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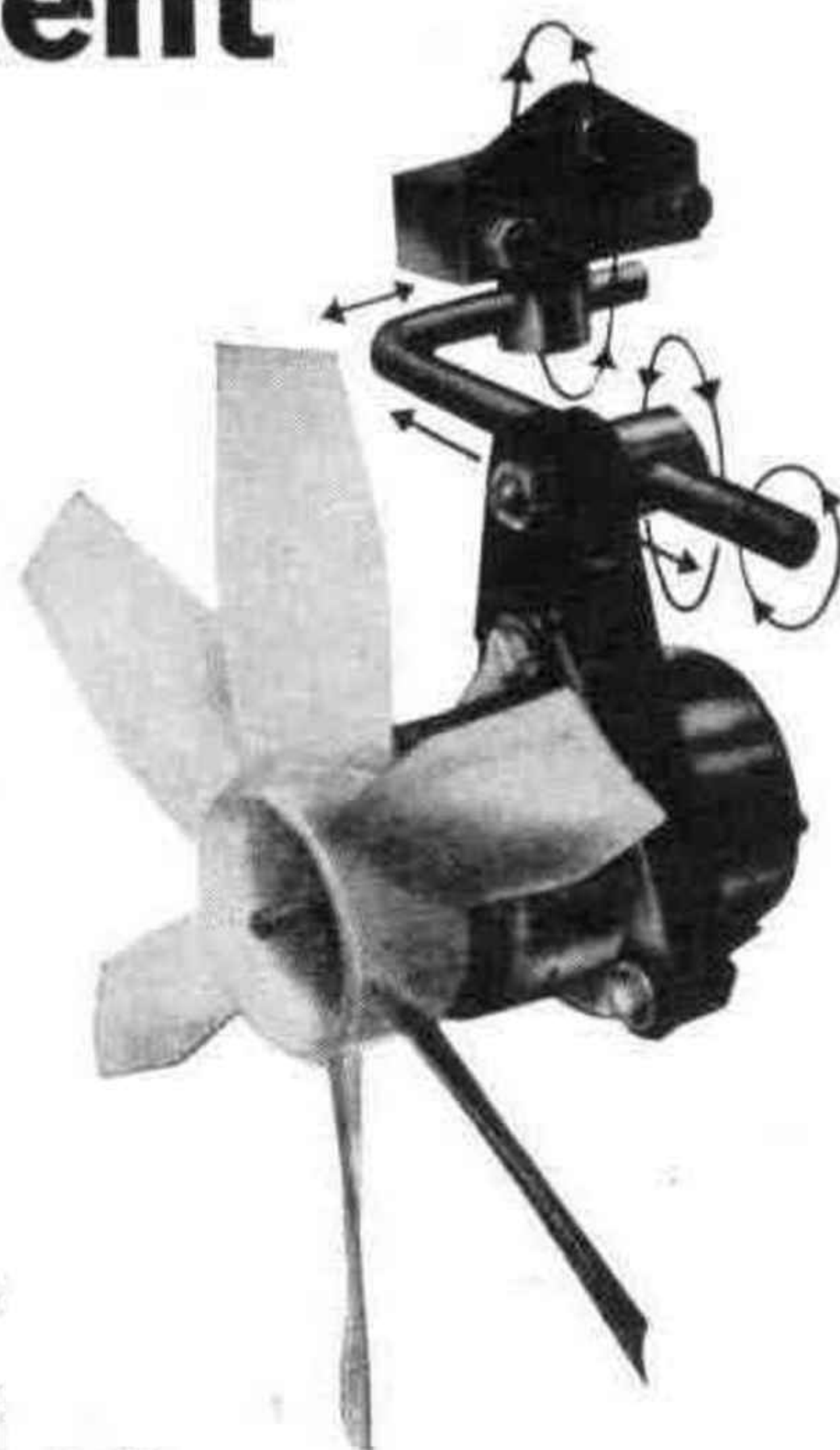
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Date of birth	_____
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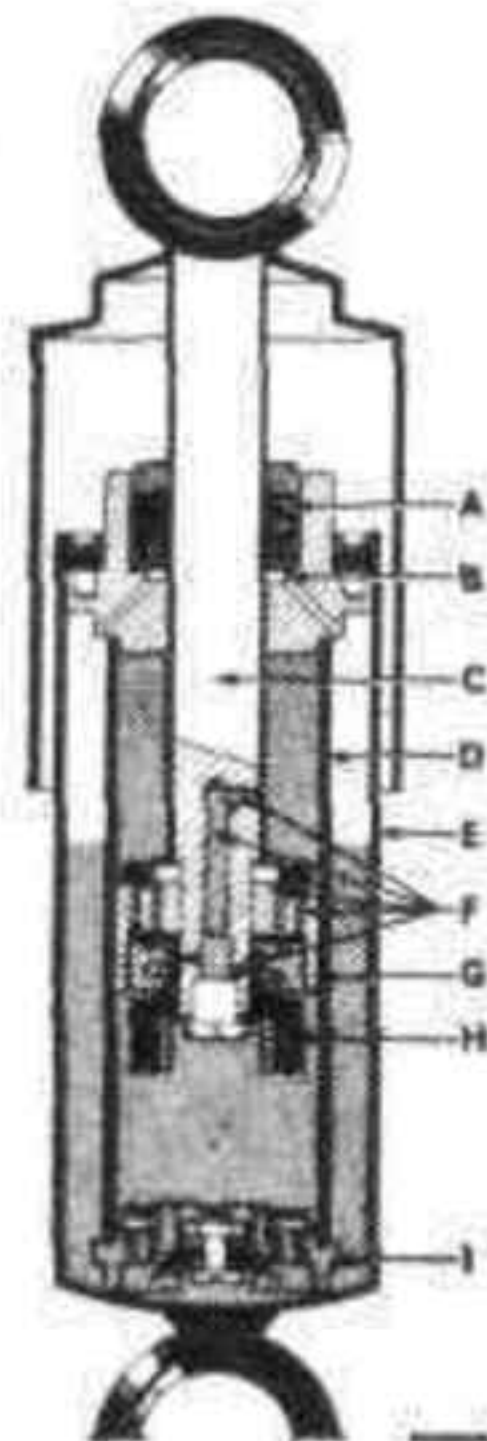


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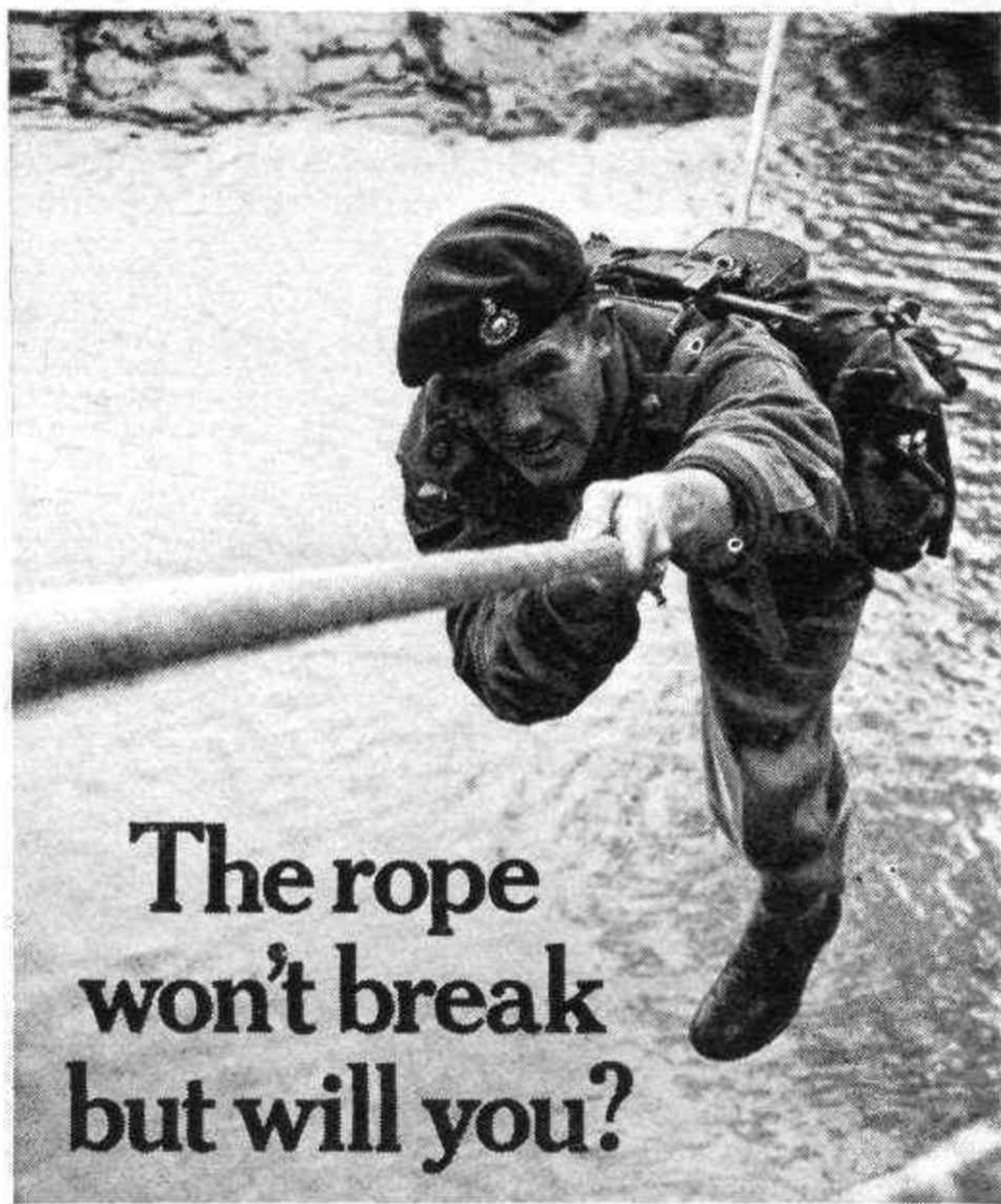
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Address \_\_\_\_\_



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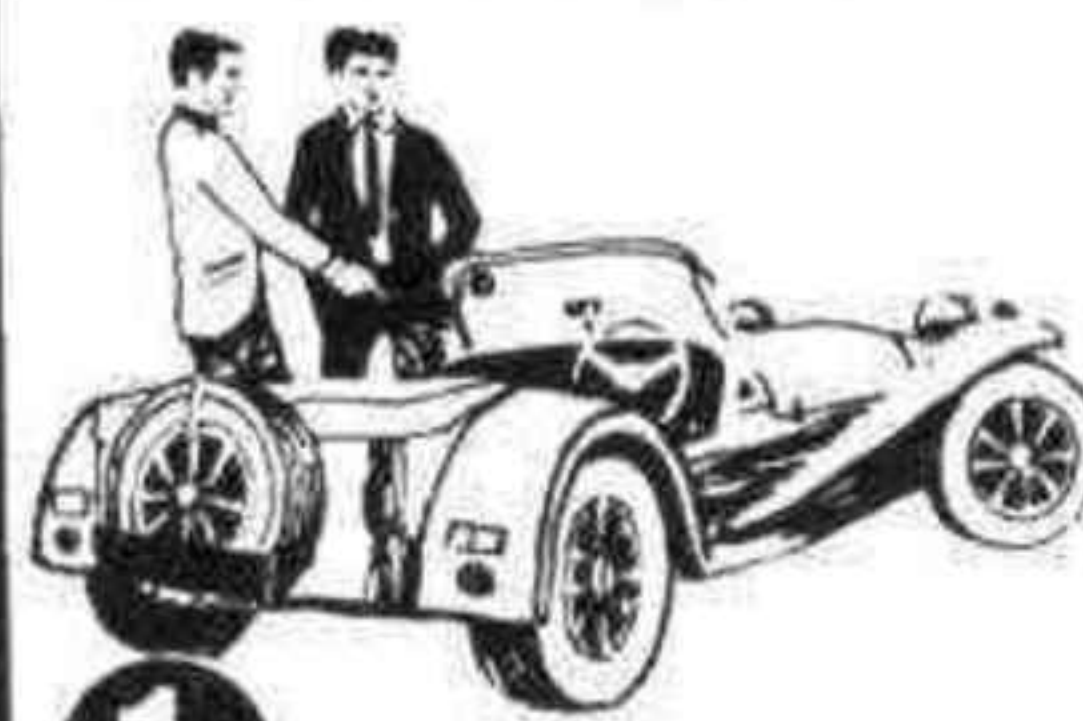
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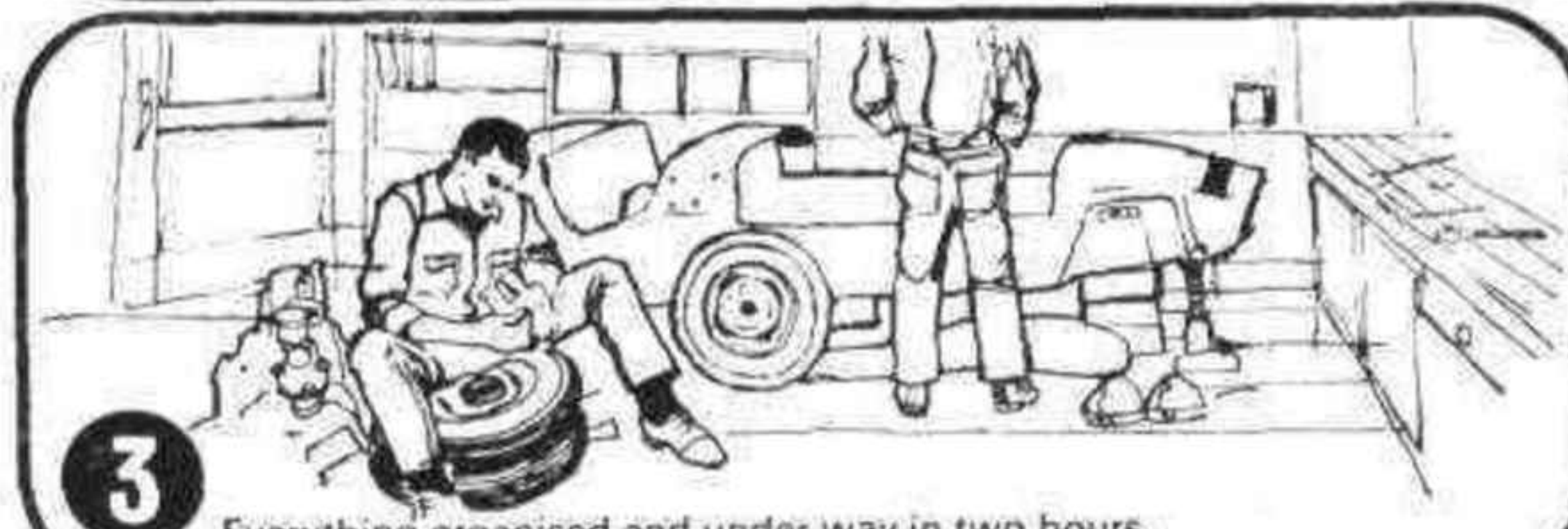
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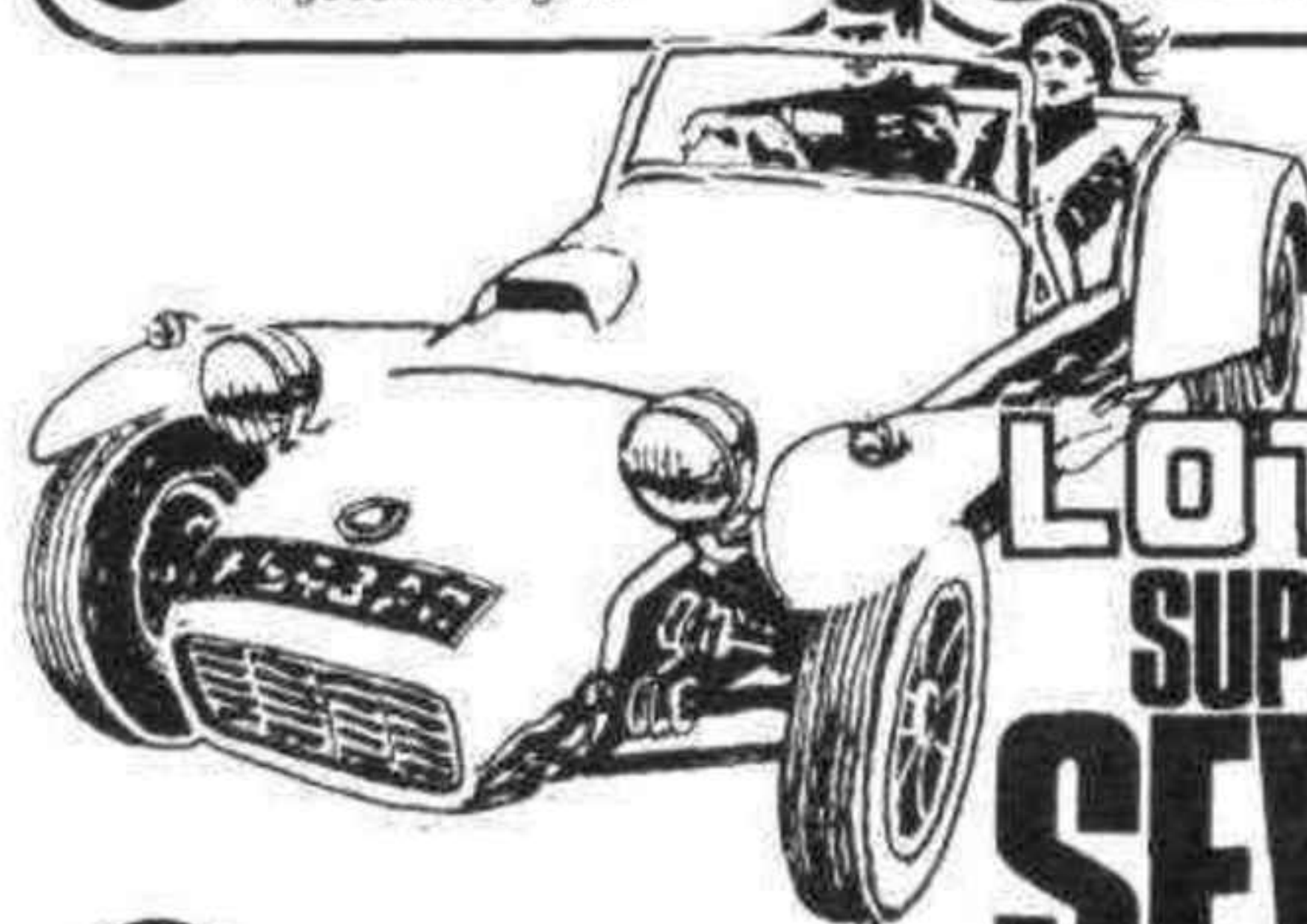
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**5** On with the wheels.



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# MOTORSPORT

VOL XLVI No. 1 JANUARY 1970

FORTY-SIXTH YEAR OF PUBLICATION  
PUBLICATION DATE FIRST OF THE MONTH

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

STANDARD HOUSE,  
BONHILL STREET,  
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## CONTENTS

	Page
Matters of Moment ... ..	7
Fixtures for January ... ..	8
Springbok Series 1969 ... ..	8
International Formula Three Championship ... ..	9
Frederick Lionel Rapson—Inventor Extraordinary ... ..	12
American Comment ... ..	13
Road Impressions: The V6 Ford Zodiac Abbott-bodied Estate Car ... ..	15
International Race Results of 1969 ... ..	16
Motoring Variety ... ..	17
Veteran-Edwardian-Vintage ... ..	21
Memories of Some Foreign Vintage Cars ... ..	22
Tuning Test: A 100 m.p.h. Imp—from Rootes ... ..	28
On Fast Motorcycles ... ..	30
Rally Review ... ..	32
Books for the New Year ... ..	36
Keith Duckworth ... ..	39
The Hillman GT Road Test ... ..	47
50,000 Miles with a Porsche 911 ... ..	48
Letters from Readers ... ..	50

**FRONT COVER PICTURE:** ONE OF THE SURPRISES of the RAC Rally was the complete reliability of the factory Datsuns. This one, crewed by Kenyan Jack Simonian (who had never seen snow before) and Geraint Phillips, was rolled after the picture was taken, but went on to finish, one of the three which won the Manufacturers' Team Prize.

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## MATTERS OF MOMENT

### ■ GRAHAM HILL—AUTHOR

Graham Hill, reigning World Champion driver—well, until three days ago—promised that his autobiography would be ready by Christmas and in spite of his spell in hospital he kept his word. In fact "Life at the Limit" (William Kimber, 36s.) was published on December 8th. Hill wrote the book himself, unlike most famous drivers who employ "ghosts". The result is a riot, and confirmation that Hill always was larger-than-life, in the Duncan Hamilton image. With his dry sense of humour he conveys episodes in his life, motoring and otherwise, in a manner which takes the reader from page one to 255, as Hill would put it, without pitting.

The book is perhaps a reminder that some of today's racing drivers have to strive hard to be "characters" whereas in the old days they were such without realising it, by reason of birth, wealth and the prevailing way of life. Graham recognises this, remarking that things have altered even since the days of Hawthorn and Collins, and that racing is now such a busy occupation that there is less time for play—although Hill has obviously had his share of fun.

Certainly the Zborowskis, Segrave and Seaman moved in a different climate from that of Hill; for instance, Hill was climbing Snowdon while, as he phrases it, "the Queen was getting herself crowned at Westminster Abbey". In pre-war times he would no doubt have been at the Coronation. Nor, one thinks, would the better-known racing drivers of those days have tucked in behind a Royal procession in an old Morris tourer and cad's caps and tried to get into Buckingham Palace, as Hill and his pals once did. And one imagines that most of the Brooklands crowd had been in and probably owned a car before they were 24, at which age Hill bought his first one, a 1934 Morris, which did not prevent him from driving it home without a previous lesson; later it was changed for a Chummy Austin, about which Hill has amusing reminiscences and two pictures in his book.

These things apart, Hill *did* get invited to the Palace, to meet the Queen Mother, as he tells in this highly amusing and interesting autobiography by one of today's great motor-racing characters. Hill packs in the full story, from the time when he joined the Universal Motor Racing Club and thereby embarked on the long road to fame and fortune, to his 1969 accident which put him out of racing and into hospital. He competed in his first race without having so much as *seen* one (he finished second), and on the strength of this he became Chief Racing Instructor to the Premier Motor Racing Club! Anyone who is hoping to get into motor racing on a shoe-string, even today, should find much encouragement from Hill's book.

The accounts of his spell in the Navy, of how he tried to get from Cheltenham, where he worked for Smith's instruments, to London on Saturdays to see his current girl-friend, first by cycling, then by motorcycling, and why it didn't work out, and similar bits of early Hill history are great fun and there is something on these lines on nearly every page. We are sorry to learn that Hill's solicitor made him delete much of the better material for fear of libel; it is a great pity that merely telling the truth in print these days is likely to bring one into the Courts. But there is enough left to make "Life at the Limit" a truly memorable book. The many accidents that have happened to Hill and his fellow drivers are rather an eye-opener as to the hazards of continuous racing. The inside stories of the game are there, too. How one Lotus 15 passed for two in qualifying for the Oulton Park Gold Cup meeting in 1957 which nobody discovered at the time, and why Hill's Austin A35 once went so very fast at Goodwood, etc.

Hill reminds us that, but for a change in the points-system, Moss would have twice won the World Championship, instead of missing it altogether, and he covers the Moss crash at Goodwood without contributing anything to the mystery, except to suggest that something broke on the car. And, remembering how some journalists forgot all about the 4-w-d Ferguson when writing of the present spate of 4-w-d cars, it is interesting to note that Hill and Ireland, as well as Moss and Fairman, drove the Ferguson, and to read Hill's opinion of this, and of the Rover-BRM gas turbine

Continued on page 8





## Motor Sport Fixture List For January

★ Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list. ★  
 C. = Closed Event. 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	TIME
Jan. 4th ..	Surfers' Paradise International MC	Surfers' Paradise	Brisbane, Australia	12-Hour Race (INT)	—
Jan. 10th ..	New Zealand International GP	Pukekohe	Auckland, New Zealand	Tasman Race (INT)	—
Jan. 10th ..	TEAC	Lydden Circuit	Canterbury, Kent	Rallycross (NB)	13.00
Jan. 10/11th ..	CSMA/Bexley LCC	Little Chef Restaurant	Gravesend, Kent	Autumn Rally (C)	22.31
Jan. 11th ..	Club YPF	Buenos Aires Autodrome	Buenos Aires, Argentina	1,000 kms. Race	—
Jan. 11th ..	Newport CC	Sewern Bridge Service Area	Bristol, Somerset	Tour of Dean	09.00
Jan. 16/24th ..	AC de Monaco	Various European capitals	—	Rallye de Monte Carlo	—
Jan. 17th ..	Christchurch MRC	Wigram Circuit	Christchurch, New Zealand	Tasman Race (INT)	—
Jan. 18th ..	Club YPF	Buenos Aires Autodrome	Buenos Aires, Argentina	300 kms. Race	—
Jan. 18th ..	Singer OC	Lyndham Garage	Furze Platt, Maidenhead	Regularity Trial (C)	10.00
Jan. 24/25th ..	Dursley MC & LCC	Prynn's Garage	Llangamarch, Brecons.	Havoc '70 Rally (C)	23.31
Jan. 25th ..	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (C)	14.00
Jan. 31/1st Feb.	SCCA	Daytona Speedway	Daytona Beach, Florida, USA	24-Hour Race (INT)	14.00

### MATTERS OF MOMENT—continued from previous page

Le Mans car. He also deals with going on Veteran Car Runs to Brighton, again in a revealing manner. His actual race accounts are brief but to the point and the book has many good, but small, pictures. But it is Hill-the-man rather than Hill-the-driver who comes through and as this isn't racing history as such there is no point in searching for errors—anyway, the only one we have spotted was Hill saying Innes Ireland finished third in his first Grand Prix, at Zandvoort in 1959, whereas he was fourth, a lap behind the placemen. The surprise Hill experienced when he asked a BRM mechanic for the tyre pressures he wanted and was referred to Peter Berthon comes over well, as does the story of what happened when, for a lark, Reg Parnell told the Press that Bette Hill had had twins while her husband was racing at Roskilde in 1959! Hill describes his mistake which let Brabham win the 1960 British GP, whereas he could easily have confined himself to blaming the failing brakes of the BRM. His descriptions of what a shunt and a fire are like for the driver in the cockpit alone make the book worthwhile. Incidentally, he refers to the cramped cockpit of the early Lotus, so that twice he was unable to turn the steering wheel far enough, his hand contacting his thigh, causing him to crash on the first occasion—Chapman's cure for this serious fault is another memorable item! How little the present-day driver sees from the car is evident when Hill tried to continue a race with a wheel off his car.

Hill does not refer to his friends(?) the Press reporters, and in this he is probably wise. Indeed, so enjoyable has he made this book that one becomes greedy for more—what he thinks, for example, of the different types of Press coverage (he was very cross with the daily Press when they hounded him, following his nasty accident at Cliff Davis' stag-party, when Hill was trying to get on stage with the stripper) but he makes even this a hilarious story. There is a good deal more that could have been put in—Hill's journeys from circuit to circuit, his flying, and so on. But make no mistake, there is plenty of real meat in his book—what he earned, apart from nothing, when he began as a racing mechanic (a far cry from £55,000 won at Indianapolis, his share spent on a new twin-engined aeroplane), the early retaining fees paid to him, etc., all told in the crisp and amusing Hill style. So many fascinating little snippets come in, too, such as Mike Costin driving a 2-litre Lotus 15 from London to Chester, and what happened at Samantha's christening, that one regrets there is no index to enable one to quickly re-discover them. Incidentally, after his last accident Hill is still undecided whether seat belts in this instance would have saved him or whether it was better that they were undone. . . . All in all, a most enjoyable book; very good light-reading. Hill-the-author is almost as professional as Hill-the-racing-driver. "Almost", because towards the end the author tends to write as if time was the criterion and some races get superficial coverage, sometimes only a few lines. His book must surely make for Graham Hill Racing Ltd. and Grand Prix (Bahamas) Ltd., who own the copyright, more lovely money, for the taxmen to whittle away?

### BURTON MOTORING COATS

BURTON have announced a new range of Weatherogue motoring coats. These come in a variety of styles, are tailored in the modern shorty fashion and range in price from £12 to £14. The sample we have seen is in wool and dark brown camelhair loomed in England, with a high collar and useful pockets. These snug and smart coats are available in five colours.

### SPRINGBOK SERIES 1969

FIRST on the list of races in southern Africa which constitute the annual Springbok series was the Kyalami 9-Hours on November 7th. Freak weather conditions and a multitude of accidents reduced the number of cars which started, but the race provided Piper's Porsche 917 (co-driven by Attwood) with an excellent win.

The Kyalami race invariably attracts the best field of the entire series, and again this was the case, despite the last-minute withdrawal of two Matra 650 prototypes by the French concern. There remained two Porsche 908s, four Lola T70s of different ages and capacities, a Ferrari P4, a Ford GT40, a lightweight Mirage-Ford, sundry less potent saloons and sports cars and two of the promising new Chevron B16s with "stretched" versions of the Cosworth Formula Two FVA engine.

Attwood swept ahead from the start and began to pull out a good lead, while the Lolas and Porsche 908s disputed the runner-up placings. Redman, sharing a Sid Taylor/Team Gunston T70 Mk. 3B with former South African Formula One Champion Love, disposed of Koch's Porsche and then passed Bonnier, who was sharing his Lola with Wisell, into second place.

Bonnier was back into second place before the first half-hour was complete, Redman making a pit stop to replace a rocker in his big 6.2-litre Chevrolet engine. But then the Swede seriously damaged his car when he ran into the banking. Moving up into a challenging position at the end of the first hour was yet another Lola, this one entered by Grand Bahama Racing for de'Udy and Gardner, closely pursued by the 5.7-litre Mirage-Ford entered for Hailwood and Gethin by Malcolm Guthrie Racing.

After a short period of rain, the Redman/Love Lola was retired with a broken differential: the heavens then opened and the track became flooded in places for more than an hour, which enabled small saloons to drive rings around the sports cars.

The race settled down with the Porsche 917 narrowly ahead of the de'Udy/Gardner Lola, but Attwood was later penalised four laps for exceeding the number of laps permitted to be covered in one session and the British car went ahead. Attwood's efforts to make up for the penalty were not really needed, for Gardner ran into problems while restarting after a pit stop and the race ran out with the Porsche in front by two laps.

The unfortunate Kauhsen, who was sharing Schultze's Porsche 908, collided with an errant spectator while holding a firm third place, so it was the Dechent/Koch car which took over the place. The Chevron B8 driven by 60-year-old Jack Holme only failed by a matter of yards to snatch fourth place from the Renault saloon which had made the most of the wet conditions earlier in the event, while the remaining Chevron, the Martland/Lucas B16, was delayed by electrical problems.

Two subsequent and much shorter events were both won by the successful de'Udy/Gardner twosome, although Love (driving single-handed) put in a close challenge at Cape Town. In the Portuguese country of Mozambique, Love retired his Lola with overheating and the race looked like providing Attwood (this time driving Guthrie's Mirage) with a win. Unhappily, he pulled in to complain of heat exhaustion with only minutes to go, falling behind not only the winning Lola team but also the Ferrari P4 with which Widdows and Walker were going particularly well. They finished on the same lap as the leaders.

Full results will be published next month



# AN INTERNATIONAL FORMULA THREE CHAMPIONSHIP SPONSORED BY MOTOR SPORT/SHELL

£1,000 FOR 12-RACE SERIES

OF THE three major International racing formulae, one has been sadly neglected when it comes to allotting Championships. The exception is Formula Three, the most junior of the three professional formulae, yet the one which has possibly proved the most entertaining over the five years of its existence.

MOTOR SPORT is pleased to announce that it will sponsor the first Championship for Formula Three to be organised in recent years on an International scale, and that in conjunction with Shell there will be a total prize fund of £1,000 available. This generous sum will make it worth the competitors' while to have the MOTOR SPORT/Shell Championship as their prime objective in a busy season.

The decision to go ahead with the project is based on two considerations: to create for Formula Three a Trophy which will give prestige and a prize fund which will help the winning driver and runner-up to prepare for the next season's racing.

As a Formula which provides a selection of races in virtually every European country, it would be inappropriate to restrict the Championship to British or Commonwealth drivers. The more important races invariably attract the same "circus" of drivers, among whom there are no strong national divisions. As an example, during 1969 one of the most frequent winners was a Swedish driver in a British works-backed car using an Italian-tuned Ford engine. So the MOTOR SPORT/Shell Champion will be the man who does best in the 12 races chosen for the series. It has been decided to concentrate in the main on International F3 races in Britain, but the series will also include one foreign round, that at Monaco which is generally recognised as the most significant F3 event of the year.

## Formula Three in 1969

The past season of F3 has been one of intense interest and excitement. Dominating the results are the names of three young men, two Swedes and a London-based Australian, whose careers are poised for

yet greater things in 1970. All three of them had works support in one form or another and they were very closely matched, although they drove different makes of car. On results, it was Ronnie Peterson, a 27-year-old Swede in an Italian Tecno, who came out best. He did not race in Britain as frequently as the other pair, but he did win the Monaco race, after much speculation as to who was the better Swede. His close rival and friend Reine Wisell was the man who was narrowly beaten on that occasion and Wisell is the Swede who became well known to British crowds as the driver of the works Chevron. Offering Wisell the strongest possible challenge, and beating him on occasion, was 25-year-old Australian Tim Schenken, the 1968 top Grovewood Award winner. Schenken set a pattern by moving up from the British National Formula Ford, of which he had proved the most successful exponent in its first full year of existence.

Formula Ford has taken over the role which was previously worn—rather hesitantly—by Formula Three as a training ground for young drivers. Many of the impecunious youngsters in ill-prepared F3 cars who in past years trailed around near the back of the field are now to be seen driving Formula Fords, and the status of F3 has risen as a result. It is now a real step-up to move into Formula Three and the image of the racing has improved in consequence.

Making the move from FF half-way through the season was 23-year-old Brazilian Emerson Fittipaldi. He made an immediate impact on F3 with a new Lotus and proved to be the equal of the others, although for one reason or another he did not have a chance to tackle them more than once, and he has yet to finish a race in Peterson's company.

## Prospects for 1970

Of the four competitors already mentioned, only Fittipaldi and Schenken are likely to be seen again in Formula Three, and then only



Supporting the British Grand Prix at Silverstone last year was a thrilling F3 event which attracted a thoroughly International field. This is the leading bunch, seen here fanning out as they brake for Stowe corner: from left to right are the Tecnos of Peterson and Gaydon, Bond's Brabham BT28, Ikuzawa's Lotus 59, the Chevrons of Rollinson and Wisell and Schenken's BT28. Rollinson, having his final F3 race before moving on to F2 and F5000, proved a cunning victor after some last-lap dramas.



occasionally, for like the other two they have been offered drives in Formula Two. There are numerous rising talents which may come to the fore in the new season, among them 1969 Grovewood winners James Hunt and Tony Trimmer. Mike Beuttler and Peter Hanson were always well up in 1969 and should be even more competitive in 1970, while right at the end of the year there were some promising performances by Dick Scott and Andy Sutcliffe. Another successful graduate from Formula Ford could be Dick Barker and there are others whose plans have yet to be announced, including former kartist Bev Bond and New Zealander Howden Ganley, both of whom put in some strong challenges during the 1969 season.

MOTOR SPORT confidently believes that the institution of this new Championship will make Formula Three even more thrilling to watch: we will be keeping readers informed of the progress of the Championship throughout the year.

### THE CARS

The F3 scene is one of intense rivalry between a number of manufacturers, both in Britain and on the Continent. As in Formula One and Two there is a certain amount of uniformity in overall configuration as a result of the virtually universal use of Ford engines, Hewland gearboxes and even (in the case of F3) of Firestone tyres. Nevertheless, there are significant differences in body shape which make the cars reasonably easy to spot. Under the skin they are not so similar, for although no monocoque F3 cars remain in current large-scale production, there are several different approaches to tubular frame design. The Lotus 59, for instance, is constructed from square-section tubes, which facilitate construction in the factory, while the Brabham BT28 is still manufactured from round-section tubes. The Chevron B15 and its reinforced semi-monocoque centre section were fully described in the November issue of MOTOR SPORT, while yet another variation on the theme is offered by the Italian Tecno, which has proved particularly popular and successful on the Continent. Its chassis is rather more straightforward than the British designs, but equally rigid, and its wheelbase is significantly shorter, making it highly responsive and easy to throw around.

Between them, the above four makes of chassis have had considerable success, but they are by no means monopolising the results sheets. In France the four-year-old monocoque Matra is still raced competitively and the works Alpines (which are unusual in having Renault engines) have shown speed on occasion, although it is understood that they will not be seen in 1970. In Germany an American called McNamara started a racing car factory which has produced an attractive and up-to-date design called the Sebring Mk. 3, while in Italy there are several small companies producing specials (the De Sanctis, for instance) which are rarely seen outside their home boundaries.

Britain is well represented in addition by several other manufacturers whose main preoccupation is with Formula Ford cars which have been adapted to a Formula Three configuration. Among them are Merlyn and Alexis, while the Titan has had some satisfactory results in the hands of Charles Lucas, who was responsible for start-



CELEBRATING the completion of another intensely close-fought race are Schenken and Wisell, this time at Albi, where the Australian narrowly held off the blond Swede: the balance between these two friendly rivals was very level in 1969 and the results were just about even.



A FRENCH CONTENDER, the Renault-powered Alpine has been fast but unreliable during the last two years.

ing the company which not only builds the cars but also tunes some of the most powerful engines.

### THE ENGINES

The present Formula Three rules, which are entering their last year, require the use of the cylinder block and head "deriving from an FIA recognised model of car manufactured in a quantity of at least 1,000 units in 12 consecutive months, excluding all engines with overhead camshafts". Maximum capacity may not exceed 1,000 c.c.

For all practical purposes this means that the Ford engine derived from the 105E Anglia is universal, this unit having the advantage of being modified in its early stages for racing by Cosworth Engineering Ltd. The Cosworth-designed crankshaft is virtually universal, and although other concerns have experimented with five-bearing crankshafts, it is the three-bearing shaft which has proved best.

The first Cosworth engine (known as the MAE, or Modified Anglia Engine) was fitted with special racing pistons and con-rods, and the carburetter used was a Stromberg. The rules require a 36 mm. restrictor to be placed in the inlet manifold, the original intention being that this should keep engine revs to a "reasonable" limit, but whoever framed that passage of the FIA's Appendix J apparently had little engineering knowledge, for the 36 mm. orifice is quite big enough to enable engine speeds of as much as 11,000 r.p.m. to be used. Development of the basic Cosworth unit has been continued by concerns such as Lucas Engineering, Felday Engineering and the Italian Novamotor factory. They have all followed the lead set by Holbay Engineering (which has built Ford engines of exclusively Holbay design) with downdraught manifolds. The process of downdraughting involves blanking off the inlet holes in the side of the normal Ford cylinder head and boring fresh intake ducts into the roof of the combustion chamber, improving the gas flow of the engine and



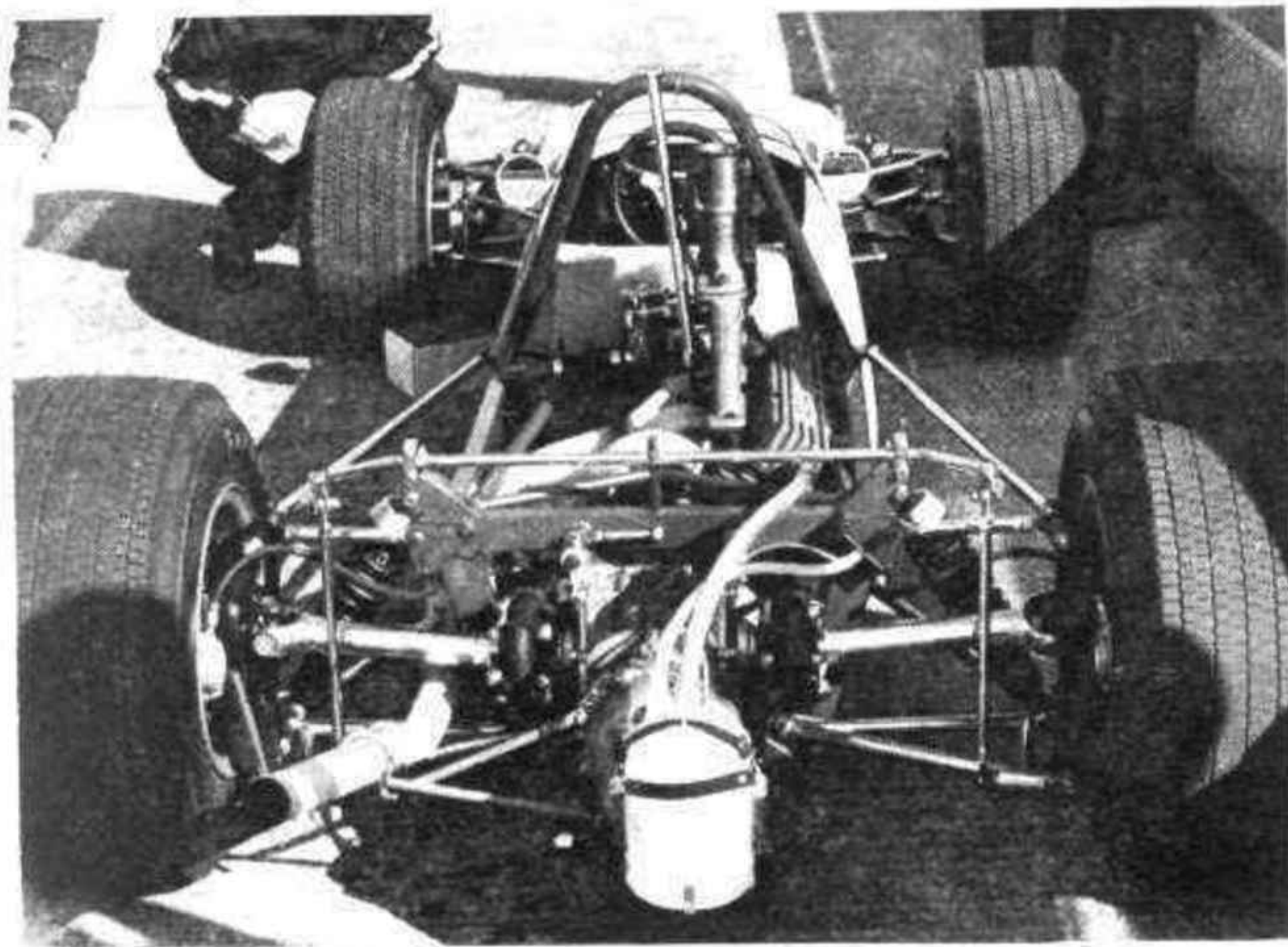
A NEW ARRIVAL from Brazil was Emerson Fittipaldi, who won the 1969 Lombank club-racing F3 Championship. Sweden's Ronnie Peterson (right) won more races (14) in 1968 than any other driver in the formula. Both men will have regular Formula Two drives in 1970.



increasing power outputs to as much as 125 b.h.p.

This sort of power is ideal for a training formula, although the cornering power of modern wide racing tyres confers an almost uncanny road-holding ability on the little cars. The drivers often complain that speeds are so high as a result that slipstreaming techniques are required on the majority of circuits and that the highly skilled can "tow" round the less able brethren. This nevertheless provides considerable entertainment, as anyone who saw the F3 race at the British Grand Prix will readily recall.—M. G. D.

*REAR VIEW* of a typical F3 car (this is the new March 693) reveals the now conventional upper-and-lower link rear suspension (with trailing arms) and the inclined downdraught Ford-based engine. Note the vertical pipe and Weber carburettor which feed the cylinder head: the plastic bottle is the regulation oil catch-tank.



	Lotus 59	Chevron B15	Brabham BT28	Tecno
Chassis layout ..	Tubular	Tubular, with plated reinforcement	Tubular	Tubular
Wheelbase ..	92 1/2 in.	93 in.	91 1/2 in.	80 in.
Front track ..	56 in.	52 in.	55 1/2 in.	53 in.
Rear track ..	56 in.	53 in.	56 1/2 in.	55 in.
Position of oil tank	at rear	at front	at front	at front
UK price of chassis, with gearbox ..	£2,230	£1,900	£1,860	not available



*DIFFERENT APPROACH.*—The slimline Chevron (left) with its smooth lines makes a sharp contrast with the stubby Lotus (right) and its twin-nostril nose section.

## CHAMPIONSHIP RULES

1. Entry is open to persons of any nationality taking part in qualifying rounds. It will not be necessary to submit a formal application to be eligible.

2. Points will be awarded in accordance with the official results as decided and confirmed by the organising clubs. The points scale is as used for the World Championship of drivers, 9 points being awarded for first place, 6 for second, 4 for third, 3 for fourth, 2 for fifth and 1 for sixth. In the event of fewer than six cars completing the distance or failing to qualify in accordance with the organiser's regulations the points will not be awarded.

3. The following 12 races have been selected to be qualifying rounds of the Championship:

Date	Circuit	Organising Club	Status
Mar. 27th ...	Snetterton	BRSCC	International
April 26th ...	Silverstone	BRDC	National Open
May 9th ...	Monaco	AC Monaco	National Open
May 25th ...	Oulton Park	BRSCC	National Open
June 6th ...	Silverstone	Aston Martin OC	International
July 11th ...	Croft	BARC	International
July 19th ...	Brands Hatch	RAC	International
Aug. 1st ...	Crystal Palace	BARC	National British
Aug. 9th ...	Thruxton	BARC	National Open
Aug. 31st ...	Brands Hatch	BRSCC	International
Sept. 13th ...	Cadwell Park	BRSCC	International
Oct. 18th ...	Brands Hatch	BARC	International

In the event of a qualifying round being cancelled or postponed the organisers of the Championship reserve the right to substitute another event and to make alterations to the above list of races as they find appropriate.

4. Prize money will be awarded as follows: to the winner, £300 and a Trophy; to the second-placed man, £75; to the third-placed man, £25. In addition, there will be £600 divided between competitors according to the points scored in each round. The scale will be £2 per point. All prizes will be paid at the completion of the Championship rounds.

5. Competitors will be asked to carry a decal, to be supplied by the organisers, on the bodywork of their cars, but this will not be a mandatory regulation. By taking part in qualifying rounds the competitors will be deemed to have read and to be in agreement with the above rules. In the event of any dispute, the decision of the Editor of MOTOR SPORT and a representative of Shell will be regarded as final. All correspondence in connection with the Championship should be addressed to "F3 Championship", MOTOR SPORT, Standard House, Bonhill Street, London, EC2.





# FREDERICK LIONEL RAPSON—INVENTOR EXTRAORDINARY

ASK PRESENT-DAY car owners, as they are trying to decide whether to re-equip with Dunlop Sport, Pirelli Cinturato or Michelin XAS tyres, whether they have heard of Rapson tyres and the odds are that the majority will reply to the contrary.

Yet in the 1920s Rapson tyres were the cause of much controversy and emerged from being a novelty to equipping some of the fastest racing cars, on both road and track. The story of the late Mr. Frederick Lionel Rapson has never before been explored, to the best of my belief, and an extraordinary story it is . . .

Rapson's early career remains a mystery but on his own admission he had had the responsibility of tuning up and preparing a Grand Prix winner (as he wrote this in 1919 he was apparently referring to a Renault, Fiat, Mercedes or Peugeot, although not necessarily, one supposes, in the Grand Prix itself). During the First World War Rapson designed a quick-acting car jack, again on his own admission, as a "Tommy" working in a travelling workshop while on active service, and when "his comrades were away in adjoining villages—enjoying a well-earned rest". Mr. Rapson was, he said, his own designer, experimental engineer, tester, demonstrator, advertising manager, etc., when, after the Armistice, he formed the Rapid Jack Company Ltd. to exploit his inventions, which included a quick-action hood, a patent foot-operated engine starter, etc. Indeed, starting in 1902, Lionel Rapson patented over 200 inventions and towards the end of 1919 he formed Rapson Automobile Patents Ltd. to handle them. He had endeared himself to ex-Servicemen by his invention of coupled crutches whereby a soldier who had lost a leg and both arms could still get about, by looping the Rapson crutch under his armpits.

Lionel Rapson was presumably a wealthy man even before the arrival of his puncture-proof tyre, for after the war he was lending his pre-war 40/50 Rolls-Royce tourer (Reg. No. K 239) to journalists who could be persuaded to try his most important invention, with which he sought to revolutionise motoring and make a fortune. At this time, incidentally, he was not averse to making little jokes of benefit to himself; for instance, he made it known that when an American motor paper referred to him as the "The Motorists' Lifeboatman" he immediately wrote to the Editor telling him he was wrong, as he should have termed Rapson "The Wreck". This was a fatuous remark aimed at those who saw fit to offer criticism of Rapson's as yet unproved tyre invention.

The criticism warmed up when Rapson, less than a year after the end of the war, introduced his unpuncturable tyre, the most profitable invention imaginable—if it worked. *The Autocar* was, from the first, extremely enthusiastic, one hopes not merely because Rapson took double-spread advertisements when there was not much surplus money in the Motor Industry. On Victory Day in 1919 *The Autocar* tried the new tyres on Mr. Rapson's aforesaid Rolls-Royce. Although rain washed out many of the celebrations as they drove along the Bath Road to Maidenhead, Henley, Oxford and Coventry, the day could hardly have been better suited to such a test. When the drizzle became a downpour there was the Rapson patent hood, operated with the same handle which actuated the Rapson permanent jacking system, to facilitate the weatherproofing. When in Nuneham Courtenay a back tyre deflated this Rapson jacking system raised the wheel in 15 sec. Moreover, the ingenious Mr. Rapson had sent the reporters out on three of his tyres and one of another make and it was the "other" tyre that had punctured.

Comment came thick and fast. Although the construction of Rapson's "unpuncturable" tyres had not at the time been divulged, it was suggested that they were cushion and not pneumatic tyres, so that "unpuncturable" was a contradiction of terms; if they were pneumatic tyres the fact that another make of tyre punctured after 17 miles in a test over a mere 160 miles proved nothing. *The Autocar* was quick to point out that they were continuing the test and had at the time of explaining this done 550 miles in the Rolls-Royce, testing petrol consumption with different makes of tyres—apparently the car had been loaned to them for a long period, the motoring journalist's life obviously being as pleasant then as it is in modern times! The result of this extended test was soon forthcoming. *The Autocar* referred to trying the car first with Rapson tyres on the front wheels only, then with Rapsons on all four wheels, with the object of compar-

ing fuel consumption. Mr. Rapson had told them that he expected to get about 10 m.p.g. on ordinary tyres and that his patent covers should improve this by roughly 2½ m.p.g. The test was rather pointless, inasmuch as different routes were used, the first in Middlesex finishing with a climb of Harrow Hill, the second in Surrey, taking in Hindhead, and different loads were carried. However, it was pointed out that the car was hardly favoured on the second occasion, when it showed an improvement from 14.7 m.p.g. on the ordinary tyres to 16.5 m.p.g. After this, high-speed running in hot weather was indulged in for 100 miles and *The Autocar* then procured a board studded with 2 in. nails with 1½ in. protruding and drove the car slowly backwards and forwards over it, without a tyre subsiding. Finally, to attempt to silence the sceptics, they announced that the RAC was to conduct a 10,000-mile test of Rapson tyres.

The sceptics were unrepentant. Capt. Wilfred Gordon Aston, the well-known motoring writer, took the Rapson advertisements to pieces, asking how it could be proved that Rapson tyres gave more m.p.g., that they ran 35% cooler than other tyres, and that they increased the life of the chassis due to absence of vibration? He remarked that Rapson's claim of "resilience *de luxe*" meant literally nothing and he rubbed in the salt by saying that his 15/20 Metalurgique had run 9,000 miles on Victor rims and tyres, without use of the inflater. The Rapson advertisement claims were also criticised by Fred Baker, who pointed out that a Dunlop tyre on the Rebak rim he had invented had already run more than 10,000 miles in England and America without a puncture. Rapson countered with the comment that he knew his tyre would be "a red rag to a bull". After Mr. Weston had reminded him of the Rebak performance he referred to someone who had called on him with a rook rifle capable of killing 100 persons but who couldn't kill a rabbit with it and had then run up and down Long Acre telling all and sundry: "I've been out wif Wapid Wapson, on a Wolls-Woyce, shooting wabbits wif a wook wifie."

This cannot have generated much love between the rival inventors of puncture-proof tyre equipment but the remarkable Mr. Rapson had already got Wilfred Gordon Aston on to his side, for that gentleman, after a 120-mile run in the Rapson Rolls-Royce, during which he got a speedometer 60 m.p.h. on the Hartford Bridge flats, said in print how comfortable and cool-running the tyres were.

As no-one was permitted to know what was inside a Rapson tyre its inventor could laugh at suggestions that it was merely a cushion tyre. Then a description of the Rapson invention was released and the tyre was seen to contain an inner tube of small size protected by a thick outer cover but one which, *The Autocar* was convinced, was of special construction to provide good resilience and to stop it rolling off the rim. The original Rapson reinforced tyre could be fitted to existing rims but a special one was being prepared, with a single tube for the front wheels and double tubes for the back wheels of heavy cars, which would require a special rim.

This revelation caused G. P. H. de Freville to praise the former providing there was no internal heating from friction between tube, cushion deflector and outer cover but to condemn the special Rapsons as being bound to lack elasticity, to give trouble due to the method of mounting them on the rims, and to be impossibly heavy for any save very big cars. (He was presumably thinking of tyres for the Alvis small car he had recently designed.) The light car folk were pressing for small-section Rapsons, and one of them thought that what was suitable for a two-ton Rolls-Royce would not work on a lighter car. The Michelin slogan *Boit l'obstacle* was quoted and it was thought that a Rapson tyre would choke under such conditions. There was heated argument about the validity of the Rapson patent, said to closely resemble the Rebak rim, but Mr. Baker was too busy going to America to buy machinery for making his special rim and Mr. Rapson was too busy forming his new Company for the chief protagonists to tear themselves any further apart.

Meanwhile, many other people got hot under their collars about unpuncturable tyre claims and H. R. Pope weighed in with some interesting data about tyres on his record runs; he used up nine on his 1906 Monte Carlo-London record, in 1907 on the same "raid"

*Continued on page 20*



# AMERICAN COMMENT

ANDRETTI concluded the most successful season in his career in appropriate fashion last month by driving his STP Hawk-Ford to victory in the final USAC race of the year, the Rex Mays 300 at Riverside. Al Unser, too, finished the year on a high note, driving his Lola-Ford to second place, 37 seconds behind Andretti, after having won the two previous USAC events. The same, unfortunately, could not be said for Gurney, whose Eagle-Ford finished third, 25 seconds behind Unser. Gurney, who won the race in the previous two years, began his bid for a hat-trick by taking the pole position at an average of 118.515 m.p.h. around the revised, 2.5-mile "short" circuit. (The Can-Am cars use the longer 3.3-mile circuit and in October Hulme's McLaren M8B won the pole at an average of 126.342 m.p.h.) Alongside Gurney on the front row was Donohue, making one of his rare USAC appearances, whose Lola-Chevrolet qualified at 117.955 m.p.h. These two road-racing drivers easily dominated the first half of the 120-lap, 300-mile race, particularly after both Unser and Andretti had to make brief pit stops on the 12th and 13th laps. Donohue actually led the race between the 15th and 25th laps, and again on the 61st lap when Gurney stopped for fuel, but on the 67th lap his race ended when one of his Chevrolet's cylinder heads cracked. Gurney was now more than a lap ahead of Andretti and Unser, who had fought hard to recover second and third places, but with 25 laps to go Gurney began to slow noticeably and Andretti unlapped himself. Then, with only four laps to go and Andretti only 22 seconds behind, the Gurney gremlin struck and the Eagle's limited slip packed up. First Andretti swept by to take the lead and then on the final lap Unser's Lola also passed the crippled Eagle to take second. Bobby Unser, too, might have passed Gurney had he not made a last lap stop when his oil pressure vanished. As it was, he finished fourth, one lap down, in his turbo-Ford powered Eagle, one of only six turbocharged cars among the 30 starters. Most drivers find turbocharged engines lack the precise throttle response necessary for road circuits.

Andretti's victory was his ninth in a tremendous season that included winning the Indianapolis 500 and victories in every type of USAC Championship race and car: rear-engine cars on oval tracks and road courses, front-engine cars on dirt tracks, and even the Pikes Peak hill-climb. By September he had already won his third National Championship in five years and he finished the year with 5,025 points—the first driver ever to accumulate over 5,000 points in one season. It is ironic that good luck should play such a part in his Riverside victory this year, when he didn't really need it to win the title, while in the past two years, when he desperately needed a high finish at Riverside to clinch the Championship, his luck ran out. He lost the title to Foyt by 80 points in 1967 and to Bobby Unser by just 11 points last year.

As the defending USAC Champion, Bobby Unser had a very uninspiring year. He won only one race and it was regular finishes that kept him in second place in the Championship for most of the year. Up to Riverside, that is, where he was overhauled by his younger brother Al. Al, rated by several observers as the more talented driver, got off to a slow start when he broke his leg in a motorcycle accident on the eve of the Indianapolis 500. He made up for that with a strong finish and driving the Vel's-Parnelli Jones Lola prepared by George Bignotti he won five of the 11 races leading up to Riverside. His second place finish there raised his points total to 2,630—45 more than his brother and enough for second place in the Championship. Bobby was third with 2,585, and Gurney, who competed in less than half the races, was fourth with 2,280. He was followed by Johncock, who won two of the road-racing events, with 2,070, Dallenbach with 1,795 and five-time National Champion A. J. Foyt, who managed only a solitary victory (on the dirt) and finished with 1,570.

\* \* \*

A colourful era in American racing has ended with an announcement by USAC that dirt-track races will no longer be included in the National Championship schedule. There were five such races in the schedule last year, but this year they will form part of a newly created USAC National Dirt Track Championship. Although their basic design has changed little over the years, these front-engine cars, powered by redoubtable Offenhauser engines, are still a spectacular sight as they charge around the dirt "bullrings", all four wheels sliding and rooster-tails of dirt flying high behind them.



MARIO ANDRETTI rounded off his USAC Championship-winning year with a lucky victory in the Rex Mays 300 at Riverside.

Chrysler Corp.'s efforts in NASCAR's Grand National division for late model stock cars, which began badly when their Plymouth star, Petty, defected to Ford and then degenerated into disaster as Ford swept all before them in the major superspeedway races, were finally rewarded with success when Isaac, driving a Dodge Daytona, won the last race of the season at Texas International Speedway. The victory in the 500-mile race was Isaac's 17th of the year but his first ever in a major superspeedway race of over 400 miles. Equally important to Dodge, it was also their first legitimate superspeedway win of the year since the Dodge victory by the relatively unknown Brickhouse in the inaugural Talladega 500 in September came about only after members of the Professional Drivers' Association, including all the works Ford drivers, boycotted the race for safety reasons. Actually, Chrysler's brightest hope in the Texas 500 was another Dodge driver, Baker, who put his Daytona on the pole with an average of 176.284 m.p.h. around the 2-mile oval and then led the race on 13 occasions for a total of 149 laps. On the 229th lap, with a lead of a lap and only 20 to go, Baker glanced at his pit board a fraction too long and rammed the rear of Hylton's similar Dodge Daytona. Baker was eliminated but Isaac then came through from third place to win by two laps over the Fords of Donnie Allison and Parsons. Hylton's Daytona was fourth, 11 laps down. This race again illustrated the fierce competition that is characteristic of most NASCAR races, with the lead changing hands 35 times among five drivers during the course of the 500 miles.

The same point is illustrated on a broader scale by looking at a summary of the entire season. There were no fewer than 54 races altogether in the Grand National Division, and of the top 10 drivers in the final standings four competed in 52 of these races, four others in 51 and two in 50! Ford driver Pearson, who won the Championship for the second year in a row and the third time in four years, competed in 51 races, won 11 of them, and finished in the top 10 positions 44 times. Pearson finished the year with 4,170 points and \$182,000 in prize money—but he wasn't the leading money winner on the circuit. That distinction went to Lee Roy Yarbrough. Although he started in only 30 races, won only seven of them, and finished a lowly 16th in the Championship, Yarbrough's seven victories were all in the lucrative superspeedway races of 400 miles or more and they



brought him \$187,230 in prize money. Petty, in his first year as a Ford driver, competed in 50 races and won 10 of them to finish second to Pearson with 3,813 points. His prize money also went over the \$100,000 mark, reaching \$108,155. Hylton was the highest placed Dodge driver in the Championship and although he didn't win any races, he did finish in the top 10 in 39 of the 52 events in which he started, and this gave him third place with 3,750 points. Dodge driver Castles and Ford driver Langley also failed to win any races but were fourth and fifth with 3,530 and 3,383 points respectively. It may seem strange that these three drivers with no victories to their credit should finish in front of Isaacs, whose total of 17 wins was the largest on the circuit and six more than any other driver. However, Isaacs is a victim of the NASCAR scoring system, which is based on the length of the race. Since 16 of his 17 wins came in shorter races of less than 400 miles, he garnered only 3,301 points and sixth place in the Championship.

\* \* \*

Although the 11-race Can-Am series ended officially in Texas, nine Can-Am competitors headed off to Japan almost immediately for a post-season non-championship race at Fuji International Speedway. They were more than a little surprised when a local driver, Kawai,

won the 200-mile race at the wheel of a 5-litre Toyota 7. Kawai finished 12 seconds in front of Cannon, whose perseverance with Ford's trouble-plagued G7A resulted in the car's first-ever finish. Motschenbacher's McLaren M12 was third, one lap down, and Wilson's Lola T163 fourth, four laps in arrears. Nagamatsu in a Porsche 908, Asaoka in an Isuzu R7 and Oishi in a McLaren M12 were the only other finishers among the 17 starters. Oliver in the titanium Autocoast Ti22 qualified fastest and led all but four of the first 48 laps but then retired with fuel pump trouble, while Dean suffered his first d.n.f. in Group 7 racing when the engine in his Porsche 908 gave up after 67 laps of the 75-lap race. Considering that the winning Toyota was powered by a 5-litre engine, compared with 7-litre engines in most of the Can-Am cars, the Japanese have certainly come a long way in one year. However, it must be borne in mind that the cars they were competing against were far from the best in the Can-Am series and had had very little work done on them since Texas. The Japanese had invited the top 10 finishers in the series to make the all-expenses-paid trip but of the nine Can-Am drivers who did go, only four were in the top 10 in the series and only one was in the top six (Chuck Parsons, who was third). Toyota, however, doesn't appear to have any qualms about taking on the best, and they have announced that they will enter a team in next year's Can-Am series.—D. G.

## TRYING THE LATEST PORSCHE 911T

THE 50,000-Mile experiences of MOTOR SPORT's now three-year-old Porsche 911 are related elsewhere in this issue, so it is pleasant to report that the latest 911 is, if anything, an advance on its predecessor. We were able to borrow a 911T for a few days early in December and driving it made winter travel—even in thick fog at one stage—a pleasure rather than the usual trial, and a long motorway trip to Lancashire was an exciting prospect despite almost constant rain.

This latest Porsche differs in several significant respects from the model with which we are already familiar. The 911T is the lowest form of Porsche six-cylinder life, yet with the new 2.2-litre engine it offers more torque even than the previous 911S. The wheelbase was increased at the same time as the engine size grew and the traction of this torsion-bar suspended sports car from Germany has to be experienced to be believed. First gear (of the five forward speeds available) is engaged, the engine gunned and the clutch released, whereupon the car surges forward with the rear wheels spinning slightly and the back end sitting down to hold the car on an even keel. It's a sensation which is only available to Porsche owners and would make an excuse on its own for spending the best part of £3,700, which is what the importers ask for it.

This Porsche makes a mockery of speed limits, coming as it does from a country which ended its speed-limit experiment with the honest admission that the restrictions simply did not work. Cruising at 110 m.p.h. in the dry is an utterly natural thing to do and this is one of those rare cars in which you actually have to accept the advice of the road signs when the recommendation to "Reduce Speed Now" comes up before roundabouts. Braking normally presents no problems, the ventilated discs offering reassuringly strong stopping power, although the fronts do tend to lock up without warning on slimy surfaces.

We shortly hope to have a fuel-injected 911S available for road test and can only say that we await its arrival with ill-concealed excitement.

### A powerful promotion

Whatever one thinks about Formula 5000, the American-engined formula promoted so cleverly by Motor Circuit Developments Ltd., there is no doubt that club-racing drivers can't wait to get their hands on the cars. The thought of stepping out of a Formula Ford or

Formula Three machine into something which duplicates Formula One power (albeit in a rather unsubtle way) is naturally attractive, and there is a common belief that success in F5000 will automatically lead to a safe seat with a Grand Prix team.

At present the manufacturers of the cars are cashing in on the boom, which includes the sale of cars to the USA for the SCCA's similar Formula A. There will be a new Lola, a revised McLaren, a monocoque car called the Leda from the drawing-board of former Lotus, Eagle and BRM chassis designer Len Terry, and a Lotus, the latter two at a price (less engine) not far short of £5,000, which is cheap for the formula. An investment on this scale requires a sponsor with a liberal attitude towards racing, especially in times like these when money is scarce, but the backers are apparently stepping forward. The major drawback of the formula is that it is not really promoted on an International scale like Formula Two; nevertheless, the MCD people are expecting a successful year and will occasionally send the cars abroad. One of their more ambitious promotions is the idea of mixing F5000s in with the Grand Prix cars at the *Daily Express* Trophy race at Silverstone on April 26th. The massed grid of powerful single-seaters cannot fail to make a soul-stirring sound as they leave the line.

### Armchair thrills

When there is little or no racing to watch, the next best thing is said to be spectating from an armchair as a colour film is unreeled before you. Motor Clubs have a huge variety of films available to them from the libraries of such organisations as Castrol, Shell, Ford and several others. One film which is out of the ordinary, yet available to Clubs, is a 16 mm. 25-minute "short" produced for Overseas National Airways, the American Airline which sponsored Mario Andretti's private racing team in 1968. The film, which is called simply *Andretti*, traces the Italo-American's unsuccessful Championship bid from the ballyhoo of Indianapolis to the heights of the Pike's Peak hill-climb. Also seen are the dirt-track oval races recently banned from the USAC Championship, run around short ovals on smooth but non-metalled surfaces which encourage tail-out slides to be indulged in by the drivers of those uniquely American and very upright midget cars. But it is Pike's Peak which presents the most daunting challenge of all with its dust surface and sheer drops. Andretti himself wryly comments that "if you make a mistake, the birds will have built a nest on the car by the time it hits bottom!"

The film is available from Overseas at 1, Dover Street, London, W1.

Another professionally-produced film was presented at the end of December by Fram Filters Ltd., the American company which has a factory in South Wales. They sponsored the International Welsh Rally in 1968 and although the event was soaked by rain almost from the start, the film makes an interesting study for layman and rally man alike. The commentary tends towards the obvious and the accompanying "harp" music grates heavily, but it's worth sending to Fram for a copy. The address is the Fram Film Library, Fram Filters Ltd., Llantisant, Glamorgan.



# A Splendid Load Carrier

## The V6 FORD ZODIAC Abbott-bodied Estate Car



WE CANNOT all drive exotic super-fast glued-to-the-road motor cars. Indeed, in these high-priced days many people have to make one vehicle fulfil many roles and the estate-car or station wagon often makes exceedingly good sense. Quite one of the best big load-carriers of this kind that I have driven is the V6 Ford Zodiac de luxe with Abbott body.

The big Fords may not have been successful sellers by Dagenham's mass-production standards. The long bonnet over a compact V6 engine did not endear them to some potential customers and other shortcomings were dealt with when we tested the 3-litre Ford in saloon form. Since then the V6 engine has done well in anything from Transit van to Capri GT. I always thought it was intended as a commercial-vehicle power-pack and that other load-carrier, the estate-car version of the Zodiac, based on the unhappily-named "Executive" saloon, certainly constitutes a worthwhile investment.

A weekly contemporary tended to brush it off as a compromise, space restricted by the intrusion of the rear coil-spring suspension units and body reinforcements and the carpeting such that it is more suited to carrying antiques than cattle-fodder. Well, I carried antique furniture in this Ford, and I confess I took the dogs in it, and I thought it in all ways ideal. The counter-balanced tail-gate lifts easily for loading, and shuts nicely, the back seat folds easily, and the carpet in the enormous compartment thus formed (82 cubic ft. of it) can be readily unbuttoned and rolled up. Windows in the rear side quarters make for light and good visibility, the big seats, PVC or hide (button!) upholstered, with reclining squabs for the front ones, are comfortable (a bench seat is available), and the controls and instrumentation especially well contrived. The automatic transmission functions well (1, 2, D, N, R, P from a l.h. column lever, kicks-down holding 2nd gear to an indicated 57 m.p.h.), although it was disconcerting to have to waggle the lever about the "N" position to get the ignition to connect and one has to remember that if the parking lights are on the engine will not start, and that dowsing the panel lighting extinguishes the n/s sidelamps—a stupid economy of switch-gear not rectified since the Executive saloon was introduced. But the line of small dials for oil pressure, fuel contents, temperature and alternator charge, the unexpected presence of a tachometer, a closely-calibrated 120 m.p.h. speedometer, and switches, also in a row, on the right, for lamps (foot dipping), two-speed wipers, powerful Autolite washers, and the aforesaid panel lighting/parking lights, are well located.

This is a load-carrier and the stowage for small items is generous, in keeping—a big-lidded well between the seats with a flat shelf

ahead of it, a huge drop cubby which is lockable (rather irritatingly self-locking, in fact) and scuttle map-pockets. The remainder of the matt-black hooded fascia is occupied with compact heater controls, the Aeroflow swivel fresh-air vents, a cigar-lighter, drawer-type ashtray, a knob for varying the brightness of the panel lighting and putting on the roof lamp, an accurate Kienzle clock and a radio. The steering wheel has leather-padded spokes, the ignition-key inserts easily into a lock on the right, the recessed pull-out interior door handles, the roof "pulls" and coat hooks, the arm-rests, reversing lamps, and ingenious day-night interior mirror (too flexibly mounted however), supplemented by wing mirrors, are all in the Ford's favour and the T-handle pull-out hand-brake is acceptable.

