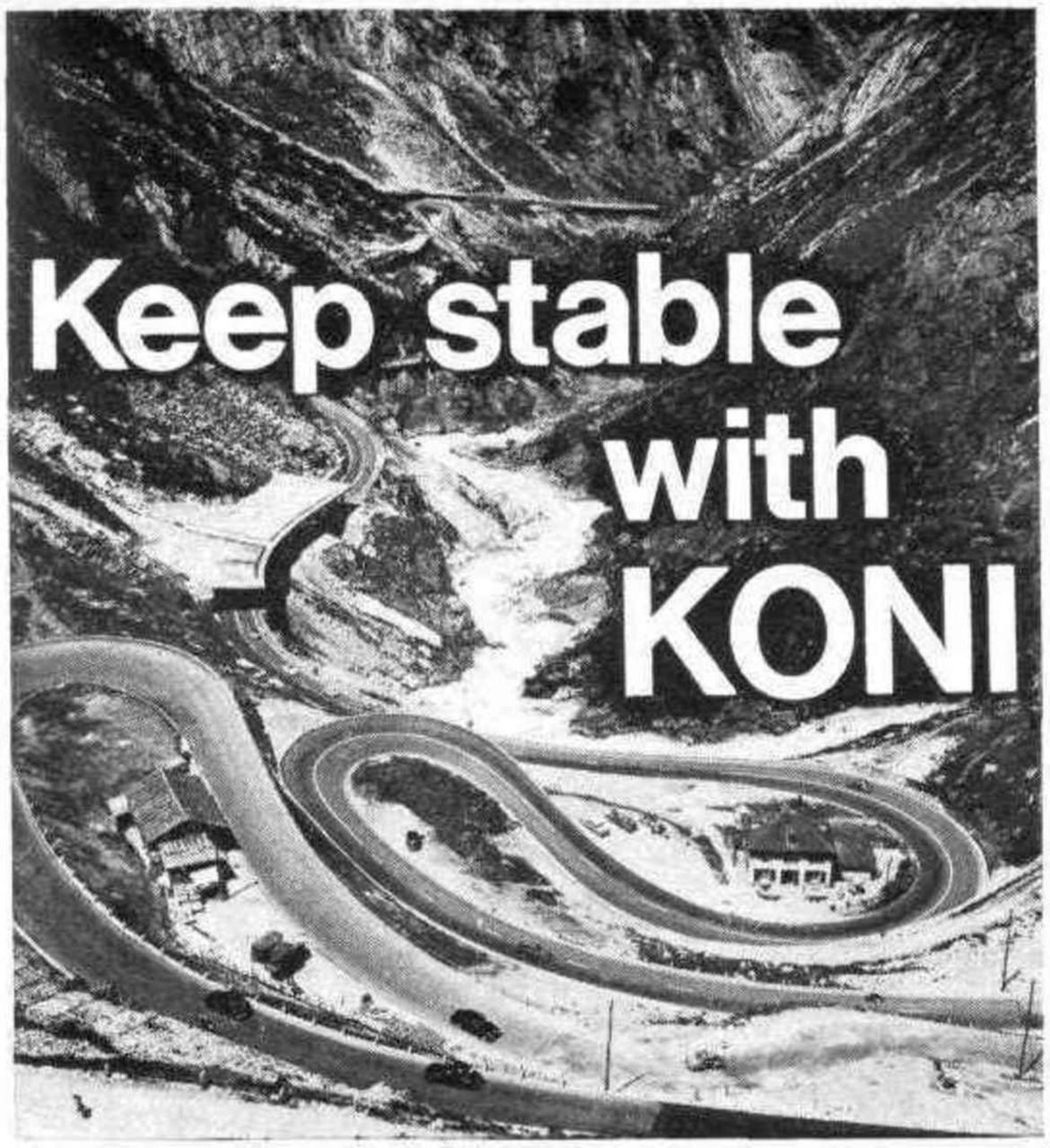

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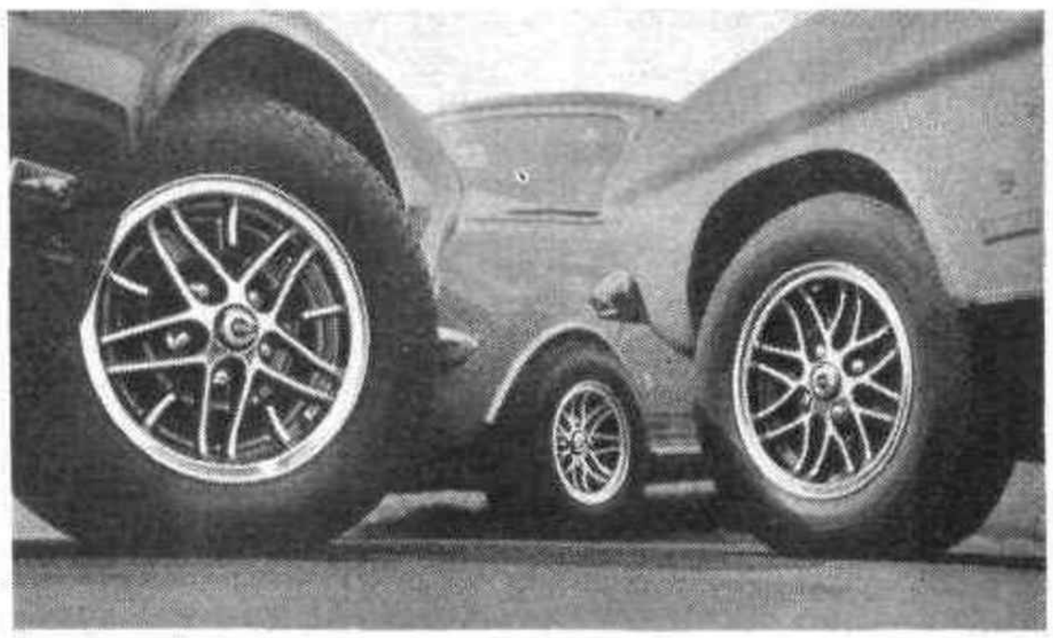
and you can say you've arrived



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

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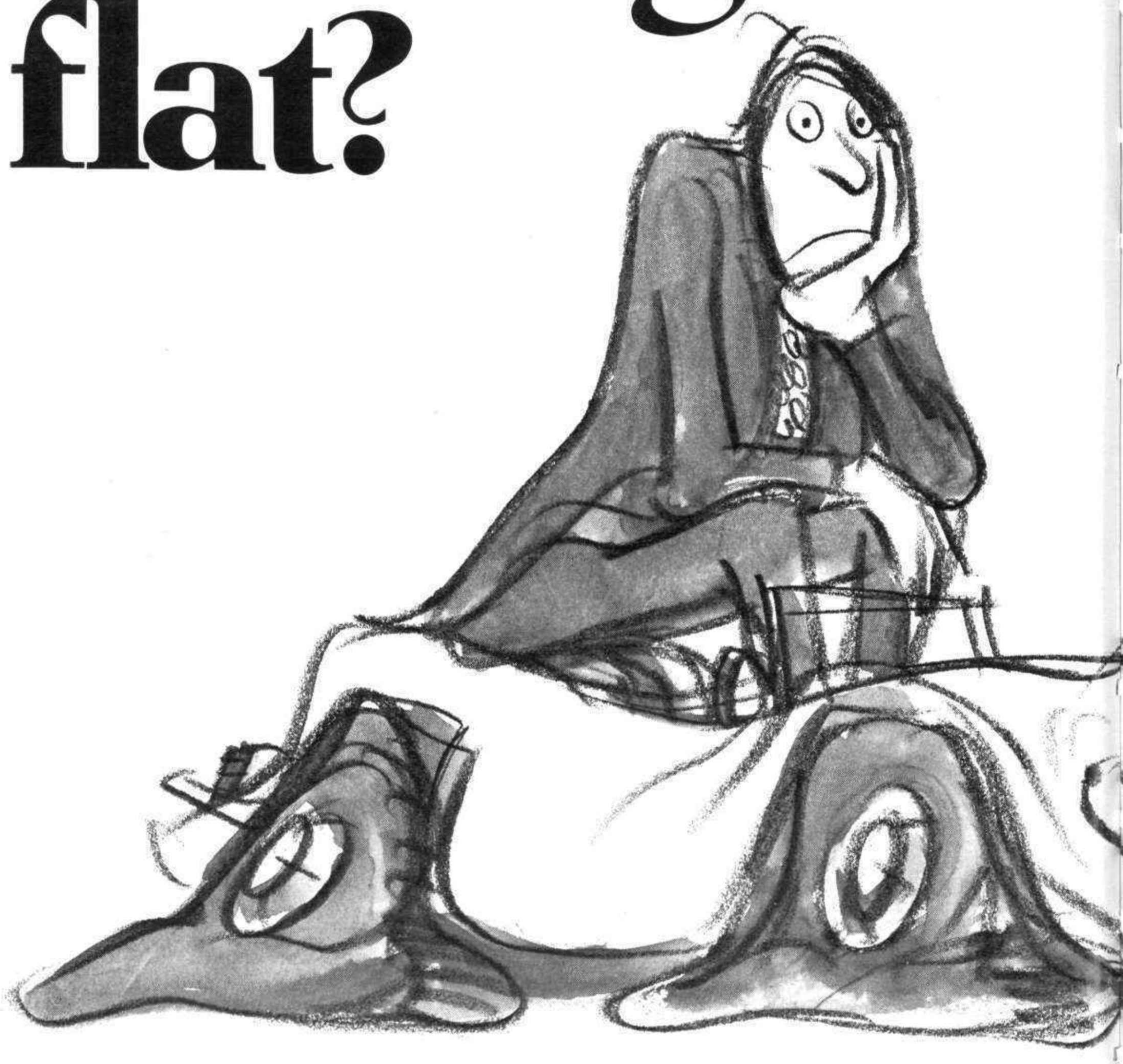

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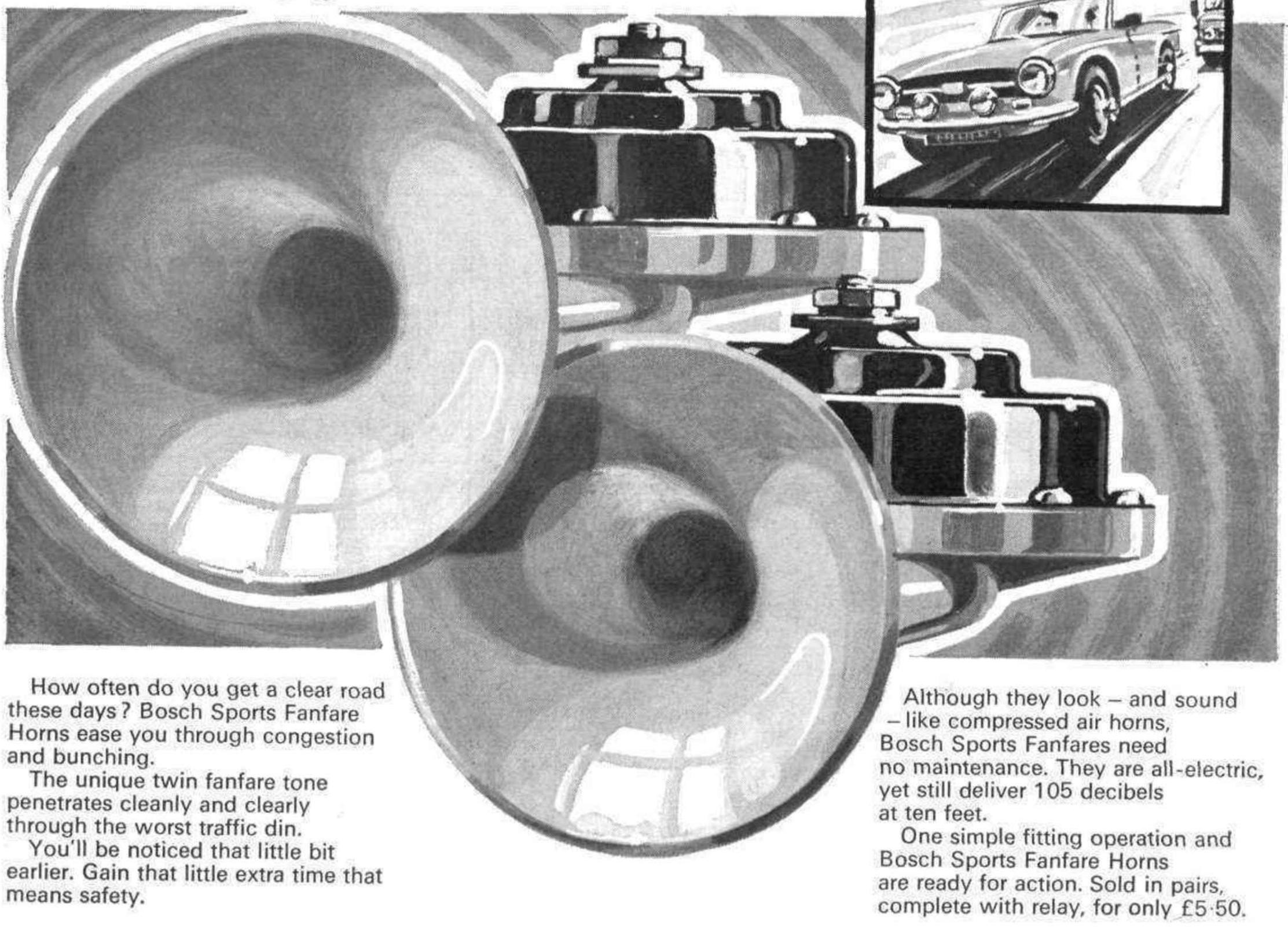
Make yourself heard– with Bosch Sports Fanfare Horns.



How often do you get a clear road these days? Bosch Sports Fanfare Horns ease you through congestion and bunching.

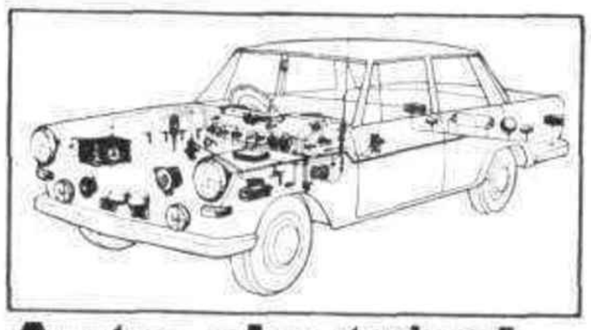
The unique twin fanfare tone penetrates cleanly and clearly through the worst traffic din.

You'll be noticed that little bit earlier. Gain that little extra time that means safety.

Although they look – and sound – like compressed air horns, Bosch Sports Fanfares need no maintenance. They are all-electric, yet still deliver 105 decibels at ten feet.

One simple fitting operation and Bosch Sports Fanfare Horns are ready for action. Sold in pairs, complete with relay, for only £5·50.

With Bosch Fanfare Horns you come through loud and clear.



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The big new name to trust. Sharp.

We're one of the biggest names in world electronics.

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4. ATR 932 11 transistor AM/FM 2-band car radio inc. speaker £30.00*
5. ATR 940 11 transistor LW/MW/SW/FM 4-band car radio inc. speaker £33.50*
6. RD 807 Car stereo tape player inc. CP404 speakers £39.95*

* Recommended U.K. retail price

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Peter Dand & Co. Ltd.,
111 Clonskeagh Rd.,
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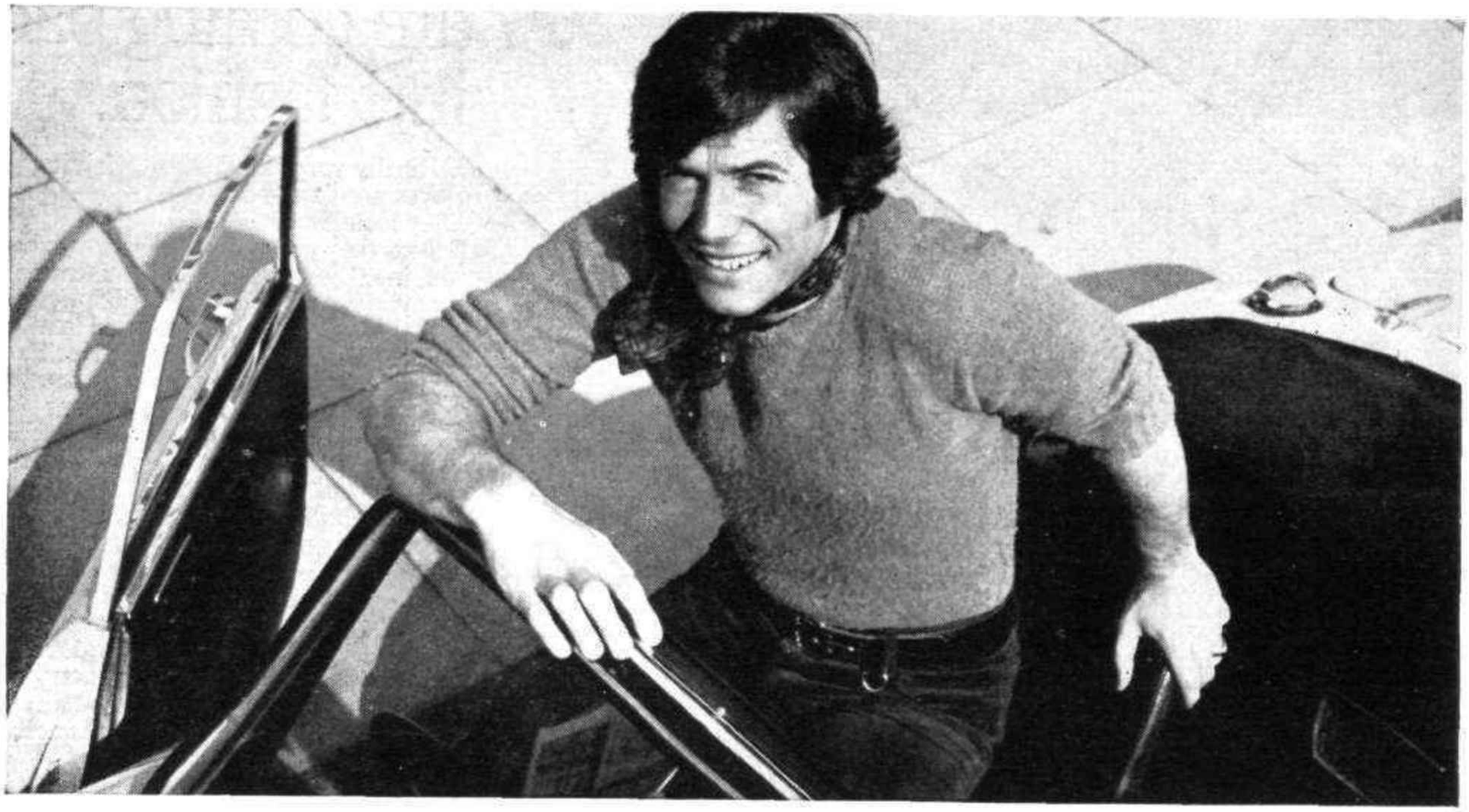
Tel : 694433



But how will you be feeling later on...?

You start out full of vitality. Ready for a wonderful day. But you tend to feel jaded as the hours go by. The reason may simply be that driving a car involves more physical exertion than you might imagine.

Dextrose and energy: the facts.

Dextrose is the principal source of energy in the body which is derived from the carbohydrate foods you eat. Your bloodstream contains dextrose for immediate use; your muscles and liver contain reserves. And your body maintains its blood-dextrose level by continually mobilising these reserves.

But the effort and concentration involved in driving use up dextrose rapidly. Reserves get depleted – and tiredness sets in.

And it's often just when you need extra energy most that you begin to flag.

A direct boost.

But you can counteract this problem by giving the dextrose in your bloodstream a direct boost – safeguarding those vital energy reserves. It's easily done with Dextrosol tablets: the pure dextrose goes straight into your blood.

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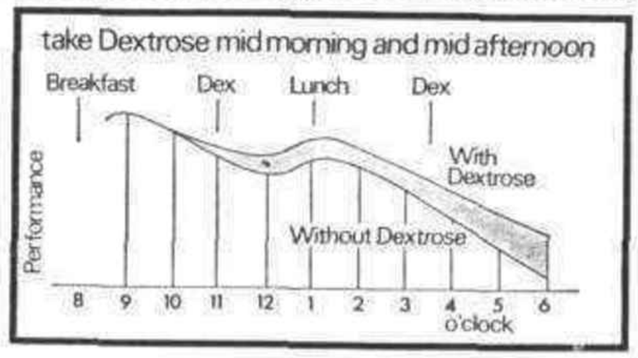

The chart shows how.

Sportsmen have been taking Dextrosol for nearly 20 years – think of the difference it will make to your driving.

In 4 refreshing flavours: *Natural, Orange, Lemon, Lime.* About 6p a pack. From chemists and now all good garage forecourts.

Dextrosol–the energy booster

CHRONOSPORT

SAVE OVER £10

ON THIS TOP GRADE RACING CHRONO.

- **TACHOMETRIC** Average Speed Scale, provides a direct readout of speed of a vehicle over a measured mile, and is operated in conjunction with stopwatch.
- **SWEEP SECOND HAND,** operated by push-buttons and may be started and stopped—then either restarted or zeroed by flyback. Orange colour for quick readings.
- **ROTATING BEZEL** with outer calibrations marked in minutes, to provide a minutes elapsed counter in addition to the minute recording dial.
- **ROTATING BEZEL** also has hour calibrations, and can be used as an hour recorder in conjunction with stopwatch, or independently. The most useful chronograph bezel.
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- **PUSH-BUTTONS.** There are two push-buttons: One to start and stop the stopwatch. The second to zero both sweep hand and minute recorder instantaneously.
- **MINUTES SCALE** is divided highly accurately with 1/5 second calibrations essential for precise use of stopwatch. The stopwatch is accurate to 1/5 second.
- **TELEMETER** Time Distance Scale, is used for measuring distance using the speed of sound, e.g., used by pilots to calculate direction and distance away of thunderstorm, etc.
- Specially designed 100% stainless steel case, tested water-resistant to a minimum of 12 x Atmospheric pressure, equal to minimum depth of 330 feet.

ASTRO CHRONO. This famous Swiss Chronosport Chronograph has a top grade 17 jewel movement with incabloc shock absorbers. The 1/5 second stopwatch has both 30 minute and "tell-tale" continuous seconds dials. Bold luminous hands and markers, jet black dial, and a FREE stainless steel link bracelet worth £1.00.

USUAL SHOP VALUE OVER £30 **£19.95**

- "A really great service to racing teams"—JACK BRABHAM
- "A mouth-watering selection"—MOTOR SPORT
- "Helped us in no small way in our world championship win"—TEAM LOTUS
- "The best selection we've ever seen"—United States Navy Aerobatic Team THE BLUE ANGELS
- "Watch never misses a beat"—"Terrific value"—CLIVE TRICKY (C.C.C.)

401

359

Stopwatches from Chronosport for competitors: The **401** is a budget priced triple action stopwatch at just **£5.** The **359** gives consecutive lap times by a Taylor Split Action—costs **£3.00**

☆ MORE HOT WATCHES

The following chronographs are all offered at prices well below retail. Compare these hot prices:

- **Seiko Automatic Day Date** (Model 342) **£35.00**
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- **Breitling Navitimer £51.95** (retail £57.75)
- **Heuer Autavia 12 £46.55** (retail £51.75)
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- **Breitling Chronomat £44.50** (retail £50.00)
- **Heuer Carrera Automatic £63.95** (retail £71.50)
- **Enciar Sherpa Jetgraph £39.95** (retail £52.50)

Plus over 30 specialised sports watches priced below £10. Over 100 different watches to choose from, every one fully guaranteed. Immediate delivery direct from Europe's largest stock of special watches.

COLOUR CATALOGUE. The new Chronosport colour catalogue contains over 100 beautifully illustrated special watches, each described in detail — and all priced below retail. The complete reference work for the sportsman. It costs just 15p, which is refundable against your first order. FREE with each catalogue the famous Chronosport Timing Manual.

FREE

TIME·DISTANCE SPEED. 331

USUAL SHOP VALUE £10.75 **£8.95**

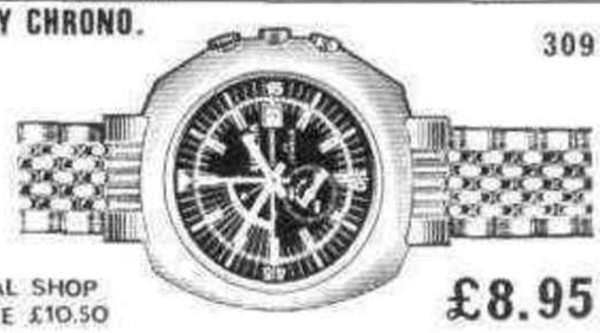
A big specification watch at an economical price: Two external bezels (the outer one rotates) include all calibrations required to make time/distance/speed calculations. Internal 0-60 minute rotating bezel, operated by external crown. 21 jewel shock protected movement, automatic calendar, luminous. Water resistant case tested to 5 x ATMS. Complete with tropic strap. A very rugged watch.

COMPUTER SLIDE—RULE 351

USUAL SHOP VALUE £9.40 **£7.95**

This watch is highly recommended for rally drivers and navigators. It is currently in use with R.A.F. aircrew in Strike Command — that's how good the slide rule is! 17 jewels, shock resistant, water resistant case tested to 5 ATMS, automatic calendar, luminous. Computer equal to 3" slide rule. Multiplies, divides, calculates ratios, averages, time/distance/speed, fuel consumption. Complete with strap (bracelet 50p extra). Original price £15 !! A really tremendous buy.

RALLY CHRONO. 309



USUAL SHOP VALUE £10.50 **£8.95**

It's not a mistake, it really is only **£8.95** from Chronosport. 17 jewels, shock resistant, water resistant, automatic calendar, luminous, internal 60 minute rotating bezel, push-button operated flyback minutes elapsed hand incorporating a separate minutes to go hand (for countdowns of up to 15 minutes).

RACING CHRONOGRAPH 336

USUAL SHOP VALUE £23.00 **£16.95**

A best buy in chronographs. This racing chronograph has all the specifications of models selling at £25 and over. It really is a professional's watch: 17 jewelled lever incabloc movement in a screw case. Push-button operated 1/5 second flyback stopwatch with start/stop/go facility (suitable for pilots too!), 30 minute recorder, tachometric average speed scale, telemeter scale, luminous black dial. Complete with leather strap.

EVERY WATCH SUPPLIED WITH WRITTEN GUARANTEE - MONEY REFUND GUARANTEE.

MAIL WATCH REFERENCE No. ☐ I ENCLOSE (incl. 25p post etc) £

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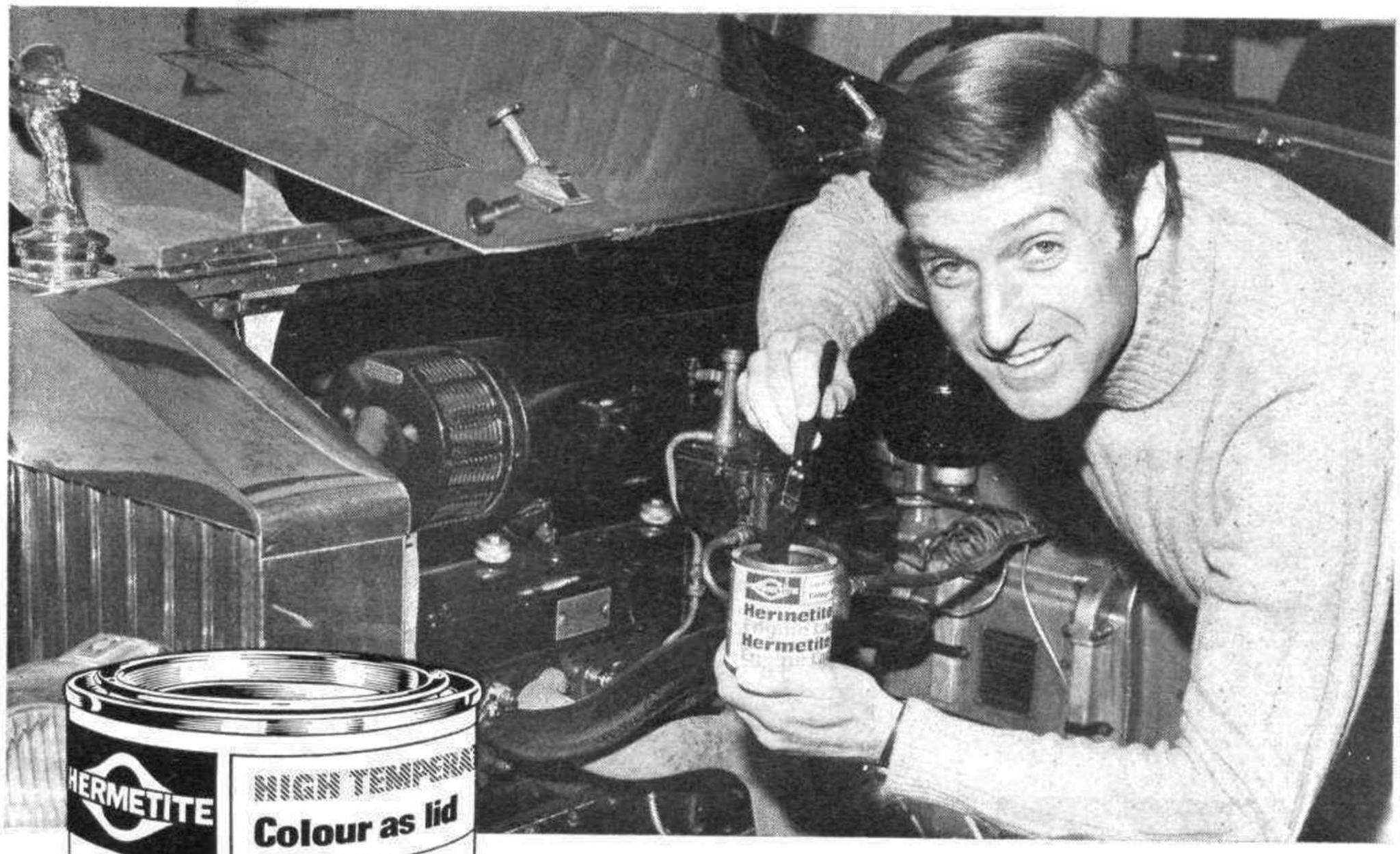
ADDRESS

Mail me your Catalogue & Free Timing Manual. ☐ *I enclose 15p.*

CHRONOSPORT 21, OLD BOND ST, BATH

'I'm a HERMETITE engine lacquerer now!' he said...



You could have fooled me I said no look
he said look how Hermetite's free flowing engine
lacquer in many colours gives the powerhouse that
professional finish so what happens when
you turn on the heat I said so we keep on shining he
said OK OK I said as it's Hermetite I'll buy it . . .

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NEW GOLDEN all purpose non-flam jointing, non-corrosive non-hardening, resistant to lubricants, fuels, coolants and to heat and cold – suitable for all joints.

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ALUMINIUM paints specially formulated to combat high temperatures e.g. for manifolds and exhausts systems. Also in large aerosols for spraying wheels and other decorative uses.

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The metal locking liquid that locks nuts to bolts. Retains: studs and bearings. Seals: threaded and sleeved joints.

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makes a vibration and weather proof seal for windows, windscreens, car tops and gutterings. Sets permanently, does not harden shrink or flake.

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MOTOR SPORT

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

VOL XLVII No. 5 MAY 1971

FORTY-SEVENTH YEAR OF PUBLICATION

PUBLICATION DATE FIRST OF THE MONTH

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FRONT COVER PICTURE: THE QUESTOR GRAND PRIX at Ontario featured the best Formula A and Formula One cars. Here Mark Donohue's Lola FA leads eventual winner Mario Andretti in his Ferrari. Full report on page 454.

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MATTERS OF MOMENT

■ THE AMALGAMATED DRAWING OFFICE 28

We expected the just-announced Morris Marina (or ADO 28) to be an enthralling car, for it is the first completely new model to emanate from the great British Leyland Motor Corporation and Lord Stokes expressed complete confidence in it when presenting it on a sort of "but wait for the ADO 28" basis.

In this His Lordship may be entirely justified; we are bitterly disappointed. Lord Stokes' justification of this new Morris range, engineered by Harry Webster in 30 months and propelled on its way by George Turnbull, Deputy Managing Director of the BLMC, must be based on his desire, entirely sensible and patriotically laudable, to build cars which will win back, from Ford, Chrysler-Avenger and GM-Vauxhall, sales to fleet users, car-hire organisations and, perhaps, the average-buyer of a private family saloon. We must hope that, with the Marina, this object will be achieved, for complete replanning of production facilities at Cowley and a new gearbox factory at Longbridge (able to gush out over 6,500 units each week) has cost the Corporation a cool £45-million. MOTOR SPORT's disappointment stems from the out-dated engineering features of this brand-new BL vehicle. It is obviously the view in Cowley and Berkeley Square that the big buyers, the boys with the brass, shop for dull, so-called-conventional, saloons. These experts in the Industry may well be right. If they are, this is a sad reflection on the lack of initiative shown in 1971 by the majority of the Nation's car-buyers—and the Marina has to sell outside Britain.

Remembering that since the War the BMC has made a fantastic success of technically-advanced small- and medium-sized cars, introducing front-wheel-drive, transverse power units, "under-sized" wheels, Moulton rubber and Hydrolastic suspension, automatic transmission with 850-c.c. engines, and so on, the Morris Marina can only be regarded by private enthusiasts, if not by fleet and car-rental buyers, as a giant step backwards.

We are told that the new cars with the royal-sounding name are expected "to rival the existing range of Minis, 1100/1300s, Maxis and 1800s (and, adds BLMC, the sports cars) for the top-selling spot in the UK market", which enviable position the 1100/1300s topped last year. But the fact is that the customers are asked to choose between f.w.d. and r.w.d., Moulton suspension and what is unkindly referred to as cart-springing, between space-saving the Issigonis way and a type of structure going back almost to the beginning of the animal-less carriage, as contrived in the dark ages by Panhard et Levassor, between o.h.v. and o.h.c., 4- or 5-speed gearboxes. . . .

Why? Is this an admission that all the ingenious techniques of BMC represent such advanced and finnicky engineering that they are unsuitable for the hard-slog and keen-economics of fleet users? Is the modern car-owner thought to be so dull that he and she will be content to buy cars which might have been conceived at any time in the last 25 years? Or was BL so concerned to offer exceptional value-for-money in its fight with Ford-Chrysler-GM that it decided the Marina had to be simple in the extreme, old-fashioned and unambitious, in order to compete (one hopes successfully) against those other makes its appearance so closely resembles?

If this is the truth, we must wish Lord Stokes and his shareholders the best of British luck, and a hasty Good Day. Because those of us who waited avidly for the results of three years' striving within the great Corporation, anticipating a covetable new motor car, cannot fail to feel disillusionment with the Marina, as it appears on paper. The three models rely, respectively, on the 1,275-c.c. A-series BMC engine, the 1,798-c.c. B-series engine, and the 1,798-c.c. B-TC-series engine, all ancient push-rod power units, as used for the BMC 1300 range and Mini GT, the BMC 1800s, and the MG-B and MG-B GT, but, it seems, somewhat de-rated in the larger size. For whereas the Austin/Morris 1800 develops 86½ b.h.p. at 5,400 r.p.m. and gives 101 lb./ft. torque at 3,000 r.p.m., *vide* the 1970 SMMT Motor Show catalogue, the Marina 1800 pokes out 82½ b.h.p. at 5,250 r.p.m. and 98½ lb./ft. torque at 2,000 r.p.m., and while an MG-B is credited with 95 b.h.p. at 5,400 r.p.m. and 110 lb./ft. torque at 3,000 r.p.m., the Marina TC gives 94½ b.h.p. at 5,500 r.p.m. on a slightly higher c.r., and 105 lb./ft. torque at 2,500 r.p.m.

Continued on next page

Motor Sport Fixture List For May

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
May 1st ..	750 MC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	13.30
May 1st/2nd ..	Peak & Dukeries Land-Rover Club	Llangollen	Llangollen	Senior Service Hillrally (*R*)	08.30
May 2nd ..	**ADAC-Gau Nordrhein .. ..**	**Nurburgring**	**Koblenz, W. Germany**	**Formula Two Race Meeting (INT)**	—
May 2nd ..	BRSCC	Brands Hatch	Dartford, Kent	Formula Three Race Meeting (*N*)	14.30
May 2nd ..	Motor Enthusiasts' Club	Mondello Park	Nass, Co. Kildare	Formula 5000 Race Meeting (*N*)	14.00
May 2nd ..	BARC	Thruxton	Andover, Hants.	Race Meeting (*R*)	14.30
May 2nd ..	Mid-Cheshire MRC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.30
May 2nd ..	BRSCC (East Anglia)	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.30
May 7/9th ..	**South Wales AC .. .. ..**	**Cardiff**	**Cardiff, Wales**	**Fram-Castrol Welsh Rally (INT)**	**23.00**
May 8th ..	**BRDC .. ..**	**Silverstone**	**Towcester, Northants.**	**Race Meeting (F1, F5000) (INT)**	—
May 8/9th ..	Mablethorpe & Dist. MC	Seacroft Garage	Mablethorpe, Lincs.	Rally (*R*)	22.31
May 9th ..	**RAC de Spa .. .. ..**	**Francorchamps**	**Spa, Belgium**	**1,000 km. Race (INT)**	—
May 9th ..	VSCC	Curborough	Lichfield, Staffs.	Speed Trials (*C*)	13.30
May 9th ..	Sporting Owner DC	Santa Pod	Wellingborough, Northants.	Sprint (*R*)	13.30
May 15th ..	BRSCC (South-West)	Castle Combe	Chippenham, Wilts.	Race Meeting (F5000) (*N*)	14.00
May 15th ..	BARC (North-West)	Oulton Park	Tarporley, Cheshire	Race Meeting (F3) (*R*)	14.00
May 16th ..	**AC Palermo .. .. ..**	**Circuito delle Madonie**	**Palermo, Sicily**	**Targa Florio (INT)**	—
May 16th ..	**RAC de Spain .. .. ..**	**Jarama**	**Madrid, Spain**	**Race Meeting (F2) (INT)**	—
May 16th ..	BRSCC (North)	Cadwell Park	Louth, Lincs.	Race Meeting (*R*)	14.00
May 16th ..	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.30
May 16th ..	BARC (North Thames)	Silverstone	Towcester, Northants	Race Meeting (*R*)	14.45
May 16th ..	West Hants. & Dorset CC	Wiscombe Park	Honiton, Devon	Shell/RAC Hill-Climb	—
May 22nd ..	**AC Monaco .. .. ..**	**Monaco**	**Monaco**	**Race Meeting (F3) (INT)**	—
May 23rd ..	**AC Monaco .. .. ..**	**Monaco**	**Monaco**	**Formula One Grand Prix (INT)**	—
May 23rd ..	BARC (South-East)	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.30
May 23rd ..	BARC (East Midlands)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.30
May 23rd ..	432 Solihull MC	Curborough	Lichfield, Staffs	Sprint (*R*)	14.00
May 27/30th ..	**ATC of Greece .. .. ..**	**Athens**	**Athens, Greece**	**Acropolis Rally (INT)**	—
May 29th ..	MG CC	Silverstone	Towcester, Northants.	Race Meeting (*C*)	13.00
May 29th ..	BRSCC (Northern)	Rufforth	York	Race Meeting (*R*)	14.00
May 29/30th ..	**ADAC .. ..**	**Nurburgring**	**Aachen, West Germany**	**1,000 km. Race (INT)**	—
May 30th ..	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (*N*)	14.30
May 30th ..	BARC (Surrey)	Thruxton	Andover, Hants.	Race Meeting (*R*)	14.45
May 30th ..	MG CC	Silverstone	Towcester, Northants.	Autotests/*Concours d'Elegance* (*C*)	12 noon
May 31st ..	**BARC .. ..**	**Crystal Palace**	**Sydenham, London, SE19**	**Race Meeting (F2) (INT)**	—
May 31st ..	BRSCC (North-West)	Oulton Park	Tarporley, Cheshire	Race Meeting (F3) (*N*)	14.00
May 31st ..	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (F5000) (*N*)	14.30
May 31st ..	BRSCC (East Anglia)	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.30
May 31st ..	BRSCC (South-West)	Llandow	Cowbridge, Glam.	Race Meeting (*R*)	14.00
May 31st ..	Nottingham Sports CC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.00
June 5th ..	**Aston Martin OC .. .. ..**	**Silverstone**	**Towcester, Northants.**	**Martini Trophy (G5/6) (INT)**	—
June 6/10th ..	**Royal Scottish AC .. ..**	**Excelsior Airport Hotel**	**Glasgow**	**Scottish Rally (INT)**	**08.00**

MATTERS OF MOMENT—continued from previous page

No need, perhaps, to make much of that but surprise cannot be suppressed that what has been done in this long-awaited and proudly-proclaimed ADO 28 has been to turn these old long-stroke four-cylinder engines through 45°—eschewing the o.h.c. valve operation used for the Maxi, and for the Triumph engine sold to Saab and developed for Stag. Similarly, in terms of springing. Where something exceptional from the drawing-board of Alex Moulton was anticipated, even i.r.s., what do we find? That the Marinas sit on ½-elliptic leaf-springs at the rear, with torsion bars at the front, the latter used almost immediately after WW2 on then-new cars like the Armstrong Siddeley Lancaster and Jowett Javelin. Nor do we feel thrilled about "a few added bonuses" (to quote BL) like stalk controls for lights and wipers, electric screen-washer, a powerful heater-fan, throughflow ventilation, safety steering column, child-proof locks and a steering-column lock, etc., because these are customary in most modern cars—although perhaps not at the price of these new Morrises. (Reclining front seats, radial-ply tyres on the 1300s, an alternator, reversing lamps, heated back window and cigarette-igniter, etc., are, however, extras.) Nor, for that matter, are we excited (though interested) that the new bridge between the two Cowley factories where the ADO 28 is made is 2,350 ft. long. An automatic gearbox is also listed as an optional extra, although it might be thought a desirable standard arrangement for fleet users of the 1970s. The expectations of a five-speed gearbox or perhaps the first BMC-type transverse-*six*-cylinder engine for ADO 28 (as in the Australian Kimberley and Tasman) have not materialised, and, as already observed, there isn't even o.h.c. valve gear, such as Ford now use for their larger four-cylinder engines.

Nor do these new Marinas, which, by the way, steal from current 1100/1300s the Morris name, for in future these will be called Austins (apart from the Morris Traveller), possess enthralling urge. BL claim a top speed of 82 m.p.h., 0 to 60 m.p.h. in 17½ sec. and a s.s. ¼-mile in 22 sec. from the Marina 1300, 95 m.p.h., 0-60 in 13¾ sec., and a s.s. ¼ in 20 sec. from the Marina 1800, and 100 m.p.h., 0-60 in 12½ sec., and a s.s. ¼ in 19½ sec. from the Marina 1800TC, no distinction being made between the four-door saloons and the two-door coupés.

So disappointment persists, bordering on despair when we reflect that modern cars cope with increasing traffic congestion only by grace of ever advancing performance, handling and braking qualities—Marina 1300s, incidentally, have non-servo drum brakes, the other models disc/drum braking.

Perhaps our judgement has been too hasty, however. MOTOR SPORT sent its man to the party at Cannes which celebrated the Morris Marina's announcement to an expectant Press. He returned impressed by the excellent new gearbox, the anticipated competitive prices, but by very little else. So the foregoing are paper impressions of BL's pioneer new car, the result of a hard three years' grind to bring out a World-best-seller. It may be that the ordinary specification of the ADO 28 disguises exceptionally well-balanced handling, as with the late-lamented Daimler Majestic Major V8. It could be that these new electrostatically-sealed Morrises will prove themselves by running for 10,000 or 20,000 miles without so much as a rattle, that they will be found to have a gearbox as good as Ford's, and that those who drive Marinas will be able to kindle more enthusiasm than we, to whom cars represent enjoyment rather than commerce, feel at present.

STOP PRESS: After writing the foregoing, sadly, because he is anxious to see Britain forge ahead *via* its Motor Industry, the Editor arrived at the office, prepared to take over a BMW 2800 coupé as his 1971 Easter Egg. However, the telephone rang to say he mustn't do this, because this £5,000 German confection was too dangerous for him to drive—no, they didn't mean its speed or our incompetence, but something to do with the BMW's brakes, which sounded like real trouble, because the test had been arranged weeks earlier. However, another late-starter, Austin-Morris, also telephoned and a somewhat chastened Editor was sent away for the vacation in—a Marina 1800TC. His comments are on page 436.

■ THE ANTI-MOTORING "SUNDAY EXPRESS"

"We are being crushed by motor cars, overwhelmed by them. They are a disaster to our wellbeing. The motor car was a boon and a blessing in its early days. Now it is a menace. We should shake it off. There was much lamentation during the Ford strike about the cars which were being lost. It should have been an occasion for rejoicing. Every car not built is a public gain . . . anyone who travels to Manchester or Glasgow by car, or even airplane, when he can go by train, has taken leave of his senses"—Strong words by A. J. P. Taylor, advocating better public transport services (with no reference to recent railway go-slows). Where did they appear? Why, in the *Sunday*

Continued on page 424

SPANISH GRAND PRIX

The Tyrrell's First Victory

BARCELONA, *April 18th.*

FOR THE SECOND time in the current Formula One, the Spanish Grand Prix was held on the remarkable circuit in the Montjuich Park in the heart of Barcelona, the first time being in 1969, when front and rear aerofoils were at their greatest height and lots of them fell off, some right in front of officialdom, so that an instant rule was passed which banned high aerofoils and movable ones. Consequently the lap record was considered by some to be an ultimate, they feeling that the new aerofoil rules were stunting progress. That was nonsense, of course, and two years of development and progress in engine-power, brakes, road-holding and handling have more than made up for any advantages that the high aerofoils might have given. The 1969 lap record was left at 1 min. 28.3 sec. by Rindt with a Lotus 49, and practice in 1971 was barely half-way through before anyone who was anyone in Grand Prix racing was way below this figure, and everyone was there to have a go, right from the moment that practice began on the Thursday evening before the race. As the paddock gate was opened the cars and drivers came out one by one and set off for practice, and it was a sight to enthral any regular racing enthusiast, let alone the thousands of locals who probably had not seen or heard a Grand Prix car engine since 1969. Amon (Matra V12), Andretti (Ferrari flat 12), Stewart (Tyrrell V8), Rodriguez (BRM V12), Regazzoni (Ferrari flat 12), the Lotus 72 cars, the March 711 cars, the Surtees cars, they were all there, and were all ready to go, all that is except Gethin whose McLaren M14A was in the paddock with leaking fuel tanks. The way the numerous 12-cylinder cars moved away up the hill from the pits, with the relatively flat-sounding V8s intermingled with them, was stirring stuff and started the whole meeting off on a keen note, like the first bull into the ring being a real brave one.

Some were really ready to go, like Amon with the first of the 1971 Matras, and Stewart with last year's Tyrrell which he was using as a spare car having a brand-new Tyrrell car all ready for him whenever he wanted it, this being the third car from the Tyrrell team. At the opposing end of the field were numerous newcomers, who were not only feeling their way along in the Grand Prix scene, but were also discovering the twists and turns, up and downs, humps and bumps of the Montjuich circuit for the first time, and others like Stommelen, who was sitting in his brand-new Surtees for the first time and finding that nothing really fitted him, though the car was basically all right as Surtees had bedded it in at the Easter meeting at Oulton Park. The Lotus team had converted both of their 72 models to the new arrangement of oil tank, single-piece aerofoil and twin oil radiators at the rear, and had built aluminium ducts to scoop air into them, as Ferrari did on his 1970 models and BRM on this year's models. Fittipaldi was in 72C/R5 and had alternative nose cowlings available, last year's with the NACA ducts taking air to the front brakes, and the 1971 nose with a smooth top and waisted sides taking cooling air into the inboard brakes from the sides. Wisell was in 72C/R3 with the 1971-type nose. The strong Ferrari trio of Ickx, Andretti and Regazzoni were all in 1970 Ferraris, respectively No. 3, No. 2 and No. 4, and were expecting a 1971 car the following day. Hill had the odd-looking Brabham BT34 with the outrigger radiators, and Schenken had the BT33 he had driven for the team at Brands Hatch. Hulme had the 1971 McLaren and Gethin the 1970 model he drove so well at Oulton Park. Stewart's official car for the race was a brand-new Tyrrell, making its first appearance, and he had the original car as a training car, while Cevert was in the rebuilt second car. The BRM team had four cars, two 1971 models and two 1970 models, with Rodriguez in P160/01, Siffert in P160/02 and Ganley in P153/03, with P153/07 as a spare in case anyone did any serious damage to his own car. The STP-March team were out in force with three 711 models, all with the front brakes mounted on the hubs instead of inboard, and all lacking the fancy covers over the side radiators and the engine. Andrea de Adamich had the first car, with an Alfa Romeo V8 engine, Peterson had the second car, with a Cosworth V8 engine, and Soler-Roig had the fourth car built, also with a Cosworth V8, all three being painted STP red, (but not Reflectaglo red). The third 711 to be built was being driven by Pescarolo for Frank Williams, and it had been severely modified with stronger front wishbones, strengthening gussets here and there, a stronger rear suspension frame under the gearbox, and hub-mounted front brakes, and was painted in its usual dark blue. The Matra team had their two 1971 cars, designated MS120B, with Amon in the first one, which has a very similar monocoque to the 1970 model, and Beltoise, back in the fold after having his licence returned, following the unfortunate Buenos Aires crash incident, in the second one. Their numbering follows on from 1970, being 04 and 05, respectively, the second car having smooth, sloping sides to the monocoque instead of the angular, shelf-like layout of the earlier cars. Amon had one of the 1970 cars as a spare, and both the new cars were using the high intake duct that looms over the driver's head like a bird's beak. The final team was the Surtees duo, with the owner in TS9/001 and Stommelen in TS9/002. This race should have seen the whole entry carrying their obligatory red rear lights, but for some obscure reason the idea has been postponed until July.

Practice saw the usual business of some drivers and teams being switched on and others being very switched off, or just lacking in preparation. Surtees and Hulme had hardly begun to practise before their Cosworth engines broke, and Fittipaldi stopped his Lotus 72 out on the circuit with a lack of fuel pressure, and when a mechanic went and got him going again he was then troubled with the brakes not being to his liking. The Montjuich circuit is an extremely hard one and a testing one, very similar in character to Monte Carlo, but amid trees lined with double Armco barriers all the way round, instead of the houses and hotels of the Monegasque circuit. There was plenty of aviating over the brow of the hill after the pits, and a lot of hectic braking and locking of wheels going into the two downhill hairpins and the downhill right-angle bends. The 12-cylinder cars were setting the pace, especially the Ferrari of Ickx, and his Formula Two Montjuich experience was helping, as was Stewart's, for he had the new Tyrrell among them all the time, and by sheer brilliant driving he had the Tyrrell ahead of them all at the end of the day. Pescarolo's Formula Two experience on the circuit was proving invaluable, and he had the Williams March 711 up among the fast runners, but that was his ultimate, for he improved no further, while almost everybody else did in the second evening of practice. Andretti was not being outstanding as he did not feel really at home among the close confines of the Spanish guard rails, being used to a run-off area of loose stuff before the steel barriers on most of the American circuits. All the way round the Montjuich there is little or no opportunity to overdo things, a few inches off line meaning violent contact with solid steel. It was all rather like the old street races of Naples, Bari, Siracusa, Bordeaux, Angouleme, and so on, where minimal error meant a wheel broken in contact with a kerb or brick wall. Andretti did in fact make violent contact with a guard rail after a spin and shattered the left-rear wheel. All the Firestone users had a new type of tyre available, which was a pure drag-racing "slick" of solid rubber with no tread whatsoever, there merely being a few small holes for measuring rubber depth as on drag-racing tyres, and most drivers were finding them very good, on both front and rear wheels. Late evening practice was all very well, but it meant finishing with the street lights on, and while everyone was packing up, darkness fell.

On Friday the practice session was again in the evening, and the Ferrari team produced a 1971 car for Regazzoni to use experimentally, and Amon started to use his spare Matra but it died on him. The pace was really warming up, and even some of the new boys were approaching the old lap-record, which must have pleased designers of new cars, and development people. The 12-cylinder cars were beginning to dominate things, but always Stewart was driving harder and harder and staying with them, but this time he was relegated to fourth fastest, with Ickx out in front, followed by Amon and Regazzoni, while Rodriguez and Beltoise were just behind the Scot. If it hadn't been for Stewart, the outlook of the Cosworth brigade would have been distinctly gloomy. Hulme and Surtees had changed their broken engines, and Gethin was having his first practice and driving in a very smooth and relaxed manner, in strong contrast to some of the "new boys" who are supposed to be the future "aces". A car driven smoothly, with no heroics, is often much faster than it looks, and this was the case with Gethin, for at the end of practice there was only one Cosworth-powered car ahead of him, and that was Stewart's Tyrrell, which was no mean achievement in one practice session. As the practice drew to a close there was every

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sign that someone was going to break 1 min. 26 sec., and it was Ickx who did, with 1 min. 25.9 sec. Right behind him were Regazzoni, Amon, Stewart, Rodriguez and Beltoise, seven-tenths of a second covering them all. Regazzoni did some running with the new car, but it was clear that the team were going to rely on the 1970 cars.

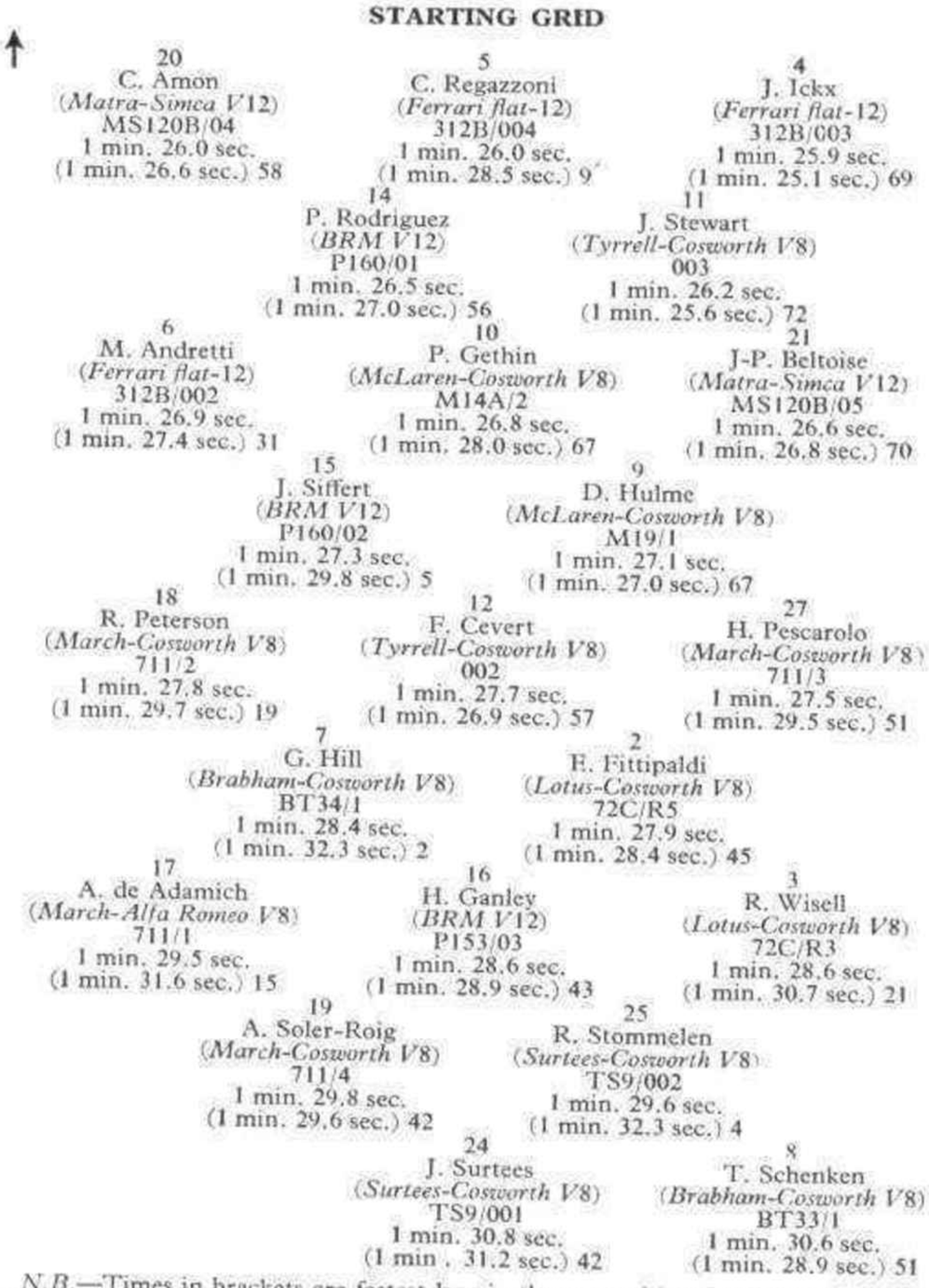
PRACTICE TIMES

No.	Driver	Car	Thurs-day	Friday	Satur-day
1	—	—	—	—	—
2	E. Fittipaldi	Lotus 72C/R5-Cosworth V8	1. 30.2	1. 27.9	1. 40.3
3	R. Wisell	Lotus 72C/R3-Cosworth V8	1. 31.5	1. 28.6	1. 41.2
4	J. Ickx	Ferrari 312B-3—flat-12	1. 27.2	**1. 25.9**	1. 41.3
5	C. Regazzoni	Ferrari 312B-4—flat-12	1. 28.3	1. 26.0	1. 45.7
6	M. Andretti	Ferrari 312B-2—flat-12	1. 28.9	1. 26.9	1. 53.9
7	G. Hill	Brabham BT34/1-Cosworth V8	1. 28.4	1. 30.3	1. 43.4
8	T. Schenken	Brabham BT33/1-Cosworth V8	1. 32.3	1. 30.6	1. 43.1
9	D. Hulme	McLaren M19/1-Cosworth V8	1. 32.7	1. 27.1	1. 37.4
10	P. Gethin	McLaren M14A/2-Cosworth V8	no practice	1. 26.8	1. 42.9
11	J. Stewart	Tyrrell 003-Cosworth V8	**1. 26.9**	1. 26.2	**1. 37.0**
12	F. Cevert	Tyrrell 002-Cosworth V8	1. 28.7	1. 27.7	1. 50.3
14	P. Rodriguez	BRM P160/01—V12	1. 29.3	1. 26.5	1. 44.1
15	J. Siffert	BRM P160/02—V12	1. 27.5	1. 27.3	1. 49.0
16	H. Ganley	BRM P153/03—V12	1. 30.9	1. 28.6	—
17	A. de Adamich	March 711/1-Alfa Romeo V8	1. 31.4	1. 29.5	—
18	R. Peterson	March 711/2-Cosworth V8	1. 29.2	1. 27.8	1. 43.7
19	A. Soler-Roig	March 711/4-Cosworth V8	1. 32.3	1. 29.8	—
20	C. Amon	Matra-Simca MS120B/04	1. 27.6	1. 26.0	1. 41.6
21	J-P. Beltoise	Matra-Simca MS120B/05	1. 28.6	1. 26.6	1. 40.3
22	—	—	—	—	—
23	—	—	—	—	—
24	J. Surtees	Surtees TS9/001	1. 34.3	1. 30.8	1. 40.3
25	R. Stommelen	Surtees TS9/002	1. 31.3	1. 29.6	1. 47.4
26	—	—	—	—	—
27	H. Pescarolo	March 711/3-Cosworth V8	1. 27.5	1. 27.6	1. 45.7
5T	C. Regazzoni	Ferrari 312B/2-5—flat-12	—	1. 30.6	—
11T	J. Stewart	Tyrrell 001-Cosworth V8	1. 27.6	—	—
20T	C. Amon	Matra-Simca MS120/02	—	no time	—

Everything was working up nicely to a final fling on Saturday evening, when there would obviously be a bunch of cars below 1 min. 26 sec., and even the slowest ones would be approaching the old lap record of 1 min. 28.3 sec., but the weather gods had other ideas. During the Formula Three race which preceded the final practice, the rain came down in a big way, and thunder and lightning swept across the skies. The Formula Three race became a farce, and though the storm passed, the roads never dried up and the final Grand Prix practice was a dead loss, especially for some like Surtees, who had finally got his new engine to run reasonably well and got his gear ratios right. Stewart did enough to weigh up the wet conditions and was fastest with 1 min. 37.0 sec., just ahead of Hulme and Surtees, and the first 12-cylinder car was Beltoise's Matra in fourth place.

The race was due to start at 11.30 a.m. on Sunday morning, by which time the skies were very clear and the sun was blazing down on the enormous crowd that lined the circuit. After some confusion and chaos in the marshalling area the cars were wheeled out, and along with the drivers were presented to the grandstands of honour, before being sent away one at a time on a warm-up lap. Ickx used the opportunity to try his Ferrari as if in the race, and he could not have breasted the hill after the start any quicker had he been racing. The twenty-two starters lined up on the grid, there only being two Cosworth V8-powered cars in the first three rows, Stewart's Tyrrell in the second row and Gethin's McLaren in the third row, ready for the start of the 75-lap race, a long and gruelling 284 kilometres round the difficult and exacting 3.79 kilometre circuit, with little or no room for error, under a blazing sun. Up and over the hill the whole pack roared, with Stewart hard on the heels of the Ferraris of Ickx and Regazzoni, the young Belgian boy obviously being out to win. As they all crowded up at the first hairpin the leaders swept round, but in the mid-field someone chopped across the front of Hill's Brabham and clouted a front wheel so hard it took the steering wheel out of his hands and he found himself almost stationary on the apex of the hairpin. This caused a chain-reaction among the tail-enders, and Surtees, Stommelen, Soler-Roig and one or two others were forced to stop completely, while Schenken and Wisell went round the outside. This little fracas deranged the steering on Hill's Brabham, and Surtees crumpled a nose fin. Hill was forced to give up, Surtees later stopped and changed his crumpled cowling for the one off Stommelen's car, as the second Surtees would not run properly due to bits of metal finding their way through all the filters and jamming the fuel pressure relief valve open, so the German driver had retired. Siffert came in to

STARTING GRID



N.B.—Times in brackets are fastest laps in the race achieved and the number is the ap on which it was recorded.

retire with damaged gear-change linkage on the gearbox, thought to be due to being involved with someone on the first hairpin nonsense. Meanwhile, Ickx and Stewart were soon out on their own and there began one of the better Grand Prix races. The old lap-record went almost instantly, and Stewart was hounding Ickx mercilessly and got by on lap six, but his lead was neglible. For the whole race these two battled it out, lapping faster and faster, and Stewart was on the limit all the time, with Ickx driving equally as hard and keeping Stewart right on his toes. Diving, twisting and turning round the park these two kept at it in a masterly display of driving, leaving all the opposition behind, and lapping all the slower cars, some of them twice. In and out of the traffic Stewart tried all he knew to get rid of the Ferrari, but there was no hope, Ickx kept pressing all the time, but towards half-distance Stewart's stamina began to tell, and little by little he opened up a gap and it got to as much as nine seconds, but then Ickx seemed to get a second wind, and as the fuel load was going down the Ferrari was handling better and better. The gap now began to close and bit by bit Ickx was closing it, all the while the lap-record being broken time and time again by both drivers. There was no relaxation for Stewart, he was driving at his absolute best, on the limit of everything all the time, and the brand-new Tyrrell was holding together. Closer and closer the red Ferrari got, until Ickx had the dark blue Tyrrell in sight down the twisty hill. As the Ferrari landed after the jump at the top of the hill past the pits, Ickx got a broadside view of the Tyrrell driving into the left-hand hairpin. They were both lapping faster than ever they had gone in practice, running consistently around 1 min. 25.5 sec., and on lap 69 Ickx recorded 1 min. 25.1 sec., an all-time record lap. In the closing laps they blasted past some back markers, but Stewart made no mistakes, and he finished the 75th lap going as hard as he has ever had to drive, with the red Ferrari in hot pursuit. Both cars had been driven to their absolute limit and both had responded perfectly, neither one missing a beat or failing in any way.

It had been a memorable battle which kept everyone on their toes the whole time, and had completely overshadowed the rest of the runners, some of whom were doing good things, while some were

best overlooked. Regazzoni's initial spurt fizzled out when the low-pressure fuel pump down by the gearbox cracked and let the fuel pressure fluctuate, with a result that the engine ran on a weak mixture and began to seize up, so it was pulled out of the race before it wrecked itself completely. Andretti got into a good three-cornered battle with Rodriguez and Hulme, battling it out for fourth place behind Amon's Matra. This went on until lap 43, when Andretti had to stop with a small fire going on at the back of the car. His fuel pump had also cracked, and sparks from the pump had set fire to the leaking fuel, but luckily with the power on the petrol was sucked away from the leak and the fire went out, but on the over-run into corners it would leak out and ignite again. Hulme could see this happening and finally managed to alert Andretti's attention to the hazard, and he stopped at the pits. Another pump was fitted and he went off again, but as with Regazzoni's car, the weak mixture had been playing havoc with the inside of the engine, and as it was about to break Andretti stopped, with yet another fire started from the replacement pump. A well-meaning fireman covered everything with foam, including the driver, and that was the end of the American's race. Rodriguez ran right through in a steady fourth place, with Hulme fifth after a very satisfactory afternoon's drive, except that he didn't win. Amon had taken third place from Regazzoni on the third lap, and he held that position throughout the race, never looking like losing it, nor improving on it, the Matra running strongly apart from a hesitant pick-up from the slow corners. Gethin profited from his good starting position but gradually dropped back, and was relegated to a steady eighth place behind Beltoise and Cevert. The Matra driver went well, but Stewart's young team-mate drove even better, and gradually closed on Beltoise until he got to the point of making a bid to snatch sixth place. Just at that moment, on lap 64, Stewart appeared behind him, at the height of his battle with Ickx, so dutifully Cevert got out of the way to let Stewart by and lost all hope of taking sixth place from Beltoise.

As at the Race of Champions, Schenken in a Brabham, and Ganley in a BRM were remarkably evenly matched and ran in close company throughout the race, even recording identical fastest laps at 1 min. 28.9 sec. This time Schenken led all the way, and made no mistake at the end, so that they finished ninth and tenth. The Lotus pair were never in the picture, Fittipaldi having no faith in his brakes, especially after the warning light had come on, indicating low fluid level, but a stop at the pits made no improvement after bleeding them and adding more fluid. The car continued to swoop about under heavy braking, and after the race a break was found in part of the rear suspension cross-member assembly. Wisell was equally unimpressive, suffering most of the time with a recalcitrant gear-change, due possibly to it being out of correct adjustment after repositioning the gear lever, when he decided in practice to adopt a different driving position. Pescarolo's apparent burst of speed in the first practice did not develop into anything better, and in the race his engine was never on full song. In the opening stages he was in twelfth place and just about hanging on to the mid-field bunch, but could not have been too pleased when he was lapped first by Beltoise on lap 47, and then by Cevert, on lap 49. Shortly after that the front mounting of the rear aerofoil broke, and that was sufficient to call it a day with the dark blue March. The three red March 711 cars ended the day spread round the circuit, Peterson's engine dying from electrical trouble quite early in the race, when he was just ahead of Pescarolo, while the Alfa Romeo-powered March wrecked its final drive unit and Soler-Roig was in twelfth place when a fuel pipe broke and brought him to rest.

For the first two cars it had been a brilliant race, hard-fought and won by sheer driving ability on Stewart's part, for the other twenty cars it had either been steady and dull with unsatisfactory results, for everyone would like to win or be an honourable second, or it had been disastrous and a miserable failure. For the huge and excitable crowd it had been a day to remember, with sights and sound they may not see again until 1973.—D. S. J.

Results :

17th GRAND PRIX OF SPAIN—Formula One—75 laps—284 kilometres—Hot

1st	J. Stewart (Tyrrell 003)	1 hr. 49 min. 03.40 sec.—156.413 k.p.h.
2nd	J. Ickx (Ferrari 312B/003)	1 hr. 49 min. 06.80 sec.
3rd	C. Amon (Matra-Simca MS120B/04)	1 hr. 50 min. 01.50 sec.
4th	P. Rodriguez (BRM P160/01)	1 hr. 50 min. 21.30 sec.
5th	D. Hulme (McLaren M19/1)	1 hr. 50 min. 30.40 sec.
6th	J-P. Beltoise (Matra-Simca MS120B/05)	1 lap behind
7th	F. Cevert (Tyrrell 002)	1 lap behind
8th	P. Gethin (McLaren M14A/2)	2 laps behind
9th	T. Schenken (Brabham BT33/1)	3 laps behind
10th	H. Ganley (BRM P153/03)	4 laps behind
11th	J. Surtees (Surtees TS9/001)	8 laps behind
12th	R. Wisell (Lotus 72C/R3)	17 laps behind
13th	E. Fittipaldi (Lotus 72C/R5)	21 laps behind

Fastest lap : J. Ickx (Ferrari 312B/003), on lap 72 in 1 min. 25.10 sec.—160.356 k.p.h. *(new record).*

Retirements : G. Hill (Brabham BT34/1), 5 laps, deranged steering; J. Siffert (BRM P160/02), 5 laps, deranged gear linkage; R. Stommelen (Surtees TS9/002), 9 laps fuel-pressure trouble; C. Regazzoni (Ferrari 312B/004), 13 laps, engine and fuel pump; R. Peterson (March 711/2), 24 laps, electrical fault; A. de Adamich (March 711/1), 26 laps, transmission; A. Soler-Roig (March 711/4), 46 laps, broken fuel pipe; M. Andretti (Ferrari 312B/002), 50 laps, small fire and engine; H. Pescarolo (March 711/3), 53 laps, broken aerofoil mounting and rough engine.

22 *starters* — 13 *finishers.*

EUROPEAN 2-LITRE SPORTS-CAR CHAMPIONSHIP

LE CASTELLET, *April 18th*, 1971.

THE OPENING round of the 1971 FIA European Championship for 2-litre sports cars, held at the Paul Ricard circuit in the south of France, provided the Austrian Dr. Helmut Marko and his co-driver Frenchman Jean-Pierre Jabouille with the luckiest of wins in their Lola T212, as Vic Elford, who had dominated the race from the opening laps, was caught and passed with just three laps of the race remaining. Elford, driving a Scuderia Filipinetti Lola T212, drove the whole 140 laps single-handed and looked set for a thoroughly deserved victory when his Morand-tuned engine developed a misfire due to suspected dirt in the petrol, and slowed the car sufficiently enough to allow Jabouille to take the chequered flag, thus scoring nine Championship points for Lola Cars Ltd.

A superb 40-car entry, including works cars from Chevron, Abarth and Lola (the Scuderia Filipinetti cars of Elford and Bonnier), together with the leading private teams, were allowed three and one half hours' practice time, the fastest 25 Group 6 and the five fastest Group 5 cars qualifying for the race. During the first session, John Miles driving a DART Racing with Castrol Chevron B19 shattered the existing lap record, established by Bonnier in last year's race at 1 min. 21.1 sec., with the aid of a set of newly-introduced Firestone "slick" tyres of ZWB 25 compound which were also used the same weekend by certain teams contesting the Spanish Grand Prix. The Miles time of 1 min. 18.5 sec. was not bettered during practice despite a frantic rush for the remaining nine sets of "slicks". The second practice period followed a bout of torrential rain which flooded the track, and although new tyres were introduced by Dunlop and Goodyear, Miles occupied pole position with Marko's Lola alongside and the Chevron B19 entered by Canon Cameras driven by the Dutchmen Swart and Hezemans also on the front row.

At the fall of the Tricolour, Marko zipped away, Miles and Hezemans hard on his heels, and the order at the end of lap 1 read Marko, Miles, Hezemans, Bonnier, Elford, and Merzario in one of the brand new works Abarths in sixth place. With the race just three laps young, Craft, driving the works Chevron, crashed heavily when the front section of his B19 became detached, obscured his vision, and sent the Chevron, together with a Lola, into the chicken wire which surrounds most of the track. Both Craft and the Lola driver were unhurt but were out of the race which soon had Elford driving with tremendous flair at the head of the field.

Such was Elford's speed that by 55 laps he had lapped all but sixth placed man and was quite happy to continue racing solo, although F2 driver Peter Westbury was scheduled to take over from him at the 40-lap stage. The expected Abarth challenge had already fizzled out when first Salvati spun and crunched the front end of one car, and then Merzario, who seemed to spend most of his time spinning off the circuit at one point or another, retired the second car with no fuel pressure. Elford's team-mate Bonnier was to retire a few laps later when his engine blew up, and other notable retirements included Burton (Chevron B19) who suffered the same fate as Craft, Bridges (Red Rose B19), a fractured gear-lever support, and the Lola T210 of Terry Croker with no fourth or fifth gears.

As the race entered its last half-hour, Elford's engine, which had already started to misfire, got progressively worse, and from being well in the lead and looking set for certain victory, Jabouille hauled in the Lola and, to the delight of the partisan crowd, snatched victory from within Elford's grasp. The DART Chevron of Miles finished third, Swart fourth and von Wendt fifth, with British driver Andrew Fletcher comfortably winning the Group 5 class after a single-handed drive. If the standard of entry is maintained throughout the series, it will indeed be a fine competition, which already has some of the World's leading sports-car drivers competing in it.—H. G. W.

Results :

TROPHEE PAUL RICARD—140 laps

1st	H. Marko/J-P. Jabouille (1.8 Lola T212-FVC)	3 hr. 09 min. 16.9 sec.—144.80 k.p.h.
2nd	V. Elford (1.8 Lola T212-FVC)	3 hr. 09 min. 29.0 sec.
3rd	J. Miles/T. Hezemans (1.8 Chevron B19-FVC)	3 hr. 10 min. 14.8 sec.
4th	E. Swart/T. Hezemans (1.8 Chevron B19-FVC)	137 laps
5th	K. von Wendt/J-P. Jabouille (1.8 Lola T212-FVC)	136 laps
6th	G. Birrell/J. Miles (1.8 Chevron B19-FVC)	136 laps

Fastest lap : J-P. Jabouille (1.8 Lola T212-FVC), 1 min. 18.8 sec.—149.165 k.p.h.

Continental Notes

SPA-FRANCORCHAMPS

A REMARKABLE official statement arrived from the FIA, which said "The CSI Bureau was informed by its Circuit and Safety Sub-committee of the circuit owners of Spa-Francorchamps' agreement to carry out a modernisation programme of three years, requiring a capital investment of approximately 18,000,000 Belgian francs. Major safety improvements will already be completed before the first international race in 1971. However, the CSI Bureau decided not to allow open wheel racing car competitions on the Francorchamps circuit during the present year. A decision for 1972 will be taken at the end of this year, after a study of the detailed improvement programme to be carried out before the 1972 racing season". What this means is that the CSI have banned the Belgian Grand Prix for 1971, not the GDPA, not the Constructors' Association, not the Royal Automobile Club of Belgium, but the "men at the ministry". These men, the CSI Bureau, are the president, Prince von Metternich, his vice-presidents, Martin Pfunder (Austria), Pierre Ugeux (Belgium) and Charles Moran (USA), and members, Lord Camden (GB), Bernard Cousten (France), Engineer Rogano (Italy), and Sture Agvald (Sweden). The Circuit and Safety Sub-committee who advised the CSI Bureau on the matter of the Spa-Francorchamps circuit, comprises Tom Binford (USA), G. Bacciagaluppi (Manager of Monza), J. Bonnier (President, GPDA), J. Corsmit (Holland), D. H. Delamont (GB), J. Rosinski (France), Herbert Schmitz (Germany and Nurburgring) and Leon Sven (Belgium and the Spa Circuit). Somewhere along the line all these noted people had a hand in the cancellation of the Belgian Grand Prix, and no doubt there was quite a bit of "buck passing", but be that as it may, the decision is acceptable but for one thing; that is that they are happy to allow 5-litre sports/prototypes to race on the circuit, a 917 Porsche holding the outright lap record anyway, and they will allow saloon cars to race there, but for some strange reason the circuit is not considered safe for Grand Prix cars. The whole thing sounds like a typical piece of international face-saving and argy-bargy, but it more or less says that officialdom considers the Grand Prix car of today an inferior vehicle to a sports car, too fragile and unsafe to be let loose on a circuit that offers a challenge. You get the feeling that those illustrious gentlemen who make decisions and decide what is good and what is not good for motor racing, have never looked at a 3-litre flat-12 Ferrari Grand Prix car and a 3-litre flat-12 Ferrari Group 6 sports/prototype car alongside each other, or a 3-litre V12 Matra Formula One car alongside a 3-litre V12 Matra Group 6 sports/prototype car. How they can say Francorchamps is safe for sports car and not safe for Grand Prix car is quite beyond me, and a lot of other people as well.

And now we come to the really humorous bit. With no Belgian Grand Prix this year, and all the mutterings about using Zolder falling flat, the problem arises that if the race is not held in 1972 then the Belgians will have to hold a qualifying race in 1973 in order to get their Grand Prix re-instated in the Championship series for 1974. On realising this, John Webb of the Grovewood Group offered the use of one of their circuits to the Belgians so that they could hold their Grand Prix in 1972, and thus keep the continuity. The only available circuit turned out to be Oulton Park for 1972, but the odd thing is that whenever anyone suggests holding the British Grand Prix at Oulton Park there are cries of "unsuitable, too small, too narrow, too bumpy, no amenities, poor access roads, blah, blah, blah". But Webb thinks it would be all right for the Belgian Grand Prix. With CSI decreeing that Spa-Francorchamps is all right for sports cars but not for Grand Prix cars, I feel someone, somewhere, is taking the mickey. The idea of the Belgian Grand Prix being run at Oulton Park was probably sparked off by a group of Swiss who are proposing to try and get the Swiss Grand Prix re-instated by holding it at Hockenheim in Germany. Some while ago I suggested that Grand Prix racing has become such an organised circus, that rather than travel about all over the world "putting up the big top", we decide on a central location, run all the Championship races there, merely changing the organisers, the decor and the crowds, bringing them in in Jumbo Jets. One month we have the Spanish GP, the next month the French, and so on, and all the performers stay there all the time. My main point being that all the newly-constructed and "designed" circuits were conforming to the same dull Mickey Mouse pattern, with no spark of imagination or challenge among them. Everyone laughed at my suggestion. They also laughed at the idea of twelve years ago when I said we needed varying classes of single-seater building up to Formula One, instead of the "special builder" making pseudo sports cars. As with a lot of things, we've exaggerated, with Formula Ford, Formula Super Vee, Formula Atlantic, Formula Three, Formula Two and Formula 5000 all leading to Formula One. What we want at the top is a Formula Super One, on the lines of USAC, with turbo-blowers, nitro-fuel and almost unlimited horse-power, but at least the idea is right and you can step out of your cradle and into a single-seater. Whether you ever become a racing driver or merely remain as one who drives a racing car, only time will tell.

