Vol. XLV No. 10 TWO SHILLINGS AND SIXPENCE October 1969

# MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



# How BP Super V won the Bore War.



The Bore War is BP's name for a brutal kind of test.

One that we subjected our Super Visco-static 20-50 oil to in March of last year.

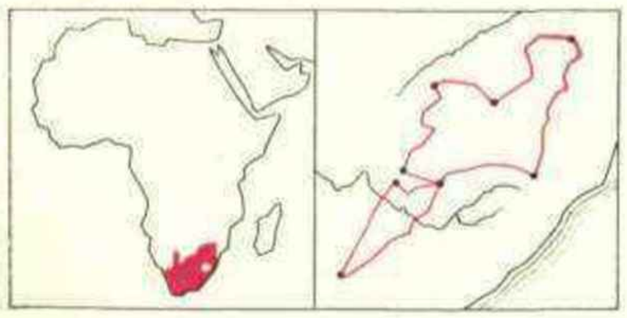
**Three-phase offensive.**

It began in Johannesburg with two works Fords and 31 men. All volunteers.

The tactics? To make a three pronged attack on Super V.

First, a fast 25,000 mile endurance drive taking in most of South Africa.

Phase two tested Super V over 5,000 miles of driving in peak time commuter traffic.



Then, with barely time to wipe the windscreens, an assault was made on the South African 24 hour distance record.

The objective? To create wear in our mobile test beds—the engines of the Zephyr and the Zodiac.

**25,000 punishing miles**

In 31 days our two Fords slogged round ten laps of a circuit 2,500 miles long and

Drove through extremes of heat and cold high winds, rain, thick fog and thunderstorms.

The worst kind of punishment to give any car. But the best kind for proving a 20w-50 oil like Super V.

**The long crawl**

From Springs on the East Rand, through the city of Johannesburg to Krugersdorp, is commuter territory.

That's where the two Fords clocked up the next 5,000 miles. Encountering the full rush hour traffic of three major cities, day in, day out for nearly four weeks.

**May. The all-out drive**

At exactly 4 p.m. on the 24th of May the final drive began.

For the 24 hour distance record attempt, we selected the tight Roy Hesketh racing circuit at Pietermaritzburg.

The South African AA, who had supervised from the start, were positioned at strategic bends and corners.

After 21 hours of the most savage thrashing the Zodiac lost its right front wheel and was forced to withdraw after breaking the time record for 1,000 miles.

The Zodiacs time: 18 hrs 49 mins 9.7 seconds.

The Zephyr went on to break the distance record for 24 hours with a mileage of 1261.07.

Under South African AA scrutiny, our captive Ford engines were then completelv stripped down and examined for wear.

The AA's report reads like an advertisement for the strength of BP Super V.

"Both engines were in virtually mint condition."

"There was a complete absence of sludge, varnish and other contaminents."

"The bores were found to be virtually indistinguishable from new. Original hone marks clearly visible on the ring travel area of the cylinder bores."

The Bore War had been won by BP Super Visco-static 20–50.

*For our technical leaflet on Super V, write to :-*
BP Retail Division, SP&A/QAL, MS10
Shell-Mex House, The Strand, London, WC2

## BP sets the pace




Use BP Super V 20-50 on the strength of it



# Some people will do anything to stay with the Motorola sound

There's no substitute for the Motorola in-car sound.

It's the sound more people enjoy – *than any other*. The world over.

Hear it yourself. There are special demonstration units in car showrooms now. Or just listen to a passing car.

**Meet Motorola In-Car Stereo**

Motorola 8 track stereo – the super car sound. The sound of the new Motorola 8 track stereo tape player. Up to 80 minutes of your favourite music on every tape cartridge. Slot in and play. Hundreds of titles to choose from. Available at most good record shops. There's never been a sound like it before. Hear the Motorola sound now at any good car showroom. Price – £39.18.4.




For free full colour literature write to Motorola Automotive Products Ltd., Taylors Road, Stotfold, Hitchin, Herts.

MOTOROLA

# The Italian Race.

Italy produces some of the world's finest racing drivers.
And if you've ever driven on the roads in Italy you'll understand why. Yes, the Italians are obsessed with speed.
Which explains why driving in Italy is so strongly reminiscent of a ride on the dodgems. Fortunately, some Italians (the ones at Pirelli) are also obsessed with safety.
Which is why we introduced the radial-ply tyre–the Pirelli Cinturato–in the first place. With everybody driving like they were practising for the Monza Grand Prix, we felt we had to.
It's also why we've been improving it ever since–we've got to.
We have factories in Britain too. So you can get the same superlative tyre at a realistic price.
And whether you drive like an Italian, or like an ordinary human being, you can feel that much safer with a set of Cints under you. To find out what makes them safe write for our 16 page colour booklet.
Pirelli Performance Bureau, Pirelli Limited, 343 Euston Road, London NW1.

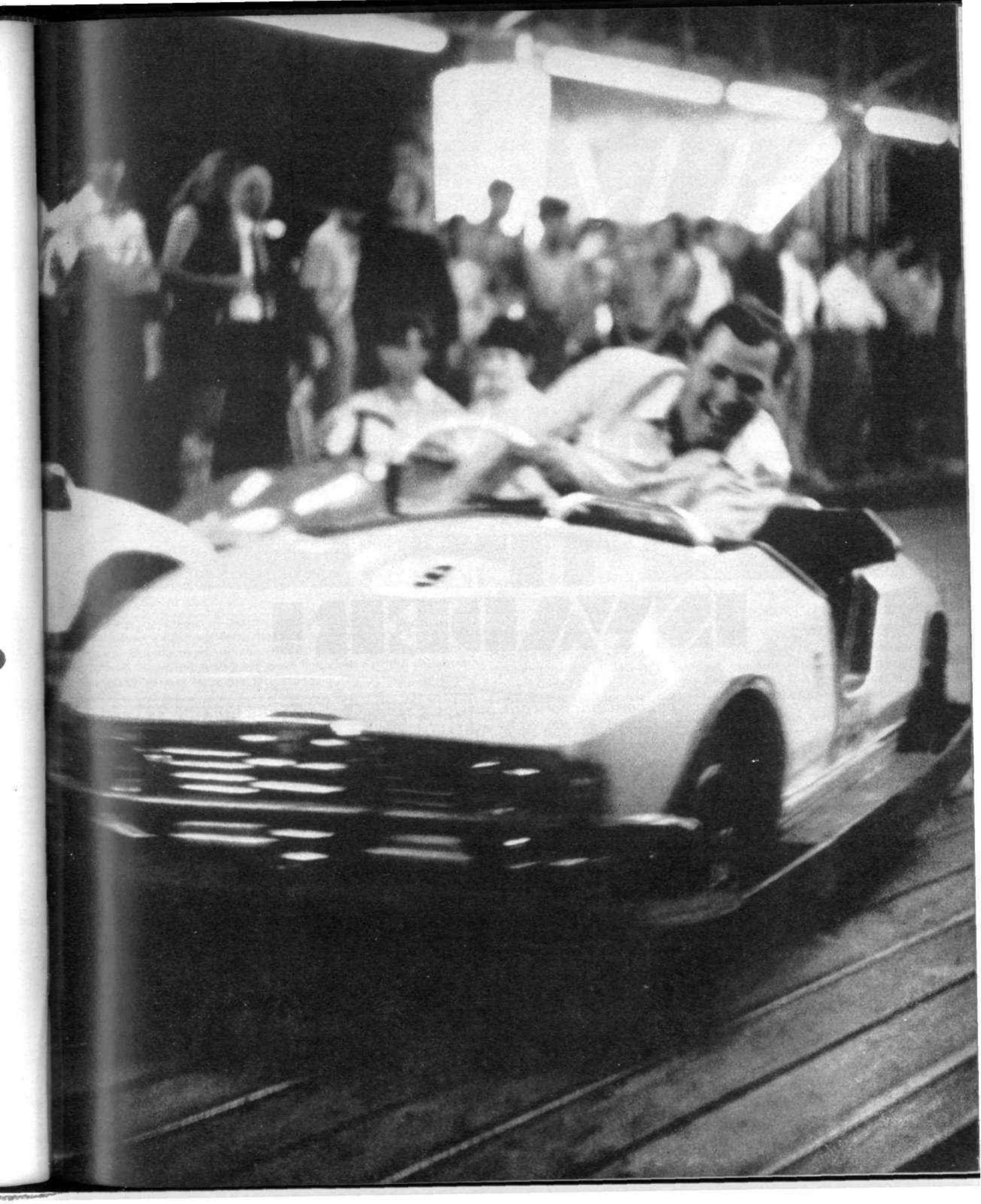


PIRELLI
CINTURATO

If they can keep an Italian out of trouble, think what they can do for you.

ten laps of a circuit 2,500 miles long and

stripped down and examined for wear





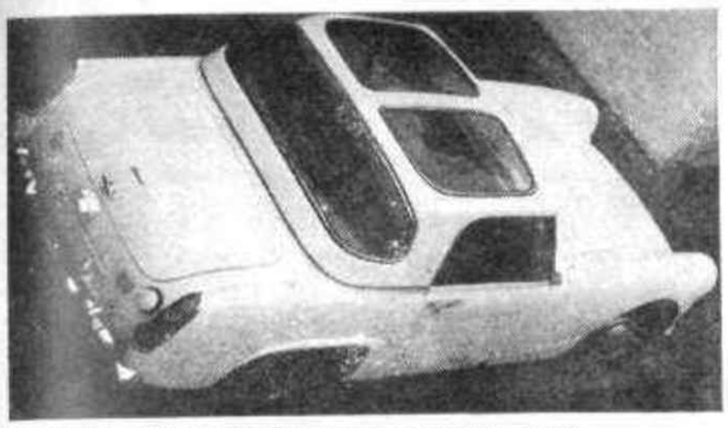

# DRIVE OUT THE INVADER!

*Press on. Forward. Forward. Surging 3-litre power.*
*Effortless mile after mile. Amazingly quiet.*
*Supreme comfort for four. Passengers relaxed.*
*Never driven anything like it before.*
*Acceleration, immediate. Steering, precise. Cornering, tenacious.*
*Brakes, powerful. Stop, immediately.*
*No doubt at all. On to a safe thing here.*

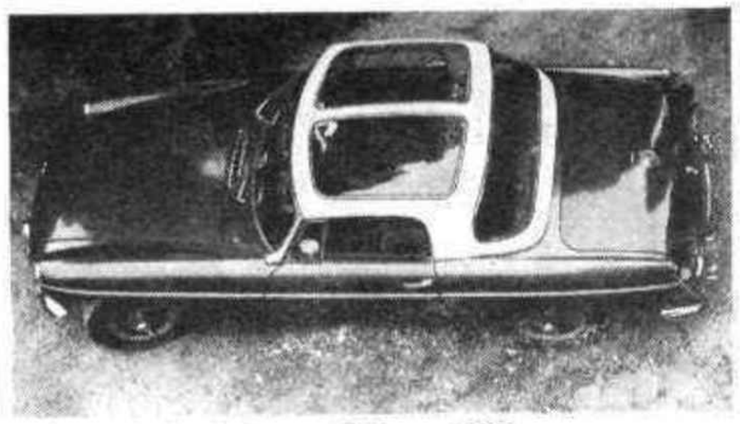
GILBERN *Invader*

Price £1,840 plus P. Tax £562.4.6. Available in component form £1,790.
Full list of optionals including Automatic Transmission.
Test drives arranged anywhere in the country at short notice. Telephone now for an appointment.
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Sprite/Midget Caribbean £50 to £70



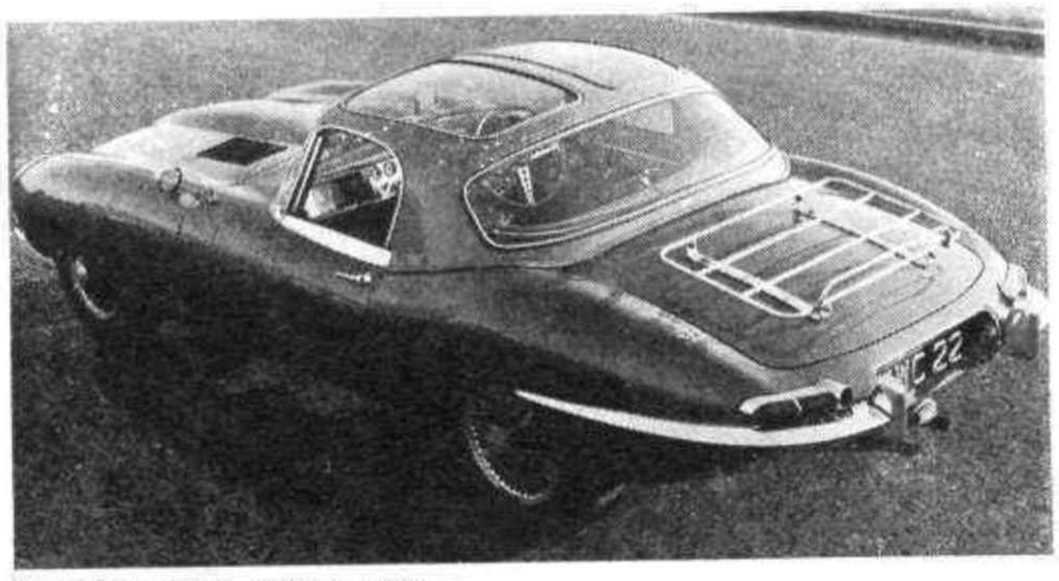
MG-B/C Caribbean £55 to £82



GTB/C £74 to £91

# HERON Hardtops & Consoles

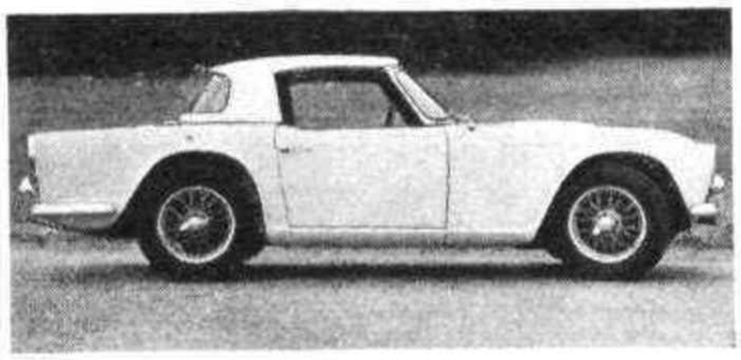
## for a wide range of sports & saloon cars



Jaguar E-Type £75 to £97



MG-B/C £35 to £52



Triumph TR4/5/6 £35 to £52



Herald/Vitesse £35 to £52

The Heron Range of Hardtops and Centre Consoles offers specialised equipment for a large number of sports and saloon cars. Manufactured to the highest standards in glass-fibre material, Heron products have been first choice of the enthusiast for many years. Now the fast expanding range includes completely new hardtop designs plus an ever-increasing selection of centre consoles.

Conventional styled hardtops were originally the main Heron design theme, including models for MG-A, B, Spridget, and Austin Healey. Three years ago we added the highly successful MG-B GTB. This was the first true fastback for the MG and has since been copied by many other manufacturers.

Last year we introduced the Caribbean. The design features maximum visibility and light with optimum window area. So successful has it proved that in addition to the selection shown here, further models for the TR4/5/6 and Spitfire range are now available.

With all Heron products, our policy is to offer a wide selection of specifications. There are primer or cellulose finishes, optional headlinings, tinted windows and other 'extras' each to suit individual requirements.

Illustrated brochures are available for the full Heron Range of products by return post, obtained by filling in the coupon at the foot of the page and sending it together with a 6d stamp. Write to us today!

## CENTRE CONSOLES



Superb hand-made custom consoles in black leather grained glass fibre. Tailored to fit without altering interior trim, supplied with any combination of speaker, ashtray or cigar lighter.
**Speaker £1 7s 6d. Ashtray £1 5s. Lighter £1 15s.**

**MGB**
Hinged, padded armrest with glovebox beneath. **Basic,** ready for any combination of speaker, ashtray, lighter **£8 19s 6d.**
**De Luxe,** with all fitted **£13.**
Carriage paid in the U.K.



**MINI**
One design common to the complete Mini, Cooper, Elf, Hornet range. Complete with hinged, padded lid. **Basic £5 19s 6d.** Speaker is **27s 6d** extra.



**ESCORT**
Specification follows other models closely, **plus** a neat gear-lever boot in real suede. **Basic** costs **£8 19s 6d** plus **£1 7s 6d** for speaker and grille.



**CORSAIR**
Closely follows the other designs, but in the case of this model, the complete console is £10 including the ashtray built in.



**SPITFIRE**
Hinged, padded armrest with glovebox beneath. Recessed handbrake mounting in glovebox. **Basic £8 19s 6d. De Luxe £13.** Carriage paid in the U.K.



**CORTINA**
Standard design for all early and new style models. **Basic £8 19s 6d.**
**BMC Mini** forward console **£4 19s 6d.**



**SPRIDGETS**
Standard design for all models. As with all console types, the De Luxe version has its own wiring loom built in. **Basic £8 19s 6d. De Luxe £13.**

*Also Consoles for Viva, 1100 and Imp, all £5 19s 6d basic.*

**HERON PLASTICS LTD. Calvert Road, Greenwich, London SE10. Telephone 01-858 0081** *24 hour telephone answering service*

*Please send me details of Hardtops/Centre Consoles (delete which not required) for a ..... I have enclosed 6d stamp.*

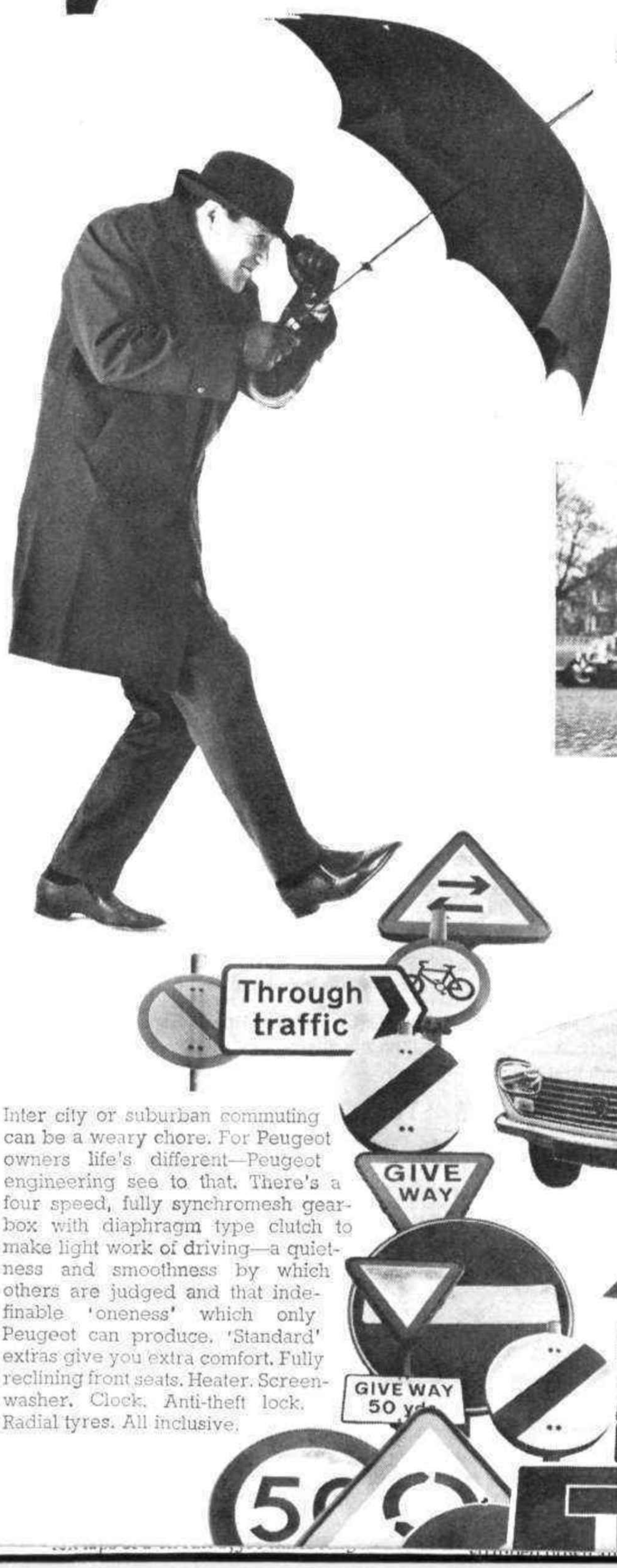
NAME .....

ADDRESS .....

.....

MSI.

# The times you wish you had a Peugeot




Could the time come when you're that second too slow? One of those unfortunate accidents—wet conditions—the other party's careless drivin Peugeot owners enjoy that extra response that could save such a situa Powerful, servo assisted brakes with load compensating device, for immediate yet smooth response. Precise rack and pinion steering s you clear. Should the crunch come energy absorbing front and re sections, burst proof door locks to minimise impact and danger.

Judge a car's reputation by its second hand value and this is your Mention the name Peugeot and there is many a canny customer r to snatch up a motoring bargain. Peugeot owners will tell you tha Peugeot have a name for great durability over very high mileage being that much tougher and looking more elegant over the year Check the classifieds yourself; dealers don't give value for nothin






Inter city or suburban commuting can be a weary chore. For Peugeot owners life's different—Peugeot engineering see to that. There's a four speed, fully synchromesh gearbox with diaphragm type clutch to make light work of driving—a quietness and smoothness by which others are judged and that indefinable 'oneness' which only Peugeot can produce. 'Standard' extras give you extra comfort. Fully reclining front seats. Heater. Screenwasher. Clock. Anti-theft lock. Radial tyres. All inclusive.

The 204 and 404 ranges include saloons and estate —all with the same built-in reliability that has brough the marque world acclaim in the gruelling East Africa Safari rally. But check for yourself. Write today for full details and the name of your nearest Peugeot dealer. He'll be please to arrange a test drive for you.

**PEUGEOT** 204 404

Sole Concessionaires: Distributors Peugeot Limited, Marshall House, 468-472 Purley Way, Waddon, CR9 4BL Telephone: 01-688 7211

# IS YOUR FAN GREEDY ON PETROL AND POWER?

The answer is YES if your engine is fitted with an ordinary cooling fan. This is because the ordinary mechanical fan, though inexpensive to produce, is not super efficient. For instance, did you know that it takes from 3 to 18 b.h.p. to drive the mechanical fan? And that represents a lot of power and petrol over a year!

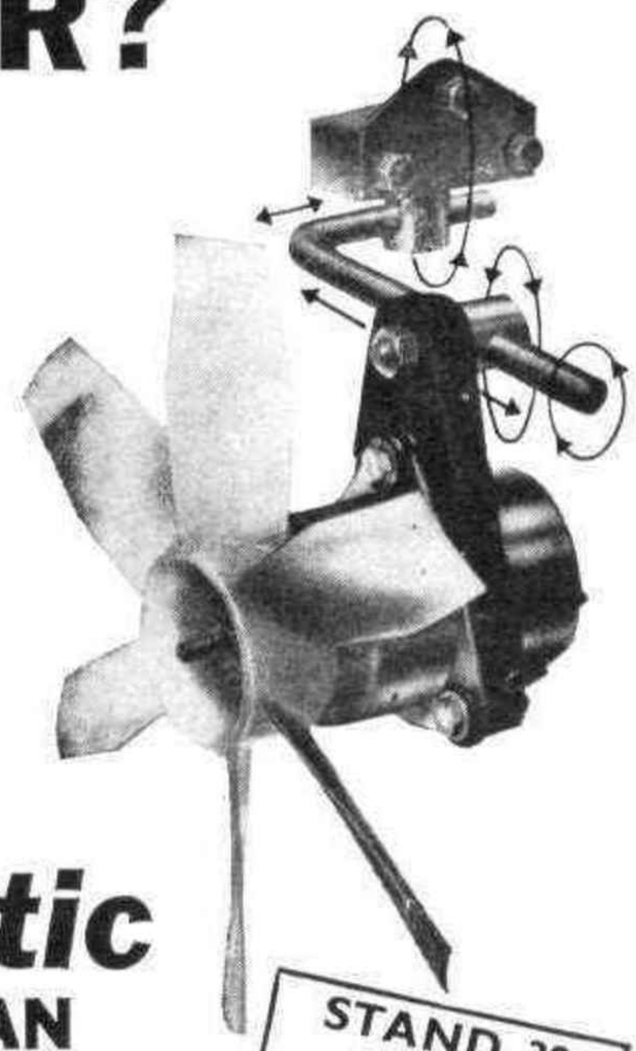
The Kenlowe 'Thermomatic' Engine Cooling Fan works on a more advanced engineering principle than the ordinary fan. Fully automatic, it is electrically driven and is controlled by a thermostatic switch in the engine cooling system. When the engine temperature rises to 87°C the Kenlowe Fan cuts in automatically, reducing temperature to 84°C when the Fan cuts out. Special settings are manufactured to suit individual models of car. On a normal 200 miles journey the Kenlowe Fan cuts in approximately 5 times only!

With a Kenlowe Fan the engine has more power for actual road performance. This is brought about because removal of a power absorbing unit can only transfer that extra power to the road wheels and so increase engine r.p.m. for a given throttle opening. If extra performance is not required then the same performance as previously obtained will be available at a smaller throttle opening and so reduce fuel consumption without a doubt. The Kenlowe raises interior heater output, eliminates fan noise, needs no maintenance, and doubles fan belt life.

The Kenlowe Fan has been proved on every popular car in the world for more than 10 years, and many thousands are in daily service. Unconditionally guaranteed for 12 months, the Kenlowe Fan is priced from £13.14.6, complete with new capillary type thermal control adjustable for temperature, dash indicator, and manual over-ride control. Full fitting instructions with every Fan; can be fitted by the average private motorist and garage. No special tools, and no holes in radiator needed.

The Kenlowe Fan is obtainable through garages, service stations and accessory depots, or direct from the manufacturers.

The Kenlowe Fan has been tested and approved by the Autocar, the Motor, Hot Car, etc. Fitted as standard equipment on Alvis, Bristol 409, Facel Vega, Ford G.T.40, Gordon Keeble, Lotus, Saab Sonett, Savage, etc.



**KENLOWE**
***Thermomatic***
**ENGINE COOLING FAN**

*THE ONLY ENTIRELY BRITISH ELECTRICALLY DRIVEN THERMOSTATICALLY CONTROLLED ENGINE COOLING FAN*

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Tel: Littlewick Green 3303 (STD: 062 882 3303) *Associate Companies throughout the World*

---

# Passed your 'O' levels? Now fly.

If you've got 5 'O' levels, including Maths and English Language, you could be flying in a naval helicopter as a fully qualified Pilot or Observer by the time you're 21.

Flying in Navy choppers isn't exactly a routine, home-in-time-for-tea job. And you never know what sort of challenge you're going to have to meet next.

Landing Marine Commandos for a beach assault. Tracking down submarines with your sonar on naval exercises.

Rescuing an injured man from a remote lighthouse.

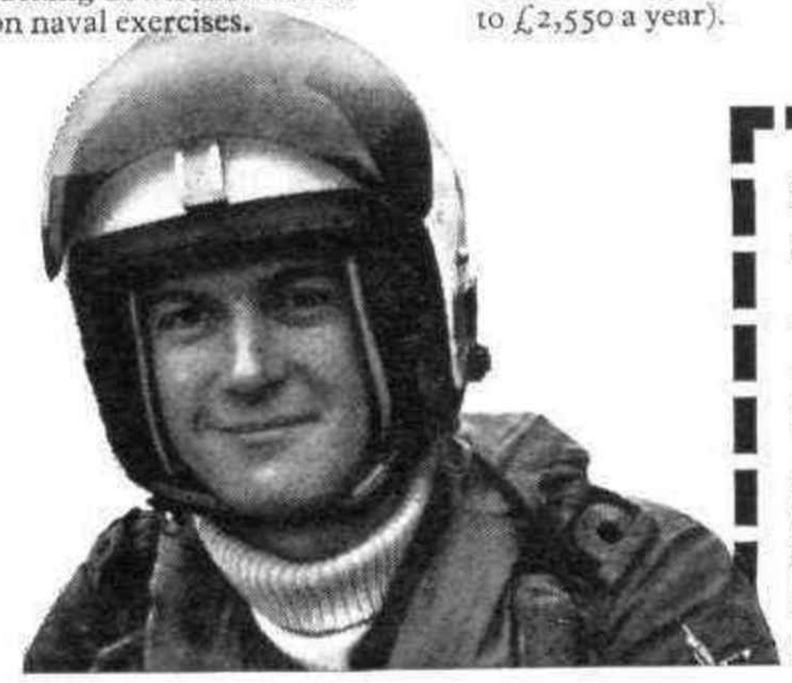
It's not easy. So we're very particular about the men we take on. And about the training we give them.

As a Pilot or Observer you're also a Naval Officer. And that means travel. Good company. The sea life. Excellent prospects. (As a married Lieutenant of 25, fully qualified as a Pilot or Observer, you could earn up to £2,550 a year).

We're now looking for more young Naval Officers as aircrew. So if you're keen to fly—as a Pilot or Observer—send us the coupon today.

**Short Service Commission.** You can serve for 8 years—with tax-free gratuity of £1,875; 12 years—with tax-free gratuity of £5,000, or 16 years (or to age 38) with a pensionable commission. You must be over 17 and under 26, with at least 5 'O' levels (including Maths and English Lang.) or equivalent.

**Full Career Commission.** You must be between 17 and 19½, with at least 5 G.C.E. subjects including 2 'A' levels or equivalent.



Name _____

Address _____

_____

_____

Date of birth _____

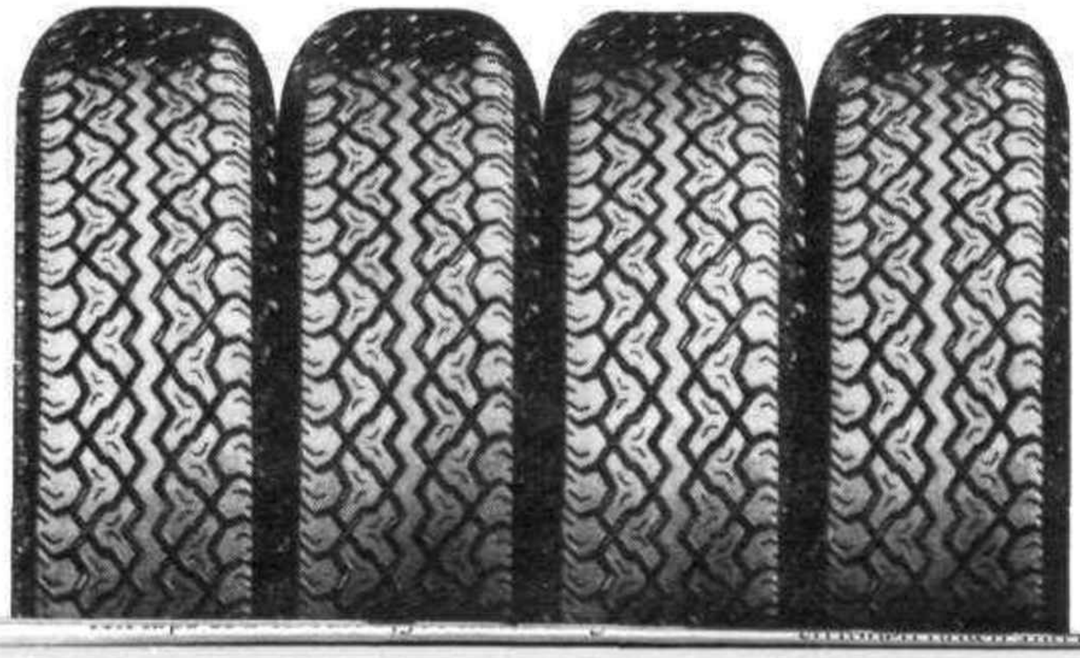
**Captain W.J. Graham, R.N.,**
**Officer Entry Section (965EA1),**
**Old Admiralty Building, London SW1**
Please send me the details about joining the Royal Navy as a helicopter pilot or observer.

RN ROYAL NAVY



# This man is wearing five safety belts

## SEMPERIT make the other four

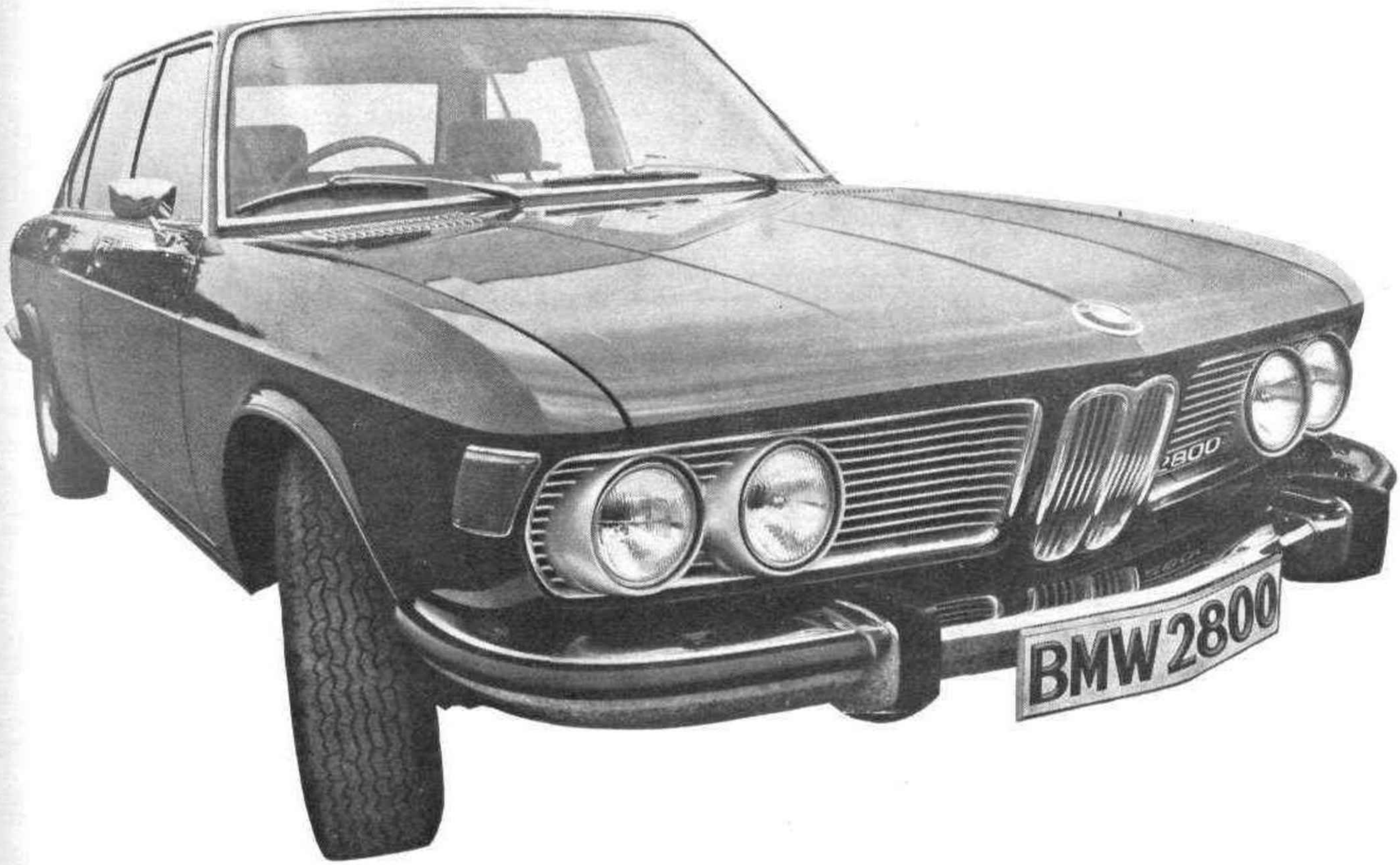


You've never heard of Semperit? The safety belt tyre? And you call yourself a mo
Semperit make the M301. And the M301 is just about the best radial you ca
(Semperit come from Austria. And if you had to motor
the Alps – wouldn't you make a damn good radial?)
fabric bands are locked together in a safety belt to
the tread, limit distortion. So the pattern stays right where you
it – on the road. The chunky tread wraps around the shoulder fo
safety. A deep-biting pattern adds miles to tyre life, drains wat
a suction pump. Kerbing ribs protect the side walls from acci
scuffs. Tread depth bars tell you, before the Law does, when – a
long last – it's time to replace.
And what does such advanced tyre design cost? You will be surp
No more than other good radials.
Quite a few good tyre specialists now stock Semperit. If you can
one, ask us. Semperit Tyres, Renwick Road, Barking, Essex. 01-592

**SEMPERIT**
**The Safety Belt Tyre**



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The big new BMW ushers in a totally new concept in luxury motoring.
Smooth and comfortable with the performance
and feel of a powerful sports car.
A brilliant combination, right for modern road conditions.
But you need more than money to get one. Appreciation of the good things in life.
Experience and responsibility.
The enjoyment of power all successful men have.
Have a test drive to see just what you're missing.
Price: 2500–£2,957; 2800–£3,244

**The big new BMW 2500 & 2800**

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*BMW 1800 and 2000 ZF Sports Automatic Saloons also available at £179 extra.*

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**Southgate Motors (Sales) Ltd.,** 37 High Street, N.14. Tel: 01-368 8778
**Reliance of Chingford Ltd.,** North Circular Rd., Chingford, London E.4. Tel: Larkswood 5057
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**The Harmer Group,** Royal Oak Centre, Purley, CR2 2BG. Tel: 01-668 5111/2
**Clock Tower Garage,** Worton Road, Isleworth. Tel: Isleworth 5642
**Motortune Ltd.,** 250 Brompton Road, London S.W.3. Tel: Kensington 1166/6081
**Hexagon of Highgate Ltd.,** 26 North Hill, Highgate, N.6. Tel: 01-340 3431

**HOME COUNTIES** Langley Motors of Thames Ditton Ltd., Portsmouth Road, Thames Ditton, Surrey. Tel: 01-398 3435
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**Thomson & Taylor (Brooklands) Ltd.,** Portsmouth Road, Cobham, Surrey. Tel: Cobham 4493
**Chris Williams (Sales) Ltd.,** Shere, Surrey. Tel: Shere 2051
**Normand Garages Ltd.,** Bromley Hill Garage, Bromley Hill, Bromley, Kent. Tel: 01-460 1194/5/6
**Kingsdown Motors Ltd.,** Tankerton Road, Whitstable, Kent. Tel: Whitstable 3261
**Elmsleigh Autos of Broxbourne Ltd.,** The Precinct, Broxbourne. Tel: Hoddesdon 65085
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**Thornes (Northampton),** Harlestone Road, Northampton. Tel: 0604 51315/51587

**Dave Gossage Motor Co.,** Chaddesley Corbett, Nr. Kidderminster, Worcestershire. Tel: Chaddesley Corbett 227

**SOUTH WEST** Chenhalls Garage (South West) Ltd., Collaton Garage, Collaton St. Mary, Paignton, Devon. Tel: Paignton 58567
**Keystone Garages Ltd.,** Exeter Road, Bournemouth. Tel: Bournemouth 24433
**Maiden Castle Service Station Ltd.,** Weymouth Ave., Dorchester, Dorset. Tel: Dorchester 301

**WEST** Andrew Parkes Performance Cars, Central Garage, Zetland Road, Bristol 6 Tel: Bristol 45561
**Dick Lovett Specialist Cars,** Fairwater House, High Street, Wroughton, Wiltshire. Tel: Wroughton 387
**Brian Eldridge Ltd.,** 72-76 Barton Street (Eastgate), Gloucester. Tel: Gloucester 23456
**Wyedean Motors (Watts of Lydney Co.)** 12 High St., Coleford, Glos. GL 155 DB. Tel: Coleford 2056.

**NORTH EAST** Mill Garages (Sunderland) Ltd., Ryhope Road, Sunderland. Tel: Sunderland 57631

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**Continental Cars (Lancaster) Ltd.,** Dalton Square, Lancaster. Tel: Lancaster 2488
**Pollard & Critchley,** 107-125 Duke Street, Liverpool 1. Tel: Liverpool Royal 4103
**Marsh of Chorley Ltd.,** Bolton Street, Chorley. Tel: Chorley 4347
**Rudheath Garages Ltd.,** King Street, Northwich, Cheshire. Tel: Northwich 2113
**T. H. Bennett Motors Ltd.** Buchanan St., Blackpool. Tel: Blackpool 22257
**T. H. Bennett Motors,** New Hall Lane, Preston. Tel: Preston 51588
**Bateman Motor Works,** Lindale Corner, Lindale, Grange-over-Sands, Westmorland. Tel: Grange-over-Sands 2282

**LINCOLNSHIRE** Alexandra Motors (Grimsby) Ltd., Bradley Cross Roads, Grimsby, Lincs. Tel: Grimsby 7274

**YORKSHIRE** Normand (Bradford) Ltd., Hallings, Bradford 1. Tel: 0274 33077
**Meersbrook Service Station,** Meersbrook Road, Sheffield 8. Tel: Sheffield 53821
**John Brodrick Ltd.,** Leeds Road, Huddersfield. Tel: Huddersfield 25187
**South Grove Garages (Auto Engineers),** Moorgate, Rotherham. Tel: Rotherham 2859/3584

**SCOTLAND** Callanders Garages Ltd., 597 Gt. Western Road, Glasgow W.2. Tel: Glasgow Western 8585
**Western Automobile Co.,** 116 Colinton Road, Edinburgh 11. Tel: 443-2065

**CHANNEL ISLES** Jackson's Garages Ltd., 60-63 Esplanade, St. Helier, Jersey. Tel: Central 20281

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# All is revealed!

For the rest of the year, **Ce-Last** exhaust systems spend their time hidden away from view, working quietly and efficiently under thousands of cars everywhere. However for just once in the year we show you what makes **Ce-Last** silencers and equipment so good. We're on **Stand 270** at the Motor Show, Earl's Court, October 15 to 25. So don't miss this opportunity. For after that, we go back into hiding!

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# The Indiastructible safety tyres.

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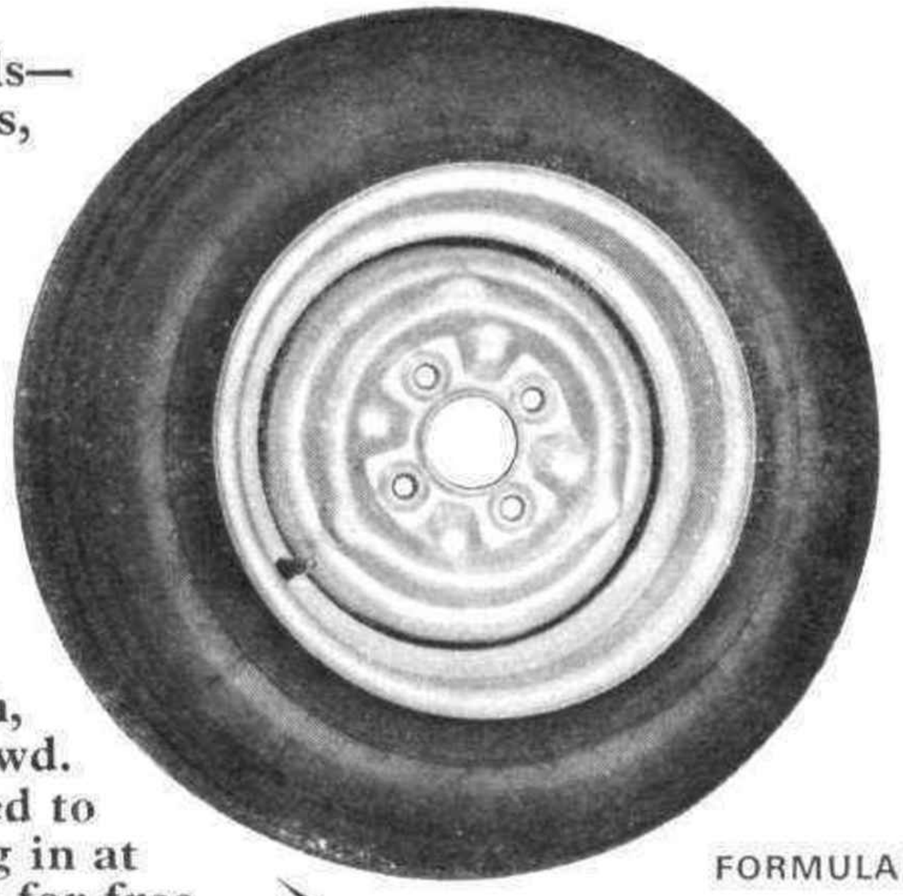
INDIA




# DUNLO
# FORMULA 'D'
# WHEEL

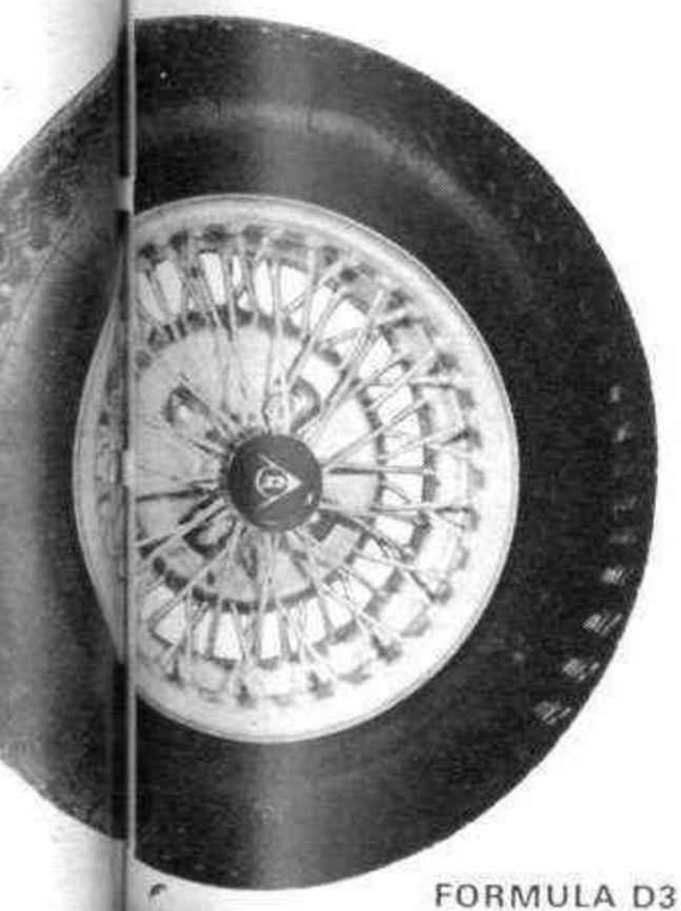
FORMULA D1

**Here they are! Dunlop Formula 'D' Wheels—
the first of a completely new series,
rigorously tested to track standards
and incorporating 50 years of
experience in wheel engineering.
Formula 'D'—styled and built
for performance and appearance
in light alloy or wire models,
with fat tyre versions for extra
road holding and cornering stability.
These are the wheels for the enthusiast,
the individualist—the man who demands
something extra from his car.
They fit most models, giving a rakish,
sporty air that stands out from the crowd.
Which Formula 'D' model is suited to
your taste and pocket? Find out by dropping in at
your local Dunlop stockist or write for free**

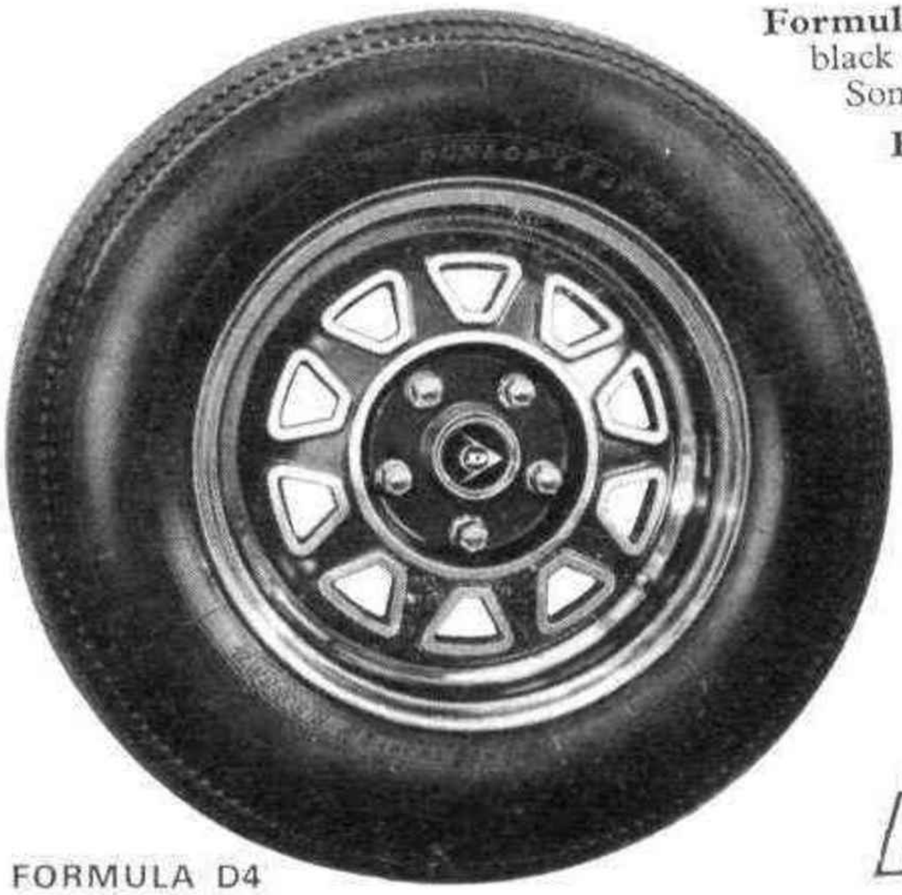


FORMULA D2



FORMULA D3



FORMULA D4

**Formula D1:** Elegant, light alloy wheels finished in matt black with polished rims and chromed nuts and hub caps. Some sizes take fat tyres.

**Formula D2:** Wide steel wheels specifically designed for motorists wishing to fit high performance fat tyres.

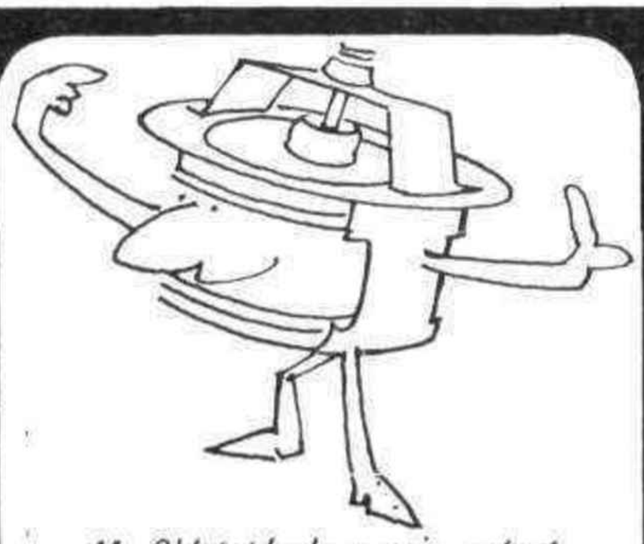
**Formula D3:** A real breakthrough! Genuine wire wheels, with the classic sports car look, that bolt directly on to standard hubs. Wide and standard rim widths available.

**Formula D4:** Elegant styling in a wide variety of polished alloy and matt black finished centres with chrome-plated steel rims. Available in many sizes for both standard and high performance fat tyres.

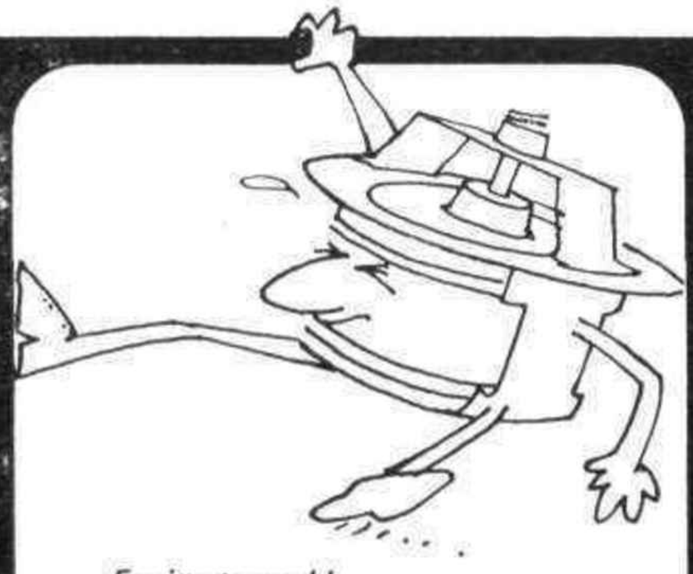
# DUNLOP FORMULA 'D' WHEELS

DU.WD.18

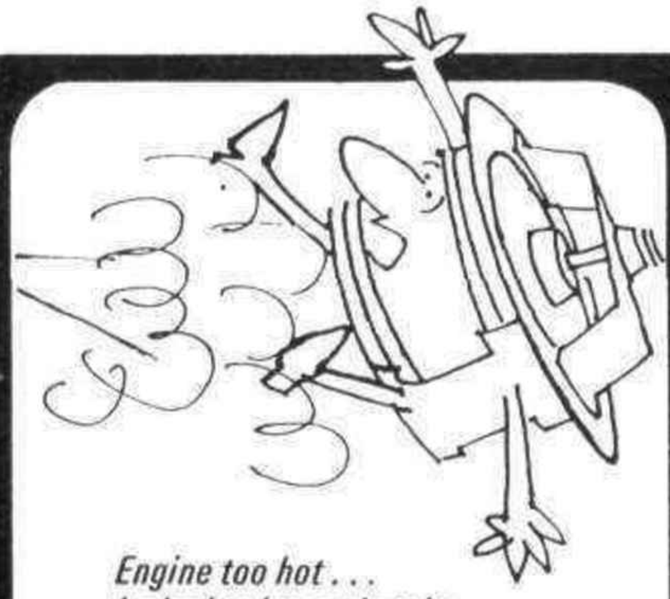
# The Downfall of Mr. Oldstat and Miss Tiredcap



*Mr. Oldstat had a very important job . . . he was in charge of coolant flow to petrol engines.*



*Engine too cold . . . he had to keep coolant out.*



*Engine too hot . . . he had to let coolant in.*

*Very trying job . . .*



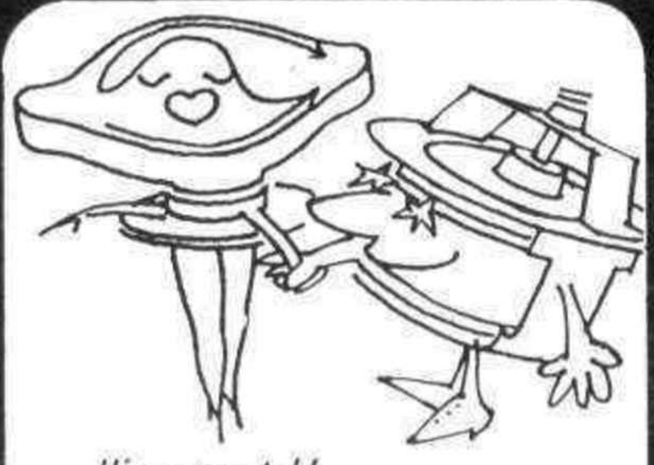
*Made even more trying by the frivolous Miss Tiredcap. She was supposed to be in charge of radiator pressures.*



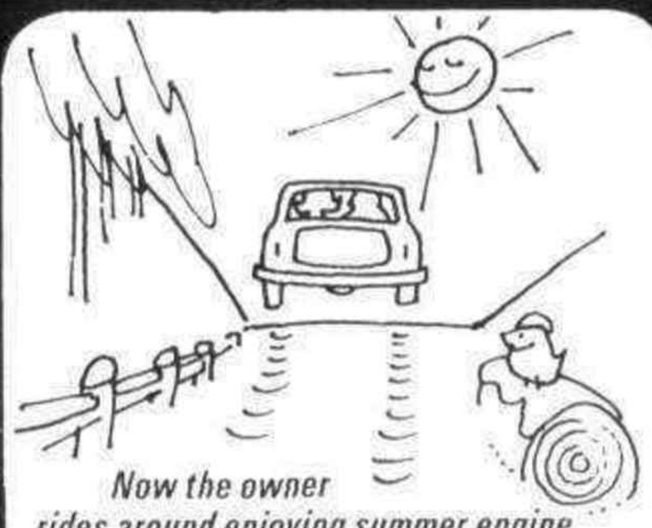
*But she was so lightheaded she used to let the coolant boil over and the heat escape.*



*Mr. Oldstat was furious! So annoyed that he got overheated . . . and the engine got overheated . . . and the owner got overheated.*

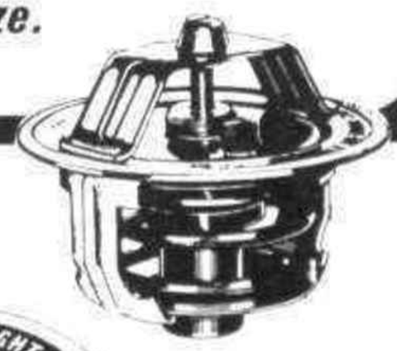


*His garage told him to cool down. They could provide a very trustworthy couple who could do the job properly.*



*Now the owner rides around enjoying summer engine performance and summer comfort from his car heater . . . even in the winter.*

***Thanks to his new controllers, Mr. AC Thermostat who keeps his engine temperature just right, and Miss AC Pressure Cap who never loses her temper, the coolant, the pressure or the anti-freeze.***






**Moral:** Get your garage to put an AC Thermostat and an AC Pressure Cap in charge of your coolant system . . . and you'll never get overheated. It's a comfort that doesn't cost much.

AC THERMOSTATS
PRESSURE CAPS

AC-Delco Division of General Motors Ltd Dunstable Beds.

# Music on the move



# with the new Philips car stereo cassette player

Fit Philips new car stereo cassette player under your dashboard and drive to music of your choice.

This compact new music-maker connects directly to your car battery and plays stereo at the click of a Musicassette. And the Musicassette repertoire offers you hundreds of titles to choose from.

The 2602 employs the Compact Cassette principle developed by Philips – so it is compatible with all other equipment using this system.

Easy to use too. No complicated procedures to distract you from your driving.

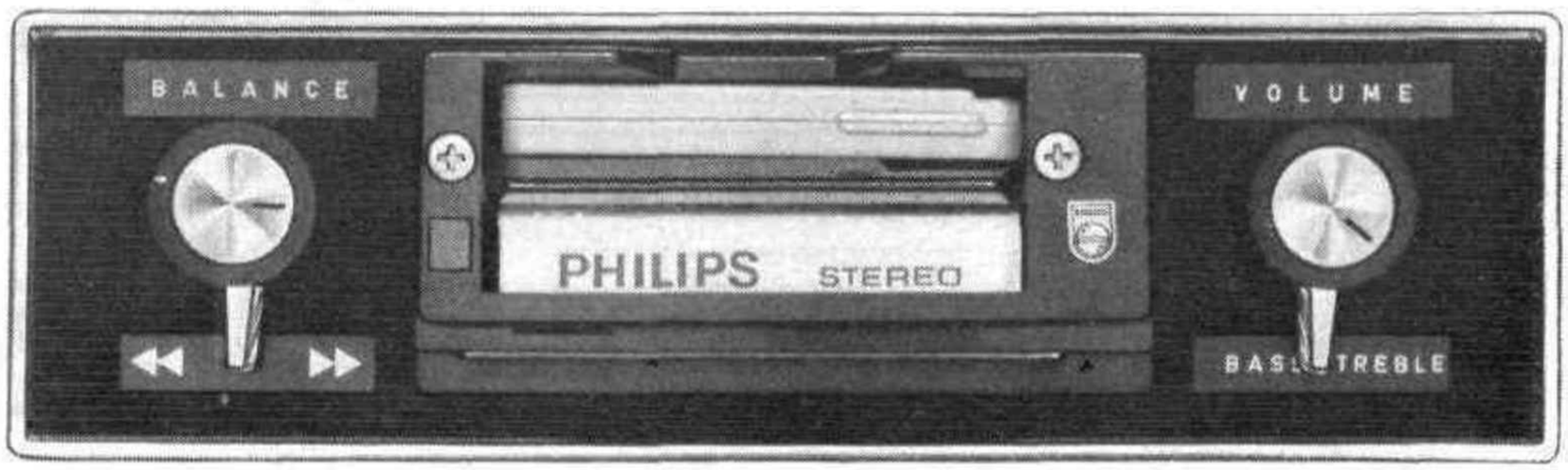
Fast wind and rewind controls allow you to replay any particular recording.

Built-in amplifier gives noise-free reproduction.

Price £42.0.0d. including mounting strips. External loudspeakers extra.

Available now at your garage or local car accessories dealer. Or write to Philips for more information.

Philips Electrical Limited, Century House, Shaftesbury Avenue, London WC2.




**PHILIPS**

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And now, Jackie Stewart, runaway leader in the 1969 World Championship, is just as insistent on Autolite.

If you take your driving as seriously as the World Champion and his outstanding challenger, you'll insist on Autolite, too.

They cost around 6/- each.

You'll probably see other plugs offered at lower prices. But you won't see Graham Hill or Jackie Stewart buying them.

**Autolite**

AUTOLITE MOTOR PRODUCTS LIMITED, ENFIELD, MIDDLESEX.

# MOTOR SPORT

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

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CONTENTS


| | Page |
|---|---|
| Matters of Moment ... ... ... | 1073 |
| Fixtures for October ... ... ... | 1074 |
| A Quick Look at Fiat ... ... ... | 1076 |
| Monza Afterthoughts ... ... ... | 1082 |
| Can-Am—Rounds 6 and 7 ... ... | 1084 |
| American Comment ... ... ... | 1085 |
| Rally Review ... ... ... ... | 1086 |
| Continental Notes ... ... ... | 1087 |
| Road Racing on the Isle of Man ... | 1088 |
| Formula Two Review ... ... ... | 1088 |
| Italian Grand Prix ... ... ... | 1090 |
| Veteran—Edwardian—Vintage ... | 1094 |
| Letter from Europe ... ... ... | 1100 |
| Tuning Test : A 3-litre Special Capri | 1102 |
| Book Reviews ... ... ... ... | 1105 |
| Road Impressions : The Sunbeam Rapier H120 and the Auto-Union Audi 100LS ... ... ... ... | 1106 |
| Chevron—Racing Cars from Lancashire ... ... ... ... ... | 1110 |
| Road Test : The Six-Cylinder BMW 2800 ... ... ... ... ... | 1126 |
| Letters from Readers ... ... ... | 1129 |


**FRONT COVER PICTURE :** INVINCIBLE.—The works team of two McLaren M8Bs with 7-litre Chevrolet engines has suffered only one mechanical retirement in seven Can-Am races. Hulme has scored four victories and McLaren eight and the picture shows Denis Hulme on the way to victory in the Road America race at Elkhart Lake.


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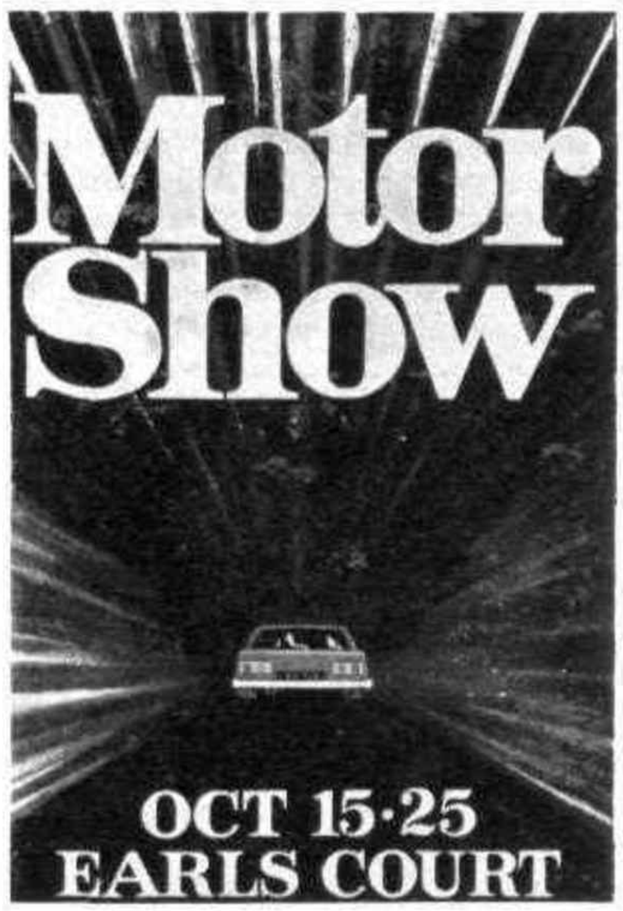
All prices include postage.


# MATTERS OF MOMENT

## ■ EARLS COURT TRENDS

October is the month of fogs, frosts and Earls Court. This year's London Motor Show is important, if only because the Industry has its back to the wall, fighting for sales, with the new models from our factories facing formidable competition. We have recently been heartened by some very good export figures, so all need not be gloom.

If Buy British is allied to Cry British, and we boost the excellent products we manufacture, better times could well lie ahead.




Technically, the trend is towards more efficient engines, designed with anti-smog laws in mind, a growing use of automatic transmissions, and more cylinders. The overhead camshaft is becoming commonplace for ordinary cars, and the advent of belt drive has made upstairs prodding of the poppets inexpensive and inaudible. You can cruise an engine such as the o.h.c. Fiat 130 at well over 5,500 r.p.m. with no valve-gear cacophony. When simple tappet adjustment, as cleverly devised by GM and Fiat, is allied to belt camshaft drive, the servicing and production anxieties of the Henri-era are seen to have been banished.

Automatic transmission must one day eliminate the manual gear-change, as o.h. valves have banished side valves. Meanwhile, five-speed gearboxes are found on cars as diverse as Alfa and Maxi. Perhaps, in spite of developments in transmissions, suspension and styling, Earls Court 1969 will be remembered as featuring the battle of the cylinders. For there are signs that multi-cylinder engines are on the increase.

S. F. Edge once campaigned for the Napier Six against rugged fours such as the De Dietrich, with Sunbeam and Spyker pressing the point. Even earlier, C. G. V., Winton and Maxwell had introduced the straight-eight, with all its carburation and crankshaft complexities, which nevertheless became a luxury-car rage, Hillman and Wolseley joining in in the medium-price field. Rolls-Royce and de Dion Bouton pioneered the V8 (one historian says Packard copied the latter), which in America has become all but universal, to the virtual elimination of the in-line six.

Now, in Europe, cylinders are multiplying again. Perhaps they are breeding in fear, of Wankel competition? BMW and Volvo have sixes, after long concentration on fours. Mercedes-Benz have announced a 3½-litre V8, which supplements their well-established "grosser" eight-cylinder engine. (Rolls-Royce and Daimler went V8 a considerable time ago.) Rover stole a lead, with their American-inspired light-alloy V8 some time ago. B.M.C. are likely to be the first maker to have a transverse six-cylinder engine and Fiat have followed Ford with a V6 for their largest model. Aston Martin have a new light alloy, fuel-injection four o.h.c. 5.4-litre V8, developed by D. C. Gershon, making the DBS a 170-m.p.h. £6,897 sensation, whereas Jaguar seem to be fumbling with *their* new vee engine—or will an XJ12 be the surprise of the Show?

Despite safety requirements, anti-smog problems, devaluation of the £ and labour disputes, technical stagnation is not apparent, so the Motor Show should be worth a visit. MOTOR SPORT will occupy Stand 4 on the Ground Floor, adjacent to the Ginetta exhibits.

## ■ GREGOR GRANT

Gregor Grant, best known as the founder of a weekly motor sporting magazine, and without whom no race meeting will be the same, has died, after an illness, at the early age of 58. The Editor writes : Gregor was an institution, a character, part of the motor-racing stage. He began writing about cars in the dim ages, as I did, and was Assistant Editor of *The Light Car* before the war, when this excellent paper had that photographic front cover which no-one has had the good sense to copy—it's all colour these days, anyway. Grant served in the Army before starting his own weekly in 1950. I remember calling at the poky offices in Paddington to wish it well, and I have read it ever since. It never looked back and the cheerful Scot stayed with it as Editor until a short time ago. He had

*Continued on next page*

# Motor Sport Fixture List For October

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

*C. — Closed Event. C.I. — Closed Invitation Event. R. — Restricted Event. N.B. — National British. N.O. — National Open. INT. — International Event.*

| *DATE* | *CLUB* | *RENDEZVOUS* | *NEAREST PROMINENT TOWN* | *CATEGORY* | *TIM* |
|---|---|---|---|---|---|
| **Oct. 7/12th ..** | **TAP Sports Club/AC of Portugal** | **Various European capitals** | — | **TAP Rally** | — |
| Oct. 11th .. .. | Shenstone & Dist. C.C. .. .. | Bull's Head Inn, Shenstone | Lichfield | Buxton Trophy Rally (*R.*) | 07.3 |
| Oct. 11/12th .. | Chelmsford M.C. .. .. .. | BritviC Factory, Westway | Chelmsford | BritviC Rally (*R.*) | 19.3 |
| Oct. 11/12th .. | Morecambe C.C. .. .. .. | Midland Hotel | Morecambe, Lancs. | Illuminations Rally (*R.*) | 21.3 |
| **Oct. 12th .. ..** | **S.C.C.A. .. .. .. ..** | **Laguna Seca** | **Monterey, California** | **Can-Am (INT.)** | **14.0** |
| **Oct. 12th .. ..** | **Rome A.C. .. .. .. ..** | **Vallelunga** | **Rome, Italy** | **F.2 Race Meeting (INT.)** | — |
| Oct. 12th .. .. | B.A.R.C. .. .. .. .. | Thruxton | Andover, Hants. | Race Meeting (*R.*) | 14.1 |
| Oct. 18th .. .. | B.R.D.C. .. .. .. .. | Silverstone | Towcester, Northants. | Race Meeting (*R.*) | 12.0 |
| Oct. 18th .. .. | Hagley & Dist. L.C.C. .. .. | Castle Combe | Chippenham, Wilts. | Race Meeting (*R.*) | 13.3 |
| Oct. 18/19th .. | 2300 Club .. .. .. .. | Main Street | Tobermory | Tour of Mull (*R.*) | 22.3 |
| **Oct. 19th .. ..** | **A.N.A. Edificio .. .. ..** | **Ciudad** | **Mexico City, D.F.** | **Mexican G.P. (INT.)** | 14.3 |
| **Oct. 19th .. ..** | **B.A.R.C. .. .. .. ..** | **Brands Hatch** | **Fawkham, near Dartford** | **Motor Show 200 (INT.)** | 12.3 |
| Oct. 19th .. .. | B.A.R.C. (Yorkshire) .. .. .. | Croft Autodrome | Darlington, Co. Durham | Race Meeting (*R.*) | 14.3 |
| Oct. 19th .. .. | Dublin University M.C. .. .. | Mondello Park | Naas, Co. Kildare | Race Meeting (*R.*) | — |
| Oct. 25th .. .. | Coventry & Warwicks. M.C. .. .. | Silverstone | Towcester, Northants. | Sprint (*R.*) | 14.0 |
| Oct. 25/26th .. | Knutsford & Dist. M.C. .. .. | Border Garage | Welshpool | "Plains" Rally (*R.*) | 22.3 |
| Oct. 25/26th .. | Dukeries M.C. .. .. .. .. | Atkey's of Nottingham Ltd. | Lenton, Nottingham | Dukeries Rally (*R.*) | 18.3 |
| **Oct. 26th .. ..** | **S.C.C.A. .. .. .. ..** | **Riverside** | **Los Angeles, California** | **Can-Am (INT.)** | **14.0** |
| Oct. 26th .. .. | B.R.S.C.C. .. .. .. .. | Brands Hatch | Fawkham, near Dartford | Race Meeting (*C.*) | 14.0 |
| Oct. 26th .. .. | B.R.S.C.C. (Midland) .. .. .. | Mallory Park | Kirkby Mallory, Leics. | Race Meeting (*C.*) | 14.0 |
| **Oct. 31st/Nov. 2nd** | **R.P.M. de Vizcaya .. .. ..** | **Bilbao** | **Bilbao** | **Firestone Rally (INT.)** | **20.0** |

*MATTERS OF MOMENT—continued from previous page*

a remarkable flair for writing a good topical Editorial, every week, year after year. He found time to travel to the important races and had competed in the Mille Miglia with an M.G. and in rallies, etc. Gregor was ever friendly, enjoyed a party, was addicted to larger-than-life stories. When I used two pages of MOTOR SPORT to unpick his book on British Sports Cars he never bore me a grudge, saying it was all good publicity and would help the next edition. He remained a friend, as he did of so many other rivals and critics. The urge to have a motor paper never left Gregor and that his last venture failed wit the year was an unkind quirk of fate for one so industrious a dedicated. I prefer to remember Gregor in the heyday of his success career, running a popular motoring weekly with apparent nonchalan in spite of living in Press stands, pits, bars, aeroplanes and hotels an extent which would have made lesser Editors definite non-starte Gregor, indeed, was unique and to his family go the condolences the entire racing world.—W. B.