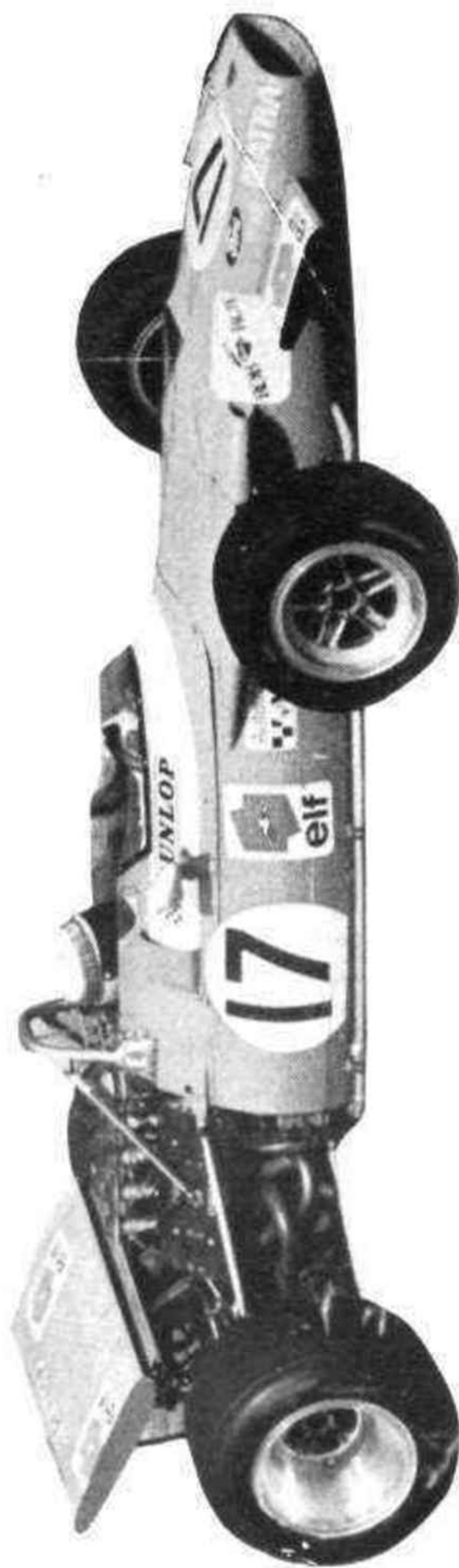
I am not pretending that this lengthy estate car handles like a sports car; it clings well enough on 14 in. Goodyear G800 tyres. The 118 h.p. engine wafts the car along quietly at our legal limit (70 indicated = 3,800 r.p.m.) and beyond (it is, in fact, just about a 100 m.p.h. car), idles inaudibly, and can be taken to 5,500 r.p.m. before going "into the red" in respect of revs. The handling is such that one tends to slow more than normally for some corners, although I was pleasantly surprised at how ambitiously this imposing quantity of Zodiac could be taken round the faster ones. The servo-assisted all-disc brakes are a fine complement to the handling, for they bring the speed down in the most progressive manner possible. The power steering, too, is very good (four turns, lock-to-lock).

With its Vinyl-covered roof and painted lining along the body sides this big Abbott-Zodiac is an "expensive"-looking vehicle, and an excellent one at its job. (It even has the "pedestrian sight" on the bonnet, which Mr. Wheeler used so effectively in that road-safety cartoon film of a few years ago.) The front passenger's door was difficult to close, the n/s back door difficult to open, and I had to drive the heater a good deal, because its volume varies with car speed. The r.h. stalk controlling turn-indicators, flashers, and horn is a trifle long and one's sleeve tends to foul it when reaching for the wipers' or lamps' switches.

Otherwise, no complaints. This Ford Zodiac is a splendid load-carrier, which I would willingly include in my fleet if I could contemplate that number of cars. It ran 226 miles on a full tank before it seemed prudent to refuel, and there was over a gallon left. The overall consumption was 17.9 m.p.g. of 4-star and that of engine oil approx. 380 m.p.p. About the best of the big estate cars, this Ford sells for £2,045, delivered price.—W. B.



# INTERNATIONAL RACE RESULTS OF 1969



Champion Driver Jackie Stewart in the Champion Car, The Matra-Cosworth V8.

## GRANDES EPREUVES and events for World Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed, k.p.h.	Fastest Lap	min. sec.
Mar. 1	South African GP—325.6 kms.	Kyalami	J. Stewart (Matra-Cosworth V8)	G. Hill (Lotus-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	J. Siffert (Lotus-Cosworth V8)	B. McLaren (McLaren-Cosworth V8)	J.-P. Beltoise (Matra-Cosworth V8)	178,020	J. Stewart (Matra-Cosworth V8)	1 21.6
May 4	Spanish GP—342.0 kms.	Barcelona	J. Stewart (Matra-Cosworth V8)	B. McLaren (McLaren-Cosworth V8)	J.-P. Beltoise (Matra-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	J. Siffert (Lotus-Cosworth V8)	J. Siffert (Lotus-Cosworth V8)	149,521	J. Rindt (Lotus-Cosworth V8)	1 28.3
May 18	Monaco GP—251.6 kms.	Monte Carlo	G. Hill (Lotus-Cosworth V8)	P. Courage (Brabham-Cosworth V8)	J. Siffert (Lotus-Cosworth V8)	R. Attwood (Lotus-Cosworth V8)	B. McLaren (McLaren-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	129,835	J. Stewart (Matra-Cosworth V8)	1 25.1
June 8	Belgian GP	Francorchamps	CANCELLED								
June 21	Dutch GP—377.4 kms.	Zandvoort	J. Stewart (Matra-Cosworth V8)	J. Siffert (Lotus-Cosworth V8)	C. Amon (Ferrari V12)	D. Hulme (McLaren-Cosworth V8)	J. Ickx (Brabham-Cosworth V8)	J. Brabham (Brabham-Cosworth V8)	175,795	J. Stewart (Matra-Cosworth V8)	1 22.91
July 6	French GP—306.1 kms.	Clermont-Ferrand	J. Stewart (Matra-Cosworth V8)	J.-P. Beltoise (Matra-Cosworth V8)	J. Ickx (Brabham-Cosworth V8)	B. McLaren (McLaren-Cosworth V8)	V. Elford (McLaren-Cosworth V8)	G. Hill (McLaren-Cosworth V8)	157,251	J. Stewart (Matra-Cosworth V8)	3 02.7
July 19	British GP—395.8 kms.	Silverstone	J. Stewart (Matra-Cosworth V8)	J. Ickx (Brabham-Cosworth V8)	B. McLaren (McLaren-Cosworth V8)	J. Rindt (Lotus-Cosworth V8)	P. Courage (Brabham-Cosworth V8)	V. Elford (McLaren-Cosworth V8)	204,790	J. Stewart (Matra-Cosworth V8)	1 21.3
Aug. 3	German GP—319.7 kms.	Nurburgring	J. Ickx (Brabham-Cosworth V8)	J. Stewart (Matra-Cosworth V8)	B. McLaren (McLaren-Cosworth V8)	G. Hill (Lotus-Cosworth V8)	P. Courage (Brabham-Cosworth V8)	J. Ickx (Brabham-Cosworth V8)	174,498	J. Ickx (Brabham-Cosworth V8)	7 43.8
Sept. 7	Italian GP—391.0 kms.	Monza	J. Stewart (Matra-Cosworth V8)	J. Rindt (Lotus-Cosworth V8)	J.-P. Beltoise (Matra-Cosworth V8)	B. McLaren (McLaren-Cosworth V8)	P. Courage (Brabham-Cosworth V8)	P. Rodriguez (Ferrari V12)	235,522	J.-P. Beltoise (Matra-Cosworth V8)	1 25.2
Sept. 20	Canadian GP—356.2 kms.	Mosport	J. Ickx (Brabham-Cosworth V8)	J. Brabham (Brabham-Cosworth V8)	J. Rindt (Lotus-Cosworth V8)	J.-P. Beltoise (Matra-Cosworth V8)	B. McLaren (McLaren-Cosworth V8)	J. Servoz-Gavin (Matra-Cosworth V8)	181,470	J. Ickx and J. Brabham (Brabham-Cosworth V8)	1 18.1
Oct. 5	United States GP—400.0 kms.	Watkins Glen	J. Rindt (Lotus-Cosworth V8)	P. Courage (Brabham-Cosworth V8)	J. Siffert (Lotus-Cosworth V8)	J. Brabham (Brabham-Cosworth V8)	P. Rodriguez (Ferrari V12)	S. Moser (Brabham-Cosworth V8)	202,160	J. Rindt (Lotus-Cosworth V8)	1 04.34
Oct. 19	Mexican GP—325.0 kms.	Mexico City	D. Hulme (McLaren-Cosworth V8)	J. Ickx (Brabham-Cosworth V8)	J. Brabham (Brabham-Cosworth V8)	J. Stewart (Matra-Cosworth V8)	J.-P. Beltoise (Matra-Cosworth V8)	J. Oliver (BRM V12)	170,834	J. Ickx (Brabham-Cosworth V8)	1 43.05

Drivers' Championship Placings: 1st: J. Stewart. 2nd: J. Ickx. 3rd: B. McLaren.

Manufacturers' Championship Placings: 1st: Matra-Cosworth V8. 2nd: Brabham-Cosworth V8. 3rd: Lotus-Cosworth V8.

## LONG-DISTANCE RACES FOR PROTOTYPES (Group 6) AND SPORTS (Group 4) CARS

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed, k.p.h.
Feb. 1	Daytona—24 hrs.	Florida	M. Donohue/C. Parsons (Lola-Chevrolet V8)	L. Molschenbacher/E. Leslie (Lola-Chevrolet V8)	J. Ward/J. Titus (Pontiac Firebird)	B. Jennings/H. Wetson/T. Adamowickx (Porsche 911)	B. Everett/A. Johnson (Porsche 911)	J. Gunn/H. Kleinpeter/B. Beatty (Chevron-BMW)	149,185
Mar. 22	Sebring—12 hrs.	Florida	J. Ickx/J. Oliver (Ford GT40)	C. Amon/M. Andretti (Ferrari 312P)	J. Buzzetta/R. Stommelen (Porsche 908-3-litre)	A. Soler-Roig/R. Lins (Porsche 907-3-cyl.)	G. Mitter/U. Schutz (Porsche 908-3-litre)	L. Molschenbacher/E. Leslie (Lola-Chevrolet V8)	165,345
April 13	BOAC 500—6 hrs.	Brands Hatch	J. Siffert/B. Redman (Porsche 908-3-litre)	V. Elford/R. Attwood (Porsche 908-3-litre)	G. Mitter/U. Schutz (Porsche 908-3-litre)	C. Amon/P. Rodriguez (Ferrari 312P)	D. Hobbs/M. Hailwood (Ford GT40)	H. Herrmann/R. Stommelen (Porsche 908-3-litre)	161,290
April 25	Monza—1,000 kms.	Italy	J. Siffert/B. Redman (Porsche 908-3-litre)	H. Herrmann/K. Ahrens (Porsche 908-3-litre)	G. Koch/H. D. Decheni (Porsche 910)	H. Kelleners/R. Jost (Ford GT40)	F. Gardner/A. de Adamich (Lola-Chevrolet V8)	P. Depailler/J.-P. Jabouille (Alpine-Renault 3-litre)	206,342
May 4	Targa Florio—720 kms.	Sicily	G. Mitter/U. Schutz (Porsche 908-3-litre)	V. Elford/U. Maglioli (Porsche 908-3-litre)	H. Herrmann/R. Stommelen (Porsche 908-3-litre)	K. von Wendt/W. Kauhzen (Porsche 908-3-litre)	E. Pinto/G. Alberdi (Alfa Romeo '33')	G. Koch/H. D. Decheni (Porsche 907-3-cyl.)	117,469
May 11	Spa—1,000 kms.	Francorchamps	J. Siffert/B. Redman (Porsche 908-3-litre)	P. Rodriguez/D. Piper (Ferrari 312P)	H. Herrmann/R. Stommelen (Porsche 908-3-litre)	R. Lins/R. Attwood (Porsche 908-3-litre)	J. Bonnier/H. Muller (Lola-Chevrolet V8)	T. Pilette/R. Sletemaker (Alfa Romeo '33'-2-litre)	227,241
June 1	ADAC—1,000 kms.	Nurburgring	J. Siffert/B. Redman (Porsche 908-3-litre)	H. Herrmann/R. Stommelen (Porsche 908-3-litre)	V. Elford/K. Ahrens (Porsche 908-3-litre)	J.-P. Beltoise/P. Courage (Matra 650-V12)	K. von Wendt/W. Kauhzen (Porsche 908-3-litre)	H. Kelleners/R. Jost (Ford GT40)	162,500
June 15/16	Le Mans—24 hrs.	Sarthe	J. Ickx/J. Oliver (Ford GT40)	H. Herrmann/G. Larousse (Porsche 908-3-litre)	D. Hobbs/M. Hailwood (Ford GT40)	J. Siffert/B. Redman (Porsche 908-3-litre)	J. Guichet/N. Vaccarella (Matra 650-V12)	H. Kelleners/R. Jost (Ford GT40)	208,250
July 12	Watkins Glen—6 hrs.	USA	J. Siffert/B. Redman (Porsche 908-3-litre)	V. Elford/R. Attwood (Porsche 908-3-litre)	J. Buzzetta/R. Lins (Porsche 908-3-litre)	J. Servoz-Gavin/P. Rodriguez (Matra 650-V12)	H. Kelleners/R. Jost (Ford GT40)	R. Smothers/F. Baker/L. Sell (Porsche 903)	178,939
Aug. 10	Austrian 1,000 kms.	Ostereichring	J. Siffert/K. Ahrens (Porsche 917-4-litre)	J. Bonnier/H. Muller (Lola-Chevrolet V8)	B. Redman/R. Attwood (Porsche 917-4-litre)	M. Gregory/R. Brostrom (Porsche 908-3-litre)	R. Lins/G. Larousse (Porsche 903-3-litre)	K. von Wendt/W. Kauhzen (Porsche 908-3-litre)	186,339

Manufacturers' Championship Placings: 1st: Porsche. 2nd: Ford. 3rd: Lola-Chevrolet V8.



**TASMAN RACES (2,500c.c. Formula)**

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Jan. 4	New Zealand GP—162.5 kms.	Pukekohe	C. Amon (Ferrari V6)	J. Rindt (Lotus-Cosworth V8)	P. Courage (Brabham-Cosworth V8)	169.138
Jan. 11	Rothman's International—119.0 kms.	Levin	C. Amon (Ferrari V6)	P. Courage (Brabham-Cosworth V8)	F. Gardner (Mildren-Alfa V8)	142.749
Jan. 18	Lady Wigram Trophy—162.9 kms.	Christchurch	J. Rindt (Lotus-Cosworth V8)	G. Hill (Lotus-Cosworth V8)	C. Amon (Ferrari V6)	167.367
Jan. 25	Teretonga Park—159.7 kms.	Invercargill	P. Courage (Brabham-Cosworth V8)	G. Hill (Lotus-Cosworth V8)	C. Amon (Ferrari V6)	156.719
Feb. 2	Australian GP—161.3 kms.	Lakeside	C. Amon (Ferrari V6)	D. Bell (Ferrari V6)	L. Geoghagen (Lotus-Repco V8)	161.219
Feb. 9	International 100—162.9 kms.	Warwick Farm	J. Rindt (Lotus-Cosworth V8)	D. Bell (Ferrari V6)	F. Gardner (Mildren-Alfa V8)	125.037
Feb. 16	International 100—170.9 kms.	Sandown Park	C. Amon (Ferrari V6)	J. Rindt (Lotus-Cosworth V8)	J. Brabham (Brabham-Repco V8)	170.588

Tasman Championship: 1st: C. Amon. 2nd: J. Rindt. 3rd: P. Courage.

**FORMULA ONE RACES**

Mar. 16	Race of Champions—213.2 kms.	Brands Hatch	J. Stewart (Matra-Cosworth V8)	G. Hill (Lotus-Cosworth V8)	D. Hulme (McLaren-Cosworth V8)	174.850
Mar. 30	Daily Express Trophy—244.6 kms.	Silverstone	J. Brabham (Brabham-Cosworth V8)	J. Rindt (Lotus-Cosworth V8)	J. Stewart (Matra-Cosworth V8)	172.260

**COMBINED FORMULA ONE AND 5000 RACES**

April 13	Madrid GP—136.2 kms.	Jarama	K. Holland (Lola-Chevrolet V8)	A. Dean (BRM V12)	J. Russell (Lotus-Ford V8)	128.737
Aug. 15	Gold Cup—177 kms.	Oulton Park	J. Ickx (Brabham-Cosworth V8)	J. Rindt (Lotus 4-w-d-Cosworth V8)	A. de Adamich (TS5-Chevrolet V8)	176.331

**FORMULA TWO RACES \*(Including European Championship)**

*April 7	BARC—Two Heats and Final	Thruxton	J. Rindt (Lotus-Cosworth)	J. Stewart (Matra-Cosworth)	J-P. Beltoise (Matra-Cosworth)	182.600
*April 13	Jim Clark Trophy—Two Heats	Hockenheim	J-P. Beltoise (Matra-Cosworth)	H. Hahne (Lola-BMW)	P. Courage (Brabham-Cosworth)	Addition of times
April 20	Circuit of Pau—193.2 kms.	France	J. Rindt (Lotus-Cosworth)	J-P. Beltoise (Matra-Cosworth)	P. Courage (Brabham-Cosworth)	123.100
*April 27	Eifelrennen—228.35 kms.	Nurburgring	J. Stewart (Matra-Cosworth)	J. Siffert (BMW)	J-P. Beltoise (Matra-Cosworth)	167.700
*May 11	Circuit of Jarama—204.26 kms.	Madrid	J. Stewart (Matra-Cosworth)	J-P. Beltoise (Matra-Cosworth)	P. Courage (Brabham-Cosworth)	136.769
June 8	Circuit of Zolder—Two Heats	Belgium	J. Rindt (Lotus-Cosworth)	J. Ickx (Brabham-Cosworth)	P. Courage (Brabham-Cosworth)	—
June 15	Rhein-Pokal—203 kms.	Hockenheim	B. Hart (Brabham-Cosworth)	H. Hahne (BMW)	P. Westbury (Brabham-Cosworth)	196.300
June 22	Lottery Race—258.75 kms.	Monza	R. Widdows (Brabham-Cosworth)	P. Westbury (Brabham-Cosworth)	F. Cevert (Tecno-Cosworth)	215.435
June 29	Circuit of Reims—290.5 kms.	France	F. Cevert (Tecno-Cosworth)	R. Widdows (Brabham-Cosworth)	P. Courage (Brabham-Cosworth)	219.690
*July 12	Circuit of Langenlebar—200 kms.	Austria	J. Rindt (Lotus-Cosworth)	J. Stewart (Matra-Cosworth)	G. Hill (Lotus-Cosworth)	163.940
Aug. 3	German GP—319.69 kms.	Nurburgring	H. Pescarolo (Matra-Cosworth)	R. Attwood (Brabham-Cosworth)	K. Ahrens (Brabham-Cosworth)	162.407
*Aug. 24	Circuit of Enna—297.45 kms.	Sicily	P. Courage (Brabham-Cosworth)	J. Servoz-Gavin (Matra-Cosworth)	F. Cevert (Tecno-Cosworth)	228.907
Sept 14	Circuit of Albi—272.11 kms.	France	G. Hill (Lotus-Cosworth)	J. Servoz-Gavin (Matra-Cosworth)	J. Rindt (Lotus-Cosworth)	176.385
*Oct 12	Circuit of Vallelunga—249.6 kms.	Italy	J. Servoz-Gavin (Matra-Cosworth)	P. Westbury (Brabham-Cosworth)	J. Miles (Lotus-Cosworth)	145.780

European Championship: 1st: J. Servoz-Gavin. 2nd: H. Hahne. 3rd: F. Cevert.

**FORMULA THREE RACES**

April 4	BRSCC—65 kms.	Snetterton	R. Wisell (Chevron-Ford)	T. Schenken (Brabham-Ford)	A. Rollinson (Brabham-Ford)	163.939
April 20	Circuit of Pau—96.9 kms.	France	R. Wisell (Chevron-Ford)	T. Schenken (Brabham-Ford)	M. Beuttler (Brabham-Ford)	114.004
May 17	Martini Trophy—72 kms.	Silverstone	C. Lucas (Titan-Ford)	T. Ikuzawa (Lotus-Ford)	A. Rollinson (Brabham-Ford)	142.460
May 17	Monaco Junior—72 kms.	Monte Carlo	R. Peterson (Tecno-Ford)	R. Wisell (Chevron-Ford)	J-P. Jabouille (Alpine-Renault)	120.246
May 25	Circuit of Brno—165 kms.	Czechoslovakia	F. Kottulinsky (Lotus-Ford)	B. Baur (Tecno-Ford)	G. Pianta (Chevron-Ford)	—
May 26	BRSCC—Two Heats and Final	Crystal Palace	T. Schenken (Brabham-Ford)	R. Peterson (Tecno-Ford)	A. Rollinson (Brabham-Ford)	143.980
June 8	Prix de Paris—Two Heats and Final	Montlhery	T. Schenken — dead-heat — (Brabham-Ford)	R. Wisell (Chevron-Ford)	J-P. Jabouille (Alpine-Renault)	130.490
June 15	Hameenlinna—43.5 kms.	Finland	B. Bond (Brabham-Ford)	F. Kottulinsky (Lotus-Ford)	L. Kinnunen (Brabham-Ford)	—
June 22	Coupe de Vitesse—Two Heats and Final	Rouen	J-P. Jaussaud (Tecno-Ford)	T. Schenken (Brabham-Ford)	F. Mazet (Tecno-Ford)	165.562
June 29	BRSCC—Two Heats and Final	Mallory Park	T. Ikuzawa (Lotus-Ford)	R. Pike (Lotus-Ford)	B. Maskell (Chevron-Ford)	158.006
June 29	Circuit of Reims—Two Heats and Final	France	P. de Meritt (Tecno-Ford)	J-P. Cassegrain (Brabham-Ford)	J-P. Jabouille (Alpine-Renault)	185.669
June 29	Circuit of Anderstorp—96.4 kms.	Sweden	R. Peterson (Tecno-Ford)	R. Wisell (Chevron-Ford)	T. Palm (Brabham-Ford)	143.800
July 13	Circuit of Hockenheim—Two Heats	Germany	P. Hanson (Chevron-Ford)	T. Schenken (Brabham-Ford)	J. Dubler (Tecno-Ford)	Addition of times
July 19	Plessey Trophy—62 kms.	Silverstone	A. Rollinson (Chevron-Ford)	T. Ikuzawa (Lotus-Ford)	R. Peterson (Tecno-Ford)	173.354
Aug. 17	Europa Cup—96 kms.	Karlskoga	R. Peterson (Tecno-Ford)	T. Schenken (Brabham-Ford)	H. Ganley (Chevron-Ford)	—
Aug. 17	Circuit of Nogaro	France	F. Mazet (Tecno-Ford)	P. Depailler (Alpine-Renault)	J-P. Jaussaud (Tecno-Ford)	—
Aug. 24	Circuit of Keimola	Finland	L. Kinnunen (Titan-Ford)	P. Hanson (Chevron-Ford)	T. Ikuzawa (Lotus-Ford)	—
Aug. 31	Circuit of Zandvoort—100 kms.	Holland	F. Mazet (Tecno-Ford)	P. Gaydon (Tecno-Ford)	J-P. Jabouille (Alpine-Renault)	157.600
Sept. 1	Guards Trophy—Two Heats and Final	Brands Hatch	R. Wisell (Chevron-Ford)	T. Schenken (Brabham-Ford)	E. Fittipaldi (Lotus-Ford)	156.863
Sept. 14	Circuit of Albi—109 kms.	France	T. Schenken (Brabham-Ford)	R. Wisell (Chevron-Ford)	T. Ikuzawa (Lotus-Ford)	158.847
Sept. 28	BRSCC—Two Heats and Final	Cadwell Park	T. Schenken (Brabham-Ford)	H. Ganley (Chevron-Ford)	R. Peterson (March-Ford)	138.002
Oct. 5	Coupe du Saloon—60 kms.	Montlhery	E. Fittipaldi (Lotus-Ford)	F. Mazet (Tecno-Ford)	J-P. Jaussaud (Tecno-Ford)	130.842
Oct. 19	E. R. Hall Trophy—Two Heats and Final	Brands Hatch	R. Wisell (Chevron-Ford)	M. Nunn (Lotus-Ford)	B. Bond (Lotus-Ford)	158.312
Oct. 26	Circuit of Neubiberg—57 kms.	Germany	P. Westbury (Brabham-Cosworth)	D. Qvester (BMW)	X. Perrot (Brabham-Cosworth)	146.29

(The remaining 1969 Race Results will be published next month)



# MOTORING

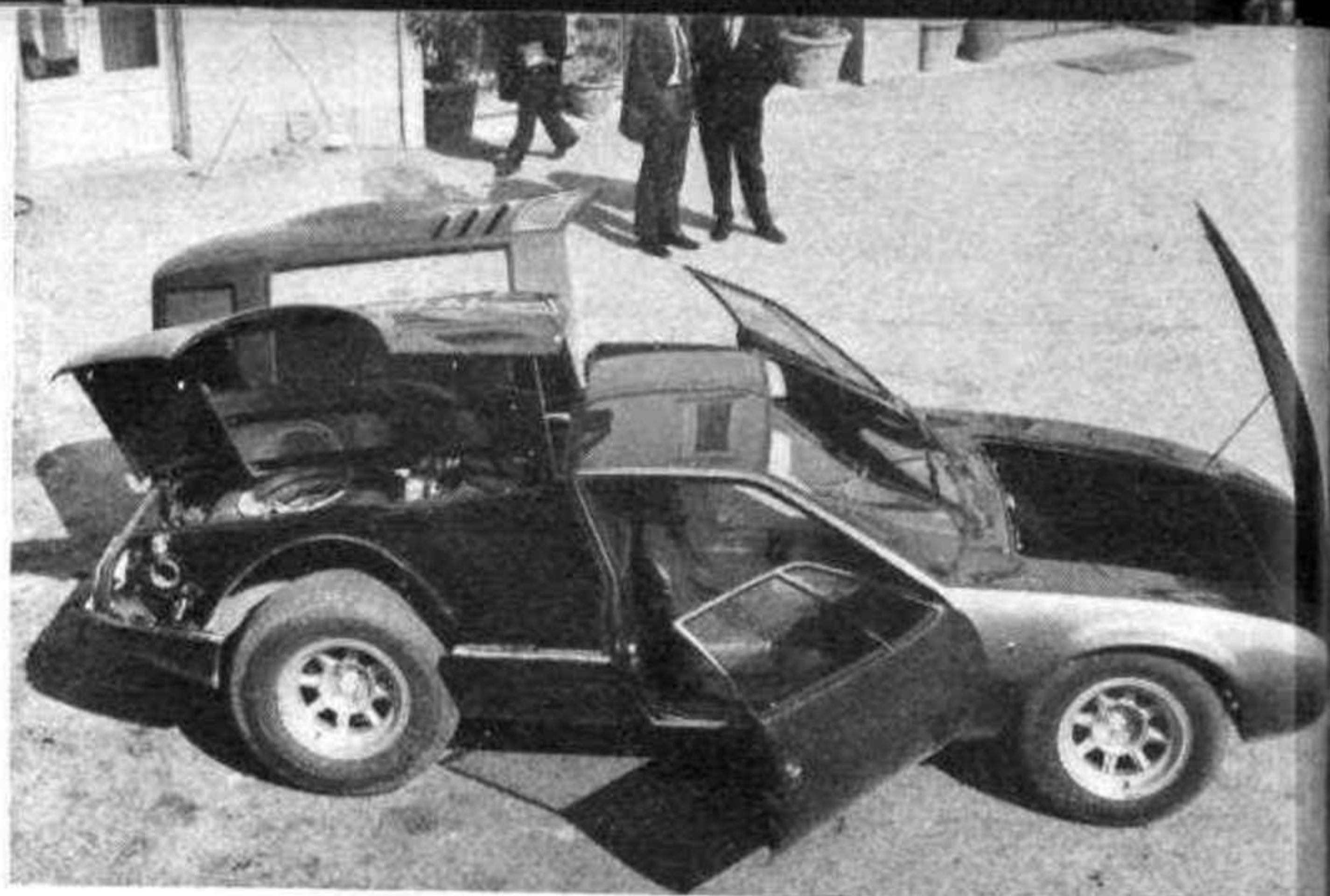
## VARIETY

ONE SURE way of keeping your motoring life interesting is to indulge in as much variety as possible, though not to the extreme of some Road Test Specialists, who have no car of their own and never keep a borrowed one long enough to learn to live with it. The ideal, to my way of thinking, is to have one good car for the major part of one's motoring life, others for fun and amusement, and then to fill in the gaps with as big a variety of cars as possible. That way you can develop a pretty balanced outlook on motoring and can assess why some forms of motoring are enjoyed more than others. If you only drive small family boxes, you get an unbalanced shock when you are let loose with two or three hundred horsepower. Equally, if you only drive powerful, fast cars, your shock is just as unbalanced when you drive a family box or slow vintage car. I don't mind admitting that my tastes fluctuate from the super-fast to the bog-slow, without pausing too long on the way with mundane bread-and-butter cars. I can change from the E-type Jaguar to my hack Rover 90, dropping from 110 m.p.h. to a sedate 35 m.p.h. with a heavy load on the modified back of the Rover, without any anguish, but to change to a family tin-box, that lacks real performance and is not a "commercial-type" load carrier, I find irritating. On the other hand I get equal enjoyment from lying nearly horizontal in a Lotus Europa, or sitting upright in a vintage tourer. Bad seats or bad driving positions in modern cars I cannot tolerate, like the seats in a well-known editorial car that have a line of piping across them which cuts into the backs of my thighs, or some of the "mini" seats in small family boxes, made small either to save money or make the interior look bigger!

The other part of my motoring variety that I indulge in regularly is motorcycling, principally because I like motorcycles, but also because there is nothing quite so satisfying as riding a solo motorcycle, either on the road or on the rough-stuff. Riding a trials or scrambles machine is marvellous for keeping the reflexes sharpened and exercising one's sense of balance. I always have a trials motorcycle by my back door, living as I do on the edge of a wood in the heart of the country, when I am in England. While motoring about Europe I am always longing to have a trials motorcycle with me, especially in Spain or Southern Italy, but I have yet to find a fast GT car that will carry a motorcycle. At present I have a trials 350 Matchless, no longer competitive in open competition, but a nice off-the-road bike nevertheless.

Throughout the accompanying pages are a selection of the cars and motorcycles I sampled during 1969, distances varying from "up-the-road-and-back", as with the de Tomaso Mangusta, to many thousands of miles. The variety ranged in age from a 1925 side-valve Anzani-engined Frazer Nash to the Wankel-engined Mercedes-Benz C111 of the future, and in size from a tiny Hillman Imp-powered Ginetta coupé to a large Lagonda tourer the bonnet of which is nearly as long as the Ginetta. Thanks to friends I was able to have a go in a couple of

*MERCEDES-BENZ C111.—Wankel rotary-piston engine amidships.*



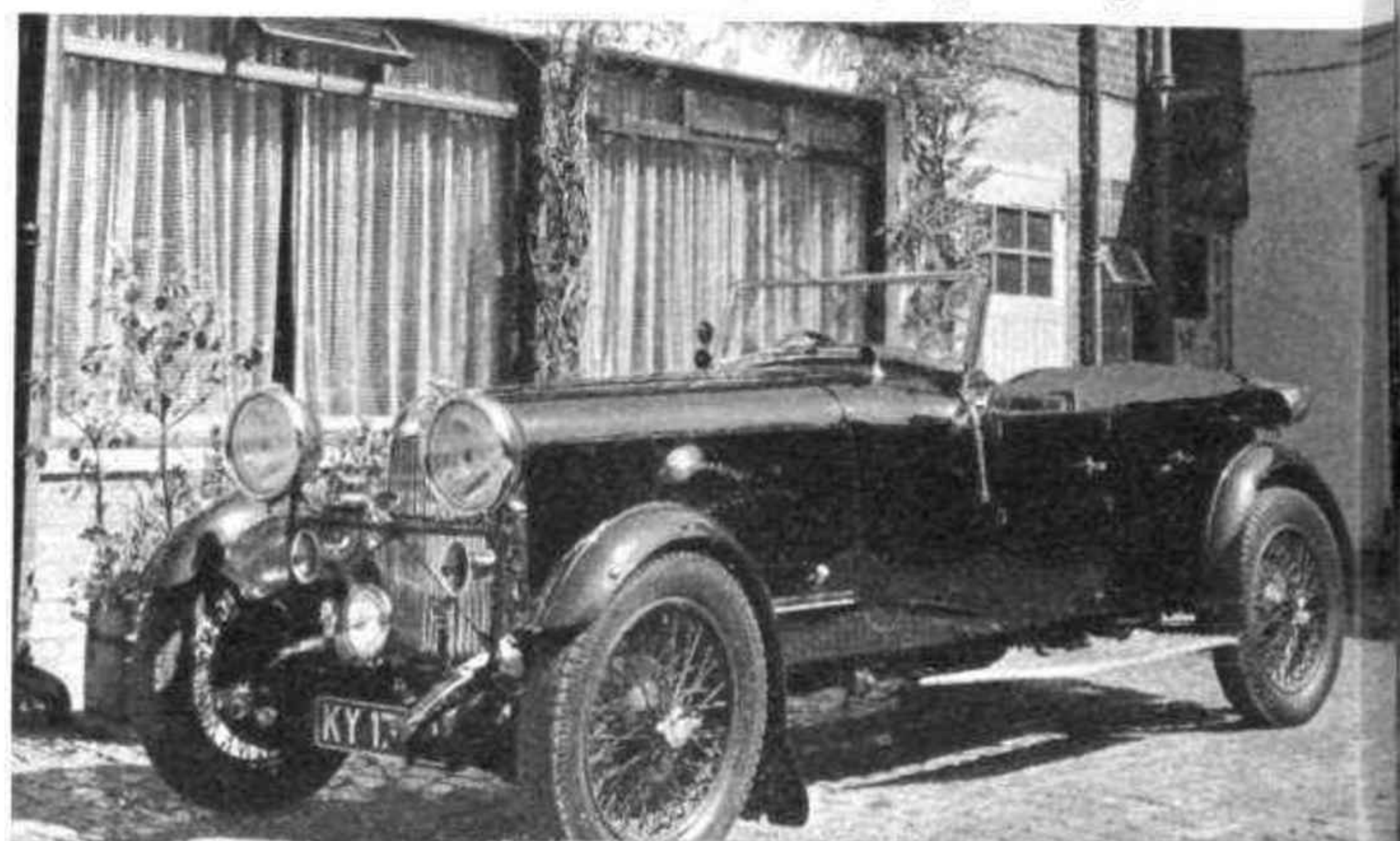
*DE TOMASO MANGUSTA.—A question of weight distribution.*

Vintage Sports Car Club races, Anthony Blight lending me his famous Talbot 110, which was highly successful, and the Editor lending me his 1,100-c.c. Riley, which ended in expensive noises and a cloud of smoke! Did I say variety?

Mid-engined coupé experience was enriched by the aforementioned Mercedes-Benz C111, which was memorable, the Mangusta which was embarrassing, the Lotus Europa which was a riot, and Rover's old turbine coupé T3, which was fascinating. I wrote in length about the C111, and admit freely that I am completely sold on the Wankel engine. The Mangusta was like an early Ford Zephyr in which my local farmer friends carried an anvil or a sack of grain in the boot to make the thing steer. The Mangusta has Zephyr trouble in reverse, which doesn't mean going backwards, but it needs the anvil in the front luggage compartment! It's all a question of weight-distribution. The l.h.d. Europa was dealt with fully back in the summer and even though most of the respected professional Road Testers seemed to hate it, I enjoyed it immensely, though a production r.h.d. one I tried later had just as stiff a gear-change as the one I borrowed from the Lotus Press chaps.

Among the more conventional cars I drove, a Marcos with 3-litre Ford V6 engine was nice but spoiled by poor steering and ridiculous Ford gear ratios. A rally Lancia HF Fulvia was a super little "racer" and so safe and predictable that it made me remark "Why can't all cars handle like this?"; and the rest of the Lancia range that I tried were all pleasant, though underpowered by my standards. On the other hand a 7-litre Iso Rivolta Grifo looked overpowered, but turned out to be all litres and not much horsepower, while its "feel" and handling was 'orrid. Many miles were covered in an MG-B open two-seater and a more unpretentious honest car giving good value for money would be hard to find. It is not modern, and certainly not in the Lotus Elan class, but for smooth English roads is all right and gives economical, trouble-free motoring without any drama. For a very-used hack car my 1954 Rover 90, now converted to a pick-up truck, has more than paid for itself, carrying machinery, materials, "goods and chattels" in silence and comfort, all for £60 off a used-car lot. The amusing thing is that it has the "modern" refinement of a clutchless gear-change, thanks to a free-wheel, and apart from its mud-and-rust colour scheme it looks the same shape as Auntie Rovers up to the end of their life-span, and you still see an Auntie every 10

*1932 LAGONDA 3-LITRE.—A large vintage-style touring car.*







1933 TALBOT 110.—A very satisfactory outing at Silverstone.

miles. Another hack transport I drove was a Volkswagen van, the only VW model I really enjoy. This occasion was an amusing party in Italy when there were four of us in the cab so we had to share the driving, all at the same time. I had the steering wheel, the accelerator, the brake and the horn, the next chap along had the clutch-pedal, the third chap had the gear-lever and rear-view mirror, and the fourth chap, on the far left, just did the worrying. It was a case of driving to numbers, with me giving the orders! It was during this party, the Frazer Nash "Raid" to Bolzano, that I was able to try five different chain-driven Frazer Nashes. An early primitive s.v. Anzani had surprising torque, a very nice original Meadows TT Replica was everything that a Frazer Nash should be, and it was easy to see why they gained such a reputation around 1931-34. A Gough-engined TT Replica was the same thing with a lot beefier engine, but a six-cylinder Blackburn-engined car was so smooth it felt wrong, and was noticeably heavier and lacked the "personal" feel of the four-cylinder cars. An old friend was also driven, this being a 1932 TT Replica that I used to own and do early post-war competitions with, YG 2122. In those days it had a Meadows four-cylinder engine, but now has an AC six-cylinder engine, and it has made it the ultimate in "vintage-style" Frazer Nashes. If AFN could have amalgamated with AC Cars in about 1932 we would have had a truly memorable PVT British sports car.

The foregoing has all been "off-duty" fun, though there was some overlapping, but for serious motoring in order to report on European motor races, the 1965 E-type Jaguar 4.2-litre has had another hard season, and apart from consuming alternators (much better than dynamos while they work, but more expensive when they stop) and exhaust systems, it has done well. After four years and well over 100,000 miles it still impresses me with its performance, especially from 80 m.p.h. onwards, and represents the ultimate in "vintage-style" motoring and a high-point in the 20th century, but it is now obsolete and we must look to the cars and firms who will provide for us to the end of the 20th century, which is now only 30 years away. Thirty years back I was riding my 1924 TT Norton and getting nearly 80 m.p.h. from it lying flat on the tank! Thirty years forward I ought to be lying flat on my back and doing 180 m.p.h. in my atomic-powered computer-controlled inter-city projectile. When he was over 80 years

*Continued on page 20*

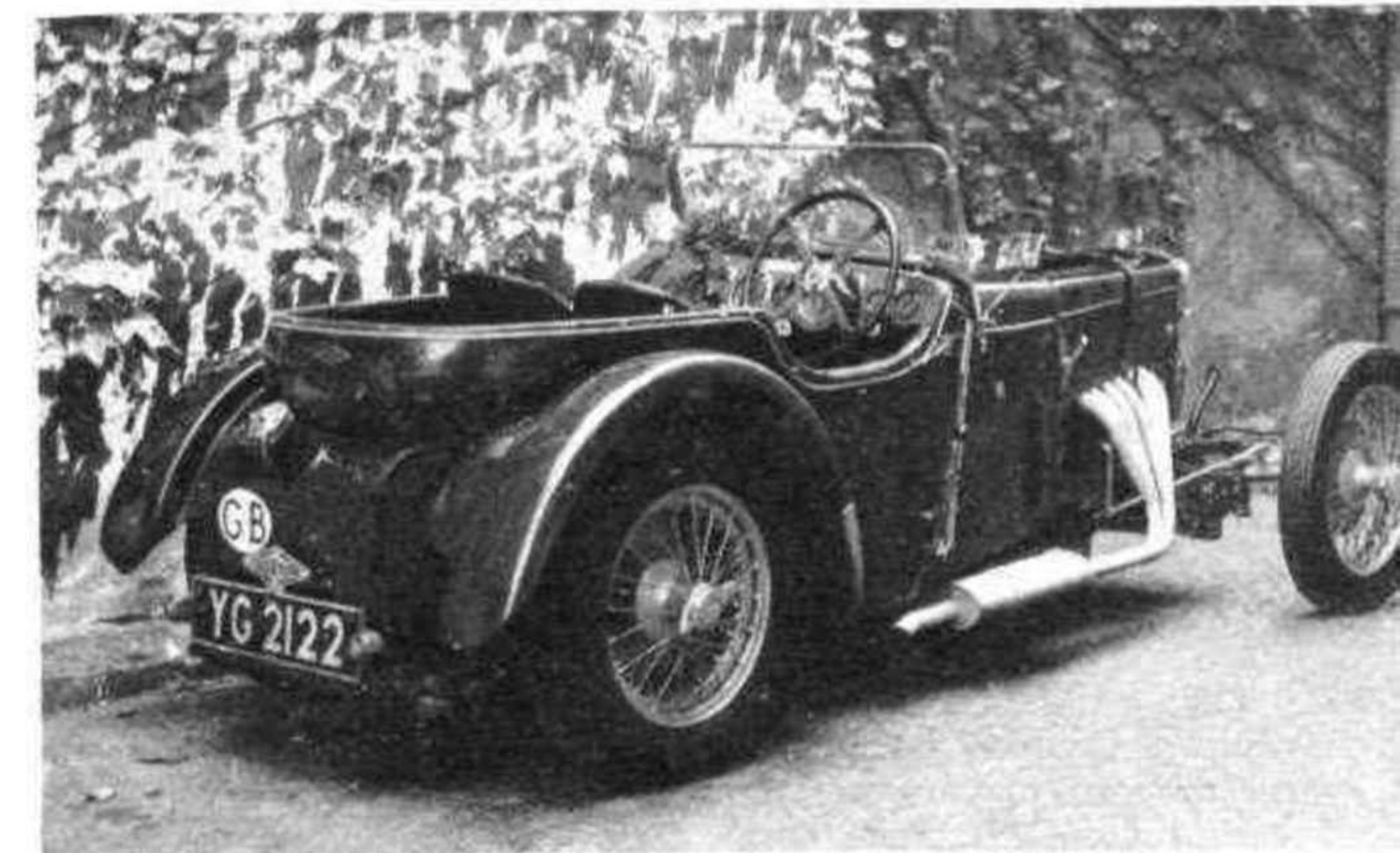
*LOTUS EUROPA.—I liked it very much, and so did the Austrian chap who owned the one alongside.*



7-LITRE ISO RIVOLTA GRIFO.—Looks big, is big and feels big. Very impressive to those who don't know.



MARCOS 3-LITRE.—It looks good and goes well, but has shortcomings.



1932 TT REPLICA FRAZER NASH.—An old friend given a new lease of life.

1965 E-TYPE JAGUAR.—Standard and well used, but illustrating the sensible Spanish petrol pump that faces you instead of being sideways on.





**MOTORING VARIETY**—continued from page 19

old the late Charles Faroux, that great French motor-racing journalist, drove a fast Mercedes-Benz for his everyday transport around Europe, so why shouldn't I?—D. S. J.



250 YAMAHA.—Twin-cylinder two-stroke from Japan.

**MORGANS AT MONTLHERY**

FROM last month's issue of the Morgan Three-Wheeler Club Magazine we learn that in last October seven Morgan three-wheelers made an expedition to Montlhéry Track and took part in the *Coupe de l'Age d'Or* thereon. What a splendid idea! We have for a long time felt that the VSCC might profitably have a meeting at Montlhéry. There would be a banked track to sample (and since the demise of Brooklands it is important to give support to any similar tracks that still operate) and a road circuit to race over and Paris just up the road for the social side. However, the VSCC is fixed in its ways and it seems unlikely that it could be persuaded to cross the Channel.

Anyway, the Morgans went, from 1921 Sunabout to Aero Super Sports. They had many adventures and jingled at Montlhéry with four Sandfords, a Darmont four-wheeler, a Fiat, an Amilcar and a Salmson, etc. It really happened, for they have photographs to prove it—one is a pure 1920s French sporting occasion, with Sandford and stripped Amilcar Grand Sport in the foreground—or would be but for the modern cars in the background . . . This was a minor "raid"

**RAPSON TYRES**—continued from page 12

he changed four tyres, in the Petrograd-Moscow race of 1908 he ruined eight special tyres, but on his 1913 London-Turin record the tyres were perfectly satisfactory. So Mr. Pope wanted to try a set of Rapsons, having "done in" two new tyres of well-known English make in 400 kilometres on the Deauville route. He despised Mr. de Freville's desire for a Rapson small-car tyre, remarking that it was the heavy cars that suffered from tyre trouble—he wouldn't expect a tyre to run more than 2,000 kilometres, presumably on his big Itala.

What everyone wanted was the promised RAC 10,000-mile test. Meanwhile, Oylers', who made Rapson tyres at their Skew works, had dropped manufacture of ordinary pneumatic tyres and were backing Lionel Rapson for all they were worth. So the avidly-awaited test came about. It was arranged that Mr. Rapson's Rolls-Royce tourer should run on benzole fuel, which would be under RAC observation at the same time as his tyres. Messrs. Oylers' gave a luncheon for Mr. Rapson before the start of the trial, during which Mr. A. W. Oyler spoke of the special "deflector" tyres as running at the low pressure of 75 lb./sq. in. on a car weighing some 2½ tons, laden with four passengers. The Rolls-Royce had already done approx. 18 miles on a gallon of benzole and would use this fuel for the trial, which was to be run over six standard RAC routes.

The start of this RAC-observed trial, with Mr. Rapson driving for the first stage, stifled the critics, apart from someone who observed that the Rolls-Royce carried two spare wheels, which seemed odd, as Mr. Rapson did not anticipate tyre trouble . . .

Mr. Rapson brushed aside such matters, being far too busy with the trial, he said, to answer critics. The run was timed to coincide with the 1919 Motor Show, at which, it may be remarked, the makes of tyre on show embraced Henley's, Grimston, Goodyear, Beldam, Oylers', Moseley, Wood Milne, Gofa, Firestone, Pirelli, Palmer,

compared to the Bolzano expedition of the chain-drive Frazer Nashes earlier in the summer, but must have been great fun and it even secured a new member for the Morgan Three-Wheeler Club, whose Membership Secretary is Geoff Hughes, 16, Fairway Road, Oldbury, Warley, Worcs.

Interesting how owners of cars with chain-drive seem to have so much fun! And a Morgan is the obvious outlet for an impecunious would-be Frazer Nash owner. So we wish this very enthusiastic Club well for 1970.—W. B.

**A CHANGE OF ADDRESS**

SINCE the resignation of Bill Boddy from the Committee, the registered offices of the Brooklands Society no longer operate from Standard House, Bonhill Street, E.C.2, and no correspondence for it should be directed there.

**V-E-V Afterthoughts.**—The death was announced last year of Wg./Comdr. Hans Hamilton, the radio telegraphy pioneer, who died at Bromley, aged 86. He is said to have raced baby Peugeots at Brooklands in the 1920s, called "Tweedledum" and "Tweedledee". Can anyone shed any light on this? A vintage Morris chassis, less radiator, was spotted in the forecourt of a country garage near Banbury recently. Will Mr. Pens, who wrote to us about Chitty-Bang-Bang nomenclature, please do so again, as we cannot trace his Odiham address?

**CORRECTION**

IN last month's calendar of 1970 races the date of the Monaco GP was given as May 17th. The correct date is May 10th.

**KEITH DUCKWORTH**—continued from page 42

something which in turn makes standard parts (as opposed to components designed and manufactured with a racing application in mind) subject to sudden and expensive failure.

Duckworth's co-directors have all been connected with him since the firm's earliest days. Mike Costin, the Development Engineer, was with De Havilland before moving to Lotus and becoming co-founder of Cosworth; Bill Brown, General Manager, is responsible for the intricate task of chasing up suppliers and is the person best known to customers on the telephone, while Benny Rood was once a motor-cycle racer whose engineering business was absorbed by Cosworth in early days. Yet the great success of Cosworth has been attributed to the lack of "committee" work and to Duckworth's innate "feel" for cutting across already established engineering principles. British racing owes him a debt which history will record in record books for years to come.

—M. G. D.

Avon, Burnett, Dunlop, BF Goodrich, Hutchinson, International, Kempshall, Mackintosh, Midland, Indiarubber, Rom, Shrewsbury, Stelastic, Stepney and Victor—which rather discounts the opinion, held by Judith Jackson, during the time of the 1969 Motor Show, that "Once upon a time a tyre was a tyre—now there are hundreds to choose from!" There were always "hundreds to choose from"—those 26 makes in 1919 and 14 different makes at Earls Court last year . . .

At the 1919 Olympia Show it was stated that "of all the articles connected with motoring none had created greater interest since the advent of the Knight sleeve-valve engine than the Rapson tyre". All eyes were therefore on the outcome of the RAC test, instituted by Oylers' Ltd., of New Cavendish Street, W1. Lionel Rapson, however, was in for a severe shock but his critics must have smiled broadly—for THE TEST HAD TO BE CALLED OFF AFTER 5,718 MILES!

The Autocar had very little to say. It reported, on a supplementary page after the correspondence, that a flaw had developed in the internal rib which locked the deflector into position, so that one Rapson tyre had to be removed at 2,836 miles, another at 3,836 miles, and that when a third cover was showing signs of similar trouble at 5,717 miles Messrs. Oylers' asked Mr. Rapson to withdraw. They claimed that the very first set of Rapson tyres had run 11,000 miles and they blamed a new method of manufacture for the failure of those in the RAC test. No punctures had happened in the 18,122 aggregate miles run by the four tyres, although one, said Oylers', had been pierced by a steel screw and a long gramophone needle . . . But would Lionel Rapson dare to show his face again after this debacle, would he ever recover from the public letdown his much-publicised tyres had suffered? He would, and he did . . .—W. B.

(To be continued)



# VETERAN— EDWARDIAN— VINTAGE

## A Section Devoted to Old-Car Matters

### VSCC Driving Tests, Silverstone (December 6th)

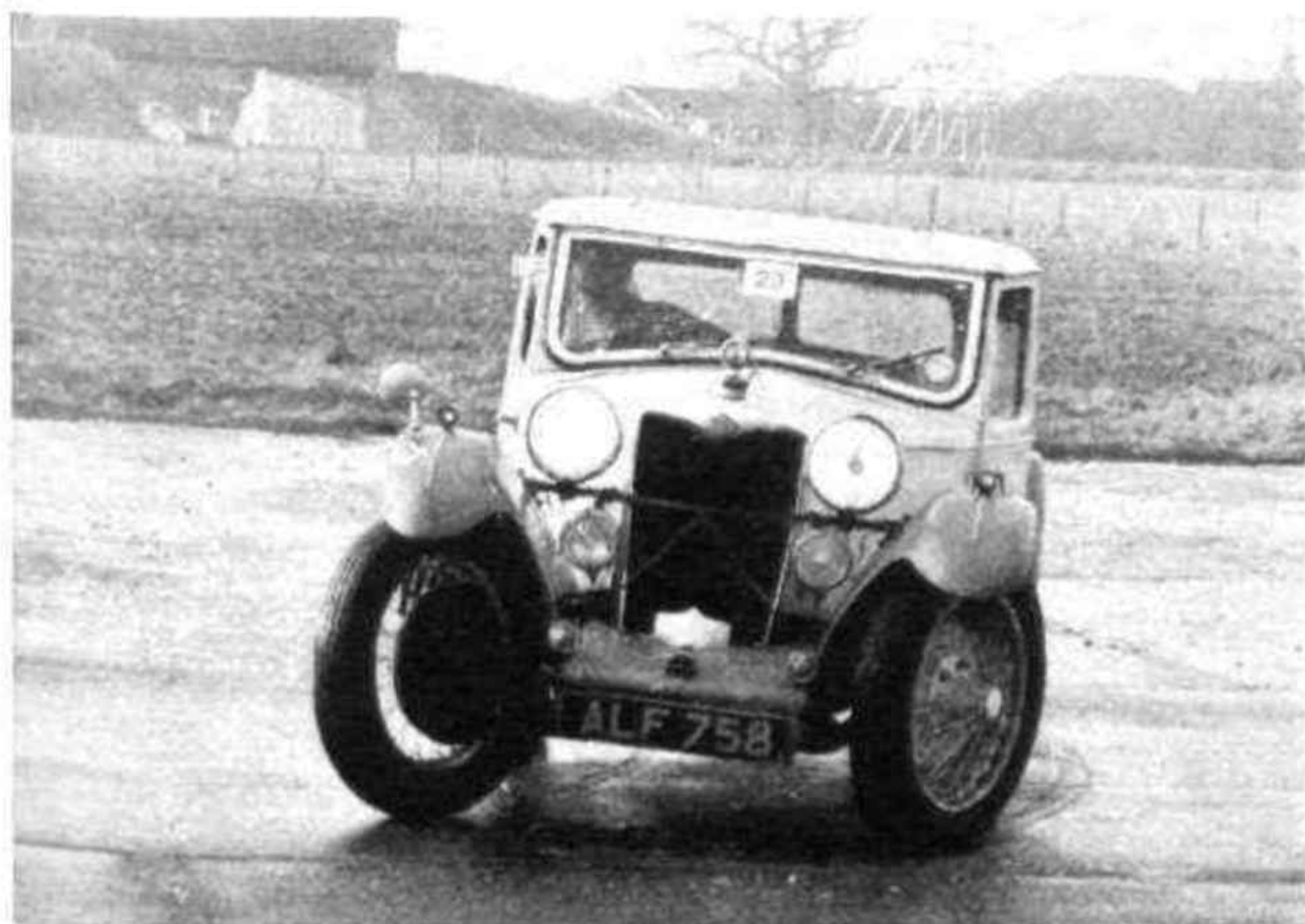
IN THEIR traditional masochistic manner the Vintage SCC held driving tests at bleak Silverstone in December—it wasn't actually snowing but the sun wasn't exactly shining, either. But Englishmen, particularly vintagists, are mad, so an entry of 61 was obtained. The tests numbered eight, with names like Channels, Rounders, Directional Uncertainty, Garagiste, Expanding Rings or Alfa's Benefit, Pirouette, Round The Clock and Zig Zag, from which it will be apparent that the cars were required to execute just the sort of manoeuvres that they seldom or never had to do when they were in current production. But the idea is really a social gathering with some driving thrown in to keep at least the drivers warm. . . .

It would be trite to describe the tests in detail, even if the writer had been sufficiently warm to observe them intelligently, but the cars caught the eye. There was Baker's 1927 Amilcar, unhappily with sleet in the sparks, and Upson's unpainted Frazer Nash indulging in some fine tail slides. Keith Hill was motoring his well-known Alvis Silver Eagle to good purpose but Heath paused for some time to select reverse in his Alvis Special, of which there is more in front than behind, including a Klaxon, and a Brooklands' "can" on the side. Many of the cars exhibited nicely legal stoplamps as they stopped astride lines and Kain in his Bugatti and Copson in his fabric Riley Nine tourer were carrying twin spare wheels, maybe to aid wheel grip. The latter is a sporty car with one aero screen in use, naked exhaust plumbing and piping round its doors.

Glover's effective Alvis beetle-back was there, Bendall's 30/98 Vauxhall was emulating more recent racers in having larger tyres at the back than up front, and of course he was smoking a cigar, Roberts had his two-door 12/50 Alvis saloon, Arnam a blue 14/40 Humber saloon, and a Meadows HRG had been substituted for the Clark/Winder 2.2-litre Leaf Alfa. This HRG, as everyone should know, derives its initials from Halford, Robins, Godfrey, who built 'em.

Two Ulster Austins appeared together, Barry Clarke's looking nicely original, on proper-size tyres (it is his trials version, but arrived on a trailer just like a racer) driven by Mrs. Drake in her first competition, and Gray's, which is a racing version with some things Ulsters never had when they were raced before the war. Another interesting Austin 7 was Hamilton-Gould's 1925 sports two-seater, once a Chummy but now wearing a pointed-tail fabric body of professional but unknown ancestry. It has the early type rear hubs and carried a furled umbrella in lieu of a hood.

Riley Nines were out in numbers. Costigan had his 1933 Lincock coupé, Golder his 1936 Lynx tourer, Fountain a metal-bodied 1933 two-seater which may once have been a d/h coupé and Dodds a 1928 fabric tourer. Edwards drove his immaculate Ulster Aston Martin,



[Photo by H. Barker

A. P. Costigan's 1933 Riley Nine Lincock coupé at the same meeting.



[Photo by H. Barker

GIRL IN ULSTER.—Mrs. Drake negotiates a pylon during the VSCC Silverstone Driving Tests, driving the more civilised of Barry Clarke's Austin 7 Ulsters.

brought to the start lines by Mrs. Hogg, who also drove (what luxury!), Sadler his short-chassis 1933 Le Mans Aston Martin, he being one of many who drove with windscreen flat, and Cann had a 1937 2-litre Speed Model of this make.

Reverting to Rileys, Darley, in one of the last Sprites to be built, carried a spare half-shaft on the luggage grid, and Stafford had a four-seater which was once a Gamecock, while Cartwright's was a 1930 metal two-seater. North drove a 1928 Lea-Francis which was in two-tone, bright parts contrasting with its paintwork and it must anticipate fog, judging by the size of its auxiliary lamps. Naturally lots of chain-propelled Frazer Nashes were present, en route to their annual dinner, from Giles' Anzani with big SU to multi-cylinder versions, Tony Jones having borrowed Bill May's Anzani Nash to have the benefit of a solid back axle in the tests, only to have some of the dogs die in the middle of the third one. May had his Gough' Nash. Conway had his Type 43 Bugatti, Vessey an open 7th-series Lancia Lambda, Malyan his white 22/90 Alfa Romeo and Rippon his Brescia Bugatti. Father Hill furled the hood of his OM before dicing, King competed in a very nice original 1931 2-litre Lagonda with the underhead camshafts, Haines had his Alvis Special and Dr. Harris a Frazer Nash with BMC registration, but I don't think Longbridge or Cowley would have known how to make it. It was, in short, a fine, if chilly open-air museum of interesting and covetable motor-cars.

The morning was devoted to them rushing backwards and forwards and round and round pylons. There was a smoke screen (it was Edwards' Aston Martin) and a noise like a distant Grand Prix car on full song (this was Dodds' Riley in low cog). Eventually it was all resolved as under.—W. B.

**First Class Awards:** B. M. Clarke (Austin), J. A. Griffiths (Austin), A. Darley (Riley), and A. W. Rippon (Bugatti).

**Second Class Awards:** R. J. Clark (HRG), G. A. Winder (HRG), R. M. J. Andrews (Riley), R. A. Pilkington (Alfa Romeo), J. Sadler (Aston Martin), V. P. Stafford (Riley), R. J. Nice (Austin), and M. Cann (Aston Martin).

**Third Class Awards:** M. Eyre (Austin), K. M. Hill (Alvis), B. Harding (Frazer Nash), A. P. Costigan (Riley), J. V. Skirrow (Frazer Nash), B. Sismey (Alvis), J. Vessey (Lancia), and W. S. May (Frazer Nash).

**V-E-V Odds and Ends.**—The ABC Car Register is now run by Wildon Cameron, 39, Westfield, Ashted, Surrey. He is anxious to hear from ABC owners and to discover what has become of the ABC-engined Westall Special which ran in post-war speed trials. The Bentley DC has appointed Sir Anthony Stamer, Bt., as Executive Director following the retirement of Lt.-Col. Darell Berthon, who, taking over the Secretaryship in 1948, remains an Hon. Member and a Vice-President of the BDC. A farewell luncheon was held for Lt.-Col. Berthon on December 20th. Incidentally, membership of the BDC was 750 in 1948; it is now 2,300.

Commemoration runs are on the increase—the Rolls-Royce EC is planning a Great Alpine Trial Commemoration for 1973. This Club's popular Blenheim Rally takes place this year, on June 14th. The Ferrari OC has issued the first number of its official journal *Ferrari*, which is to appear quarterly. This first issue, actually Vol. 1, No. 4 following privately-issued copies, at first appears to have devoted most of its photostat pages to Alfa Romeo, but this is because it contains the first part of an article on the Scuderia Ferrari, 1930 to 1937, by Peter Hull.



# MEMORIES OF SOME FOREIGN VINTAGE CARS—

## BEING FRAGMENTS FROM AN AGE OF INDIVIDUAL CARS AND PROUD OWNERS

SOME of my earliest memories are of studying exciting pictures of fast-looking cars against a background of palisade fences, trees and strangely-dressed people. Probably pictures of Le Mans in the early twenties.

This early interest in cars is not so strange, because at that time my father was a partner in a small garage business at Colas Mews, off Kilburn High Road, NW6, and I was frequently taken there in the course of afternoon walks. My father had served his apprenticeship in the Gobron-Brillié works (known as "Gobblers" thereafter) and read and spoke French fluently. Possibly as a result of this his clientele always seemed to include a fair proportion of owners of French sporting and luxury cars, which in any case were the vogue in those days.

Some of these clients were young bloods, probably still at Oxford or Cambridge, who loved to pit their French sporting cars against the Vauxhalls and Bentleys of the period. One such was Mr. J. S. Oliver, who in his 3-litre Chenard Walcker had put up f.t.d. in a French hill-climb. Another was the Hon. Edward Rice, who later owned a 2-litre Chenard, one of my father's favourite cars. In fact, my father always contended that two litres was big enough to give enjoyable motoring, without the bulk and weight which often comes with bigger engines—a view which seems to have many adherents today.

At about this time—probably 1923/24—Automobiles Bignan (England) Ltd., were looking for a garage to appoint as a service station and my father and his partner were recommended to them, probably by some of the Continental car-owning fraternity. Colas Mews was not too far from their West End habitat, being about midway between the Marble Arch and Bentley's old works at The Hyde, Hendon.

Anyway, the arrangement came into being and the name Bignan became very familiar to me. I still have a book entitled "La 2-litres Bignan—Description Reglage et Entretien", another—"Quelques conseils pour bien conduire votre Bignan 2-litres" and a third, bearing their 14, Jermyn Street, Piccadilly address, "Descriptive Instruction Book on the Viel carburettor as fitted to Bignan chassis." As with most Continental cars of the period, they were rather angular, especially their radiators, which were rather like a razor-edged version of the MG without the central strip and with the filler cap bulging forward in the top casing. One particular car that I remember was a fabric saloon with narrow, steeply inclined doors and a small, pointed tail, that was supposed to have belonged to a French actress who had grown too fat to use it! That chance remark must have made quite an impression on my childish memory—I believe that I was quite amazed that anyone would let themselves get too fat to use such an exciting car!

Another memory I have is of being introduced to M. and Mdme. Gros as they were about to set off in the blue demonstration tourer. Gros was one of the works' drivers and quite a hero. An easily accessible testing-ground was Fitzjohns Avenue, Hampstead, with Netherhall Gardens reserved for standing starts. And there was much talk of "desmodromique", a term which I did not really understand until the Mercedes of the 'fifties, but "Bignan desmodromique" had a lovely sound and the car was regarded as being somewhat fabulous. Bignans were usually very elegant, especially with French coachwork and I am always disappointed that none ever seem to come to light in vintage collections. I did read of one being unearthed a few years ago in Germany of all places but I do not know what developed. One of the last that we looked after in our garage was a 2-litre, originally with four-door all-weather body, later converted to a pointed tail open two-seater with flaired wings. Unfortunately, this car was left out one winter's night before the days of anti-freeze and the block cracked; as the two-seater body had proved impractical in our climate, that was the end of that. Secondhand French cars with cracked blocks (and obsolete models at that) weren't much sought after before 1939. The last of all that came to us was a four-seater tourer with SCAP engine, a not very exciting car but with an attractive French taxi bulb horn.

About this time also I first encountered the name Aston-Martin (spelled with a hyphen in those days), another make which my father

always revered as being a delightful car to drive. This first Aston was seen in Hamilton Terrace on the occasion of the Eton-Harrow cricket match and is remembered as having its close fitting rear mudguards behind the wheels rather than in front. An arrangement which my father described at the time as "Very doggy but not very practical." Thereafter, I always fervently hoped that they would win the JCC 200 Miles Race.

Then about 1927/28 the previous partnership was dissolved and my father opened a business at 24, Little Chester Street, off Grosvenor Place, SW1, at the insistence of some of his West End based patrons. Financially it was not a good move but it brought a wealth of interesting cars to his garage.

By this time Mr. J. S. Oliver had taken interest in the business and having run the gamut of Bignans and Chenards, had acquired a 28/80 Panhard-Levassor. This was an enormous beige-coloured fabric saloon, with four enormous pistons which in retrospect seem to have been about four inches across. The engine was, of course, sleeve-valve and I well remember the hours that this car was left idling after a rebuild, filling the place with noxious fumes. Later this "running-in" of tight sleeve valve engines was done by means of a belt from an electrically-driven lathe. The Panhard was a fine performer but rather tricky in the wet. Another earlier French car, even trickier in the wet, was an equally enormous Delauney-Belleville two-seater coupé, owned by Mr. Rice. This would do a *volte-face* as soon as look at you if the brakes (rear-wheel only) weren't treated with the greatest respect in the wet. Another 28/80 Panhard owned by Mr. Oliver was a dark coupé de ville, remembered chiefly for its enormous Stephen Greble spotlight on the off-side running board. Everything about these 28-80s. seems to have been a bit larger than life.

There was another Panhard coupé de ville, a six-cylinder I believe, owned by Mr. J. S. Oliver's father, Frederick Scott Oliver, the Historian and Director of Debenhams. This car was also tricky in the wet and broke some of its wooden spoke wheels against a street island one night in consequence. A smaller six-cylinder Panhard was owned by a Dr. Wilson of Paddington, who became rather tired of the heavy oil consumption and the haze of blue smoke the car always trailed—a fault of many sleeve-valve engines. Almost in desperation, my father fitted spring-controlled Wellworthy piston rings, regarded as rather a daring experiment in view of the thin sleeves which might have seized. In fact, the experiment worked quite well and the oil consumption was curbed considerably without harmful effects.

One of the most trying jobs I remember at Little Chester Street was lowering the cylinder block onto a six-cylinder Panhard crankcase, entering the paper-thin sleeves one by one into the bores until all were safely home. Any casual callers at such times received rather short shrift, as any damaged sleeves would have meant getting fresh ones from France at considerable trouble and expense. To say nothing of the delay.

We still had a 2-litre Chenard Walcker on the books at the time I speak of—1930-31—and my father had acquired the 3-litre former hill-climb Chenard as a family car-cum-garage hack. It was an imposing vehicle, with a big vee rear windscreen and Hallot servo braking, with drums only on the front wheels, the rear wheels being braked via the prop. shaft. At about the same time, a relative was using a 22/90 RLS Alfa-Romeo as a family car cum garage hack at Eltham. Happy days!

An earlier garage hack at Little Chester Street was an Angus-Sanderson, which had an unfortunate habit of breaking half-shafts, a grave defect in a towing car! The Chenard was succeeded by an Austin Heavy 12-4, which would tow anything we asked of it, including the heavy 28/80 Panhards.

Another make which replaced the Bignans and Chenards in the favour of the Francophiles was the Voisin. These again were usually very elegant cars, with sleeve valve engines but rather more complicated and less robust than the Panhards. One of them was declared by the mechanics to have different sized metric threads on the off-side from the near-side and the clutch-gearbox mechanism was so intricate and inaccessible that my father used to say that "it needed a doll's hand on the end of a stick to get at it".



There is no doubt that in the twenties and early thirties these medium sized French sports and fast touring cars were very good and gave their British counterparts something to think about. It is a pity that more have not survived, their disappearance probably being due to their not being understood by the majority of garages in the late thirties and to their being a long way from their works and supplies of spare parts. The fabric bodies would not last too well either. In addition, a number of the smaller French manufacturers succumbed to the Depression of the early thirties.

Bugattis did not come much to our garage, the only one I remember being an open four-seater tourer whose owner carried a leather bag full of spare plugs slung under the bonnet! There was a very nice two/three-seater Lorraine, with push-rods like knitting needles. This was a good car which belonged to a young artist who among other things did cartoons for 'Men Only'!

An English family living at Storrington had a big Rochet-Schneider coupé de ville with artillery wheels, driven by an equally big Frenchman. This car was garaged with us when it came to London. Eventually, in the late Thirties, it was replaced by a straight-eight Packard, which the Frenchman came to love almost as much as his Rochet.

Around 1932-36, the Oliver family had two big Farmans, one, a rather ugly, square-ish fabric saloon, the other a very elegant coupé de ville in dark green with polished aluminium disc wheels. This, with its gracefully curved V-radiator and flowing lines, was a most attractive looking car, with certainly rapid acceleration and a good all-round performance, I believe. The cylinder block of this car became porous and was sent away to be "Fescolised", a process I have not heard of since but which I seem to remember was moderately successful at the time.

The blue Farman saloon/limousine belonged to Mr. F. S. Oliver and frequently brought him and his wife (then both elderly people) from Jedburgh to London in one day quite comfortably. Eventually it was replaced by a Morris Isis and passed into the hands of an Edinburgh bookmaker; its end is unknown to me. The only mention I have seen of Farmans for many a long day was in *MOTOR SPORT* about two years ago, when there was a picture of a tourer which had come to light in India. The Morris Isis which replaced the blue Farman gave very good service and put up as fast times from Jedburgh to London as the Farman. It didn't look as imposing though!

By this time the beige 28/80 Panhard had been replaced by, of all things, a Graham Paige. Mr. J. S. Oliver had driven one of these with their "twin-top" gearbox in the USA and liked it. Consequently he had a chassis shipped to France to have a four-door body to his own design fitted. This chassis was destroyed by a fire at the French coachbuilders, so a second was imported. At first it was finished in chocolate with gold leaf line and waist-line inserts in the doors. Later it was finished in light beige, which looked better. Large Zeiss headlamps were fitted and all badges (the heads of the three Graham brothers superimposed on each other) removed; it really looked quite imposing. One motorist became quite irritated

because he couldn't identify it and was told by the chauffeur that "It was the new Trojan"! In fact its general outline was not unlike the Trojan which then had its engine in the boot.

Graham-Paiges performed well at Brooklands and this one had a good turn of speed. It ran off the road one day when travelling fast in France, for some reason which was never quite clear. It was repaired and was still in use at the time of the owner's death in 1939.

A new generation of French cars then began to appear at our garage, the first being a four-cylinder 2.4-litre Hotchkiss drop-head coupé. It was a good, sound, unexciting car, shortly followed by a 2½-litre six, which had more performance. The green Farman was also replaced by a Hotchkiss, which looked rather cheap but performed well, apart from a clutch which slipped at frequent intervals and was temporarily cured by squirting a fire extinguisher into it! Later, a Paris-Nice 3½-litre Hotchkiss came on the scene; this was getting back to the days of real French motor cars.

Another customer at this time had a 14-h.p. Delage coupé, to which he had some repairs done in Cambridge, involving dropping the sump. Subsequently the big-ends failed, so he had the car put on the train to us. The sump had a gauze filter half-way up its depth—the previous repairers had put a sheet of cardboard across the gauze to keep it clean whilst the sump was off—and had forgotten to remove it!

Other cars that I remember, particularly from my eighteen months working life at my father's garage, included a light-chassis 4½-litre Invicta, with drop-head fabric body. The 4½-litre Invicta was replaced by a beautiful Figoni-bodied straight-eight Ballot, the coachwork being patent leather. The only memorable thing about this car, apart from its superb looks, was its habit of catching fire round the carburettor when starting from cold, necessitating someone leaping forward to beat it out with his cap. Now you know why good mechanics in the thirties wore peaked caps!

We also had a customer with a straight-eight Stutz, a "Black Hawk" model with flaired wings, from the tips of which the mud flew back onto the windscreen in wet weather. But they looked good. My father once drove me at 80 m.p.h. along Alveley Park in SE London in this car, a feat I have never been able to equal and am not likely to now! In its declining years this car developed a wheel-wobble, which with its huge tyres was rather alarming. This we cured by fitting wedges between the leading edge of the axle and the springs. Another car which suffered in the same way was a 1½-litre Aston-Martin International, which on a particularly ripply bit of road coming out of Hyde Park Corner would nearly shake its windscreen off at 15 m.p.h. The cure was the same as with the Stutz. This car belonged to a friend of mine and on first seeing it my father remarked that "An Aston was rather like a film star, all right to have an affair with but not to get married to". Anyway, my friend had a long and happy affair with his Aston, until early in 1940 it ran a big-end in Norfolk and he let a colleague have it for £5. For £5! Ichabod!—J. CLASSEY.