MANUFACTURERS' CHAMPIONSHIP

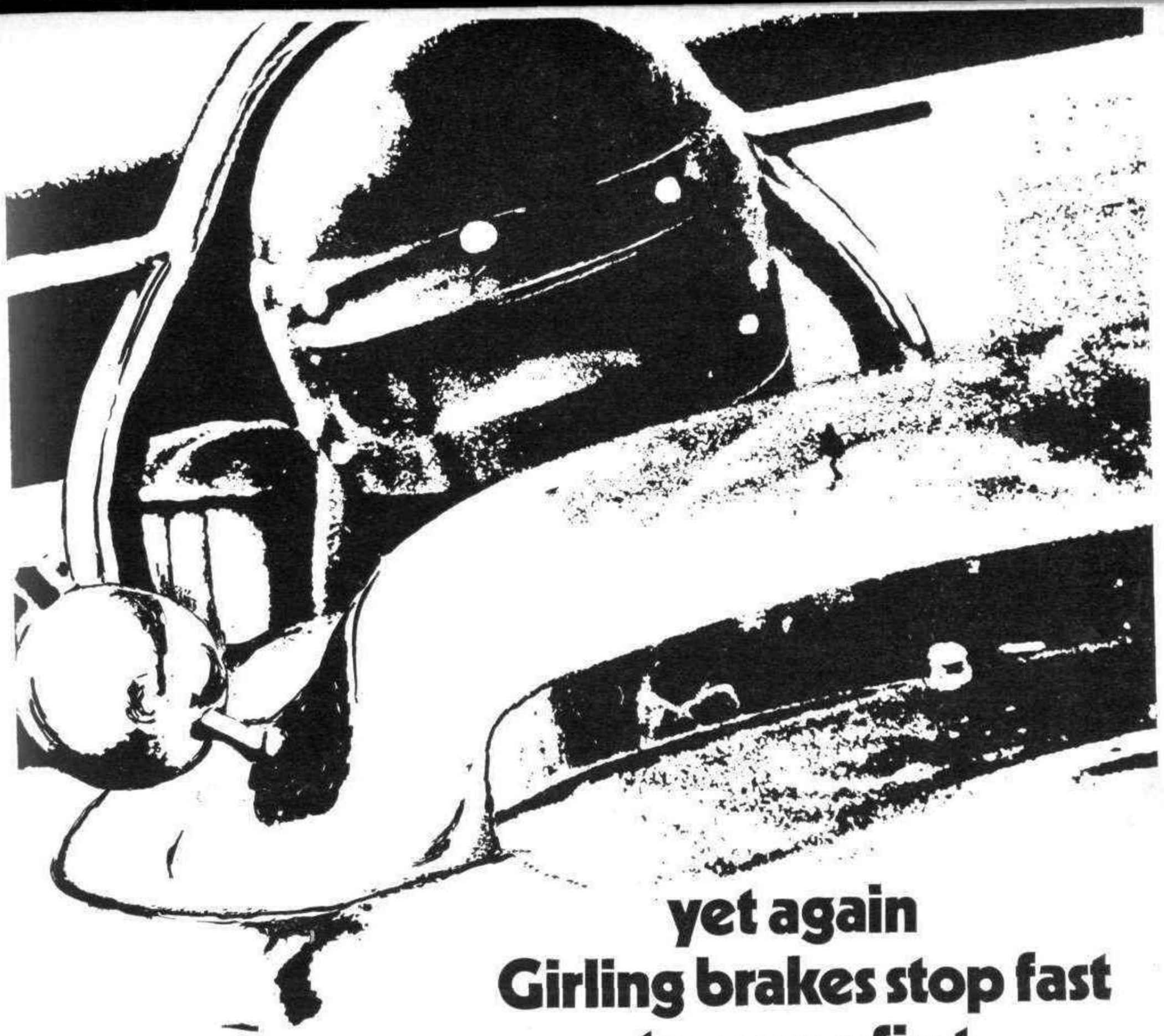
For as long as I can remember Enzo Ferrari has openly admitted no personal interest in the Drivers' World Championship, making it clear that he does not intend to support racing in order to put an individual up on a pedestal. He races for the benefit of Ferrari and the Ferrari team, and his aim has always been to make Ferrari cars the World Champion Grand Prix cars. Another man who echoes these sentiments whole-heartedly is Colin Chapman, who says that if there was no Championship for Grand Prix car manufacturers, Lotus would give up Grand Prix racing tomorrow. Like Enzo Ferrari he wants to see his Lotus cars acclaimed as World Champions of Grand Prix racing. Now Ferrari has no problems, for a Ferrari is a Ferrari, but Chapman comes under the heading of the "special-builder", and the FIA say that a Lotus-Cosworth is not the same as a Lotus-Vauxhall, for example, if such a thing was built. This problem has arisen with the Lotus turbine car, which is a Lotus-Pratt & Whitney in the official lists, and the rules say that any Grand Prix points scored by a Lotus-Cosworth are not the same as those scored by a Lotus-Pratt & Whitney. This ruling looks like preventing Team Lotus racing the turbine car at Monza, for example, where its 475 b.h.p. could well be proved advantageous, for by September Lotus might be in the running for the Championship, having scored points all season with the Lotus-Cosworth cars. A win with the turbine car could not be added to their score, but if Lotus made their own V8 piston engine and their own turbine engine then all the points could be added together.

If the STP-March team score any points with their March-Alfa Romeo they have the same problem, the score cannot be added to any points scored by March-Cosworth cars. With March the ruling is not so vital, for the Alfa Romeo-engined car is not likely to affect the ultimate outcome in a victory, but the Lotus turbine car could be a vital factor, but more important, the ruling looks like retarding progress with the turbine through lack of encouragement to race it. The ironical thing is that Chapman was one of the people who caused the FIA to define the "special-builder's" cars, calling them "Hybrids". When winning Grand Prix cars were built in their entirety by Ferrari, Alfa Romeo, Maserati, Gordini, Lancia, Mercedes-Benz, Vanwall and BRM there was no problem, but when Cooper-Climax and Lotus-Climax appeared on the scene, followed by a great spate of "specials", the FIA had to make a decision, for we got to the point of Lotus-BRM and Cooper-BRM cars, and nobody could decide who was going to be Champion Manufacturer. One way or another the "special-builders" are always in trouble.

Some readers often accuse me of being flippant and irresponsible, especially when I smile patronisingly at concrete walls with steel guard rails in front of them, or rear light on Grand Prix cars, but in the long term some things are not as daft as they first appear.—D. S. J.

MATTERS OF MOMENT—continued from page 420

Express on Easter Sunday, when so many car-owners were enjoying their cars. We notice that in spite of its opinions this newspaper did not object to publishing advertising from Saab, Vauxhall, Devon Conversions, DAF, Jaguar, Chrysler Imports, Esso and from Mercedes-Benz and Volvo agents. These companies will not be blamed if they place their advertising elsewhere in future, and keen motorists may decide to change their Sunday reading.



yet again
Girling brakes stop fast
to come first

Spanish Grand Prix, won by Tyrrell-Ford, driven by Jackie Stewart

with the confident control of

GIRLING

the best brakes in the world

BOAC 1000 kms.

Alfa Romeo at Last

BRANDS HATCH, *April 4th*, 1971.

WHEN HENRI PESCAROLO crossed the finishing line to win the BOAC 1000 and give victory to the Autodelta Alfa Romeo T33/3 he shared with Andrea de Adamich, it was a landmark in the history of Alfa Romeo and their present sports car racing programme. It was sad indeed to see the great Alfa team pull out of Grand Prix racing in 1951 yet, in the past six or seven years, the Italian company has made an unspectacular but successful come-back to motor racing. First, it was through saloon car racing and, for the past five years, with the T33 sports car. It has not been an easy road to success, for the early 2-litre T33 coupés, with their large tubular frames, were somewhat dangerous. However, the past three years has seen a much better chassis constantly improved, and the V8 engine enlarged and re-designed to 2.5 and then 3 litres with success by the enthusiastic Autodelta team led by Carlo Chitti. High placings, but not victory, had already been achieved in the Buenos Aires and Sebring rounds of the Manufacturers Championship for Sports Cars, and so this overall victory, in round four of the competition, was somewhat overdue if not unexpected.

It was a win for good preparation, first-class design and smooth-running team-work for, although the de Adamich/Pescarolo car was not the fastest in the race, it ran faultlessly throughout where faster cars floundered.

One of the younger races in the Championship, the round at Brands Hatch certainly does not have the glamour of Le Mans, the Nurburg-ring, or Spa but, nevertheless, is well worthy of its place. The Kent circuit offers its own particular problems for the cars with its bumpy section round the back and the many tricky corners.

This year, Nick Syrett of the BRSCC had not recruited quite such a strong field as in previous years. Since the Buenos Aires accident, Matra Sports seem to have lost interest in sports car racing and were not represented, Ferrari only had one 312P to bring, there wasn't sufficient money available to tempt either the Roger Penske or NART teams over from America, while non-starters reduced the field to twenty-four cars which, even so, seemed quite a lot on the tight 2.65-mile circuit.

Those twenty-four were split into four categories—both Group 5 and Group 6 having a sub-division at 2-litres. It was in the over-2-litre Group 5 category where the most consistently successful sports car team could be found—JW Automotive Engineering. The team selected from their stock the two Porsche 917s which had raced in Buenos Aires for the regular pairings of Siffert/Bell and Rodriguez/Oliver with a spare car also on hand.

The JW cars sported the drilled disc brakes first tried at Sebring but discarded, four-speed gearboxes, and new alloy wheel hubs.

The Stuttgart challenge was further strengthened by Dechent's Martini & Rossi sponsored team of Porsche 917s for the victorious Sebring pair of Elford and Larrousse while Dutchman Gijs van Lannep was entered to drive a second car with either Ahrens or Marko. Neither were seen in the paddock and the place was taken by Brian Redman, now out of semi-retirement in South Africa, and happy to be back at the wheel of a 917. Redman/van Lennep had the Sebring winner, while Elford/Larrousse had a hastily patched up machine which had obviously been in the wars at Daytona! A fifth Porsche 917 was entered by a brand new equipe from Mannheim in Germany, Team Auto Usdau, who had a 4½-litre car which had seen service in the making of the Le Mans film as had a 908/2 entered by the same team. The 917 was to be driven by the experienced German pair of Reinhold Jost and Willy Kauhsen.

The challenge in this category to Porsche supremacy came from two privately-owned Ferrari 512s brought up to latest "M" specification, and two very tatty Lola T70-Chevrolets which had been entered by somewhat optimistic gentlemen. Both reached the paddock, but neither looked likely to last a 10-lap club race, let alone 1,000 kms. Fortunately, both were taken back from whence they came without setting a wheel on the track. The Ferraris were a different matter for both were very fully competitive. A new team, Herbert Muller Racing, entered two 512Ms, converted at great expense by the factory to the latest specification after being used in the Le Mans film, but one was not ready in time. However, the one that did arrive was driven by the 30-year-old Swiss driver Muller with one René Hertzog, a rich Swiss youngster with only a year of racing a BMW saloon behind him, as co-driver. He proved remarkably competent.

The second 512M has already been seen regularly and came from Escuderia Montjuich, the Spanish team run by wealthy José Maria Juncadella, who had replaced his regular co-driver, Arturo Merzario, with David Hobbs who has been driving the Penske 512M.

The Group 6 category restricted, of course, to 3-litres was where many pundits thought the winner could be found; they were right. In fact, some people expected the Porsche 908/3s to re-appear, as they were considered more suitable for Brands. Despite the rumours there was no sign of them, so the 2–3-litre category was left to the Alfas, the Ferrari and the older Usdau team Porsche 908/2 driven by Dieter Spoerry/Hans-Gunther Weigel.

The Ferrari 312P really is a fabulous device for it is little larger than a Lola T212 but the stressed flat-12 engine in the rear must punch out something like 450 b.h.p. The car is of monocoque construction with the Formula One type engine and gearbox bolted to the back of it and the rear suspension hung around a gearbox yoke. Very non-Ferrari looking un-spoked centre-lock road wheels have been made for the car to speed wheel changes and the scarlet red device looks very purposeful indeed. With Ickx and Regazzoni sharing the driving chores, there was no doubt it was strongly tipped to win.

The two Autodelta Alfa Romeos were much the same as at Sebring, but did feature new gearboxes which save considerable weight and the V8 engines are now proving very reliable. The driver pairings were Stommelen/Hezemans and de Adamich/Pescarolo—an international team indeed. The rest of the field was filled with 2-litre cars in both the Group 5 category (which comprised solely of Chevron B16 coupés) and Group 6. Here there was plenty of interest with several Chevron B19 Spyders led by the Miles/Birrell car from the new DART organisation, various Lola T210/212s including one driven by Bonnier/Westbury, plus one of the new Hurons making its racing *debut*, a new Dulon powered by a Porsche 910 engine and a Martin-BMW.

Practice filled Friday and Saturday, with the MOTOR SPORT Formula Three brigade also joining in with a practice session and race on the second day, while the main topic of conversation seemed to be the near-freezing early April weather. The practice time to aim at was reckoned to be the outright circuit record of 1 min. 25.8 sec., presently held by Brabham in a Formula One last year. In fact, no one got near this and the fast cars had trouble enough improving on Amon's last year's qualifying time of 1 min. 28.6 sec. in a Ferrari 512S.

By the end of Friday's session no one had bettered this time and, with the works Ferrari with various injection problems and the Porsche drivers looking very hairy and complaining bitterly about 917 handling over the bumps, it was Stommelen who was quickest in his Alfa at 1 min. 29.2 sec., with de Adamich next up in the second car at 1 min. 30.0 sec.

However, on Saturday the works Ferrari was ready to demonstrate its full potential and it was Regazzoni who really put the machine through its paces with a 1 min. 27.4 sec., while Ickx was a little slower at 1 min. 28.0 sec. Stommelen was again impressive and his time of 1 min. 27.8 sec. was fully two seconds quicker than co-driver Hezemans. Meanwhile, the JW Porsches were in and out of the pits like mad, with co-drivers Oliver and Bell getting very little practice, as Rodriguez and Siffert tried to tune their cars to the circuit. Siffert's enthusiasm finally got the better of him just five minutes before the end of the final session and he spun at South Bank Bend and hit a bank damaging the Porsche's rear end. To add to the troubles the engine sucked in various rubbish that was flying about as the car came to rest. It was decided to fit a complete new rear sub-frame, engine, gearbox and all, to the car and this was done and the car seemed none the worse for the adventure. Siffert had finished third fastest at 1 min. 28.4 sec., a second faster than team-mate Rodriguez, who was next up.

Both Elford and de Adamich qualified their cars at 1 min. 29.6 sec., while Redman lapped his 917 in 1 min. 30.0 sec., Hobbs in the Spanish Ferrari recorded 1 min. 31.6 sec., then Juncadella shunted the car quite heavily although a lot of midnight oil was burned and the car made the grid, Miles' time of 1 min. 32.0 sec., in the little DART Chevron, was ninth fastest but the 2-litre category was going to be no walk-over for them with Westbury recording 1 min. 32.2 sec., with Bonnier's Lola and Bonnier himself quicker than Miles' co-driver, Birrell. The Martini team made a late decision to pair Redman with Elford, so Larrousse joined van Lennep for the race.

Sunday morning's weather was still cold and it was drizzling hard, yet some 20,000 keen enthusiasts turned up to witness sports car endurance racing at International level. The weather made a choice of tyres difficult but most teams decided on intermediates and filled their pits with wet and dry tyres as well. The Brands Hatch pits are hardly up to a race of this kind, for they are not only cramped but also

offer nothing in the way of refuelling facilities. Hence the teams had to rely on hand filling by churns. Here Porsche attention to detail showed up, for the factory provided, for the JW and Martini teams, a system mounted in a tubular construction whereby five churns (a total of 120 litres) of petrol fed into a single reservoir pipe which ended in a NASCAR/USAC type quick-fill nozzle and the cars' tanks were modified to accept this. This gravity feed system worked well and discharged its load in nine seconds with no likelihood of spillage and far less effort by the mechanics.

The race was started by a pace lap, with Syrett's Capri Vita 6 peeling off into the pit road, and the race was on in the damp, but slowly drying conditions. It was Ickx who immediately took the lead from Rodriguez and soon the gaps started to open out, with Siffert rapidly moving up to third place ahead of Stommelen and de Adamich, and Miles, in the Chevron, leading the rest although Jost was close on his tail. It was in these opening laps that an incident took place that had a direct effect on the final outcome of the race. As Ickx came up to lap one of the tail-enders (the Dulon) for the first time, it spun at Westfield and the Ferrari climbed a bank in avoidance. By the time Ickx had extracted it with some rather battered front bodywork, a lap had been lost and he came straight into the pits. A new body section was fitted but this took another six laps which, of course, lost them the race. Once the Ferrari was going again it was soon making up places but was already a long way down. So it was the two JW Porsches setting the pace, followed by the two Alfas.

It was just before the fifty-lap mark that the two Porsches came in for their refuelling stops with Rodriguez in the first (and losing a little time as the fuel filler fouled on the bodywork), while the Siffert stop went perfectly and this moved him into the lead. So at fifty laps, with just under an hour and a half's racing gone, Siffert led Rodriguez with de Adamich third, while an astounding performance by Miles, who had not made a pit stop, had moved the Chevron up to an amazing fourth, ahead of Stommelen. Jost was doing a good job in the yellow and green Usdau car and lay sixth, ahead of van Lennep. John Burton was also impressive with the WRA Chevron and lay eighth, ahead of the Elford/Redman Porsche, which had been slowed by a leaking fuel tank which was spraying petrol onto a rear tyre. Another fine 2-litre performance in the early stages came from Fletcher in one of the closed Chevron B16s, the Scottish driver well ahead of the rest of his class. Martin's Martin was already out with an incurable clutch problem, and the Huron had already made a couple of pit stops, as the brand new suspension started to settle down, and was soon to retire when the flywheel fell off its brand new Cosworth engine. The Dulon also retired early on with a broken driveshaft. The two Ferrari 512s were taking it quite easily in these opening stages, while Ickx was down in 18th place.

There was quite a change round within the next fifty laps, and so the Porsche fortunes did not look so bright. On lap 58 the Rodriguez car suddenly stopped in the country with a dead engine, caused by a blockage in the fuel system. The Mexican managed to limp it back to the pits where it seemed to be sorted out, but on lap 79 it stopped again, with the same trouble as before, and was abandoned. So with 100 laps completed it was the Siffert/Bell car in the lead (Bell was now driving), followed by the Stommelen/Hezemans car, about 40 sec. down. Despite a minor bump and a resultant flat, whilst Pescarolo was driving, the other Alfa lay a strong third. Muller had pulled his Ferrari well up from 11th to fourth position and the inexperienced Herzog was now holding his end up very well.

Hot on its heels, however, was the works Ferrari with Regazzoni at the wheel. He had lost his vizor, but little stops the determined Swiss, and he was carrying on at unabated speed. Despite their problems Elford/Redman lay sixth, ahead of the second Martini car, but Miles had struck trouble in the Chevron. The car had started to run short of oil, but none could be added until lap 80, so he was tip-toeing round the corners, and thus had dropped to eighth place. Once oil was added he was back at full speed again. He needed to be, for early engine problems with the Bonnier Lola were now sorted and Westbury was driving the car like the wind. The other quick B19 Chevron, that of Burton/Bamford, had fallen by the wayside with a broken gearshift, but the Fletcher/Tuckett B16 still lay tenth overall, behind the Juncadella/Hobbs Ferrari, although Tuckett was now at the wheel and was considerably slower than Fletcher. The Twaites/Smith Chevron had also stopped for good, for the timing chain had broken as the car left the pits, and though Smith tried to repair it himself, with the mechanics shouting instructions, the attempt failed.

Obviously the odds on the Elford/Redman car finishing were not very good, and were finished off when Redman brought the car in to refuel and the petrol in the undertray ignited. The fire was quickly extinguished, but Redman got trapped by the safety belt as he tried to clamber out, so he set off the car's extinguisher system as well. He gamely carried on for a lap or two but Dechent decided that it was too dangerous to continue so retired the car.

There was plenty of other action around the 150-lap mark as well, for the Ferrari 512 was undoubtedly the fastest car on the track. Ickx had taken over from the battered Regazzoni, and started to lap in the 1 min. 28 sec. bracket on the now dry track, and pulled the car right up to fourth place. Some of this hard work was undone when the throttle started to jam open and Ickx lost a couple of laps in the pits while this was traced to a tightening ball joint in the linkage.

Shortly before 150 laps, Bell came in to hand over the leading Porsche to Siffert and another dramatic change took place. Even in the distance one could hear the pneumatic wheel-nut brace pounding away and obviously making little headway until finally the recalcitrant nut came loose. The team immediately ran into trouble when they came to put it back on again. Expansion on the new alloy hubs was blamed and about four laps were lost, during which time the sweet-running Alfas shot past into first and second places. Finally Siffert hurtled out of the pits and, as he rounded Paddock Bend, a wheel was suddenly seen bouncing down the road. But the car carried on and it was quickly realised that this was the spare, obviously knocked loose during the efforts to remove the difficult wheel nut.

The car was immediately black-flagged as the organisers interpreted the regulations to read that a sports car must run with a spare wheel at all times, although this decision was later vigorously contested by JW team manager, David Yorke. However, his immediate problem was to find a spare wheel fitted with one of the special small Goodrich spares, an ordinary wheel and tyre would not fit into the allotted space. One was borrowed from the Martini car, just as the original was brought back to the pits. However, a couple more laps had been lost.

So, at the 150-lap (85 to go) mark, the Alfas were in a very strong position with Stommelen/Hezemans leading team-mates Pescarolo/de Adamich by about half a lap, with the van Lennep/Larrousse Porsche third, some five laps in arrears. Bell/Siffert were now down in fourth place, ahead of Ickx/Regazzoni.

Lap 183 saw the last major change take place for Stommelen had just lapped de Adamich when the leading Alfa suddenly slowed as it passed the pits. Up at Druids it let out a great pall of smoke and rolled to a halt behind the pits with a suspected collapsed piston and resultant damage. So de Adamich was now in the lead and he said afterwards that he thought that he and Pescarolo had, apart from the early stages, conserved their engine more than the other pair and with just cause.

By lap 200, the leaders had a four-lap lead over the hard-charging works Ferrari with Bell/Siffert now back up to third ahead of van Lennep/Larrousse, with the two 512 Ferraris running strongly in the next two positions. Jost/Kauhsen were seventh while the Miles/Birrell team, after their braking problems, only had a couple of laps to spare on the Bonnier/Westbury Lola and, when Miles' flameproof mask almost disappeared down the fuel injection trumpets, it didn't improve things either.

The three remaining 2-litre Group 5 cars were all far from fit but the Fletcher/Tuckett car was back in the lead of the class.

The closing laps were not without drama or change for either the Martini Porsche or the works Ferrari. With about half an hour to go Larrousse, who had been very spectacular in the Martini car, had a brake lock-on solid, as the pad was completely worn away. This was never really repaired and the car trundled out just before the flag went down and put in another lap but by then had dropped to ninth place. With only a couple of minutes remaining Regazzoni rushed in for a churn of fuel and the engine would not re-start. Jump leads finally got it going and he rejoined after Pescarolo had taken the Alfa across the line without the slightest acknowledgment of the chequered flag!

The final verdict was a victory by a margin of three laps with the overjoyed Autodelta boys spraying champagne all over the place. Another three laps separated them from the Siffert/Bell Porsche, which was only a lap ahead of the Muller/Herzog Ferrari; a fine debut for this new team. They in turn had a lap lead over the similar car of Hobbs/Juncadella with Kauhsen/Jost bringing the Usdau 917 into a reliable sixth place ahead of the DART Chevron, which won its class. In fact Miles shadowed the Bonnier/Westbury Lola, in the closing stages, despite the failure of the car's clutch. So the new DART team had a good start to its racing career although Chevron just missed collecting a Championship point.—A.R.M.

(Full results on page 429)

RALLY REVIEW

GENERAL CLASSIFICATION

1st	E. Herrmann/H. Schuller (Datsun 240Z)	217
2nd	S. Mehta/M. Doughty (Datsun 240Z)	220
3rd	B. Shankland/C. Bates (Peugeot 504 Inj.)	348
4th	R. Hillyar/J. Aird (Ford Escort TC)	349
5th	S. Zasada/M. Bien (Porsche 911S)	368
6th	V. Preston Jnr./B. Smith (Ford Escort TC)	402
7th	R. Aaltonen/P. Easter (Datsun 240Z)	437
8th	H. Källström/G. Häggbom (Lancia Fulvia)	476
9th	R. Ulyate/I. Smith (BMW 2002 TI)	511
10th	P. Huth/J. McConnell (Peugeot 504 Inj.)	559
11th	H. Lionnet/P. Hechle (Peugeot 504 Inj.)	574
12th	R. Harris/P. Austin (Peugeot 504 Inj.)	596
13th	S. Blomqvist/A. Hertz (Saab V4)	634
14th	J. Din/A. Mughal (Peugeot 504 Inj.)	643
15th	H. Sembi/H. Sembi/R. Barnard (Datsun 1600 SSS)	645

Manufacturers' Team Prize : Datsun 240Z (1st, 2nd and 7th).

107 *starters* — 32 *finishers.*

SINCE its beginning in 1953, when expatriate enthusiasts in East Africa organised a 2,000-mile rally to celebrate the coronation of Elizabeth II, the East African Safari has steadily developed from an unsophisticated battle against the elements to a world-class motor rally which tests car and crew to the full. It has long ceased to be an expedition, and what was once a series of push, pull, dig and heave tactics, has given way to a very high-speed sprint across the bush.

World-wide recognition soon came, and although some people may not have heard about the Acropolis or the Thousand Lakes, it's a pretty safe bet that they would know of the East African Safari. First came inclusion in the RAC World Rally Championship, and then in the International Championship for Constructors. Furthermore, the fact that the prize for the first overseas driver to win had never been awarded gave the event a special significance. It has long been accepted that a good professional crew, with factory backing, could go rallying anywhere in the world and, with a thorough recce behind them, could match any local opposition. As far as the Safari was concerned, this was in doubt, and it suddenly became important for a manufacturer not only to win, but to win with a crew from outside Africa.

No company made this more obvious than Ford. Without any round-the-world events to take their attentions in 1971, the Boreham people put all their efforts into the Safari. They entered three Escort TCs for their first-string team, Clark/Staepelaere, Mikkola/Palm and Makinen/Liddon. But as insurance, they also prepared three other cars for crews with native local knowledge. Two were driven by Joginder/Jaswant Singh and Preston Jnr./Smith, and the third by Hillyar/Aird. This was financed by Sears Roebuck Tyres of America, that company being particularly involved in the Safari in preparation for an advertising campaign to appeal to the young driver.

For many years, Porsche's answer to the question "Why don't you enter the Safari?" was "The Porsche is a sportwagen, not a Jeep". This year they backed down from that policy when Sears Roebuck came along with an attractive financial offer to sponsor the entire team effort. Three cars were made ready, each with the new 2.4-litre engine, crews being Waldegård/Helmér, Andersson/Thorszelius and Zasada/Bien.

Saab, too, ran on dollars not crowns, their two cars to be driven by Blomqvist/Hertz and Trana/Andreasson. However, Trana was taken ill a few days before the start and was replaced by the team's top mechanic, Bernt Malin.

Lancia considered the event important enough to send three works cars for Munari/Drews, Källström/Häggbom and Lampinen/Davenport. A fourth car was also prepared for Fall/Wood, but this was privately sponsored. The Daf team sent four cars, one of which was driven by local men Tejpar/Vadgama. The other three were crewed by Haxhe/Delferrier, Laurent/Marche and the Liujbregts brothers.

Datsun again put a massive effort into the event, entering three 240Z group four cars for Aaltonen/Easter, Mehta/Doughty and Hermann/Schuller. A third car was also supplied to Sears Roebuck, to be driven by Gerrish and Simonian.

In the line-up of works entries, one must not omit the Peugeot 504s, even though they were entered by the local distributors. They are strong, reliable cars and with such people as Shankland, Huth, Lionnet, Mandeville and Harris at their wheels, they were a force to be reckoned with.

Opposition from overseas was nevertheless so formidable that the first victory by a non-resident seemed certain. But the weather plays an important part in the Safari; in dry weather the roads are hard, bumpy and incredibly dusty; after a short, heavy shower they become hard and slippery, akin to icy tarmac; and after continuous rain they degenerate into ribbons of sticky, glutinous mud. If it would be dry, an overseas win would be the most likely; if it would be wet, then it would be anyone's guess, for the local drivers are past masters at driving in deep mud.

As it happened, the rains came a week or so before the rally, but not sufficiently heavy to make much of an impression on the route. Consequently, the early stages of the rally were completely dominated by the works drivers from overseas. After years of hard, furious, special stage rallying, with mechanics ready to fettle at regular intervals, a European professional must find it contrary to all his instincts to keep something in reserve. Service points are widely spread on the Safari, and it must be difficult to stick to the principle of "softly, softly, catchee monkey" as the locals do.

First man to take the lead was Aaltonen, and he kept his Datsun at the head until half-way through the Southern Leg when Mikkola moved up briefly. Waldegård then took over, and kept the lead until the half-way stop back in Nairobi, and beyond to the middle of the Northern Leg. Then, after being held back on a narrow road by his team-mate Zasada, he became fed-up with the baulking and took a chance on overtaking in the dust. Alas there was a bend, and the Porsche went off the road, sustaining damage which prevented it continuing.

The works Fords had a variety of problems, including failure of gear selector mechanism due to the melting of a nylon block (something which also stopped three of the works Dafs, all of whose Variomatic transmissions have nylon blocks in their pulley slide systems), split radiator, cylinder-head gasket failure (which put Mikkola out of the rally), clutch thrust failure, and shattering of a propeller-shaft bearing.

Of the four Lancias, three went out with broken drive-shafts (none was carrying a spare unit), and the fourth driven by Källström got to the finish in a completely worn-out condition, having been held together by rope for a considerable time. Aaltonen's Datsun also gave trouble, and at one stage he arrived at a service point with the whole of the rear axle held in position by three portable winches strapping the unit in place.

It was obvious that the overseas drivers were superior to the locals, but their hard tactics were having devastating effects on their cars, and they eventually lost so much time that local men moved ahead. In no rally in the world is meticulous car preparation as vital as it is in the Safari. The constant pounding is so great that any nut and bolt not properly locked is almost certain to loosen. Indeed, car preparation is far more important than a thorough reconnaissance of the route, which renders the rally an excellent choice for the Constructors' Championship.

There are features of the rally which are unlike the others in the Championship; for instance, there are no special stages. The whole of the route is on open public roads, and timing throughout is to the nearest minute. Furthermore, whilst most rallies allow a maximum permitted lateness of half-an-hour, or one hour at the most, the Safari permits anything up to 12 hours in each of the two legs.

Some of the visiting Europeans were complaining that the event did not conform to the pattern of the Championship, and the various team managers formed a deputation to the organisers to thrash out various differences of opinion, and as a result of this some changes were made. Certainly there are things which could still be done to improve the rally, but it should be remembered that it runs through difficult country, and the organisers are faced with problems which do not exist elsewhere. Furthermore, it is still possible to run a fast road rally in Africa, and whilst this situation remains the event should not be over-Europeanised.

Finally, mention must be made of an incident which makes it obvious that, notwithstanding all the skills necessary, luck plays a part to some extent. The last really competitive section of the rally was around the back of Mount Kenya, between the small townships of Meru and Embu. Parts of this were very muddy, and the leading car, both on the road and on points, became stuck. This was the Datsun 240Z of Shekhar Mehta and Mike Doughty. They spent 20 minutes pushing, and they had just got their heavy car clear of the mud when along came a Police Landrover. As they drove off, the other 240Z of Herrmann and Schuller came into view, and that too got stuck in the mud. But whilst Mehta spent 20 minutes pushing, his team-mates were pulled out in two minutes, and they eventually won by the narrow margin of three minutes.—G. P.

AMERICAN COMMENT

IN A radical departure from past practice, the SCCA is abandoning the traditional method of qualifying for most of its professional series, and instead will use the one-car-at-a-time system that is common in USAC and NASCAR races. The new method of qualifying, which is effective immediately, is compulsory in the Can-Am, L&M Continental 5000 and Trans-Am series, and is optional for the Formula B Continental and Two-Five Challenge series for under 2.5-litre saloons. Under the new system there must be at least two qualifying sessions at each event, and these sessions will be separate and distinct from the practice sessions. During the qualifying sessions the drivers will be sent out one at a time but they will only have a maximum of five laps per session —one warm-up, three timed flying laps, and one cool-off lap. Each driver's fastest time, regardless of the session in which it is recorded, will determine his grid position. Hank Loudenback, the SCCA's Director of Professional Racing, said three distinct benefits are expected from this new procedure: spectator appeal will be increased since the public address system announcer will be able to concentrate on one car at a time; the timekeeping will be more positive and accurate since the cars will be at spaced intervals; and wear and tear on the cars will be reduced, resulting in better starting fields. This system works reasonably well on the USAC and NASCAR ovals, but these tracks are relatively short and the lap times small (35.33 sec., for example, for a Grand National stock car at the 1.5-mile Atlanta track). The lap times at the average SCCA road circuit are much greater, however, and raise a number of potential problems. At the 3-mile Donnybrooke circuit, for example, the best lap time is approximately 1 min. 30 sec. That means it would require 7½ minutes for each car to complete five laps, and over three hours to give each car in a field of 25 just one qualifying attempt. This problem could be eased somewhat by putting, say, three cars on the track at a time but at 30-second intervals so that each driver still has a theoretically clear track ahead of him. But it doesn't require much imagination to visualise the complaints that would be generated if a faster car caught, and was baulked by a slower one; or if one car dropped oil all through the line right in front of the cars following. Nonetheless, this system has been used for qualifying at Indianapolis for years and they get 250,000 people for the first weekend of qualifying, so the SCCA may well be on the right track.

One other significant point made in the same SCCA announcement is that the chief steward may, at the request of the race promoter (organiser), place cars that were unable to qualify at the back of the starting grid. Loudenback pointed out that pre-race publicity and advertising often is based on the appearance of one or more prominent drivers, and it is only fair to the spectators that they be allowed to start even though they might fail to qualify for a legitimate reason.

The revival of a Trans-Canada rally, which has been mooted for some time, has now been confirmed. The new rally is being sponsored jointly by the Governments of Canada and British Columbia, and there is no connection with Shell, the sponsors of the previous rally across Canada. Since the new event is being run as part of the programme to celebrate the 100th anniversary of British Columbia's entry into Canadian Confederation, it is known as the British Columbia Centennial Car Rally '71. It will start in the federal capital, Ottawa, on June 23rd and end in the BC capital, Victoria, on Confederation Day, July 1st. The rally is in experienced hands since it will be run by Jim Gunn, organiser of the former Shell 4,000 rallies. The route will cover approximately 4,800 miles and Gunn plans to incorporate as many European-style special stages as Canadian conditions (and politics) will allow.

* * *

Richard Petty, who has already won more NASCAR Grand National races than any other driver, is off to the fastest start ever seen in the Southern stock car world. Out of the ten races he has run so far, his Plymouth has won five and has finished in the top ten nine times. Petty, of course, has one of only two works cars in this year's Grand National series (and his firm, Petty Engineering, prepares the second one, a Dodge, for team-mate Buddy Baker), and this obviously gives him a slight edge over all the other independently-entered cars. In fact, Petty's strongest challenge has not come from his fellow NASCAR drivers, but from USAC veteran A. J. Foyt. Admittedly driving a Mercury prepared by the Woods brothers, one of the best crews in NASCAR, Foyt completed a highly successful foray into NASCAR territory by coming from behind to snatch victory from Petty in the 12th annual Atlanta 500. It was Foyt's second win in four NASCAR races, and followed a second-place finish in one of the qualifying races for the Daytona 500, third in the Daytona 500 itself (behind Petty and Baker) and victory in the Miller High Life 500 at Ontario (over Baker and Petty). As he had done at Ontario, Foyt started the Atlanta race from the pole position, but this time he was in trouble quite early when a cut tyre on the 37th lap knocked him out of the lead and put him a lap down. However, he clearly had the fastest car on the track and this, together with three yellow flag caution periods enabled him to regain the lead by the 120th lap of the 328-lap race. Altogether he led the race on six occasions for a total of 205 laps, but it wasn't a complete runaway because he only took command from Petty for the last time with 12 laps to go, and his Mercury crossed the line just 1.8 seconds in front of Petty's Plymouth. Finishing third, fourth and fifth, all one lap back, were Pete Hamilton's Plymouth, David Pearson's Ford and Bobby Isaac's Dodge. Two laps further back was Baker in his Dodge. Foyt will, of course, spend this month preparing, practising and qualifying for the Indianapolis 500 on May 29th, but he said he may return to NASCAR for the World 600 at Charlotte the day after Indianapolis. Since Foyt has already walked off with $87,000 in NASCAR prize money, it would be understandable if the stock drivers are praying for rain on May 29th so that the Indianapolis race has to be postponed to the 30th!—D. G.

BOAC 1000—*continued from page* 427

BOAC 1000 kms.—Groups 5 and 6—Brands Hatch Circuit—235 laps—Cold and damp

1st	A. de Adamich/H. Pescarolo (Alfa Romeo T33/3—3-litre V8)	Group 6	Entrant: Autodelta S.p.A., Italy	235 laps	6 hr. 24 min. 32.2 sec. 156.37 k.p.h. (97.17 m.p.h.)
2nd	J. Ickx/G. Regazzoni (Ferrari 312P—3-litre flat-12)	Group 6	Entrant: Ferrari SEFAC, Italy	232 laps	
3rd	J. Siffert/D. Bell (Porsche 917—5-litre flat-12)	Group 5	Entrant: JW Automotive Engineering, England	229 laps	
4th	H. Muller/R. Herzog (Ferrari 512M—5-litre V12)	Group 5	Entrant: Herbert Muller Racing, Switzerland	228 laps	
5th	J. Juncadella/D. Hobbs (Ferrari 512M—5-litre V12)	Group 5	Entrant: Escuderia Montjuich, Spain	227 laps	
6th	W. Kauhsen/R. Jost (Porsche 917—4.5-litre flat-12)	Group 5	Entrant: Team Auto Usdau, Germany	221 laps	
7th	J. Miles/G. B. Birrell (Chevron B19—1.8-litre 4-cyl.)	Group 6	Entrant: DART Racing with Castrol, England	219 laps	
8th	J. Bonnier/P. Westbury (Lola T212—1.8-litre 4-cyl.)	Group 6	Entrant: Scuderia Filipinetti, Switzerland	218 laps	
9th	G. van Lennep/G. Larrousse (Porsche 917—5-litre flat-12)	Group 5	Entrant: Martini Rossi Racing Team, Germany	216 laps	
10th	D. Spoerry/H-G. Weigel (Porsche 908—3-litre flat-8)	Group 6	Entrant: Team Auto Usdau, Germany	210 laps	
11th	D. Farnell/P. Crossley (Lola T210—1.8-litre 4-cyl.)	Group 6	Entrant: Paul Watson Race Org., England	209 laps	
12th	A. Fletcher/W. Tuckett (Chevron B16—1.8-litre 4-cyl.)	Group 6	Entrant: Paul Watson Race Org., England	205 laps	
13th	B. Robinson/B. Maskell (Chevron B16—1.8-litre 4-cyl.)	Group 5	Entrant: Brian Robinson, England	202 laps	
14th	D. Weir/M. Walton (Lola T210—1.8-litre 4-cyl.)	Group 6	Entrant: Ecurie Evergreen, England	199 laps	
15th	K. Walker/J. Bridges (Chevron B16—1.8-litre 4-cyl.)	Group 5	Entrant: Red Rose Racing, England	185 laps	
16th	R. Stommelen/T. Hezemans (Alfa Romeo T33/3—3-litre V8)	Group 6	Entrant: Autodelta S.p.A., Italy	183 laps	

Retirements: B. Martin/E. Swart (Martin BM7), clutch, 28 laps; W. McCovern/M. Ridhalgh (Dulon LD11), drive shaft, 47 laps; S. Jackson/R. Enever (Huron 4A), engine, 51 laps; J. Burton/J. Bamford (Chevron B19), gear linkage, 63 laps; P. Rodriguez/J. Oliver (Porsche 917), fuel system, 79 laps; T. Twaites/P. Smith (Chevron B16), engine, 90 laps; V. Elford/B. Redman (Porsche 917), damaged fuel tank, 104 laps; R. Heavens/M. Garton (Chevron B16), accident, 114 laps.

24 *starters* — 16 *classified as finishers* (*completed* 70% *of distance*).

FORMULA TWO REVIEW

THE FIRST two rounds of the European Formula Two Trophy were the Jim Clark Memorial Trophy race at Hockenheim and the heavily sponsored Yellow Pages Trophy at Thruxton on Easter Monday. With the 1,600-c.c. Formula attracting so many contestants in its final year, the problem of servicing the multitude of Cosworth FVA engines has assumed serious proportions with many teams not possessing a useable spare. Currently Cosworth are pre-occupied sorting out their 1971 Formula One engines and the situation has been seriously aggravated by the recent Ford strike.

The Hockenheim race was run in two 20-lap heats with an aggregate result being worked out on addition of positions instead of times, so spectators and entrants were left kicking their heels after the second heat while the organisers worked out their final result. Appearing for the first time at Hockenheim were three new cars, two of which were to prove very competitive. The Italian Tecno factory brought along three of its new cars, the chassis being very much the same as the cars which Regazzoni used to win the Formula Two Trophy last year but fitted with their own specially built engines. The two Pederzani brothers who run this team have adapted the Cosworth FVA block to take their own cylinder head, which is copied from the new Ford RS1600 engine and uses belt-drive to the valve gear. This is an experimental exercise in preparation for the 1972 Formula Two which requires the use of production cylinder heads. The Tecnos are financed by the French Elf oil company and are driven by Francois Cevert, who partnered Regazzoni last year, Patrick Depailler and Jean-Pierre Jabouille, who drove the uncompetitive Pygmees in 1970.

Motor Racing Developments 1971 Formula Two car is the Brabham BT36, differing only slightly from the previous year's car but using in-board rear brakes and a sleeker body profile. So far only two cars have been built for the privately-financed Rondel Racing organisation, which is run by a couple of ex-Brabham mechanics, and are driven by Brabham's Formula One drivers Graham Hill and Tim Schenken. The third new car was the Lola T240 driven by the Austrian sports car driver Hemut Marko. The shallow bathtub monocoque car showed itself to be uncompetitive in its current state of development.

As at Mallory Park, the Robin Herd-designed March 712s proved to be highly competitive, particularly the works car driven by Ronnie Peterson.

Results :

JIM CLARK MEMORIAL TROPHY—Hockenheim (April 4th)

Two Parts, 20 × 4.218 miles—168 miles

1st : F. Cevert (Tecno-Pederzani TF71) .. 1 hr. 27 min. 09.8 sec.—183.600 k.p.h.
2nd: G. Hill (Brabham-Cosworth BT36) .. 1 hr. 27 min. 14.8 sec.
3rd : C. Reutemann (Brabham-Cosworth BT30) 1 hr. 27 min. 21.5 sec.
4th : W. Fittipaldi (Lotus-Cosworth 69) .. 1 hr. 27 min. 31.7 sec.
5th : T. Schenken (Brabham-Cosworth BT36) 1 hr. 27 min. 34.8 sec.
6th : G. Birrell (Lotus-Cosworth 69) .. .. 1 hr. 28 min. 36.1 sec.

Fastest lap : R. Peterson (March-Cosworth 712M), 2 min. 04.2 sec.—196.5 k.p.h *(new F2 record).*

Despite the precarious engine situation, all the major contenders were at Thruxton the following week for the Yellow Pages Trophy race. Amidst a mass of advertising material pushed out by the sponsors of the meeting, forty cars arrived to practice, split into two batches of twenty. On race day they all had to compete in rather long 28-lap heats before going on to a 50-lap final which counted for Trophy points. Once again the Marches proved to be the quickest cars on the track, Peterson setting fastest time of all in practice, and both the Motul/Williams cars of Pescarolo and the English driver Derek Bell being near the front of their respective grids. Once again the well-organised Rondel team featured strongly, with Hill taking pole position for the first heat and Schenken getting a front-row place for the second.

Reine Wisell in the Lotus 69 owned by London International Racing Associates, led the first heat briefly until he was stopped with electrical failure, and Hill beat Bell quite easily. Peterson looked a sure victor in the second heat until the car jammed in fifth gear, the lever came off in his hand and he was beaten by Pescarolo on the last lap.

The first ten cars to finish each heat got into the final along with the next ten fastest overall, taken on the basis of individual race laps, thus ensuring that fast cars which retired during the heat were not deprived of a race in the final.

Continued at foot of next page

THE ROTHMAN'S TROPHY

OULTON PARK, *9th April*, 1971.

THE BEST WAY to win a motor race is to have a good, strong, reliable car, well prepared, properly screwed together, driven by a hard-charging courageous driver, and to lead from start to finish, and that is exactly what the Yardley-BRM team did at Oulton Park on Good Friday. Add to this a modicum of misfortune in your rivals and your job becomes a little easier. Rodriguez led all 40 laps of the Rothmans Trophy, his lead varying from one and a half seconds to six seconds, but at no time did the second man, Gethin, get his McLaren-Cosworth V8 dangerously close to the V12 BRM, though he drove a splendid race and kept the pressure on throughout. Stewart trailed home in a strong, but not menacing, third place, his 1970 Tyrrell not handling at all well on right hand bends and even though the second-place McLaren had a Hewland gearbox that was not functioning right, the Scot had no hope of getting his Tyrrell into second-place. Refreshingly, in these days of excuses and complaints, Rodriguez was delighted with the 1971 BRM P160 and it went perfectly, his only misdemeanour being a few laps before the end when he missed a gearchange at the Esso hairpin and had an excursion onto the grass, all entirely his own fault, the car being blameless.

This first victory for the new BRM V12 was most encouraging for all the BRM and Yardley supporters and the engine ran really crisply throughout the 40 laps, Rodriguez using it to the full all the time and giving the 45,000 spectators a splendid demonstration of hard driving and opposite-lock slides through the corners that was impressive to watch. The P160 was still not using the original design of rear aerofoil with the oil cooler in the leading edge, but instead had oil coolers on each side of the gearbox with big forward-facing ducts on them. The McLaren that Gethin drove was M14A/2 with both front and rear suspension geometry revised to take advantage of the latest low-profile Goodyear tyres, the front suspension also having a new design of lower wishbone. Right from the start of the meeting Gethin had been on form and was in the centre of the front row of the grid with a lap in 1 min. 25.8 sec., equalling Stewart's best practice lap. Stewart had the choice of the original Tyrrell car, number 001 or the 1971 car, number 002, rebuilt after its South African crash, and he opted for the first car, but at no time did he feel that everything was right about the suspension and handling of the car. Although he improved his fastest lap to 1 min. 25.06 sec. in the race it was not fast enough to challenge the BRM or the McLaren.

Surprisingly, for a small meeting both BRM and Lotus fielded three-car teams, the Bourne team having last year's P153/06 for Siffert and P153/03 for Ganley. The Swiss driver arrived on the dummy-grid with a nail sticking out of a rear tyre and as there was no time to change it on the start line, while the rest of the field took off, poor Siffert had to drive into the pits for another tyre and join the race when the leaders were more than half-way round the first lap. He made no impression on them and eventually retired with ignition trouble. The third BRM, which was P153/03, was driven steadily and sensibly into fourth place by Ganley. The Gold Leaf Team Lotus trio were a different story altogether. It was Wisell's turn to drive the turbine car and round the twists and turns of Oulton Park it was even worse off than at Brands Hatch. After running trouble-free during practice and for 17 laps of the race, it suffered a punctured left rear tyre and was withdrawn. E. Fittipaldi drove the Lotus 72C, number 5, with a new shape of oil tank over the gearbox and a new type of rear aerofoil without the three-tier slots as used previously. His run was short, for the spark unit expired and by the time a mechanic took a new one out to the car and got it going again, it had lost too many laps to feature in the race at all, but nevertheless, Fittipaldi carried on to the finish. The third Lotus was 49C/R6 driven by Trimmer, but he had an accident in practice which damaged the rear end. Luckily, 49C/R10 was in a Lotus dealers' showroom in Bradford so it was hastily retrieved and the rear end grafted on to R6, so that Trimmer could start in the race. On the second lap the throttle stuck open and after this was cured at the pits he carried on, but later had to make another stop when the fuel metering unit cam got out of adjustment, so that the car finished in a lowly sixth place.

Other runners were, Alan Rollinson, having his first Formula One drive in the March 701 owned by Siffert, and he drove neatly and tidily and kept out of trouble to finish fifth. Beuttler, in the new yellow March 701 that made its debut in the Race of Champions, was going well until the tubular framework, holding the nose cowling on, broke and let the nose droop on the ground, which forced him to retire.

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SEBRING 12-HOURS

A Win for the Martini Team

SEBRING, *Saturday, March 20th.*

THE ENTRY for the 12 hours of Sebring was an improvement over the previous Sports Car Championship round, the Daytona 24 hours, for Ferrari had entered their exciting 3-litre flat-12 312P prototype which had been beefed-up since its first race in the Argentine and was now about 100 lb. heavier. Andretti and Ickx comprised the very powerful driving combination. Also reappearing after their Daytona absence were three Autodelta Alfa Romeo T33/3s for Vacarella/Hezemans, Galli/Stommelen and de Adamich/Pescarolo. The Group 5 protagonists were as at Daytona, the two Gulf Porsche 917s for Siffert/Bell and Rodriguez/Oliver were little changed but using five-speed boxes. The Martini Porsche team had not yet rebuilt the two Daytona cars so entered just the one spare car for Elford/Larrousse. Once again Roger Penske Racing Enterprises had entered their Ferrari 512M and, as usual, it was immaculate, all the scars from Daytona were completely gone. Donohue and Hobbs, as predicted, set up fastest practice lap and the team were definitely the favourites for the race.

North American Racing Team had entered their usual gaggle of assorted Ferraris but unfortunately they had hardly any mechanics with the result that permanent panic reigned in their pits.

Practice was dominated by the Penske Ferrari 512 with Donohue setting a fastest lap of 1 min. 31.65 sec. (123.44 m.p.h.), even though his ankle was swollen and strapped following a bad strain. A slight surprise was the practice time of the 312P Ferrari which set up second fastest time with Andretti at the wheel, and Stommelen's very quick lap which put his Alfa Romeo fifth on the grid ahead of the Siffert/Bell Porsche. Rodriguez set third fastest in the last session, while Elford was fourth.

Race day was warm and dry and it was Donohue who immediately went into the lead followed by Rodriguez, Siffert, Elford and Andretti. At the end of the first half-hour Donohue led Siffert by five seconds, who in turn was six seconds ahead of a third-place quartet of Rodriguez, Elford, Andretti and Revson in a NART 512S, a further 30 seconds down came Stommelen in an Alfa. The first change in the leadership came when Elford, dicing closely with Rodriguez, was shunted by a Lola T212 and he limped to the pits for some body taping and a change of wheel. From then on the steering was slightly odd, but not enough to put the car out or even slow it by much. As the leaders came in for refuelling J.W. had their first setback when Siffert, ignoring the warning light, ran out of fuel and then accepted a lift to the pits to collect a can-full. Other than losing 19 laps before he was away again the stewards imposed a further penalty of four laps. Just before this fuel incident Siffert set a record fastest lap at 124.43 m.p.h.

With the Group 5 cars making more pit stops it was not long before Andretti/Ickx had the little Ferrari in a comfortable lead and, by the fourth hour, they were over one lap ahead. It was about this time that an unfortunate incident occurred which spoiled the race and left a lot of hard feeling. Rodriguez was about to be lapped by Donohue when, according to the Mexican, he was dangerously chopped going through Websters and he hit the Ferrari, while Donohue said he was rammed three times quite unnecessarily in the Webster *chicane*. Whatever the cause, the Porsche lost a chunk of right front wing and lights which had to be partly replaced, while the Ferrari damage was to the very sophisticated fuel filler neck and this caused two tank breathers to break away, so these had to be sealed off to stop fuel surging out on cornering. The damage also slowed the fuel stops considerably.

The works Ferraris' comfortable lead was not to last for long because, during the fifth hour, the F1-type gearbox, which is not designed for long-distance racing, broke and Alfa Romeo took over the first two places with Elford's Martini Porsche catching up after a long pit stop to remedy a sticking brake pad. The Porsche went into the leading place when the de Adamich/Pescarolo/Vacarella (the Sicilian moved to this car when his own retired with fuel-metering problems). Alfa Romeo had to have the alternator replaced and, at six hours, Elford took the Martini 917 into a lead which it was never to relinquish.

However, the two Alfas held very creditable second and third places and were helped by the increased efficiency in the pits. The two delayed Gulf cars were next just ahead of the Penske Ferrari. During the last hours there were three protests about the Gulf cars, which unfortunately kept the final results in abeyance for some time. The 21st Sebring race is the last on the present circuit and unless the money is found to build the new track nearby, it may be the last Sebring for some time.—M. J. T.

12 HOURS OF SEBRING—Sebring—Groups 6, 5 and 4—Sports Prototypes, Sports, GT and Touring—5.2-mile lap—Warm and dry

1st : V. Elford/G. Larrousse (Porsche 917—5-litre flat-12-cyl.)	Group 5	Entrant: Martini Rossi Racing	260 laps—1,352 miles—181.1 k.p.h.
2nd: N. Galli/R. Stommelen (Alfa Romeo 33/3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.A.	257 laps
3rd: A. de Adamich/H. Pescarolo (Alfa Romeo 33/3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.A. ..	248 laps
4th: P. Rodriguez/J. Oliver (Gulf Porsche 917—5-litre flat-12-cyl.)	Group 5	Entrant: JW Automotive Engineering Ltd. ..	248 laps
5th: J. Siffert/D. Bell (Gulf Porsche 917—5-litre flat-12-cyl.)	Group 5	Entrant: JW Automotive Engineering Ltd. ..	244 laps*
6th: M. Donohue/D. Hobbs (Sunoco-Ferrari 512M—5-litre V12-cyl.) ..	Group 5	Entrant: Penske/White Racing	243 laps

Fastest lap: J. Siffert (Porsche 917), 2 min. 30.46 sec.—200.25 k.p.h. (124.43 m.p.h.).

* Completed 248 laps but Siffert had four laps deducted by Stewards.

FORMULA TWO REVIEW—continued from page 430

When Pescarolo retired with a broken engine shortly after the start of the final, Hill took over the lead and held off Peterson, who was driving very consistently and making every effort to prompt Hill into a mistake. Eventually Peterson made his move with three laps to go, and outbraked Hill going into the tight chicane just before the pits, only to get fouled up lapping a slower car on the next lap, allowing the wily Hill to repass. There was no time left for Peterson to have another try, and Hill came round to win his first race since his victory at Albi, also a Formula Two event, in 1969. Behind Peterson, who broke Jochen Rindt's record and the outright circuit record, Bell survived a spin to finish third, while Cevert was fourth.

An interesting newcomer to the Formula was the reigning American Formula A Champion John Cannon, who made a surprise debut with a brand-new March. He had several problems and retired in the final. The next round of the European Championship is at the Nurburgring on May 2nd.—A. H.

YELLOW PAGES TROPHY—Thruxton (April 12th)

50 × 2.35 miles—117.8 miles

1st : G. Hill (Brabham-Cosworth BT36) ..	1 hr. 02 min. 36.2 sec.—182.02 k.p.h.
2nd: R. Peterson (March-Cosworth 712M) ..	1 hr. 02 min. 36.8 sec.
3rd: D. Bell (March-Cosworth 712M) ..	1 hr. 02 min. 56.0 sec.
4th: F. Cevert (Tecno-Pederzani TF71) ..	1 hr. 03 min. 15.6 sec.
5th: T. Schenken (Brabham-Cosworth BT36)	1 hr. 03 min. 16.0 sec.
6th: W. Fittipaldi (Lotus-Cosworth 69) ..	1 hr. 03 min. 37.6 sec.

Fastest lap: R. Peterson (March-Cosworth 712M), 1 min. 13.4 sec.—186.96 k.p.h. (new F2 and outright record)

THE ROTHMANS' TROPHY—continued from page 430

The other retirement, and the first of the race, was Surtees whose first 1971 TS9 car broke its engine. In practice Cyd Williams had his first try with 400 b.h.p. in Frank Williams March 701/6 and before the day was out it was a complete write-off after hitting the infamous Bailey Bridge, C. Williams being very lucky to escape with a severe shaking up. The second F. Williams/Motul entry should have been the new March 711 for Peterson, but it was still at the factory being re-designed after the lessons learned at Brands Hatch and Ontario by the March team.

Among the supporting races was a 20-lap event for 2-litre sports cars which became a benefit run for Chris Craft in the works B19 Chevron "Spyder" with 1.8-litre Cosworth FVC engine, when such opposition as there was fell by the wayside after collisions.—D. S. J.

ROTHMANS' TROPHY—Formula One—40 laps—177.8 kilometres

Dry and cloudy

1st : P. Rodriguez (BRM P160/01)	57 min. 33.4 sec.—185.279 k.p.h. (115.13 m.p.h.)
2nd: P. Gethin (McLaren M14A/2)	57 min. 38.0 sec.
3rd: J. Stewart (Tyrrell 001) ..	57 min. 45.6 sec.
4th: H. Ganley (BRM P153/03)	1 lap behind
5th: A. Rollinson (March 701/5)	4 laps behind
6th: T. Trimmer (Lotus 49C/R6) ..	9 laps behind
7th: E. Fittipaldi (Lotus 72C/R5) ..	13 laps behind

Fastest lap: P. Rodriguez (lap 26) and P. Gethin (lap 28), in 1 min. 25.06 sec.—188.177 k.p.h. (*new record*).

Retirements: J. Surtees (Surtees TS9/002), 5 laps, engine; J. Siffert (BRM P153/06), 13 laps, ignition; M. Beuttler (March 701/11), 16 laps, broken nose mounting; R. Wisell (Lotus T56B-turbine), 17 laps, puncture.

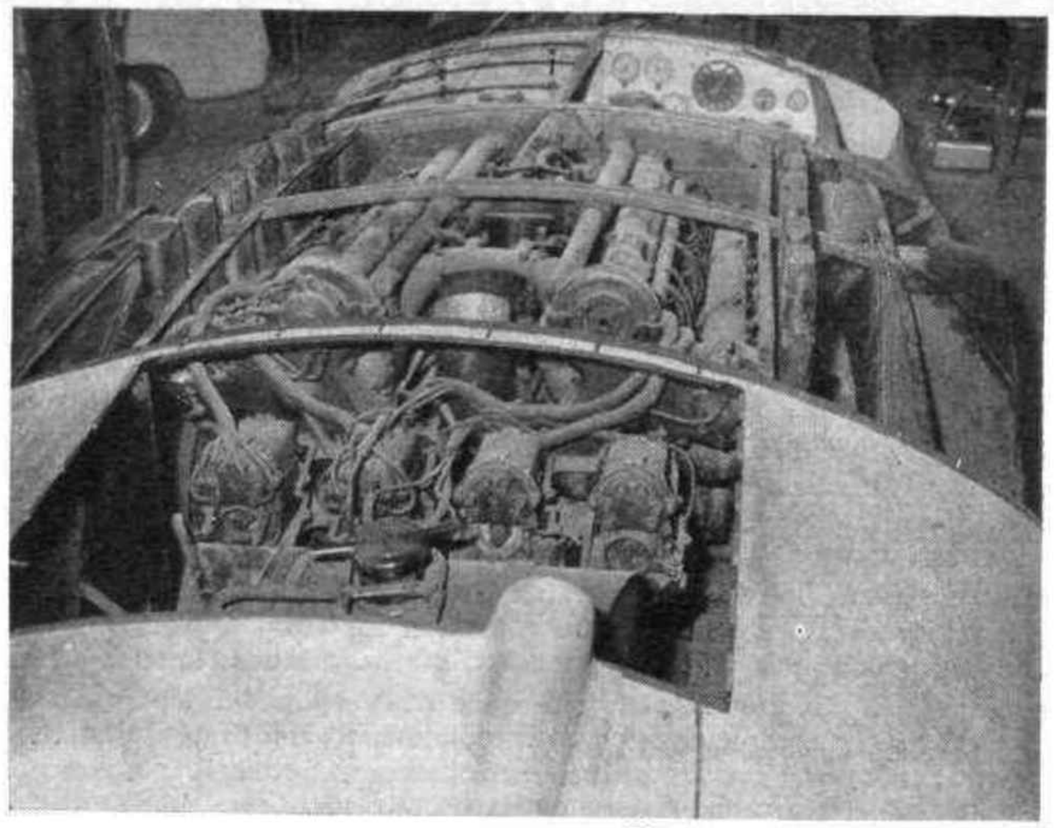
1 *starters* — 7 *finishers*.

RUMBLINGS

■ **200-M.P.H. SUNBEAM.**—A rare occasion arose recently, for the Montagu Motor Museum is having the 1927 Sunbeam 200-m.p.h. record breaker refurbished at George Gray (Emsworth) Ltd. near Portsmouth and the opportunity was taken to inspect this twin-engined monster with all the body panels removed, some of them for the first time since 1927. The mass of machinery amidst which Segrave sat when he took the record at over 203 m.p.h. is awe-inspiring to see even today, so that it is no wonder that he wrote "I stood and stared at the monster rather as a child would have done. Racing cars I had seen and driven by the dozen, but this was something more gigantic than any yet dreamed of. It fascinated me. The thought that I was to drive it, control it, unleash all its potentialities, was, one must admit, a little unnerving. It is the only time I can honestly say when I have stood in front of a car and doubted human ability to control it". He controlled it at a fastest one-way run on Daytona Beach of 207.507 m.p.h. and an average of 203.792 m.p.h. for the two-way flying mile, on March 29th, 1927.

In a vast channel-section chassis frame, some fourteen inches deep, are mounted two V12 Matabele Sunbeam aero engines, one in front of the driver and one behind him, each of 27½ litres capacity. The front engine is reversed from the aero engine position, with the four magnetos at the front and the power take-off shaft at the rear. The back engine is mounted as in an aircraft, with the four magnetos at the very rear of the car and the take-off at the front. The V12-cylinder engines have four valves and two sparking plugs per cylinder and four overhead camshafts, with two large carburetters mounted in the vee of the engine and the exhaust ports on the outside. The front engine has exhaust manifolds running into tail pipes appearing through each side of the car, and the rear engine has vertical exhaust stub pipes. Each engine is mounted on a channel iron sub-frame, which is mounted on cross-members on the main chassis. The direction of rotation of the rear engine has been reversed and the two engines are coupled together by a large propellor shaft running along the centre of the cockpit, the aeroplane reduction gears being blanked off and the drive taken directly from the crankshaft. The engine coupling shaft from the rear engine passes through a transfer box, and then via a large clutch to the front engine. In the transfer box the drive is stepped to the left of the car and a shaft runs back, through a smaller clutch, to the gearbox which is in one with a differential unit and cross-shaft mounted rigidly on the chassis. At each end of the cross-shaft is a vast sprocket transmitting the power rearwards to the rear wheels by chains. The rear hubs are mounted on a dropped tubular axle that runs under the rear engine about half-way along its length, the hubs running freely on this dropped tube, which is mounted on the half-elliptic rear springs.

The front engine is cooled by an inclined radiator mounted ahead of it and the rear engine has two radiators virtually in the cockpit, with air ducts feeding them from openings in each side of the car. The front axle is an orthodox beam on half-elliptic springs and the four-wheel brakes are cable operated by coupled foot-pedal and hand-lever, much of the mechanism being similar to the 1924 Grand Prix Sunbeams. Behind the rear engine is a Grand Prix Sunbeam fuel tank with a fuel shut-off valve coupled by rods and levers to a knob alongside the driver's left shoulder, the driver sitting on the right of the prop-shaft, the gear lever being cranked over towards him from the gearbox. The handbrake is on the right and the pendant accelerator pedal operates the two carburetters of the front engine and the two of the rear engine through a wondrous system of bell-cranks, levers and rods. Even more ingenious is the advance-and-retard mechanism for the eight magnetos. With those of the front engine up by the radiator and those of the rear engine way down the back by the fuel tank, each set being on a cradle across the width of the engine and driven from the timing gears, the linkages are a designer's nightmare and all eight are controlled by a small lever in a quadrant on the instrument panel. The rods connecting the carburetters of the two engines and the magnetos run side-by-side through the cockpit, alongside the fuel shut-off control knob. With the engines being coupled together positively there is only one rev-counter on the instrument panel, the engines running at about 2,200 r.p.m., each developing 435 b.h.p. A normal Grand Prix Sunbeam type steering gear is used and the clutch pedal



[Photo by Montagu Motor Museum

The rear engine of the 200-m.p.h. Sunbeam seen from the tail of the car and showing the four magnetos for the V12 engine. In the foreground is the Grand Prix Sunbeam petrol tank and filler cap.

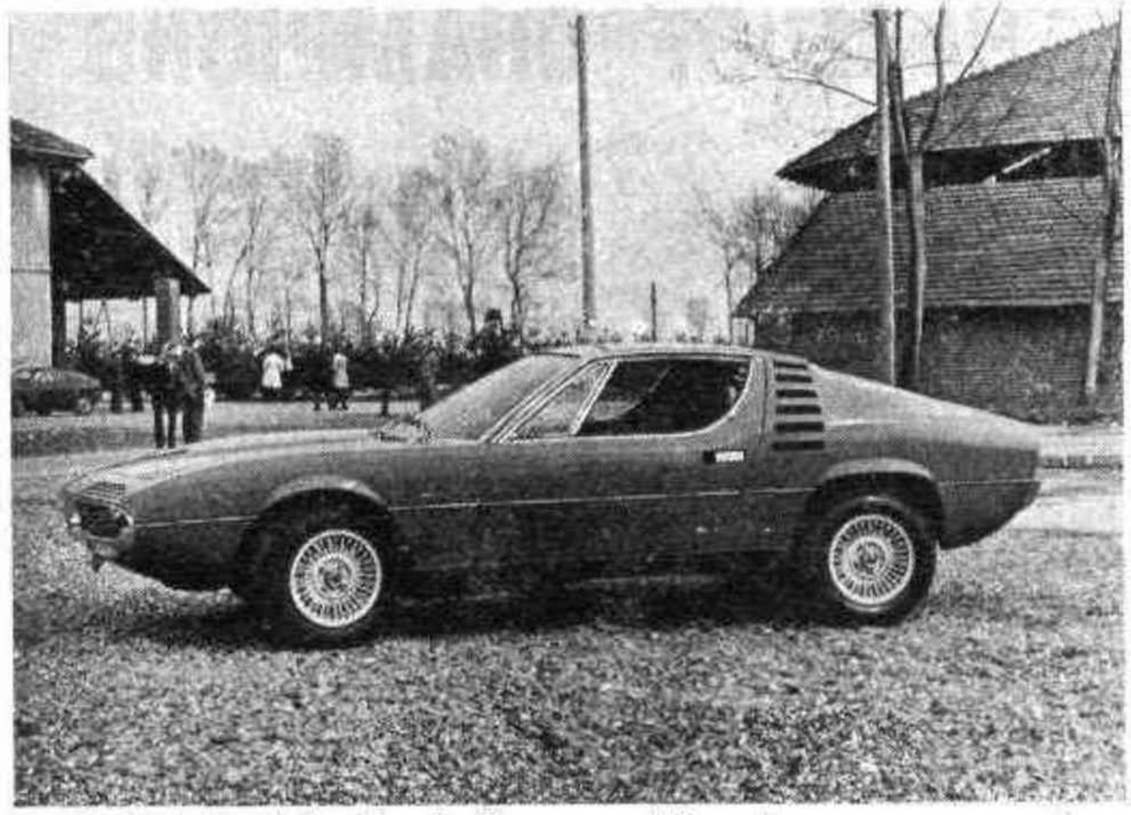
operates the clutch between the transfer box and the gearbox. The clutch behind the front engine is a positive in-or-out affair operated by a long hand lever which is reached through a panel on the top of the bodywork. Having started the rear engine, the driver kept it running while a mechanic operated the hand clutch which engaged the front engine, the driver then having control of the coupled engines through the foot clutch. The noise of these two aeroplane engines must have been most impressive and looking into the cockpit one can only admire the bravery of Henry O'Neal de Hane Segrave, later to become Sir Henry Segrave.

■ **DEPANOTO.**—Anyone travelling to Le Mans from Paris will almost certainly use the N23, in which case they will pass through the small town of Nogent-le-Rotrou, and as you enter the town the narrow road passes between a garage and a large white house. The garage is normal enough and so is the house, from the outside, but inside the three-storey house it is another matter. From basement to roof it is packed with old car parts, ranging from the very beginning of motoring to 1941, with everything laid out in racks like a supermarket. The premises belong to the Boutet family and J. P. Boutet and his son run a remarkable breakers yard for Veteran, Vintage and PVT cars, with a membership scheme whereby a fee of £7 brings you a vast catalogue of the contents of the house, with regular additional news sheets, and permits you free access to rummage about and look for obscure bits, or bits that could be modified or improvised. They also run a very comprehensive photostat service of old manuals, instruction books and advertising material, etc.

In 1911 Marcel Boutet owned the garage on the right-hand side of the N23 and was agent for Corre la Licorne, Delage and Clement-Bayard cars, and lived with his family in the house opposite. When father Boutet died he left the house and garage to his sons, and while J.P. developed the breaking business in the garden and it subsequently took over the whole house, his brother lost interest in the garage business and sold his part of the property. Today Depanoto thrives on the sale of old car parts to collectors and renovators all over the world, and Boutet's long association with the motor trade affords him opportunities to unearth rare and valuable parts all over France. For anyone interested in joining the spares scheme the address is Depanoto & Cie, 28 Nogent-le-Rotrou, France.

■ **THE ALFA ROMEO MONTREAL.**—It was very appropriate that the day after Alfa Romeo won the BOAC 1,000-kilometre race at Brands Hatch, with the Tipo 33-3, a new production Alfa Romeo was announced in Italy using a V8 engine developed directly from the 3-litre sports/racing car. This was the Montreal coupé, so named because it first appeared at the World Exhibition in Montreal four years ago. Then it was a one-off "idea car", today it is a production reality, already being built at the rate of five a day and

. . . the suspension is relatively soft and the car rolls . . . maintains a very constant understeer . . .



. . . body design is by Nuccio Bertone and is a short, compact coupé . . . with a wheelbase of only 7 ft. 8½ in.

soon to rise to more than 15 a day. The basic car is a step up from the 1750 GTV, having similar coil spring and wishbone i.f.s. and live rear axle located by radius arms and central A-bracket, and sprung on coil springs with a limited-slip differential. The heart of the Montreal is the V8 engine and the 5-speed and reverse gearbox, the engine being a 90 deg. vee with two overhead camshafts to each bank of cylinders, identical in layout to the engine used in the Tipo 33-3, except for smaller bores reducing the capacity to 2,539 cc., bore and stroke being 80 × 64.5 mm. Italian Spica fuel-injection is used into the ports and 200 b.h.p. (DIN) is developed at 6,500 r.p.m., while lubrication is on the dry-sump principle. The 5-speed gearbox has a normal H-pattern for the four lower gears with fifth gear over to the right and forward, the ratios being very close, fully synchronized and able to be changed incredibly quickly with the short central gear-lever. Disc brakes are used on all four wheels, and 195/70 VR14 Michelin X tyres, mounted on alloy wheels, give very impressive road-clinging qualities even on wet surfaces. Although the suspension is relatively soft and the car rolls quite a lot under hard cornering, it maintains a very constant understeer characteristic with no feeling at all of wanting to "plough" straight on.

The Montreal was introduced at the Balocco proving ground that Alfa Romeo built a few years ago, just to the west of Milan, and a demonstration run on the test track, out on the open country roads and on the Milan-Turin Autostrada with Consalvo Sanesi at the wheel was sufficient to illustrate that this was a car in the true Alfa Romeo tradition. The engine was incredibly smooth and quiet at all r.p.m. and wound up to 6,500 r.p.m. in fifth gear (approximately 130 m.p.h.), while the handling, steering and braking coped adequately with all conditions. Sanesi used to drive in the 159 Alfa Romeo team and later with the Disco Volantes, and when you say Sanesi you say Alfa Romeo, and vice-versa, so that it was with justifiable pride that he demonstrated this latest Alfa Romeo sports coupé to its fullest extent.

The body design is by Nuccio Bertone and is a short, compact coupé with a small space behind the seats. The glass panel in the sloping tail hinges up for access to the luggage compartment concealed under a hinged deck, while the spare wheel is buried in the tail, and one would pray not to get a puncture on a dark, wet night. There are movable grilles over the headlamps, lowered by engine vacuum, and apart from tidying up the "daylight" styling, they keep the headlights clean. The bonnet is very short, with the V8 engine sitting amidships between the front wheels, and with a wheelbase of only 7 ft. 8½ in. the car has quite a long nose, which keeps the proportions fairly nicely balanced.

Price for the Montreal has not yet been fixed exactly but it will probably be in the order of £5,000 in Great Britain by the time everyone has had their cut, including a large slice to the Government.

CARS IN BOOKS

I THOUGHT I had just about exhausted any books which refer to flying in the days of biplanes and grass aerodromes. But, because the publishers seem to have omitted to send a review copy, it was only recently that I read "Sent Flying", by Bill Pegg, the celebrated Bristol Chief Test Pilot (Macdonald, 1959). In this all manner of aeronautical happenings are described, including the first flight of the 20,000-h.p. 100-seater Bristol Brabazon air-liner of 1949 from its special 2,750-yard runway at Filton, and the dramatic landing of the prototype Bristol Britannia G-ALRX on the River Severn mud-flats in 1952, after an engine had caught fire, the latter account including the full radio messages between Pegg and the Filton tower from take-off to successful belly-flop.

Pegg learnt to fly an Avro 504S at Henlow in 1925, Tommy Rose being one of his instructors, so the book is partially, and delightfully, "vintage". (He joined the RAF in 1921, aged 15½, and first flew from Cranwell in a Vickers Vimy.) Of cars, he recalls his father's various second-hand cars, although the only one named is an AC Sociable, which required frequent push-starts. While at Tangmere, flying Gamecocks and Siskins (the *magic* days !), Pegg bought a very worn-out sports Amilcar for £60 from a London dealer. It had a terribly noisy back axle, but when Pegg was "pinched" it was for speeding, not noise. He successfully conducted his own defence, but ever afterwards the local police sniffed round "the battered old Amilcar".

Pegg later writes of driving at week-ends from Sealand to Sussex to see his girl-friend, in his third car, ". . . a very sporty affair with a 'vee' windscreen and no weather protection whatever". He wore full flying kit but would often arrive soaked to the skin. The journey took 9 hr. 20 min.—20 minutes being for "a pint of beer and bread and cheese and some petrol for the car". (*Magic* days!) Could this have been another Amilcar?—W. B.

COMPUTERISED CAR HIRE

WHEN a staff car suddenly let us down last summer and we urgently wanted a hire car to get a staff member to a Thruxton race meeting, we found the task rather more difficult than expected. Successive well-known firms were completely out of cars until Autohall International came to our rescue. By then we had wasted almost an hour and a lot of 'phone calls. Now a firm called International Reservations Ltd., which is 50% owned by the National Coal Board whose computers the service uses, will solve the problem for you in 15 seconds.

The new service draws on the cars of several of the leading hire firms, including Avis and Autohall but not Hertz, and covers 70 locations and 8,000 cars ranging from Minis to Rolls-Royces. The service also provides hotel bookings as well and can be contacted at London 01-235 1200, Birmingham 021-236 6581, Glasgow 041-332 9633, and Manchester 061-766 1122. We haven't tried the service yet but it certainly sounds a good idea.

RACE OF CHAMPIONS

BRANDS HATCH, *March 21st*

I DON'T THINK anyone will argue when I say that Stewart is easily the best driver in Formula One racing today, and that the flat-12-cylinder Ferrari is by far the most powerful Formula One car at present. The fact that a Ferrari won the Race of Champions and Stewart was second would appear to confirm this, but it was not as simple as that. Graham Hill recorded the fastest lap with the new Brabham BT34, which should make any future historian stop to think and review the result more closely. Brands Hatch in mid-March was its usual impossible self, raining all day Friday before the race, being cold and damp on Saturday and cold and grey on Sunday. Most of the small entry were out on Friday in spite of the rain, and Stewart was head and shoulders above everyone else as he threw the number one Tyrrell car about with a calculated abandon that does not fit in with his "safety songs" and political clap-trap. To watch his skill and reflexes at work on the wet track was to watch an artist at work and it was a joy to behold. On the other hand Hulme took one look at the weather and told the McLaren team they could forget practice, even though the new M19 McLaren was ready to go. The Saturday practice was under better conditions, and the last half-hour saw a dry track so that everyone was on an equal footing and the lap times recorded settled the grid positions and bore as close a resemblance to reality as we were to see throughout the whole week-end. A study of the grid will show that the right cars and the right drivers were in the right places, with Stewart on pole position nearly a whole second faster than the next man who was Hulme, who appeared when the rain stopped. Reading down through the rows on the grid there were not great surprises, but much of interest. Hill was in the latest Brabham, described elsewhere, Miles was having his first race in a BRM V12 and in row three was Emerson Fittipaldi in the Lotus turbine car, the first time such a power unit had appeared in a Formula One race, but not the first time a turbine had been in a race, nor the first turbine car to appear at Brands Hatch, for the Howmet sports car holds that distinction. The new boys to Formula One were all neatly grouped at the back, led by Schenken in a 1970 Brabham team car, making his first Formula One appearance. Other first-timers were Ray Allen, in the Williams March 701, Mike Beuttler in a brand-new March 701, the car also making its debut, and Tony Trimmer in the works Lotus 72 which Fittipaldi would have been driving had he not been in the turbine. A little out of place among the debutantes was Gethin, whose Formula One experience with the second works McLaren should have seen him higher up the grid. In last position was Peterson in a brand-new March 711 belonging to the Frank Williams team. The car was only completed on the Saturday, missed official practice, and joined the happy throng on Sunday after a few laps in the morning. Starting in last position Peterson was also given a ten-second handicap for missing practice.

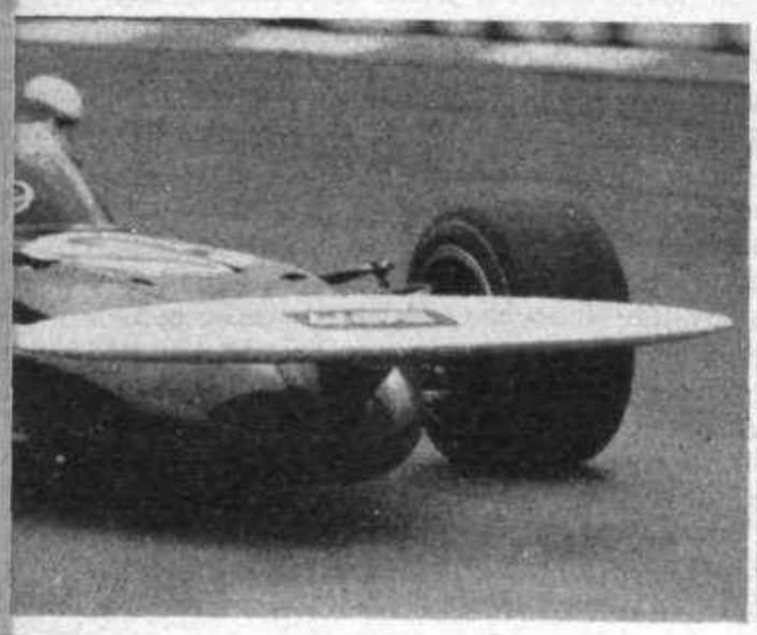
STARTING GRID

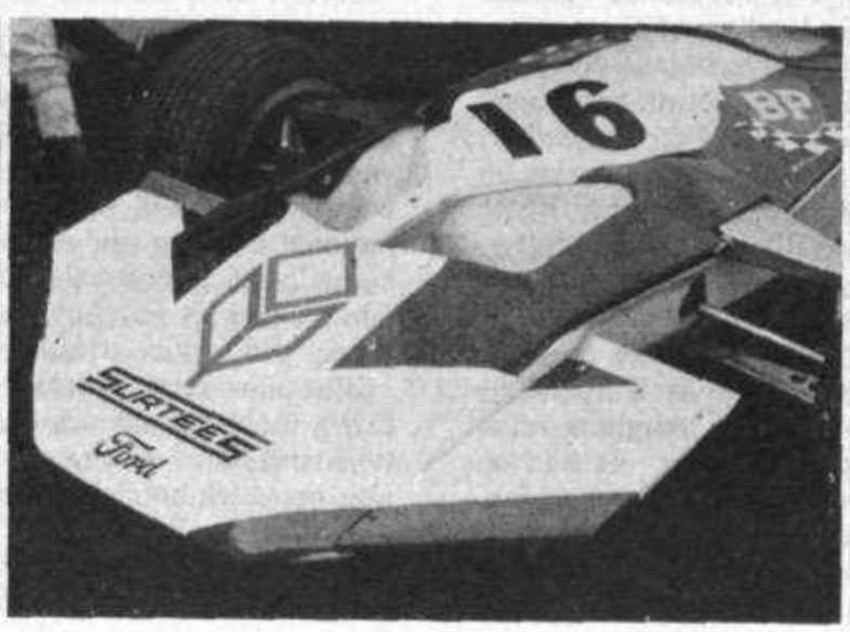
5 C. Regazzoni (*Ferrari* 312B/2) 005 1 min. 26.0 sec.	9 D. Hulme (*McLaren-Cosworth V8*) M19/1 1 min. 25.5 sec.	17 J. Stewart (*Tyrrell-Cosworth V8*) 001 1 min. 24.6 sec.
3 J. Miles (*BRM V12*) P153/07 1 min. 27.1 sec.	1 G. Hill (*Brabham-Cosworth V8*) BT34/1 1 min. 26.1 sec.	
7 R. Wisell (*Lotus-Cosworth V8*) 72C/3 1 min. 29.0 sec.	6 E. Fittipaldi (*Lotus-Pratt & Whitney*) T56B 1 min. 28.7 sec.	16 J. Surtees (*Surtees-Cosworth V8*) TS9/001 1 min. 27.4 sec.
4 H. Ganley (*BRM V12*) P153/03 1 min. 30.9 sec.	2 T. Schenken (*Brabham-Cosworth V8*) BT33/1 1 min. 30.0 sec.	
15 M. Beuttler (*March-Cosworth V8*) 701/11 1 min. 32.1 sec.	14 R. Allen (*March-Cosworth V8*) 701/6 1 min. 31.9 sec.	10 P. Gethin (*McLaren-Cosworth V8*) M14A/1 1 min. 31.3 sec.
12 R. Peterson (*March-Cosworth V8*) 711/3 no time	8 T. Trimmer (*Lotus-Cosworth V8*) 72C/5 1 min. 37.9 sec.	