## THE BOOKER SHOW

THAT combined air display and vintage car show at Booker aerodrome on September 7th was a much bigger affair than had been foreseen. In aid of local charities and with a tea for local old folk who have tolerated the noise of local aviation (what a charming idea!), the thing was run almost nonchalantly by J. A. Atkinson, Doug. Bianchi and their staff, with the old vehicles supplied mainly by the Uxbridge & Dist. V.V.S. and the V.M.C.C.

We tried to keep a list of them but there were too many to list, including some historic racing cars. But we did notice an Edwardian 12/16 Sunbeam tourer, a 1937 Hillman 80 Wingham cabriolet, several immaculate Talbots and Sunbeams, including Peter Moores' "Dreadnought" with which readers should be familiar, and about as many genuine 3-litre and 4½-litre vintage open Bentleys. The last-named invariably have a bonnet strap apiece and a quick-action radiator filler.

Others to catch the eye were the Hampton coupé, two Swifts, an "everyday" Ten and the rare Fourteen, both tourers, a Crossley tourer, various permutations of 12/50 Alvis, from scruffy to desirable (but these are cars very often in frequent use), a 1929 20/60 Vauxhall tourer with a petrol can on one running board, a Pyrene on the other (no connection, we hope), a long-chassis Aston Martin with wire-mesh bonnet sides, the inevitable Austin Sevens, two girls in an open Lanchester Ten with ill-fitting radiator, a late Wolseley Ten saloon, a smart open Alvis Speed 25, a 12/50 Alvis beetleback with outside exhaust, Brooklands "can" and a reversing lamp, a very smart 1936 one-owner Lanchester Eleven Ranalagh sportsman's coupé, a J2 M.G., a much belabelled Austin 18 saloon, the Invicta "Arethusa" which, like the Bentleys, sports a bonnet strap and quick filler, a 1936 25/30 Rolls-Royce H. J. Mulliner limousine, a pristine Stutz saloon, a Chrysler Club coupé with golf-clubs' stowage under its dickey, the Grosvenor-bodied 30/98 Vauxhall two-seater, H.R.G.s including a Le Mans car and an Alpine Rally 1100, many "Chain-Gang" Frazer Nashes, Adnams' 12/70 Alvis-powered T.T. Replica and a 1932 Meadows-engined Exeter which was H. J. Aldington's demonstrator among them, two Sunbeam 14s, a Sunbeam 16 tourer, a Clyno fabric saloon and so on.

There was even half of a curious cyclecar which had a s.v. single-cylinder air-cooled engine in its nose, a wooden front axle, a tiny steering wheel and a primary chain to the gearbox, the single-seater body being braced by tie-wires. But one could go on and on, from the French omnibus to the traction engines, which included the 1918 Garrett No. 4 tractor "Pride of Penn" and Burrell No. 3191 "Furious". There were two stationary engines, one by Stuart, an 11.9 Lagonda Lea-Francis, an Austin 20 toast-rack, Morgans, a whole parkful vintage motorcycles, an early steel-shod Austin farm tractor and John Deere tractor, and a 1932 20-42 h.p. Albion 14-seater 'bus.

Variety was the order of the day and with such a fine turnout t time, what will Booker do next year? With so much to look at and band to listen to, it did not matter that the flying started about an ho late, with the public tending to mingle with the pilots. There w plenty of this to see, too, after a mock fire had been attended to by t fire-engines present. Kelly gave another of his immaculate displays Lindsay's Salmson-engined Morane-Saulnier 230, after a punctur tyre had been repaired with a vintage car's puncture kit. Three p war gliders, a Kite, a Gull 1 and a Petrel, were towed off by Tig Moths, Dudley Steynor flew passengers in a VW-powered Fa glider which is the last word in self-contained, return-to-base soari the replica Fokker E111 monoplane was a decided attraction, th was an Aeronca C3 present, contrasting with a Miles Monarch and other vintage-type machines, which included Hornet, Leopard a Puss Moth, a D.H. Rapide and a Zaunkönig single-seater para monoplane with a needle-roller 2-litre Zundapp engine caught the e

The old vehicles paraded, amongst them this reporter's ne Southeby 1930 Sunbeam glasshouse, which isn't far removed from t vintage hearse with original bod(d)y, and all received a pleas Booker Rally plaque. A good day's outing!—W. B.

### MINIATURES NEWS

Lesney have brought out three fastback miniatures in their "Mat box" series, all with their Superfast axles and bearings which g a very long run from a push start. These models are a B.M.C. 18 Pininfarina in Aztec gold, a Lotus Europa in electric blue, and Lamborghini Marzel in Demon red. Each one is priced at a mod 2s. 4d. and for the children there are tracks available to run them The respective reference numbers are 56, 5 and 20 in the n "Matchbox" series.

### BROOKLANDS SOCIETY NEWS

Bill Boddy wishes it to be known that, owing to a difference opinion over some of the findings of the Committee, he has resign from the position of Hon. Secretary of the Brooklands Society, which he was the instigator. Society business is being carried on the Assistant Secretary and Society correspondence should contin to be addressed to Standard House, Bonhill Street, London, E.C.2

# Castrol clubmen. No.2: Peter Voigt.

Give him a hill-climb record and he'll go like the clappers to break it.

Give him a broken violin and and he'll do his best to mend it.

When Central Sussex MC's Peter Voigt isn't being just about the hottest thing on hills, he's a hard-working craftsman, and member of the world's oldest surviving violin family.

Across the gravel drive to his father's Tudor house in Haywards Heath, stands a spacious garage, complete with red white and shiny DRW Imp and a stout beam ideal for hoisting out DRW innards.

Peter does all the preparation himself, and has Nathanised the Imp mill out of all recognition.

The 'wobbly' Lotus wheels get fed 105 bhp from the 1000cc – via an inverted cog-box. Inverted, because that way Peter is saved the embarassment of four rearward gears!

The engine itself sits at a strange tilt. To snuggle under the low profile of the glass fibre body shell it has to.

But this apparently gives Peter no lubrication problems at all.

And neither does the Castrol he uses. (Well, with all that sludge dispersant, constant viscosity, anti-varnish, anti-rust and anti-corrosive stuff it wouldn't, would it!)

Exactly what consistent class winner Voigt intends to do next season, he's keeping under his bonnet.

And with Castrol in his good books, it looks as if that'll be there too.

Castrol

**The engine protector**



# A QUICK LOOK AT FIAT



*FIAT'S NEW LUXURY MODEL, the 2.8-litre V6 Tipo 130, parked with a Roman bridge in the background.*

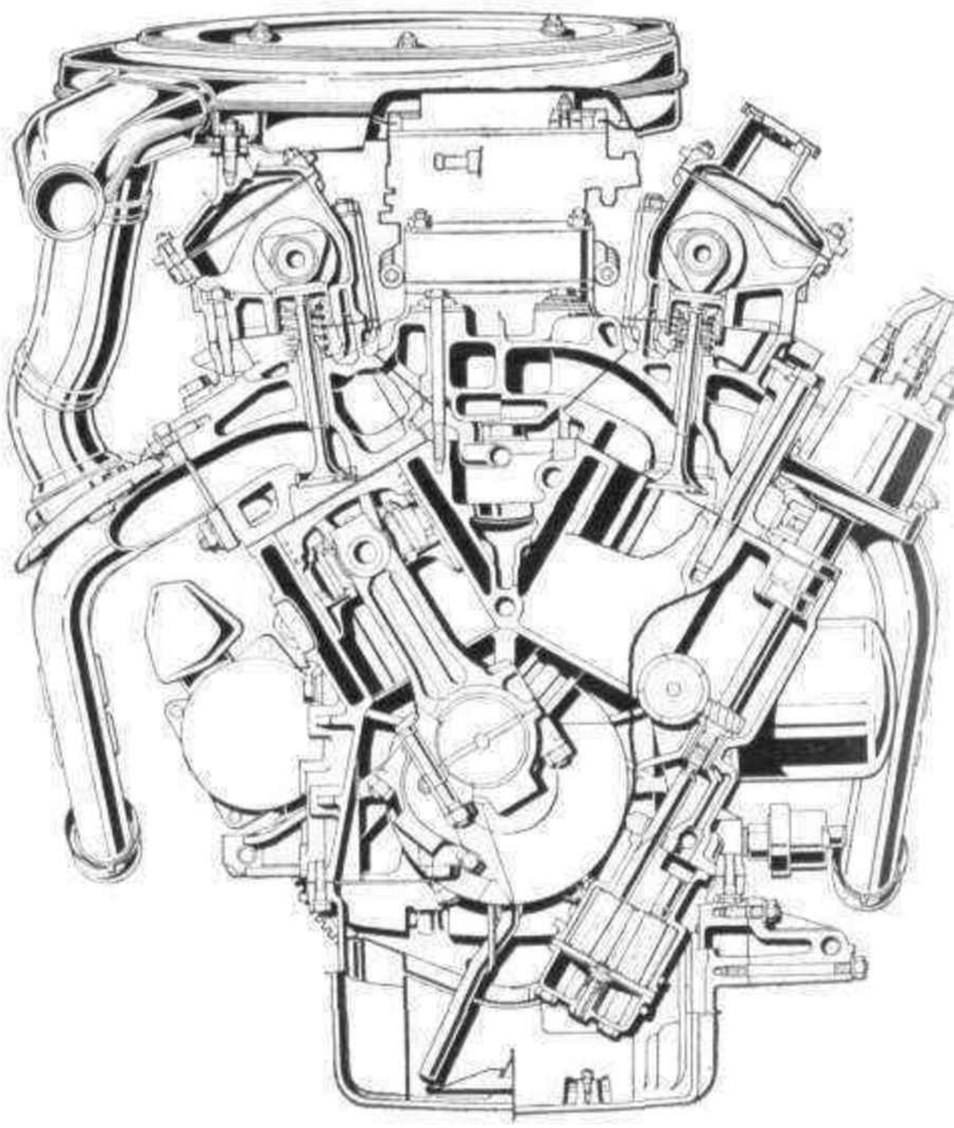
AND I MEAN a quick look. A BEA Trident 1 (600 m.p.h. at 29,000 ft.) got me to Milan rather before midday one Monday morning, on my way to see a few highlights at one of Europe's biggest producers of motor vehicles, in the year of its 70th Anniversary. (We will not argue whether Fiat or VW make the greater number of cars; last year Fiat turned out 1,452,297 vehicles, in which 158,445 employees were involved, produced 1,950,000 tons of iron and steel ingots, and their sales totalled 1,335-billion lire, which is good enough to be going on with!)

### Tipo 130

At Milan Airport I was met by Giorgio Bonous, a Fiat Press Officer, who deals with publicity for a Company making 6,000 cars every day with an efficient nonchalance which belies his youth. He hardly left me during the two days of my visit, in spite of his many heavy commitments. I was driven from the Airport in a 130, Fiat's new Rivalta-built business-executive model and the biggest of their current range, which was announced last March, at the Geneva Show, will be at Earls Court, and available here sometime next year. It is a handsome car on account of its simple but effective styling, which causes it to look smaller than it is. We were soon cruising at a quiet 112 m.p.h. along the *autostrada* towards Turin, the 96 × 66 mm. 2,866-c.c. 60° V6 engine, with a single o.h. camshaft above each bank of cylinders, spinning effortlessly at 5,600 to 5,700 r.p.m., where the marked areas on the 7,500-r.p.m. tachometer dial begin. Indeed, as the warm day wore on and lunch was behind us, I was to appreciate that the Tipo 130 will keep up this speed indefinitely.

The styling is typically Fiat, enhanced by the tumblehome of the waistline. The seats, cloth upholstered, are notably comfortable, in this big five-seater, and the facia is discreet, with ribbon 220-k.p.h. speedometer, a small tachometer, an ingenious radio tuning plan, a combined water thermometer, oil gauge and fuel gauge, and a separate clock. There are the usual Fiat triple stalk controls extending behind the steering wheel, facia air vents, those extremely useful short-period screen wipers/washers, a lamps' switch on the top of the steering-column casing, choke and hand-throttle controls on the central console, which contains the other switches, etc., and a steering wheel which can be both extended and set up or down to find the best driving position. The Borg-Warner automatic gearbox is controlled by a central T-handle with the conventional positions, giving hold-1 and hold-2, behind which lies the hand-brake. The engine starts with the lever at "P". A 5-speed manual gearbox is offered as an alternative.

It was in this fast luxury Fiat that we set off towards the foothills beyond Turin. Discipline is good on the two-lane motorways and having satisfied myself that the Fiat will run all day (and all night if requried) at an indicated 180 k.p.h., producing its 140 DIN b.h.p., has very good dual-circuit duplicated brakes (with ventilated discs all round), light controls with well-contrived power steering (3¾ turns, lock-to-lock, if you include some springiness), and, incidentally, net rear-window blinds which keep out heat and glare from the Italian sun without impairing vision behind, we tried it up the Gressoney Valley. On-coming traffic prevented too great a display of driving ambition bu fast ascent proved that the all-independent suspension, which had giv such a level ride on the straight, copes with hairpins without roll, cornering to be neutral, and the engine not to raise its voice app ciably or lose its outstanding smoothness when taken to the limit the indirects, which means some 88 m.p.h. in hold-2. There w times when, even on kick-down or in hold-1, I wanted more power of the corners. But on the whole this big saloon, which was conceived in a sporting image, went upwards and round climbing turns extremely well. It had Michelin XAS tyres its cast-alloy wheels, which resisted breakaway, did not squ and are highly spoken of in the Turin factory. I had time only a short inspection of this promising new Fiat, with its suspens by McPherson-style struts with the coil-springs divorced from th at the back, where the suspension is of trailing-arm type, and w



*Fiat's first vee engine since 1952, the Tipo 130 V6 with belt-driven camshaft over each alloy cylinder head.*

torsion bars at the front, its shielded belt-driven camshafts, electrically-driven thermostatic cooling fan, and its differential unit bolted to the chassis structure instead of to a sub-frame, in spite of which Dr. Giacosa has achieved a high degree of hush for back-compartment travellers. Conceived as a replacement for the 1800, this Fiat 130 has been well received and will obviously be a significant addition to the high-grade multi-cylinder market. It is too early to say whether or not it will be a Mercedes-eater, as some folk rate it. The Mercedes-Benz is, after all, a big car and Turin is unlikely to risk indigestion by competing too directly with it, nor do I see the 130 as in quite the same bulky Teutonic category as a Type 250 or 280. . . .

### Tipo 128

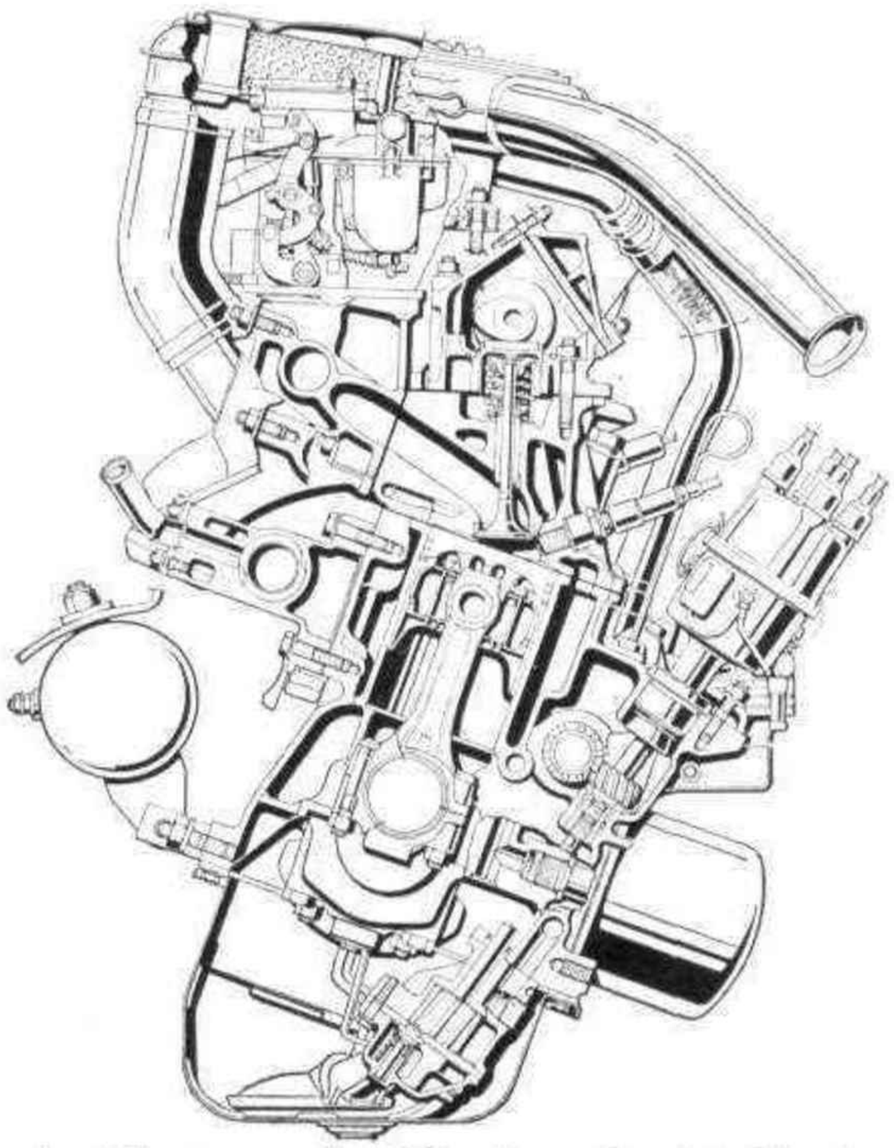
Returning briefly to the Excelsior Grand Hotel Principi di Piemonte to unload the luggage, we set out again in a small Fiat which I did not at once recognise. Indeed, I drove it with some abandon up the twisting roads which lead up to the Basilica (and where I'm told the last speed hill-climb was held in 1948) before appreciating that it was the new Fiat 128, with transverse o.h.c. engine and front-wheel-drive. If this is a frank admission, at least it proves that this little Fiat, with its crisp styling, big windscreen (which dispenses with rubber sealing) and spacious boot, does not suffer from *traction avant* cornering drama, and emphasises the lightness of the rack-and-pinion steering. Indeed, it is a surprisingly neutral-steering, quiet, refined car, with an 80×55½ mm. 1,116-c.c. engine which, developing 55 DIN b.h.p. on an 8.8-to-1 c.r., is full of eagerness and response, aided by a fine, if clonky, floor gear-change. There are good seats, plenty of leg room, and road-clinging assured by Michelin "X" tyres. The spare wheel is carried near-horizontally behind the engine, so much space does the east-west lay-out conserve, leaving the luggage uncluttered. The plugs and distributor are inaccessible until the plastic grille, looking like a giant honeycomb, has been removed, but water and oil fillers are satisfactorily placed; the dip-stick, however, is rather buried in the interesting mechanism. There is a quick means of altering the headlamps' beam.

The 128 we tried was a four-door saloon, distinguishable from the two-door saloon in front view by a central strip on the grille; an estate version is eagerly awaited. There is something of a Volkswagen vendetta in Germany at present, where the Fiat 128 has been dubbed the Beetle-crusher. To me it seems rather to be a very attractive small car, with great potential from its o.h.c. engine, which, naturally, has a belt-driven camshaft. It is certainly a welcome successor to the recently-revised "conventional" 1100, production of which has ceased. The 128 is 5 in. shorter, 100 lb. lighter, while giving more speed and space. It is interesting, with Issigonis' Knighthood a recent happy event, that his form of f.w.d. application is now used by Fiat for their newest small car, by Autobianchi for the Primula and the promising new A-111, Peugeot for their 204 and 304, Simca for their 1100, Honda for an air-cooled 1300, and may well figure on the forthcoming Baby Alfa Romeo. It is also the expected layout for the rumoured Autobianchi Mini and B.M.C.'s next six.

The Fiat 128 has a front radiator and the clutch and gearbox are mounted in line with the engine. One pair of gears steps down the drive to the differential. The engine-cooling fan is driven separately



*Replacement for the famous Fiat* 1100, *the f.w.d. transverse-engined Fiat* 128 *which will make its British* debut *at Earls Court.*



*Another o.h.c. Fiat power unit, which also employs belt-drive for the camshaft, the Tipo* 128*'s engine is set across the car, driving the front wheels through a conventional gearbox.*

from the engine by electric motor, as on the 130. Driven in heavy rain, the apparently unprotected, forward-protruding ignition distributor proved immune from the effects of dampness.

### Fiat's Centro Storico

The next item on the agenda, and one which I would not have missed for all the 500s that still issue from Fiat's assembly lines, was a visit to their *Centro Storico*, or historical centre and archives, situated in what was once the two-storey body shop, opposite to the original Fiat factory, where these days the Giovanni Agnelli Central Training School operates. The magnificence of this splendid collection almost defies description, and when it is remembered that Turin also possesses a great public Automobile Museum and that a new Aviation Museum has recently been opened there, this is surely the most comprehensive automotive museum area in Europe? The Fiat aspect of this alone is enough to make any British motor museum Curators give up in black despair!

In fact, Fiat prefer not to call their contribution to history and posterity a museum. It is not open to the public except on written application for some special research project. But it forms a stupendous source of information and visual confirmation to students, authors, engineers and others who are fortunate enough to visit it, and it justifies itself in other directions as a place where new Fiats can be released to the dealers and the World's Press.

You enter a fine hall, guarded by a uniformed commissionaire, and immediately you are in another world, fascinating, highly-impressive, almost overwhelming in the wealth of its exhibits, which are displayed with the best possible instructional technique. Here Fiat's illustrious past in the automobile, aviation and marine fields unfolds, fantastic in its very comprehensiveness.

All this is presided over by ex-pilot Augusto Costantino, who suffered as a prisoner of war in Germany, but who has survived to cheerfully and competently occupy the envious position of Curator. It took me almost an entire working day to inspect briefly all the exhibits. Throughout, Signor Costantino accompanied me, fluently explaining each one, answering every question promptly, with never a book or reference notes to aid his memory. To say that his grasp of Fiat history is encyclopaedic is an understatement. And when you pause for a moment from listening to his lucid explanations, he ushers you into a fine cinema to show a film of a particularly interesting aspect of it, and has tea served while the picture is in progress. . . .

It has been possible to cover a great range of Fiat history by augmenting the real cars and vehicles with models. What models!



*"Like being allowed to hold the Crown Jewels"—The Editor with the scale model sports Fiat Balilla, which gives a good idea of the size of this incredibly detailed work of art.*

Whereas commercial car models vary in scale (to my oft-expressed disgust), those in the Turin *Centro Storico* are all to one-fifth scale. Commercial vehicles and aeroplanes are presented in one-tenth scale, to conserve space. It is only the ship models which vary, because they include some found discarded in shipyards and forgotten shipping offices and because those made for the museum would in many cases extend beyond housing scope if made to a large scale. Any one car model may take a year to complete, by a commissioned model-maker, and the average cost is in the region of £1,500 per model. If you think I exaggerate, let me describe the model sports Fiat Balilla, a car which they associate in Turin with kilted George Liston Young, that was taken out of its showcase and which I was allowed to hold. (It was like holding the Crown Jewels, but I would prefer the model.) Everything is there. The tiny doors are opened by pulling the release cords, when the minute locks slide back, exactly as in the real car. The instruments are calibrated, even the switch on the old-style screen-wiper is there, and so is the red ignition-warning light. The wheel spokes have nipples, the boot catch levers over correctly, the stop-lamp is correct in every detail. Superb! Yet all the many models on display are like this. There is a superb Fiat railway coach in which, because it is a stipulation that the same materials as on the real vehicles be used for the models wherever possible (no messing about with celluloid and Bostik!), the window frames are tiny pressings. When it came to securing them a Swiss watchmaker had to be approached for the screws. . . .

There are models like that of all the significant Fiat cars, commercial vehicles, 'buses, tractors, railway equipment, aeroplanes and ships. I could scarcely wait to look at the racing-car models, over which it would be easy to break not just the Tenth Commandment but to commit murder! Incidentally, at this point the Curator apologised for the fact that just a few of the tractor models are to one-sixth scale, as they were made for a Verona Show. The trains and trams were made before the museum was mooted, and are to one-fifteenth scale. But all are comparable, in their respective sections. The agricultural models have correct control rods, tool-box clamps, finger-grips on filler caps, even scale fan-belts! Look for the tiniest item, and it is there. The aforesaid railway coach cost 2-million lire and took four men 2½ years to make.

The hall, spotlessly clean, as restful as a reading library, is by n means all models. The full-size exhibits are much in evidence b are too numerous for me to describe them all. As you enter you en counter a 1925/6 Fiat 501 tourer, the Series II which had the enlarge starter, etc., beautifully restored to the order of Fiat's present Chie Engineer, because it is of the same type as his very first car. It is i running order but Dr. Giacosa says sadly that nowadays he never ha time to drive it. Front-wheel brakes are fitted and the body w restored by Fiat's Styling Department. Another outstanding exhib is a 1912/13 Fiat Zero tourer, that excellent 70 × 120-mm. mod of which about 2,000 were made. It had a top speed of approx mately 62 k.p.h. and this one has the original gas lamps, converted t electrics for rallies, in which it still sometimes engages.

There is an 1899 3½-h.p. Fiat, found in Turin, restored, and give a replica body. Only eight of this breed were made, of which fou have survived, one in England. The 600-c.c. rear engine can be sa to be in a more recent Fiat tradition! It has a belt-driven lubricato and exposed wipe ignition, replaced, however, as a precaution whe the old car had to be driven in procession through the St. Bernar tunnel. This veteran is accompanied by a sectioned model of i primitive engine, made in 1967 by Fiat apprentices.

A 1911 First-Series Tipo 2 Fiat landaulette makes a fine show They were built from 1910 to 1914, I was informed, with the Second Series persisting up to 1920. The particular car on show was foun quite recently. It had run but 20,000 miles and stands on 880 × 1 Pirellis. It served as transport for the Italian General Staff during th First World War and is beautifully appointed, with folding occasion seats, each with a little folding arm-rest, self-contained Carello carbi headlamps, a telephone and a siren. The Fiat-made body has th original cloth upholstery and silk blinds. Not all the exhibits a ancients. A r.h.d. Export-model 570-c.c. Fiat Topolino is there, th First-Series version with ¼-elliptic back springs. Looking under t bonnet I was reminded of the alloy-head s.v. engine with the wat off-take hose running directly up to the behind-engine radiator, an of how I scoffed at the Fiat 500 when it appeared originally at th London Motor Show—but very soon it was making us want to thro our Austin Sevens and Morris Eights over the nearest hedge. . . It is nice to know that there is a Fiat 500 still in mass productio for some 1,300 of the modern version are being made every da including the new 500L de luxe model. A 500 is proudly displaye in Fiat's Turin showroom, not far from a Tipo 130 which is attracti much favourable comment. Paris may pulsate with 2 c.v.s but Fiat home town buzzes with 500s . . . . .

To revert to things historical, I cannot possibly refer to all th multitudinous exhibits I saw, ranging from a 1915 Fiat 18P farm tract through all manner of immaculately presented engines, some of the gigantic, like the six-cylinder two-stroke Tipo 2G116 diesel engin giving 300 h.p. at 500 r.p.m., for the 1909 Medusa-class submarine which was sunk off Venice in 1915 and not salvaged until 1955- not that it shows any evidence of this, today. "Babs" should be mild restoration in comparison! There is a Fiat multi-fuel engin all manner of marine engines, actual, model or in picture, including on which takes a year to assemble. If a spare piston is needed you hav to choose between that and a Lamborghini, for they are fabulous expensive and require a truck to transport.

The aeroplane engines are especially interesting. Naturally, the is an A12 Fiat aviation motor, as used by Eldridge in "Mephistopheles" of which racing car there is a model on show. The great record breaking flights by Fiat aeroplanes and engines are depicted by map photographs and newspaper reproductions behind them. When w came to that incredible 1931 3,100-h.p. AS6 Fiat engine which, i an Idro Macchi C72 seaplane, set the Air Speed Record to 440.69 m.p.h in 1934, the Curator asked me to look round, and there above us wa a short film being shown of the take-off and record flight with th brave pilot, Agello, being chaired immediately afterwards. This wa very interesting, because I remember reading long contemporar descriptions in *The Aeroplane* of this enormously lengthy but shallo V24 twin-engine, with its contra-props., and of the Rolls-Royce "R racing engines.

Incidentally, aviation historians may be intrigued by details, whic the museum contains, with the engine of course, of a Turin–Londo flight made by an S.I.A. 7B2, using a Fiat V12 engine, in 1917, when th war probably drew a mask over the achievement, and to learn tha Fiat were making such engines develop 700 h.p. by 1919—there one to examine, naturally.

Study of the car models brought to light some interesting fact such as early Italian cars being most r.h.d., l.h.d. coming with th




A British Leyland Mini has already won outright the British Saloon Car Championship.* Though the race isn't over yet.

The Mini, entered by Equipe Arden and driven by Alec Poole, set the fastest lap-time in its class in seven of the ten races contested so far.

The title was clinched at Oulton Park when the Mini beat a Ford Escort to the flag in the last lap.

This means the end of American dominance in this Championship at last! And further credit to the car that's won more races and rallies than any other car in the world.

Still one race to go. But it's already all over!

Guess there's not much reason for anyone to hang around any more . . .

*Subject to official confirmation.

BRITISH LEYLAND

# All over-bar the shouting




*One of the posters, thought rather immodest when it appeared, which decorates the staircase walls of the* Centro Storico.

Tipo 520 in 1920, that metal bodies were an off-shoot of an airframe designer at Fiat *circa* 1926, and that the Tipo 519 Fiat Forty had vacuum servo brakes with enormous drums which required a central brake lever working in a gate to aid retardation below about 15 m.p.h., when the servo became ineffective and you moved the lever across the gate to gain better manual control, the ball-change gear-lever being beside it—or so I was told when I made the inexcusable suggestion that for once the model maker might have slipped up! As you go up the wide staircase to the aviation and marine exhibits you are greeted by some of the better Fiat advertising posters down the ages, one of which depicts a lady in a long but bottom-clinging skirt, publicising the original 508 Balilla saloon, which was criticised as rather too daring by the Fiat Directors of those days! Alfred Woolf, who was with us, was surprised to find a 519 poster which had been printed in London, E.C.4, by a firm he uses today.

It was pleasing to come upon many famous trophies won by Fiat cars, cased beneath photographs of famous racing drivers.

Adjacent to the museum and cinema there is a library containing documents inconceivable, including bound volumes of British motor journals and a record of all Fiat competition successes, inclusive of short Brooklands races and even M.C.C. trials. If I use again the word fantastic, I trust I shall be forgiven. But then, this is Fiat. . . .

### Interview with Dr. Ing. Giacosa

Reluctant as I was to tear myself away from the historical centre, I had been granted an interview with Fiat's Chief Engineer, Dr. Ing. Dante Giacosa. To ask frank questions of the man who controls the motor engineering destiny of a Company as great and gigantic as Fiat was an opportunity not to be missed. So off we went in the compact but willing 128 to the dignified Fiat office block, with its lofty marble-floored corridors flanked with doors labelled with awe-inspiring names, from Agnelli downwards.

Dr. Giacosa graduated at the Turin Polytechnic in 1927 and after doing his Military Service became a draughtsman in the S.P.A. commercial vehicle factory. One of his tasks was to make an Italian copy of an English tracked vehicle, *circa* 1928, employing the Model-T Ford epicyclic pedals-controlled transmission. Having joined Fiat he continued working on military vehicles and, after a spell on diesel trucks, he developed water-cooled in-line aero-engines under the talented Prof. Fessia.

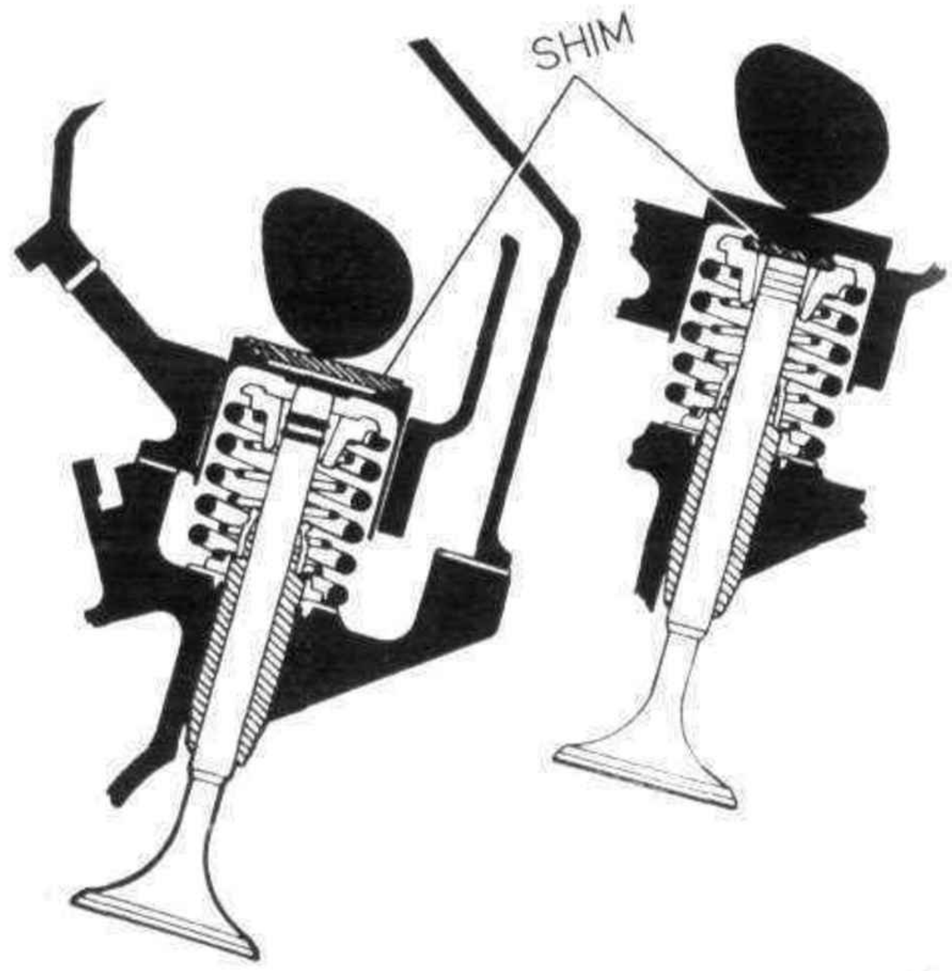
His opportunity came, a fitting sequel to all this varied engineering experience, when Fiat wanted an economy car. In their aero-engine section Giacosa created the Topolino, officially known as the OA. The "O" to commemorate one of Fiat's most successful pre-war models, the Zero, the "A" standing for aviation. The engine of the Topolino, mounted ahead of the front-wheel axis, posed some problems and Giacosa evolved a method of pressure adjustment for the hydraulic brakes, whereby the driver could reduce pressure to the back wheels, but this was found to be unnecessary on the production Fiat 500s. The little car was an immediate success.

This achievement gave Giacosa promotion to Chief Passenger C Engineer, a position he has held ever since. Today, he takes a ke interest in body engineering and styling, as well as in mechani design and evolution.

My first question, remembering that Fiat now make many engi with single and twin overhead camshafts, was whether Dr. Giac would have been so keen on this system of valve actuation if b drive of o.h. camshafts had not been possible. He said no, oth methods had noise problems which could be serious and that b drive was the solution. But, he added, Fiat had done four yea research on things like the meshing of the cogged belt with the pul teeth, the spacing of the teeth, etc., before accepting belts and th it was not until glass-fibre threads had been introduced that a sufficien high degree of reliability from the belt drive was reached. He a emphasised the advantage of the clever Lampredi method of tapp adjustment, which must be the envy of all other designers of rockerl o.h.c. engines.

Dr. Giacosa would draw on a pad before him as he spoke, usi alternately Italian and English, sometimes closing his eyes, oft smiling at my questions. The Fiat model range is complex, I sa Would Dr. Giacosa reduce the numbers of different Fiats if oth large manufacturers, such as British Leyland and Ford, did th No, was the reply, it is unlikely. Fiat has always made a model almost every purpose (for enthusiasts the four-cam V6 Dinos made in small numbers) and as Fiat production methods make t economically possible the situation is not likely to change althou somewhat fewer models might be listed in the future. This ma sense, because I believe that considerable interchangeability goes even to the rear-engined Fiat 850 transmission being adapted to front-engined f.w.d. Fiat 128.

To press my point I asked the Chief Engineer how he would choo between a Fiat 124 and a 128, if he could have but one car? A qu calculation on the writing pad and Dr. Giacosa said there were su ciently great cubic capacity and weight differences between these t models to place them in different categories—the 124 was some 100 l heavier than the 128, for example, and that I must remember that t Italian taxation system affects these matters. He had begun to pl a replacement for the long-lived Fiat 1100 in 1953/4. He tried ligh alloy engines, rear-drive, etc., but the transverse-engined f.w.d. is easier to make, unlike the VW, early models of which were cos to build. He would have preferred to have used an air-cooled engi and considers that the heater can be effective with such an engi without resort to a separate petrol burner. But pollution proble




*A diagram which shows Lampredi's ingenious method (left) where tappet adjustment can be carried out on Fiat o.h.c. engines with removing the camshaft. Compare it with the traditional shim layout the right, as used on Alfa Romeo, Jaguar and similar power un Designers of the latter might, of course, suggest that, once set, the tapp remain correctly adjusted until the engine needs overhauling, when camshaft will be lifted anyway. But the merit of being able to eff "instantaneous tappet setting" on a Fiat surely remains?*

arise and on the 500 the head gasket has had to be isolated, air for the heater being drawn from head and cylinders indepe ıdently, in case of gas leaks. This complicates matters but experiments have been done with oil-cooled cylinders (very distant shades of the Belsize-Bradshaw!) and air-cooled heads, using only cylinder barrel heat for the heater, which is effective. Military engines of this kind have been made by Fiat but, while space is saved compared with finned cylinders, the valves and pistons are difficult to cool effectively.

I now put to Dr. Giacosa the fact that Alec Issigonis has been Knighted for his Mini design and asked him whether he regarded the B.M.C. engineer as a pioneer of the Mini-form of front-wheel-drive? Although praising Sir Alec for a splendid car, Giacosa remarked that while the Mini may have been the first production car of its kind, he had patented a transverse-engined f.w.d. car in 1947 and as far back as 1935, while planning the Fiat 2800, he had thought up a transverse engine which was intended to go in the back of a rear-drive car. Indeed, a prototype 1947 Fiat small car had been made, with a 500-c.c. engine of die-cast alloy, having an o.h. camshaft acting directly on the valve stems, the camshaft being driven by a vertical shaft. It gave 18 b.h.p. but was too advanced for production 22 years ago.

This led me to ask if Dr. Giacosa had any objection to using engine oil in the gearbox, as Issigonis was forced to do, in view of the separate gearbox, with its own oil, on the Fiat 128? He did not object greatly, he said, if the engine ran clean, but he wasn't keen, mentioning synchromesh cone wear as an oil contaminant. Automatic transmission might also pose problems. But the real reason for using a separate engine and gearbox in the Fiat 128 was a production one, different factories being thus able to manufacture these units. Giacosa thought the Mini could be revamped with such a layout; there was sufficient room. He is obviously conversant with the B.M.C. cars, for what look like Minis and 1100s in Italy are, of course, Innocentis. Thus Issigonis rushed in where Fiat have been long in treading.

Would competition activities sell Fiats? Giacosa excused himself from answering in detail, although whether to spare my feelings, in view of the title of this journal, or to avoid criticism from Monza-keen Italians, I could not decide. Competition work must be dedicated, he said, and if done properly would leave no time for more important work appertaining to production cars. He was happy, or would be if it were his problem, to leave racing to Ferrari (now half-owned by Fiat!).

Having experienced the smooth ride of the Fiat 130, allied to its quiet running, I asked the tall, quietly spoken engineer about i.r.s. Would Giacosa be introducing it on the smaller Fiats? He replied that the rear suspension of the 130 has proved extremely satisfactory and the system adopted for the 128, which is naturally more simple because of front-drive, is equally successful. (Incidentally, the rear-engined small Fiats naturally all have i.r.s.) The next Dino model will have i.r.s., he explained. Pressed, all I could get out of him was that maybe, some time in the future, more Fiat models will have independent rear suspension.



*The Fiat 128 coming out of the tunnel on the old Valentino G.P. circuit in Turin.*

Having found Michelin tyres on both the new Fiats, I wondered what had happened to Pirelli, whose tyres used to be synonymous with Fiats. Difficult to answer, perhaps, the Chief Engineer explained that tyres are improving all the time, that there is the closest possible co-operation between Fiat, Pirelli and Michelin. But at any one time they use the best tyre available, and at present Michelin provide it for some models. Incidentally, all Fiat cars in production in Italy are now being turned out on radial-ply tyres. Fair enough, and as I had taken up much time with a man who appears to have nothing pressing to occupy him and to have not a care in the World, but who must be exceedingly busy, I put the final question. As the new Fiat 130 has a V6 engine, albeit an o.h.c. alloy-head one, did Dr. Giacosa expect to be accused of copying Ford in this respect? The smile returned to the sun-bronzed face. "No, I wanted a compact engine for the 1800's replacement and the V6 was the obvious solution. It was conceived quite a long time ago." Clearly, Dr. Dante Giacosa, whose Company builds probably more cars than any other European manufacturer, some 70% of the total British output, and whose range of models is about the most all-embracing of any, has never relinquished his august position to become an industrial espionage spy in the depths of Dagenham. . . .

And that was all I had time for, before returning to the typewriter and the office. So, on the Tuesday evening, 15 minutes behind schedule, an Alitalia DC9 returned me to Heathrow.—W. B.

*We asked Dr. Giacosa whether in future Fiat would reduce their model range, which is one of the widest and most diversified in the Industry.*



# MONZA AFTERTHOUGHTS

FOR MANY years the atmosphere around the pit area at Monza was fraught with tough policemen who would throw anybody out on the slightest pretext, especially if they were not displaying an official pass of some sort. Colin Chapman had a punch-up with the police and various trade representatives were nearly thrown in jail, while even Enzo Ferrari himself was thrown out on one occasion. In all truth things did get a bit out of hand, though I would not blame the police for they were only carrying out orders, and when the Grand Prix circus arrived at Monza for their annual visit could you blame the police for not recognising everyone in the pit area? Things got to such a state that there were representations and protests, and everyone made such a fuss that the system was changed. Now we have gone the opposite way, the police are few and far between, the pits are full of people without passes, and this year feeble attempts were made by a handful of spotty youths in army uniforms to try and control things.

During the Saturday practice the situation was idiotic for spectators were climbing over the fence behind the pits and the paddock, as well as burrowing under the wire fence at one point, and the area in front of the pits was very overcrowded, there being more people without passes than those with, so that it was almost impossible for anyone to do any work. Even the scruffiest Italian youth was taking no notice of the callow young men in uniform who were supposed to be enforcing the law. A few years ago, when the grey uniformed Mobile Battalion were in charge most of the people in the pit area would have been thrown out and any back-chat would have meant a couple of hours in jail.

Personally, I have found that neither arrangement at Monza has been satisfactory, and this year on race morning the paddock was a mad-house of unauthorised people. Enthusiasm is one thing, but the situation on race day was absurd. To add to the absurdity, during practice the trade representatives, such as Lucas, Girling, Armstrong, Champion, Autolite, etc., were only given one pass each that allowed access in front of the pits, so that the Armstrong shock-absorber mechanics, for example, could not get in front of the pits to work on a car, yet there were hundreds of people climbing over the fence without any passes at all, and nothing was being done about it.

This overcrowding of the pits and paddock area is a problem that affects most big races, Le Mans being about the only one that is controlled, although this year Nürburgring was very good for a change, but Silverstone is always a mad-house. Inevitably someone gets run into or knocked over by cars and transport moving about the paddock, and my feeling is that anyone who is not authorised to be in the paddock and who gets run over, has no complaint at all. People who have a pass to be in the paddock should jolly well make sure they don't get in the way of a racing car. If they do get their foot run over, then I think it is their own stupid fault, and anyone that stupid should not be allowed a paddock pass. The McLaren team are in the throes of a legal punch-up because their mechanics wheeled a racing car into a foreign journalist in the paddock at Monza and damaged his ankle, or heel or something. He is sueing them for disability or something and the law-men have been dragging the case out for two years now. This sort of thing sickens me; like hearing about tools being stolen in the paddock at a club meeting. Motor racing may have become big and popular, but the growth has brought all manner of nasty tastes with it.

Some Grand Prix meetings tend to suffer from too little practice time, but Monza errs in the other direction. Three and a half hours without a break seems too much for such a simple and uncomplicated circuit, but what is tiresome is when a car breaks down early on out on the circuit, for there is no internal road system by which it can be retrieved. The whole circuit is lined with wire-netting fences and guard-rails, so the only way to retrieve a broken-down car is to tow it all the way round the circuit to the pits entrance. This year the Brabham team suffered twice from this problem, the car of Ickx breaking down in the opening minutes of each practice, and it had to stay out on the circuit for over three hours; time which the mechanics could have used. With such long practice sessions it would not hurt anyone if practice stopped at the end of each hour and broken cars were retrieved. It would be useless to use the existing Jeep-type breakdowns that have to grind along at 30 m.p.h., what is needed is a fast tow-vehicle that could whistle round at 80-90 m.p.h. and bring the derelict car back at 60-70 m.p.h. That way very little tim would be lost, and a lot of people would be much happier.

The idea of sending the cars out on their warm-up lap accordin to the starting grid was a good one, but it failed. If I were a ra organiser I would insist that cars *and* drivers were ready to go at specified time before the start, and they would line up in descendi practice-time order. Anyone who was not ready would be deemed non-starter. At the moment an organiser says the race will start 3.30 p.m. for example, anyone who misses the starting time is a no starter. Why not say the *meeting* will start at 3 p.m. with a warm-u lap, in pre-arranged order, and that 3 p.m. is the time you come und starter's orders. At 3.30 p.m. the start of the *race* will take plac This way you could present the starters to the paying spectators wi an intelligent commentary to back up the parade-lap. Not all th spectators attended practice so there are always many who are not ful informed until the cars appear. At the moment they straggle aw from the pits in ones and twos in any old order and the warm-up la is completely wasted for most spectators. This is the sort of showman ship that motor racing lacks these days, even the parade of Nation flags has gone from the Italian G.P. When you have a Scottish drive in a chassis built in France, using French money, using an Englis engine and gearbox and running on English tyres, what flag do yo parade, and, apart from their birthplace and their accents, what New Zealand about the McLaren team? The days of inter-natio motor racing are gone, and you cannot parade flags for an Internation hotchpotch, but you could display your runners to the paying custome in a more showman-like manner. Drivers and team-managers woul no doubt complain, saying that they are hard-pressed now to get o the starting grid on time. Poppy-cock! Some of them are gettin £1,200 appearance money; they should make an effort and try a b harder to earn it.

Every year at Monza there is a lot of loose talk about slipstreaming when all that is meant is that one car is running immediately behin another, when it might just as well be alongside. The real interpreta tion of slipstreaming is when a slow car gets in behind a fast one an keeps up by getting close enough to be sucked along by the faster ca Drivers did this when they were racing four-cylinder Coventry-Climax powered cars against the V6 Ferraris, and the slow English car definitely got sucked along at a faster speed than they could attai on their own. When you have a bunch of cars all using identica Cosworth V8 engines there is nothing to gain, as shown when the eigh fast cars in this year's race ran nose-to-tail and next lap spread acros the whole track; it made no difference, no-one dropped back becaus he had "lost the tow", to use a popular mis-concepted phrase. Equall it is as pointless to sit behind another car and then pull out expectin to go by. All you will achieve is getting alongside. If you can dro back and then close up again in the slipstream this will give you adde speed over the leader, and timed right this increase of speed ma carry you past the car in front. If you are both running at the sam speed you are wasting your time pulling out to try and pass, unles you have power in reserve, in which case you could have been leadin anyway! A classic example of slipstreaming proper was at Avus in 1954 when Behra kept his Gordini in the wake of the much faste Mercedes-Benz cars. They sucked him along 10 or 15 m.p.h. faste than the Gordini was geared to run and eventually the crankshaf broke! If Rodriguez could have kept the Ferrari in the wake o Hill's Lotus at Monza this year, that would have been slipstreaming Stewart and Rindt with identical power units, running nose-to-tail is not slipstreaming, it is "breaking the wind", which is a very differen thing.

The Monza race witnessed a phenomena that one normally only sees in Formula Three racing. Six or seven cars of identical perfor mance so that they can lap as fast in line-ahead formation or spread ou across the track, tend to run slower than any one of them would on its own, simply because that many cars tend to baulk each other and prevent corners being taken at the absolute limit. This is why a lone car, of equal performance, will catch up after a bad start, for example and having caught up with them stay with the pack. Hulme illustrated this in the opening laps, and Hill a little while later. Both gained on the leading pack, running on their own, and having caught them up their pace then slowed to that of the group. This was how McLaren

made fastest lap in the race at one point, having lost contact for a moment, and then caught up, even though he never led the race at all, and Beltoise got the new record in a similar manner.

Reverting to the slipstreaming business, two cars of equal performance can aid each other, if the drivers are skilled, by indulging in a process known as "leap-frogging". Down a long straight the second car will drop back to 100 yards for example, at 160 m.p.h., rush up into the vacuum behind the leading car so that it approaches at 165-170 m.p.h., pull out and use the momentum to carry it past and into the lead. The overtaken car must time things exactly right to do the same thing as soon as the other car has gone by and before its speed has dropped back to 160 m.p.h. By doing this a number of times in quick succession the speed of the two cars could be kept at nearly 170 m.p.h., whereas if they ran nose-to-tail they would stick at 160 m.p.h. You will often see racing motorcyclists doing this, but with a car it is more difficult because you need more space, and the two drivers have got to know each other very well. I have heard of drivers doing it, but I can't say I have witnessed it recently.

As described in the Monza race report, the start was very ragged and it was not helped by the pole-position man Rindt not doing his job properly. The driver who makes fastest practice lap takes pole position on the starting grid, usually on the "outside" of the front row relative to the first corner after the start. (The arrow on MOTOR SPORT starting grids indicates which side is the first corner). However, he does not have to take this position, he has the choice, and can opt for the "inside" position, but whatever he does he is expected to set the pace as the cars roll forward from the "dummy-grid". The other drivers on the front row tend to line their cars up with the "pole" car as they move forward, the rest following in their respective rows. Two years ago at Monza when Brabham led a massed start straight off the "dummy-grid" Clark was on pole and could hear everyone revving their engines preparing for a racing start. He did not know what to do, whether to join them or try and keep order by rolling gently forwards towards the starting line. He contained himself for about half of the distance, by which time Brabham, McLaren and Gurney were well ahead, with smoking tyres, and he then followed them, ignoring the starter like the rest had done. The driver on pole position has a responsible job to do, and all eyes are on him.

Ken Tyrrell's Matra International team put on a very confident display before the start; they were the first ones to line up at the pits, the mechanics pushing the cars on to the pits apron, the two MS80 cars and the reserve MS84. When the time approached for the warm-up lap they pushed the cars in team order up to the exit from the pit road and awaited their drivers. Everything was warmed-up, checked, and ready to go. What a splendid example, compared to the driver who arrives at the last minute, driving his car from the paddock with a lot of "blipping" and clutch slipping, and reverses into his position at the pits with lots of stabs on the accelerator pedal. Matra International are worthy World Champions, but it was a bit galling when the British National Anthem was played after Stewart had won. He lives in Switzerland, the brains of the car construction are in France, the French Government finance the whole Matra racing effort, and the cars are painted French blue. A tribute to Tyrrell presumably, the playing of God Save the Queen.

Many people are under the impression that drivers like Stewart are only taking part in Grand Prix races in order to gain points for the World Championship. Stewart proved this completely false at Monza by making every effort to win, for he did not *have* to win to be World Champion, he could have relaxed and finished a comfortable second or third and still gained enough points for the over-rated World Champion title. He won the race, admittedly by only a few inches, but he was straining every nerve to do so. I don't suppose "points" and World Championship status crossed his mind during that final lap, his only thought was to get to the chequered flag ahead of his three rivals and win the Italian Grand Prix. That is why he is a worthy World Champion as a bonus after winning a lot of Grand Prix races. That final lap must have seen all four drivers, Stewart, Rindt, Beltoise and McLaren using their brains and knowledge like never before. None of them could have had a master plan, for any move that was made had to depend on moves made by the other three, and there were four variables to the equation at any given instant. Even when Beltoise took the lead under braking for the last corner the final decisions could not be made, this merely brought in a new variable that had to be acted upon instantly, on pure reflex actions for there was no time for calculated thought. It is doubtful whether any of the four drivers concerned could recall all his thoughts on that last exciting lap. Their thought-processes must have been working overtime.

Afterwards word was going round that Rindt did not realise it was the last lap. One story said he had been reading the lap score off the Dunlop electric scoreboard, which of course indicates the lap that has been completed, and another story said he had been looking at Hulme's pit board, which was one lap out, Hulme being a lap behind the leaders. The Lotus pit were giving clear signals and whichever story was true, or even if they were false, it doesn't really matter, Rindt was beaten on that final lap, and you can be sure that Stewart and Beltoise knew they were on the last lap. Rindt would seem to be a re-incarnation of the pre-war Mercedes-Benz driver, Manfred von Brauchitsch. A good fast driver who seldom won G.P. races. If anything was to go wrong it seemed to happen to von Brauchitsch, such as tyre treads coming off when leading, his car catching fire at the pits when refuelling while leading, spinning off and being disqualified for receiving outside assistance. He also drove in great opposite-lock power slides, when Caracciola and Seaman drove just as fast without any tail sliding. Even if Rindt does *not* make excuses for being beaten, there are those who are only too ready to do so for him! Is he really the unlucky one, or is something missing from his physical and mental make-up? Does he lack that difficult-to-define "something" that Stewart has got, Clark had before him, Moss before that, and so on and so on.

I am looking for the people who say, and worse still, put into print, that Grand Prix racing is dull and monotonous and what we want is Formula 5000 or Can-Am racing. I am looking for them to lend them my spectacles. They may be rose-tinted at times, but the view I had of the Italian Grand Prix through them was more than satisfying.

D. S. J.

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## NURBURGRING 500 KILOMETRES (Sept. 7th)

WITH the capacity limit raised to 2-litres for this year, the annual Nürburgring 500-kilometre sports-car race has now become a well-established event for it has allowed a much greater selection of competitive machinery to do battle around the required 22 laps of the testing 14-mile German circuit.

Last year the event was dominated by a trio of works Abarths. The Italians returned this year with three different 2-litre cars in a bid to repeat the 1968 result. Handling the two Group 4 cars were the Dutch pairing of Hezemans and van Lennep, while the Austrian Ortner took charge of the much lighter Group 6 prototype. British opposition took the form of a pair of brand new works Chevron B16 GT prototypes powered by the 1.6-litre Cosworth FVA motor and driven by Redman and Bridges. Pictures of the new car's chassis appear on page 1110 of this month's MOTOR SPORT. Both these cars were extremely new and many were surprised when Redman, a Nürburgring specialist, recorded the fastest lap in practice at 8 min. 33.5 sec. (99.45 m.p.h.) in front of the three Abarths.

The huge field of well over 100 assorted sports, GT and saloon cars set off in pairs behind the pace-car under the warm September sun and immediately Redman leapt into the lead he was never to relinquish. He pulled steadily away from Hezemans' Abarth to win by nearly two minutes. The Abarths finished in the next three places led by Hezemans, van Lennep and Ortner, the latter having made two unscheduled pit stops. A German-entered Alfa Romeo T33 driven by Schultze was the only other unlapped car and finished a good fifth.

A struggle for sixth place initially involved the Porsche 910s of Blatzheim, Gold and Westbury, the 2-litre 907 of von Wendt, Brown's Chevron-B.M.W. and Nathan's FVA-powered Astra. Both Gold and Westbury retired following off the road excursions, while von Wendt was disqualified for an improper approach to the pits. Nathan made an unscheduled stop to try to rectify low fuel pressure, letting Blatzheim get away, while the unfortunate Brown had a drive-shaft break with two laps to go.

Thus Redman scored Chevron's most important victory to date in an event which Britain has come close to winning, yet always fallen by the wayside at the crucial stage.—C. W.

**Results :**

| | | |
|---|---|---|
| ***1st*** | B. Redman (1.6-litre Chevron B16-Ford FVA GT) | 3 hr. 13 min. 1.6 sec. —97.05 m.p.h. |
| ***2nd*** | A. Hezemans (2.0-litre Fiat-Abarth 2000S) | 3 hr. 14 min. 59.8 sec. |
| **3rd** | G. van Lennep (2.0-litre Fiat-Abarth 2000S) | 3 hr. 16 min. 38.8 sec. |
| ***4th** | J. Ortner (2.0-litre Fiat-Abarth 2000SP) | 3 hr. 19 min. 5.1 sec. |
| **5th** | H. Schultze (2.0-litre Alfa Romeo T33) | 3 hr. 26 min. 52.3 sec. |
| **6th** | H-D. Blatzheim (2.0-litre Porsche 910) | 1 lap behind |
| **7th** | R. Nathan (1.6-litre Astra RNR1-Ford FVA) | 1 lap behind |
| **8th** | J. Bridges (1.6-litre Chevron B16-Ford FVA GT) | 1 lap behind |
| **9th** | E. Kraus (2.0-litre Porsche 910) | 1 lap behind |
| **10th** | M. Konig (2.0-litre Nomad Mk. 2-B.R.M. V8) | 2 laps behind |

*Fastest lap* : B. Redman (1.6-litre Chevron B16-Ford FVA GT), 8 min. 39.8 sec.—98.24 m.p.h.

* Class winners.

# CAN-AM—Rounds 6 and 7—

# ELKHART LAKE and BRIDGEHAMPTON GRAND PRIX

THE Canadian-American Challenge Cup series moved beyond the halfway mark with the sixth of the 11 scheduled races at the very attractive 4-mile Road America course, set amid the rolling farmlands of central Wisconsin. The field of 38 cars was the largest to turn out for a Can-Am this year but there were only three significant changes from the previous race at Mid-Ohio. Mark Donohue's Lola T163, which only raced for the first time at Mid-Ohio, was withdrawn from the remainder of the series by car owner Roger Penske because the team's other extensive commitments (particularly in Trans-Am saloon racing) didn't leave enough time to make the Lola competitive. Donohue's absence, however, was more than offset by the entry of Mario Andretti in the first really competitive Ford-powered car to appear this year. The car itself is a McLaren M6B (fitted with M12 suspension) but the massive 8-litre, all-aluminium Ford engine has been developed by Ford stock car experts Holman & Moody from Ford's new 7-litre stock car powerplant. The engine develops in the region of 720 h.p. at 6,500 r.p.m. (with as much as 625 ft. lb. of torque) and Andretti, who said he could spin the wheels in almost any gear, was just the man to make the most of it. Also new to the series was a car sponsored by the Armco Steel Corp. to demonstrate the potential of various forms of stainless steel. The monocoque chassis was designed and built by Bob McKee. The 7.5-litre Oldsmobile engine, fitted with twin turbochargers operating at a boost of 10 p.s.i., is reversed 180 degrees in the chassis and drives all four wheels via a 2-speed automatic transmission (developed from Oldsmobile's Turbo-Hydramatic), a Ferguson torque-splitting centre differential, and front and rear differentials designed by McKee. The torque is a whopping 700 ft. lb. at 4,100 r.p.m. and the power over 700 h.p. at 6,100 r.p.m. Unfortunately the car was troubled by teething problems with both the brakes and the automatic transmission, and it was withdrawn after U.S.A.C. driver Joe Leonard had qualified it 24th fastest.

Denis Hulme and Bruce McLaren again dominated qualifying in the works McLaren M8Bs (though without their usual intra-team rivalry) as Hulme securely wrapped up the pole with a lap of 2 min. 06.3 min. (114.014 m.p.h.) that was 3.5 seconds under McLaren's 1968 qualifying record. McLaren was 1.1 seconds behind at 2 min. 7.4 sec. and Andretti showed the great potential of his Ford-powered car by qualifying third fastest at 2 min. 8.4 sec.—the closest anyone has come to the McLarens all season. But there was a large gap to Peter Revson (Lola T163) at 2 min. 12.1 sec., Chuck Parsons (Lola T163), George Eaton (McLaren M12), Chris Amon (6.2-litre Ferrari) and Jo Siffert (4.5-litre Porsche 917PA).

Despite Andretti's times, however, the race was a complete *débacle* as five of the first 10 qualifiers retired before the 50-lap, 200-mile event was 10 laps old. Andretti suffered a broken suspension upright in a final warm-up session and, although it was changed, he didn't even reach the start line before retiring with a broken driveshaft universal joint. On the third lap George Follmer's Ford G7A was out with the transmission mainshaft broken; on the fourth lap a punctured tyre knocked out Surtees' Chaparral 2H; on the seventh lap Siffert missed a shift in the Porsche and the engine came apart; and on the eighth lap Eaton parked his McLaren M12 with all the gauges up against the pegs. The remainder of the race could hardly be anything but an anti-cimax. McLaren and Hulme played cat and mouse with Amon for 100 miles before pulling away to take the chequered flag one-tenth of a second apart, McLaren leading. Amon held down a secure third until running out of fuel with six laps to go, which gave the Lola T163s of Parsons and Revson third and fourth places, one lap down. Tony Dean's 3-litre Porsche took a well-deserved fifth place, three laps down, and he was followed home by Motschenbacher's McLaren M12.—D. G.

**Results :**

**CAN-AM SERIES—Round 5—Elkhart Lake—50 laps—200 miles**

| | | | |
|---|---|---|---|
| **1st :** | B. McLaren (McLaren M8B—7-litre) | 1 hr. 51 min. 39.0 sec.—107.479 m.p.h. | |
| **2nd:** | D. Hulme (McLaren M8B—7-litre) | 1 hr. 51 min. 39.01 sec. | |
| **3rd :** | C. Parson (Lola T163—7-litre) .. .. .. | 49 laps | |
| **4th :** | P. Revson (Lola T163—7-litre) .. .. .. | 49 laps | |
| **5th :** | A. G. Dean (Porsche 908—3-litre) .. .. .. | 47 laps | |
| **6th :** | L. Motschenbacher (McLaren M12—7-litre) .. | 47 laps | |

*Fastest lap :* D. Hulme (McLaren M8B), 2 min. 08.4 sec.—112.150 m.p.h. *(record).*

THE seventh round of the Can-Am series was held at the Bridg hampton circuit on Long Island, which is not unlike Zandvoort in setting in the sand dunes overlooking the sea. In contrast to Elkh Lake, the field of 20 cars was the second smallest of the year—Ma Andretti, Joe Leonard and Dan Gurney all taking part in a clashi U.S.A.C. Championship race. The only interesting newcomer to series to appear at Bridgehampton was Pedro Rodriguez in the sa 3-litre Ferrari 312 *coupé* prototype that he drove at Le Mans. Amo the regulars, John Surtees reverted to Jim Hall's McLaren M12 (whi he drove in the first three races), the disappointing Chaparral 2H bei kept in Texas for further development. Chris Amon's Ferrari 6 was fitted with larger fuel tanks (to eliminate the costly failure Elkhart Lake), while Denis Hulme's works McLaren M8B was usi a new camshaft intended to give more power at the top end of r.p.m. range. In addition, both works McLarens and Jo Siffer Porsche 917PA were using new Goodyear tyres whose internal co struction was developed from that used by Goodyear in Formula O These tyres expand noticeably at speed and have a slight tendency "creep" around the wheel, but they do provide a lot more grip a the breakaway is much more progressive.

The battle for starting positions was one of the best of the series but it didn't involve the McLaren team. McLaren and Hulme sew up the front row during the first session with times of 1 min. 24.62 s and 1 min. 24.94 sec., respectively (compared with McLaren's 1968 l record of 1 min. 28.88 sec.), and were so confident that their times wou not be beaten that they skipped the final qualifying session entirely go water skiing! (The mechanics, however, spent the next 12 hou stripping the engines and going over both cars with a fine comb—a it is that sort of meticulous preparation that has put the McLaren tea where it is.) Meanwhile, Surtees and Amon fought a 2½-hour du for the third qualifying spot, the verdict going to Amon by 0.2 secon —1 min. 26.31 sec. against Surtees' 1 min. 26.53 sec. Peter Revs (Lola T163) was next at 1 min. 28.65 sec., followed by George Eat (McLaren M12) at 1 min. 28.85 sec., Jo Siffert (Porsche 917PA) 1 min. 29.19 sec., Chuck Parsons (Lola T163) at 1 min. 29.24 sec. a Lothar Motschenbacher (McLaren M12) at 1 min. 29.98 sec.

Hulme and McLaren jumped into a considerable lead right at t start of the 70-lap, 200-mile race, with Surtees third and Amon fourt but Amon's misfortune struck within three laps this time when the pump drive failed. The pattern of the race was established almo immediately and remained unchanged for most of the first half, wi Hulme and McLaren running as they pleased in front. Surtees w 12 seconds behind in third, Eaton another seven seconds back in four and Siffert, despite giving away 2.5 litres to the 7-litre cars in front him, only seven seconds behind Eaton. Motschenbacher, his lockin differential not locking, was one lap back in sixth and behind hi Rodriguez and Dean were having a tremendous scrap in the 3-lit Ferrari and Porsche respectively. Parsons was recovering from fo pit stops to replace bodywork damaged by a course marker that ha been thrown out on the track. Soon after the halfway mark Eaton throttle began to stick and on the 44th lap he had to give way to relentless Siffert. A dozen laps later Siffert advanced to third wh Surtees' overheating engine began to expire—and within three mo laps both Eaton and Surtees retired with blown engines. The wor McLarens then cruised home, Hulme taking the chequered flag by car length over McLaren with Siffert bringing the Porsche into a we earned third place 61 seconds behind (and the only other car on t same lap as the leaders). Motschenbacher was fourth, three laps dow Rodriguez just held on to fifth from Dean after making a last-minu fuel stop; and Parsons climbed back from 15th to finish seventh. Th Can-Am standings after seven of the 11 races are Hulme 110 point McLaren 105, Parsons 44, Amon 39, Eaton 32, Surtees 30 and Siffe 28.—D. G.

**Results :**

**CAN-AM SERIES—Round 6—Bridgehampton—70 laps—200 miles**

| | | | |
|---|---|---|---|
| **1st :** | D. Hulme (McLaren M8B—7-litre) | 1 hr. 45 min. 40.58 sec.—113.723 m.p. | |
| **2nd:** | B. McLaren (McLaren M8B—7-litre) | 1 hr. 45 min. 41.68 sec. | |
| **3rd :** | J. Siffert (Porsche 917PA—4½-litre) | 1 hr. 46 min. 42.68 sec. | |
| **4th :** | L. Motschenbacher (McLaren M12—7-litre) .. | 67 laps | |
| **5th :** | P. Rodriguez (Ferrari 312P—3-litre) .. .. | 66 laps | |
| **6th :** | A. G. Dean (Porsche 908—3-litre) .. .. | 66 laps | |

*Fastest lap :* D. Hulme (McLaren M8B), 1 min. 26.64 sec.—118.949 m.p.h. *(record*

# AMERICAN COMMENT

THE United States Auto Club has gone a long way toward putting its house in order by finally naming a full-time executive director to oversee all its operations and at the same time announcing that all engine sizes will remain unchanged for two years. The price of achieving this badly needed rules stability was the rejection of a Rules Committee recommendation (reported last month) that the size of stock block engines be increased from 5.25-litres to 5.5-litres. As a result of the moratorium, stock block engines will remain at 5.25-litres, unblown overhead camshaft engines at 4.2-litres, and blown overhead camshaft engines at 2.65-litres for the next two years. Any changes intended for 1972 must be announced by December 31st this year, and there is a move afoot to persuade U.S.A.C. to adopt a formula of 4-litres for unblown overhead camshaft engines and 5-litres for stock block engines—sizes that would coincide with those mooted for Formula One. The man named as U.S.A.C.'s new Executive Director is William J. Smyth, a long-time follower of the sport and until recently personal assistant to millionaire sportsman John W. Mecom Jr. —who was a prominent sponsor of Indianapolis and Group 7 cars in the early sixties. Smyth will be in overall day-to-day control of all U.S.A.C. operations and Henry Banks, the Director of Competition, will report to him. U.S.A.C. has never had a full-time Executive director, the President being an unpaid, part-time official.