**V-E-V Miscellany.**—The Hon. Patrick Lindsay has disposed of the 250F Maserati in which he crashed at Thruxton last year. Hamish Moffatt is driving a 1926 OM from London to Sydney, sponsored by Lord Montagu. A large Daimler saloon, probably a sleeve-valve model, in which Sir Winston Churchill used to be driven about London at the time of the last war air raids is being renovated by a young enthusiast in Hampshire, who is reported as having bought it ten years ago for £400, even before he passed his driving test. An 11.9 Morris-Cowley engine and gearbox, complete with components, has been unearthed in a farm building in Lancashire, together with some other parts of the car, which was broken up in 1926. A 1935 Standard Nine, which has had only one owner all its life and is ripe for restoration, is reported from Somerset—letters can be forwarded. The Retail Division of Shell-Mex and BP Ltd. is the latest concern to ride on the bandwagon of current interest in old-car matters. They offer coloured reproductions of six once well-known posters advertising Shell petrol which in the 1920s and 1930s were seen on the side of Shell petrol delivery vehicles. These posters are sold at 10s. each, the set including two with Brooklands connotations but fictitious cars and one depicting an

Argosy airliner. They measure 20 in. × 30 in. and the artists involved were Norman Keen, Rene Vincent, Dacres Adams and Paul Nash. They are obtainable at some Shell service stations or post free from Royle Publications Ltd., Royle House, Wenlock Road, London, N.1. *Beaded Wheels*, official journal of the VCC of New Zealand, continues to dig out interesting history of motoring in that part of the World; the Oct./Nov. 1969 issue, for instance, contained articles about early flying schools in NZ, the start of mud-plug trials in that country, memories of early motoring around Marlborough, reminiscences of a World War I dispatch rider, a picture of a Chummy Austin bogged down on a main road near Wellsford in the autumn of 1927, etc. The 50 new pence coin might well be called the Conway coin, because Hugh Conway, vintage Bugatti enthusiast, suggested the equilateral curve heptagon on which the seven-sided coin is based. A reader is in possession of a button-upholstery seat thought to be from an early Panhard, if anyone is interested. Another reader seeks axles for a Calthorpe, to replace Morris Eight axles which a former "restorer" has used on his 1921 tourer. Cyril Pashley, the pioneer pilot and instructor, has died, aged 78.



# VINTAGE POSTBAG

## "Two Fiat 'Firsts' and a Fiat Failure"

Sir,

With reference to your article on Fiat in the 1923 200-Mile Race: in a book entitled "The Romantic Story of Motor Racing", by Sir Malcolm Campbell, he mentions a brief account of the race.

He mentions both cars as having superchargers but names no one make. He goes on to say that he and Salamano had an agreement that whoever held the lead after the first lap would stay in front until 10 laps from home and then every man for himself, but as we know the Fiats never got that far. He explains that Salamano's car stopped, and his own engine died: "I coasted to the pits, there to discover that I had broken a connecting-rod, while Salamano's car suffered a similar fate".

In the book there appears a photograph, taken at the pits, showing Campbell sitting in his car with the bonnet raised and mechanics inspecting the engine, whilst a few others look on.

As far as the cause of engine failure, Campbell mentions lapping at around the 100 mark behind Salamano's car, expecting him to ease up; instead he increased speed and Campbell followed suit until they were both lapping at about 10 m.p.h. faster than the fastest of the other cars; this would mean a speed of about 107 m.p.h., as opposed to 97 m.p.h. of Eyston's Aston-Martin and Joyce's AC; surely such a pace so early in the race must have had disastrous effects on a relatively cold engine? The fact that a picture appears with the bonnet of Campbell's car raised flatly contradicts *The Light Car & Cyclecar*.

Sunbury-on-Thames.

S. J. SMITH.

[This is interesting but the suggestion that Campbell and Salamano duelled at 107 m.p.h. lap speed early in the race is not borne out by the official fastest lap, which they shared, of 101.64 m.p.h., and in any case Campbell passed Salamano after three laps, possibly because he had been instructed to win and the Italian let him through for just that purpose, or because Salamano's engine was already giving trouble at that stage of the race. When *The Light Car & Cyclecar* said the bonnets were never opened after the Fiats had retired they presumably intended this to mean after the initial investigation of the "blow-ups"—not opened, in other words, where prying eyes could later see them.—Ed.]

## More on Minervas

Sir,

The articles concerning Minerva's which you publish from time to time in *MOTOR SPORT* have always interested me as over the last six years I have never owned less than two of these cars at any one time.

I am particularly intrigued by the article in the April 1969 issue, for its brief description of the well-known Baker type AK. One cannot be a Minerva enthusiast without being aware of the existence of this car, but until reading your article I knew very little of it, other than, that it was fast and that it had a boat-tailed body. Your article now leads me to suspect that this car may have a greater claim to fame than its mere performance. If I am sticking my neck out you are perfectly welcome to exercise the historical axe, certainly Michael Sedgwick is already sharpening one for use on what may be described as the other side of the same neck.

To start at the beginning, page 154 of "The Age of Motoring" carries an illustration of a large boat-tailed Minerva which according to the caption is the eight-cylinder type AL. I have always doubted this for various reasons, not the least of which is the very notable presence of cantilever rear springs. To the best of my knowledge the type AL always had semi-elliptic springs all round, as indeed so did the later type AK. One of the Vintage car pocket books carries a photograph of what appears to be the same car, accompanied by a caption which goes into the details of the eight-cylinder car at great length but which finally mentions in the last line, in an inconspicuous fashion, that the car illustrated is in fact a type AK six cylinder. I suspect that mis-reading of this caption may have led to the error in "The Age of Motoring". [Yes, it is the ex-Baker Minerva.—Ed.]

The point of all this is that from the information contained in your April article I now suspect that the car illustrated in the two books mentioned above, was in fact Baker's car. Even more important, I suspect that Baker's car may have been on exhibition at Olympia late in 1928.

The October 4th 1929 issue of *The Autocar*, on page 640 carries an article about new Minerva models and to quote the last sentence of the second paragraph "one car is a straight eight rated at 40 h.p. and the other is a six-litre speed model with six-cylinders, a car obviously

developed from the magnificent looking sports cars which occupied the stand at Olympia last year".

If my loosely connected chain of reasoning cum wishful thinking is correct, then Baker's car is, if not the prototype, the inspiration for the type AKS. This model is, as you will undoubtedly know, a very rare bird with the same bore and stroke as the type AK but with light steel sleeves instead of the much thicker cast iron sleeves of the type AK, full pressure lubrication of the crankshaft, a shorter wheelbase and vastly enhanced performance. I would be interested to know if many of this model still survive.

One section of your April article has me puzzled. On page 648 you start discussing exhaust pipes and their relative placing. I can confirm the foot warming abilities of the exhaust pipe on the type AC from my own experience of the type AE, which is virtually the AC with the 3.4-litre engine, but I cannot understand your comment that "the long flexible exhaust off-take pipe curving over from the near side to the off side of the engine and running through the crank case is missing on Rankin's car" or your further deduction that "Baker's exhaust manifold was on the near side, as it is on Rankin's car". The type AC Minerva, which is Rankin's never did have the off-take curving across the front of the engine so it can hardly be described as missing on Rankin's car, while your comment about Baker's exhaust is even more baffling, as not only was it the AK that did have the off-take curving across the front of the engine, but this is clearly shown in the top photograph on page 347. Is this a slip, or have we our wires crossed?

I would like to take you to task about the succeeding paragraph in your article wherein you state that "the earlier car has slightly smaller brake drums at the front than at the rear, whereas the 32/34 Minerva had equal sized drums". My own AK (32/34) which is of approximately 1931 origin has the identical brakes to my 1926 type AE, which in turn are identical to those fitted to the type AC. In round figures the rear brakes are 18in. in diameter and the front brakes are 16in. and I recall that you described a similar set in one of your white elephant articles. The very late AK may have had equal sized brakes, but I am sure that the Baker car would have had the smaller front brakes and this suspicion is borne out by the photograph at the top of page 347 of your April issue where a distinct gap can be seen between the front wheel rim and the brake drum. Had the front wheels carried the larger brakes of the rear wheels it would not be possible to see a gap, unless of course the brake sizes were equalised by reducing the size of the rear brakes to match those at the front, an exercise which would have been most inadvisable in view of the performance of the type AK and its considerable weight.

I can answer your query about the bronze-hued radiator. In the early twenties the radiator shells were made of German silver, but by 1925 they had adopted a nickel-plated brass shell. However, this did not stop the handbook from continuing to describe the radiator as German silver and this has led many Minerva owners, including myself, to the sufficiently vigorous use of metal polish to remove the layer of nickle and expose the brass underneath. The only remedy for this is a complete replating, which is a fearsome job as the shell is in one piece with the radiator. I know of at least one owner who, when faced with this problem brought out fine emery paper and removed all the nickel so that the appearance of the radiator would at least be uniform. This probably is what has happened to Rankin's car. As a matter of interest the lamps and radiator on my 1931 type AK are chromium-plated, a state of affairs which I have found necessary to draw to the attention of all and sundry to authenticate the validity of the final restoration.

Auckland, N.Z.

E. E. STEVENS.

## The Trade Explains

Sir,

The letter from Jeremy Woods in the December issue almost makes me feel guilty since I am partly responsible for the Morgan van advertised at £475. On quickly reading his letter anybody might be led to believe that our company is making a vast profit and I think that any jury should hear both sides of the story before making judgement.

I bought the car two years ago for £250. It was a high price but I was told that it had undergone complete restoration (the appearance certainly suggested that this might be the case). My first five runs ended thus: 1. (the day I collected it) oil pipes blocked, battery flat, towed home. 2. magneto armature went soggy, towed home. 3. loose bolt in flywheel went thro' rear of crankcase and rear main, towed home. 5. prop. shaft broke, towed home. All this took many weeks and quite a bit of cash to put right (after which I was a penniless



enthusiast; actually the enthusiasm was wearing a bit thin as well) but at the end of it I reckoned that I must have a damned good Moggie. Alas on the sixth run the rear wheel bearings seized and I was lucky not to lose the wheel altogether. However, perseverance usually wins through and after swapping the JAP engine for a Matchless I finally overcame the front end problems. At this time my accessory business needed an eye-catching van and since I could not afford another machine I built the van body to fit the rear of the Moggie.

The new body was interchangeable from the beetle back and I don't think that it detracted from what was not an "original" Morgan in the first place.

Eventually I tied up with Antique Automobiles and the van took on new colours. Throughout this year it has performed quite well and is now being sold to make way for a Leyland bus. Quite apart from the space we need the cash. The Complete Automobilst Ltd. is a small company run by enthusiasts for enthusiasts and simply cannot afford to sell at a greater loss than necessary.

Come on all you Mogmen—if you all bought the odd grease nipple or roll of jointing paper from us we might be able to sell all our vehicles at a loss for the benefit of those with ability and time but no cash.

Baston.

A. T. FRASER,  
Manager,

The Complete Automobilst Ltd.

### The "Babs" Mystery

Sir,

I was more than a little interested to read the letter from Mr. C. F. Thacker in your October issue regarding progress with "Babs" and feel that it tells us the story of what happened on that tragic day at Fendine Sands. Consequently I have been surprised that it has aroused no interest.

The first point that struck me was "a strong smell of burned Ferodo". This suggested transmission trouble immediately prior to the accident since the fan effect of the rotating parts would dispel any strong smells under normal conditions.

The next forceful point was the damage to the offside chain fairing, i.e. "out by the broken chain in an upward direction, opposite to the rotation of the chain." This is precisely the type of damage which would occur if the back axle for any reason seized, followed by chain breakage (the clutch although starting to slip, still transmitting enough power for this) the chain then tending to unwrap from the rear sprocket.

The final point which confirms the other two was the sand in the chain fairings. Not only were they full of loose sand but "hard packed sand, black in colour, was caked right inside." I have seen this phenomenon occur on quite a number of occasions where quite powerful chain conveyors with enclosed rear sprockets have sheared due to fine material being carried back by the bottom chain and deposited in the tail end guard. This material packs like cement and the only recourse is to remove the guard and hack the material out before the conveyor will run.

Is this really what happened to "Babs" and Parry Thomas? Have any other readers any views on this subject?

Walsall.

J. MATTHEWS.

### The Racing Beardmore

Sir,

The picture showing the Racing Beardmore and Jowett in the December issue, prompts me to write.

I am the grandson of George Hepworth, who is seated in the Beardmore, the gentleman standing between the two cars is Bob Ompleby who at that time was responsible for the tuning of my grandfathers cars, and who later became the director responsible for piston ring production at Hepworth and Grandage. The gentlemen sitting in the Jowett is my great uncle Joe Hepworth and on his right, Morris Mitchell who is still with Hepworth and Grandage.

The Beardmore was not used by the Hepworth brothers, but was owned by my grandfather who competed in both sand racing and hill climbing. One of the problems experienced with this car was the Morse timing chain that slipped when the revs went over 4,500 r.p.m., thus rendering the car unreliable for competition use.

I would be most interested to hear from any reader who might know the whereabouts or fate of either of the cars illustrated.

Ilkley.

PETER HEPWORTH.

### The Price of Model Cars

Sir,

David Meynell quite rightly points out that the model Bugatti my Company manufactures is very much more expensive than is his Super Scale "Blower" Bentley model. I feel that it is only fair to mention that the Bugatti model is much more a product of precision engineering than a mass-produced item. A simple example of this is the difference in the bodywork of the two cars; the coachwork of the Antique Automobiles car is entirely hand beaten and welded together, as opposed to a body produced in a fibre-glass mould in the case of Meynell's Bentley. [Agreed—and the Bentley is on "pram wheels", but it does carry an adult, whereas the Bugatti is more suitable for kids—Ed.]

He mentions that the price of £450 in kit form does not include purchase tax. This is, of course, quite correct, but I must emphasise for the benefit of Overseas readers that £450 is the price they would pay for an entirely finished car, for they are not affected by purchase tax.

The proof of the pudding is in the eating and I would be very happy to meet David Meynell so that our two models can be compared. A race could be amusing though, of course, neither car is built for speed. But, Mr. Editor, I suggest that the Super Scale "Blower" Bentley should carry a considerable amount of ballast for I imagine that I must weigh at least half as much again as my challenger!  
London, SW3.

COLIN CRABBE.

### MINIATURES NEWS

LAST year Corgi introduced a miniature of the General Motors' Chevrolet Astro 1, thus bringing into the Mettoy Playcraft range of car miniatures a much-publicised dream car which cannot be bought in full size. The model, No. 347 in the Corgi series, is 4½ in. long, reproduces the unusual features of the original such as aircraft-type steering control, the rear-located vee-six air-cooled engine, etc., and costs 8s. 11d. retail in the UK. Serious collectors may not approve of the lady passenger in gold lamé evening gown and the driver in white tuxedo with a rose in his buttonhole, who are revealed when the top is raised, but they are unpeppable.

Farming folk will like the Corgi model of an R. J. Fleming ditcher on a Ford 5000 Super Major tractor. The ditcher's movements are correctly reproduced, the Ford's steering works, and this addition to the Corgi agricultural series, 3½ in. long, is priced at 13s. 6d. The reference No. is 74.

Latest from Lesney are three significant models. The first is another in the "Models of Yesteryear" series, always an event. This one, Y-15, is of a 1930 Packard Victoria, a rare classic with custom-built body by Frederick Dietrich, this side valve straight-eight Packard being owned in real life by Hellmuth Holze, who has a private collection in Elgin, USA. The Lesney miniature is to a scale of 46:1, which makes it 4¼ in. in length. It is detailed in respect of American-style tubular front bumpers, those headlamps mounted on the special Packard radiator, wire wheels, bonnet doors and hinges, hood, facia instruments, twin spare wheels mounted in the front mudguards, divided windscreen, trunk, the elaborate back bumper, seats, steering wheel, leaf road springs, etc. The finish is in brown and bronze, with maroon detachable hood and upholstery. A splendid vintage replica, this, but a pity that it comes with rear number plate and lamps cluster but no front number plate. It sells here for 8s. 11d. and will clearly be in enormous demand, in this country and America especially.

Then, in the "Matchbox" series, Lesney have a King-Size Lamborghini Miura, with the correct magnesium road wheels, an opening boot to reveal the transverse V12 engine, the whole finished in Italian red with cream interior. This 43:1-scale, 4 in. long miniature has true-guide steering and suspension on all wheels. It is K-24 by reference number and costs 6s. 11d. retail.

Finally, for this month, Lesney have added a tiny "Matchbox" version of the Rolls-Royce Silver Shadow convertible to their "Superfast" free-rolling models. This one is intended for fast running and stunt work on "Superfast tracks and so perhaps its unrealistic wheels and lack of instruments can be overlooked. It comes in metallic Kingfisher blue with orange upholstery. The R-R mascot is missing and we are not sure how many Silver Shadow owners would appreciate the towing hook which this model, with openable boot, has. But it is fun, at the modest price of 2s. 4d. The reference number is 69; the scale is 67:1, which makes the Rolls-Royce a mere three inches long.—W. B.



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**B****C****D****E****F****A**

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Specification includes a 17 jewelled lever movement, Incabloc shock protection and waterproofness to a depth of 160 feet. The case is all stainless steel and the dial of high retention luminosity. 1/5 second flyback stopwatch contains both 30 minute and 12 hour recording dials, and direct read out tachometric average speed scale. Stop/start/go ability. Supplied complete with leather strap. Usual shop price over £45. Reduced to **£29.19.6**.

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MSI



# A 100 m.p.h. IMP —FROM ROOTES

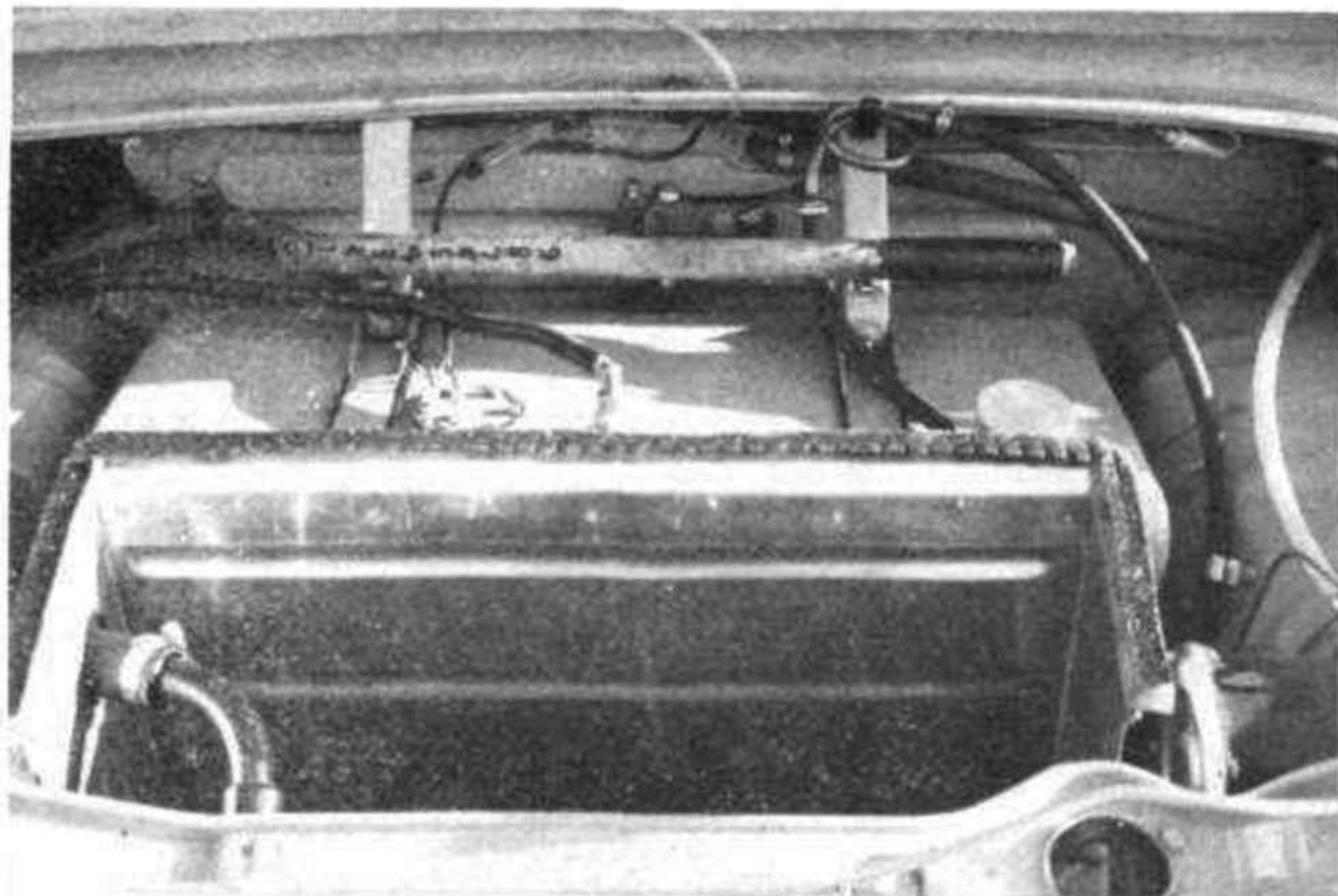
EIGHT dedicated people under the supervision of Des O'Dell at Rootes Competition Department in Coventry currently have the most frustrating jobs in the improved performance business, for they have proved their workshops can prepare cars to beat the world and yet, because of a high-level Rootes decision to withdraw from competition, they can no longer demonstrate the point to a motoring world which needs as many different *marques* as possible. After a brilliant, if lucky, Marathon victory and countless televised rallycrosses, reaching audiences of approximately five million, in which Andrew Cowan and Peter Harper defeated the traditional Goliaths with the baby Imp, it was especially sad that the company should choose to stop entering works cars. Happily, it has been decided that the competition workshops should remain in action to produce road and competition performance equipment. If this move is profitable, then at least we can hope to see the Pentastar restored with full works participation at time controls and starting grids throughout the country.

The Imp which is the subject of this MOTOR SPORT road test was prepared by Rootes' competition section to conform with Appendix J, Group 6 Prototype regulations issued by the FIA. Yet it was all a tuned car should be; perfectly happy either to poodle along at 2,000 r.p.m. in top gear or to react as a soul-shattering and competitive sports machine capable of acquitting itself honourably in all forms of loose surface motorsport. ALN 650H was designed specifically to take part in rallies, as it was built up from a new body shell for the 1969 International Scottish event, although not used for the purpose.

However, when the news of the company's competition decision reached the workshops it was seen that this Imp could act as a mobile unit to demonstrate the goods available to the public, for with three exceptions (which we shall detail shortly) all of the equipment is on general retail sale through the department or Rootes dealers.

O'Dell is the manager of the department while Ridgeway acts as the link between customers and the men producing the equipment. The two of them described every detail of the car's specification to us. However this would run into two pages of text by itself, so below is a brief summary.

The engine is developed from the 875-c.c. Imp Sport unit which produces just over 50 gross b.h.p. In Group 6 guise the capacity is increased to 998 c.c. by enlarging the block and inserting cast iron cylinder liners: power output increases to 100 b.h.p. gross or 94 nett at 7,200 r.p.m. The Imp engine has never been noted for torque, but in this form it is fairly generously endowed with 74 lb. ft.



Two features which account for much of the £1,500 asked for this Imp are the enlarged fuel tank and water radiator, the latter re-located from its regular position at the rear. No cooling fan is fitted, but this alloy "chimney" conducts excess heat away very quickly via a front-mounted intake grille and bonnet-top exit. The numbered wooden stick is used for "dipping" the contents of the fuel tank.

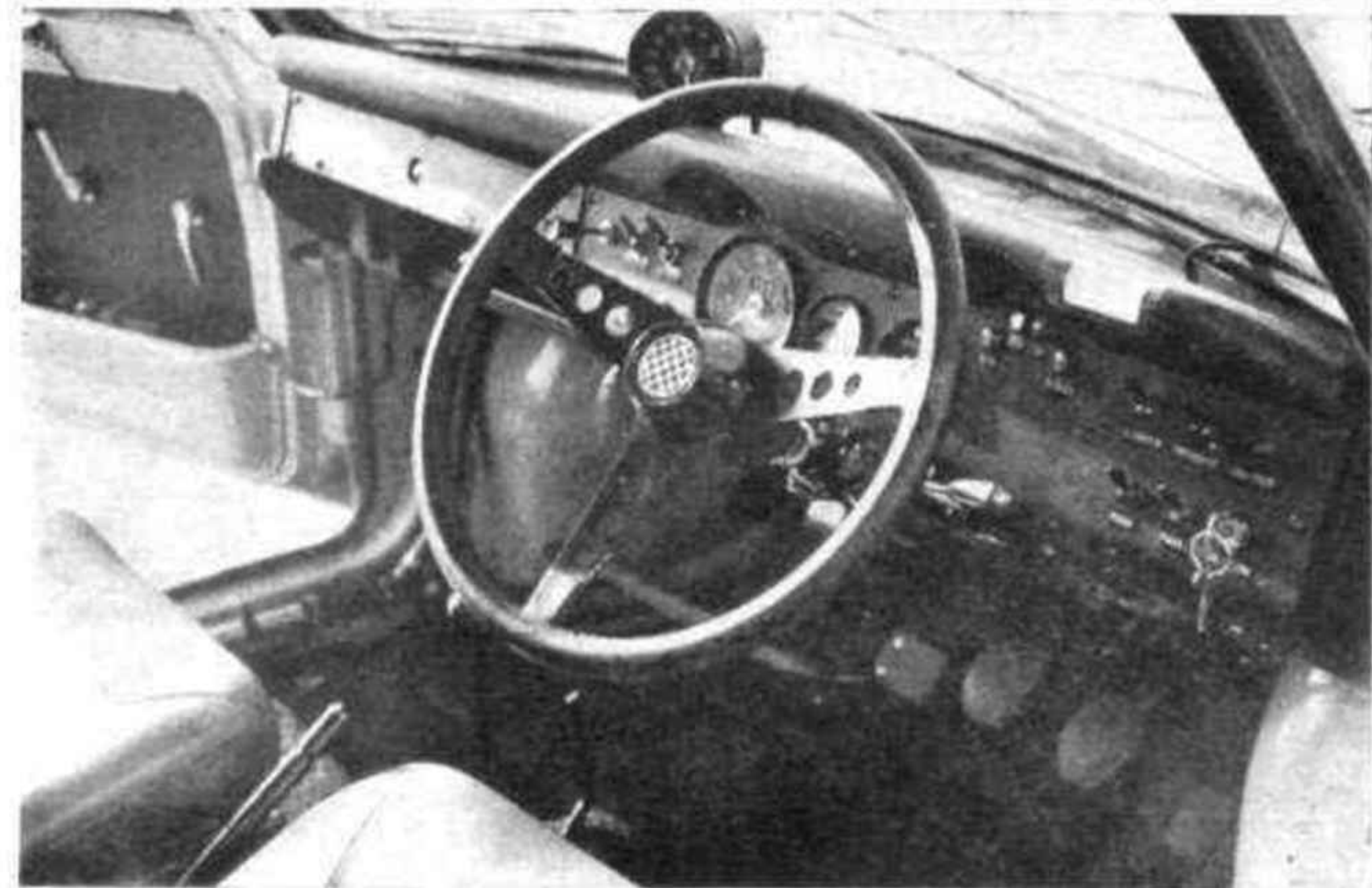


The Special Imp's auxiliary lamps give an ideal spread of light; other electrical equipment includes a heated windscreen. Note the bonnet securing strap and rubber toggles (which are easily forgotten), and the towing hitch attached to one of the front suspension's swinging arms.

at 6,500 revolutions. The cylinder head is extensively modified with larger (1.375 in.) inlet valves, enlarged porting, reshaped combustion chambers and slightly machined face increasing the compression from 10 to 10.4 to 1. The single overhead camshaft is reprofiled to conform to the R17 specification increasing valve lift to 0.36 in. Exhaust valves are standard, as is the crankshaft, though the latter is balanced in conjunction with its fellow moving parts and strengthened by the tuftriding process to increase life.

Externally we could see the rear radiator cowl and fan had been removed, larger pulleys fitted to the water pump and alternator (a non-standard Lucas 11AC), plus one-piece inlet exhaust manifold upon which a pair of twin choke side-draught Weber carburettors are installed; a conventional 9-gill oil-cooler replaces the standard "wire brush" unit.

The most useful improvements in other areas are not yet freely available. They are: front disc brakes using Viva discs and Girling racing alloy calipers, front-mounted radiator connected to the rear by one-inch-bore aluminium tubing plus good stout hose-pipe, and a meticulously constructed 10 gallon fuel tank. The tank itself forms part of the front construction of the car. Other more easily obtained improvements are the redesigned interior with two exceptionally comfortable reclining seats (using the old Alpine frames) and matt black padded dash panel incorporating a clear (though inaccurate) speedometer, amperemeter, water temperature and fuel gauges, a 10,000 r.p.m. Smith's tachometer on top of the panel, considerably stiffened, and strengthened suspension utilising RAC coil springs and adjustable Armstrong AT9 shock-absorbers, 6-in. wide rim Minilite road wheels with low profile 12-in. diameter "chunky" tread Dunlop radial tyres, competition steel ringed rubber driveshaft couplings, low ratio third and fourth gears (m.p.h. per 1,000 r.p.m. is approximately 14.1 in top gear) full harness Britax



The extensively revised interior does away with the normal Imp binnacle, a rev.-counter being mounted above the panel. The hand-brake is of the fly-off type and there is a bracing bar for the passenger/navigator's feet



seat belts and lighting guaranteed to melt the paint on the boot lids of dawdlers in the outside lane.

However, it is really the bodywork which confines this saloon to the prototype category, for Perspex side and rear windows are used and the rear seat is removed. The resultant expanse of metal is neatly carpeted and a spare wheel installed in the centre, glassfibre panels substituted for the standard steel bonnet and engine cover and two scoops installed on the rear to feed air to the carburettors (which are protected by an adapted Sunbeam Tiger air cleaner) and the oil-cooler. The heater is pretty well gutted, so the Triplex electrically-heated front window is useful on rainy or cold days.

This constitutes a long list of modifications by anyone's standards and it's one which brings the Imp's asking price up to £1,500 or so, including the £450 expended on the engine. Is it all worth it? Yes, if you are a keen driver who enjoys having even a small amount of skill amply repaid by startling cross country averages covered in complete safety. The Imp is also beautifully engineered and immaculately finished so that just to explore some of the static features could satisfy a stringent connoisseur.

In approximately 1,000 miles of tarmac and loose surface use we found only minor points at which to carp, while the effortless but exhilarating handling, coupled with vice-free retardation and acceleration which is fantastic by 1,000-c.c. saloon car standards, is more than compensation for these. No fan is fitted to either radiator, but in spite of this we never boiled the coolant, even when trapped for 10-minute periods by London traffic. After such a delay the application of full throttle would produce a misfire around 6,000 r.p.m., but this could readily be cured by blipping the tachometer to its given limit of 8,000 revolutions. The factory informed us that 9,500 r.p.m. has been used for short periods without disaster, but we refrained from using more than 8,600 as an absolute limit for acceleration runs. This must be one of the few cars MOTOR SPORT has tried which pulls in excess of 8,000 r.p.m. in top gear under favourable conditions. The most we could accurately record in terms of top speed was close to 105 m.p.h., however, so we are forced to the conclusion that the tachometer was as inaccurate as the water temperature gauge and speedometer: in fairness we must point out the speedometer drive could not be recalibrated to cope with the low profile tyres.

The modified suspension provided a stiff, but not a jarring ride on main and country roads, though really to appreciate it one has to find unmade roads. On such terrain, the car rides superbly and flies through the air as though Imps were designed primarily as wingless aircraft.

Handling is superb on any surface, the large leather-rim steering wheel requiring only minimal effort, even when changing from lock to lock at low speed. Initial understeer gives way to a long period of neutral handling during which hard acceleration will cause the inside front wheel to lift long before the rear loses adhesion. The absolute road-holding limit is unbelievably reassuring and if the car were to be fitted with similar section road tyres, as opposed to the test car's "chunkies", it would take a fool or a very skilled driver to induce any breakaway at either end. Driving on slippery roads is great fun as the rear conveys plenty of warning before it starts to swing wide.

The rear mounted engine and efficient suspension allow one to release the clutch at 7,500 r.p.m. from a standstill, and accelerating away with little wheelspin. However, the engine location does not aid the Imp's stability in a crosswind, so that in this respect it is much like the standard product, excepting high speeds (90 plus m.p.h.), when it is far more controllable than the standard product. In the author's experience this crosswind behaviour is alarming only on first acquaintance, for as with a VW, one soon instinctively applies the necessary steering corrections.

During our week of ownership the Imp started easily, required none of the recommended Shell M engine oil and consumed five-star fuel at the rate of 22 m.p.g. The main snag is the noise level which is not surprising when you consider 56.4 m.p.h. in 4th gear represents 4,000 r.p.m., our legal limit just over 5,000 r.p.m., and nearly 85 m.p.h. in the same ratio is equivalent to 6,000 r.p.m. We tended to cruise at a still higher speed as our ears became accustomed to the din and our senses awakened by the vibrationless manner in which the engine operated throughout the r.p.m. range.

What a shame it is that the works cannot once again offer a genuine Sunbeam, equipping (say) the Stiletto with a 1,300-c.c. engine, but in the meantime enthusiasts for the Imp *marque* can console themselves with the endless permutations offered by the 1-litre engine right up to the stage we have described.—J. W.



The transversely-located silencer effectively increases ground clearance, but transmits some vibration and noise to the interior: the scoop on the off-side rear wing supplies cold air to the oil-cooler. Small reversing lights on each side of the number-plate emit a surprising amount of light.

#### PERFORMANCE

##### Acceleration:

0-30 m.p.h. ..	3.0 sec.	0-70 m.p.h. ..	13.2 sec.
0-40 " ..	4.8 "	0-80 " ..	18.6 "
0-50 " ..	6.3 "	0-90 " ..	31.2 "
0-60 " ..	9.2 "		

##### Speeds in gears (first three at 8,000 r.p.m.):

1st ..	..	..	32 m.p.h.
2nd ..	..	..	53 "
3rd ..	..	..	74 "
4th ..	..	..	102 " (mean)
			104 " (best)

Speedometer: Reading 5 m.p.h. fast at 70 m.p.h.

Petrol consumption: 22.5 m.p.g.

Conversion by: Rootes Competition Department, Humber Road, Stoke, Coventry.

#### TUNING TOPICS

WHEN the Escort range was announced, many of the engine specialists offered to fit the 1600 GT Cortina unit as a replacement for the 70 (gross) b.h.p. 1300 GT installation. Now it would appear that a similar situation has arisen in the case of the Capri, in this case satisfactorily to produce a V8 version. To our knowledge five such V8 Capris have been made; one residing in South Africa and the remainder in Britain. The UK firms involved in such projects are Allards at 51, Upper Richmond Road, Putney, London SW15; Super-Speed at 482, Ley Street, Ilford, Essex; and Crayford at the High Street, Westerham, Kent. The latter have received the most publicity by presenting their "Xterminator" 200 b.h.p. Capri at the Motor Show; however we understand that the Crayford Capri is currently being rebuilt and is not available for road test—a comment which applies equally to the Allard and Super-Speed cars, though for different reasons. All of the British conversions use a Ford V8 and gearbox, with suspension, rear axle and bodywork modifications still under development; prices are similar too at approximately £2,000. Expect to hear more of these interesting ideas when MOTOR SPORT is offered one of the breed for road test!

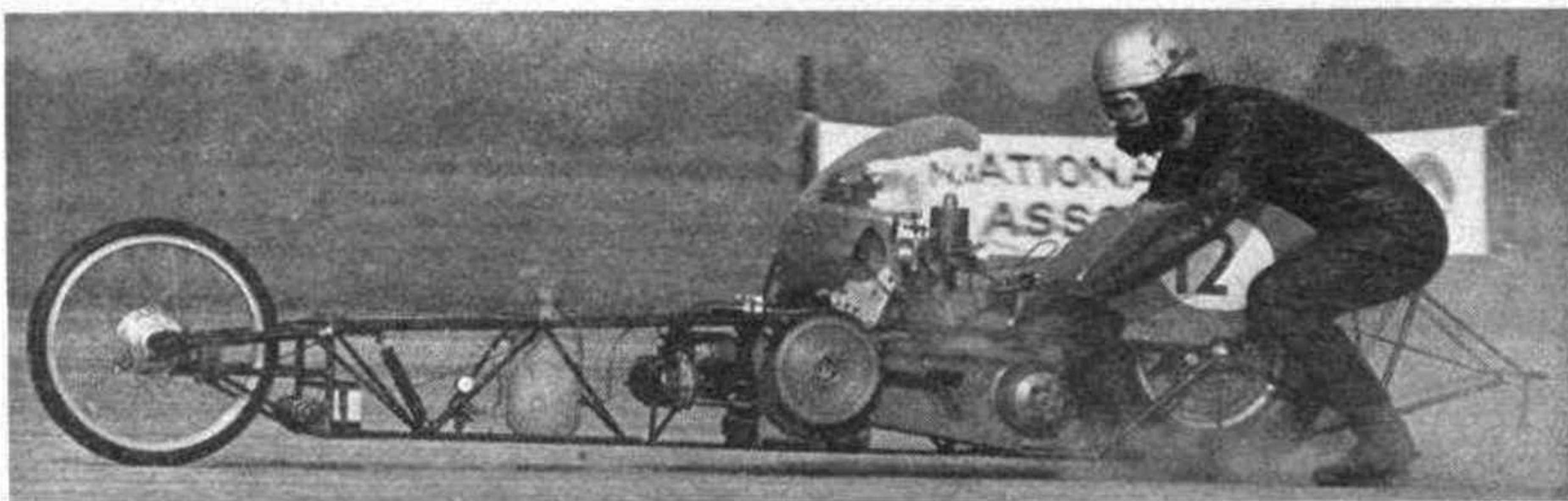
Vic Derrington's speed shop and conversion works in Kingston, Surrey, were among the very first in the business. Derrington has now spent 60 years in the tuning business and to celebrate the company is selling eight port aluminium crossflow cylinder heads for BL "A" series engines, covering the Sprite, Minis, and 11/1300s. The head is produced by Pearson's in Warwickshire and is likely to cost £100 or so. Aluminium heads have many theoretical advantages, among them better heat dissipation qualities (so that a higher compression ratio can be achieved), but their main snag has always been in restricting valve sizes: Derrington believes that the Pearson head is the answer to this problem because valves as large as standard diameter Mini-Cooper S inlets and exhausts can be

*Continued on page 38*



## ON FAST MOTORCYCLES

*WORLD'S FASTEST.*—Britain has always led the way in the world of fast accelerating motorcycles, and recently Dave Lecoq set up a new World Record for the standing-start quarter-mile with a time of 9.815 seconds on Clive Waye's "Dragwaye". This two-wheeler is powered by a supercharged 1,300-c.c. Volkswagen engine, mounted fore-and-aft and running without any cooling fan. A brave man!



IT NEVER ceases to surprise me when I go to a motorcycle meeting and talk to real dyed-in-the-wool motorcycle enthusiasts, to find that a surprising number of them read MOTOR SPORT regularly. When I inquire why they do this, when their sole interest appears to be motorcycles, they invariably reply that they like to know roughly what is going on in the four-wheeled racing world. They are not interested in great detail where cars are concerned, but they do want to have a working knowledge of how the other half live. All the activity is mechanised and it is all on wheels, so it is of interest, and while Grand Prix racing or fast cars are purely academic to them they like to read about such things once a month. Their two-wheeled life is too full to be able to find the time for weekly motoring papers, but once a month is sufficient to keep them in touch. Whether the reverse situation is true, and dyed-in-the-wool motor-racing enthusiasts read our monthly magazine *Motorcycle Sport*, I do not know, but the latent interest in two-wheelers from the four-wheeled world can be surprising.

In order to avoid traffic queues going to Silverstone for the British Grand Prix, and also to get from corner to corner of the circuit, I borrowed a 250-c.c. Yamaha twin-cylinder two-stroke, which my friends referred to as a "Japanese egg-whisk" or "Double-barrelled ring-ding-ding". It did over 400 miles of more or less flat-out running during the week and proved to be an altogether very pleasant little machine, but being only 250 c.c. it meant that I was screwing the twist-grip against the stop in all the gears to get any sort of acceleration by my standards. However, the interesting point was that a surprising number of people in the four-wheeled world showed keen interest in this red and chrome motorcycle, and more surprising were the people who asked if they could have a go on it. Now one of the joys of motorcycles is that you can ride one almost anywhere, very little room being needed to have a brief ride, whereas with a car, traffic congestion often rules out the chance of "having a go". While waiting for the traffic jam leaving the British Grand Prix to subside a bit, numerous friends and acquaintances zoomed up and down the paddock road on the little Yamaha, returning with smiles and praise for the way it went, most of them being impressed with the acceleration afforded by a mere 250 c.c., while the rev.-counter rushing round to an easy 7,000 r.p.m. impressed all of them. These people were not motorcyclists, but people in the motor-racing game, on the inside in some capacity or another, and many of them surprised me by being able to ride a motorcycle at all. While there are certain sections of the two-wheeled world and the four-wheeled world who go out of their way to be abusive to each other, I feel these are professional moaners, and that the majority of people who have a basic interest in engines and wheels are much more tolerant and would like to know more about the "other side" if only time permitted.

Some of the long-haired playboys of this world ride motorcycles because it looks good, alongside their Lamborghini, and it enables them to get their photograph in certain glossy magazines, but there are others who ride motorcycles because they like motorcycling, and in certain parts of the country a motorcycle makes travelling very easy and simple, while parking problems are non-existent. Because of this double-sided interest I feel it will not go amiss to take a look at the cream of the motorcycle industry, for of recent years there has been a resurgence in what I call "proper" motorcycles. For various reasons the British motorcycle industry died on its feet up in the Midlands, and but for Triumph serious fast motorcycles would have become extinct. For many years the motorcycle world seemed to be populated by dreary economy bikes or 250-c.c. machines and a load of rubbish called "scooters". In Europe BMW kept faith with the serious motorcycle world, producing their immaculate flat-twin in 600-c.c. form, but overall the imagination in the motorcycle world seemed to have diminished to a 50-c.c. image. Fortunately those doldrums seem to be over and there is now a very healthy selection of big fast motor-

cycles. I used to call them *motorbikes* until Jock West, the AJS racing man, said "You cannot really call something that costs over £500 a *motorbike*, it must be a *motorcycle*"!

In the car world the scene is a mass of small tinware, much of it remarkably good, but most of it looking the same, and this scene is punctuated by exciting cars like Ferraris, Maseratis, Lamborghinis, Aston Martins, Jaguars and Mercedes-Benz. The motorcycle world does not have much of a tinware scene, for the motorcycle as basic transport cannot really stand up against Minis, Imps and Fords, but the exciting scene is there all right. Honda must hold pride of place on paper, with their 750-c.c. four-cylinder twin-overhead camshaft motorcycle, though it has yet to appear in numbers in Britain or Europe, deliveries being delayed by some re-designing going on in great haste. MV Agusta should have held this place, for they produced a sports version of their four-cylinder racing machines some years ago, now in 750-c.c. form, it boasts shaft-drive, but such machines are few and far between, and I feel this is due to poor salesmanship. Moto-Guzzi produce a remarkable machine with a 750-c.c. vee-twin engine mounted across the frame, and these are getting quite popular in Italy, while the small firm of Laverda produce a very neat vertical twin 750-c.c. machine of very British conception and have just introduced a 1,000-c.c. three-cylinder. BMW have recently come out with a brand new version of their flat-twin with shaft-drive to the rear wheel, of 750-c.c. capacity, and in Munich a fellow named Munch produces a machine called the Mammoth! This has a 1,000-c.c. air-cooled NSU car engine mounted transversely in an orthodox motorcycle layout. If it is size you want as well as performance, the Munch-Mammoth is the answer. Hard on the heels of the four-cylinder Honda from Japan comes the Kawasaki 3, a 500-c.c. three-cylinder two-stroke, and at the moment it must be leading the Honda on sales, for you can buy a Kawasaki 3 now, whereas Honda people are still waiting for the "four".

Britain has not been left behind in the exotic motorcycle stakes, for the Triumph-BSA group produce a transverse three-cylinder 750-c.c. machine, called a Trident if it is a Triumph and a Rocket if it is a BSA. (This is badge-engineering, like Jaguar/Daimler, which I feel sure wastes a lot of effort.) At one time the name Norton conjured up the ultimate in motorcycles, but during the 1950s to 1960s the Norton firm died, was taken over by Associated Motorcycles and virtually killed. Recently a group of business men headed by Dennis Poore, of Connaught and Alfa Romeo fame, have resurrected Norton from the debris of AMC Ltd. and are well in the high-performance market with the 750-c.c. Norton Commando, a sleek vertical twin with some novel features.

Making a fast large capacity motorcycle is no easier than making a fast large motor-car, and while the imposing list of high-performance motorcycles is long and varied, they are not all the ultimate in all respects. If you have ever driven a 7-litre Iso Grifo you will know that sheer engine capacity and size do not make a good car, and by all accounts the Munch-Mammoth is in this category, it not being an easy machine to hurl round corners. Costing over £800 and being made more or less to special order, it is understandable that opportunities to ride one are non-existent. Of all these fast machines the most appealing-looking is the Kawasaki 3, for it looks no bigger than a 350-c.c. machine and the three-cylinder 500-c.c. two-stroke sounds a real goer, but those who have ridden it say it is a bit of a handful in the opposite direction to the Munch. A big handful of twistgrip tends to make the frame bend in the middle as the torque comes on! Undoubtedly an exciting machine. The Triumph-BSA "threes" have more than enough power but are large and a bit on the cumbersome side, rather like an Aston Martin compared with an E-type Jaguar. The Guzzi V7 would appear to come in this category as well.

Talking fast motorcycles to people who are well on the inside of

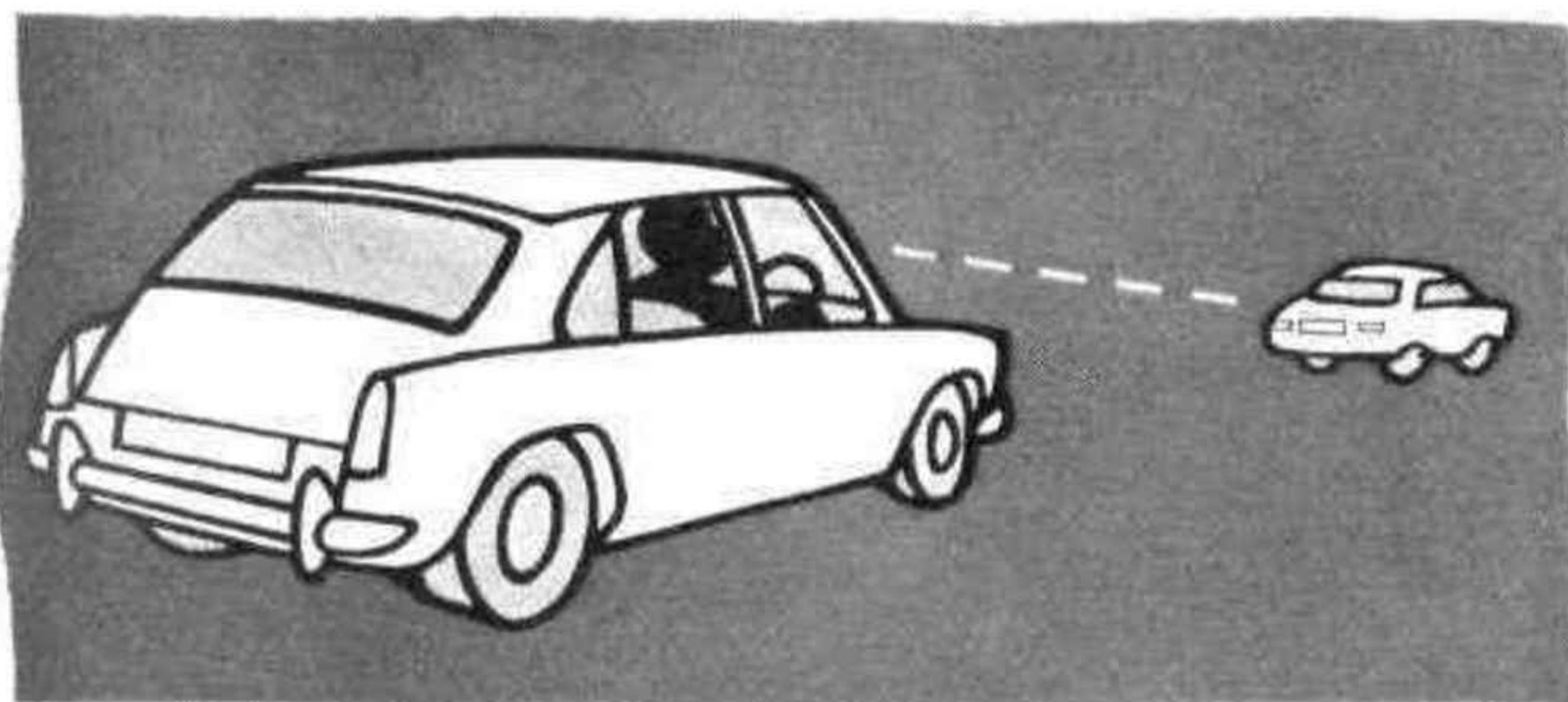
*Continued on page 38*



# A five minute quiz to help you stay alive

**1. On a clear, dark night, you can see reflective safety plates at a distance of:**

- a) 20 yards
- b) 1000 feet
- c)  $\frac{3}{4}$  mile

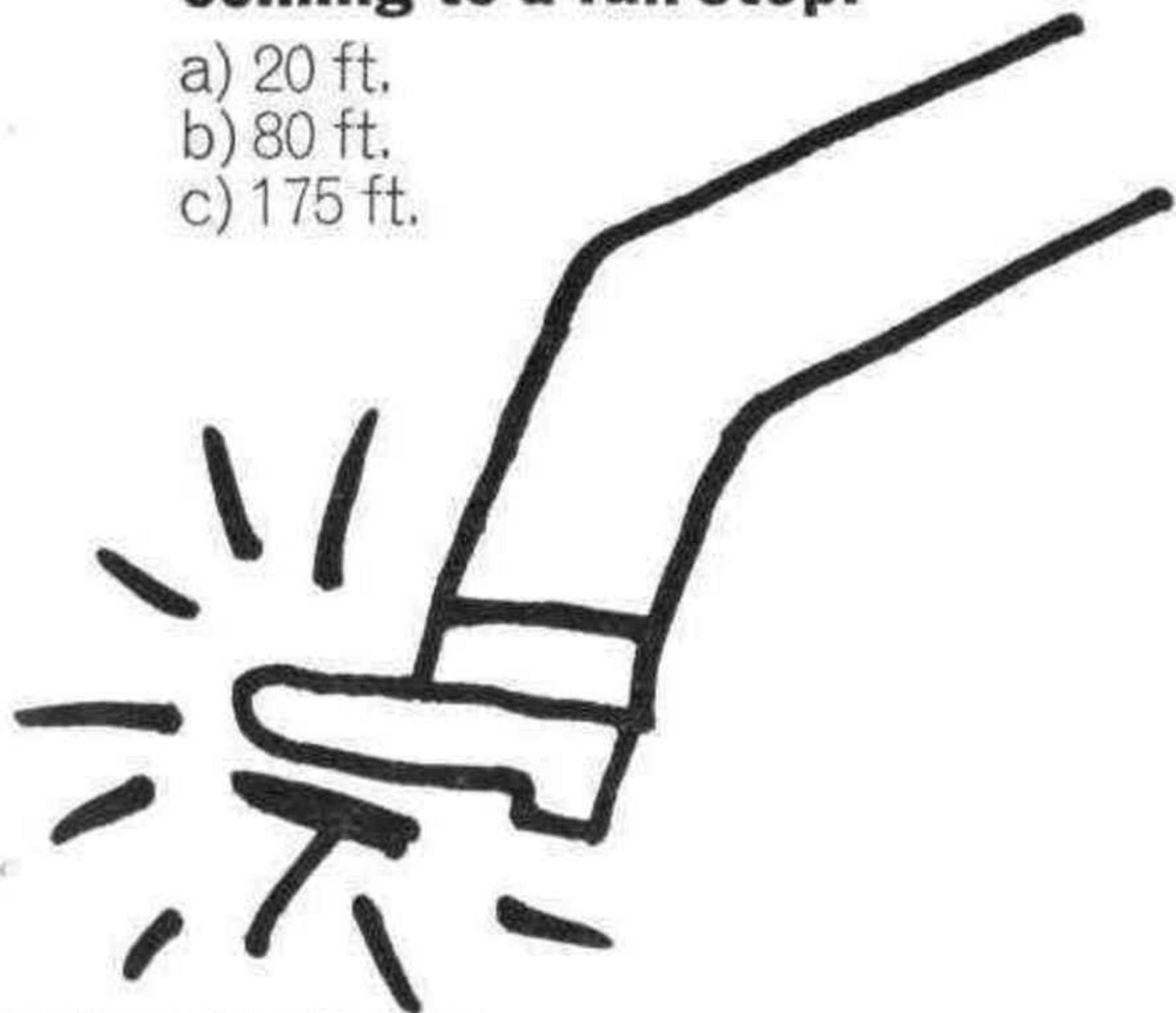


**2. About how much do a pair of yellow and white reflective safety plates cost:**

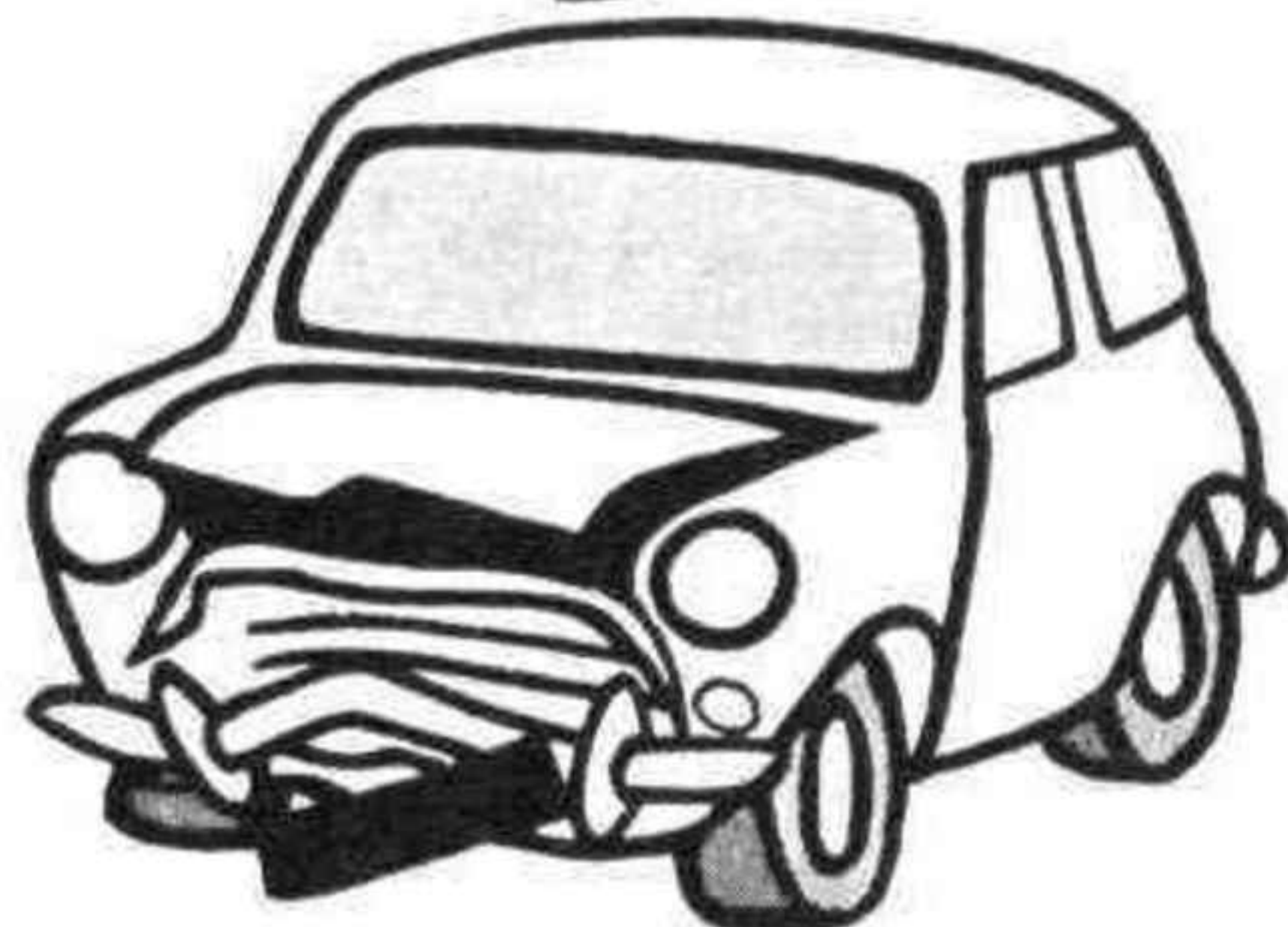
- a) £3
- b) £7
- c) £13

**3. If you were travelling 50 mph, how far will you go before coming to a full stop:**

- a) 20 ft.
- b) 80 ft.
- c) 175 ft.



\*Reflecto-lite' is a trademark of 3M Company



**4. What number of vehicles were involved in accidents in 1967?**

- a) 75,899
- b) 441,110
- c) 638,224

**5. If you see a single headlight approaching on a dark night would this be:**

- a) A motor cycle or scooter
- b) A car with its offside light not working
- c) A car with its nearside light not working

Answers:  
 1) b, 2) a, 3) c, 4) b.  
 5) It's impossible to tell unless the approaching vehicle is fitted with a reflective safety plate.

If you would like to get a perfect score in safe driving ask your garage, accessory shop or car dealer to fit reflective yellow and white safety plates. They're durable, smart looking and quickly fitted. Do it soon—it won't kill you.

**Fit 'Reflecto-lite' Safety plates**

(Made to British Standard BS AU145)

Be safe. Be seen in the dark.





# RAC RALLY

## GENERAL CLASSIFICATION

1st :	H. Källström/G. Häggbom (Fulvia 1.6)	479 min. 17 sec.
2nd :	C. Orrenius/D. Stone (Saab V4)	483 min. 32 sec.
3rd :	T. Fall/H. Liddon (Lancia 1.6)	494 min. 36 sec.
4th :	O. Andersson/G. Palm (Escort TC)	494 min. 46 sec.
5th :	H. Lindberg/B. Reinicke (Saab V4)	495 min. 32 sec.
6th :	R. Clark/J. Porter (Escort TC)	497 min. 04 sec.
7th :	T. Trana/S. Andreasson (Saab V4)	497 min. 34 sec.
8th :	R. Aaltonen/T. Ambrose (Datsun SSS)	498 min. 28 sec.
9th :	J. Larsson/L. Lundblad (Porsche 911S)	498 min. 57 sec.
10th :	L. Jonsson/P. Lisdröm (Saab V4)	501 min. 21 sec.
11th :	A. Cowan/B. Coyle (Triumph 2.5PI)	509 min. 46 sec.
12th :	B. Waldegard/L. Helmer (Porsche 911)	511 min. 57 sec.
13th :	R. Fidler/J. Sprinzel (Datsun SSS)	522 min. 21 sec.
14th :	J. Bullough/D. Barrow (Escort TC)	529 min. 06 sec.
15th :	P. Hopkirk/T. Nash (Triumph 2.5PI)	530 min. 05 sec.
16th :	J. Bloxham/R. Harper (Escort TC)	535 min. 37 sec.
17th :	B. Culcheth/J. Syer (Triumph 2.5PI)	536 min. 29 sec.
18th :	R. Cooper/I. Cooper (Escort TC)	540 min. 55 sec.
19th :	J. Simonian/G. Phillips (Datsun SSS)	547 min. 44 sec.
20th :	B. Lee/P. Warren (Escort TC)	552 min. 22 sec.

IN 1966, when the Lancia factory started to spread the activities of its competitions department, two Fulvias came to Britain to tackle the RAC Rally. In the hands of Ove Andersson and the late Leo Cella they caused more than a little interest, but proved to be so fragile that they all but fell to pieces on the rough forest stages.

That same year, a mild-mannered and relatively unknown Swede called Harry Källström showed that once inside a motor car his manner became anything but mild and, in his Mini Cooper S, he finished second to Bengt Söderström's Cortina.

Three years later, with considerably more know-how under their belts, the Lancia team made it abundantly clear that their cars are not the fragile but pretty little things which they were in 1966. Furthermore, Källström was instrumental in making this point for it was he, with co-driver Gunnar Häggbom, who not only won last November's RAC Rally but also became European Rally Champion.

At a time when the influence of Fiat must be making its presence felt in the tall building which straddles Via Vincenzo Lancia, the competitions staff of Lancia must be feeling gratified that Källström should have provided them with this double victory at the end of 1969, Fiat's take-over year, to justify their continued existence to the new directors.

The first point of interest about the RAC Rally was the number of entries. Over a hundred and fifty pairs of competitors setting out to drive their cars hard over unmade tracks proves that interest in forest rallying is as high as it ever was. And the number of thousands who turned out to watch and help them dispels any doubt that rallying is a minority sport.

Five official factory teams took part in the RAC Rally. The Ford Escorts, the Lancia Fulvias and the Saabs we had seen before, but the fuel-injected 2.5-litre Triumphs entered by British Leyland were unknown entities. It was the first real return to rallying for the Abingdon concern since it ceased calling itself BMC, but it was most gratifying to see once again service cars displaying the familiar octagon, Abingdon's traditional means of identifying its support crews—in deference to its MG roots, of course.

The fifth team was from the Japanese Datsun factory, and their 1600 SSS (Super Sports Sedan) cars were brand new to British rallying. Of course, the Japanese have had considerable experience rallying them in such places as East Africa, but they have never really made a sustained effort in Europe. It would render the sport considerably livelier if they regarded the RAC Rally as a trial run for a more ambitious European programme in the future.

When the snow came as plentifully as it did, glazing over many of the special stages in Northumberland, Scotland, the Lake District and Wales, and rendering the rougher surfaces smooth, the whole aspect of the rally changed. Predicting a likely winner became more a matter of choosing between drivers rather than between cars, and the Scandinavians naturally emerged favourites. Indeed, it is worth pointing out that not once in the past decade has the RAC Rally been won other than by a Swede or a Finn, and the progression shows no signs of changing.

Early in the rally the lead was taken by Björn Waldegård and Lars Helmer in a Porsche entered by the Swedish importers. With a Monte Carlo and other Championship wins to their credit, they were number one favourites, but without factory support, so when a shock absorber broke on the last day they were unable to replace it to have a chance of regaining the time lost by twice leaving the road.

The Ford Escorts, with their very wide Goodyear tyres, had trouble putting their reserves of power on the very slippery ground, and changing to narrower tyres didn't seem to help matters much. In any case, their chances of the Manufacturers' Team Prize had been lost when Hannu Mikkola left the road on an early special stage and embedded his car in the trees.

Both the Lancia and Saab teams were reduced by blown head gaskets, Lampiner struggling on for a while in his Swedish car but finally succumbing, and Mäkinen grinding to a stop in a special stage after holing the radiator of his Lancia in a collision with a dog . . . or a fox . . . or a badger, opinions differ.

These incidents resulted in a battle for team supremacy between British Leyland and Datsun. The former team had to put up with clutch and gearbox problems—Hopkirk had his gearbox changed at Machynlleth—and the drivers were somewhat hesitant whenever they were asked how the cars were behaving. Certainly the Triumphs were bigger and less manageable than the cars to which their drivers had been accustomed—Imps and Minis. On the special stages, sometime they used chains and sometimes they didn't, for such appendages were mixed blessings. Tyre studs were, of course, banned in order that the



Taken just a second apart, these pictures show how ready and willing rally spectators are to come to the aid of a stricken competitor. The occupants, Simonian and Phillips, got out, the car was righted, its fluid levels checked, and it was under way again, all within the space of little over a minute. In rallying, there is no rule that the sacred surfaces shall not be trodden by helpers eager to get participants out of trouble. If there were, narrow stages could well become blocked by broken down cars. This Datsun went on to finish, one of the three which won the Manufacturers' Team Prize.



forest tracks might not be cut up more than necessary.

Of the Datsuns, little can be said; not because of insignificance but because nothing went wrong with them. They proved to be utterly and completely reliable, and were strong enough to take the roughest of roads without any thought of car sympathy. These comments are not the result of brainwashed PR utterances by the team drivers, for I took part myself in one of them and I can vouch for their reliability. Even when our car rolled over on to its roof on a snow-covered stage in North Wales there was little damage except for the loss of the wind-screen, and even after a pause to check fluid levels only a minute or so was lost due to the incident.

The power output of the Datsuns was nowhere near as high as that of its rivals, but the cars never seemed to need attention. If the Japanese company peps up those single-overhead-camshaft engines for future rally use the name Datsun could very easily become as much of a rallying byword as some of the other manufacturer entrants.

It was the reliability of the Datsuns which undoubtedly earned the trio of cars the Manufacturers' Team Prize, something which they hardly expected to achieve on their first outing in Britain. Aaltonen/Ambrose and Fidler/Sprinzl drove two of them, and more seasoned rallyists would be hard to find, whilst the third was driven by Jack Simonian, a Kenyan with considerable experience of the East African Safari, but none of European events. In fact, until the 1969 RAC Rally he had never even seen snow at close quarters before, so driving on it was quite an experience for him.

December is really a month for wound-licking, and even victors carry scars, but even a meagre rally programme consumes a vast amount of time nowadays, and almost as soon as the RAC was over various people began rushing off across the world to begin reconnaissance trips. Both Ford and British Leyland had men in South America last month looking over the route of next year's World Cup Rally; the Alpes Maritimes were swarming with crews making pace notes for the Monte Carlo Rally, whilst Aaltonen was even in East Africa making preparations for the Safari.

The sport and business of rallying is considerably more involved than it was just a decade ago, but we in Britain can rejoice that we have as tough and as popular an event as can be found anywhere. From time to time rumours circulate that the Forestry Commission will ban all rallies from its forests. Happily nothing material has emerged from these rumours. If it does, any move to prevent the RAC and other British rallies using the forest tracks should be resisted with every force possible.

### 1970 CHAMPIONSHIPS

THE various calendars which are published from time to time, both by the FIA and by various other bodies, rarely seem to agree in every respect and whenever a year comes to an end we get hundreds of 'phone calls from readers who want to know correct dates for the following year. The following dates are taken from the latest list to be published by the FIA.

Of the two championships for 1970, that for constructors has expanded from European to International. This is by virtue of the inclusion of the East African Safari Rally. Some people have said that Kenya is so far from the more concentrated rally grounds of Europe that the Safari ought not to have been included. This is not at all a sensible view. In fact, I can think of no event more suitable for a constructors' championship than this one, since it is so fast and tightly scheduled that very little time indeed is available for servicing. Furthermore, each change of component results in a penalty, a system which is not followed in Europe, where most events will allow competitors to change gearboxes, drive shafts, shock absorbers, etc., with impunity.

The other seven events in the Constructors' Championship are sufficiently well known to need no explanation, except perhaps the Italian qualifier which is an amalgamation of the Sanremo Rally with the Turin-based Sestriere Rally, the latter being blessed with much financial support from Fiat.

The list of qualifying events for the Drivers' Championship are by no means as straightforward, and the former rule that no country should have more than one event in the series has gone by the board. Twenty-two events are included, but only the best six scores will be taken into account at the end of the year with the proviso that not more than two should be from events in the same country.

Most of the 22 are familiar, being long-term regulars in the European Championship, but some are quite new. Two of Britain's Home Internationals are included, the Scottish and the Circuit of Ireland

rallies. Portugal's TAP-sponsored Autumn Rally has doubtlessly been included for its toughness and cheapness and the attraction it has for private entrants. France has both its Lorraine Rally and the Tour de France, although there are some who doubt the validity of the latter as a true rally.

Finland's Rally of the 1,000 Lakes has been "relegated" from the constructors' qualifiers presumably because Scandinavians are decidedly hard to beat on their home ground and anyone managing it should be given points on his own account and not just to the maker of his car. The Danube, Polish, Moldau, Geneva, Tulip and Spanish rallies are all old regulars.

For the first time since the old Liège became nine parts transformed into a race, Belgium has a qualifier—the Tour of Belgium; and France has its better known tour, that of Corsica, a real event for drivers if ever I saw one. Italy's island event, on Elba, has been included, together with the San Martino Rally, the latter always having been regarded as important by the Italians and the French. Austria's 1,000 Minutes and Bodensee rallies are in, both of them deserving qualifiers, whilst there are two from West Germany and one from the East.

Many of the events are very close together indeed in terms of time, and no one could possibly undertake them all. This is no real drawback since six from twenty-two offers a considerable choice. But we can foresee some "consultation" between drivers high in the points scale to decide who will go where, and when. This might be particularly noticeable in October, when five events are crammed into the month.—G. P.