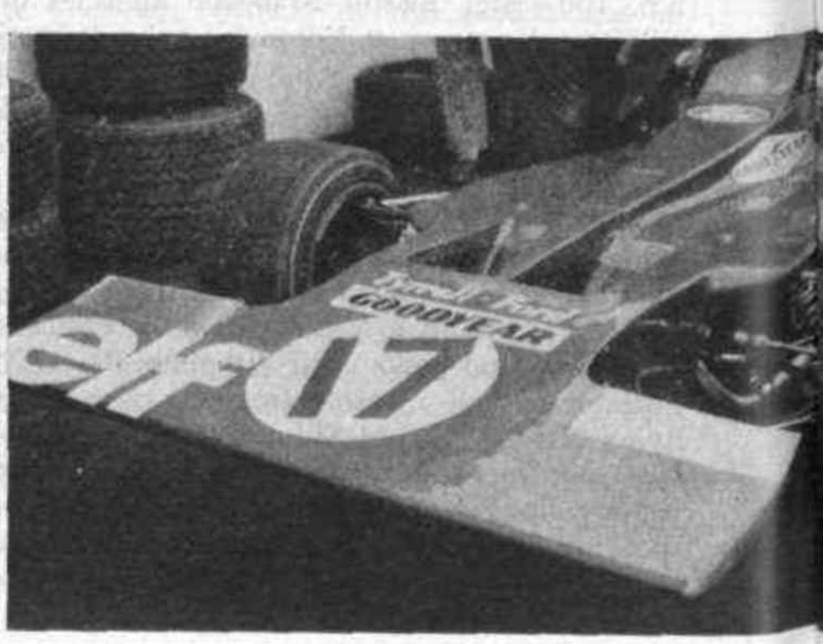
On paper the grid looked all neat and tidy, ready for a typical Formula One procession, the real excitement of high-speed driving having ended on Saturday afternoon. However, some rain in the morning, ominous skies and misleading weather reports had every-one in a flap as the starting time of 2 p.m. approached. The Tyrrell team fitted Stewart's car with "intermediate" Goodyears, banking on rain, Hulme did likewise on the McLaren M19, but Ferrari took a chance on "dry-weather" Firestones for Regazzoni, and Ron Tauranac took a similar gamble with "dry" Goodyears for Hill with the new Brabham. BRM were banking on wet weather for Miles, and in this tyre flap the Lotus turbine car was sitting on some fairly old-fashioned Firestones, for it was using 15 in. wheels against the later cars that were down to 13 in. wheels. As the flag fell, the neatly laid-out grid was still neat but full of imponderables. To start with the track was still damp in places, especially on either side of the racing-line through the corners, and Stewart and Hulme began to run away from the others, Regazzoni and Hill being unable to match the pace on their "dry weather" tyres. There was no hope of anyone passing anyone else, apart from Peterson at the back, who picked off the "new boys" one by one, but did not last long, for the shaft to one of the inboard front brakes broke, and this on a brand-new car.

As a race there was nothing to see, the only interest coming from those who were stopping racing, such as Trimmer, who did only one lap before stopping at the pits with fuel pressure trouble, Miles who thought he had a flat tyre on the latest P153 BRM and came into the pits, where he had a pair of "dry weather" tyres put on the back, and Beuttler whose brand-new March 701 had the injection system on the Cosworth V8 fail. Just before 20 laps of processional motoring had passed, the ominous clouds had held their water and the track was drying rapidly, so that Regazzoni closed-up on Hulme and took second place on lap 20, while Hill also speeded up. On lap 25 which was half-distance, Regazzoni swept past Stewart and Hill swept past Hulme, the "dry weathers" paying off, so now the handi-cap system had been reversed. Stewart had no hope of holding the Ferrari, even though he still drove the Tyrrell as hard as he could,

NOSE NOTIONS.—Who says Grand Prix cars all look the same? Pictured at Brands Hatch are the nose sections of the following Formula Ones (reading left to right): March 711, Surtees TS9, Tyrrell, Lotus 72, McLaren M19, Brabham BT34. Not pictured is the Matra which is different again. Are they all equally efficient?







while Hulme had the added handicap of a bad misfire in his Cosworth engine so that he dropped back quite a long way. Behind these four, but a long way behind, came Surtees, Wisell and Gethin, while Ganley, Schenken and Allen had been lapped already. Hulme struggled on until lap 30, when he pulled into the pits to have the ignition unit changed, but after three more laps he gave up as the misfire was still there. Meanwhile Hill had been going splendidly in the new Brabham, and had caught the unhappy Tyrrell, but Stewart was not going to move over, and for a number of laps we saw a fine display of how to prevent a rival from coming by. Normal "lines" into corners went by the board, and you realised that Stewart was not going all that fast or he would never have got round the corners on such peculiar "lines". Hill tried every trick he knew, but there was no way by, and on the little straight bits of the Brand Hatch circuit the Tyrrell pulled away slightly, having a 1971 Cosworth engine against the Brabham's 1970 engine. On lap 35 the Brabham engine lost power and Hill stopped at the pits before there was a big bang, the trouble probably emanating from the valve springs. This left Stewart to return to a more orthodox route round the circuit, and to cruise along in the hope of some more rain or trouble appearing on the Ferrari. The Italian car was blowing out quite a lot of blue smoke, but nothing serious was developing so Regazzoni reeled off the laps to win yet another race for the Maranello team, with Stewart following him home into second place. Surtees arrived a miserable third, lucky to be motoring, for his latest car had lost its cooling water from a pipe damaged in contact with the ground, and the oil pressure was sagging badly.

At the end of practice, Schenken in the 1970 works Brabham was nine-tenths of a second faster than Ganley in a 1970 works BRM; Ganley made the better start in the race, so led Schenken for 47 of 48 laps they covered in close company, but made a slight error on the last lap and Schenken nipped through to snatch fourth place. Allen had shown great determination and courage in practice, and ran 48 of the 50 laps of the race, keeping out of trouble, and finished a steady sixth, while Miles brought up the rear unable to make up the time lost in changing rear wheels. The Lotus turbine was as unimpressive as its exhaust note, and quietly expired when continual bottoming on the Brand Hatch bumps first of all ground away the rear anti-roll bar link on the left side, and then ground away the bottom of the spring unit, until the left rear corner collapsed. The third Team Lotus car, driven by Wisell, was never in the picture and ran for a long while with a consistent misfire, until it finally died altogether and Wisell pulled off onto the grass instead of coasting round South Bank Bend.—D. S. J.

* * *

Results :

THE DAILY MAIL "RACE OF CHAMPIONS"—50 laps—213.2 kilometres

Dull and cold

1st	C. Regazzoni (Ferrari 312B/2/5) ..	1 hr. 13 min. 35.0 sec.—174.449 k.p.h.
2nd	J. Stewart (Tyrrell 001)	1 hr. 13 min. 58.6 sec.
3rd	J. Surtees (Surtees TS /001)	49 laps
4th	T. Schenken (Brabham BT33/1) ..	48 laps
5th	H. Ganley (BRM P153/03)	48 laps
6th	R. Allen (March 701/6)	48 laps
7th	J. Miles (BRM P153/07)	48 laps

Fastest lap : G. Hill (Brabham BT34/1), in 1 min. 26.7 sec.—177.071 k.p.h.

Retirements : T. Trimmer (Lotus 72C/5), 4 laps, fuel pump; M. Beuttler (March 701/11), 8 laps, injection metering unit; R. Peterson (March 711/3), 13 laps, front brake shaft; E. Fittipaldi (Lotus T56B), 33 laps, left rear suspension; D. Hulme (McLaren M19/1) 33 laps, ignition; G. Hill (Brabham BT34/1), 34 laps, engine P. Gethin (McLaren M14A/1), 37 laps, water leak; R. Wisell (Lotus 72C/3), 43 laps, engine.

15 starters — 7 finishers.

BRANDS HATCH JOTTINGS

ONCE again Colin Chapman and Maurice Philippe have produced something really new for Grand Prix racing. Last year it was the Lotus 72, this year it is the Lotus turbine car. In the wet on Friday it was very impressive, but this was more due to the smooth power and four-wheel-drive than the turbine conception. Throughout practice it ran smoothly and quietly, with no problems apart from changes of gear ratio in the power take-off box and axle ratio changes. Its position in the middle of the third row of the grid is about where Fittipaldi would have been with a Lotus 72, so the turbine car looks promising, in spite of the characteristics not really being suited to the "stop-go" nature of the Brands Hatch circuit. Being surrounded at the start the car was unable to accelerate to its maximum amount, and consequently never got clear of the tail-enders, and suffered from the weight of its 60 gallons of aviation kerosene, causing it to bump on the ground down the numerous dips.

The new McLaren, with its progressive movement suspension was visibly more stable over the Brands Hatch bumps than most other cars, and Hulme was driving very smoothly during practice so that he never looked fast. This effortless, smooth-running was accentuated by the comparison of Stewart, who had the Tyrrell on the edge of disaster all the way round, and the hesitant, inexperienced driving of the new boys who were out in front of 400 b.h.p. for the first time. Stewart's brave efforts were rewarded by being nearly a second faster than Hulme, which is an enormous amount by today's standards.

Of the new super-special aerodynamic March 711, the less said the better. Last year when the Lotus 72 broke a shaft to an inboard front brake some people put it down to typical Lotus design. Did the March suffer from a design fault? The chief engineer of Daimler-Benz asks rather pointedly whether these chaps have any test facilities? Mercedes-Benz Grand Prix cars and sports cars used inboard front brakes throughout 1954 and 1955 without any breakages, and Lancia used them on the D20 sports car of 1953/54 without any failures.—D. S. J.

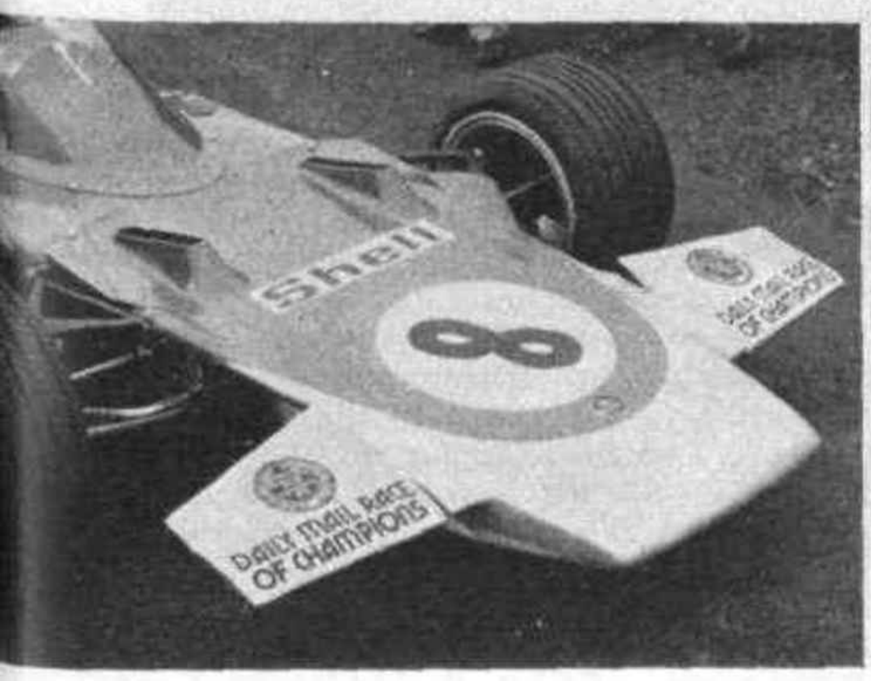
FUNCTIONAL CLOTHING

WE have equipped the photographic members of our staff, who seem to spend more time out in the cold than their editorial colleagues, with weather-proof clothing from Functional of Manchester.

Functional, who are associated with Dunlop, made the "Airflow" Dunloprufe and the Borg pile-fabric clothing for the successful Annapurna South Face Expedition. We find that their standard weather clothing, which can be worn in a variety of combinations, completely protects one from cold, wind and water. But its lightness makes it wearable at all times of the year. It is, in fact, used by TV companies for outside broadcast crews.

The garments are durably made, and the "Airflow" Dunloprufe coats, which accept patented internal Foamliners for extra warmth, are free from condensation. The clean styling makes this clothing smart enough for leisure wear, and travel, the linings being added as necessary on arrival at cold places.

Details from Functional Clothing Limited, 20 Chepstow Street, Manchester M1 5JF—061-236 2606/7, who sell only direct to industry and individuals at prices from about £12.50.



MARINA MATTERS

A Snap Appraisal of The First Completely New Car From British Leyland

(*To be read in conjunction with "Matters of Moment", page* 419.)

WITH THE Mostest-from-Munich non-materialising, the Editor's surprise Easter-egg turned out to be a limeflower Morris Marina 1.8 two-door coupé with navy upholstery. First impressions were unfavourable, because in the press of traffic on the A40, a notorious exit from London because it is endowed mainly with roundabouts instead of underpasses or flyovers and because so many of the commuters who use it seem to reside in the dormitory villages of Bucks., calling for right turns which further impede the long-distance traffic, over-rich mixture from the twin SUs made the engine idle, at 700 r.p.m., as roughly as that of a vintage lorry. As occupants of Avengers and Vauxhalls pointed at my hush-hush vehicle, its name obscured with masking tape, I must have appeared to be suffering from the ague, as Marina rocked like a little boat caught by the evening tide. I feared the engine would stall, and squeaky brakes added to my anxiety. At the Denham Village/Beaconsfield roundabout fellow road users hooted and flashed at me, and I began to think it was time to vacate this ADO 28 and erect the Bluemels warning triangles thoughtfully provided in its boot. However, before I could get out an obliging Ford driver had secured the filler cap from which petrol had been spewing (for some obscure reason it is a little plated cap, in spite of being hidden by a rather crude circular door) and I was again on my way.

Colleagues had dismissed the new Morris as just another cigarette carton, with ugly exposed-nuts wheels added to the common styling. In London itself I had discovered the Marina's light but too-sudden clutch and throttle linkage which made a dignified take-off difficult. With a 180-mile run ahead of me after a full day in the office (I maintain that anyone who cannot read MOTOR SPORT'S small print—with glasses, if worn—shouldn't drive a car, but coping with it all day doesn't exactly set one up for a fast night drive) I began to pine for the 2000TC or the Mexico I had left behind. The Marina had a Courier Mini-8 stereo player but no cassettes, so I was unable to cheer myself up by playing sonnets about Easter bonnets as we crawled westwards. The test-car also had a Radiomobile radio.

Once out of the traffic tangle, however, the car's better features became apparent. The 1.8 TC version has an excellent performance above 2,000 r.p.m. in its 3.64-to-1 top gear, its rack-and-pinion steering is extremely nice, although low-geared at four turns, lock-to-lock, and the Marina can be cornered quite quickly, initial strong u/s changing to o/s, but with the back-end holding on well in spite of feeling a bit soggy, while excessive roll is not apparent. The 165/70R × 13 tubeless Dunlop SP68s protest infrequently, and grip like a Tax Collector with your earnings.

The gear-change is good, but with a long lever having long movements, not quite up to Ford standards. You lift the non-spring-loaded lever to engage reverse, outboard of 3rd. The hand-brake is well placed between the seats and the only switches on the wood-simulated panels beneath a matt-black facia are those for lamps, heater-fan and Triplex hotline back window. A knob acts as hand-throttle-cum-carburetter-enrichener. The leather-rimmed steering wheel's thick spoke obscures the otherwise well-located heater controls, but they had a springy action, and I was either too hot or too cold, with no happy medium. The interior arrangements and controls deserve high marks. There is a well-contrived lockable cubby on the left, which will take *two* Rolleiflex cameras, and a lipped under-facia shelf. Three neat dials, by Smiths, are recessed in front of the driver, comprising speedometer with m.p.h./k.p.h. readings and a decimal mileometer (reading 4,945 miles as I left the office), a heat/fuel gauge, and an electronic tachometer with no red area—the engine peaks at 5,500 r.p.m. but has to be taken well beyond this to obtain the 40, 60 and 80-plus maxima in the gears. Two stalk controls look after dipping, turn-indicators, flashing and horn (r.h.) and washers (Trico electric)/wipers, with an additional one-sweep action (l.h.). The doors have recessed pull-out exterior and interior handles, the latter incorporating neat locks, there are well-placed arm-rests, two keys, one of which has to be used to open the 11 cu. ft. illuminated boot, and the roomy five-seater body is vented, being said to replace the air completely in approximately 30 sec. with all windows closed (Ford claim about 40 sec. for a Cortina with "Aeroflow"). The extremities of the facia have closeable but non-swivelling fresh-air inlets. The front seats are of generous size, with adjustable squabs, but the latter do not provide much sideways support and tend to dig into the small of one's back. The front ¼-windows are fixed.

I had commenced this journey, as with the likewise-unexpected Stag test, with a nearly empty wallet but, being now in possession of a Barclaycard, I felt much happier, especially as the fuel gauge sank quite slowly (consumption was 27.8 m.p.g. of 4-star; on long runs it did even better giving around 30 m.p.g.), and the tank holds 11½ gallons. The progressive Girling auto-adjusting brakes were deceptively powerful, but the vinyl upholstery made me perspire (oh, for Connolly leather!). The ride is pitchfree on good roads but gets horribly shuddery and thumpy on bad ones, the engine is noisy at speed, and there is whine from the lower gears, a higher-pitched one on the over-run.

The Lucas two-lamp set tried to burn holes in the road but was reasonably effective, the window area of the Marina body is generous but reversing difficult, and many of the modern saloon-car amenities, such as safety features, a steering lock (which presents no unlock problems), childproof doors, etc., are incorporated. Under the prop-open bonnet the Lucas Pacemaker battery, dip-stick, Champion plugs and Fenner alternator/fan belt are sensibly accessible. (The oil level fell to half-way between min. and max. in 566 miles.)

Having driven the top model of the Morris Marina range I do not feel any compunction to retract the views expressed in the Editorial. The ADO 28 is clearly intended to take its place in the People's Car sales-stakes and until we learn its price one cannot judge how much it will contribute to BL's financial recuperation.

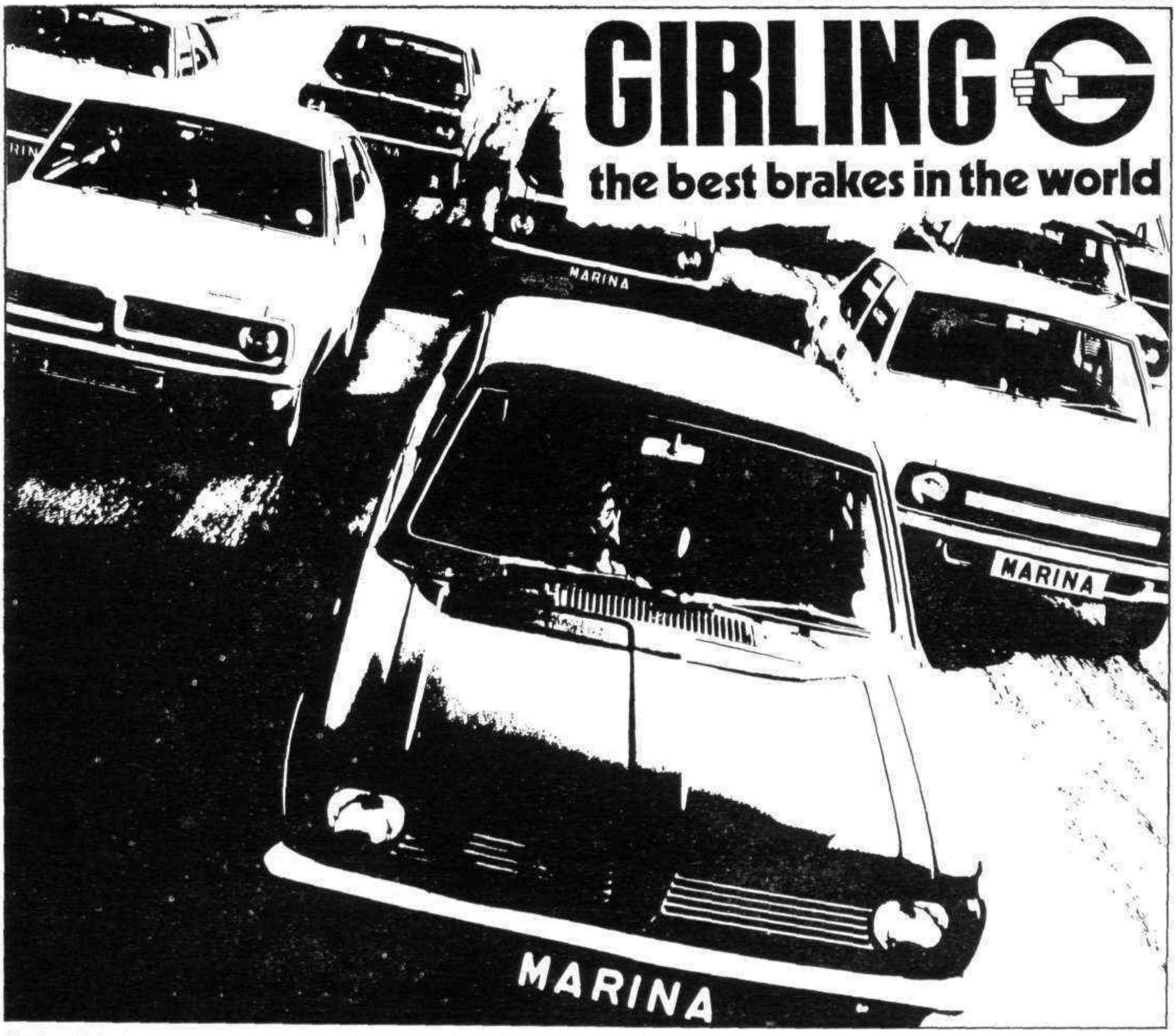
All they need now is Peter Browning and his staff, to turn the Marina into a first-class car.—W. B.

THINGS THEY DO

MOTOR SPORT often comments on "things they say", but a recent happening in one of the simpler forms of club racing forces us to comment on "things they do". The event concerned was a race on the Silverstone club circuit for Historic Sports Cars, a race calculated to give the contestants more fun than the spectators, and a race of no significance other than affording people the opportunity to have fun with old cars. Neil Corner had entered his recently-acquired Birdcage Maserati and was no doubt looking forward to the enjoyment he was going to get from driving it, but at the last moment it was not ready, so rather than miss the race he phoned the Jaguar Driver's Club and substituted his D-type Jaguar in the entry. Now the rule book says that such changes must be made in writing, and after Corner had won the race with the D-type the second man home, Gordon Lee, in a Lister-Jaguar put in an official protest and had Corner's victory ruled out, having known about the change of car long before the race started. Lee was announced the winner and he claimed the prize of a £100 Continental holiday, which may have influenced his action, but how serious can club racing get? Have a nice holiday Mr. Lee!

safety comes first

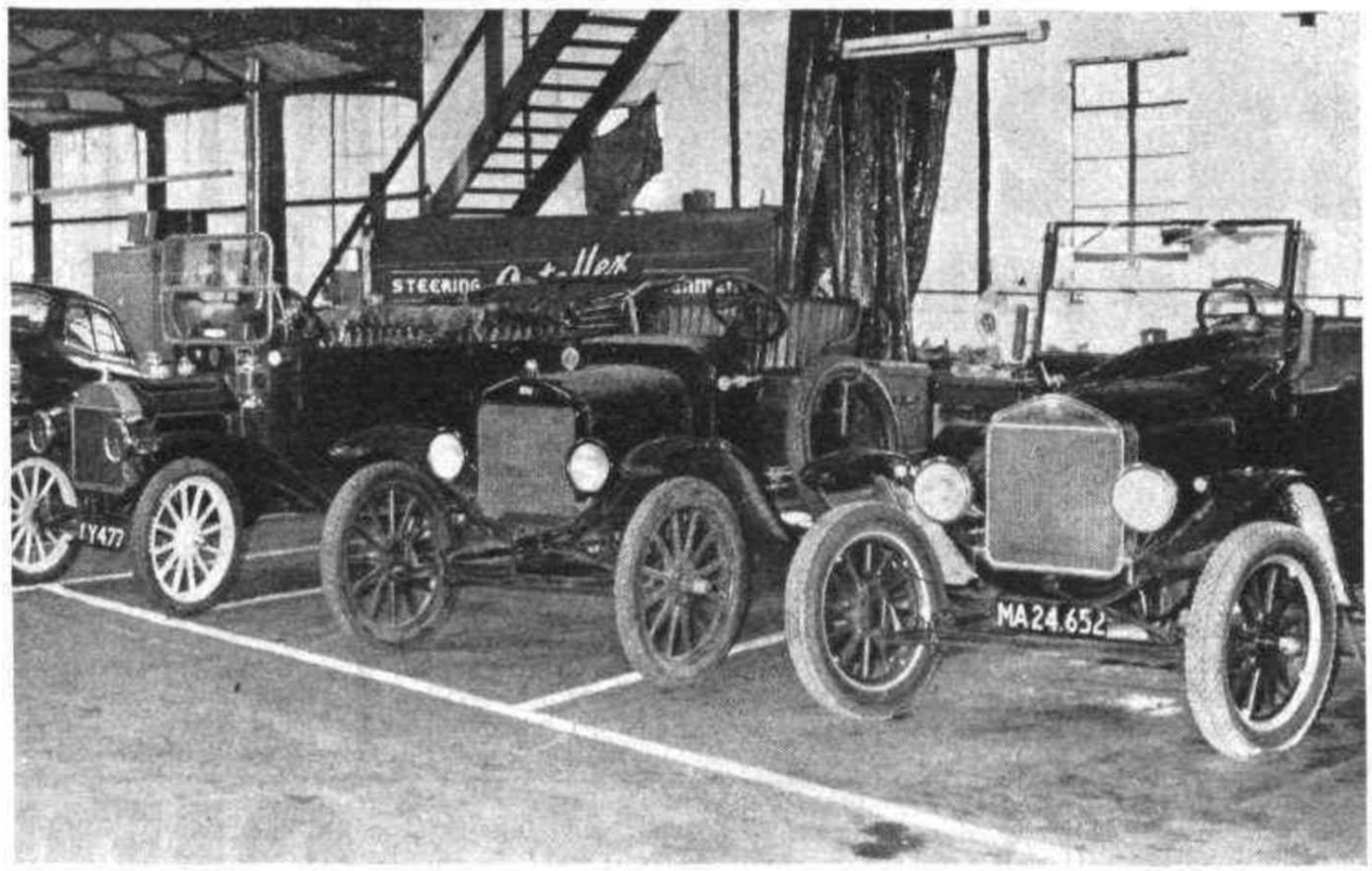
The Brakes behind the Beauty are...



Marina 1300—Drum brakes all round : Marina 1800—Discs front, Drums rear (servo optional) : Marina 1800TC as 1800 with servo standard

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



A TRIO OF MODEL Ts.—These three Fords came together quite by chance, at Messrs. Hollingsworth of Hastings, the imported 1925 car on the right of the picture being in because of back axle trouble, the 1919 two-seater in the centre being re-wired and generally checked over and the 1911 tourer on the left having had a complete engine rebuild. At what other garage would you find three Fords of this age in for attention at the same time? The photograph was taken by Mr. P. G. Grant, who owns the 1925 Ford but has no connection with Messrs. Hollingsworth.

HISTORIC COMMERCIAL VEHICLE CLUB

THE HCVC has decided to admit to its membership commercial vehicles more than 20 years old, whereas previously it confined its activities to pre-1940 vehicles—another extension of the vintage date-limit of which we do not approve. The Club's main fixture, the Brighton Run, which the Police insist is limited to 180 starters (as they limit the VCC Brighton Run to 250 cars), is scheduled for May 2nd, starting as usual from Battersea Park. Unfortunately the RAC has been withholding permission because the London Douglas Motor-Cycle Club has an event on the same day using the same road at Bolney! Lord Montagu is endeavouring to have this decision reversed and we sincerely hope this very enjoyable and instructive cavalcade of transport, which gives great enjoyment to so many people, will go ahead as planned. We hope to make an announcement elsewhere in this issue if this is the case. The Yorkshire Branch has its own similar event, the Trans-Pennine Run, on August 8th—last year it attracted 137 entries. At December 31st last year paid-up membership stood at 522. The Chairman and Secretary is Michael Banfield, 32, Acland Crescent, Denmark Hill, London, SE5.

VINTAGE MOTOR CYCLE CLUB

THE VMCC's annual Banbury Run takes place this year on June 20th, the first rider being scheduled to leave the Castle Street Car Park, Banbury, Oxon, at 10.31 a.m. Details from: J. G. Boulton, 11a, Ounsdale Road, Wombourne, Wolverhampton, WVS 9JE.

THE VETERAN CAR CLUB OF GREAT BRITAIN

THOSE who enjoy the sight of really early motor vehicles in action should note that the VCC fixtures for 1971 include the following Main Events:

May 16th-22nd	..	Highland Rally
May 19th	..	Cannon Hill Park Rally, Birmingham
June 5th/6th	..	Dorking-Tunbridge Wells Run
June 26th/27th	..	Touring Rally, Bury St. Edmunds
July 10th/11th	..	Harrogate Rally
Aug. 15th	..	Crystal Palace Rally
Sept. 4th/5th	..	Exmouth Area Run
Sept. 18th/19th	..	Southport Rally
Nov. 7th	..	London-Brighton Commemoration Run

The Club issues its magazine *Veteran Car* to professional standards quarterly. Secretary: Mrs. J. Das, 14, Fitzhardinge Street, Portman Square, London, W1.

VINTAGE POSTBAG

Renault Reinastella Snags

Sir,

Re the 4-litre Reinastella described in your March number (page 236). In June of 1938 I was looking for a big-engined car in view of trying my hand at charcoal operation. A fellow who was short of cash came along with a Reinastella 8 which I bought for 4,000 francs. It was mechanically similar to the one described in your article, but the body was a large five-seater two-door landaulette with fixed black leather top. The body was painted a vivid apple green with black wings and boot, the latter, being huge, could well be replaced by a "gazogène". There was a tri-tone whistle on the exhaust which gave out tremendous blasts when accelerating. The latter item clinched the market.

The car was in fairly good condition and so were the tyres. I had some fun with it for a few days, but soon found out it was quite dangerous as the roadholding was abominable and the servo brake so fierce it could lock the wheels at any speed on the slightest touch of the pedal.

After a few days I went off for a holiday with family and the day I came home another fellow came along who wanted the car so badly that he offered 5,000 francs cash for it, so I let it go, whistle and all. Never did such a brilliant piece of motor business in my whole (long) life!

I am sorry to say the new owner crashed the car so badly against some rocks that it was a complete wreck, with little bodily injury. It was not a car to get excited in.

Blessac. C. FORRAND.

* * *

Morgan v. Hispano-Suiza

Sir,

Under "V-E-V Miscellany" in your January issue I was interested to read about the Hispano-Suiza which it was said took part in the MCC High-Speed Trial at Brooklands in 1926.

Although I have no record of the registration number I think that this must be the Hispano with which I had a duel with my Aero Morgan in that event, a cartoon of which by Leslie Grimes appeared in the *Motor Cycle* under the caption of "Dignity and Turner's Morgan". I was just completing the first lap in the lead when the Hispano passed me and as I could not have *that* I re-passed it on the Railway Straight and did not see it again until a few laps from the end when I saw the car parked at the side of the Straight enveloped in steam.

During the following summer when visiting my mother at her summer residence our chauffeur told me that he had met the chauffeur

of the owner of the Hispano, who had mentioned to him the whole episode. This one must admit was a strange coincidence, but he also said that repairs to the Hispano cost over £200, which was considerably more than the cost of a Morgan in those days.

The Hispano could not have averaged 60 m.p.h. for the standard distance to win a gold medal was 18 laps in the hour and it does not appear in the list of gold medal winners. I hope that the foregoing may be of some personal interest to you.

Eastling. C. J. TURNER.

[It might have tried again, in another High-Speed trial ?—ED.]

* * *

The Frazer Nash "Patience"

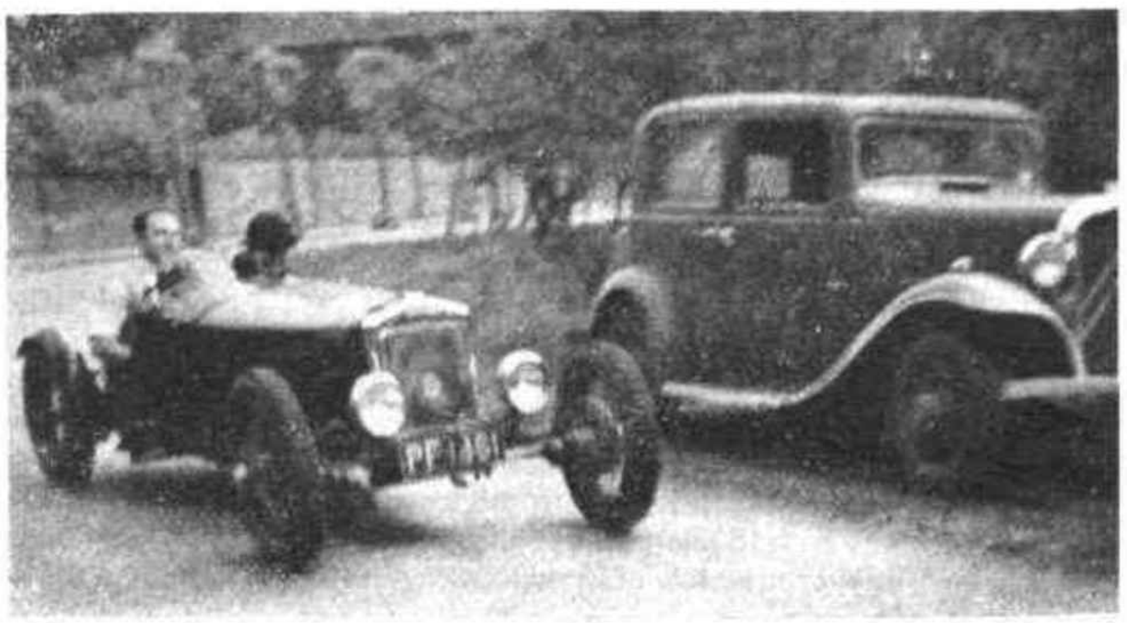
Sir,

I am astonished that no knowledgeable expert has provided the correct story of the Frazer Nash "Patience" let alone MOTOR SPORT itself, the highest Church of Vintage/Historic/Veteran religion. I feel I must do my best from sheer memory. "Patience" was a 1926 Nash, acquired in the early 30s by one John Clarke who modified, developed, did the work *and* named her. She had a crash, resulting in John devising the very attractive pointed-tail two-seater body; she first ran with an Anzani engine and later had a Meadows and in 1938/39 emerged with the Dubonnet i.f.s.

John Clarke absolutely dominated the 1,500-c.c. sports-car class in the speed trials of the 30s and continued his success in club races on the Donington Manufacturers' circuit and at the Crystal Palace. At the Palace "Patience" was rudely pushed into a tree sadly upsetting the Dubonnet geometry when driven, I think, by no less than Miss Joan Richmond. The story—I repeat *story*—is that when queried about the damage to the car she replied: "My dear, I don't know about the car but it just *ruined* the tree".

I am hazy about the i.f.s., except I'm certain it was Dubonnet principle. My recollection is that, unlike most of John's bits, it didn't come from a scrap yard but came from a Standard. I didn't know what type or model but Mr. Robinson's references to an Avon Special and yours to Raymond Mays could well be the right trail because both Avons and the sports car called the Raymond Mays had strong Standard connections. What is certain is that the i.f.s. was *not* made for Mays' ERA and that John fitted it pre-war.

John Clarke was a delightful and very capable person who, during the week, was a bowler and umbrella City Gent whom none would suspect became a mad speed merchant at weekends. He lived at Walton-on-Thames with his very pretty wife and a then baby daughter within con.-rod-throwing distance of John Heath's original HW Motors. He was a clever and imaginative engineer in both theory and practice and I would go as far as saying that "Patience" was, in 1939, well in advance of any British production sports car of equivalent power and specification. (If you publish this there'll be an H.R.G. explosion !) About the nearest I recall was the 1½-litre BMW—the type 315, I believe. Being a relatively simple car, she could easily have been put into production at a competitive price and lasted into the 50s earning John a fortune. I don't think the idea ever entered his head : he was the complete amateur of most modest means who just thought up his ideas and set about putting them into effect. I remember trying to draw for him a most advanced cylinder head he was designing for the Meadows and happily recall finding him in bed suffering a war-time bout of 'flu surrounded by pieces of a hydraulic brake system he had previously obtained from a Morris 1515 in a scrap yard. I don't know if "Patience" ever did get her brakes because the war sent us on different paths and since then I have unhappily lost touch with "Patience" and her creator, although I had read of the acquisition by the late Mr. Derek Parker.



I enclose a snapshot of John giving my mother a very illegal war-time celebratory drive on her 50th birthday; the Dubonnet is just about discernible.

John Clarke kept a meticulous record of "Patience's" career, together with complete photograph albums. If, Mr. Editor, you could find John and those records you would have a Historical/Vintage article that *was* worth reading.

London, W1. A. F. NEEDELL, AMRINA.

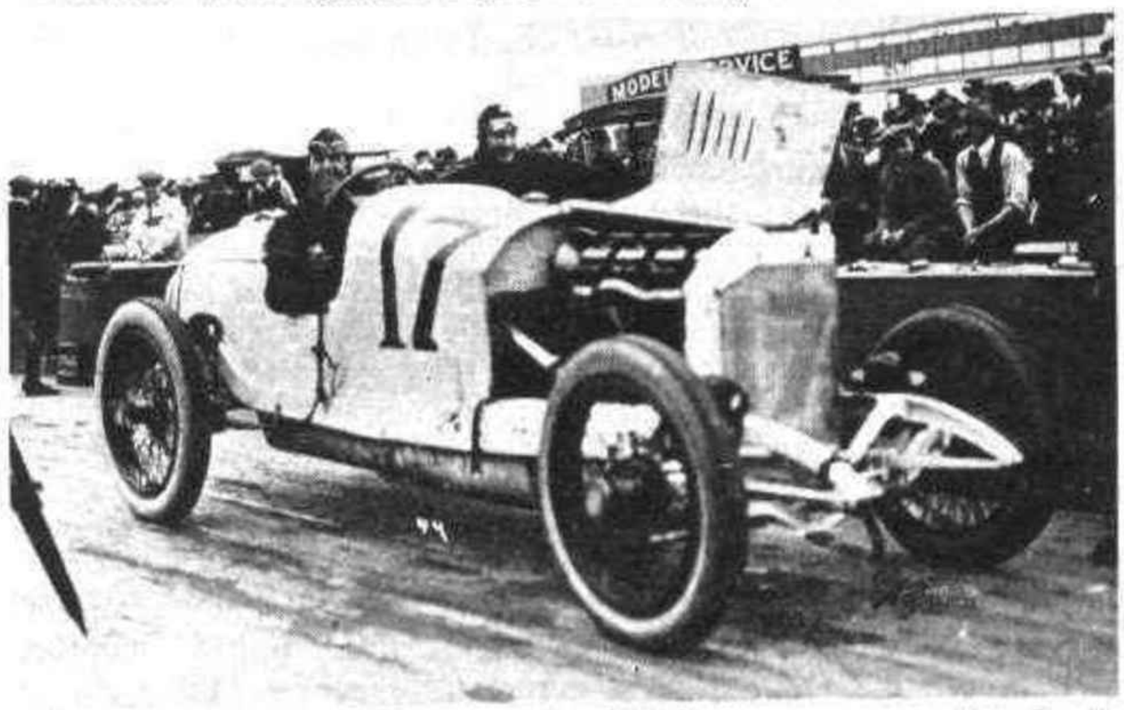
* * *

That Missing 1914 GP Mercedes

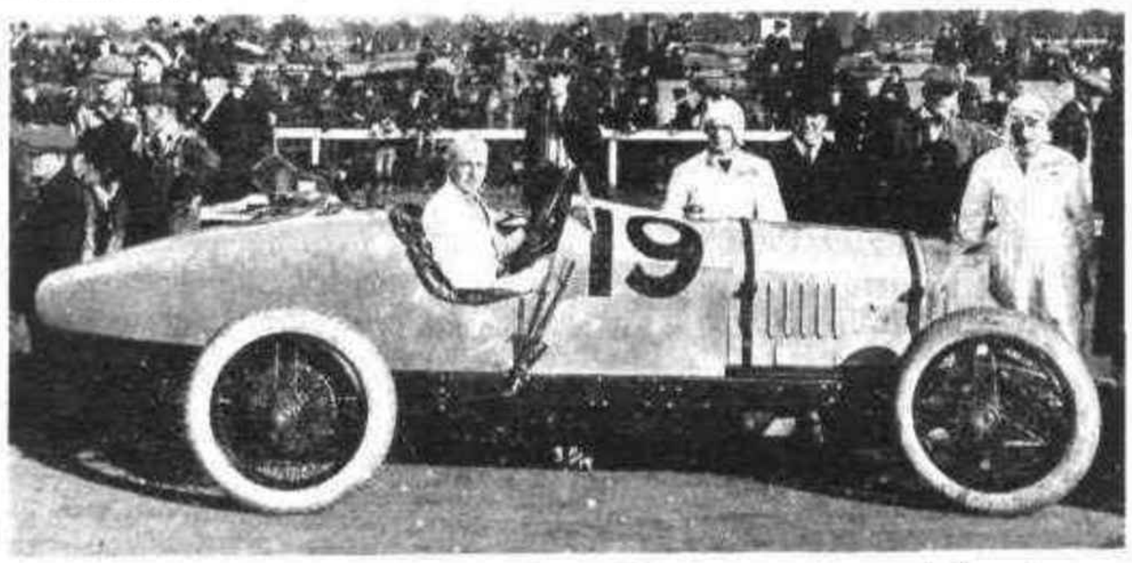
Sir,

Although I did not see the earlier articles on the subject, I was fascinated with the David Scott-Moncrieff piece on the dePalma 1914 GP Mercedes holding, as it did, the however slight hope that such an historic racing car might be found, and thus allowing each of us to conjure his own delicious daydreams of the romantic circumstances under which we discover this treasure. While the matter could be thus (temporarily) laid to rest, we may prefer to prolong the fun and perhaps expand the mystery, so we write from America, not with any further definitive information but to raise some questions.

I enclose some significant pictures from my collection :



One (car number 17) shows the dePalma car more or less in the same condition as the photograph you previously published (which I assume was taken after Mr. Klauder's father acquired the car). This picture was taken at the Beverly Hills (America) Board Track, and, while I do not know the date nor can I identify the crew, I believe the first race at the Beverly Hills Speedway was run on February 29th, 1920.



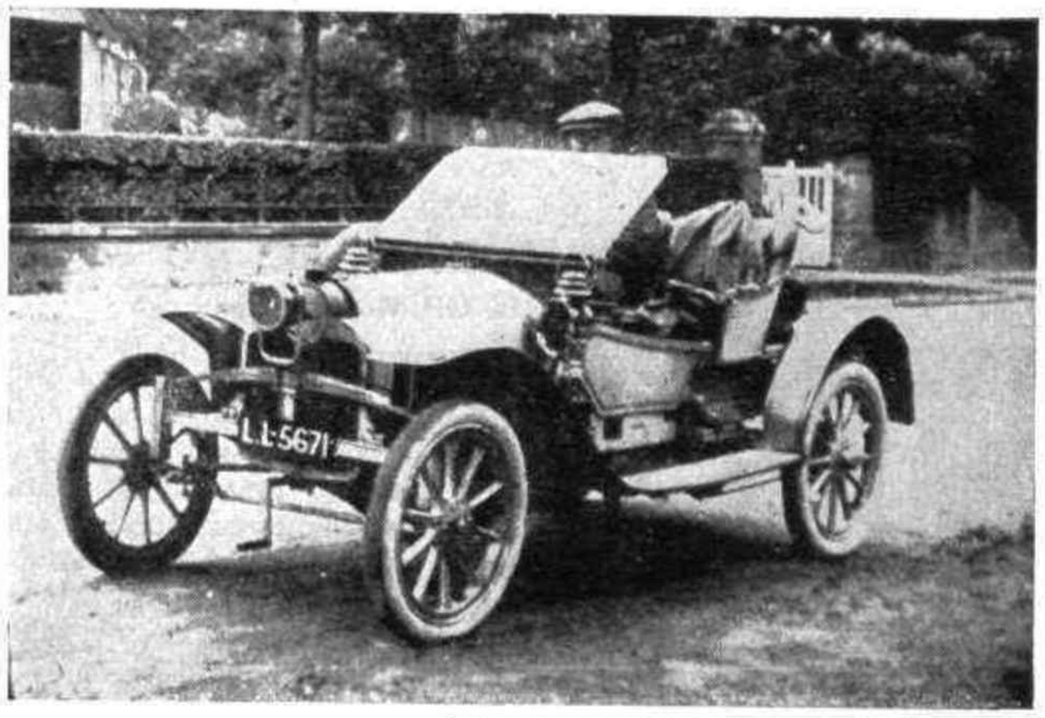
The second picture (car number 19) was most certainly taken at the Ascot Track* during November, 1919. This same racing car appeared earlier that year at Indianapolis; the interesting book, "The Indianapolis 500", by Jack C. Fox, which tabulates and illustrates hundreds of entrants, shows its picture and contains the following item for 1919 :

Number : 19.
Car : "Detroit".
Driver : Charles Kirkpatrick.
Entrant : Frank P. Book.
Engine : Mercedes copy.
Cylinders : Four.
Displacement : 274 cu. in.
Chassis : Mercedes copy.
Colour : Silver.
Qualifying speed : 90.
Start : 11.
Finish : 20.
Result : Out lap 19, con.-rod.

Continued on page 443

FRAGMENTS ON FORGOTTEN MAKES

No. 48. The Sizaire-Naudin



[Photo by courtesy of Montagu Motor Museum.

A 1911 "one-lung" Sizaire-Naudin.

THE DEATH of Maurice Sizaire on January 28th, last year, at Champigny sur Yonne has decided us in honour of his memory to outline the history of the Sizaire Brothers before publishing the career of Darracq as was planned for this issue.

It was at the Paris Exhibition of small inventors, in March 1904, that the Sizaire & Naudin light car made its first appearance at the very low selling price of 2,950 francs. They were certain of success, despite the fact that the three partners were practically penniless.

Maurice Sizaire, who was the designer of the new car, was a building constructor's draughtsman. This is perhaps the explanation of his outstanding inventions, so different from the work of the copyists of that period.

By making the gearbox and the rear axle one unit, by abolishing the beam-type front axle, by using a single-cylinder engine, manufacturing costs were reduced to a mininum. Doubtless the study of flexibility in building construction decided Maurice Sizaire to make use of wood for his frame members. This was particularly the case for the long-stroke engines which followed later. What light all-metal chassis would have stood up to the vibrations of the single cylinder? Finally, if the independently sprung front wheels were his invention, a second invention for which he must be given credit is that of the single-plate clutch.

In 1904, Georges Sizaire, who was one year older than his brother, was an apprentice turner at the De Dion Bouton works. Then Naudin, who was also a turner, joined the two brothers and formed the trio which produced the first voiturettes in a small shop on the Rue de Lourmel, Paris 15°. The light car was exhibited and met much success at the Salon of November 1906. Orders were received in big numbers. At the beginning of 1906 they were producing two cars per day. But by reason of their low selling price they needed a financial backer. He was found in the Duc d'Uzes, who became Managing Director. The new firm adopted as emblem the Duke's flag, which was blue and orange with a white background. The initials S.N. were inscribed on this triangular flag.

In the Coupe des Voiturettes, a race organized by the newspaper *l'Auto*, Georges Sizaire won at an average speed of 36.4 m.p.h. The firm had entered three over-square single-cylinder cars of 120 mm. × 110 mm. It was a real success for the firm.

The rules were then changed, a limit of 100 mm. being adopted for piston bore of a single-cylinder engine for the 1907 Coupe des voiturettes race. In complete secrecy, Maurice Sizaire invented the "long-strokes". Before Sizaire & Naudin became active no engineer would have dared produce an engine with a piston stroke more than 10 per cent greater than the cylinder bore. Among motor engineers of the period it was considered a heresy to break this law. Maurice Sizaire was not troubled by any such consideration and this is how he related the condition as they appeared to him in 1964 :—

"On October 21st, 1907 we appeared on the starting line with three cars having single-cylinder engines of 100 mm. × 150 mm. We were thus able to win this race once more, Naudin being first at an average speed of 40.66 m.p.h., Georges Sizaire was second, two minutes behind the winner. During the regularity portion of this race there occurred an incident which it was necessary to keep absolutely secret, for had it become known to the organisers we should certainly have been disqualified. In view of the very long piston stroke and the unusually high lineal speed, we had decided against the use of cast-iron pistons generally employed at the time, in favour of steel pistons machined out of the solid. At that time engineers had decided that piston speed should not exceed 4 metres per second, whereas in our case the speed was 11 metres per second.

"But we had calculated the thickness of the piston heads too closely and they began to give way during the endurance portion of the race. The only solution was to change the pistons. In order to do this, our drivers hid their cars, one after the other, in a small wood and were able to change the pistons rapidly without anybody being aware of what was happening and without falling back on the required average speed. The work was relatively easy, for it was only necessary to remove the four nuts holding the cylinder down, to lift the cylinder, to drive out the gudgeon pin, to put the new piston in place and tighten the holding-down nuts. It was possible to do this work in about ten minutes. Of course the stewards noticed that one lap was longer than the others, but they attributed this to a natural operation."

The long-stroke engines made it necessary for Sizaire to increase the height of the bonnet. This was done very naturally by taking advantage of the torpedo-shaped header tank. This characteristic shape was also adopted for the production voiturettes fitted with an 8-h.p. engine of 120 × 110 mm. and a 12-h.p. sports model of 120 × 130 mm. This was produced from 1907.

In 1906, Sizaire's work was copied by both De Dion Bouton and Lion Peugeot, who also tinkered with long-strokes. De Dion produced several single-cylinder engines for the Coupe des Voiturettes for Delage and Demester, the piston stroke being 200 mm. (8 in.) and the Lion stuck its neck out so far that it went through the ceiling. In fact the motor was so high that it was necessary to make a hole in the bonnet to get the engine under it. The driver could only see the right-hand side of the road. Sizaire also lengthened the stroke of his engine by producing models of 100 × 250 mm. The appearance was not ridiculous, for the torpedo-shaped header tank gave the appearance of an aeroplane without wings.

Georges Sizaire & Naudin won a number of events in 1907 and 1908, among them being the Targa Florio in 1907, and the 1908 Coupe des Voiturettes, at 47.0 m.p.h.

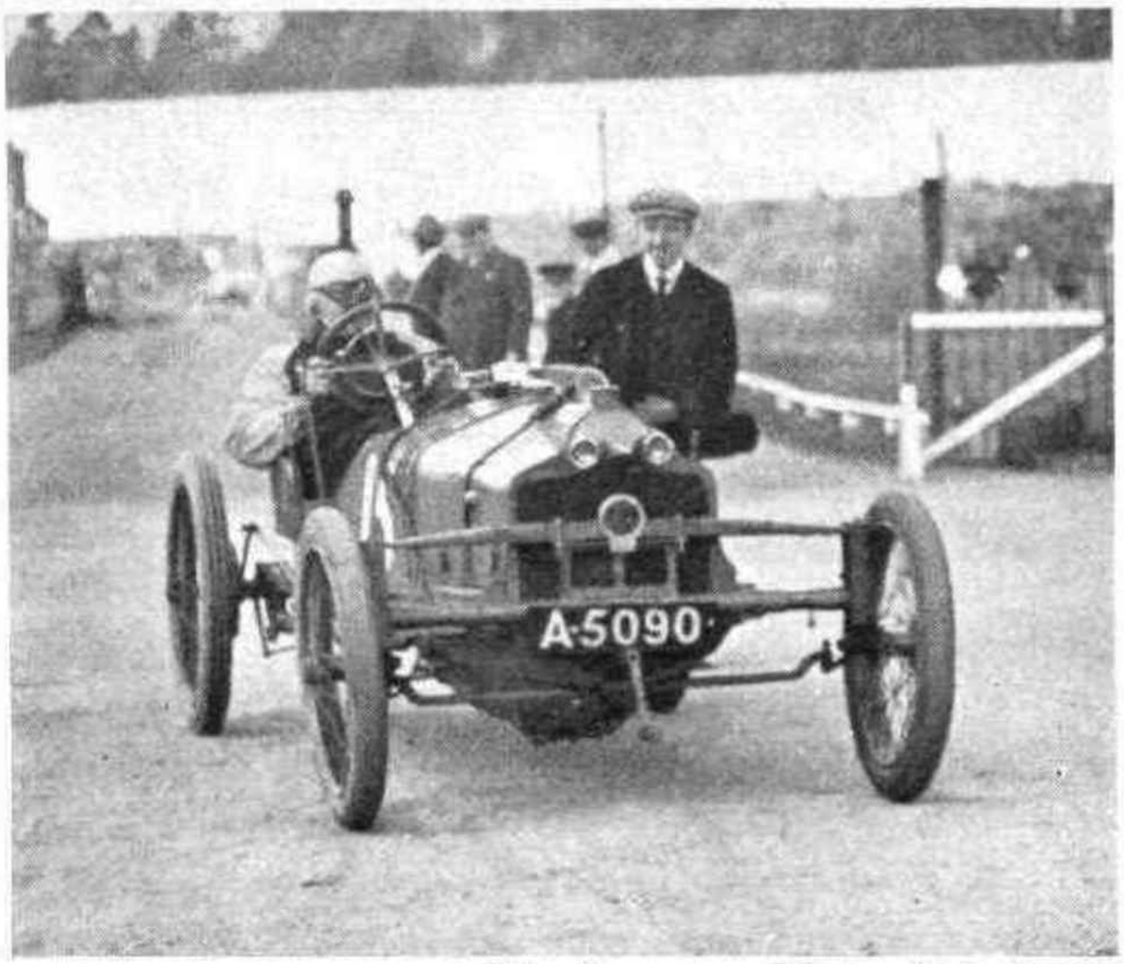
However, the single-cylinder engine had reached its maximum development and the time had come for the appearance of the four. In 1910 the first four-cylinder was produced in the shops at 79, Rue de Lourmel, the engine being a 12-h.p. Ballot on quite normal lines. The radiator kept the same general shape as the preceding single-cylinder models, but there was no need to use such a big header tank. During the same year there was a 15-h.p. single-cylinder engine of 120 × 150 mm., but it did not meet with success.

The four-cylinder Ballot engine did not suit the sporting type of Sizaire & Naudin owners and steps were taken to rectify this mistake by producing a four-cylinder with the long stroke of 120 × 170 mm. During the same year the factory produced its last single-cylinder, a 15 h.p. of 120 × 170 mm.

In 1912 the Duc d'Uzes retired from the firm, but the two Sizaire Brothers continued to manufacture cars under the title Sizaire & Naudin until the year 1921. These cars had a Sizaire chassis fitted with various Ballot engines of 8/10 h.p., 65 × 110 mm., 12 h.p. of 75 × 130 mm., and the 17 h.p. of 80 × 150 mm. All these had four cylinders. A few chassis were produced with the S. & N. long-stroke four-cylinder engine of 15 h.p., 120 × 170 mm., produced by the firm in 1911. Output during this period was very low. The registered offices were moved to 103, Rue Saint Lazare, Paris.

Naudin, whose health had began to fail in 1912, ceased to take an active part in the work of the company and died tragically after the war.

The Sizaire Brothers were brought into contact with Mr. F. W. Berwick of London by the intervention of Mr. W. F. Bradley, who was friendly with both parties, and who, at 92 years of age, was still the translator of this article. The Sizaire-Berwick Company was established in 1913, the registered office and the factory being at 58, Rue d'Alsace, Courbevoie, near Paris. The Sizaire reputation stood high in England and the partnership ought to have met with success. However, the war caused the two brothers to be called up for military service. The only production of the Courbevoie factory was a 20-h.p.



[Photo by courtesy of Montagu Motor Museum.

A racing Sizaire-Naudin entering the Paddock at Brooklands in 1910. *It is the 6.2-h.p. car driven by Col. T. Cowper-Essex, which was capable of lapping at nearly 49¾ m.p.h.*

chassis with a 90 × 160-mm. four-cylinder engine. This was a high class car, very carefully designed but too classical in its features.

At the end of the war Maurice Sizaire discovered that his factory had been removed to London, at 16 Berkeley Street. He therefore emigrated and in 1919 redesigned a 25-h.p. four-cylinder chassis of 95 × 160 mm. which was an improvement over the 1919 model of 25 h.p. with a four-cylinder engine of 95 × 160 mm., this also being an improvement over the 20 h.p. of 1913. Then, discovering that the London fogs did not suit his health, he returned to Paris, where he redesigned the chassis as a very good roadster, but with improvements to the front suspension which he had adopted in 1904. Independently sprung front wheels had become a reality. From his earlier designs he took the outline of the Sizaire-Berwick radiator which, in reality, was a copy of the Rolls-Royce radiator, the emblem SF being very similar to that of the RR. As a result there was a minor Law case and as in our day law and publicity went hand in hand, advantage was taken of this to describe the Sizaire Frères as the French Rolls-Royce. In all sincerity the SF was an excellent roadster, silent, comfortable, and well-sprung, but it was only a small four-cylinder 13 h.p. of 76 × 110 mm. giving a piston displacement of 2 litres. It was presented at the Paris Salon of 1923 and was built at 109, Rue Aristide, Briand, Levallois-Perret until 1929. In 1928 the 17-h.p. 3.2-litre six-cylinder made its appearance, the dimensions being 75 × 121 mm. This model was the end of the Sizaire production, in 1929. The total production for the last six years had been about 1,000 chassis.

It is curious to note that at the end of the war, in 1922, three car manufacturing firms carried the name Sizaire at the same time. In reality only the Sizaire Frères was in production. The two other dying firms, Sizaire-Berwick and Sizaire & Naudin, sold cars under these names. Making use of the title Sizaire & Naudin, the Duc d'Uzes produced a car with a Ballot engine, which he also sold to Raymond Wallut, Boulevard de la Villette (Agricultural machinery). The chassis was resold by Wallut under the title "Queen of the Fields", fitted with Chapius-Dornier engines. The Duke also sold parts which formed the T.A.M. voiturette (1920 to 1922). In London, Berwick manufactured the 25-h.p. model designed by Sizaire and put it on the market until 1925.

In 1933 Maurice Sizaire abandoned motor construction and took a position with the Tecalemit Company, where for 30 years he "tinkered," as he says in his memories. He left Tecalemit at the age of 83. From 1961 he lived at Champigny-sur-Yonne, 80 kilometres to the South of Paris, where he occupied himself with painting, which was his favourite pastime.

Georges Sizaire died in 1931. With his brother Maurice, the last of the trio has gone—a trio which in 1904 started out practically without a penny, but had real faith in the future of the automobile. Their view was correct. They spent all their energy, but they forgot to take advantage of it themselves. They paid no attention to patenting their work, which later was copied by other car manufacturers. The single-plate clutch was invented by them in 1904 and was used on all cars from 1930. Independently sprung front wheels also appeared in 1904 and were improved on the Sizaire Frères in 1922. From the year 1929 it was copied by a large number of manufacturers.

[The above article on the Sizaire-Naudin is reproduced from their *Bulletin* by kind permission of Mon. Jean-Paul Boutet, Directeur of Depanoto & Cie of Nogent-le-Rotrou, France, who are well-known as suppliers of all manner of rare vintage and old-car parts, and who issue a catalogue thereof in English.—ED.]

V-E-V Miscellany.—The Wolseley Hornet Special Club, which has 85 members, is hoping that the VSCC will relent and admit Wolseley Hornets to its membership—as well it might, having decided that Austin Nippies and M-type Midgets are p.v.t.s.! A duplicated *Newsletter* is issued and the Secretary is Sue Fretwell, Camus, 41, Brook Road, Fairfield, Bromsgrove, Worcs. A 1916 Sunbeam motor-cycle with V-twin MAG engine, made for export to Russia, has turned up in the Midlands. It is hoped that a newly-restored 1921 New Hudson three-wheeler, a 1914 Morgan and a TB three-wheeler will be amongst the runners in this year's VMCC Banbury Run. An article setting out the case for the Anglo-American Sports Bastards appeared in the March issue of *Multicylinder*, the duplicated journal of the Pre-50 American Auto Club.

Some young employees of British Leyland, among whom was the son of J. S. Hirons of GN and traction engine fame, following a hunch by an old employee of the company, burrowed into a cellar at North works, Leyland, recently, which had been sealed off for many years, in the hope of finding some parts of a Leyland Eight thought to have been stored there. This was of no avail, but they did unearth several early long parts, including bonnets, an inlet manifold, a sump cover, gear and brake levers, an inspection cover probably for a Leyland steam waggon and some old tyres thought to have been used on Sir Henry Spurrier's Delauney-Belleville.

A 1931 Talbot 18/75 coupé, described as a good runner five years ago is looking for a good home as it is languishing in Kent.

The February issue of *The Bentley Drivers' Club Review*, surely the biggest and one of the best-produced Club journals, contained a very interesting article about a 23/60 Vauxhall with a Rolls-Royce Hawk aero-engine bought in 1930 from Clares' of Tulse Hill, with a spare Hawk engine, for £32. And the current issue of the *VSCC Bulletin* carries an equally intriguing piece about two more aero-engined cars, both built in Australia, a 57-h.p. Daimler with a 220-h.p. Hispano Suiza V8 engine in 1921, and a Minerva chassis in which a 200-h.p. Hispano Suiza aero-engine was installed in 1922. This suggests that, apart from the aero-engined Brooklands racing cars, there were more aero-engined cars on our roads in the 1920s and 1930s than is sometimes realised—if anyone has recollections of others we would like to hear from them.

Sometimes useful information is found in unexpected places. Thus the last issue for 1970 of *Veteramtics*, journal of the very enthusiastic VCC of S. Africa, carried an article on the development of the Austin 12/4 and 16/6, with recognition and restoration data and in the December/January edition of *Beaded Wheels*, magazine of the Vintage CC of New Zealand, there is an article which presents a new angle on the theory that the 1914 TT Sunbeams were a crib of the Henri 1913 *Coupe de l'Auto Peugeots*. According to the *Isle of Man Examiner* there is in Douglas an Austro-Daimler saloon, originally owned by an Austrian Prince, the body of which has three compartments, and which was intended to run 600 miles without refuelling. It would appear to be a vintage model, with the famous A-D mascot.

VSCC NIDDERDALE ROAD RALLY

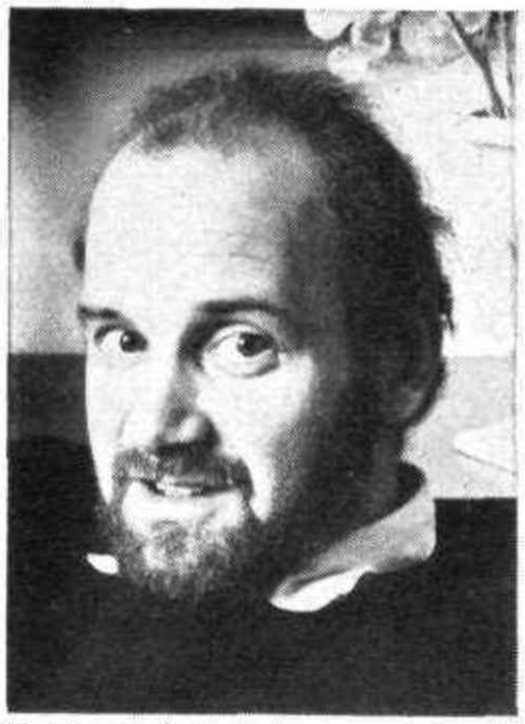
Northern Week-end Jug : W. S. May (1934 Frazer Nash).
First Class Awards : P. L. Glover (1927 Alvis), P. B. Gledhill (1928 Austin), J. A. McEwen (1930 Riley), C. Nielson-Jones (1926 Bentley), and M. Costigan (1926 Austin).
Second Class Awards : J. W. Rowley (1925 Vauxhall), D. R. Marsh (1926 Bentley), P. J. Livesey (1932 Alvis), D. Hodkinson (1936 Riley), and M. W. Young (1925 Morris).
Third Class Awards : J. R. Perkins (1929 Riley), J. A. Batt (1932 Lagonda), B. Naylor (1936 Rapier), R. L. Heath (1929 Alvis), P. J. E. Binns (1939 H.R.G.), and Mrs. J. Hill (1930 AJS).

7 facts we discovered about Barclaycard holders.

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

- **94% own a refrigerator** (National Average: 63%)
- **39% own a tape recorder** (National Average: 19%)
- **26% have two or more cars in the household** (National Average: 7%)
- **71% have central heating** (National Average: 28%)
- **7% own a dishwasher** (National Average: 1%)
- **79% own their own home** (National Average: 49%)
- **8% have a colour TV set** (National Average: 3%)

Now meet just some of our 1,290,000 cardholders and see what they've got to say about Barclaycard...



Robert Johnson, architect, from Ham Common. "I applied about the time the scheme started – a Barclaycard seemed a useful way of getting credit. I use it mainly for buying clothes for myself, for wines and spirits and petrol. And I find it very handy for deferred credit. I wouldn't normally save up for more expensive items – conventional HP is too formal – but Barclaycard's extended credit facilities are very convenient and flexible."

Ainsley Lee, of Stockport, part owner of a firm of fitted furniture specialists. "I've had my Barclaycard right from the start. I began by using it for petrol and minor replacements to the cars – we find it necessary to run two; but as the scope of the card has widened, so has my use of it.

"I buy anything and everything with it now – and that includes using it for drawing cash in emergencies. I also avail myself of the extended credit facilities, which are flexible and extremely useful.

"I am now very used to my Barclaycard and it would certainly be a great inconvenience to be without it."

Harvey Morgan, of Huddersfield, is a member of the Development Group of an international oil company. "I'd say I made fairly regular use of it – for hotel accommodation, petrol and drawing cash. And I sometimes buy major items with it. For example, I have bought a lighter for my wife, watches for the children, plus a stereo kit for myself. I think it's a very good thing that a British bank should have done something adventurous like this."

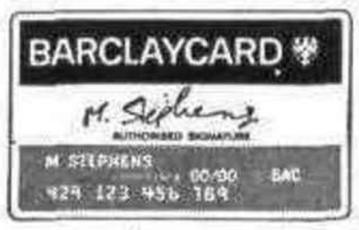
Mr. & Mrs. Michael Mallett, from Sonning. "We both have Barclaycards and use them like cheque books, mainly when we don't want to reduce the balances in our current bank accounts. We also take advantage of the extended credit facilities, which we find extremely valuable."

Diana Burns, from Ewell. "I applied for a Barclaycard two or three years ago because I dislike carrying cash around and the card seemed to be a solution. At first I used it for buying the children's clothes. Later I used it for my own clothes too, and for the car running expenses – it is a very convenient way of keeping track of my personal expenditure over the year."

William Wheeler, wireless technician from Sutton Coldfield. "I started to travel in my work and I found it particularly useful for buying petrol and for drawing cash while moving around. I also use the extended credit facilities – one can use one's card at holiday times and 'catch up' in between. To my mind, you get better service with a Barclaycard than you do with a cheque book."

Walter Beal, of Winnersh, a co-ordinator with an international airline. "I applied for my Barclaycard in '69 because basically I didn't want to carry cash around. I travel quite a bit and I use my card for hotel bills and drawing cash; and now restrictions have eased I certainly intend to use it abroad.

"I find it very useful for tiding me over at Christmas time. My wife also has a card – she uses hers mainly for running the car, clothes and cash. I've got so used to having a Barclaycard that I think I'd be lost without it now."



Every month 64.3% of Barclaycard holders who receive a statement take advantage of extended credit.

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

BARCLAYCARD

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

Barclaycard, Juxon House, 94 St. Paul's Churchyard, London EC4P 4DJ

WE ARE GRATEFUL TO THE FOLLOWING SOURCES FOR THE NATIONAL AVERAGES QUOTED: AGB HOME AUDIT; GALLUP; DEPT. OF THE ENVIRONMENT OF TRANSPORT INDUSTRIES; NATIONWIDE BUILDING SOCIETY; JICTAR.

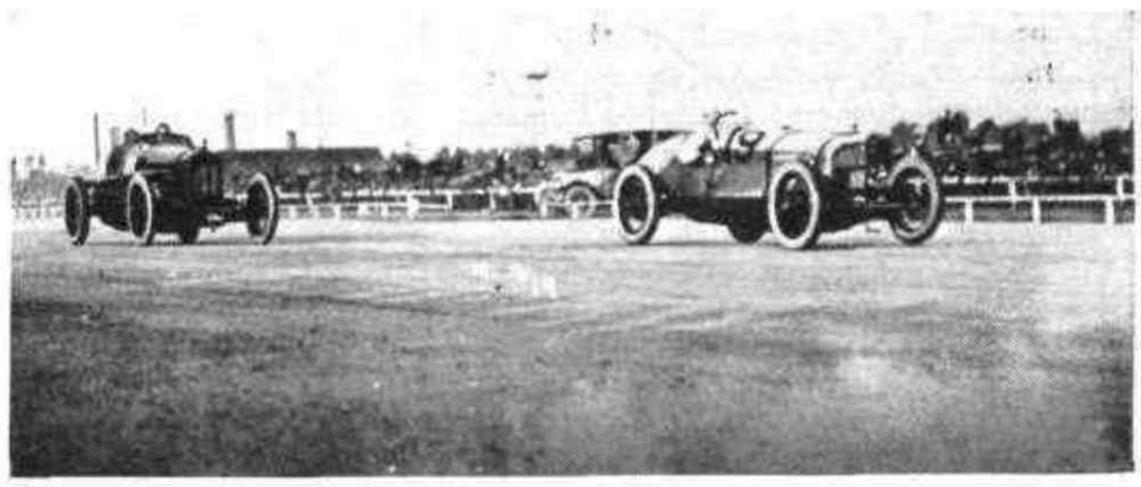
VINTAGE POSTBAG—continued from page 439

*Corrections to Mr. Klauder, Junior's, information :

1. Ascot Speedway was not a board track.
2. Ascot Speedway nearer to Los Angeles than Pasadena.
3. Long-tailed racing body not from a Packard.

The first question that comes to mind would be as follows :

"If one owned a 1914 GP Mercedes, why would one also build a copy ?" Apparently Mr. Frank Book did. Unfortunately the bonnet is raised on the wrong car in the two pictures enclosed, but careful examination of the original prints will reveal a striking similarity of features (example, frame rails), although the Mercedes "copy" has a spreader bar at the extreme front end of the frame, and the front cross member appears to differ. The "copy" has a non-standard radiator core, different arrangement of shock-absorbers, and the body differs mainly appearing smoother and a bit lower, etc.



If nothing else, perhaps this information will help a potential discoverer of the dePalma Mercedes avoid the disappointment of later learning that he has discovered a "copy". Such an event would perhaps present a lesser dilemma than that facing the possible unearthing of another Indianapolis Mercedes, for the car with which dePalma most heroically lost the 1912 race ran in 1914 with a Peugeot engine !

Los Angeles. FREDERICK A. USHER.

* * *

The Cars of the Ellermans

In your review of the above I see a query as to the age and model of Sir John Ellerman's Lanchester. I was testing for Rolls-Royce at Cricklewood, 1920-21, and it was brought in when collecting his Ghost after repair. I presume some persuasion was used on Mr. Bellringer to get some repairs done on it as it is about the only non-Rolls I remember working on. It was allocated to me to test, and is the only occasion I ever had to drive one. I believe it was a 1913 38 h.p.

It was about this time that we saw our first prototype 20 Rolls. We were most impressed and referred to it as "The Yank". Driving practically nothing but Ghosts every day I suppose we were a bit prejudiced.

Blandford. LEN DUCHESNE.

* * *

How fast did they go?

Sir,

I do not feel your article gives credit to the performance of the Alvis 4.3-litre which you state took 15.3 seconds to accelerate from 0-60 m.p.h., and I give below figures in my possession:

Four-seater sports tourer (34¼ cwt.) :
1937 : 13.8 sec. (maker's specification tables).
1938 : 11.9 sec. (*Autocar* road test).
1939 : 11.3 sec. (*Motor* road test).
Flying quarter-mile 105 m.p.h.
Saloon (39¾ cwt.) :
1938 : 9 sec. from 0-50 m.p.h. (*Motor* road test).
Maximum 100.56 m.p.h.

I believe I am correct in saying that the Alvis 4.3-litre saloon was the fastest standard saloon with the smallest engine made in this country before the war.

Weybridge. K. R. DAY,
President, Alvis OC.

BOOK REVIEWS

"The Power To Fly", by L. J. K. Setright. 224 pp. 9½ in. × 6 in. (*George Allen & Unwin Ltd., 40, Museum Street, London, WC1. £3.75.*)

I have been saying for some considerable time that, with the flood of books about aeroplanes of all kinds, it is high time that someone wrote about the engines that powered them. I thought that Putnams, who specialise in some of the finest aeroplane histories available, would publish such a work when it came to be written. Well, now it *has* been written, and Putnams have been beaten to it by Allen & Unwin, who have published an extremely readable and erudite book on this curiously neglected subject, thanks to the incredible energy, ability and command of readable English of L. J. K. Setright.

It has been apparent for some time that, after the sad death while in his writing prime of Laurence Pomeroy, Setright set out to follow the same course, combining prodigious wordage in an all-embracing engineering field with his own particular and meticulous brand of English and presentation. I was never quite sure that I liked this approach and, being no engineer, was not always convinced by Setrightian stipulations, theories and propoundings. But with his masterly book about the piston aero-engine, from its humble but fascinating origins to its defeat by the gas turbine, this industrious author (does he eat and sleep or only write ?) has established himself as a notably entertaining as well as an incredibly informative technical historian.

There will be those who proclaim me a traitor to my own camp in thus praising the individualistic and flamboyant L.J.K.S. If this is the case, I shall be unrepentant, because I not only greatly enjoyed reading "The Power To Fly", which could so easily have been as dreary as cooling water, but I gleaned a great deal of information from it which was of much interest. Some of it I knew before, some of it rang bells from the past, from the time when I was an avid youthful reader of C. G. Grey's great weekly *The Aeroplane* and the more staid Flight (even, indeed, an occasional contributor to them), but much of it was the pure delight of unexplored history, or at all events fresh chronology, because, you see, very few books about aero-engines have been published previously.

Setright is remarkably honest, admitting in his Prœmium that as piston aero-engines deserve some sort of memorial "it is desirable that some volume (volumes, more probably) more complete and exhaustive than this should be written to chronicle the close-knit saga of the aerial piston engine, before too many of the men whose memories carry so much of the story should pass from among us". So Putnams and others still have a chance—meanwhile, here is already available a splendidly readable book on the subject, even if it neglects the niceties of divers different valve-gears, does not refer in its pages to Claudel-Hobson, and is, as it admits, concerned with the powerful military, civil and racing reciprocating aero-engines rather than the small fry like Cirrus and Gypsy.

What a story, nevertheless, Setright unfolds ! His first chapters cover the beginnings of powered flight (and its propulsive-power) and the influence of the 1914/18 war on aeroplane engines. I found myself wondering where all the data came from. Perhaps Setright has discovered Burls' pioneer book on aero-engines which I mentioned in these columns recently. (Not that I take credit for this, because I see that Setright was ready to give his story of the power to fly to the World in 1969, Allen & Unwin demurring until this year . . .) He may have consulted the astonishing discourses by Geoffrey de Holden Stone in the 1914/18 issues of *The Aeroplane*. If so, it remains his secret.

The worthwhile story unfolds, through the years of commercial aviation, to the impact of the Second World War and, as with the very few good novels, the reader (this reader anyway) couldn't put the damn thing down. The chapter on how International racing (mainly the Schneider Trophy) and record-breaking stimulated development of in-line liquid-cooled engines is naturally the most interesting and although the author is far from enthusiastic about the beneficial influence of competition on satisfactory aero-engine development, I am relieved to note that he would approve of my oft-quoted couplet about the Battle of Britain having been resolved over Calshott Water !

At first, in spite of the vast canvas of this subject, I thought Setright tended to repeat himself, but if he does have a faint tendency in this direction it is not with a view to padding—the book is exceptionally comprehensive and commendably chronological. A few excellent anecdotes which perhaps border on the fictional have found their way in, and all the better that this is so.

The accounts of Merlin development, the extracting of ever more power from racing aero-engines like the Rolls-Royce R and the 24-cylinder Fiat AS6 (51.5-litres, supercharged, giving 3,100 h.p. and 440.68 m.p.h. in a Macchi Castoldi M72 in 1934) is interesting enough, but Setright excels himself in assessing the merits of the big aero-engine manufacturers. He is not unkind to Rolls-Royce (which would be uncharitable at the present time) but sees them as better at development work than basic design. He emphasises the true merit of Napier, whose policy was bold and far-sighted and whose stupendous sleeve-valve Sabre was the most powerful piston engine in existence when World War Two ended (able to develop a reliable 5,500 h.p. at 4,200 r.p.m. by 1941, when it powered the Fairey Heston racer built to attack Messerschmitts piston-engine Air Speed Record of 469.22 m.p.h., which crashed due to difficulties with its unavoidably large propeller). And he praises Bristol for "combining the engineering virtuosity of Rolls-Royce with the reformatory zeal of Napier, sometimes outdoing them both"—not for nothing does Setright drive a Bristol motor-car ! If this enthralling book discussed only the major British aero-motors and how they developed, or didn't develop, it would be fully justified. But it goes vastly further, dealing with the great rivalry of Wright and Pratt & Whitney in America, the undertakings of Daimler-Benz in Germany and Fiat in Italy, as well as explaining why different design lines were followed by different nations and how commerce and Governments frequently called the tune. The author is not a timid historian and his censorship of Rolls-Royce is seen in his statement, when discussing the commercial ascendancy of Merlin over Sabre that " . . Rolls-Royce were very powerful in Parliamentary lobbying : it has been said that they could summon the aid of 50 MPs at any time, whereas it is doubtful whether Napier could call on even one". He calls the R.-R. take-over of Bentley Motors in 1931 "an unpleasantly furtive Rolls-Royce manœuvre". Incidentally, due credit is given to J. E. Ellor for the work he did in sorting out Rolls-Royce's supercharger problems, from the Kestrel onwards, and to S. D. Heron, it is said, who proved that Vitallium could be cast by removing his Vitallium dentures and showing them to sceptical American engineers who were discussing turbocharger materials !

As if this wasn't enough, the author provides three very erudite appendices, respectively on cooling, supercharging and fuel, each of these historico-explanatory discourses being almost worth the price of the book on their own. There are also tables giving the characteristics of the leading aero-engines of 1910 and 1914 and of Fiat, Rolls-Royce and Daimler-Benz engines down the years, although those for Napier and Bristol should have been included.