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Mario Andretti continued his march toward the U.S.A.C. National Championship, scoring his sixth win of the season (out of 15 races) when he drove a front-engined dirt car to victory in a 100-mile race at the Illinois State Fairgrounds. In the following event at the new Dover Downs 1-mile paved track Andretti was one of four drivers eliminated by crashes—the track's steeply-banked (24 degrees) turns being ideal for stock cars (for which the track was designed) but imposing excessive loads on the suspensions of the less robust Championship cars. The race was nonetheless significant because Art Pollard, Andretti's team-mate in Andy Granatelli's STP stable, won the race in a Gerhard powered by a 5.25-litre stock block Plymouth—the first U.S.A.C. Championship victory ever for a Plymouth engine. It was bad enough that the venerable Offenhausers should be beaten on a paved track and almost the height of indignity when they were both out-qualified and outrun on one of their traditional stamping grounds—the 1-mile dirt track at DuQuoin. Greg Weld began the rout when he qualified fastest in a car powered by a stock block Plymouth (the second time in three races that the Plymouth-powered car was on the pole in a dirt-track race), and Al Unser completed it when he won the race in a car powered by a 2-o.h.c. Ford—the first victory ever for the Ford in a dirt-track race. Andretti was second in an Offenhauser-powered car and Foyt third in another Ford-powered car, having been robbed of victory when he was chopped off by a slower car with only seven laps to go. In the next event, the 100-mile Hoosier Hundred at the Indiana State Fairgrounds, Weld put his Plymouth-powered car on the pole for the third consecutive time in a dirt-track event, but in the race itself the veteran Foyt came through to a convincing victory—his sixth in the Hoosier Hundred and the second in a row for Ford on the dirt. The remarkable Offenhauser engine having been around for more than 35 years, it would be a brave man indeed who wrote its obituary, but with Ford's turbocharged engine, Plymouth's stock block engine, Ford's 2-o.h.c. and even Repco's 2-o.h.c. winning on the paved tracks, the dirt tracks and the road circuits, the Offenhauser stalwarts are going to have to work hard to stage a revival. Although Andretti scored only one victory in the four races mentioned here, he also picked up one second place and one sixth, and continues his commanding lead in the U.S.A.C. Championship with 3,205 points. Bobby Unser is second with 1,785 points, followed by Foyt with 1,470, Johncock with 1,290 and Gurney with 1,240.

* * *

Three more races in the S.C.C.A.'s Continental Championship for Formula A races have been held since last month and they emphasised the competitive nature of this series by producing three different winners. The first of these three races, at Mosport, was dominated by the Eagle-Chevrolets of John Cannon, Tony Adamowicz, and Bob Brown, and the Surtees TS5s of David Hobbs and Andrea de Adamich (the latter making his first appearance in the series). Cannon won the pole, with Hobbs and de Adamich tied just 0.2 sec. behind, and the expatriate Canadian had to fight off strong challenges from both Surtees cars before de Adamich fell back with a plug lead adrift and Hobbs retired just after the halfway mark with a broken piston. Cannon, Adamowicz and Brown then completed a one-two-three Eagle victory. The first six cars all finished on the same lap, Cannon winning by 30 sec., and only another 30 sec. covering the next five cars. The finish in the next event, at Lime Rock, was even closer. Sam Posey in a McLaren M10A won the pole position from de Adamich by 0.2 sec. but the Italian jumped in front and led for half the race before making two stops to repair a broken throttle spring bracket. Posey then took the lead from Hobbs but George Wintersteen in a Lola T142 made a tremendous late charge, passed Hobbs, and came within nine-tenths of a second of taking the victory away from Posey. Hobbs finished third, with Adamowicz fourth, Cannon fifth and de Adamich ninth. In the last of these three races, Hobbs won the pole position from Posey by one-tenth of a second but he and de Adamich then went on to a convincing one-two victory just feet apart, with Adamowicz 44 sec. behind, Canadian Eppie Wietzes fourth in a Lola T142 and Cannon fifth. The race was marred by a number of incidents, being stopped for the first time after an eight-car crash on the very first lap which wrecked Wintersteen's Lola. It was stopped again after eight laps when lightning knocked out the course communications during a torrential rainstorm, and was finally cut short after 21 of the scheduled 40 laps because of darkness. After 11 of the scheduled 13 races, Adamowicz retains his lead in the standings with 43 points, but there is a great battle for second place involving Posey with 35 points, Wintersteen and Cannon with 31 and Hobbs with 28.

* * *

The decision by Mark Donohue and car-owner Roger Penske to abandon the Can-Am series after one race to concentrate on the S.C.C.A.'s Trans-Am series for sports saloons continued to pay dividends as the team's Chevrolet Camaros scored their fourth and fifth consecutive victories (for a total of six out of 10) at Laguna Seca and Seattle International Raceway. In both races either Parnelli Jones or George Follmer in Ford Mustangs prepared by Bud Moore qualified on the front row and then went charging off into the lead as though they were running a 10-lap sprint (instead of the 225 miles at Laguna or 300 miles at Seattle). In both cases, however, the Mustangs suffered tyre and/or mechanical trouble, and one or both of Penske's Sunoco-sponsored Camaros would be right there to take command. "The idea", says Donohue, "is to go the whole distance and have a car underneath you at the end of the race"—which may not be an original thought but is certainly one many drivers seem to forget. "We wait until the first pit stop", Donohue added, "hanging back and not straining the car, and then decide how fast we have to go". Chevrolet now has a score of 72 points from its best nine races and Ford a score of 62 from its best nine. Even if Ford won the remaining two races it could only tie Chevrolet for the Trans-Am Championship because both teams would then have 72 points from six victories and three second places.—D. G.

## A NEW MIDLAND ROAD CIRCUIT?

REMEMBERING all the race circuits which were mooted in this country, at places as distant as Brighton, Dunstable, Birmingham, etc., but which never materialised, one takes stories of further ventures of this sort with a pinch of the proverbial salt. But it is pleasing to learn from the local *Express & Star* that when two Stourbridge architects, F. Heathcock and A. Bray, suggested, initially as a joke, that a new ring road in that town would be suitable for a Midlands Monaco G.P., the Mayor of Stourbridge, Alderman J. S. P. Poyner, instead of pouring the expected cold water on the scheme, said while it was not the intention of the Council to build a race track when the ring road was planned, it would certainly put Stourbridge on the map if it could be used in this way. The Mayor appreciated that a tremendous amount of planning and safety considerations would be involved and that legal considerations might not allow racing on this road, but at least he has not dismissed the idea, as has Police Superintendent W. Patrick in saying he thinks the scheme extremely unlikely to be a feasible proposition.

The road concerned, with an extra loop round Hagley Road, Glasshouse-hill and Red-hill, would have a lap distance a little greater than the Monaco road circuit, and its banked corners, curves and a multi-storey car park which could form the pits, are apparently suitable. With existing circuits like Mallory Park, Castle Combe and Thruxton in some danger of being closed or restricted by pressure of public opinion, one must commend the Mayor of Stourbridge for not condemning out of hand the idea put forward by the town's architects.

# Alpine Rally

## GENERAL CLASSIFICATION

| | | |
|---|---|---|
| **1st** | J. Vinatier/J-F. Jacob (Alpine-Renault) | 22 hr. 9 min. 36.3 sec. |
| **2nd** | J-C. Andruet/P. Ecot (Alpine-Renault) | 22 hr. 22 min. 32.1 sec. |
| **3rd** | J. Lusenius/S. Halme (Alpine-Renault) | 22 hr. 22 min. 50.0 sec. |
| **4th** | R. Trautmann/C. Trautmann (Lancia Fulvia) | 22 hr. 27 min. 05.3 sec. |
| **5th** | H. Källström/G. Häggbom (Lancia Fulvia) | 22 hr. 27 min. 37.3 sec. |
| **6th** | J-P. Nicolas/C. Roure (Alpine-Renault) | 22 hr. 30 min. 13.2 sec. |
| **7th** | J-M. Jacquemin/J-M. Vloebergs (Renault R1135) | 22 hr. 55 min. 12.3 sec. |
| **8th** | J-C. Ogier/L. Pointet (Citroën proto.) | 23 hr. 00 min. 00.0 sec. |
| **9th** | "Barra"/P. Fayel (Alfa Romeo GTA) | 23 hr. 08 min. 30.0 sec. |
| **10th** | R. Neyret/M. Veron (Citroën proto.) | 23 hr. 11 min. 26.2 sec. |

66 *starters* — 25 *finishers.*

Coupes des Alpes awarded to the first six finishers.
Coupes des Constructeurs awarded to Alpine-Renault (Vinatier, Andruet and Lusenius).

IN MOST minds mention of the Coupe des Alpes will give rise to thoughts of high mountain passes, winding ascents and descents and what is probably the tightest time schedule of any rally in Europe. These things characterise the rally, of course, but the minds of regular rally followers, mine included, are more or less tuned in to such things and we tend to take them for granted.

For me, the biggest single occasion of the Alpine Rally is the start. The departure ramp is set up on the edge of the old harbour, in which the bobbing mastheads of yachts form an intricate pincushion background, overshadowed by the windowless fortress of the Foreign Legion. The evening crowds throng the quayside roads and when you consider that spectators, officials and police are all infused with Alpine Fever you can imagine the sort of chaotic excitement which prevails. Whistles blow, people shout, horns blast and loudspeakers bellow out three voices at once. It's difficult to see how cars are going to leave the ramp at all, but when nine o'clock comes the free passage of competitors takes precedence over everything, even gonging fire engines!

Throughout the confusion competitors, awaiting their time to enter *parc fermé* and start their cars, usually sit at the tables of pavement bars. For one works team there was no time for such relaxing. A baggage mix-up had resulted in the all-important books of pace notes and navigation notes for three of the four works Fords being carted away to Evian, the northernmost point of the route where the night stops were to be.

Tradition dies hard among rallies which have become established as classics, and the Automobile Club of Marseille and Provence is among those which appear to be most reluctant to make any change. However, there were some changes this year which resulted in the duration of the event being extended by one day.

In previous years the rally ran from Monday evening to Friday afternoon, with two night stops somewhere around the Chambéry region to divide the whole into three sections. This year each of the sections was lengthened and the night stops moved north to the town of Evian, on the southern edge of Lake Geneva.

The reason for this was the heavy sponsorship both from the municipal authorities at Evian and from the mineral water company which operates there and takes its name from the town. Rallies are invariably short of money, and the extension of the route, both in distance and in time, seemed a small price to pay for the financial boost needed to keep the event alive. But it wasn't at all popular with mechanics. Much of the route appeared as a "straight" line on the map and it was invariably difficult, often impossible, for mechanics to get ahead of their competing charges once they had left a service point.

Despite the sponsorship, the Alpine remains one of the mo expensive rallies in the calendar for a private entrant. There is n haggling about starting money as there is in racing; if you want t take part you have to pay for the privilege. It's as simple as that. I this case the paying was to the extent of about £120 and the resu was a thinning-off of private entrants so that the total number c starters, even with factory- and dealer-entered cars, was only 66.

From Britain there were seven entries, four from the Ford Moto Company and three from privateers. Three of Ford's Escorts ha the long-stroke 1,852 c.c. twin-cam engines, whilst the fourth had collection of parts having their reliability tested in readiness fo possible use during next year's World Cup Rally. These included 2.3-litre V6 engine from Cologne, a ZF 5-speed gearbox and th rear axle unit from a Taunus 20M RS. The three twin-cam ca retired, one with gearbox failure and two with rear axle trouble The V6 car, which had been having its share of growing pains, le the rally when clutch slip became so bad that drive was lost.

The private Britishers were Sclater and Thomas in an Escort TC Bertorelli and Evans in a similar car and Palmer and Spokes in Porsche 911S. Both Escorts retired, the first when it hit a bridg parapet and the second when the brake master cylinder failed, but th Porsche went on to win its class, albeit 24th in a finishers' list num bering 25.

Alpine Renault had entered six cars, two Renault-Gordinis an four of the lightweight Alpines with production-based Renau engines mounted at the rear. Between them they took about ever award it was possible to take, including the *Coupe des Constructeur* finishing 1st, 2nd, 3rd and 6th.

The Alpines were separated in the general classification by th 1.6 Lancia Fulvias (still having to be in the group six category pend ing homologation) of Källström and Trautmann. The third Fulvi driven by Mäkinen, retired on the last day with engine failure– probably burnt pistons.

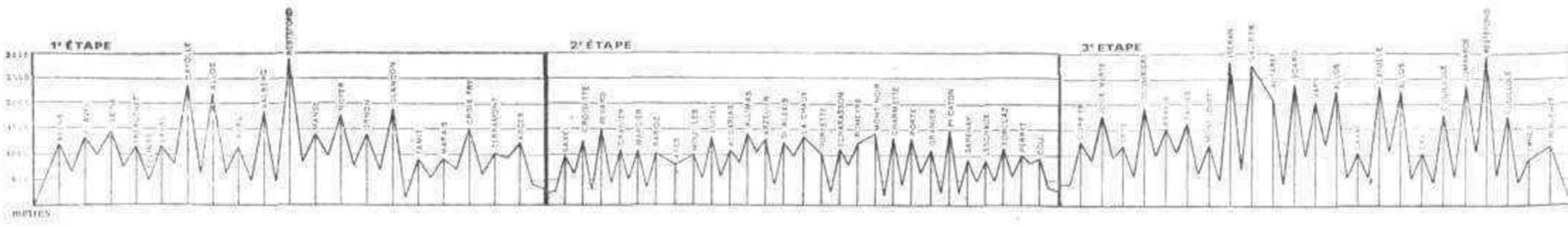
The usually reliable Daf team surprisingly had only one car finis from its team of three. One of them misnavigated and another she its drive belts when a wrongly set-up suspension caused misalignmen

The Citroëns, again with ugly body modifications in a vain attemp to improve their power/weight ratio, were entered in group six, bu there were no Maserati engines in evidence. The cars are nevertheles reliable and one of them, driven by Ogier, finished eighth. Th Alpine is certainly not an event which favours Citroëns. More t their liking are rallies over unmade tracks such as the Safari and th Rallye du Maroc.

Among the other entries were dealer teams of Opel Kadetts an Alfa Romeo GTAs and a works Porsche 911T which had been sen down from Stuttgart on loan to Larousse, who entered it privately He held on to the leaders well, was second at one stage, but hit wate on the second leg and rolled. Piot, the French driver in the For team, also did this and it is likely that the rear axle failure on hi car was caused by oil loss during the roll.

Sixty-six starters and 25 finishers represent quite a high finishin rate by Alpine standards. Six Coupes des Alpes were awarded, amon them two to drivers who now have two each from consecutiv Alpines, Vinatier and Trautmann. Next year they will be in position to have their names added to the roll of Coupe d'Or winner which presently only contains two names—Moss and Appleyard.

The Alpine Rally is more of a road race than any other, excep perhaps the Tour of Corsica. Sooner or later it could well fall fou of the authorities, who are becoming increasingly strict, even in France. If this happens, the rally will either be transformed com pletely into another Mille Miglia or disappear altogether. Mean while, the organisers had better give serious thought to the financia position of private entrants, for these fellows are the life blood o rallying. Without them no rally could survive, and it would be a pale Alpine indeed which only had a handful of works and sponsored drivers in its entry list.—G. P.



# Continental Notes

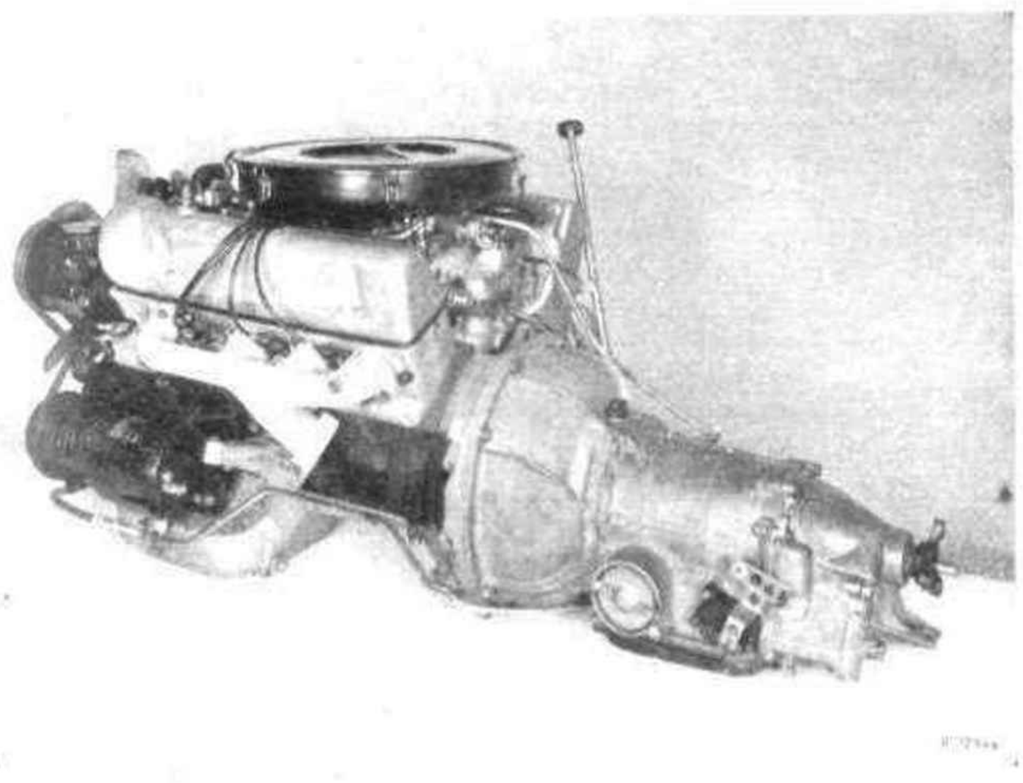
AT THE high-speed battle that was the Italian Grand Prix at Monza there were numerous experiments being made with and without aerofoils and nose fins, and the results were most inconclusive. Just before all this a very well produced document was published headed "Aerofoil Report—A study of the aerodynamic characteristics of racing cars fitted with aerofoils". It is a Research Report published by the Jim Clark Foundation, and costs 2 gns. from 113-114, Fleet Street, London, E.C.4, and is the only authoritative document on the subject, being the result of extensive wind-tunnel research at the M.I.R.A. proving grounds at Lindley.

When the aerofoils or "wings" first appeared on racing cars there were no limitations, until the two flexibly mounted and movable ones fell off the works Lotus cars at Barcelona, and a Brabham wing collapsed in front of the F.I.A. representatives. In a hasty fashion all such devices were banned, but designers schemed up ways of getting round the ban, and subsequently fixed-aerofoils of certain dimensions and heights were allowed. While all this was going on the research was being carried out at Lindley and the recent report sums up the situation. If you have a basic knowledge of aerodynamics the report is very readable, but it gives you the feeling that the people carrying out the research are not convinced of the benefits. The main snag seems to be that if you tilt the aerofoil sufficiently steeply to give you a useful down-thrust, the drag it causes is more than the scientific mind is prepared to tolerate. If you reduce the angle and the drag to tolerable proportions the anti-lift or downward thrust you get is hardly worthwhile, which indicates that the Chaparral movable aerofoil was the only worthwhile answer, but the F.I.A. have outlawed this. An interesting fact the report offers is that a car would have to travel backwards at 226 m.p.h. for the aerofoil to cause it to aviate, and even with a bi-plane type arrangement, such as Rindt once tried on a Formula Two Brabham, the car would have to go backwards at 179 m.p.h. The report describes both situations as "very improbable at present".

The Jim Clark Foundation is a benevolent society to honour the name of the great racing driver and its work is to set up investigations on subjects of interest to motor racing and normal motoring, in the interests of everyone's safety. Patrons of the Foundation are all the best people in motor racing and the industry, and the registered office is at 28, Charlotte Square, Edinburgh, 2, in Jim Clark's own Scotland.

* * *

A lot of people are grumbling, and have been all season, because the Cosworth V8 Grand Prix engine is dominating racing. What they should be doing is praising Keith Duckworth and his men at Cosworth Engineering for being so brilliant, and also praising Ford (Great Britain) for being so clever in putting their £100,000 into Duckworth's pocket. They could easily have made a mistake and put it into the pocket of some other engine designer who would have spent all the money and not produced a Grand Prix-winning engine. The present Formula for Grand Prix racing began in 1966 and the Cosworth V8 first appeared in the middle of 1967, when it won the Dutch G.P. on its first time out. Since then it has dominated Grand Prix racing, with other engines winning the odd race here and there, but no-one challenging it seriously. Looking back it is amazing the variety of engines that could not stand the pace and were withdrawn, or who are still trying to beat the Cosworth V8. Honda tried with V12 and V8, Weslake with a V12, B.R.M. with the H16 and the present V12, Repco with a V8, Maserati with a V12, Matra with a V12 and Ferrari with a V12. All were good and interesting engines, and a lot of them were strong challengers, but over the four years of the 3-litre Formula most of them have fallen by the wayside. You cannot say that Cosworth got a monopoly because there was no opposition, or that the opposition was not strong. The Cosworth V8 has got to the top of Grand Prix racing because it drove all its competitors into the ground, and it is a first-class engine.



*The neat and compact all-alloy Mercedes-Benz 3½-litre V8 engine, attached to an M.B. automatic transmission.*

* * *

While Daimler-Benz were demonstrating their Wankel-engined coupés to the Press at Hockenheim recently, they also introduced a new orthodox V8 engine. Whereas the multi-rotor Wankel unit is for the future, the new 3½-litre V8 engine is in production and powers the 280SE coupé, the 280SE convertible and the 300SEL saloon. This new V8 all-alloy engine has a bore and stroke of 92 × 62.5 mm., giving a capacity of 3,499 c.c. and develops 200 h.p. (DIN) at 5,800 r.p.m. on a 9.5-to-1 compression ratio. The basic layout follows the big 6.3-litre V8 engine in as much as each cylinder head carries a single overhead camshaft, driven by a duplex chain, the valves being in-line and operated through followers. It goes without saying that Bosch port-injection is used, and it produces smooth flexible power that makes the coupé, in particular, a very nice car. To illustrate that the Daimler-Benz empire is far-reaching, well beyond the Mercedes-Benz touring cars, there was on display a heavy lorry powered by a V10 (yes, ten!) cylinder diesel engine, of 16-litres capacity, and an experimental diesel-electric City Bus, with electric transmission from storage batteries kept charged by a diesel generating plant. There were some jet-engines for helicopters, for Daimler-Benz know about them as well.

* * *

A very sad happening on the Continental Scene was the death of Willy Mairesse, the fiery little Belgian driver who used to enliven the Grand Prix and sports-car scene a few years ago. Mairesse suffered from a complaint known unofficially as "speed happiness" which caused him to drive incredibly fast and either win or have an accident. Unfortunately he had accidents more times than he won, but he would not give up, and could not curb his enthusiasm. Finally he was forced out of motor racing as no-one would employ him as a driver or lend him cars, and despair set in. The passion to go racing never left him, but racing left him, and while in this state of unhappiness he committed suicide. A sad ending for such a courageous man who often showed more bravery than the rest of his competitors put together.—D. S. J.

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## RECORDS WEEKEND

Due to circumstances beyond their control the International Sprint Organisation have had to postpone the Elvington Meeting for one week. If you want to see International record attempts being made, as well as demonstration runs by famous old record-holding machinery, you should go to Elvington Aerodrome near York on October 19/20th, *not* the 11/12th. Further details from : I.S.O., Moor Copse, Dean Oak Lane, Leigh, Surrey. Tel.: Norwood Hill 500.

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## THE THINGS THEY SAY . . .

"If the Owen Organisation is identified with anything at all it is British Racing Motors, better known by its initials B.R.M. With this company Sir Alfred almost single-handed put British racing back on the International map in the 1950s."—Robin Sanders writing in *The Sunday Times* and getting his motor-racing history astonishingly confused.

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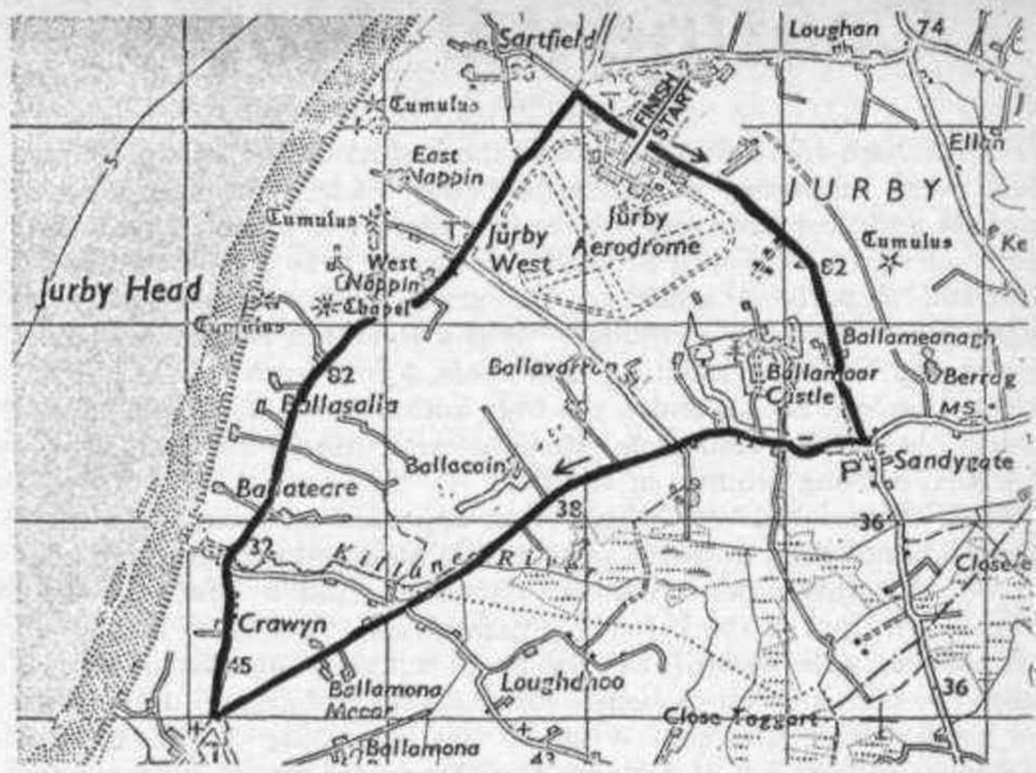
"It also goes round corners faster than any car of the Edwardian era."—*Motoring News*, in a road-test of some ghastly fibreglass-bodied Ford Popular fake Speedy Roadster, which, incidentally, although a 1969 production, apparently gets away with illegal back wings. Just tell this to Cecil Clutton when he has the 1908 Itala well wound up!

## ROAD RACING ON THE ISLE OF MAN

ALMOST every week in the sporting papers there are scare-headlines such as "Castle Combe doomed", "Oulton Park threatened", "Lydden Hill in danger", and so on. What the papers are trying to convey is that the racing circuits at these places are being attacked by local people or local councils, to get their racing stopped because the noise or the traffic or the spectators are upsetting somebody. Usually it is one or two people who start these anti-racing campaigns, gathering support because they happen to be very influential in the locality, or because they have made a profession of this sort of thing. The racing enthusiasts complain that this is an anti-motor racing country, yet every weekend there are thousands of people enjoying themselves, and giving enjoyment to thousands more, with some kind of mechanised sport involving engines and wheels.

While this sort of thing is going on all over England, Wales and probably Scotland as well, over on the Isle of Man the Manx Government are trying hard to establish motor racing in their summer sports calendar just as motorcycle racing has been established in the I.o.M. since 1907. Motor racing in the Isle of Man is nothing new, it has taken place at varying intervals since the early days, but there has been a long lull since the nineteen-fifties and the Manx enthusiasts think it is time it returned. Almost unbelievably to people on the mainland, the Manx Government agree with the enthusiasts and give them their full support. Even more unbelievable is the fact that the Government say there is no need to build an artificial Stadium-type circuit for there are magnificent roads in the Isle of Man on which racing can be held. The public roads in the Island can be closed at any time, so here we have a country, peopled by enthusiasts and a Government who are crying out for road-racing to start up again and yet nobody seems interested. A few years ago the Tholt-y-Wil hill-climb got under way, and it made all the hills in use in England seem pathetic. If you combined Wiscombe, Shelsley, Prescott, and all the lesser ones together they would not compare with Tholt-y-Wil, yet the progress with the Island hill has been slow. Although it complies with all the requirements for a European Mountain Championship event, support has not been forthcoming in sufficient quantity to justify running an International event.

The Manx people are still trying to get motor racing on the public roads under way, offering two alternative circuits, but no one seems interested, yet on the mainland there are continual battles going on to be able to continue to race on disused aerodromes. The last effort of the Manx people was a 5¾-mile circuit in the N.W. of the Island, *on the normal public roads*. They co-operated with the *A.A. Magazine* and Moss, Brooks, Gendebien and Trintignant drove Formul Ford single-seaters round the proposed circuit. The roads were no completely closed, but the major corners and junctions were controlle by flag marshals and police, so that the four ex-Grand Prix driver could have a bit of a go. Imagine letting four single-seaters loose o the roads of Yorkshire or Hampshire, with the Government and Polic helping! I can't think why we don't all go and live in the Isle of Mar




*The proposed 5¾-mile road-racing circuit in the I.o.M. at Jurby, 17 mile from Douglas.*

After this experiment the general verdict was that the Grand Pri drivers of yesterday would have jumped at the chance of racing o the proposed circuit, but that the Grand Prix drivers of today woul probably demand 11½ miles of Armco barrier round the 5¾-mil circuit. It might be an idea to take a Grand Prix driver and Gran Prix car over to the Island and give it a whirl. I would suggest Hi in a Lotus or Surtees in a B.R.M. rather than Stewart in a Matra o Rindt in a Lotus, and keep the G.P.D.A. away for goodness sake.

So that is the situation; at home on the mainland most of ou circuits have very uncertain futures, while over in the Isle of Ma everyone is trying to get proper road-racing back on its feet. Th question is: What can be done about it, short of replacing the Labou Government by the Manx Government?—D. S. J.

## FORMULA TWO REVIEW

ENNA, ITALY, *August 24th.*

THE European Formula Two Championship of non-graded drivers took an interesting turn when a large contingent of F.2 cars arrived at the Sicilian lakeside circuit of Pergusa for what was expected to be an exciting slipstreaming race. At the head of the table was the German Hubert Hahne, while Johnny Servoz-Gavin was trailing by six points. The Frenchman's Matra is regarded as ideal for this type of fast circuit, being slim and aerodynamic, and with support from two similar cars entered by the works, there seemed to be a good chance of a win. Hahne's BMW used the "Auto Union" type of full-width bodywork, as seen for the first time at Reims this year, and there was another car entered by the Bavarian factory for Joseph Siffert, who tries to make a habit of winning at least one race at this circuit every year.

But Hahne was destined not to start in the race, having had a long and thought-provoking moment in practice when his car got away from him and walloped a barrier with a resounding thud. Hahne was lucky to escape with a broken foot.

Nine of the surviving 18 runners detached themselves from a pack in the first heat and there was a typical place-swapping carve-up for the entire 31 laps as they circulated at enormous velocity, the eight Cosworth engines and one BMW making more noise than a steam train at full chat.

When the flag came out, it was Courage who had done his sums properly, and he won by a whisker from the Matras of Servoz-Gavin and Beltoise, with the Tecnos of Cevert and Regazzoni fourth and fifth.

There were again nine cars in the leading group when the second heat started. Graham Hill, who was on holiday nearby and couldn't resist the lure of racing, joined in the fun although handicapped by the poor top speed of the tubby Lotus. But Hill's experience proved to be a considerable asset and the 1968 World Champion simply put his foot down at the last 140-m.p.h. bend while the others were still shuffling about. He was rewarded with an excellent second plac behind Courage.

**Results :**

**GRAN PREMIO MEDITERRANEO—Formula Two—Two Heats of 31 laps 297.45 kilometres**

| | | |
|---|---|---|
| **1st** | P. Courage (Brabham BT30-Cosworth FVA) .. | 1 hr. 17 min. 58.0 sec.— 228.907 k.p.h. |
| **2nd** | J. Servoz-Gavin (Matra MS7-Cosworth FVA) .. | 1 hr. 17 min. 58.7 sec. |
| **3rd** | F. Cevert (Tecno-Cosworth FVA) .. .. | 1 hr. 17 min. 59.3 sec. |
| **4th** | G. Regazzoni (Tecno-Cosworth FVA) .. .. | 1 hr. 18 min. 00.3 sec. |
| **5th** | R. Widdows (Brabham BT23C-Cosworth FVA) .. | 1 hr. 18 min. 28.5 sec. |
| **6th** | G. Hill (Lotus 59B-Cosworth FVA) .. .. | 1 hr. 18 min. 57.1 sec. |

ALBI, FRANCE, *September 14t*

RAIN on the second day of practice surprised all those who had gon to Albi in search of sunshine. It also affected Jochen Rindt, wh practised in the wet and demanded new brake pads to replace thos which had got wet. Although a short practice period was allowe before the race began, Rindt lost confidence in his brakes and ha several off-course excursions while trying to get ahead.

Jackie Stewart demonstrated the Matra's competitiveness in th car's last race on French soil by taking the lead from Rindt at the firs corner and dominating the race until his engine suddenly stoppe working on lap 44.

Graham Hill went into the lead and stayed there for the remainin 31 laps, but there was excitement not far behind him as Rindt struggle to get past Servoz-Gavin in a desperate battle; Rindt closed on th Frenchman time and again, only to spin or disappear down an escap road, Servoz-Gavin keeping his head and his second place.

**Results :**

**14th GRAND PRIX D'ALBI—Formula Two—75 laps—272.11 kilometre**

| | | |
|---|---|---|
| **1st** | G. Hill (Lotus 59B-Cosworth FVA) .. .. | 1 hr. 32 min. 46.0 sec.— 176.385 k.p.h. |
| **2nd** | J. Servoz-Gavin (Matra MS7-Cosworth FVA) .. | 1 hr. 32 min. 49.4 sec. |
| **3rd** | J. Rindt (Lotus 59B-Cosworth FVA) .. .. | 1 hr. 32 min. 49.8 sec. |
| **4th** | H. Pescarolo (Matra MS7-Cosworth FVA) .. | 1 hr. 33 min. 37.1 sec. |
| **5th** | R. Peterson (Lotus 59B-Cosworth FVA) .. .. | 1 hr. 33 min. 37.4 sec. |
| **6th** | R. Widdows (Brabham BT23C-Cosworth FVA) .. | 74 laps |




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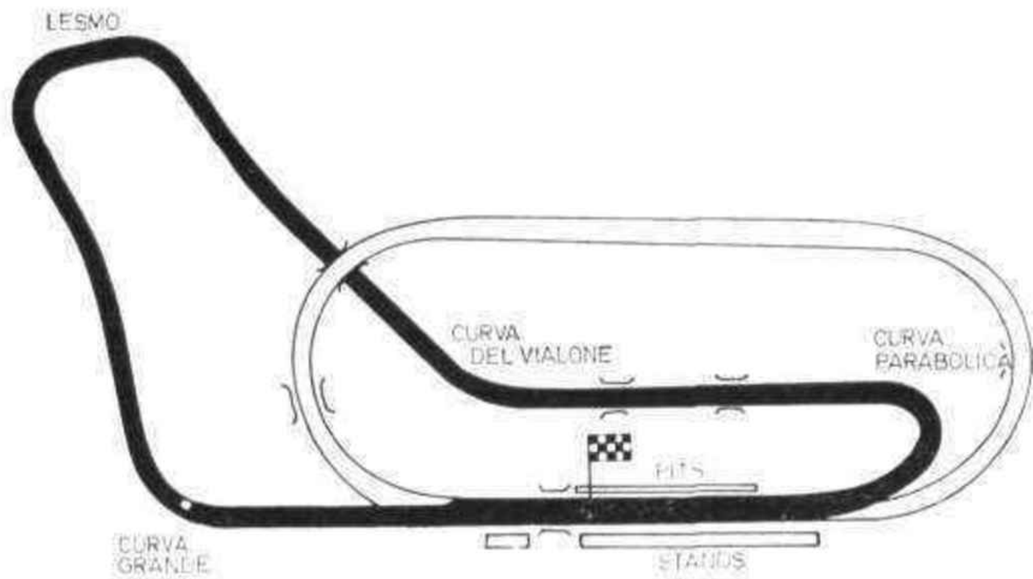
# THE 40th ITALIAN GRAND PRIX

## Formula Ford at its Best

MONZA, ITALY, *September 7th*

WHEN practice began at 3 p.m. on Friday there was a feeling of apprehension in the air, for those teams using Cosworth-Ford V8 engines were very jumpy about the recent unreliability of the engines, and the expensive breakages that had been occurring. Even in pre-race testing there had been breakages, and there was a distinct shortage of engines in the paddock. With all the competitive cars using the Northampton-built engines, Cosworth were almost certain to win the Italian G.P., but the big question was "at whose expense?". Practice had barely begun when Ickx came to rest on the far side of the circuit with his Brabham (BT26-3), having seized the Cosworth engine due to an oil pump failure. Brabham himself was running all right with BT26-4, making his first re-appearance in racing since his Silverstone test-day accident, and Courage was running well with the Frank Williams Brabham (BT26-1), completely rebuilt since its Nürburgring crash. Another car that had been completely rebuilt was the Walker/Durlacher Lotus 49B/7, it, too, having crashed in the German G.P. The works Lotus team had three cars, 49B/10 for Hill, 49B/6 for Rindt and a 4-w-d car for Miles. While the two old cars were performing well the engine in the 4-w-d car had a misfire and before it could be found the gearbox chewed up an internal oil seal, which put paid to any further practice. The internals of the centre-mounted gearbox and the fore-and-aft power take off had been completely rearranged since the last race, some major redesigning having taken place. The Tyrrell team entered three Matras, the two MS80 cars for Stewart and Beltoise, and the 4-w-d MS84 for Servoz-Gavin, but this third entry was merely to ensure an alternative car for Stewart, the Frenchman not actually driving it. The McLaren team did not enter their 4-w-d car as it was still undergoing some redesigning, and relied on the two cars they have raced all season, M7A/2 for Hulme and M7C/1 for McLaren. They were not their usual happy selves as Italian law had served a summons on them for a paddock incident of two years ago, and seized their small van as security. However, the racing cars were running well and Hulme was proving to be very competitive. Surtees and Oliver were driving for the B.R.M. team, both with the latest P139 cars, the former with the original car and the latter with a brand new and untried one. The fuel system gave trouble on the brand new car and it was a long time before Oliver could get started. As a stand-by they had the earlier P138 car. Bonnier was entered with his Lotus 49B, but it was not repaired since its Oulton Park crash so he was a non-starter, but the Swiss Moser was running with his privately-owned Brabham, having recently done some Swiss mountain hill-climbs with it.

Most unusual for any Italian Grand Prix was the sight of only one Ferrari in the pits, and no sign of Enzo Ferrari himself. The car that appeared was 0019, a chassis used already this season, but the engine was of 1968 type. This had the inlets on the outside of the vee and the exhausts in the centre, whereas the 1969 engines had a reversed layout, but it was felt that the 1968 type was more reliable, and at Monza the engines have to work very hard. This car was being driven by Ernesto Brambilla, better known for his F.2 Ferrari driving, and one felt that Ferrari was using him as a scapegoat for the fact that the red cars are no longer competitive. Amon was entered and the intention was that he should practise with the brand new 312B, and if it was competitive he would take part in the race. If not, he would not compete with an old car. The new Ferrari has a flat-12-cylinder engine, developed from the 1965 engine of 1½-litres and this year's 2-litre hill-climb engine, each of the opposed banks of six cylinders having two camshafts. A completely new back-bone chassis has been built for this car and Maranello was pinning all its faith on it. It was a case of a brand new car, or nothing, as far as Amon was concerned, and as things turned out it proved to be nothing, for the new engine broke while on test at Modena. This left the meeting with a very empty atmosphere, which was most unusual, for Monza usually produces a paddock full of mechanical interest and new things, and now there was nothing.




*MONZA, 5.75 kilometre*

With nothing new to be tried and the well-proven cars all a bi apprehensive of their Cosworth engines, practice was not up to th usual Monza standard, and the three and a half hours dragged by McLaren's own car suffered from the dreaded Cosworth disease of broken camshaft, which meant that the valves and pistons all becam mangled together, and it was noticeable that Surtees was doing a much practice as anyone, though his B.R.M. engine was not runnin properly at high r.p.m. As expected, Stewart and Rindt set the pace but Hulme was right there with them, and Beltoise and Brabham wer not far behind, all these being under 1 min. 27 sec. for the lap, whic was fast but not as fast as expected, bearing in mind that last yea practice had nearly seen 1 min. 26 sec. broken, Surtees taking th Honda round in 1 min. 26.07 sec. There were various fiddlings abou with aerofoils and nose fins, all very indecisive, the difference betwee the aerodynamic aids fixed at minimum-drag positions and no aid at all, hardly affecting lap speeds. Hulme summed it up after tryin his car with nose fins and rear aerofoil and without either, when h reported that things were no better and no worse!

Practice on Saturday was for the same time, 3 p.m.—6.30 p.m which was more than enough time, and once again Ickx was a specta tor for his Brabham broke almost as soon as he had started. A spar engine had been installed, but this one suffered a camshaft breakage as did the engine in Hill's Lotus. There were too many Coswort engines breaking for peace of mind and Cosworth Engineering ha explained it as "a bad batch of camshafts". The trouble was that yo did not know you had a bad one until it broke! B.R.M. were gettin a bit desperate in their efforts to make the Surtees car run properl at peak r.p.m. and had fitted ram-boxes over the intakes, but a ba water-pump leak stopped the car's progress and Surtees practised wit the old car. Oliver was not much better for his engine died on th far part of the circuit when the end fell off the ignition distributo rotor. Aerofoils and fins were continually being taken off and pu back, among those experimenting being Stewart, Hill before his engin broke, and Siffert. The 4-w-d Lotus was still in trouble with i misfiring engine and Miles spent most of the time doing single laps finding no improvement, though the gearbox was behaving itself. Th Ferrari effort was now confirmed as one rather dated car, an despairing of Brambilla being able to keep up even with the tw B.R.M.s and Moser's Brabham, the decision was made to le Rodriguez try the car. The Mexican had been hanging around th pits all afternoon and went out first of all wearing Brambilla's overall and crash-hat, later changing to his own. Although he beat Moser' time, he could not beat the B.R.M.'s, but at least he could keep up so a story was put out that Brambilla had an old arm injury whic was giving him trouble, and Rodriguez took his place officially. Las year, in an identical car, Rodriguez recorded 1 min. 28.20 sec., thi time his best lap was 1 min. 28.47 sec.! Rindt, Hulme and Stewar were still setting the pace, and all three got below 1 min. 26 sec Rindt being the fastest with 1 min. 25.48 sec., a speed of 242.16 k.p.h. (150 m.p.h. as near as makes no odds), but there seemed to b a reluctance to go out and thrash round trying to beat each other Brabham and Siffert tried vainly to help each improve their times b slipstreaming, but with all the fast cars using Cosworth engines ther was not much anyone could gain, unlike the days when Ferrari o Lotus had a definite straight-line speed advantage over their rivals.

Saturday night saw some further engine changing, Lotus borrowin one from Rob Walker to put in the 4-w-d car as they had failed t trace the misfire, and their only spare engine had to go into Hill's ca and the Brabham team borrowed an engine from Williams to ge

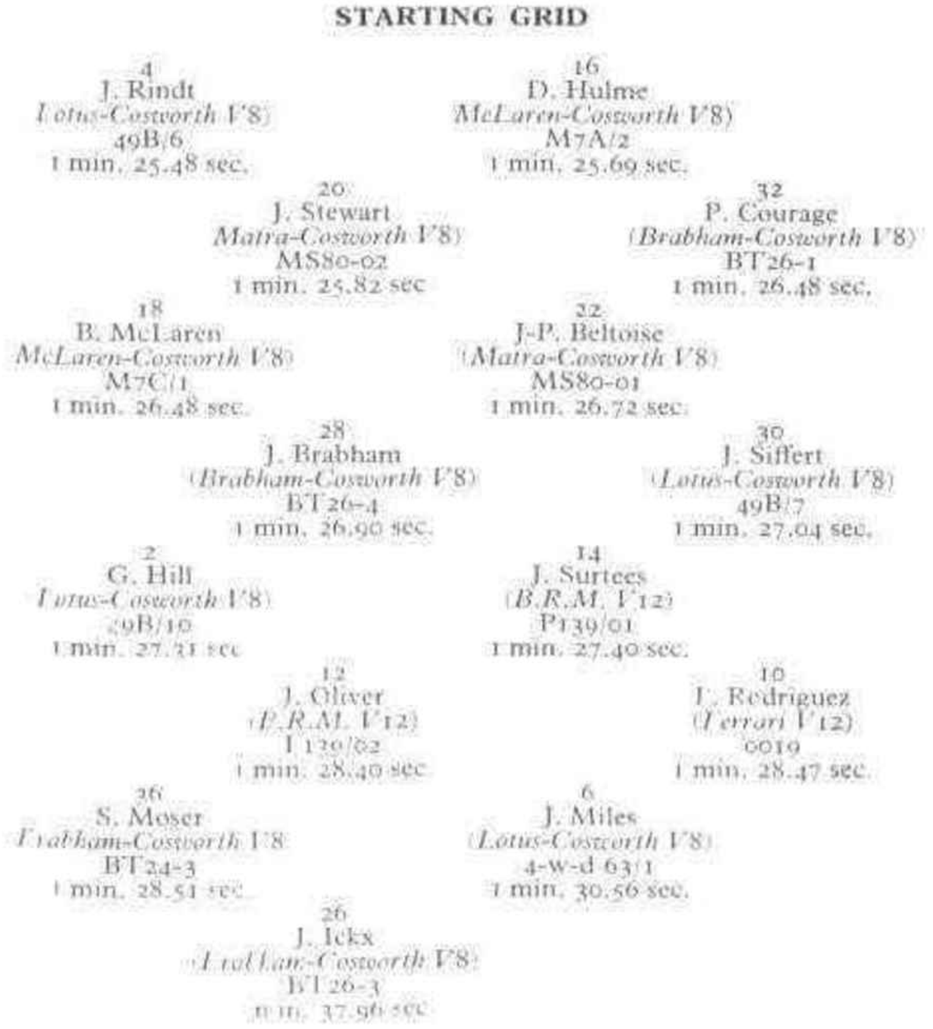
**PRACTICE TIMES**

| No. | Driver | Car | Friday | Saturday |
|---|---|---|---|---|
| 2 | G. Hill | Lotus 49B-Cosworth V8 | 1. 27.31 | 1. 28.39 |
| 4 | J. Rindt | Lotus 49P-Cosworth V8 | **1. 26.43** | **1. 25.48** |
| 6 | J. Miles | Lotus 63-Cosworth V8 | 1. 44.21 | 1. 30.56 |
| 8 | C. Amon | Ferrari flat-12 | NON-STARTER | |
| 10 | E. Brambilla | Ferrari V12 | 1. 34.10 | 1. 30.86 |
| 12 | J. Oliver | B.R.M. P139 V12 | 1. 29.40 | 1. 28.40 |
| 14 | J. Surtees | B.R.M. P139 V12 | 1. 27.40 | 1. 29.64 |
| 16 | D. Hulme | McLaren M7A-Cosworth V8 | 1. 26.57 | 1. 25.69 |
| 18 | B. McLaren | McLaren M7C-Cosworth V8 | 1. 27.54 | 1. 26.48 |
| 20 | J. Stewart | Matra MS80-Cosworth V8 | 1. 26.48 | 1. 25.82 |
| 22 | J-P. Beltoise | Matra MS80-Cosworth V8 | 1. 26.72 | 1. 27.09 |
| 24 | J. Servoz-Gavin | Matra MS84-Cosworth V8 | NON-STARTER | |
| 26 | J. Ickx | Brabham BT26-Cosworth V8 | 1. 37.96 | 2. 14.65 |
| 28 | J. Brabham | Brabham BT26-Cosworth V8 | 1. 26.90 | 1. 27.19 |
| 30 | J. Siffert | Lotus 49B-Cosworth V8 | 1. 27.29 | 1. 27.04 |
| 32 | P. Courage | Brabham BT26-Cosworth V8 | 1. 28.21 | 1. 26.48 |
| 34 | J. Bonnier | Lotus 49B-Cosworth V8 | NON-STARTER | |
| 36 | S. Moser | Brabham BT24-Cosworth V8 | 1. 34.72 | 1. 28.51 |
| 10 | P. Rodriguez | Ferrari V12 | — | 1. 28.47 |
| 24 | J. Stewart | Matra MS84-Cosworth V8 | 1. 29.82 | 1. 29.81 |

Ickx into the race, even though he was on the back of the grid, but the young Belgian boy was not exactly bubbling over with enthusiasm for the event. There was a lot of indecision over the use of aerofoils and nose fins, and when the cars assembled at the pits preparatory to the 3.30 p.m. start, it was seen that both McLarens had aerofoils and nose fins, but both works Lotus 49B cars were without either; the Lotus 63 had nose fins and its forward leaning aerofoil, but Siffert had removed all his aids, as had Stewart, though Beltoise retained the lot. Both the works Brabhams had nose fins and rear aerofoil, as did the lone Ferrari and Courage's Brabham, but Moser had removed all his. Oliver's new B.R.M. had nose fins and a two-piece rear aerofoil, one piece on each side of the centre exhaust pipes, while Surtees had a wide deflector plate across the rear of the engine and over the exhaust pipes. As Stewart had qualified in the Matra 4-w-d car, as well as his MS80, it was brought to the pits just in case anything went wrong, but it was not needed and was wheeled away when the cars went off on a warming-up lap. In spite of there being only one Ferrari in the race, with virtually no hope of success, an enormous crowd, estimated at 100,000, lined the circuit, but they were quieter than usual, though Stewart, Siffert and Hill were received vociferously. The organisers made a feeble attempt to send the cars off on the warming-up lap in order of the best practice times, but it all went wrong because Hulme was not ready to go, and was actually last to join the "dummy grid", which was arranged in rows of two cars at a time, alternate rows being staggered to the right side.

As Rindt was in pole position, with Hulme alongside him, he

**STARTING GRID**




should have taken charge of the grid as it moved up to the starting line, but he was more intent on jumping the start than keeping things in order. Instead of moving up to the chequered start-line he hung back, and Hulme hung back with him, while back in the fifth row Hill was nothing like in the right place. With the front row not coming forward properly the starter panicked and dropped the flag and the 15 cars got away to a rather ragged start. The race was over 68 laps of the road circuit and Rindt made a dragster-like start, followed by Stewart, but Hulme's McLaren hesitated in second gear and he was engulfed by most of the others. This hesitation was caused by having a rather higher first gear and second gear, compared with the others using Hewland gearboxes. Needless to say it was Stewart and Rindt who led the pack on the first lap, the Matra and the Lotus being side by side, though the French car was fractionally ahead. McLaren, Siffert, Courage and Beltoise were right on their tails and there was a small gap between them and Hulme, Brabham, Hill and the remainder. On lap 2 the whole field were nose-to-tail, with Stewart at the head and Moser at the tail, while Ickx went into the pits to report a wavering oil pressure gauge needle. It had been a last-minute rush to get his car finished in time for the start, so it was not surprising that an oil union had not been tightened properly, but it was two laps later before he could rejoin the race in last position. There was little doubt that this was going to be another Rindt versus Stewart battle, but with the accent being on engine power rather than driving ability it was a question of who was going to join battle with them. The 4-w-d Lotus lasted but three laps before its borrowed engine broke, and after five laps the race took on a definite pattern. Stewart was determined to lead at all times, mainly to keep ahead of any trouble that might occur from a bunch of cars running so close at an average speed of nearly 145 m.p.h., but Rindt was equally determined to not lose an inch, remembering Chapman's pre-race warning, that the only time he wanted to see him in the lead was on the *last* lap. Siffert had command of the rest of the Cosworth-powered cars, McLaren, Courage, Hulme, Beltoise, Brabham and Hill following him in close order. Already the two B.R.Ms were being left behind, as was the Ferrari and Moser's Brabham. After his bad start Hulme was gaining ground rapidly and on lap 6 was behind Siffert as Brabham went by the pits emitting a puff of smoke from the rear of the engine. He did not reappear for the fuel line to the injection unit became detached, but the smoke was from oil leaking from a joint on the oil filter!

It was Rindt who led at the end of lap 7, and Hulme was now third, for Siffert had had a "moment" braking for the Parabolic Curve and had dropped behind Courage, and next lap the leading bunch appeared out of the *Parabolica* with Hulme leading from Stewart and Rindt. Next time round Stewart was leading and the others were lined up neatly behind him in line-astern formation, in the order Hulme, Courage, Rindt, Siffert, McLaren and Beltoise, all being in each others slip-stream. Hill was on his own, some way back, followed by Oliver and Rodriguez at intervals for Surtees was heading for the pits. Two laps previously his engine had sounded a bit flat, and the lap before it had made a very funny sound. Earlier, the right hand exhaust tail pipe had fallen off Hill's Lotus, having become detached at the joint where the four pipes merge into one; the wayward pipe had struck the front suspension of the Surtees B.R.M., denting a wishbone, and then bounced on to the engine and cracked the ignition coil. It was three laps later that the B.R.M. rejoined the race and Surtees had to make another stop before the car got going properly, after which it sounded crisper than a B.R.M. has sounded for a long time. Moser retired at the pits with fuel feed troubles on lap 10 so that the lone works Ferrari was now running in last place, apart from Ickx who was two laps behind. This obviously depressed the vast crowd, for they did not seem to mind who was leading the race, there being the same enthusiasm for Stewart, Rindt or Hulme. In spite of the right hand bank of cylinders exhausting from four short pipes, instead of a long tail pipe, the engine in Hill's Lotus seemed to be all right and he was gaining rapidly on the bunch of cars in front of him, having a clear track to drive on and an objective to aim for. Within half a dozen laps he was in the slip-stream of the Matra of Beltoise, who was tailing the leaders consistently and keeping up well, and we now had eight cars running nose-to-tail down the straights or bunched up in a group, and there was nothing to choose between any of them, all using Cosworth V8 engines and Hewland gearboxes, though chassis frame and suspensions were spread between Matra, Lotus, Brabham and McLaren and Dunlop, Firestone and Goodyear were providing the grip on the corners.

Stewart led consistently until lap 17, followed at first by Hulme, then by Rindt and then by Courage and on lap 18 the young driver of the Frank Williams Racing Brabham actually led the field over the timing line. Next time round Stewart was back in front, no doubt having made some mental notes of Courage's driving ability and any weak points he might have. As the eight cars streamed away on their twentieth lap there was a round of applause from the great crowd of spectators for Brabham, who came walking back to the pits. Collecting some wire and tools he later returned to his abandoned car and refitted the fuel pipe and drove back to the pits, but the leak from the oil filter sealing ring was too bad to allow him to continue. For three laps the eight drivers maintained station in the order Stewart, Courage, Siffert, Hulme, Rindt, McLaren, Beltoise, Hill and it looked as though a case of "stale-mate" was setting in. But no, on lap 22 Hulme passed Siffert and on lap 23 he passed Courage, and all the while the overall race average was rising steadily, it now being 233.9 k.p.h., having started out at 231.2 k.p.h. This indicated that they were all driving as hard as they could go under the circumstances, and were not playing games for the benefit of the crowd. On lap 24 the brakes on Hulme's McLaren began to fail and he dropped rapidly to sixth place, then to eighth and after that lost contact with the leaders completely. The brakes became so inoperative that he gave up pressing on the pedal and relied on using the gearbox to slow up for the corners, having to lift off at 500 metres on the back straight, instead of 150 metres before the *Parabolica*. In addition his clutch was not freeing so he was changing gear without pressing the pedal and was reduced to cruising round using only the accelerator pedal. Under these conditions he could not hope to keep pace with the leaders, but he was managing to keep ahead of Oliver and Rodriguez who were the only two remaining runners on the same lap as the leader.

On laps 25, 26 and 27 Rindt led, and Stewart dropped back to third place, no doubt summing up the Lotus opposition from behind, as well as watching Courage, who was in second place, and on lap 28 the little Scot was back in the lead. The fire extinguisher on Oliver's B.R.M. began to come adrift and he was black-flagged in to the pits, which put him two laps behind, and meanwhile the lone Ferrari was lapped by a great mass of Cosworth power, and Rodriguez could not even keep the red car in the combined slipstream. Next to drop out of the leading pack was Siffert, when his engine began to go off song and he was back in seventh place by lap 31 and struggling in vain to stay with the rest. Rindt led for a lap, then Courage, then Stewart again, while Hill got up to fourth place and this leading group were having a good clean-cut race, for there were no groups of stragglers on the circuit to impede their progress, only Rodriguez, Oliver, Ickx and Surtees who were all spread out and not affecting the issue at all. On lap 35 McLaren looked as if he was going to lose contact with the leaders, but after a couple of laps he rallied and was on the end of the line of seven cars once again. Hill got into third place on lap 36 and as Stewart crossed the timing line he had the two Team Lotus cars of Rindt and Hill side-by-side behind him and the mythical thought crossed the mind that the two Team Lotus cars could get together and make things difficult for Stewart, for his team-mate (!) was back in fifth place. On the next lap Rindt led, with Stewart, Hill, Courage and Beltoise in an untidy group all over the track, but one lap later all was neat and orderly with Stewart in front and Rindt, Courage, Hill, Beltoise and McLaren nose-to-tail behind him.

Having let any likely opposition have a go out in front, so that he could watch them closely, Stewart now led consistently at the end of each lap, though he occasionally let Rindt or Hill go into the lead at the Lesmo corners, only to repass them before the back straight. The unfortunate Hulme was caught and passed by the leaders on lap 42, and Siffert was falling further and further back. After sitting behind Rindt for a while Hill moved back into second place, and the Austrian dropped as low as fifth, but even when running in-line the six cars passed quicker than you would write down their numbers. At 50 laps the order was Stewart, Hill, Courage, McLaren, Rindt and Beltoise, with Siffert nearly a lap behind and Rodriguez about to pass the brakeless Hulme. Still running were Ickx, Oliver and Surtees, but all too far back to be of any consequence, and Oliver was to disappear shortly when his oil pressure disappeared. During the next ten laps Hill remained in a very persistent second place to Stewart, and there was something about the way the number one Lotus was pressing on the leading Matra that gave the impression that Hill could well come out the victor at the end of this race. The fuel-system on Courage's Brabham began to play up as the tank levels fell and starvation set in, which dropped him rapidly out of the bat and it must have been heart-breaking for him to feel the car s right down and watch the remaining five disappear into the distan especially as he had been in the lead on a number of occasions. lap 57 he was completely out of sight of the lead and could only h to keep going to the end, with his engine coughing and spluttering air bubbles got into the injection system.

With only eight laps left to run the ultimate phase in this fanta race, of which the average speed had risen to over 236 k.p.h., about to take shape. The order was Stewart, Hill, Rindt, Belt and McLaren, two Matras against two Lotus, but this was obviou a race of individuals and not teams, and McLaren was watching th all from the rear. Siffert had been lapped and was also caught Rodriguez, the Ferrari running strongly but not fast enough. At laps the order was Stewart, Hill, Beltoise, Rindt, McLaren; at 62 it was Rindt in third place; at 63 laps Rindt was in second place. lap 64 the left-hand drive-shaft on Hill's Lotus broke and that his end, so the order was Stewart, Rindt, Beltoise, McLaren. On 65 Stewart let Rindt lead into the Lesmo corners, but repassed again on the back leg, while McLaren got into third place. The ten was now terrific and Ickx coasting into the pits out of fuel went alm unnoticed. On lap 66 Beltoise was back in third place and the cars were nose-to-tail. As they raced down the back straight Sif rounded the *Curva Parabolica* in a great cloud of blue smoke a piston collapsed and he coasted into the pits. The four cars appea through the blue haze, the driver's no doubt on razor-edge reflexe case there was a car in the smoke haze or oil on the corner, and they burst into the fresh air it was Stewart, Rindt, Beltoise, McLa but it was anybody's race. Nose-to-tail they started the last and into the Lesmo corners Rindt took the lead. Out of the *Via Curva* on to the back straight Stewart was in front again. One m corner to go. Last minute braking for the *Parabolica* and Belt shot by on the inside, in a do-or-die effort that was a perso ambition to win, not a calculated manoeuvre to help his team-m Going too fast he ran wide, putting Rindt off any move he planning and Stewart chopped across to the inside and led out the corner in the sprint up the finishing straight. With Rindt on right, Beltoise on his left and McLaren behind Rindt the Scot them over the line in the closest finish for four cars ever witnessed a Grand Prix. The time-keepers estimated that nineteen-hundred of a second covered the four cars.

Not only had Stewart won the 40th Italian Grand Prix but was now unbeatable on points as the 1969 World Champion Dri and after six Grand Prix wins nobody will dispute the title. Cou arrived a sad fifth, followed by Rodriguez, Hulme and Siffert, and huge crowd poured onto the track and the presentation of the vic laurels disappeared under a seething mob of wildly enthusia spectators.—D. S. J.

**Results :**

**ITALIAN GRAND PRIX—Formula One—68 laps—391 kilometres—**

**1st** : J. Stewart (Matra MS80-Cosworth V8) (Entrant: Matra International) 1 hr. 39 min. 11.26 sec.—236.522 k

**2nd**: J. Rindt (Lotus 49B-Cosworth V8) (Entrant: Gold Leaf Team Lotus) .. .. .. .. .. 1 hr. 39 min. 11.34

**3rd** : J-P. Beltoise (Matra MS80-Cosworth V8) (Entrant: Matra International) .. .. .. .. 1 hr. 39 min. 11.43

**4th** : B. McLaren (McLaren M7C-Cosworth V8) (Entrant: Bruce McLaren Motor Racing) .. .. .. 1 hr. 39 min. 11.45

**5th** : P. Courage (Brabham BT26-Cosworth V8) (Entrant: Frank Williams Racing) .. .. .. .. 1 hr. 39 min. 44.79

**6th** : P. Rodriguez (Ferrari V12) (Entrant: S.E.F.A.C. Ferrari) .. .. .. .. .. .. 66 laps

**7th** : D. Hulme (McLaren M7A-Cosworth V8) (Entrant: Bruce McLaren Motor Racing) .. .. .. 66 laps

* **8th** : J. Siffert (Lotus 49B-Cosworth V8) (Entrant: R. R. C. Walker and J. S. Durlacher) .. .. .. 64 laps

* **9th** : G. Hill (Lotus 49B-Cosworth V8) (Entrant: Gold Leaf Team Lotus) .. .. .. .. .. 63 laps

***10th** : J. Ickx (Brabham BT26-Cosworth V8) (Entrant: Motor Racing Developments) .. .. .. 61 laps

**11th** : J. Surtees (B.R.M. P139-V12) (Entrant: Owen Racing Organisation) .. .. .. .. 60 laps

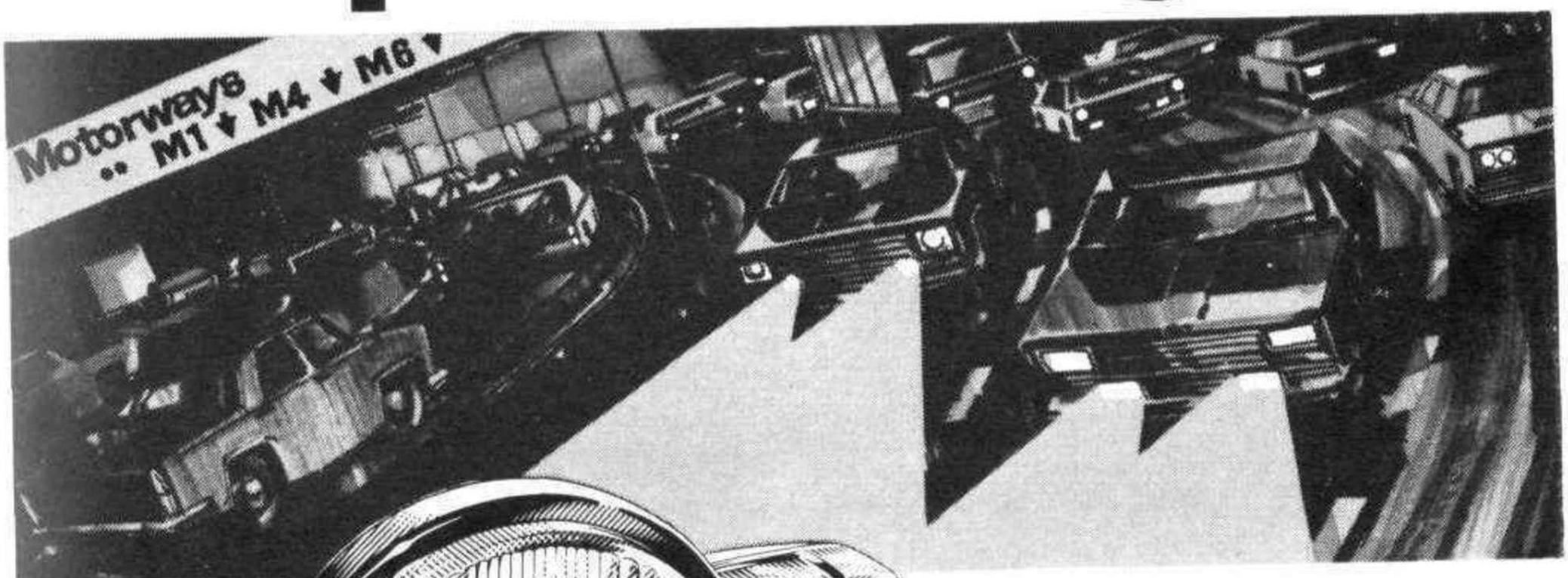
* Had actually retired from race.

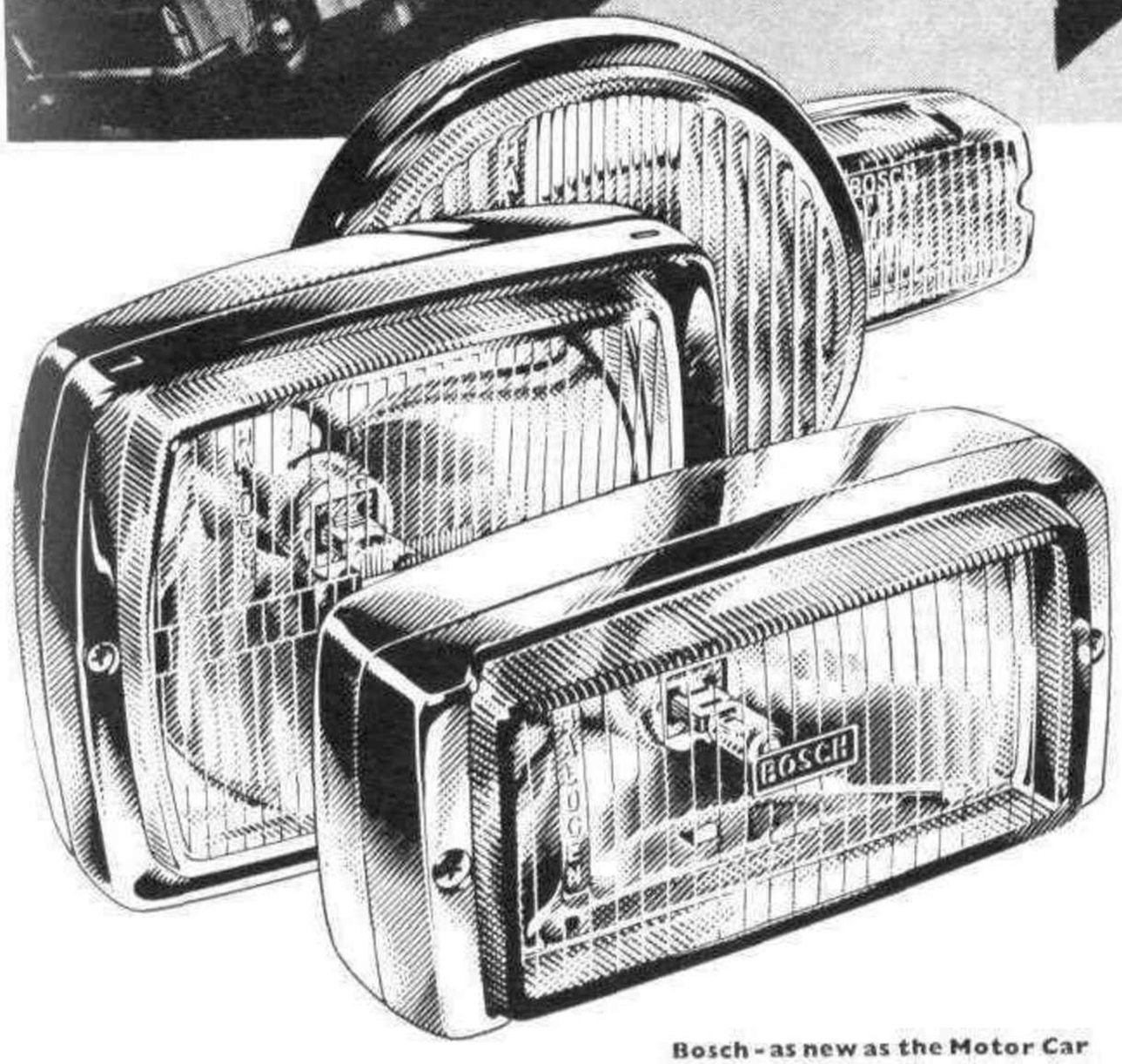
*Fastest lap* : J-P. Beltoise (Matra-Cosworth V8) on lap 64, in 1 min. 25.2 se 242.957 k.p.h.

*Retirements* : J. Miles (Lotus 63-Cosworth V8) on lap 4, engine; J. Brabham (B ham BT26-Cosworth V8) on lap 7, oil leak; S. Moser (Brabham BT24-Cosw V8) on lap 10, fuel system; J. Oliver (B.R.M. P139-V12) on lap 49, oil press J. Ickx (Brabham BT26-Cosworth V8) on lap 62, out of petrol; G. Hill (L 49B-Cosworth V8) on lap 64, broken drive shaft; J. Siffert (Lotus 49B-Cosw V8) on lap 65, engine.