#### INTERNATIONAL RALLY CHAMPIONSHIP FOR CONSTRUCTORS

Jan.	16th-24th	Monte Carlo Rally	..	..	..	..	..	(MC)
Feb.	11th-15th	Swedish Rally	..	..	..	..	..	(S)
Mar.	4th-8th	Sanremo-Sestriere Rally	..	..	..	..	..	(I)
Mar.	26th-28th	East African Safari	..	..	..	..	..	(EAK)
May	6th-10th	Austrian Alpine Rally	..	..	..	..	..	(A)
May	28th-31st	Acropolis Rally	..	..	..	..	..	(GR)
Sept.	1st-6th	Coupe des Alpes	..	..	..	..	..	(F)
Nov.	13th-18th	RAC Rally	..	..	..	..	..	(GB)

#### EUROPEAN RALLY CHAMPIONSHIP FOR DRIVERS

Mar.	13th-15th	Stuttgart-Solitude-Lyon-Charbonnières	..	..	..	..	..	(D)
Mar.	18th-21st	DDR Rally	..	..	..	..	..	(DDR)
Mar.	26th-30th	Circuit of Ireland	..	..	..	..	..	(GB)
May	3rd-9th	Tulip Rally	..	..	..	..	..	(NL)
May	21st-24th	Wiesbaden Rally	..	..	..	..	..	(D)
May	28th-30th	Bodensee-Neusiedlersee Rally	..	..	..	..	..	(A)
May	30th-31st	Lorraine Rally	..	..	..	..	..	(F)
June	6th-12th	Scottish Rally	..	..	..	..	..	(GB)
June	18th-21st	Geneva Rally	..	..	..	..	..	(CH)
July	3rd-5th	Moldau Rally	..	..	..	..	..	(CS)
July	16th-19th	Polish Rally	..	..	..	..	..	(PL)
July	29th-Aug. 1st	Danube Rally	..	..	..	..	..	(R)
Aug.	21st-23rd	Rally of the 1,000 Lakes	..	..	..	..	..	(SF)
Aug.	28th-30th	San Martino di Castrozza Rally	..	..	..	..	..	(I)
Sept.	16th-25th	Tour de France	..	..	..	..	..	(F)
Oct.	1st-3rd	Munich-Vienna-Budapest Rally	..	..	..	..	..	(H)
Oct.	1st-4th	Autumn Rally (TAP)	..	..	..	..	..	(P)
Oct.	10th-11th	Isle of Elba Rally	..	..	..	..	..	(I)
Oct.	16th-18th	Rally of 1,000 Minutes	..	..	..	..	..	(A)
Oct.	22nd-25th	Spanish Rally	..	..	..	..	..	(E)
Nov.	7th-8th	Tour of Corsica	..	..	..	..	..	(F)
Nov.	20th-22nd	Tour of Belgium	..	..	..	..	..	(B)

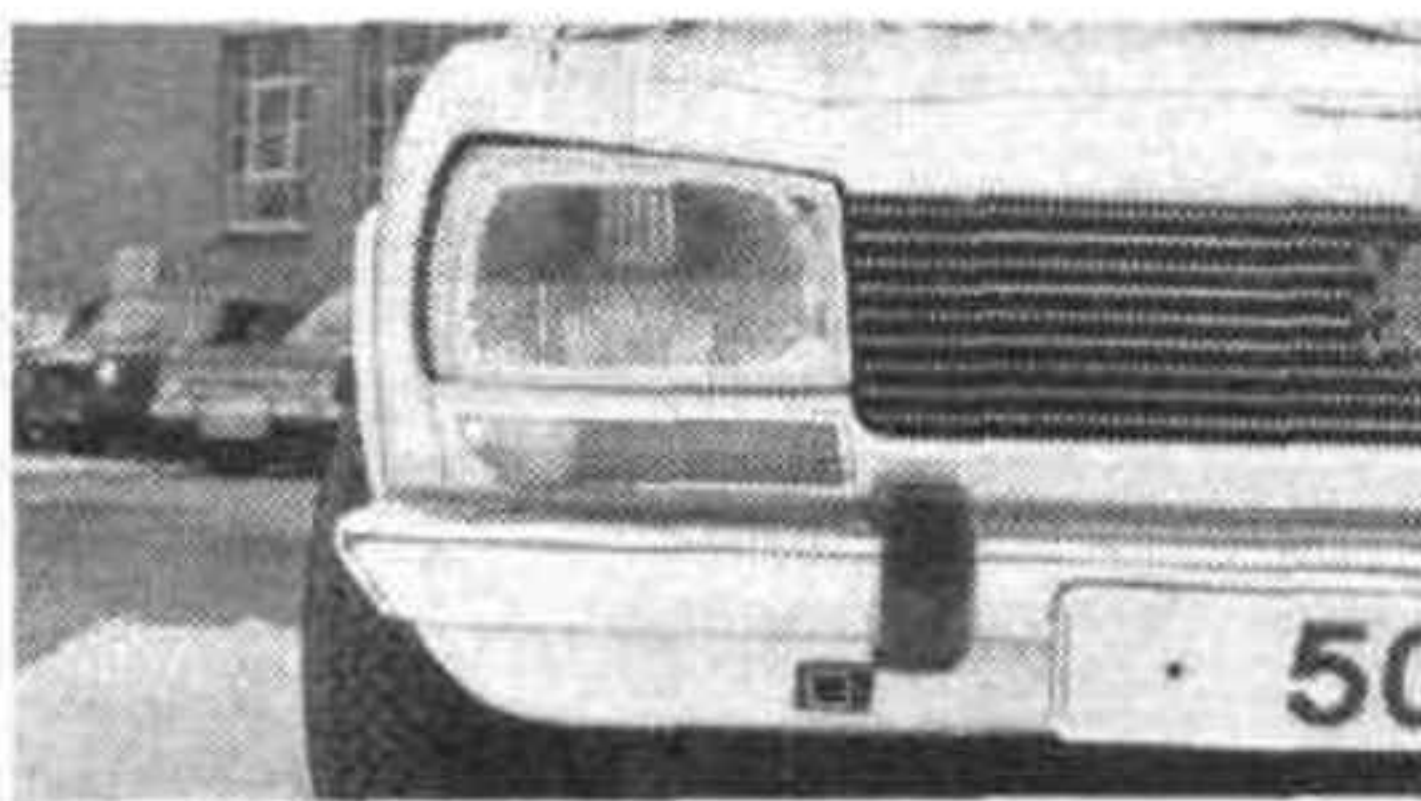
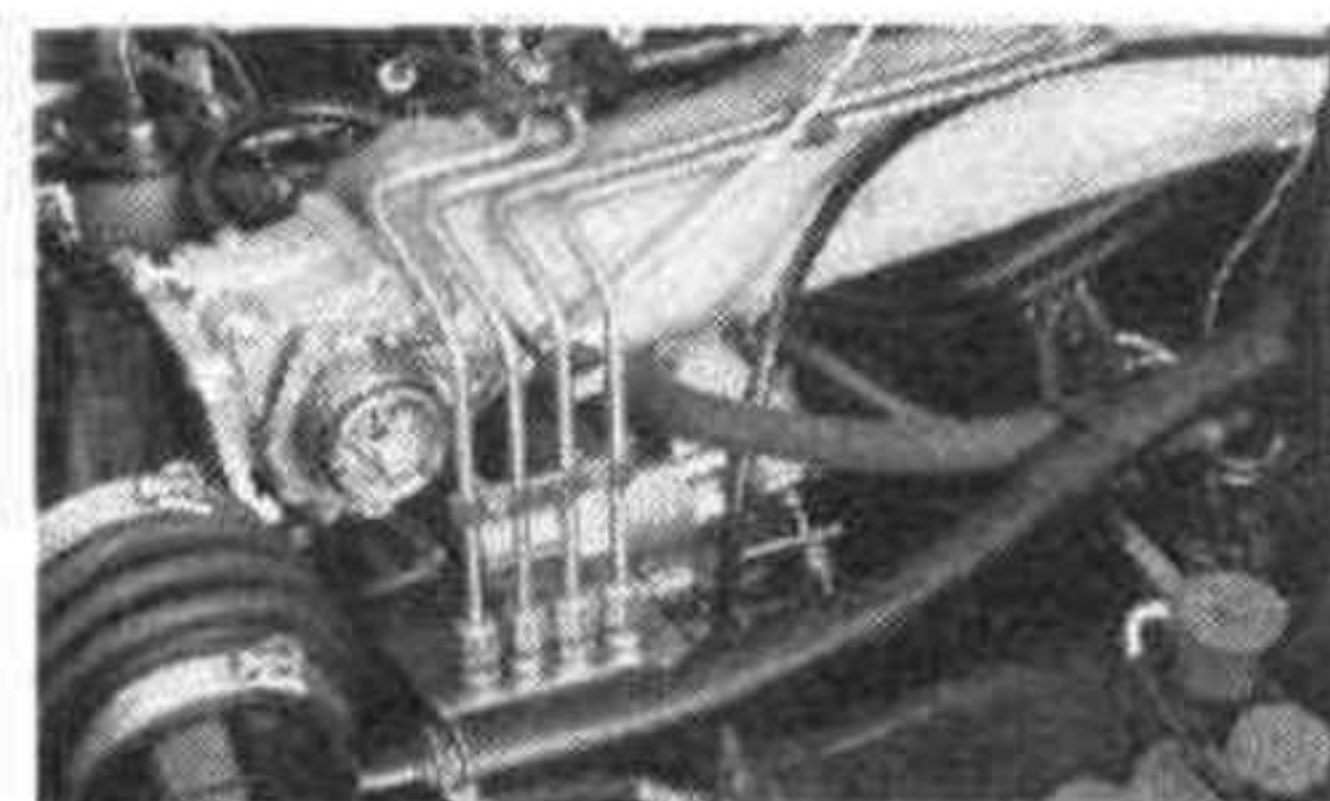
### A SIMPLE BATTERY CHARGER

AT this time of year the battery of a car has a hard time. For keeping it up to the task of cold weather starts, Lucas have introduced a 12-volt 1½-amp. battery charger called the "Majorcharger". A very simple affair, in reality a large plug-in of bakelite, the Lucas "Majorcharger" consists of a transformer, silicon rectifier, an indicator lamp to show if it is working and a fuse. Clips attach its insulated cables to the battery which can then be charged from any mains supply three-pin 13-amp. socket. No switches or dials complicate the service and it is claimed that a 10 to 12 hour charge will keep the average battery in good condition, with no fear of overloading. The part number of this acceptable Lucas product is 54285679 and the recommended price is 75s.

Two Dellow owners, who feel that it is time a Register was formed to keep this increasingly-rare breed together, invite fellow owners of the *marque* to correspond with them. Write either to Mark Hayward or John Temple at 86 Paxford Road, North Wembley, Middlesex, enclosing a stamped addressed envelope.



# We've come a long way since 1889



The Peugeot 504 was chosen by an international jury of forty-eight respected motoring journalists from thirteen countries as winner of the coveted Autovisie "Car of the Year Award" for 1968. It was chosen not only for its advanced styling and technical specification but for all its qualities as a complete design for the 1970's with a wide market appeal.

Renowned for its engineering integrity since Armand Peugeot delivered his first "velocipede" in 1889 the company now produces half a million cars annually for distribution throughout the world.

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The 504 body incorporates many safety features, the majority of which are designed to meet the stringent United States safety standards. The integrally constructed all-steel body incorporates an immensely strong passenger compartment with energy absorbing front and rear sections. Double jointed steering column with padded steering wheel. Burst-proof door locks with recessed controls. Special warning lights indicate worn disc brake pads and low brake fluid level.

The fully-reclining front seats incorporate adjustable headrests and patent seat adjusters ensure that the driver's seat is

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#### **Advanced Specification**

A 4-cylinder, five main bearing engine of 1796 c.c. with an alloy, cross-flow, cylinder head and wet cylinder liners, available in either 87 BHP carburettor or 103 BHP petrol injection form. Transmission via a diaphragm clutch; four speed all synchromesh gearbox and hypoid rear axle. Self-adjusting rack and pinion steering. Fully independent suspension. Disc brakes all round with servo assistance and load compensating device. Self adjusting handbrake operating on rear discs. Ventilated pressed steel wheels with 5J rims fitted with 175 x 355 Michelin XAS tyres. Alternator. Thermostatically controlled engine cooling fan. Body protected by special Electro-phoresis priming process.

#### **"No Extra" Extras**

The standard specification includes floor gear change, heater, screenwashers, two-speed wipers, time clock, dipping rear-view mirror, headlamp flasher, fully-reclining front seats, radial ply tyres, stainless steel bumper bars and body trim and a Neiman anti thief steering lock.

## **PEUGEOT 504**

Write or telephone for further details from the Sole Concessionaires.  
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Telephone: 01-688 7211





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- ★ Styled for distinction

Size 5" x 10" for B.M.C. Minis. Low pressure diecast in aluminium alloy LM25 (heat treated)

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Above prices include a set of 4 chrome plated special sleeve nuts. Delivered free U.K.

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For ordering and further information please write to:

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Tel: Walsall 21351.  
Telex: 32228.

*A company of the Cammell Laird Group*





# BOOKS FOR THE NEW YEAR

**"Motor" Road Tests, 1969 Series.** 287 pp. 11½ in. × 8½ in.  
(The Hamlyn Publishing Group Limited, Hamlyn House, Feltham,  
Middlesex. 21s.)

We are pleased to see that the once-annual book of *Motor* road-test reports has appeared again. That covering the 1969 series is a soft cover publication, carrying some advertising, but reprinting in full, with the copious illustrations, tables and graphs, 53 reports, ranging from AC 428 Fastback to the Wartburg Knight, last stand of the two-stroke-engined private car. Alphabetically, that is. The tabulated summary of the test figures shows that the fastest car tested was the Chevrolet Corvette Sting Ray, which was timed at 145.7 m.p.h., the most accelerative over the now-traditional standing-start ¼-mile was again the Chevrolet Corvette, in 14.2 seconds, while the most economical of these 53 cars was the Honda N600 which returned 36.3 m.p.g. overall.

The book contains reports on some very interesting cars, such as the Rolls-Royce Silver Shadow in both 3-speed and 4-speed automatic forms, three Alfa Romeos, the Aston Martin DBS, three Datsuns, the controversial Austin Maxi, the 3-litre Marcos, Lancia Fulvia Rallye 1.3 coupé, V8 Morgan, Triumph TR6 and others of appeal to keen drivers.

Yes, it is nice to see this annual, very useful reference book back in its old form but rather puzzling that it comes from Hamlyn and not from Temple Press, whom we always associate with *Motor*, which was once *The Motor* which we bought every Tuesday for 4d. Be that as it may, this guinea offering of road-test findings and figures is good value and extremely informative.—W. B.

**"Verdict On a Lost Flyer—The Story of Bill Lancaster",** by  
Ralph Barker. 238 pp. 9½ in. × 6 in. (George G. Harrap & Co.  
Ltd, 182, High Holborn, London, W.C.1. 45s.)

When I read and greatly enjoyed Ralph Barker's "Great Mysteries of the Air" I knew that this author was capable of an equally absorbing full-length story of one aviator, perhaps one who had figured in this book of true aviation mysteries. His story of Bill Lancaster is that book.

To write a full-length book round one England-Australia flight is something of a feat in itself, helped along by the detailed account of the murder case in which Lancaster was involved in America and in which he was defended by James M. Carson and acquitted. For the only real fame as a flyer that Bill Lancaster achieved was his flight from Croydon to Darwin in 1927/28 in an Avro Avian 111 with 80 h.p. Cirrus engine, accompanied by Mrs. Keith Miller, a lady who was to lead Lancaster into so much trouble. Lancaster had been an RAF pilot and had made pioneer parachute jumps at the Hendon Air Display in 1925 from a Fairey Fawn but was not a very experienced pilot when he set off on his great trail-blazing flight. (It never ceases to surprise me how inexperienced some of the pioneer record-breaking pilots were.) The Avian crashed at Singapore and had it not been repaired by the RAF would not have attained its objective—it seems wrong in some ways to attribute success to machines which were rather too much like the old spade, new if you discount two new handles and several new blades. However, that was the way it was, and Lancaster and his lady passenger achieved considerable fame on arrival at Darwin.

From then on, Lancaster, a married man, had a bitter time. Jobs were scarce and when the pair went to America seeking work, Mrs. Miller proved a fine pilot, having but recently learned to fly, and left Lancaster far behind. He then took on a dubious assignment in innocence and refusing to fly dope across the border, returned to find his mistress infatuated by a young lover who, shot in the bed next to Lancaster, set off the famous murder trial.

From this the book gains, because it is both a detailed account of the Australian flight and of the long and difficult fight by Carson to get Lancaster acquitted; two for the price of one, as it were, because the days of pioneer fliers and of the great legal advocates, types of men gone long since, can hardly fail to make a fascinating story. As handled by Barker, this is an outstandingly interesting book.

It is also one of the saddest books I have ever read. For after the

murder trial Lancaster loses Mrs. Miller and, in an attempt to re-instate his name, is lost in the Sahara while trying in 1933 to set a record for the Lympne to the Cape flight. He attempted this in a special single-seater Avro Avian with Gipsy 11 engine, the one built for Kingsford Smith and known as "Southern Cross Minor". It came down near Bidon Cinq and Lancaster lived for eight terrible days and nights, craving rescue and water. His diary was recovered from the wrecked Avian quite by chance, in 1962. It is published in full and does nothing to cheer up those who read it. The cause of the crash seems to have been fuel starvation, perhaps through sand in the petrol.

Barker's reason for publishing a personal diary, which was intended only for the eyes of Lancaster's family and lover, seems to be to pose the question of his innocence in the murder of the young American he found sharing a bed with Mrs. Miller on his return home a year previously. For, in spite of Carson's historic defence, many people thought that Lancaster had shot the victim; in this pathetic diary there is not one reference to the case. This, Barker thinks, proves the innocence of Lancaster, who must have realised he would never be rescued and might have been expected to make some plea for mercy if he was a murderer—or did he still hope for rescue at the last possible moment and have the sense, even in death, to remain silent? As one cannot be tried twice for murder this thought is uncharitable to the memory of a great, if tragic, personality and it seems that Ralph Barker has cleared the name of Bill Lancaster in this astonishing story.

There is little of motoring in "Verdict On a Lost Flyer". An open bull-nosed Morris-Cowley owned by an RAF friend of Lancaster's, and in which "Chubbie" Miller lost her hat, gets a few lines, we learn that Lancaster, while still in the RAF, ran the Red Rose Garage in High Street, Wendover in 1923, traded in cheap used cars and ran a local 'bus service—those were the days when any old Model-T Ford or a similar vehicle could be pressed into service as a country 'bus and one wonders if anyone recalled what Lancaster used. The RAF looked with distaste on this additional employment, incidentally. Later in the book the old black Lincoln used by the pair in America, up to the time of the murder charge, is referred to. It was certainly a vintage model and when "Chubbie" hit a Buick in it Lancaster said he was driving at the time and this lost him his licence. (This caused him to remark that "American justice is all wet", a hasty and thoughtless comment which went against him during the subsequent murder trial, which just shows how careful we disgruntled motorists should be about expressing opinions!) That's about all the book has on cars but the aeroplanes flown in America will interest aviation historians; they include the Alexander Bullet in which a borrowed 165 h.p. Wright Whirlwind engine was installed for "Chubbie" Miller's attempted coast-to-coast flight which so nearly ended in disaster and the Ireland Neptune amphibian in which George Putnam, later to marry Amelia Earhart (so now we know why Putnam's publish all those fine aeronautical history books!) was for a time interested, when Lancaster proposed to use it for a New York-Bermuda flight.

Whether you read this book as an aviation enthusiast, because you enjoy murder cases, or because the subjects in general interest you, even the morals of those times, which the author describes as "covertly perhaps not much different from today . . . but vastly different overtly", you will find it detailed, dramatic, difficult to put down and infinitely sad. The pictures are first-class and altogether it is a book you shouldn't miss—one that a book-token could well be expended on. If you haven't a book token I advise you to pay cash for it . . .—W. B.

**"The Skies Remember—The Story of Ross and Keith Smith",**  
by A. Grenfell Price. 155 pp. 8½ in. × 5½ in. (Angus &  
Robertson (UK) Ltd., 54/58, Bartholomew Close, London, E.C.1.  
35s.)

At a time when the BP London-Sydney air race has recently been contested, this scholarly account of the first London-Australian flight, by the Smith brothers in a Vickers Vimy in 1919, is an opportune publication. It tends to boost the Australian aspect of this great achievement—and no harm in that. It certainly emphasises the



ordeals the crew of two pilots and two mechanics had to endure, the first day's flight from Hounslow to Lyons being in freezing rain and snow, in open cockpits with goggles useless, a contrast to the blazing heat encountered later on, while the fliers took no change of clothes, wearing what they set out in throughout the 28 days of their epic journey between Hounslow and Darwin.

The adventures of the Vimy's crew are well described, the bogging down of the 6½-ton biplane, the engine trouble, the difficulties of navigation, take-off with mud and water flung into the high cockpits, etc. Certainly this very long flight was no easy undertaking but I cannot imagine what Rolls-Royce thought when one of the Vimy's mechanics said that "In the days of the first war their engines were not built to last, because few of the early fighters and bombers had any lengthy rate of survival"! Ross, however, praised the Vimy highly, while admitting that at times the troubles with the 360 h.p. Eagle VIII engines "had placed him in very difficult positions". It should be emphasised that the engines gave serious trouble only after the main journey of 17,060 miles had been successfully completed, *i.e.*, on the Darwin-Adelaide route, when the heat and additional operational hours (beyond the 135 hours already flown) were too much for them. The troubles included valve failure, a con-rod through the sumps of the port engine (possibly caused by an out-of-balance damaged propeller), faulty oil pressure on three occasions, and trouble with the epicyclic reduction gearing, gear casing and ball races in the other engine. All told the overall journey took from November 12th 1919 until March 23rd, 1920, but G-EAOU ("God 'Elp All of Us") made it. It is interesting, that whereas the book refers to "supplies of petrol by Shell", it just says "and Castrol by Wakefield", subtle compliment to an oil so well known that it does not need to be referred to as such!

Apart from the story of one of the greatest of the early long-distance flights, and the subsequent career of Sir Keith Smith as Australian representative of Vickers Ltd., there is much of interest to students of military history, as Ross Smith fought with the cavalry in Egypt and at Gallipoli in 1914-15. Flying in the Holy Land from 1916-18 is also covered and the first Cairo-Calcutta flight, in a Handley-Page bomber, is described, this leading to the Australians coming to England for the flight back home which won them the Australian Government's £10,000 prize.

Motoring is almost entirely absent from the text and one is left wondering what were the cars of General Borton's which the flight mechanics Bennett and Shiers found at his vast mansion in Kent and which they rehabilitated, along with his electric power plant, as some return for the General's unselfish part (as a non-Australian) in persuading Vickers to provide the Vimy for the Australian venture?—it was examined and test flown at Brooklands, of course.

The book is quite well illustrated and the end papers carry a map of the 14,350-mile route. Incidentally, I find it a strange coincidence that Sir Ross Smith was killed (at Brooklands) while flying a special Vickers Viking IV amphibian in 1922, Bennett being killed with him, for in 1919 Sir John Alcock, of Vickers Vimy Atlantic flight fame, had been killed in a Viking I in fog at Rouen, en route from Brooklands to the Paris Aero Show.

This book is the stuff of the nineteen-twenties, which I, for one, find so nostalgic. The Vimy in which the first England-Australia flight was made was housed for a time in a suitable museum building but eventually the Federal Government grew tired of it, and it was slung out to make way for military exhibits. It was dismantled and left rotting in crates. Only £30,000 contributed mainly by British and Australian friends of the Smiths enabled it to be reinstated. Such things make sad reading, but here we have the same disregard for our glorious history—how many famous aeroplanes has the Government saved? And look at Brooklands Track . . . —W. B.

#### A MAP OF BROOKLANDS

A pictorial map of Brooklands Track as it was in 1925 is available from D. G. Wilks, 127, Keene Way, Galleywood, Chelmsford, Essex, at 5s. 6d. each, post free. The map captures some of the atmosphere of the period; inset around the edge are views of well-remembered landmarks and of the Leyland-Thomas which made the fastest official lap that year. The map is lithographed black and white and measures 16½ in. × 10½ in.

THIS long-running feature has been primarily concerned with chance references to cars in the older books, but the thing must be catching, because I have received a copy of the newly published "More Than a Match", by Chester Barnes, the young table tennis champion (Stanley Paul, 1969), together with a note from its Editor suggesting that I might like to look at certain pages containing references to cars. The first one deals with a Lotus Elite which the young player describes as "the lowest-built and noisiest car I'd ever seen", which on the occasion in question had apparently been driven fast enough for the police to be looking for it, and in an arrogant manner through a holiday camp by another well-known player. There is mention of Ian Harrison's new Triumph Spitfire, in which a tin of maggots, left in the boot on a hot day following a fishing expedition, hatched out as a swarm of buzzing bluebottles. A primitive aeroplane in Nigeria, refuelled from churns through a big funnel, is referred to, a six-seater biplane which could have been a DH Dragon, although the make is not named, but at about this time the author's ground transport was provided by a 150 Vespa scooter, which I am disgusted to learn was equipped with loads of "mod." gear including 45 lamps, 20 at the front and 25 at the back. This craze apparently vanished literally overnight, in every "mod." camp in London . . .

At the opposite extreme, Barnes admits to being frightened the first time he went as a passenger in a new Jaguar E-type at 140 m.p.h. along the M2, when he had not previously been over 80 m.p.h. The fact that he had been eating crab sandwiches and cream cakes did not help and ruined a match played immediately after the drive, but so safe does an E-type feel that Barnes admits he went to sleep at 120 m.p.h. in the rain on the journey home. This was before the 70 m.p.h. speed limit, incidentally.

There was a visit to the Rover works where a tournament was played, when Barnes was surprised to see vast numbers of the then-new 2000s parked in fields surrounding the Solihull factory. He counted 26 cars parked outside the main office building, of which only four were Rovers, and contrasts this with a visit to the Saab works at Slough to collect a new gearbox with a friend who ran one; there they found nine cars, eight of which were Saabs and the ninth a Ford Zephyr with a flat tyre . . .

Finally, Chester Barnes comes to his birthday, and at the age of 19 buys a car. He would have been a customer for an MG Midget or Triumph Spitfire if the insurance premiums had not been so "crazy", but was forced to shop for a saloon. He thought first of a Mini but decided they "looked like tea-caddies on wheels". He then decided to get a Morris 1100 but a persuasive salesman made him have a Vauxhall Viva, which "never missed a beat and nothing ever went wrong" in 20,000 miles. As there was only £8 in the bank after the purchase tuning had to be confined to an adhesive number-plate and an 18-inch-wide red stripe down the middle of the car. The player with the Spitfire had changed it for a new Triumph TR4, which will please several of our readers, with wood-rim steering wheel and an extra instrument panel. Barnes changed a Brabham-Viva in 1968 for an MG-B—"No luggage space, but no tin roof either." He reckons it will be about 1998 before he goes back to closed-car motoring, adding "I try not to think about the insurance".

In "Memories of a Gamekeeper" by T. W. Turner (Geoffrey Bles, 1954) which tells of the shooting over Elveden from 1868 to 1953 there is an interesting reference to the Citroën Kegress, affectionately known as "The Caterpillar", which the late Lord Iveagh bought after the first World War for use on the estate. It is described as a wonderful machine, used by the Earl to move himself about when out shooting and later for taking Guns to their places and for moving beaters. It would go anywhere, says the author, "I believe it would almost have climbed a tree had we asked it."

The reason why gates on the extensive system of gates on the Elveden estate were painted white is said to date from the evening when the French chauffeur employed by Lord Iveagh was driving Sir William Dunn, Bt. home to Lakenheath from a shoot and ran clean through a stout oak gate which blocked the road near Pigsty Corner. The heavy vehicle withstood the shock and completed the journey but the chauffeur's comment "black gate no good" led to it being replaced by a white gate. I find myself wondering if this car could have been the 1902 16 h.p. de Dietrich racer which I discovered, endowed with a closed body, at Lord Iveagh's Woking estate in 1941 and which Francis Hutton-Stott later restored? The book contains two plates showing three cars at shoots in 1901 and 1903, the Prince of Wales



being present in both cases but it would take a Dennis Field to identify them. The Introduction is by the late Capt. H. W. Bunbury, who frequently shot over the estate and who went to several pre-1914 motor races, about which he has written articles for me.—W. B.

### GETTING RID OF ICE

ICED-UP windscreens and windows are one of winter's drawbacks. We can recommend the efficiency of REDeX aerosol De-Icer in removing ice and preventing it from reforming. The aerosol tin, containing 9½ fluid oz. of the preparation, has a powerful spray action which makes it easy and quick to apply. This de-icing fluid is supplied by REDeX Ltd., London, W4; their part number for it is 87/1/1.

### THE THINGS THEY SAY . . .

"The 2000 was ahead of its time when it first appeared in 1963 and the 3500 doesn't have anything to fear from today's competition. Both Mercedes-Benz and Jaguar are going to lose plenty of sales to this businessman's express, especially since it sells for £5,954." More praise for the Rover 3500, this time in an Australian motoring monthly.

### MODEL ENGINEER EXHIBITION

THE next Model Engineer Exhibition, which is of interest to many of our readers, will take place at the Seymour Hall, London, W1, from December 31st to January 10th, Sunday excepted, the doors being open from 10 a.m. to 9 p.m. Admission costs 4s. per adult, 2s. 6d. per child, under fives free. Races will take place over the ECRA slot track and there will be demonstrations of radio-controlled model cars.

### TUNING TOPICS—continued from page 29

used without distortion of the valve seats (caused by their proximity when oversize diameters are used). Incidentally, the Derrington shop is well worth a visit from readers who are interested in veteran and vintage parts. Of the many projects in which the company has been involved, we found the ATS 3-litre Formula One engine almost a story in itself.

Other firms which sell "A" series 8-port heads include Arden Conversions at Tamworth in Warwicks and BVRT (British Vita Racing Team) in Littleborough, Lancs.

Bill Needham of Coldwell engineering in Sheffield has moved quickly into a new market for Mini owners . . . selling glassfibre front sections styled in Clubman style; at £16 10s. they will probably find a few buyers who wish to modernise their Issigonis bricks cheaply.

British Leyland's Special Tuning Department appears to have given its approval to a pair of agencies. They are H and S Morris (1967) Ltd. at 2, Beech Road, St Albans, and P. S. Wood at 53, St. Hilda's Road, Harrogate, Yorkshire.

The Renault-powered Lotus Europa is becoming a popular subject for modification. The first company to produce improved performance parts was Hermes of 132, Stanley Park Road, Wallington, Surrey. Mike Spence Ltd., in Maidenhead and J. A. Else in Codnor, Derbyshire, also sell modified versions of the Chapman mid-engine device, broadly following the lines pioneered by Hermes in the engine equipment, but branching out to include smarter paint finishes and yet wider aluminium alloy wheels to the customer's choice. As a rough guide a customer can expect to buy a sidedraught Weber 45DCOE, redesigned exhaust and inlet manifold to boost the top speed to around 120 m.p.h. for £100; M. Spence Ltd., keep an extremely smart Europa demonstrator fitted with just those items and a high-lift camshaft and this goes extremely quickly.

W. B. Blydenstein's engineering works have been mentioned before in these pages in connection with Vauxhall Vivas, but on a recent visit we found he was doing a great deal of work on other popular saloons and such distinguished older machinery as the Blight Roesch Talbots and an Alvis 25 (3.6-litre), for which he modifies cylinder heads and camshafts. Bill Blydenstein has now extracted something like 200 b.h.p. from a 2.3-litre version of the Vauxhall Viva GT engine, and he hopes it will not be long before considerably quicker Blydenstein Vivas are a common sight on British roads. His firm's address is Station Works, Shepreth, Nr. Royston, Herts.



*MOST PRACTICAL.—The 750-c.c. Norton Commando is considered to be the best all-rounder in the fast motorcycle world. Although its vertical twin engine is dated, a lot of the roughness inherent in this layout has been eliminated by mounting the engine/gearbox aggregate and rear suspension, on rubber.*

### ON FAST MOTORCYCLES—continued from page 30

the game, it is interesting that the general consensus of opinion seems to be that while all these machines are interesting and exciting, as well as being expensive, the best all-round and practical fast motorcycle today is the 750-c.c. Norton Commando. It is the E-type Jaguar of the motorcycle world, for it may not be the fastest, nor the most accelerative, and certainly not the biggest, nor the most expensive, but it is a good all-round uncomplicated machine. All these big bikes have acceleration in the "shattering" category, which will leave most fast cars behind up to 100 m.p.h., but there is no point in quoting facts and figures, for they only confuse. My Vincent vee-twin friends quietly point out that there are still many 1,000-c.c. Vincents that will see off a Honda 4 or Kawasaki 3 or Trident 3 on a standing quarter-mile, and these are fully road-equipped bikes that are now some 18 years old! My Honda 4 friend points out that while the Vincent chap is kicking over his vee-twin engine, he has pressed his electric starter button and purred away! Such is progress. Arguments or comparisons aside, the present batch of big exciting machines do accelerate, and they have varying maximum speeds all of which I consider as fast. The Trident and Guzzi have proved they can do 130 m.p.h. by record breaking, and even if the Commando will only do 120 m.p.h., that is pretty quick on two thin strips of rubber.

The important thing about all this is that it looks as though the motorcycle world doldrum is well and truly over and we now have an imposing list of real motorcycles. Like our imposing list of good cars they can be argued about and compared forever, which is what makes them interesting. When the two-wheeled world seemed plagued by bad scooters and little fizzing runabouts, there was no point in "talking motorcycles". Now we are getting back to something worthwhile.

D. S. J.



*MOST EXOTIC.—The 750-c.c. Honda four-cylinder motorcycle, with twin overhead camshaft air-cooled engine mounted transversely. The whole machine exudes an air of power and intrigue, from its disc front brake to its four megaphone exhausts.*



# KEITH DUCKWORTH

—the designer of engines which win Grands Prix

KEITH DUCKWORTH has the sort of talent which inspires others to work for him. On top of that, he has been responsible for designing a series of racing engines, all of which have achieved victory either in their very first race or soon afterwards, starting with a fairly straightforward conversion of a production Ford unit, followed by Formula Two engines of various types. It is the Cosworth Formula One engine which currently rules the roost. Graham Hill's latest book "Life on the Limit" contains the following credit: "Keith Duckworth deserved tremendous praise for producing an engine which could vanquish the opposition so masterfully and for designing such a beautiful looking engine. It really was a . . . joy to behold; so simple, which is the essence of good design".

The four men who run the small Northampton factory that houses Cosworth Engineering Ltd. are Keith Duckworth, Mike Costin, Bill Brown and Benny Rood, of whom Duckworth fondly remarks "there are four of us involved in this outfit—all rather above average in various ways". Many are the firms which have had small beginnings in the racing game, with different personnel drifting in and out but Costin and Duckworth, both former Lotus employees, started Cosworth in 1958 and their names have been associated with it ever since.

Not yet 37, and with a rapidly-greying mop of unruly hair, Duckworth has an irresistible sense of impish humour which makes him an ideal spokesman for his firm, despite what he calls a fundamental cynicism about writers. Racing engine designers are a rare breed indeed, but there's nothing of the *prima donna* about Duckworth: if one of his engines breaks, he goes back to the drawing-board if the fault is shown to be a design deficiency. It must be utterly galling for rivals that things so seldom break, for Cosworth engines won their first Formula One and Formula Two races of 1967 and have achieved unprecedented successes which show no sign of flagging. Because they were financed by Ford money it has become fashionable to shout "money bags" at Cosworth, but no amount of money can make an uncompetitive engine win, as Ford USA found out the hard way in the 1968 and 1969 Can-Am seasons; in fact, Cosworth's success has been won on a remarkably low budget and Cosworth has become an essential part of the highly specialised light industry which constitutes British racing-car manufacture these days. No fewer than 57 Formula One DFV (Double Four Valve) engines have been made, while the initial run of 40 Formula Two FVA (Four Valve A-series) has now been more than trebled. It's quite a contrast with the days when one Grand Prix engine was likely to differ in several subtle respects from an outwardly identical unit from the same factory.

Born in 1933 in Blackburn, the son of a mill owner, David Keith Duckworth had family motoring connections *via* his grandfather, who took part in motorised competitions before the Great War in a car whose name cannot be established. The young Duckworth took an early interest in model aircraft, making his first rubber-powered model at the age of eight before moving on to more complicated radio-controlled designs, for which he also made the electronic equipment. He had a motorcycle as soon as the law permitted and in due course he became the owner of several rapid two-wheelers, among them three water-cooled two-stroke Scotts.

Faced with National Service on leaving school (Giggleswick) in 1951, Duckworth opted for the RAF, hoping to pilot the "real thing" in place of those models, but although he was accepted for aircrew training and did 140 hours (some of it in twin-engined Oxfords), the Air Ministry found him surplus to requirements and switched him to navigating. These days he is able to combine both types of aviating activity in an American Brantley helicopter, which is his pride and joy and enables him to make quick flips all over the country, although the helicopter principle offends his engineering science. Its 5.9-litre four-cylinder Lycoming "stands on its ear: helicopters are basically unstable, and feel it".

The Duckworth career took a decisive turn when he left the RAF, for not only did he start a successful degree course in engineering at London's Imperial College, but he also became the owner of a Lotus 6 which he intended racing. It had one of the first 25 1,100-c.c. Coventry-Climax engines to be manufactured, making it pretty competitive, but after three events its disillusioned driver decided (a) that it was going to take an awful lot of hard work before he became any

good at it, and (b) that he couldn't afford it. The Lotus went, probably to the benefit of study, but some valuable lessons about tuning Coventry-Climax engines had been acquired.

They were not needed during Duckworth's first employment. He asked Colin Chapman for a job with the budding Lotus organisation, having worked there during college vacations, and he was set to work on transmissions. Chapman was in the throes of trying to make his own design of 5-speed gearbox work properly, a target which Duckworth reluctantly decided could not be achieved without a complete redesign. There was a sudden parting of the ways after only 10 months in Lotus employ, which resulted in Duckworth setting up Cosworth Engineering in October 1958 with Mike Costin, a friend from Lotus. Costin, in fact, was unable to take part in Cosworth activities until he joined full time three years later, having completed a Lotus contract which he signed shortly after the new business got under way.

With Costin working out his time at Lotus, Duckworth and his wife Ursula were left in charge of the foundling concern, their aims being to continue Coventry-Climax development and also to build a complete Cosworth car. The latter project got as far as the chassis stage, but only in 1969 did the actual car carrying the firm's name get to a racing circuit. Duckworth very rarely approaches a problem from the "classic" viewpoint, attacking each new project as though no one had done it previously. That there is very little "book" knowledge of racing engines goes without saying, and anyway he questioned most of what had been set down in print, considering it outmoded or downright wrong.

Duckworth-prepared Climax engines were quite good enough to give private owners in Elvas an edge over works Lotus drivers, so it was not long before he decided to go ahead and convert a Fiat engine for the newly-introduced Formula Junior. An early examination of the Fiat revealed that it was not going to prove an ideal base, so instead he decided to use the then new Ford 105E unit. Today, in Formula Three, no one would contemplate any engine other than the small Ford, but in those days, this little unit was giving the existing tuners some nasty headaches, mainly due to camshaft design problems. Duckworth, having been taken in by book reading, learned all the problems of valve gear operation painfully—but it made him think about the subject, and he re-designed cams which then worked, and Cosworth have since become the pace-setters in this field.

The Cosworth FJ engine made its first appearance at Brands Hatch on Boxing Day 1959 (where a sump plug fell out during practice, the resulting loss of oil ruining the engine) and went on to power the vast majority of the winners in that and subsequent seasons. The company had been faltering until that time: thereafter it grew and outgrew its premises, first at Friern Barnet, then at Edmonton, and today at Northampton, where the factory has already been extended twice, but where there is room for plenty of expansion, even if it does mean cutting down the size of the helicopter park.

The first true racing engine from Cosworth was the 1-litre Formula Two SCA (Single-Cam A-series), introduced in time for the 1964 season. There was £17,500 of Ford support, so it was natural once again to utilise the Ford block: "it was available and we had FJ experience, so it seemed worth a go". The SCA utilised a single overhead camshaft, while the rival BRM and Honda units both had two, but it was not until the third and last year of the Formula (1966) that the Honda caught up and passed the Cosworth. Of his own engine, Duckworth says simply "its combustion was poor: the Honda was good". Yet the SCA is still being used today in American Club racing and in those rather less arduous conditions continues to win races.

Ford's association with Cosworth became even closer in 1966, when a joint project was announced, not only for a new Formula Two engine designed to the 1,600-c.c. limit (a production block being required by the regulations this time), but also for a Formula One unit. This time Ford's investment was an announced £100,000 and there is the additional bonus of what Duckworth calls "encouragement", not to mention the use of metallurgical laboratory facilities.

The F2 engine was soon running in an ageing Brabham which Cosworth had purchased for Mike Costin to drive in Club races as a mobile test bed, and he had already won several Club races as well as



cracking some lap records by the time 40 favoured customers took delivery of production FVAs. In its first and third years, the FVA won every Formula Two race, the sole exceptions being five victories for the Ferrari Dino V6 towards the end of 1968 in circumstances that have been described as peculiar. If the opposition had not been quite so vociferous in their power claims, Duckworth says that he might not have coaxed quite so much power out of the FVA, so the others would have stood more of a chance! He says the FVA outperforms other designs because of "honesty and a reasonable power curve", assets which rivals don't always have.

The FVA has been an unqualified success, and there will be a sports-racing application for 1970, when a new European Championship for cars conforming with the latest Group 5 and 6 rules will be run. The new engine is the FVC (Four Valve C-series, the B-series having been an experimental 1,500-c.c. version), which has a stroke dimension increased from 2.72 in. to 3.06 in. Power is only marginally more, but torque is greatly improved. Some early problems with piston materials have been overcome and already 70 units have been ordered.

An even bigger future is forecast for the productionised FVA, known as the BDA (Belt Drive A-series), which may well herald a whole new series of Ford engines. Although not produced directly by Cosworth, the BDA is being developed at Northampton. As suggested by its name, the BDA has belt drive to its two overhead camshafts, operating four valves per cylinder. The four-valve arrangement offers a good combustion chamber space and the smaller valves show less tendency to burn out than the large single valves fitted, for instance, to a normal Lotus-Ford twin-cam unit. There is also a petrol consumption advantage, Duckworth's experience with a BDA fitted into a very ordinary looking Cortina being that it is difficult to push consumption below 25 m.p.g. Intended for fitment initially to the Ford Capri, there have been some piston material problems with the BDA, but these have been overcome and customers should be getting this very exciting power plant in the near future.

The Formula One DFV engine was a joint effort with Ford, an effort to restore British prestige in racing at what seemed to be a low ebb. Foreign manufacturers looked like scooping the pool, many of them announcing a formidable effort for the 1966 3-litre F1, and only BRM to oppose them on behalf of Britain. As a Ford statement said at the time, "in November 1965, the future offered a lot of reasons for pessimism. British racing-car constructors had relied until then largely on Formula One engines from BRM and Coventry-Climax. At the end of 1965 Coventry-Climax said they would make no more Grand Prix engines. And Honda was coming in with more and more money. Ferrari was still fighting for supremacy, while in France de Gaulle himself was on the point of offering £500,000 for anyone who would develop a French Grand Prix engine."

The Ford requirements were for a V8, essentially comprising two FVA cylinder heads mounted on a common block. "Our still un-designed engine would not be the most powerful on the track: how could we make it the fastest?" asked the Ford release.

"We decided that weight was the answer. A car weighing around 1,000 lb. would be competitive against cars weighing 1,250 lb. *even if the heavier car had more power.* Moreover, those of us in Competitions believed that racing machines were becoming too complicated."

Duckworth was present at the first Ford negotiations. It took him only five months to complete the design stages of the unit where Ford personnel had said that they would require two years. There is the oft-quoted remark that although £100,000 may sound like a lot of money, it had cost Ford £1m. simply to put synchromesh on bottom gear in the Cortina range. The cost of Mercedes' Grand Prix efforts in 1954/1955, or of the Eagle GP car more recently, must have been considerably greater than £100,000.

That the engine went on to win its first race—the famous Dutch Grand Prix of 1967 in the hands of Jim Clark—must surely go down as one of the greatest motoring achievements of this or any other decade.

The parameters between which Duckworth had designed the Cosworth V8 included not only Ford requirements, but also the idea (shared with the BRM H16) that the engine should increase the lightness of the car by being a stressed member of the chassis. This is one of the more significant advances to be seen under the 3-litre F1, at a time when Grand Prix racing does not undergo vast numbers of annual technical changes like it used to do. By dispensing with chassis side-members, it became possible to mount the oil and water pumps on each side of the crankcase. The sump itself is exceptionally shallow and actually carries the main bearings, which are thicker than those

seen on any previous racing unit, a theory of Duckworth's which—as usual—contravened established practice. With 1.0 pumps cluttering up the front of the engine, and the electrics tucked away in a box buried between the vee of the engine (where they can be completely unplugged *via* a 3-pin socket), the overall length of the unit was kept to a staggeringly short length of 21½ in.

Of course, there have been problems. One of the most difficult, says Duckworth, is "getting the oil and air out of the engine separately". The timing gear layout was redesigned for the 1969 season, when different camshafts and other minor alterations enabled the rev. limit (governed by an electrical cut-out) to be raised 500 r.p.m. from the previous 9,000 mark. The engine, which had only been available to Lotus in 1967, then to McLaren and Matra in 1968, went on general sale in 1969, and of course in 1969 it has had only two regular opponents, the Ferrari and BRM V12s. The circle had come all the way round: it was the other teams, not the British, which were feeling the draught. Duckworth does not like this state of affairs, which he says Cosworth has achieved through "a *practical* approach to fuel cams, etc.". He adds that "people try to knock us because we do things a bit more efficiently than the others", leaving one to believe that he would like some more opposition. Whether the V12 brigade, to be joined by Matra in the coming season, will have found that solution at last is a subject about which Stewart has already made his decision: he's going Cosworth V8.

In 1969, there were several camshaft failures which caused most teams some consternation. Duckworth divides them between those suffered by one of the two Lotus 63 4-w-d machines (which had an inadequate oil system—its camshafts showed signs of failing because bits had been knocked off by the valves, which had obviously been thumped by the pistons) and various others, where the camshaft invariably failed "for reasons we have never understood, either behind or just in front of the rear cam". Doubtless there will be a suitable cure in time for the 1970 season.

The future of the Cosworth 4-w-d Grand Prix car is less certain. Readers will recall that this machine, the first complete car to come from Cosworth, was designed by former McLaren employee Robin Herd, prior to his joining the ambitious March project. There was talk at the beginning that the car was an entirely Ford-backed project and a great air of mystery surrounded it for a long time before it made its first public appearance. Once it had been made clear that the car was Cosworth's responsibility and not Ford's there was a set-back with the introduction of wings, which (Herd said) would nullify the advantages which the four-wheel-drive system was expected to confer. When the car was eventually revealed to the public gaze, shortly before the 1969 British Grand Prix at Silverstone, much was expected of it. But testing revealed some totally unexpected problems. The most important of them was the sheer physical effort which is required to drive a 4-w-d car with wide tyres around a circuit, and this difficulty was also encountered by the Matra, Lotus and McLaren 4-w-d machines which by that time had also been revealed to the public. With refreshing candour, Duckworth says that "it was something we should have thought about *before* the car set a wheel on a track!" A good idea of the difficulty can be gained by imagining the forces with which a driver must cope when braking hard in a powerful single-seater. In this condition, there are severe forces coming back through the steering, forces which are inevitably very enervating for the driver, although in a conventional 2-w-d car they are only reached under comparatively brief periods of braking. In the 4-w-d machines, with today's wide tyres, these forces also occur under acceleration: with a great deal of power on tap, as with a modern F1 racing car, this means that the driver must cope with a tremendous physical strain and that conducting a 4-w-d on the limit is a spectacular sight. In the case of the Matra MS84 and Lotus 63 designs, a compromise was reached by racing the cars with a vastly reduced amount of drive to the front wheels, culminating in the complete disconnecting of the drive mechanism to the front wheels of the Matra at the Mexican Grand Prix, which is of course naturally defeating the object of 4-w-d in the first place. The McLaren and Cosworth cars were both withdrawn, the Cosworth without ever actually racing. In spite of Herd's departure to March Engineering, Duckworth is persevering with the car and already has some modifications in hand, although he will not say what they are. As he says, "its future depends on the success or otherwise of the experimental bits". Herd's new car and the 1970 Lotus are expected to be of conventional 2-w-d layout, so the future of four-wheel-traction rests to a great extent in the achievements of the Cosworth.

The car itself is unquestionably the most radical-looking Grand Prix contender of the decade, its high-sided chassis pontoons and angular nose being designed for the maximum in negative lift without





*Above : DUCKWORTH making a point in his office. He also has a drawing office at home, well away from factory distractions and other interruptions.*

*Right : A BRANTLEY HELICOPTER is Duckworth's prized possession : he belongs to the Helicopter Club of Great Britain, an exclusive body with only 180 members.*

*Bottom right : COSWORTH'S large machine shop is very comprehensively equipped, among the machines being this tape-controlled Vero. The process shown here is the drilling of a timing chest cover for the DFV Formula One engine.*



resort to wings of any kind.

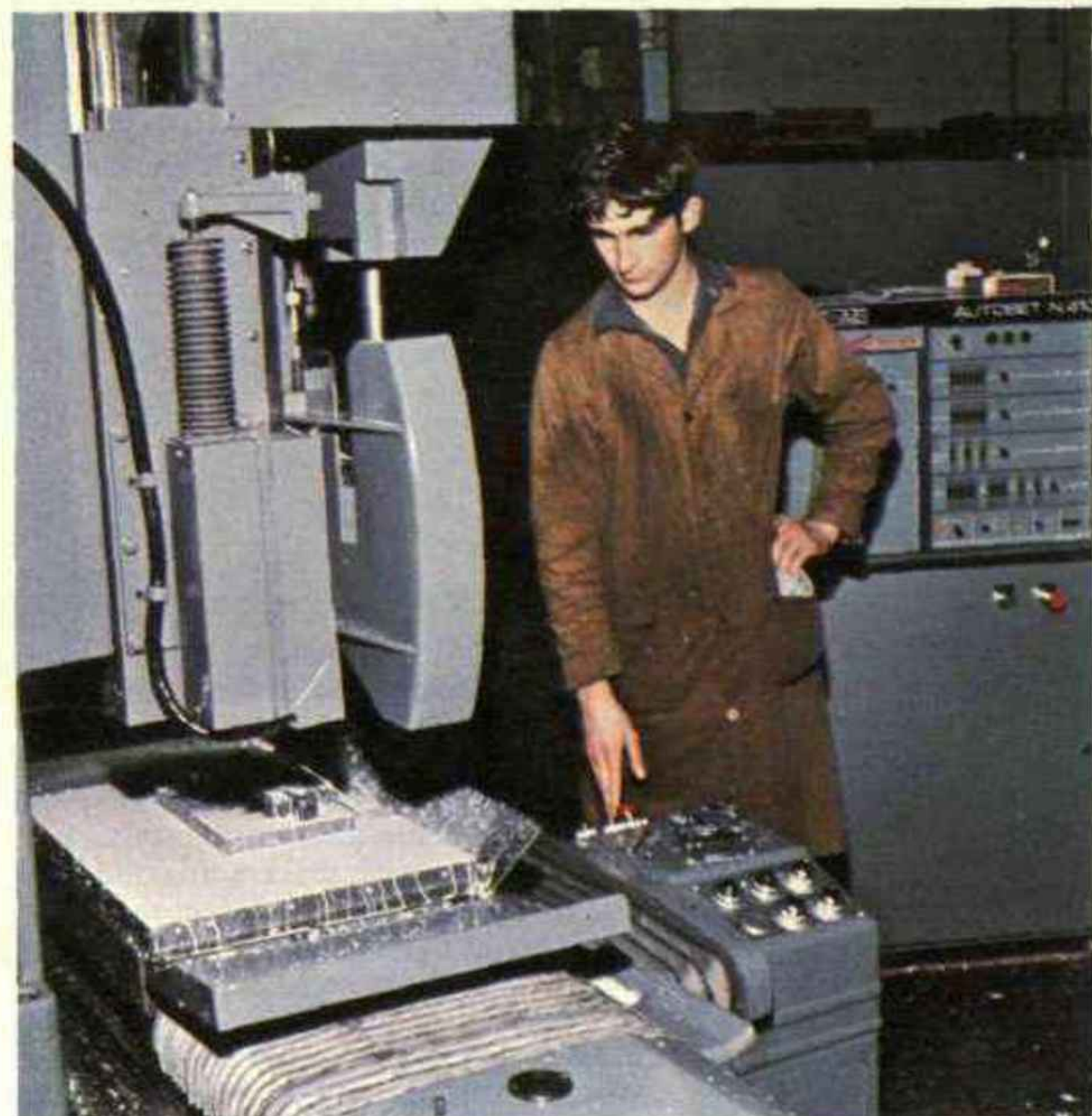
The Cosworth V8 itself, now becoming almost universal in Grand Prix racing, must currently be the most important single factor in the future of top level motor sport. Yet Duckworth is cautious : he says there is still an "infinite" amount of development remaining in it, but qualifies this by adding that the "degree of success will be shown by future results".

Seen among the spectators at the penultimate Can-Am race of 1969, at Riverside, Duckworth's presence naturally gave rise to wide rumours that he was thinking of turning to this form of racing for his next project. To an engineer whose career has been spent with pure racing units, the American scene must be one which seems ripe for take-over. Not only do Can-Am cars utilise basically standard V8s, but the Indianapolis "500" and USAC National title have become a battle between single-seaters powered by turbo-charged versions of the Meyer-Drake Offenhauser engine which was first seen at Indianapolis 35 years ago. Duckworth's record would suggest that a Cosworth Can-Am or USAC Formula engine would be an all the way winner. But the Americans are wont to change their engine regulations at short notice, as Andy Granatelli found to his cost with the famous turbine car of 1967. "Constant changes of engine capacity make (the USAC formula) impractical", says Duckworth, and is hardly more confident in the future of Can-Am. With an unlimited capacity engine permitted by the present regulations, his own solution to the Can-Am requirements, bearing in mind the necessary package size of the unit, the power per pound and fuel consumption, would be a lightly stressed V8 of between 10 and 12-litres. The result, a racing engine producing in the region of 800 b.h.p., could be sold initially to one or two favoured teams, as was the case with the F1 V8, before being put on general sale. If it worked as well as one has come to expect of a Cosworth engine, then there would be a large number of teams knocking on Cosworth's front door. Whether the American regulation framers would be quite so enthusiastic is quite another question, one about which Duckworth has his doubts. A restriction on capacity could make a very expensive engine into so much useless metal.

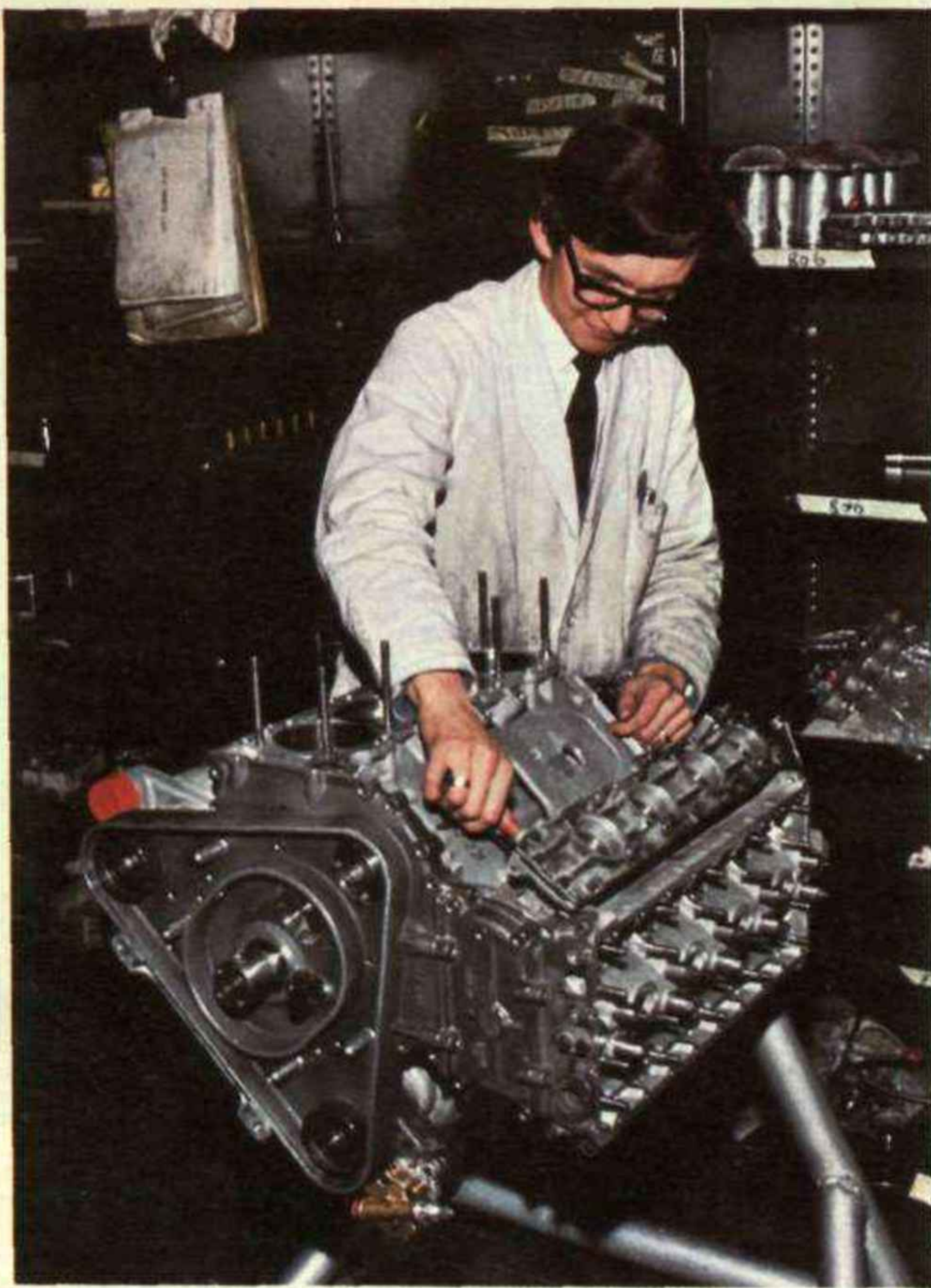
#### **Where they are made**

The design of a Cosworth engine is not just calculated to conform with capacity regulations and the required outside dimensions. Equally important is that it should be possible to manufacture each component on the machines which are available. Cosworth's equipment would make any engineer envious and Duckworth—who previously had no

knowledge of machine tools—has a self-taught knowledge of the machinery which fills his new machine shop. He is particularly proud of some of the tape-controlled machines like the newly-acquired Spiromatic 2B36 jig mill with tape dial-in, programmed via a specially-punched tape to drill and tap castings without any attention from the operator other than to remove finished parts and mount fresh ones for the process to re-start. Castings are bought-in and even some turning sub-contracted because "we can get it done well and economically outside, so that we can concentrate on more important things". But "we do do pretty well all the machining apart from cams, cranks, pistons, etc., which are made outside". Production blocks for the FVA (they







*A FORMULA ONE engine in the course of rebuilding: note the amazing compactness of the unit, which won all but five of the World Championship races in which it was used during 1967, was vanquished only once in 1968 and which had a one hundred per cent. record in 1969.*

are manufactured for the heavy-duty requirements of the Lotus twin-cam engine) are checked with an ultra-sonic wall thickness tester, half of them being rejected as a result. A fatigue-testing machine "suffers from a remarkable lack of use", but an argon-arc welder is busy fabricating pipes, fuel injection trumpets and sumps.

In complete contrast with the tape-operated automatic equipment, there is still no substitute for the human eye when it comes to "fettling" cylinder heads and inlet ports. Duckworth himself modifies the first of the chamber designs from his own knowledge, after which a man with a steady eye and a hand tool makes each one just like the last one. A Tracemaster copy milling machine is another recent arrival, capable of copying a pattern to plus or minus less than one thou'. Duckworth says they're "hoping to rough combustion chambers out" with it, although it doesn't mean the end of the hand-work.

Rebuilds of existing engines and the assembly of new units take place in the same shop. Both the DFV and the FVA are complicated engines and if a competitor runs into trouble at the track, by far the best thing to do is instal a fresh engine and send the troublesome unit back for its rebuild. Because of very heavy seasonal pressure there are very few FVAs being sent back to Cosworth for rebuilds these days, most of this work being handled by outside concerns. However, all the Formula 1 units are dealt with exclusively in Northampton. It used to be rumoured that certain drivers received "special" engines, built to produce slightly more power than "run of the mill" units, but this simply is not so. On the other hand, some drivers imagine that one or other of their engines is a "flyer", while they suspect others of being "rogues". Duckworth says this is not the case at all, for customers' engines are rebuilt from the same components, without any switching of parts and there is no question of favouritism. What does tend to happen is that an engine may give marginally better or worse results when new, because of variations in the setting of the fuel cam

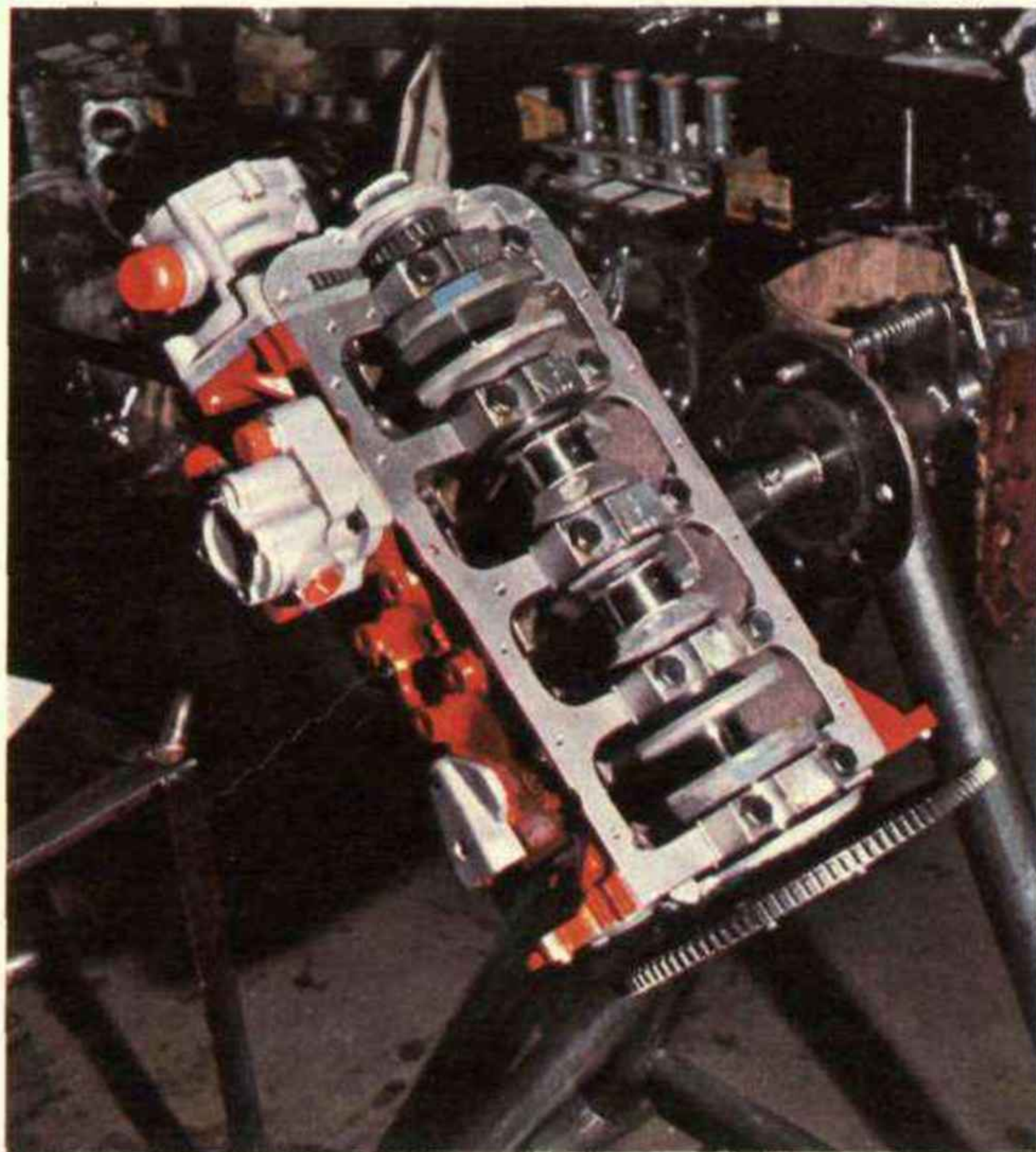
(which is notoriously difficult to set correctly on the test-bed). Thereafter, regardless of how many times that particular engine has been rebuilt or repaired, the driver tends to think it had the same characteristics as when he tested it the first time.

For the moment, Duckworth is busily engaged on getting the BDA into production and solving the problems of his Grand Prix car. He has also been involved with the new Formula Three which comes into force on January 1st, 1971. The FIA has settled on a 1,600-c.c. limit, and any engine which has received a Group 1 homologation (5,000 produced within a 12-month period) will be admitted, regardless of whether or not it has overhead camshafts. The current Formula Three requires a 36-mm. inlet restrictor, which has done nothing to restrict power outputs for the simple reason, as Duckworth points out, "that it is far too big". The new 1600 F3 will involve a 20-mm. inlet restrictor, which Duckworth believes will keep the horse-power down to 120 b.h.p. at engine speeds of less than 8,000 r.p.m. This should keep expense down by permitting the reliable use of standard parts, unlike the currently very expensive adaptations of the basic Cosworth MAE with its special steel cranks, rods, pistons and valve gear.

One of the complaints about the current F3 is that wheel rim sizes increase every year, permitting less skilled drivers easily to exploit their car's roadholding to the full. This makes for excellent racing but makes it difficult for truly outstanding young drivers to shine unless they have the very best equipment. Duckworth has suggested that there should be a limit on tyre tread width: this would reduce the cornering power and introduce an element of throttle control, which is so important in a training formula.

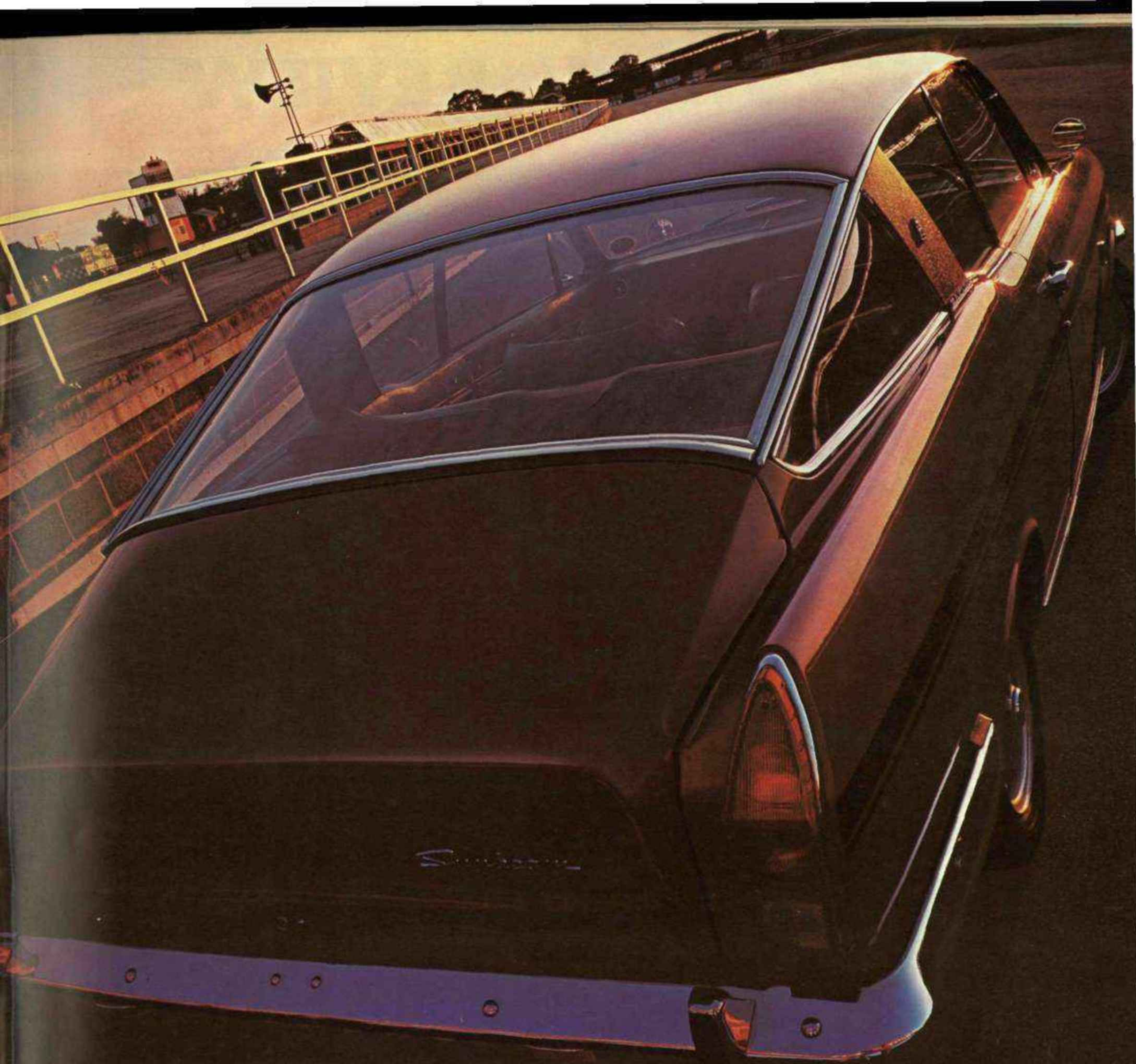
Like the existing Formula Three, the British Formula 5000 adaptation of the American Formula A requires that engines be based on standard units as far as cylinder blocks and heads are concerned. The FA/F5000 engines have proved unreliable because they also use many standard internal parts which are (not surprisingly) prone to break in a racing application. There was an American V8 block of the Boss Mustang variety idly sitting on a bench during MOTOR SPORT's visit to the Cosworth factory, but then we understand that Duckworth has already had a close look at the Chevrolet. One thing is sure: if he does get around to doing a proper racing conversion of either one of the American V8s, it will be far more expensive than the prices asked by the small American tuning concerns which concentrate on this work at present. Racing is not only competitive from the driver's aspect, but competition naturally makes it necessary to increase engine revs,

*Continued on page 20*



*THE LATEST in racing engines from Cosworth is the 1.8-litre FVC, a sports-car development of the Formula Two FVA with a small stroke increase.*





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**ROOTES**



# PICTORIAL REVIEW



## RAC RALLY

CAUTIOUSLY entering the ford on the approach road to Radnor Forest is the winning 1.6-litre Lancia Fulvia HF of Harry Källström and Gunnar Häggbom. Their victory rounded off well their year as European Rally Champions.

FASTEST CAR on the stages was the Porsche of Björn Waldegard and Lars Helmer, winners both in Sweden and at Monte Carlo in 1969. But twice they drove into ditches and were finally slowed by a broken shock-absorber to drop from first place to 12th.







WHEN THE SNOW turned to slush and mud the tracks through the forests didn't become less slippery—only dirtier. Of the three factory-entered Ford Escorts, the highest placed was that driven by Ove Andersson, and he's the man Ford is dropping from its team next year.

THE THREE FACTORY DATSUNS were incredibly reliable and needed almost no attention. On their first RAC attempt they won the Manufacturer's Team Prize against seven opposing teams of regulars.

THE TRIUMPH 2.5 PIs entered by British Leyland were somewhat unwieldy but all three finished, albeit after clutch and gearbox trouble. Highest placed were Andrew Cowan and Brian Coyle.







THE SAABS came over in strength from Sweden to attempt a repeat of their 1968 victory, but their best placed car was just beaten by the winning Lancia. Here, Carl Orrenius and David Stone speed along a typically crowded special stage through a forest in North Wales.

RALLYING IS TOUGH and no works driver would dream of giving up just because of a smashed front end. Here, a Lancia is rebuilt at the roadside.

PLOUGHING THROUGH the snow is the Mini Cooper S of regular privateers Bob Freeborough and Les Harris. A broken differential retired them on the last morning.





# THE HILLMAN GT

## Rootes' Conception of a "Personalised" Car

THE Hillman GT, introduced last year at the Paris Show, makes use of the well-established engine from the Sunbeam Rapier H120 with its twin Strombergs, but a new radiator, this 88 b.h.p. at 5,200 r.p.m. alloy head 1,725-c.c. power unit being installed in a Hunter shell with Rapier front suspension and stub axles, and wide-rim Rostyle imitation alloy road wheels, shod on the test car with those India Autoband radial-ply tyres which have served so well on my hack VW.

It might be thought that Rootes' victory in last year's London-Sydney Marathon was the event which prompted the introduction of this GT model Hillman. In fact, a Rootes' spokesman told us that there is no intention of stressing any such motives and that the new Hillman model is a high-performance saloon which the availability of suitable components and know-how made possible, to sell for less than the Hillman Hunter, appeal to sporting customers, and have performance rather better than that of the Ford Cortina GT saloon which it so closely resembles — but somewhat inferior to that of a Ford 1600E.

Rootes' products used to be noted for more equipment and greater individuality than run-of-the-mill models in equivalent categories. This remains true of the Rapier H120 but is less evident in the case of the Hillman GT. If I felt somewhat embarrassed when seen in the Sunbeam, like being a family man trying to live in the Ferrari image, I felt foolish in the Hillman GT, because I am as square as the car's styling in being unable to understand how a car can be made to go faster by painting speedstripes along its sides and equipping it with racing mirrors, crossed competition flags and GT emblems. All these the Hillman GT has and to me it seems rather a case of "I took my car to a circuit but nobody asked me to race". So I felt a fool driving about without string-back gloves and a crash-hat on the parcels' shelf. The safety front seats, required apparently by US safety regulations, were on the test car, to complete the picture. They are hard, flat, unsupporting van-like seats the squabs of which do not adjust, so that the driver's head was seldom on the rest, they restrict the view when reversing, and cause the back compartment passengers in this four-door saloon to ride in miserable isolation.