This may appear to be another book of lost causes but Setright makes the point that as long as we continue to use piston engines there will be ideas to be harvested and lessons to be inferred from the older aero-engines. He has obviously been impressed by their effective use of sleeve valves, which never really challenged poppet valves in the motoring world, writing of a single-cylinder Bristol test-rig with 6½-in. sleeves which ran up to 8,000 r.p.m. without trouble and mentioning that "the Napier Sabre could blip up and down the tachometer scale like a car engine". He consequently wonders whether anyone will "have the nerve to give us some small blown sleeve-valve engines for our terrestrial transport". What a great, a memorable book, with illustrations to match.—W. B.

"The Motor Car and Politics 1896-1970", by William Plowden. 469 pp. 8¾ in. × 5¼ in. (*The Bodley Head, 9, Bow Street, London, WC2. £6.*)

These excellent books have appeared recently on what could have been dull subjects—Lord Montagu's and Anthony Bird's discourse on the history of the steam car reviewed last month, and Leonard Setright's coverage of the evolution of the piston aero-engine, and now this book about an aspect of the motor car long neglected but of vital importance to students of social history and government grappling with the mechanically-propelled road vehicle, by William Plowden, with whom I appeared on BBC TV soon after its publication, to discuss the vexed question of the motor car's future.

Plowden's painstaking study of how the Government of this country has coped with the horseless-carriage since 1896 goes much further than sorting out the legalities and technicalities of the "Red Flag Act" which started motor legislation flowing. It covers all aspects of

the matter—speed limits, taxation, penalties, lighting, the allocation of the Road Fund, etc. The reader should find this fascinating, although heavy going, and will have a number of surprises.

For instance, in the early days of the motor-car the Government wasn't very concerned about imposing a speed limit, was greatly impressed by the social status of the AA, which by 1910 included amongst its membership several Secretaries of State and even Lloyd George himself, and had first to regard the dust nuisance as of primary importance. It was troubled when respectable, often titled citizens, normally regarded as setting an example to the lower orders, appeared in Court, and even gave false evidence, because they had been caught in speed traps.

Apart from the purely governmental and legal interest in this book, which is a fine tribute to its author's industry, there are some significant motoring asides. I find it very interesting that although permission was easily obtained to run the 1903 Gordon Bennett race in Ireland, the King made it very plain that he was against it and felt that it should not have been allowed; indeed, the King had Balfour's attention drawn to the Paris-Madrid disasters and his private secretary wrote to the Home Secretary stating that His Majesty "hoped that no racing of motors would be allowed on British roads". He eventually withdrew his opposition but expressed the hope that the race would not be repeated—certainly not in England. This is the only reference to motor racing, apart from a footnote about Lord Curzon, MP, saying "he took up motor racing at the suggestion of a Magistrate, and thereafter for several years successfully raced Bugattis at Brooklands". The author could have added "and other makes" but Howe and Bugatti seem to be inseparable in his mind.

It is astonishing for how long a review of the outdated Motor Car Act of 1903 was postponed and how reluctantly a 20 m.p.h. speed limit was introduced. It is significant how materially the Government wishing to tax cars had to rely on the industry and particularly the RAC to advise them. Taxation is dealt with in much detail but I am disappointed there is no explanation of the odd concessions made to 6 h.p. and 7 h.p. cars, although this has been dealt with in MOTOR SPORT in the past. The horse-power tax did what the McKenna duties failed to do—stopped reports of big American cars and killed off the Model-T Ford, which had to pay, initially, £23 a year, whereas a Morris-Cowley paid £12, although this was refuted in official circles. It is interesting, in view of Henry Ford II's recent threats, that Ford spokesmen said that as the h.p. tax weighed unfairly against the Model-T the Company might be forced to give up its plans to concentrate in England all production for the European market—that in 1923 ! The concessions for old cars are discussed but not in the context of the early rebates for pre-war engines.

The hysterical outburst of William Morris, against the removal of the McKenna duties is nicely dealt with (Morris said a million men would lose their jobs but it was estimated that the Industry only employed, directly and indirectly, at most 250,000, at that time, 1924). But I find Plowden's comment that the Model-A was "a commercial failure", implying that it had to be replaced in the autumn of 1932 by the 8 h.p. £120 baby Ford, rather remarkable. He says of Model-A : "Against the advice of the British Company, Ford Head Office in 1931 tried to launch the new Model-A from the newly-opened Dagenham factory. It was a commercial failure . . ." The original 24-h.p. Model-B may have been, in this country, but not the subsequent 14.9-h.p. Model-A, and what of the success of the 30-h.p. V8 under the h.p. tax ?

"The Motor Car and Politics" is packed with interesting, significant and startling pieces of history, however. We see how Lord Montagu of Beaulieu, the present Lord Montagu's father, fought for the rights of pioneer motorists but was turned upon as soon as the Government of the day discarded his views, the sure proof of how genuine friendships are ! We find many railway celebrities in charge of later Ministry of Transport affairs, the RAC early displaying its well-known apathy to the motoring cause, the Police fed up with speed limits, although it wasn't until 1930 that the old 20 m.p.h. restriction was abolished and limits were later reintroduced. We are made to remember that in early recommendations of motor legislation to the Government motorists had a pre-1914 champion in F. L. D. Elliott, "a Home Office who was himself an enthusiastic motorist". Mainly, however, the message of this book is that the arrival and rapidly expanding use of motor vehicles perplexed successive Governments, who at first were influenced in imposing controls by the social status of car owners and later troubled by the political (vote-losing) aspect of adverse legislation. The problems of taxing cars to extract revenue for road improvement and how the Road Fund has been raided almost ever since Churchill's pick from it, are fully covered and we see the private motorist frequently the scapegoat for matters in which road vehicles of all kinds should have been implemented.

In a 1918 report by the Select Committee on Luxury Duty the private car was linked to precious stones, leather boas, fans, perfume, yachts and pleasure boats, autograph letters, billiard tables and cocktails, and that the present enthusiasm for vintage and veteran cars was far off in 1929 is seen when a tax rebate on old cars was mooted, to which the MoT replied that it might keep on the road "decrepit, noisy and slow motor vehicles, which ought to be replaced by modern ones" !

The pollution angle, however, had reared its ugly head as early as the mid-1920s, when the Commissioner of Metropolitan Police complained to the Home Office that motorists who left their engines running not only polluted the air, to the detriment of the health of point-duty constables, but made it easy for criminals to jump in and drive off. He had to be gently told about self-starters, an instance of the sorry lack of expertise on the part of most of those in authority over the motor-car.

Incidentally, when manufacturers were asked their views about the horse-power tax, Ford fought for their Model-T (but by 1924 it was thought not to have affected sales of Fords, but rather the British motorists dislike of this type of car), but Swift, Vauxhall and AC were confident it had no adverse effect on engine design. Singer thought it had, but wouldn't alter their own designs, and Standard were against it.

It was Lord Cecil of Chelwood, later President of the Pedestrians' Association, who forced the Government's hand in 1928 and at last caused the 1903 Act to be revised. It is the full impact of these and other political bearings on motoring which make William Plowden's book of much interest and such a valuable study of a neglected subject.

We are disappointed to find only an anonymous reference to the MOTOR SPORT/*Motoring News* petition for abolition of the 70 m.p.h. speed-limit on Motorways, which was signed by 280,000 motorists and presented to the Ministry of Transport in 1969 by Graham Hill, Denny Hulme and Earl Howe, but otherwise it seems to be mostly all there, from small but intriguing items like the defence of exhaust cut-outs in 1911 (the senior LGB official responsible for regulations affecting motor vehicles admitting he wouldn't recognise a cut-out if he saw one !) to the major issues which have along the years shaped motoring legislation as it is today.

This excellent book is highly recommended to those with the head and the inclination to absorb its contents.—W. B.

* * *

In connection with the "Cars In Books" feature last January and her letter in this issue of MOTOR SPORT, Princess Chula Chakrabongse informs us that although the books by her late husband, Prince Chula, and his cousin Prince Bira are out of print, she has some spare copies which she is prepared to supply to readers of MOTOR SPORT. These books comprise "Lords of Life", "The Twain Have Met", "Blue and Yellow", "Wheels at Speed" and the title we referred to, "First Class Ticket", by HRH Prince Chula of Thailand, GCVO, and "Blue Wings To Bangkok" and "Bits and Pieces", by HH Prince Birabongse (B. Bira). The Princess can supply these, respectively, for £1.50, £1.00, 75p, 50p, 50p, 40p and 30p, inclusive of postage and packing. Her address is: Tredethy, Bodmin, Cornwall.

* * *

The 18th edition of the quality motoring annual "Automobile Year", which has had so many imitators, and which is now edited by Douglas Armstrong, has appeared and is available from PSL, 9, Ely Place, London, EC1, for £4.75. It follows its traditional lavish format, with a pictorial review of important 1971 cars, a month-by-month look-back on the 1970 season, and which is the true purpose of this publication, a detailed and magnificently-illustrated report on the Grands Prix and leading sports-car races of last year, together with accounts of the Indianapolis and Can-Am races. In addition, Dennis May deals with Riley cars in another superbly-illustrated article, there is an analysis of the Drivers' World Championship since 1950 by Jacques Ickx and a comparison of four highly exciting cars, the Ferrari and Fiat Dino models against the Porsches, 911 and 914/6. The annual runs to 276 pages and is a handsome addition to the best bookcases.

MEXICO MATTERS

The Fast Ford Escort in Ordinary Usage

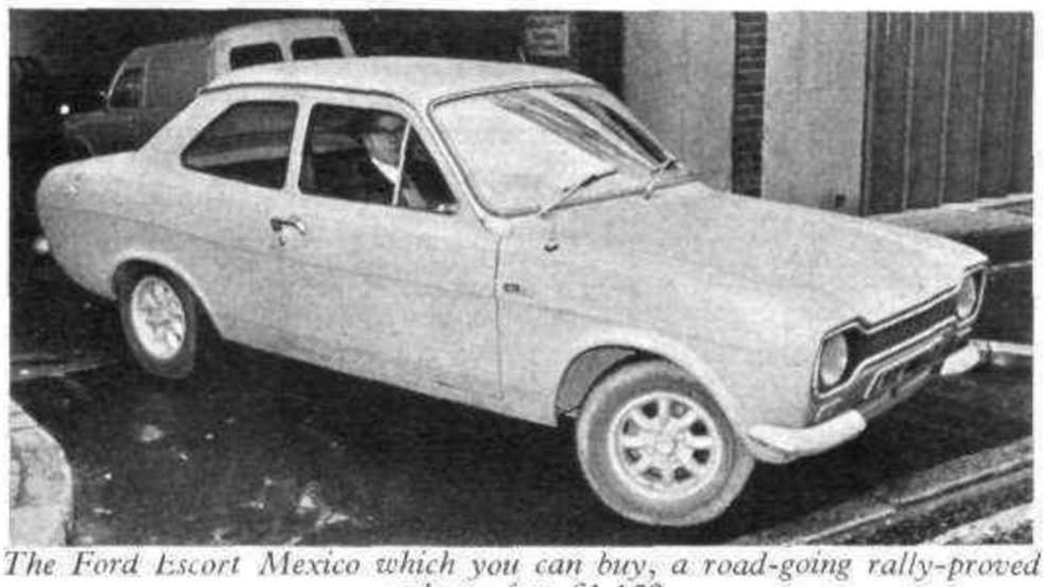
THE REAL MEXICO!—The Ford Escort in which Mikkola and Palm won last year's World Cup Rally.

AS I WRITE, there is trouble at opposite ends of the motoring spectrum. Rolls-Royce have run out of money. Ford has run out of workers. One cannot believe that these famous makers will just fade away, and one hopes that both companies will soon be in full productive capacity again.

Meanwhile, I have been making use of an untuned Ford Mexico, fitting in some motoring in this lively Escort between other road-tests. Last year I got to know the Ford RS1600 pretty intimately and, having forgiven it for not being able to digest its timing belt, was sorry when the time came to return it to Ford's Press Department. Now, I am glad to say, it has been replaced by an Escort Mexico. This particular Mexico is in eye-catching maize-yellow paintwork, but there is not much embarrassment to this nowadays, when all manner of cars come in bright and cheerful hues and you see the Uncles and Aunts commuting unconcernedly in Minis and Dafs the colour of over-ripe oranges. The "Mexico" badges and speed stripes are not fitted, so this Escort has a touch of Q-car about it, being labelled an Escort GT. But shove the throttle open and its rally ancestry is soon apparent. It is shod with those grippy Goodyear G800s on Minilite wheels and has Contour competition-type front seats, the latter as grippy as the tyres and comfortable except that, sitting fairly close to the steering wheel, the driving throne slid along its runners like a rocket-launched sled when I had to crash-brake! It locks one notch further back than I really care about—I suppose I should grow longer legs.

I took the car over with 5,117 miles on its decimal odometer (no trip) and promptly set off on a long non-stop journey. Why not? Had not the excellent Alf Belson, who handed over this eye-catching Escort, said that it had been serviced and shouldn't require any attention for 10,000 miles?

Having read all the praise bestowed on the Escort Mexico by a colleague in the December, 1970 and January, 1971 issues of MOTOR SPORT, I felt that I was about to enjoy myself, although I had hoped "my" Mexico might have had those Cibie Oscar auxiliary lamps which are listed as an extra (however, pen-pushers cannot be choosers, and the Lucas headlamps light the way quite effectively).



The Ford Escort Mexico which you can buy, a road-going rally-proved saloon, for £1,150.

Initial impressions? Not having driven the RS1600 for some time, the heavy clutch and servo disc/drum brakes that don't do anything much until the pedal goes well down (O.K. thereafter) couldn't be ignored, until I had become accustomed to Mexico motoring, and I missed the background "cammy" noise from under the bonnet, which in the RS1600 had sometimes had pedestrians spinning round and mouthing "BDA" as one accelerated away from traffic tangles.

The push-rod power unit of the Mexico is far more civilised, a prompt cold-commencer like all Fords, but provides very adequate acceleration—and that could be regarded as the understatement of the month by owners of more staid machinery. Only when in a genuine hurry or truly in a mood to "play bears" is the difference in step-off between twin o.h.c. and 16 valves and knitting needles and eight valves noticeable, without recourse to a stopwatch. (Would Georges Roesch have faintly approved?) One thing which was immediately appreciated was Ford's repositioning of the Escort's previously exasperating switch-gear. The two under-facia switches operated by the left hand work heater-fan (two-speed) and wipers, the lamps-switch now being similarly placed but for right-thumb actuation. This still involves a fair stretch, but is far better than the original fumbly arrangement, which could plunge even drivers experienced in Escorts in sudden darkness when they jabbed for the wipers. The Mexico also had a useful foot-operated wash/wiper.

There is little need for me to enlarge on the characteristics of this Escort Mexico—the impressive road-holding, the instant-response to the accelerator, the manner in which this two-door family-size box clings on round acute bends, or what can be done by a flick of the light, so responsive rack-and-pinion steering and the right foot! On open roads or for traffic work the Mexico is fun, and very reassuring. Its dished, thick-rimmed leather-grip steering wheel tends to blank some of the small dials (fuel, oil, heat and battery), the lamps-dip stalk feels a bit brittle, and the ride can be lively, making the body rattle, the power roar intrudes as one opens it full out. But what FUN!

The gear change is extremely good; a real treat, in fact after a terrible week driving an XJ6 Jaguar with a clutch apparently specially contrived as a leg-muscle-developer and a quite horrid gearbox—all credit to Ford for endowing inexpensive cars with enjoyable gearboxes, especially as some luxury-car manufacturers cannot manage this and have to turn to automatic fool's transmissions to hide their incompetence . . . The rally-tough bodyshell which the Mexico shares with the RS1600 may not be strictly necessary for ordinary motoring but it is nice to have, even when your "yumps" are minimal compared to Mikkola's.

There is not much more to say, at this stage. The Mexico ran 282 miles on its first brimful tank of fuel (approximately 31 m.p.g.), compared to the 274 miles I got from a tanked-up RS1600. So far the little yellow horror has done 2,000 miles in my care, at roughly 1,700 m.p.p. of Castrol GTX and without trouble, apart from vibration severing the air-cleaner snout from the drum; so that it was promptly run over. The engine doesn't apear to miss it, however. More later, about this fascinating Ford.—W. B.

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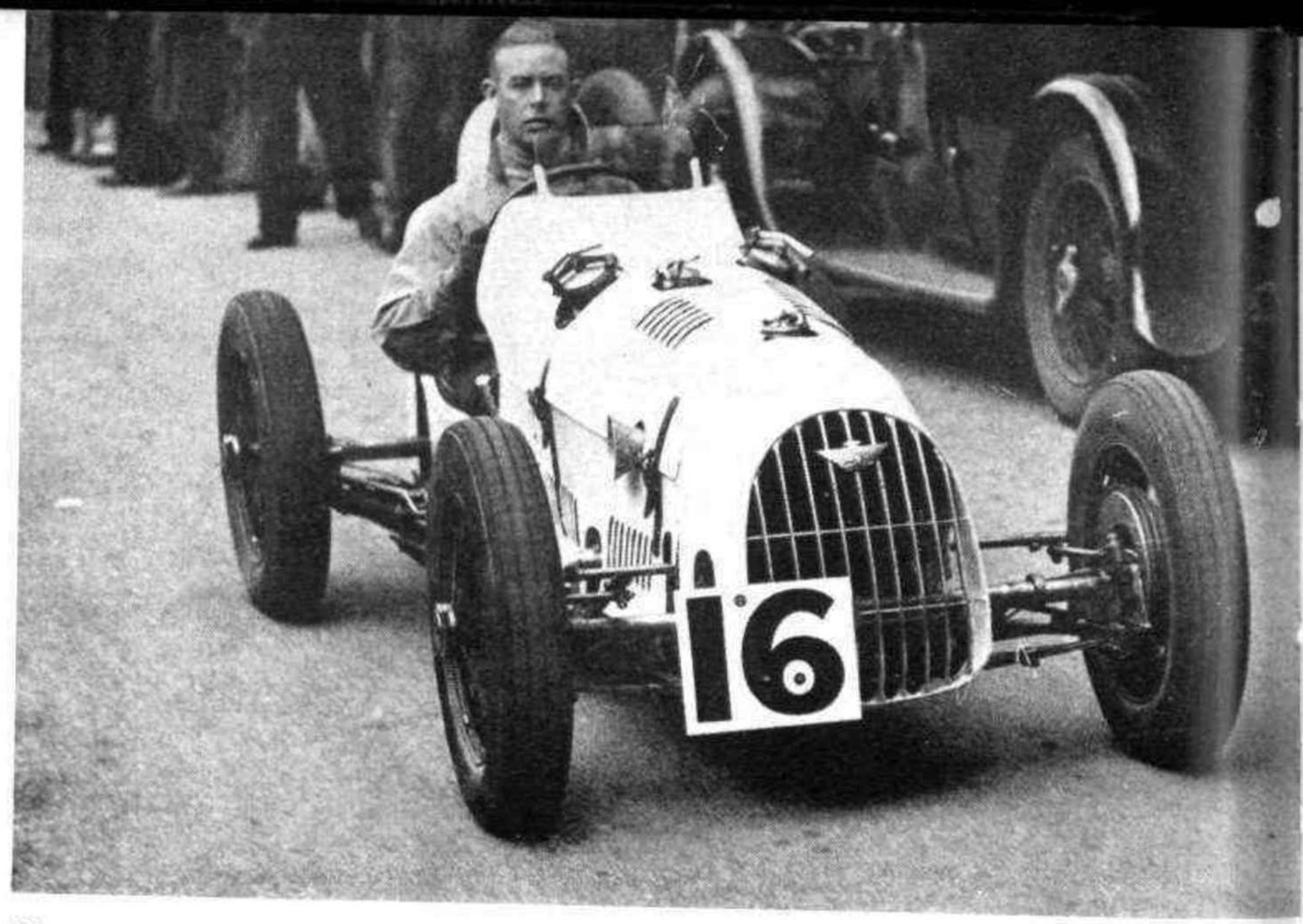
PAT DRISCOLL LOOKS BACK

The Well-Known Pre-War Austin Works Driver Interviewed by the Editor



DRISCOLL AT CRAIGANTLET IN 1935. *—The 747-c.c. side-valve Austin made second fastest time of the day, being beaten only by E. R. Hall's supercharged MG Magnette, which was using twin rear wheels. The MG clocked 1 min. 23.2 sec., the little Austin 1 min. 26.3 sec.*

L. P. DRISCOLL, "Pat" Driscoll of the Brooklands days, was 70 last year. A bit of a party was arranged for him by his Hayling Island Sailing Club friends; the menu for the occasion was bedecked with a picture of a racing car and the journalists were reminded that Driscoll is very active and a man well worth seeking out.

I had hoped to get there first, as it were, but "Titch" Allen and Brian Fruën beat me to it, our companion monthly *Motorcycle Sport* carrying an excellent story last January of Driscoll the Norton exponent, who won his first Brooklands race in 1922 and became the celebrated O'Donovan rider. There remained the chance of obtaining Driscoll's reminiscences about his car racing, which took me to his house in Twickenham just before he moved in March to his beloved Hayling Island.

Driscoll's memory, like the man himself, is remarkably well preserved; what follows he told to me almost without pause, and with not a single book or photograph to jog his recollections. His first essay into car racing happened in 1930, when he obtained a blown 1½-litre Hyper Lea-Francis for the JCC "Double Twelve" at Brooklands. This was his own car, bought for the purpose, with C. W. G. "Bill" Lacey of Maidenhead as co-driver. They went up to the Lea-Francis works in Coventry on a Monday, to find the car awaiting them. On the drive home the brakes, which incorporated a Clayton Dewandre vacuum servo, failed at Henley.

They took the Lea-Francis to the Track on the Tuesday, where, after Driscoll's long experience of fast and hairy motorcycles, it seemed "pretty gutless". At this time the subject of this interview was running the Brooklands Service Station at Ealing and there they returned with their new car, removing its 4ED Meadows engine and stripping it down in the upstairs tuning shop. The Cozette supercharger was found to be in poor condition and Lacey worked on it for a week, replacing its worn screws and generally doing a fine job on it. Driscoll did the rest of the engine. The Ambrose Shardlow crankshaft, with roller big-ends and three white-metal mains, was 10-thou out of line, so he took it back to the factory. Van Eugen, the Works Manager, was horrified, asking: "Why did you take the engine to pieces?" However, a check on a surface plate confirmed the state of the crank. A new one was substituted, which was only half-a-thou out. Sammy Lee of the Brooklands Engineering Co. supplied a set of strutted Martlett pistons and Driscoll, disliking Lea-Francis' method of having a water feed between cylinders Nos. 1 and 2, took the inlet adjacent to No. 4 cylinder, with excellent results, although a piston broke once when running on alcohol fuel. An Amal carburetter replaced the original Cozette and the Lea-Francis was ready to tackle the "Double Twelve". In this long and arduous race Driscoll had to replace the exhaust system three times and the back springs, which were mounted in slides instead of trunnions, having too much movement, came adrift. But they came home third in their class, splitting the Alfa Romeos.

The 1931 season opened with Driscoll bringing the Lea-Francis home third in an outer-circuit handicap at the first Brooklands meeting. He recalls that it could lap at 112.8 m.p.h. and that his sister took it round at 106. At the Easter meeting he was leading the Mountain Handicap, in which S. C. H. Davis crashed the 4½-litre Invicta, whereupon he stopped to render assistance. Capt. Waite, who was in charge of the Austin racing department, must have been impressed by this generous gesture and also realising that it would be a long time before Davis drove a racing car again, he signed on Driscoll as a works driver. In order to establish whether Driscoll would prove suitable Waite arranged for Alf Depper, whose first job at the Austin factory had been on a racing Austin prior to the 1908 French GP, to bring to Brooklands an Ulster Austin capable of lapping at about 82 m.p.h., in which Pat was to demonstrate his prowess. After much quicker lapping on two wheels he found this a tame undertaking and when Depper took the car out he jumped into his 30/98 Vauxhall, rumbled out of the Paddock in pursuit, and proceeded to lap the astonished Depper! Incidentally, this OE 30/98 had a fabric two-seater body and could lap at 98 m.p.h. in touring trim, hood up. It later ran well when raced by Clive Windsor-Richards.

In the "1931 Double Twelve" Pat was second driver to Capt. A. Frazer-Nash in an Ulster Austin 7, but when he took over a terrible vibration shook the car, so he returned to the pits, to discover that the cylinder block had almost parted from the crankcase. They set about stripping the engine, which was very hot after some 11 hours' racing, Ralph Appleby, who was Driscoll's excellent mechanic all the time he drove for Austins, going up to the sheds in the Brooklands pine woods to remove the block from the spare car. Alas, this had developed the same crack and although another block was brought from Birmingham during the night, the Austin's chance was over—the Montlhéry MG Midgets cleaned up the race, in which 13 of them had been entered, compared to nine Austins.

So Driscoll found himself a fully-fledged Austin works driver, who used to stay at Appleby's mother's home, Windsor House at Bromsgrove, when his presence was required at Longbridge. In the 1931 BRDC 500-Mile Race he drove the second of the new Zoller-blown side-valve "Dutch Clog" single-seaters, Cushman taking the first of them. The trouble was that the fuel tank rested on the driver's shins and the U-bolts holding down the motorcycle battery for the coil ignition stuck into their thighs, making them almost impossible to handle properly—"they might have been made for the Inquisition". However, Driscoll wasn't going to miss a works drive, so he strapped himself into the constricted cockpit, the only driver to do so, wearing his motorcycling boots, lots of Sorbo rubber padding, and Thermogene wool to protect his back, all this under white racing overalls, and proceeded to lap at 94 m.p.h. But the radiator broke up after some 300 miles. After that race, at Motor Show time, Waite was anxious to have a go at the Class H six-hour record. An early start was necessary as the light on this October day would soon fade, but that morning

thick fog obscured the Track and Cushman, who should have taken the first stint, had to come up from Worthing and of him there was no sign. Driscoll, who in 1929 had taken records on an AJS, finishing in the dark, pressed to be allowed to start and eventually a worried Waite agreed. He soon realised that his No. 2 driver knew what he was about. The record was secured at 90.12 m.p.h. and Driscoll was upgraded to No. 1.

During the winter of 1931/2 he suggested some mods. to the "Dutch Clogs" and with Appleby was allowed a free hand, working upstairs at Austin's North Row depot in London. The crankshaft had been prone to vibrate and crack, but after new Norton-like con.-rods had been installed another 1,000 r.p.m. were attained by this mod. alone and in three years' racing no further cracked crankshafts were experienced. This was promising and at the 1932 Brooklands Easter Meeting Driscoll in the jade Austin won the Norfolk Senior Short Handicap at 95.97 m.p.h., lapping at 102.48 m.p.h. from A. F. Ashby's Riley Nine. Then, in spite of an "owes 15 sec. handicap", the Austin was second to an aged 12/50 Alvis, setting new class s.s. and f.s. lap records of 89.74 and 103.11 m.p.h., respectively, in the Norfolk Junior Long Handicap. So it went on, Austin's No. 1 driver chalking up further successes, including fastest average in the LCC Relay Race, backed up by Barnes and Goodacre.

At Shelsley Walsh the "gear ratios were all wrong" for hill-climbing. Meanwhile, Murray Jamieson had evolved his very special side-valve Austin 7 engine, which he had installed in a white Ulster. In 1933 he went for records at Montlhéry on behalf of the works but Davis remarked that he was a better engineer than driver and Waite recalled him before the accident happened. The special single-seater he had been driving was given a long tail and Driscoll took it to Southport early in 1934 to attack Denly's "fastest 750" MG Midget record, the rivalry between Austin and MG being at its height. Incidentally, the works Austins were taken to race and record venues by Arthur, an excellent fellow who invariably arrived on time. At first a long-wheelbase four-cylinder Austin 20 with open truck body was used, holding one "Dutch Clog" car. Driscoll used to pull the leg of Hancock, who designed the Twenty, saying he had catered for the Funeral Trade, but the Police Morris-Oxfords of those times couldn't catch Arthur in Austin's racing transporter! Later Arthur graduated to the first of the diesel Austin lorries, which also transported one racing car at a time, the white side-valve car being transported in this. The Austin team drivers had to provide their own personal transport. Driscoll had an Austin 10/4 as well as his 30/98, Dodson a Ford V8, Ralph Appleby an Austin 7 saloon, while Goodacre also drove an Austin.

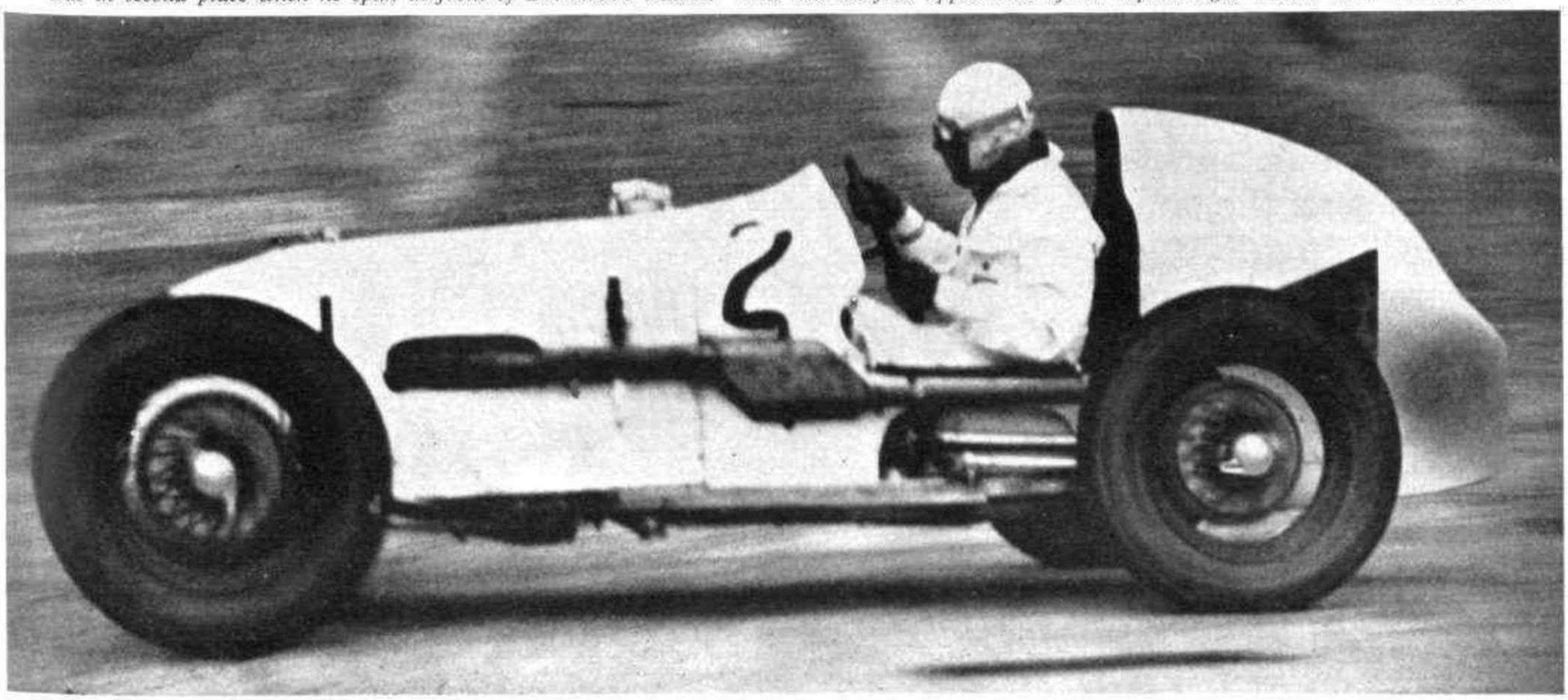
To revert to Southport, the record bid was a series of disasters. On the Monday Driscoll was slowed by clutch slip. A gale blew on Tuesday. On Wednesday, however, he materially exceeded 140 m.p.h. in one direction (and the s.v. Austin was out to better the o.h.c. MG's 128.62 m.p.h.), but the timing wire had been set to record the speed of Field's Sunbeam "Silver Bullet", and was so far above the ground that it rode over the Austin and cut Driscoll's face. The bleeding couldn't be staunched in time for a return run. The high winds returned on the Thursday and Friday but on the Saturday Driscoll tried again. The little car snaked and ran off course, being very difficult to hold, but took the National Class H f.s. kilo. record at 122.74 m.p.h.; once again the timing thread cut Driscoll's face. On this run the engine was taken to 8,700 r.p.m., and wheelspin let this rise to 9,000 r.p.m. A series of Class H Brooklands' Mountain lap records also fell to Driscoll, before Everitt's o.h.c. MG proved superior to the s.v. car. On the outer circuit the Austin's new long tail made it decidedly tricky.

The Jamieson engine was put into road-racing cars, but at first the exhaust burnt away and then the car destined for the German driver Burggaller was behind time, so Driscoll's own Austin with the Southport engine was sent instead. The second car was finished too late for Driscoll to qualify for the International Trophy and when it was ready it was sent to Shelsley Walsh with a normal Austin 7 "wire" gear lever, which bent, putting Driscoll off, although he won his class, in 46.16 sec.—the proper racing gear-lever was lying on the bench in the works. Incidentally, top was forward-right, as on a Bugatti—"a nice movement". Driscoll always kept one car as his, but Sir Herbert Austin had been much impressed by Turner's handling of a four-speed Ulster at Southport and asked Driscoll to let Turner drive his car at Donington—as it was actually Sir Herbert's car, what could Driscoll do? However, the engine had to be kept at 6,000 r.p.m. for starting and out of the corners, which was more than Turner could cope with. At Brooklands Driscoll, in the first of the new cars, put the class Mountain lap record at 72.87 m.p.h. at Whitsun.

The side-valve cars were no good on the outer circuit by 1935, because the valves burnt out, stelliting being unknown then. So they were confined to short races and sprints, Driscoll, using the new tubular front axle, raising the class Mountain lap record to 74.95 m.p.h. at the Autumn BARC meeting. At Shelsley Walsh "Bill" Wisdom chatted up Sewell and got Driscoll's car for the Ladies' class, which seemed to be unwise and proved so, as she destroyed all the valves on the Friday and the car ran badly after an all-night rebuild. Kay Petre, says Driscoll, managed much better as he let her try the car at Brooklands, whereas poor Mrs. Wisdom didn't take advantage of some pre-Shelsley practice. But the s.v. cars used to wander about the Brooklands bankings and he wonders if this contributed to Kay's collision when Parnell's MG slid into the Austin before the 500-mile Race. At the May Shelsley Walsh hill-climb Driscoll won £100 for fastest 750-cc. climb, in 43.4 sec., third fastest of the day, with Sir Herbert there to see him do it.

Continued on page 451

DRISCOLL AND THE SIDE-VALVE AUSTIN at Brooklands, during the 1935 *Second New Haw Mountain Handicap. In this race Driscoll was in second place when he spun in front of Dr. Roth's Talbot. This was the first appearance of the supercharged Austin in re-bodied form.*



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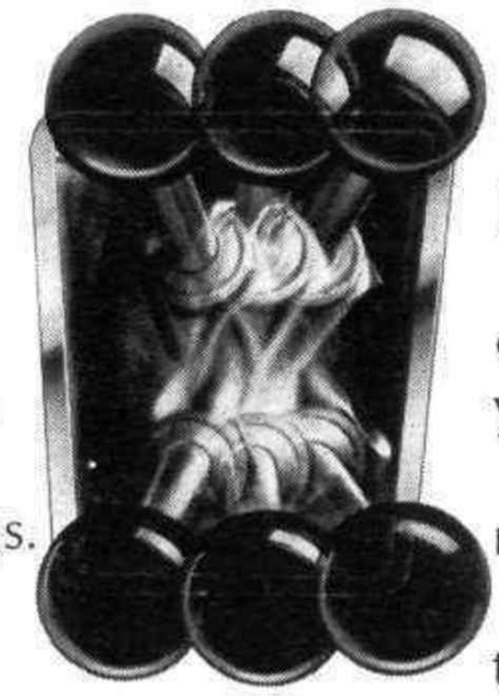

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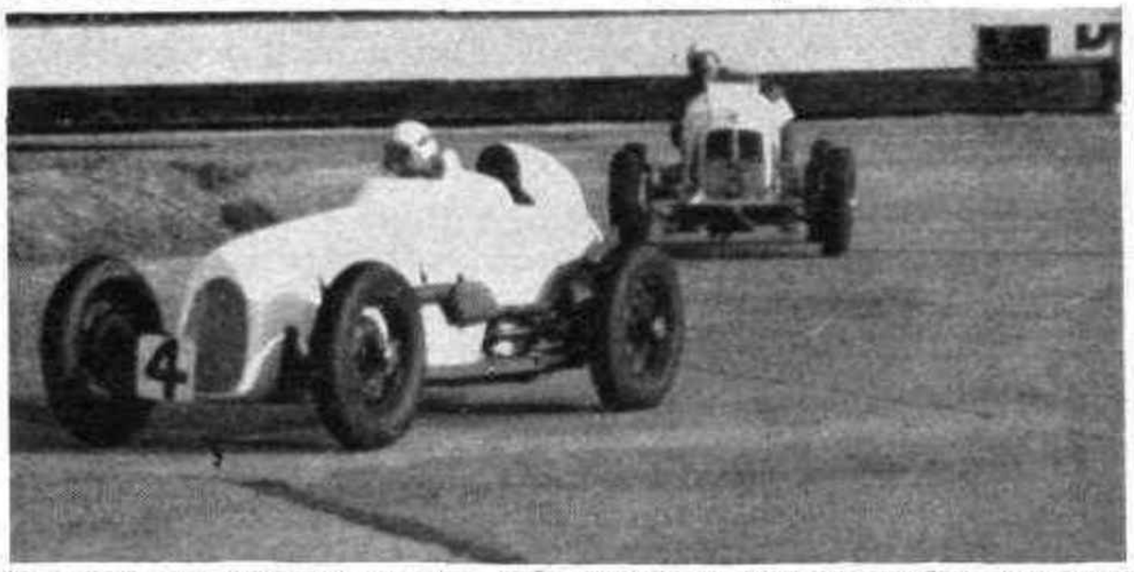
PAT DRISCOLL LOOKS BACK—continued from page 449



Pat Driscoll (Austin) leading Pat Fairfield (ERA) during the 1935 Record Holders' Mountain Handicap in which he was second to the larger car, after a lap at 73.64 m.p.h.

By 1936 the Jamieson-designed twin-cam Austins were ready. In an Easter Mountain race Driscoll spun at the banking bend on the first lap, when his foot got jammed on the accelerator, Bert Hadley ("a very good boy, but lazy"), out for the first time in a s.v. Austin, being very concerned not to collide with the faster car, which oiled his plugs. In the International Trophy Driscoll was going well when the engine of Earl Howe's ERA literally disintegrated and a lump of its con.-rod went through the Austin's oil cooler, causing loss of oil; contemporary Press reports refer to Driscoll's helmet being dented by flying metal but attribute this to the *Austin* losing a con.-rod! Shelsley was very wet and the engines refused to run on all four cylinders. At the Macclesfield speed trials twin rear wheels were used and, unknown to Driscoll, Jamieson had given his car a locked differential, so that it was dangerously out of control. Driscoll drove for the last time in a race at Donington, where he was leading Mays' ERA in the Empire Trophy with 600/700 r.p.m. in hand when the engine refused to fire up after a refuelling stop. The end piece had broken off the Scintilla, the only time one of these excellent magnetos had let Driscoll down. Bira drove a s.v. Austin but, like Turner and others, failed to keep the revs high enough, being chided by Prince Chula for not going faster. Driscoll is very interesting about the ability of these Austin racing engines to rev. He says the twin-cams were intended to run up to 14,000 r.p.m. when finally developed and did 8,500 as raced. But at the 1935 Brighton Speed Trials, knowing it wouldn't be wanted again, he took a s.v. engine to 10,500 r.p.m. Peter Moores was astonished that such high engine speed was possible, not realising this when racing his replica s.v. Austin single-seater.

At the 1936 Blackwell Hill Climb, near Bristol, Driscoll crashed badly in the wet in a twin-cam car, when a steering ball-end broke and he hit a tree. He was badly hurt, being partially blind for two years, and the Austin written off. He never raced again but recovered and took up sailing, following his father's passion for boats, buying Sir Max Aitken's "Easybeat" and sailing her in the Round the IoW race up to five years ago. At the time of this interview Driscoll didn't have a car, transport being provided by his wife's fully-automatic Austin 1800, which she wants to change for a Triumph Stag. But he still drives 250 miles in a day with great enjoyment and has only comparatively recently sold an Austin Healey Mk. III and a Mini Countryman with a very special 1,275-c.c. engine, which Driscoll tuned so that it would do 75 m.p.h. in 2nd, 95 in 3rd and 115 in top gear, and he keeps fit by daily rides on a bicycle. A remarkable man! (This interview by no means recalls all his racing successes, which have been chronicled elsewhere.) Motor racing and a sense of humour seem to be a good recipe for a long life, for Hadley, Goodacre and Dodson are all going strong. Certainly motorcycle racing under O'Donovan's tuition helped Pat Driscoll to master car racing. He recalls sharing the Derby-Miller with Gwenda Stewart in a BRDC 500-Mile Race after drivers of the calibre of the Hon. Brian Lewis had turned it down as too dangerous. After a few laps in the car at high speed Driscoll found it all quite easy and to his liking, to Douglas Hawkes' astonishment and relief. After two wheels, any four-wheeler felt safe!—W. B.

ONE-MAKE DATES

THE Alvis OC's and Alvis 12/50 Register's National Alvis Day takes place from 1.30 p.m. at the Crystal Palace, London, on May 2nd. The programme includes driving tests, *Concours d'Elegance*, and an Alvis cavalcade. There will be a souvenir programme. On June 5/6th the Jowett CC has its International Jowett Rally, which will start at 10 a.m. on the Saturday at The Stray, Harrogate, Yorks. On Friday, June 4th, Jowetts of all ages are expected to parade between London and Harrogate *en route* for the rally.

THE LOTUS TURBINE CAR

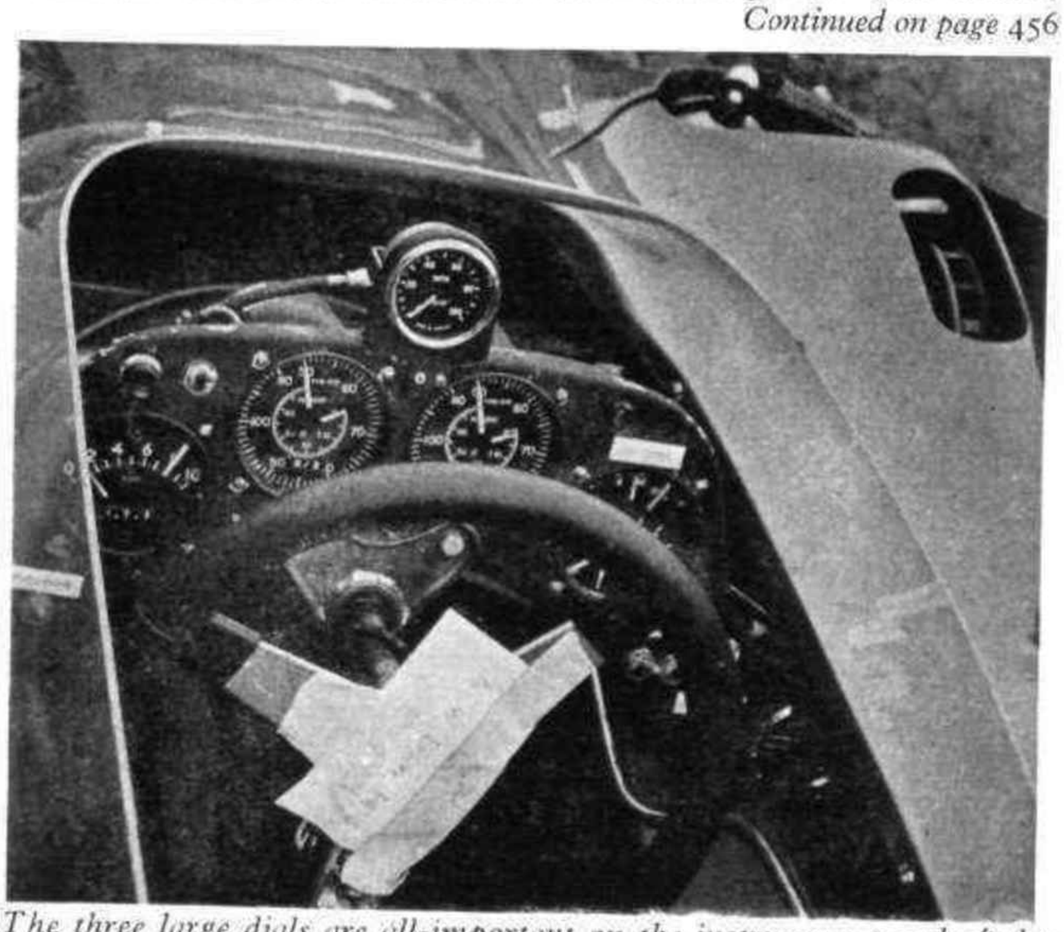
LET US GET things straight from the start, in spite of what the Lotus publicity material said, the T56B Lotus is *not* a jet car. The exhaust from the Pratt & Whitney turbine is directed upwards at about 45-deg., there is only about 50 lb. thrust, and it exerts a downward pressure and not a propulsive force. The power from the turbine drives all four wheels through positive gearing, and because the engine is a two-shaft turbine there is no clutch mechanism, so forget any talk about "jet cars" and automatic transmissions. This car may be the first turbine-powered Grand Prix car, but in the world of turbine cars it is not new, nor is it new in the world of racing, Indianapolis and sports car racing being way ahead of Grand Prix on technical development. It was while watching the Lotus turbine Formula One car during the first day of practice for the Race of Champions that the thought occurred to me that Formula One, or Grand Prix racing, is behind the times technically, for there have been turbine-powered cars at Indianapolis, Le Mans and the BOAC long-distance races, there have been Wankel-engined cars in hill-climbs, saloon-car racing and sports-car races, USAC racing is very advanced with turbo-charging, NASCAR racing is ahead on sheer speed, sports cars are faster on circuits like Spa and Monza, they also started the fashion of inboard brakes and side-radiators, and the only advantage the Grand Prix racing would appear to have would be on glamour, publicity and ballyhoo.

The origins of the Lotus turbine Formula One car go back to 1968 when Lotus designed the Type 56 for Indianapolis. In the same year they started on a similar car for Formula One, known as the Type 56B, but progress was stopped by various changes in the Lotus fortunes, and they side-stepped to the Type 63, which was a similar four-wheel-drive chassis, using a Cosworth V8 engine. They have now returned to the Type 56B, designated on its identity plate as T56B, but loosely referred to as the 56B. Like the Indianapolis cars and the Type 63, the chassis is an aluminium bath-like affair with a wheel at each corner, the driver in the front, and all the mechanism behind him, with a fibre-glass top clipped over the whole thing. The wheels are sprung on double links, the upper ones operating the spring units through rocker arms. The ventilated disc brakes are mounted inboard, but outside the "bath", with short drive shafts to the hubs. The front and rear differential units are on the left of the trans-axles, with the fore-and-aft drive shafts running along the left side of the "bath" to the centre differential, just to the left of the driving seat. From there, a drive case runs across behind the seat to the centre of the car, where it is joined to the output shaft of the turbine, this cross-drive being by a 2 in. internal tooth Morse Hy Vo chain. The Pratt and Whitney STN6/76 turbine engine lies behind the driver, and it is a type of engine used in helicopters, boats and for industrial purposes. Basically it consists of two parts, the gas generator at the back and the power turbine at the front. In order to comply with the FIA rules equating turbine engines to piston engines, a lot of modifications have had to be made to the turbine, and these have been done by Pratt and Whitney. The cost of the engine in Formula One form is estimated at over £32,000, but it is purely academic because the engine in the Lotus belongs to Pratt and Whitney. Ducts on each side of the cockpit feed air into a sealed chamber on top of the engine, which feeds an annular entry into the gas generator; from there the high-speed air is delivered into the combustion annular chamber in which the kerosene injectors are situated, and where the burning takes place. The hot gas stream passes through a high-pressure nozzle to drive the gas generator, and the remaining energy in the gas stream passes through the power turbine and out through the upward facing exhaust outlet. The two parts are not connected, as in some turbine engines, hence the description two-shaft engine. From the power-turbine shaft an epicyclic gearing drives the output shaft coupled directly to the Hy Vo transverse drive.

It can be readily appreciated that with the car's brakes on the power turbine cannot turn, but the gas generator can, so that the air in the annular combustion chamber would be stirred up as the oil is in a fluid torque converter. However, with the fuel/air mixture burning, the heat inside the engine is enormous, as much as 1,000° Centigrade, so that the power unit does not like being held stationary for long. The temperature in the combustion space is the critical part of the turbine, so that the most important dial on the instrument panel is the temperature gauge coupled to this area, known as the ITT gauge, or inter-turbine temperature, and it is calibrated 0 to 10 (× 100° C) with a danger line at 8 (800° C). The speed at which a turbine revolves is of little importance, unlike a piston engine where crankshaft speed is all-important, so the Lotus has no form of rev-counter or tachometer at all. A turbine's main instrument, apart from the temperature gauge, is a dial that reads the percentage at which it is working, at full power reading 100 (100%), so that with this two-shaft engine there are two percentage gauges, N1 for the gas generator and N2 for the power turbine. At "all systems go" or maximum speed (dependent on axle ratios naturally), the driver would like to be able to read 100% on N1 and N2, with something under 8 on the ITT gauge. This would be like the driver of a Lotus 72 reading 10,000 r.p.m. in 5th gear. During practice at Brands Hatch the car was over-geared so that on the fastest part of the circuit Fittipaldi could only report 97% on N1 and 80% on N2. When they got the gearing right, by axle ratio changes for major steps, and sprocket sizes on the Hy Vo drive for minor ones, he reported 107% on N1 and 103% on N2. This represented a slight under-gearing effect, but the safety margin on the Pratt and Whitney is enormous.

The driver has but two pedals, a brake pedal for the left foot, and an accelerator pedal for the right foot. The accelerator pedal is linked directly to a fuel-metering unit mounted on the rear of the car and this controls the flow of kerosene to the injector nozzles. It does not shut off completely, or the flame would go out, so it is set to a determined idling speed for the gas generator. On the steering wheel is a "kill-switch" which shuts off the fuel at the nozzles by an electrical system, and on the left of the cockpit is a T-handle push-pull control that also opens and shuts the fuel-flow valve. To start the engine an electric motor, that also acts as a generator, turns the gas generator, the N2 gauge rising as the shaft speed increases. A form of glow-plug in the combustion chamber is switched on and the T-handle in the cockpit is slid forward, opening the fuel valve. Burning starts up in the combustion space, and as the flame starts the ITT gauge rushes up to 900° C, and as the heat flow passes through the power turbine and out through the exhaust outlet the temperature settles back to 600° C. The driver holds his left foot on the brake, thus keeping the power turbine stationary, but the moment he lets them off the car moves forward, its acceleration depending on the percentage output of the gas generator, which in turn depends on the amount of fuel being fed to the combustion space by the accelerator movement. It would not be possible to hold the car on the brakes with 100% on the gas generator, and apart from that, trying to do so would put the reading of the ITT gauge way up in the danger zone. For take-off the driver has to balance temperature with percentage reading on N1 in the same way that a driver of a conventional racing car balances engine r.p.m. with wheelspin and clutch movement when starting off. The turbine

Continued on page 456



The three large dials are all-important on the instrument panel of the Lotus turbine car. The left one is the Inner-turbine temperature gauge, the centre one the percentage performance of the power-turbine N2, and the right one the percentage performance of the gas generator N1. Other gauges are for various things like fuel pressure, oil temperature and above N1 and N2 is a torque-measuring gauge showing how the engine is working.

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ONTARIO, CALIFORNIA, *March 28th*

MONEY TALKS in motor racing and particularly when the currency is American dollars. So when the Ontario Motor Speedway, constructed last year at a cost of a vast 25½ million dollars, decided to stage a road race for Formula One and American Formula A cars, everyone started to take interest, particularly when a prize fund of $278,400 was announced, with plenty for everyone. However, there were several problems, including the only available date being just one week after the Brands Hatch Race of Champions, and the fact that the supply of new or freshly re-built engines from Cosworth was almost non-existent.

The original plan was to have twenty Formula One cars ranged against the best ten Formula A cars in the States, with USAC drivers like the Unser Brothers and Foyt to drive amongst the regulars to give the crowd an even better spectacle. As it happened, there were only seventeen Formula Ones after Team Surtees withdrew, and March only decided to send one car. So the remainder of the thirty-car field was completed by the Formula A machines with a couple of hopeful reserves as well.

All the European cars, except the Ferraris, were transported in a big airlift from Gatwick airport direct to Ontario airport in California. As the cars left on the Tuesday after Brands Hatch, there was very little time for preparation. However, facilities at the vast Speedway are so good for mechanics that they were able to catch up on circuit.

Ontario Motor Speedway lies some forty miles inland from the vast, sprawling, smog-bound city of Los Angeles in California. The facility was completed last August and has, since, seen major races for USAC Indy-type cars and the NASCAR stockers, as well as a Dragster meeting. This was, however, the first time that the road circuit on the infield of the dominating 2½-mile oval had been used. This twisting, difficult to learn and rather featureless track utilised the main straight and first banked corner of the oval, and then swooped off and twisted and turned through the infield, with only a short ¼-mile straight in which to relax. Along the main straight are huge stands which, when filled to capacity, seat something like 140,000 spectators, who have a very good view of the whole circuit. If you prefer to be nearer the action and see the drivers gritting their teeth and sweating it out, rather than have a panoramic view of the cars looking like Scalextric, then it is possible to watch from the infield. However, the large run-off areas on the corners still make it difficult to get really close to the cars.

The six-storey main grandstand is quite something with its liveried lift-men, range of executive entertainment suites, time-keeping and race-control offices, not to mention the vast press box which seats over 300 people in just two tiers. One big drawback in this air-conditioned room is the double-glazing, which unfortunately shuts out the great majority of the sound from the racing cars!

The entry was headed by two Ferraris, but the Italian team had split forces and sent Regazzoni to Brands Hatch the previous week with the new car, and Andretti and Ickx with their regular 312Bs to Ontario. BRM did not have the same problems as the Cosworth runners as they make their own V12 engine which at last is starting to prove reliable, so they fielded three cars. Rodriguez had his regular P160, Siffert had the second, and brand-new, P160 and Ganley remained with the ex-Eaton P153. Matra Sports still had just the single MS120B for Amon, using an engine without the 1971 modifications.

Following their brief encounter with the turbine car, a slightly dis-spirited Gold Leaf-Team Lotus fielded the pair of regular Lotus 72s for Fittipaldi and Wisell (who was one of only two drivers at the meeting to have an "11" series Cosworth engine—the other was Stewart). The well-organised McLaren Motor Racing team fielded the M19 for Hulme and an M14A for Gethin while, likewise, Motor Racing Developments had the new Brabham BT34 for the senior driver Hill, and a last year's BT33 for the junior, Schenken, now confirmed as a regular member of the team. Stewart was in the lone and original Tyrrell, still looking for his first win with the car, while March Engineering sent a single STP 711 for Peterson. Following the drive-shaft failure at Brands Hatch the team decided to revert to outboard discs on the front, and this entailed a fair bit of last-minute modifications. Similar changes were made to the March 711 of the Frank Williams Race Cars team, this car being driven by Pescarolo for the first time, although Peterson had driven it the previous week. There were two of the older March 701s, one from Williams for Bell and the other, the ex-Andretti, ex-Amon Tasman car, from STP for the American Formula A Champion John Cannon of Canada. Pete Lovely also brought along his near-vintage Lotus 49B hoping for a start but, though he practised, he was out of luck.

Lolas dominated the Formual A section. It should be explained that the only major difference between the A cars in America and the 5,000s in Britain, is that the As are allowed to use fuel-injection, and in fact all those entered had it fitted. Brand-new 1971 Lola T192s were delivered in time for Lou Sell and Tony Adamowicz, both former Formula A Champions in America, plus another car intended for an amateur driver, but hired out for this race to reigning USAC Champion Al Unser. Mark Donohue had the prototype T192, prepared as immaculately as ever by the Penske organisation, while former sometime Grand Prix driver Bob Bondurant also had an early T192. The Charlie Hayes team had two earlier T190 models modified by them and to be driven by Bobby Unser, who was briefly with BRM, and Ron Grable. A reserve Lola T190 was entered for Jack Byers.

There were just two McLarens, both 1970 model M10Bs, for the five-times USAC Champion A. J. Foyt, who seemed to be somewhat dis-interested in driving the machine at anything like racing speeds, and British driver David Hobbs in the car Cannon had used so successfully last year. Unfortunately, he was on the reserve list as a late entrant and did not get a race. There were two brand-new Surtees TS8 models for the well-known American drivers Peter Revson and Sam Posey, while a lot of interest was raised in the paddock by a new Californian-built car called the ASD American. ASD stands for Aero Structure Developments, and this firm had concentrated on building the monocoque tub from alloys not normally used in car construction, and had formed the tub in a rather different way. The car also featured a water radiator mounted in the wing and rising-rate front suspension. It was driven by another former Formula A Champion Gus Hutchison. All the above cars had power from Chevrolet engines tuned by such firms as Traco, Bartz and Bolthoff (run by former McLaren engine man George Bolthoff).

A brand-new Mk 2 version of the so far unsuccessful Lotus 70 was on hand for George Follmer, who had done much of the development work on this machine, and this was powered by a Boss Ford engine modified by Bartz—probably the most powerful, if not reliable, unit in the race. Finally Gurney's protege Swede Savage had a private 1969 Eagle fitted with a Plymouth engine tuned by Keith Black, who is better known in drag-racing circles.

There was plenty of time to learn the circuit, with practice sessions starting on Wednesday (untimed), and then four hours each on the following three days. However, there was drama for the Ferrari team on the Wednesday when they had the circuit almost to themselves save for a few Formula A cars. After only a few laps Andretti skidded off course and damaged the front of his Ferrari quite badly. Repairs would take a couple of days, with the added complication that, on Saturday Andretti, along with the Unsers and Foyt, would be taking part in a USAC race at Phoenix, Arizona.

On Thursday the rest of the circus arrived and, as is so often the case, it was Stewart in the Tyrrell who made most of the fast running. He topped the list with a time of 1 min. 43.143 sec., to head Ickx (1 min. 43.700 sec.) and Amon at (1 min. 43.919 sec.). Hulme and Siffert were also showing well, as was Donohue's 5-litre Lola.

Friday saw Stewart, now with an older engine fitted (the 11 series was re-fitted for the race), really dominating the session. He reduced his time to 1 min. 41.227 sec., which stayed good enough for pole position. Of the rest, Ickx improved to 1 min. 43.052 sec., Amon had several problems including a broken gearbox cross-member and troublesome fuel injection on the Matra, and failed to improve, but Siffert in his new BRM, and both the Lotus 72s broke into the 1 min. 43 sec. bracket.

As usual, practice finished with a frantic half-hour in which both Amon and Ickx made a stern bid to knock Stewart off pole position, while Andretti, back from Phoenix where he had finished ninth, tried to work his way up the grid in the short time available. Amon was quickest at 1 min. 41.275 sec., fractions slower than

Stewart's previous time, while the Scot's best was 1 min. 41.357 sec., and Ickx turned in a 1 min. 41.531 sec. These three were obviously going to make all the running if practice was anything to go by.

Hulme improved and finished up fourth fastest, finding the M19 not handling quite as well as he expected, the rising-rate suspension possibly not offering an advantage on the smooth Ontario track. But the circuit, and particularly the banking, was proving hard on the cars, and particularly the BRM P160, which both suffered failures of the rear suspension mounting casting which is sandwiched between the engine and gearbox. These were strengthened for the race. Nonetheless Rodriguez moved up to fifth fastest with help, perhaps, from a fresh engine fitted with the new type heads first tried at Monza last season. Rodriguez's best time was 1 min. 42.427 sec. and this was followed by Hill who again had the new Brabham going well. Seventh fastest was Donohue with the first of the Formula As, then came Siffert with a time recorded on Friday.

Filling the next three positions were three Lotuses, and it was interesting to note that Follmer in his new F.A Lotus 70 split the two Formula One Lotus 72s. Next up was Andretti in the repaired Ferrari, but it was obvious that he was still learning the circuit and could speed up some more. Pescarolo only practised the new March on Saturday, so his time was impressive, and he headed Schenken, Posey's F.A Surtees, Cannon in the old March and Peterson in the other March 711, which also only practised properly on Saturday and had a suspect engine into the bargain. In fact it was interesting to note that, after an abortive attempt to practice on Friday when the Cosworth unit lost all its oil pressure, the March chief mechanic set about re-building the engine himself in the lock-up. After that it never missed a beat.

STARTING GRID

8
J. Stewart
(*Tyrrell-Cosworth V8* — 001)
1 min. 41.257 sec.

4
J. Ickx
(*Ferrari flat-12* — 312B-1/01)
1 min. 41.531 sec.

12
P. Rodriguez
(*BRM V12* — P160/01)
1 min. 42.473 sec.

26
M. Donohue
(*Lola-Chevrolet V8* — T192/1)
1 min. 43.211 sec.

2
E. Fittipaldi
(*Lotus-Cosworth V8* — 72/5)
1 min. 43.358 sec.

3
R. Wisell
(*Lotus-Cosworth V8* — 72/3)
1 min. 43.535 sec.

18
H. Pescarolo
(*March-Cosworth V8* — 711/3)
1 min. 43.709 sec.

30
S. Posey
(*Surtees-Chevrolet V8* — TS8/006)
1 min. 44.128 sec.

21
R. Peterson
(*March-Cosworth V8* — 711/2)
1 min. 44.360 sec.

17
D. Bell
(*March-Cosworth V8* — 701/6)
1 min. 44.977 sec.

37
L. Sell
(*Lola-Chevrolet V8* — T192/23)
1 min. 45.397 sec.

35
B. Bondurant
(*Lola-Chevrolet V8* — T192/2)
1 min. 45.528 sec.

34
T. Adamowicz
(*Lola-Chevrolet V8* — T192/24)
1 min. 47.831 sec.

38
B. Unser
(*Lola-Chevrolet V8* — T190/H1)
1 min. 48.512 sec.

32
S. Savage
(*Eagle-Plymouth V8* — 69/511)
1 min. 51.509 sec.

10
C. Amon
(*Matra-Simca V12* — MS120B/04)
1 min. 41.275 sec.

6
D. Hulme
(*McLaren-Cosworth V8* — M19/1)
1 min. 42.458 sec.

19
G. Hill
(*Brabham-Cosworth V8* — BT34/1)
1 min. 42.763 sec.

14
J. Siffert
(*BRM V12* — P160/02)
1 min. 43.350 sec.

27
G. Follmer
(*Lotus-Ford V8* — 70B/1)
1 min. 43.474 sec.

5
M. Andretti
(*Ferrari flat-12* — 312B-1/02)
1 min. 43.542 sec.

20
T. Schenken
(*Brabham-Cosworth V8* — BT33/1)
1 min. 43.772 sec.

25
J. Cannon
(*March-Cosworth V8* — 701/3)
1 min. 44.231 sec.

15
H. Ganley
(*BRM V12* — P153/03)
1 min. 44.739 sec.

7
P. Gethin
(*McLaren-Cosworth V8* — M14A/1)
1 min. 45.310 sec.

29
R. Grable
(*Lola-Chevrolet V8* — T190/H3)
1 min. 45.402 sec.

31
P. Revson
(*Surtees-Chevrolet V8* — TS8/007)
1 min. 45.668 sec.

33
A. Unser
(*Lola-Chevrolet V8* — T192/22)
1 min. 48.172 sec.

36
G. Hutchison
(*ASD American-Chevrolet V8* — 01)
1 min. 50.954 sec.

28
A. J. Foyt
(*McLaren-Chevrolet V8* — M10B/14)
1 min. 52.229 sec.

Reserves—did not start:
D. Hobbs (*McLaren*—M10B/1) .. 1 min. 45.331 sec.
P. Lovely (*Lotus*—49C/R11) .. 1 min. 47.269 sec.
J. Byers (*Lola*—T190/6) .. .. 1 min. 54.468 sec.

The Unsers and Foyt, unlike Andretti, did not rush back from Phoenix so they were well back on the grid, although Stewart tried the Foyt McLaren and showed it to be as competitive as any of the Formula A cars present. The three reserves or "alternates" as they were called, were not required, so the drivers had to sit and watch, which was a shame for Hobbs who was faster than most of the other Formula A machines.

Because the 5-litre cars do not have sufficient fuel capacity to take them much more than 100 miles at a time, the race had been split into 32-lap parts. Race day saw the previously dull weather brighten into what all the Europeans had expected of a Californian climate. This encouraged a large crowd of over 65,000 to turn up although, even so, they were able to watch their racing in comfort. Not only did they have the Questor Grand Prix to entertain them, but also several local club events plus various other attractions including a parachute drop, vintage aircraft, acrobatic flying, and teams of schoolgirl dancers, not to mention various other forms of ballyhoo.

It was rather disappointing to see that the organisers decided to use the standard American rolling start procedure rather than give the crowds the chance to see the much more spectacular European standing start.

So after raggedly following a pace car driven by actor James Garner, the race was on almost before the crowd, and for that matter the official starter, knew it. It was Ickx who grabbed the lead from Stewart on the opening lap followed by Amon, Hulme, Hill and then Siffert, who held up those following with a spin on lap two and himself dropped to twelfth. The second group was led by Donohoue followed by Andretti, Rodriguez, Fittipaldi, Wisell and Pescarolo.

Stewart has had red Ferraris in front of him too many times lately, and he was really working hard to pass Ickx. While this was going on Hulme made one of his rare mistakes and spun down to twelfth place, while Foyt came in to say that even if Stewart thought the handling of the McLaren was fine he didn't, so he retired.

Stewart, meanwhile, had managed to outbrake Ickx while Hill, now in fourth spot, was coming under strong pressure from Donohue whose Lola was the only competitive Formula A as Follmer's car blew-up within the first couple of laps. Hill's race was somewhat short-lived as an oil pipe fractured and the engine started to tighten as a result, so he stopped.

The Formula A cars were quickly dropping out, for Swede Savage crashed the Eagle and was seriously injured, Revson's Surtees broke its gearbox, and the similar car of Posey overheated. Before half-distance the Lolas of Bondurant and Al Unser had also retired with their Chevrolet engines unserviceable.

At half-distance Stewart was in the lead by quite a margin from Amon, for Ickx's car had sustained a puncture and lost almost a lap having it replaced. Andretti, after quite a battle with Donohue, had moved up to third place with Donohue still a strong fourth ahead of Siffert, Ickx, Fittipaldi, Wisell (who had lost fourth gear), then Schenken, Peterson, Cannon, Pescarolo, Ganley and the rest. Rodriguez had lost a lot of time having a broken suspension plate replaced but was now making up some lost time.

With both Amon and Andretti running hard, Stewart's lead was gradually being narrowed, but suddenly Amon's chances took a tumble when he, like Ickx, sustained a puncture. The Matra pit changed the wheel quickly and Amon rejoined in tenth place. So now Andretti only had Stewart in front of him, and the little Italian-born American, who reckons the Ferrari 312B is the best handling racing car he has ever driven, was catching the Tyrrell.

Gradually the lead shortened, which really brought the crowd to its feet, while the other fast-running American, Donohoue, stopped to have the engine's failing fuel injection equipment attended to. So with three laps to go the leading pair were only separated by inches, and to a huge roar from the enthusiastic spectators, Andretti grabbed the lead. On the remaining two laps he pulled out three seconds on an exhausted Stewart. Siffert took third place (despite his early spin) with Hulme fourth and pit-stoppers Ickx and Amon in the next two positions. Schenken stopped on the last lap, short of fuel, but was classified seventh, ahead on Ganley, Donohue, Grable, Gethin, B. Unser, Bell and Sell. Both March 711s stopped, Pescarolo with a fractured cross member under the gearbox, and Peterson, who left the road when a shock absorber top pulled off. The Lotus 72s also retired, Wisell's with the engine seized, Fittipaldi's

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TWO NEW FORMULA ONE CARS

AT THE Race of Champions two new Formula One designs appeared for the first time, apart from the revolutionary Lotus Turbine car described elsewhere, one winning the race and the other making fastest lap. These were the 1971 Ferrari and the 1971 Brabham, the Italian car being an updated version of the 1970 car and the Australian car being a new conception and use of tried components. The Ferrari 312B/2 was taken to Kyalami and Regazzoni crashed it before it could be used in the South African GP, but it was described in detail in the April MOTOR SPORT on page 309. One interesting detail that was omitted was that the rear aerofoil is in two halves, on each side of the central mounting, so that the angle of incidence for each side can be adjusted independently. However, the central mounting means that the ends of the aerofoil can droop at high speed and high air pressures, in contrast to an aerofoil mounted on two pillars, one at each end of the aerofoil. The theory of the two-part wing is that adjustments can be made to compromise for certain corners. This idea was tried by Nissan on a sports/prototype some years ago, and by Porsche in their first experiments with a hill-climb car. This new Ferrari, designated 312B/2-5 is the fifth flat-12 car to be built, and after the accident at Kyalami the front end was rebuilt and the car raced and won at Brands Hatch.

The new Brabham, known as the BT34, is a new design from Ron Tauranac, built around a Cosworth V8-Hewland gearbox power-pack. It has a monocoque chassis, conventional front suspension with outboard spring units and a rear end like last year's BT33, the engine forming the rear half of the chassis. Whereas some designers have slavishly copied the Lotus 72 side-radiator mountings (and Lotus copied Alfa-Romeo and Alpine sports cars!), Tauranac has gone out of his way to be different as regards radiator, splitting it into two units mounted on outriggers off the front of the chassis and forming, in effect, the "canard" nose fins of previous Brabham cars (see photo in the Race of Champions report). Between the radiators is an aerofoil so that this new Brabham has a very large down-thrust area across the front. The hot air from the radiators exits into the area of the front spring units, which the designer points out is disturbed air anyway. Having watched designers ducting cold air onto brakes and spring units, it seems odd that Tauranac should duct hot air onto his. Last year's rocker-arm inboard suspension units would have seemed more reasonable with this new radiator layout. However, the car went well in its first race and recorded the fastest lap of the race at 1 min. 26.7 secs., not as fast as the record of 1 min. 25.8 secs. set up by a Brabham BT33 in 1970, nor as fast as the best practice lap of 1971 which was 1 min. 24.6 secs. set up by a 1970 Tyrrell-Cosworth.—D. S. J.

TYRE NEWS

AVON'S latest is the 155 SR12 "W" tubeless radial, which completes their range of 82% aspect-ratio radials, suitable for speeds up to 113 m.p.h. and for cars like BLMC 1100s and 1300s, Ford Escorts, Vauxhall Vivas, etc. The 155 SR12 "W" has Avon's special cling compound for wet-road holding, a wire-braced tread, and segmented centre-pattern blocks with shoulder ribs widened to resist cornering wear and rounded to resist white-line reaction. It fits 4½J rims, has an 8-mm. pattern depth, an economic load of 770 lb. at 27 p.s.i. and a maximum load of 800 lb. at 34 p.s.i.

Uniroyal offer 50% discount to holders of RAC National and International Competition Licences, on Uniroyal tyres used for rallying. They see this as an attempt to assist club drivers and as more fair than sponsoring individual drivers. Uniroyal Rallye "T" and Rallye 180 radials are well known in rally circles. Details from J. W. N. Garrod, Uniroyal Ltd., 62, Horseferry Road, London, SW1, mentioning MOTOR SPORT.

Goodyear have four new racing tyres for 1971. The "D" design is a very stable, closely-knit pattern for F1, sports and saloon cars on dry courses. The "W" tyre is for wet weather. The "K" Goodyear is a slightly more open, all-purpose tyre than the "A" with a higher profile, for wet and dry use. The "A" type is an all-weather low-profile cover, intended for good penetration in the rain but remaining stable on dry tracks.

Dunlop introduced a specially modified SP44 Weathermaster design for the E. African Safari, the improved mud clearance of which was established during the winter at rallycross at Lydden and Cadwell Park. The resultant hand-cut version of the Weathermaster with sections removed at regular intervals round the tread was available for the Ford works cars and for the Datsun and Daf works entries. The tyre's casing also incorporated modifications which are now used in all Dunlop's SP44 rally tyre production. For Easter rallying on Bullough's and Barrow's Ford Escort TC in Ireland Dunlop developed an entirely new high-speed tyre of low profile, which can be regarded not so much as a specialised rally tyre but as a high-performance tyre tested in rallying.

Kleber-Colombes. Soon to be introduced to the British market for the first time will be tyres from the French firm of Kleber, well known for their V10 radial tyre. Kleber are, in fact, the second largest tyre producer in France employing over 11,000 people and have a turnover of £75 million. Four of the eight factories in France produce road tyres and the other four have turned over to producing industrial rubber products.—W. B.

F1 LOTUS TURBINE—continued from page 452

car will not spin its wheels on initial take-off, but at about 60 m.p.h. it could start spinning all four wheels. Into corners the driver has to lift off early, keep the N1 gauge indicating as much percentage as he feels he can use round the corner, and slow the car with the brakes. When he estimates his cornering speed has been reached, he releases the brakes and corners with the power on, rather like a racing motorcyclist does. Too much opening on the fuel valve will either overheat the brakes or raise the ITT gauge too high, so he has too balance temperature against braking against cornering power. It can be appreciated that a driver who is steeped in tradition with piston-engined cars would find it difficult to adapt himself to the new technique. A driver without belief in turbine cars would be wasting his time trying to drive one, like a driver who doesn't believe in mid-engined coupés trying to drive a Lotus Europa. It was this mental attitude that allowed Andretti to lap Indianapolis some 10 m.p.h. faster than Hill and Rindt in the Indianapolis STP-turbine Lotus cars. It is also applicable to four-wheel-drive, which is the main reason why all the four-wheel-drive projects in 1969 floundered. In Emerson Fittipaldi Lotus have an ideal "new boy" who is prepared to develop himself with the turbine car.

The life of the Pratt and Whitney turbine engine is 1,000 hours, not 100 as mentioned in some journals, and on the rear of the chassis is a recording clock counting up the hours that the engine has run. When the car appeared at Brands Hatch for the first time it had run just over 20 hours. In order to make the car comply with Formula One rules a reverse mechanism, using an electric starter motor and cog-belt drive, is attached to the transfer case, turning the power turbine in reverse and driving the power train in reverse, but naturally the gas generator must be stationary when doing so. Fuel consumption of Shell Aviation kerosene is pretty heavy, and at the moment the 60 gallons the car carries would only take it about 160-180 miles. The wheelbase is 102 in., the track 62.5 in., overall length 170 in. and 15 in. diameter wheels are used.

Needless to say, the introduction of such a car to road-racing, as distinct from oval racing where constant throttle can be used, has posed numerous problems, especially as regards instant pick-up and the method of cornering when in company with other cars. At Brands Hatch, had Fittipaldi been on the front row of the grid he could have let the turbine car accelerate to its maximum, and it would certainly have beaten everyone to the first corner, but he would then have had to lift off early and the other cars could have stormed past on the over-run with locking brakes, and scrabbled round in the lead. At Monza where the first corner is a long way from the start, it would be a different story. However, one of the big problems that Gold Leaf Team Lotus will be faced with is dealing with the "barrack room lawyers", which abound in Grand Prix racing these days, for they will certainly try and get it banned if it proves competitive. If it ever wins a race I can hardly wait for the screams of protest from those who do not win. Another problem facing Lotus is that the FIA view a Lotus-Cosworth and a Lotus-Pratt & Whitney as two different makes of car, so that any points each might gain in the Manufacturers' Championship events cannot be added together, and Lotus are very keen on winning that Championship.—D. S. J.

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DUNLOP SP SPORT RADIAL

An Avenger gets the 'works' treatment

I REMEMBER once reading how a prototype Mini, using the 948-c.c. A40 engine, had put the wind up the old BMC management by virtue of its exceptional performance for those, and come to that, these days as well! At the time my only method of moving from Sussex to London and back every day was a very basic 850 Mini; the thought of the money needed to make this basic transport get up and go in the way that the ADO15 prototype had was enough to set a seal on my resolve to try a manufacturer's development car one day to see if there were any snags to the levels of performance that had apparently been extracted from that particular small BMC saloon.

In fact the whole business of pre-production cars is a fascinating one, beginning with the period when alert readers or friends spot an unusual car on the road (or at a customs post, a favourite with Continental magazine photographers, or the traditional long lens test-track photograph which reproduces as a vague shadow in a blizzard!) to the period when a party of journalists first get to grips with the first 40 or so (assuming a mass-production firm are acting as hosts) "pre-production, production" cars, which will usually differ only slightly from the machines the public can buy at their friendly dealers.

Recently the Chrysler Competition Centre Manager, Desmond "Des" O'Dell, exasperated by our constant prodding, gave in to our request to try the Hillman Avenger which the department had modified with more than a passing eye as to the requirements of club rallying and potential customers for extra road-going horsepower. No prices were available at the time of our test, but a letter or 'phone call to the Chrysler Centre's Coventry base will probably produce additional information which should be known after these pages went to press. For potential Avenger owners who cannot wait to improve their Avengers there is a monograph later in the article which gives the names and addresses of other firms who tackle Avenger modifications, and whose cars the author has tested.

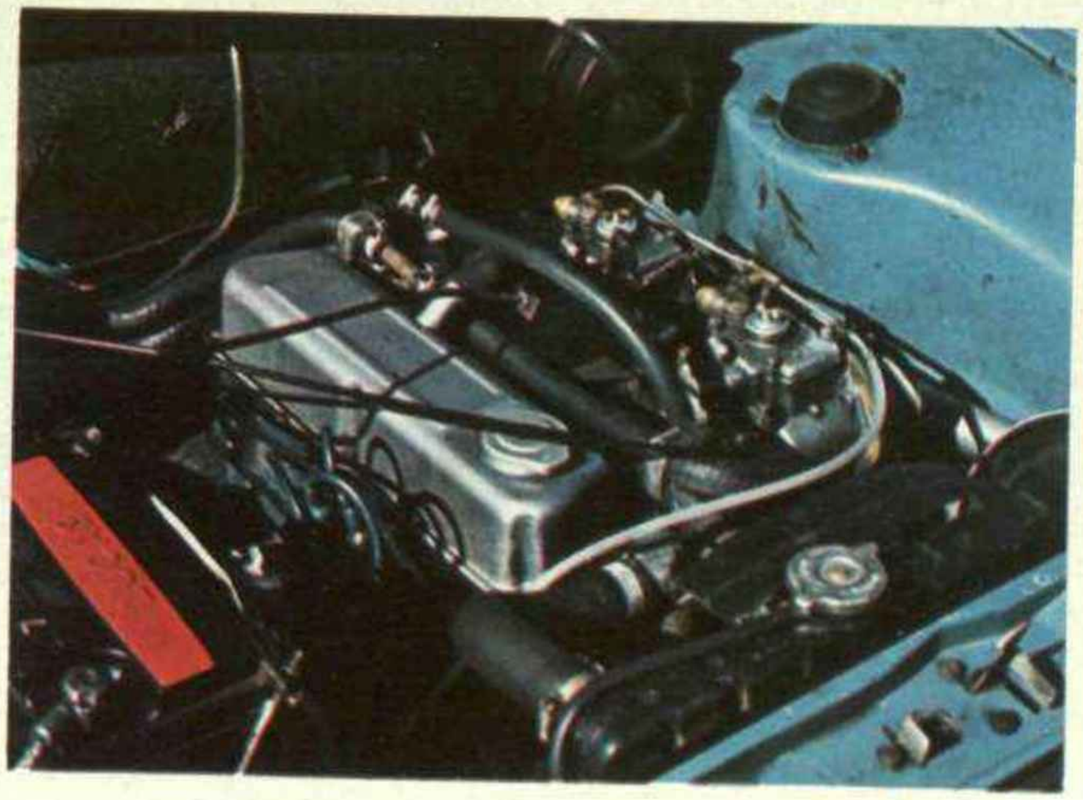
Although the green "works" Avenger that we tried had led a varied and exciting life as a mobile test bed, it was presented to us as a properly prepared road test vehicle with both interior and exterior smartly cleaned and polished. Originally the test Avenger was a 1250 model, so it lacks any extras of any sort save those needed for efficient performance such as the 1500 GT engine, and front disc brakes with servo assistance.