*15 starters — 11 finishers.*

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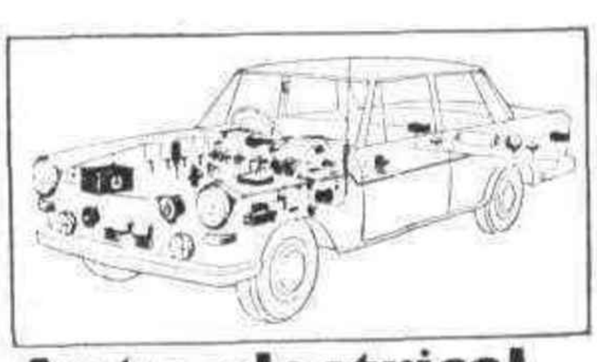
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# VETERAN–
# EDWARDIAN–
# VINTAGE

## *A Section Devoted to Old-Car Matters*

### THE V.S.C.C. AT THRUXTON

**Neil Corner (Bugatti) Clinches "Motor Sport" Brooklands Memorial Trophy**

THE Vintage Sports Car Club's final race meeting of 1969 took place at Thruxton on September 13th. It was the last round in this year's MOTOR SPORT Brooklands Memorial Trophy Contest and, by winning easily the only race for which he had entered a pre-war car, Neil Corner secured this. His immaculate 1930 Type 35B was imported just before the war by Byrom and is thought to have been a Williams' car; whether it ever went to Brooklands is not known. It lapped Thruxton at 80.62 m.p.h., Corner's only difficulty a rather reluctant gear-change. To add a professional touch, let us report that he was using Newton's methanol fuel, Castrol GP oil and Dunlop tyres. The runner-up was Colin Readey, who won two races during the afternoon in his splendidly restored 1935 works 1.8-litre six-cylinder Riley, which lapped at 79.86 m.p.h. in its first race and was on Dunlop tyres, and Shell fuel and oil. It has the original rod-operated brakes. Adnams' 1933 T.T. Replica Frazer Nash, now with a 12/70 Alvis engine, with opened-out ports and a c.r. of around 10 to 1, was third, on Dunlop front, Pirelli back tyres, Duckhams oil and Shell fuel. The Trophy was presented by Mrs. Boddy at the conclusion of the meeting.

The first 4-lap handicap saw three Chummy Austins leave the line in a bunch, in an event which included the Light Car and Edwardian classes, and was complicated by credit laps. In spite of an audible misfire, Martin's Austin Nippy came through to win, followed by Shoosmith in the 1921 3-litre Sunbeam and Clutton in the 1908 Itala. Mrs. Arnold-Forster's G.N. gobbled up most of the Chummies but Griffiths' took the Light Car Award, the Itala the Edwardian prize, in a race which included a Clyno and a Hillman Husky.

A similar handicap followed, uneventful except for Crocker spinning his Lagonda Rapier at the *chicane*. The winner was Spencer's very racy Bentley, which is also very fast. It is the ex-John Morley 3-litre with two-seater body, a small slab tank, and a 4½-litre engine; it was in opposite-lock slides at Allard Corner and made fastest lap, at 73.5 m.p.h. Glover's 12/50 Alvis was second, ahead of Blishen's i.f.s. 2.7-litre Alvis tourer, which was hardly touring! This race was followed by the up-to-1,100-c.c. Spero Trophy scratch race, over



*HAPPY OCCASION.—Wimfred Boddy hands the* MOTOR S *Brooklands Memorial Trophy to Neil Corner.*

eight laps. Peter Binns' threatened invasion of this Riley/A territory with a 1939 1100 H.R.G. did not materialise, but t makes still failed to pull it off, Coles' very fast 1933 blown 75c J4 M.G. winning for the second year in succession, after a ding- with Dodds' 1930 Riley, which led the M.G. on lap four and pre it hard thereafter, until loss of oil pressure caused its retirement. let Farquhar, in Melville-Smith's Riley, into second place, pursued by Barry Clarke's Austin Seven, these two having held t and fourth positions until the last lap.

Cameron's r.h.d. Balilla Fiat just kept the lead from a limit sta the handicap which followed, but Spencer's Bentley again went r quickly, motoring into second place from the back of the field, close finish. Mrs. Pilkington got her Alfa Romeo home third.

Corner never had any bother about winning the John Hol Memorial Trophy 8-lap scratch race. Indeed, he led all the and as other Bugattis proved temperamental, it was Hine's 4½- Bentley which finished a discreet second, with Kain's Type Bugatti third. Clarke's Austin, now driven by Vereker, took up-to-1,100-c.c. prize. Rippon's Bugatti indulged in a spin, w dropped it from third to sixth place. Arnold-Forster raced his 5- Delage, which had proved very docile on the road when being dr to the meeting; the 10½-litre Delage had most unfortunately ruptu its sump when being persuaded into a transporter that morning was unfit to run.

The next 4-lap handicap saw Black drive out in his Monza Romeo but back again before the flag fell, worried by a recent bou piston trouble. Readey simply ran away with this race in his R and the astonishing Spencer Bentley went so well that it left R

*WINNERS in the Brooklands Memorial Trophy Contest.—from l. to r., R. Adnams (Frazer Nash), Neil Corner (Bugatti 35B) and Readey (Riley) the camera at Thruxton.*




Turner's heavier road-equipped ex-Birkin blower-4½ well behind, again finishing second, pursued by Adnams' Frazer Nash. The 10-lap All-Comers' Historic Racing Cars scratch race was a sad affair, because the Hon. Patrick Lindsay jumped the start in his 250F Maserati, was passed by Corner's Aston Martin on lap 2, then went too fast into the *chicane* and up the escape road on lap 4 after Crabbe had passed him. The car hit the crash barriers backwards and they sprung open, then closed on the car, which was wrecked. Lindsay was trapped in the cockpit for a long time, and suffered a broken ankle, etc. The race became ragged after this, with many people on the course. Indeed Nigel Moores retired his 2-litre-engined Ferrari 625 rather than run them down, Crabbe's 250F Maserati remained second, a long way behind Corner, followed by Cottam's Connaught, with Merrick's Tec-Mec leading the next bunch from Martin Morris's 2-litre E.R.A. The Tec-Mec had been late starting as the fuel was turned off and it later slowed with clutch trouble. Crabbe's Maserati went sick on lap 8, so Corner ran away with this miserable race. Cottam was a safe second, Morris third, but with smoke coming from the E.R.A.'s bonnet due to piston failure as he crossed the line, although he had clinched the pre-war award, at 82.63 m.p.h. Corner averaged 86.27 m.p.h. Incidentally, whereas advertising on Crabbe's car had been covered over in deference to V.S.C.C. wishes, Moores' Ferrari left the Paddock wearing a "Fly with LSD Airlines" slogan on its nose. Margulies' A6GCM/250F Maserati retired with tight steering, and Pilkington's Cooper-Bristol and Gahagan's rough E.R.A. also retired.

In spite of the long delay caused by the accident, the remaining two handicaps started on time. A jubilant Elliott-Pyle won the first in his blown Hyper Lea-Francis, Barrett in Winder's Riley Nine fighting a side-by-side duel with Cole's s.v. Aston-Martin, which ended in the 1924 car just vanquishing the 1928 o.h.v. special. Finally, not content with winning already, Readey had no bother doing so again, from Morley's 4½-litre Bentley and Collings' 4½-litre Bentley, in a race which suffered from nine non-starters, including Venebles-Llewelyn's and Marsh's E.R.A.s, the former with run bearings, the latter with universal joint trouble. Waller, from scratch, made fastest lap, at 84.48 m.p.h., in spite of having to shut off on the sharper corners until the E.R.A.'s oil pressure restored itself, which had resulted in Lockhart's Rover Special running away from the blown car in an earlier race. And now it is all over until next year.—W. B.

**Results :**

**Allcomers' 10-lap Scratch Race for Historic Racing Cars :**
1st : E. N. Corner (Aston Martin) .. .. .. .. .. 86.27 m.p.h.
2nd : A. S. Cottam (Connaught).
3rd : M. N. Norris (E.R.A.).
*Fastest lap :* E. N. Corner, 89.09 m.p.h.

**John Holland Memorial Trophy 8-lap Scratch Race for Vintage Racing Cars :**
1st : E. N. Corner (Bugatti) .. .. .. .. .. .. 79.34 m.p.h.
2nd : H. P. Hine (Bentley).
3rd : B. B. D. Kain (Bugatti).
*Fastest lap :* E. N. Corner, 80.62 m.p.h.

**Spero and Voiturette Trophies 8-lap Scratch Race for Cars up to 1,100 c.c. :**
1st : G. V. Coles (M.G.) .. .. .. .. .. .. 71.20 m.p.h.
2nd : A. N. Farquhar (Riley).
3rd : B. M. Clarke (Austin).
*Fastest lap :* G .V. Coles, 72.99 m.p.h.

| | | |
|---|---|---|
| **First 4-lap Handicap :** | J. D. Martin (Austin) .. .. .. | 62.66 m.p.h. |
| **Second 4-lap Handicap :** | F. T. P. Spencer (Bentley) .. .. | 70.33 m.p.h. |
| **Third 4-lap Handicap :** | A. Cameron (Fiat) .. .. .. | 61.17 m.p.h. |
| **Fourth 4-lap Handicap :** | C. F. Readey (Riley) .. .. | 76.14 m.p.h. |
| **Fifth 4-lap Handicap :** | R. Elliott-Pyle (Lea-Francis) .. .. | 66.44 m.p.h. |
| **Sixth 4-lap Handicap :** | C. F. Readey (Riley) .. .. | 78.83 m.p.h. |

**1969 MOTOR SPORT Brooklands Memorial Trophy Contest :**
1st : E. N. Corner (Bugatti and Sunbeam), 54 points. Trophy and £75.
2nd : C. F. Readey (Riley), 49 points. £50.
3rd : R. Adnams (Frazer Nash-Alvis), 44 points. £25.

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**V-E-V Miscellany.**—Ken Revis, B.M.C. Publicity Manager, has presented a 1932 chromium-plated Morris Minor chassis, as it appeared at the 1931 Motor Show, to the Morris Register. The remains of a Railton saloon, with complete engine, wheels, etc., is reported in a breaker's yard and possibly saveable. In another yard, in Northumberland, a reader has seen several Rolls-Royce and Derby Bentley chassis, a sorry Austin truck, an o.h.c. Singer chassis, and a large Lanchester chassis, together with a number of post-vintage Armstrong Siddeleys, also a large vintage Daimler radiator. Letters can be forwarded.

R.A.F. Topcliffe is holding its Open Day on October 11th in aid of local charities and will include a parade and elegance contest for veteran and vintage cars and commercial vehicles. Entry fee is 1s. per person, prizes to be given, experienced judges guaranteed and a hangar available if the weather is wet. Details from Flt-Lt. C. H. Lansdell, R.A.F. Topcliffe, Thirsk, Yorks. M. H. Tebbett, 39 Chamberlain Road, Kings Heath, Birmingham 13, has a 1930 Austin Seven Mulliner saloon, knows of at least five others and five "possibles" and has been in touch with what is left of the Mulliner works. He wants to form a register of Mulliner-bodied Austin Sevens, if owners will contact him. While we refrain from re-opening the long correspondence about how many 1914 T.T. Humbers may have been built, it is interesting that a reader has recalled an advertisement which appeared in *The Autocar* on January 16th 1915, offering for sale Tuck's Humber, overhauled after the race, with six new tyres and wheels at "a special bargain price of £495". The vendors were Henry Garner Ltd., Moseley Motor Works, Birmingham, and the significant thing is that they said of the car that it would be "ideal for hill-climbing or despatch work", suggesting that either it had been used for despatch work, like the Humber rumoured to have disappeared in France during the war, or that this was prompted because another of these cars was known to be there.

W. H. Bence died recently, aged 77. He was Chairman of Jones and Bence Ltd., the 180-year-old Kingswood firm, and became associated with vehicle building around 1919, when his father secured one of the first Bristol-area Ford agencies. W. J. Bence and Son used to put 14-seater 'bus bodies on Model-T chassis, operating them in the Hanham, Kingswood and Bitton areas until Bristol Tramways took over in 1930. Mr. Bence was also connected with the Avon car and with the three-wheeler Douglas Hardy vans of the between-wars years.

On a farm in Rhodesia a large motor lorry, *circa* 1917, with Rolls-Royce shape radiator and solid tyres is reported; it is apparently a Minominee and any information would be appreciated. White ants have apparently destroyed all the woodwork but renovation may be possible. Morris's of Shrewsbury, makers of lubricants and associated products, are celebrating their centenary this year and have issued a series of cards about the Company, one of which depicts an S4 Sentinel steam waggon and trailer they had in service between 1924 and 1939. We feel certain it was lubricated with Morris's genuine "Sentinel" oils, which they have made since 1919 !

A reader who is working on a history of Martinsyde motorcycles is anxious to locate a photograph of one of the Martinsydes which were prepared for a 200-Mile Race and one of which was ridden at Brooklands in 1924-25 by J. W. Beare after the manufacturers had gone into liquidation. Mr. Beare, now resident in Canada, has lost his picture of this machine in racing trim. Can anyone help ?

---

# VINTAGE POSTBAG

### More About "Babs"

Sir,

I visited Mr. Owen Wyn Owen at Capel Curig in August and had a long and most interesting talk with him, together with a fascinating look at "Babs". He has made considerable progress with the engine and chassis, and I think that there is little doubt that the car will run next year.

The dimensions you suggested I might check are as follows :

Wheelbase, 11 ft. 7 in. ; front track, 5 ft. 1 in. ; rear track, 4 ft. 10 in.

In the absence of rear wheels, the dimension had to be estimated on the probable relation of the rim to the hub of the wheels.

The hand-brake, as you surmised, has a pull-on action.

An interesting point is that the near-side king-pin was found to be sheared in two places, within the upper bearing, and apparently had been so for some time (obviously unknown to Parry Thomas), the faces of one fracture being rubbed with movement.

Another fault unknown, it would seem, was in the bearings of the camshaft drive shafts at the front of each bank of cylinders. As you may know, each shaft has a plain bearing at the upper end and a ball race (I think) at the bottom end. Apparently, if the engine has stood for more than 24 hours, oil should be injected through plug holes at the rear of the camshaft housings, which would then work its way along to the drive bearings at the front. Thomas was either unaware of this procedure, or didn't bother, for both upper bearings were damaged, and one had half melted away, white metal covering the race at the bottom end of the drive.

Wyn Owen is puzzled by a piece of thick leather, about 18 in. square, found in the cockpit of the car. It is thonged one edge and has a small rectangular piece cut out which obviously had a purpose. First thoughts were that it was Thomas's helmet, but it is too thick, and is flat, not shaped at all.

The four Solex carburetters have no choke or mixture control whatsoever, and it is wondered how the engine was persuaded to start on a cold day. There is no flywheel at all, and the slow running

must have been very uncertain, or non-existent. The multiplate clutch contains Ferodo discs with drive teeth formed on their outer edge. When Wyn Owen dismantled the drum forming the clutch housing there was a strong smell of burned Ferodo—after all those years!

Another puzzling point is that the underside of the fairing forward of the driving sprocket, off side, was cut by the broken chain in an *upward* direction, opposite to the rotation of the chain.

A small dilemma for Wyn Owen is that regarding the flat sand-deflectors fitted behind the front wheels. Each of these was a plain rectangle of sheet aluminium, with sharp corners and plain edges, and a stiffening length of angle down the centre. If Owen makes a workmanlike job with beaded edges, it will not be authentic, whereas if he duplicates the originals, folk will say that he has made a rough old job of *that*!

An interesting point raised by Wyn Owen is that regarding the drive fairings fitted over the sprockets, prior to the 1927 attempt. These had undersides, and the rear of each formed a large trap for sand thrown up by the wheels. They were naturally full of loose sand when the car was unearthed, but Owen found later that hard-packed sand, black in colour (tyre dust?), was caked right inside, and he estimates that a total of half a ton of sand could have accumulated at the rear-end in this way. If the car was so sensitive to weight distribution that Thomas saw fit to trim it with lead-shot ballast, as he did, what effect would the large load of sand have had on handling?

I gather that the exercise of unearthing the car at Pendine surprised Wyn Owen by its comparative simplicity; he had expected a three-week chore, whereas the car was uncovered in two days and raised in three, being in his shed at Capel Curig less than four days after they had set out with Land Rover, trailer and shovels.

It was probably this unexpected rapidity which caused the lack of preparation for the event itself.

Windsor. C. F. THACKER.

* * *

### The Lottery Grand Prix

Sir,

The affair of the 1933 Tripoli Grand Prix . . . Is it, after all, such a mystery?

According to your résumé of the Garrett version (I have not read the book) he appears to have lifted it from Neubauer's book. This book is most entertaining but one doesn't have to get far into it to realise that it is highly coloured, to put it mildly, and it surely needs to be taken with a considerable pinch of salt! Quite apart from the musical comedy antics of Nuvolari at the end of the race, he brings in Chiron as finishing one lap behind and he (Chiron) isn't even in the list of finishers, according to MOTOR SPORT. *The Motor* also gave a reasonably detailed report in the issue of May 16th, 1933, and it tallies almost exactly, as far as it goes, with that in MOTOR SPORT.

However, there is no smoke without fire and this legend is certainly not the product of *post*-war journalism. In *The Motor* of May 23rd, 1933, there is an interview with Birkin about this race. To quote: "Another item that had not been reckoned upon was the fact that a huge State-controlled lottery was being held in connection with the race. . . . What is more natural then that some of the drivers should strike a bargain with the ticket holders, and demand a share in the proceeds if they won or, alternatively, were placed. One driver, at any rate, stood to benefit to the extent of £15,000. Anyway, many bargains were successfully driven."

So it would seem that Wm. Court, in his marvellous book "Power and Glory", just about sums it up. After all, neither Varzi's nor Nuvolari's car gave any trouble, if the contemporary reports are to be believed, and two such drivers would have had no difficulty in faking a close finish that would appear genuine. And I cannot see why the ticket holder should have any difficulty in contacting Varzi at his hotel. [Except that Varzi might have handed him over to the police.—ED.]

Crowborough. R. BAILLIE.

---

Sir,

Having read with much interest the article in your September issue on this subject, I was prompted to have another look at Piero Taruffi's admirable autobiography, "Works Driver" (Temple Press, 1964).

On page 35 of this work he makes only this reference to the Lottery G.P.: "This was the Tripoli G.P. which turned Varzi, Nuvolari and Borzacchini into millionaires and caused a great deal of bad feeling among other drivers."

I have always felt that Taruffi must have known what occurred, but felt that where chicanery had marred the good name of motor racing it was a case of "least said, soonest mended".

East Sheen. R. L. GOVETT.

---

Sir,

I have just read W. Boddy's interesting article about the 1933 Tripoli Grand Prix. He mentions an extract from Count Lurani's autobiography.

I have finished reading another of his books, "Racing Round the World", and in it he says that "the race was hotly contested and again Achille Varzi won with a Bugatti ahead of Nuvolari with an Alfa Romeo, while 'Tim' Birkin, who had entered as an independent with his Maserati, came in third".

This seems to agree with the MOTOR SPORT report on the race, which seems to me to be a fairly accurate description of it.

Bewdley. PAUL HEGGIE.

[Books are often "ghosted" but on the evidence it does seem that if Tripoli 1933 was a faked race it was not faked so obviously and luridly as authors like Eoin Young and Garrett are prepared to believe—ED.]

* * *

### Pembrokeshire Motor Museum

Sir,

I was interested in your account, in the September issue, of Chester Smith's Motor Museum in Pembrokeshire. Although that strange vehicle, which was formerly the property of the late Mr. R. P. Lawson, is there, I presume that the Léon Bollée described is mine. In which case the date is early 1897 and the cylinder dimensions are 76 × 145 mm. This is probably not the earliest Léon Bollée in existence as some are claimed and even accepted as 1896, but it is the only one running with the original engine. By mid-1897 the engine dimensions had been increased to 85 × 145 mm. and some earlier machines were undoubtedly converted.

Leamington Spa. E. P. SHARMAN.

* * *

### "The Cars that Nobody Wants"

Sir,

I was delighted to see the photograph of the 1939 Armstrong Siddeley in September's MOTOR SPORT: surely proof that it is still possible to buy a car of character without pandering to the hysterical inflation of recent months.

But is it a Fourteen? Unless someone has been swapping engines this is surely one of the immediate pre-war 16-h.p. models with the 1,991-c.c. unit found also in the "Hurricanes", "Lancasters" and "Typhoons" of the 1945-9 period. In this case your correspondent has got himself a delectably dignified carriage that will go quite a lot faster than its stolid lines suggest: I tried one in the summer of 1967 and was more than a little surprised.

Maybe some expert on matters Armstrong Siddeley can explain to me why the Sixteen I drove had its rocker cover swathed in *leather*? It looked to be original, too.

MICHAEL SEDGWICK,

Midhurst. *President*, Armstrong Siddeley Owners' Club.

[It *does* have the leather valve cover (why?). And it *is* the Sixteen.—ED.]

* * *

### A Putrid Little Machine

Sir,

It would be inappropriate to say "Dear Sir" after having read your remarks about my lovable little Alvis on page 866, August issue!

Being a very sensitive person I was hurt when the *V.S.C.C. Bulletin* described my motor as "a nightmare of a car". Mr. "Talbot" Blight was more polite when he said, "I will never be rude about your car because I do not recognise it as a car!" You, Mr. Editor, shatter all my illusions by telling me that my Alvis is "the worst example of uncouth special ever permitted to disgrace the V.S.C.C. scene". This so depressed me I decided to sell my Alvis Special, only to find that MOTOR SPORT had shattered the sales potential together with my illusions!

I am now compelled to live with this horrid little monster, and, I suppose, spend most of the winter working on it. Not to make it look like it did 30 years ago, but to prove that this putrid little machine, which looks wider than it is long, with a heavy inefficient engine perched forward, will motor as well as, or better than, its more beautiful sisters.

It will never fit me, MOTOR SPORT will never like it, but I will get quite a lot of fun out of it!

Bath. J. A. EARLE MARSH.




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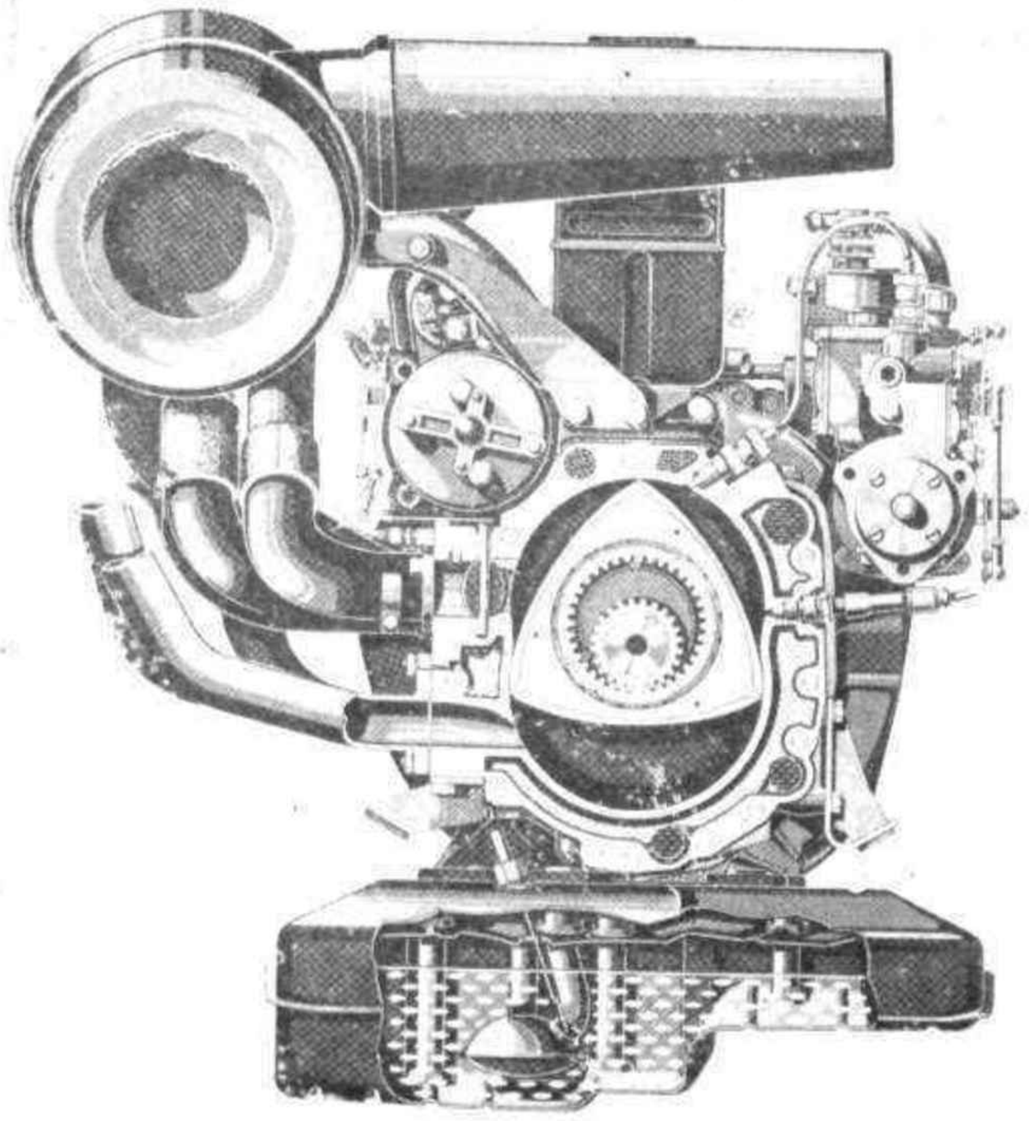
Come on over to our pad—Stand 259, Motor Show, Earls Court.

# LETTER FROM EUROPE

[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W.B.,

Calling in at Stuttgart recently, just after the announcement of the Mercedes-Benz C111 with the three-rotor Wankel engine, I met Rudolf Uhlenhaut, who is head of Daimler-Benz Research and Development, as well as being a director of the firm. "Look here," he said, "we are just going out in the C-one-eleven to try some modifications, why don't you come along?" I didn't need a second asking. We got into his 280 saloon to go round to the experimental shop and as we were turning round the low droop-snoot of the C111 appeared round a corner, followed by a white saloon Mercedes-Benz. After being introduced to Dr. Liebold, the engineer in charge of the development on the C111, he took Uhlenhaut's 280 and I got into the passenger seat of the mid-engined coupé. You sit very low in a hammock-type seat that has adjusters on each side that pull the seat-back up and round each shoulder rather than merely change the angle of the seat. The scuttle seemed rather high, but Uhlenhaut pointed out that the car was very experimental and many things would be changed as development continued. We shot out of the main gate, and through the back streets of Stuttgart he took the three-rotor Wankel engine up to 7,000 r.p.m. in first and second gears, mentioning that the engine was giving 280 h.p. DIN and that this was early days and only the beginning of development. Second and third gears were all that were needed to get us swiftly out of the town and up on the plateau to the south by the airport, where we waited for Liebold to catch us up. Discussing mid-engined coupés while we waited I enthused over the Rover BS6 that I drove a little while ago and Uhlenhaut asked about its suspension and ride characteristics, saying that it was easy to design a car for good road surfaces, and that the standard of English roads was very high. I assured him that one of my criteria of car design was high speed over bad roads and that the Rover mid-engined coupé had come out well. When the two white saloons had joined us we set off down a small lane and on to a long stretch of very bad road, with bumps, holes and undulations galore, over which the odd local vehicle was going carefully at 30-35 m.p.h. With a high-pitched whine from the Wankel engine, sounding not unlike a large DKW two-stroke, we pounded up and down this rough road at over 100 m.p.h., the suspension feeling very controllable but a bit



*". . . the significant part of the C111 Mercedes-Benz."*

hard, and Uhlenhaut said that if they produced the C111 it w be a sports car, that could be driven anywhere by anybody, n touring car nor a racing car, and he agreed that since the 30 gull-wing coupé they had not made a proper sports car. The sus sion of the C111 follows classic racing lines and has all the desi qualities built into the geometry, such as anti-squat at the rear accelerating, minimal camber change, anti-dive at the front u braking, no castor-angle change or toe-in under suspension travel things that the modern racing car has.

After this demonstration of suspension characteristics Uhlen stopped and said: "Here, try it for yourself. First gear is rather and the engine does not develop much torque under 2,500 r.p My E-type Jaguar has a high first gear, but produces torque at r.p.m., so you can take off gently like a steam-engine, but the six-cylinder engine lets you know when it is doing 5,000 r.p.m., at 5,500 r.p.m. there is quite a bit of pandemonium. To get the away from rest you need to use the tachometer and feed the clute steadily. It is not difficult, nor does it produce any problems, b comes in the small-car category, like a Lotus Elan or Eur Acceleration is very smooth and deceptive, being a continuous in the back that gets firmer and more persistent as the revs rise. past 5,000 r.p.m. it becomes very persistent, up to 7,000 r.p.m., w is the rev-limit at present and some quick snicking-about in five-speed ZF gearbox produces performance that I put in the "h performance" category. To get clear of the Stuttgart area we to the Autobahn and headed east towards Munich, but it was morning and holiday time so the traffic density prevented anyt over 120 m.p.h. Fifth gear was unnecessary and fourth only usable, for Uhlenhaut said: "If you want to enjoy the car keep engine up around 7,000 r.p.m." I was very conscious all the time there was a white Mercedes-Benz saloon in the mirror, whic assumed was Dr. Liebold, and I thought to myself that he must been flogging Uhlenhaut's 280 saloon to be keeping up with Down beyond Ulm we turned off the Autobahn and paused be heading for some mountains, and I found it *was* Dr. Liebold had been in my mirror, but shortly after leaving the factory he changed cars, from Uhlenhaut's 280 to a 300SEL 6.3-litre V8 was the saloon that I had seen following the C111 out of the exp mental department. "There is less traffic here," said Uhlenhaut, off on your own and really try the car, we will follow in the point-three," and as I zoomed off to the smooth hum of the Wa engine I said to myself: "I bet you will."

The driving characteristics of the Wankel engine are very m like a two-stroke engine, in as much as there is a very slight d to throttle response, even in the high r.p.m. range, but this is v easy to become accustomed to. The smoothness and constant po output at peak speeds on the Mercedes-Benz Wankel engine is re impressive, like a turbine, and 7,000 r.p.m. was a good round fig at which to keep it spinning. The layout of the transmission is most racing cars, with the gearbox sticking out the back, so that central gearlever suffers from being a long way from the selec mechanism and the gear-change is nothing to rave about. Howe the ZF unit is very much a temporary expedient, and later whe said I felt that the time was long overdue for infinitely-varia automatic transmission and torque-converters, so that the eng could run at constant speed, Uhlenhaut said: "Yes, of course, the Wankel engine would make an ideal constant-speed unit, lik turbine." The handling of the C111 was just as one would exp having all the desirable characteristics of the mid-engine layout, w good balance, instant response, good straight-line running, negligi roll and nice steering that let you feel what the front wheels w doing. This particular C111 was running on special Michelin ra tyres, not because Daimler-Benz have fallen out with Continen or Dunlop, but because they are still experimenting, and part of experimentation on this particular car was that it was running with a rear anti-roll bar. The Daimler-Benz engineers seem to h achieved a much higher standard of adhesion on the rear to that the front, and the lack of anti-roll bar accentuated this, so that un provocation the front would slide outwards on a corner. Un normal fast motoring one never reached this limit, but a large-rad mountain hairpin offered provocation. Discussing this later Uhlenh said: "When you get back to the factory try the car on our test-tra and then we will fit a thick rear anti-roll bar and you can try again." The point being that with fully-adjustable racing-type su pension a car's characteristics can be altered to suit any driver condition.

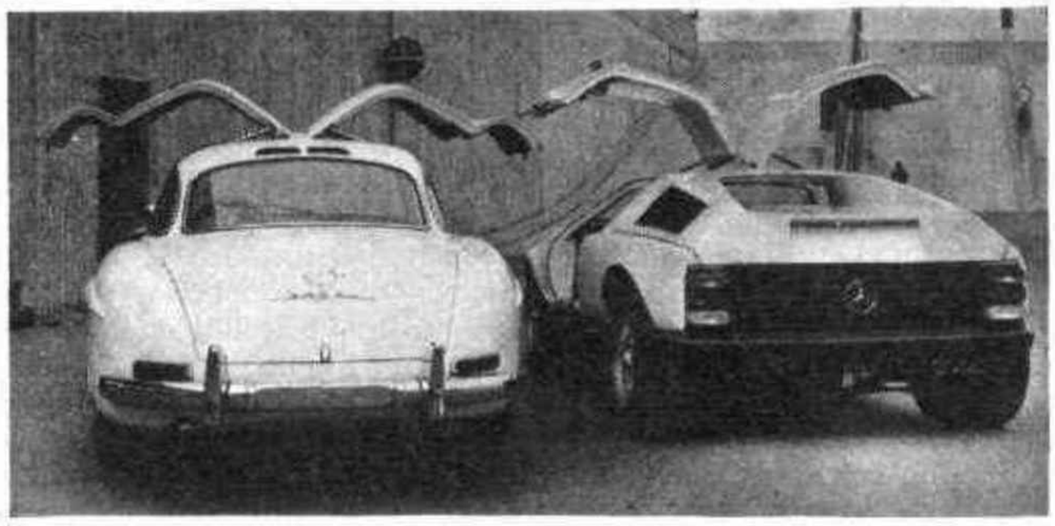
Having driven the car sufficiently to know that I would like o for as you know I have been a mid-engined enthusiast as long as

have been a Wankel enthusiast, so the combination of the two must be right, I suggested to Uhlenhaut that he drove back, so that I could see how it really went. I have long been a great admirer of Uhlenhaut's driving ability, especially in his own cars, and the return run to Stuttgart was no disappointment. Dr. Liebold sat behind us in the six-point-three for traffic kept Uhlenhaut down to 135 m.p.h. on the Autobahn. The reaction of people on the Autobahn was most interesting as we came up behind them; most of them swerved sharply into the slow lane and faces were pressed to the windows with eager interest, for though the C111 is still experimental and a research vehicle it proudly carries a three-pointed star on the nose. Those who were cruising their 250SE saloons along at 100 m.p.h., to be overtaken at 125-130 m.p.h. by a low, sleek, black and white projectile, closely followed by a V8 300SEL saloon, must have thought: "Oh, ho! the development lads from Stuttgart." I wondered how many of them realised that the C111 was being driven by a Director of Daimler-Benz A.G. and the Chief Development engineer responsible for them being so content with their production Mercedes-Benz saloon. There were those who glared out of their cars and were obviously thinking: "Maniacs! travelling at that speed on the public highway." I wondered about them, too. In 1955 I travelled the German Autobahns at 130-150 m.p.h., on test with Stirling Moss in a sports/racing 300SLR Mercedes-Benz, closely followed by Engineer Kosteletsky in one of the Mexican road-race 300SL gull-wing coupés, and the same people in 220A Mercedes-Benz saloons cruising at 85 m.p.h. thought we were maniacs then. It is thanks to so-called maniacs that Mr. Everyman now has a 280SE, which is so superior to his old 220A. I thought it was very significant that 14 years ago I had been in the latest Daimler-Benz racing car, being followed by an obsolete sports/racing coupé, and now I was in the latest sports coupé from Daimler-Benz, being followed by a production saloon car. I wondered how long it would be before its V8 power unit would be obsolete? Not long in terms of automobile engineering history is my guess.

Just before Stuttgart we turned off the Autobahn into a small village and stopped and Uhlenhaut said: "I'm leaving you now, I'll see you later this afternoon on the test-track." Just as I was wondering where he was going to walk off to, I saw his 280 saloon parked under a tree with a Daimler-Benz mechanic at the wheel. Uhlenhaut motored off, Dr. Liebold drove the C111 and the mechanic took the six-point-three and we returned to the factory. We were 1½ hours later than expected, but that is typical of Uhlenhaut, for if he is enjoying something and has no urgent appointments time becomes personal, which is as it should be. I tried the C111 on the circular test-course, which always exaggerates things, and it was impossible; a boot-full of throttle in second gear pushed the front wheels straight off at a tangent. After a very late lunch I tried again, this time with a thick anti-roll bar on the rear and the same situation in second gear proved controllable and stable, albeit on full lock. Round the normal part of the test-track it was quite impossible to make the front end break away and without the holiday traffic about I was able to really extend the C111 and it was impressive. I was very reluctant to stop playing games, but was forced to do so as Uhlenhaut was waiting to show me how the Wankel engine is built and one running on a test-bed, and, after all, it is the three-rotor Wankel engine which is the significant part of the C111 Mercedes-Benz.

Usually when I leave Stuttgart I find I have got three-pointed stars imprinted on my spectacles, but this time I found I had three-lobed rotors imprinted on them! It was only a few years ago, at Neckarsulm, not far from Stuttgart, that I first heard a Wankel engine run, and had the chance to play with one on a test-rig. That was at N.S.U., the first people to be convinced of the future that lies in the Wankel engine. I was as convinced then as I was when I saw the first jet-propelled aeroplane, and as much as I was when I first rode in a mid-engined coupé. Next year is the start of the nineteen-seventies, and I feel sure that the next decade of automobile engineering is going to be a significant one.

Normally these letters to you cover my activities over three weeks or more, but this one has dealt with only one day, and only a small part of that day anyway, but it's a significant part of a most interesting year.—D. S. J.



"... *the products of speed maniacs* ..."

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*CHEVRON—continued from page* 1112

built for their anxiously-awaiting customers.

Even a bent rear body mounting can put a driver out of the race, so the principle of this later method of construction is that the customer should carry spare front and rear sub-sections against the possibility of an accident, which must be very severe indeed to affect the expensive "meat" of the centre section. The rear sub-frame carries body mountings alone, while the front section must carry the suspension mounting points, so there is quite a considerable strain being carried through the bolt-on lugs.

The idea is not entirely new, having been pioneered by McLaren's Can-Am cars, but it is just an example of the several ingenious features with which the car is sprinkled. Another, for example, is the mounting of the oil tank in the near-side front of the body, where it conveniently balances out the weight of the driver. The doors incorporate intake ducts for cooling not only the oil and rear brakes, but also the driver. Once sufficient speed has been attained, the air pressure inside the cockpit causes small quarter-vents to pop open, permitting the passage of cool fresh air through the cockpit itself. A cool driver invariably drives more quickly than a hot sweaty one.

Although the prototype B16 has been doing its early running with a B.M.W. engine, the production version will use a long-stroke development of the Cosworth FVA engine, re-designated FVC. Its capacity will be 1,840 c.c. and the power is estimated at 240/250 b.h.p., with a significant increase in torque by comparison with the comparatively peaky F.2 engine. A decision about gearboxes has yet to be made, although a development of the Hewland FT200, using a stronger c.w.p., is being considered, with its own separate oil coolers.

The esteem in which drivers hold Chevron racing cars is revealed by the fact that 16 firm orders, including the necessary deposits, had been received within less than a month of the new car's first public appearance. The first order came from a faithful customer who had no idea at all of the car's shape, its engine, or—more importantly—its price!

**Production**

As with most other racing-car builders, chassis are not built by Chevron, apart from the prototypes. The work is farmed out to one of the two important tube-bending factories which undertake this type of work on behalf of the car manufacturers. Next year's B16 model will be built by Arch Motors in Huntingdon, while the single-seaters will come from Racing Frames of Hertfordshire, the latter firm already being responsible for making suspension wishbones, etc.

Castings come from Sterling Metals, while the flawless fibre-glass bodywork is the product of Specialised Mouldings, but as much of the work as possible is done by the Chevron people themselves. All the mounting bushes are Chevron-manufactured and all machining is undertaken in the Chevron machine-shop, an acquisition from the "firm next door".

The chassis arrive unpainted and unpanelled from their makers and this last important part of the job is completed by Chevron's four skilled sheet metal workers before the chassis are sand-blasted and painted. At present there are four car assemblers, but the number will be increased to six once the new factory is open, which is expected to be in early 1970. There are presently two engine-builders and production is supervised by Dave Wilson, formerly Chief Mechanic to the Red Rose F.3 team.

As Managing Director, Derek Bennett has one full-time and one part-time draughtsman to assist him. Paul Owens, who has been with Bennett ever since the Midget days, is Racing Manager, while Doug Linton is the Company Secretary and deals with sales inquiries. With a Buyer and a Secretary, that's not a very high task-force, yet 1969 has seen the production of 21 B8s, 14 B15s (the F.3) and eight B15Bs (the F.B.).

It seems certain that Chevron will be busy for many years yet.

M. G. D.

# A 3-LITRE SPECIAL CAPRI

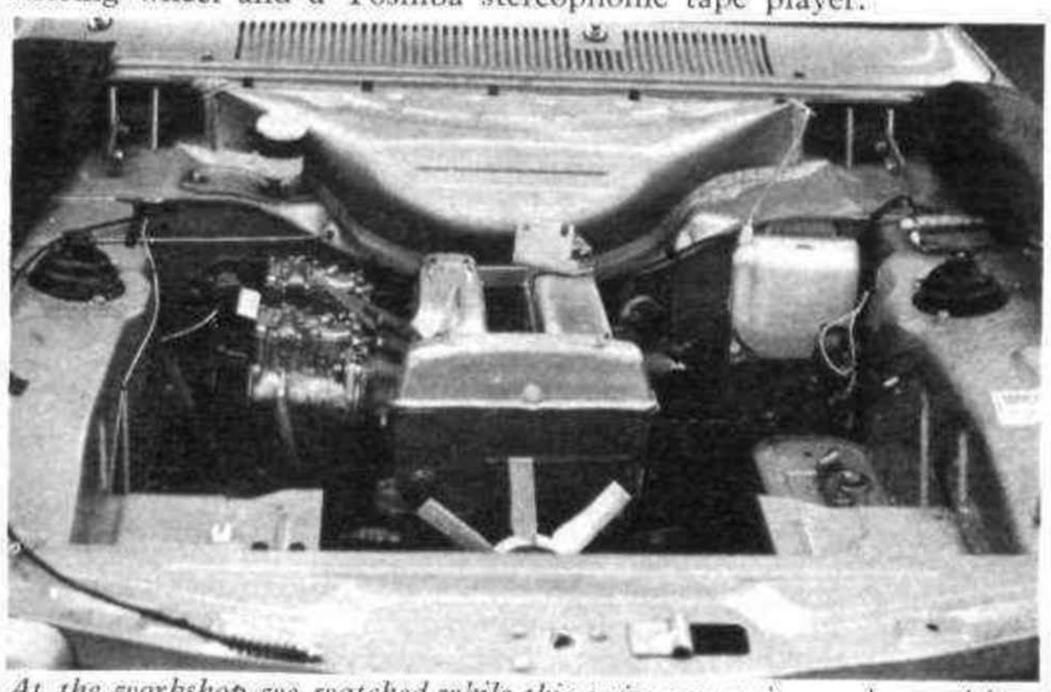



*The Zodiac bonnet emblem and assorted side badges tell interested onlookers that this is a "proper" Capri with 3-litre power.*

IT'S common knowledge that Ford will introduce the 3-litre version of "the car you always promised yourself" in time for the Motor Show. Recently MOTOR SPORT was able to borrow a Capri from the Luton Motor Company's LuMo division, which had installed a standard Zodiac 2,994-c.c. engine in the capacious space which lies beneath the Capri's impressively long bonnet. Our brief test illustrated for us the problems which the Ford Motor Company has had to face in order to carry out what looks at first sight to be just a straight-forward change of power unit.

The test car had started life as a 2000 GT; apart from the engine swap the converters had also stiffened the suspension up considerably, by attention to the valving in the front struts and by using higher poundage springs. Another suspension change in the search for roll-free cornering was the insertion of two additional leaves in the long rear cart springs. The stopping power of the standard 9.6-in. front discs and 9.0-in. rear drums had been improved by using Raybestos pads and linings to the equivalent of the well-known DS11 and VG95 friction materials made by Ferodo; the servo remained as standard. The only engine installation problem was to modify the 2000 GT clutch by fitting the 3-litre Zodiac-type disc (but not the pressure plate).

More obvious deviations from showroom equipment include 5½-in. wide-rim Dunlop lightweight wheels with squat low-profile Goodyear G800 Rally Special radials, a deeply dished leather-rim Formula steering wheel and a Toshiba stereophonic tape player.



*At the workshop we watched while this twin-cam unit was lowered into a standard 1600 GT Capri. Has anyone installed a V8 yet?*

On the road the V6 power unit feels ideal for the Capri. The 2000 GT Capri is a reasonably sporting vehicle with a top speed of 103 m.p.h. and it accelerates to 60 m.p.h. in 11 sec.; but the V6 3-litre unit allows a top speed (using the Capri 2000 GT final drive of 3.44 to 1) of 116.8 m.p.h. and acceleration to 60 m.p.h. is reduced to under 10 sec.—sporting performance by anyone's standards. This Capri *felt* sporting, too, with the hard suspension faithfully transmitting every change of surface, even on Britain's relatively smooth motorways.

Handling had been improved over the more mundane Capris because the revised suspension permits very little body roll. With over 140 b.h.p. and 181½ lb. ft. of torque, an experienced driver can tackle low-speed bends at whatever attitude he chooses; accelerating hard from the apex of a sharp corner will promote an invigorating rear-wheel powerslide, while closing the throttle at the same point will promote strong understeer. Good seats and direct steering allow the driver to control the car with a minimum of fuss; we became very attached to the leather-rimmed wheel because it didn't flex at all, even during successive emergency stops. In the test car's case the improved handling had been paid for somewhat dearly by sacrificing all the even-riding characteristics of the standard models, so that this Special Capri travelled over rough surfaces in much the same way as a Morgan or Lotus Seven does, with plenty of harsh blows reaching the body. The plush seats, however, save the occupants from mortal injury.

All those who tried the car also commented on the groaning noises emanating from under the floorboards during hard acceleration from sharp but smooth corners. At first we suspected that the exhaust system was coming away, but this was not the trouble according to the converters, who say that they were not pleased with the stiff-riding qualities of their car and that it was in fact the suspension itself protesting.

The limits of the road-holding appeared to be higher on a smooth surface than the showroom product, thanks to those special wide wheels and radials; however, on a bumpy surface the Capri would skip off line rather earlier than the more softly-sprung production model.

At the time of writing we had not learned what size brakes Ford's 3-litre Capri will have; from our own impression of the LuMo car we certainly hope they have been improved in comparison with the 2000 GT. Even with the improved materials used, we found that fade could be induced and that one front wheel would lock up in an emergency stop, pulling the car strongly to the left during the last 10 m.p.h. or so before standstill.

Earlier on we said that power output is over 140 b.h.p., which seems a reasonable estimate as the power unit is not quite standard, having Janspeed top exhaust manifolds (the carburetter mixture having been richened to suit) and a wire-mesh carburetter air filter. The latter is a

fitting which would be unlikely to find favour with many, for it provokes a fair amount of induction noise until the throttle is eased back. We were a bit surprised when a colleague took us out in the car to find that 6,000 r.p.m. came up so readily in top gear, but the mystery was explained when we returned the car and found out that the modified Zodiac rev.-counter fitted was reading 470 revs too many at 50 m.p.h.!

While we were at the LuMo works a colleague set out to obtain a Green Card in order to take the Capri to Germany, but unfortunately somewhere in the gearbox the mechanism cried enough and our test came to an abrupt end. (The speedometer cable dropped into the cogs.)

As a result of this setback we were able to spend more time gathering background information on who the LuMo people are and what they are doing.

The parent company is the Trinidad Oil Co., but keen readers of MOTOR SPORT will probably be more interested to learn that the head of the LuMo subsidiary company, John Hewitt, is the gentleman who was so closely associated with the Coventry-Climax-engined "Tasman" Anglia project of a few years ago. More recently Hewitt and his assistant Bob Torrie have been concerned with building up the "Special Products" side of Luton Motors. They have now reached the stage of being able to sell many high-performance Ford parts from stock (including complete engine/gearbox units) and marketing their "leather-look" roof tops, but the most successful idea has definitely been that of selling complete converted cars.

LuMo's first venture into this market was the Pirana Sprint and so far this 1,600-c.c. GT-powered Escort has also been the best seller of the company's complete conversion range, which includes twin-cam units for the Cortina 1600Es and any Capri: the price of the Pirana is £921 and we enjoyed brief drives in the two demonstration vehicles while we were at Luton.

The first 1,600-c.c.-engined Pirana we tried was a well-used example which suffered from a loose seat (a bit disconcerting when cornering rapidly) and it also produced rather a lot of body and engine noise, but our short trial showed it to be a truly exciting little car to drive, bounding up to an indicated 95 m.p.h. in top very rapidly. Cruising at the legal limit on the speedo was quite bearable, though the real *forté* of that particular Escort (fitted with a 3.7 final drive and 12-inch wheels) was in the top gear acceleration bracket between 55 and 90 m.p.h. With responsive rack-and-pinion steering and six-inch wide-rim steel wheels the handling and road-holding were well up to coping with the extra power. The engine also had the optional Stage 1 cylinder head and camshaft, plus a four-branch exhaust system and a 28/36DCD Weber carburetter mounted on a cast alloy inlet manifold.

In the road-holding department the Pirana seems to stick down firmly to the point where a front wheel lifts clear of the ground and the car begins to slide. The front disc brakes (and rear drums) fitted to this car coped well with the extra performance.

The second Pirana we tried was a far more refined motor car which had more in common with the twin-cam Escort, having the same 13 in. diameter wheels and final drive ratio. Again the engine was installed complete with Stage 1 tuning equipment and wide (6 in. rim) wheels, and this Pirana had road wheels manufactured from aluminium alloy. Insulation against road and body noise was far better, though some of the benefit must be attributed to the final drive choice which considerably reduced the revs in fourth gear and also benefited the driver by enabling speeds up to 55 m.p.h. in second gear to be attained.

After trying these two Escorts we felt that the idea behind them was sound because the "Pirana" Escort neatly fills the gap between the 1300GT and twin-cam models, both in price and performance.

Settling into the workshops again we thought that the premises and the cars we had seen were exceptionally well prepared, though the best of the firm's activities was yet to present itself, for over in one corner stood a gleaming orange and white Escort racing saloon. Closer inspection revealed that the three mechanics who had spent eight months building it had certainly not worked in vain. Both interior and exterior bodywork is immaculate in the true sense of the word, which is unusual in a club racing saloon. The 1,670-c.c. twin-cam power unit is free from oil leaks of any sort and is said to produce 178 b.h.p.

The lengths to which today's saloon car drivers go in search of road-holding is well reflected in the massive 8½ in. wide rear wheels and 8 in. fronts. Also interesting was the spare set of five Firestone "soft rubber" tyres for wet-weather use. Although this Escort is intended for "clubby" events the professional attitude behind it is unmistakably professional and worthy of praise because spectators like to watch attractive machinery, do they not? The Escort's engine was prepared by Alan Smith of Derby, who also specialises in those mammoth



*The Pirana Sprints, both of which we drove, together with their club saloon. The latter has won its class twice in the hands of Bob Torrie.*

Chevrolet V8s used in Formula 5000 and the Lola Group 4 sports cars.

Finally we asked about LuMo's future plans. It is proposed to move the entire operation a few miles away to 55, London Road, Dunstable, Bedfordshire, where some business was already being conducted when we called. They are unlikely to convert any more Capris to V6 power because of the factory model, though if a customer wants an existing Capri converted to V6 3-litre power, they will oblige.

Prices for complete LuMo cars including p.t. and delivery, but excluding work apart from the engine "transplants", are: Pirana Sprint, £921; Cortina 1600E twin-cam, £1,399; and V6 Capri, £1,450.—J. W.

## PERFORMANCE

*Acceleration:*

| | | | |
|---|---|---|---|
| 0-30 m.p.h. .. | 3.60 sec. | 0-70 m.p.h. .. | 12.30 sec. |
| 0-40 ,, .. | 4.10 ,, | 0-80 ,, .. | 16.35 ,, |
| 0-50 ,, .. | 6.65 ,, | 0-90 ,, .. | 22.75 ,, |
| 0-60 ,, .. | 9.10 ,, | | |

*Speeds in gears (at 5,500 r.p.m.):*

| | |
|---|---|
| 1st .. .. .. | 37.0 m.p.h. |
| 2nd .. .. .. | 55.0 ,, |
| 3rd .. .. .. | 75.0 ,, |
| 4th .. .. .. | 116.8 * ,, |

*Standing ¼-quarter mile:* 16.5 sec. at 82 m.p.h.
*Speedometer:* 70 m.p.h. indicated is 69 m.p.h. true speed.
*Petrol consumption:* 18.7 m.p.g.
*Conversion by:* LuMo Cars Ltd., 55, London Road, Dunstable, Beds.
**Taken at 6,060 r.p.m.*




*The leather-look roof covering is also produced by LuMo. Together with the interior and rear lamp panel one's impression is of rather too many matt black surfaces.*



# This car is driving along a dry road.

Dunlop's new SP Sport radial rides so well on a soaking surface you really feel as if the road's dry under you. This tyre is a dramatic advance in water-clearance, giving you greater safety than ever before. Because it's got aquaplaning licked.

**The Aquaplaning Bogey.** Aquaplaning is what your car can do, when it hits a wet stretch.

At speeds of sixty plus in heavy rain, many tyres are only delivering 10% of their gripping power. The rest is riding on a film of water.

Gripless. Dunlop's SP Sport puts much more tread square on the road, so it gives you effective grip even in the worst downpour.

**How?** SP Sport has three anti-water weapons. First: an extra-wide centre channelling. It drains the rain to the rear of the tyre. Fast. Second: Dunlop's unique Aquajets. Working like relief valves, the Aquajets squirt more water sideways, away from the wheels. Third: specially flexible tread blocks and over 1000 gripslots squeegee the rest of the water film away. Result: SP Sport clears a gallon ot water a second at 50 mph for the best wet grip on the road.



**Extras:** Its advantages don't stop when the rain stops. In any conditions it gives you surer steering with less torque. Holds its course better. And corners better. No wonder SP Sport leaves other tyres floundering in the deep end.

**Dunlop SP Sport**
**The high-performance radial tyre.**

## Get Dunlop confidence under you

# BOOK REVIEWS

**"Why Finish Last?"**, by Andrew Cowen. 129 pp. 8 in. × 5 in. (*Queen Anne Press Ltd., 49, Poland Street, London, W.1.* 21*s.*)

Nick Brittan got his account of preparing for and driving in the London-Sydney Marathon off to a quick start. But since publication of his book another has come off the presses—and one which commands attention, because it is by the winner of the event, not a competitor who retired before Sydney was reached. I have seen his book dismissed as hastily written and insufficiently edited, but to me it seems a very interesting, honest and exciting story of what it was like to drive the winning Hillman for Rootes in this unique competition, and sufficiently detailed to hold one's interest. Moreover, this is a straightforward account, in no way dramatised, perhaps because Cowen isn't a journalist, although he was apparently assisted by one.

Cowen covers his early interest in sporting motoring, when as a young farmer farming in the Border country, he developed a craving for fast cars, along with Jim Clark, and began to take part in rallies. He describes all this with the expected nonchalance of the rally addict, and it is significant that all these events were in Rootes cars, apart from a couple of Fords and the works Rovers. He used his own Mk. I and Mk. II Sunbeam Rapiers before factory support and then "works" drives came his way. There is enough about expenses incurred and route following from pace notes, etc., to make this chapter meet with the approval of beginners.

The preparation for the Marathon makes very interesting reading—items like insisting on overdrive on all four gears, which gave no trouble at all, and how the Marathon car was thoroughly tested, even to being rolled onto its roof, and why Weber carburetters were used—and so on. It is nice to think that the Holbay HS120 engine in the successful Marathon Hillman was a rub off from the current production Sunbeam Rapier.

No doubt about it, it's all there, the recce, the event itself and the many factors involved. The thing cost Rootes £27,000 instead of the estimated £25,000, but Cowen says they have "estimated they will gain millions in orders from this win". I hope he is right. Certainly his book is a splendid advertisement for the Hunter. It is also excellent and essential reading for all rally people. He pays tribute to his fellow adventurers, Colin Malkin and Brian Coyle, Marcus Chambers as Competition Manager, with his secretary Ann Barnes, and the service boys, and gives in generous detail information about how the car was prepared for its ordeal. Cowen also pays tribute to some of the personnel responsible for his popular if somewhat unexpected victory—Rootes' test driver Bern, and Unett, the chief mechanic. Gerry Spencer, Des O'Dell of service support, Peter Burgess, Derek Hughes and Jack Walton, the chassis-men, Dick Guy, who built up the Holbay-Rootes engine, Brian Wileman, who was responsible for the Hunter's transmission, Arthur Bird, the electrician, and Ron Breakwell, tinsmith to the winning Hillman.

You *must* read "Why Finish Last?". That's two books on the Marathon. Now I am wondering when Innes Ireland's book on the same subject, which I saw advertised on the side of the Mercedes-Benz he drove, is coming out and what it can tell us that the others haven't.—W. B.

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**"Carburation: Volume IV"**, by Charles H. Fisher, C.ENG., F.I.MECH.E., M.S.A.E. 311 pp. $8\frac{7}{16}$ in. × $5\frac{3}{5}$ in. (*Chapman & Hall Ltd., 11, New Fetter Lane, London, E.C.4.* 65*s.*)

Charles Fisher is well known as a formidable carburation expert and his previous volumes on the subject of giving an i.c. engine its diet have been well received. This new volume deals with advances in carburetter design and testing, covers supercharging and fuel injection and has a very opportune chapter on how the Californian air pollution laws can be dealt with. Turbo-supercharging is not neglected and the final chapter of this well-illustrated work consists of descriptions of many modern carburetters, from Zenith downdraught models IV and IVT to the Amal model GP-2 racing carburetter, many diagrams being used to supplement the text.—W. B.

**"Waterloo Iron Works"**, by L. T. C. Rolt. 240 pp. $8\frac{8}{8}$ in. × $5\frac{4}{5}$ in. (*David & Charles Ltd., South Devon House, Newton Abbot, Devon.* 45*s.*)

A number of professionally published books about industrial undertakings has appeared in recent times, apart from those issued by the companies concerned. Such a book is "Waterloo Iron Works", the long story of Taskers of Andover. No better author could have been found to tackle a difficult history to unravel than Tom Rolt; he writes of the country works where first agricultural machinery, then steam vehicles, and finally the famous Tasker trailers were made from 1809 to the present day, with sympathy, understanding, and never a trace of exaggeration.

The story is a fascinating one, more particularly that part of it which deals with Tasker traction engines and steam wagons. The adventures which befell the very first of these engines, *Hero*, on its way to the Southampton Show in 1869 are splendid reading and the famous "Little Giants" are well documented. Rolt includes plenty of detail, telling us, for instance, that Taskers' first car was a maroon Humber tourer bought secondhand in 1909, succeeded by a Napier landaulette and, " in more stringent times", by a Model-T Ford. It is interesting, too, that Taskers tried to enter the i.c.-engine field of commercial vehicles with their 15.9 h.p. Dorman-engined LVL of 1925, but it never made the grade.

Apart from mechanical matters, from these early vehicles and the war-time "Queen Mary" R.A.F. trailers, the book is fascinating on the subject of the riot which damaged the Andover factory in 1830, for which sentences of death were passed, commuted to transportation for life.—W. B.

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**"Justin de Goutiere—Pilot."** 206 pp. $8\frac{7}{16}$ in × $5\frac{3}{8}$ in (*G. T. Foulis & Co. Ltd., Henley-on-Thames, Oxon.* 36*s.*)

First published in British Columbia in 1968 as "The Pathless Way", this book, dictated by the author while he was dying of creeping paralysis and could no longer use a pen (he did not live to see his book published), is the story of flying above the rough coast of British Columbia. It is an adventure story with a difference, the account of a pilot more dedicated to flying even than most of his kind, who flew 7,000 hours and 1.3-million miles with B.C. Air Lines in $6\frac{1}{2}$ years from joining them in 1960. He describes the hazards of flying over this terrain in the varying weather encountered there, in mainly float aircraft, such as Sea Bees, Beavers, Grumman Goose, etc., with especial appreciation of the D.H. Twin Otter. It is the self-portrait of a brave man, from a publisher who used to specialise in motoring books and recently, like many others, has turned more towards aviation books. This one fills a gap in such literature and should please students of specialised aviation real-life.—W. B.

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## NEW ESSO ROAD MAPS

The well-known Esso road maps of the British Isles have been completely revised and re-styled. Several new features have been added to make the map an indispensable aid to drivers. These features include:

1. Larger and more convenient map areas on each sheet.
2. Important urban areas shown on a scale of 1 inch to 1 mile.
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The large scale urban area maps are expected to prove particularly useful. Road networks in such areas tend to be very complex, and are much more clearly shown on the larger scale. In addition to the improvement in the total content of the series, detail changes in the styling mean that motorways and principal roads stand out, and the maps are easier to read. The general scale is 1 inch to 5 miles. There are eight maps to a set, and a dark blue, plastic covered, double pocket wallet measuring 9 in. by 9 in. is available to hold the complete set. This wallet contains a transparent plastic envelope into which the folded map can be inserted. A chinagraph pencil is included in the set. It may be used to mark a route on the envelope without marking the map. The markings may be erased afterwards. The wallet and complete set of maps costs 22s. 6d. Individual maps cost 1s. 6d. each.

**Road impressions:**

# The Sunbeam Rapier H120 and The Auto-Union Audi 100LS

*Two Interesting Closed Cars with High-Efficiency 1.7-litre Engines and Similar Performance—Both in the £1,500 Price Bracket*



*FASTER FASTBACK.—The well-known Rootes Sunbeam Rapier in H120 Holbay-engined form.*

COMPARISONS are said to be odious and we do not regularly make a practice of lining up similar cars that have come to us for assessment. However, moving out of the family-car price class, there is growing interest in the semi-luxury closed car which sells for around £1,500. There is no denying that by just about doubling the amount paid for a medium-sized closed car very much higher motoring standards are arrived at. In this now popular price-class the Rover 2000TC and the Triumph 2.5 PI are well-known and have been adequately covered in MOTOR SPORT. There are two more cars of this kind which merit attention, Rootes' Sunbeam Rapier fastback in H120 form and the Auto-Union Audi 100LS, which is a Mercedes-Benz-engineered product of a Company now owned by Volkswagenwerk with N.S.U. having recently put a finger in this particular pie.

They are comparable cars, both having push-rod o.h.v. engines of 1.7-litres swept volume, of high-efficiency type, and their prices being within £29 of one another, the German car being the less expensive in spite of Import Duty. Comparable up to a point, that is, because the Sunbeam is the more sporting proposition, with fastback four-seater two-door body and the latest Audi more of a touring saloon, very spacious indeed for a car of this size, with four doors. Both aim at the 2-litre class, although giving away cubic capacity in this respect. The Sunbeam and the Audi engine both have five main bearings; the published weights of the two cars are, respectively, 20.5 cwt. and 20.6 cwt.

We reported on the Sunbeam Rapier fastback in our issue of May 1968, and the change in the H120 centres around the Holbay-tuned Weber-carburetted power unit. This has an alloy cylinder head (as on the normal Rapier), twin side-draught Weber 40DCOE carburetters in place of Zenith/Stromberg, and the expected improvements to ports, pistons, valves and valve gear. The c.r. is up to 9.6 to 1 and there is a four-branch exhaust system. This 1,725-c.c., almost square (81.5 × 82.5 mm.), engine is giving 105 b.h.p. net, at 5,200 r.p.m. Audi have used a Mercedes-inspired power unit since the take-over but formerly in body shells adapted from the old range of two-stroke cars. The 100LS is entirely new but the engine follows the four-stroke Audi pattern in having a high-efficiency swirl induction system and special combustion chambers permitting a c.r. as high as 10.2 to 1. It is a longer stroke engine than the Sunbeam's, 81.5 × 84.4 mm., giving a capacity of 1,760 c.c. A single downdraught Solex 32TDID carburetter suffices and the power output is quoted as 115 b.h.p. at 5,500 r.p.m., but this is S.A.E. measured, so there cannot be much difference between these Holbay and Mercedes units.

Rootes use a bigger diameter clutch, stronger clutch springs and a higher axle ratio—3.89 to 1 against 4.22 to 1—to cope with the increased power which Holbay Racing Engines have given them. They did not consider any change in the standard Rapier brakes, which are servo-assisted disc/drum, or to the suspension, was merited.

The Audi 100LS is an entirely revised car, lower, longer and wider than the Super 90, with new strut and coil-type double wishbone i.f.s. instead of longitudinal torsion bars, this lowering the car and improving the handling. To further assist in the lowering process, the body incorporates a central tunnel in which live the control runs and exhaust pipe. You step down into an Audi, on to a durably carpeted floor. The Audi is quite different from the Rapier in being a front-wheel drive car, with inboard front disc brakes and a "dead" back axle on transverse torsion bars. The Sunbeam is sprung on MacPherson struts, coil-springs and lower wishbones at the front and its live back axle is on semi-elliptic leaf-springs. Whereas the Rapier uses recirculating ball steering, the Audi has rack-and-pinion. Both cars have central floor gear-levers, the Rapier's supplemented by their usual overdrive operating in 3rd and top gears, cancelling if the lever goes through neutral, the o/d. ratio being 0.80 to 1. It is interesting that Audi in Germany offer the car with a steering-column gear-lever which for years I disliked on these and D.K.W. cars, but Mercedes-Benz in this country, who market Auto-Unions, fit the optional floor lever on r.h.d. models.

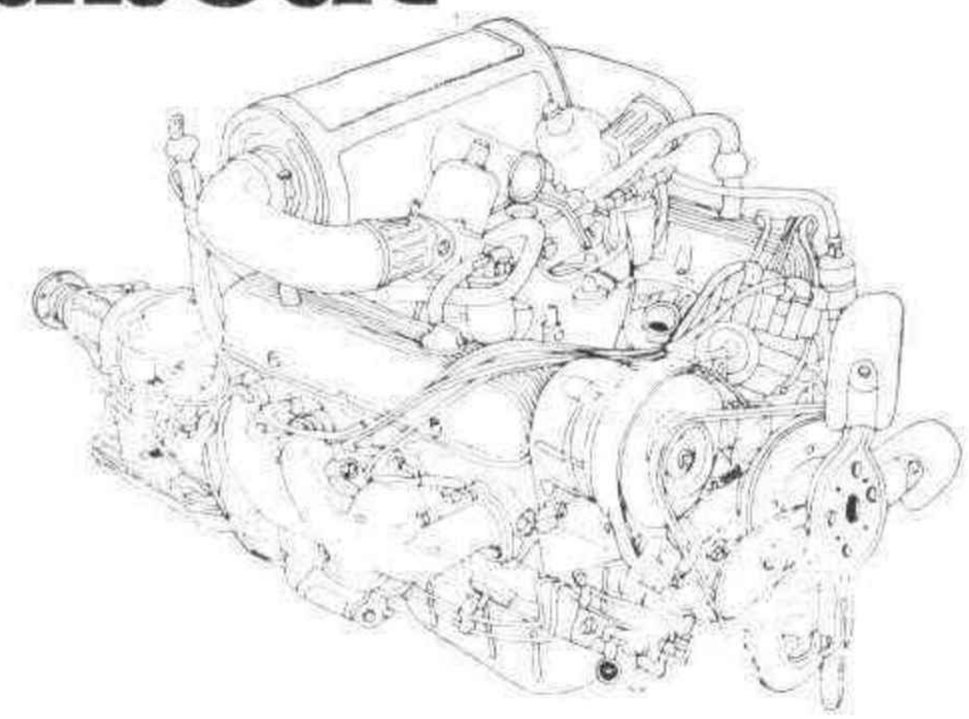
I do not know that the respective dimensions of the two cars are of much interest, but the Rapier has a wheelbase of 8 ft. 2½ in., the Audi's wheelbase in 100LS form measures 8 ft. 9.3 in.

Performancewise, the two cars remain in close harmony. The Rapier H120, with nearly a 20% improvement in power and torque will reach a top speed of 105 m.p.h. or a shade more in o/d. top gear.



*EXTRA POWER.—The Holbay version of the Sunbeam Rapier engine with Weber carburetters, like that of the marathon-winning Hillman Hunter, develops 105 (net) b.h.p. at 5,200 r.p.m.*

# Less than 10% of motorists know enough about their cars to use STP

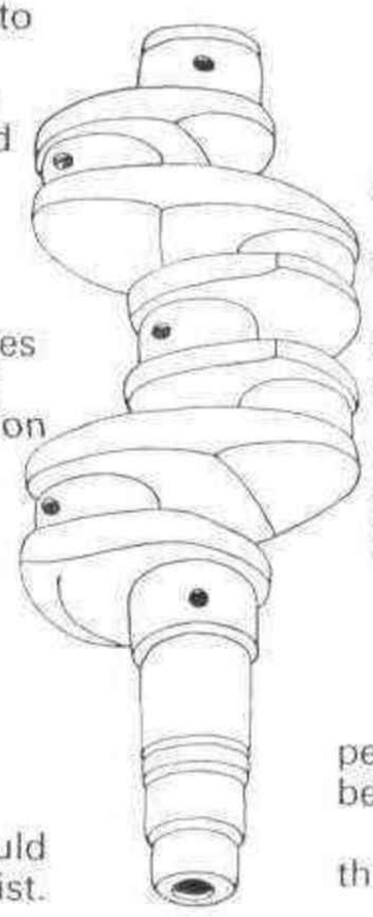


You don't need to be a brilliant mechanic to know that car engines wear out.

You don't have to be an ace rally driver to know that town driving with its stops, starts and high revving can torture an engine.

But you do have to be something of a serious motorist to know that oil alone cannot keep a car vigorous and young.

Because there are some facts about engines and lubrication that experts have been aware of for years. And it's these very experts who insist on using STP Oil Treatment in their engines.



## So what's wrong with ordinary motor oils.

Ordinary motor oils lubricate your engine adequately. But there are certain additives that can help oils do the job more thoroughly. Unfortunately, their inclusion in normal oils would make the price prohibitive to the ordinary motorist.

STP is a clear, golden fluid containing no harsh solids. But it does contain the protective additives which increase the efficiency of your engine oil. And the price of a can of STP isn't low. It costs 14/6 a time. But that's not much to pay for total engine protection.



## Total engine protection.

What does STP do in your engine?

STP treats oil so that it creates a friction-reducing film that coats metal parts. This oil film strength prevents metal touching metal and so ensures perfect lubrication at all temperatures, in all running conditions.

It also stabilizes viscosity, preventing one of the main causes of friction in modern car engines.

This applies particularly to cars that go for long periods between oil changes.

## So what do you get in return?

Apart from ending friction, are there any other benefits gained from using STP?

There are. But you won't feel them in the short term.

You will find, however, that your car will start easier. You'll maintain the crisp acceleration of a car in peak condition.

And you'll get cleaner plugs, so you'll have less strain on your battery. Your car will use less oil. And you'll get a marginally improved fuel consumption.

## You'll feel better too.

Another important benefit from STP is your peace-of-mind. In the worst snarl-ups, you won't be torturing your car.

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At all times, STP will be working with the oil in your engine to fill up the lubrication gaps, and keep your car fit and well.

We've written a book about the good STP does in your engine.