Personal prejudice apart, I was able to judge the Hillman GT on a weekend journey to Devon and Cornwall. First impressions were that the car is less suave than the earlier Ford Cortina GT in respect of smooth power flow and gear-change, and in the quality of the door and boot locks. But there is no denying that it motors very well, especially if good use is made of the "six-speed" transmission—i.e., the usual Rootes arrangement of four-speed gearbox and overdrive on third and top, controlled by a slim l.h. stalk lever, o/d disengaging automatically if a gear lower than third is used. Another "GT" gimmick is a small swivelling tachometer on the screen sill, facing the driver. This has a red line at 6,000 r.p.m. to which the five-bearing engine runs very readily, so that respective maxima of 29, 45, 75, 92, 96 and 91 m.p.h. are possible from the six-speed transmission. Overdrive is an extra (£55) but should be specified as if it were a standard item. Reclining front-seat squabs are also available (£16) and obviate those oppressively high seat backs.



The control arrangements cover a r.h. handbrake, a central floor gear-lever working smoothly and precisely, reverse, in the same plane as top gear but to the right of it, engaging easily against strong spring loading that only the ham-fisted will object to, and a r.h. stalk for dipping the beam of the rectangular headlamps, sounding the horn and signalling turns. A rather odd part-ribbon/part-arc 100-m.p.h. speedometer (no trip mileometer) is flanked by fuel gauge (E,  $\frac{1}{2}$ , F) and water thermometer, there are square-headed knobs for wipers and choke, the former well positioned, rather gaudy and "fumbly" plated recessed toggle switches for lights, panel lighting (which includes the high-mounted tachometer) and noisy single-speed heater-fan, a nice drilled spoke leather-rimmed steering wheel, well-contrived door handles and sliding internal door locks, etc. I missed the one-time Rootes habit of calibrations in metric as well as British readings (although the fuel gauge does say the tank holds 45 litres or ten gallons) and the well-stocked Rapier instrumentation, and was disappointed to find only single-speed wipers (rather slow but with good screen washing if the control is pressed), and no courtesy lighting when I opened the doors—and attempting to get some by twisting the circular roof lamp merely caused its glass to fall off. Another irritating item is the bonnet release, placed beneath the front bumper, which took a good deal of finding. A rear lamp bulb also fell into the boot, still alight, but was easily replaced. The bonnet lid has to be propped up, revealing the slightly inclined power unit, which develops ample power for a non-cross-flow design.

Inside the body, which can be regarded as a four rather than a five-seater, there is a big unlockable cubby-hole and a full-width under-facia shelf, fresh-air vents at the facia extremities in conjunction with a good heating/ventilation system on the Ford pattern, fixed  $\frac{1}{4}$ -windows, and visors lacking a vanity mirror, mounted, like the interior rear-view mirror, rather too flexibly. There is a drawer-type ash-tray for the driver, which is distinctly awkward for a front-seat occupant to reach. The upholstery and trim is in black PVC, with the exterior body colour intruding on the door sills and around the screen; the back compartment is rather sombre, and lacks refinements such as a central armrest, etc. The boot is large, with the spare wheel clamped to the bulkhead, out of the way of the luggage.

On the road this Hillman GT is a pleasant enough fast family saloon. The engine is flexible and docile, emitting some roar when accelerating, to do which effectively the revs. have to be kept up. The suspension, by Macpherson struts and coil springs at the front, the beam rear axle being sprung on half-elliptic leaf springs unaided, as on the Ford Cortina GT, by radius arms, is on the hard side, causing some body shake and lurching over bad roads but the ride is, I think, superior to that of the Dagenham product, nor does rear axle tramp normally

*Continued on page 49*



# 50,000 MILES

WITH A

# PORSCHE 911

*SELDOM OVERTAKEN.—The Porsche 911 which is the subject of the accompanying report, seen from the impressive tail aspect, which is familiar to the majority of one's fellow motorists.*



D.S.J. STARTED me on the downward slope towards becoming a Porsche fanatic and an appreciator of sophisticated fun motoring. In the late '50s, while I used a Jowett Jupiter and an Austin Healey for transport, Jenks would invariably meet me at an airport with his own much-loved Porsche 356 near whichever Grand Prix he happened to be covering and afterwards put me back on a 'plane with my cameras and film. In each of these short trips the seeds were being sown for 10 years of Porsche motoring.

My first Porsche, a 356B, was followed by the more sophisticated 356C; then, with disc brakes and increased power, the familiar Porsche shape underwent a change and the 911, 912 series was born. MOTOR SPORT road-tested a 911 in February, 1966, and after driving that particular car for two days of D.S.J.'s test week, I knew I would have to have one. The road-test report was enthusiastic, and while reading through an early production copy in a restaurant at Daytona, who should walk in but Huschke Von Hanstein, Porsche's Press chief and Team Manager, accompanied by Porsche's West Coast distributor. They were so enthusiastic about D.S.J.'s write-up that they almost insisted that MOTOR SPORT should have a 911, so it was arranged that the first Weber-equipped car into England (the earlier models had a complicated Solex carburetter set-up) should be for me.

The sleek dark grey lines of my new car more than made up for the wifely nagging about family cars and insinuations that by now I should have grown out of my passion for fun motoring. The trip meter read 28 miles when I arrived at AFN Limited in Isleworth to collect it, but it took an hour and a changed Bendix petrol pump before the still tight six-cylinder horizontally-opposed air-cooled engine was pushing me through the city to native Essex. The five-speed all-synchromesh gearbox is one of this Porsche's greatest delights; it is light to operate and I find it almost impossible to change too quickly. The excellent choice of ratios means that it is not necessary to select top until over 100 m.p.h. appears on the clock, and this always has a demoralising effect on other motorists who watch you pass at over 90 m.p.h. and then listen, dumbfounded, as you draw abreast and change into top.

Running-in was not too much of a bind, for the rev. limit of 5,000 r.p.m. in the first 600 miles gave just under 100 m.p.h. in top gear, which is not hanging about. A careful build-up of engine speed was observed before 1,500 miles and then the 911's full 6,800 revs.

could be used, giving a maximum around 135 m.p.h.

One of the early faults I found with my car was a ripple in the bottom of the windscreen, so when looking down at the road through that patch of glass the "cat's eyes" seemed to rise up towards the car. I couldn't persuade anyone to rectify this fault for a couple of years, by which time I was used to it and most of my passengers had been made car sick! When it *was* changed, it was the passengers who appreciated it most and the passenger seat has now become more frequently occupied.

As the miles began to mount up, it became more and more obvious that the 911 was a real all-round car which could cruise effortlessly at 100 m.p.h. plus, or be hurled with gay abandon through winding back roads, and always the car seemed to say "try a bit harder, you haven't reached my limit yet". The accuracy of the steering and its



*DEAD!—The Porsche 911 failed to get far when following last year's RAC Rally, being towed to the hospitable Unicorn Inn after dying on bleak Bowes Moor, due to water in the Esso which had frozen in the carburetters—*



controllability is shown at its best when surging through heavy traffic, for where in most cars you think in feet when avoiding the moving accidents and *chicanes* which clutter our roads, in the 911 inches are the order of the day. This can be very disturbing for the passenger who regularly commutes in ordinary family saloons and doesn't understand how a real car should go.

The first major fault was nearly fatal from my point of view. One morning I went to sleep driving down the busy Lea Bridge road when I shouldn't even have been tired. The bump of the car hitting the kerb on the wrong side of the road and the sight of a bus going past the left-hand window brought me back to reality. The heat exchanger had holed itself inside and exhaust gases were being pumped straight into the car, with almost disastrous results. This was evidently a known fault on the Continent and the heat exchanger was promptly changed for a 911S unit, which was more robust and also improved the exhaust flow.

Porsche service should be carried out every 6,000 miles and the Castrol CR30 grade oil changed. Oil consumption up to 30,000 miles was nil between services, but in the last 20,000 miles a quart has had to be added after about 4,000 miles. The oil check is made every time you stop for traffic lights, for on the dashboard there is a gauge which gives a fairly accurate reading of how much oil there is in the tank (the 911 has a dry sump engine) when the engine is ticking over and the oil temperature exceeds 140°F.

One early problem with the car was oiled-up plugs after use in London traffic for several days on end. The very expensive Bosch platinum-tipped plugs recommended were just not up to the task of town driving. Discussion on this problem with Dick Gale, Champion's American Racing Manager, produced two boxes of Champion plugs, one of 64Ys and the other of 6Ys. The problem was solved, and—other than outlasting the normal life of the Bosch plug—they cost in England about 20% of the Bosch price.

Tyres are more critical than on many other cars. The German Dunlop SPs fitted as standard are superb and last about 16,000 miles of my type of driving. In both dry and wet conditions they hug the road like limpets, but at the same time when they do break away there is still lots of control left. When the second set of tyres were in their dying stages, a conversation with Gerry Ealson of Firestone prompted me to try a set of F200 Sports. These were brought in from the Swiss plant because the tyres made in England are not designed for speeds of over 120 m.p.h. The F200s fitted were tubeless, which is not advised by Porsche, and during the first month one of them kept losing pressure at about a pound a day. This was, however, a fault of the tyre rim and when a new casing was fitted the problem was solved. The feel of the Firestones was quite different, the steering became lighter and for about a month I was not sure whether I wanted to persist with them. In the wet the adhesion isn't quite so positive, but controlled slides feel the same as on the Dunlops and the F200 has no vicious tendencies. One important aspect in their favour is that they last longer: with regular service bills considerably higher than for most cars, a saving on tyres must be taken into consideration. The F200s to date have done 20,000 miles, wearing away 4 mm. on the front and 6½ mm. on the rear of the original 8½ mm. of tread.

Reliability is the keynote of any car used for business transport.

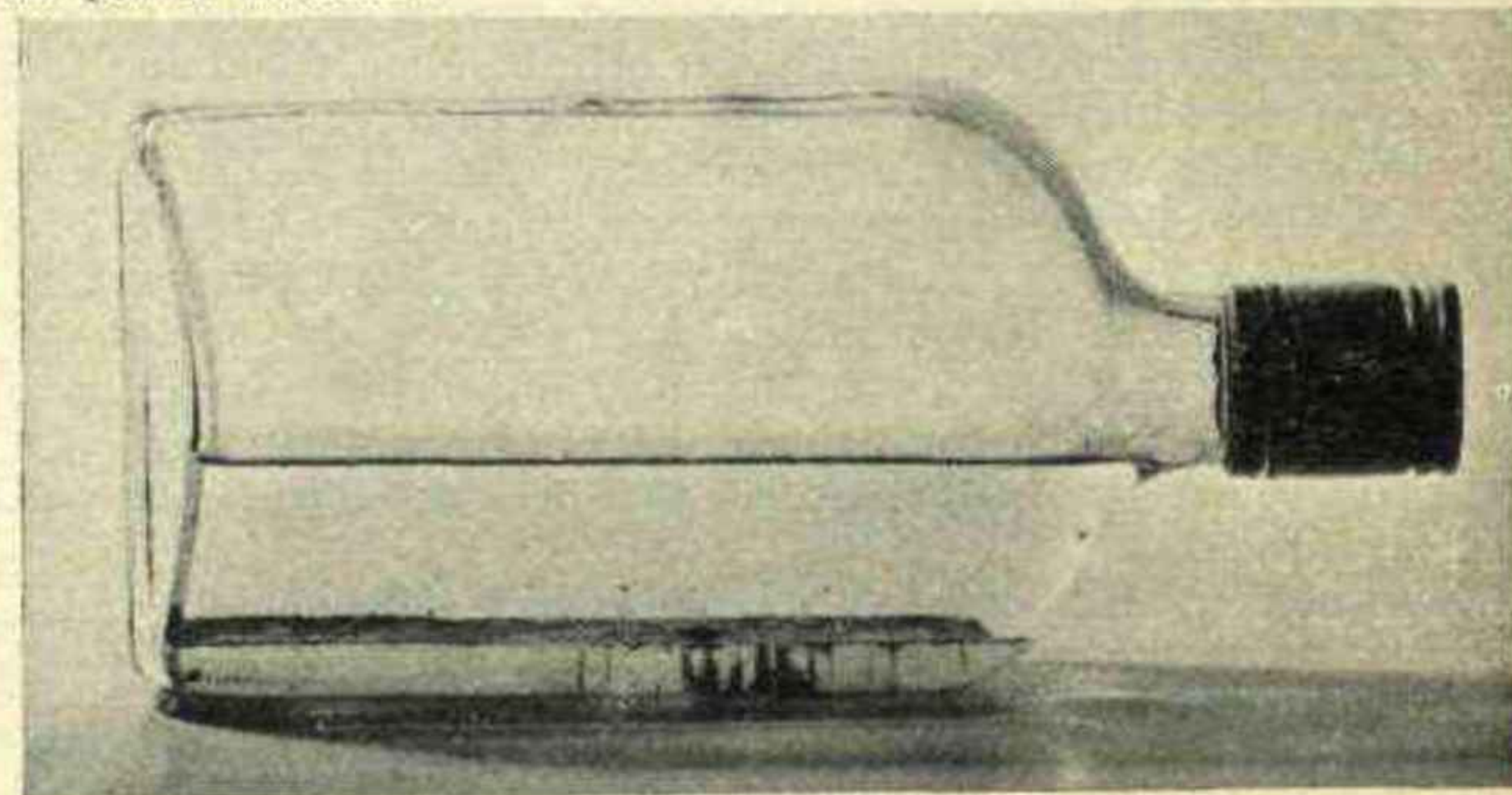
The Porsche has only let me down completely once and on another occasion it let me down partly. This doesn't count two punctured tyres (which are quick to change) and the fan belt, which is always critical on an air-cooled car. A spare is always in the tool kit and it took 15 minutes to fit at 42,000 miles.

The two failures mentioned were both connected with the distributor. The first was a partial failure, as the car went on to four cylinders when the advance and retard seized solid and the engine gave only about 20% of its normal 130 DIN h.p. The other occasion was just short of 50,000 miles, when after the long hot spell in the summer the distributor cap shorted-out along some hairline cracks in a torrential downpour. It resulted in a long walk beside the Brentwood by-pass and a tow-in by my wife, a nightmare which I hope never to repeat.

Fuel consumption varies quite a lot; for town use it is usually about 18 miles to the gallon; on twisting, winding roads, or in the mountains, it drops to about 16 to the gallon; this is mainly attributable to excessive use of the five-speed box, which is such a pleasure to use that a driver finds himself changing just for the fun of it. The best consumption of 21 to 22 m.p.g. is obtained on long motorway-type cruising using 90-110 m.p.h. for long periods, with averages of over 70 m.p.h. Runs like this show the Porsche in its true light, for after 400 or 500 miles, with a quick stop for fuel at about 250 miles (and the 30-mile reserve light blinking), the driver can step out still feeling fresh in circumstances where many cars with badly-placed controls bring on utter exhaustion.

Many times I am asked why I stick to Porsche, and my reply is always the same—it's the best car in the world. With a racing programme always a few years ahead of production the Porsche models are always improving in the manner which enthusiasts appreciate. So today the 911s and the 914/6 are two of the world's best cars and, from my way of looking at the market, the best.—M. J. T.

P.S.—At 53,800 miles the car failed completely outside Bowes in County Durham on a cold snowy night. Esso Extra taken on at Selby Fork Service Area contained a considerable proportion of water and weed-like rubbish which made the Porsche run terribly, but it wasn't until the water froze in the carburettors and fuel lines that all power vanished.



The cause of the trouble—water and sediment from Esso fuel, taken on at the Selby Fork service area, which killed the Porsche at a most inconvenient time, when its driver was photographing the RAC Rally.

#### THE HILLMAN GT—continued from page 43

intrude. The disc/drum brakes are light, being servo-assisted, and quite effective and progressive. As to handling, I have no grumbles about the adhesive properties of the India Autobands on wet roads. The tendency is conventional—understeer changing to rear-end breakaway if provoked, in a non-dramatic manner. On the whole I think the Hillman handles better than a Cortina—there is less "balancing on a tightrope" feeling and the well-placed steering wheel corrects nicely through light, kick-free steering geared 3¼ turns, lock-to-lock. The headlamps beam is quite good if a bit scattered and the dipped illumination adequate.

In return for useful acceleration delivered with reasonable refinement fuel consumption averaged a remarkable 31.0 m.p.g. of four-star spirit on a quick but not frantic journey, mainly over main roads, using o/d wherever possible, which the engine accepts from 1,500 r.p.m. onwards, belying its lumpy 1,000 r.p.m. tick-over. I drove 276 miles from full to empty tank. Wind noise is low, too, except for some buffeting round the rear door pillars. The sturdy engine asked for oil at the rate of approx. 300 m.p.p. The Hillman GT, as a conventional saloon with sports-car performance, pleasant to drive, is worth considering, at £1,017 with o/d.—W. B.



—whereas, in 1763, the four horses of the stage coaches were tired but, unlike those 135 horses in the Porsche, still alive as they entered the yard of this same Inn. Here, in Dickens' time, boys stopped off for Tallboys School, of Nicholas Nickleby fame.



# LETTERS FROM READERS

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

## WHO'S FOR FRESH AIR?

Sir,

What has happened to the British family drophead? Since its conception the British motorist has sported the drophead, even with our inclement weather, but suddenly in the last three or four years we seem to have changed our habits. Only the young die-hards and enthusiasts are to be seen on the road and then, more often than not, in two-seaters.

The only standard four-seater dropheads to be found at the Motor Show were on the Triumph stand: the Herald and Vitesse, and both these models I understand are to be discontinued within the next 12 months.

This leaves the motorist with only one alternative—an expensive one at that—and that is to have a family saloon converted either by Abbots or Crayfords. Abbots offer the only four-seater Capri and Crayfords a four-seater Cortina.

Surely there is a market for such an animal—the family four-seater drophead?

What am I to do now that my family and I are growing too big for my Lotus Elan?

Harlington.

ANTHONY SMITH.

\* \* \*

## EXPERIENCES WITH A FIAT 125

Sir,

I have no experience of the Fiat 125S but I have just completed 30,000 miles in the normal 125 and I can say that it is the most reliable car that I have ever owned. Apart from routine servicing, the recommended replacement of the camshaft belt drive at 26,000 and two new sets of disc pads the only attention that has been required has been to cure a slight chatter on the gear-lever when in second and a squirt of WD40 on the under-bonnet light switch. The free-revving engine has never failed to produce full power and I use 6,000 r.p.m. as a matter of course. I am greatly impressed by the performance of which has never altered in the smallest degree since new. I have got to change a bulb and I do not think there is a detail on this very well appointed car that does not function as well as when new.

When new my car had cross-ply tyres which wore rapidly and I did not like the slight lurch as the car reacted to road camber. I fitted Konis all round and also Pirelli Cinturatos which improved matters enormously, and the wear on these tyres after 27,000 miles is normal and even. Petrol consumption varies between 26 and 32 m.p.g. according to driving mood and I use about a pint of Castrol GTX every 1,500 miles.

I agree with you that the back end is not very clever and the steering dead and sluggish when, for example, using the car to practise a Continental hill-climb but on long main road journeys the directional stability and imperviousness to side winds makes for very relaxed comfortable driving. Judging by the way Italians seem to keep their 125s at 6,000 r.p.m. for hours on end I feel certain that my car will be as good as it is now after another 30,000 miles. In fact I have just sold it to a friend and one has to be pretty confident to do that! You would imagine the logical successor would be a 125 S and I gave it a lot of thought but i.r.s. seemed important and as the 130 is still rather too new a model for my liking I have decided on the Peugeot 504 with fuel injection engine.

I am often asked why I favour foreign cars, and I can only answer that I like a car that is comprehensively equipped in the first place, with comfortable fully adjustable seats, that never rattles or leaks and from which nothing falls off even after hundreds of miles on unmade roads with a gross overload. Admittedly I did not put my Fiat to this test but on my last two Peugeots I have been astounded by what they will endure and how they always come up smiling and running as smooth as silk—even with 90,000 on the clock. I suppose this is because on the Continent people do not buy a car to pamper it but to own it as an indestructible means of transport to go any-

were in comfort at high speeds in all weather under all conditions and if, as I believe your Continental Correspondent once mentioned to me, there is an occasional desire to tow a full-grown cow in a trailer at 70 m.p.h.—Why not? What's a car for?

Mortimer Hill.

CHARLES LAMBTON.

\* \* \*

## SHOPPING FOR A SUNBEAM-TALBOT

Sir,

I have read with very great interest your articles and readers' letters recently on shopping for Rovers, Daimlers, Alvis, etc.

May I be permitted to add another to this list, that of the Sunbeam and Sunbeam-Talbots—read on, Mr. Boddy, don't throw this letter away yet—of the 1950-56 period.

I have run a Sunbeam-Talbot and more recently an Alpine variant for the past six years and I have yet to find a better balanced car.

Sunbeam-Talbots won several international rallies and attracted such drivers as Moss, Hawthorn and Sheila Van Damm and proved that their performance and roadholding were superior to many cars twice the price.

And yet the car is docile when required; somebody actually designed seats with the comfort and requirements of the driver in mind (not cost!) and such items as sunroof were standard.

I would defy anyone to produce a better all round motor car and bearing in mind that a really nice Mark III saloon can be purchased today for £200 or thereabouts what better value is there? The Editor might disagree with me for it was, I believe, he who once described them as "lorries". But then the Editor never forgave Rootes for taking over the Sunbeam and Talbot companies and transferred his allegiance to a German make whose name eludes me at present. [Initials actually.—ED.]

Before I close, I now own the works experimental Alpine, reg. no. MUK 969, and am interested in finding out more of its history. Rootes records are vague—can anybody help?

Plymouth.

G. J. WILSON.

\* \* \*

## BENTLEY SERVICE

Sir,

In the October edition I read a letter concerning poor Bentley service in Britain; I fear your correspondent related but half of the problem.

He at least was awaiting a comparatively rarely needed replacement part (a half-shaft) and some reasonable excuse might be forthcoming for difficulty in providing this. I have found, however, that the officially appointed agents rarely stock even the most routine spares for the 1946-1955 range of Rolls-Royce and Bentley cars and furthermore the company invariably takes at least six weeks to provide them. This clearly means that one's car (my only car) may be off the road for this time awaiting some minor part.

Nobody who owns one of these cars can fairly object to the very high price of spares; what I do object to is the extremely poor service that accompanies the price. For this manufacturer's last-but-one production car, it isn't good enough; the quality of the service does not match the quality of the car.

Derby.

T. N. ALLEN.

\* \* \*

## HOW LONG DO KONI SHOCK-ABSORBERS LAST?

Sir,

Our attention has been drawn to the letter published in your November issue from Mr. W. J. May in which he queries the present day quality of Koni Shock Absorbers, with which he has been well satisfied in the past.

We hasten to assure you and your readers that, far from any question of a reduction in quality, the Koni Manufacturers are continually seeking ways to improve still further the quality of Koni shock



Absorbers, both to increase their already high standards of performance and to give them even longer mileage.

We have many instances in our files, including a very recent report to us from the Editor of another motoring journal of Konis having been moved from a succession of cars, resulting in a total mileage of 300,000 miles and over [I read of this rather miserly but convincing demonstration!—ED.]. And this with only partial use of the adjustment which would prolong their life even further.

Konis have built a high reputation with a World-wide motoring public for a quality product designed to give maximum improvement in suspension control, coupled with exceptionally long life and this is a reputation which the Koni manufacturers guard jealously and are constantly striving to improve upon.

We can only conclude that Mr. May has been unfortunate in his recent experience with the fitting of Konis to his own Jaguar and to his wife's Volvo and if he would care to get in touch with us, we will do all we can to redress the situation.

Crowland.

G. B. HOLLAND,  
Director/Secretary,  
J. W. E. Banks & Sons Ltd.

\* \* \*

### THE LAST REAL SPORTS CAR ?

Sir,

I am surprised that you should print such appalling heresy as appears in David A. Adams' letter in your December issue, unless it is to provoke controversy. If this is so, then you have succeeded.

The Morgan is the last of the true sports cars, there can be no mistake about this. Credit is due to Standard-Triumph for providing a sporting machine with cut away doors that is economical to produce in quantity, but the last real sports car, no, no, NO!

If Mr. Adams is so enamoured of cut away doors and the TR engine, let him buy a Morgan Plus Four, which has impeccable road-holding as well. I was also under the impression that a TR-engined Morgan could see off any Triumph equipped with the same motor.

Please do not take my first paragraph as disapproval of your excellent magazine.

Toddington.

A. J. SMITH.

Sir,

I was most surprised to read three letters in your December issue actually praising the Triumph TR range of cars, my own experience with the model contrasts sharply with those of your correspondents.

Firstly the supposedly long life engine in my 4A is due for replacement after only 50,000 miles; this I attribute to the short-sightedness of Standard-Triumph who claim that one can safely use 5,500 revs for short periods, however if to do so gives the above result, I suggest the revs should be limited to 4,000 as at any speed over this the engine sounds decidedly strained.

Secondly, with regard to the body, I regret to say that already a hole has appeared in the n.s. sill, together with tops of both rear wings, that a body should deteriorate so rapidly after only 4 years is clearly a design fault, a deduction shared by many TR owners who agree that the dreadful "tin worm" appears to be attracted to all TR4A rear wings.

In conclusion I suggest that the long life reputation the TR engine holds is a myth no doubt in my case being attributable to excessive revs being used to match the performance of the MG-B.—No prizes for guessing the choice of my next sports car.

Coventry.

JOHN ROGERS.

Sir,

With reference to letters in your December issue of MOTOR SPORT about the Triumph TRS.

I am 79 years old and have a clean driving record of over 63 years. I endorse every word in the letter written by Mr. David A. Adams. I drive and own two 3.4 Jaguars, a Humber and a TR3A. Even at my age I love driving the 1958 TR3.

The Jags are nice, comfortable, passenger cars to take my wife in, but the TR is the one I like best.

It requires the skill that gives real pleasure.

Clive.

CHARLES P. THURSBY.

Sir,

I would like to say that Mr. David A. Adams is quite right when he says a TR is a brute to drive, but when one has learned to drive this car nothing is more satisfying than driving it with all the power that is there. My own experience with the TRs is a TR4A which was a really exciting car to drive and, as the adverts. say, "SORTS THE MEN FROM THE BOYS". I wound up being a boy when I misjudged a slight curve on the Via Emilia between Bologna and Modena. I went into the curve on what I thought was the right line, but coming out of the curve a Fiat 500 came out of a restaurant in front of me. Not being able to tighten my curve I braked three times before hitting the kerb with the right side wheels and commenced to go through the scenery at about 85 m.p.h. on the right-hand door, taking five concrete posts out of the ground and coming to rest up against a lamppost. The car was a complete write-off, but owing to the robust construction of the chassis and bodywork I came out to drive another day (1½ days in hospital). Not to remain in the BOYS' class I bought a 1968 TR5pi which, with 150 b.h.p., is quite a car. I took it to Monza and in two hours I learned to drive this lovable brute, and now I can do what I want with it. The trouble is that when one learns to drive this car it gets very expensive in the way of gearboxes and differentials. The petrol injection is now working perfectly all right, having been put right by the Maserati agent in Modena, and the trouble with petrol surge was found to be due to the take-off pipe being too far up into the tank. The tyres disappear after about 5-6,000 miles and the brakes tend to burn out, but I would not change it for the world (well, maybe for a TR6).

I would also like to thank you for putting out a first-class monthly for the motoring enthusiast and my friends in Italy, where I work most of the time, think your colour pictures the best in the world.

Shepshed.

REG WALKER.

\* \* \*

### CAN-AM

Sir,

Never before has a major championship been dominated as has this year's Can-Am championship. It has never happened before and will probably never happen again and we should make the most of it. In 11 races works McLarens had 11 wins, eight seconds and one third, while privately-owned McLarens had one second and two thirds, making overall statistics for McLaren cars 11 races, 11 wins, nine seconds, three thirds. Considering the tremendous technical ability of McLaren's rivals, Ferrari, Porsche, Lola and Chaparral, this performance is no less than stupendous. The nearest thing to it that I can find was the 1952 World Championship, when in the seven European races, Ferrari won all seven, were second six times and third four times. There was also the Argentine Temporada of 1967 for F3 cars when Matra won all four races, took two thirds and three seconds.

I think that McLaren should be warmly congratulated on his Can-Am Championship win (for himself and his cars) and his third in the World Championship. He took part altogether in 24 races this year, won six, was second four times and third twice with two fourths, three fifths and one sixth. After 12 years of F1 racing he has scored 192½ points (which is fifth best in the world) and has won four Grands Prix. He is thus a double champion—on the track and in the workshop, and both at the same time, a rare phenomenon. His cars have dominated Can-Am for three years now and are top competition in F1. I have heard rumours that he is thinking of retiring from F1; I hope not for F1 would not be the same without the greatest New Zealand racing driver ever.

Ferryhill.

A. R. HAILE.

\* \* \*

### TUNING—WHAT IS IT ?

Sir,

Reading your December issue I came across the feature "Tuning Test" and was at once reminded of the opinion held by a very well-known member of the motorcycle trade who was responsible for some years for the preparation of his company's TT machines and had ridden himself in the series with no mean success.

He used to say "There's no such thing as Tuning", maintaining that what was referred to by this term was in fact a process of making alterations and modifications to existing designs.



Your article seems to support his view since the Maxi car was considerably altered and modified to improve its performance beyond that of the standard vehicle as turned out originally.

Even the planing off of 0.030 in. from the cylinder head face can hardly be "tuning", and the substitution of different induction and exhaust manifolding must surely be classed as making modifications.

When a musical instrument such as a piano is tuned the tuner normally makes use only of the adjustments provided by the piano maker and so the term is correct in the context of pianos.

The preparation of internal combustion engines and the chassis in which they are carried with a view to increasing the performance of the vehicles seems always to involve departures from the designer's initial concept, so can you please state just where does the "Tuning" begin and end?

Onchan.

R. W. (BOB) BURGESS.

[Tuning is surely getting an engine in good order; improving its performance is "hotting up."—ED.]

\* \* \*

#### SHOPPING FOR A DAIMLER

Sir,

I was most interested to see a letter from my friend Philip Blackham in the December issue. Having driven with him in his various Daimlers, I can indeed confirm their superb handling.

I feel sure, however, that the late Laurence Pomeroy, Senior did not have a hand in their design (was he still with Daimlers as late as 1937?). I have always thought that the suspension was the proprietary André-Girling system (as used by one or two 1936 works Riley racing cars and adopted by the late Percy Maclure on his Riley in 1939) and that the chassis was the work of C. M. Simpson.

With reference to your review of the book "Hillman Imps", by T. C. Millington. I cannot recall the author's mother ever holding the Ladies' Record at Shelsley Walsh in an Alta. I do remember her coming out of a long retirement to drive the late Philip Jucker's Alta there at the very wet September, 1936, meeting and seem to remember that she ran out of road when her foot slipped off one of the pedals. As May Cunliffe she was, of course, one of the best women drivers of the nineteen-twenties with such stirring cars as TT Bentley and GP Sunbeam 2-litre.

Stockport.

DAVID L. GANDHI.

\* \* \*

#### SACKCLOTH!

Sir,

Ref. M.G.D.'s article "Ken Tyrrell", 1955 was *not* the last year in which the works D-type Jaguars appeared at Le Mans. Three cars competed in 1956, Hawthorn/Bueb finishing sixth after early fuel injection bothers and Frere and Fairman both retiring, after a second lap accident, with the other two works cars.

When Mr. Tyrrell mentions his test drive with Aston Martin he names one of those being tested on the same day as "Jackie Lewis, the hill-climb chap from Wales". If this was the F1/F2 Cooper/F1 BRM exponent, I was under the impression that he didn't begin his career until 1958. If it was another Lewis then I have learned of another Welsh racing driver to add to the few I already know of.

Luton.

DAVID J. S. ROWLANDS.

\* \* \*

#### "WHAT'S HAPPENING IN CLUB RACING?"

Sir,

The article under the above heading by "M.G.D." contained two inaccuracies and made one notable omission. The opening race at the Clubman's Championship meeting, variously described by your contributor as "a round in the Chapman Cup" and a "NON-Formula 1200 championship race", was in fact the final event in the National Championship series for both Formula 1200 (Chapman Cup) and 750 Formula (Goodacre Trophy) and, in the case of the latter, a round in the "Reliant Championship".

Although the article suggests that the 1200 Formula was based upon the 1,172 s.v. engines "until last year", the o.h.v. Ford units have been allowed since the 1966 Season, in keeping with the Club's progressive policy which has ensured continued success for the 1200 Formula for sports-racing cars during 17 seasons.

Our 750 Formula is still very much part of "what's happening" in Club racing, and the race on the Grand Prix circuit was notable for a new lap record of over 84 m.p.h. and a race average of over 80 m.p.h. by a car costing well under £200, powered by a Reliant 600 engine and driven by a young driver in his second season of racing. How unfortunate that this climax to the 21st year of the 750 Formula should have gone unnoticed!

Chislehurst.

JEFF WARD,  
Director 750 MC.

\* \* \*

#### THE MOTORISTS' LOT

Sir,

I am now a dangerous driver. This is something quite new as, until recently, my 17 years of motoring have been free from incidents. Earlier years had their share of sporting machinery, but maturity, plus a family, plus commercial responsibilities, have conditioned me to the stage where an excellent Volvo 144 Automatic is ideally suited to my needs and temperament.

Two years ago, an early morning 48 m.p.h. brought me my first brush with the law and resulted in a fine—and an endorsement. Two months ago, an early morning 42 m.p.h. repeated the experience—and the endorsement. Both of these incidents were on wide, straight stretches where, an hour later in the day, 40+ is the normal traffic flow speed, although officially a 30 m.p.h. limit applies.

Rightly or wrongly, the letter of the law has been observed. I now have 12 months to look forward to with one more endorsement between me and disqualification. I now drive at precisely the legal limit and you would be amazed at the amount of havoc this can cause to the flow of suburban commuter traffic in and out of London. Cars, lorries and buses jostle for a chance to overtake and I have seen (caused?) more near misses in a month than I normally see in a year.

A second—and more serious aspect—of my present situation is that about half of the attention usually devoted to road conditions, and looking out for unwary pedestrians, has been switched to a constant watch on the speedometer and mirror. This is quite a logical reaction but, even in this world of topsy-turvy values, bereaved parents and relatives are unlikely to share the view that protection of a driving licence takes priority over life and limb.

My own—heavily biased—opinion of the police and "motoring" justice has not been improved by the extraordinary scale of penalties which the local court has seen fit to adopt. A young person of 21 (with two previous similar convictions) was given two years on probation for receiving stolen goods. A local *police sergeant* was fined £10 after being caught shoplifting!

The "totting-up" system may be considered a good idea in some quarters. Naturally I disagree. I only know that it has turned me into an awkward and truculent individual on the road with scant respect for the current breed of "goons in blue" whose lack of courtesy and discretion would seem to indicate that they are probably unemployable elsewhere.

However, to liven up the tedium of my daily journeys, I have developed the disconcerting trick of accelerating from traffic lights from 0 to 30 with great gusto and then levelling off sharply at 30 m.p.h. Great fun, and a moment of triumph was only just missed when I nearly collected a police car which had taken off after me—probably under the impression that they were about to nab Stirling Moss again.

This is all very childish of course, but, if you get stuck behind a white Volvo dawdling along, please bear in mind that I am just another member of the Great British Apathetic Public who has stood helplessly by whilst restriction after restriction has been heaped on to the motorist. I am a victim of the system—it could so very easily be your turn next!

West Wickham.

P. G. WILLIAMS.

[When are we going to rebel!—ED.]



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**SPRIDGET 13 IN. BLACK MOTOLITA** steering wheel, 5 gns. Also red tonneau cover, 5 gns. Both hardly used. Bargain. Tel.: Hastings 28831. (0001)

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**M.G. TC, 1949, REG. NO. GDM 10.** Red. Very smart, many extras, plus spares; very reliable. M.O.T. July, 1970. £250 o.n.o. Macpherson, 112 Wharton Rd., Winsford, Cheshire. (0003)

**1949 DAIMLER DB18 DROPHEAD, 1100.** 1947 Rover 14 h.p. £60. 6 Cambridge Rd., Teddington. Tel.: 01-977 5223. (0004)

**ELVA COURIER 1600 M.G., CLOSE** box; long M.O.T., v.g.c., many extras; £275 or exchange; more space. Cook, Tel.: St. Neots (Hunts.) 3136. (0005)

**JENSEN, 1961, 541S, RARE MANUAL** model Sage green. Radio, new tyres and battery. Immaculate. History known. £700. Tel.: Marshfield 310 (evenings). (0006)

**A.C. SALOON, 1951, CAREFULLY MAINTAINED** by present owner for last 14 years. Going well with elegant cleanliness. Recent top overhaul £150. Howes, 52 Sedbergh Rd., Kendal. Tel.: 1450. (0007)

**LOTUS 7 1500 COSWORTH, 1968, ONE** of the last Series II Lotus Sevens. This motor car is in first-class condition. Maintained in superb order by racing garage staff. For details Tel.: Cradwell (Wilts.) 350 (after 6 p.m.). (0008)

**FROG-EYE SPRITE, WELL KEPT, £235.** History details. Clive, 40 Bybrook Rd., Ashford, Kent. (0009)

**AUSTIN COOPER, 1963, WELL MAINTAINED** and carefully driven. Gold Seal engine, radials, Koni shockers and other sensible extras. M.O.T. New car forces bargain sale. £170. 17 Cony Ave., S.E.21. Tel.: 01-470 8652. (0010)

**ASTON MARTIN DB2/4 MK. III, LATE** 1958. Vantage engine, clean and tidy (company car). £450. Tel.: 01-692 8356. (0011)

**M.G. (1929 TO 1935) SPARES; S.A.E.** please, 12 Maidenstone Hill, S.E.10 (callers Sundays). (0012)

**CLEAROUT, ABOUT 1926 AUSTIN 12** Harley tourer, Artillery wheels, loop handles, £275. Several others. Printed details 10s. £2 refunded if you buy. 50 Meadow Hill Rd., Kings Norton, Birmingham. (0013)

**1934 M.G. PB RECONDITIONED EN-** gine, excellent condition. £225. Tel.: Benenden 469. (0014)

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**GORDINI DAUPHINE, SEPT., 1966.** White, 19,500. Finish like new. Speedy, economical, mechanically excellent. £310. Lady owner emigrating. Tel.: 01-644 4047. (0016)

**M.G.-B GT, £150 EXTRAS; WIRES,** Motorola, belts, servo, air horns, racing mirrors, heater, radials, woodrim, vinyl roof. 1950 o.n.o. Consider part exchange. Tel.: Hoddeston 64822. (0017)

**BRISTOL 401 (1953), COLOUR: BLUE.** Bodywork immaculate. Open to reasonable offer. Malcolm Green, Bickmarsh Hall, Biford-on-Avon (2378), Warwickshire. (0018)

**LAGONDA RAPIER, 1936, RANALAH** 4-seater sports. Perfect, irreplaceable. Offers please. Freeman, Pimley Manor, Shrewsbury. Tel.: Shrewsbury 0743 52429. (0019)

**1935 ALVIS SILVER EAGLE (4-SEATER).** Numerous spares. £200 for quick sale. "Myoara", Littlemoor, near Ashover, Derby. (0020)

**124 FIAT SPORT COUPE, 1969 (JAN.),** 9,500 miles. White, black trim, 5-speed gearbox, Motorola radio, spots, belts, reclining seats. Immaculate condition, cost new £1,500. Owner going abroad. For quick sale accept £1,200. No offers. Christie, Tel.: Leamington Spa 22445 (day), 23801 (evenings). (0021)

## FOR SALE—continued

**M.G.-B, 1963, BLUE, RADIO, G800s,** woodrim, folding hood, tonneau. £420. Tel.: Hereford 4311. (0015)

**BRAND NEW VINCENT COMET, 1950.** As original. £300. Tel.: 021-353 3705. (0020)

**ALFA ROMEO 1900 SUPER, 1956, EX-** ceptional. £250 o.n.o. Tel.: 01-684 2842 (evenings). (0021)

**RINGO STARR'S LEGENDARY FACEL** Vega 1964 Facel II. Only 13,000 miles; fast, immaculate. Offers begin £1,995. Stewart, Tel.: 01-235 5789 (view evenings). (0023)

**1939 M.G. VA 1½-LITRE OPEN** tourer. Rare car. Body good. Needs some mechanical attention. An investment. £60. Tel.: Mexborough 3581 (after 7 p.m.). (0024)

**1929 ROLLS-ROYCE TWENTY HOOPER** Sedan de Ville, No Concours but well on the way. £1,200. No offers. Box 1973. (0025)

**SAAB 95, THIRD PRIVATE ENTRANT** London/Sydney rally. Works prepared. Rebuilt after rally, incredibly strong. £850. Value when new £1,600. Write for full specification: Percy, 123A Old Church St., S.W.3. (0026)

**1967 AUSTIN 1275S MINI COOPER;** 19,000 miles. Red and black. Power brakes, reclining seats, etc. Two owners. £600. Terms available. Griffin. Tel.: Burgh Heath 54998. (0027)

**AUSTIN 10 CAMBRIDGE, DEC., 1936.** Decarbonised, new tyres, M.O.T. year, body, etc., very good, sun roof. £65. Tel.: Southend 65033. (0028)

**MARCOS, 1967, 1,650 C.C. SILVER.** New wheels and tyres, close-ratio gearbox. £1,200 o.n.o. Tel.: Birmingham 021-445 1619 (any time). (0029)

**M.G. TC, 1948, VERY GOOD CONDI-** tion. £260. Will haggle for quick sale. Jellings, Flat 17, Kenilworth Court, Warwick Rd., Coventry. (0030)

**1954 RILEY 1.5, REBUILT THIS YEAR.** A 15-year-old new car. Burgundy and black. Leather top. All that needs to be said is that this is pretty nearly the best. £300 o.n.o. Tel.: Portsmouth 26157. (0031)

**1963 SE MERCEDES SALOON, AUTO-** matic, sun roof, radio, power-assisted disc brakes, steering, etc., as new 14-in. Cinturato tyres, Halogen lights, gearbox, injection pump, engine, brakes, etc. Only 5,000 miles; i.h.d.; just M.O.T.; a very fine car. Run 110 m.p.h./om. Comfortable for £1,050. Please write: Ernst Koln, 41 Marzflusstr. 38, Germany. Exchange Rolls or Bentley. (0032)

**220S COUPE, 1958, A VERY RARE** model with electric gas-sliding roof, red leather upholstery, etc. all Mercedes comforts. £600. Box 1972. Will part-exchange. (0033)

**TR3A REQUIRES A GENUINE HOME.** Over last 12 months I have restored entire car regardless of time and expense, including new axle, gearbox, front suspension, clutch, steering, etc. Now truly immaculate. Finished in signal red/black interior. Fitted overdrive, 60-spoke wheels, new SP sports heater, recoil seat belts, oil cooler, luggage carrier, 15 in. leather Avanti, tonneau, air horns, etc. Available after 1st Jan. with full M.O.T. at £295. Furnwal, 486 City Rd., Edgbaston, Birmingham 17. (0034)

**1969 CONVERTED MINI CUT DOWN** 41 in. high looks like Elan, f/glass, lightened B.R.G. 5½J, 1,100 c.c. unit, fully instrumented. £400 o.n.o. Tel.: Rainham (Essex) 51889. (0035)

**LOTUS ELAN S3, 1966, EXCELLENT,** many extras. £900. H.P. arranged. Or exchange M.G.-B, GT. Strutton, Droitwich, Tel.: 2352 (office hours). (0036)

**1933 AUSTIN LIGHT 12/4 TOURER** original condition. Repainted, re-chromed, one previous owner. New hood. Offers. Tel.: Chesterfield 51149 (day-time). (0037)

## FOR SALE—continued

**ALVIS CLEARING OUT, 1932 FIREFLY** tourer (open four-seater) rough, £85. 1935 Silver Eagle, rough, £85. Also about a ton of spares. David Critow, The Coach House, Cranham Lane, Cirencester, Glos. Tel.: 2855. (0035)

**FORMULA V SMITHFIELD, EX** "works" car in excellent condition. Complete and ready to race. £550. Skelcher, 166 Loxley Rd., Stratford-upon-Avon. Tel.: 0529-4317. (0038)

**STUTZ, RARE 1927 "BLACK HAWK"** 8-cyl. o.h.c. coupé, mechanics recently rebuilt, freshly painted. Interior requires restoration. R.H.D. £1,950. Offers considered. Box 1971. (0039)

**HONDA S800 F.H.C., 1967 F, 14,000** miles. Perfect condition. £600. Tel.: High Wycombe 32515 (Bucks.). (0040)

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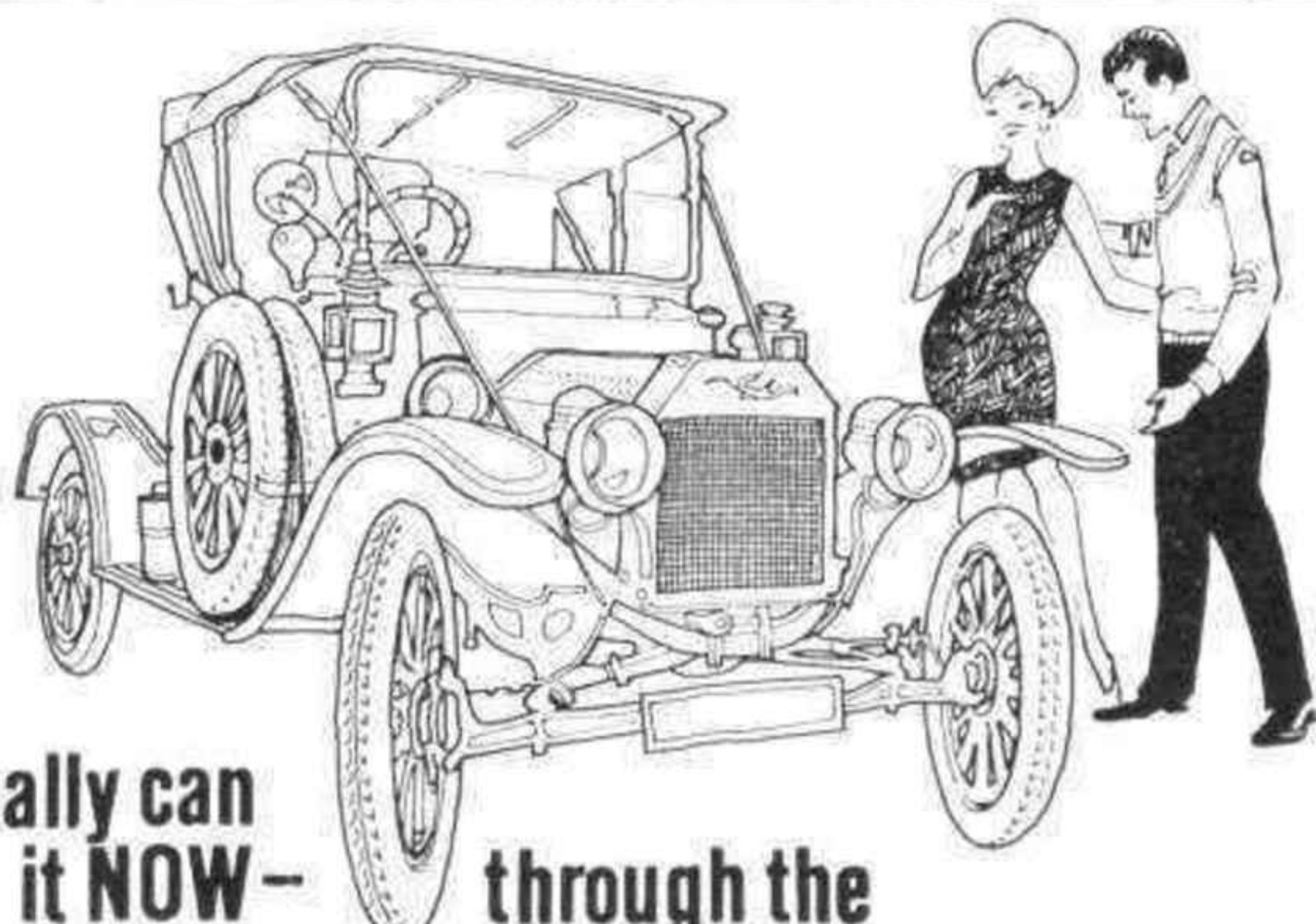
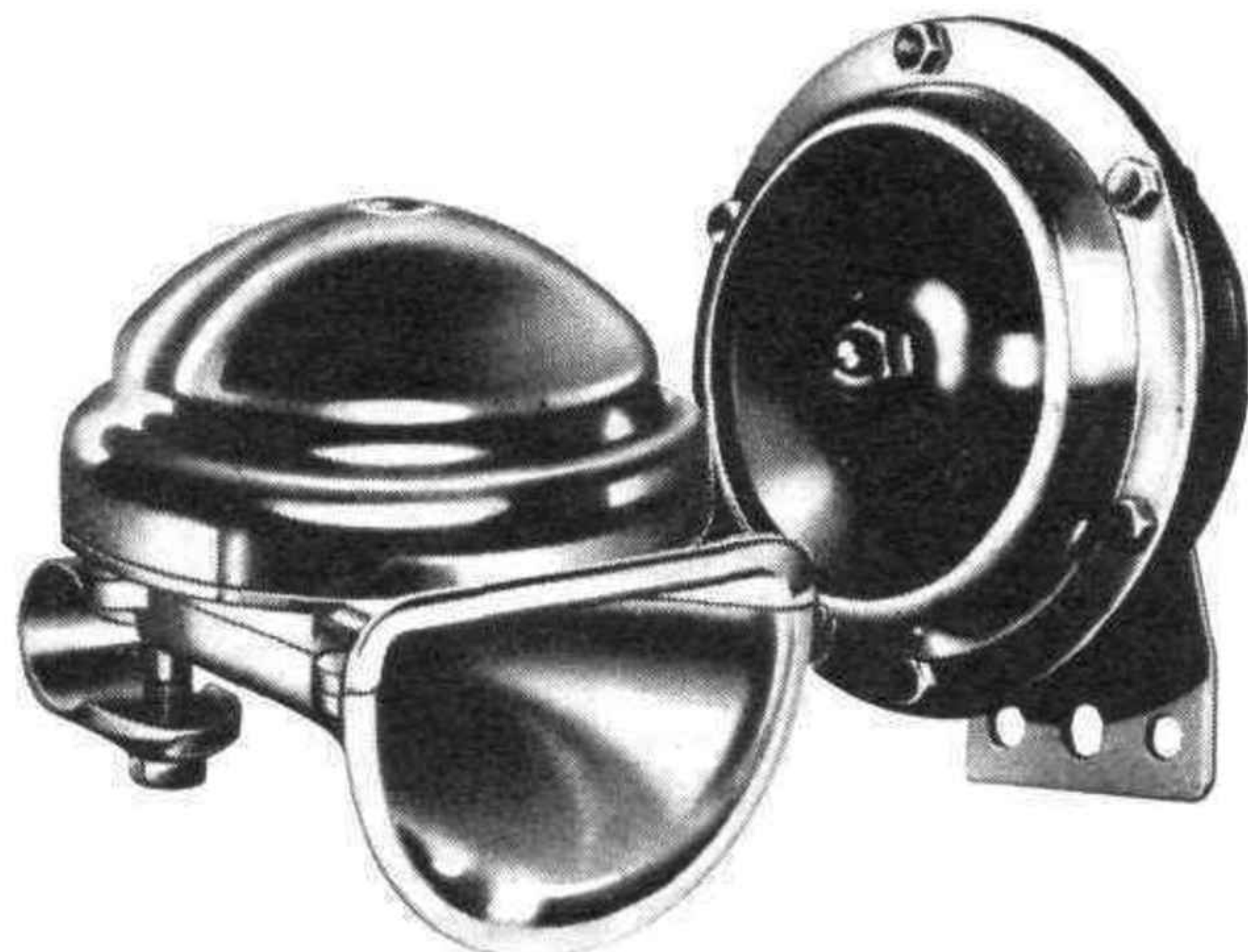
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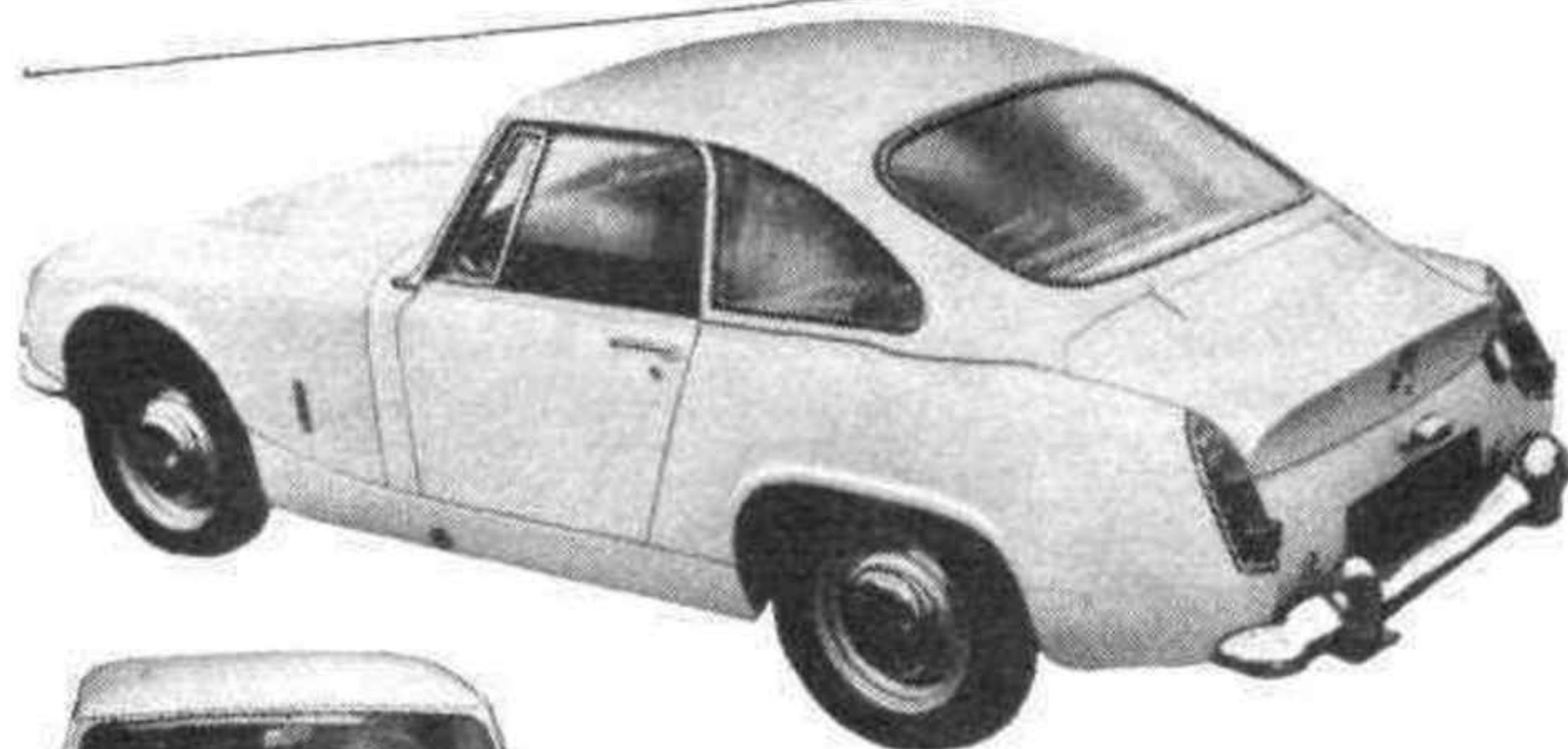
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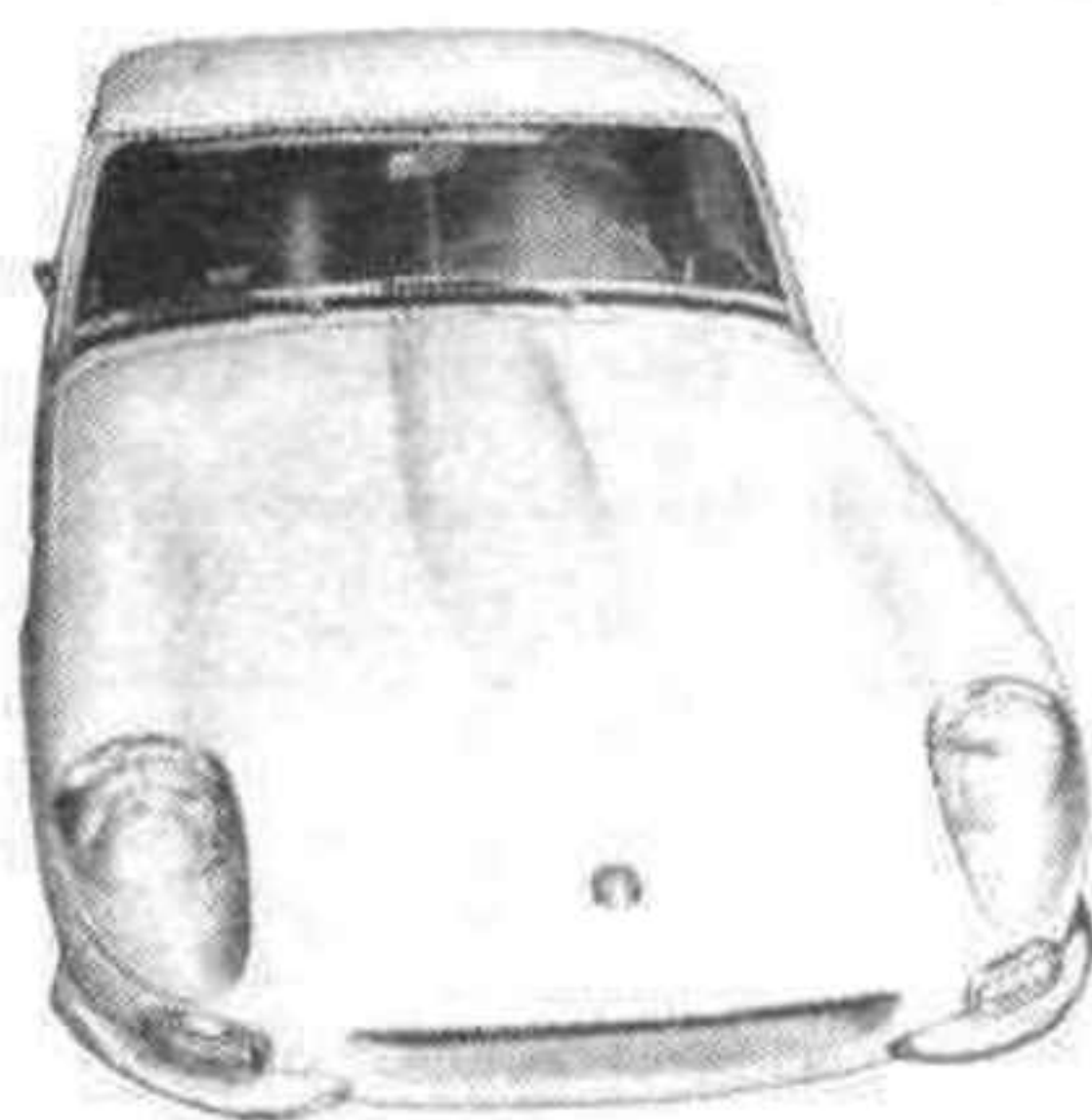
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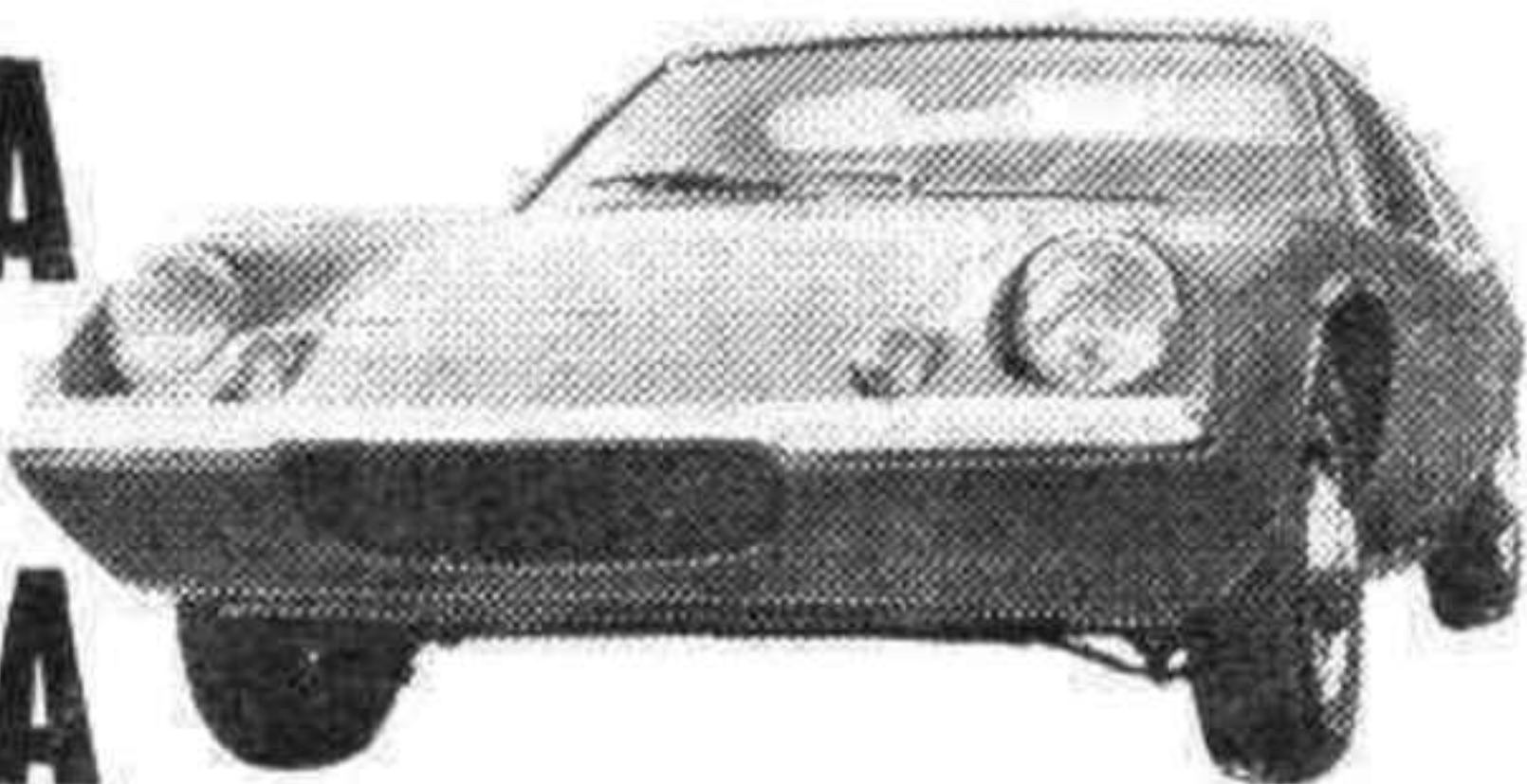
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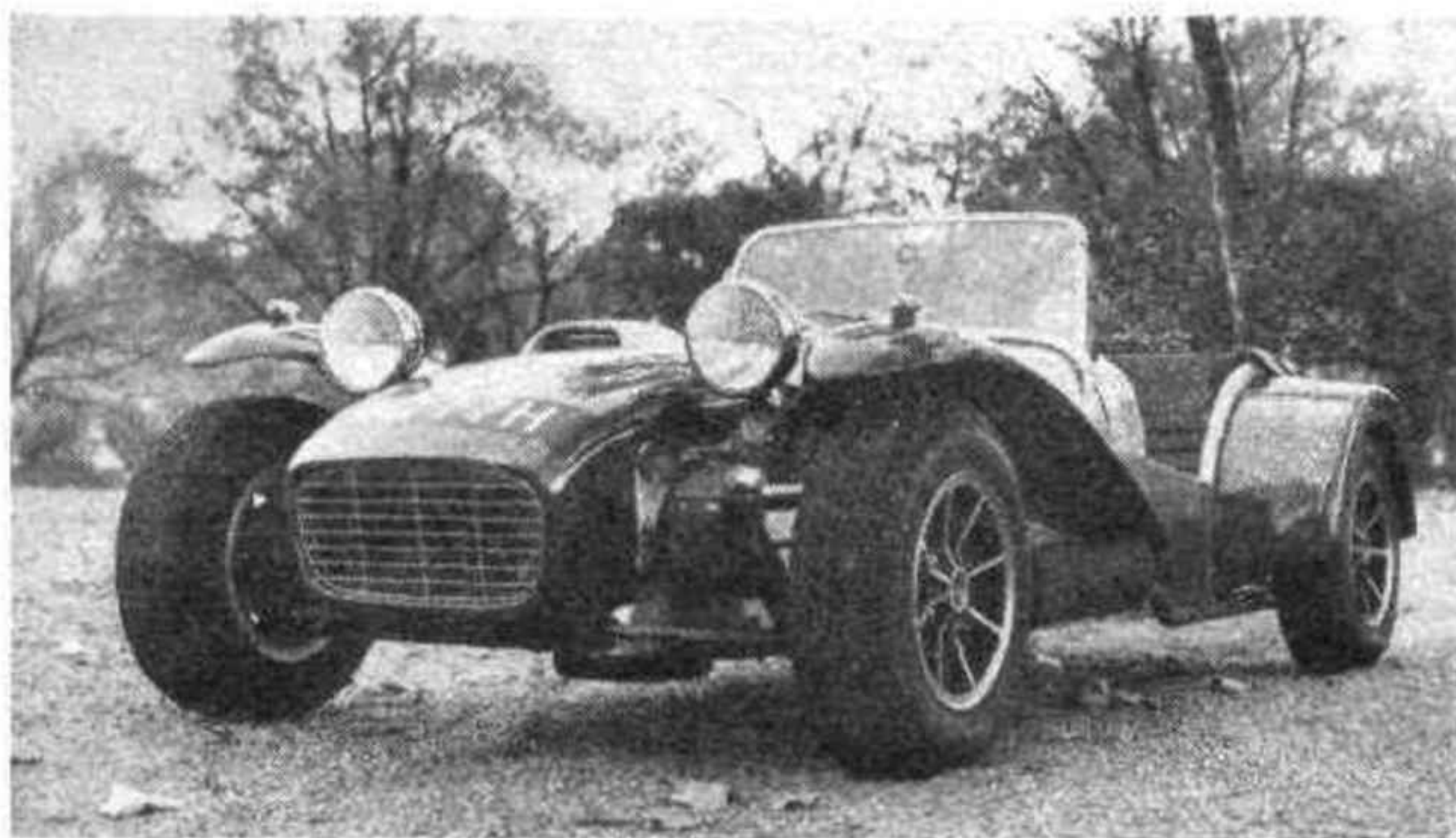