From this basic beginning the Competition centre staff have gradually built the car up to its present rorty specification. The exterior engine changes comprise completely new inlet and exhaust manifolding built up in steel, co-ordinated with a pair of sidedraught Weber 40DCOE twin-choke carburetters. To further improve the breathing a radically modified cylinder head was fitted with the standard 1.20-in. exhaust valves and 1.47-in. inlets: the standard 1500 has 1.42-in. inlet valves. Compression ratio was increased to 10.2 to 1 and both inlet and exhaust porting were modified to mate up accurately with the revised manifolding. The camshaft is profiled along well proven Cosworth lines, the profile originally being intended to act in conjunction with a Ford engine. As we said earlier, this Avenger was strictly intended as a prototype and it was for this reason that the department naturally decided to explore the effect of some well-known profiles before looking at a completely fresh design of camshaft, or modification of an existing Chrysler one. The crankshaft, connecting-rods and pistons were left as standard, save for careful matching of weights and crankshaft balancing in conjunction with the production flywheel.

This modified Avenger's most outstanding characteristic was to be the handling, despite which O'Dell intends to carry out even more work on the suspension in respect of front-wheel camber and castor angles. Softer rated rear springs than we had and harder bushes for the back axle location points to reduce compliance under competition conditions are also planned. The work that *had* been carried out included competition settings for the front MacPherson struts (adjustable units will also be available from Armstrong or Chrysler) plus much larger capacity Armstrong adjustable telescopics at the rear. Replacement springs all round reduced the car's static ride height by approximately one inch, spring rates, with standard settings in brackets, being: Front, 100 lb. (80 lb.); back, 240 lb. (180 lb.). A set of 210-lb. rear springs will have been tried by the time you read this and it is expected that they will further help rear axle location over bumps.

To complete the handling story we must add a set of 7-in. rim Minilite wheels, as manufactured so capably by Tech Del in Acton, and four plump Dunlop SP Sport tyres of 195 section, 70% aspect ratio, suitable for 13-in. wheels.

If the engine was concealed under a frosted over bonnet, or was burning hot after a hard caning, the result after the fiddly ignition key had been turned was just the same—an instantaneous cough of life from the power unit. The only preparation needed to begin these exemplary starting manners was a brace of dabs on the accelerator



pedal. After 30 seconds of holding the engine r.p.m. at 2,000, or thereabouts, the Avenger was ready to move off cleanly from a cold start without further ado. Incidentally, that dramatically bulged matt black bonnet caused more than one observer to enquire if the rumoured four-valve-per-cylinder engine was fitted. Our questioners seemed as disappointed to hear that a "conventional" engine was installed, as we were to hear that the four-valve unit has been officially shelved for some time. The car attracted an enormous amount of attention from enthusiasts during our week's testing, the competition minded all asking: "Can you get a two-door?" Upon hearing that they could not, the next question was, "Well how much bigger can I make the engine, or will the factory be doing something larger soon?" Even faced with the negative reply to that enquiry most of our interrogators took the trouble to note the bulged wheel arches, investigate the under-bonnet layout and ask who the Chrysler Competition Centre were!

Although the Avenger would spin its wheels vigorously away from a standing start, the acceleration times were not particularly startling by today's standards, the blame for this being attributable to the narrow range within which the camshaft was allowing the engine to give of its best. Nothing really happened, even in first gear, until over 3,000 r.p.m. were indicated and the power unit ran out of go above 6,500 r.p.m. Between 4,000 and 6,500 r.p.m. in top gear (70 to 102 m.p.h.!) the Chrysler engine really improves the most jaded motor noter's pulse rate, the chief sound source being the angry rasp from the Webers' open throats, finally settling into a harsh beat as the four-door bodyshell is hauled up to a maximum slightly over 105 m.p.h.

The magnificently graduated braking from the ordinary disc and drum system superbly complemented the remarkably roll-free cornering and exceptionally light steering. Really the padded steering wheel controlled the most exploitable handling I have ever enjoyed in a front-engine, live-rear-axle machine. The puniest seven-stone weakling could park the car using a fingertip grip, whilst at high speed the rack-and-pinion system gave exactly the responses that were needed. A perfectionist might ask for a little more castor and high-speed feedback, but for road and competition use the car seemed well provided for in the handling department. Road adhesion was naturally pretty stunning with the amount of rubber provided, though a poor surface would have the back hanging out in easily retrievable fashion. Too many cars look the same nowadays, and feel the same as well on the road, but this Avenger had a character all of its own which allowed us to privately enjoy a great deal of rapid cornering, characterised by a little initial understeer and inevitably ending with the rear wheels sliding outwards as the car slipped flatly outwards to a respectable attitude before another curve. In public road use the standard seats offer enough location to allow a very detached, and undramatic, course to be chosen through any sort of cornering radius.

One point that puzzled us throughout the test was this Avenger's quite extraordinarily stable path along exposed motorway tarmac. Normally we would expect a fair amount of tacking to be necessary on the draughtier sections of the M1, whether it was an Escort or an Avenger which we were conducting. However, Chrysler's test bed wandered only slightly in really adverse conditions, such as passing between articulated lorries whilst emerging from a motorway cutting. On returning the car to Stoke we mentioned that their Avenger felt as if it had a front air dam attached, so stable was its progress, but the only possible explanation they could offer was that the reduced ride height, altered bonnet profile and replacement quarter bumpers (which were properly made, not sawn up!) had somehow combined to provide better aerodynamic downthrust at speed. Whatever the reason, this Avenger nearly provided front-wheel-drive standards of crosswind behaviour, taking much of the effort out of long-distance travel.

The original 1250 axle ratio, a 4.375 to 1, was retained, and this gearing choice is aimed at giving the best in acceleration. Legal limit cruising corresponds to 4,500 r.p.m. in 4th gear, but the engine gave no sign of distress when continuously operating at 6,000 crankshaft revolutions per minute, a speed of 94 miles an hour in top gear. At the r.p.m. limit we were asked to observe, 7,000 r.p.m., the intermediate gear speeds of 33, 53 and 81 m.p.h. were recorded. The gap between 2nd and 3rd is a bit too much for the absolute best in enthusiast terms and we were worried by the amount that the gear-lever jerked on the overrun. From sources outside the factory we have heard that there will be a Mk. 2 gearbox for the Avenger by the end of the year, and it should prevent any of the troubles that the really highly-tuned examples can run into with 2nd gear pulling out of engagement whilst decelerating. By highly-tuned the author means 90 b.h.p. or more; it is impossible to be specific about the mileage at which this might occur, because in the cases we know of one Avenger did a regular commuting run twixt Scotland and London plus all the usual magazines (except this one) for road test, before succumbing, whilst others have given trouble earlier on. However, it should be emphasised that all these machines have been involved in performance figure sessions, and there's no finer way of wrecking an otherwise perfectly acceptable transmission!

The Competition Centre have built up an excellent base for a Clubman's or International rally car which could also do well when Group 1 saloon-car racing comes to the UK next year. Now we just hope that the parent company will be able to support the loyal staff they have in Stoke for a defence of their London-Sydney Marathon win.

* * *

AT Standard House we have now tried three other Avengers apart from the one featured here. A mildly and inexpensively converted version was reviewed in MOTOR SPORT of October 1970, the work being

Continued on page 473

Dunlop. Contine
Firestone. Semp
Henley. Michelin
John Bull. Pirelli

Above are just some of the manufacturers whose tyres are allowed by the RAC to be raced on for the Formula Ford class.

Some of these companies make racing tyres.

We don't.

Some of these companies subsidise their tyres for races.

We don't.

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We make great tyres for *your* car.

We are not concerned with racing and don't intend to be. But we are concerned with your safety and this tyre was designed for just that.

It was also designed for everyone's pocket. Just compare the costs of Wide Safety crossplies with radials. They're considerably cheaper.

ental. India. Fisk.
perit. Goodyear.
n. Uniroyal.
Avon. Kelly.

Compare the looks. Wide Safety is a wide squat tyre, and makes any car look great.

And compare the history. No one in the big league ever races on radials.

There's a bit of the racer in all of us. We can't tame it, but we can help you get it under control.

By fitting the road tyre the champions use.

AVON

QUESTOR GRAND PRIX — ONTARIO

INTO THE BANKED TURN on the opening lap of heat two go Stewart, Andretti, Siffert, Ickx and the rest of the field. The seating capacity is enormous at Ontario.

A JUBILANT ANDRETTI is almost hidden by the well-wishers after his victory in the Questor Grand Prix as he drinks champagne.

GRAHAM HILL raced the new Brabham BT34 for the second time but unfortunately the engine let him down when he was well placed in the early stages.

McLARENS old and new. Hulme in the new McLaren M19 leads team-mate Gethin in the older M14A. Hulme finished third, Gethin eighth.

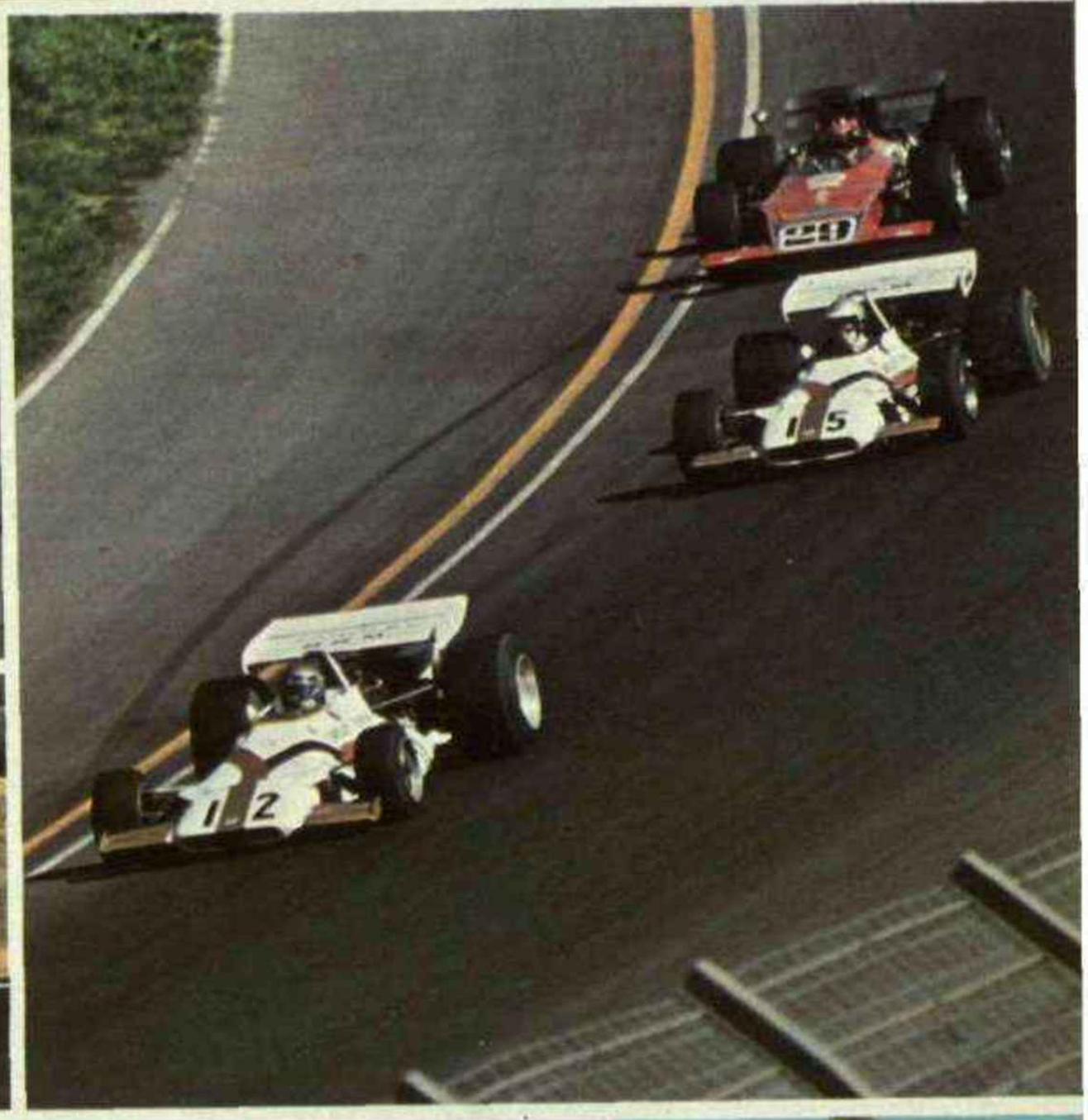
FORMULA A newcomer. Gus Hutchison drove the interesting ASD American powered by a Chevrolet V8 engine cooled by a radiator mounted in the rear wing.

BRMs old and new. Rodriguez in a new P160 leads Ganley's older P153 model and Ron Grable's Lola T190.

THE REIGNING Formula A Champion John Cannon drove a March 701 Formula One car at the Questor Grand Prix. He finished 12th overall after being delayed by a broken throttle cable.

19
CHAMPION
GOODYEAR
GOODYEAR

6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GOODYEAR

BOAC 1000kms

ALFAS IN ACTION.—The French driver Henri Pescarolo is pictured above as he reels off the closing laps of the BOAC 1000 in the Autodelta Alfa Romeo T33/3 he drove to victory, along with team-mate Andrea de Adamich. At one stage the Autodelta entries were in first and second positions and in fact it was the Rolf Stommelen/Toine Hezemans car, seen below in the middle of a vital refuelling and driver-change pit stop, that headed the Pescarolo/de Adamich car until the engine blew up spectacularly. The last Alfa Romeo victory of this importance was back in 1951.

BRANDS HATCH MONTAGE (*facing page*).—The Gijs van Lennep/Gerald Larrousse Porsche 917 of the Martini team leads a bunch of cars on the pace lap. Directly behind are the DART Chevron B19 of Miles/Birrell and the Lola T212 of Bonnier/Westbury which were the first two 2-litre cars to finish. The smaller photographs show Jo Siffert hanging the tail out on his JW Porsche at the spot he crashed in practice, the new Huron in Camel colours and driven by Jackson followed by Ickx's Ferrari immediately after a body-tearing bump, the Usdau team refuelling their Porsche with abandon and Ickx's Ferrari chased by Rodriguez in his JW Porsche.

FERODO
LUCAS
LUCAS
MARTINI
RACING-TEAM

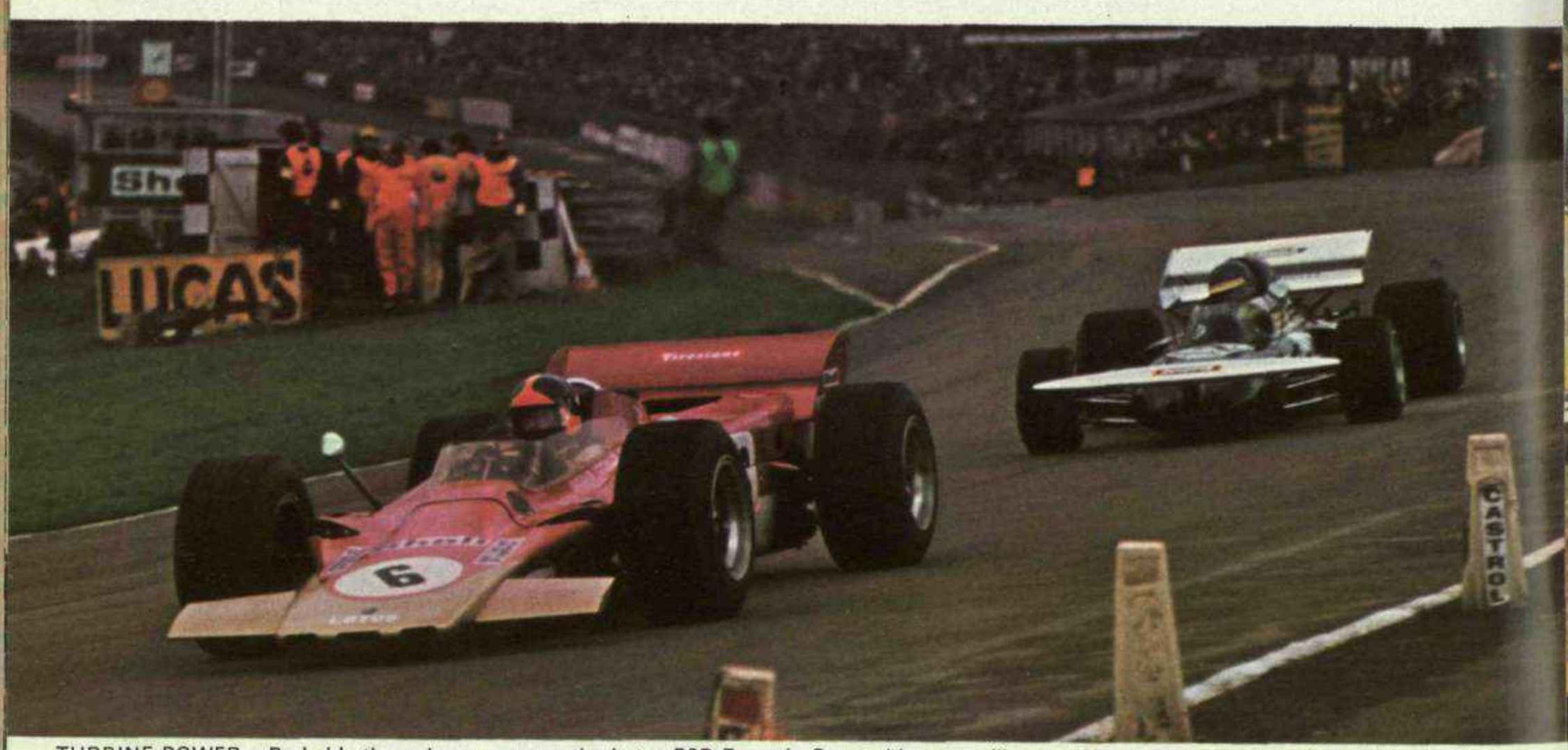
6
Gulf

51
CAMEL
FILTERS

Shell
51
Shell

RACE OF CHAMPIONS

NEW FERRARI.—After crashing the new Ferrari 312B-2 in testing at Kyalami Clay Regazzoni raced the rebuilt car at Brands Hatch and made up for his earlier mistake with a fine victory.



TURBINE POWER.—Probably the only appearance the Lotus 56B Formula One turbine car will ever make was at the Race of Champions. The Pratt & Whitney-powered device created tremendous interest but was not a success on a dry track. Here Fittipaldi is followed by the March 711 of Peterson.

NEWCOMERS BATTLE.—One of the best battles of the race was between Formula One newcomers Howden Ganley, in a BRM P153, and Tim Schenken driving a works Brabham for the first time. The two travelled nose to tail for the complete distance of the race, with Schenken nipping past Ganley to take fourth place on the very last lap.

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SEBRING 12 HOURS

MARTINI WINNER.—Sebring was won by Porsche again, not this time by the JW Automotive Team, who struck various minor problems, but by Dechent's Martini & Rossi Racing Team. In this photograph Elford is at the wheel which he shared with Larrousse, while the Ferrari 312P with Andretti driving is tucked in behind.

SUNSET AT SEBRING.—The dramatic scene at 7 p.m. as the sun slips out of the sky and one of the Alfa Romeo T33/3s blasts by a couple of slower cars in front of the pits. The scoreboard on the left shows that, at this stage, the lone Martini Porsche 917 is in the lead.

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Sport the real thing. MG Midget.

BRITISH LEYLAND MG

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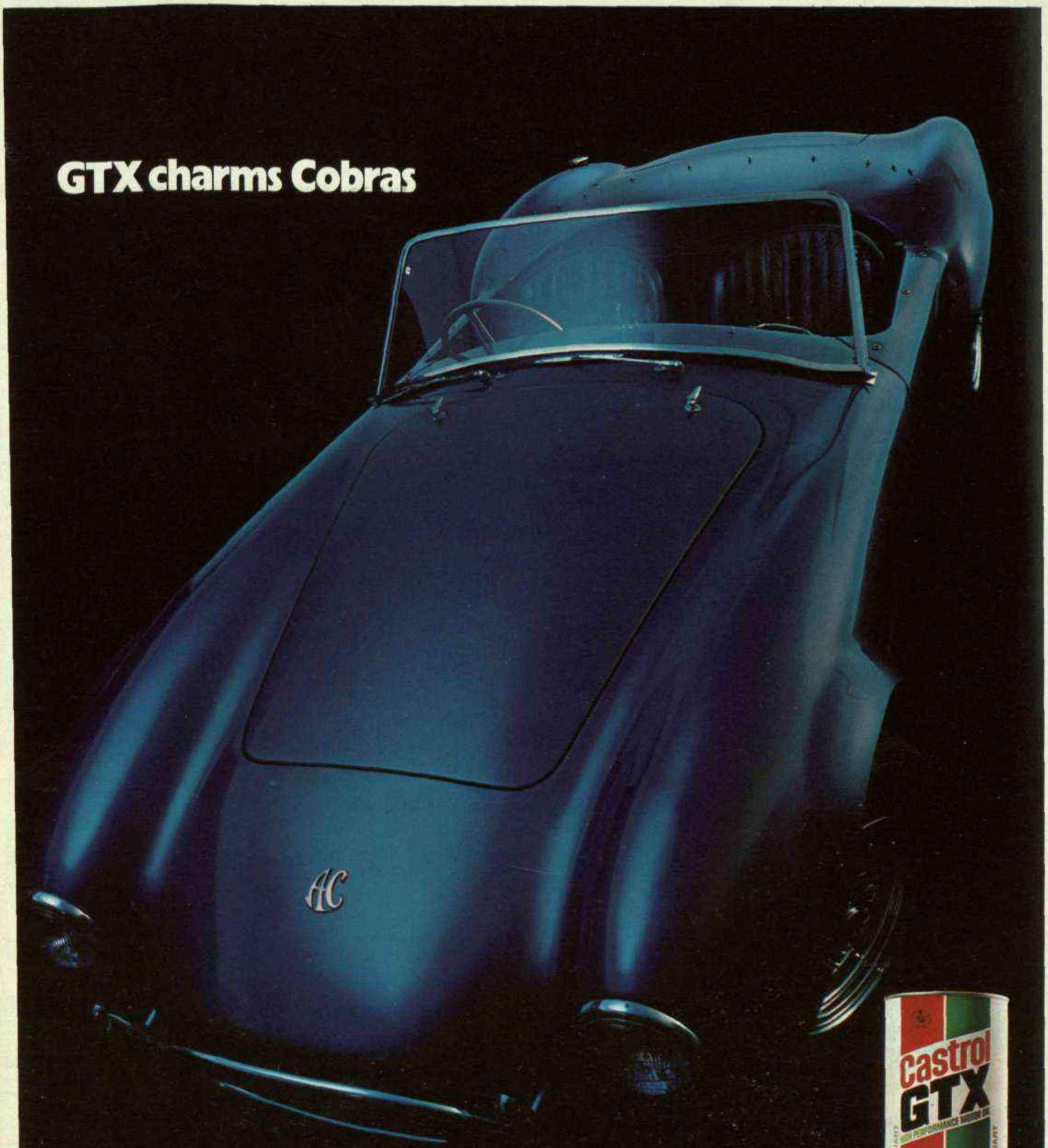


Think what it'll do for cars with not quite the bite.

Castrol GTX
The High Performer

MOTOR SPORT FORMULA 3 CHAMPIONSHIP

FORMULA THREE FUN.—*Right:* Bev Bond in the new slant-nosed Ensign. *Below* is pictured the start of the Formula Three race at Brands Hatch before the BOAC 1000. Bond is making a superb start from pole position, Walker has lost his clutch and throws his hand in the air, while Williamson is also making a good start from the front row.

THE FIRST THREE Shell Super Oil races, which qualify for the MOTOR SPORT Formula Three Championship, have been held in recent weeks and have shown that, even if the new 1,600-c.c. restricted engined cars are not as noisy or numerous as the old high-revving cars of last year, the racing is equally keen.

Any new Formula has its problems at the start and the new-style Formula Three which has replaced the 1-litre Formula (run from 1964 to 1970) has been the subject for considerable adverse criticism. The main grouse is that the restrictor hole on the atmospheric side of the engine is too small at 20 mm. So far the engine manufacturers are reporting that the Ford twin-cam based engines with a potential of 170 b.h.p. are strangled down to 105 b.h.p. at 6,000 r.p.m. The old 1-litre engines used to give 120 b.h.p. at 10,200 r.p.m. and sounded like real racing engines while the new motors make a noise like a Formula Ford.

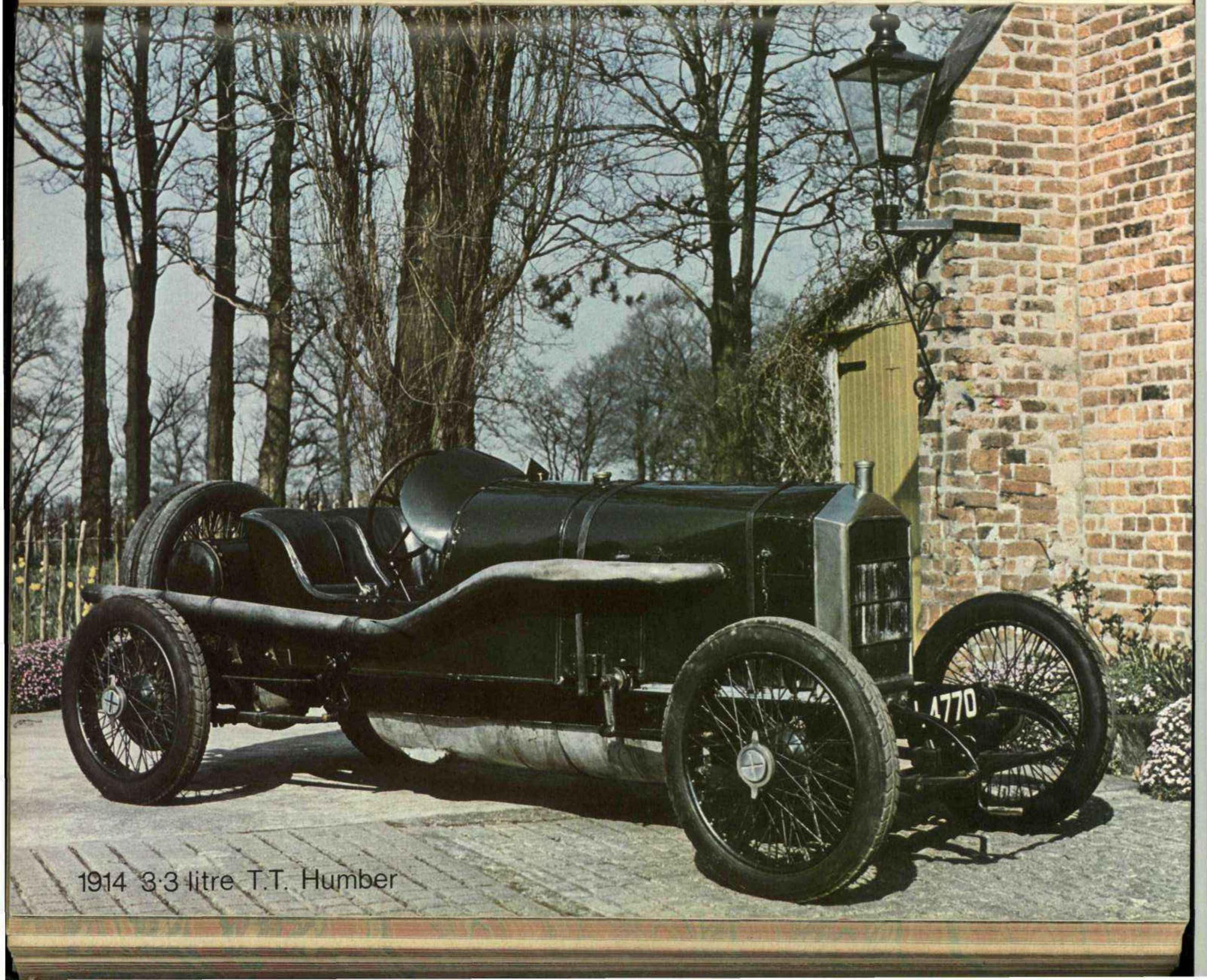
All this aside, there is no doubt the racing has been as close as ever and the early races have already given several interesting pointers. The first two races were both over 40 laps of the Brands Hatch Grand Prix circuit on a Saturday before a big race the following day. The opening round was on March 20th before the Race of Champions and the second as a curtain raiser to the BOAC 1000, on April 3rd.

The opening race was only the third ever for the 1,600-c.c. class and was the first to have cars in any number. It was a triumph for Grovewood Award winner Colin Vandervell driving a works-assisted and Castrol Oil-backed Brabham BT35 with a Rowland engine. But he won by the narrowest of margins from Bev Bond, the former Gold Leaf Team Lotus F3 driver now in the Ensign. In fact the Ensign with a Holbay engine has been quite a revelation for it is, in the main, the work of one man. That one man is another former GLTL driver, Morris Nunn, who has built the chisel-nosed, side-radiatored Ensign in his home workshop.

Bond, in fact, led the opening race for a considerable time but then Vandervell pulled back the gap and was challenging for the lead when Bond spun. Then Bond fought back, closed on Vandervell, and the pair crossed the line with the Brabham's nose just in front. Into third place came Gerry Birrell in a works-assisted Lotus 69 which had been slowed by damage to its front bodywork in the early stages. Into fourth place came the Ecurie Ecosse March 713 of Tom Walkinshaw, followed by the similar car of former club saloon-car driver Roger Williamson who last year won the Hepolite Glacier Championship in a 1,000-c.c. Ford Anglia. The much fancied James Hunt in the works March 713 backed by Rose Bearing retired with a sticking throttle.

It was Williamson who was the revelation of the second race for he has really taken to single-seaters, having been a top karter some four or five years ago. In fact he led on several laps as he battled like an old hand with Bond in the Ensign, who once again spun and had to make up lost time. It was Bond who just got the final verdict but again the race really kept the crowd on its feet. Hunt again suffered from a sticking throttle, tried to drive on the ignition switch and was even contesting the lead. Unfortunately he lost the unequal struggle and finished up with a very bent motor car after going off at Druids. Another driver out of luck was Vandervell, who was fastest in practice, but halfway through the session had crashed heavily into some Armco barrier and the Brabham burst into flames. Vandervell escaped with the back of his helmet singed and was out of racing for that day. A couple of new Lotus 69s appeared, one for the experienced Ian Ashley with backing from Lotus Racing Ltd. and another from Team Lotus for the equally experienced Dave Walker. Walker lost almost a lap at the start when his clutch gave trouble and drove a tremendous race through the field to finish fifth behind Ashley.

The third round took place at Mallory Park on Easter Monday and this time Bond won, Walker crashed just before the finish while Williamson was ahead of Vandervell.



1914 3·3 litre T.T. Humber

HOT AVENGER—continued from page 459

carried out by Davenport Vernon at High Wycombe. Team Hartwell at Holdenhurst Road in Bournemouth, and Janspeed Ltd. of Southampton Road, Salisbury, Wiltshire, have also lent the writer examples of their craft, which have not appeared in MOTOR SPORT's pages before. The Hartwell Avenger was a genuine 100-m.p.h. machine which had covered umpteen thousand miles as a hire car. Mechanically this Avenger was perfect and the 1500GT-based engine, with all new manifolding but using the GT's 1½-in. choke Stromberg carburetters, gave acceleration to 60 m.p.h. in under 12 seconds and as punchy performance as an Escort Mexico throughout the r.p.m. range. Shortened coil-springs and 5½J Ford steel wheels gave a worthwhile improvement in road-holding and handling, the whole package being reasonably priced by today's standards: probably the work is within the scope of a Do-It-Yourself fiend as well. The Janspeed car was far more briefly tried, the author borrowing the car despite warnings of how much it had suffered in other hands. On this car 2nd gear could be used just for acceleration, but that did not stop us enjoying a run of 25 miles or so. Including a £40 labour charge the completely rebuilt Avenger unit would cost £217, independent tests showing 0-60 m.p.h. times comfortably under 10 seconds, allied to a top speed of just over 105 m.p.h.; a cheaper kit, similar to Hartwell's in concept, is also offered by the same company. The car we tried also had 6-in. wide GT alloy wheels (manufactured by the Mill Accessory Group, commonly known as MAG) with 185 section Goodyear GP radials, plus an experimental lowering job which took roughly 1½ in. off at the rear and an even inch at the front. Unlike the "works" Avenger, Janspeed's car did not spin its wheels whilst getting away, but it certainly had a lot of power, delivering the same sort of performance as one would expect from a production Escort TC— if one could lay hands on such a device. Above 85 m.p.h. or so the Avenger would lag behind an Escort Twin Cam, but up to that point there seems little difference in road use. The handling of Janspeed's car was similar to an Escort as well, the axle following road ripples and sliding outwards, albeit in a very foreseeable fashion. Third gear would pull on a light throttle from under 2,000 r.p.m. and 4th from 3,000 under a heavy application of accelerator. Overall fuel consumption was said to be 25 m.p.g., but I think that the sort of driving that almost inevitably is meted out to such a car would bring it down into the sub-20 m.p.g. range recorded by the low (high, numerically) geared Chrysler converted car.

Summing up, the Avenger customer is well served by the conversion specialists at present, so that almost any stage of performance can be specified by the client with comparatively cheap suspension and braking modifications equally freely available.—J. W.

PERFORMANCE FIGURES

Acceleration :

0-30 m.p.h. ..	3.6 sec.	0-70 m.p.h. ..	16.2 sec.
0-40 „ ..	5.8 „	0-80 „ ..	22.0 „
0-50 „ ..	7.9 „	0-90 „ ..	35.8 „
0-60 „ ..	11.1 „		

Gear speeds (first three at 7,000 r.p.m.) :

1st ..	33 m.p.h.	4th ..	105.6 m.p.h. (best)
2nd ..	53 „		101.0 m.p.h. (average)
3rd ..	81 „		

Overall fuel consumption : 18.8 m.p.g.

Converters and prices : contact Andrew Dawson, Chrysler Competition Centre, PO Box 25, Coventry.

QUESTOR GP—continued from page 455

with a fault in the injection system.

Heat One : 1st, Andretti, 56 min. 03.052 sec. (109.4 m.p.h.); **2nd,** Stewart, 56 min. 06.052 sec.; **3rd,** Siffert, 56 min. 48.381 sec.; **4th,** Hulme; **5th,** Ickx; **6th,** Amon; **7th,** Schenken; **8th,** Ganley; **9th,** Donohue; **10th,** Grable; **11th,** Gethin; **12th,** B. Unser; **13th,** Bell; **14th,** Sell.

There were twenty-two starters for the second part as a three-quarters of an hour break had allowed several cars to be patched up, and Foyt had also been persuaded to join in again. Peterson also re-joined, albeit when the second race was half run. To his credit, he stayed with the second place dice for the remainder of the race.

As the cars crossed the line for the start of the second race it looked as if Andretti had the lead, but as they came out of the banking it was Stewart who had snatched the front again. Third was Siffert with Ickx on his tail then Hulme, Amon and Donohue, whose trouble in the first heat had been cured for the time being. Stewart was going all-out to open out a big lead early on, and by lap two he had a couple of seconds on Andretti. Behind there had been quite a mix-up, for Ickx had made a desperate attempt to pass Siffert, under-braking at the end of the short straight. The Belgian lost control and spun off, taking a furious Siffert with him and damaging the side of the BRM considerably. Both continued although Ickx stopped half a lap later with a puncture and a damaged wheel.

By lap five Stewart had opened the gap over Andretti to three seconds while Donohue retired from his newly-won third place when the fuel injection system packed up again. So Amon took over third place followed by Schenken, while both Siffert and Rodriguez were coming through the field. Foyt decided to call it a day by helping his rather smokey engine to blow up by dipping the clutch and revving it.

It seems that the Firestone tyres take quite a while to warm up to optimum operating temperature but now Andretti's were in prime condition, and he was quickly closing on Stewart who, it was later discovered, had a broken rear roll bar. On lap ten Andretti had blasted past and was in a lead that was never again challenged. Amon was a clear third and starting to close on Stewart, while Hulme was fourth but slowing with a water leak which left his car almost bone-dry and very hot at the end.

At half-distance Andretti looked to be in a good lead but he was not at all happy, for the Ferrari was now down on revs and was puffing out smoke every so often. Now Stewart's every move was shadowed by Amon, but the Scot wasn't letting him through so easily. Rodriguez was making good progress and he passed Hulme, and then team-mate Siffert slowed when a bolt fell out of the rear suspension. Rather than stop and lose a lot of time Siffert elected to motor on at a reduced pace with the wheel rather dangerously cranked over at an angle.

Despite Andretti's fears the Ferrari kept running strongly and well ahead of the Stewart/Amon battle, which now had Rodriguez wanting to join in. Just as the Mexican looked as if he was going to pass the pair of them he left the road briefly and lost some time, but not a place. All that was left was for Andretti to drive on to a 12-second victory and of course the overall honours. Stewart held off an ever-challenging Amon to the very last lap, with Rodriguez fourth. Hulme was fifth followed by Schenken, Grable, Cannon, Adamowicz, Ganley, Sell, Siffert and Hutchison. Fastest lap went to Rodriguez during his effort to close on second place.

Heat Two : 1st, Andretti, 55 min. 45.358 sec. (109.9 m.p.h.); **2nd,** Stewart, 55 min. 57.658 sec.; **3rd,** Amon, 55 min. 57.939 sec.; **4th,** Rodriguez; **5th,** Hulme; **6th,** Schenken; **7th,** Grable; **8th,** Gethin; **9th,** Cannon; **10th,** Adamowicz; **11th,** Ganley; **12th,** Sell; **13th,** Siffert; **14th,** Hutchison.

The overall results were computed from a rather complicated points system which enabled drivers who had finished well up in one heat, but retired in the next, to be placed higher than cars that had run the whole distance. However, there was no doubt that Andretti had won overall and earned Ferrari no less than $39,400. Second was Stewart, followed by Hulme and Amon (overall times breaking a points tie here, which is fair enough). Classified fifth was Schenken, Siffert sixth then the highest placed F.A driver, Grable in the Hayes Lola. Next came Gethin ahead of Ganley and Rodriguez, while Ickx was strangely classified eleventh, ahead of finishers Cannon and Sell.

Ferrari seem to be winning Formula One races with monotonous regularity these days, and the score so far this season is Andretti—two, Regazzoni—one, Ickx—none. It was Stewart's third consecutive second place to a Ferrari, while the BRMs at last seem to have found both speed and reliability in their engines and the Matra is going well too. The Questor Grand Prix was voted a great success by the team managers as they took their large cheques to the bank, while the spectators will no doubt come back next year when the Formula Ones will be fighting it out for World Championship points.—A. R. M.

Overall Position :
QUESTOR GRAND PRIX, ONTARIO SPEEDWAY
2 Heats of 32 laps—328.97km.

1st :	M. Andretti (3.0 Ferrari 312B/1)	1 hr. 51 min. 48.410 sec.	(80 pts.)
2nd :	J. Stewart (3.0 Tyrrell-Cosworth)	1 hr. 52 min. 04.324 sec.	(70 pts.)
3rd :	D. Hulme (3.0 McLaren-Cosworth M19) ..	1 hr. 53 min. 16.982 sec.	(58 pts.)
4th :	C. Amon (3.0 Matra-Simca MS120B) ..	1 hr. 53 min. 29.684 sec.	(58 pts.)
5th :	T. Schenken (3.0 Brabham-Cosworth BT33) ..	63 laps	(50 pts.)
6th :	J. Siffert (3.0 BRM P160)	60 laps	(50 pts.)
7th :	R. Grable (5.0 Lola-Chevrolet T190)	63 laps	(45 pts.)
8th :	P. Gethin (3.0 McLaren-Cosworth M14A) ..	63 laps	(43 pts.)
9th :	H. Ganley (3.0 BRM P153)	61 laps	(43 pts.)
10th :	P. Rodriguez (3.0 BRM P160)	61 laps	(43 pts.)

Fastest lap : P. Rodriguez (BRM P160), 1 min. 42.777 sec.—179.44 k.p.h.

LETTERS FROM READERS

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

"CARS IN BOOKS"

From Princess Chula Chakrabongse

Sir,

Following the article on "Cars In Books", I must answer some of the queries about my late husband's cars, as I naturally love nice cars after so many years of luxurious driving with him.

The Voisin is still in the garage in Cornwall. I fear it has not been overhauled since 1955, but it doubtless would still go after some work being done on it. Beside it is Bira's MG—nicknamed "Fidget"—which we last took out of the garage in 1955 and I drove it a short distance.

The 1916 Cadillac is still in working order and only requires batteries to get it going. It was driven in 1968 round the drive. The Park Ward Rolls-Royce—ALM 757, which my husband had chauffeur-driven when we first met—was only sold in 1953. It was then sold to Mr. Dunton of Guildford—he died two or three years ago, and its present owner—Mr. Gansden—wrote to me last year, sending me a protograph of it. It still has the same blue paint and upholstery !—and the mileometer was then registering 138,000. He loves the car.

The Vanden Plas Bentley was driven by Bira, and he sold it as his girl-friend didn't like open cars because they ruffled her hair and hats ! Otherwise we might still have it.

After "First Class Ticket" was finished my husband bought a Silver Cloud II Rolls-Royce, which we kept until he died. It was mainly driven by me and we only did 33,000 miles, then it was sold and, strangely enough, bought by a man I'd known 30 years ago.

We also had a Cadillac for five years from 1952, and drove it for Continental trips. I gave my husband a Jaguar XK150 soft-top when we'd been married 20 years; he didn't drive, I did. It was royal blue—as all our stable are blue still. It did 80,000 trouble-free miles.

It was strange. During the year my husband was ill he recovered enough to take the Rolls to the Edinburgh Festival and the Highlands. Our return drive took us to Windermere. I drove all the way from Windermere to Bodmin in one day—509 miles—at an average speed of 45 m.p.h., which in September, 1963, was pretty good going. I might mention we had a very good stop for lunch and dinner for the driver to rest. This was the last long drive my husband ever did. I was so glad I accomplished it, and we could see the car parked through the dining-room windows where we dined !

Bodmin. ELISABETH CHAKRABONGSE.

* * *

A TRIUMPH ADVOCATE—

Sir,

May I be permitted to comment on the remarks made concerning the Specialist Division of British Leyland by Mr. Wardlow Rose, who is, of course, entitled to his opinions, as is Lord Stokes.

I think it is time the comparison of Triumph 2000 and Rover 2000 sales performance was put into true perspective as it is overlooked that the Triumph 2000 forms only a part of an extensive range. For example, one must consider the 35,000 Triumph 1300s produced in single- and twin-carburetter form and the Triumph sports cars produced in similar volume. Even with the diminished production of the Herald, these amount to a considerable demand on the Coventry factory and must be borne in mind when comparing the sales volume of the Triumph 2000 and its Rover counterpart, the latter being virtually 90% of their passenger car production.

Dealing with the respective merits of the Triumph 2.5 PI compared with the XJ6 Jaguar and Rover 3500 it is a fact the 2.5 PI is enjoying a considerable and growing demand as more buyers discover the car's combination of outstanding performance coupled with a high degree of finish and equipment. Indeed, one contemporary publication has compared the 2.5 PI most favourably as the only serious British counterpart to the six-cylinder BMW. Mr. Rose asks : "Why spend a fortune on developing a Stag V8 ?". I believe he should see the Triumph engine as part of an obvious long-term development for the future, such as the four-cylinder derivative used by Saab.

I fully appreciate the merits of the Buick/Rover 3.5 engine but this is built under licence and I believe there are difficulties in its use in any other of the British Leyland range and, being an old design, it is near the limit of its development. Obviously it is more desirable for the Triumph V8 to be available for wherever British Leyland see the need.

Killearn. J. A. EVANS.

—AND A NON-ADVOCATE

Sir,

With reference to your recent Editorial comments on Lord Stokes' remarks about Triumph 2.5 PIs, what do you suggest one does when the lack of availability of parts prevents the car from being repaired?

Bishop Sutton. G. G. ROBSON.

* * *

THE MUDDLED WORLD OF MOTOR INSURANCE

Sir,

The sudden demise of "Vehicle and General" may make the following tale of insurance of particular interest to readers:

In the early part of 1969, I sat waiting in a queue of stationary vehicles, with hand-brake applied, when a Fiat saloon car ran into the rear of the large PO van behind me, pushing it into my Variant estate car, and the latter into the rear of the Ford in front. This might appear to be a fairly common type of accident, and I therefore assumed that the insurance companies involved would have no difficulty in concluding payments resulting from the accident : I could scarcely have been more mistaken.

The driver of the Fiat refused to give me the name of his insurers, on the grounds that his car had not struck mine (!), and suggested that I claim from the insurers of the PO vehicle. My own (very reputable) insurers were unable to confirm that this was the correct course, but suggested that I should try it. The PO insurers declined to accept liability and helpfully passed on the name of the Fiat owner's insurers. At this point I passed the entire matter over to the legal department of a leading motoring association.

The total cost of repairs to my car, and of hire of a similar vehicle (necessary on account of my living in a country village with no bus service), amounted to just over £400. This fairly large figure was in part due to a lengthy wait for a body panel, but all possible steps were taken to hasten completion of repairs.

The Fiat driver was subsequently fined and had his licence endorsed, so that once again I expected an early settlement.

The present position is as follows :

1. I have been over £400 out of pocket for well over a year.
2. On the grounds that the delay in obtaining spare parts is not their responsibility (it is scarcely mine!) the Fiat driver's insurers have so far declined to meet my costs in full, instead offering me a sum of £56 *less* than my expenses: this, needless to say, takes no account of any interest I might have earned.
3. Some of the best legal advice in the country, accustomed to dealing with car insurance claims, has not yet been able to recover the expenses of a motorist, halted in stationary traffic, from the insurers of a driver who has been found guilty of causing the accident which gave rise to the expenses.

As I feel sure that every insured motorist would wish to avoid the possibility of being placed in a similar situation, I would ask, on their behalf as well as my own, whether *any* representative of the motor insurance business can advise me where I went wrong, or why in these circumstances my claim should not have been met ?

Those who have lost financially through the collapse of a reputable insurance company would do well to reflect that payment of an adequate premium is no passport to freedom from worry or financial loss in the event of an accident.

May your magazine's originality long continue.

Aberdeen. G. R. SIMPSON.

[We shall be delighted to publish any constructive information from the insurance world. The present position of "legalised robbery" borders on the criminal.—ED.]

WE DREAD YOUR COLOUR SPREAD

Sir,

Dear old outspoken MOTOR SPORT,
The finest mag. that can be bought,
What happened to your centre pages?
We haven't seen a car for ages.

Instead therein we see portrayed,
Admittedly so well displayed,
And all in super technicolour,
pictures of something or other.

These objects you persist in showing,
Which end is which there is no knowing,
But if you study carefully
Something to your advantage you may see.

You can *just* glimpse the driver's head,
It could be Hill or Uncle Fred,
But though it may appear a joke
You'll learn what kind of fags to smoke.

Where did all this nonsense start
That caused our senses to depart?
What are these things that draw the hordes?
No more than high-speed poster boards.

So please once more give us to sample,
Marque Club racing for example,
With cars that really can be bought,
Driven by men, not astronauts!

So keep your slicks and No. 6,
They're really getting on our wicks,
Enough of chrome roll-over bars,
Give us back our motor cars.

Summercourt. IAN S. BOLTON.

* * *

CREWE-CUTS

Sir,

I saw Mike Bradley's Mk. VI Bentley conversion at Silverstone—it must be five years ago—and was immensely impressed by its appearance, performance and obvious quiet good behaviour.

Mr. Bradley and others have seen in the wrecked or scrapped Mk. VI, scrapped usually because rust has taken the body beyond recall leaving the chassis largely unaffected, the possibility of an effective—but, please, not cheap and certainly not nasty—competition car acceptable in Bentley Drivers' Club events. I saw that possibility and others—for example :

1. A shopping car for my wife.
2. A pleasant car for summer visiting, touring, in Continental Europe.
3. A simple mechanically, elegant, totally dependable car.

In my opinion car largevity and reliability left the drawing office when the salesmen told the designers the public wanted "streamlined" coachwork—since this led inevitably and quickly to wing shapes, which first concealed vital working parts, and then almost actively prevented access to them. The brake parts, steering and the spring now rot away unseen and largely forgotten—hence in part the MoT test. Walk up—particularly to a vintage Bentley—with very little difficulty you can see all the stopping and steering parts, so you can keep them clean so they will be maintained. If you don't do it yourself you can easily see that the chap you paid to do it has.

So wrap-around (allegedly aerodynamic) bodies lead to forgotten maintenance and our present salt-controlled car economy—the modern salt tax if you think about it.

And then, of course, we did away with the chassis so now there isn't anything left to repair—I can't afford modern cars. I am surprised in this cost-conscious era that anyone else can either: afford, or, more important, justify. Hence my open touring Mk. VI. If it looks like a much earlier car than it really is—with open VDP-shaped body and unvalanced wings—then this is not because I want (or need) an "imitation Bentley" but simply that this seems to me the best way to protect myself from the climate while leaving the important parts easy to see and clean—just by walking round the car.

My first Mk. VI has taken just four years—and my wife is delighted with it. I hope the one I'm just starting won't take quite so long—it's for myself.

J. M. MCINTYRE.

* * *

WATCH THAT MINI-STRIP

Sir,

I see in "Letters from Readers", February, 1971, that one gentleman feels that he has been persecuted for removing the front bumpers and trim from his Mini. I would say that he was unlucky in his choice of "copper". It is, in fact, written in the RTA (no numbers I'm afraid) that "Thou shalt not drive a vehicle on the road with dangerous protusions on the front thereof".

If the front bumper is removed there remains a ledge which, if left uncovered, could cause very serious damage to a human being if involved in an accident. The same applies to the side-trim.

I was stopped in my own Mini, for the same reason, in Glasgow. I was preparing the car for a complete strip and rebuild to rally specifications. My rear bumper was removed as well as the other gear, the only difference between your writer and myself being the choice of "nabbing copper". Mine said that I was breaking the law, and that he would book me if he saw the car again with said protrusions. He then went on to suggest removing the offending lips, flattening them with a hammer, or best of all (if I wished to retain them), splitting a piece of garden hose, and sliding that over the lips.

This I did, and when the same copper stopped me for doing 40 m.p.h. in a 30 m.p.h. limit, he said that he was glad to see that he didn't have to book me for dangerous bodywork as well as speeding.

So, I'm afraid your writer has been fairly done under the RTA, but was unlucky that his "copper" had a chip on his shoulder.

Thank you for a very good magazine, which always has plenty of interesting articles, although race reports tend to be a bit old by the time I get them.

Dorking. JEREMY ARD.

* * *

SUPER BIKES

Sir,

Very much enjoyment from your article "When Motorcycling was *Fun*". There must be a large number of car owners who also keep a direct interest and/or link with motorcycling, whether a modern machine, ageing second-hand or some superb vintage machine. More still, who owns a runabout—a light two-stroke or a semi-paddling thing? Wouldn't it therefore be logical to include perhaps one article per month devoted to two-wheeled matters? Surely that wouldn't incur any corn-treading, would it?

The editorial within the journal that you mentioned does sometimes come bursting out with an ever-inflated generalisation, full of the latent dangers that such things contain. I would take up a few points as such, by way of an example.

One of the truths about motorcycles today is that they have become highly specialised over the years. Each model seems to have a more limited horizon of use than the previous one. This is partly a logical progression, influenced mainly from reasons of finance-bending designers and efficiency limiting convenience. There is nothing that can be done about it, but one does at least only have to make the correct choice of model. The machines of duel personality or "multi-use" simply vanished by the end of the last war, if not the mid-thirties. War requirements no doubt hastened the onset of more specialisation of use and therefore design. However, this is a moot point since most wartime machines were merely civilian models with slight Service modifications. For example, torque replaced any other considerations for chair work, and compression ratios lagged behind for reasons of poor fuels. Alloys were on short supply and cast-iron was the great limiter.

However, today one would hardly use a Greeves scrambler for touring, any more than attempting trial work with a Honda four. Each is suited to its particular type of use and any deviation would seem to be grim, to say the least, and expensive to say a little more.

Perhaps the nearest thing today to those 350/500 multi-use machines you (quite rightly) enthuse over is the current US fad of "trail" bikes. Sufficient ground clearance, and road equipment make them appear to have many uses, though it might be said not very good at any of them. However, these are for Everyman and not for the specialist—not a bad compromise bearing in mind their cost.

It is interesting to note that the purchasing public do not appear to be averse to the added cost of fuel for the highly sophisticated two-strokes which are now appearing, the Kawasaki and Suzuki being prime examples.

With regard to the so-called "Super Bikes", better roads, heavier traffic and the ever-increasing cost of sports cars have made this latest category of motorcycle a viable and profitable proposition to the various manufacturers. A high-performance, accelerative touring machine does have a market today, even if off-the-road use is virtually impossible.

D.S.J.'s article in last September's issue, "Two-Wheeled E-type", does much to explain this market/category, and it was largely responsible for my purchase of a Norton Commando as a result.

Despite some maddening teething troubles, I now find I have a machine that melts traffic problems, returns between 60 and 70 to each gallon of fuel and one which handles beautifully at *circa* 415 lb. A return to motorcycling after some years has brought a renewed awareness of road conditions and surfaces, refreshed one's concentration, all of which are greatly reduced in car driving. Third party insurance over a certain age is reasonable and by no means prohibitive; the vast majority of motorcyclists do all their own maintenance and enjoy doing so, since their very lives depend directly on the standard of the work done—far more directly so than perhaps in a car.

Finally, the charge of "Status Symbol" is, of course, applicable where it fits; no doubt that this is quite true in some cases, but the sheer pleasure of motorcycling overshadows all other considerations, with the added joy of practical cheapness in operation, and perhaps ever so slightly, dare one say it, that tenuous and frail sense of—whisper it—Freedom.

The devil take that editorial and heart-felt thanks to D.S.J.

Swanage. JOHN T. DEAN.

* * *

ROLLS-ROYCE—REGRETS FROM SINGAPORE

Sir,

I have just been informed that Rolls-Royce have declared themselves bankrupt. None of the people I know or friends (and workmates) out here are motoring enthusiasts, and they do not claim to be, but every one of us were deeply shocked when we heard the news.

I am speaking for six of us and, although we are not very good at spelling, at least we know the best magazine to write to over this disaster. We are writing to you to see if it is true, or otherwise, what could cause such a downfall of this great company?

Singapore. ALAN REEVES.

* * *

THE TRIUMPH 1500 IN AFRICA

Sir,

I read with interest your impressions of the new Triumph 1500 as I have one here in South Africa. Not many of your readers are probably aware that the old 1300 was produced with the 1500 engine, identical in most respects to the new model in Britain, here in South Africa.

I personally have mixed sentiments of this car. I might list its good points first. The interior is out of this world for a car of this size and the finish matches the luxury. The car is a delight to drive and develops few rattles.

The engine, however, is a mixture of good and bad. It is probably the strongest four-cylinder motor on the road and in addition to being long-lived is extremely reliable. After 45,000 miles no attention has been required for the engine, clutch or gearbox. The bad side of the engine is apparent from its specifications. The stroke is far too long for the bore. I have no idea what effect the lesser stroke on the 1300 had but on the 1500 the effect is remarkable.

Hot starting is difficult and the noise from the exposed starter does not help much. The engine tends to tire after being pushed and the oil pressure can drop to about 15 lb. per square inch after a few miles at 60 m.p.h. The engine fortunately endures these hazards, much to its credit, and will idle smoothly provided the distributor and carburetter settings are spot-on.

One does not like giving a dog a bad name but I am afraid that the front-wheel-drive of this car has ruined its sales out here. Whether the 1300 or 1500 models in Britain are an improvement I do not know but our models are a wretch under the fenders.

Chief complaint here is the design. The angled side shafts might take off a few feet while turning but a new set of constant-velocity joints every so often is a high price to pay for such a small luxury. Most 1500s here have suffered this fate within 30,000 miles. Recently one set on my car literally fell out after being replaced about two months beforehand but I would rather put the blame on faulty garage workmanship here.

This car delights in throwing its own wheels out of alignment and this probably adds to the universal and shock-absorber troubles one experiences. One of my front shocks broke after 35,000 miles. While in the vicinity I might mention the requirement of a new half-shaft recently.

While evaluating the South African 1500 I might add that the prime failing of this car is its f.w.d. for two reasons. Firstly I would blame the angled shafts and secondly the fact that the designers simply took the Herald motor, turned it around and tried to match it to f.w.d. The best front-drive cars have their transmission designed first with the engine tailored to the case of the drive. The opposite is the case in this Triumph.

Triumph rarely produce a dud and perhaps this car might have been the best light car on the road had the designers stuck to rear-wheel-drive and been a little more discretionate with the engine design. As it is now it is a bit much to advertise it alongside a Rolls-Royce and certainly an unjustified indication of its class.

Transvaal. J. D. GILCHRIST.

[Perhaps BL were wise, after all, to give the ADO 28 Morris Marina rear-wheel drive!—ED.]

* * *

JAGUARS

Sir,

A reader of your splendid magazine for more years than I care to remember, I'd like to express my great appreciation of your write-up and pictures of the V12 "E"-type Jaguar in your April issue. A confirmed Jaguphile, I am particularly pleased to see that, in addition to the other improvements, this model has at least been given a wider track. The real purpose of this letter however is to ask you for a Road-Test of the 4.2-litre XJ6 car—I've been waiting for one for a long time and would be delighted to read what you think about it. Long may you reign.

Little Bispham. JOHN GOULBURN.

[Jaguar Ltd. have at last allowed us to drive an XJ6 and we have purposely refrained from writing about it as, with 32,000 miles behind it, it failed to provide the enjoyment we had expected, indeed, dearly anticipated, from this luxury Jaguar. The gearbox was but one unhappy aspect of the car—we note that Paddy Hopkirk uses an *automatic* XJ6 and he should know about the niceties of gear-changing. Indeed, we are no longer sure whether we should have suggested, as we did last month, that an XJV12 might be a serious challenger to Rolls-Royce. Sorry, Mr. Goulburn!—ED.]

TAILPIECE

Some helpful advice from Somerset.

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PLEASE WRITE CLEARLY

FOR SALE

COOPER 1275S II 1966, new gearbox, engine reconditioned, careful running in just completed, respayed red/black, M.o.T. 1972. Restall seats. **£475.** Tel.: Whitstable (Kent) 2624. (1799

ALVIS SPEED 20 1936 Cross & Ellis tourer, partly restored but needs completion. £375, also Alvis Speed 20 special ideal for V.S.C.C. racing £350. Tel.: Hathersage 414 (after 6 p.m.). (1800

1968 LOTUS 150J GT, Cosworth tuned Super 7, finished in yellow with new textile radial tyres on 5½J alloy mag. wheels. Approximately £200, special rear axle, two varying ratio diff. units, roll cage, oil cooler, triple air horns, radio, high capacity heater, to name a few of the many extras. Must be one of the best examples in Southern England. £835 o.n.o., part exchange considered. Gator, 304 Marsh Rd., Hilperton, Trowbridge, Wilts. Tel.: Andover 61611 (office) (1801

M.G.-B GT 1967. White; one owner; low milcage, radio, wire wheels, tax, M.o.T. £875. H.P. available, part exchange, w.h.y.? 112 Leyland Rd., Southport, Lancs. Tel.: Southport 57309. (1802

RILEY R.M.A. 1½ 1950. Good condition; taxed and M.o.T.; many spares. £200 o.n.o. 5 Jopps Corner, Winkton, Christchurch, Hants. (1803

M.G. TC 1949, entirely rebuilt, reconditioned and resprayed, 1340 stage II engine, 15-in. wires, otherwise original. £385. Tel.: Chester 36308. (1804

FOR SALE very attractive Bugatti T57 1934. Superb mechanics, but "James Young" saloon. Coachwork requires tidying through garage standing. Extremely fast, interesting vehicle, believed unusual history. £3,500. Austin Princess, first registered 1968. 4,000 miles since "works" almost full G/T rebuild. £665, consider characteristic exchanges, preferably sports/racing. Tel.: 021-445 2551. (1805

LANCIA FLAVIA coupé 1500, 1963. Beautiful condition. 52,000, radials, Motorola, taxed. £525. Tel.: Great Tew 225 (Oxford). (1806

A.C. ACECA, 1960, green. 51,000 miles, overdrive. Suspension and brakes overhauled 1971. A.C.O.C. Concours award winner 1970. £750. Bowers, "Shareeth", Whepstead, Bury St. Edmunds, Suffolk. (1806

L.M.B. BLOWN FORD POPULAR. Replica of famous works racing car. Professionally built, fully modified 100E engine, Godfrey supercharger, GT Cortina gearbox and r/axle. Centilever race suspensions, hydraulic brakes, 13-in. wheels, Cinturatos, Bosch electrics, full instrumentation, bucket seats. F/glass front-end. Necessity for estate car forces quick sale, taxed, M.o.T. Bills £800. Fast, reliable motoring, best offer over £150 secures. Tel.: 01-892 9420 (evenings and weekends). (1811

CERTIFIED MILEAGE under 30,000. Bentley 1952 big bore, small boot, standard steel saloon. One owner, one chauffeur since new. Always garaged. Compared with some of the prices that dealers are currently asking for this marque. £1,100 should not be excessive for this exceptional motor car. Write Box 2735. Seen London. (1812

MASERATI 3500 GT Superleggera. This fabulous car has been my own personal transport for the last seven years. New car reason for sale. £750 o.n.o. Tel.: 01-485 1065. (1813

M.G.-B 1966. 39,800 miles; radio, new tyres; one owner. Excellent condition. £655 o.n.o. Tel.: Ledward 078-583 3281. (1814

1969 (Dec. 1968) LOTUS Elan + 2. Cirrus white, black interior, radio, heated rear window, 18,700 miles. Absolutely immaculate condition. House purchase forces reluctant sale. £1,295. Sims. Tel.: 01-977 1039 (day), Hampton 01-979 9366 (evenings). (1816

FOR SALE—continued

M.G. TDII. £150. M.G. PA 1936. £90. Both require some work but are excellent value. Tel.: Hathern 270. (1815

ROCHDALE OLYMPIC Phase I, 1965. £260. Riley 1.5 mechanics; light blue, black trim. Parker, 4 Redwood Drive, Cannock 5649. (1817

M.G.-B 1965. B.R.G. Outstanding example. Meticulously maintained. Over £300 spent. Numerous extras include overdrive, wire wheels. £125 recellulosing. Entire suspension renewed. New hood, tonneau. £595. Terms. Genuine reason for sale. Tel.: Matlock (Derbyshire) 2421 (evenings). (1818

ROCHDALE OLYMPIC, 1962, new Gold Seal engine last year, twin-tanks. £220. Tel.: West Malling 2222. (1819

ASTON 1964 DB5. Excellent condition, low mileage; Sundym, five-speed, radio, etc. Growing family forces sale. £1,300 o.n.o. Tel.: Rudgwick 543. (1820

1965 "E"-TYPE 4.2 Roadster. Dark blue, good hard/soft-tops, w.w. tyres, c.w.w., numerous extras. £950. Require 1969 Ditto. Tel.: Trenerry, Bournemouth 21774 (office). (1821

SUPERB OPEN Phantom II. S.A.E. and 15 N.P. for photogen. North Stables, Fulmer Lane, Gerrards Cross, Bucks. (1822

PAIR TC M.G.s with quantity spares. £450. Wanted 1950/51 XK120 Jaguar and 1964/65 A.C. Cobra. Tel.: Littleborough 78448. (1823

1963 JENSEN CV8. Automatic, radio, towbar; silver-grey, red leather. £650 o.n.o. West Wittering 2157 (afternoons), 3369 (evenings). (1824

UNIQUE MORGAN 135 b.h.p. Lotus twin-cam engine/gearbox. Aluminium body, wire wheels, orange, black trim. Numerous sprint/hillclimb awards. Concours winner. Fantastic road/competition car. Racing wheels available. Offers. Duncan, Swan Cottage, Alfrick, Worcester. Tel.: Leigh Sinton 374. (1825

M.G. TD 1951. B.R.G. Body and chassis excellent. Recent new electrics and rewiring. New hood, Gold Seal ZA, 25,000. Used daily. Offers around £370. Tel.: Nottingham 65688 evenings. (1827

JAGUAR 3.4 Mk. II 1961. Automatic, power steering, engine as new, beautiful condition, finished in dark blue. £295. Lusty Glaze Beach, Newquay, Cornwall. Tel.: 2444. (1828

EX-WORKS 1959 Austin Healey 3000 team car. Known history. £400. Cotts, "Merrydown", South Warnborough, Basingstoke, Hants. Tel.: Longsutton 301. (1829

RILEY 1½, 1940. Beautiful condition; extensive rebuild 3,000 miles. This car is unique. Offers around £290. For full details Tel.: Horley 4385 (Surrey). (1830

JAGUAR Mk. VIII 1958. £400. Superb condition. Looks and performs like new. Garage housed. Tel.: 01-997 7188. (1831

ALVIS 3 TA/21 1951. Mechanically excellent; body good except O/S rear-wing loose, requires respray; radio, seatbelts. £110. Tel.: Stamford Lincs 2212. (1832

LOTUS ELAN 1964. White/black, excellent condition throughout. Very fast and looks to match. Extras include radio, tonneau, electric fan, burglar alarm, r/lights. £650 o.n.o. Tel.: Knaresborough 4880. (1833

M.G.-B 1967 (May). Tartan red, 38,000, hood, tonneau, "Tim Williams" fastback hard-top, push-button Radiomobile, wood rim ST wheel, pair silver sabres, decent reverse lamp, pair racing mirrors, four ZXs, 2 SP 44s, Armstrong selectarides, feathering fan, electric w/s washers, etc., etc. Good condition. £800. Tel.: Meltham (near Huddersfield) 341 (evenings after 8.30 p.m.). (1834

AUSTIN HEALEY Sprite, 1966. Red. Ashley G.T. hard-top, soft-top, tonneau, wire wheels, push-button radio, Selmar alarm, ZX's, boot rack. M.o.T. March 1972. Marriage forces sale. Immaculate. £475. H.P. arranged. Tel.: Royle 061-224 2848. (1835

WILLY'S OVERLAND Station Wagon. Four-wheel-drive, fantastic appearance, condition and potential. Ideal for Safari or collector. £625. Tel.: B78 2149. (1836

M.G. TD 1953. Two owners, 53,000 miles since new, original engine completely rebuilt. Absolutely sound and very beautiful bodywork. £595. Tel.: B78 2149. (1836

1965 TIGER, numerous modifications, excellent condition. £200 overhaul; h/s-tops. £730. Tel.: Herongate (Essex) 649. (1837

JAGUAR "E"-TYPE F.H.C. 1964. In beautiful condition throughout. Finished in Burgundy; recent overhaul; h.r.w., radio. M.o.T. £870. Tel. Beckenham 01-650 4951. (1838

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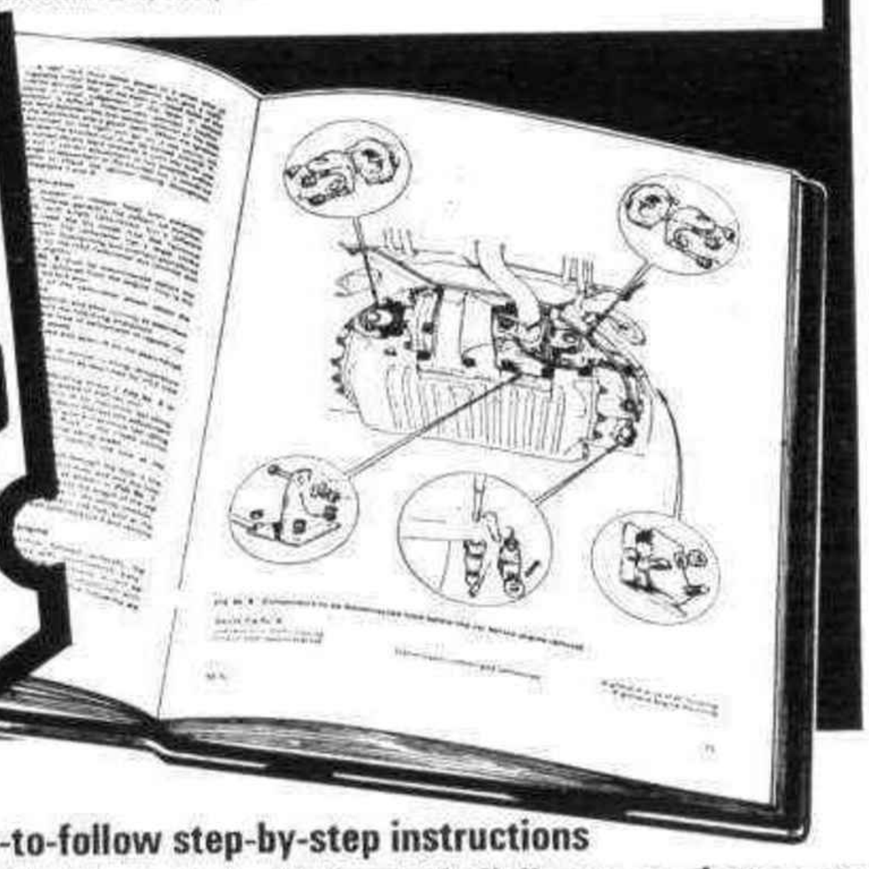

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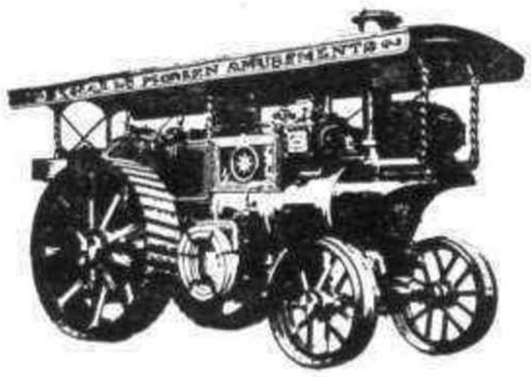

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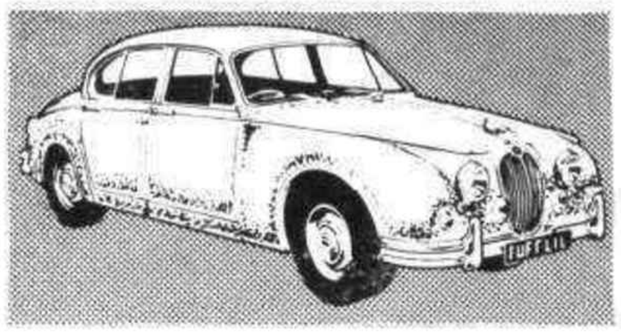
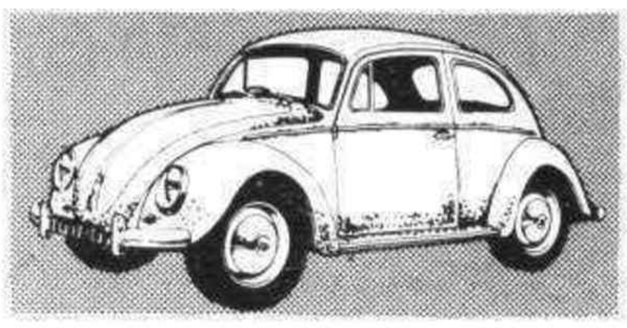


JAGUAR
Should rust develop on the earlier Mark II models, it is most likely to be along the sills. The underside should be regularly checked for tell-tale signs.

CORTINA
In addition to the usual places such as sills and lower wings watch out for flaking around the boot lid and opening.



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

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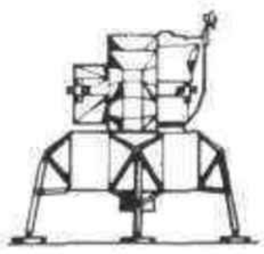

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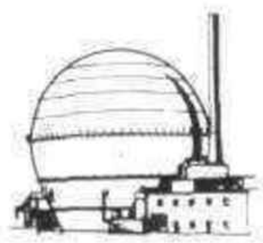

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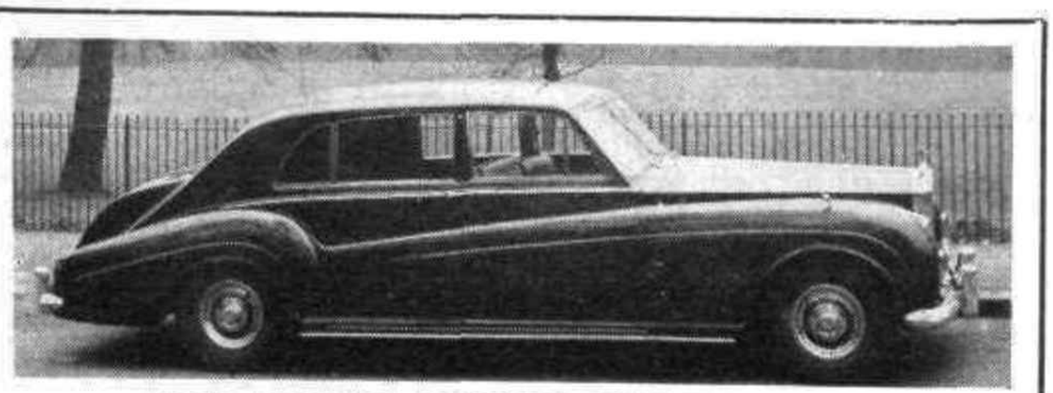

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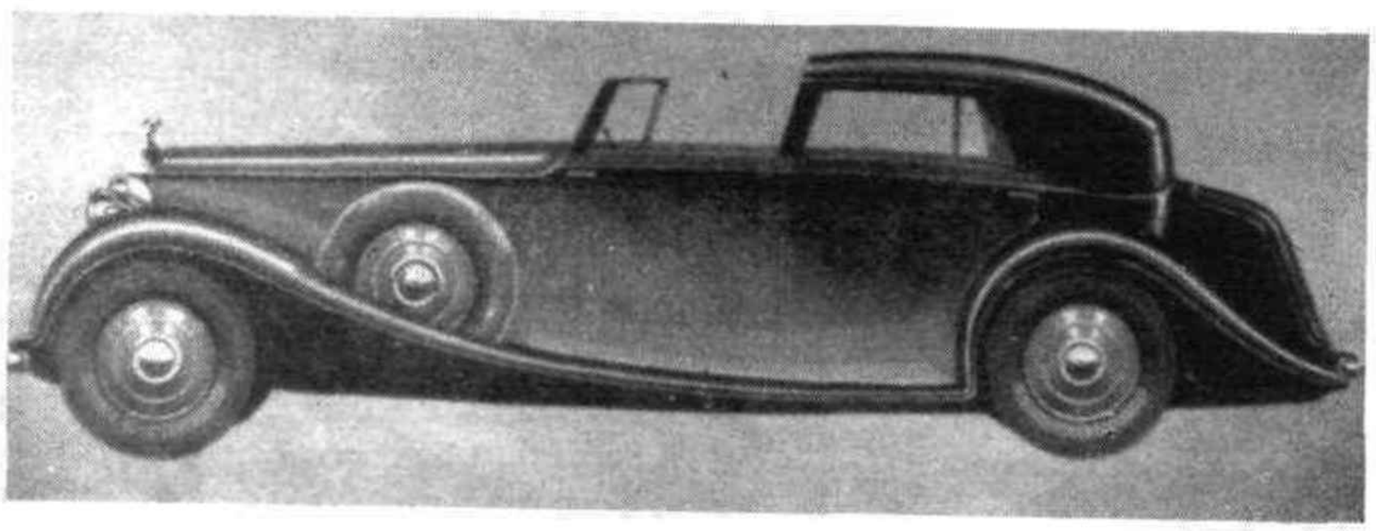

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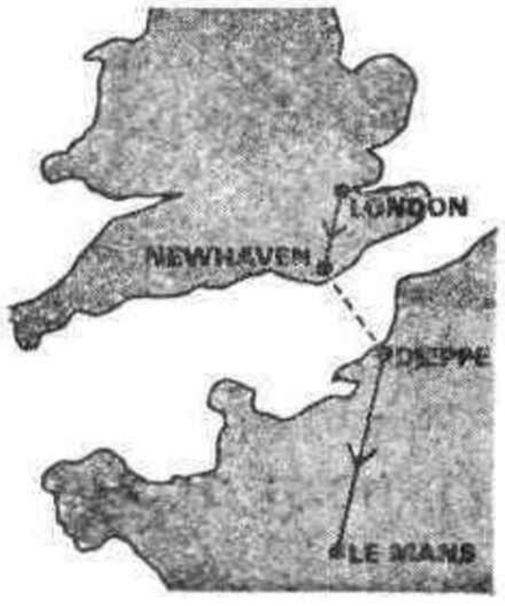

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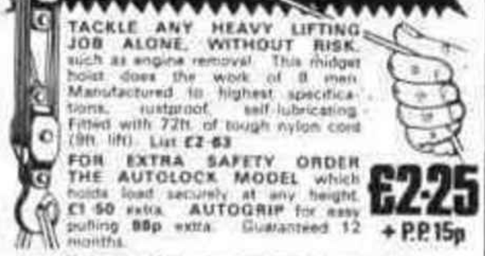

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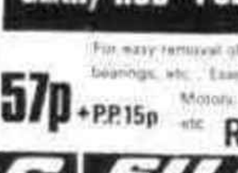

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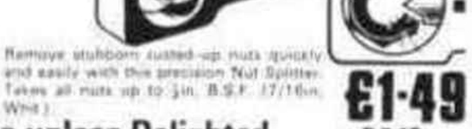

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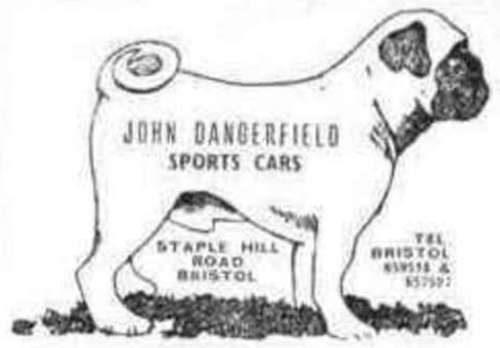

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1967 'F' Reg. Alpine GT. White. Overdrive, new ZX tyres. One owner **£775**
1968 Midget, white, radial tyres, tonneau **£675**
1968 'G' M.G.-B, white, tonneau, XAS tyres **£950**
1968 M.G.-B, red, o/drive, radio, wires, tonneau, Cinturatos **£1,000**
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1969 MORGAN 4/4 1600, competition model, primrose, wire wheels, chrome luggage rack, heater, Selectaride, underseal, safety belts, tonneau, leather upholstery, etc.; 7,700 miles **£1,300**
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1969 RELIANT Scimitar GTE, satin silver, manual transmission, o/drive radio **£1,850**
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FOR SALE—continued

ARMSTRONG HURRICANE coupé, 1952. Engine maker-reconditioned. Taxed Nov.; M.o.T. Feb. Offers. 193 Scrub Lane, Hadleigh, Essex. Tel.: Southend 557280. (2013
SS1, 1935. Rare 4-seater Tourer; original body and upholstery; fold-flat screen; new hood; side curtains. Year's M.o.T. Secure investment at £650. Waby, Holme on Spalding Moor, York. Tel.: 247. (2015
TR4A 1965 Coupé. Blue; surrey top; fitted radio, heater, extras; taxed and M.o.T. Sept.; very pretty and sound. £545. Tel.: Bolton 23353. (2016
TR6, 1969. Damson soft-top; r.h.d.; 20,000 miles; overdrive, radio, undersealed. £1,250. James. Tel.: Woodbridge 3102. (2017
1 **BCH REGISTRATION** on Triumph Vitesse, 1962. Good running order. Offers? Box 2751. (2018
M.G.-B, JULY, 1966. Ivory with black interior. Fitted full-length GT-type hard-top, soft-top; twin speaker radio, power brakes, burglar alarm, wire wheels, Cinturatos all round (two new), leather wheel, reversing lights and other extras. M.o.T. £645. Tel.: Byfleet (Surrey) 44024. (2019
BENTLEY CONTINENTAL, 1958 James Young saloon. Enthusiast owned. Recent bills for over £700. £1,850. Tel.: 061-764 3770. (2020
TR4A, 1966. White; soft-top; wires; radio; 50,000 miles; new clutch and overdrive. £600. Tel.: Ascot 20594 (evenings). (2021
TRIUMPH 2000 Roadster, 1949. Sound; M.o.T. Aug., 1971; needs respray. Present owner 15 years. Excellent tyres, new hood; full history. Used every day. Room wanted. Robinshaw, 14 Delaware Ave., Albrighton, Nr. Wolverhampton. Tel.: ALB 2126. (2022
RILEY KESTREL 9, 1936 special series alloy body model; sound running order; M.o.T. to 1972. £150 o.n.o. Seymour, "Rivermead", Battle, Sussex. Tel.: Battle 2181 (day), 2002 (evening). (2023
1960 **JAGUAR** XK150 d.h.c. B.R.G.; in gleaming and perfect working order; new tyres, brake discs, pads, shock absorbers, road springs, carpets, roof lining, rear seat, new doors, rechromed, front and rear bumpers, and complete respray. Bills for over £600 in past 18 months. The joy of ownership will far exceed the asking price of £850. Tel.: 01-727 6455 (day) or Epsom 26833 (evenings). (2024
BENTLEY MARK VI, 1952. A superb example of this car, in original black and yellow, with beige interior. Only two owners ninety-six thousand miles, and in wonderful condition, both bodily and mechanically, having been faultlessly maintained and housed. Captain J. H. W. Reevrs, Halston Hall, near Oswestry, Shropshire. Tel.: Whittington Castle 335. (2025

FOR SALE—continued

T.V.R. 1800S, 1965. Excellent condition; tuned, c.r. gearbox, overdrive, extras. £595 o.n.o. Southall. Tel.: Bradenstoke (Wilts.) 381, extension 465 (office). (2026
1967 **"F" LOTUS** Elan S.E. d.h.c. White, black interior; 33,000 miles; new hood, tyres and carpets. Motorola, Halogens, knock-ons. £975. Part exchange considered. Mayman, 6 Leabank, Finchfield, Wolverhampton. Tel.: Wolverhampton 755294. (2027
1938 **MORRIS** Eight four-door sun roof saloon. Green/black; one owner; genuine 35,000 miles; completely original. Sensible offers. Tel.: Maidenhead 24469. (2029
LOTUS+2. Excellent condition; possible exchange. £1,150. Transit crewbus. £450. Tel.: Brightlingsea 2275. (2030
BRISTOL 400A, 1948; Jaguar engine and automatic box; many extras, including servo-assisted brakes, Kenlowe fan, spare engine and automatic box; long M.o.T. £275 or exchange Jaguar Mk. X in very good condition, cash adjustment, or modern car of similar size. Photo on request. Johnson. Tel.: Braunton 812626. (2032
ESCORT TWIN-CAM, "H" registration; 19,000 miles; not rallied; only used weekends, holidays; reverse lights, spotlights, 5½-in. wheels, undersealed. £925 o.n.o. Metcalfe, Hillside, Rothbury, Northumberland. Tel.: Rothbury 225. (2033
LOTUS ELITE, 1962, special equipment; superb example in metallic grey; carefully maintained as very low-mileage second car for last five years. £650. Tel.: Thornbury (Bristol) 3119. (2034
BERTONE-DESIGNED Iso Rivolta GT, 1964-1965, 3V8; electric windows, Borrani wires, Blaupunkt radio, leather upholstery, reclining seats; reasonable offers; part exchange considered. Tel.: 0752 65375 (9-6 p.m.). (2035
MINI COOPER, "H" registration. Excellent condition; one careful owner. Tel.: Rugeley 2802. (2037
LAGONDA, 1957. 3-litre saloon; floor gear-change, mechanics all reconditioned, bodywork excellent, resprayed blue, rechromed recently; in daily use; a superb example, for which serious offers invited. Tel.: 01-603 8951. (2038
M.G. TF. Complete renovation to showroom condition. £800. Tel.: Sunbury-on-Thames 84930. (2039
T.V.R. GRANTURA, 1,622 c.c.; one year's M.o.T., taxed, £325. Exchange Sprite, Midget. Tel.: Claverdon 2721. (2040
1965 MERCEDES-BENZ, "J" registration. White; left-hand drive; 57,000 miles; recent major service; all extras plus safety belts; superb mechanical and body condition. £545. Apply: M. Sargent, 91 Bloxham Rd., Banbury, Oxon. (2045

1964 FACEL VEGA II

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Superb 140-m.p.h. automatic V8 2+2. Electric aerial, windows and performance. Metallic ice blue and red leather. One fastidious owner until last October. Already a collector's item and at this mileage a unique vehicle.