Why not write to us and ask for the book free of charge.

It makes satisfying reading. And a convincing argument for spending 14/6 next time you top up with oil.

STP. Available from Garages, Halfords and all good accessory shops.




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**The Lubricant for lubricants.**

Used in the winning car at the 1969 Indianapolis 500 mile race.

# Sunbeam Rapier and Audi 100LS

## Impressions : *continued*



*STYLISH.—The new body lines of the Auto-Union Audi 100LS show up well in this picture.*

and will get to 60 m.p.h. from rest in 11 sec. The Audi 100LS is good for a maximum of 106 m.p.h. and is 0.8 sec. less rapid to 60 m.p.h. The Rapier looks the faster car, not only because of its fastback styling but because in H120 form it comes with "speed stripes" along the sides and is on sculptured 5J × 13 Dunlop wheels. The Audi is quite plain, but handsome, in comparison, the test car being in a most attractive shade of dark green.

Having dealt previously with the fastback Rapier, I will confine myself to remarking that personally I do not like its appearance—too much glass, perhaps, wheels that are too small?—but that it served me admirably for some 1,200 miles. It is a reasonable four-seater in spite of the drop roof, has comfortable seats with reclining squabs, and well-placed controls. The instrumentation is very thorough, with lots of dials to read, the idea being that if all is mechanically healthy the needles of the oil-pressure, oil-temperature and water-temperature gauges lie roughly upright. This implies that there is about 40 lb. pressure, that the oil is at 80° F. and the water heat o.k. The cubby lid is ridiculously difficult to open, maybe because its grip has been deleted in the interests of safety.

The Holbay engine is delightfully responsive, but the Webers do not open up as smoothly as on other engines. In spite of the increased power the engine, which uses red segments on the tachometer from 6,000 to 7,000 r.p.m., will run remarkably slowly. By judicious use of o/d. I coaxed 25.6 m.p.g. of four-star fuel from it and at the end of my stint the sump needed rather more than a quart of oil, equal to roughly 600 m.p.p.

This Rapier is pleasant to drive, even if the road-holding has dated somewhat, with the current understeer tendency allied to a little leniency of back axle movement. The brakes are good, the Dunlop SP68 tyres held well, and the happy impression is of a very fully-equipped car which has modern ventilation, an unusual body, is nicely finished, has a nice gear-change, and handles adequately.

Incidentally, both cars have inclined engines to lower the bonnet line, that on the Rapier being at 15°, the Audi's at 40°.

If the Sunbeam Rapier is a luxury-equipped car the Auto-Union Audi is equally so. It has some very sensible items, like finger-tip washers and temporary wipers' control from the r.h. multiple-purpose control stalk, vizors cut away so as not to disturb the rear-view mirror, high-grade keys, including a tiny one for the petrol filler lock, seats which are part leather but mainly upholstered in cloth (all cloth for the wide bench back seat), which gives you the best appearance of two types at the expense of some clothes cling, and easily adjusted reclining squabs to the big, somewhat hard, front seats.

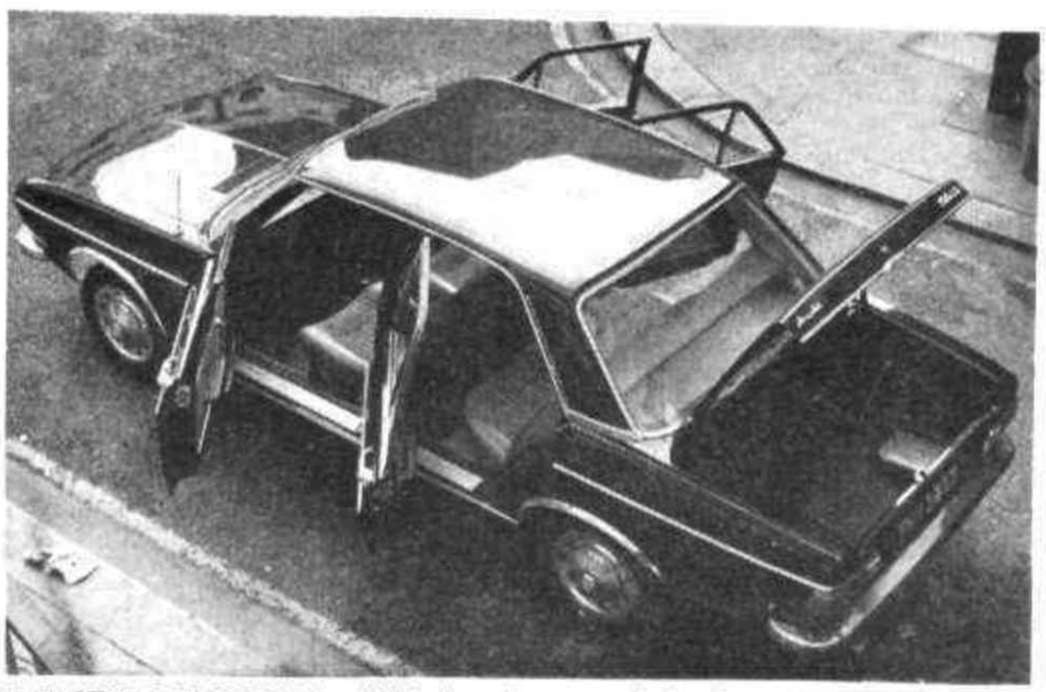
The main appeal of this Audi is the amount you can get into it. human and inert. The luggage boot is huge, 23 cu. ft., illuminated and self-locking. The interior of the body is in proportion. There is comprehensive ventilation, with facia vents set low and consequently not vulnerable to sensitive eyes, hot-air vents for side-window demisting, and cleverly contrived heater controls, on the centre of the uncluttered facia, giving easy selection and dividing the requirements of passenger from driver. The interior stowage is thorough—a drop well in the facia, two big open under-facia shelves, wells in the front doors and two stowage recesses on the gear-lever tunnel, the plated surrounds of which reflect badly in the windscreen in certain lights.

The 1.7-litre engine gives the impression of being a willing worker at the expense of some clamour when accelerating and a bit of a zizz while cruising in top gear. But it gets this big medium-capacity car along very quickly, and the gear ratios are well spaced, 3rd being a useful overtaking gear, to well beyond the British top speed limit. The gaitered gear-lever, with leather-covered knob, controls a change which is rather sticky, with very strong spring-loading towards the higher ratios.

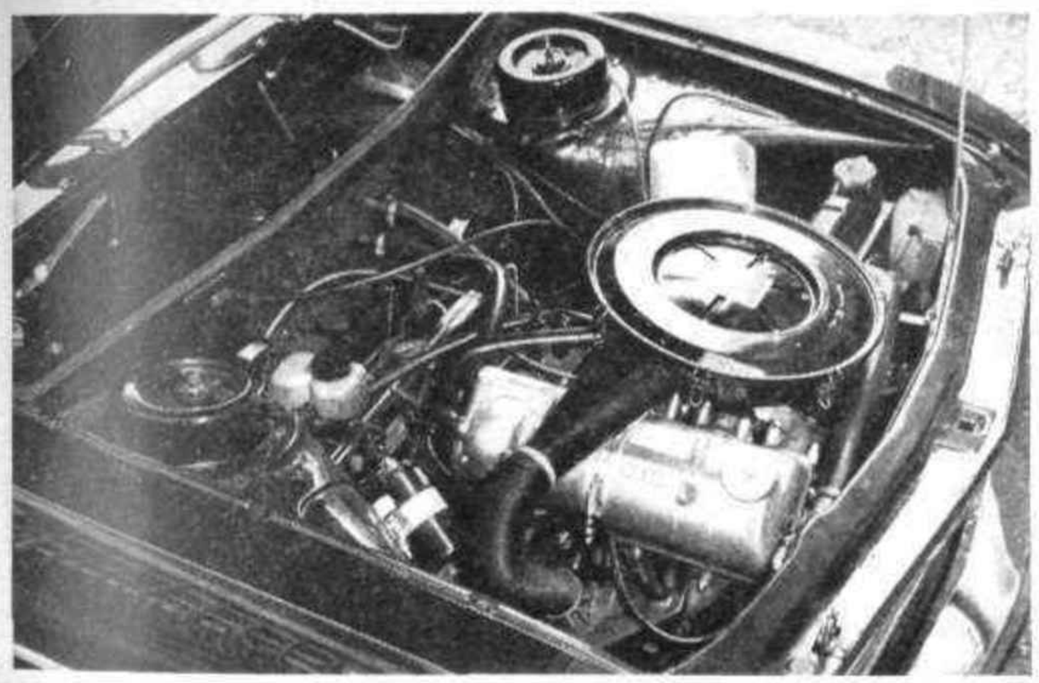
The supple springing of the Audi becomes a disadvantage when it has to be driven fast, as I discovered in trying to keep ahead of a Ford Cortina GT on the winding road from Tonbridge towards Edenbridge. The car develops an unpleasant lurchy oversteer when cornered fast, although the front-drive pulls it round, and the Continental tyres remain discreetly silent. The soft suspension is also evident when heavy loads are carried in the huge boot, as the handling not only deteriorates, but the headlamps illuminate the tree tops. I drove for four hours almost entirely on dipped headlamps for this reason, one memorably tiring night. With normal loads the lamps provide good illumination and when the ignition is cut they are automatically switched off, preventing the car being parked, headlamps ablaze, by thoughtless drivers. The gear-change from 3rd to 2nd is really rather horrid. Reverse gear is well guarded, the knob having to be depressed and pushed across the gate and forward to engage it.

As on the Sunbeam, the brakes are servo-assisted disc/drum. At first they seem spongy but prolonged fast driving brings respect for them. The hand-brake is nicely recessed between the seats. Push buttons on the facia look after lamps, hazard warning, and additional wiper selection, the latter first giving full speed, then half speed.

The steering is low geared and not especially accurate, but it is light and has quick castor return. Steering snatch is transmitted on full lock. Even in 2nd gear the transmission can snatch if over-eager opening-up is indulged in. Corners can be swept round with Continental 165 SR14 radials looking after sticktion, the angle of lean notably flat. But, as I have said, this is more of a fast touring than a sporting



*PLENTY OF ROOM.—This is a feature of the four-door Audi 100LS, notably its enormous luggage boot.*



*The engine of the Audi 100LS is the well-known Mercedes-inspired high-compression power unit, canted over at an angle of 40°.*

automobile, with a comfortable, well-damped, but somewhat soggy ride. It is nicely effortless on long journeys; its very high-class typically Germanic finish and full equipment is a source of pleasure. As for range, I had gone 355 miles from the Auto-Union headquarters at Brentford before the very low reading of the petrol gauge induced me to refuel. It seems likely that several more miles would have been possible, but that is an excellent fill-up for a saloon car. But the Rapier did even better—373 miles, full to dry tank. The tank capacities are quoted as : Sunbeam 15 gallons; Audi 12.8 gallons.

Subsequent experimenting showed that this high-compression Audi is notably light on fuel, giving 28.7 m.p.g.; I used four-star as instructed and it pinked only if really allowed to slog in a high cog. Oil consumption came to 600 m.p.p. Ventilation of the big body is thorough, too, the claim being that all the air in the passenger compartment is changed every 15 sec. at 60 m.p.h. Erik Johnson tells me that Audi's Sales Training Officer, Bill Hintze, demonstrated how safe is the 100LS's structure by indulging in a multiple accident on the M4 Motorway, when he was shunted from rest by a 3-ton lorry into other cars. I omitted to include this sort of thing in the MOTOR SPORT test, but it is nice to know that Hintze was uninjured. . . .

Audi instrumentation consists of a 130-m.p.h. speedometer with total and decimal-trip mileometers, a matching dial for fuel contents and water heat, the latter reminding me that the high-efficiency engine



*Comfort and plenty of stowage space is provided in the Audi 100LS. The four-ring motif on the spoke of the steering wheel is a reminder of past glories, like the pre-war Donington domination of Nuvolari and Rosemeyer.*

runs efficiently hot, at close to 90° C., and a noisy Vdo clock, on an African-wood facia. A further small "dial" was occupied on the test car by a diagram of gear locations. The bumpers are fully rubber-tipped, and an anti-dazzle mirror and good vizors are fitted. The big, low-set steering wheel is now round instead of oval and an African-wood spoke sounds the horn. The Bavarian factory at Ingolstadt is turning out about 230 Audis of this sort a day; Rootes are dependent on the supply of Holbay engines where the Rapier H120 is concerned. The H120 was announced last autumn, the 100LS last April.

So there it is. In spite of their similar engine size, price, and performance, these two cars, one as typically British as the other is typically German, are not really comparable. Which relieves me of having to tell you which one I would personally prefer to own!—W. B.

## CARS IN BOOKS

From "Long Before Forty", the autobiography of the late C. S. Forester of the celebrated "Hornblower" books (Michael Joseph, 1967), comes an interesting example of how cars were rated at his public school during the years of the First World War—" . . . . the absence of social eminence could be compensated for, oddly enough, by the possession of the right kind of motor-car. To own a Rolls-Royce put a boy's father on the footing of, say, a Rear Admiral even if he were only a linen draper; one Daimler was worth two doctors, so to speak, especially if you could prove that you were allowed to drive it yourself. It was better to disclaim all ownership of a motor-car than to admit the existence of a family Ford—a very 'brickey' one that, if ever there was one. I do not know whether nowadays, with ten times as many motor-cars in use, the same subtle grading persists. I expect it does."

Probably, but whereas a Silver Shadow would still presumably rate equal to one's father being a Rear Admiral, the Daimler would have competition these days in equalling a couple of doctors, but the Ford, for those who know the excellence of a Cortina GT, the sheer performance afforded by a GT40, has overcome the stigma of the Model-T, in sporting circles, if not in the mind of the ordinary car owner.

Then a reader quotes an amusing passage from "An Album of the Chalk Streams", by Dr. A. E. Barton (Adam & Charles Black, 1946) : " . . . . . I have heard of an angler who, during the evening rise, fell into a runnel not 8 ft. across. He sank in above his waist and was there for three hours, calling for help. He was finally dragged out half dead by his chauffeur. Hence it is that a dog whistle is no bad thing to carry in one's pocket when fishing among unfamiliar ditches."

Turning to fiction, "The Ipcress File" by Len Deighton (Hodder & Stoughton, 1962) is excellent entertainment if you like spy stories and is described as so authentic that it made M.I.5 wonder where the author got his information. I believe the text was vetted by the War Office to ensure that no official secrets were revealed. This means that the author is master of his subject and very accurate. But there is a trace of doubt when he comes to cars, several of which, from Ford Anglia to Rolls-Royce are necessary to his story. For instance, his hero hires in London " . . . . a blue Austin 7, the only car they had with radio". Nothing impossible about that, except that this was in London, just after the war. Would a Knightsbridge hire firm have radio-equipped Austin 7s? The author may have intended an Austin Eight, but a few lines later he refers to "An antique Austin 7 in front of me signalled a right turn. The driver had shaved under the arms". Which suggests he knew what an old Austin 7 was about, and, crudely expressed, that it might not have turn indicators.

Yet this author seems at home with cars elsewhere—a big new shiny Ford, the big V8 of which "warmed to the rich mixture" and a "big oversprung Lincoln Continental". On the other hand, there is his girl in the Ford convertible which had power steering and an automatic gearbox, yet in which he lets "Jean let in the clutch". Do you let in the clutch with an automatic gearbox ?—W. B.

## U.S.A.C. CHAMPIONSHIP

**Results :**

**U.S.A.C. CHAMPIONSHIP—Indianapolis Raceway Park Road Circuit**

**First heat—40 laps—100 miles**

| | | |
|---|---|---|
| **1st** | D. Gurney (Eagle-Gurney Ford) | 1 hr. 5 min. 2 sec.—92.225 m.p.h. |
| **2nd** | A. Unser (Lola-Ford) | 40 laps |
| **3rd** | P. Revson (Brabham-Repco) | 40 laps |
| **4th** | R. McCluskey (Coyote-Turbo-Ford) | 40 laps |
| **5th** | A. J. Foyt (Coyote-Ford) | 40 laps |
| **6th** | G. Follmer (Cheetah-Chevrolet) | 40 laps |

**Second heat—40 laps—100 miles**

| | | |
|---|---|---|
| **1st** | P. Revson (Brabham-Repco) | 1 hr. 3 min. 10 sec.—94.967 m.p.h. |
| **2nd** | M. Andretti (Hawk-Ford) | 40 laps |
| **3rd** | G. Follmer (Cheetah-Chevrolet) | 40 laps |
| **4th** | A. J. Foyt (Coyote-Ford) | 39 laps |
| **5th** | B. Tinglestad (Gerhardt-Ford) | 38 laps |
| **6th** | A. Knepper (Morris-Ford) | 38 laps |

# CHEVRON —— Racing Cars from Lancashire

AT ANY British race meeting these days one is tempted to ask where sports-car racing would be without the *marque* Chevron. Most of this year's International and National British Group 4 meetings have featured a battle between Chevrolet-powered Lola T70 models, while an even more determined race has ensued in the 2-litre class. Invariably it has been a Chevron-B.M.W. which has triumphed, in spite of the occasional intervention of a couple of Porsches, and the result has been a win for a private Chevron owner, John Lepp, in the 1969 R.A.C. Sports Car Championship.

While the Porsche opposition on the Continent has been far more effective, the Chevron GT has invariably acquitted itself well with a power deficiency of up to 40 b.h.p. The forerunner of the GT model was introduced as long ago as 1966, when the rear-engined concept proved far superior to the basically road-going Lotus Elans which were being raced in sports-car events at the time. The Chevron GT has been consistently successful with only minor changes since that time. What perhaps is even more remarkable is that in spite of a deluge of orders for the car, Chevron owners have nothing but praise for the factory staff, and in particular the founder of the Company, Lancastrian Derek Bennett.

Bennett, an instinctively clever designer with far less formal training than one would imagine, has also produced race-winning single-seaters, and has recently announced a new Chevron GT car which bristles with ingenious technical features. At the beginning of September it won a decisive International victory in the hands of Redman at that most challenging of all circuits, the Nürburgring.

Bennett's first contact with motor racing was not strictly "legitimate", for he was attracted to the dirt-track Midget racing with which North-West speedway owners were experimenting in 1956 and 1957. The somewhat rough and ready J.A.P.-powered design which he produced was successful enough to pay for itself, but that particular form of racing never proved very successful with its promoters, so Bennett turned his attentions to road-racing and the 1172 Formula in which so many other prominent racing-car designers, including Broadley and Chapman, served a form of apprenticeship. Unlike the latter two, Bennett continues to take part in races, and his comments from the cockpit have helped to ensure that every Chevron sold is instantly raceable.

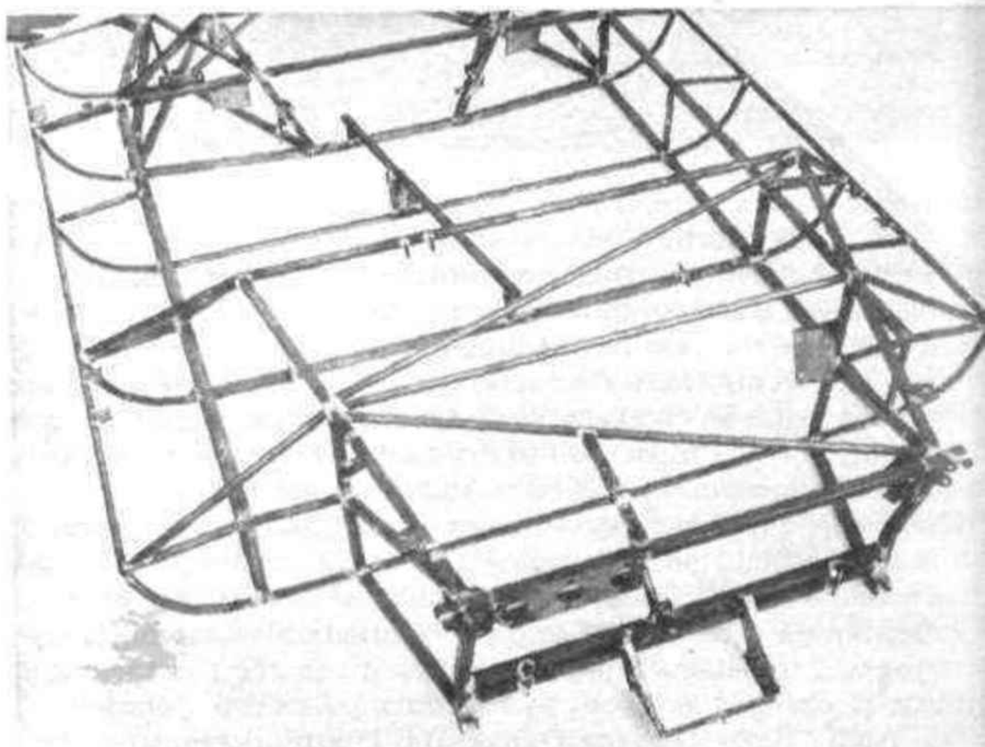
The 1172 Special was a great success, even if it didn't pay for itself, but a subsequent attempt at a front-engined Formula Junior car cost a lot of money. It was not until two years afterwards, in 1965, that another self-designed racing car was seen from the Bennett drawing board. However, Bennett's driving ability was seen at the wheels of various GT and single-seat racing cars, including Lotus and Brabham designs. A Lotus Elite which held the Oulton Park class lap record for a while in Bennett's hands had adjustable rear suspension designed by its driver, who was anticipating a feature common to every type of racing car these days.

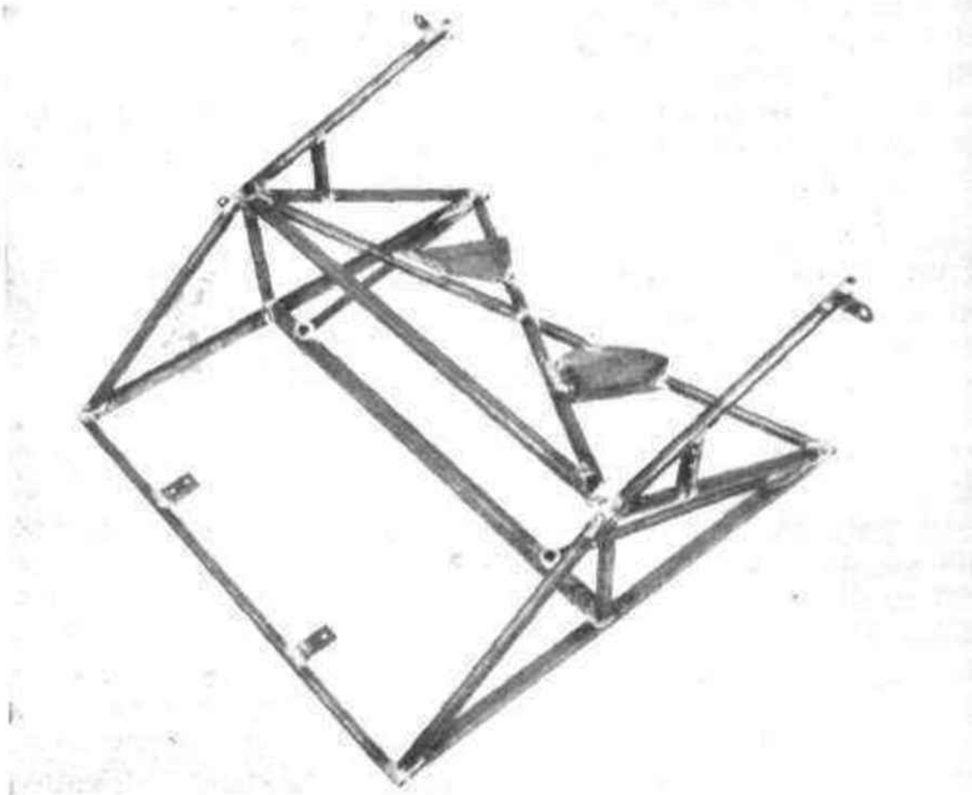
### 1966—The Chevron GT

The first Chevron actually to carry the name was an open two-seater with cycle-type wings. Designed to compete with a newly-announced development of the Lotus 7 in Clubman's Formula racing, it was of the regulation front-engined configuration. The space-frame chassis incorporated independent rear suspension, like the new Lotus (of which only one example was ultimately built), and many people considered that this gave the car an unfair advantage. Other, wiser, souls put down their names for replicas, and there are still half a dozen Clubman's Chevrons winning races for this newly-revived form of car.

Bennett was running a general motor repair business as well as undertaking the construction of cars and tuning racing engines, and his Salford premises became somewhat cramped under the influx of







*Top to bottom :* *THE CHEVRON B16*

*Brian Redman during practice for the Nürburgring 500-Kilometre race, which he led from start to finish.*

*A bare chassis before "plating". The latter process gives the car much of its considerable strength.*

*The front sub-frame which carries suspension, steering rack, and radiator. Note the bolt-on lugs.*

*A half-completed car showing how the front sub-frame mates up with the centre section of the car.*

GOODYEAR

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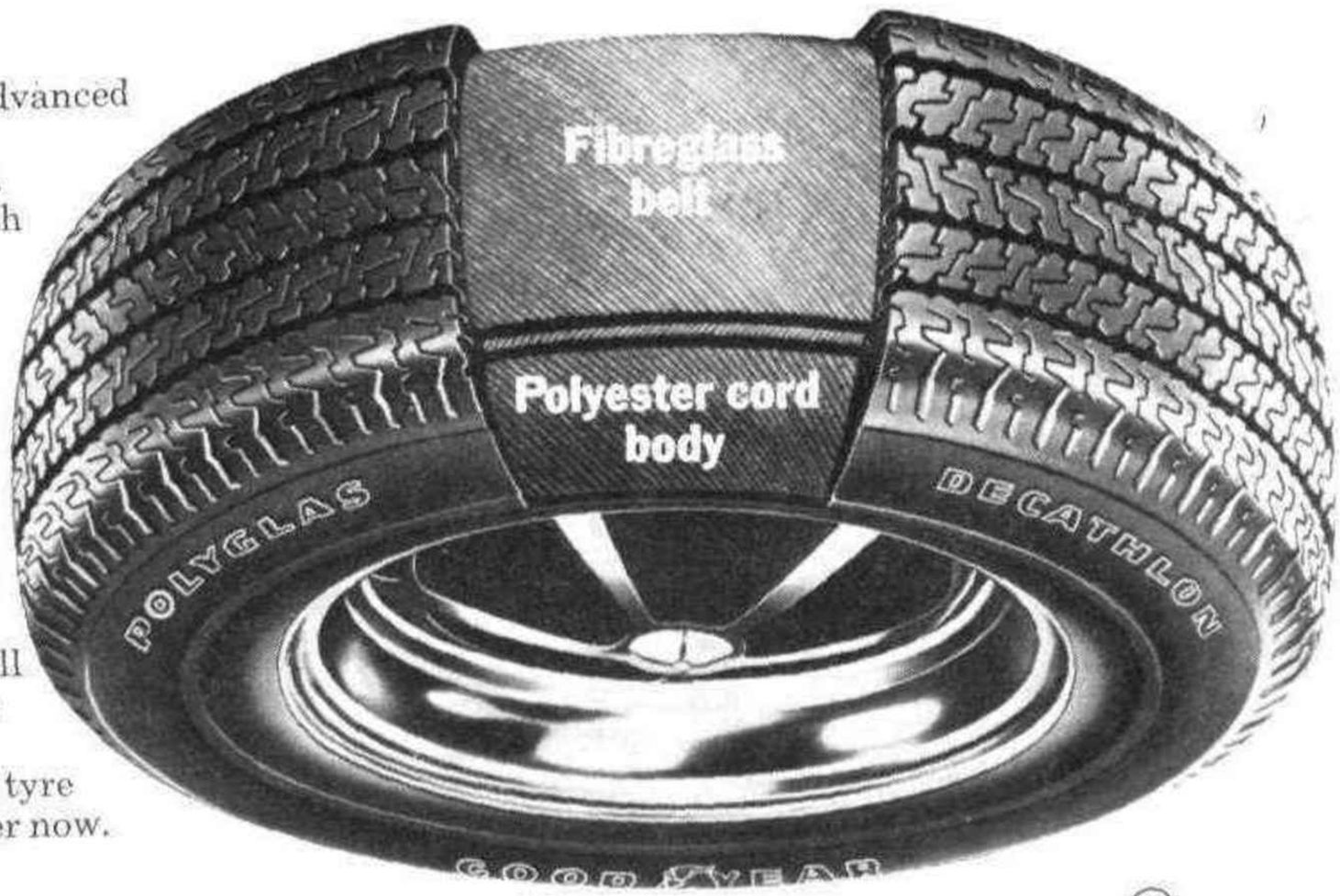
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BY

GOODYEAR

**The safety-minded company**

work, so he moved during that year into the Bolton cotton mill where the Chevron factory remains today. Needless to say, another move is proposed, once planning permission has been obtained, for the existing site simply cannot cope with the construction of cars, crash repairs and engine building, all of which are executed at the Chevron factory itself.

In addition to winning the first-ever race to fall to a Chevron, at Kirkistown in 1965, Bennett was taking part in *Libre* races with a Brabham sponsored by the VIP petrol company, which has its headquarters in nearby Eccles, and he had been tempted to build his own single-seater as the next project. The field was of course well covered by Brabham, Lotus, Lola and others, so instead he turned his attentions to a rear-engined GT car. Not only was its chassis immensely robust, but the elegant bodywork was also a Bennett design and the car created something of a sensation in the paddock at Oulton Park when Digby Martland arrived—unheralded—with it at a club meeting in July 1966. Martland's faith in the new design was more than justified and he went on to collect race victories, lap records and admiring glances all over the country. This first Chevron GT was fitted with a 1,600-c.c. Lotus-Ford twin-cam engine and a Hewland Mk. 5 gearbox, but the second car used a 2-litre B.M.W. power unit, with which the model was eventually homologated in 1968, Chevron having convinced the F.I.A. that 50 cars had been built, while the Formula Two-type Hewland FT200 gearbox also supplanted the Mk. 5 variety.

A feature of the GT car was a form of chassis reinforcement by means of spot-welding steel sheet on the outer and inner extremities of the chassis frame in the area of the driver's compartment. The resulting box-like structure has caused some observers to dub the Chevron a monocoque design, although this is not strictly correct. Nevertheless, this method is immensely strong, as many drivers have unwittingly proved in numerous racing accidents.

Various improvements and modifications have culminated in the latest version of the GT car, which is known as the B8. As racing cars go, it is remarkably easy to drive. It is not just a club-racing special, either, for it has taken part in every major long-distance race on the Calendar, including the Targa Florio, Mugello, and even the American contributions to the World Championship of Makes. Suspension layout is entirely "classic", with wishbones at the front, upper and lower links and trailing arms at the rear, utilising proprietary front uprights and a cast alloy Chevron pattern at the rear. Brakes are outboard all round and the only alterations which Bennett has seen fit to incorporate over the three years since 1966 are calculated to take advantage of wider wheels and tyres or to comply with F.I.A. safety regulations.

More than one privateer has seen the Chevron chassis as an ideal basis for a special one-off sports car. Among the first were two of the three Bridges brothers who have a wide reputation in the North as patrons of the sport. John Bridges has had considerable success in British racing with a Chevron GT powered by the Cosworth FVA Formula Two engine and last year he became a Director of the Company. A semi-works team of Formula Three Chevrons was run by John in 1968 under the name of his garage, Red Rose Motors in Chester. David Bridges, who has raced various Brabham, Merlyn and Lotus cars in the past, commissioned yet another special Chevron, this with a 2-litre Tasman B.R.M. V8 engine, in 1967, and although it was very promising in theory, in practice the transmission was never very reliable until the car was completely rebuilt by another privateer early this season, since when it has shown considerable speed. In 1968, an even more exciting Chevron GT was ordered by the late John Woolfe, this being fitted with no less an engine than an ex-Brabham 3-litre V8, the object being to win the Group 6 class at Le Mans. Although Woolfe had several club-racing successes with the car, it was never fully sorted-out and its demise with engine trouble in the 24-hour race at an early stage was not entirely unforeseen.

The regular B.M.W. engines supplied in the Chevron are entirely assembled at the Chevron factory from standard and special German parts. There is quite a degree of co-operation between the B.M.W. factory and Chevron, some of the parts (as well as certain advice) emanating from Munich. For the 1969 season an additional 10 b.h.p. was persuaded out of the Weber-carburated 2-litre engine to bring the output up to between 190 and 195 b.h.p. There have been some oil-pumping problems with this year's engines, although the factory reckons to have solved them. It is a remarkable testimony to the strength of the basic B.M.W. design that the racing engine continues to use a standard crankshaft and connecting rods, but this year some owners have replaced the rods with an expensive American design in the search for additional revs. During the current season, the B.M.W. factory loaned a special 210-b.h.p. works unit to Chevron for use in the works GT car, but it has not proved a great success, being diffi the driver to control thanks to an unprogressive design of linkage.

Nevertheless, the use of the B.M.W. engine has kept the p the car within low bounds by Porsche standards, the B8 havin priced at a very reasonable £3,150, ready to race.

### The Formulae Two and Three Chevrons

Bennett's urge to get into the field of building single- materialised late in 1967 when he produced a very neat an Formula Three car, driven at its Brands Hatch *debut* by Geth was put into production, with minor improvements, for th season and two cars were raced on behalf of the works, by the Re team, as related above. Irritating engine failures, several ac and other set-backs prevented the cars from attaining the vi which they probably deserved, while the two drivers involved, b whom were highly experienced and previously successful Formula, found it very difficult to get on terms with the cars. was quick to make alterations in the design, and for the Sep Bank Holiday meeting at Brands Hatch he had produced a son different model incorporating the plated reinforcement whic proved its worth on the GT car. The car took an impressive and there was further consolation for Chevron when a second Formula Three race was won by Schenken in October. because Schenken suffered none of the vicissitudes which stru works cars, he had more success. Several impressive wins—inc an unbeaten record at Oulton Park—won for him the Lombank as the most successful Formula Three driver in club racing.

The "plated" chassis was not substantially altered for prod in 1969; indeed, most of the suspension settings were exactly th as in 1968, but the car has been far more successful, for a reason even the factory staff cannot explain. This year the works ha a singleton car for the Swedish driver Reine Wisell while Bridge centrates the Red Rose efforts on sports cars. Wisell has been the most successful Formula Three drivers and the Chevron has to be the most impressive British-produced Formula Thre although that claim will probably be challenged by Brabham!

A Formula Two car was also produced by Chevron in 1968, a suffered an even worse fate than the Formula Three, for Gethi drove it on behalf of Frank Lythgoe, asked to be relieved responsibility of racing it following some disappointing o Lythgoe, who was running the car as a privateer with works su concurred, and Gethin was seen in a new Brabham for the rem of the season.

Small and compact, the Formula Two Chevron looked promising. Bennett regrets now that he tried to do so much space of one season, for—given time—he was sure that the C could have been made into a Formula Two winner. He d discover until after Lythgoe had been racing the car for some tim Brabham wheels were being used on the car in the interests of incr rim width, regardless of the fact that the amount of off-set was e different. It seems likely that Redman, who was racing an F. for David Bridges, and was impressed by the Chevron, would taken on the task of development if he had not suffered an ac which kept him out of racing until the end of the year.

### A New Sports Car—the B16

The latest Chevron is a replacement for the faithful B8. S and low (no higher, in fact, than the roll-bar of the Formula Thre it carries on the constructional methods of the previous desig several ingenious deviations.

The chassis takes the form of a shallow multi-tube frame ( in the "birdcage" tradition pioneered by Maserati), forming a se chassis centre-section, the sills of which are panelled in a specification LM72 aluminium, riveted and bonded to the si the chassis to form the outer skin. The remainder of the c section is skinned with sheet steel, the thickness of which varie 22 to 26 gauge.

The centre section, however, is not a complete chassis, as on the previous series of GT cars, for there remain two tubula sections which are *bolted* to the skinned portion. The reason accidents invariably damage either the front or rear of the car, then—in the case of one-piece chassis—must be returned to the for a complete strip-down and repair. Not only does this co customer money, but it clutters up the factory floor with repair invariably at a time when the factory staff are trying to get ne

*Continued on pag*

## CHEVRON MISCELLANY

A FACTORY SCENE.—Chevron B15 single-seater models are much in demand this year. The bare chassis nearest the camera is destined for the U.S.A., where it will be fitted with a 1.6 Lotus-Ford twin-cam engine for Formula B racing in S.C.C.A. events. Note the "panelled" centre section of the frame.

IMPORTANT WIN.—Brands Hatch was the scene of Chevron's two most significant Formula Three victories in 1968. The Australian driver Tim Schenken made a good impression late in October, confirming the promise he had shown in Formula Ford, by winning the Motor Show 200. Two other Chevron Formula Three cars also appear in this picture, placed third and sixth.

UNLUCKY.—The J.C.B. Excavators-sponsored Chevron B8-B.M.W. proved that the Bolton-built GT car is not just a club-racing machine by finishing in both the Targa Florio and at Mugello. Here the car shared by Brown and Enever comes through the village of Cefalu in the Targa Florio: but for a chafed oil pipe they would have finished 10th overall, for a minor accident on oil dropped by the car itself cost the car five places.









As you can see, we've come an asymmetrically long way f






Michelin have always made tyres for high performance cars.

AYH 701 is on Michelin.

So is WLM 29G.

On Michelin XAS – the only *asymmetric radial tyre in the world:*

The tyre that Michelin has *expressly designed* for *performance* driving: And which is, in the world of fast tyres, *asymmetrically unique:*

Look at its tread.

See how the web of close-ribbing on the outer shoulder broadens into widely spaced island blocks on the inner area. That is an asymmetric tread – the unique tread that gives the XAS these outstanding performance characteristics:

The power to shift a vast amount of water fast;

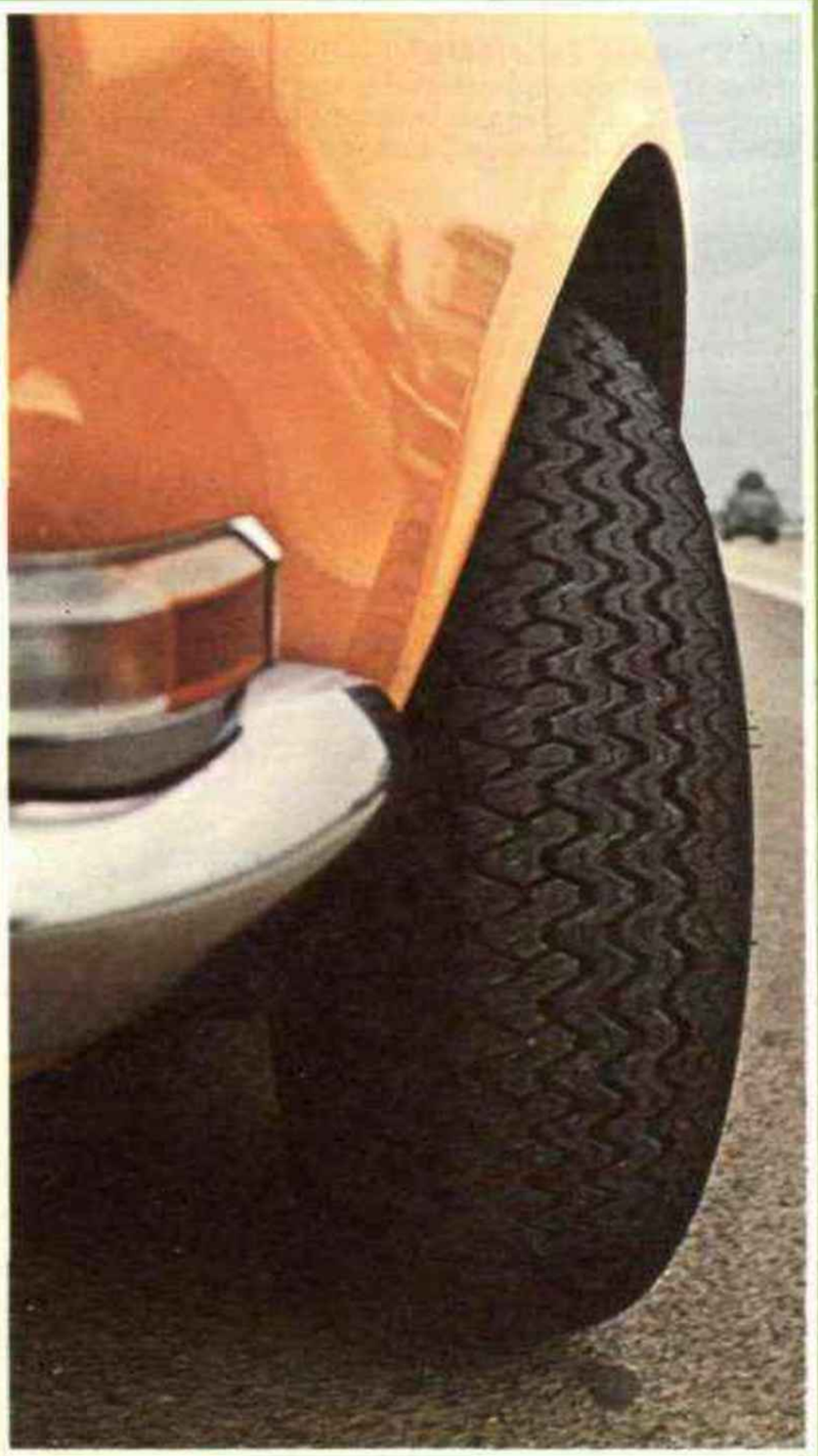
Intensely sensitive braking and cornering control;

Terrific wearing stamina (look again at its built up shoulder).

The asymmetric XAS is a completely different concept in tyre design. It is not cheap.

But if you want the perfect performance driving instrument, this is it.

The asymmetric Michelin XAS.







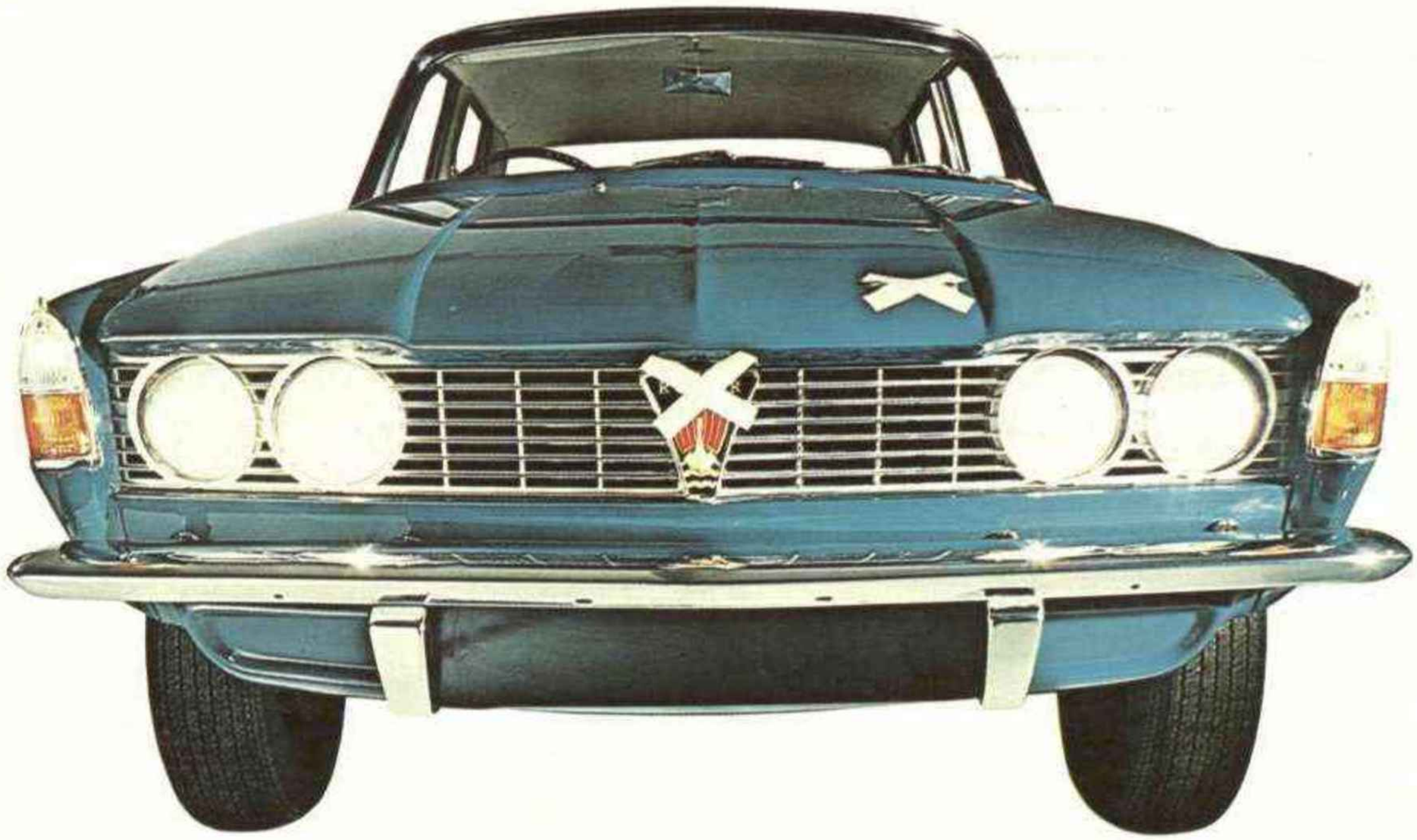

**MICHELIN XAS**
go radial, go Michelin

# PICTORIAL REVIEW

**ENNA** **ALPINE RALLY** **ITALIAN G.P.** **CAN-AM** **OLLON-VILLARS** **BM**

**ENNA** SLIPSTREAM EXCITEMENT.—Slipstreaming racing, on circuits where high speeds are attained for long distances, is a great leve of talent, although guile and good tactics usually (but not always) result in victory for one of the better drivers. The colourful gr here, travelling in excess of 140 m.p.h. around the exceptionally fast circuit of Pergusa in Sicily, comprises Regazzoni (Tecno), Siffert (in the spe streamlined BMW), eventual winner Courage (Brabham), the Matras of Beltoise, Servoz-Gavin and Pescarolo, Ickx (in the interesting De Tomas Widdows (Brabham) and the Tecno of Cevert.





# A Rover by any other name would be competition.

We take extra time and extra care. Like giving every engine a complete bench test instead of just a brief check. And driving every car round our test track until we're completely satisfied.

We build in special safety features too. Like a steel safety cage.

And other features so effective that Rover has been awarded the AA's first ever gold medal for safety.

For these reasons, and more, Rover was chosen car of the year in North America, Europe and Australasia.

And when any other car can claim all this, then maybe we'll have competition.

BRITISH LEYLAND ROVER

The Rover Company Limited, Solihull, Warwickshire.

**In this age of mass production, a Rover is still a Rover.**




## ALPINE RALLY

AUTOMOBILES ALPINE, in conjunction with Renault, have been putting a great deal of effort into the Alpine R
and were, for the second year, rewarded with a complete victory. Outright winners were Jean Vinatier
Jean-Francois Jacob in a Group 6 car, leading two similar cars to win the only Coupe des Constructe

LEADERS of the European Drivers' Championship, Swedes Harry Kallstrom and Gunnar Haggbom, drove one of three 1.6-litre Lancia Fulv
They were too heavy really to compete with the Alpines, although this one did finish fifth, behind the similar car of Rene and Claudine Trautma
The third car, driven by Timo Makinen, blew its engine on the final leg, and failed to finish.

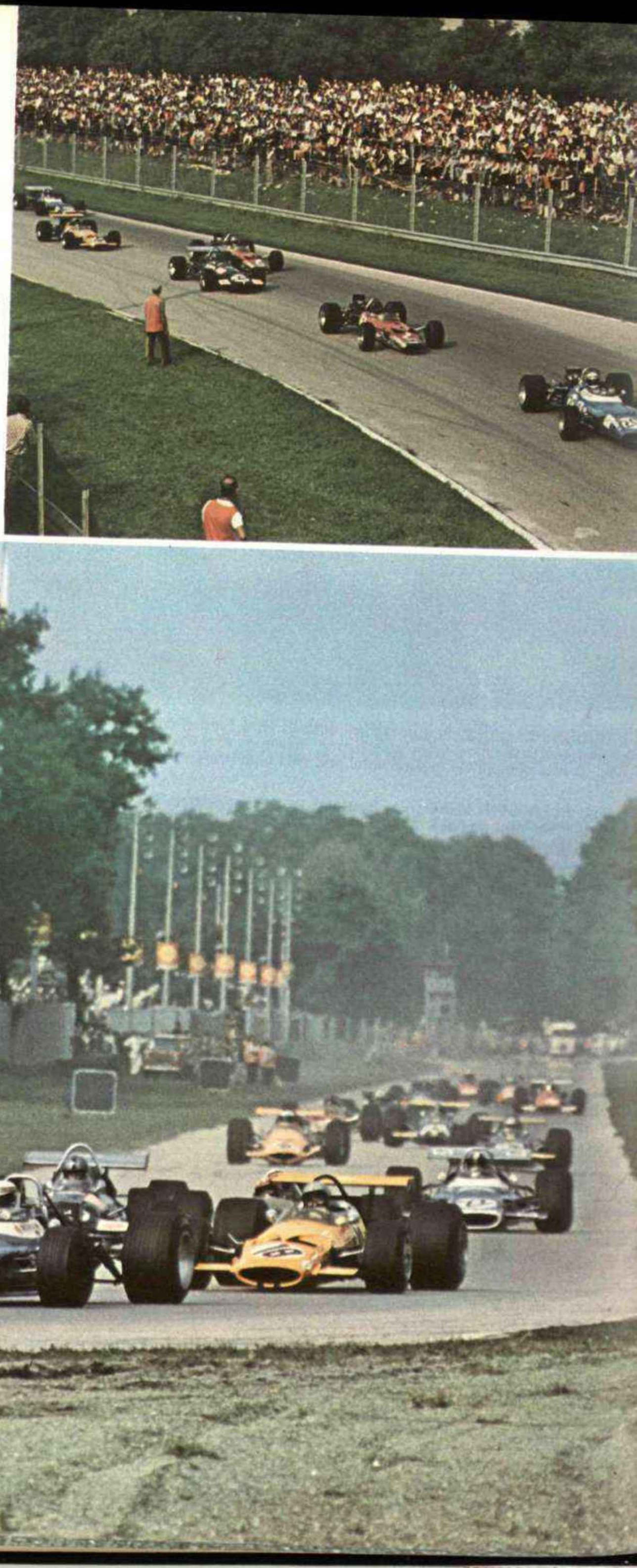


FOR VARIOUS REASONS, all four factory-entered Ford Escorts failed to finish. They were all Group 6 cars, but this one, driven by Roger Clark and Jim Porter was the most interesting hybrid, inasmuch as it has a 2.3-litre V6 engine, a ZF 5-speed gearbox and the differential unit of a Taunus 20M RS. It was completely experimental and was built presumably to evaluate the engine's suitability for use in the World Cup Rally next year.

THE ONLY REPRESENTATIVE from Stuttgart was this Porsche 911T loaned to Gerard Larousse and Maurice Gelin who entered it privately. Despite rather sketchy service arrangements, they were right up with the leaders until half way through the second of the rally's three parts when they rolled the car and were unable to continue.

**ITALIAN G.P.** JACKIE STEWART led for much of the distance, although his lead was rarely more than a few lengths due to the high-speed slipstreaming nature of the circuit, which fails to separate the drivers. Here he leads Graham Hill, Piers Courage, Jochen Rindt, Bruce McLaren and Jean-Pierre Beltoise.

A HIGH SPEED traffic jam at Monza on the opening lap. Stewart is just in front with Jochen Rindt trying to get through on the inside and Bruce McLaren attempting to pass on the outside. Tucked in behind are Piers Courage, Jo Siffert (whose red helmet is just showing) and Jean-Pierre Beltoise. The rest of the field led by Denis Hulme follow.






BRUCE McLAREN has been a model of consistency this year, scoring a string of good placings. At Monza he finished fourth, which moves him up to second position in the World Championship. Though Stewart cannot be beaten as Champion, the runner-up spot is still wide open.

THE FOUR-WHEEL-DRIVE Matra was practised by Stewart at Monza, but the car was not raced. A new addition to the advertising on the side of the car was the decal for Rob Roy whisky. Surely Jackie Stewart does not drink *and* drive?

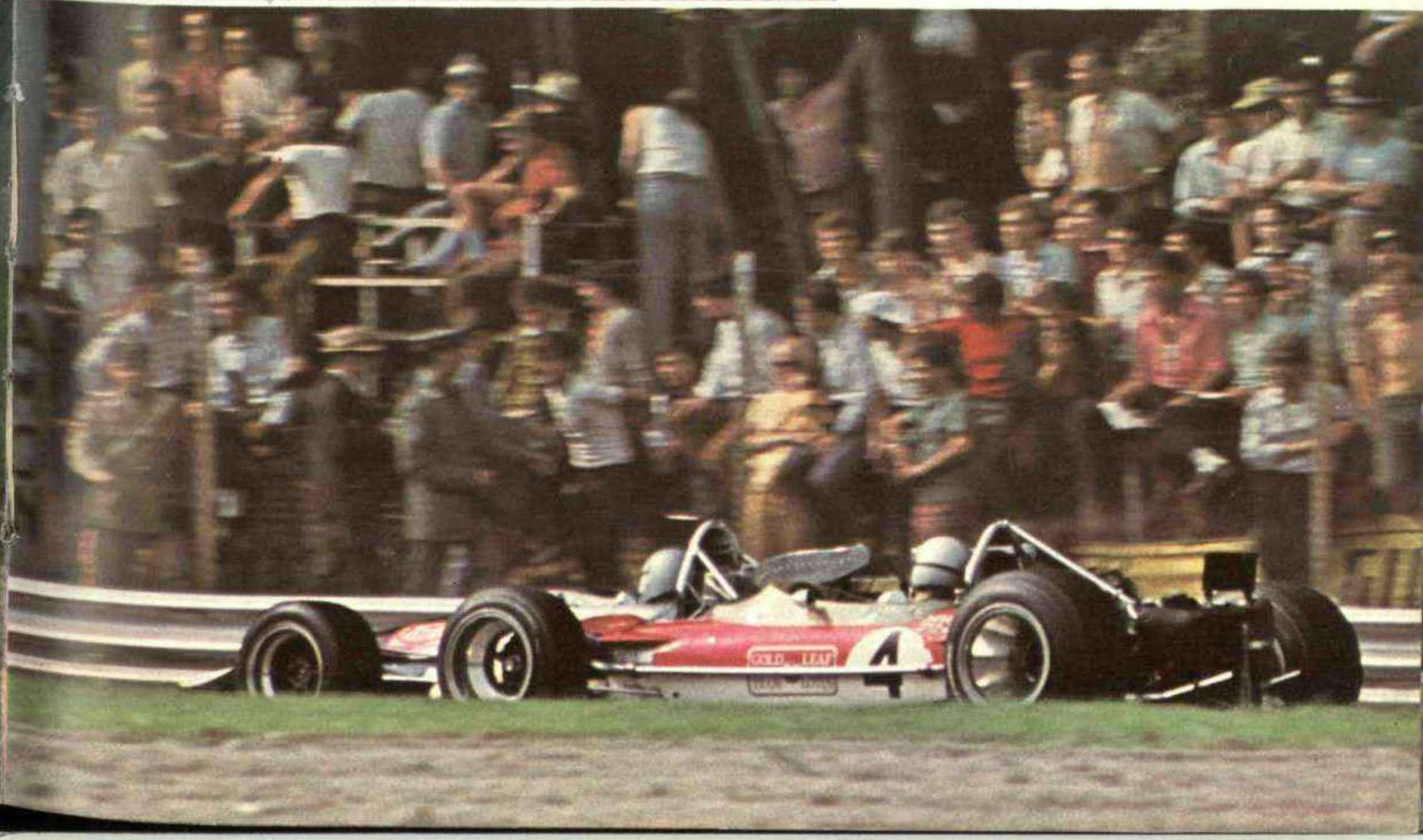


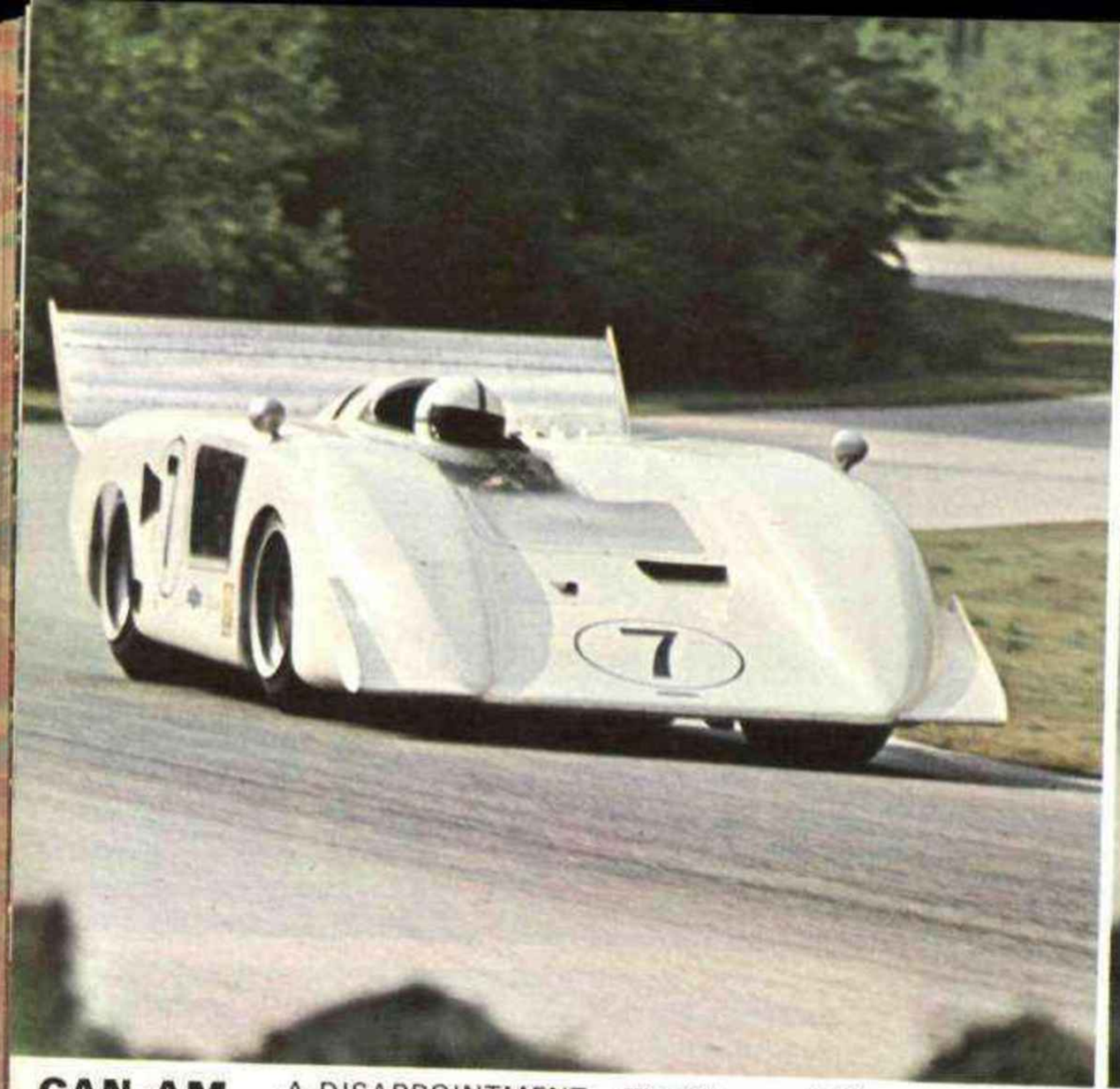




JACK BRABHAM re-appeared at Monza for the first time since his Silverstone testing accident just prior to the French G.P. But it was not his lucky race, for a high-pressure fuel line blew off in the early stages.

RACING wheel to wheel are Piers Courage in the Frank Williams Brabham and Jochen Rindt in the Gold Leaf-Team Lotus 49B. In practice the pair arranged to use each other's slipstream to record good times, and this manoeuvre put Rindt in pole position.





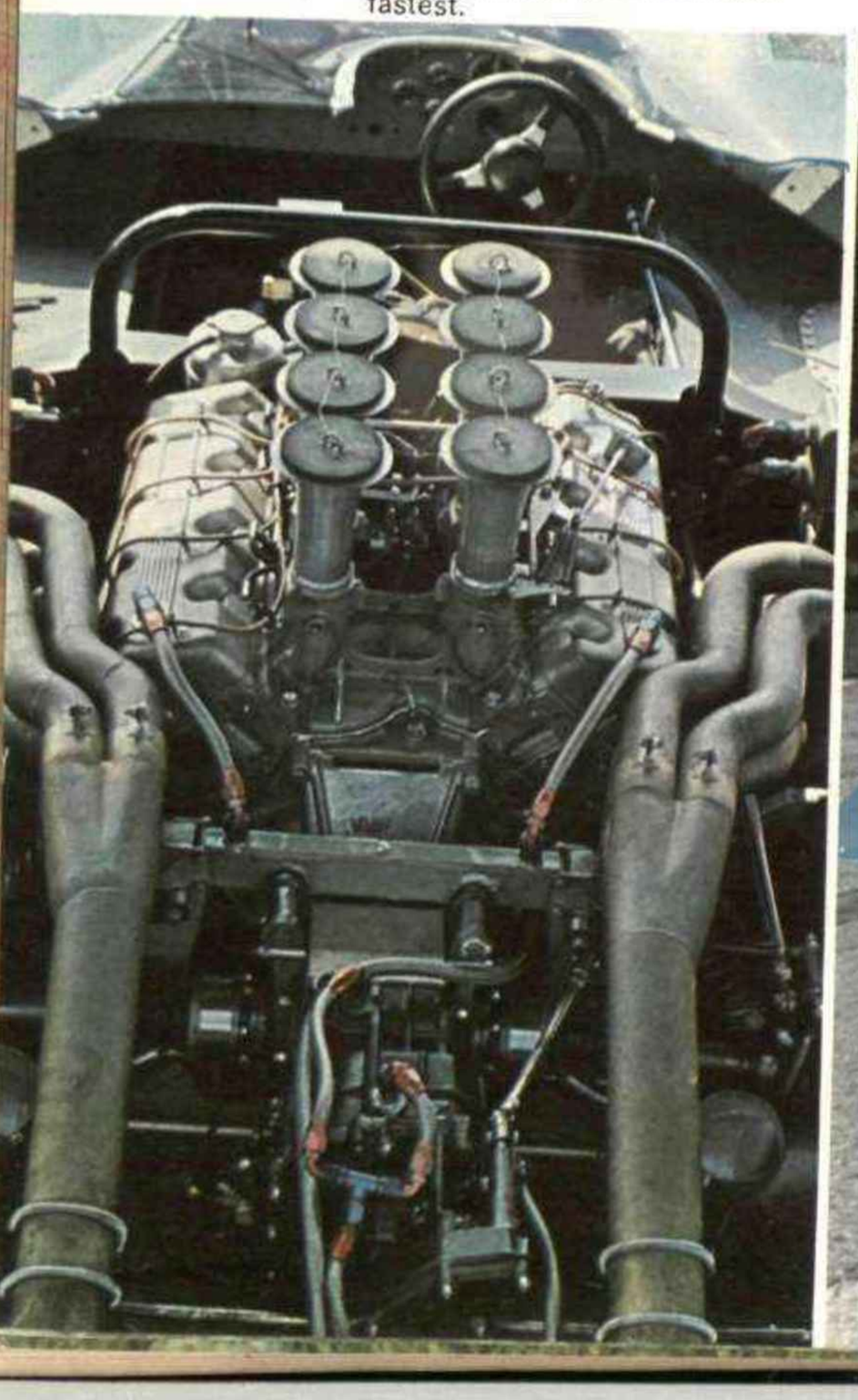




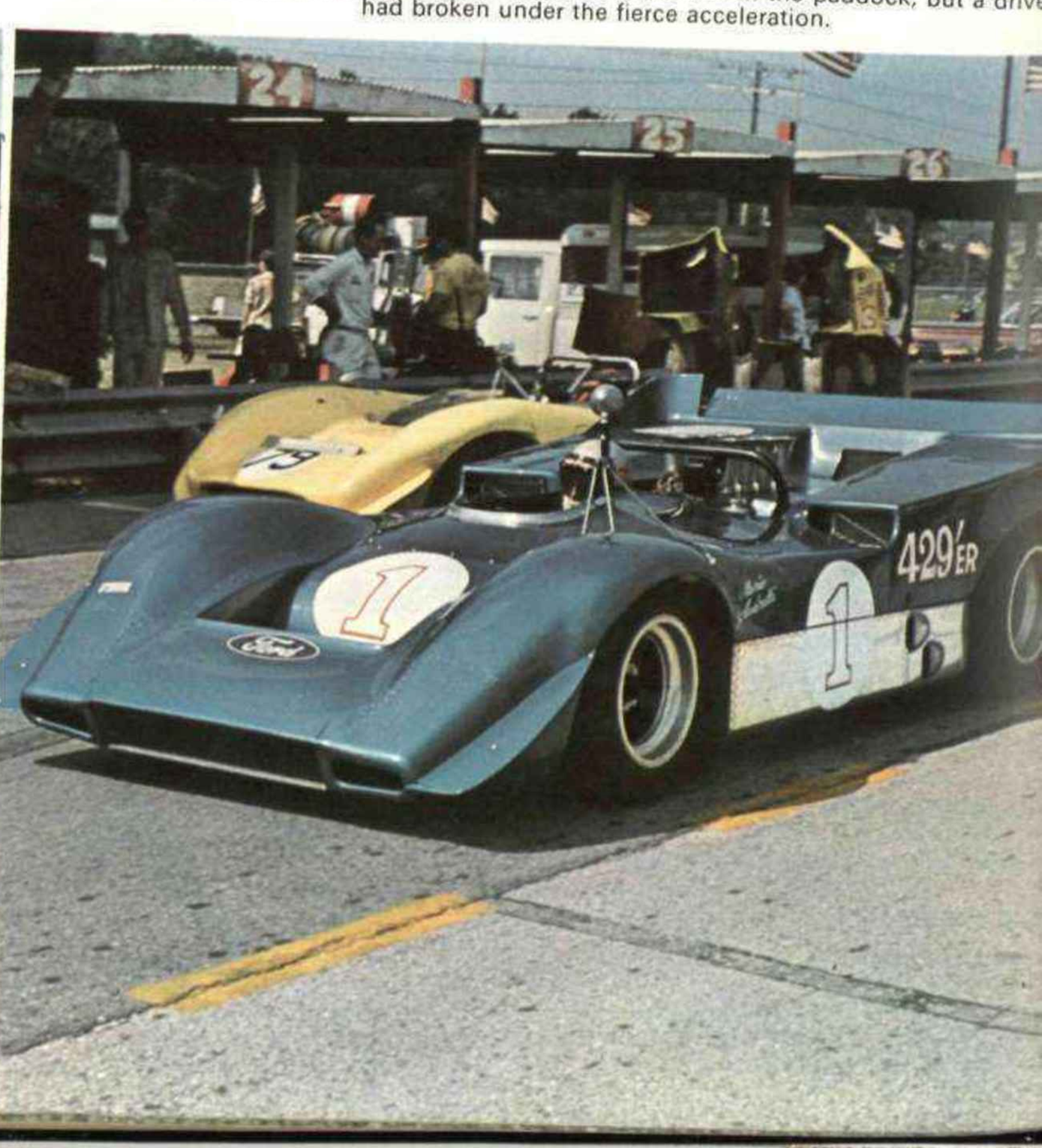
**CAN-AM** A DISAPPOINTMENT.—The Chaparral 2H, eagerly awaited since before the 1968 Can-Am series, displays many intriguing features, but it has not repeated the successes of its predecessors from Jim Hall's Texas workshops. John Surtees, seen driving here, will not race the car again.

HANDICAPPED.—Despite extensive lightening by comparis its European Group 4 counterparts, the Porsche 917PA ente Jo Siffert by the U.S. Porsche-Audi concern is still heavier than the American Can-Am cars. But German reliability has paid Siffert usually finishes in the first half-dozen.

A RARE MONSTER.—Holman and Moody brought this very special 8.1-litre V8 engine to the Elkhart Lake circuit on August 31st for Mario Andretti to drive in the Road America Can-Am round. Although based on a light-alloy cylinder block, the engine is very heavy; nevertheless, Andretti qualified third fastest.



LASH-UP.—The 8.1-litre Ford engine was fitted to this 1968 McLaren, which had extensively modified to accommodate it. At the front, the bodywork was altered to a larger radiator, while the Ford people tried some of their own ideas about aerodynar the rear. Andretti started the race late after frantic work in the paddock, but a drive had broken under the fierce acceleration.



## OLLON-VILLARS

WALK-OVER.—The 1969 European Mountain Championship has been a very tame affair, both Porsche and BMW having officially abstained. The only serious works entries have been from the Ferrari and Abarth teams, but the flat-12 Ferrari engine in the model 212E has proved far superior to the four-cylinder Abarths and works Ferrari driver Peter Schetty has won the first seven rounds of the Championship outright.

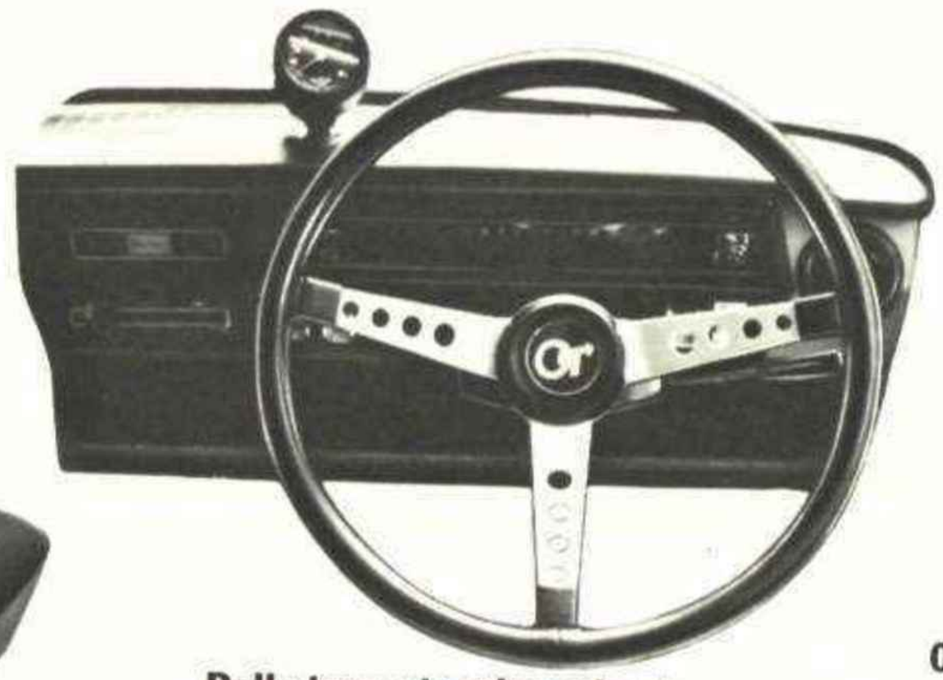
OVER-ENTHUSIASTIC.—Swiss driver Sigi Lang, desperately trying to beat Arturo Merzario's Group 4 class-winning time with the Abarth 2000S, went off the road shortly after this picture was taken, completely destroying his Porsche 907. Lang got away with minor injuries.