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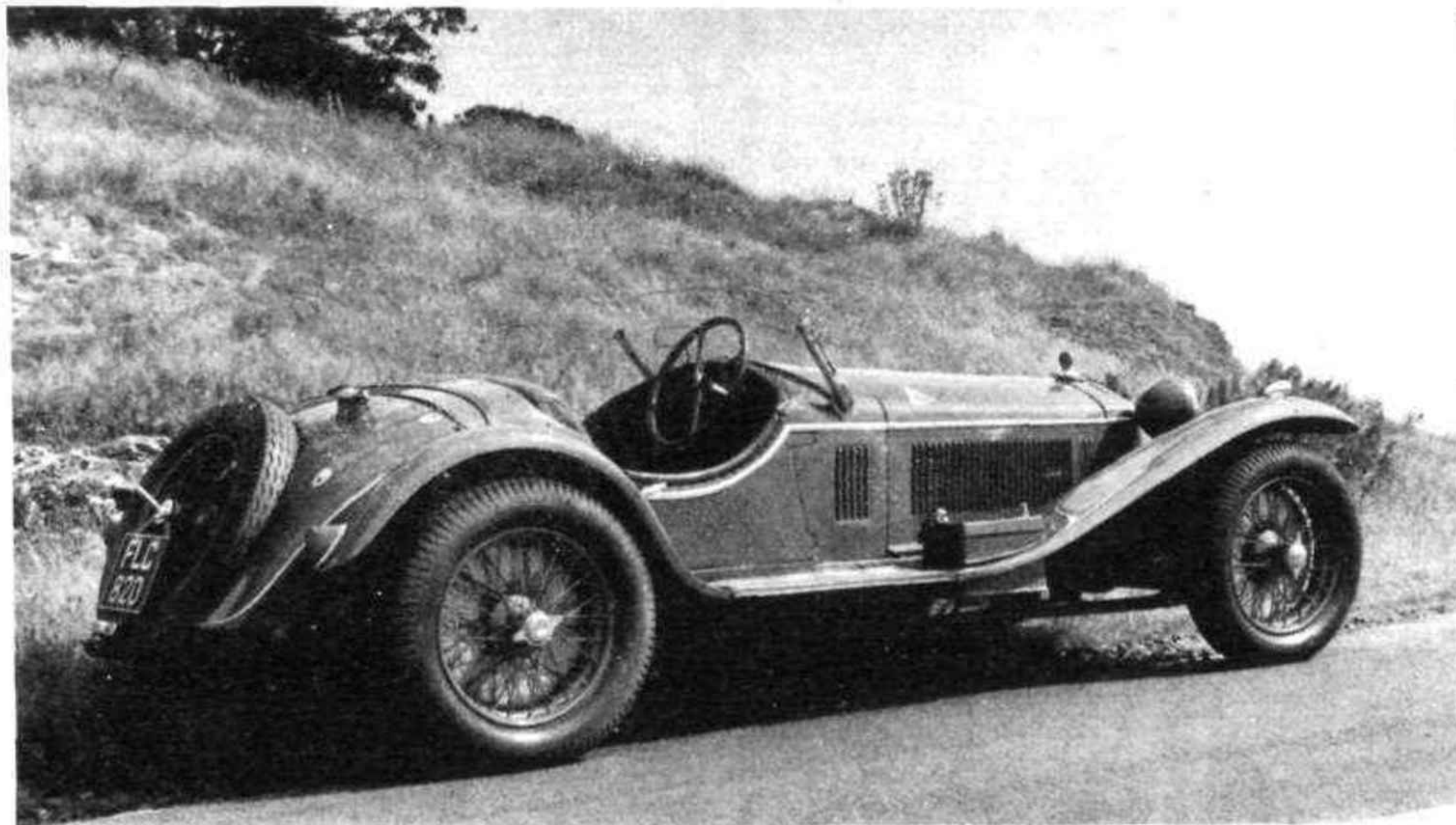
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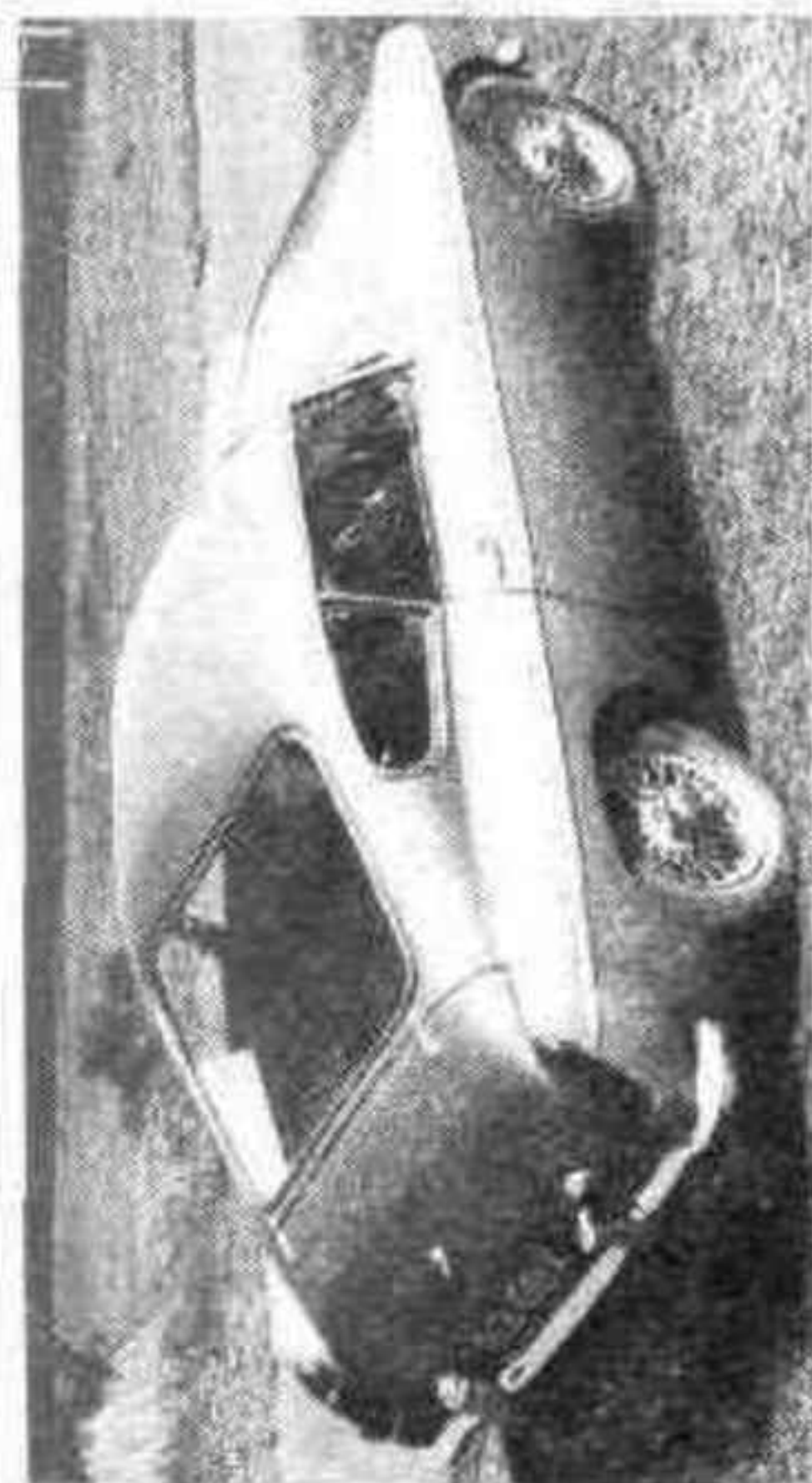
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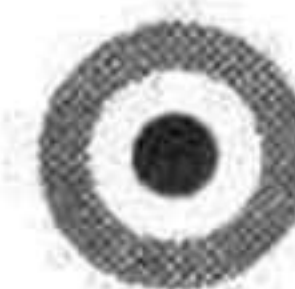
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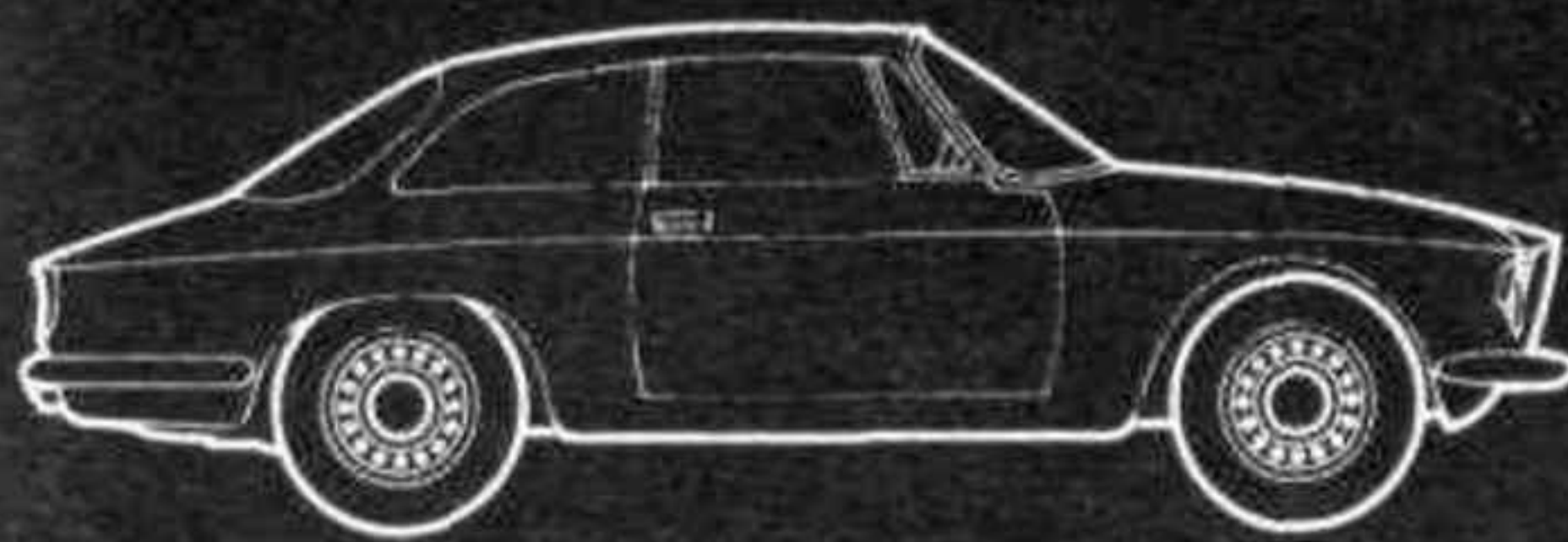
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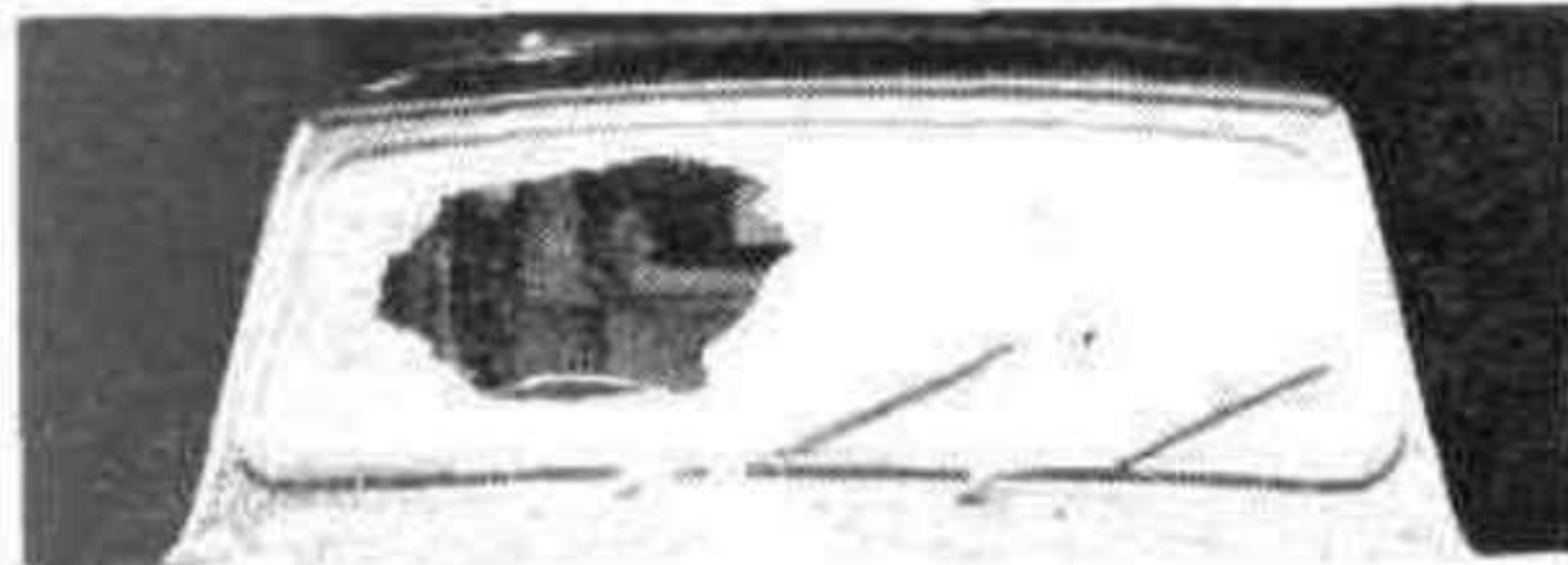


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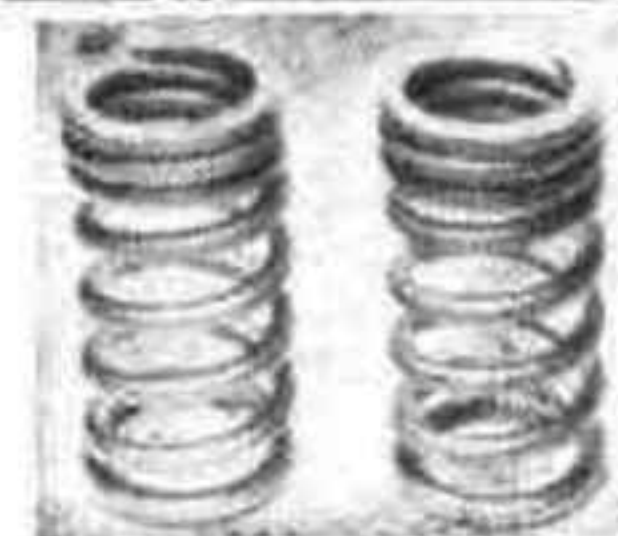
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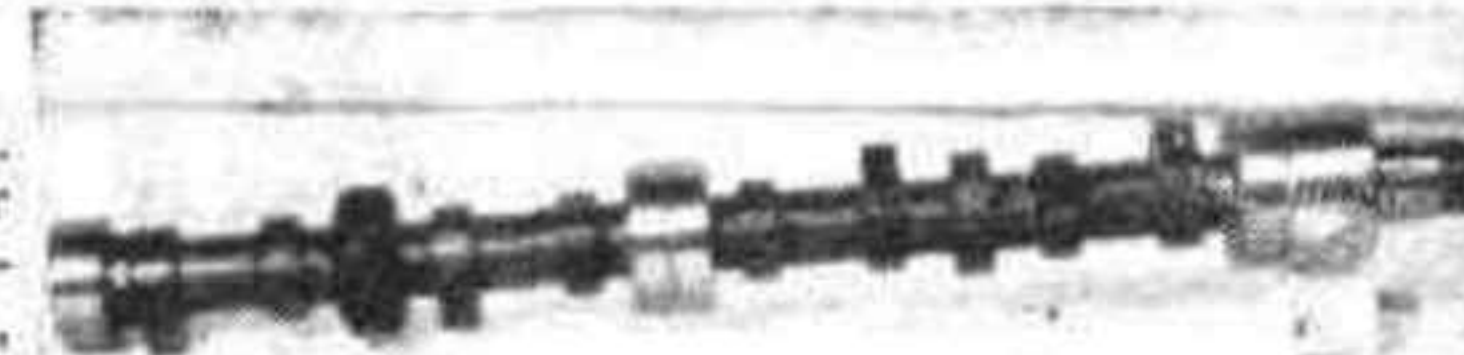


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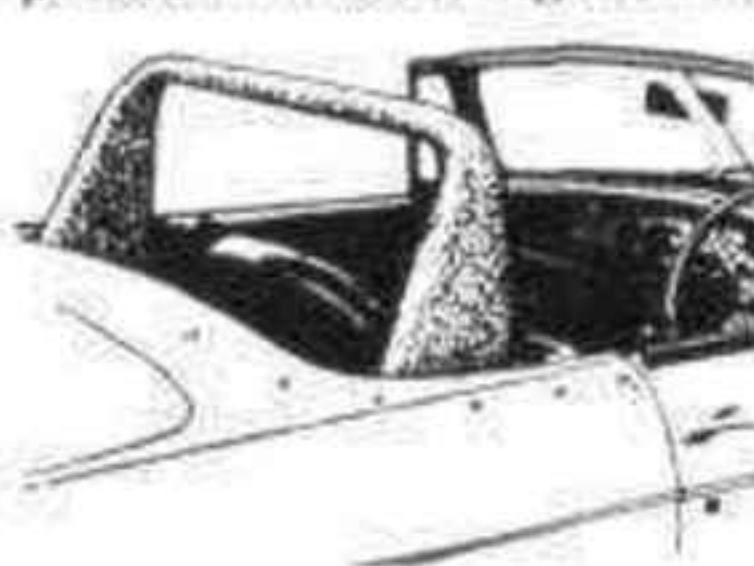
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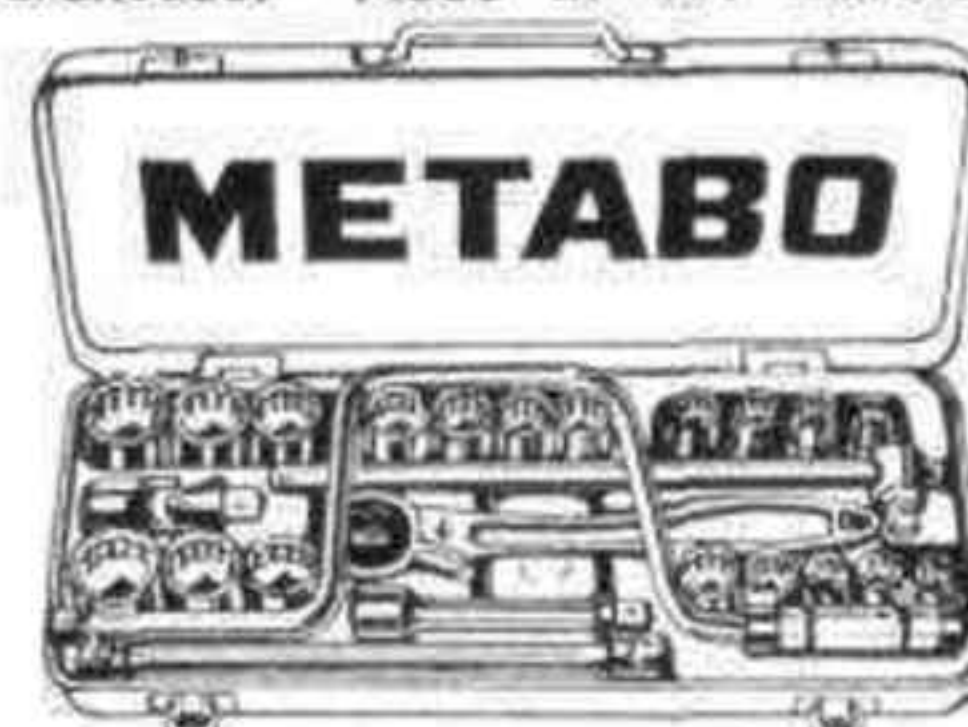
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## BOOK OF THE MONTH

... specially reviewed by motoring journalist and historian, Cyril Posthumus



The author, Leo Levine of New York, has not relied on the same old handout photos and information for his book, but has delved deeply for little known facts. Nor is it all victories; the defeats are also there, frankly told. Production is outstandingly good too, and only one thing puzzles me—the radiator motif that repeats like a redfish right through the book as a chapter-header and is also on the jacket. Is it a Ford radiator, a Buick, or what? But there's no doubt about the contents; this is one of the most interesting books to come out of 1969. It costs 63/-, but you get well over 600 packed pages of text and over 380 pictures for your money.

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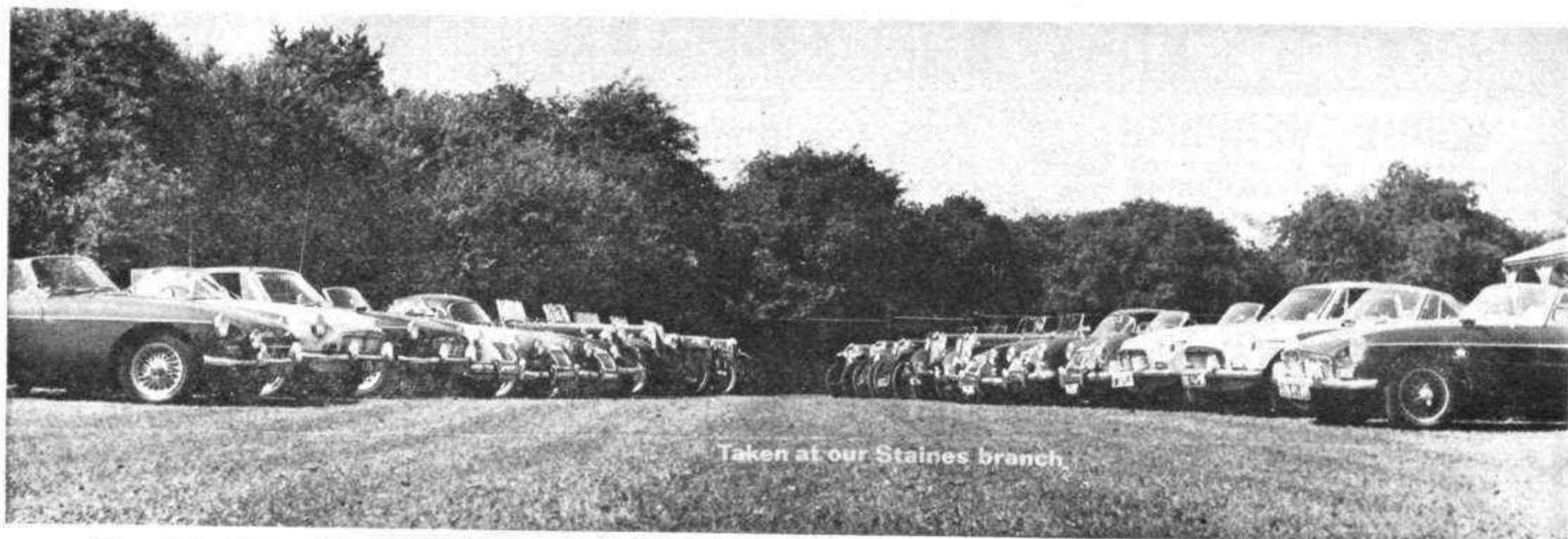
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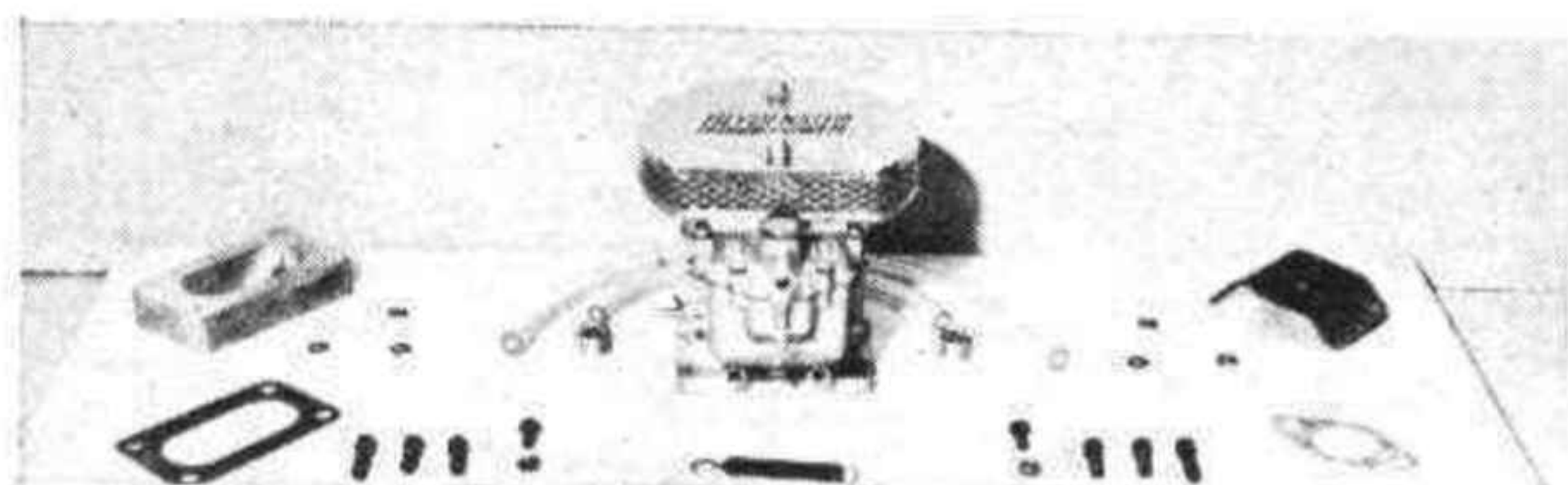
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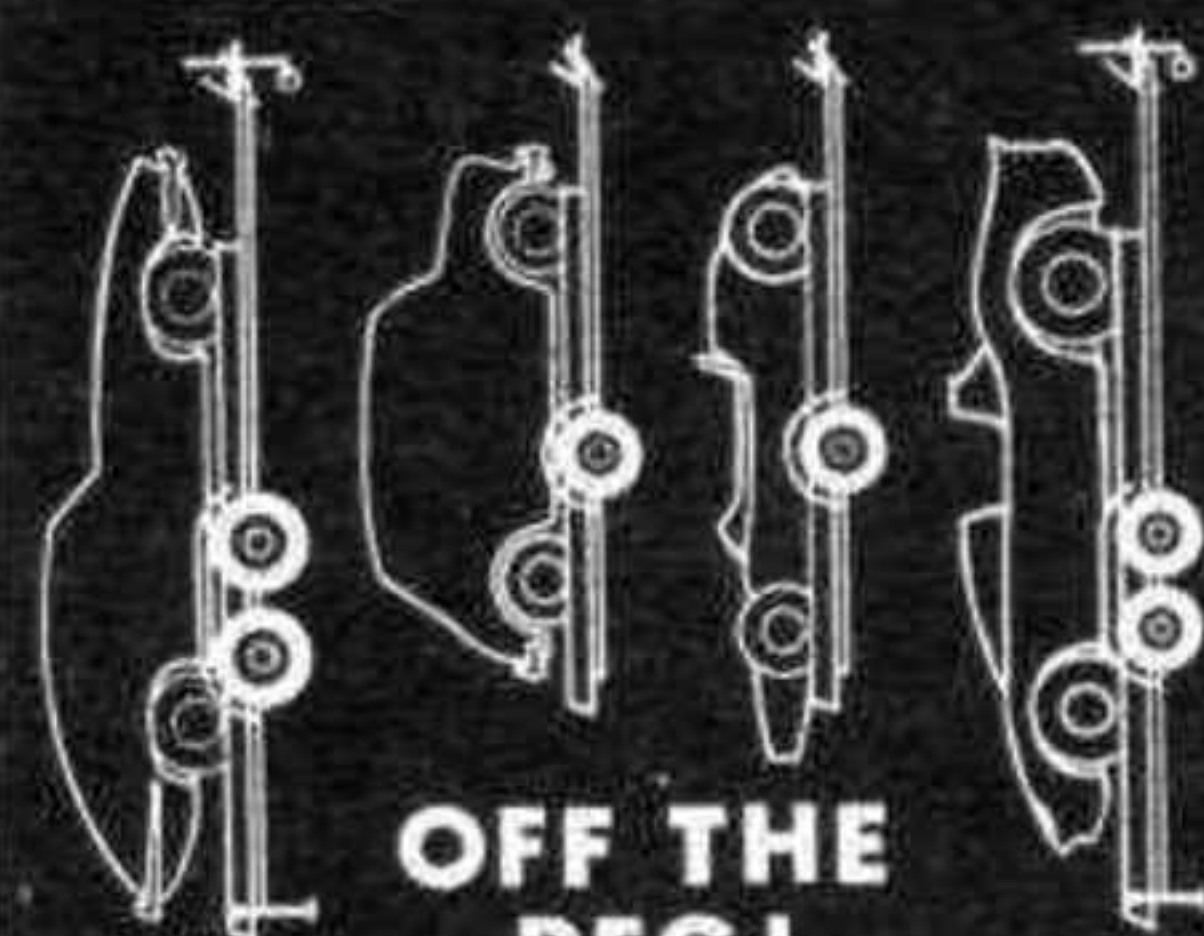
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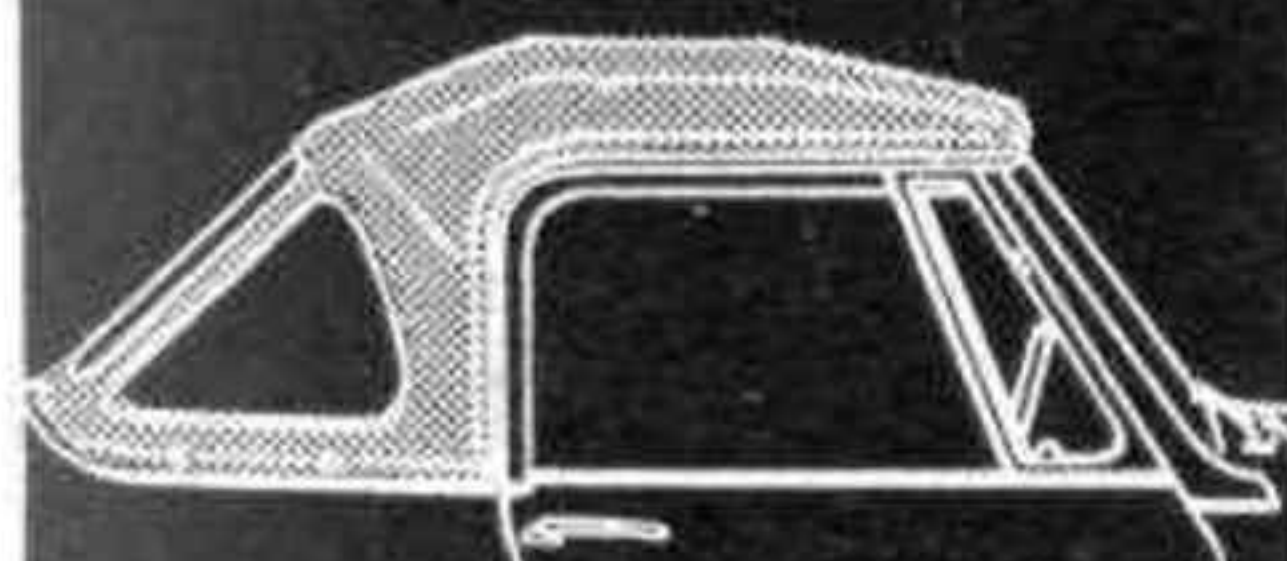
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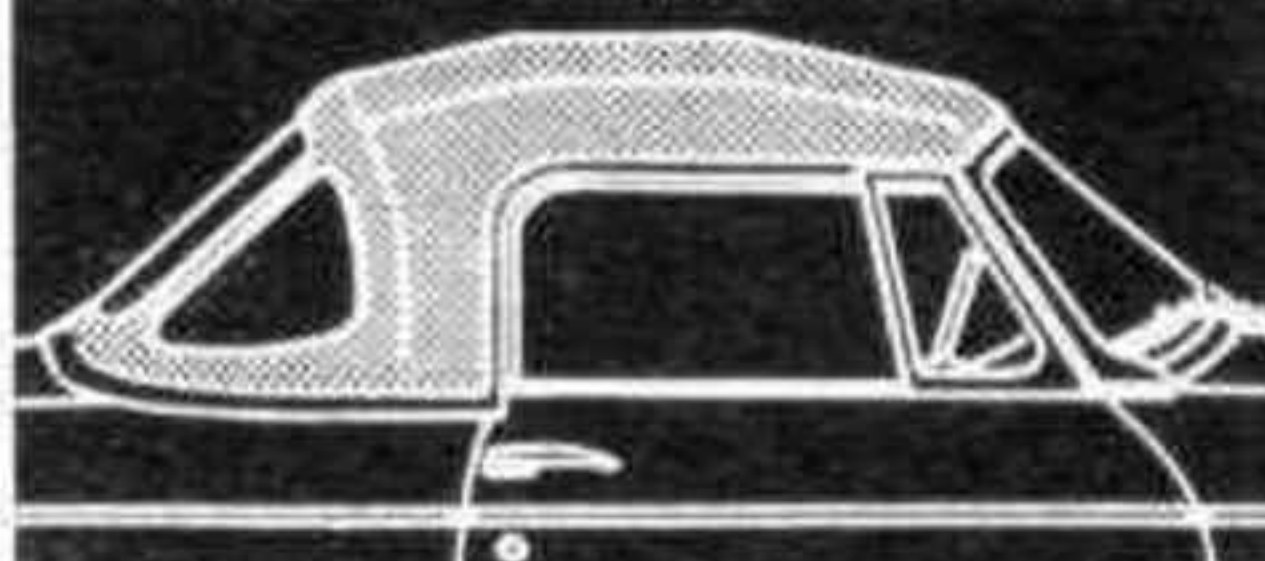
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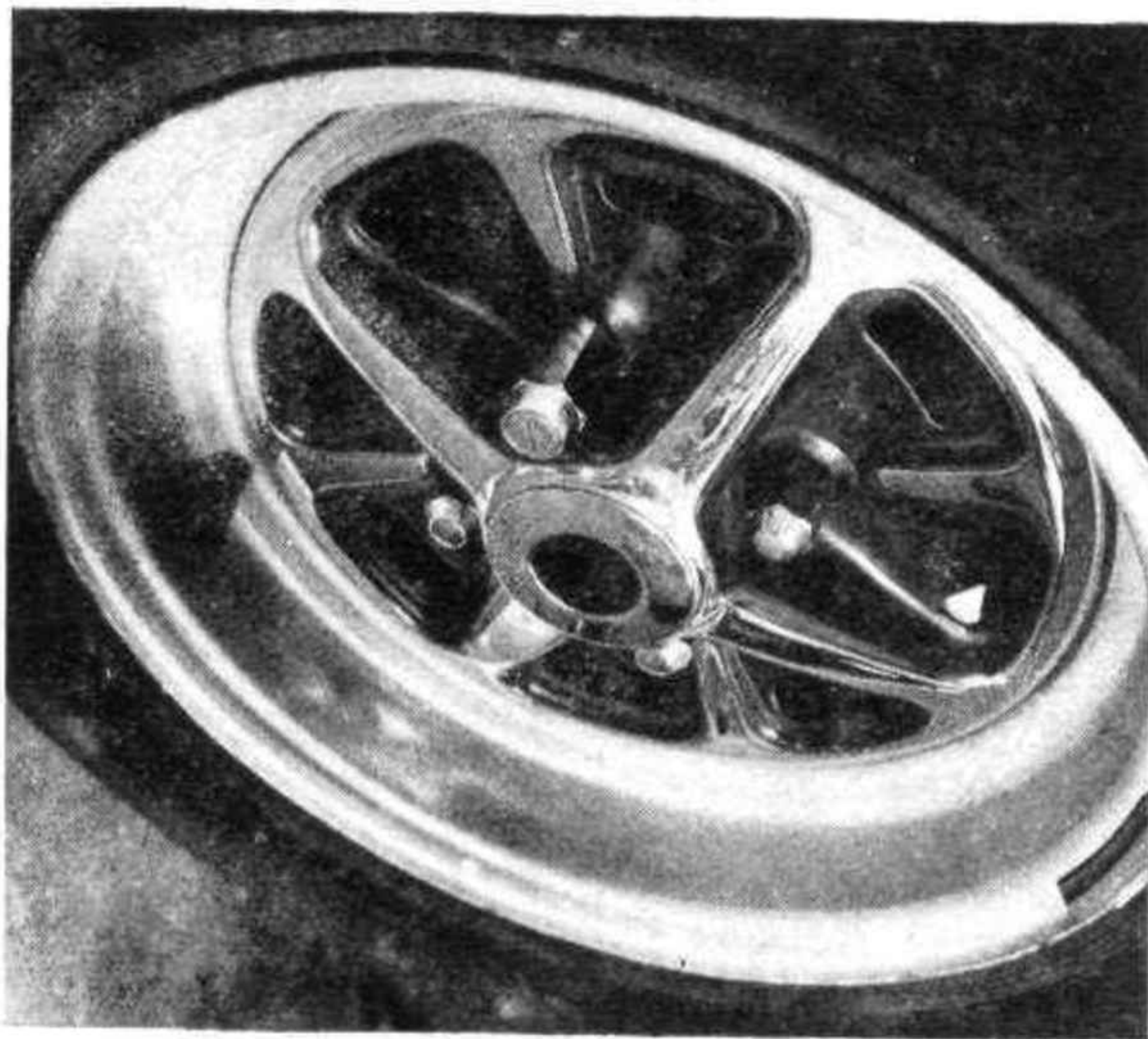
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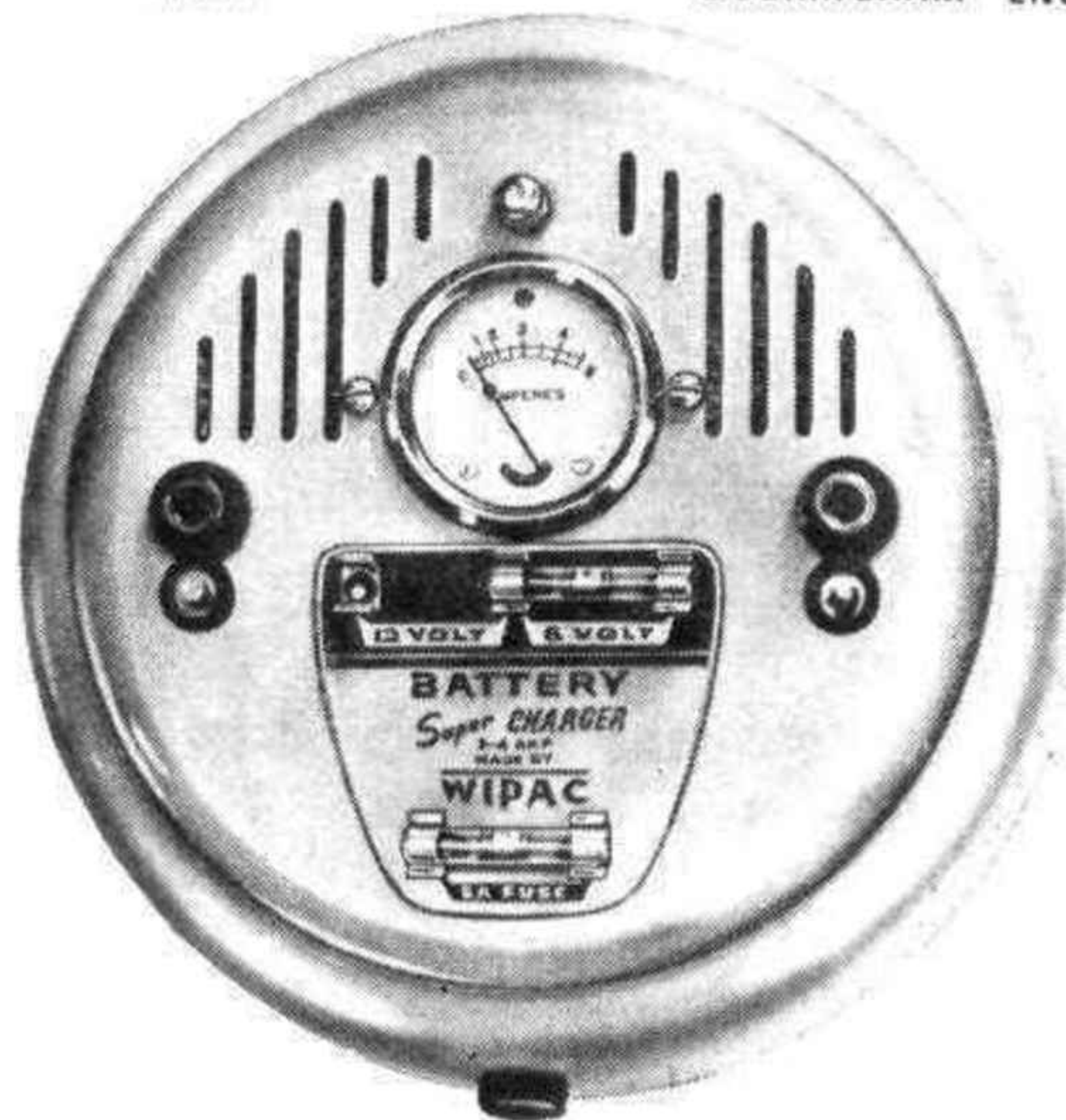
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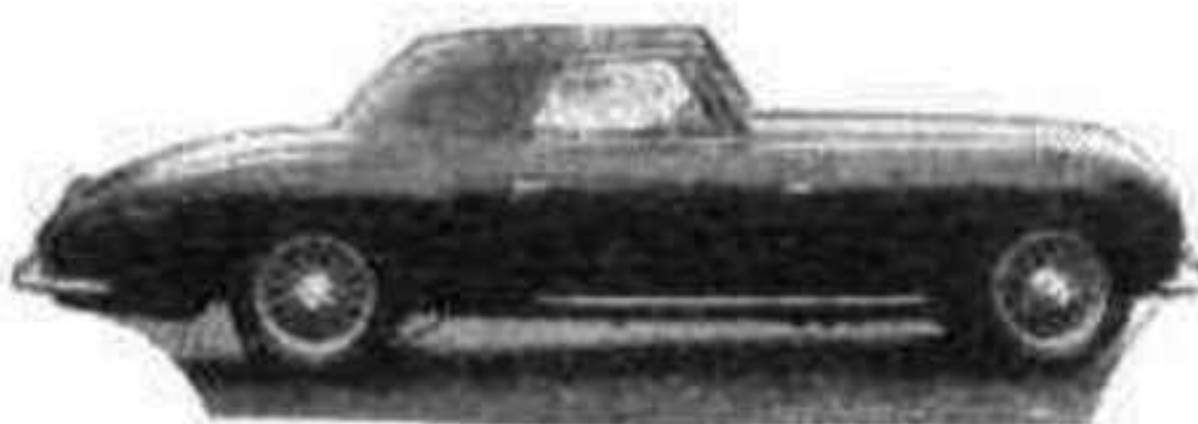
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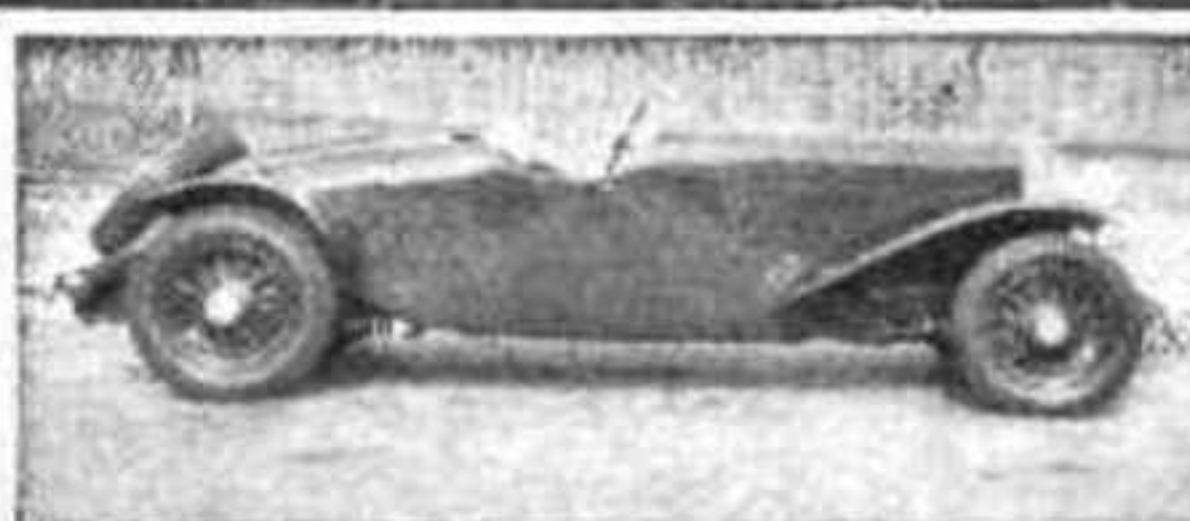
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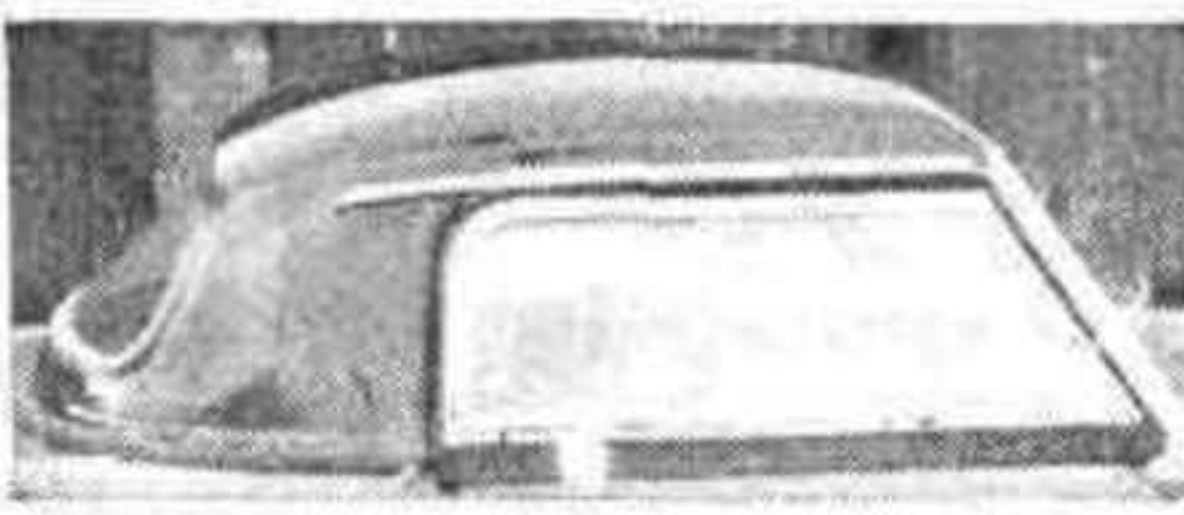
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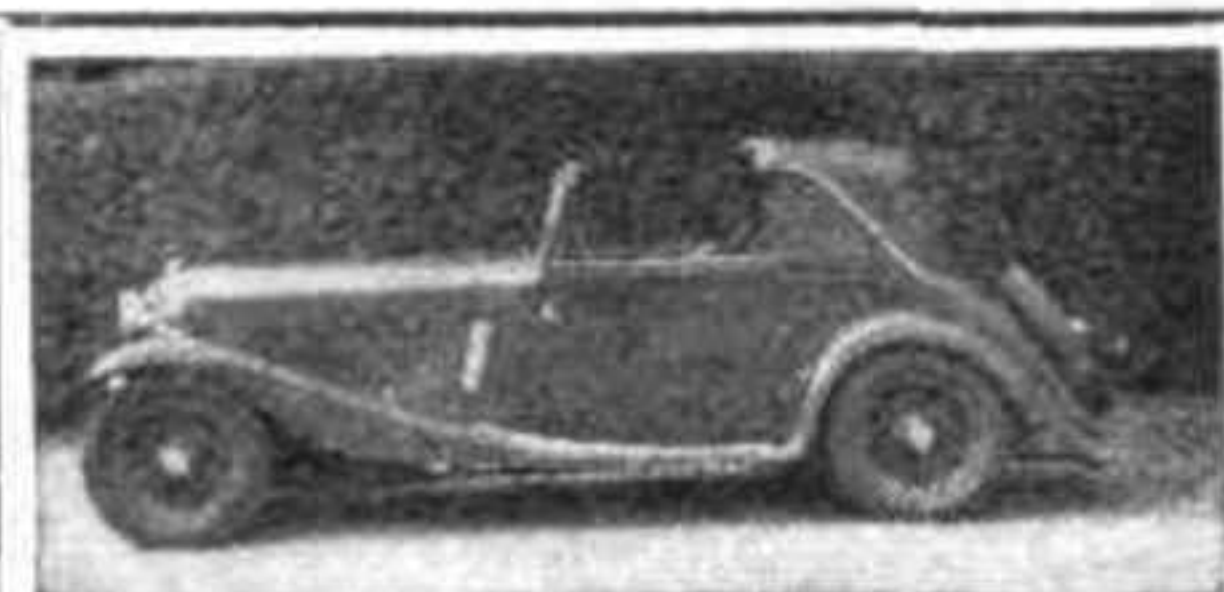
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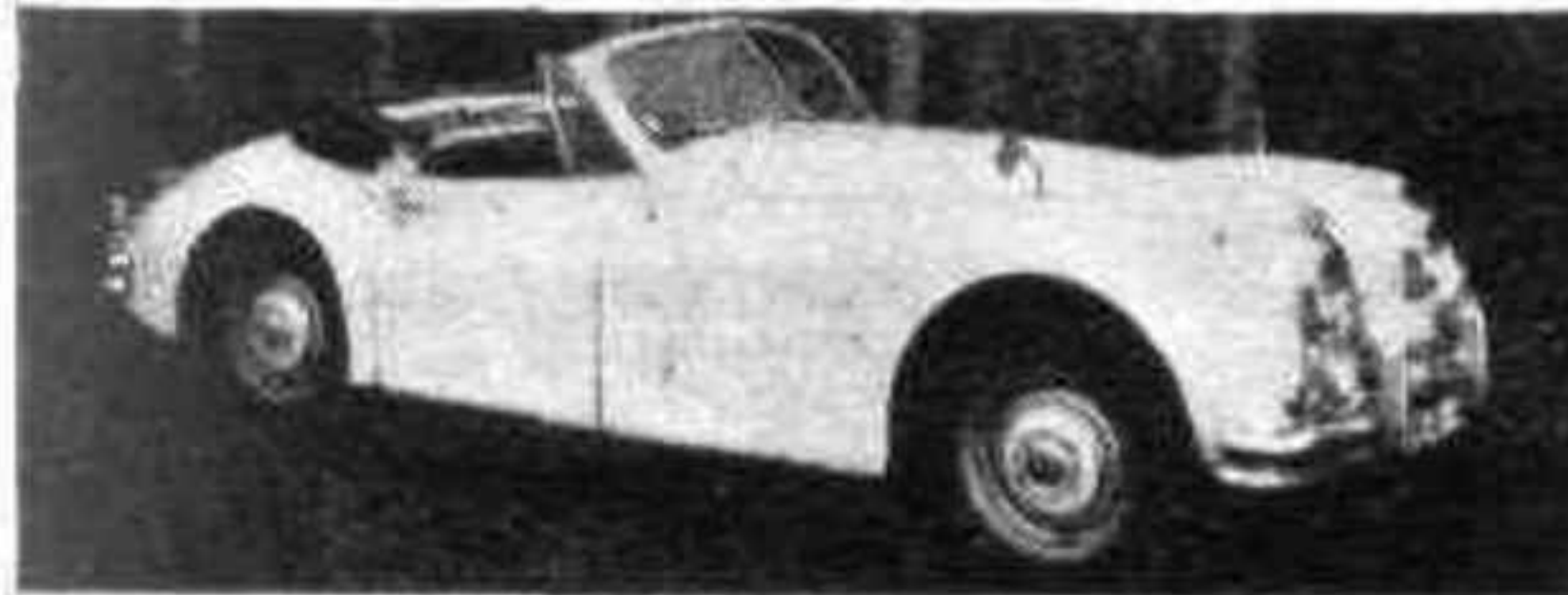


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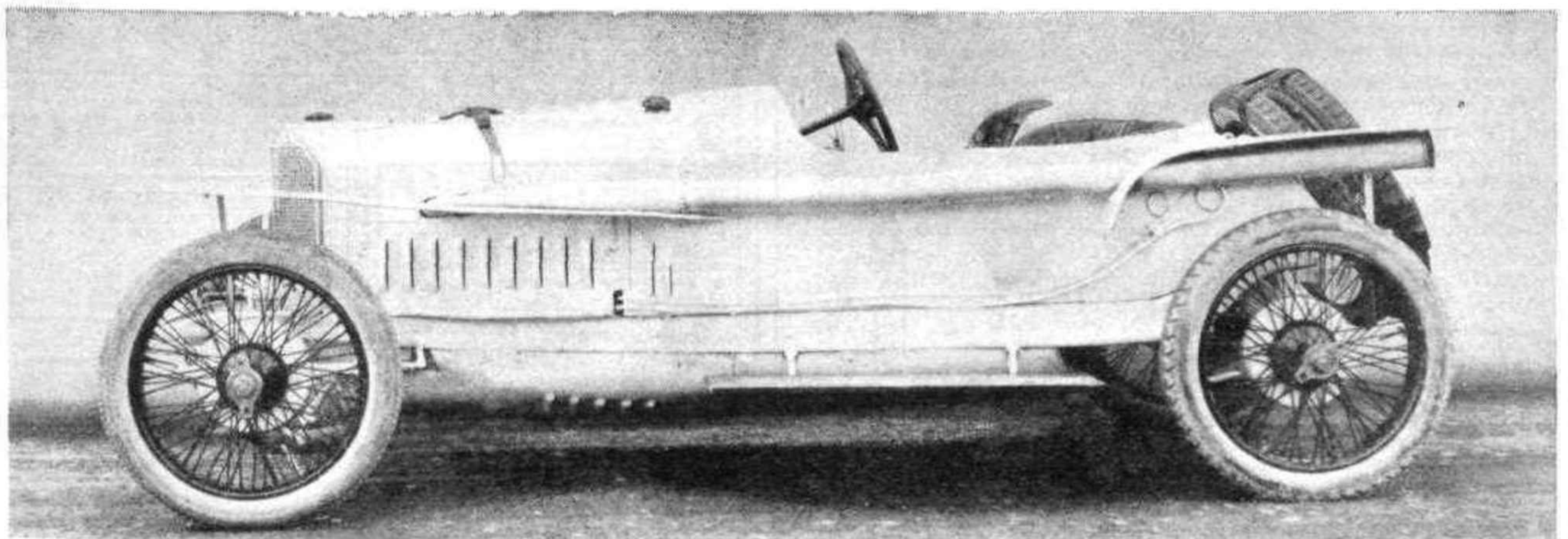
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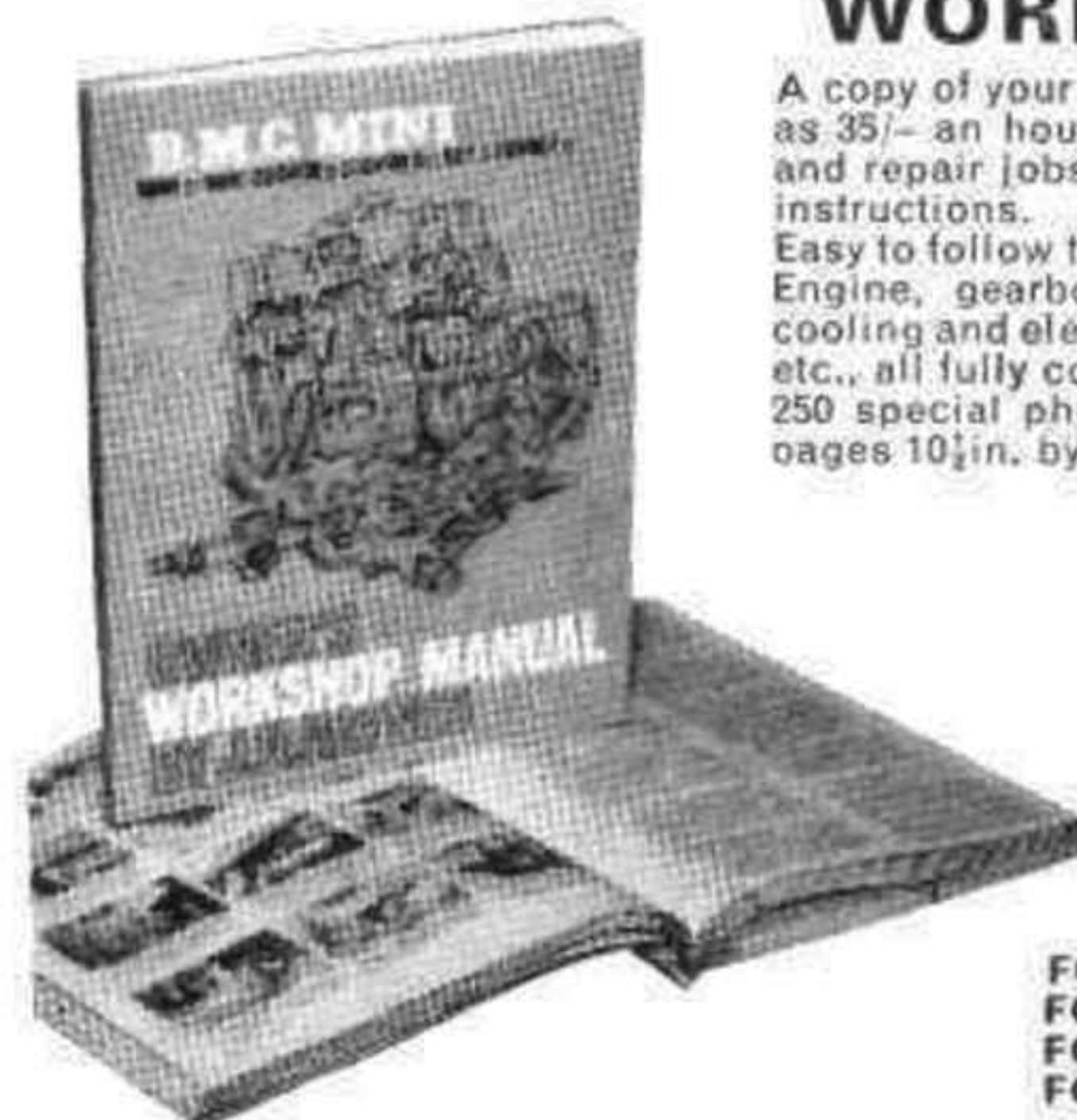
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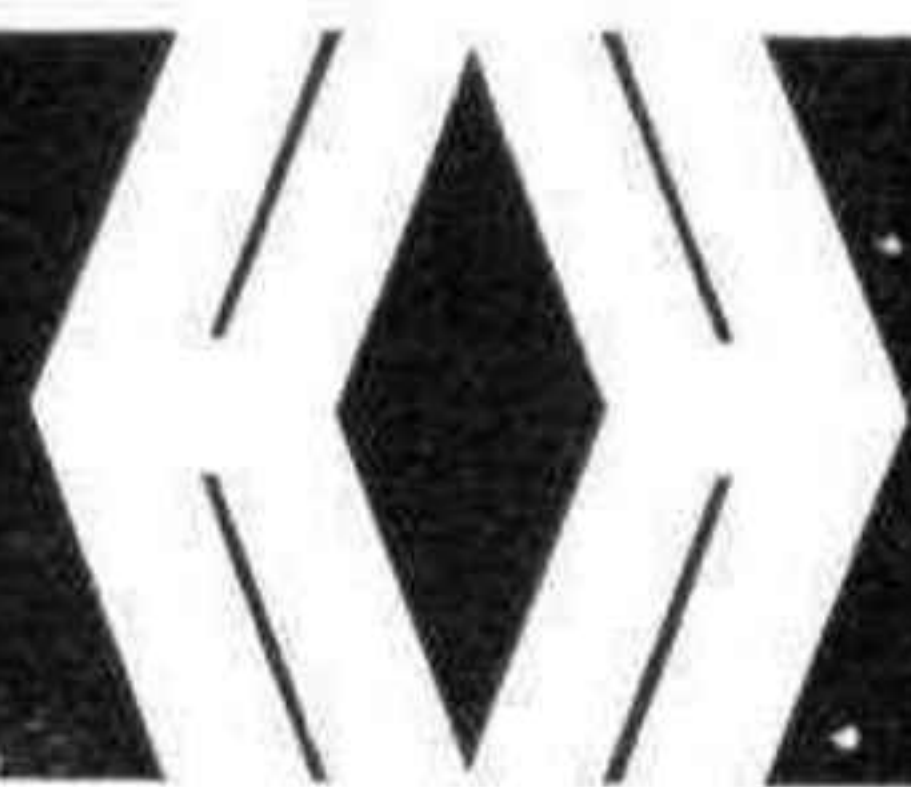
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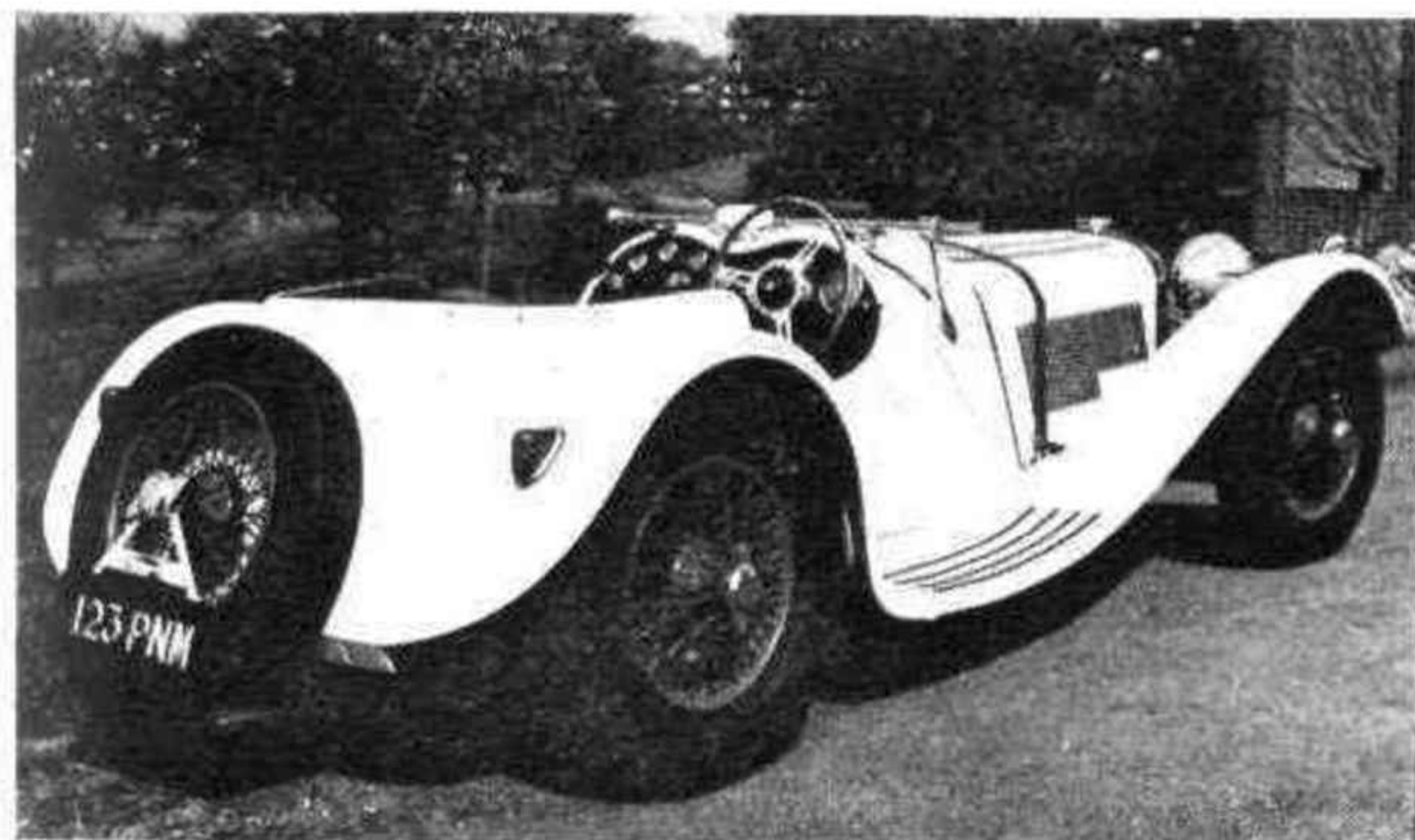
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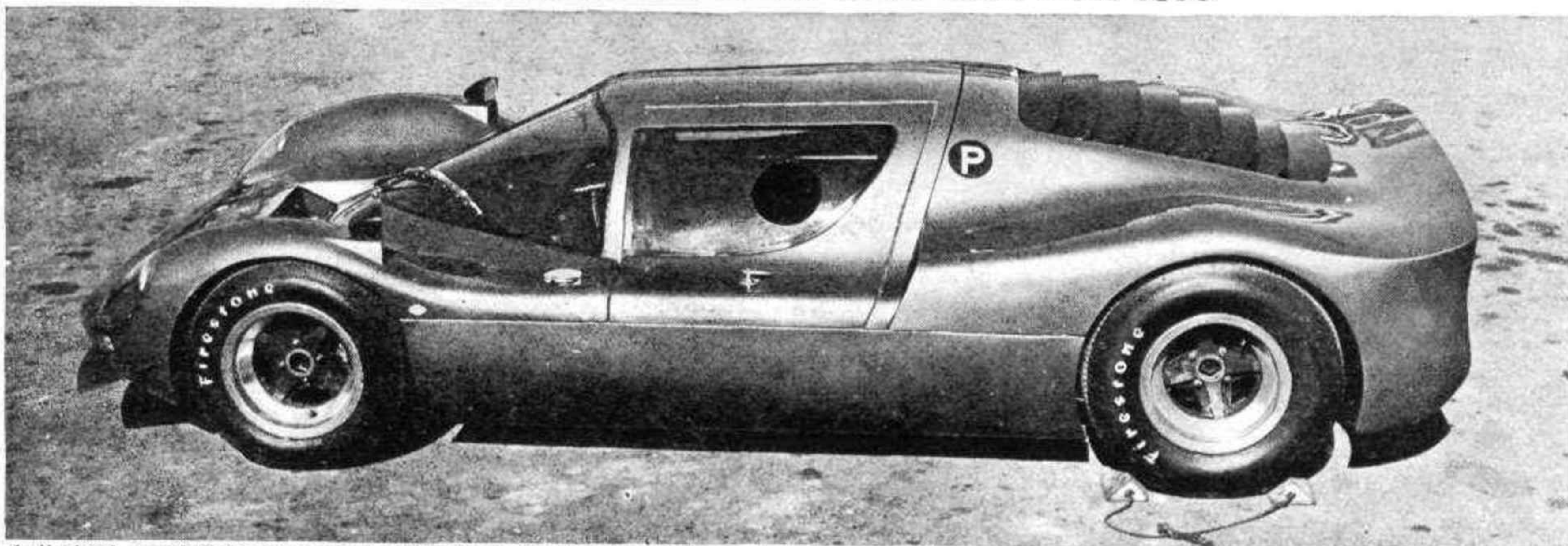
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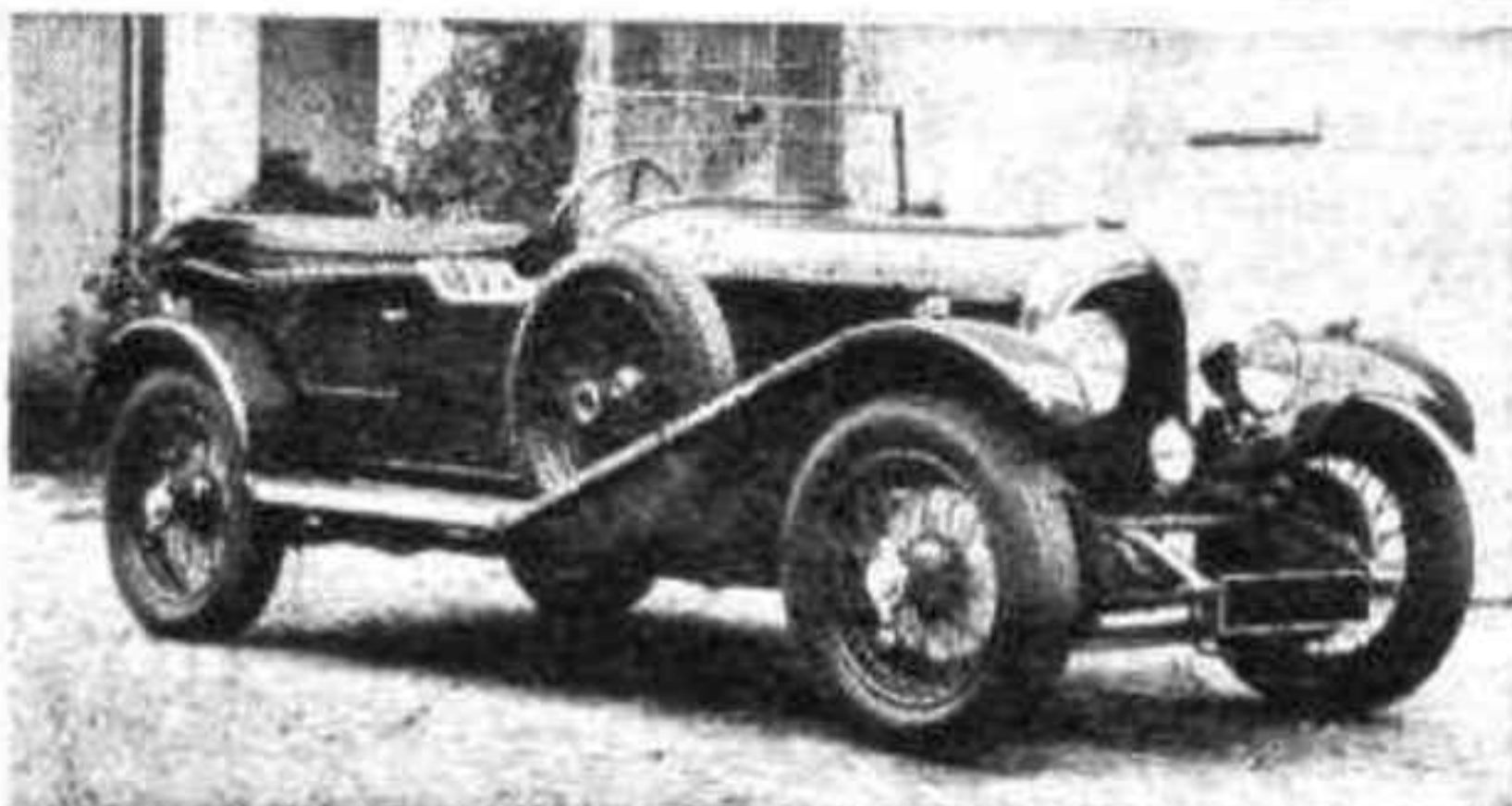
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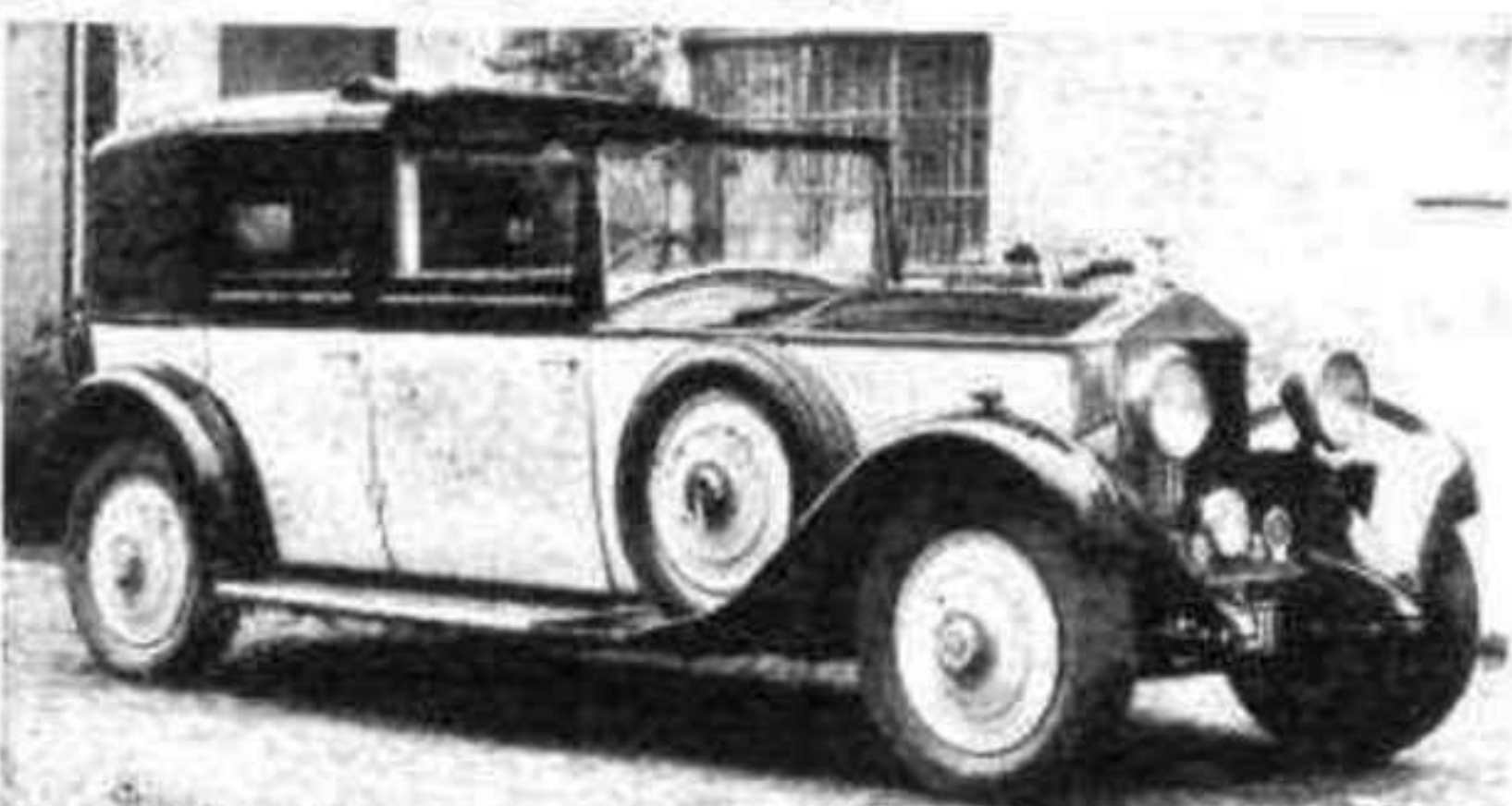
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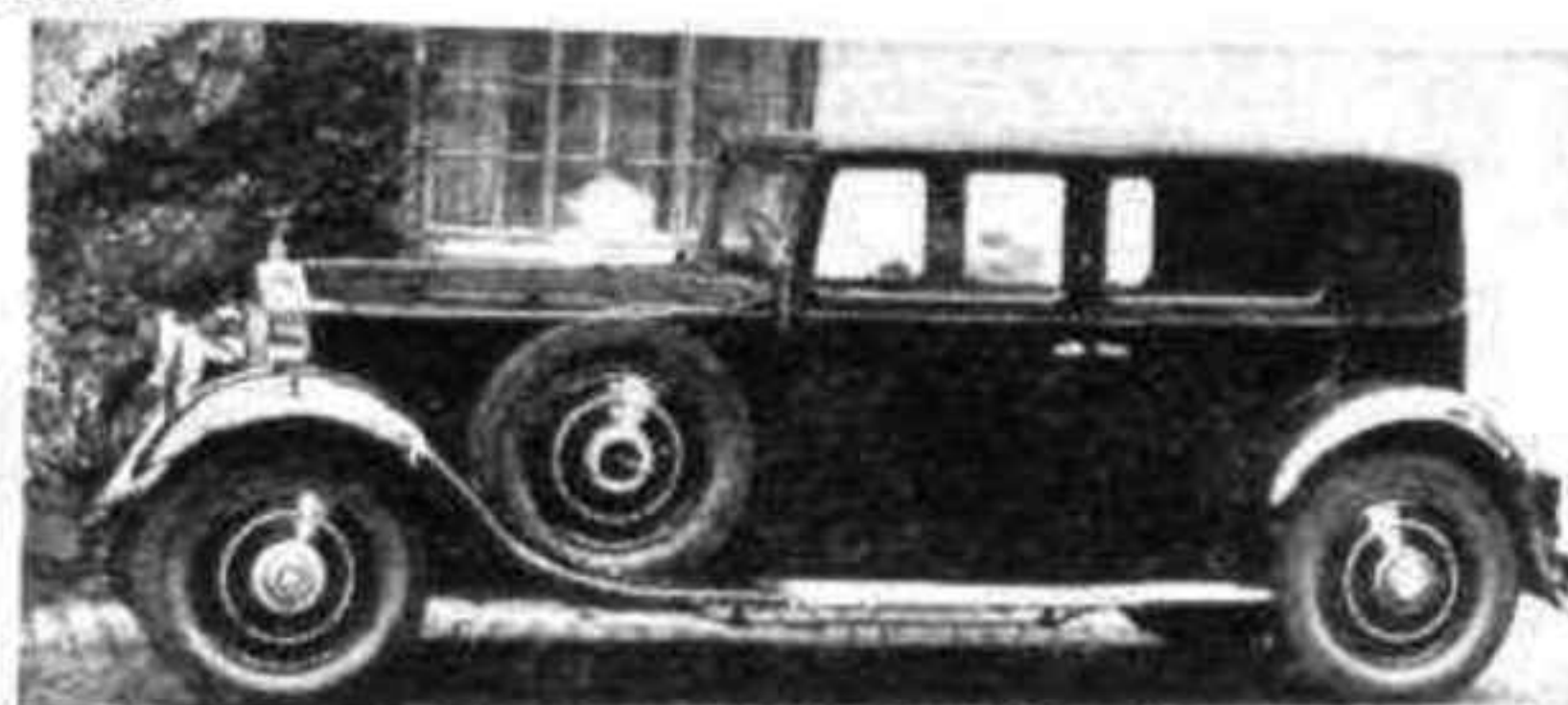
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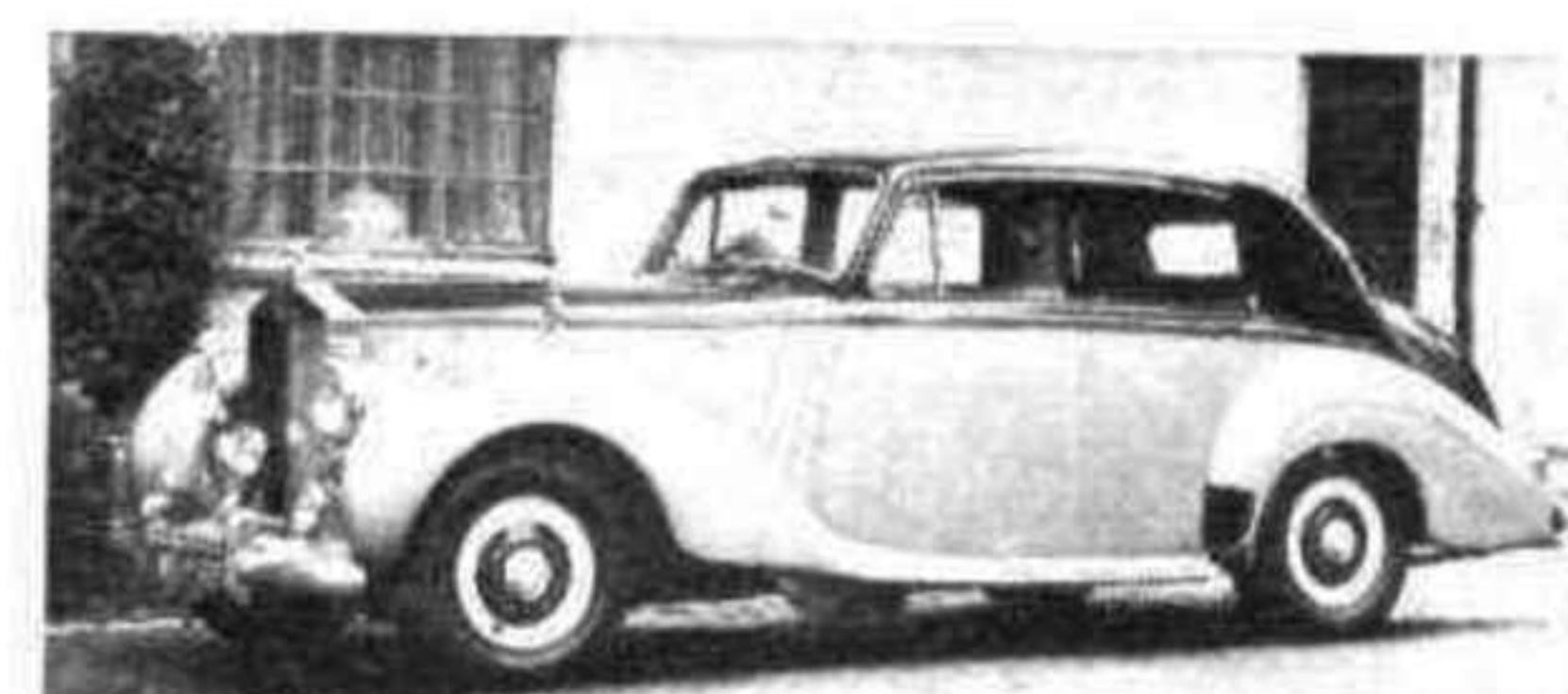
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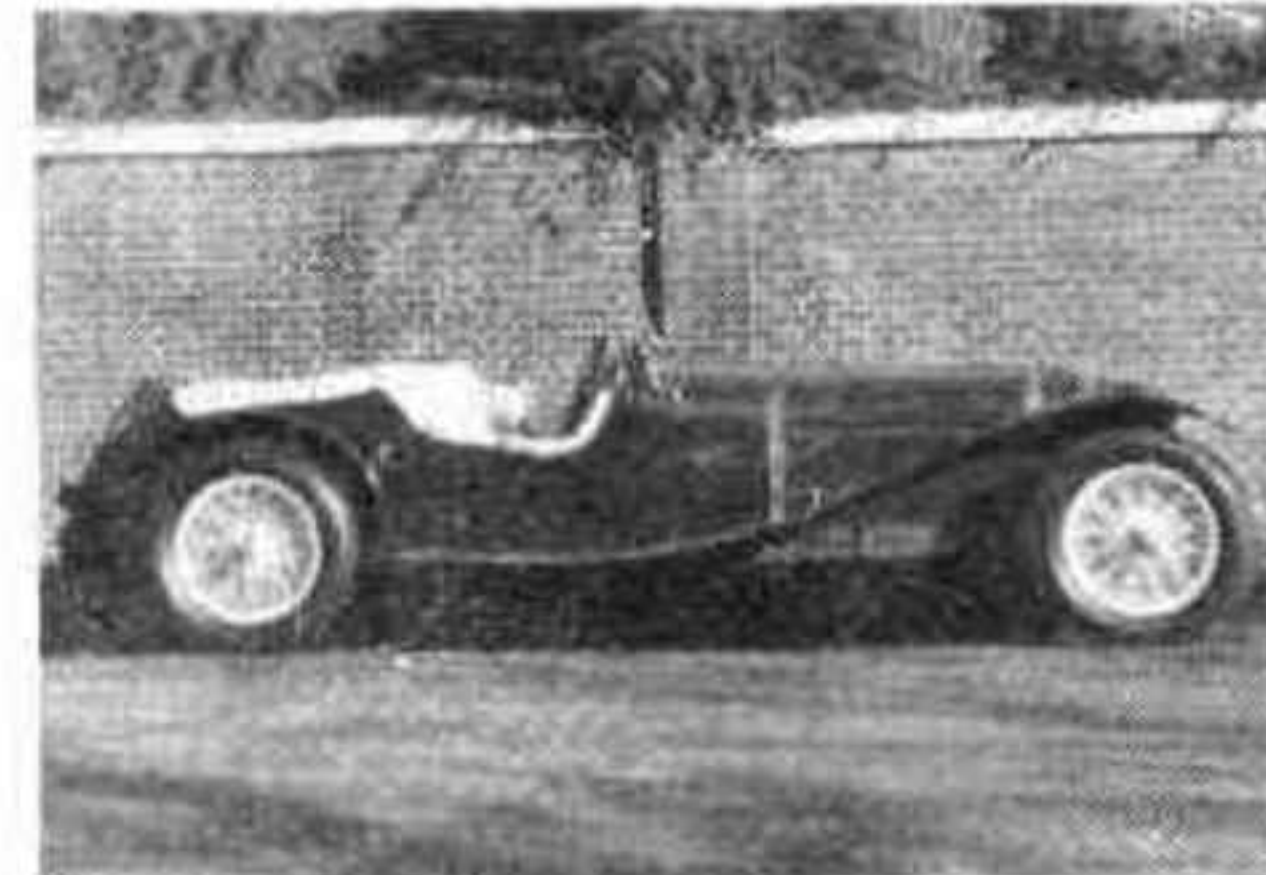
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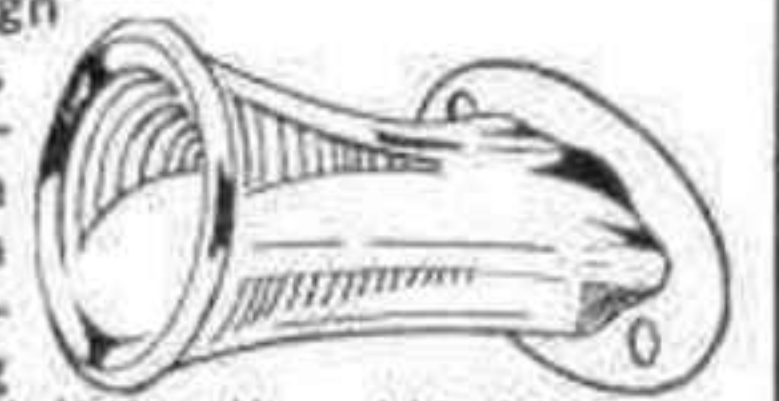
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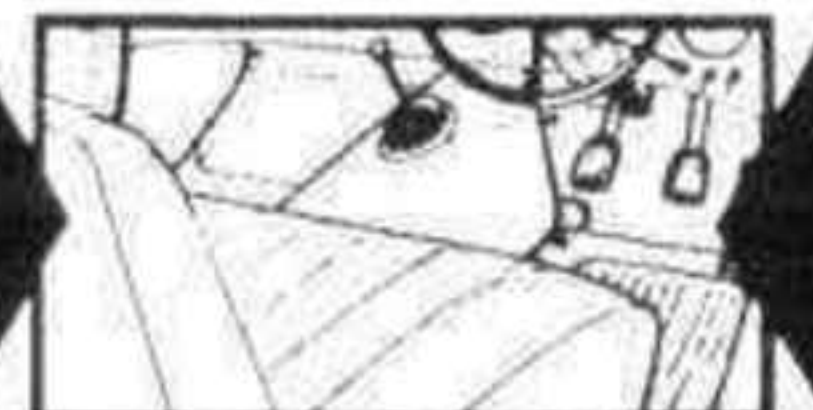
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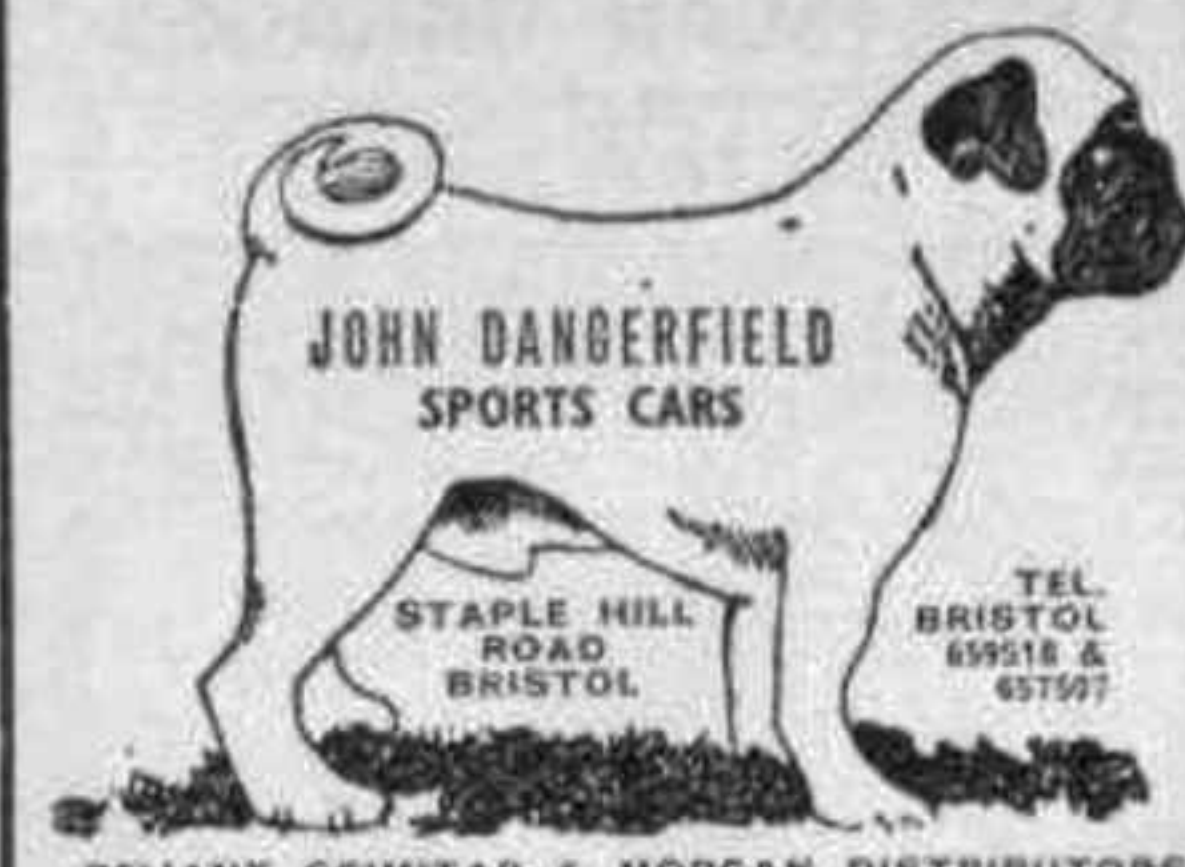
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**M.G. Midget, 1970 model.** Blue Royale, wire wheels, SP68s.