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FOR SALE—continued

T.V.R. VIXEN S2, Nov., 1968. Flame red. Wire wheels, push-button radio, tinted rear screen, leather steering wheel; 24,000 miles only. £965. Tel.: Eaglescliffe 782922 (STD code 0642). (2041
1970 LOTUS Super 7, Series III. Yellow. Immaculate; many extras; 11,000 miles. £795. Alas, must sell. Tel.: 061-485 6793. (2044
XK150 JAGUAR 3.4, 1960; 37,131 recorded miles; Kenlowe fan, new tyres, Radiomobile radio, electric aerial, belts; exceptional condition. £1,100. Full M.o.T. Mrs. Corfield, Hills View, East Ave., Brundall, Norwich. (2046
1970 LOTUS Elan SE, "H" registration; f.h.c. finished in Carnival red, black trim; knock-on wheels, heated rear screen, radio; 7,031 miles; superb condition. £1,495. Tel.: 021-705 2181. (2047
XK150, registration No. 0 150, 1958, d.h.c. in regal red with tan hood and tonneau, 72-spoke 15-in. w/w, Motorola; beautiful condition. £900. Tel.: 01-959 2233. (2048
BENTLEY, 1937, 4¼ d.h.c.; paint and upholstery completely redone, new hood, rechromed, new tyres; outstanding collector's piece. Tel.: Tarrington 229 or Box 2753. (2049

FOR SALE—continued

ALFA ROMEO GT 1300 Junior, 1967 ("F"). Green. Sun roof, radio; two owners; excellent condition. £950. Tel.: Frensham (Surrey) 3398. (2050
DAIMLER DART SP250, 1960. Yellow; superb car; history available. £500 o.n.o. Tel.: Henlow Camp (Bedfordshire) 587. (2051
1965 SUNBEAM Alpine GT hard-top; overdrive, wires, Cinturatos. £475 o.n.o. Part exchange considered. F/O Wright, Officers' Mess, R.A.F. Patrington, Hull, Yorks. (2052
A.F.M., 1950, Formula Two single-seater historic racer, as raced last few seasons in V.S.C.C.; with or without its special Bristol engine. Hutchings, Poole Cottage, Bathampton, Bath. (2053
ALVIS, 1934, Firefly open four-seater tourer; good hood, sidescreens, reconditioned brakes, new cables; all bills available. £400 or near offer. Tel.: Hildenborough 3570. (2054
LOTUS ELITE, Series II; ZF box, 4.2 axle. £475. Burke, The Cottage, Denstone, Staffs. Tel.: Rocester 340. (2055
PRESTIGE BRISTOL 401. Registration No. PPK 2. Light maroon; radio and all the usual refinements of a thoroughbred. £300 o.n.o. Tel.: Nottingham 214444. (2056

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1962 Lotus Elite, Carmen red, very original.... **£645**
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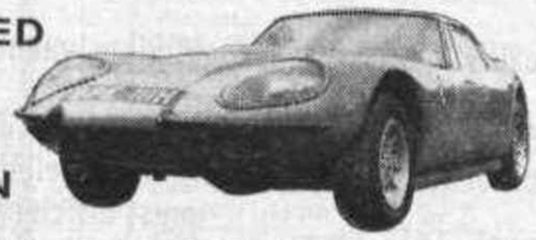

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JENSEN 541S, 1962, automatic, 4-litre. Silver and blue; a genuine 78,000 miles with full history available. £650 o.n.o. Tel.: 021-472 0218 (evenings). (1945

ROLLS BENTLEY close-coupled 3½-litre 1934 Rippon sports saloon, suitable for restoration, less cylinder head. Spare engine and axles available. Tel.: 01-998 3433 (evenings after 7 p.m.). 16 Park Hill, London, W.5. (1946

AUSTIN HEALEY Sprite. Really excellent car; 1965 Mk. III; carefully driven by middle-aged Sprite addict; genuine mileage from new 29,104; white, red trim; extras. £395. Tel.: Kinnston (Somerset) 256. (1947

MINI SPECIAL. Only six in the country; "G" registration; genuine reason for sale. £450 o.n.o. Tel.: Gravesend (Kent) 0474 4058. (1948

M.G. MIDGET, 1969; 21,000 miles; tonneau, fog lamps, gearlock. £655. Tel.: 01-998 3158 (Ealing). (1949

1913 R.-R. Silver Ghost, chassis 2495, engine 79G; three-speed box; excellent running order; used vintage rallies; replica touring body wheels, not original. Suggest combine safari with inspection or by agent on site. Offers. Curtis, Private Bag, Nakuru, Kenya. (1950

FOR SALE—continued

1967 "F" M.G.-B GT. Grey, red interior; 30,000 miles; wire wheels, overdrive, Motorola, underscaled, good radials, leather wheel, workshop manual; above average example. £880. Swap similar condition Morgan, TR5 with slight cash adjustment. G. Gardiner, 20 Churchways Ave., Bristol BS7 8SL. (1951

BULLNOSE MORRIS COWLEY, 1923, 4-seater tourer, immaculate condition. Investment. £950. Tel.: Townhill (Kent) 5591 (after 7 p.m.). (1952

ASTON MARTIN DB2/4 Mk. II; L1 head, dual exhaust; good condition. £485. Tel.: 01-267 1631 (evenings) (not weekends). (1953

JEM MK. II. Balanced 1,077-c.c. Cooper engine, competition oil pump, etc., Cosmic alloy wheels, fully trimmed, full instrumentation, etc.; excellent condition. Cost over £1,000 (receipts available). £750 o.v.n.o. Tel.: Eastbourne 31692. (1954

M.G.-C ROADSTER, 1969. Hard-top, folding hood and tonneau, fitted with wire wheels and Motorola radio; only 14,000 miles and genuinely like new. Best offer over £895 secures. Tel.: Esher 63522 (evenings). (1956

FOR SALE—continued

PISTONS. M.G. "L"-type, PB and TA, Riley 1½-litre, Rover 14, Austin 10 and 12, Austin 10 and Wolseley 4/44 engines. Never used since professional rebuild. Box 2739. (1955

"E"-TYPE 3.8, 1964. Soft/hard-tops; red; chrome wire wheels; taxed, M.o.T.; radio, q.i. headlamps; excellent condition. £825 o.n.o. Tel.: 041-339 3878. (1957

ASTON MARTIN 2.4 Mk. III. Overdrive saloon; B.R.G.; excellent condition. £650. Gunton, 14 Chapel St., Haslingden, Lancs. Tel.: Rossendale 4027. (1958

JENSEN CV8 Mk. II, 1964, 6¼-litre automatic saloon; electric aerial; service history. £875. M.o.T. tested, taxed. Terms possible. Box 2740 (Northampton). Tel.: Chapel Brampton 3120. (1959

ASTON MARTIN DB2/4 Mk. II. Exceptional throughout; Cinturatos; M.o.T. 1972. £495. Tel.: Prescot (Lancs.) 4857. (1960

MERCEDES 190SL, r.h.d. £525. Huskisson. Tel.: 01-267 4280 (evenings). (1961

1968, JUNE, LOTUS Elan +2. Red, black interior; immaculate throughout; managing director's car; service records available; 26,450 recorded miles. £1,295. Ray Leigh, Gordon Russell Limited, Broadway, Worcestershire. Tel.: 0386 853345. (1962

FOR SALE—continued

1968 "E"-TYPE convertible. Carmen red. Chrome wires, Sundym glass; five push-button Motorola; 28,000 miles; pristine condition. £1,775. H.P. and part exchange. Bird Hall Lane Service Station. Tel.: 061-485 1561. (1963

AUSTIN HEALEY 3000. White. Overdrive, wire wheels, tonneau. £300 o.n.o. Rowley. Tel.: Thurnby (Leics.) 2239. (1964

M.G. TA. Dark green. Rebuilt engine, overhauled, new hood, as new tyres, o/s rears, retrimmed, very good paintwork and chrome; tax, M.o.T. £315 o.n.o. Tel.: Stapleton 021-454 1306 (office), 021-454 3003 (home). (1965

1969 AUSTIN 3-litre automatic; Downton-tuned engine, three carbs., special exhaust system, sunshine roof, gearbox, oil cooler, temperature gauge, two spare wheels with winter tyres, tow bar. £1,250. Tel.: 0254 55516. 445 Revidge Rd., Blackburn. (1966

FERRARI 250 GT 2+2, "G" registration, l.h.d., metallic grey body in excellent order; new exterior chrome, mechanically sound and highly reliable; not concours but above average. Best offer over £1,000 secures. Tel.: Huntingdon 3617 (evenings only). (1970

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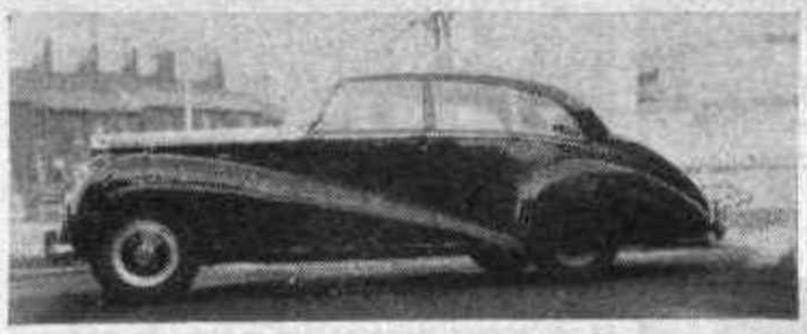


(*Left*) **ROLLS-ROYCE Silver Wraith** Park Ward owner/driver sports saloon, registered 1953, black with brown hide and matching carpets, fitted Harold Radford detachable division, in very good mechanical condition, interior *decor* excellent and we are rectifying minor paint blemishes. **£1,450**

(*Right*) **BENTLEY S.1,** 1958, automatic, power-steering, sand on sable, beige interior; four owners, indicated mileage (1)35,000, maintained by us for past 15,000 miles and has received attention to brakes, suspension, etc. This is a well above average car for its year. **£1,100**

(*Left*) **ALVIS TD21,** 1961, manual gearbox, dark green, 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**

(*Right*) **LA VIOLETTE**—interesting and unusual French cycle-car, *circa* 1912 (V.C.C. dating awaited, but cannot be later than 1914), single-single, water-cooled, infinitely variable transmission; in running order, new hood, new tyres, complete set of lamps (not shown), horn, spare wheels, etc.

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

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

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

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

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

VINTAGE :

1930 AMILCAR Straight Eight, 2.3 litres, nicely restored chassis with good replica coachwork. All original lamps, instruments, etc., new tyres. New hood and complete side-curtain equipment. (*For photograph, see last month.*)

AUSTIN 12 tourer, believed 1923, no front brakes and on beaded-edge wheels, all original lamps and instruments, sound chassis in running order; requires rear portion of tourer body reinstating, but everything remarkably rust-free and sound. **£250**

HILLMAN 10 h.p., *circa* 1923, polished aluminium 2-seater body, excellent hood, good tyres, all original lamps; a nice little vintage light car ready for use. **£650**

1929 INVICTA 4½ tourer (*for photograph, see last month*)—body now has complete trim which can be renovated, original wings, running-boards, screen, etc., all other chassis deficiencies have been made up; the car will shortly be running. A chance to acquire a classic vintage sports car at under £1,000.

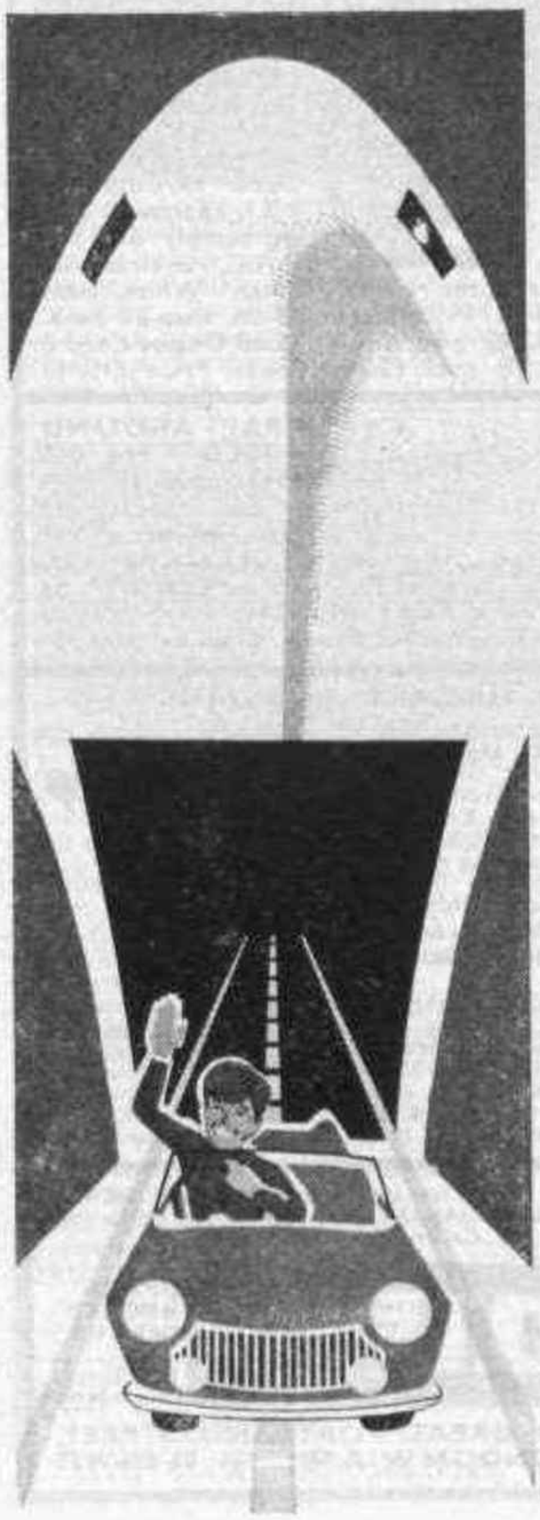
VAUXHALL 14/40 saloon by Shaw & Kilburn, 1926 model with f.w.b. and 4 speeds; coach-painted black on peacock blue, good brown hide interior, all original lamps, instruments, etc., new tyres and in good running order with some useful spares. **£1,000**

Immediate Hire Purchase and Insurance facilities can be arranged.

All types of part-exchange considered.

We regret we cannot entertain overseas enquiries on pre-1918 cars.

PAYNES PARK, HITCHIN, HERTFORDSHIRE



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FOR SALE—continued

B.M.W. 1600, Nov., 1967. One previous owner; 36,500 miles; blue with grey interior; excellent condition; economical and a pleasure to drive. £830 o.n.o. Tel.: Hertford 6001. (1967

HEARTBREAK SALE. 1320 1966 Cooper "S". Downton built. Rebuilt at Coldwell; fully balanced, twin 1½ in. S.U.s, oil cooler servo, sump shield, competition displacers, bump stops, shoe pads, twin tanks, Contour seats, Speed Pilot, stereo radio. Fully instrumented dash, Mini differential, 0-60 7½ secs., 112 m.p.h.; new XAS, battery; black and white; 9,000 miles; not rallied. Other extras. Any trial. Must sell—expanding family. Price £550 o.n.o. A. T. Harper, 37 Sitwell Rd., Sheffield S7 1BG. (1971

XK150 D.H.C. Cornish grey. Blue interior. One owner. Excellent condition throughout. Overdrive, radio. M.o.T. Tel.: Wolverhampton 36769. (1972

1948 TRIUMPH 1800 Roadster. Recent respray and hood. Full M.o.T. Good throughout. £165. Tel.: Macclesfield (Ches.) 22920. (1973

AUSTIN 7 Saloon, 1933. Completely restored. Mills, 49 Chester Rd., Blaby, Leicester. Tel.: Wigston 3725. (1974

1954 B.M.W. R51/3. Original. Taxed. M.o.T. Spare engine. Suit grey-haired teenager (or teen-aged grandfather). £115. Wanted: old copies "Motor Sport"; your price paid. Box 2746. (1977

1950 LEA-FRANCIS 2½-litre Roadster. Mechanics and bodywork in very good condition. Exterior: metallic light blue; interior re-upholstered black. Good hood to match. £480 o.n.o. Box 2744. (1978

BENTLEY, "R"-TYPE. Silver-grey, grey upholstery. First registered 1953, two owners. Concours condition in every respect. £1,975. Box 2747. (1979

SUPERB 1967 M.G.-B Roadster. Overdrive, radio, year's M.o.T., taxed Oct., new brakes and tyres, tonneau. £790 o.n.o. Tel., Farcham (Hants) 4649. (1980

1935 DAIMLER Light 15. M.o.T. Taxed. With spares. Caldicott, 19 Churchill Ave., Witton, Droitwich. (1367

VITESSE 2-LITRE Convertible, "F" registration; 42,000, immaculate throughout; red with black stripe; tyres new, mechanically sound. £550. Tel.: Nether Stowey (Somerset) 401 (any time). (1861

M.G.-B GT, 1969. Tartan red; fitted overdrive, wire wheels; 21,000 miles only; driven only by one lady from new. Car in real lovely condition. £1,100. Tel.: Bolsover (Derbyshire) 3412. (1862

OGLE SX1000. 15,000 miles since renovation and 12755 engine installed; silver, taxed, tested; very good condition. Tel.: Bratley, after 5 p.m. at Sleaford 2015. Offered near £650. (1872

FOR SALE—continued

LEA-FRANCIS 1951 Shooting Brake. Many new parts; 1,767 c.c. £60. Tel.: Sheffield 20041. (1981

ROLLS-ROYCE Sports Saloon, 1935. Barker alloy body in excellent condition; finished in black and silver; all mechanics in first class order; mascot; tools; tyres as new. £950. Tel.: 01-954 1462 (Stanmore). (1982

JENSEN Drophead. Big Austin engine; alloy body; needs detail work. Best offer over £200. Studio Antiques, Collingham, Wetherby, Yorks. (1983

ALFA ROMEO Giulia Sprint GT, 1965. Green; excellent condition; push-button radio, electric aerial, engine rebuilt January. Sale due to posting. £650. Hornby, Officers' Mess, Brompton Barracks, Chatham, Medway, Kent. Tel.: 44555 Ex. 301. (1985

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3 Check tread depths to comply with the law.

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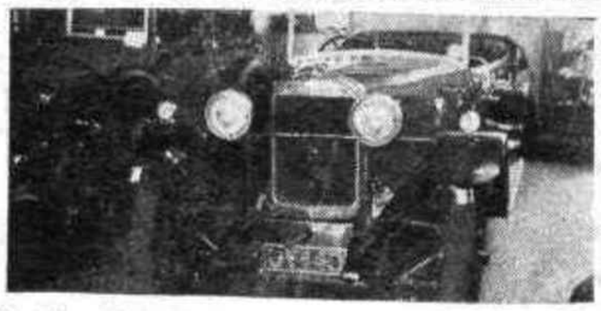
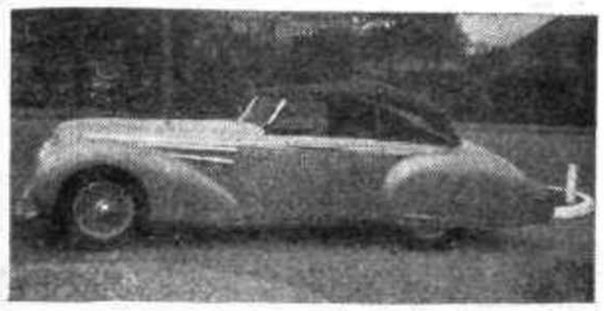


(*Left*) **1927 SUNBEAM** open 4/5-seater; 800 miles since full restoration, engine, chassis, coachwork, etc., re-upholstered in best leather as original, etc.

(*Right*) **1939 DELAHAYE Type 135** drophead coupé by Saoutchik. Recent full restoration of engine, chassis, coachwork, etc. Also a **1937 DELAGE D670** sports convertible by Figoni & Flaschi, the restoration should be completed this month.



(*Left*) **1934 ROLLS P. II** sedanca de ville by Barker, one owner; Rolls maintained and 62,500 miles only since new. Complete original tool kit, etc. In original and *concours* condition.

AT THE TIME OF GOING TO PRESS (APRIL 13th) I AM NEGOTIATING FOR, OR RESTORING THE FOLLOWING CARS TO MINT CONDITION :

1931 ALVIS Silver Eagle Beetleback open 2/3-seater.
1933 M.G. J2 open sports 2-seater.
1949 M.G. TC open sports 2-seater.
1950 BENTLEY Mk. VI sports saloon, 56,000 miles only.
1955 ROLLS "Dawn" sports saloon, auto., sun-roof, etc.

1938 ROLLS 20/25 limousine by Hooper.*
1937 ROLLS 25/30 sports saloon by F. & W.*
1935 ROLLS 20/25 sports saloon by Barker.*
1934 ROLLS 20/25 sedanca de ville by Hooper.*
1937 ROLLS 25/30 d.h. coupé by V.D.P.*

OTHER CLASSICS IN STOCK OR BEING RESTORED.

* *All of the above five Rolls are one- or two-owner cars, Rolls maintained and done under 100,000 miles since new.*

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3-note Triple Trumpet Alternating. **£6.75** + 30p p&p.
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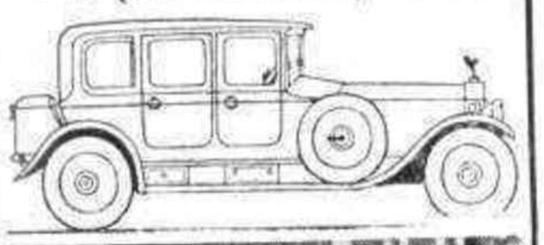

Very attractive all-weather Cabriolet by Thrupp and Maberly. This **ROLLS-ROYCE 20/25** is in good original condition excepting the roof, which has been closed.

ROLLS-ROYCE 25/30. We have recently completed fairly extensive work on the engine of this car and it should be ready to drive away when you read this advertisement; for only **£695.** Funny, that's cheap—the reason basically : we didn't pay a lot for it and you might as well benefit also.

Once upon a time there was a beautiful Barker-bodied **ROLLS-ROYCE Phantom I** limousine. The war came and petrol rationing came and it was forgotten. Forgotten till we found it. Is anyone able or willing to take on the challenge of rebuilding this car? We value the car at about its chassis price, say **£750.**

This is a **ROLLS-ROYCE 20-h.p.** limousine originally built as a landaulette. Running—just; but a bit out of breath, basically sound. **£675.**

Unfortunately we have no more photographs available but we do have the following in stock, or dock. All **ROLLS-ROYCE.**

1930 Phantom II Barker replica tourer.
1929 Phantom I chassis, running, **£685.**
1928 Rolls 20-h.p. chassis, **£325.**
1927 Phantom I chassis, cast-iron head, restored, **£1,400**
1927 Rolls 20-h.p. chassis, running, **£425.** **1924 Rolls 20-h.p.** chassis, **£525.**
1920 Silver Ghost chassis, **£2,500.**
1936 25/30 limousine, **£600;**
1932 Phantom II limousine. No engine. **£295.**
1932 20/25 tourer **£2,400.**

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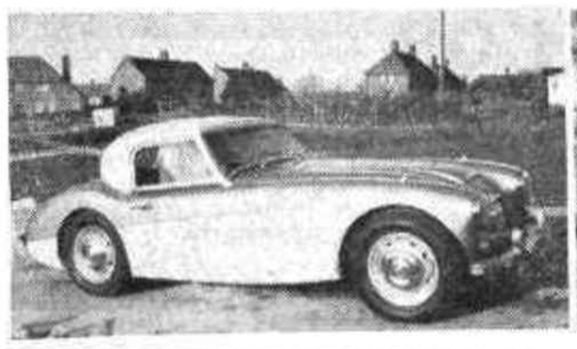

1962 AUSTIN HEALEY 3000 Mk. 2. Blue/white, dark blue leather. Attractive example with radio and overdrive. **£425**

1968 M.G.-C roadster, o/d., w/w., radio and air horns. Very nice indeed in white, black leather. **£970***

1969 TRIUMPH GT6. Damson. O/d., radio; one owner. **£925**

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★ SPECIAL INTEREST ITEM ★
1961 LOTUS Elite Series III. An exceptional Elite with none of the usual body defects. **£680**

1959 JENSEN 541R. A particularly fine example with o/drive and radio; good service history. **£635**

1967 TR4A. Red, o/d., w/w., radio, tonneau cover; two owners only. **£815**

1967 M.G.-B roadster. White, black leather, o/d., w/w., Cinturatos; two owners. **£785***

1952 BENTLEY 4¼ Big Bore Mk. VI saloon. Very much above average in every respect. Green cellulose with beige leather. New carpeting and roof lining. **£540**

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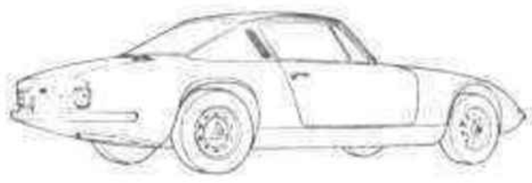

1970 (J Reg.) TRIUMPH GT6 Mk. II. Red, black trim. Overdrive, h.r.w., radio; low mileage. Mint condition throughout .. **£1,159**
1970 M.G.-B. Red, white h/t., black trim, radio; one owner, as new **£1,125**
1969 MARCOS 3-litre. Tangerine, black trim; overdrive, mag. wheels, sunshine roof, radio. Very low mileage. Exceptional condition throughout **£1,395**
1969 MORGAN 4/4 Comp. White, 72-spoke wires, bucket seats; low mileage, one owner; mint **£1,075**
1969 TRIUMPH TR5. Valencia blue, tan trim, o/d., wires; low mileage, absolutely mint condition **£1,075**
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1969 TRIUMPH Spitfire Mk. III. Dark blue, black trim, radio, radials; low mileage, one owner; exceptional condition .. **£750**
1968 (Nov.) MORGAN 4/4 Comp. Yellow, black trim, heater. Exceptional condition. Very low mileage **£1,045**
1968 TRIUMPH Spitfire. Dark blue, black trim. Hard-top, soft-top. Low mileage. Immaculate throughout **£699**
1968 M.G. Midget. Red, black trim, hard-top. Average mileage. Immaculate **£655**
1968 OPUS FORD, 1500 GT engine, metallic green : very fast fun car **£395**
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1926 ROLLS-ROYCE Phantom I limousine by Windover, vee-windscreen; expensively trimmed and painted and magnificent in every way. **£3,350.**

1935 BENTLEY 3½-litre Park Ward; much money spent mechanically. In daily use. **£800.**

1935 BENTLEY 3½-litre Gurney Nutting two-door saloon, very pretty body, in need of restoration.

1955 BENTLEY 'R'-Type Automatic. Good history, marvellous condition. **£950.**

1956 BENTLEY S1 Continental Park Ward d.h.c. Very good condition throughout. **£2,750.**

1962 ASTON MARTIN DB4 drophead. Major engine rebuild recently and in excellent condition. **£1,250.**

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HLB 8	Jaguar.	**NDY 7**	Austin.

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ALVIS Speed 25 Charlesworth saloon, 1938, resprayed, retrimmed, **£500. ALVIS Speed 20** supercharged special sports, 1935. Alvis Day *Concours* winner and in superlative condition throughout, **£1,000. ALLARD K1** sports roadster, 1948, resprayed, rechromed, new hood, etc. A very rapid and desirable car, **£450. M.G. TB Midget,** 1938, recently rebuilt and in excellent condition, **£295.**

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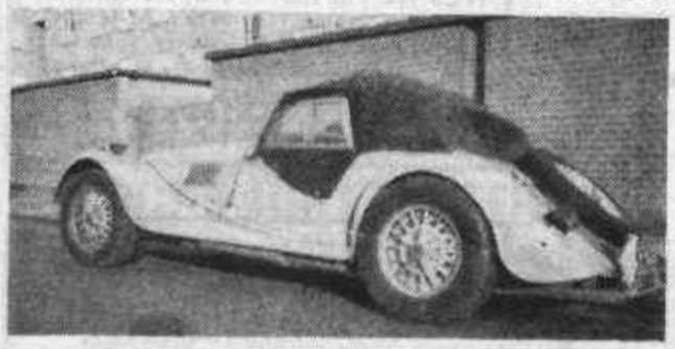
1969 T.V.R. Tuscan V6 3-litre (*illustrated*). One owner from new. In maroon. Fitted overdrive, Mag. wheels, radio. 19,000 miles only **£1,299**
1968 TRIUMPH TR5, in dark blue. One owner from new. Fitted overdrive, Rostyle wheels, XASs ... **£999**
1965 SUNBEAM Tiger V8 4.2-litre, in white with black trim. Fitted p.b. radio **£625**
1968 TRIUMPH Spitfire Mk. III, in red. Fitted push-button radio **£645**

1965 FORD Mustang V8, Auto. (*illustrated*). R.H.D. In white with black trim. Fitted power-operated hood. Many extras. Two owners, 42,000 miles. Must be the best example for the year available **£1,160**
1968 PIPER GT, in Porsche tangerine with black roof. This very fetching car is fitted with mag. wheels and aircraft seats **£950**
1966 TRIUMPH TR4A, in red. Fitted wire wheels, overdrive, radio **£725**



1968 M.G. Midget, in dark blue. Fitted wire wheels, hard-top **£649**
1964 SUNBEAM Alpine, in blue. Two owners from new, 38,000 miles **£375**
1966 SUNBEAM Tiger V8, in red. Fitted works hard-top, radio. Pristine example **£799**
1967 LOTUS Elan S3, S.E. drophead, in yellow with black trim **£995**
1968 TRIUMPH GT6, in red. Fitted overdrive **£799**
1969 MARCOS 3-litre, in opalescent midnight blue. Fitted Mag. wheels, sun-roof, overdrive. One owner from new ... **£1,395**
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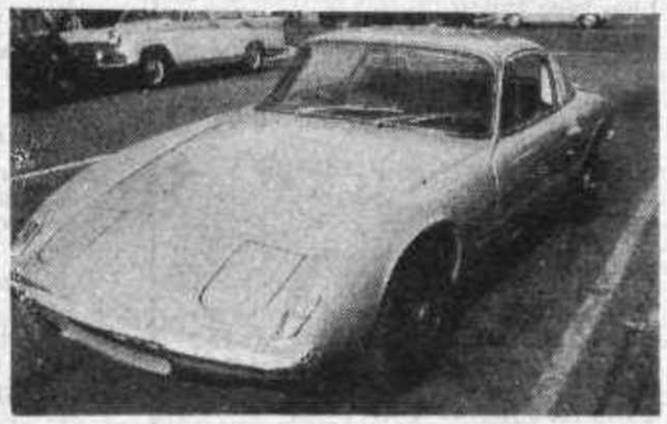
1969 MORGAN Plus 8, in orange (*illustrated*). One owner from new. 25,000 miles. Buy this and fly **£1,560**
1968 TRIUMPH TR5, in primrose. Fitted Rostyle wheels, radio. 33,000 miles **£949**
1968 TRIUMPH GT6, in white with black trim. Fitted overdrive. One owner from new, low mileage **£799**
1967 SUNBEAM Alpine convertible, in red with black trim. Fitted overdrive. One owner from new. Beautiful example **£695**
1969 M.G.-B, in mineral blue. Fitted overdrive and Rostyles **£1,049**
1966 TRIUMPH Spitfire, in dark blue with white works hard-top **£495**
1967 M.G.-B, in B.R.G. with black trim. Fitted wire wheels, radio **£775**
1967 TRIUMPH TR4A, in dark blue with wire wheels, overdrive, radio. Nice example **£845**
1968 LOTUS Plus 2 (*illustrated*), in red with matt black roof, with black trim. Fitted radio. Low mileage **£1,295**
1966 A/HEALEY Sprite, in red with black trim **£465**
MARCOS 1500 GT, in metallic blue. Fitted wire wheels, radio. Tuned engine **£995**
1966 ASTON MARTIN DB5 (*illustrated*), in Fiesta red with tan hide upholstery. This outstanding car is fitted with Selectaride suspension, chrome wire wheels, 5-speed gearbox, electric windows, Sundym glass, push-button radio. 48,000 recorded miles. Recent top-end overhaul **£1,645**
1969 M.G. Midget, in primrose. A low-mileage example. Fitted wire wheels and radio **£745**
1968 'G' Reg. TRIUMPH Spitfire Mk. III, in dark blue. One owner. 22,000 miles **£665**
1965 A/HEALEY Sprite, in gleaming red. Fitted fastback hard-top, plus soft-top. Far above average condition ... **£425**
1967 M.G.-B GT, in beige. This one-owner car is fitted with wire wheels, overdrive, sun-roof, p.b. radio. 28,000 miles only **£895**

1965 'E'-Type 4.2 drophead (*illustrated*), in metallic dark green. This low-mileage example is in Collector's condition. Fitted all the usual extras **£1,125**
1965 M.G.-B, in red with black trim. Fitted wire wheels, tonneau **£595**
1969 LOTUS Europa, in tangerine. One owner from new **£1,195**
1967 M.G. Midget Mk. III, 1,275 c.c., in B.R.G. Wire wheels **£565**
1968 LOTUS Elan S4, S.E. drophead, in Bahama yellow. Low mileage **£1,175**
1967 'E'-Type drophead, in primrose with black trim. Well above average **£1,395**



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1937 M.G. TA. Completely rebuilt; new ash framing, hood, tonneau, etc.; excellent condition. Stork forces sale. £300. Tel.: Flint 2492. (1986

M.G. PB 1935. Completely rebuilt engine, just run-in over 2,000 miles; new radiator. Running chassis overhauled. Bodywork extremely sound. Just completed full respray (signal red), including refurbishing coachwork and fitting new running boards. Seats recently re-upholstered. Good hood. Absolutely first-class and reliable (used daily). M.o.T./Taxed. Sale due to domestic reasons. £525 o.n.o. Farrow. Tel.: Tonbridge 3319 (days). (1987

ALVIS TA14, 1947. Large shooting brake. First-class bodily and in good mechanical order; engine completely overhauled; brakes re-lined, exhaust system replaced; recently reccllulosed and coach painted. M.o.T. £175. Royal Oak, Pontrobert, Meifod, Monts. Tel.: Meifod 248. (1989

M.G.-B, THO 493H is finished in primrose-yellow with black interior, reclining seats, aerial, clean wire wheels, Pirelli Cints. (2,000 miles), new exhaust, Motolita steering-wheel 12 in. This gem £1,045. Dubery. 449 9744 p.m., 493 8494 day. (1990

FOR SALE—continued

XK150 3.8S F.H.C., 1960. B.R.G. Immaculate; low mileage; radio, luggage rack, bills and history. £750. Whyte. Tel.: 01-248 3628 (9-5). (1988

1950 2½ SPORTS Lea-Francis. Immaculate. £370 o.n.o. Tyrrell, 68 The Alders, West Wickham, Kent. (1991

M.G.-A 1600 F.H.C., 1960. Taxed; tested; enthusiast maintained. £250. Tel.: Abingdon 49. (1992

DAIMLER SP250B Hardtop. Taxed; M.o.T.; good condition. £450 o.n.o. 112 Shepherds Walk, Hythe, Kent. (1993

ALFA ROMEO 1750 Spyder 1969 model, but used for last 7 months only for sale. Fitted radio, and naturally faultless. £1,790. Bacon. Tel.: Nomans Heath (Cheshire) 286. (1448

1968 GILBERN Genie 3-litre. Electric windows, aerial, sun roof, overdrive; olive green. Private sale. £1,050. Consider exchange Volvo Estate. Tel.: Northampton 63791. (1995

JENSEN CU8 65 Series. One owner. Probably best example of this rare car around. Recent bills total £1,000. £1,100 o.n.o. H.P. or part exchange considered. Tel.: Hildenborough 2009 (Sevenoaks, Kent). (1997

FANTASTIC JAGUAR Mk. IX Automatic. 47,000 miles; dual grey; offered last year £1,000; worth shipping anywhere in the world. Possible exchange Drophead Bentley. Tel.: Leek (Staffs.) 2416. Box 2748. (1998

FOR SALE—continued

ALFA ROMEO 1600 Spyder 1967-68 ("F"). 28,000 mile. Radio, record player. £900. Farway. Tel.: Devon 271. (1996

JAGUAR XK120 Roadster 1951. Immaculately finished in Rolls-Royce ming blue and chrome. New batteries; carpets and upholstery panels; good tyres; genuine 125 m.p.h. Reasonable offers. Tel.: Wrington (Nr. Bristol) 760. (1999

1937 ROVER 14. One owner; low mileage; runs well; new tyres; requires slight attention. £120. No offers. 1939 Austin 10. Fun car, but little end gone; new tyres. £50. No offers. Tel.: Deal (Kent) 3468. (2000

1933 SINGER 9. Complete but dismantled; spare engine. Offers over £50. Tel.: 629 8171, extension 131 (daytime). (2001

BENTLEY "R"-TYPE Automatic Grey Saloon, 1955. Offers around £500. Ellerby, 185 The Wheel, Ecclesfield, Sheffield. Tel.: Ecclesfield 3379. (2002

1949 RILEY 2½-litre Saloon. Original and immaculate. £200. Elinor, "Hillcrest", Woodville Rd., Altrincham, Cheshire. Tel.: 061-928 2944. (2003

M.G. TD 1250. Good condition; interior little untidy; Cinturatos. £250. Tel.: Bollington (Macclesfield) 3405. (2004

1947 H.R.G. 1500 Aerodynamic. Recent work includes engine rebuild, brakes relined, wheels rebuilt and new trim. Very original and many spares. For sale due to purchase of another car. Box 2749 (2005

FOR SALE—continued

M.G. TA, 1937. Excellent condition; taxed; long M.o.T.; tonneau. Reliable everyday transport, 99 per cent. original genuine reason for sale. 350. Tel.: Stoke-on-Trent 44985. (2006

GOOD REFERENCES! Alfa Sprint GT known both Milan and London "filiate" for "maintained regardless". 27,000 on complete factory overhaul, 5,000 on new discs, etc. Touring extras; sump-guard, light system, wheels/chains, etc. 1965 model mistaken for 1970 "H". Blue/pigskin/stainless. BMG 1H registration. Radio. New Alfa delivered. Also one-owner 1969 "H", immaculate, silver, 1750 GTV. Radiomobile. 21,000 (0 miles on engine). Almost as new, £1,740. Tel:. 02513 22417 (Farnham) anytime. First £645, or £600 no extras, and "G" registration. (2007

ELVA COURIER, 1960. B.R.G.; 1,622 cc.; new Cinturatos on wide rims; rapid. £235, o.n.o. Tel.: 01-870 1047. (1994

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TRIUMPH TR4A Roadster, 1965. Another of these very fine cars. You could hardly do better at **£575***
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DAIMLER SP250 Dart Series B, 1961. Magnificent. Probably coming — M.G.-A, Healey Sprite Mk. 1.
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ALFA Giulietta Sprint 2/4-str. fastback coupé. Another highly desirable car at **£295**
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FORD Cortina, 1962. Recent 1,500-c.c. unit .. **£235†**
SUNBEAM Alpine Ser. IV, 1965. Hard/soft-tops **£435***
(Illustrated) **LOTUS Elan S2 Convertible**, 1965 (Dec.). Exceptional example of this excellent model .. **£790**

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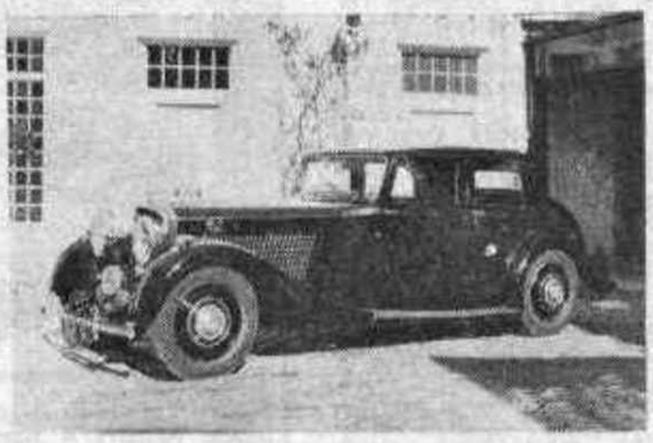

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SPITFIRE Mk. 3, 1969. Red, Ashley fastback, wire wheels, radio; 17,000 miles, one owner. **£765.**
SPITFIRE Mk. 3, 1968. Pale blue, hard/soft-tops, radio; one owner. **£645.**
SPITFIRE Mk. 3, 1968. Primrose yellow, wire wheels, radio; 21,000 miles, one lady owner. **£650.**
SPITFIRE Mk. 3, 1967, 'F' Regd. Hard/soft tops, overdrive, radio; 28,000 miles. **£625.**
SPITFIRE Mk. 3, 1967, 'F' Regd., hard/soft-tops; 25,000 miles. **£585**
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SPITFIRE Mk. 3, 1967, 'F' Regd. dark blue, wire wheels, overdrive, one owner. **£615.**
SPITFIRE Mk. 3, 1967, white, hard/soft-top, wire wheels, radio, 30,000 miles. **£535.**
SPITFIRE Mk. 2, 1967. White, hard/soft-tops, wire wheels, radio; 30,000 miles. **£535.**
SPITFIRE Mk. 2, 1966. Dark blue, wire wheels, radio. **£475.**
SPITFIRE Mk. 2, 1966. Dark blue, hard/soft-tops. **£465.**
SPITFIRE Mk. 2, 1966. Green. **£435.**
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AUSTIN HEALEY Sprite, 1966. Red; Ashley GT hardtop; soft-top; tonneau, wire wheels, p.-b. radio, Selmar alarm, ZXs, boot rack; M.o.T., March, 1972. Marriage forces sale. £475. H.P. arranged. Royle. Tel.: 061-224 2848 or 02-002 3666 (Clitheroe). (2010
M.G. TF 1500. The rare one. Resprayed metallic green; rechromed where necessary; engine rebored and overhauled; all weather equipment, including set of wheels fitted with studded snow tyres; used only as second car. Registration number HNV 1. £595 o.n.o. For quick cash sale. Tel.: 021-743 2254, 021-705 2074 (home). (2011
TR3A, 1960. Midnight blue; hard/soft-tops; tonneau; overdrive 2, 3, 4; woodrim; radio; wide wheels; good tyres; oil cooler; M.o.T. Looks good and runs well. Reluctant forced sale. Bargain at £265. Tel.: New Milton 610452. (1865
JENSEN 541S Automatic, **1962.** Silver-grey; very good condition. Taxed and M.o.T. First offer over £635 gets car. Tel.: Derby 24422 (after 5 p.m.). (1871
1929 ROLLS-ROYCE Phantom I Tourer. Expensively and authentically constructed Dual Cowl Phaeton-style coachwork with many unusual features, including a rear "V" windscreen and a concealed hood. Professionally restored to concours standards. £4,250. Tel.: Norcott Brook 411 (Cheshire, near M6). (1870

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M.G.-B, 1967. Mineral blue with black trim. Fitted overdrive, wire wheels, radio, folding hood, servo-assisted brakes, air horns, tonneau. Excellent condition **£795**
M.G.-B, 1967. Ivory with black interior. Fitted wire wheels, radio, folding hood, tonneau, radials, leather wheel. New clutch just been fitted **£745**
M.G.-B, 1966. Mineral blue with black interior. One-owner. Fitted overdrive, radio, tonneau, radials. Low mileage for year **£650**
M.G.-B, 1966. Blue with black trim. Fitted overdrive, hard-top, radials, leather wheel **£650**
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1934 ALVIS Crested Eagle. Excellent mechanics and body; present owner 20 years. £650. Tel.: Southend 525794. (2059
MORGAN 4/4 1600 competition, "J" registration. Orange; 72-spoke wire wheels, tuned and balanced GT engine, c.r. gearbox, bucket seats; 1,500 miles only. £995. Berry, 33A Lenton Rd., The Park, Nottingham. Tel.: 43599 (home), 240256 (office). (2060
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BENTLEY 4½ LITRE saloon, 1952. Bentley blue over shell grey; excellent interior. £600. Bates, 48 Hyde Rd., Wyken, Coventry. (2065

FOR SALE—continued

SUNBEAM ALPINE, 1961. Taxed July, tested Sept.; mechanics rebuilt; bills for £170; radio, hard-top, tonneau, excellent 5½Js, new battery, exhaust; any trial. £235. Tel.: Wymeswold (Leics.) 880619. (2066
M.G. TA. Good running order; 12-month M.o.T.; 16-in. rears, twin spares; spares include one engine. £275 or exchange for pre-1930 car. Harris, 17 Meadow Drive, Chapeltown, Sheffield (2068
1937 ROLLS-ROYCE Phantom III limousine by Windover. £1,850 o.n.o. Tel.: 08-927 5310. (2069
AUSTIN 7 (believed 1930) saloon. Original; complete but rough; engine dismantled. £50. Tel.: Swadlincote (Derbys.) 7596. (2061
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RENAULT 750, 1959. Very good mechanically, body sound, good tyres, new battery, carburetter and exhaust system; nice little car. £125. Tel.: Greenhithe (Kent) 3481. (1703
SPRITE, "G", 1968. White/black, good condition. £550. Tel.: Gt. Chesterford (Essex) 564. (2073

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1969 (Dec.) Lotus Elan f.h.c. Specially finished in Lamborghini lime green. Specification includes knock-on wheels radial tyres, servo brakes, air horns.. **£1,245**
1968 Lotus Elan S/E f.h.c. Bronze with black trim. Fitted push-button radio and electric aerial. A car which has been supplied new by ourselves. Recorded mileage 32,000 ..... **£1,145**
1968 Lotus Elan S/E f.h.c. Burnt sand with black trim. A one-owner car with a recorded mileage 36,000 **£1,145**
1968 Lotus Elan S.3 d.h.c. Yellow with black trim. Specification includes knock-on wheels, servo brakes, radio, etc. **£1,145**
1966 Lotus Elan f.h.c. British Racing Green, black trim. Knock-on wheels with radial tyres and radio. A two-owner car **£945**
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1969 M.G. 'C' roadster. Red with black trim. Fitted overdrive, wire wheels, push-button radio, rear seat cushion. Recorded mileage 12,000 ..... **£1,095**
1968 M.G. 'C' GT. Mineral blue with black trim. Fitted overdrive, wire wheels, push-button radio, I.Q. headlights, spot and fog lamps, wooden steering wheel and SP sports tyres. A one-owner car with a recorded mileage 35,000 ..... **£1,065**
1967 M.G. 'B' GT. Mineral blue with black trim. Specification includes overdrive, wire wheels and push-button radio. An excellent example every respect **£895**
1967 M.G. 'B' roadster. Mineral blue with black trim. Fitted with radio, air horns, tonneau cover and underseal. Recorded mileage 34,000 ..... **£765**

TRIUMPH

1969 Triumph TR6. Ivory with black trim. Fitted overdrive, radio, radial ply tyres and Selmar alarm. A well-maintained two-owner car. Recorded mileage 23,000 ..... **£1,295**
1969 Triumph TR6 convertible. Ivory with black trim Fitted overdrive, push-button radio and burglar alarm. A one-owner car with recorded mileage of 23,000 **£1,295**
1969 Triumph Spitfire. Ivory with black trim. Fitted with push-button radio **£745**
1968 Triumph GT6. Blue with contrasting trim. A very well mainted one-owner car fitted with push-button radio **£795**

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1966 Ford GT40. Certainly amongst the best road-going examples of this classic motor car. Following a complete engine overhaul the car is now offered for sale with a high-performance 4.7 Mustang unit with 4 twin-choke downdraught 48 IDA Webers, twin-plate clutch baffled sump. Specially finished in metallic pine green **£4,950**
1971 Mustang Boss 351. Grabber yellow with sports paint and black interior trim. Hirst 4-speed shift, stereo tape and radio, tinted glass and heated rear window, rear spoiler, sportdeck, chromium-plated sports wheels and low profile tyres. An impressive car both in appearance and performance **£4,250**
1971 Mustang Mach I. White with black trim. 351 V8 power unit. Automatic transmission, power steering air conditioning, tinted glass, stereo cassette player, etc. Recorded mileage 5,000 ..... **£3,645**
1966 Aston Martin DB6 Automatic. White with red trim. An impeccably maintained car with full service history including a replacement engine fitted within the last 5,000 miles. Specification includes chrome wire wheels, Sundym glass. Selectaride suspension, radio and electric aerial. Recorded mileage 38,500.. **£2,245**
1969 Series (reg. Dec. 1968) Porsche 912. Ivory with red trim. Fitted with heated rear window and push-button radio. An impeccably maintained car in every respect. Recorded mileage 21,000 ..... **£2,195**
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1968 Fiat Samantha. Midnight blue with white interior. Fitted with radio **£1,350**

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(Illus. right) **1971 six weeks old MG-B GT, finished in blaze (orange) with black interior, fitted head-rests, overdrive, wire wheels and push-button radio. Under 2,000 miles. £1,495**

1966 Alfa Romeo Sprint GT, finished in blue with red interior, fitted radio and wing mirrors. Recorded mileage 35,000 .. .. **£875**

1966 Bond Equipe GT, finished in cherry red with black interior, fitted radio .. **£445**

1968 Fiat 124 Sport coupe, finished in ivory with black interior, fitted spotlight, radio and 5-speed gearbox **£1,195**

1969 M.G.-B roadster, finished in primrose yellow with black interior, fitted overdrive, wire wheels and wing mirrors **£1,045**

1967 Triumph 1300, finished in white with black interior, fitted wing mirrors, supplied and serviced by us, recorded mileage 18,000 .. **£675**

1968 Triumph Spitfire, finished in white with black interior, fitted wing mirrors; recorded mileage 26,000 **£695**

(Illus. left) **1970 Jaguar 'E'-Type fixed-head coupe,** finished in red with black interior, fitted heated rear window and 8-track stereo, recorded mileage 13,000 **£2,295**

1970 Fiat 124, finished in white with black interior. Recorded mileage 8,000 **£875**

1966 Mustang, left-hand drive, finished in silver and blue with red interior, fitted radio **£1,295**

1965 Lotus Elan S2 drophead, finished in orange with black int., fitted radio **£745**

1969 Triumph Vitesse convertible, finished in royal blue with matching interior, fitted overdrive and air horns. Supplied and serviced by us. Recorded mileage 14,000 **£875**

1969 Triumph roadster, finished in white with black interior, fitted overdrive and wire wheels **£1,345**

(Illus. right) **1968 Lotus Elan S4 drophead,** finished in French blue with black interior, fitted radio **£1,195**

FOR SALE—continued

M.G.-A 1600, 1961. Taxed, tested; Cinturatos, good hood, etc.; very clean bodily. £250 o.n.o. Tel.: Bishops Cleeve (Glos.) 3134. (2324

AUSTIN HEALEY Sprite Mk. IV, 1967. Many extras. £465 o.n.o. Tel.: Kettering 4125 (weekends). (2325

JAGUAR "E"-TYPE (2 + 2), 1967. This outstandingly beautiful example has over £450 of extras, including chrome wire wheels, sun roof, heated rear window, Motorola radio, electric aerial, Sundym screen, Selmar; finished in superb silk black with matching trim; only 32,000 genuine miles with every service record and bill kept from new. Only £1,395. Part exchange might be possible. Cox. Tel.: Woking 5966, extension 108 (day), 01-398 6035 (evenings). (2327

FIAT 1500 convertible, 1964; genuine 49,000 miles; r.h.d.; Pinin Farina body; white, black trim; radio; unique opportunity to acquire a rare specimen. £495 o.n.o. Tel.: Odiham 2553 (weekdays), Loxwood 272 (weekends). (2328

M.G.-B, 1963. Resprayed yellow; maintained regardless of expense; some extras. £400 o.n.o. F. Wilcock, 6 Bispham Rd., Nelson, Lancs. (2329

1960 XK150 3.8 9:1. New clutch, hood, Turbospeeds, rear end requires attention. £350. Collard. Tel.: Newport (I.o.W.) 4031, extension 133. (2330

REGISTRATION VTE 1 on Mk. I Zodiac. Drive away. Offers over £100. Box 2764. (2331

JOWETT JAVELIN de luxe, 1952. Athena grey/maroon interior; two family owners since new; 51,000 miles; engine rebuilt 3,000 miles ago. Lovely car! £285. Apply: 3 Dunkeld Rd., Bournemouth. Tel.: 24710. (2332

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FOR SALE—continued

TR3, 1961, hard-top; reconditioned TR4 engine/gearbox; just run-in; resprayed taxed, tested. £250. 71 Dykelands Rd. Sunderland. Tel.: 70313. (2333

1934 M.G. PA four-seater with spare PB engine; rechromed, sprayed, wired, upholstered. Offers or exchange Alfa Spider. Patchett, Westlands, Patrington, Yorkshire. Tel.: Patrington 251. (2334

M.G. PB-BODIED F1 Magna Six four-seater tourer; first registered 1932, rebuilt 1970; new tyres, hood, battery, etc.; spare block head, crank rods, pistons, etc. £300. Tel.: Maidenhead 26243. (2335

1966 AUSTIN HEALEY 3000 Mk. III. Black. Overdrive, wire wheels, Motorola; immaculate condition throughout. £845. Tel.: Oxford 44333. (2336

M.G.-A 1500, 1958. Soft-top; fine example. £235. Loader, 7 St Aidans Rd., Carlisle. Tel.: 22458. (2337

MERCEDES 190SL, 1963. 83,000 miles; exceptional condition; four new wings 1967, respray 1970; matt white; regular recorded maintenance. £900 or exchange good Estate and Mini. Tel.: Knebworth 3051. (2338

XK120. Partly restored; complete apart from hood; good mechanics and bodywork. Must sell as no time to finish. Give away at £200. Tel.: Llanelli 4187. (2339

M.G.-A MK. II, 1961, d.h.c. Black; very good condition; new hood, batteries. £360 o.n.o. Graham, 62 Columbia Drive, Worcester. Tel.: Worcester 23400, extension 605 (day). (2340

MORGAN, 1961, 4/4; 1,500 c.c. engine; orange; taxed, tested; reliable car, a little untidy. £375. Tel.: Woburn Sands 2371, 3578 (evening). (2341

M.G. MIDGET, 1966; 32,000; blue; one owner; exceptional; wires, new G800s, extras. £425. Tel.: Wraysbury 2656. (2342

M.G. TD, 1950. Complete engine overhaul; M.o.T. one year; excellent condition. Offers around £300. Tel.: Burton-on-Trent 790 695 (evenings/weekends). (2343

DAIMLER SP250 sports, Nov., 1962. Specimen condition; 61,000 miles; hard-top and soft-top. Golden sand with red trim; recent steering and brake overhaul; sound investment at £750. Would consider interesting part exchange. Tel.: 061 928 2922 (Cheshire). (2344

1953 M.G. TD2. Bodily, mechanically perfect; wire wheels, bucket seats, recently reupholstered, full tonneau, spot lights, Cints., wood-rim wheel, newly resprayed, new rear springs; M.G.C.C. registered; brakes relined; genuine 15,000 miles; competition engine. £690 o.n.o. Tel.: 061-445 6799. (2345

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68 Mercedes 220D Diesel. **£1,875**
65 Mercedes 220S, 25,000 miles, P.A.S. **£875**
66 Mercedes 230... ... **£825**
64 Mercedes 190D Diesel, automatic **£795**
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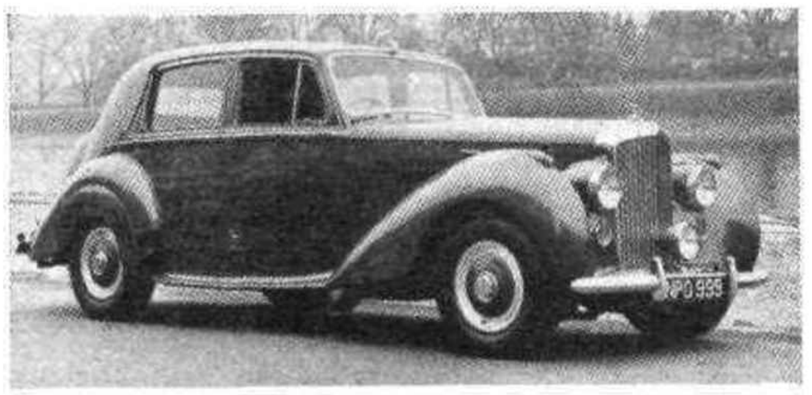

BENTLEY Mk. VI 4½-litre big bore 4-door standard steel sports saloon. First registered 1952 (May). Finished in metallic Tudor grey with maroon hide upholstery. The guaranteed mileage of this car is 28,000 and it has been in one-family ownership since new. In superlative original condition—it must be unique. **£1,995**

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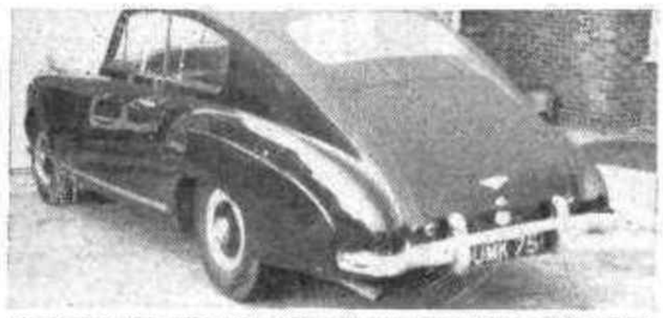
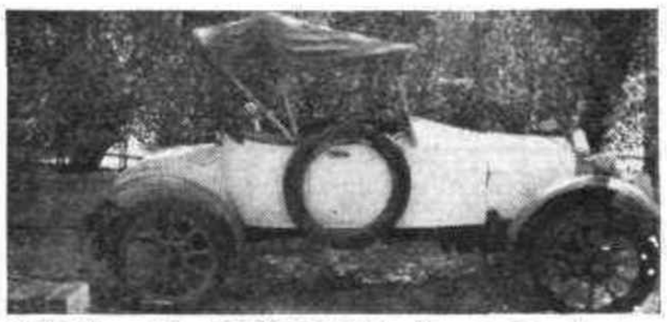
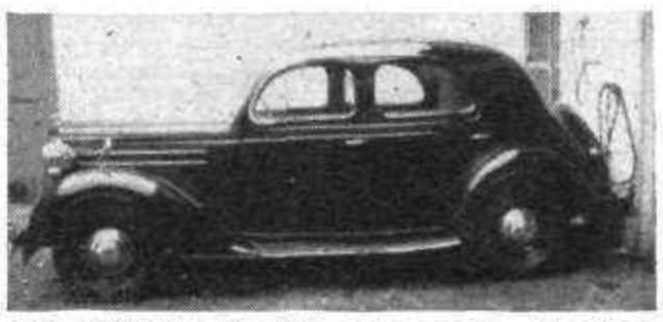


1949 BENTLEY Mk. VI prototype Continental-styled 2-door coachbuilt sports coupé by H. J. Mulliner. (This actual car is illustrated on page 264—"50 Years of the Marque"). Finished in midnight blue with matching hide trim.

1937 BENTLEY 4¼ Standard Park Ward sports saloon. Excellent mechanically and in very sound and original order throughout.



1913 Edwardian SINGER 11-h.p. 2-seater touring car, stored most of its life. Completely original in every respect, but in need of restoration.



1949 FORD 3.6 V8 Pilot 4-door sedan, all original black cellulose and brown hide trim. Unbelievably low mileage by one owner.

1955 ROLLS-ROYCE Silver Dawn Automatic sports saloon, superbly finished in Wedgwood blue with powder blue hide trim. Exceptional mechanics, entire car in mint condition.

1926 ROLLS-ROYCE Phantom I, strikingly handsome cabriolet touring car by Park Ward. Extremely original brute in outstanding condition throughout.

1935 ROLLS-ROYCE 20/25 owner-driver sports saloon by Freestone & Webb. Extended rear boot, side-mounted spare wheel. Just had major mechanical overhaul. Superb and extremely original car.

1957 ROLLS-ROYCE Silver Cloud I, 23,000 miles by one owner. Suede green with matching trim. Entire car is in as new condition throughout.

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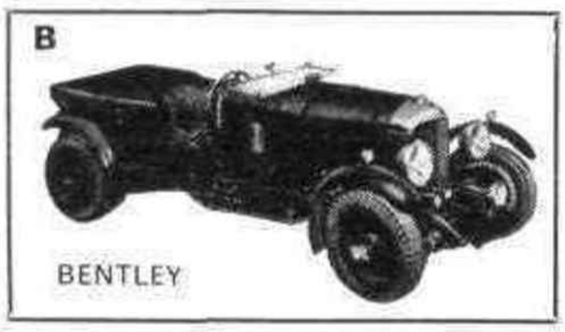

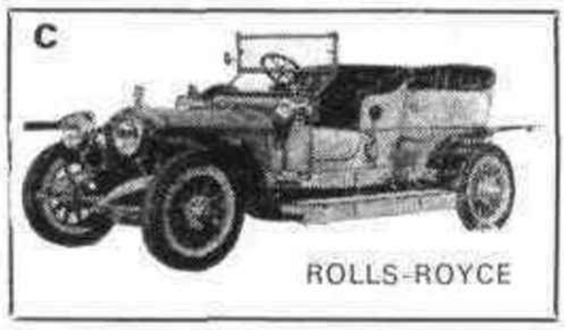

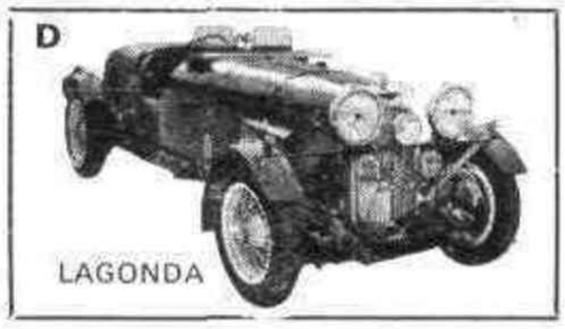

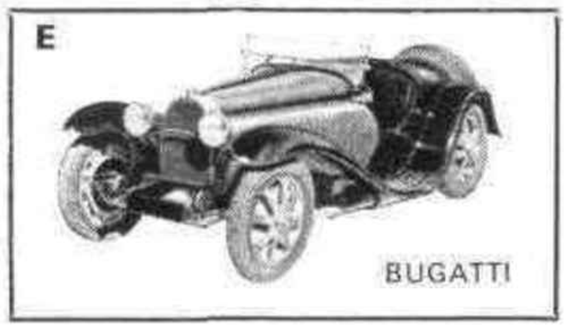

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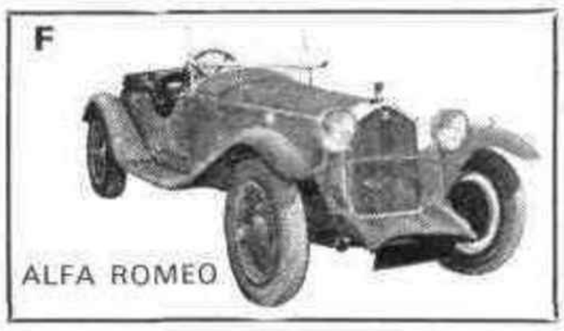
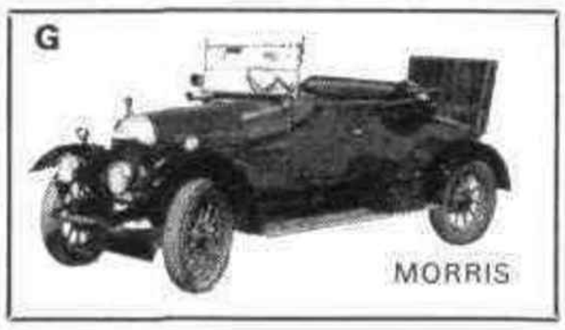
A 1911 Model T Ford — green/black/brass.

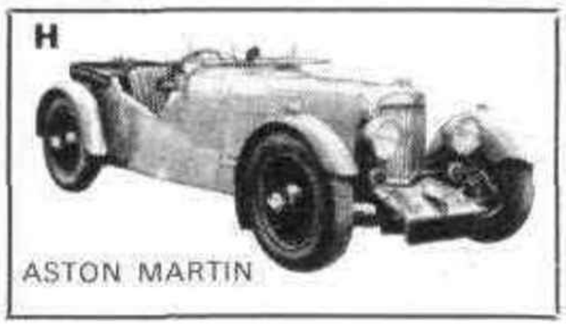
B 1929 4½-litre Black Label Bentley — in British Racing Green.

C 1907 Rolls-Royce Silver Ghost — bright yellow/black/brilliant chrome.

D 1934 M45R 4½-litre Lagonda in resplendent red paintwork.







E 1932 2·3-litre Type 55 Bugatti — pale blue/black.

F 1930 Alfa Romeo 1750, in Italian Racing Red.

G 1926 Bullnose Morris — dark blue/black/bright brass.

H 1934 Aston Martin (Mk 2 short chassis) — pale blue/red leather.

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JAGUAR Mk. V. Excellent throughout; sunroof, taxed, tested; reliable, but must sell, leaving country. £125 o.n.o. Tel.: Southrop 255. (2072

M.G. ZB Magnette. Immaculate, black. New brakes, clutch and hydraulics; undersealed; Cinturatos. Utterly reliable. M.o.T. 021-772 7312 (office hours). (2074

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LOTUS ELITE, 1963 S.2. Special equipment; yellow with black interior; excellent condition throughout; a great deal of money spent on this car. £675 o.n.o. Tel.: Sheffield 890233. (2076

ROVER 75, 1956. Unusual enthusiast-owned car with some sensible modifications, mainly to suspension; very good mechanically; above average bodywork; original bucket front seats and radio. £160. 10 New Church Rd., Uphill, Weston-super-Mare. (2077

1600 KARMANN GHIA, 1966. Bermuda blue; Cinturato tyres, extra torre, radio, £650. Tel.: Ashtead (Surrey) 72763. (2079

M.G. TD2. Completely stripped to chassis and extensively rebuilt. Superb example. £620. Tucker, Tel.: 01-567 4875 (daytime). (2080

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M.G.-A 1600, f.h.c., 1960. Unmarked original chariot red; black interior; superb condition; 76,000 miles. £450. Tel.: Tenterden 2241 (daytime). (2082

SYMPATHETIC Warwick Healey enthusiast required to complete rebuild of Elliott; chassis re-assembled and rolling; original mechanics good; alloy body panels fair, ash body frame lousy. Unrelenting employers force sale. Sensible offers or would consider part exchange serviceable Austin Healey, 100/6, 3000. Box 2775. (2083

1960 JAGUAR XK150, 3.8 f.h.c., S/E, rare automatic model. Indigo blue; push-button Motorola, 8:1 Powrlok, Inertias, wire wheels, six new Avons, new batteries, disc pads, timing chains, tensioners, Astrali wheel, head reworked, maker's oil pressure and genuine 78,000, taxed, tested; workshop manuals; bills for £500; complete history available; immaculate; A.A. inspection welcome; owner going abroad, hence low price of £750. Telephone for details: Stockton-on-Tees (0642) 552824. (2084

M.G.-B, SEPT., 1964. B.R.G.; overdrive, hard-top, wires, luggage rack XAS's; overhauls 5,000 miles ago. £470 o.n.o. Capt. M. G. Hodges, R.A., 16 Lt. A.D. Regt., R.A., Barton Stacey, Winchester, Hants. (2085

ELAN D.H.C., 1965. Mag. alloy wheels, new SP tyres, Motorola, servo; Lotus yellow; over £200 spent over last year; bills. Absolutely immaculate, well cared for by proud owner. £795. Weeks, 9 Hillview Rd., Abingdon. Tel.: Oxford 42512 (daytime). (2086

EXCEPTIONAL sports steel Mini Traveller, 1968. Modified Downton, sunshine roof, other extras; meticulously maintained; One elderly owner. £565. Tel.: Miserden 222. (2087

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1934 BENTLEY 3½, Park Ward saloon, Bt3BL, with rebuilt 1935 engine. Completely restored and re-trimmed to new condition and complete mechanical order within sight of Concours. Best offer over £1,100. Box 2756. (2090

A.C. ACE, 1960. Near mint condition, fortune recently spent, low milcage; all bills available. £765, would consider part exchange. Tel.: Burgh Heath (Surrey) 50202. (2091

DAIMLER SP250, 1963, Automatic. Re-sprayed carnival red; new carpets; engine/brakes overhauled; soft-top/tonneau. £550. 50 Osborne Rd., New Milton. Tel.: New Milton 611102. (2092

COOPER 1275S Mk. III, 9,000 miles; still under manufacturer's warranty; many extras. £900 o.n.o. Tel.: Burgh Heath (Surrey) 51434. (2093

EXCEPTIONAL 5415 automatic, 1961. Beautiful condition; maintained regardless. XJ6 tyres on wide rims, radio, belts, etc. Impressive thoroughbred for £500. Tel.: Colnbrook 2891. (2094

MORGAN 4/4, 1963. Fully reconditioned 1,500 cc. GT engine. Well shod, new pads and lining; resprayed. M.o.T. March, 1972, taxed. £350. Tel.: Dalston 487 (6 p.m.-7 p.m. weekdays). (2095

TR3, 1958. Attractive condition; taxed, M.o.T.; loads of spares. £160. Calderbank, Clare College, Cambridge. (2096

TWO CARS for sale. 2,500 6C Alfa Romeo, triple Webers, and 1959 Citroen DS19, both as spares if enough enquiries. Wilson, Tel.: Chertsey 64741. (2098

FOR SALE—continued

TWIN-CAM FIAT 1500S, f.h.c. Cross-flowed; four-branch exhaust; Weber; genuine 110 m.p.h.; excellent condition; "J" registration, rare Farina-bodied grand touring car with Fiat, easy spares; absolute bargain; l.h.d. £250. Tel.: Lutegate 451. (2097

1913 ROLLS-ROYCE Silver Ghost; chassis 2495, engine 79G. Three-speed box; excellent running order; used vintage rallies; replica touring body; wheels not original. Suggest combine safari with inspection or by agent on site. Offers. Curtis, Private Bag, Nakuru, Kenya. (2099

M.G.-C GT, 1968. Rare and beautiful metallic Riviera silver blue, black leather upholstery. Very loth to sell, but it just won't co-operate and pretend it is an estate . . . Excitingly potent (145 b.h.p.) with overdrive, wire wheels, ZXs. Radiomobile, p.b., roof aerial, oil cooler, servo, alternator, S.U.s, Mascrati triple horns, leather wheel, undersealed. It really is an eye-catcher and simply perfect throughout. Sell £985 o.n.o. or see "Exchange" column. Box 2755. (2100

1963 ELAN convertible in perfect condition. Willing to haggle at £700. Tel.: Stevenage (Herts.) 58222. (2101

JAGUAR VII, 1956. A concours example; the pastel blue paintwork is all original and spotless chrome is as new; recorded mileage of only 38,630; KHS 259 has manual transmission with overdrive, push-button radio, lambs' wool overcarpets; metal sliding sunshine roof in perfect working order and also two excellent original Dunlop Gold Seal tread-pattern tyres. Connoisseurs for an investment, telephone Denham 2794. (2103

OPEN TOURER Daimler 2½-litre in all but concours condition. The car for the enthusiast of the vintage tradition. Offers invited over £850. Tel.: Biddenden 487. (2104

FROG-EYED SPRITE, 1959. Resprayed last month. Dragoon red; good condition bodily and mechanically; Marchal headlights, chrome boot rack; one year's M.o.T. Best offer over £200. 3 Whitehouse Lane, Ushaw Moor, Durham. (2105

FOR SALE: M.G.-A d.h.c., completely rebuilt; all bills available. Enquiries to: J. Morris, 7 Craithie Rd., Vicars Cross, Chester. (2106

HONDA S800 red convertible, 1969. £600 o.n.o.; 31,000 miles; spots immaculate. Apply: G. Doughty, 15 Hatchets Lane, Newark, Notts. (2107

RILEY 1½, 1951; taxed, M.o.T.; sun/roof, radio; excellent condition throughout. £250 o.n.o. Clarke, 12 Miskin Green, Llanyravon, Cwmbran, Monmouthshire. (2108

MARCOS 3-LITRE. Yellow, July, 1970; 3,800 miles only; still under warranty; Marcos wheels, sun roof, overdrive. £1,595. Tel.: Salhouse (Norfolk) 316. (2109

RILEY 9 Lynx tourer, 1933. Excellent inside and out; resprayed four unused tyres, new hood. Purvis, Under Holt, Wrotham, Sevenoaks, Kent. (2110

RENAULT ROADSTER coupé, 1936, two-seater with dickey seat, fold-flat screen, concealed hood; restoration includes all new tyres, rechroming, hood tonneau, carpets and repainting; M.o.T. Consider cash adjustable swop with P.V.T. Box 2759. (2111

1967 AUSTIN HEALEY 3000, Mk. III, blue and white; recent professional respray; never pranged; true mileage 36,000; Motorola, tonneaux, XAS tyres; tax and M.o.T. one year to run; recent A.A. report; excellent condition. £1,625 o.n.o. Tel.: 01-657 6468 (Croydon). (2112

M.G. TA, 1937. Good condition; used daily; spares, taxed. £250. Sherer, 32 Churchill Ave., Cottingham, Yorkshire. Tel.: Hull 848606. (2113

ALLARD L. sports tourer, 1949. Not to be confused with the less rare M.-type convertible; really exceptional condition; recellulosed, reupholstered, new hood and carpets fitted, new batteries; taxed, long M.o.T. £495. 150 St. Michaels Hill, Cotham, Bristol 2. Tel.: Bristol 21604. (2114

M.G.-A 1600 f.h.c., 1961. B.R.G. Excellent mechanics, sound body; ZXs; long M.o.T. £250 o.n.o. Tel.: Tottington (Lancs.) 3559. (2115

1968 VITESSE convertible; excellent condition; 36,000 miles; one owner. £645. Tel.: Stillington (Durham) 250. (2116

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Valve caps keep out dirt and provide the final air seal. Replace them whenever they get mislaid.

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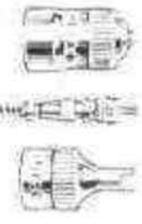

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The Stapleton Brothers went on a "Shoot" to brighten your life and dull your Bank Manager's. After an early start at noon a 1969 green 4/4 with white leather interior and wire wheels was brought in, followed by a yellow 1970 4/4 with wire wheels and tonneau. Another 1969 4/4 in white with tan interior (camouflage) and 72-spoke wire wheels was trapped after many manoeuvres, which also produced a red 1969 4/4 4-seater, wire wheels and tonneau. Fighting their way through strawberry whip they heard music which on approach was a 1968 4/4 in blue with radio and bucket seats. Another '68 4/4 in yellow was captured by using a gallon of petrol as bait, and yet another 1968 4/4 in white was overpowered by the Brothers. A white '68 +4 sporting a luggage rack completed the morning. Refreshed by smelling various car polishes they marched on and with no warning met a 1966 +4 Supersports, Weber carbs., aly body and 72-spoke wire wheels, in yellow. Reeling from this sudden encounter they came face to face with a dark blue +4, 1966, with wire wheels, tonneau and radio. The Big Game was the much-sought-after coupe in dark blue, 1966, with 25,000 miles, two owners, wire wheels, luggage rack, and black leather upholstery. Adding a 1958 4/4, only four owners from new, they now wait for you.