SWISS FORMULA ONE.—Because the Swiss Government maintains its regrettable ban on circuit racing, the Ollon-Villars event was the only opportunity in 1969 for Swiss people to see a Formula One car in action. Silvio Moser came with his Brabham BT24-Ford, but by the time his turn to start had come the track was very oily and Moser was unable to get much closer than five seconds to Schetty's winning time.

# 100 mph and very hairy.



High-back seats.

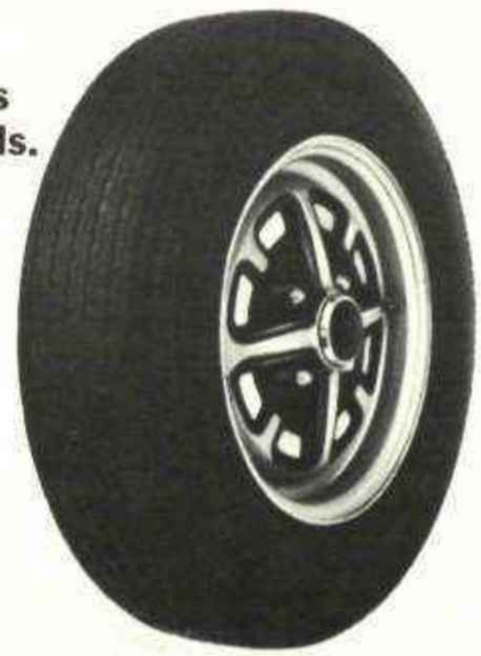


Rally type steering wheel.



0-60 in around 12 secs.

Sports wheels.



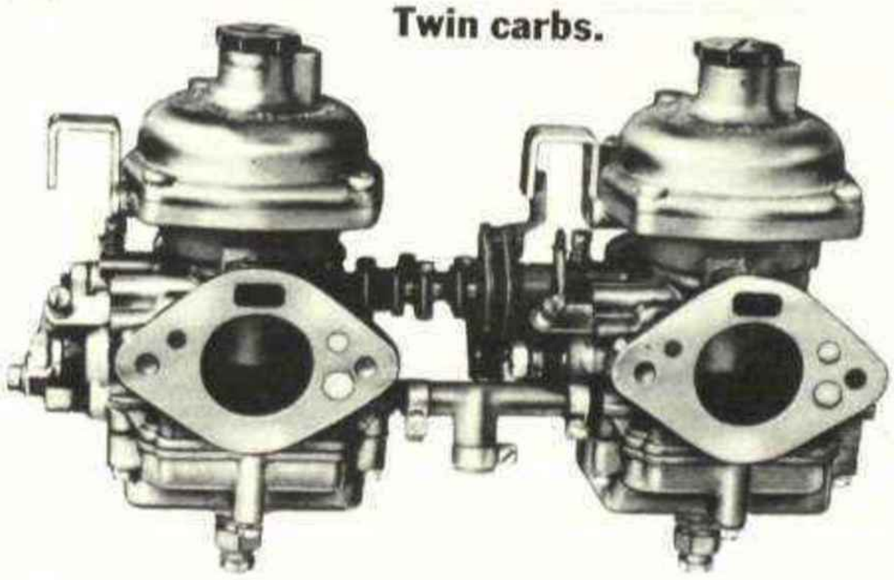


Matt black grille.




100 m.p.h.

Twin carbs.



GT

**The new Hillman GT. 100 mph. £961***

Hairy machinery from Rootes.

*Ex-works price inc. pt. (seat belts and overdrive extra)




HILLMAN ROOTES

**Road Test:**

# The Six-Cylinder BMW 2800

*An Extremely Fast and Accelerative Medium-Capacity Saloon which is Near-Perfect in Almost All Respects*




*A combination of horizontal and vertical grilles characterises the impressive frontal aspect of the high-performance BMW 2800.*

AFTER reviving their fortunes with a range of extremely good o.h.c. four-cylinder motor cars, the Bayerische Motoren Werke AG of Munich tantalised us at last year's Motor Show with a six-cylinder version of these earlier models. At the time I ventured to wonder whether the six-cylinder BMW might not be a softened-up affair aimed at a different, luxury-loving public. I had to wait a long time before I was able to drive a BMW Six but, having done so, I can say that not only are these latest BMWs—the 2500 and the 2800—far from being what I had hoped they were not but that they are about as near-perfect on almost all counts as any sporting saloon motor-car can be.

Here is a car that even in 2500 form will exceed 120 m.p.h., clock an impressive and useful 17.2 sec. for a s.s. ¼-mile, exceed our legal top speed by over 20 m.p.h. in *third* gear, is as satisfactory to drive as former BMWs, which is saying a great deal, is as beautifully made and appointed as they, and which you can buy in this imports-protected country for under £3,000. I would have liked to have been able to tell you how much more performance the 2800 extracts from its extra 294 c.c. and additional 20 b.h.p. I am unable to do this because the publicity people messed me about over delivery dates, leaving insufficient time for fifth-wheeling, especially as, having driven the car down from London to the country late one night, I had to drive it back the next day because the bonnet resolutely refused to open (and for photography and the adding of oil you need to open it). The self-supporting lid had to be wrenched open and the catches lowered by altering their mountings. (The bonnet release is in the glove locker on the n/s of this r.h.d. car; it pulls down the light lid and secures it.) So you must just bear with me if I say the performance is adequate—very adequate indeed!

It would need a driver of some skill, and lucky with the traffic, habitually to take the BMW to its rev.-limit, which ranges between 6,200 and 7,000 r.p.m. To do this implies accelerating better than some fast sports-cars and getting 100 or so m.p.h. in 3rd gear. For those who need such performance, it is there. But the BMW offers so much more. It is comfortable, safe, delightful to drive, and a prestige purchase which offers the sort of high-quality finish and equipment for which German cars are noted.

It follows the current German interior pattern of a floor gear-lever mounted somewhat far back with stowage space before it, a central hand-brake behind that, a drop parcels-well in the facia, a rather wide transmission tunnel necessitating placing the left foot under the cl pedal, stalk-controlled screen-wipers and washers, and rubber-ca bumpers. This means a very conveniently laid out driving com ment, added to which the BMW has controls which function im cably. If you regard the BMW Six as an extension of the great f cylinder BMWs with almost unbelievable performance but none o splendid driving qualities impaired, you have a good idea of motoring in one of the finest cars to emerge last year is like. In sp acceleration and economy the BMW 2800 is not merely the equa is the superior of cars of considerably greater swept volume. 86 × 80 mm. 2,788-c.c. single overhead camshaft engine prod 170 (D.I.N.) b.h.p. at 6,000 r.p.m. on a 9-to-1 c.r., which is enc to take the mickey out of many fabulous automobiles! I suppose could call this BMW an XJ6-consumer, except that Jaguar say do not sell cars to enthusiastic drivers, and the German car is much an enthusiast's motor-car. . . .

There is the typically-BMW steering, firm rather than light, from vices apart from the faintest trace of feed-back, and sure positive in action. There is the suspension, firm but not fren giving a comfortable ride without letting the wheels lose contact the road. There is the handling, enabling corners to be taken as sports-car, with a high sense of security. The longer engine, givi rather heavy front-end feel, has not promoted oversteer, the corne remaining nicely neutral, the car's tail following the line thr fast bends. There is the light clutch, the delightful gear-change, rigid short lever under the left hand going from one position to other with a smooth click, and the light progressive brakes.

These qualities combine to create a motor-car in which the very siderable performance can be used, or in this country a good propor of it, in safety, with a high degree of enjoyment and without flamboya Open up and the engine accelerates, after some initial momen snatch, with the smoothness of the legendary turbine, on and on up rev. range, so that normally the driver will change up long before big tachometer, the needle of which moves in top gear in the s plane as that of the matching speedometer, gets near the red mark Inaudible when idling, the engine emits a hard purposeful so around 5,000 r.p.m. Drive briskly on busy roads and confidenc bred from the quick accurate steering, the roll-free suspension, those deceptively powerful all-disc servo brakes. You sit high

extremely accommodating seats upholstered in cloth (but nylon, not Bedford) like those of a top-bracket limousine from a more gracious age (if I prefer leather, it is a personal fad), after shutting doors which close with a dull high-quality "clonk". Detachable head-rests can be plugged into the front-seat squabs. The view of the road ahead is enhanced by the low mounting of the wood-rimmed steering wheel and on the Continent there would be every incentive to let the speed of the 2800 go to its 124-m.p.h. maximum.

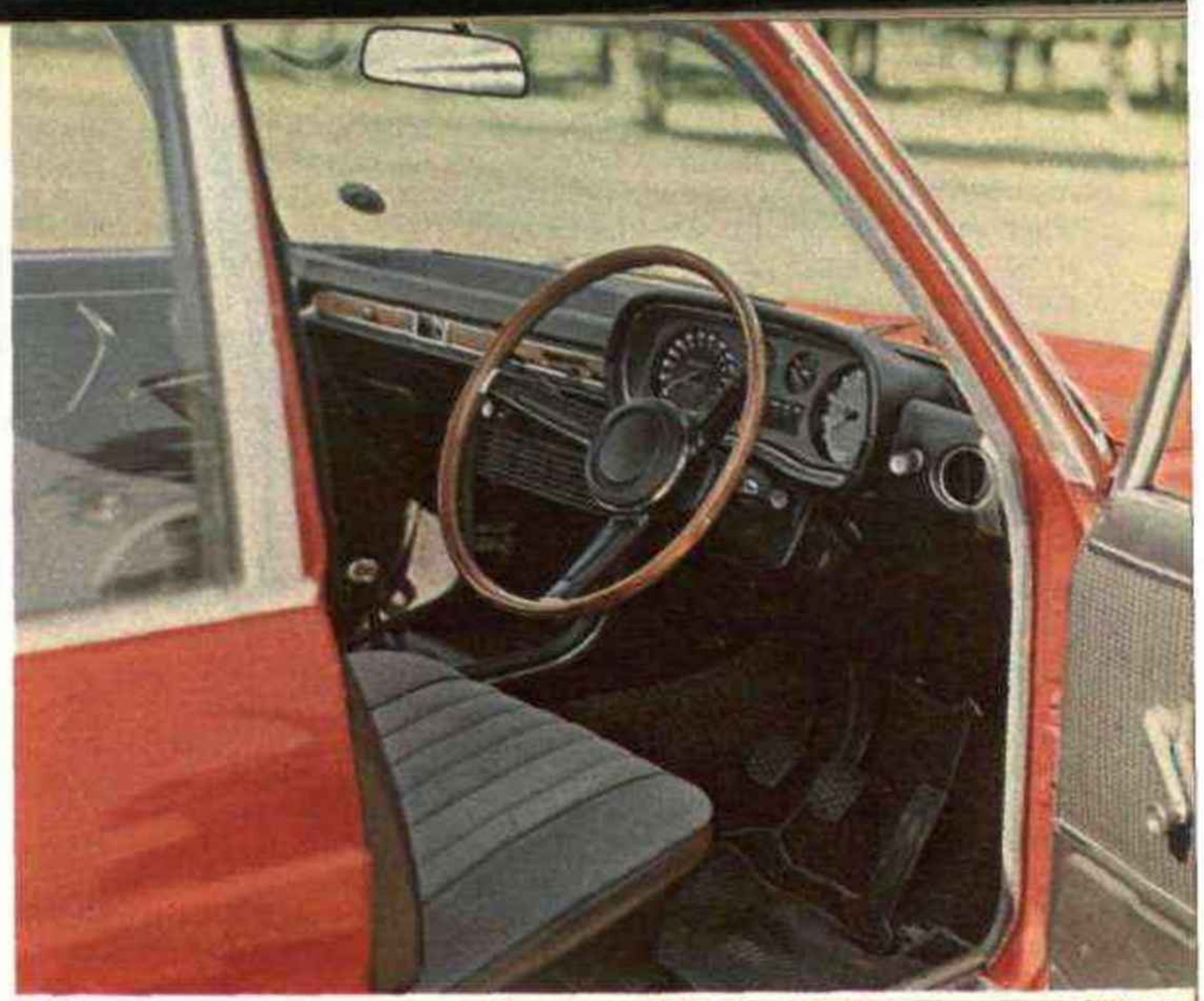
You sit naturally to drive the BMW, as in a saloon you should, with the instrument binnacle immediately before you, Vdo 8,000-r.p.m. tachometer and 140-m.p.h. speedometer supplemented by small, simply-marked dials recording water heat and fuel contents. Behind the glass, the larger dials are angled for effective vision. An easily-reached knob on the right brings in the lamps; turning it dims out the instrument lighting. Below these two small dials there is a series of triple warning-light slots, labelled GENER., OIL, BEAM, FLASHER, FUEL, BRAKE, the respective colours being red, orange, blue (and rather too bright), green, white and red. The steering-wheel spokes depress to sound the horn; other knobs, on the top of the central console, look after hazard warning and wipers speed adjustment. Stalks to right and left of the steering column control, respectively, turn indicators, parking lamps, washers and wipers, and headlamps dipping and flashing.

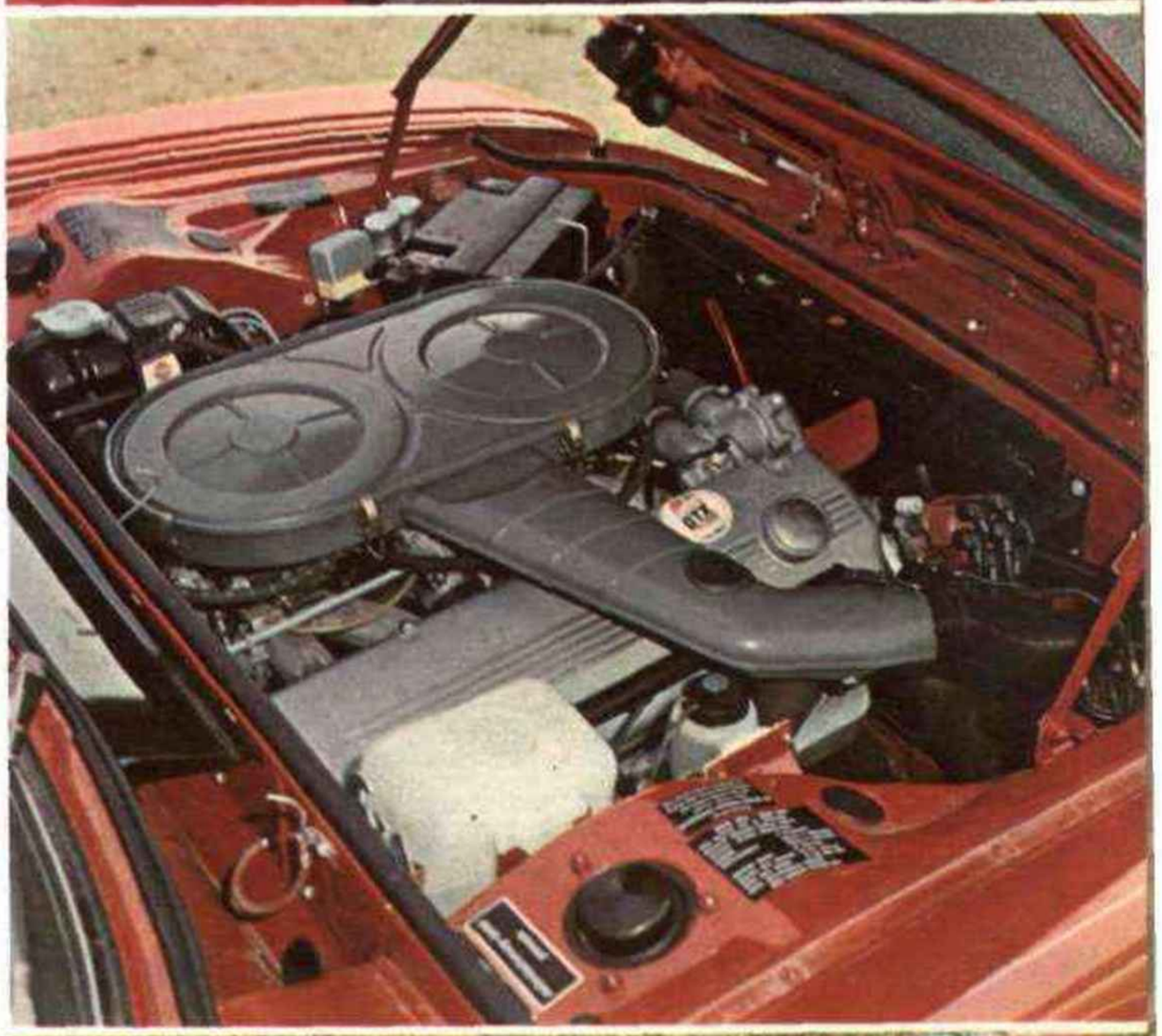
The console contains a drawer-type ash-tray, ventilation grille with adjustable vents, the radio, if fitted, and generous open stowage space. The facia, with its discreet strip of wood trim, carries the heater quadrant levers, a small Vdo Kienzle clock more easily read by passenger than driver, and the press-button which drops the illuminated but unlockable parcels well. There are swivelling fresh-air vents at its extremities, but they do not pass as much air as the central inlets. The rear window can be heated and the driver of a l.h.d. BMW apparently has a drop stowage well similar to that before the front-seat occupant, although this did not figure on the test car. In addition there are pockets (which had split along the bottom) in the front doors, pockets on the backs of the adjustable front-seat squabs, and a deep shelf behind the windscreen, apart from the usual rear shelf.

The *décor* of the red BMW was beautifully done—black trim on the doors, with their shaped grips and sill interior locks, heavy grey carpets on the floor. Two keys are provided, very substantial, the master key operating all locks, including ignition/steering, and looking as if it belonged to a small safe. The essence of the BMW's instruments is easily read messages without detailed calibration, from upright white needles (speedometer and tachometer have clear figures in multiples of ten), and many warning lights arranged, however, so that the impression of a mobile fruit machine is avoided. The speedometer incorporates decimal trip and total mileometers. A rather ineffective anti-dazzle mirror and a good anti-dazzle driver's exterior mirror were fitted, together with the expected vizors, coat-hooks, grabs, etc. Items such as the ignition cutting the headlamps beam when it is switched off and rotating grips on the window-winders add to the air of high-quality which the impeccably-appointed interior imparts.

Very few items marred the pleasure of driving this remarkable motor-car. In sunlight the speaker-grille on the screen side of the instrument binnacle reflected in the windscreen glass. The Phoenix Senator 6/4-ply rayon radial tubed DR70HR14 low-profile tyres howled when resisting oversteer on sharp corners and yelped from the inside rear wheel if the power was brought in with verve for a fast getaway. There was that bother with the bonnet, and occasional brake-screech. Reverse gear, outboard of bottom gear, could be engaged inadvertently if one was so clumsy as to override its spring-loading. Otherwise, from the nice action of its lift-up external door handles to the extreme joy of driving the BMW 2800 as a car of this performance ability and controllability should be driven, I have nothing but praise for the best BMW yet.

The Munich manufacturer is no stranger to six-cylinder power units,








*TOP : Extremely easy-to-read instruments and a low set wheel controlling impeccable steering can be seen in this view of the BMW 2800's interior.*

*CENTRE : Where the performance comes from—the well-buried single overhead camshaft engine of the biggest BMW.*

*BOTTOM : Personifying the character of the BMW 2800 is this neat and comprehensive tool-kit in the luggage boot. The size of the latter can be gauged by the Eversure Fillacan, which can be seen by the o/s wheel arch.*

for pre-war BMWs used them, up to the well-remembered 328 sports car. The present 2500/2800 engines is in effect the 1600 with the benefit of two more cylinders. It has the alloy head and iron block, seven main bearings for the forged steel crankshaft and it is inclined at 30°. The single o.h. camshaft is chain-driven and valve seats and guides are shrunk in the head.

The valve rockers are of light alloy. The valve timing is: inlet opens 6° b.t.d.c., closes 54° a.b.d.c.; exhaust opens 54° b.b.d.c., closes 6° a.t.d.c., with clearances of 0.010 to 0.012 in., cold. Lubrication is by an Eaton rotor pump with full-flow filter, and carburation is by twin Zenith 35/40 two-stage carburetters with 117.5 main jets.

The running gear follows BMW practice with coil-spring struts front and back, in conjunction with lower wishbones and trailing links at the front and semi-trailing arms for the independent rear suspension which functions so well. Front suspension travel is 7.1 in., rear suspension travel 7.9 in., and the layout of the front struts has been revised. ZF-Gemmer hour-glass worm-and-roller steering is used, the ratio being 16.4 at the box and 18.9 overall, which translates into just over four turns, lock-to-lock, of the three-spoke steering wheel. The column has two universal joints and is collapsible in a crash. The brake discs have a diameter of 272 mm., the front ones actuated by four 40 mm. dia. pistons, the rear ones by two such pistons, with the hand-brake working on the rear discs. The all-steel body has a 21.2 cu. ft. capacity luggage boot, rather shallow, with a flat floor and a useful stowage box for a petrol can, etc. The fuel tank is said to hold 16½ gallons but the range suggests nearer 10 gallons. The filler cap is unsecured, unusual on a German car and is concealed behind the rear number plate.

The outputs claimed for this fine oversquare BMW power unit are 170 (D.I.N.) or 192 (S.A.E.) b.h.p., equal to 61 b.h.p. per litre at 6,000 r.p.m., with maximum torque, 173.6 lb. ft., developed at 3,700 r.p.m. Piston speed at 6,000 r.p.m. is 3,150 ft./min. and the claimed power/weight ratio is 128.6 b.h.p. per ton at the kerb, tank full, dropping to 99.5 b.h.p. per ton fully laden with typical passengers and luggage.

To appreciate just how much performance this luxury BMW Six gives, it will out-accelerate cars like the 4.2-litre Jaguar XJ6 and 6.3-litre Mercedes-Benz 600. The makers quote figures of 0-60 m.p.h. in under 10 sec. and 0-100 m.p.h. in 25 sec., and there is reason to believe that these can be bettered and that a s.s. ¼-mile can be achieved in under 17 sec.—impressive indeed, from a four-door, five-seater 2.8-litre saloon. (As I have explained, the demand for demonstrations prevented us from taking our own performance figures.) The handbook also gives the maxima in the gears as 34, 60, 90 and 124 m.p.h. at 6,000 r.p.m., and I was able to get nearly 110 m.p.h. indicated at 5,000 r.p.m. The axle ratio in the hypoid back axle with ZF limited-slip differential is 3.45 to 1, the other gear ratios being 4.9, 7.17 and 13.2 to 1. Incidentally, it is available with power steering and an automatic gearbox for those more interested in luxury than in the pleasure of driving.

Because of the changed test dates I was obliged to cause the BMW the indignity of using the congested A30 and A303 roads, instea the more deserted going to which I am accustomed. Howe even under these depressing circumstances it was great fun, and along exceedingly well, cruising at !!! m.p.h. whenever the tr permitted. On this journey I was able to ascertain that the fuel takes the car 216 miles before the low fuel level warning light be to twinkle, 231 miles before this warning says "Fill up!" In fact, absolute range, in some very mixed driving, proved to be 265 m which is fair enough for a saloon, some of whose occupants wil expected to wish to vacate the car before this, although inadequate a genuine GT machine. A fuel consumption check, using 5-star pe returned an excellent 24.8 m.p.g. As for oil, the consumption approximately 1,000 m.p.p.

The impeccable handling qualities of the car made light of w would otherwise have been some tedious motoring. Outside Torq we paused at a large establishment which advertised "light lunch only to be told that all they were prepared to offer, at 2.15 p.m., w hot pies. They appear to be keener on selling music than me Pressing on, I had a bright idea. Our homeward route took us Exeter Airport and here, I thought, we would find the sort of meal required. Sure enough, the big advertisement for the Airport taurant announced that it was open to the public. Although we w merely driving a BMW and not buying a seat in a Bristol Freigh I thought this might apply. But no—it was 3 p.m. and no coo food was to be had. Remembering the many excellent meals I h enjoyed, at all manner of odd hours, at small aerodromes on the o side of the Channel, my sympathy goes out to anyone who has to airborne from Exeter. Moreover, judging from the blind T-road fr which they have to join the A30, I imagine that, having survived hazards of aviation and probable starvation, they are likely to while attempting to drive away.

It was nice to see a vintage solid-tyred Leyland platform lorry outs the premises of Hine Bros. near the Dorset border, bearing th insignia, but I was surprised to find that a fair was partially clos and encroaching on the roads of Crewkerne, for we have been allowed motor racing (which is also a circus or fair) on public ro these past 44 years!

However, back to the BMW 2800, at speed it becomes very hush apart from subdued wind noise around the front door pillars. makes light of congested traffic and proved equally effective along winding country lanes by which I am able to get home after leaving the A at Dummer Down. It really is a splendid all-round car. I recall try the first of the new line in BMWs, the 1500, in Germany and think how very refined it was. Later, more powerful versions never qu seemed to match up in this respect, although being exceedingly go cars. The 2800 has the refinement of the 1500, more "character" th the four-cylinder models, and must be regarded as one of the Wor great cars.

If you have the sort of money the Concessionaires in this coun charge for the BMW 2800, try it and you will almost certainly buy The price is £3,245 including p.t. and Import duty.—W. B.





# LETTERS FROM READERS

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

## NO ASSISTANCE FROM THE A.A.

Sir,

The sentiments expressed in your correspondence columns concerning the appalling service rendered by the A.A. came back to me very forcibly at approximately 12.30 a.m. on Sunday, August 24th, when I was flagged down by a Mr. G. F. H. Jowers, of 10, Holly Road, Hounslow, Middlesex, who had run out of petrol towing a boat and whose car was dangerously placed half-way up a very steep hill miles from anywhere in the countryside between Petworth and Chichester.

Not knowing any garage open for petrol in the early hours of the morning, I drove Mr. Jowers into Chichester having a forlorn hope that a garage there might be open and was at first delighted to see an A.A. van (registration number NJD 271E) on the road ahead of me. The A.A. patrol driver stopped in response to headlight flashing, but when asked if he had any petrol we could buy, he refused to hand over the gallon he had with him and directed us to Worthing, some 20 miles away. No amount of reasoning did any good as Mr. Jowers is not an A.A. member. Even references to the damage done to the reputation of the A.A. by critical correspondence in your columns produced no response.

One can only assume that this particular A.A. representative is not interested in promoting the goodwill with motorists which would inevitably lead to an increase in the number of memberships. Or is it now official A.A. policy not to invest any time or effort on any non-A.A. members?

London, W.11. D. C. BLACKBURN.

* * *

## A.A. SERVICE

Sir,

After reading Mr. J. B. Kemp's letter in your August issue I feel I must recount my very different experience with the A.A., in very different circumstances.

En route to Heathrow Airport on a Sunday morning, my car (a Fiat 850 coupé) blew a cylinder-head gasket in Bayswater. After telephoning all the agents listed in the London area by Fiat, I called the A.A. in desperation and asked for assistance, even though I was not a member. Twenty minutes later an A.A. Service Van arrived, driven by a very polite and competent mechanic. He quickly diagnosed the trouble, made arrangements by R/T, and towed me to an A.A.-appointed garage in North London, subsequently returning me to Central London. This enabled me to catch my flight at 12.30 p.m.

This service was carried out quickly, efficiently, and in the most pleasant and courteous manner. Needless to say I am now a member of the A.A.

Hartlepool. DAVID MANNERS.

* * *

## —AND R.A.C. SERVICE

Sir,

I would like to endorse the points raised by your correspondent, J. B. Kemp, my experience having been with the R.A.C.

I was en route for Gibraltar in a Triumph Herald when the top hose went between Granada and Malaga in Spain. This is a sparsely inhabited area and my efforts to get help at the nearest garage convinced me that such rural establishments had little faith in vouchers.

This chap had no top hoses, anyway, so with the aid of a plastic bag I pressed on to Malaga, but even here I had no joy in the few garages that were open on that festive Saturday, St. James' Day. Eventually I was helped by a bus driver, who adapted a piece of spare hose sufficiently to get me the 80 miles to Gib.

There I purchased a new hose, visited the R.A.C. agent, and told my tale. His solution? I should have rung him, then stayed in a hotel until he was able to get the hose to me on the Monday.

On returning to England I sent full details of the incident to the R.A.C. and asked for a refund of 24s. expenses in view of the failure of their "service". Six weeks later I received a letter to say they had carefully considered the case but could see no grounds for a refund. They evidently had no comfort to offer the motorist who chose to break down out of easy reach of a well-organised garage.

Yet when I failed to renew my membership they had the cheek to write a letter about "bad faith"!

Motcombe. W. LUFFMAN (MAJOR).

## A.A. FROM THE INSIDE

Sir,

The letters exposing A.A. deficiencies, particularly that of Mr. E. H. Leyton (MOTOR SPORT September issue), have prompted me to write to you and tell you of my experience as an employee of that organisation.

During the early fifties, after a spell of ill-health, I decided to take an open-air job to improve my health, deciding again that it would be for a limited period only as the A.A. pay for a patrolman at that time was only £11 a FORTNIGHT. I quickly found that it would have been easier to take Holy Orders than to get a job with that august organisation—they were *very* particular. However, my qualifications, interest in vintage cars, racing motorcycles and most things mechanical seemed to satisfy them and I landed the job. In addition to the qualifications, the beautiful house in which we lived complete with garage and workshop probably helped them to make up their minds.

Now I've always *liked* work. I may be rather a nit but there it is and it was not long before I found that I had joined the wrong organisation. They shuddered at the sight of me bent double under bonnets, stretched prone under cars and the sight of my uniform crumpled and stained with grease sent my inspector into fits of uncontrollable gibbering.

One August day I came upon a Riley car stationary at the side of my beat. It was nearly lunchtime and my stomach was sticking to my backbone. There was no badge on the car, but the doleful countenance of the owner who was standing bewildered on the kerb prompted me to pull in and enquire what the trouble was. I gathered that "it had seized". Further questioning on the exact symptoms seemed to point to very serious trouble at the bottom end. I pointed out that he, not being a member, could scarcely call upon my services, but if he would take a form and promise to join at the earliest convenience that would clear me if my inspector, who was in the district at the time and likely to appear, did in fact chance upon the scene. He agreed, his wife assuring me that she had been worrying him to join for quite some time.

I was underneath the car when, squinting upwards, I saw a pair of very shiny shoes and two khaki-clad legs. The inspector had arrived. I wriggled out black as the Earl of Hell's waistcoat and produced my log sheet. If looks would have killed, I'd have dropped dead that very instant. His beady eyes flickered towards the badgeless bonnet, but he said nothing, signed my sheet, and left me to get on with the job. I drained the sump and removed it, finding that a big-end bolt had fractured and the journal had come up hard against the con-rod, bending it rather badly. The owner looked glum when I told him. "Could you get me to a garage," he asked. "You must be joking," I replied. "There's nowhere around here that'd touch you on a Sunday. Anyway, it's too big a job and Riley spares for this model'll be scarcer than hen's teeth." I asked him where he was going and found that they were travelling from Prestwich, near Manchester, to their caravan at Point of Air, North Wales, with their two children for the day. He brightened somewhat when I promised to see what I could do. Figuring that it might be possible to remove the offending con.-rod and piston and get him home, a distance of nearly 50 miles, on three cylinders, I commenced to work, removing the cylinder head. I then found that the bend in the con.-rod prevented me getting the piston high enough to remove the gudgeon pin and extract the piston from the top of the bore and drop the bent con.-rod out of the bottom (the splash plates at the bottom of the cylinders were too close set for this). It took nearly an hour's work to straighten the con.-rod with hammer and tyre levers (even with the car jacked up on blocks there was damn all room), but I finally made it, clamped two pieces of rubber hose over the oil hole in the journal to give him some oil pressure and replaced the sump, the cylinder head and ancillaries. A journey of a mile or so to purchase a gallon of oil completed the job and the engine started off the button first time. The time then was approaching 5.30. I'd been saved from starvation by eating the family's sandwiches, apples and chocolate, drinking their tea, and smoking their cigarettes. In addition to this he gave me a pound for the job and another two guineas for the joining fee, plus 10s. for the badge. I waved them off in the direction of Manchester, the Riley running well, albeit a trifle roughly. The owner, a builder from Prestwich,

assured me that he had another identical model in his yard at home and would canabilise the two engines.

The following Wednesday afternoon I was enjoying a cup of tea at a roadside mobile canteen (dead against the ruling of my employers; you've no idea of how finicky and trifling they can be—it's worse than the bloody Army) when the small yellow van drew up and my inspector got out. I was given a terrible dressing down for the job I'd tackled on the previous Sunday. I was told that my duties didn't extend to taking the bread and butter out of the mouth of the local garages. I then blew my top. I told him that if he checked at the Manchester office he'd find that I'd made a member and that without members the A.A. would not want me, and that I was bloody well certain that they would not want him. He reddened and said nothing, signing my sheet and departing.

On the Sunday a waving and happy family in a rejuvenated Riley flagged me down, pressed a basket of fruit on to me, thanked me profusely for getting them home and, after all, that's what patrols are for, aren't they? I mean, that man might never need the services of a patrol again in his life, but he can always tell people that when he *was* in need that the A.A. had come to his rescue.

I soldiered on with the Association for the best part of a year and then, healthy once more (motorcycling is a wonderful tonic), and fed up with an employer who was happy just to have patrols standing at the roadside saluting like a lot of stuffed so and sos, I left and took up my previous profession.

I wonder why the Association patrols have been put in vans. The old motorcycle combination was less remote, more homely and personal somehow. Excuse me maundering on, it's the first letter I've ever written to you and probably the last. Oh, by the way, life would not be the same without the monthly arrival through my door of MOTOR SPORT, and your companion magazine *Motorcycle Sport*. They're the only things worth buying—they're INTELLIGENT reading.

Wirral. W. BARBER-POWELL.

* * *

## DECONGESTING BRITAIN'S BLOCKED ROADS

Sir,

While not condoning in any way the general unrealistic attitude of the administration's transport ministry, I would like to suggest that we reflect a little more before complaining too much about the lack of road-building in this country. Before arriving at this ready conclusion, we should really be asking ourselves if we are making efficient use of the roads we already have.

There must be many ways in which improvements could be made, and I would offer the following three which would considerably ease the situation :

1. In Sweden, street parking on through routes in town is absolutely forbidden, and side-street parking is acceptable. In this country, on the other hand, parking on the road anywhere is neither forbidden nor acceptable, it is tolerated rather, and we tend to "get away with what we can". Consequently, drivers in towns other than London avoid using the near-side lane on main thoroughfares, as the presence of an obstruction can almost be relied upon. I attribute the mobility of traffic in London largely to the more effective control of on-street parking. Could not the principle be also applied more stringently in provincial towns by relaxing regulations covering side-street parking?

2. In Germany, if one remains in the outside lane of an *autobahn* after overtaking a slower vehicle, one can be fined.

In this country, on our three-lane motorways, many drivers remain in the centre lane when the nearside lane is deserted, and are oblivious to the fact that they have reduced the efficiency of the road by a third, sometimes baulking faster traffic. Might this be because the near-side lane is referred to as the "slow" or "commercial" lane and it offends the "mimsers'" dignity to use it? For these drivers, I would like to point out that it is safer to put as great a distance between yourself and the oncoming fast traffic as possible!

The sad fact is, of course, that one is unlikely to "get through" to these people by means of your magazine, which caters for people who take an interest in motoring matters and who are, one imagines, better-than-average drivers.

3. The effectiveness of one-way traffic for speeding flow is consistently underlined in various towns throughout the country. Without incurring the expense of building dual-carriageways, would it not be a practical proposition to expand one-way systems beyond town boundaries? It is a rare case when there is only one route between adjacent towns. Turning inter-town roads into one-way roads would, of course, involve longer journeys for some people—but would not the overall result be smoother and safer?

While we all have a great deal to complain about in this grossly over-populated country, it annoys me to hear complaints from groups of people who have the opportunity of improving matters, yet do nothing.

Ryton-on-Dunsmore. J. K. HOLMAN.

* * *

## "A CYNICAL DISREGARD . . ."

Sir,

For some time I have been noting the similarity between this Government and that of Oliver Cromwell, and it has become too much of a likeness to be coincidence. The vindictive treatment of motorists and the restrictions on any pleasures which might not be in accordance with the wishes of the righteous give some indication of the lengths to which a hypocritical set of politicians will go to bluff the ordinary man.

I include in this hypocrisy the so-called concern over road accidents, which is really another rod to punish the motorist, whether he is to blame or not. If we look at the highest figures of death and injury due to accidents it will be found that the number of accidents in the home (and the lack of action to prevent or punish such incidents) contrasts strongly with the punitive attitude towards the public when they ride or drive a vehicle on the roads.

If the extent and scale of punishment inflicted on motorists applied to the many domestic accidents and other cases of carelessness, then most of the housewives and mothers in this country would have been fined, jailed or prevented from running their homes until they had passed an efficiency test.

It is rather appropriate that the Minister responsible for this lack of action should be called the Home Secretary, for as a politician he must be the most inefficient guardian of the home this country has ever produced. No wonder the British treatment of children shocks the rest of the World, the misplaced sympathy of coroners and magistrates is almost an encouragement to continue the bad work, and the cynical disregard of these tragic events by Members of Parliament can only be due to their unholy determination to get votes regardless of principles.

Unfortunately the vote of the motorist is entirely disregarded, as we noted when Barbara Castle contemptuously ignored the largest petition ever presented to Parliament on the road-users' behalf. Retribution will, of course, be not long delayed, but again the vote cast will be considered to be due to anything but the protest of motorists. If the A.A. and the R.A.C. were to remember that they were originally formed to protect the motorist, and act accordingly, democracy would be more practical and Members of Parliament more respectful.

Stockport. J. C. ARMSTRONG.

* * *

## HERBERT AUSTIN—A GREAT PIONEER

Sir,

In the July 1969 edition of MOTOR SPORT, under the heading "Austin Racing History", you refer to my article "Carried away with Nostalgia" which appeared in *Torque* magazine.

Your comments are correct, for although I did have my first drive on Brooklands, in 1930, the race referred to was in fact the 1931 Easter Meeting, the car being one of the few Type 39 blown 1½-litre straight-eight Bugatti G.P. racers. I believe it still exists in America.

It is not generally known that the late Lord Austin twice held the World Water Speed Record at Calshot during the period 1910-1912, first with *Irene I* (christened after his eldest daughter, the Hon. Mrs. Arthur Waite), fitted with a very advanced Austin o.h.c. V12 engine of 200 b.h.p., and later with *Irene II* equipped with an improved 280 b.h.p. engine.

After World War I, plans were made to fit this engine into a car for Arthur Waite to attack the Land Speed Record but—possibly due to the unsettled financial position of the Motor Industry at that time—the project was not proceeded with.

Your reference to the multi-cylinder engines devised around Austin Seven cylinder blocks, cranks, etc., included in particular a straight-eight 1½-litre supercharged racing engine and several 16-cylinder 3-litre engines.

Immediately following World War I, "Pa" Austin built and marketed the Austin Whippet light two-seater aircraft which sold for the remarkably low price of £275.

Then there were automatic transfer machine tools developed for the factory, agricultural tractors, exciting petrol and diesel trucks, some with very low space-frames and twin propeller-shafts, advanced automatic transmissions and numerous development projects, all under the

personal supervision of "Pa" Austin, who could always be seen in the factory at any time during the week-end.

We owe so much to Herbert Austin for ideas which today we take for granted. His poorly publicised contribution to the development of atomic energy is not generally appreciated.

Another obvious example of a great thinking man involved in car manufacture at that time is F. W. Lanchester, whose ideas ranged from electronics to aeronautics. Regrettably he died a very poor man.

F. T. HENRY,
*Chairman*, The Austin Ex-Apprentices' Association.

London, W.4.

* * *

## BRITISH LEYLAND'S LOSS—PORSCHE'S GAIN

Sir,

After reading your article on the VW-Porsche 914 I could not help but look back to the article in your January issue on the Rover BS experimental coupé.

Yes, it seems that the British Motor Industry has lost another chance in the World market. The layout of the two vehicles is almost identical and now that the design has been reproduced by Porsche one can only assume that British Leyland has some brilliant engineers who are being suppressed by the men in the board room.

If Britain can come up with such good designs at £1,000 less (and better looking), then why don't the powers that be put them into production instead of giving us mouth-watering (or, in some quarters, worrying) glimpses and then pulling them from under our noses?

What the cobweb-infested Motor Industry needs at present is a couple more Colin Chapmans.

Wirral. STEPHEN PRICE.

* * *

## TOO MUCH RACING?

Sir,

May I take the space in your columns to comment on Mr. J. G. Ward's and Mr. May's letters, both of which suggest in different ways that there is too much motor racing in England? However much I and many others involved in the Sport agree with them, nothing is likely to be done about it until the R.A.C. and M.C.D. decide who is controlling motor racing in this country. Mr. Webb, who directs operations for M.C.D., has often stated that his company must look at things on a businesslike basis. Fair enough, but has it not occurred to him that he is killing not only the goose but many of the prospective goslings? Only the R.A.C., which is the *self-stated* governing body of the Sport, can alter this situation by insisting that the number of meetings is reduced and such circuits (or rather non-circuits) such as Mallory Park Club abandoned.

Since many R.A.C. officials are obviously overworked (I am talking about the same timekeepers, scrutineers and stewards that one sees time and time again at club meetings), I would think that they would welcome a less crowded calendar and it's about time they put the screws on the Competitions Committee. I believe we would then see full grids, very active and therefore well-sponsored championships, and most important of all happy spectators, who have, as Mr. E. Ward rightly suggests, plenty of other attractions competing for their attendance. Clubs are already negotiating for dates in 1970—is it too much to hope that the R.A.C. will take action NOW?

S. Woodford. JOHN REYNOLDS.

* * *

## GIRL OR CAR

Sir,

I am married to the Man you referred to in the July "Matters of Moment".

If I have a new coat it's "What! after only five years!", but She can have a new coat and She will look "smashing" while I only look "O.K."

Her ear-splitting din is music in his ear, but two consecutive words from me, and I'm nagging.

She can have a new set of rubbers while I milk the cows in leaking Wellingtons.

I do have a few things that She hasn't—well, I can cook anyway.

Somerset. "THE MISSIS."

* * *

## THE FUTILITY OF M.o.T. TESTS

Sir,

Over two Summer vacations I managed to save enough pennies to buy myself a 1961 Mini with a good body but doubtful engine. Anyway, after having the engine and steering stripped and renewed I decided to have the car tested whilst I still had some come-back on the garage. Thus with my 25s. in hand I presented myself at the nearest authorised testing station. After half-an-hour spent attacking my car with screwdrivers, etc., the proprietor informed me that he wanted a road test, so I acted as passenger whilst he drove (at high revs even though the car was "running-in") intent on testing the brakes. He used a meter which measured braking force (in cabbages or something) whilst sitting on the car floor. So far so good! On the foot brake test 95 was recorded. Very good, now the handbrake. "15"! and thus I failed the test. Having paid my 23s. 9d. I went to the nearest hill (a 1-in-4 double-hairpinned affair) to test the handbrake. Sure enough it held, even on that gradient, yet I had been failed for being unable to raise 25 (cabbages?) on the meter. Having rectified the "fault" I returned for a re-test, whereby I was charged 25s. for the check without even going to the formality of a road test.

It amazes me that the handbrake will hold, without human help, on a 1-in-4 gradient, yet fail a test. Yet we know it makes sense . . . ?

Saltburn. CHRISTOPHER D. SIMPSON.

* * *

## "SHOPPING FOR A DAIMLER"

Sir,

As an ex-member of the Daimler Drawing Office Staff I was very interested in the article "Shopping for a Daimler" in the July issue. At the time this car was designed I was dealing with the specifications and know this particular model very well.

In the first place this car was a development of the DB 18, the curved radiator shell, however, was inspired from the larger six-cylinder DE 27 and eight-cylinder DE 36 also current at that time which had the filler exposed underneath a hinged flap on top of the radiator.

Due to many design factors the filler cap had to be placed under the bonnet on the Special Sports and, to make it look right, the dummy cap was placed on the top of the radiator shell much to the disapproval of some of the design staff! The DB 18 Barker drophead was not dropped for the Special Sports and for a while the two cars were manufactured together.

The Consort, which was a development of the DB 18, went into production after the Special Sports and acquired the curved radiator shell.

When the DB 18 finally ceased production, the Barker DB 18 drophead came to an end as well. Quite a few Barker Special Sports were made after this, however, and retained the DB 18 type worm drive rear axle which I believe was the last British car to be made with this type of axle: the Consort was fitted with a hypoid.

Why the Special Sports was so called no one ever seemed to know, because really it was most unlike a sports car, being very quiet running, silky, refined, and with a very easy gear-change thanks to the Victorian Sinclair fluid coupling and the Wilson pre-selector gearbox.

There is no doubt that the Barker Special Sports is a very desirable car to have and is a good substitute for a small Rolls-Royce and you can take my word for it—they were really built to last . . .

Broadstairs. F. T. ALEXANDER-PREBBLE.

* * *

## "SHOPPING FOR A DAIMLER"—A WARNING

Sir,

Regarding the letters about the 2½-litre Daimlers, my experience with two of these cars may be interesting. I sold my Mk. I Ford Zodiac in 1956 and purchased a 1952 model Daimler Consort, my intention being to acquire a car which would give me years of trouble-free motoring. I spent the next five years in a constant battle with rust, caused mostly by "water traps" in the bodywork. Getting fed up with purchasing and applying fibreglass repair kits, I sold the Consort and purchased a Hooper-bodied Empress. Now, I thought, my troubles will be over. I spent the next three years replacing rotten woodwork, a far more difficult job than repairing rusted metal! Also the car was off the road for four months while a reconditioned gearbox was being obtained and fitted. In 1964 I purchased a Wolseley 6/99 and sold the Empress. The Wolseley, although a mass-produced car, I have found to be superior to the Daimlers in every way. No more coach-built cars for me; one needs to employ a coachbuilder in order to maintain them!

Yeovil. J. TONKS.

## "AUTOLYCUS" REPLIES TO ALFRED WOOLF

Sir,

Firstly I must disagree with Mr. Woolf's figures regarding the power outputs from the Fiat 124 engines, which of course are twin o.h.c. engines with their known advantages of large valves and potentially better breathing characterisation than the single o.h.c. with in-line valves as the Hillman Imp.

Quoting from the technical data taken out of the publication issued by Societa Italiana Additivi Per Carburanti S.p.A — S.I.A.C. Via Turati 28—20121 Milano, Italia, to whom the technical—as distinct from public relations—department of Fiat would supply the information, the true D.I.N. (i.e. as installed in the car with air cleaners, exhaust, etc., and which Mr. Woolf refers to as net) ratings are as follows :—

| *Model* | *B.H.P.* | *R.P.M.* |
|---|---|---|
| 124 Special ... ... ... | 70 | 5,400 |
| 124 Sport Spider and Coupé .. | 90 | 6,500 |

Reference normal tappet head thickness compared with the loose biscuit used by Fiat. The head thickness on the Jaguar tappet, for example is 0.200 in. and the Fiat biscuit is 0.150 in. Therefore, I consider that my choice of the word relative was correct in this context; just as Mr. Woolf is a relatively good P.R.O. for Fiat.

Coventry.

"AUTOLYCUS."

* * *

## "AUTOLYCUS" VINDICATED

Sir,

I take much offence to Mr. F. R. B. King's recent letter suggesting ignorance of engine fundamentals on the part of the staff of MOTOR SPORT. For the uninformed, Mr. King is the editor and avid supporter of the "Inertia Theory of Engine Breathing". I make the following points:—

1. Lanchester is not the creator and has on occasions been wrong, *e.g.*, the swing axle.
2. Mr. King's postulations on engine breathing are totally empirical and very much open to question.
3. Mr. King has on a number of occasions written in various engineering journals and his methods have been criticised by such notables as Annand, Broome, Lyn and Kastner.

In conclusion, to be both so definitely rude and dogmatic, one has to be very sure of one's facts. No one person does know—far be it Mr. King. Could we in future persuade Mr. King to provide more fact to substantiate his claims and a little less derogatory comment on the competence of individuals?

Peterborough.

I. D. MIDDLEMISS, B.Sc.
*(Student of both engineering and the art of breathing.)*

* * *

## BENTLEY SERVICE IN BRITAIN IS INFERIOR

Sir,

Your correspondent Mr. Frank Walker who had "same-day" half-shaft replacement whilst in Italy on holiday is a very lucky man.

The offside rear wheel bearing of my post-war Bentley suffered the same fate this July in England. To date I have not had the use of the car as the Bentley dealers have not been able to obtain the half-shaft required. (When a Bentley runs a wheel bearing it needs a new half-shaft!)

I might not be sure when the car will be on the road again, but I am sure that the Rolls-Royce mechanics will take a damn sight longer than the ten minutes taken by Mr. Walker's "untrained" Italian when they come to fit it.

They tell me the job takes at least four hours!

Rugby.

A. V. HARDIMAN.

* * *

## A REBEL SPEAKS OUT

Sir,

In answer to your query "when are we going to rebel?" I would answer that we *are*. The current slump in car sales might be due to the squeeze, but I very much doubt if this explanation is the whole truth.

In my own case I would normally change my car right now. The money is available and the shiny new model I would like is in the showroom, but in view of the penal taxation on all matters mot indifferent after-sales and servicing standards, prowling traffic wa and patrol cars, inadequate road and parking facilities and the other injustices so better described by your pen than mine, I reluctantly withdrawn from a sport and hobby I love, and my m ing in future will be minimal and utilitarian. My money will ear about 9½%; I hope the cars now choking the showrooms are likewise for someone.

I will be able to amuse myself with golf or sailing (a sport in w one can charge all over the place in any direction, there is no tax, and should there be a collision—even if injury is caused—th invariably no prosecution, and, of course, insurance is not pulsory). The manufacturers will be able to amuse themselves counting their ever-mounting stocks, in between placating grown who argue first over who is going to drill a hole, and who then a over who is going to fill it up again with a bit of bent tin, whi going to fall out in any case.

When it is realised that it is the last 5% of sales which bring the real gravy for the manufacturer, it requires only a minimal in sales to have a profound effect upon the Industry and the Econ Ten bods in my frame of mind means the loss of about £15,000 to trade, a hundred would withhold £150,000, a thousand . . . the re lion is on, sir, the rebellion is on, and entry is free and unpunish (at the moment).

I should point out that I am not suffering from the after effect being fined, and my motoring record is perfect—no accidents, endorsements.

Suffolk.

R. B. WEATHERLEY.

* * *

## SHOESTRING MOTORING

Sir,

Like W. J. D. Clarke of Bromley, I too enjoy reading MOTOR SPO cover to cover, including the small ads., and also re-reading ba numbers, including the first copy I purchased, dated 1953. Whe oh where, have all those delectable cars gone!

But to matters in hand. I have read with interest all the letters far from people who have bought cheap cars and got their money worth out of them.

I sold one very cheaply and would like to know if the purchas was happy with his buy. The car was a 1937 Bentley 4¼, Reg. N WG 5800, and it was sold at an auction three years ago for, I believ £70. I had spent a small fortune in having it restored; new steerin king-pins, shockers, headlamps, reconditioned dynamo, starter ar body, new battery and a set of tyres. Unfortunately, I couldn't th afford to run it and pay the repair bill, so the garage "disposed" of for me. Indeed if the present owner reads this and cares to call wit the car I'll offer a weekend's hospitality.

My own cheapest and reliable motoring was from a 1948 G.P.O.-typ Morris 8 van, which cost me £10 and gave me two years' faultles running, needing only a couple of remould tyres and a new set king-pins—the steering being nearly solid when I got it—at a cost £7 10s. 0d. the lot, including fitting. I used it for two removals an a motorway trip from Somerset to N.E. Scotland in the depths winter. The only snags were a broken accelerator return spring repaired with a bit of string, and a worn set of dynamo brushes, over come by a boost charge while having a cup of tea.

Good luck to your magazine—may it long continue. If I could b allowed one suggestion it would be to include a page of Autojumble adverts. I, and I'm sure many other readers, have large quantities o motoring jumble they would be happy to give away to anyone interested enough to collect it or pay transport costs—mine includes a battered but almost complete Jowett Javelin down to the entrails of several Citroën Light 15 gearboxes—but normal adverts, etc., are a bit expen sive for that sort of ploy.

Street, Somerset.

H. DOUGLAS FORBES.

* * *

## SHOWING UP THAT SAVAGE TAX

Sir,

I was heartened recently to see a petrol station advertising its petrol at 1s. 10d. per gallon . . . plus 4s. 6d. tax. Why, I wonder, do not more stations do this, and so bring home to the motorist the extent to which he is being soaked?

Tavistock.

ROGER W. MATHEW.

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## FOR SALE

**4¼-LITRE BENTLEY, 1938, PARK WARD** saloon in excellent running order. £475. Tel.: 01-607 4520. (6163

**M.G.-A 1600 COUPE, 1961, IN TOP** condition. £395 o.n.o. Tel.: Brentwood (Essex) 1884. (6164

**M.G.-B, CONNOISSEUR'S CAR, IM-**maculate in red/black hard-top, 3,000 miles only. Over £1,200 spent on modifications and extras, including Nitrided crank, Nimonic valves, fully balanced, limited slip diff., close-ratio box, large oil cooler, Microcell driving seat, wide w/w, etc., etc. A beautiful car for either road or track and is in mint condition throughout. Why not come and see it? H.P. arranged. £1,125 o.n.o. Tel.: 01-399 8341. (6167

**1968 MARCOS 1600, G REG. CROSS-**flow. Bahama yellow. Sun roof, wire wheels, quartz iodines, air horns, Motorola radio and slot stereo. Immaculate condition. £1,400 o.n.o. H.P. or part exchange Mini, etc. Tel.: 01-286 0843. (6168

**1964 M.G.-B, RED, GENUINE 19,500** miles, fitted wire wheels, radio, heater. This car is in excellent condition throughout, having been carefully used from new. £565. 5 West Drive, Aldwick Bay, Bognor, Sussex. Tel.: Pagham 2093 (weekends). (6169

**M.G. MIDGET FOR SALE, SEPT., 1961.** Clipper blue, taxed and tested, good order. £175 or offers. Tel.: Guiseley (Yorkshire) 4043. (6170

**BUICK PULLMAN LIMOUSINE, 1937.** Fisher body. Imperial black. Cord to rear compartment, occasional seats. Interesting Ambassadorial history. Very solid condition and runs exceptionally smoothly. A most impressive car. £500. Box 1802. (6171

**BORGWARD COUPE TS75, 1960. RE-**conditioned engine, new tyres, radiator, linings, silencer, seven months' tax, radio. Must sell—getting married. £385 o.n.o. Box 1803. (6172

**RILEY 1½-LITRE, 1955, EXCELLENT** condition. Superb body and hood, new bearings, brakes, exhaust and tyres. Genuine sale, perfect for collector. Photograph available. Delivery arranged home or abroad. Tel.: 041-641 1250. (6173

**BENTLEY SPEED SIX REBUILD EN-**gine dismantled. Also some spare parts. Genuine inquiries. No time-wasters please. Box 1804. (6175

**MINI COOPER, REG. JUNE, 1965. SURF** blue/white, superb condition with many parts renewed. £325. Exchanges. Tel.: Colwyn Bay 30628 (evenings). (6176

**SPRITE MK. I, BLUE. TESTED. SPOT-**lights, soft-top, tonneau, unmodified engine. £200. Offers. Tel.: Gloucester 24343 (office). (6178

**PANHARD TIGRE, 1963, NEW ENGINE,** clutch 5,000 miles ago. Total mileage 50,000, new tyres. A fast specialist car. £120. Barry, Donegal, Joy Lane, Whitstable, Kent. Tel.: 2909 or 4777. (6201

**1968 MARCOS 1600 CROSS-FLOW.** Metallic blue. Wire wheels, q.i. headlamps. 7,500 miles only. H.P. can be arranged. £1,300 o.n.o. Howard Drake. Tel.: Farningham 3721. (6202

**E-TYPE JAGUAR 4.2 F.H.C., 1966** model. Registered Dec., 1965. Only 24,000 miles. Coachwork puts most new cars to shame. Maintained by perfectionist engineer owner, hence outstanding condition throughout. 25 m.p.g. on long, fast runs; 700 m.p.p. oil. Exceptional car like this costs £1,450 retail. My price £1,300 o.n.o. Cinturatos, h.r.w., p/b radio, belts, extra underscaling, taxed Aug., 1970. Tel.: Stevenage 3456 (office), 3895 (home). (6203

**SAAB/SPORT, 1965. IMMAC. COND.** red. Radio. Cint. tyres. £600. Private sale. Tel.: 01-894 5896. (6204

**RILEY 1½-LITRE, 1953. GOOD ORDER,** good tyres, reconditioned engine, taxed, tested. £150. Collins. Tel.: Gloucester 21319 (office). (6206

## FOR SALE—continued

**OFFERS ARE INVITED FOR A 1904** Riley tricar. Water-cooled four-stroke engine with two-speed gearbox. Final drive by chain. Must be sold as space is required for renovation work. Jones, Brynmelyn, Bala, Merioneth. (6233

**E-TYPE JAGUAR ROADSTER, 1963.** Fine and unusual example. Carmen red with special black trim. Many extras, including Restall seats, stereo radio/tape, chrome wires. £875 or consider part exchange sports car. Write: Lewis, 31 Abingdon Street, Blackpool. (6207

**THE LAST OF THE ROYAL STATE** Daimlers. A superb laundalet by Hoopers in original colours. Quite unique. Prepared to export. Box 1811. (6208

**1954 RILEY 1.5 R.M.E., NO. FF 9451.** Dark green, in near showroom condition throughout. Must sell as ill-health now prevents regular devoted attention. £300. (Would previous owner, Mr. Sellars, kindly note?) Apply: 699 Hanworth Rd., Hounslow. Tel.: 01-894 6481. No sightseers, no haggling please. (6209

**MAGNIFICENT DAIMLER DART SP250,** 1962, sports car, C specification. Bright red, all sensible extras, radio, wire wheels, etc. An opportunity to buy a superb example. £565. Box 1812. (6210

**WELL - MAINTAINED SUNBEAM** Supreme Mk. III. Enthusiast's car. M.o.T., sun roof, overdrive, many other refinements, vast collection of new spares. Bargain, £120 o.n.o. Tel.: Folkestone 75186. (6211

**R.R.E.C. MEMBER HAS FOR SALE OR** exchange Silver Dawn, 1953, R-type Bentley, Shell and Tudor, 1937 Derby Bentley. Black, 4¼. Engine, steering, brakes overhauled. Spares: steering box, headlamps, gearbox, springs, etc. Requires some work. Photos. Details: G. L. Healey, 12 Malvern Ave., Bolton, Lancs. Price £950 o.n.o. the lot. (6212

**ALFA ROMEO GIULIA SPRINT GT,** 1965. 27,000 miles. Excellent condition. £780 or near offer. Tel.: Cambridge 61200, ext. 243. (6213

**MORGAN. RED. 1964 PLUS FOUR** plus f.h.c.; 33,000 miles, five new Cints., wires, bootrack. This is the Morgan with wind-up windows, occasional rear seat and boot. Under 20 remain U.K. Investment at approximately £695. H.P. available. Box 1813. (6214

**ROVER TEN SALOON, 1938, IN GOOD** running order. Body good but paintwork needs attention round the edges of wings. All original, would restore. M.o.T. till Jan., 1970. Offers. Tel.: Shardlow 279. Field House, Long Row, Shardlow, near Derby. (6215

**1968 G REGISTRATION TRIUMPH** Spitfire III. One owner, showroom condition, 10,000 miles, belts, undersealed, radio optional, etc. Purchase of house forces sale. £745 o.n.o. H.P. available. Tel.: Woking 67374 (evenings). (6216

**1968 LOTUS 2+2, 14,000 MILES ONLY.** Original tyres, one owner, absolutely new condition. Must sell. £1,300. The Old Mill, Ingleby Barwick, Hilton-in-Cleveland. Tel.: 473. (6217

**RAPIER MK. 4, 1964, OVERDRIVE, NEW** Konis and Alexpress conversion, Motorola, q.i. spot, fog, SP41s, undersealed twice, superb example, perfect. Reason—marriage. £430. F. Warner, Flat 9, Roden Hall, Roden, Wellington, Salop. (6219

**XK150, 1959, F.H.C. B.R.G. W/W, O/D.,** extras and spares. Perfect mechanically and bodily. No rust. £450. Mansell, All Seasons, Keysworth, Wareham, Dorset. (6221

**ROVER 14 SPORTS SALOON, 1935. IN** beautiful original condition throughout. £150. Capt. Frankcom, Spella House, Lower Bodington, near Byfield, Rugby. Tel.: Byfield 103. (6222

## FOR SALE—continued

**AUSTIN SEVEN SPECIAL. HAMLIN II** body, all modifications. Excellent. £70 cash. Tel.: Kingswinford 77840 (evenings). (6218

**FED UP WITH ARRIVING LAST AND** having to pay for all the beer? Then do yourself a favour and get a Daimler SP250, C specification, 1964. Immaculate in mountain blue, detachable hard-top. Cints., radio, seat belts, 130 m.p.h., 25 m.p.g. £650. Tel.: Waltham Cross (Herts.) 31080 (after 6 p.m.). (6220

**MORGAN PLUS 4. REBUILT THROUGH-**out, new engine/trans. Blood red. £330 o.n.o. Tel.: Leamington Spa 24308 (after 7 p.m.). (6223

**M.G. TA, 1937. RED. RECENTLY** fitted reconditioned engine and clutch, new exhaust system, excellent bodywork. £200. 2 Waterford Drive, Neston, Cheshire. Tel.: 051-336 2960. (6224

**VOLKSWAGEN 1200. GREY. EXTRAS** include American bumpers, super de-luxe seat covers, etc., v.g.c. £350 o.v.n.o. Tel.: Sandwich (Kent) 3235. (6225

**EXCELLENT CONDITION FULL RACE** Mk. I Sprite. £300 o.n.o. Mods. too numerous to list. For full details telephone Sicklesmere (Suffolk) 269. (6226

**A.C., 1951, 2-LITRE SALOON. THIS** rather rare car is in excellent condition. Radio and many other extras. £100 o.n.o. 19 Rounton Rd., Crookham, Hants. (6227

**ALVIS TD21 PARK WARD SPORTS** saloon, 1960 series. Recent respray in R.-R. Carmen red-metallic. Wire wheels, H.M.V. push-button radio, recent reconditioned manual gearbox, new tyres, new silencers, full M.o.T. certificate. Good general condition. £350 cash o.n.o. Will exchange for good TR3A, TR4, or M.G.-B, with cash adjustment. T. Kerley. Tel.: 061-205 1126 (Manchester). (6228

**1965 ALPINE 2+2 AUTO. RED. QUICK** car. Hard-top and tonneau (London area). Tel.: Menai Bridge 427. (6229

**M.G.-C, 1968. OVERDRIVE, WIRES,** Radiomobile, new X tyres, etc. Immaculate throughout. £935 or consider exchange for M.G.-B GT, etc. Tel.: HOP 1059 (evenings), 642 5328 (Surrey). (6231

**1953 RILEY 1½-LITRE SALOON, R.M.E.** series. One owner since new, genuine 54,300 miles, never decarbonised, absolutely one of the finest specimens in the country. Original paint, roof fabric, original registration book, handbook, works manual. No rust; runs and looks like new. E. Mastin, Midgate Lane, Old Leake, Boston, Lincs. (6232

**JAGUAR 3.4 MK. II, AUG., 1963. IN** opalescent blue, dark blue upholstery, overdrive, new Cinturatos and brake pads, radio, seat belts. Really nice car, well cared for in every respect. £395 o.n.o. Tel.: Sheffield 349907 (evenings). 6234

**JAGUAR MK. VII M-TYPE, 1956, ORIGI-**nal condition, one owner, 38,000 miles only. Tel.: 01-446 0235. Lotus Cortina, 1967, F registered. White with black interior. This well-cared-for car is fitted with Firestone sports tyres, radio, anti-thief device, air horns, spots, etc. Must be seen at £750. Exchange and H.P. possible. Tel.: 01-446 0235. (6235

**1932 RILEY 9 ALPINE TOURER. GOOD** condition except seats and hood need attention, spare engine and other parts available. Offers over £200. Chandler, Landport Hollow, Lewes, Sussex. Tel.: Lewes 3948. (6236

**1935 AUSTIN 10 LICHFIELD. COACH-**painted blue/black, yellow wheels. Retrimmed black, reconditioned engine, rechromed. Concours. £275 o.n.o. Tel.: Bolton 55229. (6237

**AUSTIN-HEALEY 300, MK. II, 1961, 2/4.** Colorado red, overdrive, wire wheels, wood rim, Pirellis etc., beautiful condition. £300 o.n.o. Pilot Officer Dryden, Officers' Mess, R.A.F., Gaydon, Warwicks. Tel.: Kineton 411. (6252

## FOR SALE—continued

**20/25 ROLLS-ROYCE CHASSIS, STEER-**ing, axles, gearbox, wings, wheels, c.c. Offers over £100. Mercedes 220, l.h.d., 1952, four-seat drophead, good condition. Offers. 20 West Yelland, N. Devon. (6238

**ROVER 12, 1936. EXCELLENT, 31,000** mile saloon. Original and in full working condition. Excellent bodily and mechanically. Tel.: Steeton (Yorks.) 3333. (6239

**ROLLS-ROYCE 20/25 PARK WARD, 1935,** saloon. £585. Tel.: Maidenhead 26084. (6240

**M.G.-B, SEPT./1965, LOOKS 1968. MAIN-**tained regardless. 5½Js, wires, new hood, extras. £660. No dealers. Tel.: 01-777 8842. (6241

**COX GTM., OLD ENGLISH WHITE,** late 1968. Tuned engine, 5.00C. Dunlop alloy wheels, etc. Offers. 11 Brookfield Ave., Poynton, Cheshire. (6242

**1938 S.S. JAGUAR 1½-LITRE, ENGINE** good, new battery, body fair, interior poor, manufacturer's handbooks. Any reasonable offer accepted. Box 1819. (6243

**1962 CADILLAC FLEETWOOD, 4-DOOR** pillarless, power brakes, steering, windows, seats, radio, record player, genuinely enjoyable beyond brief description. £675. Tel.: 01-777 7904 (evenings, weekends). (6245

**BENTLEY, JAMES YOUNG SPECIAL,** 4-door Saloon, 1954, 'R', 80,000 miles only. Automatic and immaculate. £850. 19 Oakleigh Park North, London, N.20. (6244

**VERY RARE 1935 TICKFORD VAUX-**hall, 14 h.p., open tourer. Alleged only twelve made. Excellent condition with reconditioned engine and new hood. Offers around £250. 44 Gladstone Rd., Broughton, Chester. (6246

**JENSEN 541 S, NOV. 1960. METALLIC** grey, 5 new Cinturatos and tubes, new exhaust system, radio, taxed May 1970. Excellent mechanically. £140 below list, value nearest to £500. Swinley, Post Office, Cefneithin, Llanelli. Tel.: Cross Hands 214. (6248

**LANCIA FLAMINIA TOURING COUPE,** GT-3c-2,458 c.c., 1962 model. Grey metallic, left-on-drive. In very good condition, radio automatic (Autovox), electric aerial, interior red leather, good tyres, will convey to England if interested. £670. Giorgio Greco, via Cavour 184, Roma, Italy. (6249

**RARE DAIMLER DB18, 1939. RECENT** overhaul on flywheel, gearbox, steering, radiator. Body sound. £125. No. 1 Bluebell Wood, Billericay, Essex. Tel.: Bill, 2994. (6250

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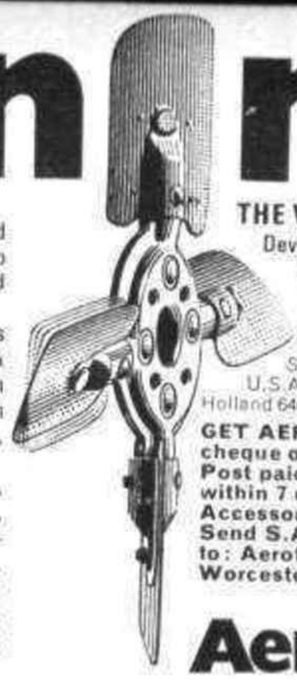
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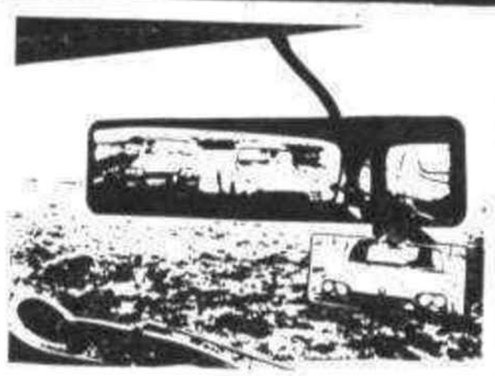
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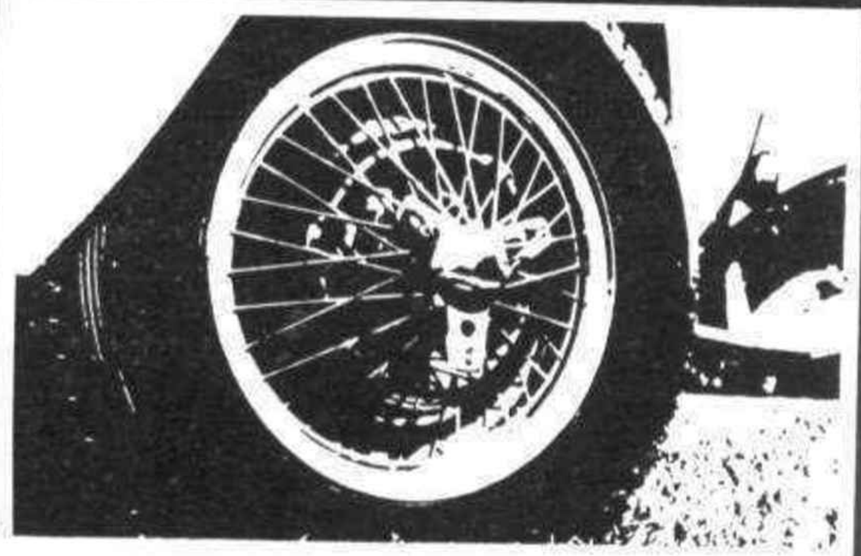