**'70 M.G.-B sports.** Flame red, w/w.

**'70 M.G.-B sports.** Glacier white, w/w, o/d.

**'70 M.G.-B GT.** Glacier white, w/w, o/d.

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£1,895 JAGUAR 'E'-type roadster, 1968 'G' reg. Carmine red with black trim, chrome wire wheels, radio, etc.

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£895 FORD LOTUS Cortina, 1969. Blue mink with black trim, one owner, new radial tyres, radio.

£825 ALFA ROMEO 2600 Spider, 1965. Charcoal grey with beige trim, 5-speed gearbox.

£795 M.G.-C sports, 1968. Mineral blue with black trim. Fitted wire wheels, radio, folding hood, etc.

£765 TRIUMPH GT6, 1968, l.h. drive. Dark blue with blue trim, overdrive, sun-roof, radio, twin spots, etc.

£725 M.G.-B roadster. Red with black trim, overdrive, wire wheels, works hardtop, excellent throughout.

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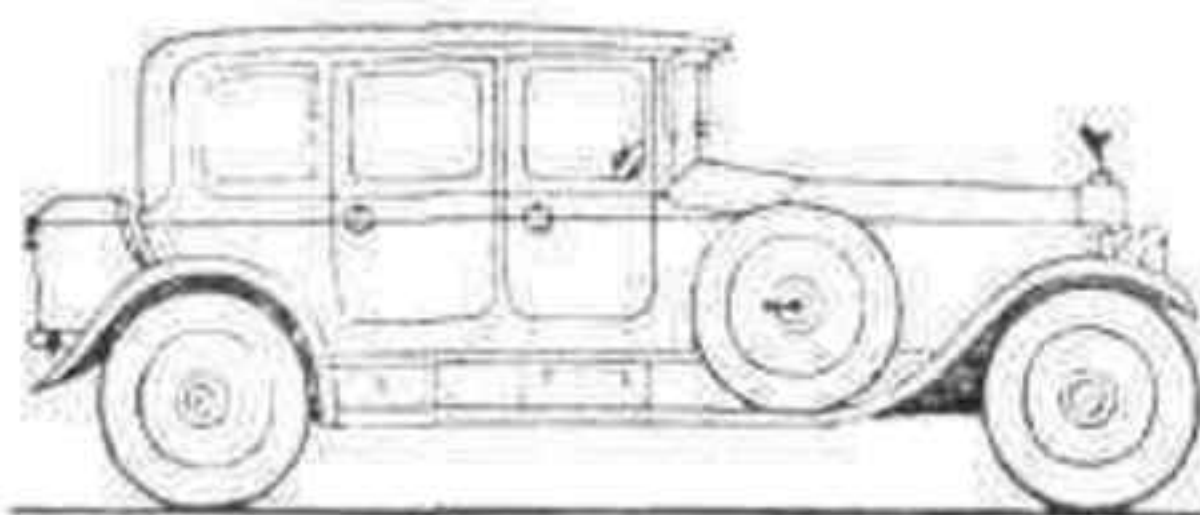
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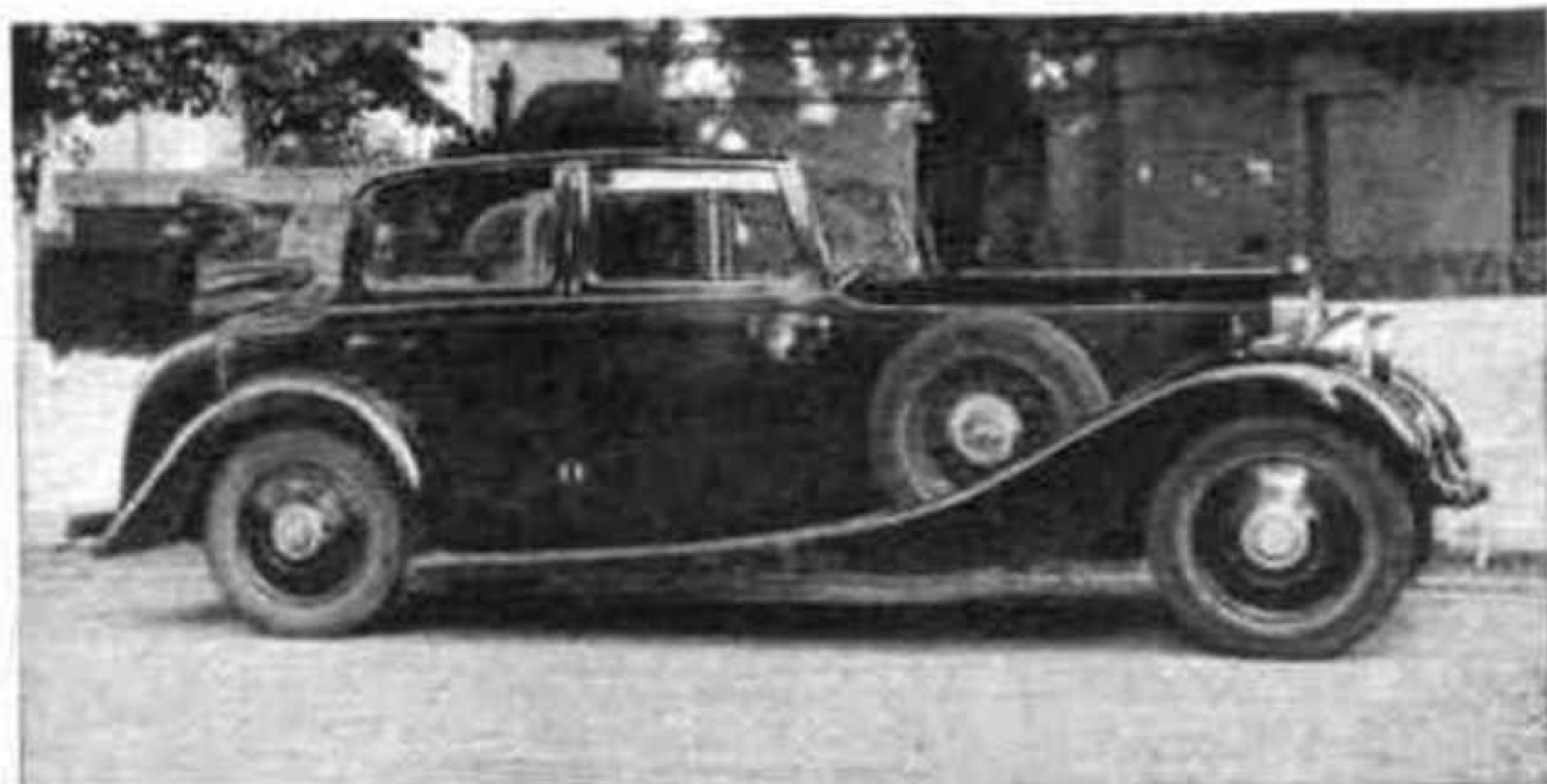
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# Swanmore

## SPORTS AND HIGH PERFORMANCE CARS



**1967 'F' M.G.-B roadster** : First registered 24th Nov., 1967, this immaculate one-owner vehicle is fitted with overdrive, wire wheels and excellent Cinturatos. Unmarked and attractive in tartan red ... .. £845

**1966 M.G.-B roadster** : Only 26,000 miles from new. Fitted with a host of extras which include overdrive, wire wheels, radio and leather-rim wheel. A magnificent car ... .. £695

**1967 M.G.-B GT** : Outstanding in white, this vehicle has covered only a nominal mileage. Fitted overdrive, radio and a number of other extras ... .. £845

**1960 M.G.-A 1600 roadster** : A well above average example in O.E. white, fitted luggage rack, wing mirrors and heater. Outstanding performance ... .. £295



**1967 AUSTIN HEALEY 3000 convertible, Mk. III** : Fitted with every conceivable extra, including overdrive, wire wheels, detachable hard-top, soft-top and wood-rim wheel. As new throughout ... .. £1,095

**1966 AUSTIN HEALEY 3000 convertible, Mk. III** : Unmarked in ice blue and only 29,000 miles from new. Fitted wire wheels and radio, this magnificent car is completely unmarked throughout. Highly recommended £895

**1964 AUSTIN HEALEY 3000 convertible Mk. III** : Magnificent in white with black interior, 40,000 miles only. Fitted wire wheels, heater, etc. A truly outstanding example. Excellent value ... .. £695

**1965 AUSTIN HEALEY 3000 convertible, Mk. III** : Finished in ice blue and fitted with the important extras of overdrive and wire wheels. Nominal mileage and excellent performance. Value ... .. £725

**1963 AUSTIN HEALEY 3000 convertible** : Fitted overdrive and wire wheels and attractively finished in Colorado red with black trim. A well above average example, excellent value ... .. £495

**1961 AUSTIN HEALEY 3000 Mk. II** : Two West Country owners from new and owned for seven years by last. Attractive in ice blue. Incredible performance and handling ... .. £295

**1963 AUSTIN HEALEY Sprite** : Attractive in O.E. white, this is the 1,098 c.c.-engined model, with disc brakes. Sparkling performance with excellent economy ... .. £325

**1962 AUSTIN HEALEY Sprite** : Ex-works car, increased performance. Stiffened and lowered suspension, fitted detachable hard-top and wire wheels. A really potent little car ... .. £295

**1967 TRIUMPH TR4A roadster** : 20,000 miles guaranteed by previous solicitor owner. Superbly maintained, royal blue, blue interior, this outstanding car has important extras incl. wire wheels and overdrive. Possibly finest on offer ... .. £895

**1966 TRIUMPH TR4A roadster** : Genuine 15,000 miles confirmed by one owner. Unmarked royal blue, wire wheels, o/drive, ex. hood, 'X' tyres. Offers outstanding performance with economy. L.H.D. ... .. £695

**1964 TRIUMPH TR4 roadster** : New clutch and £80 o/haul just completed. Immac. dark green, wire wheels, o/drive, Sebring r/mirrors, r/seat, ex. hood/tyres. Not to be missed opportunity ... .. £545

**1968 TRIUMPH Spitfire III** : One careful owner and absolutely unmarked in attractive royal blue, spotless black interior. Nominal mileage, "as new" hood, seat belts and Cinturatos. Possibly best on offer ... .. £595

**1967 TRIUMPH Spitfire III** : A choice fastidiously maintained specimen, attractive Sherwood green; extras incl. det. hard-top, costly radio, Contour seat covers, wing mirrors, Avon tyres. Low mileage and "mint" ... .. £645

**1968 TRIUMPH Spitfire III** : One local Bournemouth owner; magnificent signal red, with det. hard-top, twin spots and 'XAS' tyres. Remarkably well kept, vivid performance; unhesitatingly recommended ... .. £695



**1965 JAGUAR 'E'-Type roadster** : Fitted late type bonnet, this really is a car, spotless white, red int., contrasting det. black hard-top, radio, racing mirrors, "Abarth" exhaust, SP4ls. Tremendous performance ... .. £1,095

**1969 JAGUAR 'E'-Type Mk. II roadster** : One-owner specimen, only 10,000 miles from new. Completely "as new" in Carmen red, chrome wire wheels, excellent weather equipment, Dunlop SP tyres. "Mint" ... .. £2,095

**1967 JAGUAR 'E'-Type f.h.c.** : One careful owner and absolutely "mint" condition throughout. Superb golden sand, tan int., chrome wire wheels, radio, heated rear window, SP4ls. Tremendous performance and value £1,495

**1967 JAGUAR 'E'-Type roadster** : Immac. Imperial maroon, tan interior, fitted Sebring racing mirror, excellent hood and Cinturatos. Gives a fantastic performance and is indistinguishable from "new" ... .. £1,495

### CAR OF THE MONTH

**1963 JAGUAR 'E'-Type f.h.c.** : Possibly finest in existence. Incredible 17,000 miles from new, as confirmed by one private Hampshire owner. Supplied and serviced by Main Jaguar Distributors from new, full Service sheets available. Quite unique ... .. £1,095



**Three months old 'H' registered LOTUS Elan, S.E., f.h.c.** : One owner from new, 3,500 miles only. Superb red with black interior, fitted knock-on wheels, power windows, "Radiomobile" radio and SP tyres. Completely "as new", offers great saving ... .. £1,445

**1967 'F' registered LOTUS Elan d.h.c.** : One-owner specimen, spotless white, black interior, knock-on wheels, power windows and p.b. radio, are added attractions of this delightful Lotus. Fast, economical on Dunlop radials £1,095

**1965 LOTUS Elan S.2 convertible** : Just had £90 engine and general overhaul. Attractive primrose/black interior; has transistor radio, "Motolita" steering wheel and excellent tyres. Exhilarating performance ... .. £795

**1964 (Aug.) SUNBEAM Alpine GT Mk. IV** : Magnificent example of this desirable GT. Unmarked midnight blue; det. hard-top, adj. seats, de luxe wheel trims, spotlight, safety belts. Outstanding in every respect ... .. £495

**1962 SUNBEAM Alpine "Harrington"** : Another choice 4-seater GT, offering high-speed comfort, sports performance. Immaculate white; red interior, overdrive, racing mirrors and spots; excellent Goodyear GB800s. Opportunity ... .. £395

**1962 SUNBEAM Alpine** : Recon. engine just fitted. Wedgwood blue/matching interior. Fitted detachable hard/soft tops, excellent tyres. Offers tremendous performance and value ... .. £375

**1966 (Nov.) JAGUAR 'E'-Type 2+2** : Fastidiously maintained by only one careful owner. Most attractive grey, maroon interior, has chrome wire wheels, radio, heated rear window. Possibly finest available, saving at ... .. £1,395

**1966 JAGUAR 'E'-Type f.h.c.** : One-owner specimen, opalescent maroon, tan interior. New clutch and brakes just fitted. Has transistor radio and heated rear window. Wonderful performance/condition ... .. £1,295

**1966 JAGUAR 'E'-Type roadster** : Really outstanding in primrose, black int., having detachable hard/soft tops, chrome wire wheels, "Motorola" radio and costly extras. Two careful owners; fully checked ... .. £1,395

**1965 JAGUAR 'E'-Type f.h.c.** : A splendid example in spotless B.R.G., important extras incl. chrome wire wheels, "Motorola" radio, leather-bound s/wheel, inertia s/belts, racing mirrors. Two owners and "mint" ... .. £1,095

**1964 JAGUAR 'E'-Type f.h.c.** : Possibly finest available. Real specimen, opalescent dark green; new clutch, chrome wire wheels, racing mirrors, twin "Cibie" spotlights and SP4ls. Outstanding in every respect ... .. £695

**1963 JAGUAR 'E'-Type f.h.c.** : Sold by us to previous owner. Maintained regardless cost in Carmen red, black int. A "Radiomobile" radio and twin wing mirrors add to the attractions. Opportunity at ... .. £745

### OTHER MAKES

**1962 PORSCHE Super 75 cabriolet** : A truly outstanding example in silver-blue with matching interior. This vehicle has been fully checked in our works and a brand new hood has been fitted. True Porsche performance with excellent economy ... .. £795

**1965 BOND Equipe GT 4S** : Attractive in white, this one-owner vehicle has covered only a nominal mileage. It is of course the twin headlight model and is fitted with a number of useful extras. Full four-seat comfort with sports performance and handling ... .. £395

**1967 'F' TRIUMPH Vitesse 2-litre convertible** : First registered in November 1967, this one-owner car is completely unmarked in white with black interior. The very advantageous extra of overdrive is fitted which greatly increases economy. Other extras include heater and excellent radial tyres ... .. £595

**MERCEDES-BENZ 300SL roadster** : A most original example of this now very desirable model. Both the ivory coachwork and the red leather interior are in excellent condition and the performance is quite outstanding. ... .. £1,595

**1969 MARCOS 3-litre GT** : This one-owner car has covered only 8,000 miles and consequently is as new throughout. Finished in silver-blue, extras include overdrive, sun-roof, magnesium alloy wheels and radial tyres. Tremendous savings ... .. £1,595

**1965 ALVIS TE21 saloon by Park Ward** : This magnificent vehicle is, of course, the twin headlight model and has had only one owner from new. The very important extra of power-assisted steering is fitted, also wire wheels and an excellent radio. Sable with tan ... .. £1,095

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

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**FOR SALE—continued**

**A.C. ACECA, 1958, DARK BLUE, EX-**cellent condition. £625. D. P. Crow, 181 Abbey Foregate, Shrewsbury. Tel.: 6010. (0239)

**1939 MODEL ALVIS SPEED 25** Charlesworth saloon. Dark green, mustard wheels; second owner; 66,000 miles. £750. Godden, Sweet Hawes Wood, Crowborough, Sussex. Tel.: 4652. (0240)

**MORGAN+4 D.H.C., 1955, NEW EN-**gine, clutch and radiator. Resprayed and trimmed, new chrome; M.o.T. Dec. 1970. Taxed. £378 o.n.o. Tel.: 01-935 0916 (9-5 p.m.) or Biggin Hill 4126 (after 7 p.m. or weekends). (0241)

**ROLLS 20/25 PARK WARD SALOON,** 1930. Chassis GDP 61; £1,000 rebuild to Concours. Superb dove grey, black coachwork. Immaculate vintage carriage. £1,650. 35 Charles Crescent, Lane Estate, Taunton. (0243)

**DAIMLER CONSORT, 1951; 68,000,** Black, brown leather interior. Excellent condition. Regularly used. New tyres, exhaust; M.o.T. June. £200. School House, Croxton Kerrial, Grantham, Lincs. Tel.: Knipton 393 (daytime). (0244)

**DEC., 1952, M.G. YB, IN EXCELLENT** condition. Maker's oil pressure when hot; M.o.T., undersed. An investment at only £150 o.v.n.o. Tel.: Welwyn Garden (Herts.) 22962. (0245)

**FOR SALE—continued**

**1950 M.G. TD, VERY SOUND, RE-**liable car. Long M.o.T. £195. 1936 M.G. TA. Completely rebuilt. New hood, upholstery, resprayed, rebored, tyres, chrome, etc. M.o.T. £180. Paul. Tel.: Woburn Sands 2371. (0246)

**DAIMLER SP250, 1964; 42,500 MILES.** Mountain blue. Hard/soft-tops; one owner. Radio; taxed; good tyres. £650. Tel.: Southwater (Sussex) 413. (0247)

**E-TYPE JAGUAR 4.2 ROADSTER, 1965;** 25,000 miles. Black with sage green interior; chrome wires; one other owner. Hire purchase arranged. £900. Tel.: Aldbrough (E. Yorkshire) 339. (0248)

**ELAN, 1963, H/S-TOPS, C.R. GEARS,** high axle; 125 m.p.h.; radio, servo. Maserati; engine professionally rebuilt. Just run-in. £695. Ellis. Tel.: Winchester 61658 (office). (0249)

**SPITFIRE, 1966, WHITE, HARD/SOFT-**tops, undersed; one owner; taxed Sept., 1970. Full history. Excellent condition. £490. Tel.: Welwyn Garden 21667. (0250)

**1934 RILEY 9 MONACO SALOON, WIL-**son gearbox, aluminium body, no holes; beautiful original condition; superb vintage motoring. M.o.T., taxed, £165. Tel.: 051-336 2960 (Cheshire). (0251)

**M.G. TF, RED, GOOD CONDITION.** Heater; taxed, M.o.T.; radials; 4,000 miles since engine rebuild. £375 o.n.o. Tel.: 021-454 6423. (0252)

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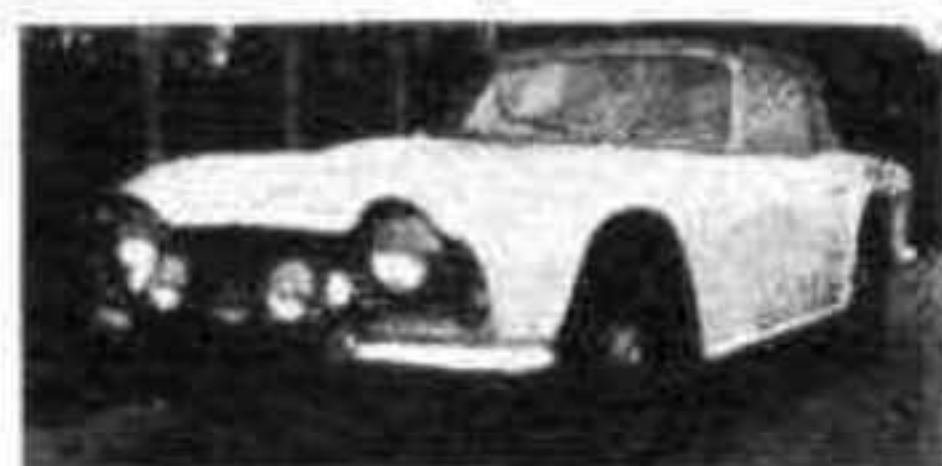
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**1966 TR4A,** hard and soft tops, blue; o/drive, w/wheels, radio, etc. Excellent condition ... £729

**1961 PORSCHE 356B,** white; L.H.D., radio, excellent; recently overhauled £495

**1965 M.G.-B;** red, o/drive, h/top, outstanding ... £600

**1967 AUSTIN HEALEY 3000;** finished in Colorado red with red trim, o/drive, w/wheels, XAS tyres, mint condition ... £985

**1965 SUNBEAM Alpine GT;** h/top, royal blue, one owner, o/drive, specimen condition ... £475

**1967 TR4A;** Hard and soft tops, white/black trim, o/drive, w/wheels, radio, air horns, alarms, exceptional... £829

**1966 M.G.-B;** B.R.G., 1 owner, w/wheels absolute beauty ... £695

**1967 M.G. Midget Mk. III;** blue, one owner, leather wheel, tonneau, unmarked £565

**Sunbeam Tiger; Daimler SP250** expected shortly.

Sports cars in superlative condition similar to those advertised are urgently required for cash.  
Our premises are located at approximately 100 yards from Finchley Central Underground Station.

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**LOTUS**

**1969 'H' Registered Lotus Elan Plus 2 'S'.** Finished in Bahama yellow with black trim. 4,000 miles only. £2,195

**1969 Lotus Elan Plus 2.** Finished in burnt sand with black trim. An impeccably maintained example with a recorded mileage of 6,000. £1,835

**1969 Lotus Elan S/E. Fixed-head Coupe.** Finished in royal blue with black trim. Fitted with radio, air horns, SP Sports tyres. Supplied and maintained by ourselves from new. £1,395

**1969 Series (registered December '68) Lotus Elan Plus 2.** Finished in royal blue and fitted with heated rear window. A one-owner car with recorded mileage of 18,000. £1,595

**1968 Lotus Elan Plus 2.** Specially finished in Roman purple. A very beautifully maintained example with a recorded mileage of 16,000. £1,565

**1969 Lotus Elan S/E. Drophead Coupe.** Finished in yellow with black trim and fitted with push-button radio, cassette tape unit and SP Sports tyres. One-owner car which was supplied new by ourselves. £1,395

**1968 Lotus Elan S/E. Fixed-head Coupe.** Finished in Rolls-Royce regal red with black trim and fitted with SP tyres. £1,195

**1969 Lotus Europa.** Finished in red with black trim and fitted with push-button radio, safety belts and wheel trims. 6,000 miles only. £1,545

**1967 'F' registered Lotus Cortina.** Finished in blue mink with black interior. Fitted with Rostyle wheels and Goodyear G800 tyres. £795

**M.G.**

**1969 'H' registered M.G.-C GT.** Finished in red with black trim. Fitted with overdrive, wire wheels, and push-button radio. This car has covered a mere 1,500 miles since it was supplied by ourselves in September. £1,285

**1969 M.G.-C roadster.** Finished in white with black trim and fitted with overdrive wire wheels, push-button radio, wing mirrors and air horns. A one-owner car

which was supplied new by ourselves. Recorded mileage 11,500. £1,045

**1969 (June) M.G.-B roadster.** Finished in red with black trim. Fitted with overdrive, wire wheels, and push-button radio. Recorded mileage £1,045

**TRIUMPH**

**1968 (June) 'F' registered Triumph Spitfire Mk. 3.** A most unusual car, finished in red with black trim and fitted with wire wheels, overdrive, luggage carrier, SP tyres, Koni shock absorbers, in addition to this the engine has had a Stage 2 S.A.H. conversion which consists of twin-choke Webers, special exhaust manifolds, twin exhausts. An unmarked, one-owner vehicle with a recorded mileage 15,000. £695

**1968 'F' registered Triumph Spitfire.** This car is just fantastic. Finished in bright red with black interior, and fitted with special interior, extra instruments, radio, air horns, spot, fog and reversing lamps, hard- and soft-tops, special steering wheel, Kenlowe fan, Pirelli tyres, Selmar burglar alarm, electric windscreen washer, Cosmic wheels, undersed, etc. £715

**JAGUAR**

**1967 Jaguar 2+2 'E'-type.** Finished in white with black trim and fitted with push-button radio, heated rear window. A one-owner car. Recorded mileage 29,000. £1,575

**1962 Jaguar E-type roadster.** Finished in red with black interior trim. £695

**1968 Jaguar 'E'-type roadster.** Finished in red with black trim. Specification includes chrome wire wheels, hard-top, soft-top, SP Sports tyres and push-button radio. £1,795

**MISCELLANEOUS**

**1967 Jensen Interceptor.** Finished in white with black weathercloth roof and black interior trim. Specification includes: Automatic gearbox, electrically operated windows and push-button radio and electric aerial. A two-owner car with a recorded mileage of 35,000 £3,195

**1969 Ford Mustang Mach 1.** Probably the first Mach 1 to be offered for sale in this country. Finished in red

with gold stripe and red interior. Fitted with automatic transmission, power steering, disc brakes, tacho, full air conditioning, transmission tunnel console, high-back seats, tinted screen, Sportdeck rear seat option, tilt steering wheel, AM/FM stereo radio, G800 tyres, custom wheel trims. £2,975

**1968 'G' registered Marcos 1600.** Finished in metallic purple with black trim. An impeccably maintained car which must be one of the finest examples currently available. Recorded mileage 10,000. £1,425

**1969 BMW 2002 Coupe.** Finished in mist green with tan trim. A one-owner car which was supplied new

**1969 Morris Cooper.** Finished in blue with white roof and black interior. Fitted with radio, electric tachometer, reverse light, burglar alarm and Cooper 'S' wheels. £665

**NEW CARS**

**M.G.:**

**Midget** Bronze yellow with black leather interior.

**M.G. 'B' Roadster** Mineral blue with black interior, overdrive, wire wheels, SP Sports tyres and tonneau cover.

**M.G. 'B' GT** White with black interior, overdrive, wire wheels.

**M.G. 1300** Fawn brown with black interior.

**MORRIS:**

**Morris 1300 GT** Glacier white with black interior.

**Morris 1300 De Luxe** White with black interior. Green with black interior. Blue with black trim.

**Mini 1000 Clubman** Blue with black trim.

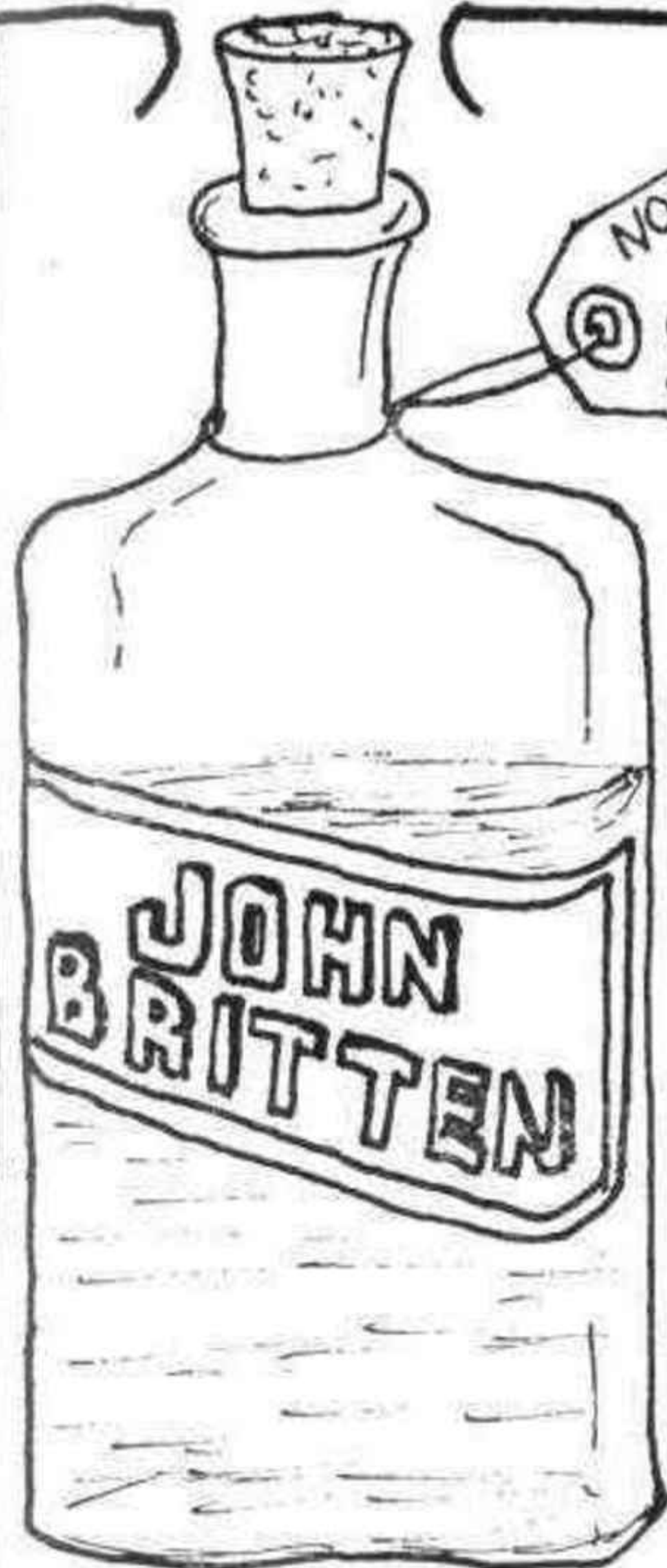
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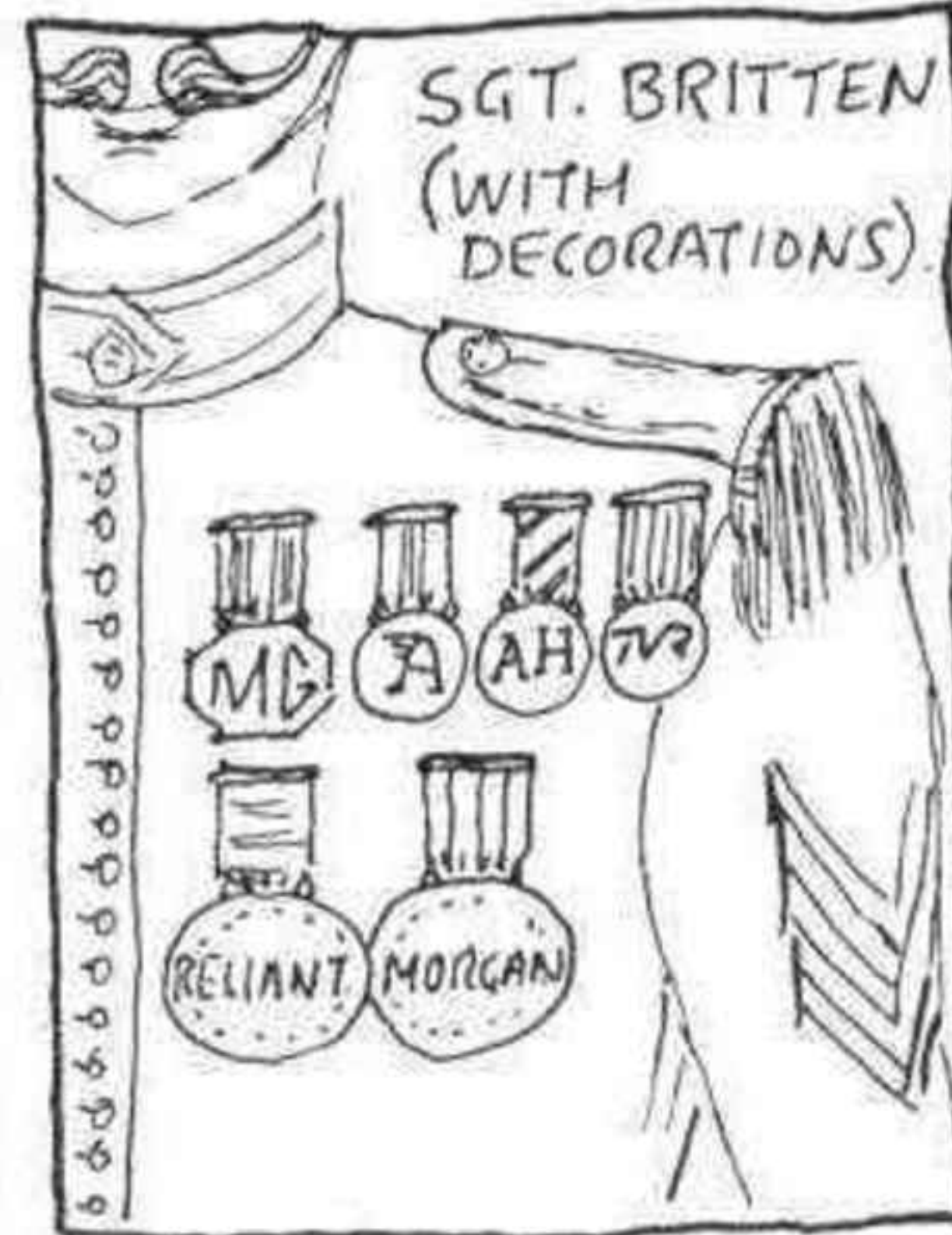
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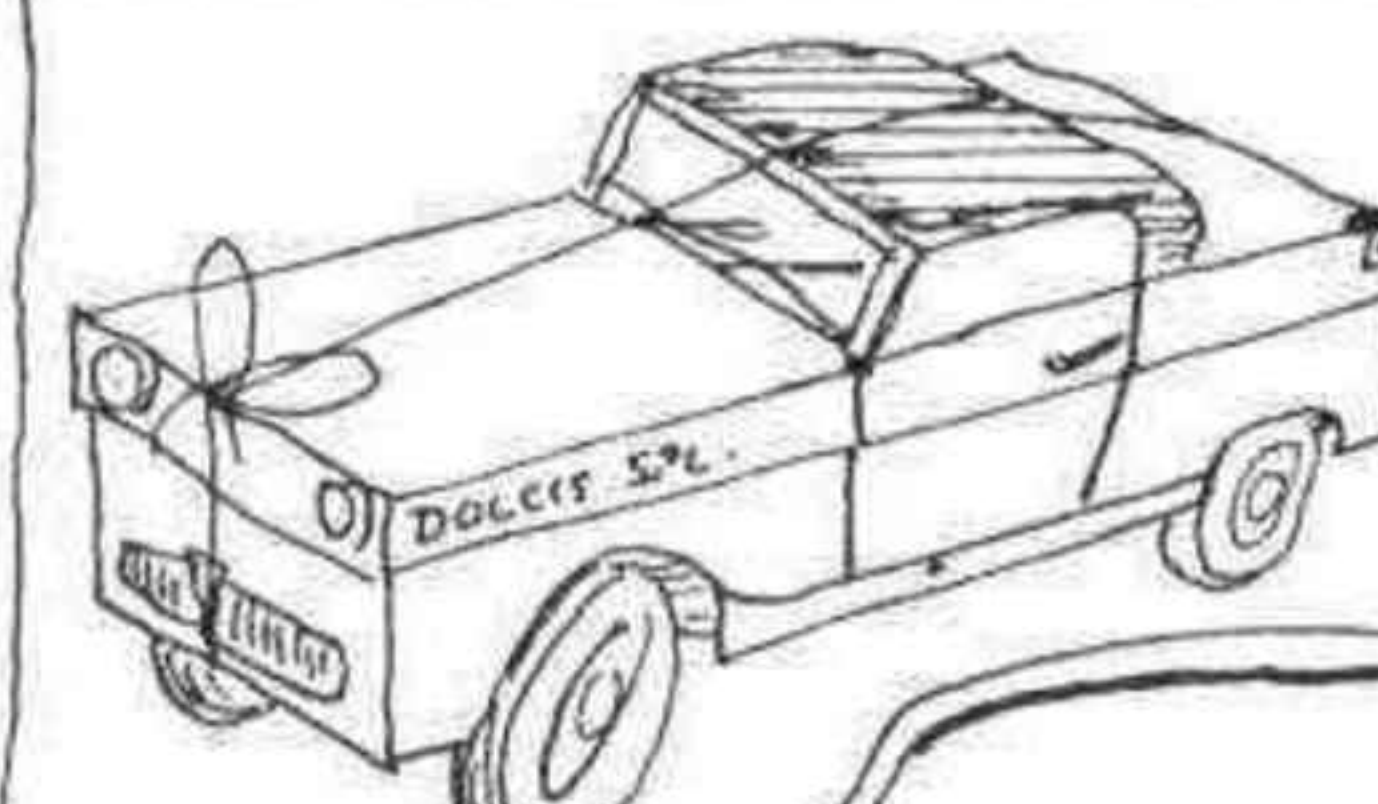
yet, Austin Healey 3000 Mk. III, 1965, red with red trim, overdrive, wire wheels, radio, £740. Lotus Elan, 1964, red, black interior, £695. Yellow Morgan 4/4 comp. model, 1968, 1/2 sold at the time of writing. MG-A 1600 FHC, 1958, dark blue, Cinturatos, Sunbeam Alpine Series IV, 1964, g'weed no fins, red with black interior, overdrive, wire wheels, £490. Lotus Super Seven S3, 1968/69G, heater and all usual extras, Buttercup yellow, £760. TVR Mk III, 1964, Silver Fox with black interior, MG-B power unit, £595. TVR Vixen, 1968G, Sahara yellow, £950. Triumph Spitfire Mk III, 1967/68F, green, hard and soft tops, 4 new tyres, one owner, £595. MG-B, 1967, Tartan red, black leather, wire wheels, SP688, sold by us before to nice old owner, £760. MG Midget, 1967-68F, Tartan red, £570. MG Midget, 1966, white, wire wheels, one might think it was the same car we advertised last month but one would be wrong, £475. Lotus Elan S3 FHC, 1967, dark blue, black trim, radio, knock-on wheels, leather rim, F100s, air horns, £1,050. TR4, 1962, green, Surrey top, overdrive, radio, £415. Mini Cooper, 1968 69G, Mk II, Island blue/white roof/black trim, £575. Lancia Fulvia GTE, red, 1969H, reasonable price, Triumph Spitfire, 1968, wire wheels, hard-top, soft-top, radials, one owner, £695. MG Midget, 1968/69G, Basilica blue, black trim, one owner, £630. Triumph TR3A, 1960, red, new black hood and sidescreens, £295; also a similar one for a trifle less. MG-B, 1963, dark blue, details later. Sunbeam Alpine, 1962, red, overdrive, has somehow got a B registration, £320. MG Midget, 1965, Riviera blue, black hood, £395. Might be persuaded to sell my racing Midget SS1800, holds lap records Brands




overdrive in Aquatic Jade, Vixen S2 in Silver Fox, Vixen S2 in Light Orange—all these in component form, easy weekend build, save hundreds of pounds of unpleasant purchase tax. We also sell Reliant Scimitars and have just got some very nice brochures on the GTE—why not drop in for one? Morgan leaflets are almost as scarce as the cars themselves, but we seem to have a few of those too. (Leaflets, I mean; no cars till early spring). TVR Tuscan V8 Special Equipment, 1968/69G, Regal red with black interior, 6L rims, pushbutton radio virtually one wealthy owner, £1,990. MG-B 1969, Snowberry white, overdrive, wire wheels and many other extras, £1,050, which saves about £300. Lotus Super 7 Series III, 1969, red, heater etc, £795. Triumph Spitfire Mk III, 1968, dark blue, wire wheels, ZX tyres, radio, £670.

**Arkley Ambiguities**

If the sports car bug has bitten, reach for the bottle marked "John Britten". MG-B GT, flame red, overdrive, Rostyle wheels. MG-B GT, primrose yellow, overdrive, wire wheels. MG-B roadster, Glacier white, overdrive; wire wheels. MG-B roadster, mineral blue, overdrive, old price. MG Midget, blue royale, wire wheels. MG Midget, primrose, Rostyle wheels. MG Midget, flame red, Rostyle wheels (might we be permitted to call them R/W?). MG Midget, bronze yellow, R/W. A/Healey Sprite, flame red, R/W. A/Healey Sprite, bronze yellow, R/W. Sundry Austin fagboxes including flame red Vinyl-topped all-goodied matt-black-grilled A. 1300GT, Glacier white Clubman 1000 and two 1970 dry-sprung wind-up-window decent-interior-trim-at-last Mini 1,000ccsz. I have not yet done the layout of this advertisement but am afraid its going to be another one of the scratchy pen sort as am still in the dark about my darkroom. However, somewhere on the page there ought to be a few scratches depicting my new Arkley SS sports car, which at the time of writing exists only as a not quite complete full-sized plaster and wood mock-up. If those concerned work miracles, which I'm sure they will, the finished article will be at the Daily Mail Sports Car Show which is at the Horticultural Hall, SW1 from Jan 7th to 17th on the Arkley Engineering Stand, where we will also have Chronosport watches, Andrew Mylius racing car screenprints and motorbike posters, and the incredible new John Britten gearknobs. Stand No. 1—right next door to Barclays Bank. Anyone know how to dig a small tunnel? Lotus Elan S4 Spl. Equip., 1968/69G, flame red, radio etc, £1,325. Lotus 7 Series II, 1961, 1,000cc BMC unit modified to give a most respectable output, 1 1/2 in. SUs etc, the car has a unique one-off body panelled in aluminium to a very high standard except for the nose cowl which is standard and the front wings which are poor but honest cycle type. The scuttle has a raised hump concentric with the steering wheel to accommodate a fine array of dials, and the rear of the car is fish-tailed with an opening luggage boot big enough to take luggage (toothbrushes) for two. One owner these many years, has obviously benefited from much love as it has fully polished gearbox casing and many such little treats; £495. MG-B GT, 1966, tartan red, wire wheels, radials, £790. Morgan Plus Eight, 1969, scarlet with black interior, fully equipped including leather bonnet strap to keep the 8 cylinders under control, £1,385. MG Midget, 1967, BRG, about £520. Ginetta G12, 1967. This rear engine device is supposed to be road equipped, but is a little on the hairy side, dark metallic blue, Minilites, 140bhp, 1,600cc Cosworth unit, 5-speed Hewland box with extremely close ratios, £1,250. MG Midget, 1968/69G, 1 lady owner, white, 11,000, £635. Triumph Spitfire, 1963 blue, £295. Mk I Sprite, Cherry red, hard and soft tops, £250. MG Midget 1964, a winder-upper with radio, Old English white, red interior, £350. Our man Chris Alford has his Lola T85 Formula Ford for sale, I have driven this car and like it very much, don't ring Chris at work—his home number is 01-FOX 1770. We have four 1963 Spridgets all 1,098cc and disc brakes. I'm sure you will let me off describing them all in detail. MG-B GT, 1966, mineral blue, overdrive, wire wheels, SPs, £820. Triumph Vitesse 2-litre convertible, 1968 G. Spa white with black hood and interior, G800s, pull-out radio, £695. Triumph TR4, 1967, Signal red, overdrive, wire wheels, leather rim, not priced



WHY DRIVE A  
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BUY AN ARKLEY SS!

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Hatch and Silverstone, 1.150 or 1.402cc. More arriving every day. All but the oldest have exhaustive service and mechanical check, new exhaust system/brake pads/shock absorbers if defects found, full lubrication service with sumptuous of fresh oil and brand new filter; two independent road tests before passed out as OK. Have just remembered, Triumph TR4A, 1967, Confier green, black trim, overdrive, wire wheels etc. Also sundry ragbag saloons at stupendous low prices. We have just found under our floorboards a quantity of Mk II Midget tonneaux which must be got rid of at £1 each during Jan. only. Mk I Midget hard-top, red, £18. Spridget front wings, bumpers, bonnet lids, boot lids etc, new and 2nd hand, approx, half and third list price respectively. Mini fibreglass bonnets, super quality, £11.15.0. Pientiful stocks of new sports car spares (stores closed Sat. pm). Getting back to the Arkley SS, by all means write in for details now (2/6 stamps and large self-addressed envelope) but I'm afraid it will be a few weeks before literature packs are ready. From Jan. 20th onwards we will have cars on display at both branches.

**Moscow Road Misapprehensions**  
TVRs are in stock again at last: Tuscan V6 with overdrive in metallic Turquoise, Tuscan V6 with

We have a new yellow Barnard Formula Six racing car at Moscow Road: I tried one out at Arkley the other day (nearly writing off a whole line of parked cars due to not being familiar with the ultra-direct steering). The amazing thing about the Barnard is that all the pedal gear is mounted trombone-style, and you convert what is really a kid's car to give a really good grown-up driving position in about five seconds. Both branches open to 7 pm, closed Sundays. Come at once!

**JOHN BRITTEN**

Barnet Road, Arkley,  
Barnet, Herts. 01-449 1144

and at  
31 Moscow Rd, W2. 727-2707

**LOTUS ELAN, 1967, D.H.C. RADIO,** knock-on wheels, new tyres, electric windows, belts, taxed, £995 o.n.o. Tel.: Sevenoaks 56767 (home), 01-460 8972 (office). (0253)

**ALFA ROMEO GIULIA SPRINT GT,** 1,600 c.c., 5-speed, radio. Most attractive car, finished deep wine red. £630. Part exchange. 9 Hamilton Rd., Headless Cross, Redditch, Worcs. (0254)

**BENTLEY 4 1/2 FAMOUS STREAMLINED** pillarless saloon. Coachwork designed by Captain Owen (H. R. Owen) and built by Carlton. Featured in many motoring publications including "Bentley 50 years of the Marque". Chassis B20 3KU, Reg. No. EXP 109. One of the most beautiful Bentleys built in the 1930's. Unfortunately coachwork and interior has suffered recent vandalism. Well worth restoration. Reasonable offers to Harman Powell. Tel.: Maldon Essex 2916 or Box 1993. (0255)

**OMNIBUS CARAVAN, REG. OV 4090,** first reg. 10/11/31. Single decker. As far as known this is the only one in the country. Been standing outside for two years. What offers. Apply A. L. Munro, Danzey Green, Tanworth in Arden, Tel.: Tanworth-in-Arden 374. (0256)

**MAGNIFICENT PAIR OF 1928 EIGHT-** cylinder Wolseley cars. Concours trim, original condition and specification. One saloon maroon/black, the other drophead Coupé with Dicky seat, green/black. Believed only examples now in existence. Large collection of spares new and second-hand including tyres. Both two owner cars. Edwards, Trobridge, Broad Oak, Heathfield, Sussex. Tel.: Heathfield 2918. (0257)

**ASTON MARTIN DB4 SUPERLEGGERA,** 1962, Dubonnet. Excellent condition, 58,000 miles. Radio, overdrive, new valves clutch brakes tyres, selling to buy convertible. Accept £950. Braithwaite Harrings House, Fulbourn, Cambridge. Tel.: Fulbourn 277. (0258)

**ASTON MARTIN DB5 SALOON, 38,000** miles. Dubonnet/beige. Fully equipped with 5-speed box, electric windows, twin speaker radio, reclining seats, heated rear windows, chrome wire wheels and Webasto roof. Impeccable condition. £1,500 o.n.o. Tel.: 01-235 4717. (0259)

**1966 AUSTIN COOPER, GOOD TYRES,** Servo, tinted laminated screen, radio, faultless condition, any trial. Must sell. Offers. Tel.: Goring (Oxon) 2244. (0260)

**IMPENDING DOOM HENCE TR 2** must be sold. Hard/soft-tops, tonneau, M.o.T., mechanically excellent, but body not quite concours. £140. 27 Courtenay Rd., Waterloo, Liverpool 22. (0261)

**LANCIA AURELIA, 1957 SALOON** fitted 2.5-litre engine, differential, steering. Body sound, not concours. Fast, comfortable. £265 o.n.o. Part exchange smaller Lancia. Tel.: Chieveley 420 (Berkshire). (0262)

**1936 RILEY 9 SALOON, SUN-ROOF,** chrome, and cellulose in splendid condition. Engineer owner for the past 34 years. Original and completely reliable car. Taxed to Dec. 1969, considerable number of new engine and chassis spares. Age of owner is the cause of sale. Tel.: 01-942 7313 (anytime). (0263)

**HEALEY 3000, 1965, MK. III, WIRES,** o/drive, 35,000 miles, immaculate body in red. Perfect mechanics. Impending marriage forces reluctant sale. £695. Tel.: Deepcut (Surrey) 5589. (0264)

**M.G. TF, 1250 C.C. IMMACULATE ORIGINAL** condition throughout, completely overhauled, wire wheels, G800s. £625. Tel.: Rayleigh 5932 (evenings). (0265)

**T.V.R. 1964 GRANTURA RILEY ENGINE,** £200 or W.H.Y.? 4 Abbotsford Rd., Blackpool, Lancs., or Tel.: Blackpool 65201. (0266)

**AUSTIN HEALEY 3000, MK. III, 1966,** Silver blue, black interior, wire wheels, overdrive, radio, heater. £785. P/x considered. Tel.: Brighton 555889. (0267)

**LOTUS ELAN SPECIAL EQUIPMENT** F.H.C., 1967, F reg, red, radio, 19,000 miles. Excellent condition, £1,085. Terms exchange. Tel.: Gordon Vickers, Chesterfield 77503 (day). (0268)

**JAGUAR 3.4 S/E, 1958, MAN. O/D,** 74,000, B.R.G., M.o.T. Dec. 1970, taxed April. Exceptional light tan interior, exct. engine, twin speaker radio. Present owner 5 years original toolkit, handbook, wood-rim wheel, engine heater. £125. Tel.: 01-794 2224 (day), 01-452 1308 (evenings), N.W. London. (0269)

**1963 TR4, B.R.G., WITH SURREY TOPS,** overdrive, SP41s, inertia reel belts, fog and spot, taxed, M.o.T. till June, 5,000 miles since engine overhaul. £360. Tel.: (Surbiton Surrey) 01-337 7457 (evenings/weekends). (0270)

**"E"-TYPE JAGUAR, 1968, ROADSTER,** chrome wire wheels, radio, Waso lock, full tonneau, chrome luggage rack, nudge bars, wing mirrors, new tyres, belts, taxed. Must sell, thus only £1,695!! Tel.: 01-460 9972 (day). (0271)

**1937 AUSTIN RUBY, BODY FAIR,** transmission rough, recently reconditioned engine. M.o.T. April. In daily use. Offers over £25. Tel.: 051-427 1454. (0272)

**M.G.-B GT, 1966, OVERDRIVE, WIRES,** h.r.w., other extras. Superb and original. £720 or interesting exchange. Tel.: 061-973 083B. (0273)

**ALFA G.T.V., 1967, WHITE, 20,000** miles, taxed, £1,000 o.n.o. Tel.: Tanworth-in-Arden 270. (0274)

**1967 LOTUS ELAN FIXED HEAD** Coupé, 26,000 miles, B.R.G., black trim, knock-on-wheels, push button radio, originally factory built, well maintained and in excellent order throughout, £1,000. Sims, Tel.: 01-979 1746 (evenings), Hampton, Middx. (0276)



# B. W. MOTORS. Tel. 01-254 1444 or 01-440 4195



**1964 ALFA ROMEO Giulia Sprint GT.** Finished in red. Recent decolour, one owner, radio ... .. £695

**1964 DAIMLER SP250** automatic. Mountain blue, hard and soft-top, radio, superb throughout... .. £645  
**1963 SP250.** White with red interior. Hard and soft-top, bills for £200. Beautiful condition ... .. £585  
**1961 SP250.** Wire wheels, hardtop, new gearbox ... .. £425  
**1929 FORD MODEL A Tudor** sedan ... .. £395  
**1930 FORD A Sports Coupé** ... .. £645  
**1930 FORD Coupé** ... .. £695

**1965 SUNBEAM Tiger.** Hard and soft-tops, only 20,000 miles since new £695  
**1962 TR4.** Surrey top, powder blue, recent gearbox, overhaul and decolour £345  
**1966 VOLVO P.1800S.** Superb throughout. Approx. 32,000 miles, Webasto roof ... .. £1,045  
**1965 (December) P.1800S,** white with red interior, radio, overdrive, one owner, very, very low mileage. Still for sale owing to broken agreement ... .. £995  
 Another 1963 P.1800. Good order £595



**1931 CHRYSLER-DE SOTO.** 6-cyl. two-seater convertible ... .. £695

We usually have several SPs in stock but demand has exceeded supply at time of going to press. Please telephone for details of new arrivals.