FOR SALE—continued

"E"-TYPE GLEAMING Carmen red convertible, late 1967F; maintained by professional engineer owner, sparing no expense; 39,000 miles mainly motorways; 25 m.p.g. long runs. Magna wheels, good tyres, new pads all round, new front discs. Private sale. £1,595. Will haggle. No dealers. Tel.: Stevenage 3895 (evenings 6-8 p.m.). (2348

AUSTIN HEALEY 3000 Mk. II, 1963; immaculate condition; silver blue; radio, overdrive. £525. Tel.: Blackmore (Essex) 679 (after 5 p.m.). (2349

FABULOUS Austin Healey 3000 Mk. I. Fitted Mk. II engine, gearbox, overdrive, exhausts, complete engine/transmission rebuild 6,000 miles, H.C. aluminium head, hard/soft-tops, many spares. £390 o.n.o. Tel.: Stratton St. Margaret 3620. (2350

DAIMLER, 1952, drophead coupé, Barker aluminium body; excellent condition throughout. £375 o.n.o. Tel.: Minehead 2061. (2351

M.G.-B ROADSTER, 1965. B.R.G. Wire wheels; 46,000 miles; immaculate condition. £550. Terms if required. Tel.: 061-928 2922 (Cheshire). (2344

UNIQUE BENTLEY. This car, 3850, was one of four experimental chassis erected at Derby in 1938 to test the Mk. VI engine and has the original prototype unit. Body by Park Ward; history authenticated by Rolls-Royce; very original but in need of restoration. £600. Tel.: Farnham (Surrey) 21494. (2353

UPP 1 REGISTRATION on Mercedes 220 SEB. Burgundy/red interior; radio, electric aerial, stereo tape; recent £450 overhaul engine, brakes, etc; beautiful condition. £850. Tel.: Uppingham (Rutland) 3326 (business hours). (2354

BENTLEY S1 Continental, 1958, Mulliner fastback; immaculate; R.-R. maintained; power steering. £2,700. Tel.: Headley-Down (Hants.) 2260. (2355

MORGAN +4 super sports, Oct., 1967; 32,000 miles; full Lawrence-tune 2.2 engine, alloy body; indigo blue; 72-spoke wire wheels. £950. Tel.: 01-373 3414. (2355

H. J. MULLINER Bentley Mk. VI (as bottom page 257 of Johnnie Green's book); basically selling very sound special alloy coachwork on good chassis, two engines and gearbox dismantled. Can be made very pretty Bentley. £195. Tel.: Swadlincote (Derbys.) 7596. (2356

GINETTA G15. Unique Motor Show model in gold metalflake. £895 o.n.o. 18 Westwood Gdns., Wymondham, Norfolk. Tel.: Norwich 24305 (day). (2357

TRIUMPH TR3A, 1959. Signal red. £200. Tel.: Chester 29279. (2358

M.G.-B GT, 1967F. Blue. Wire wheels, overdrive, radio, new tyres, good condition. £875 o.n.o. 11 Chandos Rd., Luton, Beds. (2359

MARCOS VOLVO 1800. Metallic blue; 1964; twin Webers; excellent condition. £895. Tel.: 061-437 3823. (2360

1970 (MARCH) MINI Clubman 1275 GT; under 9,000 miles completed; excellent condition; flame red with black trim; taxed; one careful private owner from new. Reason for sale—requiring convertible car. Would consider part exchange for Jan., 1970, onwards M.G.-B. £780 o.n.o. Tel.: Yaxley (Peterborough) 437. (2361

SCIMITAR GTE, 1969; 20,000 miles; recent second owner buying export model. £1,645. Tel.: Colchester 41407. (2361A

ASTON MARTIN DB5 convertible; 47,000 miles; in superb condition; five-speed gearbox, electric windows, Sundym glass, push-button radio. £1,575. Northcote Manor, Burrington, Umberleigh, North Devon. Tel.: High Bickington 206. (2362

JEM. Sept., 1970, Mini Jem 850 GT. Metallic purple with Mambas, Europa seat, etc., fully modified engine; genuine 100 m.p.h. £595. Tel.: Haddenham (Bucks.) 7314. (2363

TR3A, 1960. Overdrive; very smart in Wedgwood blue; reconditioned mechanics, superb running order, tested March, 1972, taxed. £295. Tel.: 061-224 1198. (2364

BRISTOL 403, breaking for spares. Two Jays Garage, Wiggington. Tel.: York 69344. (2365

PORSCHE 356B, 1963, super 75, cabriolet. Red, black leather interior; new hood and carpets (cost £100), Motorola, recent engine overhaul; immaculate condition inside and out. £650. Tel.: Kidmore End (Reading) 3561. (2369

FOR SALE—continued

SIMCA 1501GLS, "G" reg.; 18,000 miles; unmarked. £720. Consider exchange. 19 Rowan Way, Rottingdean, Sussex. (2366

M.G.-A ROADSTER, 1955. Fibre-glass wings, tonneau, spots; M.o.T.; synchromesh worn, good tyres. About £55. Hind, 16 Harrington St., Leicester. (2367

M.G. MIDGET, 1,275 c.c., 1970. One owner; wire wheels; 14,000. £750 o.n.o. Colman, Tel.: Winkfield Row 3827. (2368

HEALEY SILVERSTONE. Chassis D6, 1950. H.S.C.C. registered; in excellent sound order but needs painting; engine spares, including completely stripped 56 Pathfinder engine (only 30,000 miles)—engine at present removed; new competition brake linings and Cinturatos, rear axle and suspension recently rebuilt, almost new tonneau, no hood. Reluctant sale. Offers over £500. No overseas inquiries. Schofield, Kingswood, Batchelors Way, Amersham. Tel.: 7354. (2370

LEA-FRANCIS, 1950, 2½-litre sports coupé; excellent mechanics and bodywork; concours winner; registered LFOC; owner deceased. £500. Tel.: 01-690 1735 (S.E.23) (evenings and weekends). (2371

BENTLEY S2, late 1960. Black; 100,000 miles; electric windows, new gearbox and exhaust system; history known. £1,725. Tel.: Sevenoaks 54189. (2372

ROLLS 20 H.P., 1928, chassis with small limousine, coachwork by Compton circa 1938; good condition mechanically and bodily; mascot; M.o.T. £950. Tel.: Tunbridge Wells 29135. (2373

M.G.-B, 1969H. Overdrive, radio, radials, Marchal headlights, Cibie spots, competition suspension, leather-rim; one owner; v.g.c. Marriage, Haggle £920. Mr. Verdon-Smith. Tel.: Huntingdon 4476, extension 17 (weekdays). (2374

AUSTIN HEALEY 3000, 1967. Genuine 27,000; excellent condition; wire wheels, overdrive, new tyres; spares; old age forces sale. First £900, Coniston, Tower Rd. North, Heswall. Tel.: 051-342 4858. (2375

£210 WILL BUY my Frog-Eye Sprite; obedient, well behaved and well groomed. For details telephone Orpington 28786. (2376

LOTUS ELAN S4, special equipment, fixed head coupé, 1968; "G" registration; genuine 13,300 miles from new; white, black interior; fitted with radio, alternator, Weber carbs.; spotless condition. £1,150. Tel.: Loughborough 67654 (daytime), Nanpantan 204 (evenings). (2377

1930 ARMSTRONG SIDDELEY 20 h.p., open coachwork by Connaught (believed only remaining example); sound aluminium body, having received five coats; requires final application; engine completely renovated; five excellent tyres, hood, upholstery require attention; handbook, mascot. £325. Hurst, Beechcroft, Staplewood Lane, Pooks Green, Marchwood, Southampton. Tel.: Totton 4294. (2378

LOTUS ELAN +2, June, 1969; h.r.w., q.i. lights + all usual extras; one owner; low mileage; excellent condition. £1,445. Tel.: Chorleywood (Herts.) 2388. (2379

SUNBEAM TALBOT Supreme Mk. III, 1956; two-tone green; excellent condition; wireless, overdrive; collector's piece. £300. Hunter, 369 Worcester Rd., Malvern, Worcs. Tel.: Malvern 2323 (2380

ASTON MARTIN, 1954, DB2/4 2.6 Vantage, probably mechanically the finest in the country; excellent body and general condition; M.o.T., taxed. £545. For fullest details telephone 01-647 5081. (2381

JENSEN 541, £150; M.o.T.; runner; needs love and £60 spent. Courtis, 24 Roxwell Rd., Chelmsford, Essex. Tel.: 52242, 01-629 4451 (days). (2382

SUNBEAM ALPINE, 1967; 35,000 miles; excellent condition; overdrive, servo brakes, oil cooler, GB00s, reclining seats, Motorola, folding hood, other extras; alloy head, four-branch exhaust, 93 (nett) b.h.p., 115 m.p.h. Getting married. £635. Will take cheaper sports in part exchange. H.P. possible. Tel.: Derby 57940. (2383

GINETTA G15, March, 1970; 14,000 miles; metallic blue; sun roof, radio, etc. £795 o.v.n.o. Tel.: 01-699 8656 (weekends). (2384

M.G. YB, 1953; M.o.T. Dec.; excellent mechanics, tyres and chassis but some body rust. Offers to: Lorimer, Lathrisk Farm, Freuchie, Fife, Scotland. (2388

C-Type JAGUAR

Ex Ecurie Ecosse.

Chassis No. 42. Reg. No. KSF 182.

This rare car, one owner last 12 years, now for sale.

Serious enquiries to :

D. Elkan,

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Tel.: 01-828 5411 (evenings).

FOR SALE—continued

1954 M.G. TF. Completely overhauled engine, balanced and Shorrock blown, wire wheels, resprayed, undersealed, oil cooler, electric radiator fan, q.i. headlamps, twin spots, reversing light, heater, many extras and spares. Offers around £800. Owner loves to haggle. Tel.: Coventry 20420 (business hours) or Kenilworth 53350 (after 6 p.m.). (2385

TRIUMPH SPITFIRE, 1968. Dark blue; low mileage; Cosmic magnesium wheels, new ZXs, Bermuda hard-top available. £655 o.n.o. Tel.: Leeds 644359. (2386

MARCOS 3-LITRE, registered June, 1970. Tangerine. Magnesium wheels, radio, sun roof, crash bars, etc.; mileage 5,500. £1,650 o.n.o. Tel.: Barrow-in-Furness 22279. (2387

TRIUMPH TR3A, 1961. B.R.G. Hood in good condition, new battery, overdrive on three gears; some work needed on the body but condition fair. £275 o.n.o. Tel.: 01-723 3771 (evenings). (2389

LOTUS ELAN, 1967, special equipment; new hood, clutch. £850. Superb. Tel.: Wrexham 52360. (2390

MORRIS, 1934, doctor's coupé. Green body, black wings and hood, green trim; excellent condition. £300. Miss Gronow. Tel.: 021-359 2058 (daytime), 021-706 4439 (evening). (2391

AUSTIN HEALEY 100/6, 1958. Hard/soft-tops; M.o.T.; Oct., 1971; excellent condition; unused since being resprayed, recarpeted and tuned. £350 o.n.o. Tel.: 041-942 3398 (Glasgow). (2392

PORSCHE 356A cabriolet. Rare model in excellent condition; 32 m.p.g.; body and engine extensively rebuilt, hood nearly new, lighting completely modified, new carpeting, radio. £400 o.n.o. Tel.: Wimborne (Dorset) 4337 (weekends and evenings). (2393

GINETTA G12. Red; taxed; "J" registered; 6,000 miles; 1,600 c.c. road engine, Hewland, five-speed, Minilites, Dunlop racing tyres; immaculate condition. £925 or less engine £875. Tel.: Tiptree 6498. (2395

BENTLEYS, vintage open tourers, two other tourers. Also XK120s, XK150s, roadster. Offers. Box 2762. (2396

1948 TRIUMPH Renown; M.o.T. £150. "Mount Pleasant", Horns Cross, Northiam, Rye, Sussex. (2397

TRIUMPH GLORIA, 1934, sports saloon. Completely stripped and rebuilt; parts rechromed, needs finishing. £175 o.n.o. 17 Carrington Ave., Blackburn, Lancs. (2398

JAGUAR MK. V, 2½-litre, 1950. Excellent condition; Rolls grey/Pacific green; many spares; rare workshop manual. £250. Moys, 9 Manor Garth, Pakenham, Bury St. Edmunds, Suffolk. (1628

1948 TRIUMPH 1800 roadster. Recent respray and hood; full M.o.T.; good throughout. £165, £165. Tel.: Macclesfield (Ches.) 22920. (1973

A CHANCE to acquire something different at £295. Peerless GT2 Phase II; low mileage; 100 plus; Red Dream overdrive. Tel.: 073-431 6947 or 07-613 2358. (2420

AUSTIN HEALEY Sprite, 1969. "H" registration; 17,000 miles; one owner; marriage forces sale. £675 o.n.o. Tel.: Esher 65575. (2421

M.G. TB. M.o.T. to May, 1971; garage maintained. £250 o.n.o. Tel.: Bolton 51828. (2422

TR5 P.I. ("G" registered). Valencia blue, black upholstery; overdrive on 2nd, 3rd, 4th; Motorola radio, five Michelin XASs, twin q/h spots; very recent gearbox overhaul and new overdrive fitted; maintained in excellent mechanical and body condition. £950 o.n.o. Tel.: Saffron Walden 2636 or Newport (Essex) 610. (2423

MORGAN, 1970, 4/4 Competition. Good condition; selectaride; 16,000 miles. Tel.: 229 0201 (evenings). 2428

FOR SALE—continued

1961 AUSTIN diesel hire car (superior London taxi). Mileage 34,000 from occasional V.I.P. usage; near perfect condition. £550. Also Tanberg stereo tape recorder. £55. Stereo radiogram fitted eight-track cartridge unit. £110. Tel.: Bracknell 3405. (2424

PORSCHE 356B, 1963. Intermediate model with 356C large window and bumpers; beautiful condition; genuine reason for sale; £850. Tel.: 01-242 1680 extension 1365 (business). (2425

FACEL VEGA II. Probably the prettiest 2 plus 2 on the road, and already a collector's item. See page 489 of this issue for all details and photograph. (2426

ASTON MARTIN DB4 Vantage. Oct., 1962 DB5 body shape. Finished in sierra blue with red interior. Both bodily and mechanically in excellent condition, having had approximately £600 spent on it in the past year. £1,100 o.n.o. For further details telephone 01-534 1331. (2427

RILEY 9. Two-seater. P.V.T. Sports racing car, 1931. Four years ago stripped to the last nut and bolt, and everything mechanical has been rebuilt with new parts; now perfect. Dark blue body; white wire wheels. Many original Riley parts; no doors, boat-shaped tail. A very attractive car, and is of course in immaculate condition throughout. Price £1,100 including spares. Detail from Ricketts, "Claytiles", Bell Bar, Great North Rd., Hatfield, Herts. Tel.: Potters Bar 53754. (2429

1956 LIGHTWEIGHT 300SL Gullwing. First-class condition; very low mileage; taxed. £3,950 inclusive manuals, valuable new spares, etc., o.n.o. Rohll, Hollyhurst, Barton, Burton, Staffs. (2430

CITROEN LIGHT 11, i.h.d. In superb condition throughout and completely rust-free. £200 o.n.o. Box 2765. (2431

A.C. ACECA, 1960, Bristol 100D2 engine; just resprayed maroon; radio; concours condition; over £750 spent in last three years. £795 o.n.o. Tel.: 01-998 4812 (evenings). (2432

INVEST in a Riley—1949, 2½-litre roadster; M.o.T., taxed; radials; excellent condition. One of only 50, spares available; 100 m.p.h. or 25 m.p.g.; rebuilt engine, suspension, steering, interior; radio, reversing lights, tonneau, etc. £375 or part exchange. Tel.: Cambridge 58784. (2433

LANCIA FULVIA rally coupé, 1968, 10,000 miles. £900, consider exchange/cash. Tel.: 01-579 4999. (2435

BENTLEY 1934 vintage Park Ward sports saloon. Good running order. £500. Tel.: 01-579 4999. (2435

A.C. ACE, BRISTOL, 1958. This historic sports car is probably the finest of its marque available; works rebuild over the last two years; finished in Rolls-Royce regal red; black leather interior. £1,500 o.n.o. Tel.: 01-722 1572. (2440

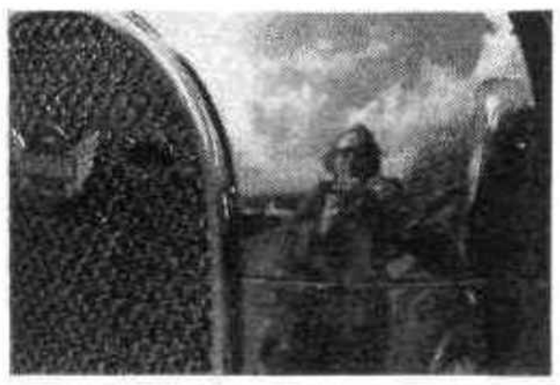
ALVIS Mulliner Park Ward saloon, 1963. TD21. Five-speed ZF gearbox, Konis, Radiomobile; moderate mileage; seal grey, claret hide interior; M.o.T. Feb., 1972 (never used winter months); immaculate condition; genuine reason for sale. £800 (H.P.). Vince-Wood, Audley House, Osbournby, Sleaford. Tel.: Culverthorpe 251. (2442

1935 3½-litre Bentley, Derby model. Maker's colours, blue/black; immaculate condition throughout. Apply: Osbournby Garage, Nr. Sleaford, Lincs. Tel.: Culverthorpe 2620/341. (2443

ELAN with over £200 worth of extras. 1965 S2. Ian Walker Stage III engine; Lotus C.R. box; K.O. wheels, etc. An immaculate car with exhilarating performance. New tyres, taxed and ready to go. £775. Michael Edwards. Tel.: Portsmouth 34251 (office). (2444

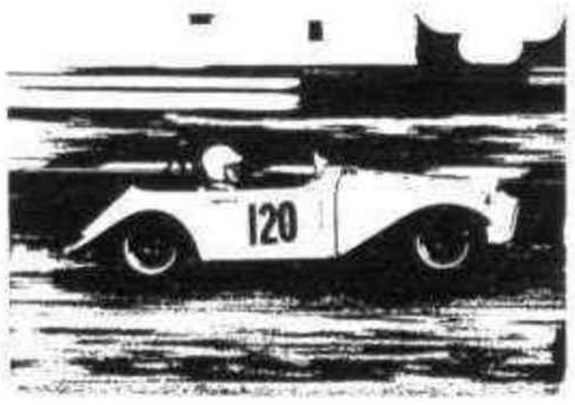
"O.K. for Sports Cars"

Drive a car with reclining posture (but never mind how much it will cost you). Once more we have made a bulk purchase of MG Midgets and A/H Sprites. List price is £970, and our price for May only is £895. Factory options are extra on this, but I do believe we have one or two basic cars. About six colours are in stock. Percentage-wise, this offer is more than 10%, and will definitely cease on May 30th if not sold out first (the last one month special was sold out on the 19th). Can also offer some very competitive deals on new MG-B and MG-B GTs, quite a few cars in stock, mostly overdrive/Rostyle spec. but a couple of others as well, 2 or 3 of the lovely new Midnight blue. Works hardtops in stock for MG-B and Midget, black only. MG 1300 saloon, or Austin 1300GT, to choice according to door requirements. We also have or are getting in a Mini Cooper 'S' Mk3, a Clubman, a Mini 1000, a couple of cooking 1100/1300s and a tweaked-up battleship (otherwise known as an Austin 1800S). TVR Vixen S3, 2500s and V6 Tuscans are either in stock or on early delivery; we sell great quantities of these squat machines and are able to give pretty incredible trade-in prices. It is a shame but Morgans simply can't make enough cars for all the people who would like a new one this summer; it's nice to report that the attitude at Malvern Link is not one of cashing in on



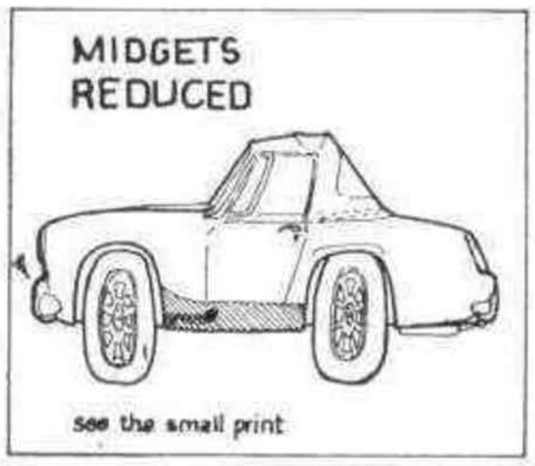
their success but of worry that people are having to wait so long. We do have a few unsold Morgans in the pipeline, but delivery is rather far ahead I'm afraid. And strictly, as the saying goes, in rotation. Lots of nearly new Morgans in stock for sale and demonstration, spare parts and service facilities as well. Arkley SS kits are available from stock, but we are running short of complete cars so if you've got an ever-so-slightly-tatty Spridget but with excellent mechanics and interior trim please give us a ring. There is a new Arkley SS price list fresh from the printers today, showing dozens of options and accessories, if you wish one your word is our command. Always an Arkley to be seen both at Moscow Road and (funny coincidence) Arkley. The idea has occurred to me to have some sort of a spring sale on used cars as well as new, so all prices reduced as from this moment, trade-in prices won't be affected, nor will stringent pre-sales, do-or-die guarantee. Austin- (I say Orse-tin, others say Oss-tin, what do you say?) Healey 3000 Mkll Sports Convertible, 1963 (by which vintage they were back to 2 carbs), black with red leather interior and red flanks, unusual but quite nice hardtop, softop, overdrive, wire wheels, £495. Morgan 4/4 2-seater competition model, 1968 Kingfisher blue, in those days everything on Morgans was extra except the engine so can't list them all, got wiry wheels though, £930. Lotus Elan S3 drophead, 1967, red, black interior, knock-on wheels, radio, SP Sports, electric windows, cracking car (except of course for the fibreglass), £1010. Sunbeam Tiger, 1965, Forest green, hard and soft tops, radio, F100s, £650. Lotus Europa, 1969/70H, S2, red, one owner, five Minilite magnesium wheels (black with silver rims), Firestone wide radials, frighteningly sophisticated stereo tape/radio installation with computerised changeover gear, electric aerial knows when to show itself and when not to, that nice exhaust by those nice people, 10,000 miles approx., £1240. Morgan Plus Eight, 1969, broken white, black trim, QI Biode headlamps, £1395. Arkley SS, newly constructed, orange, 1966 chassis, wind-up windows, 7" wide rims, £690. Triumph TR5, 1968, Conifer green, minimal mileage, £945. MG-B, 1968, Mkll, Mineral blue, wire wheels are only 5 of the umpteen etceteras, £940. TVR Vixen 1600, white, wire wheels, Ford GT power unit, Cinturatos, supplied by us, £880. Sunbeam Tiger, 1965, hardtop, softop, dark blue, spotlamps etc, £675. Austin 1275GT, Flame red, May 1970, driven by Mrs JB, £740. MG-C, 1968, Snowberry white, black leather, reclining seats, radio, wire wheels, £840. Triumph GT6, very late 1970 with J registration and 1,400 miles,

overdrive, etc, white with black interior, has the latest rear suspension but not the new tail-end styling, £1195. Morgan Plus 4 drophead, 1969, 5,000 miles, Kingfisher blue, black leather, interior construction and trim like a 1934 Bentley with deeply recessed dashboard and a very coachbuilt ambiance quite unlike the sports 2-seater, glass side windows, more luggage space, £1290. MG-B GT 1967F, British Racing Green, black leather, overdrive, wire wheels, £915. Triumph Spitfire Mklll, 1968, Wedgwood blue, one owner, a careful soul, £610. Morgan Plus Eight, chrome orange, one owner, if I could think of another synonym for "low mileage" would use it, £1480. Arkley SS, 1968, 1275 chassis with new Arkley conversion, gold, custom interior, £895. Lotus Elan FHC, 1966, white, knock-on wheels, SP sports, derisory mileage?, £880. Morgan 4/4 Comp. model, June 1970, fastid, lady onr., Canary yellow, wire wheels, Cinturatos, grid, underseal, 8000, would cost £1490 new, £1340. Morgan Plus 8, 1969, Westminster green, many extras including (as with lots of Morgans) a radio tucked away in an unlikely place, £1430. MG Midget, 1969/70H, Flame red, wire wheels, one owner, 8,000m, £780. Ford Escort GT, 1968, dark green, belonged to Inland Revenue official brakes grab a bit, £610. Morgan 4/4 Comp. 4-seater, 1969, Jeremy Fisher blue, rack, £1150 (only 12½p for each mile it's done). Morgan 4/4 Comp. 4-seater, 1970 model, white, lots extras, £1265. As ever many more cars arriving, please ring us for details. Each one (except occasional



older models) sold with lengthy written guarantee and thorough service. Quite pleased to take your present car in part exchange. Personal export sales our speciality, we have all the angles figured and the delays and paperwork reduced to minimal proportions, new amended booklet available, please write or phone. Clean and careful servicing facilities at Arkley, ring Peter May for booking a few days ahead. We need one additional car salesman to work at

either branch, must have some experience and lots of enthusiasm, hard-sell tactics not required however, age 21-28, please ring Christine Baker at 449-1144; she is the first of several hurdles which candidates will be required to clear. Have some 165-14 Dunlop SP68 seconds at just over half price, also odds and ends of other tyres in 13" and 15" at below wholesale prices. Am in incredible flaps this month as our tame (tame?) graphic designer has demanded at the 11¾th hour another inch or two of copy just when inspiration has run dry. One or two Things as ever: Hardtop in Lenham-Leatherlook for current Sprite/Midget, £35 and this reminds me we have the matching car, 1970, bronze yellow Midget, £795. Works hardtop for MG-B, £25 but not immaculate. Think we have a '64 MG-B around as well. Also Vile Viva and Spavined Superminx. Now have Excruciating Estate Superminx as well. Unused £129 drawing board, drafting machine (Spacesaver-type) and counterbalanced stand; half price. Camera buffs will find many fascinating and rare items on display at Fox Talbot, 67 Highgate High Street, Highgate Village, London N6. 348-2227. New Nikon / Pentax / Minolta / Olympus / Canon / Zenith / Miranda / Praktica / Soligor at discount prices plus secondhand. Motor Sport readers especially welcome, buyers and browsers alike; same goes Arkley/Moscow Road.



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FOR SALE—continued

DAIMLER Drophead Coupé, 1952, Barker special, same model as in "Motor Sport" article July, 1969, "Shopping for a Daimler". One owner for past 15 years; small mileage and reconditioned engine. Price £400. Apply: Maguire, 59 London Rd., Chelmsford. Tel.: Chelmsford 55852. (2445

M.G.-B, 1969 (Sept.), 9,000 miles; black/fawn soft-top, tonneau cover, wire wheels, overdrive, radio, undersealed, wooden steering-wheel; taxed Sept. Best offer over £1,050. Mrs. Whitwell. Tel.: St. Ives 3440 (after 6 p.m.), Huntingdon 4476 (9 a.m.-5.30 p.m.). (2446

LOTUS ELAN, 1965 S2 Coupé in B.R.G. Forthcoming marriage forces sale of this very clean car. Genuine 55,000 miles, only 3,000 since extensive factory overhaul. Extras include servo, Radiomobile, KOs. Offers around £650. Tel.: Oxford 59123 (evenings). (2447

AUSTIN GT 1300, 1970. Bronze yellow/black; taxed. Save £250 from new at £820. Tel.: Whitwell (Herts.) 238. (2448

LOTUS 7, Series II. Professionally rebuilt; 1,800 miles; showroom condition. £480 or offer. Tel.: Cambridge 62017. (2449

ASTON MARTIN DB4 GT, 1961. Blue R. & H.; two occasional rear seats. £1,100. Tel.: 01-504 3930 (day), 01-508 7346 evenings). (2450

ASTON MARTIN DB4 Vantage convertible, Sept., 1962. Silver/white; radio; 60,000 miles; mechanically perfect. £895 o.n.o. Tel.: 01-303 3253. (2451

M.G.-A TWIN-CAM, F.H.C., 1960. Red with black interior; one previous owner; genuine 54,000 miles; mechanically sound; original paintwork. £295. Tel.: Eccleshall (Stafford) 443 (after 6.30 p.m.). (2452

1965 GILBERN GT. One meticulous owner. Mildly-tuned 1800 M.G.-B engine, close-ratio box, overdrive, oil cooler, electric fan, hard-chromed rocker shaft, treated cam followers. £560. Reason for sale: company providing car. Tel.: Uxbridge 36013. (2453

1965 SUNBEAM Tiger V8. Blue; 49,500 miles; nearly new Cinturatos; twin spots. Above average condition. £650 o.n.o. 18 Berkeley Crescent, Stourport-on-Severn, Worcestershire. (2454

1936 HUMBER Twelve, in sound order for restoration. Offers. Tel. Harrogate 86620 (evenings and weekends). (2455

SUNBEAM OPEN Tourer, 1927. Fine condition. M.o.T.; eligible Silverstone Parade 1971. £870. 17 Bracebridge Rd., Four Oaks, Sutton Coldfield. Tel.: 021-308 1078. (2456

LOTUS ELAN S4 S.E. drophead coupé, April, 1969. 19,000 miles, one owner; Porsche tangerine; tonneau; exceptional condition. £1,195. Tel.: 01-709 0505 Ext. 234 (business). (2457

M.G.-B 1964 (Dec.). B.R.G.; wire wheels; M.o.T.; radials, overdrive, air horns, oil cooler, ice alert, fog lamp, full tonneau, optional hood, reversing light, big bore exhaust; bodily and mechanically excellent. £499. Crocker. Tel.: Medway (0634) 53170 (evenings). (2458

T.V.R. VIXEN S.2, 1969. Flame; Taurus head, Konis, new clutch just fitted. £890. Tel.: Wolverhampton 27811 extn. 164 (office). (2459

ASTON MARTIN DB4, 1960. Excellent body and mechanical condition; 5,000 miles since complete engine rebuild; resprayed in original show shadow grey; new clutch, brakes; five new wire wheels; radio. Sell at £860 or exchange with cash adjustment, Triumph 2,000 estate. Dr. D. Roberts. Tel.: Daventry 3501 (home), 3333 (business). (2460

1953 A.E.C. 9.6-litre Diesel Transporter. Winch, bench, ramps, four seats; useful tool for E.R.A. or similar. M.o.T. £325 or insulting offer. Murray, 120 Leicester Rd., Loughborough, Leics. (2461

1937 AUSTIN 10/4 Cabriolet. 54,000 miles; in outstanding original condition; interior unmarked and as new; unblemished bodywork; mechanics unfailingly reliable; one owner for 33 years. A rare and attractive open car. £150. Tel.: Robertsbridge (Sussex) 435. (2462

JAGUAR "E"-TYPE 2 plus 2 Automatic. Grey. May, 1968. radio, Rexial seats, heated rear window, very good condition; garage maintained; one owner. £1,620. Tel.: Farnborough (Kent) 54241. (2463

SUNBEAM TIGER, 1965. Excellent condition; hard/soft-tops; sensible extras; 5½J; very fast. Keller. Tel. 01-692 6118 (day), Pembury 2793 evenings). (2464

1970 OPUS H.R.F. Similar to Lotus Seven; fitted with Cortina GT engine; sprayed two-tone blue, and equipped with full weather equipment. M. J. Cole, Clarendon Cottage, Old Bath Rd., Sonning, Berks. Tel.: Sonning 2348. (2465

SUNBEAM TIGER. White with black hardtop; superb condition; new G800, 5½Js; M.o.T. April, 1972; maintained regardless; extras include seat belts, reclining seats, wing mirrors, adjustable steering column, leather wheel, matching g.) spots, taxed four months, seen Aylesbury. £595. Tel.: Quainton 356 (evenings). (2466

MARCOS 2-LITRE, 1969. 24,000; metallic green/black; radio, chrome wires, sun roof. £1,350. Part exchange Healey 3000 or similar. Hammond, 8 Painters Field, St. Cross, Winchester. Tel.: Winchester 4411 ext 7141 (office). (2467

LAGONDA 3-LITRE 1954 Tickford Saloon. £600 spent on recent engine rebuild and new gearbox. First offer over £300. Young, 4 Bell Lane, Princes Risborough, Bucks. Tel.: (0844-4-) 4185. (2468

BRISTOL 405. Black; two owners; circumstances dictate reluctant sale. Sensible offers please. Tel.: 01-892 0873. (2473

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GREAT WEST ROAD, BRENTFORD, MIDDX. **(A4, 1½ miles west from Chiswick roundabout.)**

1969 MARCOS 1600, orange/black, sun-roof, wire wheels, radio; recorded mileage 17,907 ..... **£1,195**

1968 SUNBEAM Alpine Mk. V GT, holly green/black, servo, overdrive; one owner..... **£745**

1958 JAGUAR XK150 f.h.c., Cotswold blue, wire wheels, discs all round, overdrive; two owners only, first one until 1967; confirmed mileage not more than 62,000. Outstanding condition, once sold almost impossible to replace **£895**

1968 LOTUS Elan 2+2, silver grey, servo discs, G800s; recorded mileage 31,014..... **£1,195**

1967 ('66 model) ALFA ROMEO Sprint GT, white/beige; one owner; Sundym glass all round, radio, heater; quite superb..... **£975**

1967 (Nov.) ASTON MARTIN DB6, mink/red hide, automatic, power steering, chrome wire wheels, electric windows, Sundym glass, radio/electric aerial; recorded mileage 45,187, impeccably maintained..... **£2,545**

1957 ASTON MARTIN DB2/4 (Tickford coachwork) coupé, metallic blue, wire wheels; very rare car, in very good condition. Must appreciate in value..... **£545**

1970 AUSTIN Mini 1275 GT, bronze yellow, heater, discs; one owner, 11,395 miles..... **£765**

1970 BOND Equipe 2-litre saloon, yellow, overdrive, h.r.w.; one owner, confirmed mileage 8,270.... **£1,025**

1969 (Oct.) FORD Transit diesel automatic, 12-seater bus, blue/black. Radiomobile, heater, side-door entrance; one owner, 11,487 miles..... **£895**

1966 (Nov.) JAGUAR 'E' f.h.c. 2+2, automatic, primrose/black, chrome wire wheels, Webasto sun-roof, radio; recorded mileage 41,147..... **£1,195**

1966 JAGUAR 3.4 'S'-type, Warwick grey, overdrive, radio, heater, RS5s, reclining seats; beautiful (garage kept) unmarked example, looks much later model **£795**

1965 JAGUAR 4.2 'E'-Type f.h.c., white/red, heater, wire wheels, discs, leather wheel; history known to us..... **£965**

1964 JAGUAR 'E'-Type f.h.c., opalescent blue, steering lock, radio; outstanding condition, history known to us **£875**

1965 JAGUAR 3.8 'S'-Type, opalescent green/green, overdrive, power steering, reclining seats, radio, h.r.w.; very good example..... **£645**

1970 LOTUS Holbay Super 7, 1600 GT, Holbay race-tuned, twin Webers, oil-cooler; 3,500 miles.... **£895**

1969 MARCOS 3-litre, tangerine, sun-roof, mag. wheels, overdrive, electric windows, heater; two owner, recorded mileage 18,881..... **£1,395**

1971 M.G.-B roadster, white/black, mileage only 613, overdrive, tonneau, radials, heater, Rostyles.. **£1,295**

1969 M.G. Midget Mk. III, red/black, wire wheels, heater, belts, tonneau, reclining seats; 21,000 mls. **£695**

1969 M.G. Midget, red/black, wire wheels, XAS tyres, anti-thief, Motolita wheel, reclining seats, heater, tonneau, flasher; two owners only, recorded mileage 13,597; just taken in P/E from a local lady for a new Midget **£675**

1968 M.G.-B GT, Mk. II, mineral blue/black, overdrive, wire wheels, servo, fog/spot, G800s.... **£945**

1968 M.G.-C roadster, green/black; one owner, confirmed mileage 13,553; wire wheels, heater.... **£795**

1968 (Oct.) M.G.-C GT, grey/red, wire wheels, overdrive, Cints., fog/spot, oil-cooler, servo discs; one private owner; Stage I tune (Bill Nicholson).. **£895**

1969 M.G.-B GT, white, wire wheels, radio; recorded mileage 20,761 ..... **£1,025**

1968 'G' M.G.-B GT, black/red, radio, leather wheel, flasher, SP68s, Waso lock; one owner, confirmed mileage 27,119 ..... **£915**

1968 M.G.-B GT Mk. II, primrose/black, wire wheels, radio, leather wheel; exceptional throughout, service history since new..... **£915**

1967 M.G. Midget Mk. III, blue/blue, Ashley hard-top/soft-top and bonnet, wire wheels, G800s, heater, rear wiper, belts, reversing lights; enthusiastic owner **£545**

1966 M.G.-B, mineral blue/white Bermuda hard-top/soft-top, wire wheels, tonneau, radio, heater, Cints. Well above average (local car)..... **£675**

1965 M.G.-B, pale blue, Rostyle wheels, overdrive, fog/spot, new hood, oil cooler; good mechanical history very clean car..... **£595**

1967 M.G.-B GT, grey/red, wire wheels, heater, Waso lock; two owners only; recorded mileage 32,511 **£795**

1966 M.G.-B GT, mineral blue/blue, wire wheels, fog/spot, radio, heater; maintained by us, 40,239 m. **£725**

1964 M.G.-B, iris blue/white, Bermuda hard-top/soft-top, radio, heater, wire wheels..... **£485**

1960 M.G.-A Twin Cam f.h.c., white/red, radio, heater, fog/spot, centre-lock wheels, discs all round; original log book; very good investment..... **£395**

1969 MORGAN 4/4, two seats, orange, wire wheels, heater; one owner..... **£995**

1968 MORRIS Mini Minor, 998 c.c., Mk. II, super de luxe, almond green, heater; one owner..... **£465**

1968 RELIANT Scimitar 3-litre, red/black, overdrive, radio, h.r.w.; confirmed mileage 11 189..... **£1,125**

1966 ('65 model) RELIANT Scimitar, white, overdrive, wire wheels, radio, heater, Cints.; exciting car **£695**

1965 SUNBEAM Tiger V8, white/red; one owner, certified mileage 16,745, possibly lowest mileage Tiger in the country; if there is another, we would love to buy it; heater, ZXs..... **£895**

1967 SUNBEAM Alpine GT, red/black, SPs; two owners; nice condition..... **£645**

1965 SUNBEAM Tiger V8, white/white hard-top/soft-top, radio, chrome Rostyle wheels, servo; one of the better ones..... **£665**

1970 TRIUMPH GT6 Mk. II, damson/black, overdrive, heater, h.r.w., reclining seats; one owner **£1,045**

1967 TRIUMPH GT6, Wedgwood blue, 5½Js, G800s, Radiomobile, heater; well cared for example.. **£625**

1970 TRIUMPH TR6, primrose/black, radio, 'SP' Sports; one owner, 9,614 miles..... **£1,375**

1969 TRIUMPH TR6, red/black, overdrive, radio, 'SP' Sports fog/spot..... **£1,265**

1970 TRIUMPH TR6 (export model, L.H.D.), signal red, hard/soft-tops, Waso lock, chrome rack, XASs; one owner **£1,245**

1969 TRIUMPH Spitfire, primrose, Cints., tonneau; one very careful owner, confirmed mileage 19,416, just taken in P/E for new 'B'..... **£725**

1968 TRIUMPH TR5, red/black, wire wheels, tonneau, Cints., heater; two owners only, 23,582 miles; service history, exceptional condition..... **£975**

1968 TRIUMPH TR5, white/black, radio, heater, Michelin 'X's; nice condition..... **£925**

1969 T.V.R. Vixen 1600 S2, orange/black, mag. wheels, one private owner, 24,665 miles..... **£995**

1968 TRIUMPH GT6, red, overdrive, wire wheels; one owner, 21,000 miles; unmarked..... **£745**

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and would be delighted to accept your order. The following for immediate delivery: **B GT,** blaze, o/d., radials, **£1,470**; **B GT,** midnight blue, servo, h.r.w., o/d., radials, **£1,493**; **B roadster,** midnight blue, o/d., tonneau, radials, **£1,339**; **B roadster,** midnight blue radials, **£1,261**; **1300 Mk. 2,** faun brown/autumn leaf reclining seats, h.r.w., **£1,015**; six **Midgets** in midnight blue, bronze yellow, glacier white, blaze, racing green, teal blue, with extras, from **£957.**

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Please note that our buyer visits Scotland frequently, and people wishing to sell should contact us, when arrangements can be made to sell your car there. We will arrange transportation, etc. Scottish Motor Traders please note.

At close of press we were expecting the following cars:

1963 ASTON MARTIN DB4, green, **£1,125. 1968 model FORD Cortina 1600 GT,** 4-door, blue; one owner, **£645.** New and unregistered **CHEVROLET Stingray,** green, 536 miles, **£4,150. 1967 TRIUMPH Spitfire,** red, one owner, **£725. 1971 M.G.-B GT,** flame red, overdrive, wire wheels; one owner, **£1,295. 1970 'E'-Type f.h.c.,** blue, 13,000 miles, chrome wheels, **£2,150. 1967 (Dec.) LOTUS 2+2,** maroon. **1962 M.G.-A f.h.c.,** white, **£395. 1968 MORRIS 1300 de Luxe,** green, one owner, **£545. 1967 M.G.-B GT,** red, sun-roof, o/d., w/w., one owner, **£845.**

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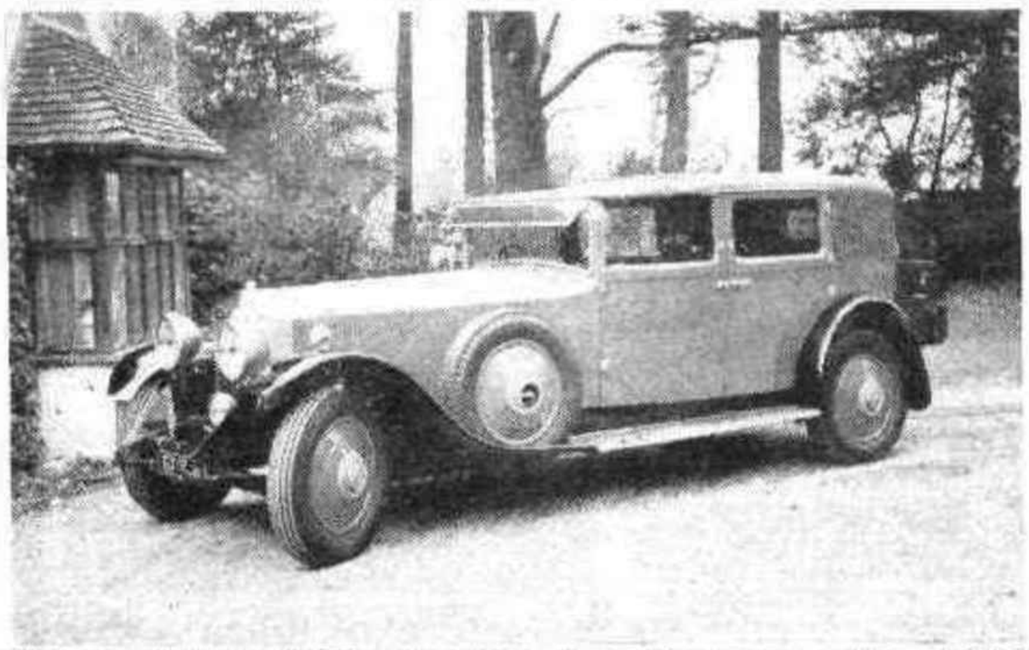
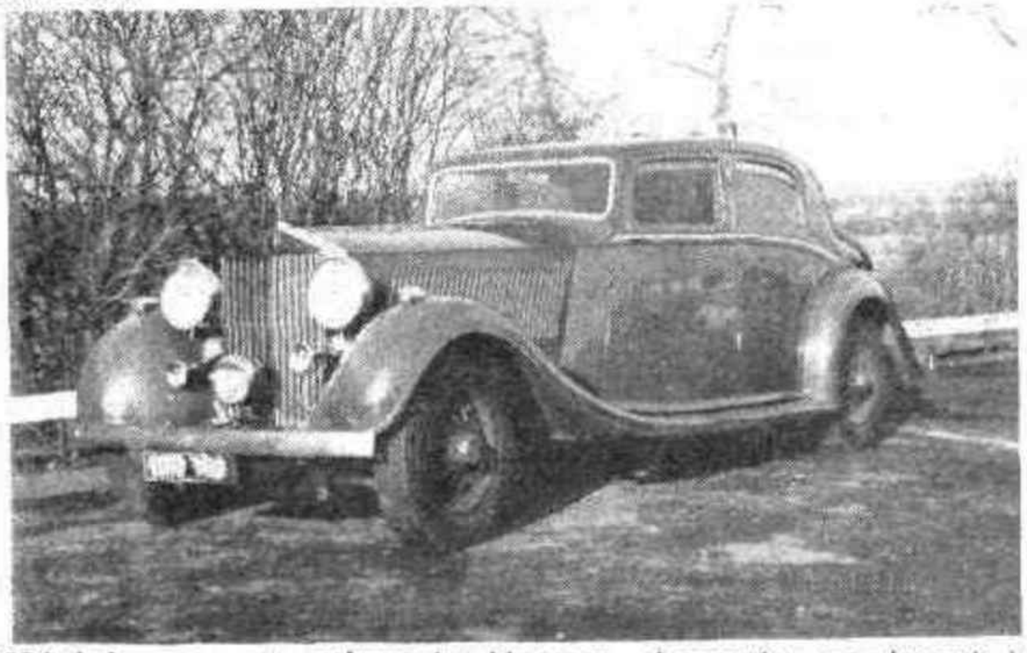


1931 ROLLS-ROYCE Phantom II sedanca de ville. Coachwork by H. J. Mulliner. Entire car both mechanically and bodily fully restored to a most exacting standard. Pale green body with black leather roof. Dark green hide interior with beige West of England cloth to the rear compartment. Set of fitted suitcases to the luggage compartment.

1936 PHANTOM III touring saloon by Barker, with division. Attractive body in black cellulose with brown hide interior. Reputedly genuine mileage of only 45,000, and in truly superb condition.



1936 4-door sports saloon by Hooper. Attractive coachwork in two-tone grey, upholstery in Connolly hide. Specially built for Major Delap. Chassis specially constructed for 1936 Olympia Exhibition. Recorded mileage of 60,000 is probably correct. This car has been featured recently in the *RREC Bulletin*. Carefully maintained by a Rolls-trained mechanic.

For full details please contact Anthony Michaels at

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FOR SALE—continued

JAGUAR XK120 roadster. Complete and running. £325. Another dismantled £95. Also many mechanical and other parts. Tel.: Ingrebourne 42752 (evenings) (London area). (2117

JAGUAR XK140 roadster. Ideal for restoration. £350. Tel.: Ingrebourne 42752 (evenings) (London area). (2117

1961 A.C. 2.6 Aceca. Ford/Raymond Mays engine; blue, white interior; radio, overdrive. Browning, 12 Arden Grove, Harpenden. Tel.: Harpenden 2937. (2118

XK120 D.H.C., 1954. Registration OLD 120; completely rebuilt both mechanically and bodily; 3.8 engine; chrome wire wheels; not yet run-in. £1,300. Tel.: High Wycombe 38869. (2119

1964 MERCEDES 230SL. White, black trim; hard/soft-top; power steering, four-speed gearbox; 47,000 miles; a really desirable motor car and the best of its year in the country; one owner; regular service. £1,950. Private sale. Shaw. Tel.: Great Missenden 4303 or write Sherwood, Upper Hollis, Great Missenden, Bucks. (2120

RILEY 1½, 1950. Looks beautiful in cherry red, but really slightly rotten. Four new tyres, however; new silencer, splendid mechanics and mediocre electrics; drive away for knockabout, continued rebuild or spares; going abroad, therefore £55. McGill, 7 Little Roodee, Hawarden, Deeside, Flints. (2121

FRAZER NASH SEBRING, 1954, sports/racing car, Bristol BS1 engine; in excellent condition throughout; interesting history; a very rare car for road use or competition in H.S.C.C. races and hill-climbs and will undoubtedly appreciate in value. £2,000. Comber, Old Paddock Cottage, Clanville, near Andover, Hampshire. Tel.: Weyhill 497. (2122

DAIMLER SP250B, 1961; 27,000 miles; excellent condition; hard-top, hood and tonneau cover. £750 o.n.o. Consider part exchange Mini. Tel.: Shrivenham 660. (2123

M.G.-C ROADSTER, 1968. Overdrive, wire wheels, tonneau. £800. Tel.: Romford 42036. (2124

TRIUMPH TR4A, 1967. Signal red, black trim, wire wheels, SP Sports, new hood; excellent condition. Tel.: Esher 66323. (2125

M.G.-A 1500 roadster, 1958. Magnificent example; taxed and tested. £350 o.n.o. Clive Stephens. Tel.: 01-387 8572 (office hours). (2126

BEAUTIFUL 1956 Jensen 541. Resprayed and reupholstered only 8,000 miles ago, new engine and radials fitted at same time; disc brakes, overdrive, radio; M.o.T. Jan., 1972; any inspection invited; must be one of finest in country. Offers above £550. Might consider exchange for good Mini or Mini Cooper. Expanding family genuine only reason for sale. Tel.: Rotherham 77788 (day), Rotherham 79007 (evening). (2127

FERRARI SUPER AMERICA coupé, 1962; l.h.d.; faultless; 25,000 miles only; former property of Aga Khan; believed only one in U.K., 4-litre V12; rare but usable collector's item, bound to appreciate in value. £3,750. Illustrated in "Ferrari", page 126. Gibson, Arden, Leverstock, Hemel Hempstead. Tel.: 53212. (2128

1948 RILEY 1½. This car has proved itself very reliable and is in most reasonable condition; M.o.T.; reluctantly offered at £130. Tel.: Chorley (Lancs.) 71388. (2129

ASTON MARTIN DB3S. A well known and successful competition sports/racing car in concours condition. £3,750 (possibility of part exchange for Ferrari or Cobra). A. Blye, 37 Upland Drive, Brookmans Park, Herts. Tel.: Potters Bar 56442 (evenings and weekends). (2130

TIGER 4.2, 1966. Radio and hard-top; only 34,000 miles; carefully maintained and in specimen condition. £765. Tel.: Camberley 4465 (evenings). (2131

TRIUMPH SPITFIRE Mk. II, late 1965. White; well maintained, very good condition, new Cinturatos, clutch, exhaust, battery; M.o.T.; soft-top and tonneau. £395. Tel.: Hoddesdon (Herts.) 66843. (2132

JENSEN 541S, 1962; very good condition throughout; must sell quickly; best offer around £530. 42 Skerry Rise, Chelmsford. Tel.: 0245 61701, extension 277 (until 5 p.m.). (2133

LANCIA FLAVIA Farina coupé, 1.8, 1964. White, blue fabric interior; reclining seats, Motorola, ZXs; an exceptional example inside and out of this beautiful grand tourer; bills; speedo 49,000 miles. A sacrifice at £575. Part exchange considered. Tel.: 01-852 7292. (2134

Maserati
QUATTRO PORTE
First registered 29.9.1967
Metallic maroon/black hide upholstery. Five-speed gearbox, slot stereo, radio. Really beautiful condition.
£2,995
Millar Brothers (Kenilworth) Ltd., Station Road, Kenilworth, Warwickshire

Pictured above, **FORD GT40 Chassis 1014.** This car has had very little use from new, latterly converted for road use. *Concours* condition throughout. All under-bonnet parts, wishbones, etc., chromed or cadmiumed. Body sprayed Rolls-Royce sable. Interior finished beige, Wilton carpet, beige leather with suede inserts. Absolutely tractible on the road yet geared for 185 m.p.h.

To enquirers about the road-going Lolas—all three are now sold. However, we still have one left, probably the last available in this country. Due to lack of time we are offering the car in kit form at the moment, *i.e.*, a complete rolling car that is virtually brand new (history on request), a Chevvy hi-performance mill and Hewland LG box ready to bolt in. Put the engine and gearbox in, trim her, and away you go. If no takers it will be completed when volume of work permits.

Other Collectors' Cars include :

Lister Jaguar—will see off all the 'D'-types. Full 'D' wide-angle dry sump engine. A definite contender for winning HSCC events.
Another **Lister** (old type) with Jag. engine fitted.
Factory **Competition Lightweight 'E'-type.**
Ferrari 250GT 2-seater by Pininfarina.

ROLLS AND BENTLEYS

Several **Mk. 6 Bentleys,** beautifully painted metallic blues, reds and golds, **£495**; a Park Ward 2-door **Mk. 6** (£600 bills) at **£850**; and a one-owner 60,000 LWB Park Ward **S.II Bentley, £1,495.**

Finally, would anyone like the last of the deseamed Minis. It is also the best. Deseamed body finished to Rolls-Royce standards; black, gold coach-line, all black glass. Full West of England cloth interior in black with matching headlining and Wilton carpeting. Fully instrumentated. Special console with radio, slot stereo. 1293 engine, special alloy flywheel, 1½" carbs., special pistons, 631 cam, full tweaked suspension, mags., Cibies, reversing light. Fully sound deadened. 1970 regd. Far superior to any Radford, full spec. on request. Also an 850 Mini done the same way but for the wife.

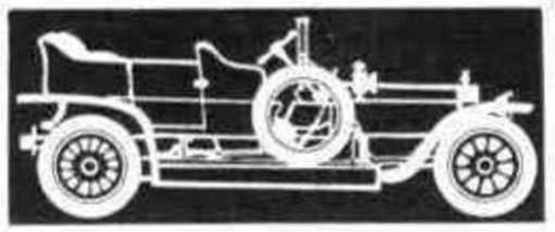
MODERN CLASSICS include :

1966 Aston DB6	**£1,795**
1966 Quattro Ponte Maserati	**£1,495**
1962 Bristol 407 V8, Auto. ...	**£725**
Ford Mustang	**£750**

Also a two-owner **Lagonda 3-1tr.** (1955) **£295,** a two-owner 70,000 miles **Rover 60, £100,** and a **Citroen DS19, £175.** *Offers, exchanges for the above welcome.*

BRIAN CLASSIC'S
061-445 7710
or
061-445 5142

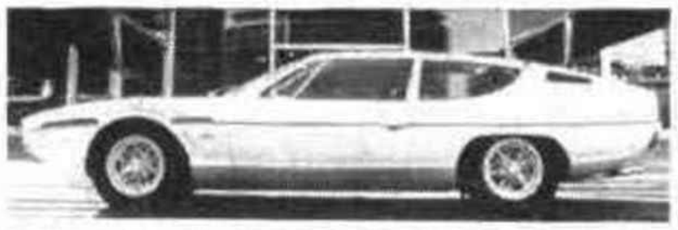
Nicholas Van Der Steen Limited



51 Holland Park Mews, London, W.11. 01-727 7237/8145, 229-0288

1969 BMW 2000 Tilux, finished in Atlantic blue/blue grey trim. All the usual extras — reclining seats, heated rear screen, wood-rimmed wheel, etc., etc., plus Cibie fog and spots, Motorola radio, inertia reel belts, tow bar. Outstanding condition. **£1,650**

1964 Ferrari 330 GT 2 + 2 saloon, painted metallic silver blue with beige hide interior. Complete engine and mechanical overhaul recently — engine not yet run-in; fitted Borrani wire wheels, Webasto roof, Motorola radio, heated rear window. Immaculate. **£2,000**



1971 Lamborghini Espada Mk. II, finished in metallic brown with champagne interior. Fitted with all the factory extras including VHF radio, 8-track stereo player, refrigeration, etc. 1,500 miles only. Contact us for further details, price, etc.

1970 (March) Triumph 2000 Mk. II estate car, manual gearbox. In white with beige trim, undersealed. An absolutely ideal tow car, etc., representing a large saving on new price at **£1,595**

1969 'H'-regd. BMW 2002, finished in Atlantic blue with blue/grey trim. Fitted with Motorola radio, 8-track stereo with four speakers, Cibie fog and spots, air horns, etc. One-owner car that we have known from new, having covered 24,000 miles. **£1,465**

FOR SALE—continued

BEACH BUGGY, Volksrod Mk. 3. Six months old; orange/black hood; fitted roll bar, heater, wide wheels. £540. Reid, 74 Forest Hall Rd., Newcastle-on-Tyne. Tel.: 0632-661110. (2469

MORRIS 1300 GT, "H" registration; excellent condition; many extras, including rally seat, radio, radio, fogs, many others; undersealed from new; regularly maintained. £775 o.n.o. H.P. available. Tel.: 061-445 7708 (Manchester). (2470

A.C. TWO 2-litre saloons. One suitable for rebuild, the other for spares. The pair £160. Might break for spares if sufficient interest shown. Ken Brittain, 21 Windsor St., Dundee. Tel.: Dundee 88237 (work). (2471

IS YOUR sports car getting too small? Then consider my excellent 1965 Corsair GT, sensible extras like sunroof, push-button radio, suspension and engine modifications giving Spridget plus performance in comfort. £390 o.n.o. Tel.: 01-226 9892. (2474

TWO TO GO. Daimler Majestic, 1960; 3.8; grey/black, red interior; automatic, discs, fog/spot, washers, as standard; unused recently. £145. Ditto, 1961. Same colours, with seat belts, radio. £265. Century, 1956. Black; radio; needs tidying. £75. 27 Mentmore Rd., Cheddington, Leighton Buzzard. Tel.: 0296-66 8177. (2475

M.G. TF, 1954. Superb condition; many new parts. £595 o.n.o. Howard. Tel.: 584 1083. (2569

1949 TRIUMPH 2000 roadster. £135 o.n.o. Tel.: Hathersage 414 (after 6 p.m.). (2571

M.G. TC, 1947. Ideal for restoration; original and complete. £160 o.n.o. Tel.: Hathersage 414 (after 6 p.m.). (2571

1963 TR4. Dark blue; overdrive; mechanically and bodily superb; recorded mileage 50,000; recent G.800s; M.o.T. April, 1972; taxed Aug. £450. Tel.: 01-229 7779 or Exeter 58692. (2476

M.G.-B GT, Sept., 1967. "F" registration. White with red interior; radio, chrome wire wheels; 33,000 miles. Excellent condition. £875. Part exchange considered. Tel.: High Wycombe 28350, Buckinghamshire. (2447

1964 FIAT 2300S Coupé with silver-grey Ferrari-like body by Ghia. New engine 1969; electric windows and extras; immaculate. Tel.: Wrexham 2786 (day). Chester 40006 (evenings). (2478

ROVER 80, Nov., 1960. Overdrive; exceptional condition throughout. £295. Tel.: Princes Risborough 5543. (2479

M.G.-B, 1965. B.R.G.; overdrive, Cinturatos; M.o.T. April, 1972; excellent condition. £525. Rae, Bramlyn Cottage, Dean Row Rd., Wilmslow. Tel.: Wilmslow 29162. (2480

1935 STANDARD 9 and Morris 8, near running order; what offers. Tel.: Princes Risborough (Bucks.) 4264. (2481

BOND EQUIPE 2-litre saloon, 1968. White; overdrive, h.r.w.; excellent condition. £795. 1E Southbourne Rd., Bournemouth. Tel.: 40269. (2482

STORK FORCES sale of my 1960 1600 dark blue roadster. Full M.o.T.; taxed; bills for £200 spent on renovation, radio, belts, boot rack. Sound investment at £295. Brookes. Tel.: Shrewsbury 6136. (2483

RAPIER, 1966, V. Overdrive; Hartwell Stage Two conversion; two owners; M.o.T.; taxed. Immaculate, fast reliable and economical. Given company car. £450. Tel.: 01-736 5489 (office). Leighton Buzzard 4972 (home). (2484

PORSCHE 356C. White with black; 54,000 miles and superb original condition. £720. J. Beavis. Tel.: 01-642 4924 (evenings). (2485

Z.B. MAGNETTE, 1958. Varitone black/grey. M.G.-A 1500 engine; very fine order; many extras; M.o.T. Dec. £245. Consider viewing anywhere. Tel.: Yeovil 3429. (2486

M.G.-C, 1968 roadster. Blue; overdrive, wire wheels, all extras; excellent condition. £820 o.n.o. Dr. Lamb. Tel.: Old Catterick 441, ext. 232. (2487

1939 MORGAN 4/4 (Climax engine) for sale or exchange for a Ford-engined Morgan. Tel.: Cholmondeley (Cheshire) 306. (2488

LANCIA APRILIA, 1937, pillarless saloon; recent extensive overhaul. Offers around £250. Tel.: Winterbourne 3062. (2490

FOR SALE—continued

TRIUMPH VITESSE, 1969H. Overdrive, sun-roof, electric fan, undersealed, many extras; taxed July. Immaculate, one owner. £875. Morgan. Tel.: Hereford 2055. (2489

MORGAN Plus Four four-seater coupé, immaculate condition; body just completely rebuilt (professionaly); TR3A engine. Dixon Smith, 187 Henwick Rd., Worcester. Tel.: (0905) 23858. (2491

LEA-FRANCIS, 1951, 2½-litre sports in very restorable condition. Offers over £150. Slattery, 7 Cherry Tree Ave., Lymm, Cheshire. Tel.: Lymm 3593. (2492

"E"-TYPE ROADSTER, 1966. Carmen red, with black leather trim; 48,000 miles; new SP41s, new hood, boot rack, Minilite magnesium alloy wheels; excellent condition throughout. £1,135 o.n.o. Tel.: Cockermouth 3126. (2493

B.M.W. 1880 T.I. £495. Bargain quick reluctant sale; metallic silver; actual road test car; titled first owner; present enthusiast owner B.M.W.C.C. member. Tel.: Lasswade (Midlothian) 2250. (2494

CITROEN'S D.W., late 1964, £345; or 1963 D.S., £275. Must sell either one of these desirable cars to reduce considerable stable; take your pick, both are bargains. Owner C.C.C. member. Tel.: Lasswade (Midlothian) 2250. (2494

AUSTIN HEALEY 3000, 1963, Mk. 2. Hard/Soft. tops; tonneau, overdrive; Mk. 3 interior; radio; boot rack; new king-pins/bushes; new gearbox and overdrive, rear shocks, pads and cylinders; resprayed gold; M.o.T. June; new petrol tank and pump, plus much more; a few spares; workshop manual; slight damage to rear. £425. Harding, 104 Lancaster Rd., Newcastle, Staffs. Tel.: 0782-69644. (2496

PANHARD TIGER. Rare "Relmax" deluxe model; outstanding example; metallic grey. Late model r.h.d.; first registered 1967. £225. Tel.: Lasswade (Midlothian) 2250. (2494

RENAULT R8 Gordini, 1967. 1,108 cc. Renault's equivalent of the Cooper "S"; standard car in very good order throughout; quiet, fast and comfortable. £490. Tel.: Sevenoaks 61575 (after May 10th). (2497

SUNBEAM-TALBOT, Mk. III, 1955. Black; red interior, silver grey paintwork; excellent body and mechanics; heater, tachometer, washers, radio, mirrors, taxed; year's M.o.T. £180 o.n.o. Wilde, 8 Brookfield, Clovelly Rd., Bideford, Devon, or tel.: 2016 (working hours). (2498

ALFA ROMEO 1600 T.I. Giulia, 1964, r.h.d. Must sell, bargain £275. Tel.: Lasswade (Midlothian) 2250. (2494

ROLLS-ROYCE, 1936, 25/30, H. J. Mulliner saloon with division; as bottom of page 155, "Those Elegant Rolls-Royce", but twin side mounts; sound, original and pretty; well worth a look. £1,100 o.v.n.o. Birrell, 2a Lapston Gdns., Kenton Harrow, Middlesex. Tel.: 01-907 8010 (daytime), 01-907 5975 (evenings). (2499

LOTUS CORTINA, Mk. I. Immaculate in original Lotus colours; fitted modified V6 engine, close ratio gearbox, competition struts with negative camber, magnesium wheels 6J, with new ZX tyres; radio, stereo, and many extras; genuine low mileage; taxed and tested. £535 o.n.o. May part exchange larger car. Tel.: Barnsley 6797 (anytime). (2500

ASTON MARTIN DB, Mk. III, 1958. Rebuilt to concours condition; finished in Rolls-Royce regal red with black interior; new tyres; 11 months' M.o.T. This car must be one of the best DB Mk. III on the road. Must be seen to be appreciated; any inspection welcomed; would consider cheaper car in part exchange. Genuine reason for sale. £950 o.n.o. R. Green, 92 Foxearth Rd., Selsdon, Croydon, Surrey. Tel.: 01-657 8352. (2501

LANCIA FULVIA 2C sedan, 1965. White coachwork with maroon upholstery. £400. Please tel.: Watford 35834. (2503

AUSTIN HEALEY 3000 Mk. III. Wire wheels, overdrive, radio, tonneau, Cinturatos. £575. Tel.: Dunsfold (Surrey) 339. (2504

1969 JAGUAR, "E"-Type, 2 plus 2. Silver grey; heated rear window, radio; genuine only 4,600 miles!; one owner, a very clean car. £2,200. Tel.: Barnstaple 3691. (2495

FOR SALE—continued

BENTLEY "R"-TYPE automatic. Beautiful example; recently repainted regal red over shell grey, at a cost of £200; all the usual refinements and more; used as third car. Must be under-valued at £845. Tel.: Sheffield 51564. (2502

DAIMLER SP250, Nov., 1964. Blue; hard and soft-tops; 45,000 miles; immaculate. £685 o.n.o. Tel.: Mulbarton 667. (2505

M.G.-B GT, 1970. Red/black; 16,000 miles; overdrive, wire wheels, h.r.w., servo brakes. Competition department modified—cylinder head, camshaft, larger carburetters, competition dampers. Improved performance and extra flexibility. Pritchard, 12 Barrow Point Ave., Pinner. Tel.: 01-866 9901. (2506

BENTLEY MK. VI, 1949. Black/grey; good mechanics, body. £300. Tel.: Liverpool 051-334 5028 (evenings/weekends). (2507

1955 JAGUAR XK140 f.h.c. Good condition throughout; old English white; new tyres, batteries, etc. Tel.: 061-643 5475 (day only), Lancs. (2508

DELLOW. First registered 1951; recent M.o.T.; aluminium bodywork finished in metallic plum; excellent tyres; looks and runs very well. A good example of this increasingly rare marque. £200, will haggle. Tel.: 01-399 4388 (after 8.00). (2509

CONNOISSEUR'S car for discerning enthusiast. Rare Jensen 541DL; also selling superb 190 b.h.p. Chris-Craft speedboat. Full details from Jones, 6 Spencer Rd., Canford-Cliffs, Poole, Dorset. (2510

M.G. TC, 1947. Resprayed B.R.G.; new tyres; mechanically and bodily excellent, needs new hood; year's M.o.T. £295 o.n.o. Tel.: Chaddesley Corbett 229 (any time). (2511

RATHER NICE Triumph Spitfire, 1969, 13,000 miles. £695. Tel.: 01-435 9141. (2512

SCIMITAR, 1966. M.o.T.; new suspension; new tyres; new generator; recent engine overhaul; radio; overdrive, taxed July; maintained regardless of expense. £730. Mackell, Long Sutton, Hants. Tel.: 511 (C25-681 511). (2513

1969 M.G.-B GT; one owner. Sandy beige; overdrive, wire wheels, radio. £1,155. Tel.: Stourbridge 4824. (2514

LOTUS ELAN, 1963. Red d.h.c.; hard-top, radio, good condition. £590. Tel.: Chichester 0243 7657. (2515

1955 M.G. TF. Immaculate in red, must be finest TF in Midlands. £575 o.n.o. Tel.: 021-354 8456. (2516

SUNBEAM-TALBOT "90", Mk. III saloon, 1956. Overdrive; grey; fair condition. £100 or offer (consider part exchange either way). Farmer. Tel.: 01-359 1124 (N.1). (2517

LANCIA FLAMINA coupé, Pininfarina, 1966. l.h.d.; radials; leather interior; low mileage. Must sell this month. £400. Soletti. Tel.: 437 0654 ext. 234 (9-5.30). (2518

1968 MK. II COOPER. White/black; reclining seats; inertia belts; other extras. Immaculate. £520. Tel. Ashford (Middlesex) 51595. (2519

DAIMLER SP250-C, 1964. Hard/soft-tops, tonneau, all extras; two owners; full year M.o.T.; superb condition bodily and mechanically. £675. Tel.: 01-340 3790. (2520

LANCHESTER E18. 1935 sports saloon, engine out, and 1937 E18. Both very good condition. £125 for both, or exchange. Tel.: Whitstable 2624. (2521

M.G.-B, 1966 (Dec.). White with folding hood, wire wheels and overdrive; religiously serviced and maintained; guaranteed 47,000 miles; excellent condition throughout. £600. Dr. Dunn. Tel.: Cromer 2213 (day), or 3453 (night). (2522

1962 HARRINGTON Le Mans 2/4 seater in exceptional condition; believed only 26 made (12 exported); wire wheels, overdrive on 3rd and top, disc brakes, radio, twin spots, fog lamp, wing mirrors, many more extras; taxed; M.o.T. can only appreciate in value; part exchange considered. £495. Tel.: 061-224 5878. (2523

1275 "S" MINI Cooper, 1969. Blue/white; high back reclining seats, Gold sunshine roof, radio, twin tanks, immaculate; genuine reason for sale. £705. Elsmore. Tel.: Coleford (Glos.) 3258. (2524

THREE D.H.Cs, 1949 M.G.; 1951 Daimler Barker and Lea Francis. £550 the lot. Tel.: Corbridge 3100. (2525

FOR SALE—continued

ASTON MARTIN DB2/4, 1954. Stork forces sale of much loved car. £400 o.n.o. Tel.: 01-407 2554. (2526

ABOVE AVERAGE 1949 Mk. VI Bentley. New M.o.T. and taxed, plus complete second car for spares. £275 the pair, or will separate. Tel.: Loughborough 2209. (2527

LOTUS SUPER Seven, 1969. 9,000 miles only, fitted 1,600 cc. crossflow; full weather equipment. Lotus yellow; mint condition. £750 o.n.o. (terms arranged). Tel.: Eckington (Derbys.) 3385. (2528

MORGAN 4/4 competition 1600, Nov., 1970. 43,000 miles; indigo blue; wire wheels, luggage rack, heater, extras. Genuine opportunity, open to reasonable offers. Apply: de Liefde, 27 Beechy Ave., Eastbourne. No dealers. (2529

FIAT 124 sports coupé, 1969. White with black interior, five-speed gearbox; radio; excellent condition throughout. £1,100. Tel.: Blunsdon (Wilts.) 426. (2530

MORGAN 4/4 competition four-seater. May, 1969. Chrome-orange; wire wheels, tonneau, luggage rack, belts, heater. Immaculate. £1,125. R. Mitchell. Tel.: Ormskirk 73801, extn. 247 (business). (2531

JENSEN-BODIED A40 sports convertible, 1952. Good condition; reconditioned engine, new hood; complete towable car for spares. £100 o.n.o. 1967 Crayford Corsair convertible. White, red trim; new tyres, excellent condition. New cost over £1,400—£650 o.n.o. Tel.: Porthcawl 4812. (2532

BENTLEY MK. VI, 1949. Resprayed two-tone blue; four new tyres; M.o.T., good all-round condition. £475 o.n.o. Mackintosh. Tel.: Studley (Warwickshire) 2614. (2533

MORGAN 4/4 four-seater. "J" registration; 3,300 careful miles; extras to £1,400; as new; genuine reason for sale. £1,350. Hurst, 23 St. Johns Court, Warwick or telephone Leominster 2102. (2534

AUSTIN HEALEY 3000 Mk. III, 1966. Wire wheels, overdrive, radio; silver blue/white; 43,000. Reluctant sale due to growing family. £765. Tel.: Bransgore (Hants.) 334. (2535

DAMAGED REPAIRABLE vehicles for sale: "H" registered Capri, £400, with repairable shell. "J" registered Citroën, 5,000 miles only, £170. "G" registered Cortina 1600, £250. "H" registered VW, 3,000 miles, £250. "E" registered Cortina, £150. 1966 Morris 1800, £170. Apply: Mr. L. Harper. Tel.: Kidsgrove 2331, (4410 after hours). (2536

LOTUS ELITE, 1962, in excellent condition; genuine low mileage; never crashed, raced or rallied. Must be right at £595. Consider exchange. Barbara Williamson, The Grange, Astwith, near Holmewood, Chesterfield, Derbyshire (about 2½ miles from turn 29, M1). (2537

CRAYFORD CORTINA 3-litre GT, "G" reg. Red with black interior and roof; excellent condition; 20,000 miles. £860. Tel.: Sheffield (0742) 51250. (2538

DAIMLER CONSORT, 1951; 30,000 miles only; almost new tyres, battery, immaculate; original. £250. R. G., Old Oak Cottage, Rosegrove, Burnley, Lancs. (2539

BENTLEY 3½ drophead by Park Ward, 1934. Black coachwork, red leather; good original condition. £1,395. 35 Charles Crescent, Lane Estate, Taunton. (2540

TR4A, 1967, £795. White; one owner, overdrive, tow-bar, Cinturatos, Surrey top. 32 Island Wall, Whitstable. Tel.: 5257. (2541

BRISTOL 400, 1949. Very good specimen; engine, differential, rack and pinion recently renewed, gearbox overhauled. £360. Tel.: Leire (Leicestershire) 204. (2542

T.V.R. VIXEN, 1968. Nicely-kept example; wide wire; 35,000 miles. £840. Tel.: Godalming 4620 (evenings). (2543

ALFA 2.6 Sprint, late 1965. Beautiful petrol blue finish with white leather interior; Blue spot radio, electric windows, five-speed gearbox. £745. Exchange possible. H.P. arranged. Tel.: Highcliffe (Hants.) 5051. (2544

TRIUMPH GT6, Dec., 1967; 22,000 miles; overdrive, wire wheels, white/black; truly superb. £710. Tel.: 01-552 6213. (2545

CAMDEN sports cars

"from a selection of over 150"

1968 ALFA ROMEO 1750 GT sports coupé, in white, brown interior; radio. Well kept..... **£1,499**

1968 Regd. ALFA ROMEO GTV f.h. coupé, in white, contrasting black interior..... **£1,049**

1966 Regd. ASTON MARTIN DB5, in green, Sundym glass, wire wheels, radio **£1,799**

1965 ASTON MARTIN DB5. Silver grey, navy hide interior. Radio; wire wheels..... **£1,599**

1963 ASTON MARTIN DB4 Vantage, in black, red hide interior. Very fine condition..... **£1,099**

1967 AUSTIN HEALEY Sprite Mk. IV, in white, black trim. Radio, hard-top. Ideal..... **£529**

1969 AUSTIN HEALEY Sprite. Royal blue, black trim. Wire wheels, hard-top, radio..... **£729**

1962 AUSTIN HEALEY 3000 sports, in ice blue and white, black trim. Overdrive **£449**

1967 Regd. AUSTIN HEALEY 3000, in B.R.G. Mk. II model. Red interior. Popular sports **£699**

1966 AUSTIN HEALEY 3000, in navy blue, black leather interior, radio and o/drive; genuine low mileage **£829**

1970 AUSTIN HEALEY Sprite, in white, with detachable hard-top, wire wheels, radio; one owner..... **£799**

1966 FIAT 1500, R.H.D. convertible. Wedgwood blue, beige interior; 5-speed gearbox **£699**

1968 FIAT 124 coupé. Red, black int. 5-speed g/box, radio. Attrac. car **£1,099**

1968 FIAT 124 sports coupé. White with cont. black interior, h.r.w., 5-speed box **£1,279**

1965 FORD Mustang convertible. Jag. red. Auto. Comfortable 4-seater car with radio..... **£899**

1966 FORD Mustang. Green. Automatic. Black trim. Radio. In remarkable condition **£1,149**

1968 GILBERN Genie. Powder blue, black trim, radio and overdrive. First class order **£1,149**

1964 GORDON KEEBLE. White, black trim. Radio. Lots of power from V8 engine **£1,299**

1969 HONDA S800 sports coupé. Silver blue, black trim. Very fast small coupé **£629**

1968 series JAGUAR 'E'-Type drophead. White with duo-tone blue interior. Fitted radio..... **£1,499**

1968 JAGUAR 'E'-Type 2 + 2 coupé. Met. silver blue, black interior, radio, chrome wire wheels..... **£1,699**

1964 LANCIA Flavia sports coupé. Sky blue, grey cloth interior. Remarkable condition **£799**

1968 LANCIA Fulvia f.h. coupé. Monza red, white interior. Fitted sun-roof and radio..... **£1,249**

1968 LOTUS Elan f.h. coupé. White with black trim, radio. Fast sports **£1,049**

1967 LOTUS Elan f.h. coupé. Red, black trim, radio. Fine example. Well maintained **£949**

1968 LOTUS Elan f.h. coupé. Burnt sand. S/E model. Very attractive **£1,199**

1970 LOTUS Elan S4 GT. Special equipment model in yellow, radio; 7,500 miles **£1,449**

NEW ELAN Sprints, F/h coupés and D/h coupés in Kit form for earliest delivery.

1969 LOTUS Europa f.h. coupé. Powder blue, black trim. Radio, h.r.w., electric windows..... **£1,199**

NEW EUROPA in Bahama yellow, and **Kit form EUROPA** in red.

1969 LOTUS Elan +2S. White, black trim. Radio, h.r.w., knock-on wheels..... **£1,799**

ALSO similar models in green and black.

NEW LOTUS Elan +2S, in white, royal blue and burnt sand.

NEW LOTUS Elan +2S 130, in red.