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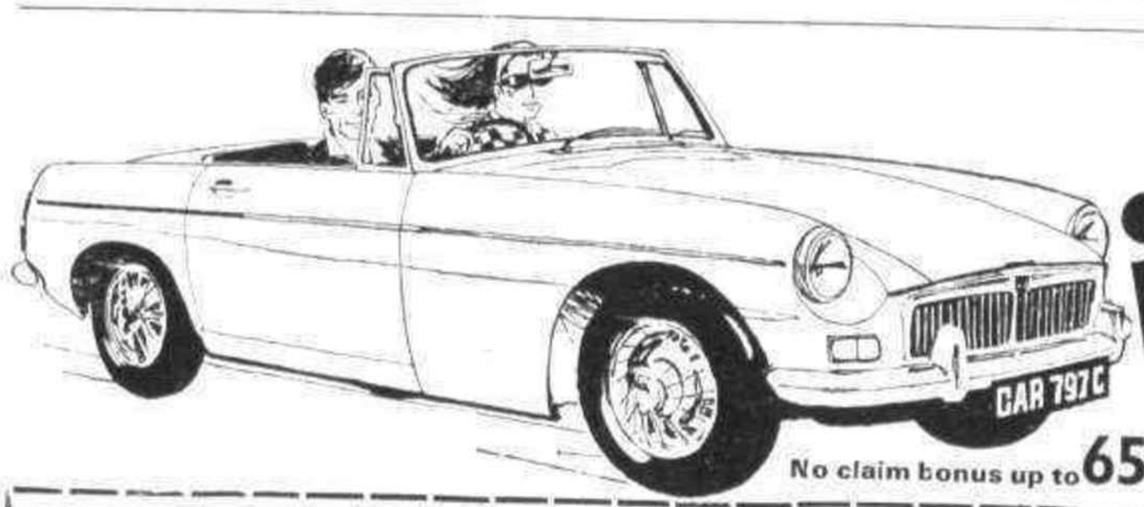
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**AUSTIN A40 Farina 1, 11,** 1958 on 40/–
**AUSTIN HEALEY Sprite 1, 11, 111,** 1958 on 40/–
**AUSTIN 1100, 1300,** 1963 on 40/–
**AUSTIN A55 Mk 11, A60 Cambridge,** 1958 on 40/–
**AUSTIN A40 Devon, Dorset, Somerset,** inc. vans, 1947/54, specify 40/–
**AUSTIN A40, A50, A55,** 1954/58 40/–
**AUSTIN A99, A110, 1, 11,** 1959 on 40/–
**AUSTIN 1800,** 1964 on 50/–
**BEDFORD 10, 12, 15, 17 cwt** and **HA vans,** inc. **Dormobile,** 1958/65, specify 40/–
**BORGWARD Isabella, inc. Combi,** 1954/61 40/–
**DE DION BOUTON,** 1899–1907 40/–
**FIAT 500** (except **F**), **600, 1100, 1200, 1500, 1800, 2100, 2300,** 1953 on 40/–
**FORD Escort 1100, 1300** 1967 on 40/–
**FORD Anglia, Prefect,** inc. vans, 1959 on 40/–
**FORD Anglia, Prefect, Squire, Escort,** inc. vans, 1953/59 40/–
**FORD Classic, Capri,** all versions, 1961/64 40/–
**FORD Consul, Zephyr, Zodiac, 1, 11,** inc. **Consul 375,** lowline, 15 cwt. vans, 1950/62 40/–
**FORD Corsair,** all versions, inc. **V4,** 1963 on, specify 40/–
**FORD Cortina,** all versions, 1962 on, specify 40/–
**FORD Popular,** 1959/62 40/–
**FORD Zephyr 4/6 Mk 111, Zodiac Mk 111,** 1963/65 40/–
**GOGGOMOBIL T, TS, TL, T300** 40/–
**HILLMAN Minx,** all models, inc. vans, to August 1965, specify 50/–
**HILLMAN Imp,** all versions, inc. vans 40/–
**HUMBER Hawk,** 1957/60 45/–
**JAGUAR 1½, 2½, 3½,** 1946/48 45/–
**JAGUAR 2.4, 3.4, 3.8, 1, 11,** 1955 on 55/–
**JAGUAR Mks 7, 8, 9, XK, 120, 140, 150,** 1948/61 55/–
**MERCEDES BENZ 180, B, D, DE, C, 190, B, C, DC, SL, 220, SE, SEB, 300D, 300SL, 230SL, 230S, 250S** 40/–
**MG Midget 1, 11,** 1961 on 40/–
**MG 1100, 1300,** 1962 on 40/–
**MESSERSCHMITT KR200, KR201** 40/–
**MG,** all models, 1929 on, specify 40/–
**MORGAN,** all 4-wheeler models 40/–
**MORRIS Eight E, Ten M,** inc. vans, 1938/48 40/–
**MORRIS Mini, Cooper, Cooper S,** inc. vans, 1959 on 40/–
**MORRIS 1100, 1300,** 1962 on 40/–
**MORRIS 1800,** 1966 on 50/–
**MORRIS Oxford V, VI,** 1959 on 40/–
**MORRIS Oxford 11, 111,** 1954/58 40/–
**MORRIS Minor MM, 11, 1000** (inc. 1098cc engine), inc. vans, 1948 on, specify 40/–
**PEUGEOT 403, 403B, 404,** 1955 on 40/–
**RENAULT, Gordini, Caravelle, Floride, R8 (956** only) 40/–
**RENAULT 750/760,** 1947/61 40/–
**RILEY,** all models 1946 on, specify 40/–
**ROVER 60, 75, 90, 95, 100, 105, 110,** all versions, 1950/64 40/–
**SIMCA Aronde, Elysee** (Flash engine), 1952/63, **OK Montlhery** (Flash Engine) 40/–
**SINGER Chamois,** all versions 40/–
**SINGER Gazelle 1 to 111A,** 1956/60 45/–
**SINGER Nine 4 AB,** 1946/52 40/–
**SKODA 440, 445, 450 Octavia, etc.** 1955 on 40/–
**SKODA, 1000 MB,** 1964 on 60/–
**STANDARD 8, 10, 12, 14,** inc. vans, 1939/48 40/–
**STANDARD 10,** inc. vans, 1955/58 40/–
**STANDARD Vanguard 11, 111,** specify 40/–
**SUNBEAM Rapier, Alpine,** all versions, 1955 to August 1965 40/–
**TRIUMPH Herald 948, 1200, 12/50, Spitfire 1, 11, 111, Vitesse, Vitesse 2 litre,** 1959 on 40/–
**TRIUMPH TR2, TR3, TR4** 40/–
**VANDEN PLAS Princess 3 litre 1, 11,** 1959/64 40/–
**VAUXHALL Victor 1,11,FB, VX4/90** 1957/64 40/–
**VAUXHALL Victor 101,VX4/90,** 1964/67 40/–
**VAUXHALL Viva,** all models (except 1600, 2000) 40/–
**VOLKSWAGEN 1200, 1300, 1500,** Beetle and K.G. 1954/67 40/–
**VOLKSWAGEN 1300, 1500,** Beetle 1968 45/–
**VOLKSWAGEN 1200, 1500 Transporters** specify 1954/67 40/–
**VOLKSWAGEN 1500, 1600** Variant, Fastback, K.G. 1961/67 50/–
**VOLVO PV445, 544, P1800, 122S,** specify 40/–
**WOLSELEY 1100, 1300,** 1965 on 40/–
**WOLSELEY 1500, 15/50, 15/60, 16/60,** specify 40/–
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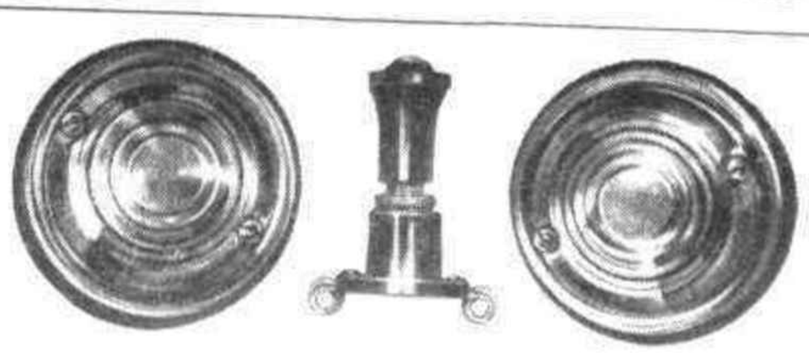
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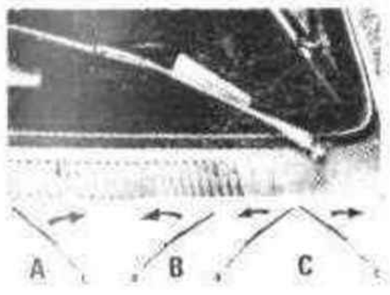
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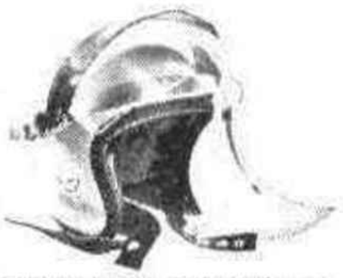
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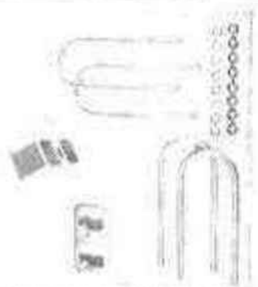

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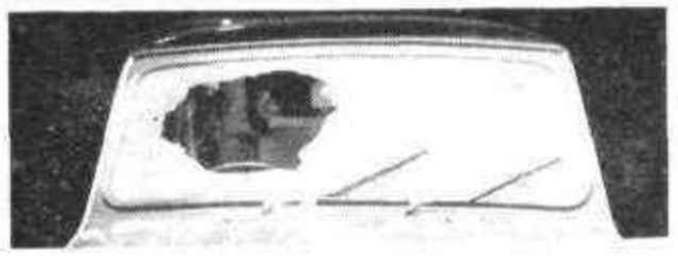



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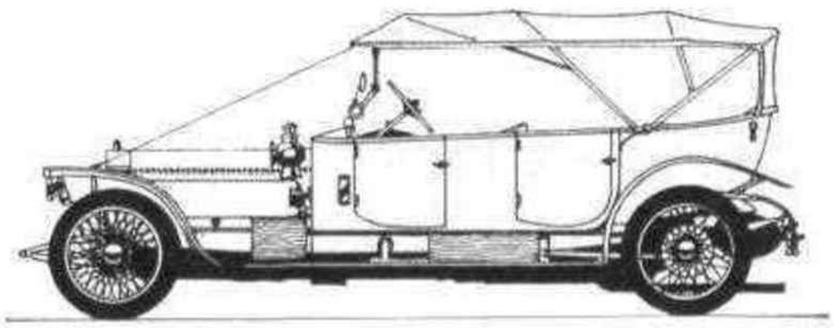

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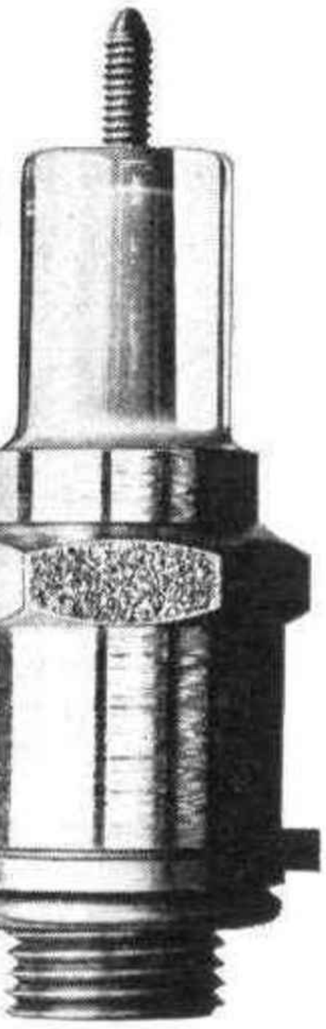
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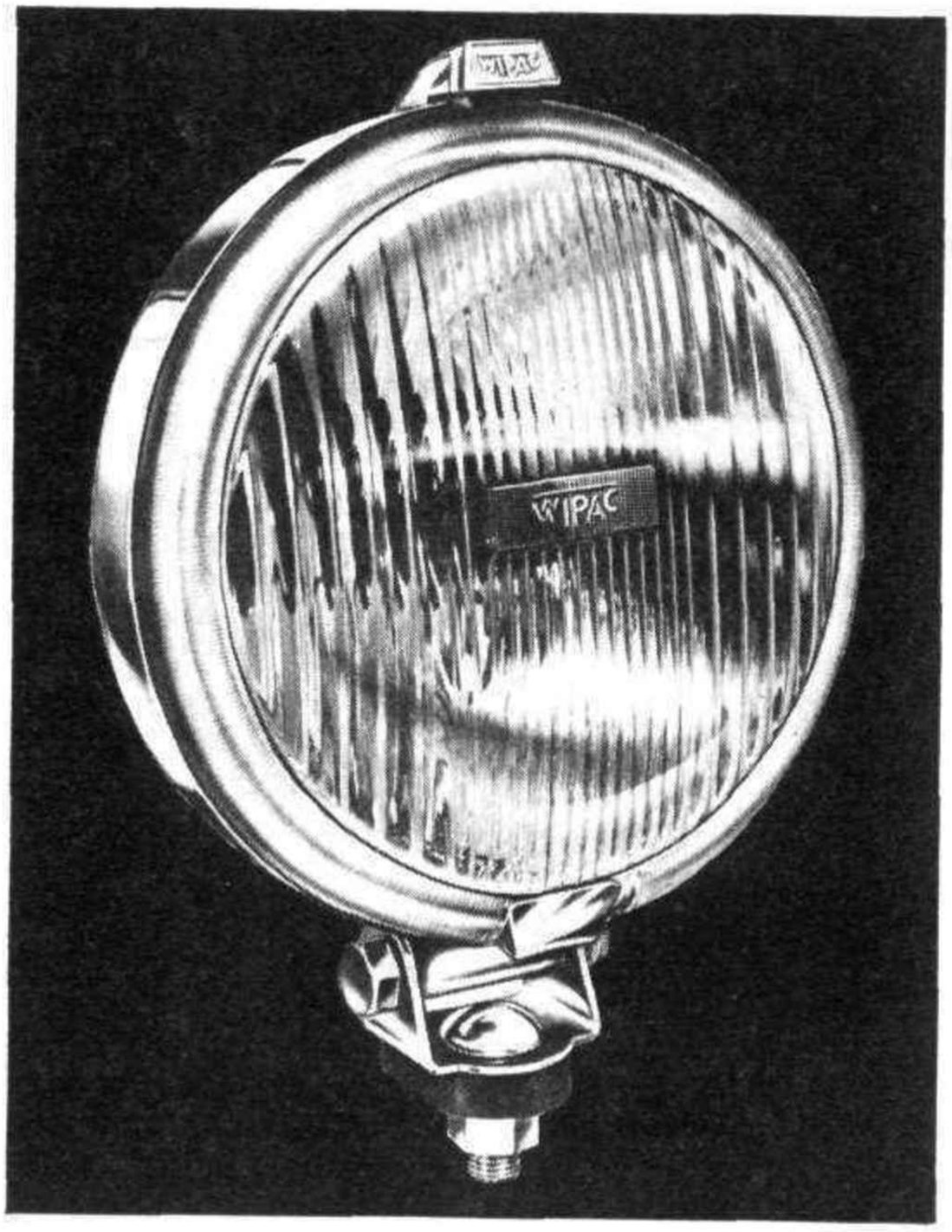
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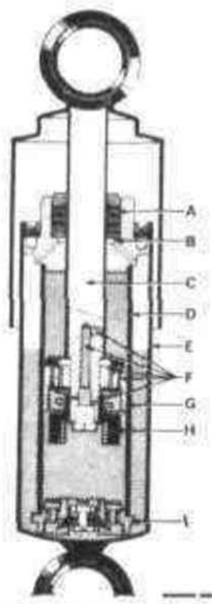


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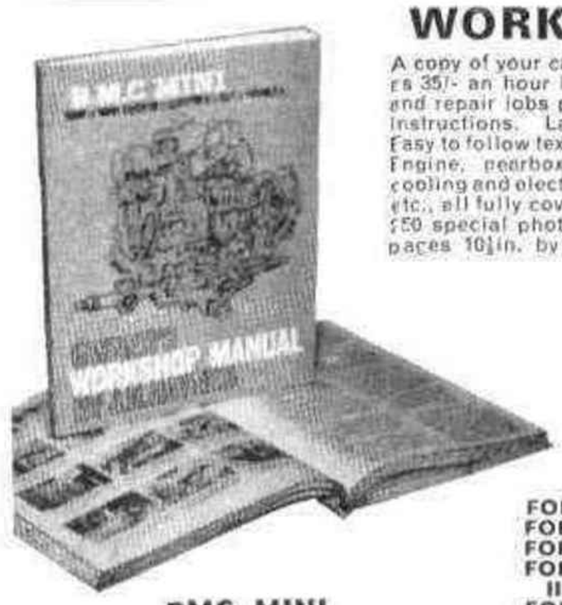

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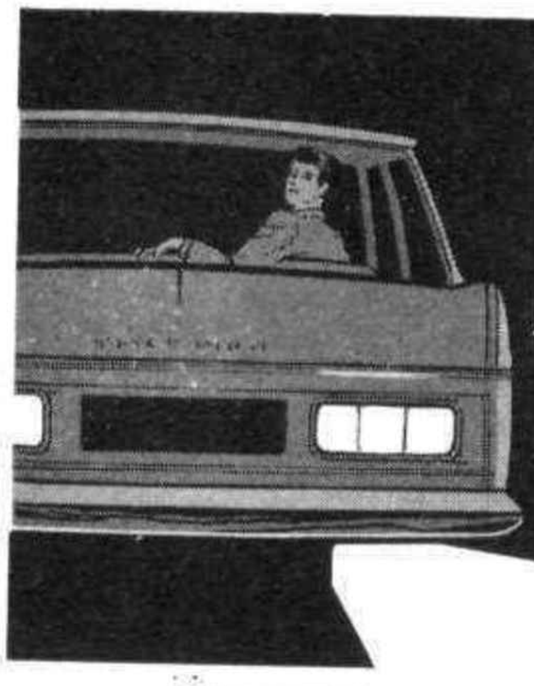
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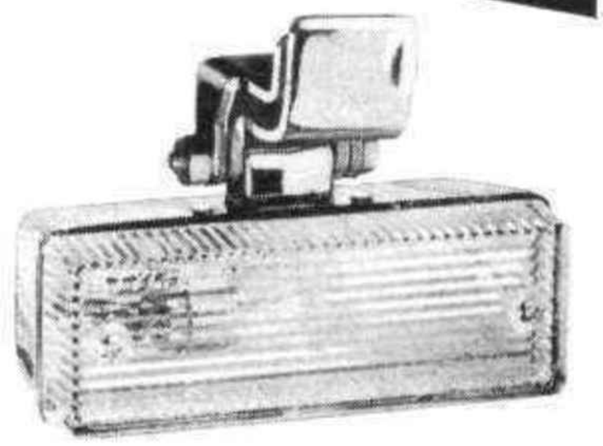
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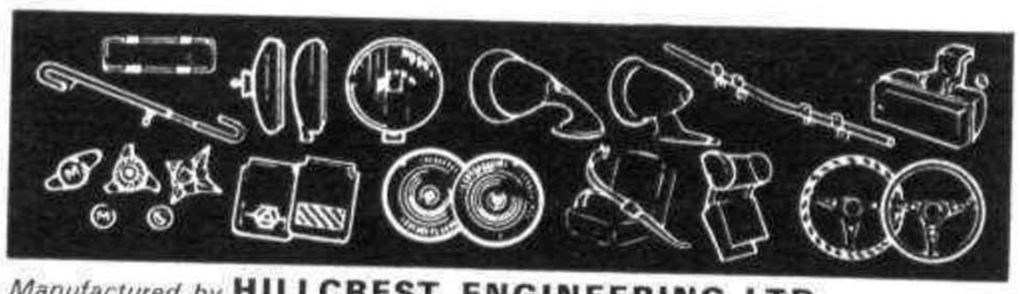
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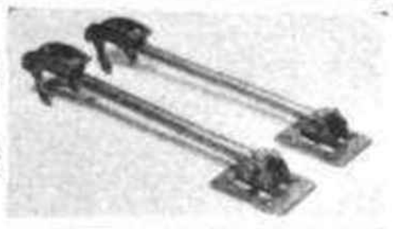


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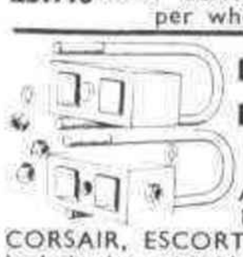
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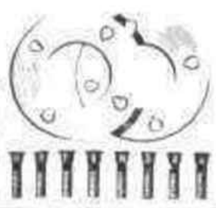
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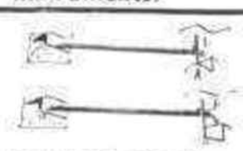
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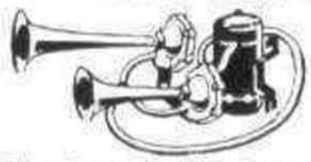


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**1926 AUSTIN CLIFTON 4-SEATER OPEN** tourer. Super condition throughout, button hide upholstery, repainted royal blue/black wings, new tyres, hood, side curtains, recent mechanical overhaul really outstanding, best offer over £600 secures. Mike Berry, 92 Ashfield St., London E.1. Tel.: 01-790 3102/01-445 1869 (evenings). (6267

**LOTUS CORTINA, 1967, 24,000 MILES.** Broadspeed overhauled bored to 1598 c.c., 125 b.h.p. S/E engine. Limited slip diff., heated rear window, lowered suspension adjustable shocks. Built-in Cibie spotlights and reversing light, Cox seats and inertia belts, electric washers, air horns, radio. A superb and expensively maintained road car £925. Tel.: G. P. Hames, 021-453 2588 or 021-704 9366. (6268

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**1960 XK150 "S" TYPE, 3.4 F.H.C.**, with Webasto roof. Old English white, almost new chrome wires, 4 new Cinturatos, radio, limited slip differential, safety belts, overdrive, 11 months M.o.T., 2 new batteries, reg. number VAM 150. As seen at Beaulieu XK meeting last month. Bargain investment. £450 o.n.o. Tel.: Winterbourne (Bristol) 3133. (6270

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**LANCIA APRILIA SERIES II, 1947, EN**gine just rebuilt, h/c pistons, etc. Good body, chrome, hardly worn 'X's, s/b spots, etc. Owner going abroad. £190. Lapworth 2948 (Warwickshire) weekends. (6284

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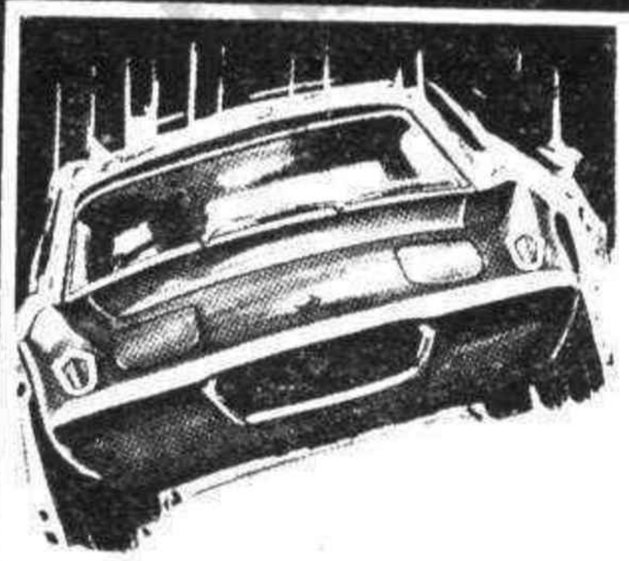
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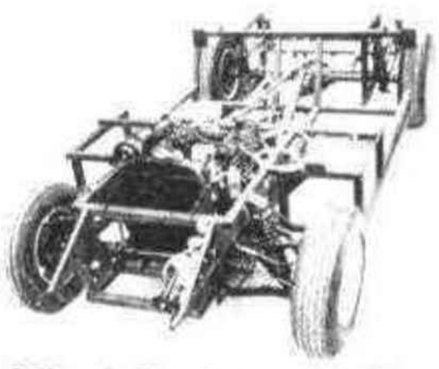
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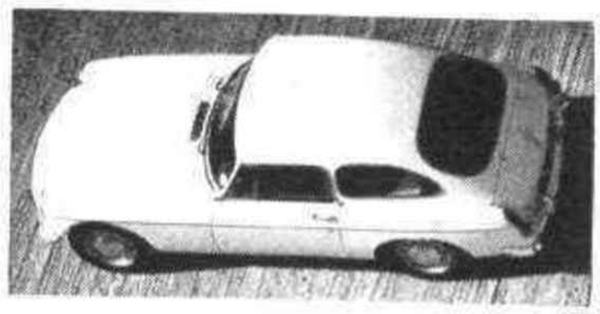
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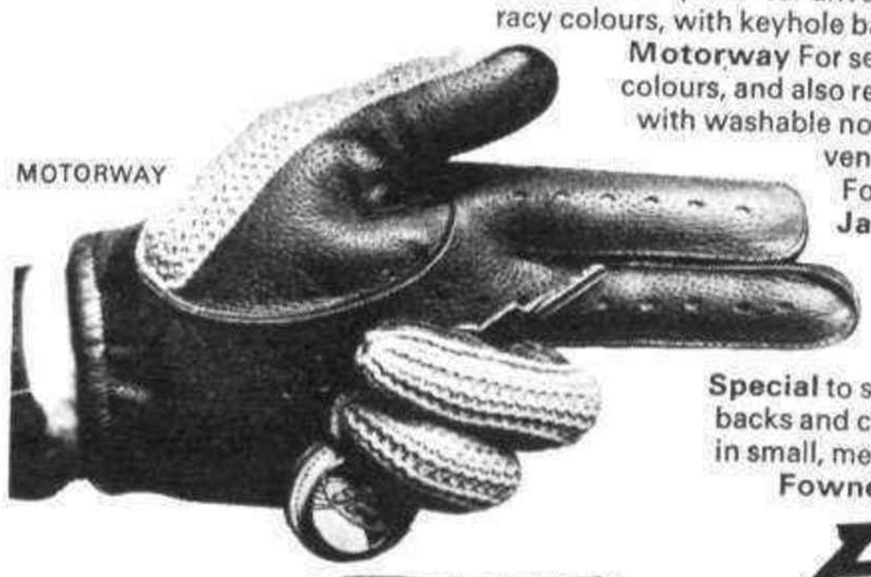
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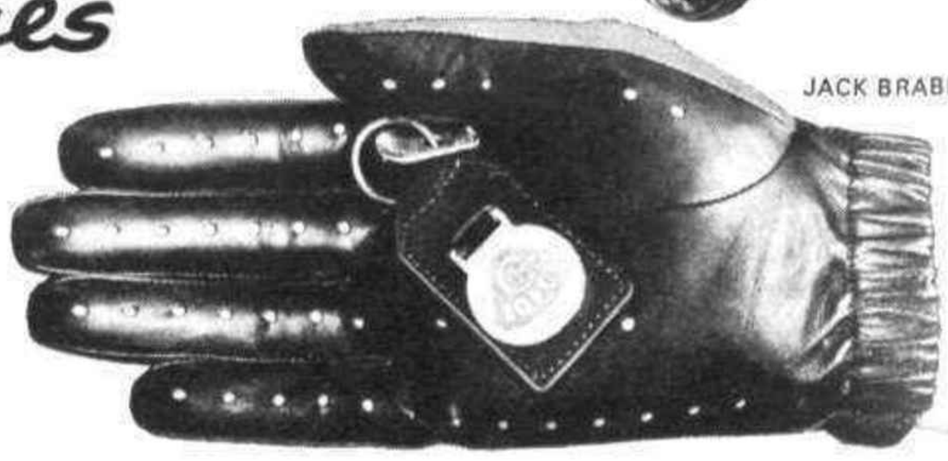


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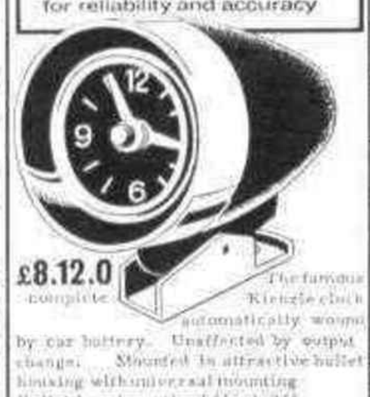
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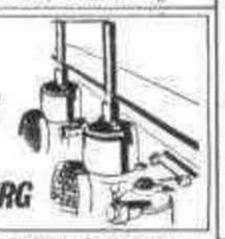
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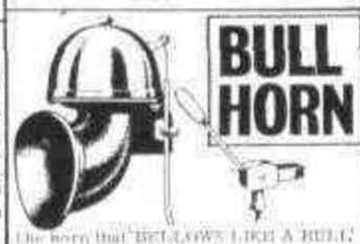
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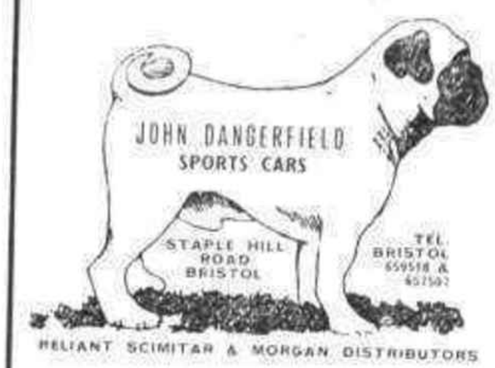
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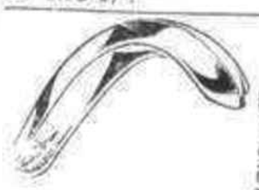
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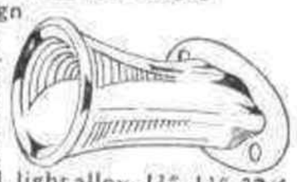
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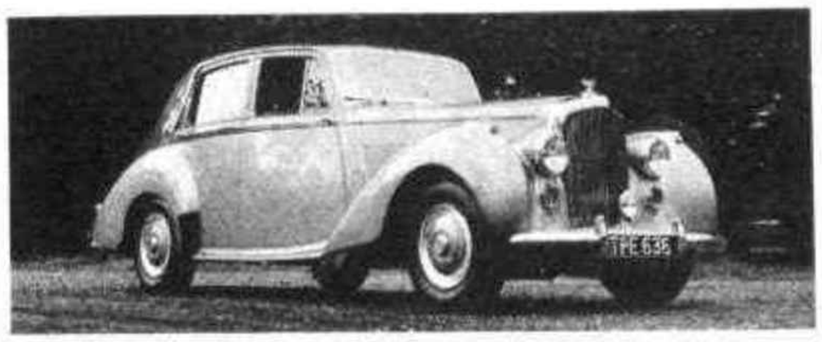
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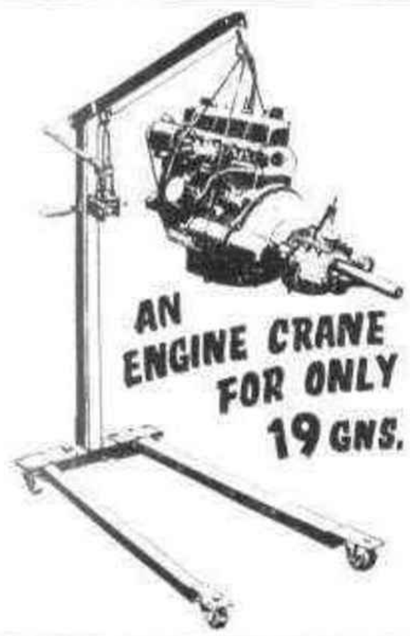
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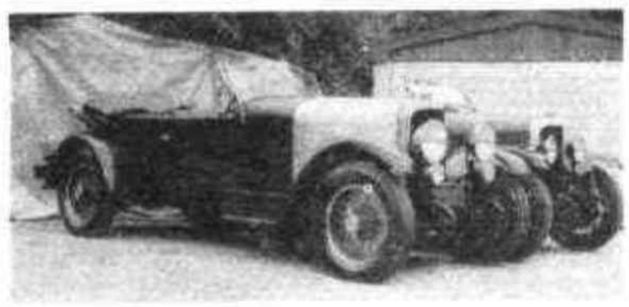
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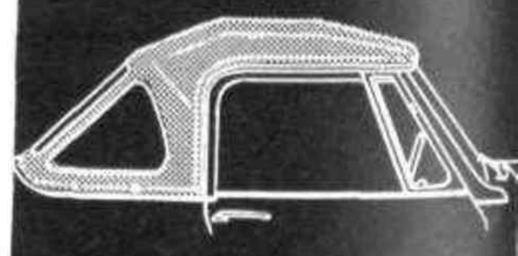
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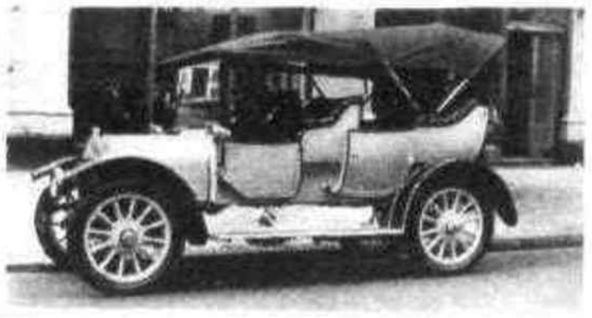
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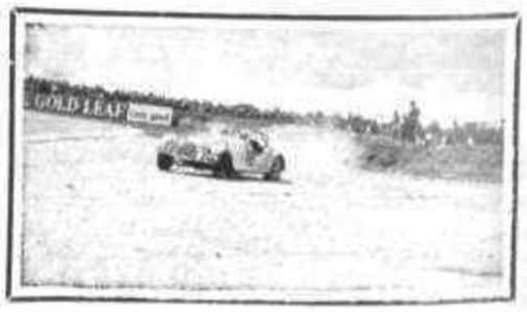


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| 1933 **ROLLS-ROYCE 20/25** sports saloon by Arthur Mulliner, one owner last 14 years; complete mechanical overhaul, and all original ... ... | £950 |
| 1936 **BENTLEY** open 2-seater, replica coachwork by Seys ... ... ... | £1,150 |
| 1938 **BENTLEY** 4¼ Park Ward saloon, M.R. series, overdrive; very good mechanically ... ... ... ... ... ... ... ... | £650 |
| 1956 **BENTLEY "S"-type** in black, 67,000 miles only ... ... ... ... | £1,250 |

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**PORSCHE Carrera 6,** factory prepared. One of the fastest privately owned in this country. Many successes and lap records. Complete with spare engine, Lucas fuel injection, 3 sets magnesium wheels with tyres, large quantity spare parts, also trailer. Recently overhauled and re-sprayed white/gold.



**LOLA T70 Mark III.** Fitted with Traco/Chevvy 5-litre engine and Hewland gearbox. Engine recently rebuilt. Gained 1st, 2nd and 4th places in long distance races in Africa and Australia in 1967; also two 1sts and a 2nd place in 1968. Has not been raced since. This car is in immaculate condition and has never been crashed.

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**1968 ALFA ROMEO 1750 saloon.** Superb example in navy blue with tan interior. Fitted radio... **£1,449**

**1965 ALFA ROMEO Giulia Sprint GT 1600.** Sparkling car in white/black. Radio. Low mileage ..... **£899**

**1967 ALFA ROMEO Duetto.** Beautiful lines in Alfa red with black. Radio. Outstanding..... **£1,299**

**1964 AUSTIN HEALEY 3000.** Hard and soft tops, overdrive. Red and black..... **£649**

**1965 AUSTIN HEALEY 3000.** Immaculate example in white/black. Wire wheels..... **£749**

**1966 AUSTIN HEALEY 3000.** Overdrive model finished in metallic ice blue with navy trim..... **£899**

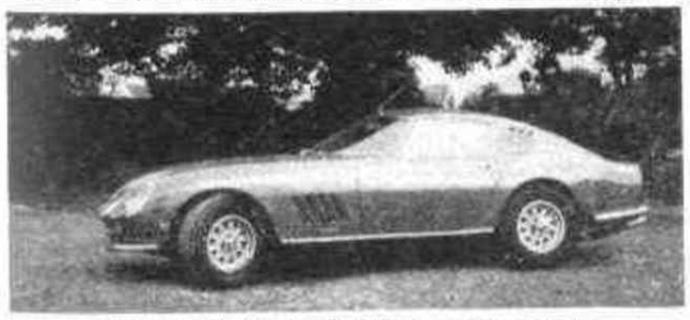
**1967 AUSTIN HEALEY Sprite.** Red with black interior. Fitted radio and wire wheels..... **£629**

**1966 BOND Equipe GT 4s** British Racing Green with black. Wire wheels. Radio..... **£499**

**1965 Series FIAT 2300S coupé.** Finished in dark metallic blue. Fine example with overdrive... **£1,099**

**1967 FIAT 2300N coupé.** Coachwork in metallic silver grey with red interior. Extras include radio ..... **£1,599**

**1968 FIAT 124 coupé.** Blue/black, 5-speed box. Radio. One owner..... **£1,249**



**1965 FERRARI 275 GTB.** Red. **£2,950**

**1969 FORD Escort Twin-Cam.** Under 2,000 miles from new and still under warranty. Blue..... **£999**

**1968 HONDA S800 coupé.** Metallic silver grey with black trim. Magnesium alloy wheels..... **£699**

**1960 JAGUAR XK150 fixed-head coupé.** Navy blue with grey leather. Radio. An exquisite car ..... **£699**

**1964 JAGUAR 'E'-Type fixed head coupé.** Bright red with black trim. Radio and chrome wire wheels ..... **£949**

**1965 JAGUAR 'E'-Type convertible.** Finished in blue with grey interior. Push-button radio... **£1,099**

**1966 JAGUAR 'E'-Type drophead.** Metallic blue, chrome wire wheels, radio, belts, etc..... **£1,349**

**1966 JAGUAR 'E'-Type fixed-head.** British Racing Green. An immaculate car with radio ..... **£1,349**

**1967 JAGUAR 'E'-Type drophead.** Hard and soft tops. Radio, chrome wires. Yellow..... **£1,699**



**1969 LOTUS Europa S2.** French blue. **£1,599**

**1967 JAGUAR 'E'-Type +2.** Exceptional example in metallic silver grey with red leather. Radio **£1,749**

**"G" regd. JAGUAR 'E'-Type fixed-head.** Red, black trim. Wire wheels, H.R.W. Push-button radio. Belts..... **£1,999**

**1966 JENSEN CV8.** Finished in British Racing Green/black leather. Automatic. Adjustable suspension. Radio..... **£1,999**

**1962 JENSEN 541S.** Truly fine example in dark blue. Automatic gearbox. Radio..... **£849**

**1964 Series LANCIA 1.8 drophead coupé.** Unmarked coachwork in red with grey trim. Radio **£899**

**1966 LANCIA Fulvia coupé.** One-owner example in white with black. Radio..... **£849**

**1967 LANCIA Flavia coupé.** A one-owner car in navy with red upholstery. Fitted radio. Low mileage ..... **£1,499**

**1966 LOTUS Elan S3 drophead coupé.** White with black. Knock-on wheels. Radio..... **£949**

**"F" regd. LOTUS Elan fixed-head coupé.** Excellent finish in Lotus yellow with black trim... **£1,149**

**"F" regd. LOTUS Elan drophead coupé.** Special equipment with petrol injection. Dark metallic blue ..... **£1,299**

**1968 LOTUS Elan fixed-head coupé.** Red with black. Knock-on wheels. Radio, seat belts, low mileage ..... **£1,199**

**1968 LOTUS Elan +2.** Very smart car in metallic silver grey with black trim. Radio ..... **£1,599**

**1965 LOTUS 7.** Stage two GT engine with twin Webers. Wide rim wheels. Red..... **£599**

**1965 LOTUS Cortina.** Really superb condition. G.800s and radio. Only 2 owners from new... **£549**

**1965 M.G. Midget.** British Racing Green with black trim. Wide rim wheels, radio, seat belts..... **£399**

**1966 M.G. Midget.** Really lovely example in red with red trim. Wire wheels..... **£499**

**"F" regd. M.G. Midget.** Just as new in British Racing Green with black. Wire wheels and radio..... **£599**

**1964 M.G.-B roadster.** Folding hood tonneau. Wire wheels, overdrive and radio, in dark blue **£549**

**1965 M.G.-B.** O.E. White with black trim. Equipped with overdrive and wire wheels..... **£599**

**1966 M.G.-B.** Fabulous specimen in British Racing Green with black. Overdrive, chrome wire wheels. Tonneau cover..... **£749**

**1966 M.G.-B GT.** Extras include twin spotlamps, reverse lamp, radio, overdrive and wire wheels. Beige with red..... **£899**

**1968 M.G.-B GT.** Blue with blue leather trim. Overdrive, radio, racing wing mirrors..... **£949**

**"G" regd. M.G.-C roadster.** Unmarked bodywork in beige. Includes overdrive and wire wheels... **£1,099**

**1965 MINI-COOPER 1275S.** Finished in duo-tone red with black..... **£399**

**1967 MINI-COOPER saloon.** One-owner and low-mileage car in maroon with black trim. G800 tyres ..... **£549**

**1965 MORGAN 4.** Lawrencetune engine, wire wheels, beautiful body in red with black trim... **£749**

**1968 RELIANT Scimitar GT.** Finished in white with black interior. Overdrive and radio..... **£1,199**

**1965 SUNBEAM Tiger.** White with red. Hard and soft tops. Magnesium wheels. Radio..... **£699**

**1966 SUNBEAM Alpine.** Fitted hard and soft tops. Overdrive and radio in white with black trim... **£649**



**1969 TRIUMPH TR6.** Navy/black. **£1,349**

**1967 SUNBEAM Alpine.** British Racing Green with black interior. Reclining seats. Overdrive and radio ..... **£749**

**1966 TRIUMPH Spitfire.** Navy blue with black. Hard and soft tops. Radio, seat belts..... **£499**

**1967 TRIUMPH Spitfire roadster.** White with black trim. Exceptional bodily and mechanically **£549**

**"F" regd. TRIUMPH Spitfire.** One owner and low mileage in British Racing Green with black..... **£629**

**1961 TRIUMPH TR3A.** Latest model in fine order. British Racing Green with red trim..... **£449**

**1966 TRIUMPH TR4A roadster.** Exceptional example in white with red interior. Extras include O/D ..... **£749**

**1968 TRIUMPH TR5.** Beautifully kept example in blue with all black interior. Overdrive..... **£1,049**

**1966 VOLKSWAGEN Karmann Ghia.** Bright red with black. Reclining seats, radio, belts, etc. **£727**

**"F" regd. VOLVO P1800S coupé.** Super quality car in grey with red trim. Includes overdrive **£1,549**

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### MISCELLANEOUS

**1967 (November) 'F' Registered Aston Martin DB6.** A beautiful one-owner example finished in fiesta red with black leather interior. Standard power unit, five-speed gearbox, chromium-plated wire wheels, push-button radio. Full air conditioning. Recorded mileage 20,000 ..... £3,385

**1967 'F' Registered Porsche 911 De Luxe.** Finished in white with black interior. A beautifully maintained example which is fitted with Blaupunkt radio ..... £2,545

**1965 Aston Martin DB5.** Finished in Dubonnet rose with black trim. This car is fitted with 5-speed box, chrome wire wheels, 5-button radio and seat belts. This vehicle is in truly unmarked condition throughout ..... £1,845

**1966 Jaguar 'E'-Type 2+2.** Very low mileage indeed (18,000). One owner from new. Original and unmarked bodywork finished in opalescent green with green leather interior. Chromium-plated wire wheels, heated rear window, radio ..... £1,595

**1967 'F' Registered Alfa Romeo Giulia 1600 GTV.** Finished in dark green with tan trim. Fitted with push-button radio, Pirelli Cinturato tyres .... £1,375

**1966 Mustang hardtop.** Beautifully finished in metallic silver birch with black interior. Automatic transmission rally pack, whitewall tyres, Blaupunkt radio, disc brakes, etc. ..... £1,345

### LOTUS

**1968 'G' Registered Lotus Europa.** Very low mileage, owner returning to South Africa. Finished in Lotus yellow ..... £1,585

**1969 'H' Registered Lotus Elan Plus 2 'S'.** 600 miles only. Possibly the first used 'S' available. Fitted all usual extras. Taxed for year. Finished in royal blue. A useful saving on list price ..... £2,275

**1967 (December) Lotus Elan Plus 2.** Specially finished in metallic turquoise with black trim. All usual 'extras' ..... £1,685

**1969 'G' Registered Lotus Elan S/E Fixed-Head Coupe.** Obviously quite as new! Finished in metallic blue with black trim and fitted with push-button radio ..... £1,465

**1968 'G' Registered Lotus Elan S/E Drophead Coupe.** Supplied and serviced by us since new. Finished in Lotus yellow. Fitted with radio, etc ..... £1,365

**1967 'F' Registered Lotus Elan S/E Fixed-Head Coupe.** Specially finished in Rolls-Royce black pearl. Fitted with push-button radio, etc. A beautiful looking Lotus ..... £1,145

### M.G.

**1968 'F' Registered M.G. 'C' GT.** A one-owner car with recorded mileage of 11,000 from new. Fitted with SP tyres, overdrive, wire wheels, etc. Finished in British Racing Green with black leather interior ..... £1,095

**1967 'F' Registered M.G. 'B' Roadster.** Finished in mineral blue with black trim and fitted with wire wheels, heater, tonneau cover, etc. ..... £835

### TRIUMPH

**1968 'F' Registered Triumph Spitfire.** A very special car. Finished in signal red with black trim. One owner only from new fitted with wire wheels, overdrive, luggage rack, SP tyres, Koni shock absorbers, Stage II S.A.H. engine conversion with twin choke Webers, special exhaust manifolds, etc., etc. ..... £795

**1968 'F' Registered Triumph Spitfire.** This car is just fantastic. Finished in bright red with black interior trim. Fitted special interior extra instruments, radio air horns, spot and fog and reversing lamps, hard- and soft-tops, special steering wheels, Kenlowe fan, Pirelli tyres, Selmar burglar alarm, electric windscreen washer, Cosmic wheels, underseal, etc. ..... £775

### NEW CARS

| | |
|---|---|
| M.G. Midget | Black with black leather interior, wire wheels, etc. Primrose yellow with black leather interior. White with black leather interior |
| M.G. 'B' Roadster | Jet black with black interior, overdrive, wire wheels, SP sports tyres and tonneau cover. Mineral blue with black interior, overdrive, wire wheels, SP sports tyres, tonneau cover. British Racing Green with black interior, overdrive, tonneau cover, SP sports tyres. |
| M.G. 'B' GT | White with black interior, heated rear window, wire wheels. |
| M.G. 'C' Roadster | British Racing Green with black interior, overdrive, heater, chromium wire wheels tonneau cover. |
| M.G. 'C' GT | Mineral blue with blue interior overdrive, wire wheels. |
| M.G. 1300 | Fawn brown with black interior. British Racing Green heated rear window. |

### MORRIS

| | |
|---|---|
| Mini Cooper 'S' | Tartan red with black interior. |
| Mini Traveller | All metal body. Tartan red with black interior, reclining seats. |
| Morris 1300 De Luxe | White with black interior. Green with black interior. Black with black interior. |

### LOTUS

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want and we'll do it, fit it or supply it.

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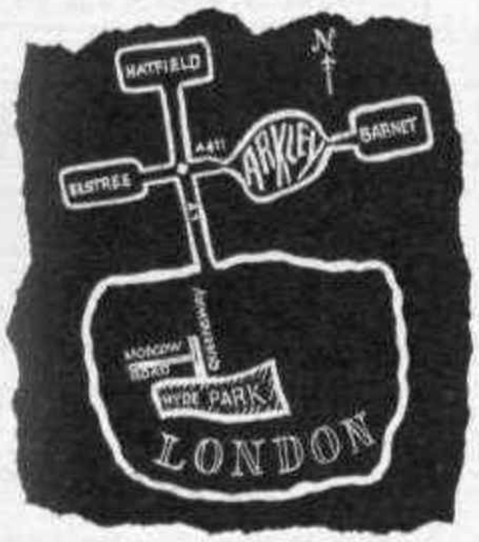
# JOHN BRITTEN MG

**Arkley a la carte**

Tinged by autumn's clammy touch, sports cars don't cost quite as much. A fulsome selection of the very latest MGs in stock and arriving by every post, and also an old stock (but new and unregistered) Midget in blue with wire wheels at a specially reduced price. I find that we sell quite a proportion of new MGs to people who live some distance from Arkley (the last two went to Sidcup and Market Harborough, for instance), so we are starting a new scheme. As from Oct. 1st (my birthday!) we will be equipped to give truly immediate delivery of BMC cars, and you will be able to drive off in your new car in only 15 minutes (somewhat longer if HP forms are involved), and you won't have to make one visit to order the car and another to collect it. This does not I'm afraid apply to Personal Export cars as HM Customs and Excise take a few days to OK things. Left hand drive cars take longer still, so please



order in good time! I have spent the last half hour trying to draw a pointing hand for the top left (hand) corner of this page. All my attempts looked slightly wrong in an indefinable way, and I have only just realised that a normal human hand has five fingers one of which is a thumb, not five fingers plus thumb. Lotus Elan Spl. Equipment, 1965, racing green, hardtop, softop, k/o wheels, radio, G800s, £880. MG Midget, 1966, red, one owner, £475. Morgan 4/4 competition model, 1968, 1600GT crossflow engine, remote control gears, high final drive, radial plies, leather seats, dark red with black interior, 1 owner, £950. Triumph Spitfire Mk 3 1,296cc, 1967, white, radio, £610. Lotus Super 7, 1968, Elan wheels, 6,000m, radials, hubcaps, £740. Fiat Autobianchi Bianchina 500, 1966, sunroof, a quite extraordinary machine, £240. MG-B, 1967, mineral blue, radio, overdrive, £830. MG-A 1600, 1961, blue, new engine, £295. Honda Monkey Bike 3-speed, new but shop-soiled, dual-seat and rear footrests, list £130, your very best offers please (will accept slightly less from a monkey). Lotus Elan, 1964, red, G800s, £725. MG-B, 1967, BRG, w/w, u'seal, £770. Lotus Super 7, 1967F, burnt almond, lots of &cs, £700. Daimler SP250, 1962, ivory, £200 extras, 35,000m, just in and unpriced, but v. dear. Triumph GT6, 1968, dark blue, wire wheels, £785. Triumph TR4, 1962, blue, £410. MG Midget, 1968, Basilica blue, nicest colour you can get, £615. MG-B GT, 1967, thundery Grampian grey, black leather, overdrive, wires, Cinturatos, £895. MG-C, 1969, white, overdrive and wires, under 6,000, lady owner, not in yet and not priced. Triumph TR4, 1963 with '64 features, BRG, overdrive, wire wheels, £510. MG-B, 1964, Old English white with red leather, wire wheels, Cints, radio, sold by us to its last owner and it served him steadfastly, £540. MG Midget, 1968 model, red, one Verulamian owner, £595. Austin Healey 3000 Mk III Sports convertible, 1965, overdrive, wire wheels, walnut dashboard, spots, £725. Triumph Spitfire Mk 3, end 1967 F, dark blue, wire wheels, radio, ZX tyres, dual exhaust, £680. Sunbeam Alpine Series IV and soft tops, £650. MG-B, 1965, tartan red, wire wheels, G800s, chrome grid, whole life spent quietly in Devonshire, few miles, £610. Triumph Spitfire Mk II, 1966, conifer green, nobly shod with meaty G800s on 5½in. wheels, radio, Classic Bermuda hardtop, softop, £540. MG-B, 1967, BRG with black interior, underseal, wire wheels, one cautious owner, £770. Triumph Herald convertible, 1964, Wedgwood blue, black hood and interior, known history, £295. MG-B, 1965, BRG, overdrive, wire wheels, radio, XAS tyres, £660. MG-B, 1966, BRG, overdrive, wires, Cinturatos, leather rim, £710. MG-B Mk II, 1968, BRG, overdrive, wires, SP68s, £940. VW 1500 Beetle, 1967, GRG, 1




Finless GT, 1965, blue, detachable hardtop, tonneau, wood dash, overdrive, Cints, £510. MG-B, 1969, white, overdrive, wire wheels, Waso gear lock, racing mirrors, Cinturatos, makers warranty, £1,060 which is £178 less than it cost new. MG-A Twincam, 1960, red with grey leather, disc brakes all round, centrelock wheels, Marchal spotlamps, Cinturatos, £395. Triumph TR3A, 1960, red, last owner 4½ years, £340. Lotus Elan S4 convertible, 1965, white, Spl. Equipment model with red-top engine, k/o wheels, power brakes, SP Sport tyres, pushbutton radio, £1,295. MG-B, 1966, mineral blue, wire wheels, radio, £670. Mk I Sprite, 1959, beige, red trim, hard and soft tops, £280. Triumph Spitfire, 1967F, conifer green, hard

TVR RELIANT

owner, Cinturatos, £495. All but the oldest cars have complete interrogation and incubation period in our germ-free workshops (as illustrated) and are coaxed back into full health with the aid of copious draughts of Duckhams or Castrol, not to mention new oil filter, replacement of dubious tyres, batteries, exhausts and sundry components. A parts and labour guarantee is proudly presented to each new



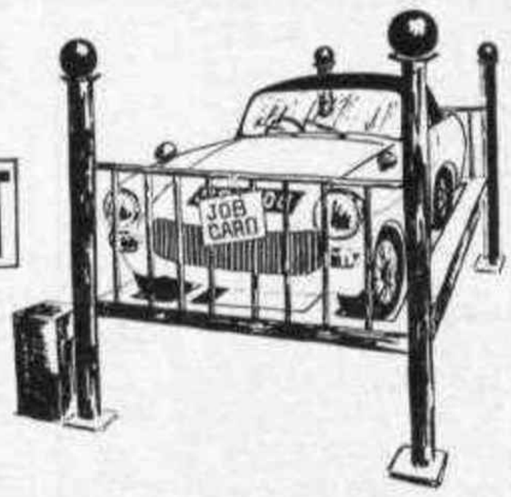

owner. Any reasonable part exchange taken. HP with, if desired, 3rd party insurance. And please allow us to surprise you with a quotation for inexpensive insurance. Lotus 7 hardtop with special sidescreens £20. Mk I Sprite steel bonnet in not bad condition £12. Dunlop SPs in sports cars sizes, ever so slightly sub-standard, about 37½% discount. Steel TR3A hardtop with 12gn Lucas swivel-spot, £22. BMC 1150 racing engine, not run since new crank, pistons, bearings, £90. 649 cam, new



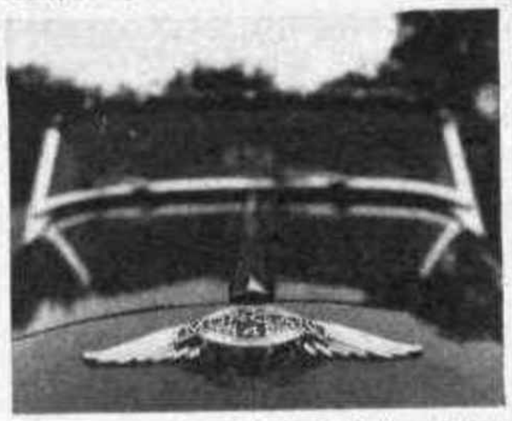
but mysteriously has no keyway for the sprocket, £6. 1275 Midget short engine, sleeved back to standard with new crank, pistons etc, £42. Fibreglass Mini bonnets finished to a very high standard and with all apertures already cut out, £13.10.0 each. Mk II Sprite fibreglass bonnets, standard and race, discount prices.
—J. B.

**Moscow Road menu**

Paul Moxley has this day been told to write out "My Motor Sport copy must be ready by the 12th of the month" a hundred times, so one way or another we should have something to print in the November issue written by our London Correspondent. TVR 4 our Vixen demonstrator is now at your disposal again after a busy week out and about which ended in its being used as the course car at the Crystal Palace race meeting. We have one new




Vixen in stock and several more Vixens and V6 Tuscans on the way. TVR Tuscan V8, 1967, Regal red with silver sills, Special Equipment model with 271 bhp solid lifter 4,727cc engine, radio, SP Sports on 6L rims, we have had quite



a few Tuscans but this is the fastest and nicest to drive ever, £1,340. MG-B GT, 1967/68F, mineral blue, wire wheels, radio, SPs, leather rim, £995. Lotus Elan S3 Spl Equipment, 1967F fixed head aeroflow coupe, white, £1,150. Reliant Scimitar GTE, we believe the supply situation should be improving somewhat in the near future so if you want quick delivery please enquire. Moscow Road is anxious to purchase a Lotus Seven, a Beach Buggy and a Morgan. For these models we will give more than the normal price. MG-B, 1968G, tartan red, overdrive, SPs, £940. Triumph Spitfire Mk 3, white, radio, £610. Please come and mosey around.

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

## FOR SALE—continued

**2 CV CITROEN. G REGISTRATION** (1962 car). Metallic blue. New tyres, good all-round condition. About £85 for quick sale. Paul Jaye. Tel.: Woburn Sands 2371. (6588

**HILLMAN, 1936. 20 H.P. DARK BLUE** limousine with division. Restored regardless of cost for "Battle of Britain" film. Interior original. M.o.T. £150. Tel.: 01-PAD 5720. (6589

**CORSAIR CONVERTIBLE, AUG., 1965.** Unmarked white cellulose with red leather, black hood, 34,000 miles. Two careful owners. Brand new tyres, vacuum gauge, spots. This car is in absolutely perfect condition. Owner emigrating. Must sell. Sacrifice. £550. Tel.: 01-PAD 5720. (6590

**1965 M.G.-B. RED. TONNEAU, SPOT,** belts. Cints., M.o.T., w/w. £585. Tel.: 01-736 1092 (evenings). (6591

**REMARKABLE 1968 "F" REGISTERED** Sunbeam Alpine. L.H.D. (1962 Series II). Overdrive, Motorola radio, undersealed. Used as second car in Spain by one diplomat owner. Positively no corrosion. £195. U.K. purchase tax paid, or £160 tax free for re-export. Tel.: Liverpool 051-727 4755. (6592

**MAYFLOWER, 1952; 37,000 (VERIFIED).** Metallic grey. Quite fantastic condition. Is this worth £120 to anyone? Tel.: Worthing 200410. (6593

**MY LOVELY BLUE 1967E M.G.-B IS** for sale! The wife's done it on me. Increase in family imminent, so must sell. Wires, power brakes, Lucas quartz spot and fog, radio, woodrim wheel, and all usual "B" extras. £715 o.n.o. Please Tel.: 061-766 3697 or 061-740 3692, or write Box 1858. (6594

**M.G.-B GT, 1966. WHITE. EXCELLENT** condition. Wires, radio, Cinturatos, M.o.T., taxed until April. £175 o.n.o. Tel.: Broadsall 488. (6595

**1968 SPRITE MK. IV. DARK BLUE.** Only 7,500 miles; SP3s, tonneau. Save £240 on new, unmarked. £585 o.n.o. Tel.: Penistone 3003. (6596

**1925 3-LITRE BENTLEY. FULLY RE-**stored from chassis upwards. New Vanden Plas 4-seater body. £3,500 o.n.o. Sowden, Moorcliffe Villa Rd., Bingley, Yorkshire. (6597

**1933 SINGER 9. NOT RESTORED.** Genuine mileage. One owner, original body colours. £75 secures. Station Garage, Reedham, Norfolk. Tel.: Freethorpe 238. (6598

**M.G.-A 1600 F.H.C., 1960. MECHANICS** and body really first class. Recent Gold sell the lot but will break. Howker, 84 Silver Howe Close, Kendal. Tel.: 3253. (6599

**M.G. TD IN COURSE OF RECON-**struction from two complete cars. Prefer sell the lot but will break. Howker, 84 Oxenholme Rd., Kendal. Tel.: 1579. (6600

**M.G. TC. MECHANICALLY SUPERB,** body sound. All possible extras. Marital ultimatum forces sale of beloved Pandora, so offers over £250. Jefferies, 3 Tusculum House, Tusculum Way, Mitcheldean, Glos., or telephone Stonehouse (Glos.) 2607. (6601

**1953 BENTLEY "R"-TYPE MANUAL** James Young two-door fixed-head Clubman coupé. Aluminium coachwork, finished black/champagne hide interior. Fitted radio, picnic and cocktail sets, all tools, handbooks, etc. Two previous owners: recorded 69,000 miles. Immaculate throughout. £950 o.n.o. 1620 Chorley Old Rd., Bolton. Tel.: 41586. (6602

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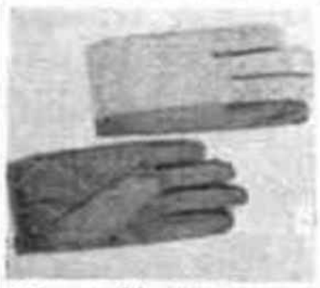
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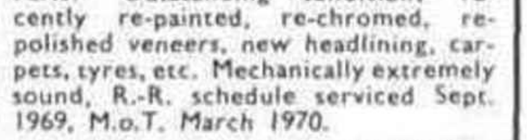
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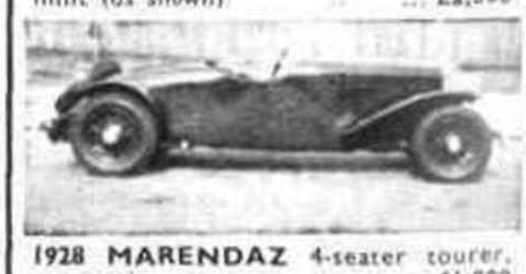
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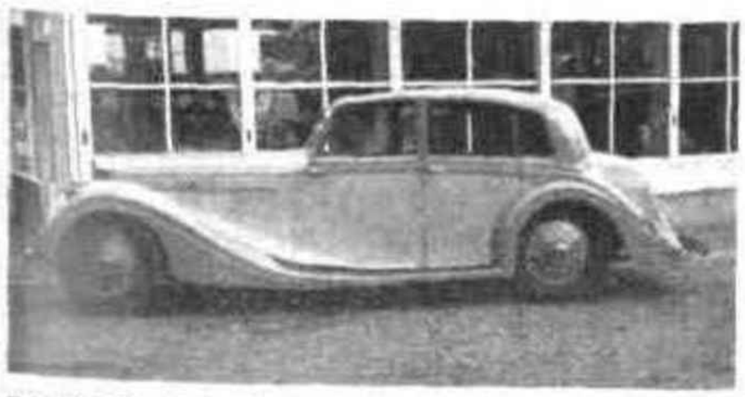


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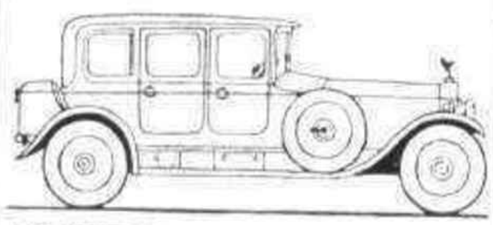
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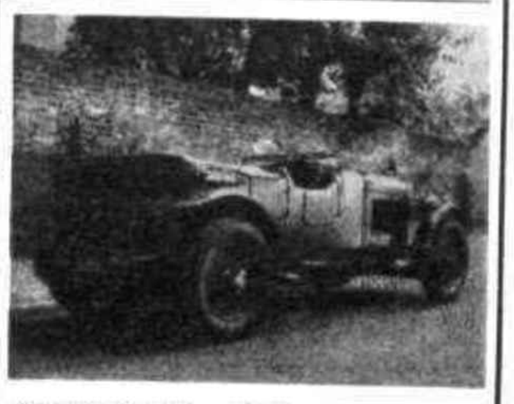
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# Vintage Motor Carriage

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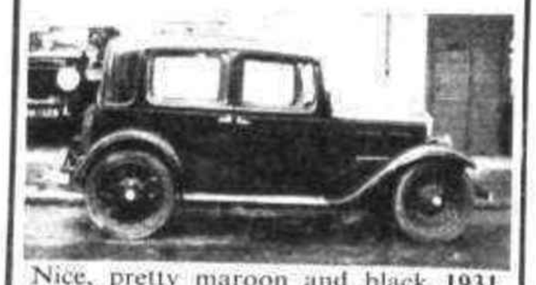
**1929 DELAGE D8S** short-chassis straight-8. Original Vanden Plas body, original wings available but not fitted at present. **£3,750**



**1930 DAIMLER** Double Sleeve Valve saloon, good original cond. **£325**



**BUICK Straight-8,** bodily excellent but a bit smokey, hence price **£145**



Nice, pretty maroon and black **1931 AUSTIN 10,** runs well. **£125**

Other cars available :

Absolutely beautiful **BENTLEY Mk. 6** with special body by Mulliner, razor-edge. **£750**

A tourer with completely disappearing hood, also Mk. 6, Mulliner bodied. **£950**

**1935 HUMBER 15-h.p.** coachbuilt sedanca/drophead. Lovely car. **£375**

**ROLLS-ROYCE 20/25** sedanca in the process of restoration, approx. **£850** when finished. **1930 ROLLS-ROYCE 20/25,** very square and vintage looking. **£375**

**32 AYLMER PARADE, N.2.**

**Tel: 01-340 3549**

## FOR SALE—continued

**HONDA S800 MK. II CONVERTIBLE,** May, 1968. White/black, 24,000 miles. New Cinturatos, tonneau, burglar alarm, superb condition. Stork forces sale for £600. Tel.: Martletwy (Pembrokeshire) 660. (6613

**DAIMLER DART SP250B, WHITE WITH** black extras. Recently fully overhauled. Coachwork excellent. £455. Tel.: 01-934 3527 (daytime). (6614

**TR3A, 1960, BEST BODY AND IN-**terior I have seen in four years as TR owner. Factory engine 34,000. Radio, l/rack, s/belts, M.o.T. March, taxed Dec. £325. Tel.: 01-385 2935. (6615

**MINI-COOPER MK. II, 1969 (H); 6,500** miles. Reclining seats, twin tanks, undersealed, taxed 12 months. Immaculate. £645. Tel.: Smallfield (Surrey) 2554. (6616

**PEUGEOT 404 DE LUXE ESTATE, 1966.** £750. Renault 4L, 1962. £100. Butcher, Tel.: Itchen Abbas (Winchester) 211. (6617

**SUNBEAM TALBOT 90 MK. II, 1951,** saloon. Excellent condition, genuine 51,000 miles, well shod, fog, spot, heater and washers, original tools, handbook, manual. Needs good home. £265 o.n.o. Tel.: Godalming 4972. (6618

**M.G.-B, 1963, ROADSTER, £440 O.N.O.** Arabian grey, v.g.c., new Cinturatos, radio, twinspots, mirrors, oil cooler, seat belts. Tel.: Newick (Sussex) 3102 (evenings, weekends). (6619

**1952 LAGONDA 2.6. RECORDED MILE-**age 38,000. Professionally fitted 3-litre Vantage engine. All-aluminium body finished in Mercedes silver with blue leather interior. Impressive condition and performance. £475. Curtis. Tel.: 01-836 2466 (office hours). (6620

**AUSTIN HEALEY 3000 MK. I. HARD-**top, soft-top, two new 1½ in. S.U.s. Bahama yellow respray, four good radials, many extras, in mint condition. Must be seen. £420 o.n.o. Tel.: Penn 3202 (evenings) (6621

**ISO RIVOLTA BARGAIN; 300 H.P.** luxury Bertone sportcoupé, 1965. Many extras but l.h.d., hence £1,100 or exchange smaller sportscar. M. J. D. White, Claude Monetstraat 102 Zaandam, Holland. (6622

**CORTINA GT, 1966, TWO-DOOR, DARK** blue/white flash. One owner. Undersealed, high ratio second gear, sun roof, radio and many other extras. Full history available. Mint example of this favoured model. Any trial, part exchange and finance possible. £500 o.n.o. Royle, Burrow Hill, Iden, Rye, Sussex. Tel.: Iden 223. (6623

**1960 F.H. XK150. SE MODEL. O/D, NEW** wire wheels, in outstanding condition. £550. Exchange considered. D. Richards, Bromley Works, Ellastone, near Ashbourne, Derbyshire. Tel.: Ellastone 362. (6624

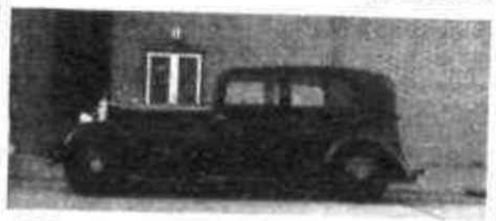
**B.M.W. 2002. ATLANTIC BLUE. NEW** Aug. 25th and 4,000 miles only. The marque is just as good as "Motor Sport" says, but alas I'm off to Khartoum so it must be sold by early Nov. at £1,375 o.n.o. Box 1860. (6625

**LOTUS CORTINA TWO-DOOR, 1967/** 1968 F registered. One owner, 21,000 miles guaranteed. All original tyres, used as second car, unraced or sported in any form. Finished white, black trim, radio, Webasto roof, belts. A truly superb one-off Lotus. £895. Tel.: Southampton 68543. (6626

**M.G. MIDGET, 1966, WHITE, WIRE** wheels, new tyres, clutch, Motor Lita steering wheel, tonneau, tax and test. Any inspection or demonstration. Must sell. Best offer over £400. H.P. arranged. Tel.: Farnborough (Hants.) 47366 (after 7 p.m.). (6628

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| **1952 Mk. VI Bentley** ... | ... **£385** |
| **1932 Rolls-Royce** limousine | ... **£1,400** |
| **1935 Rolls-Royce 25/30** *(photo)* | **£985** |
| **1938 Rolls-Royce 25/30** | ... **£1,250** |
| **1932 Alvis Speed 20** ... | ... **£1,250** |
| **1935 Rolls,** restorable ... | ... **£400** |
| **1954 Bentley R-type,** new gearbox, engine rebuilt; silver/black | ... **£1,175** |
| **1932 Rolls** shooting-brake | ... **£350** |

**VINTAGE AND P.V.T. CARS**
*Specialists in rebuilds and repairs for any quality cars. (Tel. Ninfield 259)*
**For Sale: 1932 Alvis Sp. 20** tourer, **1933 Riley 9 h.p. Gamecock** 2-str. tourer both being rebuilt. **1937 Lagonda LG45** d/h., resprayed. Also **V12** saloon, **1952 TA21 Alvis.**
**Wanted : Vintage and P.V.T. cars.**
**HOOE GARAGE (E. SUSSEX) Ltd., HOOE, BATTLE, SUSSEX**

## FOR SALE—continued

**1935 AUSTIN 12/4 ASCOT SALOON.** Showroom condition. Mostly original cellulose, perfect cowhide upholstery, fitted carpets, sun roof, blinds, excellent tyres, gleaming engine, crankshaft reground, big ends remetalled. Used daily. Only 56,000 miles since new. £300 o.n.o. Isles, 98 Hall St., Southport, Lancs. (6627

**MERCEDES-BENZ 180 SALOON (REGIS-**tered 1961). Excellent condition. Recently resprayed, new tyres all round, and new battery. Webasto sunshine roof and reclining front seats. L.h.d., hence extremely low price, £95. Sturgeon, 14 Berkeley Sq., Grand Avenue, Worthing, Sussex. Tel.: 42959. (6629

**ASTON MARTIN DB2/4 CONVERTIBLE.** Above average condition with sound mechanics, plus new carpets and trim, new tyres. M.o.T., taxed £430 o.n.o. Tel.: 01-684 4754. (6630

**A.C. GREYHOUND. RARE AND BEAU-**tiful model. Fast, economical 2+2 family sports car. 1961. Low mileage, 2-litre Bristol engine. Overdrive. Aluminium, non-rust body. Most carefully maintained throughout. £550. Carruthers. Tel.: Richmond 8201 (day only). (6631

**M.G.-A MK. II. CONCOURS WINNER.** Unbelievably low mileage. Blue chip investment. Details: Box 1861. (6632

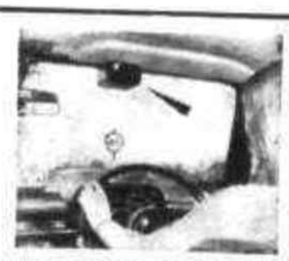
**PORSCHE, 1958. BREAKING FOR** spares. Overhauled engine, transmission, wheels, brakes, glass, reclining seats, undamaged bodyshell. Box 1862. (6633

**BOND EQUIPE 2-LITRE GT. WHITE,** black interior. G registration, 13,000 miles, heated r/window, extra gauges. Beautiful car. £865 o.n.o Tel.: Amersham 7145. (6634

**RARE SPECIMEN. 1947 ALUMINIUM-**body Triumph 1800 razor-edged saloon. Grey. Low mileage, very good condition. M.o.T. to Sept., 1970. Wonderful chrome and lights, seat covers, fog, heater. Some spares. A car for the enthusiast and aristocrat. Riley, Hedingham, Essex. Tel.: Hedingham 512. (6636

## FOR SALE—continued

**CORTINA GT MK. I, 1967, FOUR-DO**
Ambassador. Blue/black interior, v.g
4½Js, new clutch and battery, serv
history available, taxed till March, £4
H.P. arranged. C. Haynes, 30B Bound
Rd., Sidcup, Kent (view weekend
time). Tel.: 01-628 3033 (daytime). (6
**RILEY, PRE-WAR, K.O. WHEE**
tyres 19, 18, 17 inch. Tel.: Walton-
Thames 25838. (6
**TRIUMPH SPITFIRE MK. III, G REG**
tered. Fitted with wire wheels and ha
top, hood unused. One owner, 10,0
miles. As new condition. £685. Tel.:
235 6326 (in office hours). (6
**BENTLEY, 1956, SI AUTOMATIC. SE**
viced and maintained by Rolls-Royce. N
automatic gearbox. £1,250 o.n.o. B
1863. (6
**JENSEN 541 "S", 1961. AUTOMATI**
Five new RS5s, new king pins and shocke
expensive respray. A specimen of its typ
£650 o.n.o. Tel.: Wombwell (Yorks) 31
(day), or 2334 (evenings). (6
**M.G. TC, 1949. MY FAITHFUL STEE**
must go. Needs some grooming, b
basically sound. M.o.T. May, 1970. Da
Illing, Waterfall Cottage, Alsager Ro
Audley, Stoke-on-Trent, or Tel.: Stok
on-Trent 29631, extension 3122 (offi
hours). (6
**LOTUS SUPER 7 1,500 C.C. COSWORTH**
1964. Sound throughout. Twin 40 DCOE
full instrumentation, heater, good weath
equipment and 5½Js. Only 36,000 mile
£550 o.n.o. Tel.: Redbourn (Herts.) 221
(6
**M.G.-A 1,600 C.C. HARD-TOP, SOFT**
top, tonneau. Red, black interior. Abs
lutely immaculate. £275. Tel.: Formb
(Lancs.) 72778. (6
**JAGUAR "E"-TYPE 2+2, 1968. BLACK**
Chrome wheels, tinted windows, Webast
roof, radio, etc. As new. Chauffeur driven
Bargain. £1,875 o.n.o. Tel.: Downto
(Wilts.) 354. (6
**BANK MANAGER AND BABY FORC**
sale of 1930 Riley 1½-litre. Good a
round condition. Long M.o.T. £100 o.n.
Galea. Tel.: RIV 2133. (6



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**M.G.-B roadster, 1964,** fitted wire wheels, overdrive and radio; finished in Old English white, immaculate order and condition. **£545.**

**MORRIS-COOPER, 1965,** oil cooler, fitted radio, factory reconditioned gearbox, oil pressure 80 p.s.i. hot! Tartan red/black; very smart and excep. quick. **£379.**

**TR3A ! ! 1960,** complete with overdrive and various extras; an unusually good-looking example with no illnesses at all. **£325.**

**TRIUMPH SPITFIRE Mk. II, 1965,** wire wheels, radio, nearly new tyres; low mileage and 1968 appearance. **£445.**



**AUSTIN HEALEY Sprite Mk. III,** SP Sports, leather-bound wheel, Q.I. spots, new tonneau, racing mirrors. **£425.**

**Frog-eye SPRITES,** one with hard-top and radio, 1961, **£245**; one without hard-top or radio, 1960, **£195.**

**AUSTIN HEALEY 3000 Mk. II,** fitted w/w., o/d., h/top, etc., etc. **£425.**

**M.G.-A 1500,** Old English white, wire wheels. **£175.**

**Several saloon cars usually available in the under £200 and under £100 ranges.**

**Mk. VI BENTLEY,** duo-tone bronze paintwork, sun-roof. **£235.**

**If you are having difficulty obtaining a particular model, we may be able to supply it even though it is not in stock.**

**PHONE NOW**
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**WE ARE CASH BUYERS OF GOOD QUALITY SPORTS CARS. TOP ALLOWANCES ARE MADE ON ALL PART EXCHANGES**

## FOR SALE—continued

**"E"-TYPE JAGUAR ROADSTER, REG.** Oct., 1962. Two owners. White. Excellent condition. Used as second car for last 2½ years. Only reason for sale new one arriving in Oct. This car has been company maintained and is almost faultless. £700 o.v.n.o. Marcham, The Green, Martock, Somerset. Tel.: 3578 (evenings and weekends), or Crewkerne 3366 (9—5). (6646

**1963 "E" JAGUAR, B.R.G./BEIGE INTERIOR,** good condition. £660. Part exchange M.G.-B 4A considered. Tel.: Newbury 1936. (6647

**SINGER TOURER, 4AB, 1951. GOOD** all-round condition. Red. M.o.T. Weather equipment. £125 o.n.o. West, 54 Aberthan Circle, Newport, Mon. Tel.: 71733. (6648

**AUSTIN HEALEY 100 LE MANS, BN1** with BN2 4-speed gearbox, overdrive, axle. Excellent condition bodily and mechanically. M.o.T. £185. Full details with photos on request. 84 Sutton Rd., Mansfield, Notts. Tel.: 21706 (6649

**MINI-COOPER MK. II F. NEAREST** £575. Owner going abroad. Ashmead, R.N.A.S. Brawdy, Haverfordwest. (6650

**AUSTIN HEALEY SPRITE MK. II, 1965.** One lady owner. 20,000 miles. Good condition. M.o.T. taxed. £385. Tel.: 01-504 7476. (6651

**M.G. TD2, 1953, TRULY EXCELLENT** condition in all respects. £475. Tel.: Byfleet (Surrey) 46449 (evenings). (6652

**1956 F.1 RACING CAR, FULL-WIDTH** two-seater alloy body, tube chassis, Borrani k.o. wheels, inboard discs, limit slip diff., Jaguar engine stripped for inspection, petrol injection, racing mag. Could be used on road. Also detached bungalow and fitted workshop, lathe, drill machine, grinders, gas and arc welding, paint spraying. Offer wanted. Owner emigrating. Howard, 133 Grovehurst Rd., Sittingbourne, Kent. Weekends only. (6653

**1966 GT CORTINA, WHITE/BLACK;** 36,000 miles. £500 Sheppard. Tel.: Tunbridge Wells 26857 (9—5). (6654

**1932 RILEY GAMECOCK. ACCEPTED** P.V.T. sports car. In excellent condition. Bills for £120. Long M.o.T. £275 o.n.o. or part exchange M.G. TC or similar. W.H.Y.? David Hare, 17A Kingsley Rd., Luton. Tel.: 51759. (6655

**MERCEDES 190SL (1960). DARK BLUE.** Black hard/soft-tops, occasional third seat. Mechanically good (recent new carburetters, clutch), bodywork needs attention, hence £525 o.n.o. Bowles. Tel.: Stebbing (Essex) 428 (evenings). (6656

**SPRITE MK. II, NOV., 1961, NEW EN**gine, gearbox, 12,000 miles, recent new shockers, clutch, exhaust, Speedwell head, Amals, 12 months' M.o.T., taxed Jan. £270. Platt, 24 Earleswood Rd., Redhill, Surrey. (6657

**MERCEDES 190SL SPORTS COUPE,** 1959. L.H.D. (English instruments). Hard and new soft-tops. Blue with red upholstery. Becker radio, good history (ex-Princess Radziwill). £350 overhaul within last two years. Cinturatos. £445. Tel.: Maidenhead 30548. (6658

**1936 AUSTIN SHERBOURNE. EXCEL**lent original condition throughout. Two owners. Offers. Tel.: 01-458 1164. (6659

**M.G. MIDGET, APRIL, 1969, DARK** blue. Wire wheels, radials, lady owner, 5,000 miles—as new. £725 or exchange Mini. Tel.: Dronfield 3700. (6660

**1925 BULLNOSE MORRIS OXFORD** two-seater tourer with dickey, fully restored, unmarked blue coachwork, new hood, side curtains, carpet, tyres, Barker dipping lamps, hide upholstery. Superb specimen in every respect. £900. Sharon, 29 Michelham Down, Woodside Park, London, N.12. Tel.: 01-445 1869. (6661

**PRE-WAR RILEY, 1936, MONACO, TAX,** M.o.T. Feb. Very good mechanically, fair body. Would haggle around £85. Tel.: 01-422 0788 (after 8). (6662

**M.G. YA. EXTENSIVELY MODIFIED;** 0-60 11.2 seconds. Sell £235 or exchange small car (prefer Imp). Tel.: Exeter 72967 (evenings). (6663

**AUSTIN HEALEY 3000 MK. II, 1961,** 2-4-seater. Colorado red with white works hard-top, overdrive, wire wheels, new hood, black interior. In outstanding condition throughout. A beautifully maintained example. £385. Exchange considered. Tel.: New Milton 848. (6664

**OFFERS PLEASE. 1930 R.-R. P. II** Hooper limousine, needs restoration. Chassis No. 52XJ. 1928 Hillman 12/14 h.p. saloon. Part dismantled. 1954 Alvis TC/21/100, £10, or will trade. A. E. Birch, 24A Headstone Rd., Harrow, Middx. Tel.: 863 4808, 868 6634 (weekend). (6665

**BULLNOSE OXFORD, 1926, 2-SEATER** tourer. One previous owner. Good condition. £785 o.n.o. Batchelor, "Woodcote", Hillside Rd., Corfe Mullen, Wimborne, Dorset. (6666

**TR3, 1957. BRONZE. WORKS RECON**ditioned engine, w/wheels, Xs, overdrive, hard/soft-tops, tonneau. £220 o.n.o. Batchelor, "Woodcote", Hillside Rd., Corfe Mullen, Wimborne, Dorset. (6667

**SPITFIRE MK. III, 1967F. OVERDRIVE,** works hard-top, soft-top, tonneau, wires, G800s, Motolita wheel, underseated. Fantastic condition. £650. Tel.: Newick (Sussex) 3232/01-777 3778. (6668

**M.G. TC MIDGET, 1949. EXCELLENT** condition. B.R.G. New black hood and screens. Rebuilt from chassis. Reconditioned M.G. engine; taxed and M.o.T. June, 1970. Many spares. £295. Tel.: West Linton 444 (Edinburgh area) (after 7 p.m. weekdays). (6669

## FOR SALE—continued

**M.G. TF 1,250 C.C. STRIPPED TO** chassis and over £500 spent on rebuild. Needs trimming and general finishing to be perfect. New wire wheels and other new parts too numerous to mention. Serious offers please to: F. Mayo, 74 Downham Rd., Heaton Chapel, Stockport, Cheshire. (6670

**1936 RILEY 9 KESTREL. USED DAILY.** Long M.o.T. Body timbers need renewing, mechanics excellent. £85 o.n.o. Box 1864. (6671

**RILEY 1½-LITRE R.M.E., 1954. EX**ceptional condition bodily and mechanically. M.o.T. £190 o.n.o. Tel.: 021-353 5888 (Birmingham). (6672

**1934 WOLSELEY HORNET DAYTONA** Special. M.o.T., taxed. Oil pressure 90 lbs. hot, present owner five years. Second child now forces reluctant sale. £285. 32 Highfirs Rd., Sholing, Southampton. (6673

**PORSCHE 356, 1500, REGISTERED 1955.** Spot, fog, Blaupunkt radio. Needs attention. Cash offers. Box 1865. (6674

**1956 JENSEN DE LUXE. AUSTIN EN**gine, overdrive, discs, resprayed, retrimmed inside, overhauled throughout. Bills available. Five new Cinturatos, new battery, many extras. Move into business forces reluctant sale. £395. Tel.: Southend 77865. 1955 Riley 1½-litre. One previous owner. Undersealed from new. Gold Seal engine and gearbox, rebuilt throughout during last two years. Condition better than most three-year-olds. Price includes spare engine, clutch, back axle, gearbox, springs, radiator, etc., etc. £295. Tel.: Southend 525379. (6675

**M.G. TD MK. II, 1953. RED. GOOD** condition. M.o.T. Tel.: Oxford 63680. (6676

**1959 STAR SAPPHIRE AUTOMATIC.** Smart car, good runner, two owners. £100. Elliott. Tel.: Balcombe (Sussex) 426. (6677

**ALFA ROMEO 1600 SPRINT COUPE,** 1963. R.H.D. Five-speed box, twin o.h.c. engine recently overhauled. £435 o.n.o. Tel.: Cosham (Hants.) 75183 (evenings). (6678

**1938 VAUXHALL 25 MODEL GY SAL**oon. Offers to: Adams, Boothby, Brampton, Cumberland. (6679

**TURNER SPORTS, APRIL, 1967. HARD/** soft-tops, tonneau, radio, wires, etc. GT engine. Fabulous car. £335. Tel.: Duffield (Derbysire) 3415 (evenings). (6680

**ROLLS-ROYCE SILVER CLOUD, 1959.** Excellent throughout. Power-assisted steering, automatic. £1,795. Tel.: 051-639 3175. 12 Marine Ter., New Brighton, Cheshire. (6681

**MORGAN 4/4 MODIFIED COMPETI**tion model, many extras, immaculate. £450. Walters, 34 Wilkes Ave., Bentley, Walsall, Staffs. Tel.: Willenhall 68178. (6682

**AUSTIN HEALEY 3000 MK. III, AUG.,** 1964. Dark blue throughout. Excellent condition. One owner. £450. Slatter, Eastington, Northleach, Glos. Tel.: Northleach 217. (6683

**ALVIS 3-LITRE, 1951. THIS CAR HAS** been laid up for four years due to owner's illness. Dean, 84 Hayhurst St., Clitheroe. (6712

**MORGAN PLUS 4 TWO-SEATER, 1966,** in deep crimson. 72-spoke wire wheels, Armstrong Selectaride, luggage rack, other extras. £745. Tel.: Bristol 628936. (6713

**MORGAN +4. MIDNIGHT BLUE. TWO-**owners, 62,000 miles. TR3A unit reconditioned and balanced, plus body rebuild 1968. New wire wheels, Cinturatos, front suspension, discs, batteries, shockers, hood. £415 o.n.o. Yorke, 10 Kynance Mews, London, S.W.7. Tel.: 01-937 2758 (reverse charges U.K.). (6714

**1949 TRIUMPH 2000 ROADSTER, GREEN.** New springs, steering, brakes, recon. rad., clutch, etc., good chrome, hood tyres. M.o.T. 1970. Most extras. £190. Tel.: Maidstone 52057. (6715

**XK150, 1958, D.H.C., JAGUAR, GOLDEN** sand (metallic finish), red trim, excellent hood, wire wheels. M.o.T., taxed. Most impressive appearance with performance to match (110+, 3rd). £400. Free—Lambretta for shopping. Munro, 1 Henbury Cottages, Sturminster Marshall, Wimborne, Dorset. (6716

**BENTLEY, 1954, "R"-TYPE AUTOMATIC.** Velvet green with beige interior. Whole car in fine original condition and is a sound investment at £725. H.P. terms possible. Tel.: 01-360 2197. (6717

**LOTUS ELITE, REBUILT 1969. NEEDS** spray/finishing, therefore £300. Tel.: Pulborough (Sussex) 2155. (6718

**UNIQUE OPPORTUNITY TO OBTAIN A** car fit for a collector. Aston Martin DB 2.4 Mk. III, June 1959, 67,000 miles. Tel.: Windsor 61556. (6719

**RILEY, 1938, 16/4 ADELPHI. GOOD BODY** and mechanics. Recent respray. Offers. Hampson, 40 Ludlow Ave., Whitefield, Manchester. (6720

**MORRIS 1000, CLIMAX STAGE III. MINT** condition. Very fast road car, looks perfectly normal. Offers over £200. Exchanges. Grange. Tel.: 061-437 5551 (Manchester). (6721

**ROLLS-ROYCE, 1950, SILVER WRAITH.** Park Ward limousine, electric division. Bargain at £750. Tel.: Southend-on-Sea (0702) 78138 (evenings). (6722

**CITROEN DS19, 1960. NEW HYDRAULICS,** clutch, body panels. Six wheels, seat belts. Can't afford big car and big mortgage. £100 or exchange. Please write: Bob Smart, 74 Westfields, Narborough, Norfolk. (6723

**MERCEDES-BENZ SS36/220, 1927/8, 7-LITRE** supercharged 2-seat sports cabriolet. White with red leather interior; overhauled and in first class order. This vehicle will be offered for sale at Sothebys Veteran and Vintage Vehicle sale on October 23rd, 1969, at the Royal Horticultural Hall, London. (6724

## FOR SALE—continued

**XK120, 1951, SPECIAL ALUMINIUM 2+2** body. Rebored and new shells 3,000 miles. Cinturatos very sound. M.o.T. July. £250 o.n.o. 14 Woodlands Way, North Baddesley, Southampton. Tel.: Rownhams 2181. (6725

**2-LITRE VITESSE CONVERTIBLE, 1967.** Carefully maintained in superb condition. Dark blue. G800s. 25,000 miles. Taxed April. £660. Tel.: Gerrards Cross (Bucks.) 85859 (evenings). (6726

**MINI-COOPER 998, 1966, WELL MAIN-**ained and in excellent condition: reclining seats, inertia belts, radio, new Cinturatos. M.o.T. and taxed 1970. £415. N. Paul. Tel.: Worcester 22291 (office), Hallow (Worcestershire) 400 (home) or Worcester 23382. (6727

**SPRITE MK. I, LATE 1959. GOLD SEAL** engine and Avon radials 10,000 miles. New carpets and dashboard, twin spots, tow bar. Dark metallic blue. Body average. £185 o.n.o. Taylor, 9 Beacon Way, Broadstone (Tel.: 3976), Poole, Dorset. (6728

**1962 AUSTIN HEALEY 3000 MK. II. FITTED** overdrive, servo brakes, triple carbs., radio, good Cinturatos, excellent hood and tonneau cover. Superb mechanics with immaculate bodywork and 12 months' M.o.T. £375 o.n.o. Tim Frost, 3 Littlepark Mansions, Titchfield Lane, Wickham. Tel.: 2019 (Hants.). (6729

**DAIMLER CONQUEST CENTURY, 100 B.H.P.** drophead coupé. Excellent example of this rare thoroughbred. As a second car it has completed 48,314 miles. £350. Tel.: Waltham Cross 26715. (6730

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**AUSTIN HEALEY 3000 MK. III, 1964. OVER-**drive, wire wheels, tonneau. H.P. arranged. £525 o.n.o. Cordingley, 149 Tinshill Rd., Cookridge, Leeds, LS16 7LD. (6732

**1930 AUSTIN 7, OPEN MAHOGANY BODY.** Good runner. Taxed, M.o.T. £145. Tel.: 01-647 8938. (6733

**BENTLEY MK. 6, MAROON ON BLACK,** 1950. Just passed M.o.T. Outstanding body and interior. Original radio, flashing indicators, very good tyres, tools, handbook, etc. £385 o.n.o., or Morris Minor or similar taken in part exchange. Tel.: Rayleigh 71127. (6734

**SUNBEAM TIGER, IN IMMACULATE** original condition, finished in unblemished carnival red with black interior. V8 4.2-litre engine giving effortless performance and reliability. Extras include 5-push-button Radiomobile-Marchal fog and spot lights, racing mirrors and seat belts. Price £675, H.P. arranged. For further details: Hodson, Tel.: Syston 3611 or (business hours) Leicester 66521. (6735

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**"E"-TYPE JAGUAR, 1968 "G" REGIS-**tered. Absolutely unmarked condition, having done only 14,000 miles from new. Opalescent gunmetal with black trim. Push-button radio. Aqua-Jet tyres. Price £1,995 or nearest. Will take part exchange and H.P. arranged. A. J. Leah, Tel.: 061-483 1358. (6737

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**LAGONDA TOURER OR SIMILAR** quality car in any condition. Complete chassis acceptable. Also LG45 engine. Box 1829. (6404

**WANTED: HARD-TOP FOR TR4A. WILL** pay delivery costs if outside local area. Tel.: Altrincham (Cheshire) 0815. (6430

**DAIMLER DART WANTED, ANY YEAR** or condition. Flat 6, 14 Crescent West, Hadley Wood, Herts. Tel.: 01-440 4195, or 01-254 1444. (6606

**3.8 OR 4.2 JAGUAR ENGINE, WITH** or without gearbox. Must have known history. Box 1859. (6624A

**ROLLS-ROYCE CAR WANTED, SIZE,** age, condition immaterial. Please offer to David Nudd. Tel.: Nottingham 250614. (6432

**WANTED: PHANTOM ROLLS-ROYCE.** Condition more important than body style. Good price paid for a good car. Willing to travel to see a fine specimen. Box 1759. (6433

**DAMAGED SPORT CARS OR UNBENT** ones wanted urgently. Any condition/model. Cash. We collect. Tel.: 01-464 2005 (any time). (6434

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**WANTED: M.G. TA/TC/TD/TF ANY** condition, smashed, neglected, or good. Cash paid. Please write: 4 Cruikshank House, London, N.W.8, or telephone 01-722 8952 (evenings). (6436

## WANTED—continued

**M.G. "L"-TYPE SOUGHT BY ENTHU-**siast. Condition immaterial. Rogers, 24 Western Rd., Littlehampton. (6437

**DERBY BENTLEY WITH COUPE,** drophead or unusual body required privately. Can view evenings or weekends. Box 1788. (6438

**30/98 E OR OE MODEL REQUIRED.** Any car in any condition considered. W. Wiseman, The Mill House, Bray-on-Thames. Tel.: Maidenhead 24454. (6439

**WANTED: HISTORIC RACING CAR.** E.R.A., Maserati, Ferrari, etc. Please write with details to: Mr. R. A. Collings, 46 Palace Rd., Llandaff, Cardiff. (6441

**TRIUMPH TR5, P. I. BLUE, BRISTOL.** Box 1831. (6440

**ROLLS-ROYCE, PRE-WAR, WANTED** by enthusiast. Must be 100 per cent. authentic and complete. Please send complete description, firm price and photo to: M. Hamilton, P.O. Box 432, Venice, California, U.S.A. 90291. (6442

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**FOR P. III ROLLS, REQUIRE FRONT** bumper, complete carburetter and metal tyre covers for wing-mounted spares. Pulford, c/o Phillips Drill Company Ltd., Queenslie Industrial Estate, Glasgow, Scotland. Tel.: 041-774 2267. (6444

**WANTED URGENTLY: REGISTRATION** J.C and distinctive number. Write: J. Cornwallis, 57 Jevington Gdns., Eastbourne, or telephone Eastbourne 20191 (9-6). Good price paid. (6445

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**URGENTLY WANTED FOR SUNBEAM** Talbot 2A, 1954: radiator grill and near side rear light glass. Box 1832. (6447

**WANTED: REG. NO. WS WITH LOW** or matched numbers. Tel.: Rhyl 50700. (6448

**"MOTOR SPORT" DEC., 1924; MARCH,** 1928; May, June, 1929, wanted. Your price paid. 42 Eversley Ave., Barnehurst, Kent. (6449

**M.G.-B BERMUDA HARD-TOP, PRE-**ferably black, but white also acceptable. Warburton. Tel.: Dartford 22468 (daytime). (6450

**COOPER 500/1000 OR SIMILAR FOR** restoration and subsequent hill-climbs/sprints. Condition immaterial. Skellern, "Willow Bank", Westhoughton, Lancs. (6451

**"MOTOR SPORT" MAY, 1929; JUNE,** 1929. Your price paid cash. Kenneth Ball, Mulberry Place, Ditchling, Sussex. (6452

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**WANTED: RILEY 2½ R.M.F. 4-SEATER** drophead coupé. Must be good condition. High cash for specimen. All letters answered. Box 1834. (6454

**JENSEN 541R, WELL MAINTAINED** car wanted. Private purchaser. Ritchie, 19 Willow Ave., Lenzie, Kirkintilloch, Glasgow. (6455

**TR2/3 BODY SHELL WANTED. M.** Horne, 143 Grove Lane, Cheadle Hulme, Cheadle, Cheshire. (6456

**"E"-TYPE JAGUAR F.H.C., PREFER-**ably 2+2. Faultless one-owner example with documented history required for my personal use. Full particulars to: Mr. Rogers, 251 Park Rd., Peterborough. Tel.: 3867 (evenings). (6457

**DAIMLER BARKER SPECIAL SPORTS.** Rear wheel spats and rear passenger compartment footrest wanted. Box 1835. (6458

**WANTED: JS OR JHS, ANY INTEREST-**ing number. All replies answered. Box 1836. (6459

**ALVIS TD21, 1961/1962, WANTED.** Good example still sought. London/Sussex area. G. Dear, 3 St. Peters Rd., West Green, Crawley, Sussex. Tel.: 0293 30976. (6460

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**WANTED: ROLLS-ROYCE 20 H.P. OR** 20/25. Preferably interesting coachwork. Box 1837. (6462

**M.G. PB FOUR-SEATER (REBUILD-**ing) required in good condition. Water pump, fittings and carburetter for Marshall 75 supercharger (dumbiron mounted), engine/transmission parts, seats. Also M.G. PB or MF registration number. Farrow. Tel.: Borough Green 3926 (evenings). (6463

**VINTAGE BENTLEY REQUIRED BY** V.C.C. member. Must be original and well maintained. Specifications and photo, if possible, to Box 1838. (6464

**WANTED: HARD-TOP FOR RIVIERA** blue, 1965, Mk. I Midget. Ashley preferred. Colour unimportant. Mr. Capps. Tel.: Kincardine 509 (office), or write: 5 Lorn Drive, Balloch, Dunbartonshire. (6465

**WANTED: THE FOLLOWING REGIS-**tration numbers—KWE 1, KE 1, KEN 1, ME 1. Price and particulars to: Newtown Service Station Limited, Stafford Rd., Newtown, near Walsall, Staffs. (6466

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**TVR 1800S** in unmarked light metallic blue, very good condition, MG-B engine, wire wheels, etc. .. .. .. .. .. .. .. **£845**
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**1964 JAGUAR 3.8 Mk. 2** in golden sand and sable with red hide upholstery; very attractive car .. .. .. .. .. .. .. .. **£595**

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At the time of writing we have a very good stock of Mk. VI and 'R'-Type Bentleys and a reasonable selection of both Pre-war and Post-war Rolls-Royce models, including a most exceptional James Young Silver Wraith saloon.

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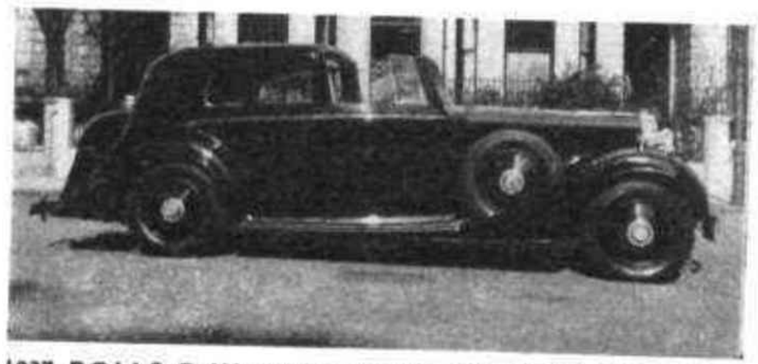
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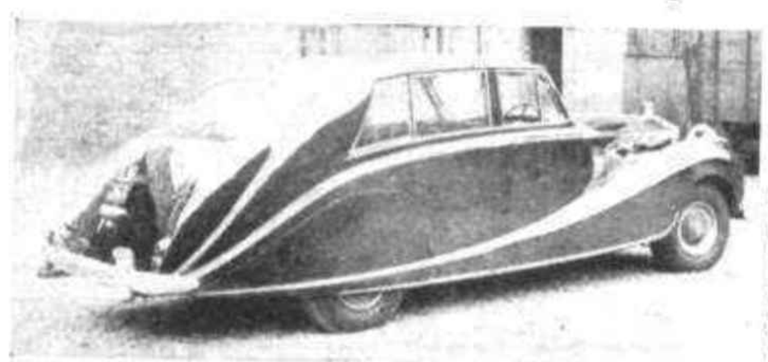
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**1932 VALE Special** open sports 2-seater.
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**1935 ROLLS 20/25** sedanca de ville by H. J. Mulliner.
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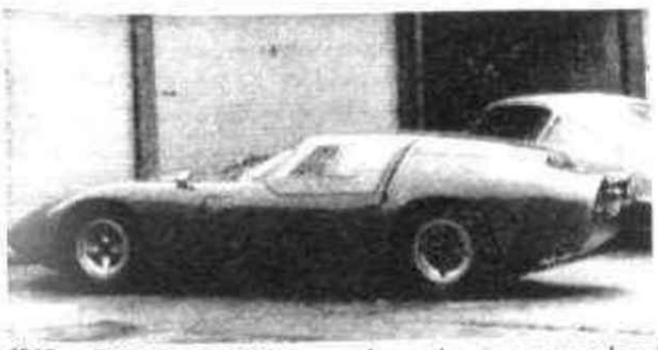
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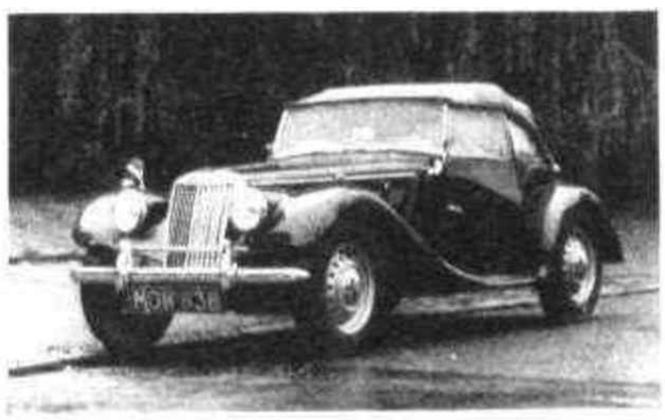
**£1,595 LOTUS Elan +2 'F' reg.** Burnt sand with black trim, radio, Halda Speed Pilot, one owner from new, supplied by us.

**£3,265 ASTON MARTIN DB6.** Olive green with natural hide trim, automatic, P.A.S., chrome wire wheels, electric windows and aerial, twin speaker radio, Sundym glass. As new.
**£2,675 ASTON DB6 1966.** Pacific blue with natural tan interior, automatic transmission. Excellent value.
**£2,095 JAGUAR E-Type roadster 1968 'G' reg.** Pearl grey, radio, N/B, w/walls, chrome wheels, low mileage. Really beautiful.
**£1,595 LOTUS Elan +2, 1968 'F'.** Dark blue with black interior, fitted with push button radio, etc. First class condition throughout.
**£1,595 LOTUS Elan +2 'F' reg.** Red with black trim, radio. Supplied new by us.
**£1,545 LOTUS +2.** White with black trim, unmarked, usual extras.
**£1,395 ASTON MARTIN DB4 convertible, Sept. 1962.** Red with blue hide trim, one owner from new, chrome wire wheels, hard and soft tops.
**£1,345 FIAT 2300S coupé Ghia-bodied, 1966.** Cobalt blue/black trim, two owners, electric windows, sun roof.
**£1,175 ALFA ROMEO Duetto, 1967.** Pearl white with red trim, radio, Cints, etc.
**£1,175 LOTUS Elan S3 convertible 1967,** special equipment, in medici blue with black trim, one owner, radio. Genuine condition throughout.
**£1,065 M.G.-B GT 'F' reg.** Primrose with black trim, chrome wire wheels, overdrive, SP tyres, one owner.
**£995 ASTON MARTIN DB4 1961.** B.R.G. with beige trim. Excellent value.
**£995 PORSCHE 356C, 63/64 model f.h.c.** Opalescent blue with black interior, fitted with radio, etc. Fantastic condition in every respect.
**£995 M.G.-B GT, 1968.** Tartan red with black trim, one owner, radio, spots, etc.
**£995 M.G.-C roadster 'F' reg.** Primrose with black rtim, wire wheels, o'drive, radio, 13,000 recorded miles.
**£975 LOTUS Elan f.h.c. 1966.** Medici blue, knock-on wheels, electric windows. History known.
**£945 M.G.-B roadster 'F' reg.** Mineral blue with black trim, chrome wire wheels, overdrive, Bermuda hardtop etc., one owner. Supplied by us.
**£925 TVR VIXEN 1600, 1968.** Malibu gold with black trim, wide rim wires, G800 tyres. Immaculate.
**£895 M.G.-B roadster, Oct. 'F' reg.** Mineral blue/black trim, fitted wire wheels, o'drive, radio, Cints., t.c.
**£895 FORD Lotus Cortina, 1968.** Blue Ming with black trim, one owner, new radial tyres, radio.
**£895 AUSTIN HEALEY 3000 Mk. III.** Silver blue with blue leather interior, fitted overdrive, wire wheels, one owner. Fantastic condition.
**£865 M.G.-B GT, 1966.** White with red trim, wire wheels, XAS tyres, one owner from new.

**£865 LOTUS Cortina, 1967 'F' reg.** Lotus colours, Motorola radio, twin spots, leather wheel.
**£825 ALFA ROMEO 2600 Spider, 1965.** Charcoal grey with red trim, 5-speed gearbox.
**£765 TRIUMPH TR4A convertible, 1966.** Conifer/black trim, fitted overdrive, wire wheels, tonneau.
**£735 TRIUMPH TR4A Dove GT f.h.c.** with occasional 4 seats, wire wheels, radio. White with green flash and black trim.
**£695 SINGER Chamois Sport, 1967 Sept.** Hartwell Stage II engine, sun roof, Minilite wheels, reclining seats.
**£675 TRIUMPH Spitfire, 1968.** White with black trim, wire wheels.
**£665 M.G.-B, 1965.** Red with black trim, wire wheels Bermuda hard and soft tops, radio, etc.
**£645 JAGUAR E-Type roadster, 1962.** Red with, black trim, chrome wire wheels.
**£645 LOTUS VII, 1968.** 1,300-c.c. Ford engine.
**£595 HONDA S800 f.h.c., 'F' reg.** Silver grey.
**£595 JAGUAR 3.4 saloon, 1964.** Shell blue with red hide trim, overdrive, radio, Cints., reclining seats.
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**£545 TRIUMPH TR4 Coupé, 1963.** Red with black hardtop, overdrive, radio, etc.
**£545 M.G.-B roadster, 1963.** Ice blue, hard and soft tops, wire wheels.
**£495 M.G.-B roadster, 1964.** B.R.G./black trim, radio.
**£495 LOTUS Cortina, 1963.** A superb example in standard Lotus colours, leaf spring rear end, radio.
**£495 TRIUMPH Vitesse convertible, 1966.** White with black interior.
**£485 FORD Cortina GT 4-door, 1965.** White with black trim, radio, etc.
**£465 M.G.-B roadster, 1963.** Bermuda hardtop, soft top, extra instruments.
**£465 AUSTIN HEALEY Sprite, 1966.** B.R.G. with black trim, wire wheels.
**£415 M.G.-A 1600 f.h.** An excellent example in petrol blue with black trim, fitted spotlamps, carrier, SP Sport tyres, etc.
**£415 AUSTIN Mini Cooper, 1966.** Tweed grey and white, one owner from new.
**£395 TORNADO Talisman GT, 1962.** One of the few GTs that will seat four people in comfort, 1340 Cosworth engine, red with black trim.
**£395 SUNBEAM Alpine, 1963.** Green with black trim, overdrive, wire wheels.
**£375 JAGUAR 3.4 saloon Mk. II, 1961.** Indigo blue, overdrive, wire wheels, a superb car.
**£355 M.G. TD Mk. II, 1953.** Black with green trim.
**£355 AUSTIN Mini Cooper.** Grey with white roof.



**£865 PIPER GT, 'F' reg.** A road-going example of these exotic GT cars in red with black trim, fitted 1.6-litre GT engine, alloy racing wheels, etc.



**£445 M.G. TF 1250.** Green with matching interior, very original throughout.



**£1,845 JAGUAR E-Type roadster, 'F' reg.** Carmen red, chrome wheels, etc. Faultless.

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**MORGAN 4/4, SERIES III/IV. GOOD** condition. Stevens, 51 Kirkdale Ave., Spondon, Derbyshire. (6468

**SUNBEAM TIGER WANTED FOR CASH.** Anything considered. 2 Kersley Rd., N.16. Tel.: 01-254 1444, or 01-440 4195. (6469

**CENTRIC 160 OR OTHER SIMILAR** supercharger for 1934 M.G. model PA. Davison, 23 Wodeland Ave., Guildford. Tel.: 63454. (6470

**GENUINE ENTHUSIAST WISHES TO** purchase for cash a mint condition M.G.-A, TR3A, Doretti. Please write with full history and details: C. D. Bovet-White, Anchor Inn, Barcombe, Lewes. (6471

**WANTED: REGISTRATION JAP WITH** low or interesting number. Also any interesting registration considered. Box 1840. (6472

**MORGAN 4/4 WANTED. TOP PRICE** offered. View anywhere. Head, 26 Woodland Grove, Old Tupton, Chesterfield, Derbyshire. Tel.: Clay Cross 2540. (6473

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**"R"-TYPE BENTLEY. CASH TRANS-**action. "Hillside", Shelleys Lane, Knockholt, Sevenoaks. Tel.: Knockholt 3030. (6685

**ALVIS SPEED 20 OR SPEED 25 OR** Lagonda 4½-litre wanted in good condition. Tourer preferred but saloon considered. 45 Milton Rd., Bentley Heath, Solihull, Warwickshire. Tel.: Knowle 5247. (6687

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**ALLARD "K"-TYPE, 1947. HAVE YOU** a manual to sell? And other interesting literature for this car. Also required: front grille. Please write immediately: Mr. M. Serene, 74 Cardinal St., Cheetham, Manchester 8. (6692

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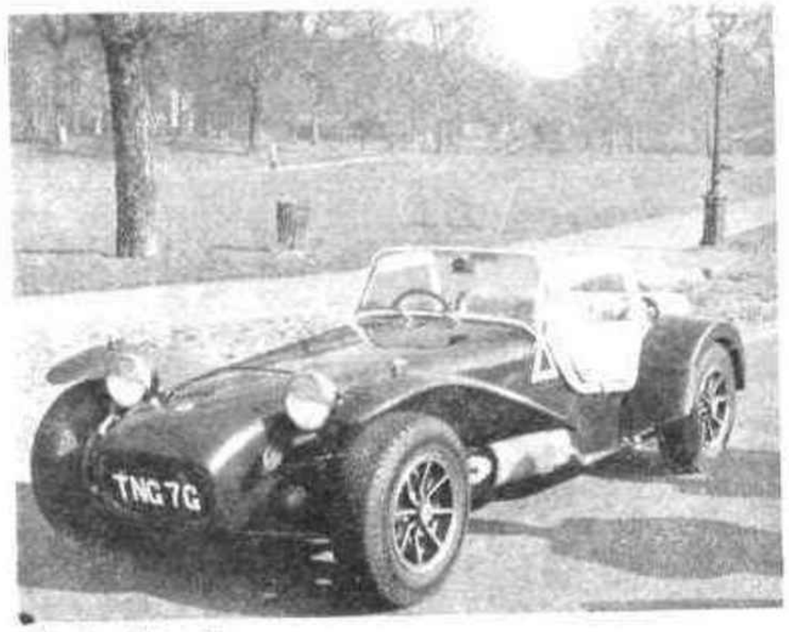
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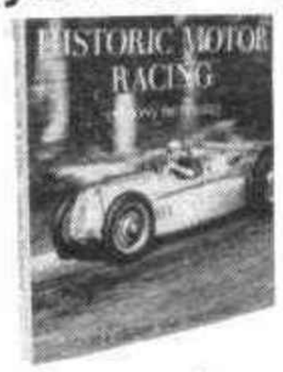
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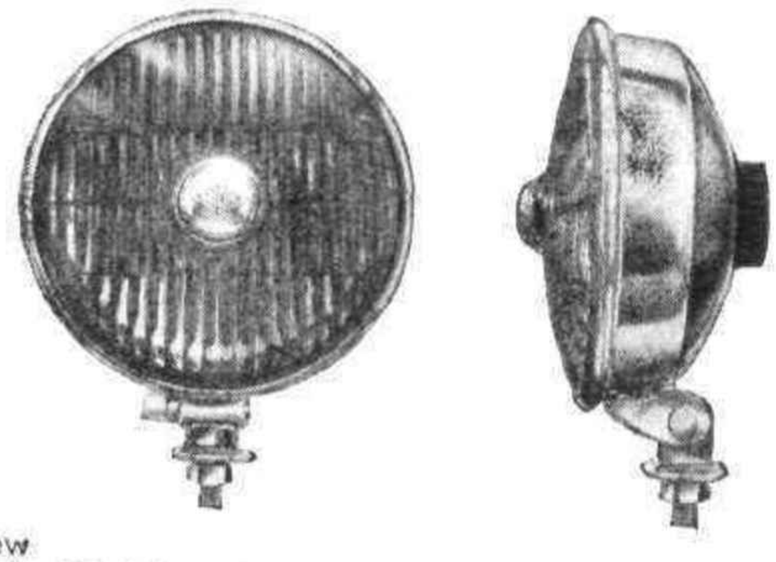
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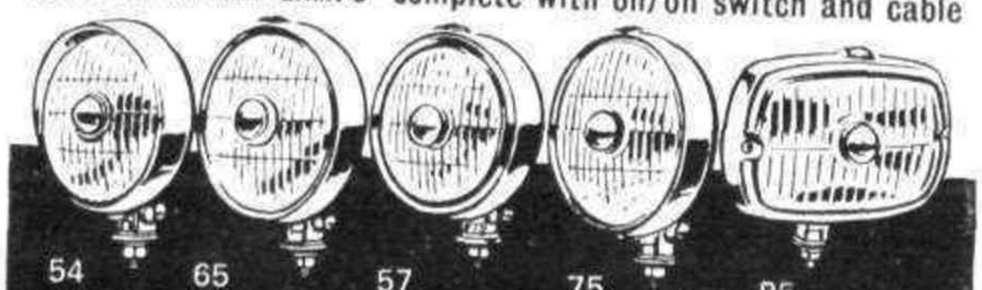


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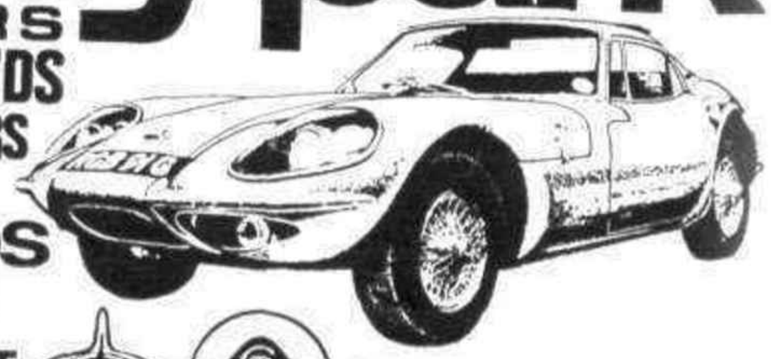
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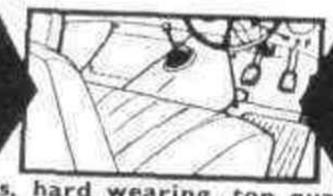


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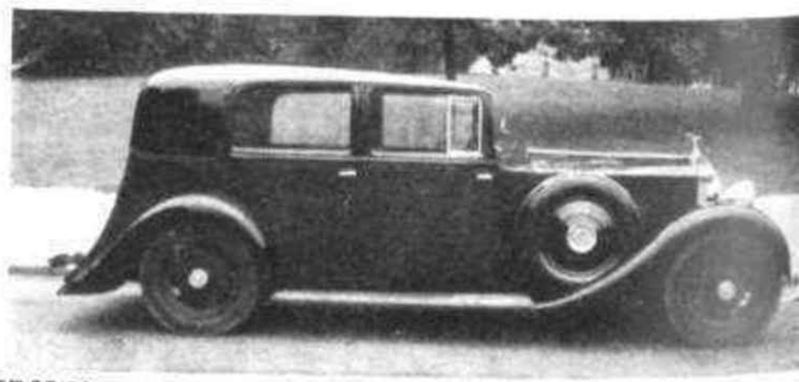
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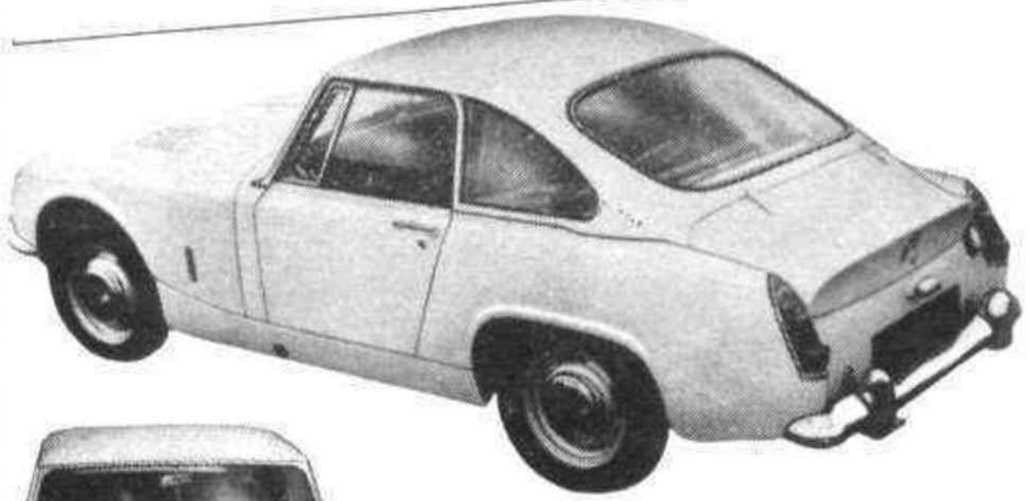
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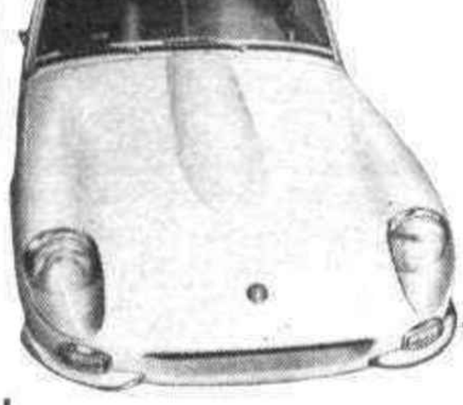


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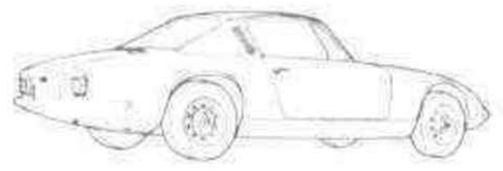
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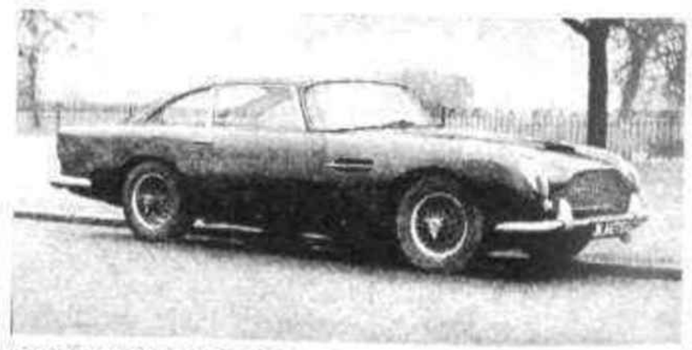
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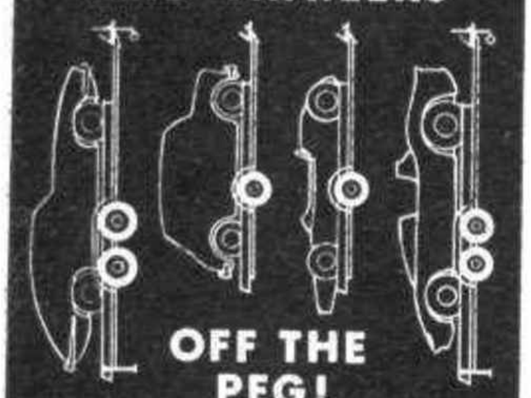
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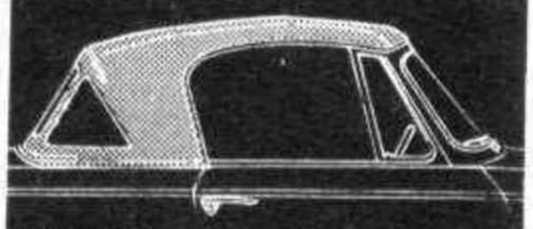
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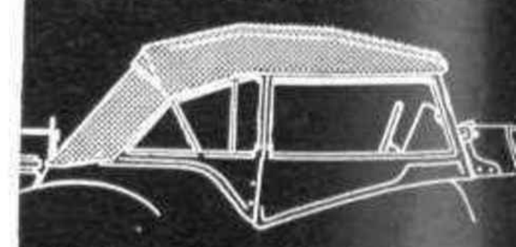
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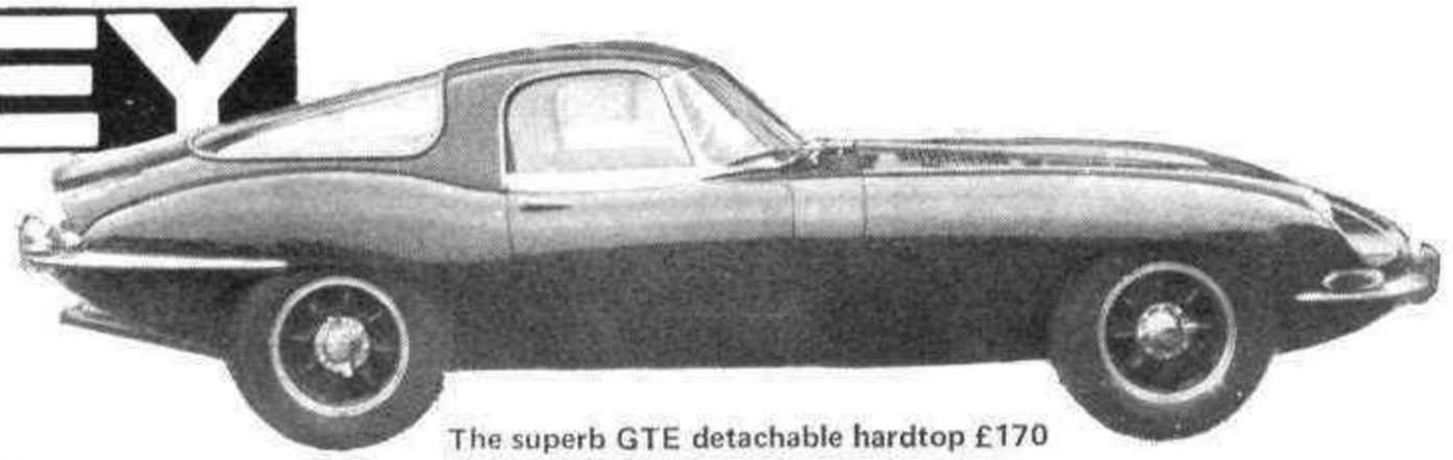




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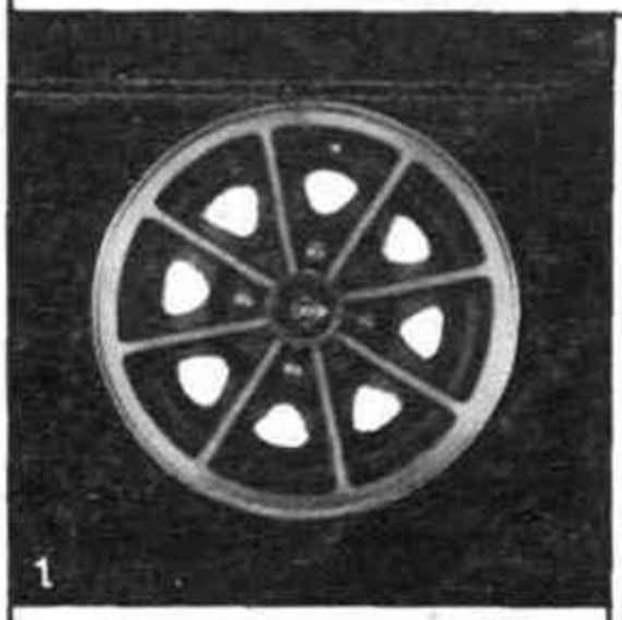
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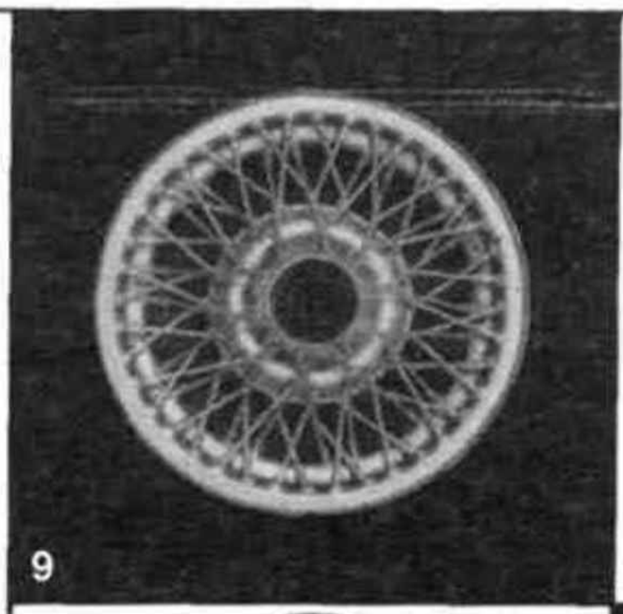
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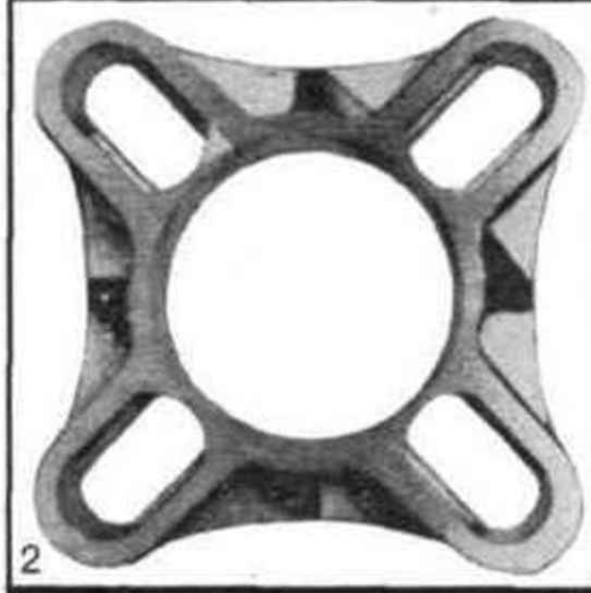
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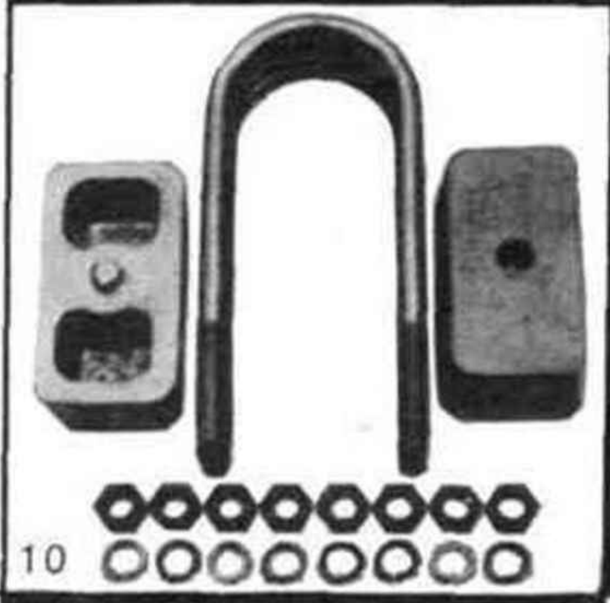
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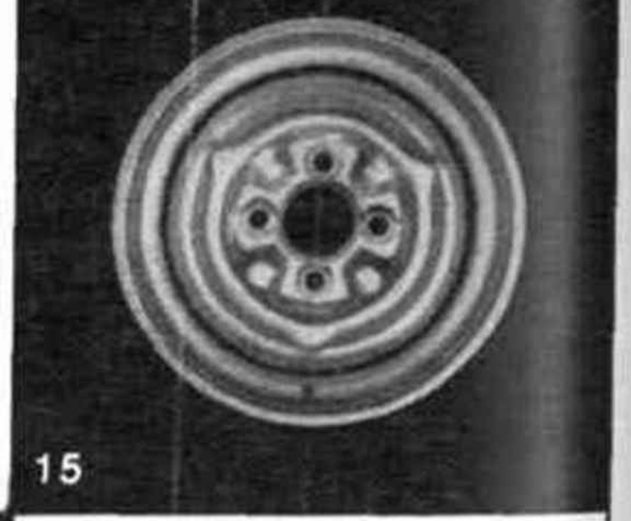
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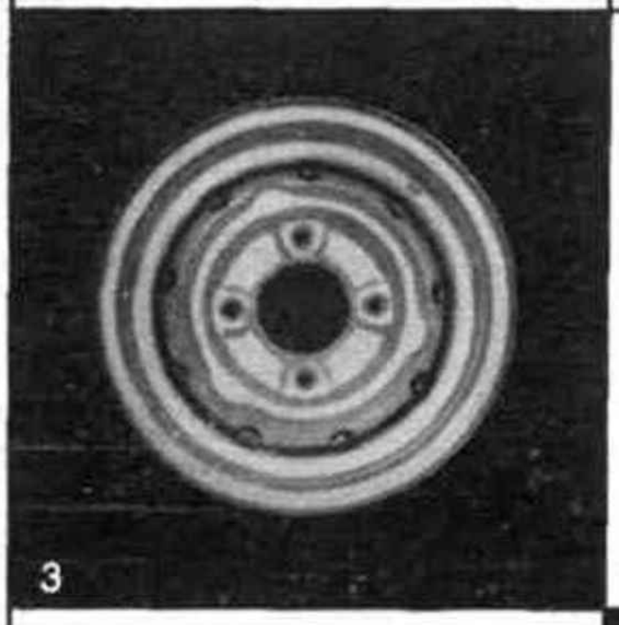

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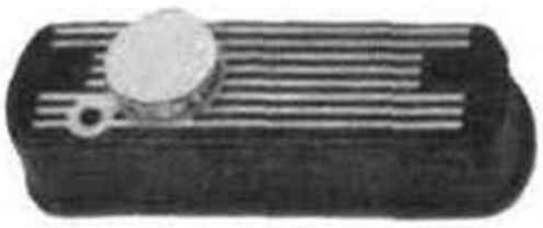

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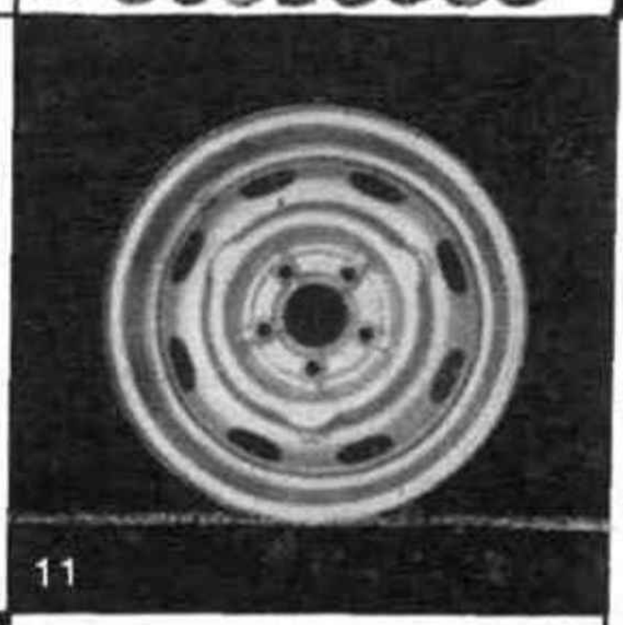

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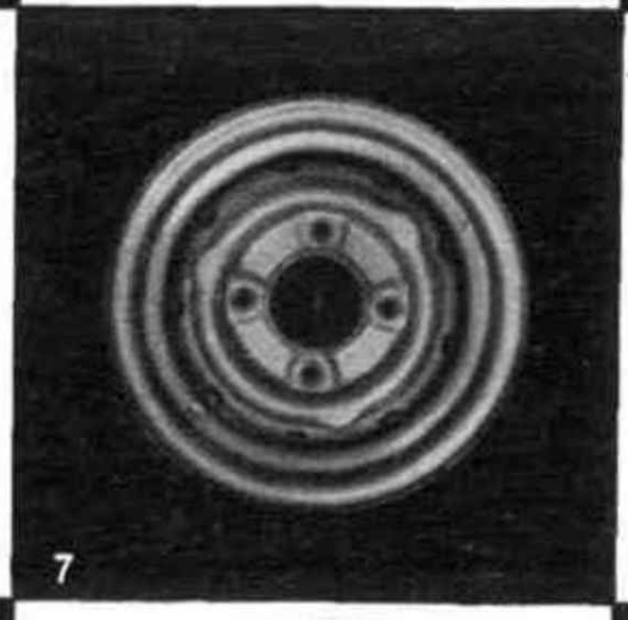
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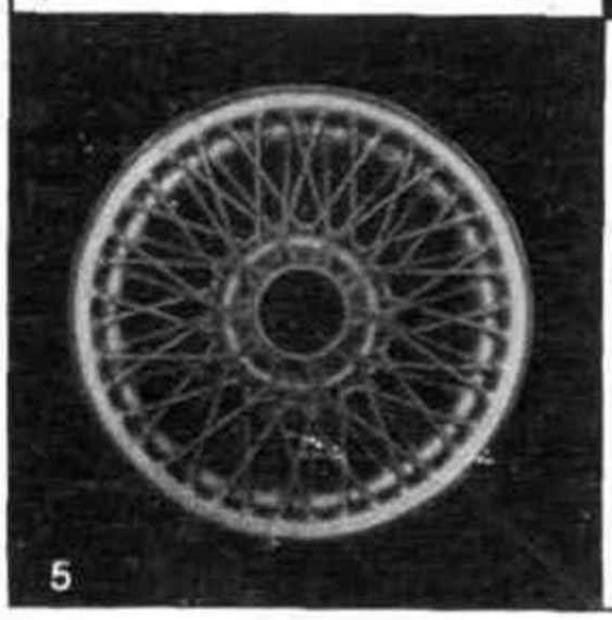
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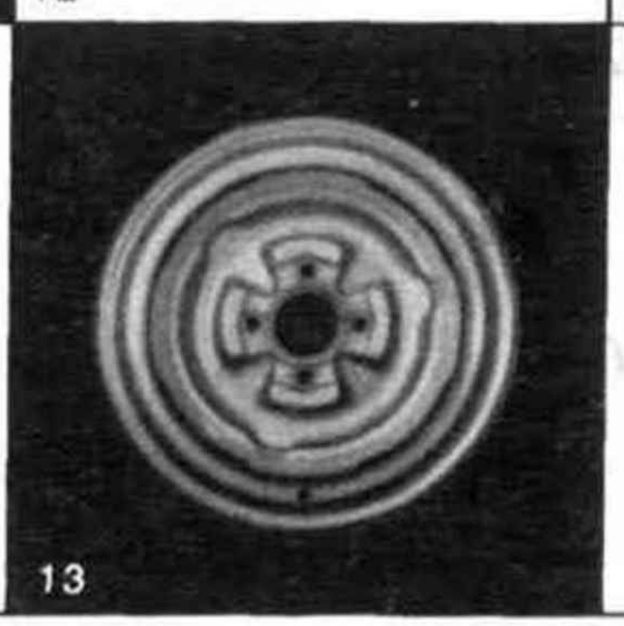

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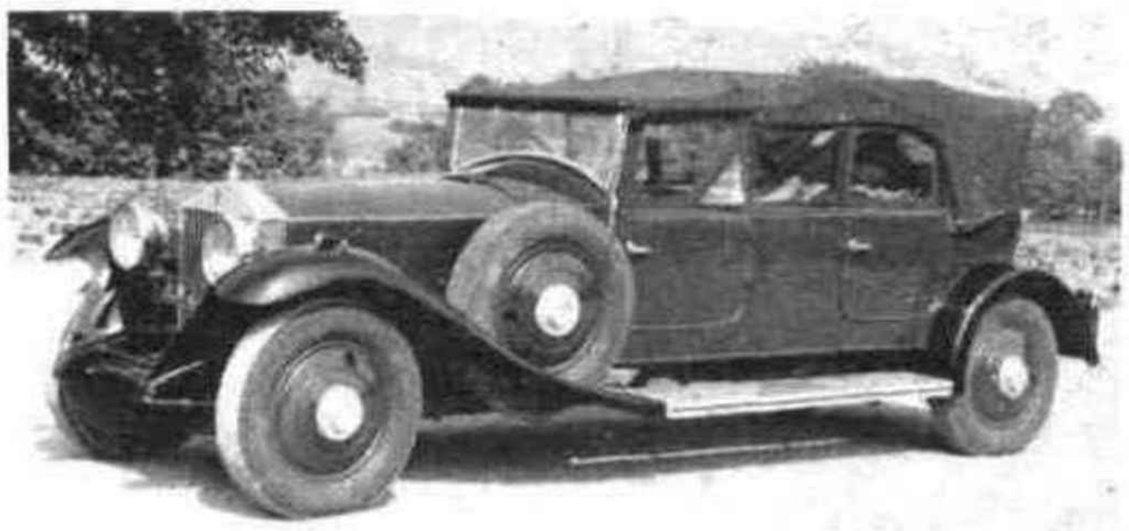
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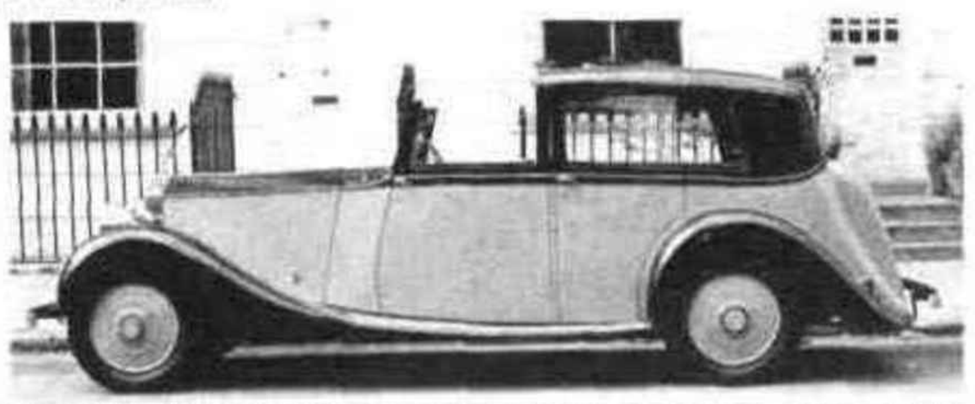
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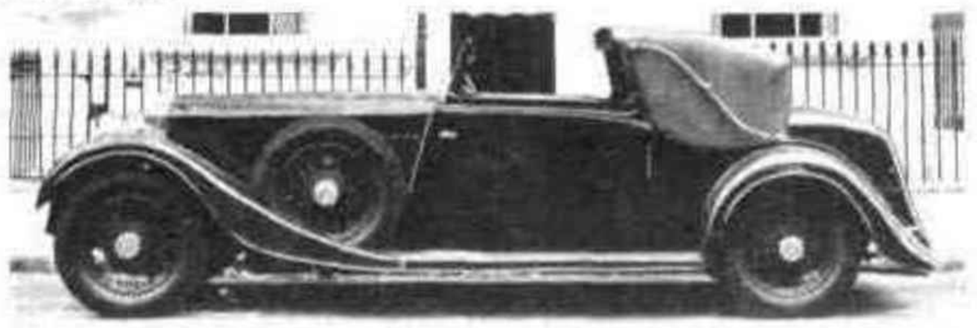
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