1965 M.G. Midget, in white, black trim, h/top; 1 owner, gen. mileage **£449**

1967 M.G. Midget, in B.R.G., black hard-top, wire wheels, radio, spot and fog lamps **£529**

1969 M.G. Midget, blue with black trim. Radio. One-owner car in excellent condition **£699**

1966 M.G.-B roadster, in B.R.G. with radio, o/drive, h/top, alloy wheels **£679**

1967 M.G.-B roadster, in grey, fitted o/drive, radio. Very popular mod. **£799**

1968 M.G.-B sports, in metallic blue, black interior and hood; overdrive and wire wheels..... **£899**

1969 M.G.-B sports roadster. White with black trim. Overdrive, wire wheels, radio, hard-top..... **£1,029**

1970 M.G.-B sports. Bahama yellow. One-owner car with Bermuda hard-top, radio, wire wheels..... **£1,249**

1968 series M.G.-B GT. Dove grey, red trim. Radio, overdrive, wire wheels. Remarkable condition **£879**

1969 M.G.-B GT. Royal blue, black interior. Overdrive, wire wheels. Fine example of this popular car..... **£1,199**

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1969 M.G.-C GT, white with black int. O/d., w/w., radio. Very fine ex. **£1,099**

1969 MORGAN +4, in B.R.G., black int., wire wheels; 16,000 miles **£1,149**

1969 MORGAN 4/4 sports, 4-str., in navy blue, blk. trim and sidescreens, radio, w/wheels, luggage rack... **£1,249**

1967 PORSCHE 912 coupé, in bright red with black interior; radio. Very fast sports coupe **£1,799**

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1966 TRIUMPH Spitfire, white, detachable hard-top, wire wheels, radio. Attractive car..... **£499**

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1968 TRIUMPH Spitfire, in red with black trim. Detachable hard-top, radio, wire wheels; one owner **£639**

1969 TRIUMPH Spitfire, blue, black hood. Wire wheels. Fine example **£749**

1969 TRIUMPH Spitfire, white, black interior. Overdrive, radio; one owner. Genuine mileage..... **£749**

1967 TRIUMPH GT6. Green, black trim. Wire wheels, radio, overdrive; one owner, 32,000 rec. miles... **£699**

1968 TRIUMPH GT6, Mk. II. Jasmine, black interior. Overdrive, wire wheels, radio..... **£849**

1966 TRIUMPH TR4A, in white. Fitted radio, overdrive, wire wheels. Similar in red..... **£699**

1969 TRIUMPH TR6 roadster, in B.R.G., black interior. Fitted radio, wire wheels **£1,299**

1969 TRIUMPH TR6 sports, in white, black interior. Overdrive, wire wheels, radio..... **£1,349**

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300SL, 1962, roadster, in forest green with red hide interior. Quite exceptional **£2,495**

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Silver Cloud, 1964, 2-door saloon by H. J. Mulliner-Park Ward. Dawn blue and shell grey..... **£4,795**

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DBS, 1969, Vantage, Manual, power steering. Webasto roof, radio. Finished in burnt almond with white gold hide interior..... **£3,995**

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DB6, 1969, Manual, power steering, radio. Finished in platinum white with red hide interior..... **£3,595**

DB6, 1967, Manual, radio, slot stereo. One owner. Finished in silver birch with blue hide interior... **£2,695**

DB6 Vantage, 1966, Manual, silver birch, black hide..... **£2,095**

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2 + 2 Manual, 1970. Radio, Webasto roof, chrome wire wheels. Finished in white with black interior... **£2,495**

Fixed-head coupé, 1970. Radio. Finished in Carmen red with black interior..... **£2,295**

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1933 AUSTIN 7; 52,000 miles from new; known history; original paintwork and interior; used only as summer car; excellent all-round condition, including sliding roof. £320. Mrs. Walker, 17 Bordyke, Tonbridge, Kent. Tel.: 4359 (after May 10th—after 6.15 p.m.). (2136

XK150, 1960, f.h.c., nice condition but needs new tyres, hence sensible price—£345 o.n.o. Tel.: Leicester 738587. (2137

AUSTIN SEVEN, 1939, one owner; stored last 12 years, now engine fully reconditioned and perfect order throughout; full M.o.T. £115. Tel.: Blackpool 33639. (2138

SPITFIRE, 1968. Excellent condition; low mileage; carefully maintained; laminated screen, wireless, servo-assisted brakes; other extras; one owner; M.o.T., taxed. £700 o.n.o. Miss Kynaston, Hardwick, Ellesmere, Salop. (2139

ROLLS-ROYCE, 1925, Phantom I, limousine by Hooper; chassis No. 62 MC, engine No. R1.15. One of the first Phantoms made and in really outstanding condition. £2,500 o.n.o. This must be a good buy. Please write for details and photograph: C. Bird, Broad Green, Tardebigge, near Bromsgrove, Worcs. Tel.: Bromsgrove 73654 (evenings and weekends). (2140

ROCHDALE OLYMPIC, Phase I. Superb example; just finishing thorough rebuild; over 600 hours to date; tuned B.M.C. "A" series engine; in excellent condition throughout. £370 o.v.n.o. Tel.: Bristol 672488. (2141

MORGAN THREE-WHEELER, 1933, super sports, Matchless side-valve, fully and immaculately restored. Offers over £450. Tel.: Halifax 52972 (after 6 p.m.). (2142

SPRITE MK. 1, 1959. Rebuilt with Lenham fastback; excellent condition; new clutch, G600s. £18: o.n.o. Tel.: Willenhall (Staffs.) 68861. (2144

PORSCHE 356B Super 90, reg. Aug., 1961; genuine 55,000 miles; carefully maintained. Tel.: Ashbourne 2049. (2145

MORGAN (1969) 4/4 1600; yellow; 8,000 miles. Tel.: Bridge of Weir 2201. (2146

XK140 F.H.C.; engine and gearbox overhaul 4,000 miles ago; mechanics and bodywork excellent, although interior still needs some renovation, hence offers around £350. Tel.: Tring 2403 (evenings). (2147

M.G.-B, 1965. Hard/soft-top and tonneau; extensive professional engine overhaul; bored to 40 h/c Hepolite pistons, h/c head, comp. bearings, new oil pump, water pump and cooler, r/Konis, G800, new pads, linings, exhaust system and batteries; owner maintained; M.o.T. 1972. £700 o.n.o. Tel.: Charing (Kent) 2496. (2148

FROG EYE SPRITE. Wire wheels; immaculate; B.R.G.; Downton-tuned, taxed, tested; an investment. £275 o.n.o. Gray, 19 Yewsley Drive, Darlington. (2149

TRIUMPH 2000 roadster, 1949. Recent engine, brakes, front suspension overhaul, new hood; mine since 1953. Offers over £250 please. A. Taylor, Varenna, Mill Close, Hethersett, Norfolk. Tel.: Hethersett 278. (2150

JAGUAR "E"-TYPE, 1966, f.h.c. Dark blue; heated rear window, chrome wire wheels; low-mileage car in excellent condition. £1,165. Tel.: Canterbury 61217 (business hours) or Barham 640 (evenings and weekends). (2151

M.G.-C ROADSTER, 1968. Mineral blue; 31,000 miles; overdrive, radio, wire wheels; immaculate throughout. £765. Tel.: Roade 265. (2152

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1963 BENTLEY S III; 72,000 miles; Crewe history; electric windows; blue; pristine condition. £2,650 o.n.o. Consider vintage in part exchange. Tel.: 061-485 6802. (2154

MORGAN 4/4, Series V, 1966, model in immaculate electric blue; full weather equipment, radio, new tyres; 43,000 miles. £800. 435 Copnor Rd., Portsmouth. Tel.: Portsmouth 67847. (2155

ROCHDALE OLYMPIC Phase 1 2+2, B.M.C. 1,500-c.c. components. Offers. For information telephone Phillips, 051-709 6022, extension 426 (day), 051-722 8407 (evening). (2156

COOPER "S". Fitted contour seats, push-button Radiomobile, rev.-counter, air horns, wing mirrors, 4½Js, Cinturatos, etc.; 2,500 miles since new fully-balanced 1300 motor with 731 cam, competition pistons, clutch, etc., lightened flywheel; a rapid car that looks standard and is in as new condition. £650. Paul Griffith, "Woodlands", Sandpits, Dursley, Glos. Tel.: Dursley 2533. (2157

SCIMITAR, 1965, 2+2 coupé. Silver/black and camel fabric; overdrive, wire wheels, radio; in excellent condition. £675. Will consider part exchange. Tel.: Lindfield (Sussex) 2217. (2158

DB3S ASTON MARTIN, 1956, chassis number 119; one of three built in fixed coupé form; totally original and unspoiled and excellent mechanically, bodywork and interior superb. £2,850. Tel.: Norcott Brook (Cheshire, near M6) 411. (2159

M.G.-B, 1968. Finished in attractive silver grey from new; wires, hard-top; taxed; in superb condition. £845. Tel.: Royston 71282. (2160

AUSTIN COOPER, Oct., 1969. Green/white; 18,000 miles; taxed; Selmar alarm; immaculate. £600. Tel.: Bookham 2110. (2161

1966 ALFA ROMEO 2600 Sprint. Red with tan interior, 5-speed gearbox, electric windows, triple dual carburetters, stitched leather interior, radio, radial tyres, etc.; very nice condition throughout. £875. Part exchange considered. Tel.: Codicote (near Hatfield) 257 (after 6.30 p.m.). (2162

ASTON MARTIN DB5, 1964. Sierra blue, beige upholstery; five-speed, Selectaride, chrome wire wheels, radio (two speakers), electric aerial, new clutch and brakes; really superb. £1,295. Tel.: Hoddesdon (Herts.) 68604. (2163

DAIMLER SP250, 1963. White with black trim; wire wheels, full tonneau, wood-rim wheel; just fitted new exhaust, new pads; well maintained and in very good condition. £575 o.n.o. Tel.: Meopham (Kent) 2439 (evenings or weekends). (2164

BENTLEY MK. VI, 1952, 4½-litre engine (same as "R"-type); recent rebore, brake reline and steering overhaul; coachwork immaculate, near concours; 12 months' M.o.T. £750. Dr. Hawkes, 26 Chancellors Close, Birmingham 15. Tel.: 021-454 6890. (2165

FRAZER NASH Targa Florio, Bristol BSI engine; whole car recently overhauled and mechanically in beautiful order; regularly raced in H.S.C.C. events. £1,500 o.n.o. Muirhead. Tel.: Bedford 59513 (day), Brixworth 279 (evenings). (2166

ELSE LOTUS EUROPA, Nov., 1970; 8,500 miles, as new; £400 Else conversion; 45 DCOE Weber; cam., full-flow exhaust, special close-ratio gearbox; 1st 50 m.p.h., 2nd 75, 3rd 105, 4th 125; Spax shocks, 5½J alloy Cosmics, new Avons, dual p/tanks, aerofoil, wing mirrors; warranty, bright yellow, black interior; fantastic performance yet flexible. £1,700 o.n.o. Box 2757. (2167

SPRITE MK. I, 1960. M.o.T. till April, 1972; recent new engine, clutch, hood, tonneau, etc., radials. £165 o.n.o. Tel.: Woburn Sands (Bucks.) 3646. (2168

"R"-TYPE BENTLEY, 1953. Three owners four, six, eight years—very well maintained; recently decarbonised. £900. 12 Hartington Rd., Nottingham. (2169

1969 SERIES "G" reg. M.G.-C GT. Mineral blue. Wire wheels, overdrive, radio and many other extras; average mileage; immaculate condition. £985 o.n.o. Tel.: Southwater (Sussex) 730424. (2170

MORGAN 4/4. Bronze yellow; well-modified engine, c.r. gearbox, bucket seats, Adjusterides, Dunlop Sports; excellent condition. £600. Tel.: Colchester 71279, Wivenhoe 2306. (2171

ALFA ROMEO 1600 T.I., 1964; £1,000 spent in last year; resprayed, rechromed; as new. Must be best 1964 Alfa in country. Sole reason for sale: gift of faster car. £550 o.n.o. Tel.: Cobham (Surrey) 2503. (2172

M.G.-B GT, 1967. Very smart; well maintained; wire wheels, Cinturato tyres, low recorded mileage. £780. Tel.: Ascot 23018. (2173

540K MERCEDES spares for sale and wanted. R. King, Honeycroft, Lavant, near Chichester, Sussex. Tel.: Chichester 7585. (2174

1962 MODEL PORSCHE. One lady owner from new; the actual Motor Show car; engine just overhauled; new tyres; in rather above average condition. £500. Tel.: Chichester 7585. (2174

1930 MORRIS MINOR tourer. Green/black; one owner until 1961; completely restored by present owner in 1962, used 4,000 miles since. £285. Tel.: Oxford 42969. (2175

LAGONDA (3-LITRES). Opportunity for comparing the Tickford saloon and convertible: one must go. Also Aston DB2 series spares, including heads, blocks, crankshafts, gearbox. Box 2758. (2176

FOR SALE—continued

1967 FIAT 850 Spider two-seater Bertone roadster, left-hand drive; one owner; "J" registration; superb blue bodywork with red interior; taxed, M.o.T. tested. Hire purchase arranged. £695. Tel.: 01-948 0035 (Richmond, Surrey). (2177

DAIMLER. Ex-Army scout car, 1942; four-wheel drive, pre-select box, five-speed; good order. £230. Townsend, Farm View, Breakspeare Rd., Harefield, Middlesex. Tel.: Harefield 3236. (2178

LOTUS ELANS aren't expensive! If you can't afford my 1965 S2SE drophead at £720, how about my wife's 1964 S1, soft/hard-tops at £620? Tel.: 01-958 4952 (evenings/weekends). (2179

HEALEY 3000, 1959. Wire wheels, overdrive, new clutch; M.o.T. £200 o.n.o. Cooper, 1966, excellent condition; M.o.T. £350 o.n.o. Exchange either for Volkswagen. Tel.: Bristol 665798 (2180

AUSTIN HEALEY, 1957, 100/6, M.o.T. tested; terrific engine; hard-top; enthusiast's delight. Offers. Surrey area. Tel.: Burgh Heath 57962 (evenings). (2181

ASTON MARTIN DB5, 1964. Sundym electric windows; radio. Sierra blue. £1,350. Tel.: 01-876 6200 (2182

M.G. TC, 1946. Bills for approximately £650 rebuild; coachwork resprayed gleaming black; seats re-covered cream hide; needs few odds and sods to finish. Offers. Tel.: Weybridge 40580 (evenings). (2183

ARMSTRONG SIDDELEY 346 Sapphire, 1955, automatic; garage maintained; £250 spent on overhaul in last year; M.o.T. tested 1972. Bargain at £200. Dearden, 276 Northdown Rd., Cliftonville, Kent. (2184

1932 AUSTIN 7. Original, excellent condition, sunshine roof; in daily use; M.o.T. £115. Tel.: Standish 3079. (2185

ROLLS-ROYCE 20/25, 1934; close-coupled owner-driver saloon; sunshine roof, Hooper coachwork; immaculate, excellent mechanics; restored throughout. £1,600 o.n.o. Please telephone 041-942 5766 (evenings or weekends). (2186

BENTLEY MK. VI, 1948. Good bodywork. Midnight blue, silver grey; mechanically good; new king-pins. £300. Tel.: Maidstone 37473. (2188

RAVE 1939 Rover 20 h.p. convertible. Looks like Alvis but better; engine just rebuilt. £295. 6 Cambridge Rd., Teddington. Tel.: 01-977 5223. (2189

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CITROEN DW, 1964. Opalescent blue, black leather; Marchals, h.r.w., power steering and brakes; excellent condition; M.o.T., taxed. £395. Hawkins, Askew Cottage, Repton, Derbyshire. Tel.: 2235. (2191

M.G.-A 1600 roadster, 1960. Grey coachwork with red interior; new hood and batteries, fitted radio; a very smart car. £315. Tel.: Potters Bar 58978. (2192

GILBERN GENIE, 1969; 16,000 miles; sunroof, electric aerial, windows, overdrive, radio, etc., etc. £1,350 or part exchange Elan d.h.c. Jonathan Brown, 37 Brookhill Crescent, Leeds 17. Tel.: 680574. (2193

1953 "R"-TYPE Bentley, manual box. This car is in really superb condition throughout. Sand over sable with light beige trim; maintained all its life regardless of cost by the proper people who understand Bentleys; absolutely faultless in every way. Sacrifice at £850. Tel.: Market Harborough 2156 (any time). (2194

FOR SALE: Morgan +4, 1955. Recently rebuilt body and engine; an absolute bargain at £420 o.n.o. Tel.: 031-229 5108. (2195

1939 RAILTON Straight 8 Sandown saloon; taxed, M.o.T. £300 o.n.o. Wadeson. Tel.: Brentwood 1197. (2197

CISITALIA-PORSCHE, 1947, 1,500 c.c. 12-cylinder supercharged Grand Prix car dismantled without body. Accept offer or exchange with Alfa Romeo 2300 8-cylinder short chassis or similar, also without body. Box 2776. (2198

LOTUS ELAN S3 f.h.c. Burnt sand; S.E. cams, competition suspension, new tyres, radio; taxed; immaculate condition. £925 o.n.o. Tel.: 01-560 8683 (after 4 p.m.). (2199

POINTED-TAIL Austin 7 Sports, 1933; original body. £175. Tel.: Hemel Hempstead 59971. (2200

PAIR OF BRISTOLS. 405—2.2, power discs; very fast; owned by Bristols; M.o.T. £800. 400—new paint, chrome, engine, tyres, bits, old interior; M.o.T., taxed. £450. Triumph 2000, 1966; overdrive. Royal blue; 44,000; immaculate; M.o.T., taxed. £685. Teychenne. Tel.: Chesham 5773 or 01-626 5656 (X.7020). (2201

RILEY 2½, 1952. Excellent mechanics, sound body; taxed 1972. £80. OSO2 524625. (2202

M.G. SA, 1938. Looks like new; no expense spared; resprayed, rechromed; immaculate throughout; owner emigrating. £400 o.n.o. Tel.: Southend 79590. (2203

1955 SUNBEAM Mk. III. Overdrive; good condition; M.o.T. 1972. £150 o.n.o. Many ST90 spares. Cox, Dean Building, Chipping Norton. Tel.: 03677239 (evenings). (2204

H.R.S. 66 Hillman Minx coupé (1955). Excellent condition throughout; 30,000 miles since new; brand-new tyres. £150 o.v.n.o. Also 1½ Riley R.M.E.; a runner; ideal for renovation. £50. K. Myles-Scott, Aberdeenshire. Tel.: Whitehouse 270. (2206

MORGAN +4, 1967. S.A.H. head, Lawrence cam/exhaust, special clutch, widened wheels, modified suspension; excellent condition. £880. Also 4 x 7 in. wheels with full race tyres. £65. Any demonstration. Tel.: Crossmills (Yorks.) 3437. (2209

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1952 LANCHESTER. Immaculate; 43,000 miles only; tested, taxed. £175. Offers. Tel.: Worthing 39735. (2205

T.V.R. MK. IV, 1800 S.E., 1967 (Nov.). Regal red; 31,000 miles; radio, Restall seats. £800 o.n.o. Lady owner. Tel.: West Hanney 684. (2208

LOTUS ELAN f.h.c., 1970; 7,000 miles; taxed for one year, many extras; carefully serviced; excellent condition. £1,375. Tel.: Harewood 393. (2210

LOTUS CORTINA, 1967, "F" reg. Dark green, beige trim; undersealed, five push-button radio; taxed till Aug.; superb condition. £700. H.P. available. Exchange considered. Tel.: Oxford 64394. (2211

ALVIS TC 21/100. Grey/black; M.o.T.; reconditioned engine, good bodywork; A.O.C. member. £250. Tel.: Harrold 255. (2212

TR4 Surrey top, very good condition; green; two owners only. Moores, Tel.: Penrhywdeudraeth (North Wales) 451. (2223

BENTLEY. Extremely elegant and interesting Arthur Mulliner 4¼, 1937, featured in "50 Years of the Marque" (page 191). Engine rebuilt approximately 10,000 miles ago; much work carried out over four years of ownership. Best offer over £1,000 secures. Box 2767 (2275

300SL MERCEDES-BENZ gull-wing; 48,000 miles. British Racing Green. Motor recently overhauled; original ownership; full history. £2,800. Write Box 2766. (2277

SPORTS-CAR builders. I have an Italian coupé bodyshell with glass fitted, will take any engine up to 2,000 c.c. Must sell at £150 or best offer. Clive's Hairdressing, 18 Albion St., Hull. Tel.: 27422. (2278

1951 RILEY 1½ R.M.B., very good condition; overhauled engine, new battery, good tyres; year's M.o.T., taxed. £150. Tel.: Egham 5345. (2279

TRIUMPH VITESSE 2-litre, 1967, convertible. In excellent condition throughout; ideal four-seater sports car for the family man; ton plus and vivid acceleration; one Advanced Motorist veteran owner. 24,000 miles; serviced regularly by main distributors. £580. Tel.: Worplesdon (Guildford) 2497. (2280

T.V.R. GRANTURA Mk. 2A, 1962, M.G.-A 1622 engine; overhauled 20 months ago; very good condition. £395 o.n.o. R. Linsdell, 13 Nene Way, Kings Heath, Northampton. (2281

ASTON MARTIN DB2/4, 1956, 3-litre Vantage; full history; bills—over £1,000 spent; excellent condition; suitable for concours entry. Owner going to America. Tel.: St. Mary Bourne (Hants.) 216. (2282

MORGAN, 1952. Chrome radiator; two-seater model; good sound reliable car, very attractive; excellent mechanics. £285. Would swap M.G. TC + cash. Tel.: Woburn Sands 2371, 3578 (evening) (2283

MARCOS 1600, Rolls-Royce red; one owner from new; sun roof, wire wheels, radio; July, 1968; 36,000 miles; excellent condition. £1,150. Contact Wolverhampton 61344 (after 6.30 p.m.). (2284

REGISTRATION NUMBER 1 DLM on Citroen 1D 19; exceptional body, engine, hydraulics; many spares included. £200. Tel.: Newcastle (Staffs.) 64738. (2284

M.G. TA, 1939, Tickford coupé; rebuilt mechanics, fitted M.G.-A engine; bills for £200; reliable. £270. Dr. Calver. Tel.: 01-274 6222. (2286

M.G.-B GT, 1966. Old English white with black upholstery, as new; wire wheels; 45,000 recorded; M.o.T. for year; radio, oil cooler, fitted Speedwell facia instrument unit with ammeter, oil pressure gauges, leather two-spoke steering wheel, new exhaust; excellent condition throughout, well above average for year. £730 o.n.o. Fountain, 3 Radbourne St., Derby. (2288

LOTUS ELAN S.E. d.h.c., 1967. White. Radio; good condition. £950 o.n.o. Tel.: 01-667 0470. (2289

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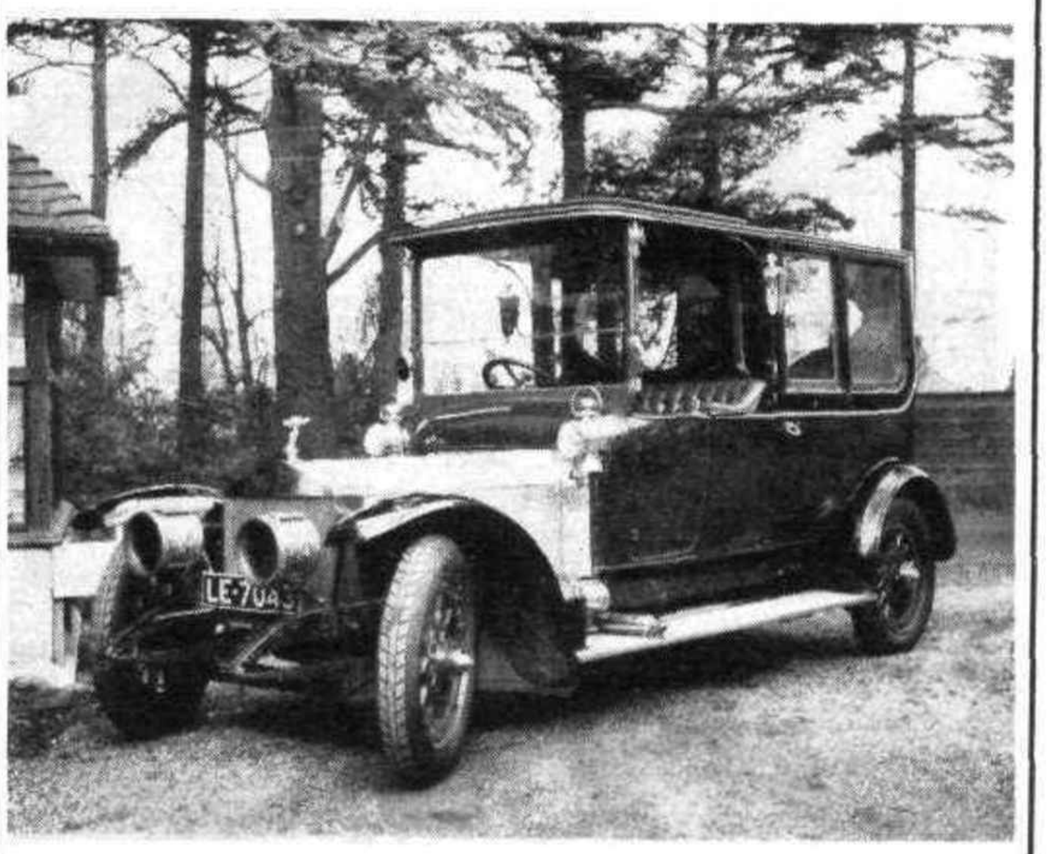

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TRIUMPH 1800/2000 roadster, M.G. Tickford coupé, Morgan drophead Alvis TA14 drophead, or similar sports car desired by middle-aged, stable and not wealthy American enthusiast living permanently in Germany. I will be in England on May 29th/30th and also early July. Please send photo, if possible, and thorough description, including price required for cash. All replies acknowledged; will view anywhere. Richard Walulis, 8134 Poecking bei Starnberg, Pixisstrasse 12, Germany. (2213

SET OF CHROME 16 in. 60-spoke wheels for DB3 Aston. 281 Soundwell Rd., Kingswood, Bristol. (2238

CHEAP GINETTA G4 wanted; early, incomplete, damaged. W.H.Y.? Haigh. Tel.: Wallsend (Northumberland) 624551 (office hours). (2239

ASTON MARTIN DB4 block with sleeves and one or more pistons and rods, also well-chromed bumpers A. de Vries, J. Luykenstr, 22 Amsterdam, Holland. Tel.: 799080. (2240

WANTED: Centre section box body for M.G. TC in restorable condition. Tel.: Waterlooville 53654 (evenings after 7.30). (2241

WANTED: Convertible Alvis TD, Mercedes, Morgan, Corvette, Aston Martin, etc. Snodin, 43 Market Place, Cromford, Matlock, Derbyshire. Tel.: Wirksworth 2659. (2242

WANTED: "Motor Sports" 1957, three 1960. George Smith, Wolfgang Str., 69 Heidelberg-Kirchheim, W. Germany. (2243

WANTED: Isotta Fraschini. Any photographs (loan or purchase) of factory methods, photos of original factory, etc., for new publication on this marque. Write in first instance E. A. Price, 10 Fairfield Ave., Ruislip, Middlesex (2244

WANTED: Pair or single Grebel headlamps or internal parts or anything appertaining. Also complete pair of Grebel tail lights, preferably with star-cut lenses. Tel.: 71 37702 (Ruislip). (2244

ANY INFORMATION or knowledge of whereabouts of either of these marques leading to purchase will be rewarded with suitable commission. Voisin V12, Maybach Zeppelin 12-cylinder or Renault 45 h.p. Tel.: 71 37702 or write: 10 Fairfield Ave., Ruislip, Middlesex. (2244

WANTED: Front and rear bumpers for XK120, condition immaterial but must be suitable for rechrome. Tel.: 0742 363523 (after 6 p.m.). (2245

WANTED: Pre-1936 Austin or other small car, very good condition, ready to drive 500 miles. Detailed offer. Glauser, Rotwandstr. 51, 8004 Zurich, Switzerland. (2246

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WANTED: Number plate AT or AOT or any interesting number. Box 2760. (2248

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MORGAN THREE-WHEELER wanted, 1931 or earlier, V-twin J.A.P. engines, accessories, spares old handbooks. Particularly 1929/1931 radiators and all other Morgan parts and accessories. Advertiser will collect. Cash on collection for good cars and parts. No dealers. Tel.: Chicksands 7355 or write D. V. Pull, 2 Elm Close, Campton, Shefford, Beds. (2257

XK150S, 1960, f.h.c. wanted privately for cash—no dealers. Good condition only. Tel.: Canford Cliffs 78277 (evenings only). (2258

WANTED: ALVIS Speed 20 drophead tourer. Also M.G. tourer, 1945-1953. Details please to: Humphreys, Orme Park, Walton-in-Gordano, Clevedon, Somerset. Tel.: Clevedon 3174 (2259

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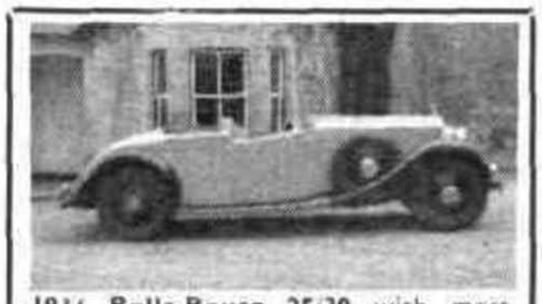

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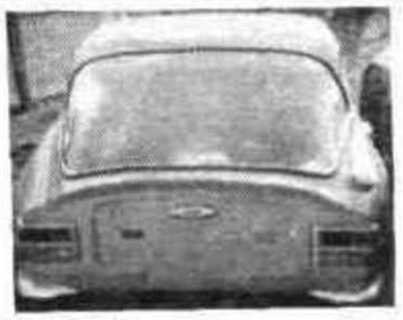

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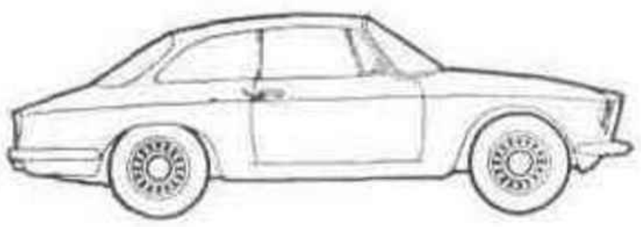

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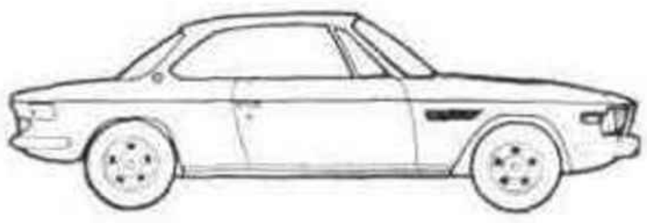

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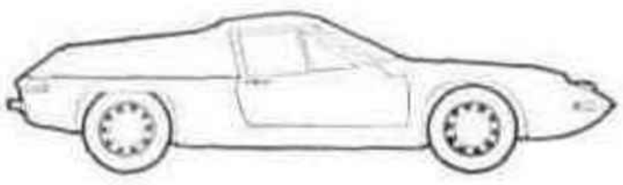

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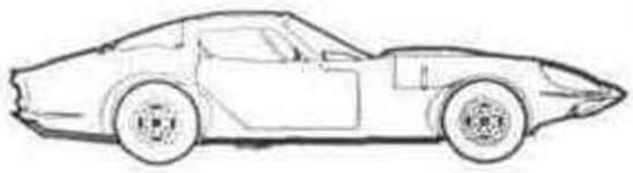

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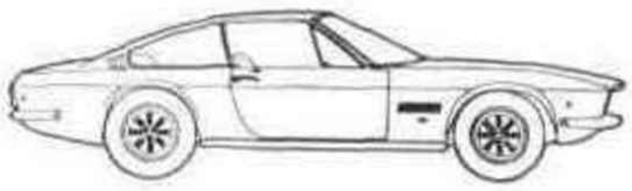

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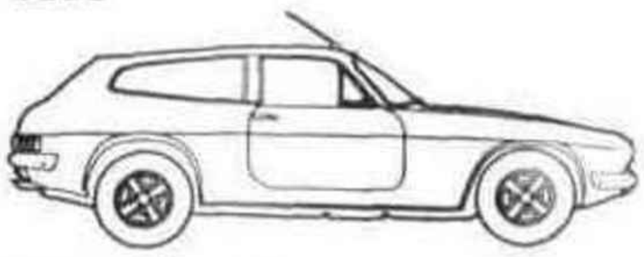

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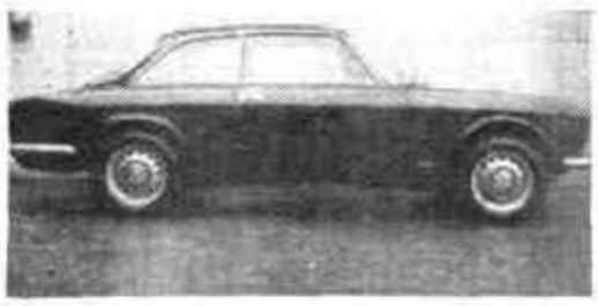

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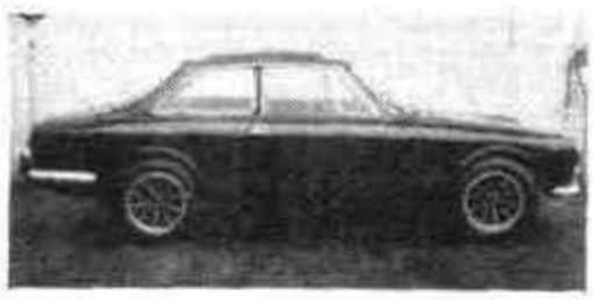

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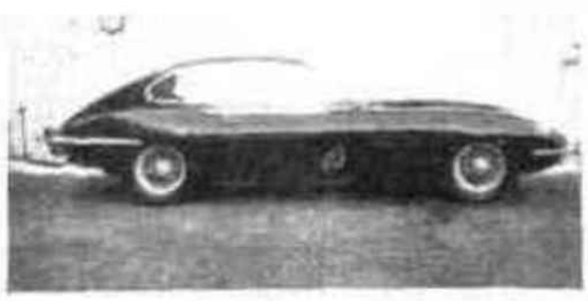

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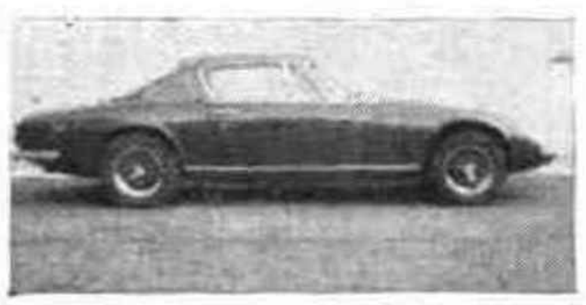

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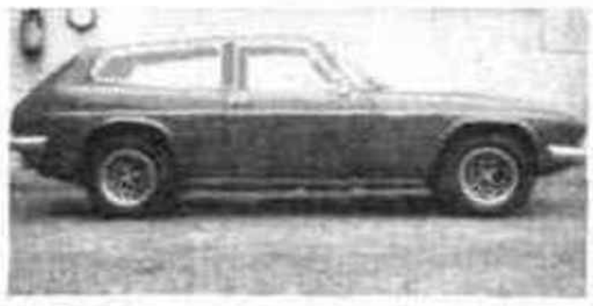

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WANTED—continued

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"E"-TYPE JAGUAR required. Damaged car not objected to but must be basically sound. Will collect. Please telephone Pete, 01-743 8649. (2270
CONVERTIBLE BENTLEY required. Any model. Condition absolutely immaterial. Will view and collect. Please telephone Pete, 01-743 8649. (2270
WANTED: RILEY roadster. Floor change and sound condition essential. Tel.: Pontefract 3823 (after 6 p.m.). (2271
WANTED: REGISTRATION with low or interesting number—LEO, LEE, GL, GFL, L. Apply to: Quarry House, Ambergate, Derbys. (2272
ASTON MARTIN wanted privately. Will consider any model from DB2 to DB5 provided car is in superb condition. Would like a car with low to moderate mileage. Please give full details and state price required for cash. Willing to view in any part of the country. Box 2684. (2273
SPORTS CARS purchased for cash. Motorway Sports Cars, Boughton (022-775) 223 (Kent). (2274
WANTED URGENTLY for Aston Martin: DB5 or early DB6 front offside quarter-wing, new or good second-hand. Contact N. Channing. Tel.: Cranleigh 2469 (daytime/early evening). (2031
WANTED: CVERDRIVE gearbox in good condition for M.G.-C. Contact N. Channing. Tel.: Cranleigh 2469 (daytime/early evening). (2031
AHS REGISTRATION number with low or interesting number. Box 2752. (2042
CITROEN Light Fifteen, 1953. Chrome wheel embellisher, pair of headlamps in good condition. Shenton, 95 The Crescent, Davenport, Stockport, Cheshire. Tel.: 061-483 1191. (2285
JAGUAR XK150S type drophead coupé (not roadster) wanted. Immediate cash available. Nicholson. Tel.: 01-948 1940. (2291
BENTLEY or Rolls tourer wanted in any condition for cash. "Motor Sport", "Motor", "Autocar" wanted, 1930-1960. Tel.: 01-579 3538 19 Marlborough Rd., London, W.5. (2317
AUSTIN HEALEY 3000 Mk. I/II wanted by private cash buyer. Tel.: Doe 03745 57146 (South Benfleet) (evenings). (2394
MERCEDES-BENZ pre-war car wanted, condition immaterial, and motor for 1939/1940 230 (W153). Koch, D-3 Hannover 25, Postbox 250 121, Germany. (2406
WANTED: Bits for M.G.-B or M.G.-B GT. Front half of body, both front wings, near-side door, grill, bumper, radiator. Stewart, 1 Rufford Ave., Gedling, Notts. Tel. Nottingham 211066. Distance no object; slight damage not objected to. (2401
M.G. "J"-TYPE. Will pay £250 for the right car. 4 Askerfield Ave., Allestree, Derby. Tel.: 50780. (2407
M.G. MAGNETTE, "Z" series wanted. Good condition essential; view Lancashire area; cash available. Tel.: Mawdesley (Lancs.) 669 after 20.00 hours. 2408
SS100 OR SS90. Condition immaterial, but with original coachwork. Write details, price, to Howard, 6 Goral Mead, Rickmansworth, Herts. (2409
BONNET for XK150 roadster. Write Howard, 6 Goral Mead, Rickmansworth, Herts. (2409
ASTON MARTIN DB5 required. Cash. Fullest details, including recent work done, miles recorded, price required, etc. McCarthy, 58 Cambridge Rd., Linthorpe, Middlesbrough, Tees-side. (2410
WANTED: pre-war M.G. two-seater sports or other interesting M.G. Would pay very good price for good original Continental or Airline coupé, or very good TC or TA/B Tickford. Would also consider car suitable for restoration; anything interesting. Please write: B. Hanover, 41 Landrail Rd., Lower Halstow, Nr. Sittingbourne, Kent. (2411
MORGAN ENTHUSIAST requires good 4/4 or plus 4; cash waiting. Peter Uglow, The White Cottage, Upshire, Essex. Tel.: Waltham Cross 22550 (evenings). (2412
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WANTED: front off-side wing for XK150, and four 6.00 x 16 radial tyres. Tel.: Oxford 62467. (2415
CONVERTIBLE BENTLEY required, Mk. VI, "R" type or early "S" series. Condition average to concours. Box 2780. (2615
ASTON MARTIN 1½-litre or 2-litre speed model wanted. Top price offered. Any condition. Tel.: Medway 42028. (2443
PACKARD WANTED, preferably 6/8th series, open, Edwards, 101 High St., Stevenage, Herts. (2554
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DO YOU HAVE a Reliant Scimitar 3-litre GT with sunroof, h.r.w., overdrive? Will you part with your immaculate 1967-1968 model for under £1,000? Tel.: Limpley Stoke (Bath) 3161. (2562
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WANTED—continued

WANTED: V12, Rapier or other Lagonda, suitable V.S.C.C. racing. D. P. Crow, 181 Foregate, Shrewsbury. Tel.: 6010. (2565
WANTED: registration numbers: RW, RMW, RKW, with low or interesting numbers. Tel.: 0723 5200 with details. (2566

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TURNER SPORTS car in excellent condition; full M.o.T.; ex-Betty Haig, Barbara Marshal, Isobel Robinson and Susan Taylor; original registration was SUF 1. A write-up in "Motor Sport" January, 1965, describes it as "a sweet little car". A35 engine with full Downton conversion; appearance similar to Healey 3000 but smaller; colour, navy blue. Will exchange it for an 1100 or similar car for my wife. D. K. Healey, 31 Harbour View Road, Poole, Dorset. Tel.: Parkstone 4737. (1883
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SCIMITAR, 1965, 2+2 coupé. Silver/black and camel fabric; overdrive, wire wheels, radio; in excellent condition, £675 cash. Will swop for Cooper or W.H.Y.? Tel.: Lindfield (Sussex) 2217. (2158
EXCHANGE: 28ft. Gaff-Rigged Sailing Cutter. Absolutely sound; inboard engine; for a car or cash. Tel.: Thanet 54325 (after 6 p.m.). (2418
EXCHANGE: 1962 f.h.c., "E"-Type (5.25), for Rover 2000. Blunt, Bonc, Menai Bridge. Tel.: 415. (2419

MISCELLANEOUS

HCN 1 ON VW caravanette; M.o.T. Offers over £150. Tel.: Carlisle 28001 (day). (1892
ONE PRATTS and two Esso two-gallon petrol cans. What offers? Tel.: Hertford 6001. (1967
REGISTRATION 2 MPH on 1959 Mini. Offers to: King, "Kyam", Plough Rd., Great Bentley, Colchester, Essex. (1968
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ROLLS-ROYCE Phantom; 21-in. wheels with discs. £5 each. Tel.: Swadlincote (Derbys.) 7596. (2061
2 VMP on banger; will swop for a low DL registration number, or sell. 9 Hallworth Ave., Audenshaw, Manchester. (2078
LCK 1 registration on serviceable 1957 Wolseley 1500. Best offer. Tel.: Southport (Lancashire) 77933. (2102
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REG. NO. TUF 11 attached to Rover 105 "S"; M.o.T.; H.M.V. radio. Tel.: Gravesend 68279. (2207
ROVER 12 for spares. 42 St. Mary's Close, Southam. Tel.: Southam (Warks.) 2487. (2214
MOTOR RACING books: "Road Star Hattrick", Chula; "Shelsley Walsh", May; "Dick Seaman", Chula; "Grand Prix Driver", Lang; "A Racing Motorist", Davis. Offers with S.A.E. Johnston, 136 Finaghy Road South, Belfast. (2028
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HEALEY 100/4. Spares: including shockers, carbs, rear axle, wire wheels, instruments. Harwood, 74 Northdown Rd., Longfield, Kent. Tel.: Longfield 5686. (2216
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20/25. Complete Red Label radiator in fabulous nick. Details 722 8771. (2224
SUNBEAM DAWN spares. Doors, £2 each; wings, £2 each; petrol tank, £1; cover, £1; seats, £1 each; springs 50p each; half-shafts, £1.50 each; differential, £3; comp. rear axle, £6; crash gearbox, £5; propshaft, £1.50; engine, £5; starter, £1; reconditioned dynamo, £3; new set brake linings, shoes, £4; stub axles, king-pins, £1 each; rocker cover, £1; wiper motor, £1. Many other parts. Reg. JH 8288 and book, £10; Austin 10 radiator, £2; Austin Ascot rear doors, front seats, £4. Tel.: Windsor 67051. (2036
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OXY-ACETYLENE welding set with regulators, gauges, hoses and fittings, torch, nozzles, goggles, etc. Perfect order. Seen working. Bargain at £20. "Margareta", Chatterton Rd., Stubbins, Ramsbottom, via Bury, Lancs. (2225
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FIVE JAGUAR 15 in. wire wheels with hubs and spinners. £30. Tel.: Kelsall (Cheshire) 449 (after 7 p.m.). (2231
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33 COPIES Sunbeam S.T.D. Register Aug., 1951-June, 1958. Complete year 1956. Offers. Griffiths, Hinton, Lea Cross, Shrewsbury. Tel.: Yockleton 201 (2234
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"MOTOR" and "Autocar" 1939-1950, "Motor Sport" 1950-1970. Exchange for "Motor Sport" similar periods. London delivery/collection arranged. Write Box 782, *Benoni, South Africa.* (2237
TYPE 110 E.N.V. gearbox, Lagonda 16/80 cylinder head overhauled, set six new h/c pistons for 6 ESC, Meadow's 4½-litre Lagonda/Invicta. Tel.: 01-590 3358 (evenings). (2252
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YB BLOCK, crank, gearbox. Buyer collects. Lorimer, Lathrisk Farm, Freuchie, Fifeshire, Scotland (2388

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SUNBEAM-TALBOT Workshop Manual, all models. £6. 141 West End Rd., Morecambe, Lancs. (2405
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THE A.C. OWNERS' CLUB invite A.C. enthusiasts to apply for membership, advice and opinion on all aspects, including insurance. Membership Secretary, 33 Linden Ave., Ruislip Manor, Middlesex, England. (2437
JOWETT CAR CLUB, SURVIVING LINK with the famous marque. All areas catered for. Details, advice, technical information. Secretary: A. N. Wright, The Old Forge, Weston Turville, Aylesbury. (2438
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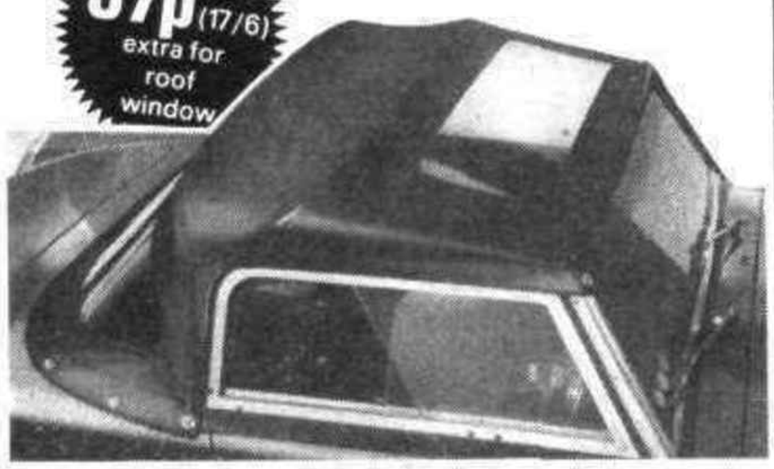

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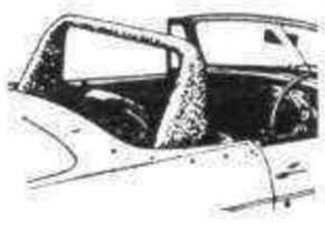

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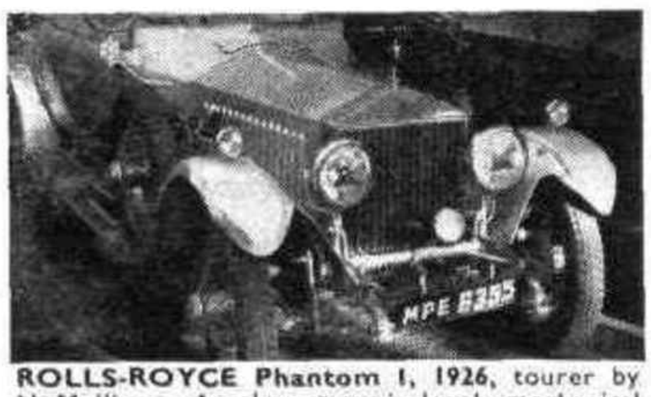

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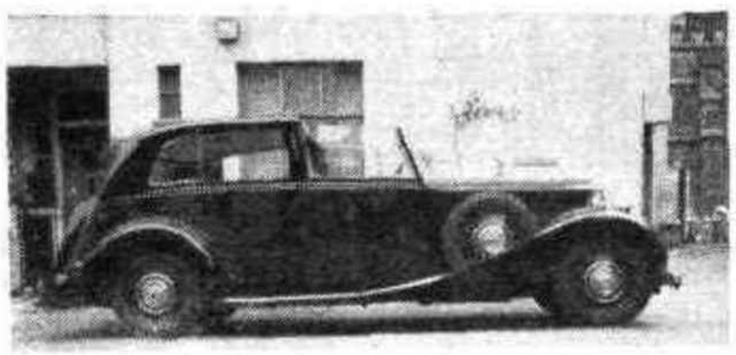

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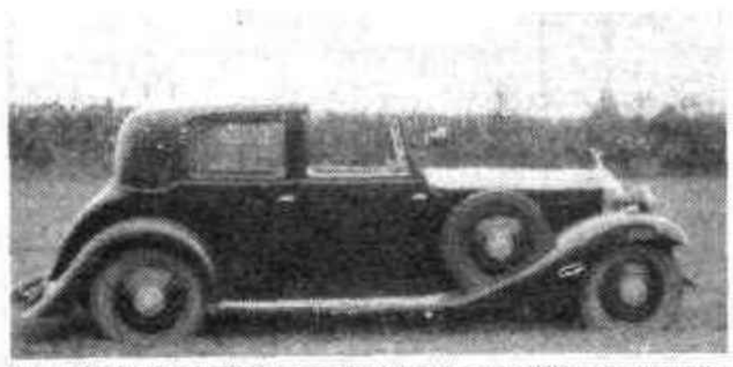
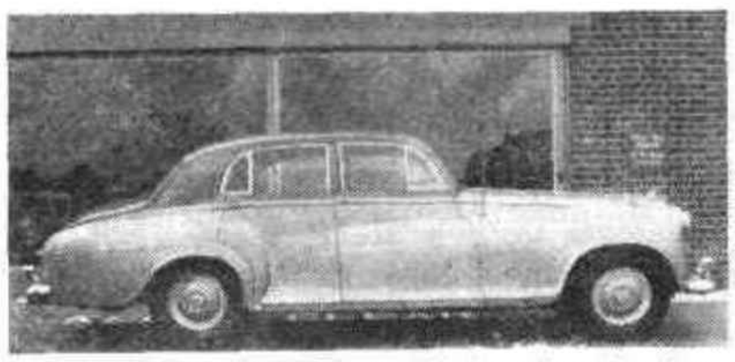
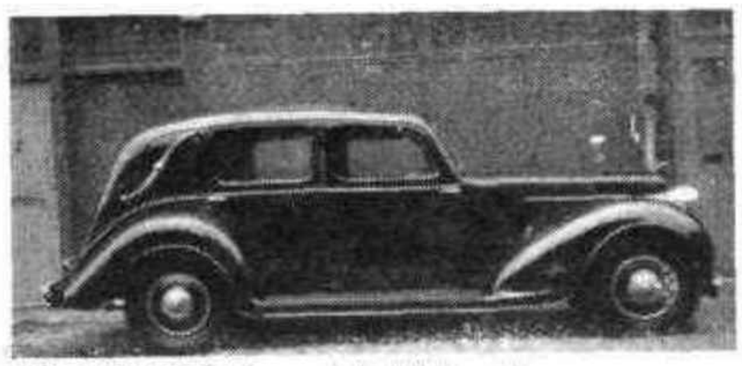


1934 ROLLS-ROYCE 20/25 Sedanca de Ville by Hooper, undergoing restoration.



1954 BENTLEY R-Type coachbuilt saloon by James Young. Automatic transmission, excellent chassis, finished in grey with fawn leather interior.



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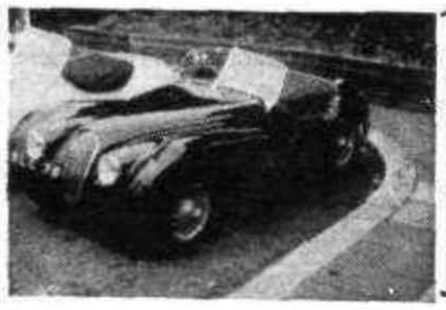

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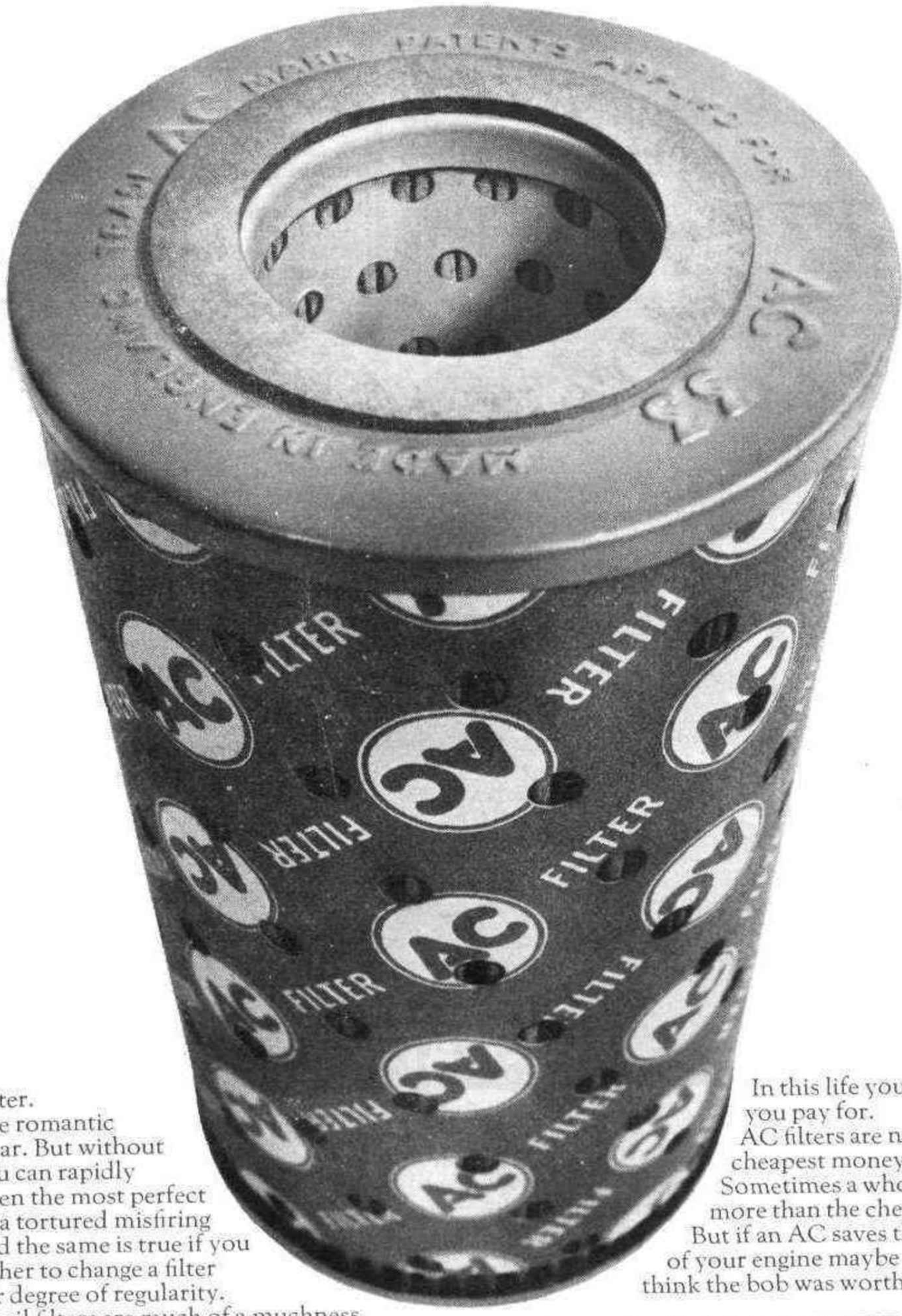

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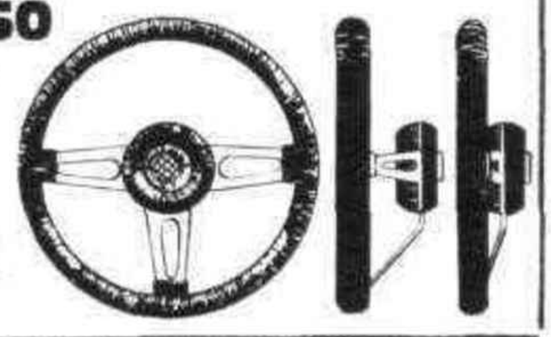

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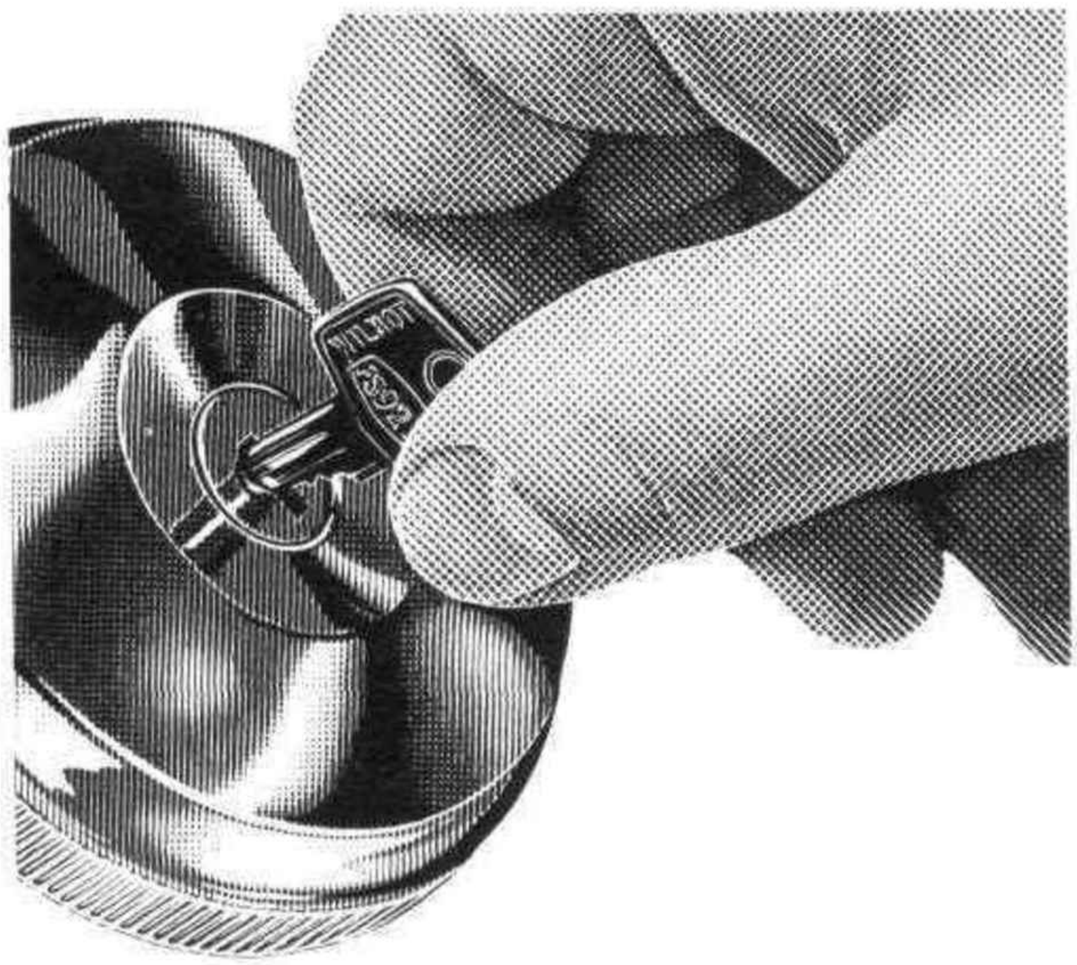

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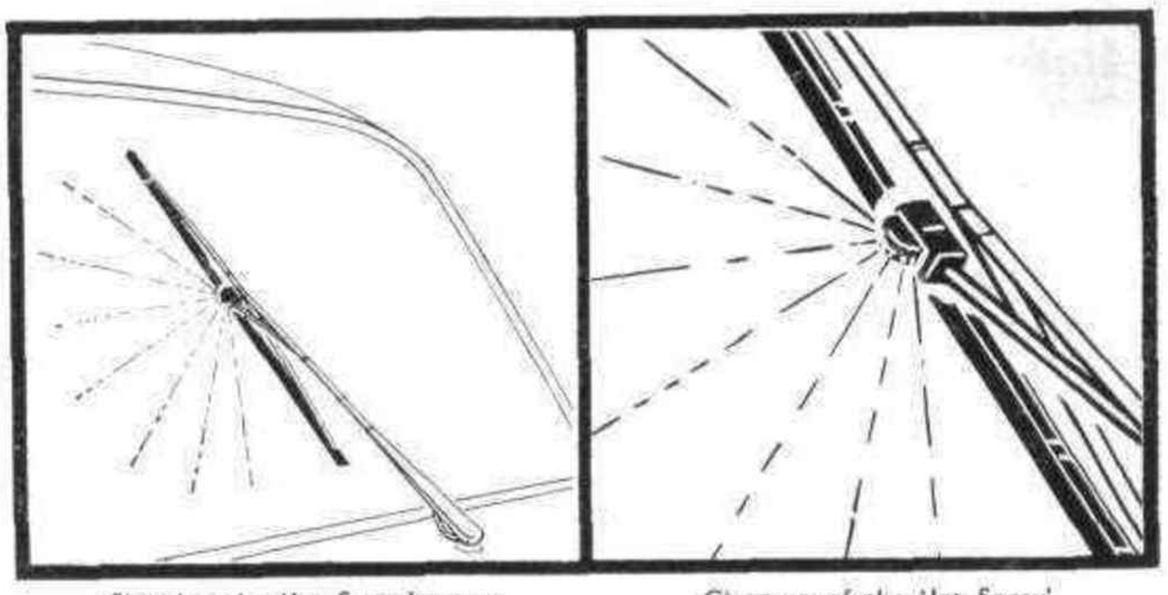

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1970 LOTUS Europa. One owner only. Fitted radio, Servo brakes, heater and seat belts... ... ... **£1,395**

1968 'G' reg. LOTUS Elan Plus 2. One owner, fitted power windows, knock-on wheels and radio ... **£1,495**

1967 LOTUS Elan S3 d.h.c. Fitted power windows, knock-on wheels and radio **£995**

1968 'G' reg. LOTUS Cortina. Extensive engine o/haul 7,000 miles ago. Fitted heater and seat belts ... **£845**

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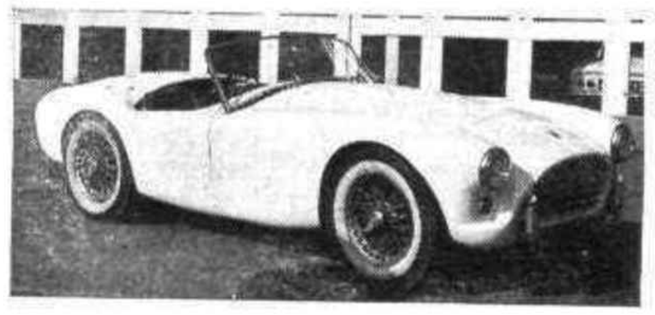
CAR OF THE MONTH

1958 A.C. Ace roadster. Finished in Dragonfly blue, with matching leather trim. Fitted wire wheels and all usual luxury equipment. Concours condition, virtually a collectors piece. **£995.**



1968 TRIUMPH TR5 PI roadster. Fitted overdrive, wire wheels, radio, luggage rack and twin spots... **£1,045**

1966 TRIUMPH TR4A fixed-head-coupé. Signal red, fitted overdrive, wire wheels and radio **£795**

1970 TRIUMPH GT6 Mk. II. One owner; fitted overdrive, Webasto sunroof and heated rear window **£1,175**

1969 TRIUMPH Spitfire. Fitted hard- and soft-tops, overdrive, radio and heater

1966 TRIUMPH Spitfire Mk. II. Royal blue, black trim, fitted overdrive, heater and racing wing mirrors... **£545**

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1969 AUSTIN HEALEY Sprite Mk. IV. Fitted Ashley GT hard-top, soft-top, wire wheels and radio ... **£775**

1966 AUSTIN HEALEY Sprite. Fitted radio, luggage rack, heater and tonneau cover **£495**

1964 AUSTIN HEALEY Sprite. Wind-up window model. Riviera blue, fitted heater and tonneau ... **£375**

1961 (Dec.) AUSTIN HEALEY Sprite Mk. II. One owner; heater... ... ... **£345**

1966 PORSCHE 912 coupé. Fitted electric sunroof, push-button radio, heater and seat belts **£1,495**

1968 'G' reg. MARCOS 1600 GT. Tartan red, fitted sunroof, radio, leather rim wheel and heater ... **£1,245**

1969 MORRIS Mini-Cooper 1275 'S'. One local owner, fitted twin spots, woodrim wheel, heater and seat belts **£775**

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1968 'E'-Type f.h.c. One owner; fitted Sundym glass, heated rear window and radio **£1,745**

1968 'E'-Type roadster. Open headlight model, fitted chrome wire wheels and radio **£1,695**

1967 'E'-Type f.h.c. Distinctive in black with red trim. Fitted radio, heater and seat belts **£1,495**

1966 'E'-Type 2 + 2. Fitted chrome wire wheels, heated rear window, push-button radio and seat belts ... **£1,345**

1966 'E'-Type roadster. Fitted radio, chrome luggage rack, twin spots, heater and seat belts **£1,295**

1966 'E'-Type f.h.c. Suede green, tan trim. Fitted late type bonnet, radio and heater **£1,295**

1965 'E'-Type f.h.c. Opalescent silver blue, fitted chrome wire wheels, radio, twin spots **£1,095**

1965 'E'-Type roadster. Fitted hard- and soft-tops, radio and heater **£1,095**

1964 'E'-Type f.h.c. Fitted radio, heated rear window, heater and seat belts **£845**

1960 JAGUAR XK150 3.8 'S'-Type f.h.c. Carmen red, tan trim, fitted overdrive, wire wheels and electric windows **£995**

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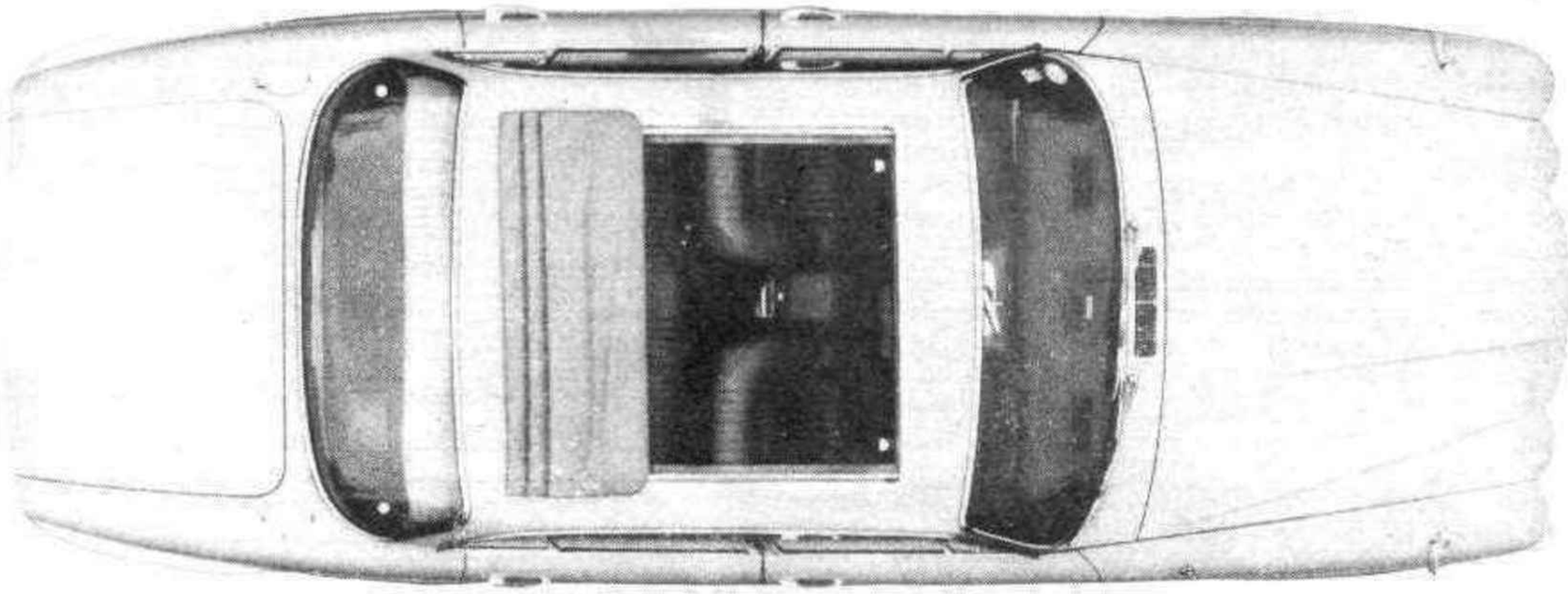
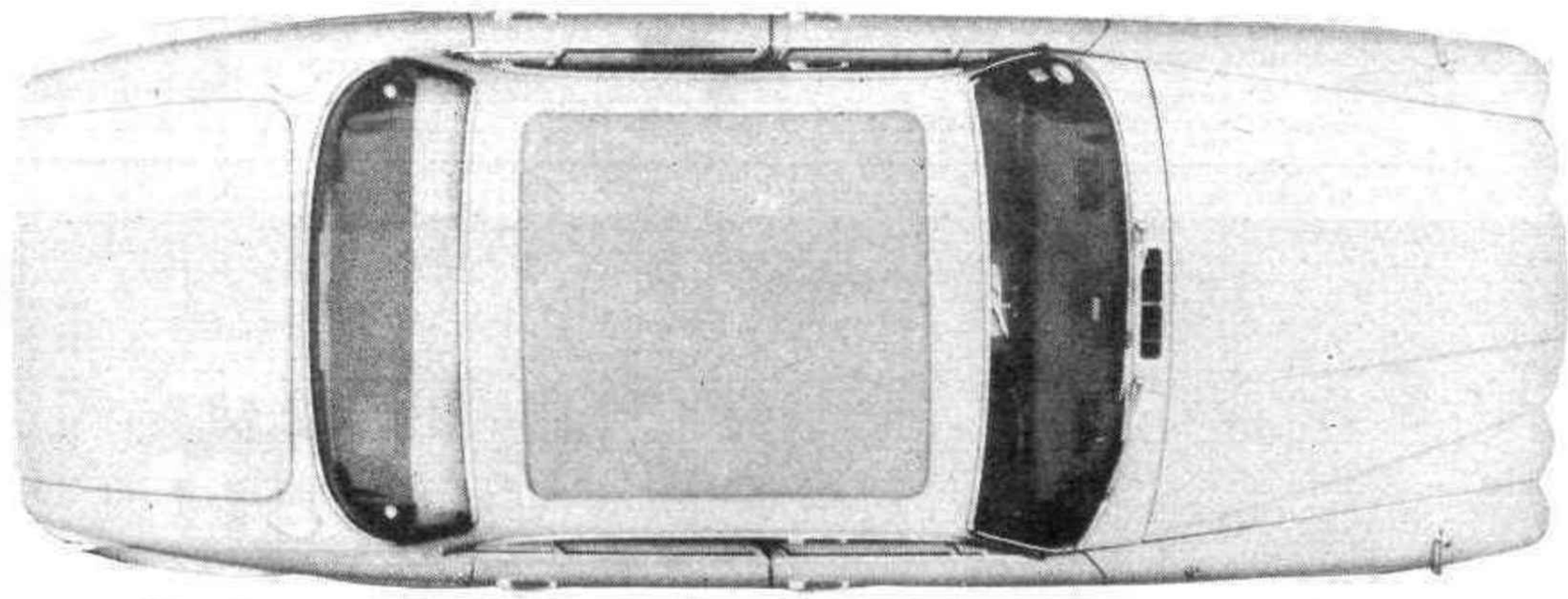
Here's an open and shut case for the Tudor Webasto Sun Roof



When it's open, whether fully or partially, The Tudor Webasto sun roof gives you **Open** all the benefits of sports car fresh-air motoring. Skilled craftsmen make sure of that.



When it's shut it's completely weatherproof. And insulated to keep the warmth in.
It looks good too, open or shut. **Shut** The new flush-fitting recessed handle provides complete safety, and the new aerofoil deflector operates automatically.

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

My name is _____

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Make of car _____ Model _____ Year _____

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and cut out driving fatigue!

If excessive car noise annoys you, it's time you fitted an Acoustikit. It's the simple way to insulate your car against nerve-racking noises from the bonnet, gears, engine and road. It cuts down driving fatigue – helps you feel calm and relaxed at the wheel. And you'll drive safely, too. What's more, an Acoustikit gives your car all the luxurious silence of an expensive model, adds value when you want to re-sell.

Acoustikits are easy to fit:

They're specially designed for fitting by the ordinary motorist – the whole job takes just 2-3 hours. Easy-to-follow instructions are included in each kit.

What are Acoustikits?

The kits comprise sets of thick, specially treated natural jute insulation felt. This material is heavy enough to prevent panel drumming, and dense and thick enough to make a radical reduction in noise penetration through bulkheads. Its porosity absorbs noise, and prevents amplification. The parts are specially cut to fit every area of the car that will benefit from treatment.

2 types to choose from:

Acoustikits are available in 2 forms:

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

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

Here's a typical Super Acoustikit layout!

There's a special, cut-to-size felt part to insulate each area!

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

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Please add part carriage charge of 30p (6/-) for Underbonnet Acoustikits and 50p (10/-) for Super Acoustikits.

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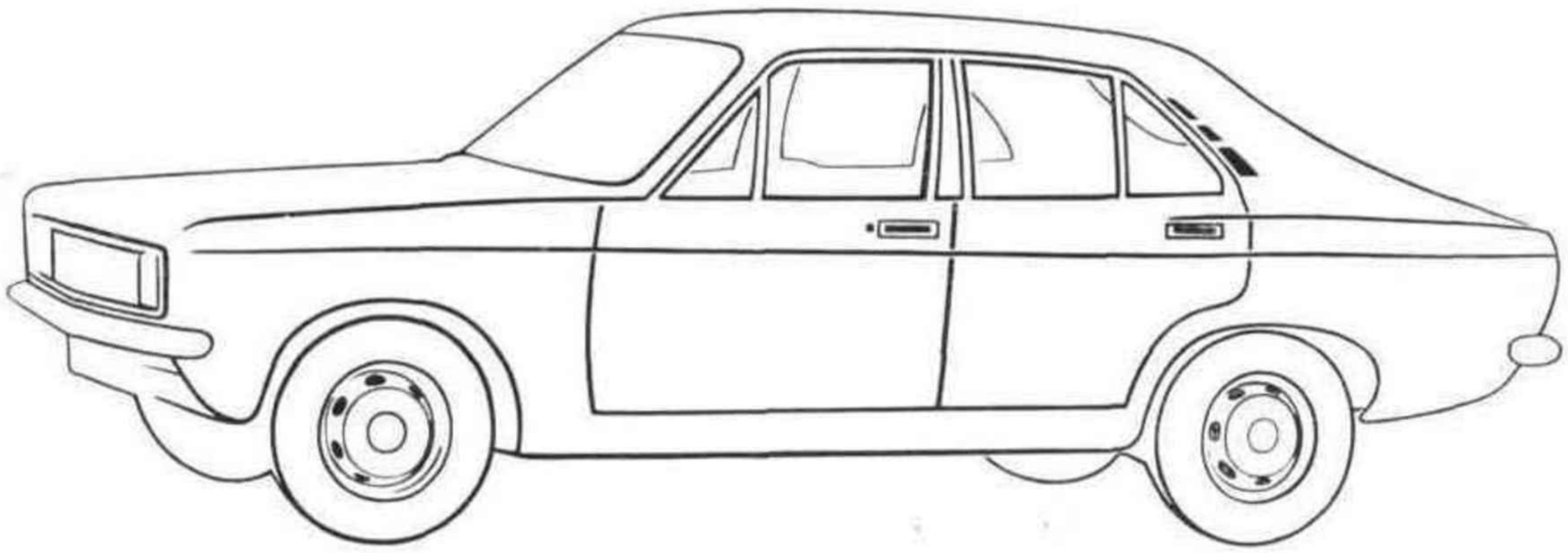

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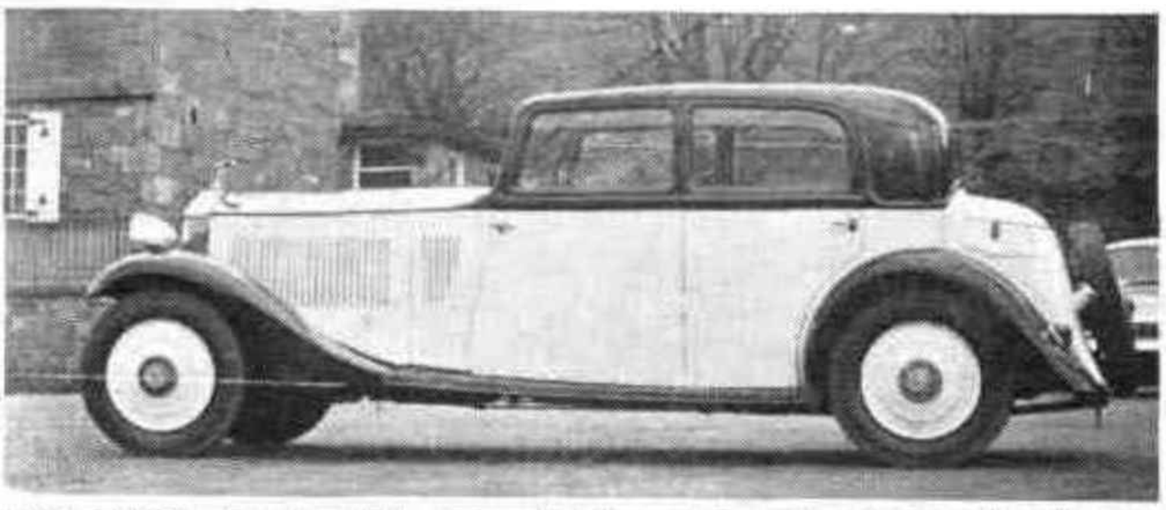

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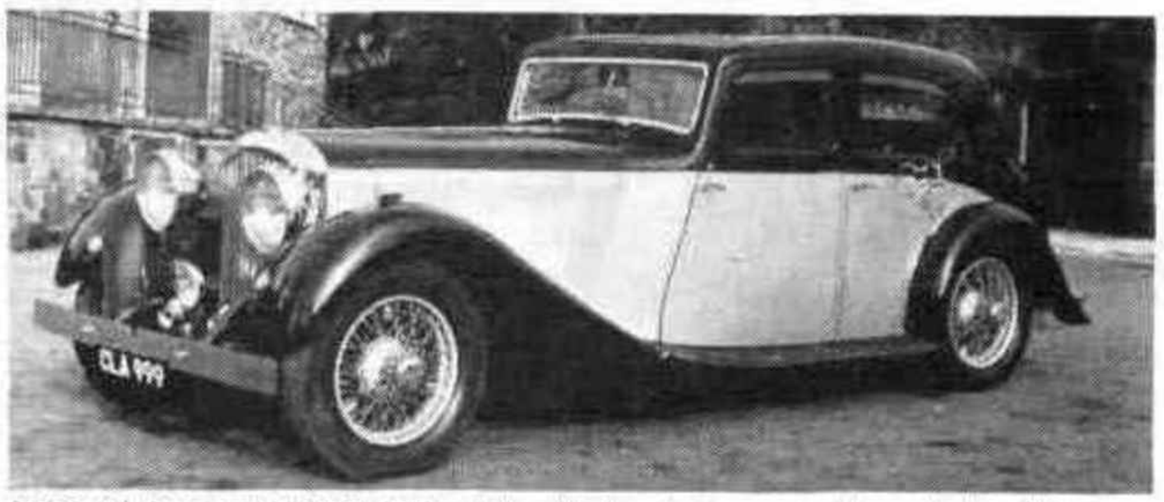

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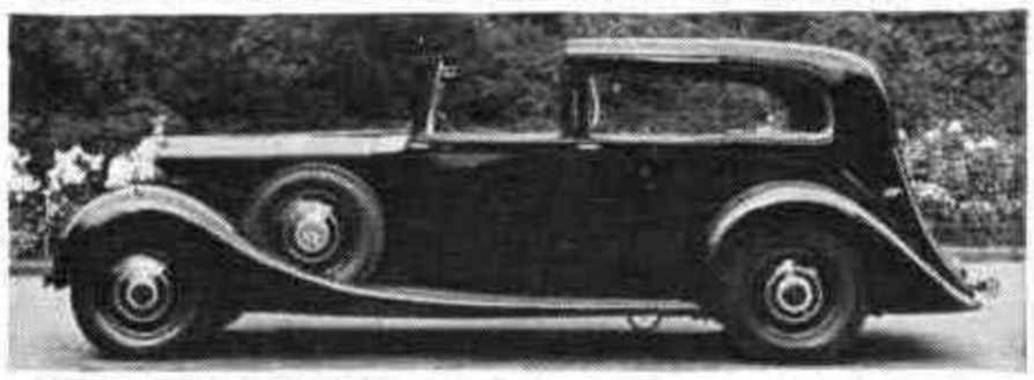
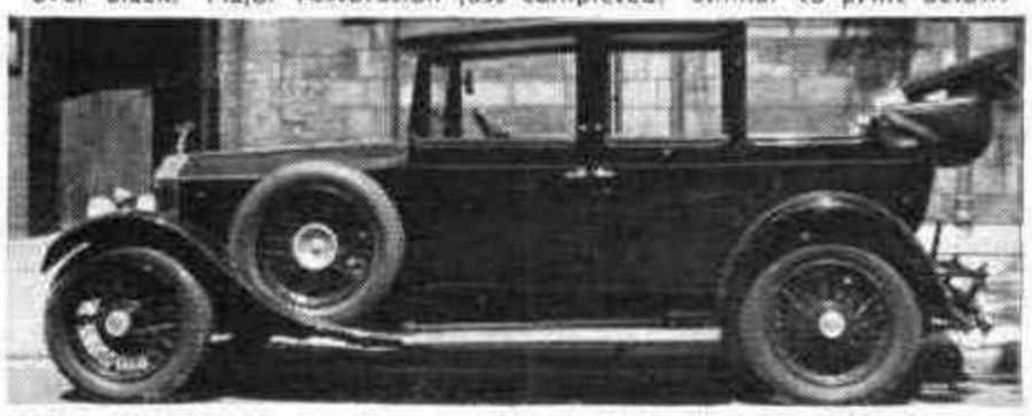
1936 ROLLS-ROYCE P. III sedanca de ville by Windovers, seven seats, painted black over Russian sable. Full Rolls-Royce documented history from new, including solid tappet conversion. Reg. No. BH 44.



1927 ROLLS-ROYCE 20-h.p. landaulette by Hooper, painted olive green over black. Major restoration just completed. Similar to print below.



1939 BENTLEY 4¼ overdrive model by Park Ward, painted Napier green over black. Recently repainted.
1950 2-door convertible **BENTLEY** by Park Ward, painted Ming blue over black, power hood.
1930 ROLLS-ROYCE P. II four-door cabriolet by T. & M., painted British Racing Green, recently restored and in specimen condition.

1949 BENTLEY Mark VI 2-door Clubman coupé by Freestone and Webb, painted black over blue, sun-roof. Fully scheduled.

1956 ROLLS-ROYCE S.C. I by Hooper, painted smoke green, special headlamp conversion. Leather throughout.

1960 BENTLEY S. II Continental convertible by Park Ward, painted shell grey, power hood. Recently refitted and in new condition.
1928 ROLLS-ROYCE P. I four-door Hooper touring car, fully restored to *Concours* condition. Twin side-mounts.
1961 ROLLS-ROYCE S.C. II standard saloon with full Radford conversion. 59,000 miles recorded. One owner. Sun-roof.

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