H.P. & Part Exchange. Sports Cars Wanted For Cash Particularly Daimler SP250's

## FOR SALE—continued

**ALFA ROMEO 1600 SPIDER, MARCH 1968.** Unmarked sparkling white, red trim. Mileage genuine 13,400. £1,150. Taking delivery new Veloce. Windridge, Tel.: Wolverhampton 23295 (day). (0115)

**TR4 1964. OVERDRIVE, WIRES, L/RIM,** q/i spot, Blaupunkt, etc. Immaculate. First over £500 secures. Tel.: 021-554 4009 (B'ham). (0016)

**ALFA ROMEO 2600 SPIDER, 1964. RED,** bodywork chrome, mechanics all excellent. £775. Tel.: 01-928 4977 ext. 504, Wokingham 1353 (evenings). (0117)

**JAGUAR MK VII, 1952. BEAUTIFUL** condition, M.o.T., Aug. 70, taxed. £275. P/exchange considered. Sewell, 23 Farlands Grove, Great Barr, Birmingham. Tel.: 021-358 1270 (after 5 p.m.). (0118)

**1928 FIAT 509A SALOON, (9 H.P.).** Excellent condition. M.o.T., engine reconditioned, new bearings, piston rings, valves, etc., requires running in. New tyres. Completely rewired. Italian coachwork restored, coachpainted blue/black, fabric roof professionally recovered, seats recovered, carpeted, but lacks interior trim. Receipts available. Many spares including engine, rear axle, etc. £250 o.n.o. Lemon, 111 London Rd., Ewell, Epsom, Surrey. Tel.: 01-393 5267. (0119)

**JAGUAR E-TYPE D.H.C., 4.2, 1965.** Light metallic blue, with dark blue interior. Low mileage; quite beautiful condition bodily and mechanically. New clutch recently fitted, five new tyres (spare unused). Extras include towing hitch and socket. This car is outstanding in every way, and is offered at £985 only because I require funds for a new business venture. Please telephone Geoffrey Mackenzie, 01-546-8876. (0120)

**OGLE 1.5, 1961. RARE SPECIALIST** motor car, Riley mechanics, 2+2 body, leather interior, woodrim, radio, radials. Good condition. Owner Emigrating. £200. Tel.: Ash (Canterbury) 300. (0121)

**LANCIA FLAVIA SALOON 1800, 1964.** Metallic grey, radio, Servo discs. Excellent condition, taxed. £425. Tel.: St. Albans 56418. (0122)

**ANOTHER YEAR, ANOTHER CAR.** Why not buy my '65 B.R.G. Midget? M.o.T., tax, Cinturatos. £350. 27A Chester Rd., Branksome Park, Poole, Dorset (after 6 p.m.). (0123)

**BENTLEY R-TYPE, 1955. AUTOMATIC.** Wonderful condition, tudor grey over shell grey, grey upholstery. 66,000 recorded miles. £750. Large car or Land Rover taken in part exchange. Tel.: Wetherby 2682. (0125)

**LOTUS XL LE MANS ROAD CAR.** Cost £2,200. Climax 1100 engine, full instruments, weather equipment, new tyres, suspension. Sound mechanically and bodily. M.o.T. £350. Tel.: Letchworth 3517. (0126)

## FOR SALE—continued

**JAGUAR 1948 3½-LITRE. ABSOLUTELY** beautiful condition, inside and out. M.o.T. of course, photos on request. Reluctant sale at 300 gns. Tel.: Leicester 703356 (before 6 p.m.). (0127)

**RILEY R.M.E., 1954. STAINLESS STEEL** exhaust, Webasto roof, body/upholstery excellent. £225 o.n.o. Tel.: Kilmarnock 26434 (after 7 p.m.). (0128)

**LOTUS ELAN, SPECIAL EQUIPMENT,** d.h.c., red, 1967. Servo discs, knock on wheels. F100 tyres, seat belts. £1,025. Tel.: Stourport (Worcestershire) 3726 (evenings and weekends). (0129)

**MY NOT SO ROARING BUT QUITE** hairy Ford Cortina. Geared to do 110 m.p.h., returns 30 m.p.g., adjustable suspension, 5½Js, SP Sports £390 o.n.o. Apply 2 Hamilton St., Worksop Notts. (0130)

**1932 AUSTIN SEVEN SALOON ORIGINAL** but restored, exchange early TR or sell £175 o.n.o. Tim Garner, Attleborough, Over Whitacre, Colchester, Warks. (0131)

**1966 M.G.-B, RED, BLACK INTERIOR,** red hood, tonneau, heater, headlamp flasher, oil cooler, safety belts, underseal, 42,000 miles, one owner, excellent condition bodily and mechanically, full service history available, recent decolour so runs like new, new Cinturatos, brake pads. M.o.T., much better than the average "B". £660. Tel.: Nesscliffe 352 (Shropshire). (0132)

**M.G. TC, 1949. RED, M.O.T. NOV. 1970;** new tyres, hood, steering pins, bushes and box, brakes refined. £250 o.n.o. Tetley, Castle Close, Sandgate Castle, Folkestone. (0133)

**JENSEN INTERCEPTOR, 1954. SILVER-**grey aluminium body, overdrive, radio. Completely sound car throughout, recon. engine 9 months. Excellent oil pressure, new tyres, 12 months M.o.T. £275. Tel.: Oadby 6340. (0134)

**1930 BENTLEY 4½-LITRE (3-LITRE** engine fitted). Good, clean, sound condition. Open touring body; in regular use. £2,850. Bentley Mk. VI Special 4¼-litre. £700. Hill, 110 Bowyer Drive, Slough. (0135)

**ALVIS TD 21 D.H.C., 1960 MANUAL.** Radio, etc., dark blue. £425 o.n.o. Also TD21 series II Park Ward saloon late 1963. 40,000 miles from new, very good condition. £695. Private sale but terms available. Tel.: 021-427 3085 (evenings). (0136)

**AUSTIN HEALEY 3000 MK. III, NOV.** 1965. Metallic blue, s/top, tonneau, overdrive, w/wheels. Excellent condition, one owner from new. £800 or reasonable offer. Knight, 23 Cherrybrook, Thorpe Bay, Essex. Tel.: Southend-on-Sea 87045. (0137)

**E-TYPE JAGUAR ROADSTER, 1963.** Good value at £725. Tel.: Bude 2659 for demonstration. (0154)

## FOR SALE—continued

**GILBERN O.C. SECRETARY WISHES** to sell 1964 Gilbern 1800 GT, as bought later model. Blue mink, black trim, recent respray, engine/gearbox overhaul. Overdrive, w/wheels, Webasto, radio. £545 o.n.o. Badgers Mount (Kent) 377. (0138)

**BRISTOL 403: SUPERB CONDITION** and appearance. Expensively maintained. £250. 84 Southleigh Rd., Havant. Tel.: 5701. (0139)

**BENTLEY 1934 3½-LITRE PARK WARD** sports saloon. Sliding sun roof. Carefully maintained by present owner for 16 years whose retirement compels sale. Bills available for all major replacements. £650. Tel.: Iver (Bucks.) 1913. (0140)

**UNIQUE 1941 KUBELWAGEN BODY,** designed by Porsche on 1959 Volkswagen. Best condition. £390. Neumann, 43 St. Albans Rd., Seven Kings, Ilford, Essex. (0141)

**SALE PRIVATE COLLECTION, 1934,** 3½-litre Lagonda, 4-seater tourer. £1,500. 1934 PB M.G. £225. 1934 Aston Martin Le Mans £1,500. All excellent. Box 1977. (0142)

**1967½ RALLYE SINGER CHAMOIS,** 598 c.c., mint condition, 17,500 miles. C/r gearbox, Microcell recliners, extras. 40 m.p.g., 100 m.p.h. One owner. Cost £1,050. £595. Tel.: Reading 52101. (0143)

**M.G.-B, 1965. EXCELLENT CONDITION.** Wires, Cinturatos, Bermuda. Mechanic maintained. Will sell or take Frog Sprite, M.G.-A or W.H.Y.7 plus about £400. H.P. arranged. Tel.: Wolverhampton 35508. (0144)

**SP250 "B" SPEC., H/S-TOPS, 1961,** Aubergine. £440. Tel.: Herongate (Essex) 649. (0146)

**ECONOMICAL AND RELIABLE** Porsche 1600S. 1959; r.h.d. Red/tan interior, XAS, A.F.N. maintained. M.o.T. Oct., 1970. New clutch, silencer, starter motor. £385. Tel.: 01-FRE 2495 or 01-TED 3495 (W. London). (0147)

**MORRIS COWLEY, 1931, SALOON.** Mechanically sound; M.o.T. tested. Offers to: Brakspear, Brewery, Henley-on-Thames. (0148)

**MK. VI BENTLEY. FULL-FLOW, TWO-**tone grey. Very good order, including upholstery, carpets and paint. Two owners. Box 1978. (0149)

**FERRARI 166MM BARCHETTA TOUR-**ing 500 Mondial and 375MM Spider Pininfarina, all in superb condition. Substantial offers invited. Cupellini Minzoni 7 Gergano, Italy. (0150)

**1954 TR2. B.R.G. RESTORED TO MINT** regardless of cost. Must sell, going abroad. For this collector's piece enthusiasts should expect to pay £500 o.n.o. Tel.: Solihull 4400 (evenings). (0151)

**1949 BENTLEY MK. VI, BLUE, M.O.T.** Fair throughout. £245. Tel.: 061-430 2419 (Stockport). (0213)

## FOR SALE—continued

**AUSTIN HEALEY 3000 MK. II, 1963,** 2+2. Two owners; 59,000 miles. Tonneau, hood cover, o/d, radio, recent £70 engine overhaul. £420. Tel.: Brailsford (Derby.) 447. (0152)

**MERCEDES-BENZ 190SL (L.H.D.)** d.h.c., 1956. A rare car in good condition throughout. £350 o.n.o. Tel.: Smallfield (Surrey) 2310. (0153)

**CLUBMAN'S SPORTS RACING U.2.** Ford 1500. Cosworth, twin DCOs, mag. wheels, white spats, oil cooler, new battery, 1/slip diff. Ideal hill-climbs, sprints, for which three out of three awards this year. Complete 1/w trailer. £495. Richards, B New Rd., Troon, Camborne, Cornwall. (0155)

**BENTLEY MK VI CONVERTIBLE. RECENT** complete engine overhaul, including crankshaft, pistons, full-flow oil modification. An unusually pretty example of this rare model in excellent order. £1,000. Forge, Little Coombe, Hastingleigh, Ashford, Kent. Tel.: Elmsted 296. (0156)

**CLEAROUT! STUDEBAKER PRESIDENT,** 1939 Daimler, 1938. f.h.c., Maltby coachwork. Offers. Tel.: Redbourn (Herts.) 2343. (0157)

**JULY, 1964, ALFA ROMEO SPRINT** 2,600 c.c. Colour: Minx. All extras. Had valve job last year. New exhaust and Cinturatos. Quick sale. £600 o.n.o. Tel.: 061-881 7638 (Manchester). (0157)

**RILEY 1½-LITRE, 1953; 54,000 MILES** only. In family since new. M.o.T. £135. Tel.: Reigate 45982. (0212A)

**1928 AUSTIN 7 TOURER. EXCELLENT** condition, new paint, hood, screens, tyres, etc.; long M.o.T. £425. Tel.: 01-202 9016 (evenings). (0214)

**LANCIA LAMBDA. SHORTENED,** being rebuilt, much work already done; seventh engine. Consider breaking; many spares, new front wings, spare clock, parts manual, handbook, set tools, radiator. Highest offers by Feb. 17th. Write: Grazebrook, 5 Crossways, Dunkerton, near Bath. Tel.: Bristol 651321 (office). (0215)

**LANCIA, 1958, AURELIA B20, SIXTH** series; l.h.d.; above average bodily and mechanically. Fitted record player and radio, quartz Halogen head and dip. floor change, otherwise original. Highest offer by Feb. 17th. Write: Grazebrook, 5 Crossways, Dunkerton, near Bath. Tel.: Bristol 651321 (office). (0215)

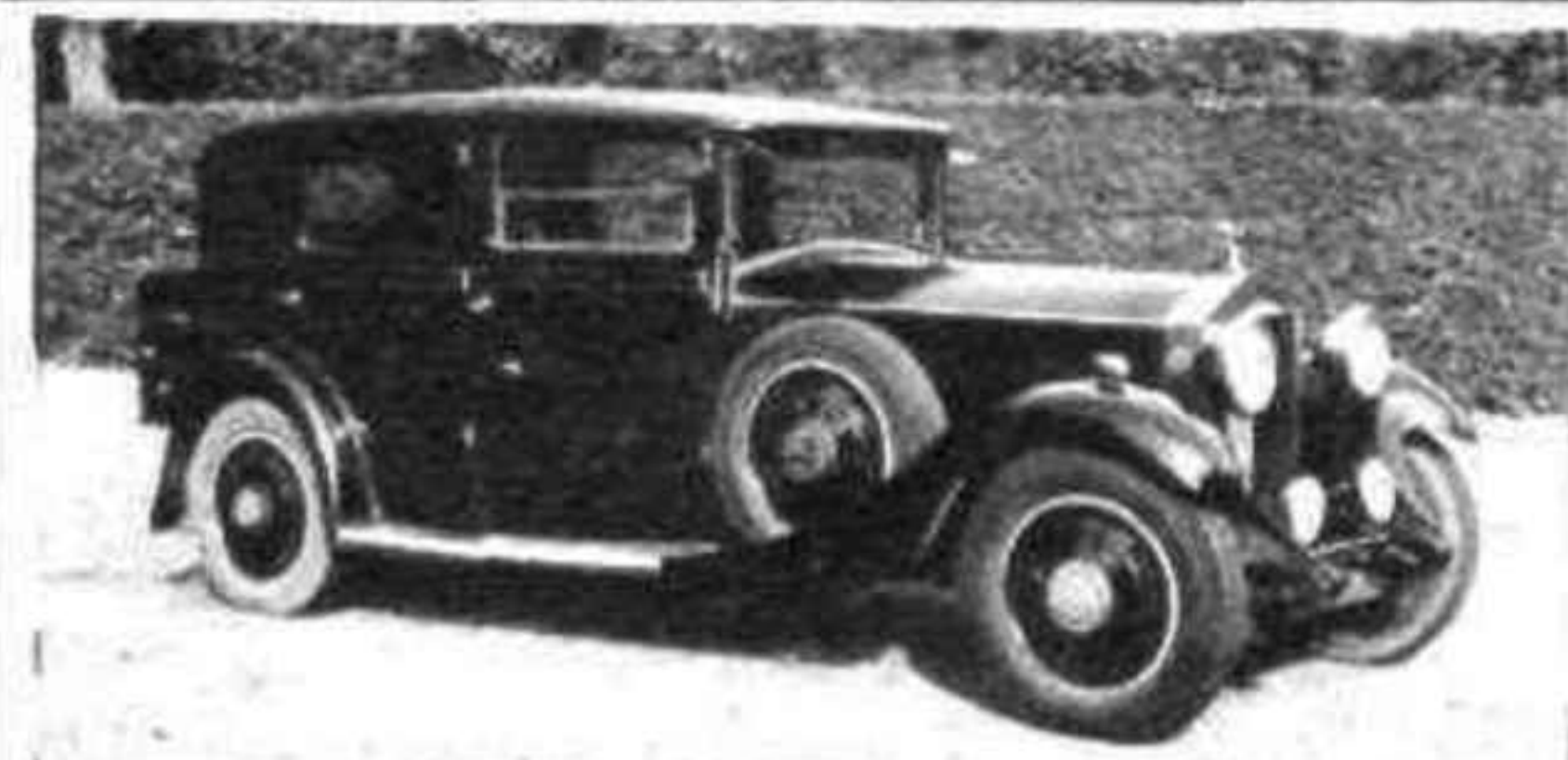
**JENSEN 541R, 1960. EXCELLENT; 25,000** miles since factory rebuild. Any test. £550. Glenn. Tel.: Romford 46066. (0216)

**A.C. ACE. FITTED STAGE IV RUDD-**speed Zephyr motor, triple 40 DCOE Webers, new hood; mechanically perfect. £400 o.n.o. Tel.: 051-928 6457 (after 6 p.m.). (0217)

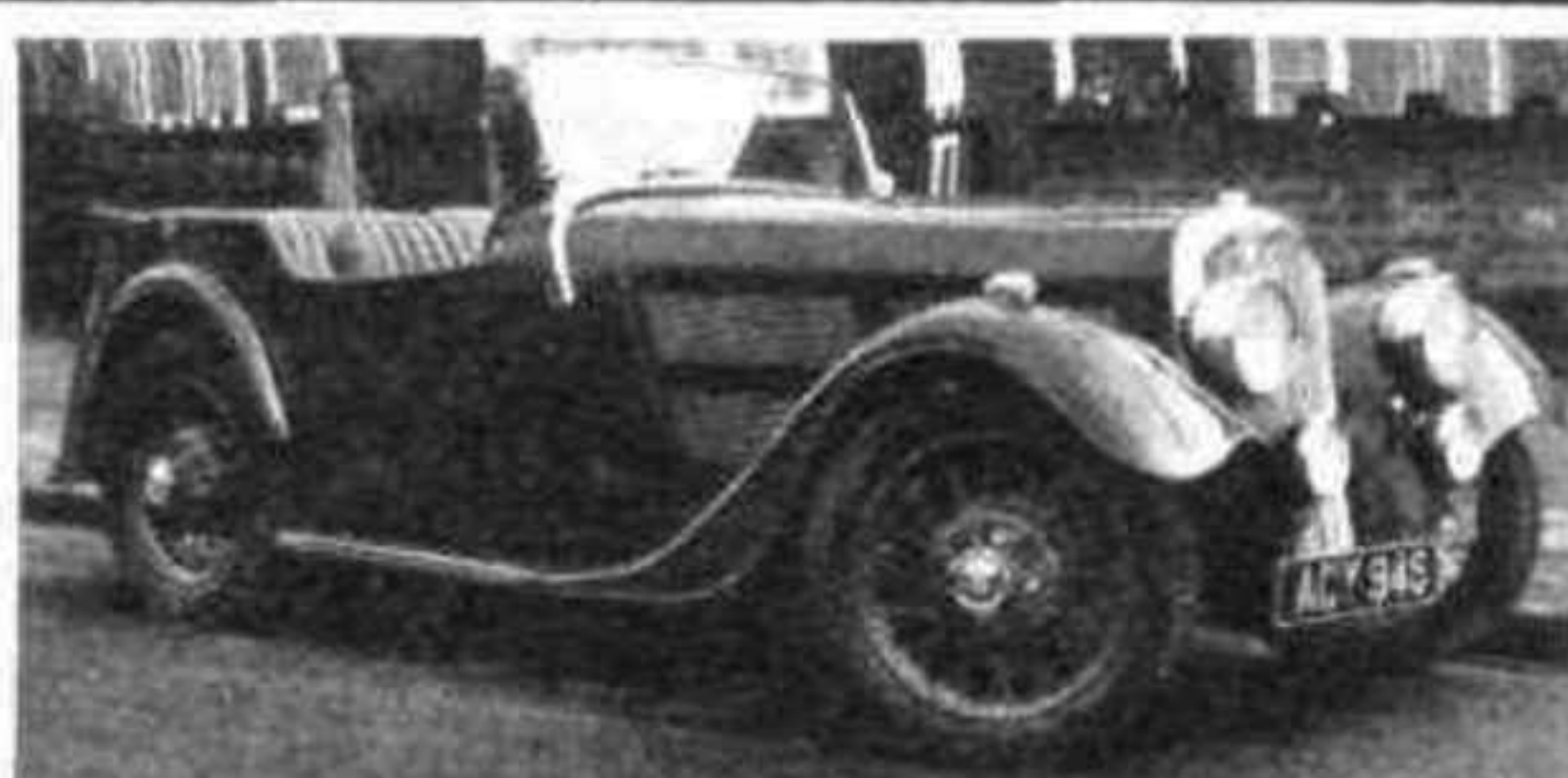
# Chiltern Cars

11a WATER LANE, LEIGHTON BUZZARD, BEDS.

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**ROLLS-ROYCE (1932 Oct.) 20/25 sports saloon** by H. J. Mulliner. Dark blue with black wings and roof. Dark blue hide upholstery. Fitted suitcases. Outstanding condition. £995.



**B.S.A. Scout Series IV (1936 reg.).** Rare example with attractive Abbott coachwork in dark grey with red trim. New hood. 100% rebuilt, unused since. Original specification. Concours. £665.



**BENTLEY S.I (1956 Nov.).** Show model with Free-stone & Webb coachwork. Dove grey. Red trim. Outstanding condition in all respects. Extras include drinking and picnic accessories. £1,465.

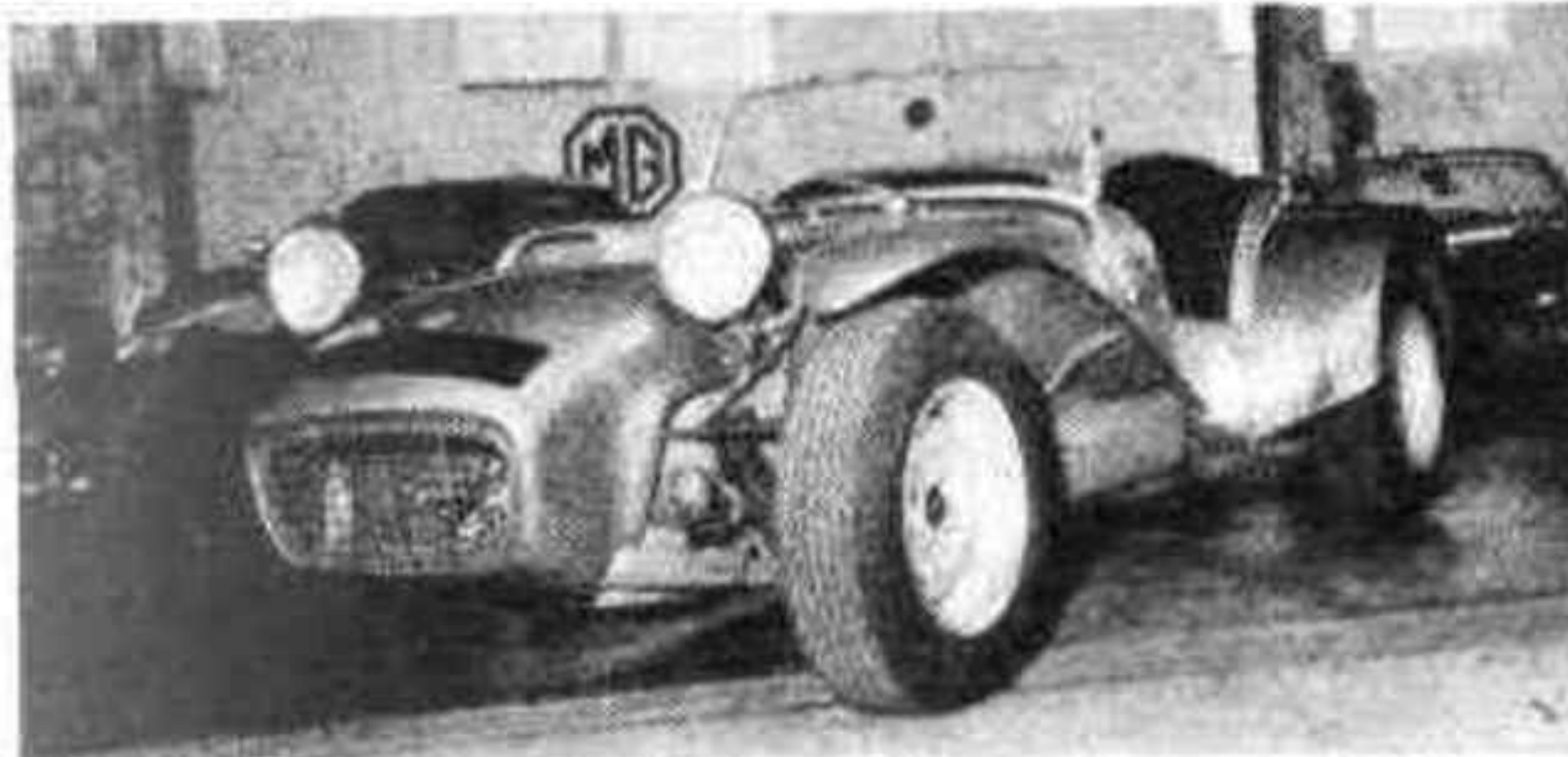
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1969 LOTUS 7 series III 1600 crossflow, wide wheels full weather equipment £769



Unregistered Beach Buggy Volkswagen engine and gearbox, wide wheels with racing tyres, ready to go £595

## SPORTS CARS WANTED

1968 ELAN S4.5E drophead, yellow, 12,000 miles, one owner from new. Radio, beautiful car ... £1,275  
 1967 ELAN S.3, drophead, yellow, one owner, regularly serviced by Lotus main dealer ... £1,095  
 1967 TR4A, D. blue, wires, overdrive ... £825  
 1966 TR4A, red, wires, overdrive, one owner, 29,000 miles genuine, superb example ... £725  
 1965 TR4A, white, black interior ... £595  
 1965 LOTUS 7, 1,495-c.c., full weather equipment ... £545  
 1965 SUNBEAM Tiger, green, hard/soft tops ... £669  
 1967 'F' SPITFIRE, blue, wire wheels ... £579  
 1966 ALPINE, blue, overdrive, low mileage ... £595  
 1966 TR4A, white, very nice car ... £695  
 1966 M.G.-B, white, wires, low mileage ... £659  
 1966 ELAN, S.3, Convertible, Bahama yellow, k.o. wheels ... £965  
 1966 M.G.-B. B.R.G., wire wheels, outstanding ... £665  
 1965 M.G.-B, wire wheels, overdrive ... £635  
 1964 TR4, wire wheels, overdrive ... £495  
 1964 HEALEY 3000, blue, overdrive, radio ... £595  
 1968 TR6, red, overdrive, low mileage ... £1,275  
 1966 HEALEY 3000, red, wires, overdrive ... £795  
 1965 ALPINE GT, overdrive, wheel trims ... £499  
 1968 TVR Vixen, green, mag. wheels ... £950  
 ASTON DB4/5/6, hardtop ... £125  
 'E'-type, hardtop, black ... £35  
 JENSEN CV8 Automatic, dark blue, Interceptor wheels, new tyres, guaranteed mileage, full history available, Blaupunkt radio, superb example ... £1,350  
 1966 'E'-type 2-2 Automatic, white with black interior, radio, heated rear window, one owner from new ... £1,530  
 Late '63/64 Model 'E'-type f.h.c., opalescent gold with beige interior, good history, reg. No. 1111AH. Outstanding ... £895  
 1968 TR4A, red sunroof. One of the last ... £849  
 1967 'F' M.G.-B, mineral blue, wires, beautiful example ... £779  
 1967 M.G.-B, black, wires, lovely car ... £659



1966 ASTON MARTIN DB6 Automatic, Vantage engine fiesta red, black interior, genuine 26,800 miles, power windows, Sundym glass, Selectaride suspension, heated rear window, radio, power aerial, chrome wire wheels ... £2,600



1968 MARCOS 1650 GT. Bahama yellow, black interior, Lawrence-tune engine, radio, sun roof, wires, one owner ... £1,295

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## FOR SALE—continued

1960 DAIMLER SP250, H/S TOPS, TONNEAU, radio, s/belts, w/wheels, new Cjnts. Over £200 spent (gearbox, back axle, re-spray, etc.) during last two years. Maker's oil pressure. M.o.T. June, 1970. £365 o.n.o. Tel.: Shoreham-by-Sea (Sussex) 5791 (evenings). (0218)  
**MUSTANG HARD-TOP, 1965, CREAM** with matching interior; 4.7 V8 with extra 4-speed manual transmission (H registered). In really immaculate condition throughout. Fitted many extras, including push-button radio, stereo tape recorder, tinted windscreen, Rally pack; white wall tyres. A lovely example at realistic price of £995. H.P. arranged. Part exchange considered. Tel.: New Milton 848. (0219)  
**M.G.-B ROADSTER, 1964, RED WITH** black interior. Every possible extra, including overdrive, wire wheels, radio, tonneau cover, wood steering wheel. Excellent condition throughout. £485. H.P. arranged. Part exchange considered. Tel.: New Milton 848. (0219)  
**LOTUS ELAN, 1969 (MARCH) D.H.C.** Special equipment, Lotus yellow Black interior; p/b radio, tonneau cover, chrome luggage grid, Colonel Bogeys, 11 in. Motolite; 9,000 miles; one careful owner. Outstanding car. £1,195. Tel.: CLY 5820. Write or call: Mr. Rea, 22 Drumry Rd., Clydebank, Scotland. (0220)  
**1933 RILEY NINE MARCH SPECIAL.** Good condition; original. £350 or best offer. Box 1992. (0221)

## FOR SALE—continued

**RILEY ALPINE, 1933. VERY RARE** model. Ideal for restoring; been stored for three years. Tel.: Southend 67261 (evenings). (0222)  
**RILEY MERLIN, 1935. REAR DAMAGE,** could be repaired, or will break for spares. Tel.: So. and 67261 (evenings). (0222)  
**GINETTA G4 1500 F.H.C., 1966. V.G.C.** and fully trimmed; recent rebuilt and balanced engine. £565. Tel.: Dunmow 2683. (0223)  
**£4,700 WHEN NEW. 1947 DAIMLER** DE27 nine-seater black leather limousine. Aluminium coachbuilt by Barker. P100 headlights; beautiful running 4-litre engine (recently overhauled); 94,000 miles on clock; four good tyres 800 x 17, preselect fluid flywheel. Colour blue and black. Drives like a dream. Tow bar fitted weighs 2½ ton. M.o.T. Oct., 1970. Taxed Feb., 1970. Sell £75 cash (worth more in scrap value alone) or break. Write for requirements: Taylor, 30 Carus Ave., Darwen, Lancs. Tel.: 73551. 500-mile trial (you put petrol in). (0224)  
**TR4A, 1965, RED, ROADSTER, O/D,** wire wheels, fine condition. £640. Tel.: Trowbridge 4114. (0225)  
**HUMBER, 1928, 14/40 TOURER.** Really superb; 350-hour professional engine rebuilt. New bulkhead, hood, tyres, rewired, reconditioned mag., brakes renewed, replated (nickel). £825. No offers. Will exchange excellent SP250 plus cash. No time-wasters please. Box 1989. (0226)

## HARDTOPS!

M.G.-B, C ... £45. 0.0  
 Healey 3000 (all) £50. 0.0  
 Sprites, Midgets, Spitfires and M.G.-A's (all models) ... £39. 0.0  
 Herald Vitesse ... £52. 10.0

ALL MODELS FULLY LINED

Full details from:

**FINLAY REINFORCED PLASTICS**

ERADING (328), SANDOWN, ISLE OF WIGHT

## Performance Cars Ltd.

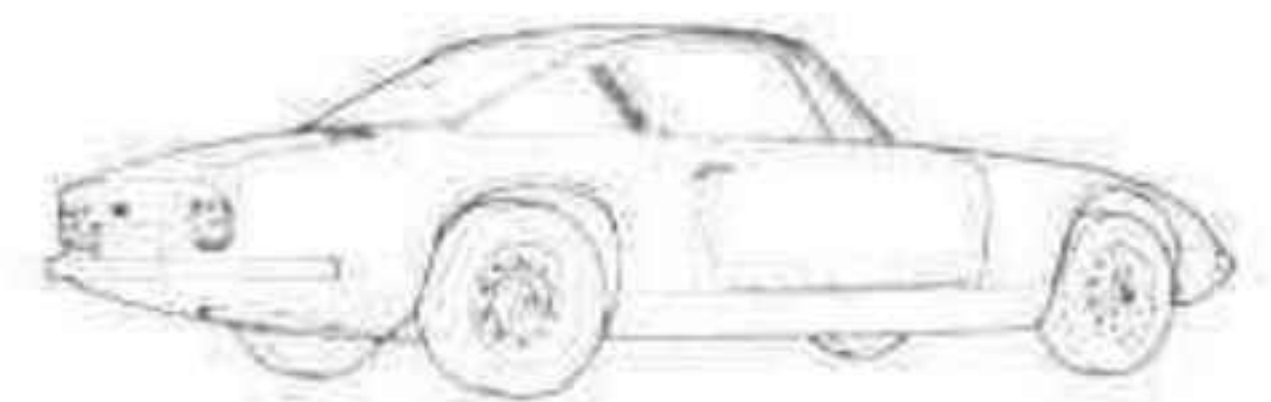
buying department would very much like to hear from anyone wishing to dispose of their sports car.

We particularly want Austin Healey, SP250s, Jaguar 'E's and XK150s, Lotus (all models), M.G. (all models), Morgans, Reliant Scimitars, Triumphs — GT6, Spitfire, TR4/4A/5/6.

'Phone 01-560 7011

Our address can be found on Page 77.

# Central Sports Cars



1968 LOTUS Elan S3, d.h.c., red, low mileage, radio; one owner ... £1,075  
 1968 SUNBEAM Alpine GT, blue, black trim, o/drive, radio; exceptionally low mileage ... £825  
 1968 TRIUMPH Spitfire, white, black trim; extremely good condition ... £655  
 1967 TRIUMPH Spitfire Mk. II, dark blue, hard-top, radials; one owner ... £520  
 1966 AUSTIN HEALEY 3000, B.R.G.; o/drive, w/wheels, radio; immaculate ... £785  
 1966 TR4A, white, w/wheels, o/drive. Perfect example ... £735  
 1966 AUSTIN HEALEY 3000, B.R.G., o/drive, w/wheels, radio. Immaculate ... £785  
 1966 TR4A, white, w/wheels, o/drive; perfect example ... £735  
 1966 RELIANT Scimitar GT, metallic green, w/wheels; very low mileage, one owner; as new ... £845  
 1965 M.G.-B, black, o/drive, w/wheels, radio. Immaculate ... £635  
 1965 M.G.-B, B.R.G., w/wheels, o/drive, radio; fine example ... £625  
 1964 TRIUMPH Spitfire, Lenham GT, Bahama yellow, w/wheels; unusual ... £385  
 1963 AUSTIN HEALEY Sprite, B.R.G.; exceptional condition ... £295

INSTANT CASH FOR WELL-KEPT SPORTS CARS  
**ROE GREEN SERVICE STATION,**  
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 IMMEDIATE H.P. & INSURANCE AT VERY LOW RATES. ETC.



**FOR SALE—continued**

1938 LANCIA APRILIA. EXCELLENT condition throughout. Many spares, recent bodywork restoration. £180. Box 1994. (0275)  
 DAIMLER CONQUEST CENTURY, 1956, 100 b.h.p. saloon, 44,000 miles and one careful owner to 1969. Overhauled and re-cellulosed. This car is in near concours condition and is offered as an enjoyable investment at £325 o.v.n.o. R. A. Kemp, 28 Howard Ave., Aylesbury. Tel.: 81144 (home), 3691 (office). (0277)  
 M.G. MIDGET, 1967. WHITE, GOOD condition. Wire wheels, tonneau, other extras. One owner emigrating. £510. Tel.: 937 0156 (London). (0278)  
 TR3A, 1959. GOOD CONDITION. RE-conditioned engine and gearbox, overdrive, heater, tonneau. Long M.o.T. £270 o.n.o. Cranley, Bradford 73601 (evenings), Yorkshire. (0279)  
 BLE 26, MORRIS "FIFTEEN SIX", 1934. Rare model, bodywork sound but needs respray. Complete spares including engine, gearbox, springs. £150 o.n.o. 1936 Austin Ruby saloon. Fully restored, maroon with black interior. £200 o.n.o. Bennett, Tel.: 051-427 5500. (0280)

**FOR SALE—continued**

M.G.-B, JULY 1966. MINERAL BLUE, overdrive, wire wheels, radio, excellent Cinturatos, folding hood, tonneau, air horns, Waso lock. Genuine 26,000 miles, owner going abroad so reluctantly selling. £650. Tel.: 01-942 0620. (0281)  
 M.G. TA, 1936. ALL ORIGINAL, immaculate condition, M.o.T. and taxed until May, 1970. With complete recon. Spare engine and clutch. £375. Tel.: For-gate 4208 (Worcester). (0282)  
 M.G. TA, 1937. BODY RE-BUILT AT cost £275. Engine not yet run-in. Bills available. £275 o.n.o. Tel.: Ledbury 2795 (Herefordshire) (evenings). (0282)  
 TR4A, WHITE, 1965. OVERDRIVE, wire wheels, pram hood, radio etc. 46,000 miles. Excellent condition. £575. A. Fierl Jefferson, Marine Hotel, Salcombe, Devon. Tel.: Salcombe 2251. (0283)  
 PORSCHE 356 C. LUGGAGE RACK, head rests, manual required. Good condition. Sunners. 161 Rock Lane, Melling, Liverpool. (0284)  
 REALLY BEAUTIFUL SPRITE, 1968, "F". B.R.G., 15,500 miles, wires, radials, tonneau, anti-roll. £575. Tel.: 01-834 2964 (evenings). (0285)

**FOR SALE—continued**

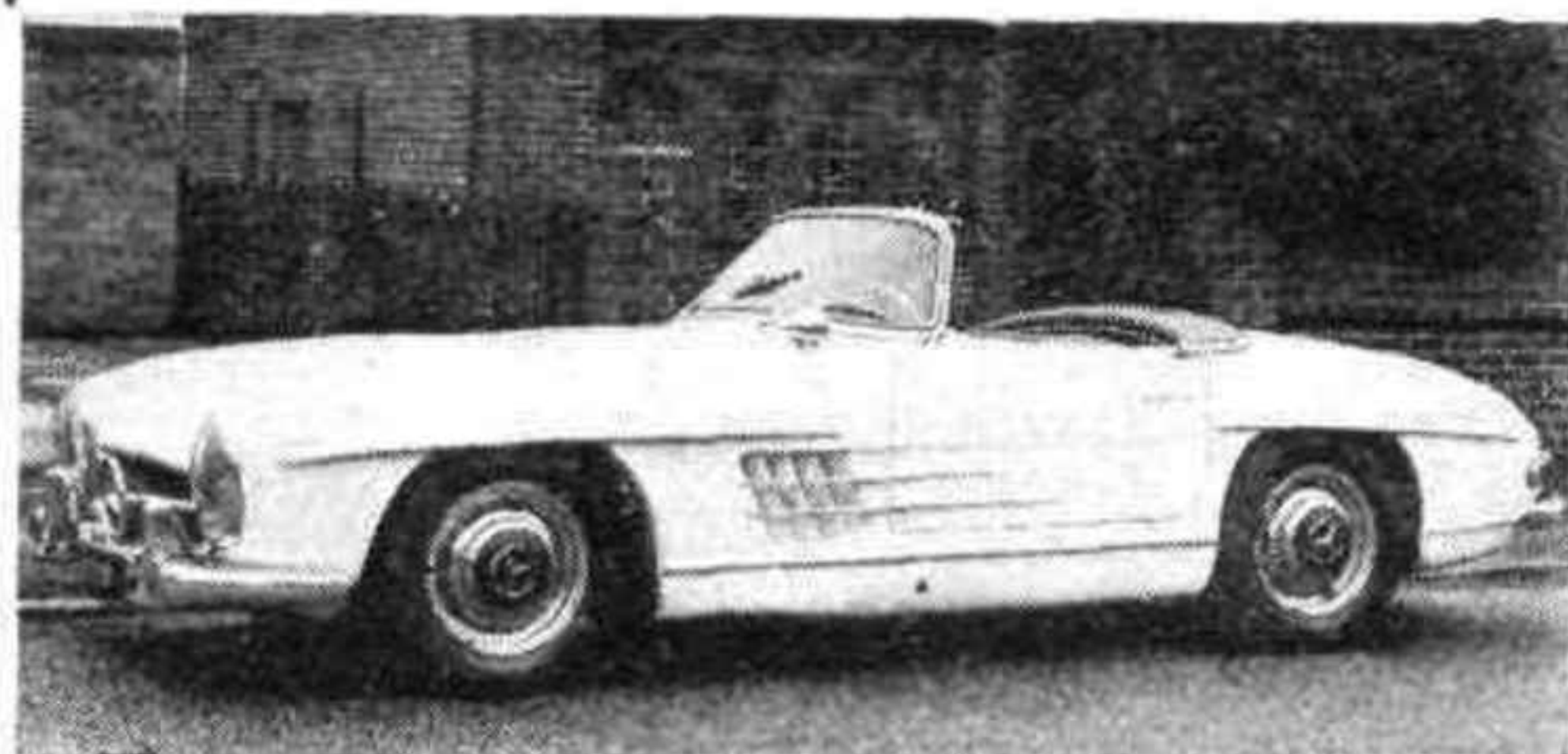
M.G.-B 1964. ROADSTER. BLACK WITH silver hard-top, wires, radio, folding hood and tonneau. £490 o.n.o. Tel.: Peopleton 433 (after 6 p.m.). (0286)  
 SWIFT 12 H.P. C-TYPE OPEN TOURER. First reg. 1923. In outstanding condition. Particular reason for sale. Offer. Box 1995. (0287)  
 VOLVO 121 MODIFIED HEAD, FULL instrumentation Motolita, s/wheels, blue spot, radio, 5 spots, "Rallye" seats, G800s, numerous spares. £480. Smith, 34 Morar Rd., Glasgow S.W.2. Tel.: 041-882 1622. (0288)  
 LOTUS ELITE S11 (BRISTOL BODY), S.E. spec., c.r. gears, servo. Complete engine overhaul 3,000 miles, including head. Fully balanced, modified head, new diaphragm clutch. Rear suspension overhauled. New 4.2 diff. Eye-catching in opalescent maroon/silver, black interior, 60 spoke w/wheels, s/belts, radio. Numerous useful extras. M.o.T. Nov. 1970. Never raced or pranged. Full workshop manual. Definitely far above average condition. £625. Bargain. Tel.: Great Easton 385 (Essex). (0290)

**FOR SALE—continued**

ASTON MARTIN DB2/4, 1955, MK. II. Very rare fixed head coupé body, recent respray, Alfin drums, twin exhausts, new silencers, Servo brakes, new clutch and starter ring. Cinturato tyres. Twin tanks, fly-off handbrake, radio, a very quick clean car. Long M.o.T. £425 o.n.o. Consider exchange. Tel.: Heathfield (Sussex) 2246. (0289)  
 LAGONDA 3-LITRE 4-DOOR SALOON, 1957. Excellent mechanically, good body; servo brakes, four new tyres, new battery, recent decoke, twin speaker radio. M.o.T. and taxed. £250 o.n.o. Tel.: Heathfield (Sussex) 2246. (0289)  
 ALFA ROMEO 2600 SPIDER. SOFT-TOP, hard-top, 1964, 27,000 miles, perfect condition. £850. Seen by appointment. Hayllar, Tel.: Tollerton 317. (0291)  
 MAXWELL CIRCA, 1923. CHASSIS AND some body patterns. Restorable. £60. Langley, 12 Billford Rd., Worcester. Tel.: 52592. (0292)  
 RILEY R.M.E., MARCH 1955. M.o.T. Aug., 1970. Good roof, tyres, battery. New ends, rings, exhaust. £175. Tel.: 01-346 4786. (0293)

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A truly magnificent specimen. Most original throughout, not a restored example. The braking system has been completely overhauled and the performance and handling are outstanding. Ivory coachwork and red leather. An excellent investment at £1,595.

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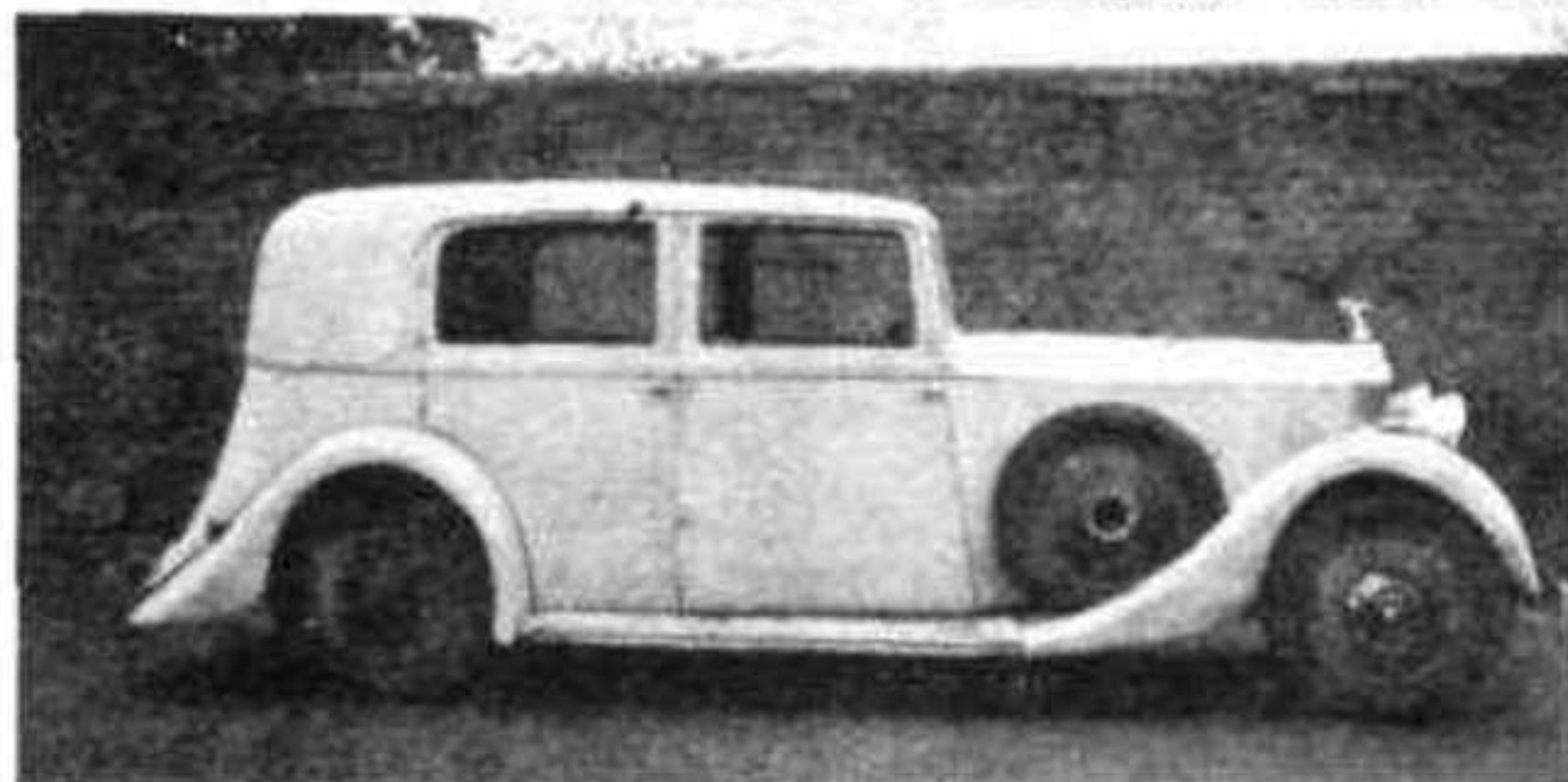
**C. J. BENDALL LTD.**  
FOR UNUSUAL AUTOMOBILES

HITCHIN 3445

*We wish all our Friends and Customers a Happy and Prosperous New Year*



**BENTLEY Mk. VI** Abbott convertible, electric top, delivered 1951, one owner from new, indicated mileage approximately (1) 20,000; basically sound both mechanically and bodily, but needs generally tidying up, i.e. hood, paintwork etc. (which we could in time organise), hence current price as seen. £900



**ROLLS-ROYCE 20/25**, 1936, GBK Series, Barker all-aluminium owner/driver saloon, reputedly two owners and indicated mileage of approximately 100,000 possibly genuine, stored since 1963, mechanically good, excellent tyres, silencing system just overhauled, interior neglected but sound, exterior in grey primer ready for repaint some plating already done.



**BENTLEY 4½ Vanden Plas** convertible, reg. Jan. 1940 reputedly last of the MX Series (203 MX), generally sound both mechanically and bodily but shabby leather and interior woodwork, carpets etc., poor paint and plating, nevertheless a unique car which will justify its restoration.

**ROLLS-ROYCE Silver Wraith**, 1949, Park Ward full 7-passenger limousine, with face-forward occasionals, black with brown leather, one owner from new, indicated mileage (1) 33,000, very fair mechanical order, sound but not immaculate coachwork, hence realistic price. (For photograph see last month) £845

**BENTLEY S.1** saloon, 1958 (July), sand and sable, beige interior, indicated mileage (1) 21,000, three private owners; we have overhauled steering, suspension, brakes etc.; engine and transmission are exceptionally nice and the car is well above average for its year and in our opinion fully justifies its price of £1,375

**BENTLEY 4½-litre** 1936, Mulliner (?) all-aluminium semi-razor edge 4-door sports saloon, biscuit and beige with grey interior, one owner past six years, considerable bills over past 15 years, not immaculate, but a very fair specimen of a pre-war Bentley at a sensible price. £550

**BENTLEY Mk. VI "big-bore"**, 1952, H. J. Mulliner all-alloy saloon, recent repaint in royal blue with gold line, grey hide interior; fully serviced by us and a very fair car. £695

**BENTLEY Mk. VI** standard steel saloon, 1947, grey, grey interior, very tidy and in very sound order for its year and price. £295

**MORRIS Minor**, 1931, S.V. metal saloon, very original, sun-roof etc., sound runner, comparatively rust-free but untidy, but with considerable quantity of spares. £110

**RILEY 9** Special Series Falcon "gull-wing" door saloon, 1933, manual gearbox, needs minor attention to paintwork, but otherwise a sound, tidy and unusual car. £250

**RILEY 1½-litre Adelphi** saloon, black, brown hide interior, all-original paintwork is not outstanding, but the car has been well cared-for and is generally very sound. £165

**VINTAGE:**  
Two exceptional cars—(1) 1924 HILLMAN 10.8, highly original car, stored many years, polished aluminium body black wings and hood, very fair running order, extremely

sound bodywork, not Concours, but very nice. (For photograph, see last month) £650  
 (2) 1925 RENAULT 9/15 Cloverleaf 3-seater, most original car, stored since 1957, believed one owner to 1951 and one only since, excellent trim and weather equipment. Recent first repaint in original colours of dark blue and black, has f.w.b. and is a practical, pleasant and unusual vintage light car.

**FIAT Type 509** (8 h.p.) Italian-bodied tourer, complete, original and only needs paint and trim.

**1930 FORD**, Type AA, 30-cwt. platform truck, wooden cab; one owner many years; restored, on good tyres and in sound running order.

**Rare 1921 HUMBER 16-h.p.** tourer, side-valve engine, all original; lamps, excellent bodywork, but needs paint, trim and hood.

**1930 SUNBEAM 18 h.p.** coach-built saloon, highly original, stored 19 years, fair paint and interior, running on good tyres, sound chassis and bodywork, but needs work on engine. £395

**SPACE CLEARERS:**  
These must be taken as seen and we will not dismantle for parts, but no sensible offers refused.

**ARMSTRONG SIDDELEY Sapphire** 7-passenger limousine, 1955, rough but complete

**BORGWARD Isabella 60**, circa 1959, complete but rough.

**DAIMLER Century** sports saloon, 1957, suspect broken valve, otherwise quite a fair car.

**FIAT**, Type 1900, l.h.d., circa 1955, very rough, but but again complete.

**HUMBER Hawk** saloon, 1947, all complete and comparatively sound.

**JAGUAR Mk. IX**, 1959, automatic, p.a.s., radio, quite a fair car generally, but no current M.o.T.

All vehicles sold in running order carry an M.o.T. Certificate

**PAYNES PARK, HITCHIN, HERTFORDSHIRE**



## 312/P Ferrari Matra Ford F.1

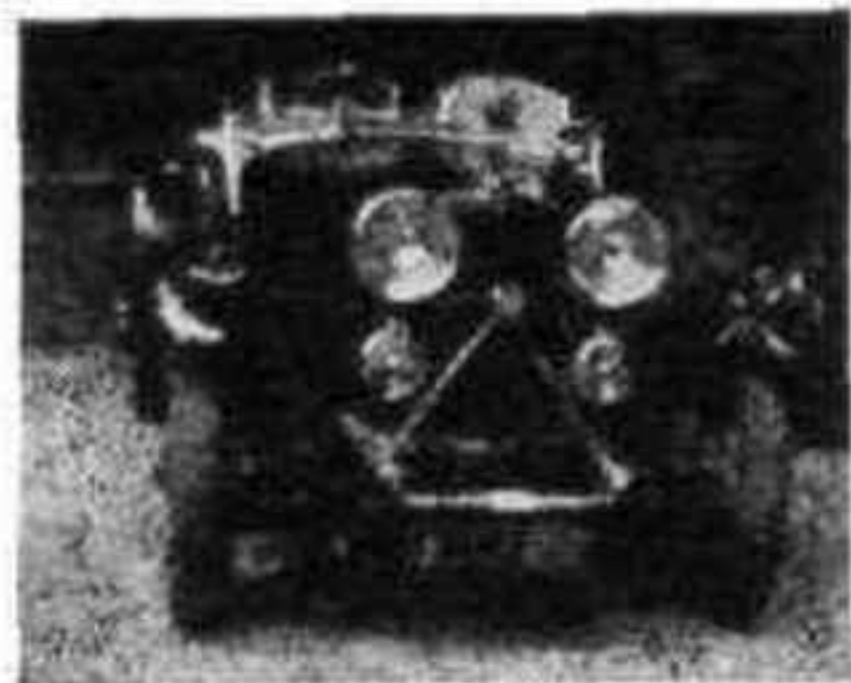
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**ROESCH TALBOT 105, 1933, VDP Tourer.** Rebuilt 110 engine and gearbox. 4:1 axle ratio, new radiator. All chassis parts and bodywork overhauled. Resprayed, re-upholstered, re-chromed, all weather equipment, new tyres. Very smart car—even the clock works!

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really love their cars and by the trials and tribulations endured, learn tolerance in all lesser matters.

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## G. W. WOODHEAD LTD.

1930 ALVIS 12-60 TK Beetle-back 2-str. Well preserved body. Avocado green trim ... £725  
1954 LAGONDA 3-litre 2-door Tickford. Exceptional order throughout ... £385  
1962 M.G. Midget Special Lenham Fastback. Clean and fast ... £310  
1966 SIMCA 1000 GL ... £345

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WE BUY  
PRE-1969 ASTON MARTIN  
AND GOOD PRE-WAR CARS

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GLOS.

LECHLADE 227

FAIRFORD 255 (evenings, weekends)

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First registered 6.4.38

30,675 miles

Original condition throughout.  
Owned by one family from new.

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WINTER MOTORING ...

**HEADLAMP STONEGUARDS:** 8, 10 and 12 inch. Wire rims, four-lug fitting, chrome, at £3 2s 6d, £3 11s 6d and £3 17s 0d per pair.  
**SPOT LIGHTS:** Powerful windscreen pillar type with rear view mirror at £7 10s or handle at £5 10s. Both chrome.  
**TANDEM WIPER SETS:** Stainless steel adjustable arms, pivots, link bar and blade. Bar to any length. £3 13s 0d per set.  
**D REAR LAMPS:** Limited stock from our original accessories. Stop/tail. Chrome. £2 10s each.

**HEADLAMP GLASSES:** New in stock for P100s and most other lamps 7½ and 8½ in. dia. Frosted, ribbed and plain. Send SAE for list. Post and packing 5s on each order.  
We have a wide choice of lamps, horns, instruments, tyres, etc. Let us know your needs.

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THE COMPLETE AUTOMOBILIST LTD.  
39 Main St., BASTON, PETERBOROUGH  
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## FOR SALE—continued

**MORGAN 4/4, COMPETITION MODEL.** 1965. Immaculate condition 98 b.h.p., 4 branch exhaust, o/cooler, Konis, w/wheels, bucket seats, w/rim, Cinturatos, radiomobile, full tonneau, d/blue. £170 spent recently (bills), 3,000 miles ago engine rebuilt. £720. Offers. Genuine reason for sale. Tel.: Ruislip 71-32605 (after Jan. 5th). (0294)

**1931 ROLLS-ROYCE 20/25, BOUGHT IN** weak moment by Riley enthusiast. Sound, original. Park Ward half-fabric saloon, mascot, new remoulds, M.O.T. Sell or exchange for m.p.h., consider Imp, Brookland, Sprite, Box 1996. (0295)

**YELLOW LOTUS ELAN + 2 "G" REG.** 1969 model as new with h.r.w. and push-button radiomobile. £1,695. Genuine reason for sale. Tel.: Broadwindsor (Dorset) 442. (0296)

**P. II CONTINENTAL, ATTRACTIVE** coachwork and interesting history. £2,250. For details write Box 1997. (0297)

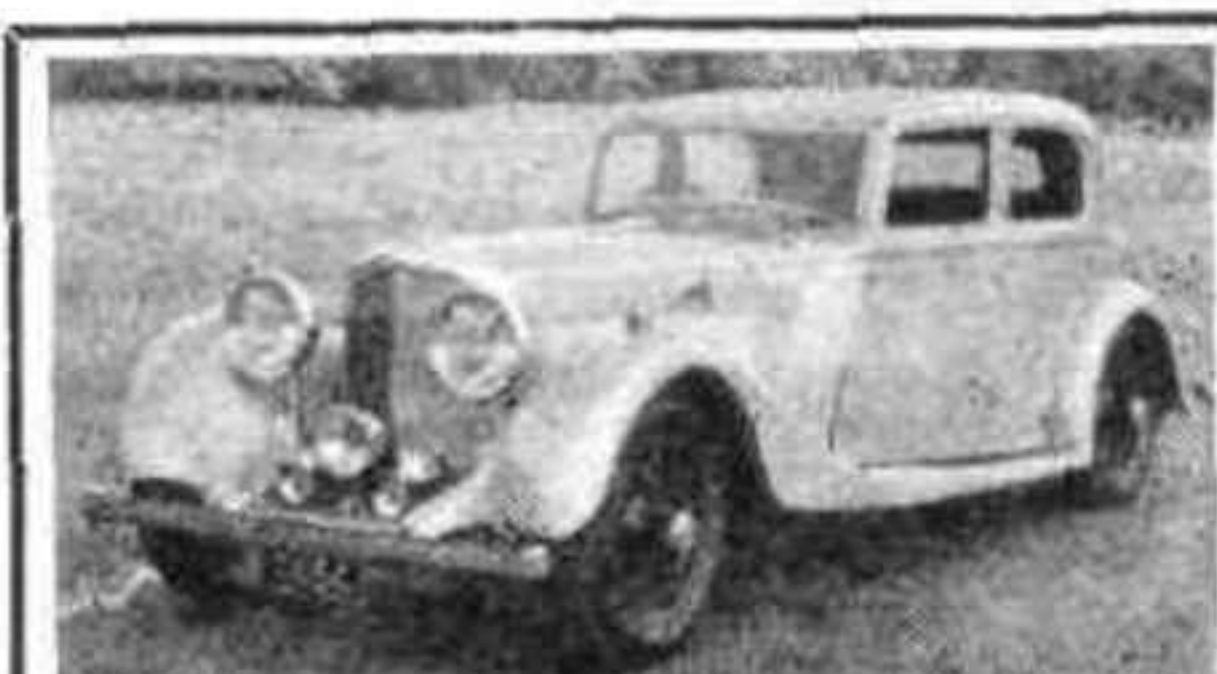
**ZB MAGNETTE, ONE OF THE LAST** made. Would anyone like to give my well cared for friend a good home. Tel.: Lane End 300 (office hours), or call Daniels, Chequers Manor Farm, Cadmore End, High Wycombe. (0298)

**TR4, OCTOBER 1963, WHITE, OVER-**drive, Motorola, tonneau, belts, new hood and clutch. M.O.T. Aug. 1970. Excellent condition. £450 Tel.: 01-892 9989 (evenings). (0299)

**1959 SPRITE, ORIGINAL BODY,** Athens yellow, h/s-tops, Cinturatos, 51/2 J-rears. Selling quickly. £240. Jenkins. Tel.: Letchworth (Herts.) 2880. (0300)

**1936 STANDARD TEN, IN DAILY USE,** M.O.T. 180 o.n.o. 33 Edgewood Drive, Tel.: Luton 29619. (0301)

**LAGONDA, 1934, 16/80 SALOON, COM-**plete but needs renovating. Offers over £150. W. Finlay, 41 St. Aubins Ave., Sholing, Southampton. (0305)



## 1935 BENTLEY 3½-LITRE

Reconditioned regardless of cost for intended sale abroad. New opalescent golden sand cellulose, with maroon wire wheels and waistline. New maroon leather trim, new carpets, sun-roof, headlining and re-polished wood. All chrome perfect. Engine rebuilt only 7,000 miles back.

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## 1960 Porsche 70 (Super 90 Engine)

Bahama yellow. New radials.  
New hood.

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**AUSTIN Princess,** registered 1949 by titled owner. Silver grey with red leather interior, in outstanding condition. A rare car which will appreciate in value ... £150

**LAGONDA 3-litre Tickford 2-door** sports saloon, 1955, good condition throughout, incl. all new tyres... £225

**ALVIS Firebird,** 1936 chassis, complete in every detail including all chrome, bonnet, front wings and instruments ... £100

**WANTED: All types of ALVIS** especially Speed 20, Speed 25, 3½ and 4.3-litre, condition immaterial.

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**Factory COMPETITION LIGHT-**weight "E"-Type. Believed the last to be built of these very rare machines—ex-Phil Scragg car. The car has covered an exceedingly low mileage and has never been raced or accident damaged. It is entirely tractable on the road and in concours condition. Full history and specification. Offers, exchanges, to:

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12, Barrow Point Avenue, Pinner,  
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**ARMSTRONG Star Sapphire, 1959.** Pearl black over beige; Auto., radio, P.A.S.; two owners; exceptional condition ... £450

**BENTLEY S.3, 1965, Astral blue over** silver; specification includes stereo radio system, Nylon over rugs, extending reading lamps to rear compartment. Recent Rolls service and full history available. A magnificent example offered at ... £3,600

**BENTLEY S.1, 1959, Pearl over black,** hide interior; full workshop overhaul. Excellent, unmarked, rust-free body. Well above average, offered at ... £1,395

**BENTLEY R-Type, 1955, Two-tone** grey. Auto. Immaculate condition, for the discerning buyer ... £875

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Reece Mews, London, S.W.7

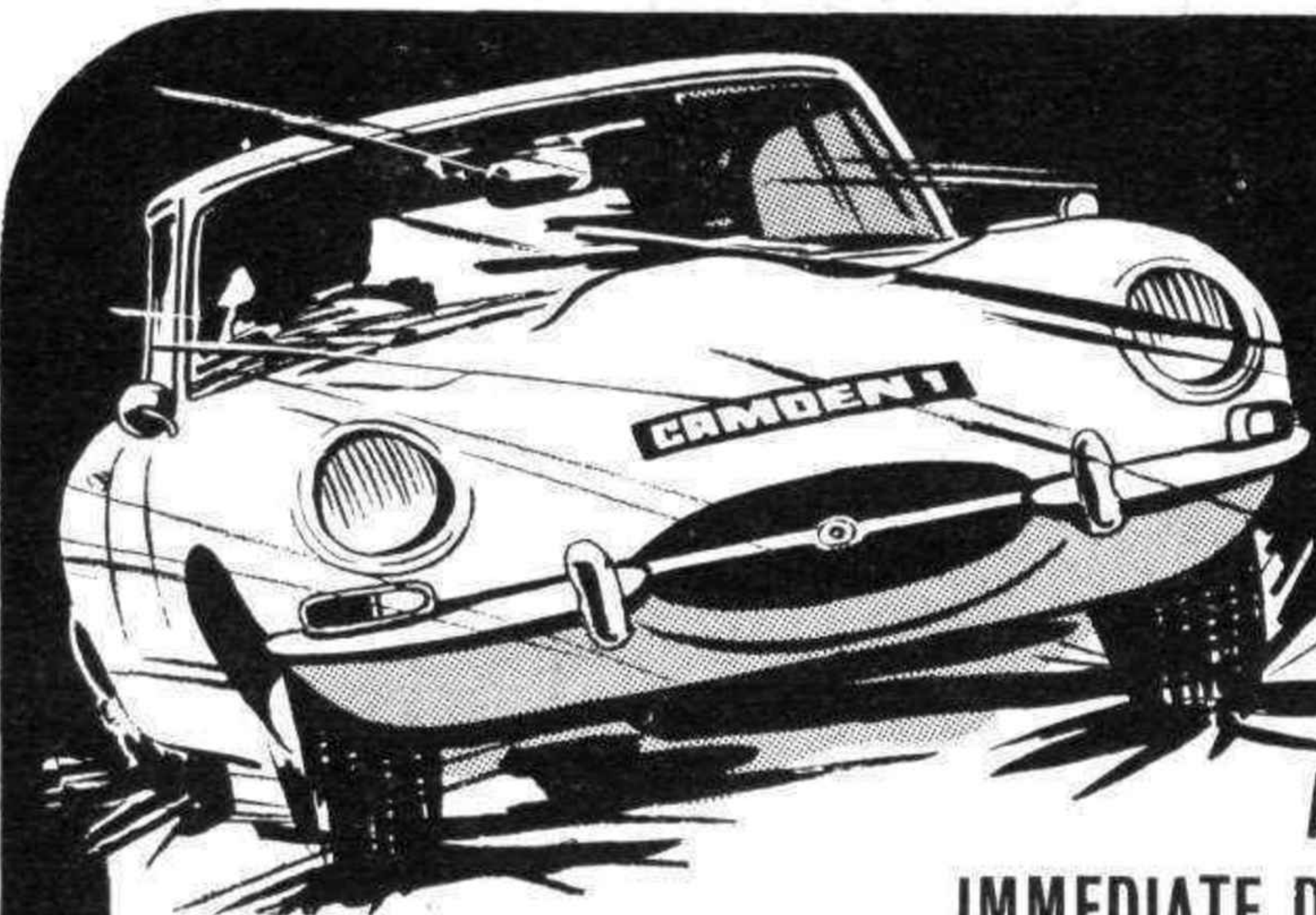
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## The Racing Morgan Agents

The Stapleton Brothers this month are blissfully happy with an array of mighty Morgans to offer: 1969 Morgan 4/4, green, white leather interior; 1969 Plus 8, red, as new; 1968 Plus 4, white, radio, luggage rack; 1967 Plus 4, red, really fantastic; 1961 Plus 4 coupe, green; 1957 Plus 4, orange. Huge possibility of another 4/4. Our Hardtops have arrived at last, but only for the 4/4s. Also bonnet straps, badge bars, gear knobs with badge, fibreglass wings front and rear.







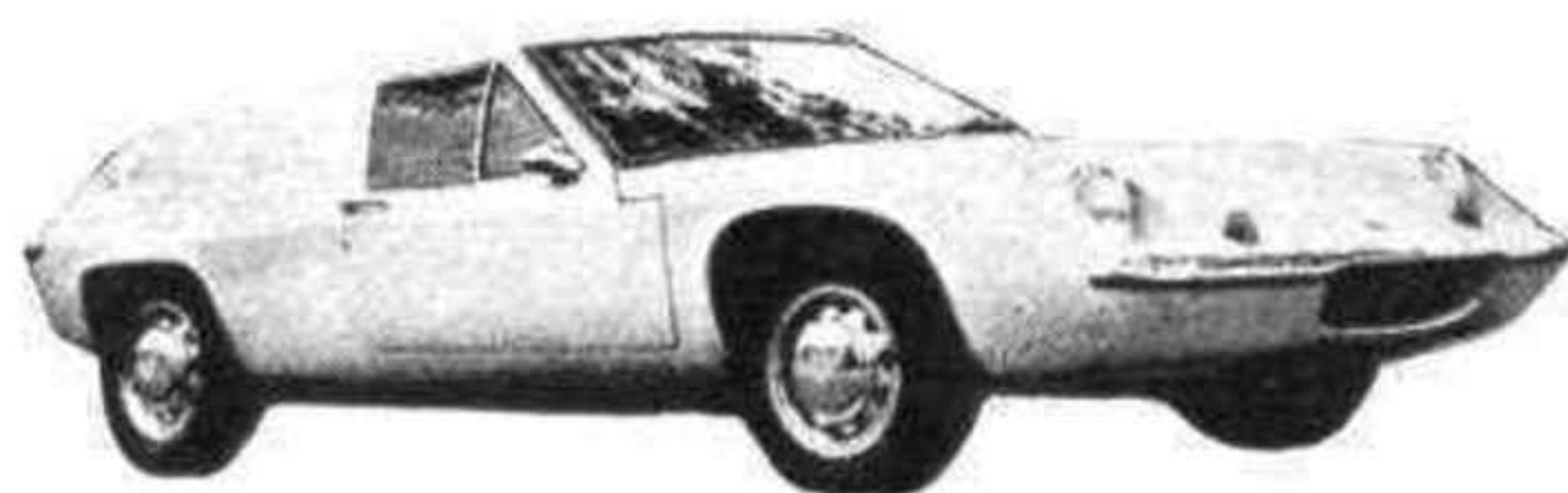
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1964 LOTUS Super 7. Enthusiast maintained, in red. Wide-rim wheels with 5P tyres..... £499  
1969 LOTUS Super 7. Absolutely as new in white/silver. Stage 2 GT 1600 engine, radio £699  
1966 LOTUS fixed-head coupé. Includes knock-on wheels, radio and seat belts. In blue... £899  
'F' regd. LOTUS Elan drophead coupé, S/E., in tangerine; fuel injection engine..... £1,099  
'F' regd. LOTUS Elan f.h.c. White with black interior, k/o. wheels, radio, servo..... £1,149  
1969 LOTUS Elan fixed-head coupé, S/E. Lotus yellow. One owner, 4,500 miles..... £1,399  
'G' regd. LOTUS Elan + 2. Golden sand with black interior. P.B. radio..... £1,599  
1969 LOTUS Europa. Only 7,000 miles from new, in special metallic green..... £1,399  
'H' regd. LOTUS Europa. In Bahama yellow with black. Very low-mileage example..... £1,499

1960 JAGUAR XK150 fixed-head coupé. Superb car in dark blue with grey. O/drive, w/wheels and radio..... £699  
1964 JAGUAR 'E'-type fixed-head coupé. Early but well maintained example in white with black interior..... £849  
1966 JAGUAR 'E'-type drophead coupé. Metallic silver grey. Chrome w/w., radio... £1,299  
1966 JAGUAR 'E'-type 2+2. Spec. includes auto. g/box, h.r.w., radio, w/w; primrose £1,499  
1967 JAGUAR 'E'-type drophead coupé. Carmen red. H. & S. tops, radio, chrome w/w £1,649  
'F' regd. JAGUAR 'E'-type fixed-head coupé. Eye-catching in red with beige leather. Radio, heated rear window, chrome w/w..... £1,799  
'G' regd. JAGUAR 'E'-type, Series II, fixed-head coupé. Metallic blue with black. Heated rear window, chrome w/w., radio..... £2,049

1965 MERCEDES 230SL. Quality performance coupé. Automatic, power steering, radio... £2,399  
1966 M.G. Midget. British Racing Green, black interior. Mod. suspension, mag. alloy wheels £499  
'F' regd. M.G. Midget. Excellent example in dark blue with black interior. Fitted w/w. £599  
1954 M.G. TF. True collector's car in exceptional order. Maroon with tan trim..... £549  
1960 M.G.-A. Rare example in this condition. Finished in royal blue. Well kept..... £329  
1964 M.G.-B roadster. Exceptional bodywork in ivory/black leather interior. O/drive and wire wheels..... £549  
1965 M.G.-B roadster. Fitted hard- and soft-tops, radio, wire wheels. Smart red bodywork... £599  
1966 M.G.-B roadster. Excellent in mineral blue with black. Includes o/drive and wire wheels £649

1967 M.G.-B roadster. Low mileage, with overdrive and w/w. Finished in French blue..... £799  
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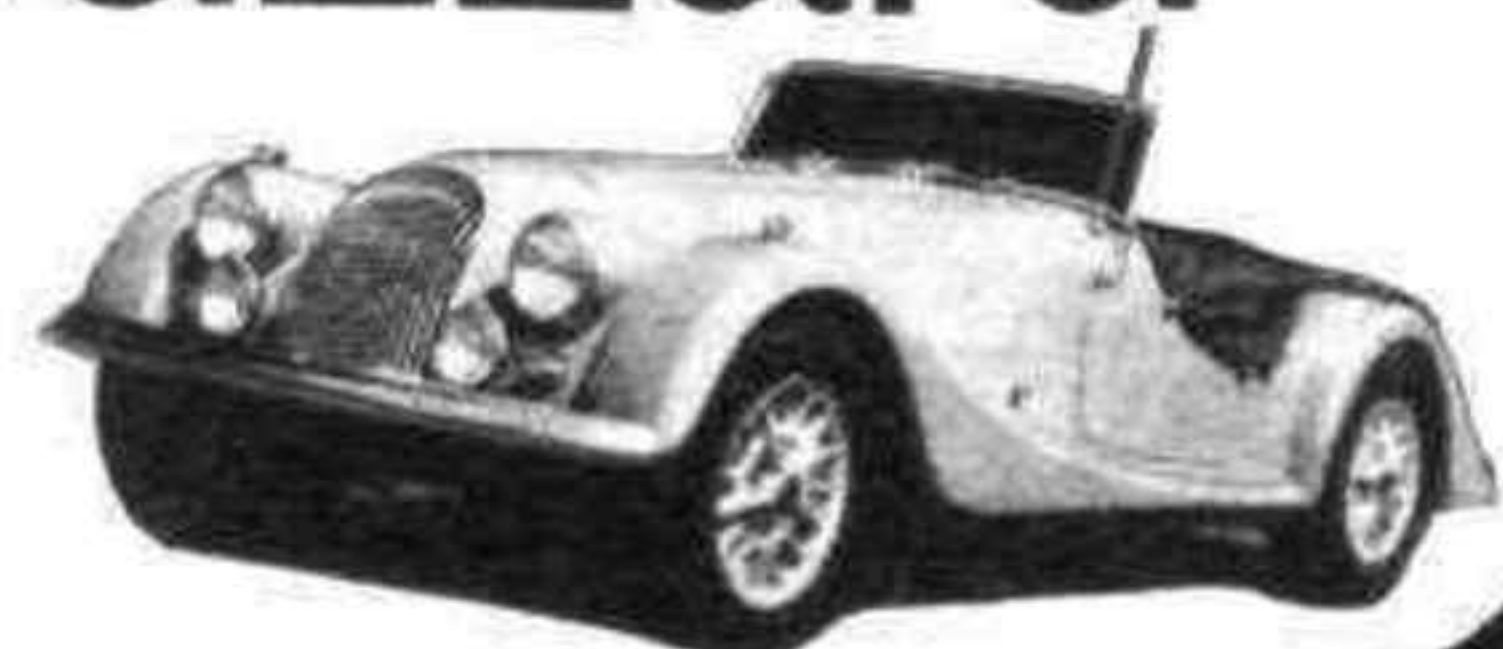
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**1961 TRIUMPH TR3A**. Beautiful paintwork in special metallic silver. O/drive and w/w.... £399  
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**LOTUS SUPER SEVEN, 1964, 1500 COS-**worth, C/r box, new Dunlop racers, weather equipment. Gleaming example. £595. P/X. Gandy, 75 Littledown Ave., Tel.: Bournemouth 35683. (0082)

**AUSTIN HEALEY 3000 MK. III, 1964.** Very low mileage, 24,000 miles, under-sealed, overdrive. Full history, B.R.G., full tonneau, leather upholstery. £650. 211 Prescott Rd., Ormskirk, Lancs. Tel.: Town Green 429. (0312)

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**M.G.-B. 1965, MIDNIGHT BLUE, WITH** overdrive, Bermuda hard-top, twin choke, Weber, and many extras. £595 o.n.o. Tel.: Walton-on-Thames 23827. (0307)

**1948 TRIUMPH ROADSTER 1800, REG.** J.L.W.B. just recently overhauled from bumper to bumper including engine, brakes, steering, wiring, suspension, body-work. Refinished crimson. Good hood, heater, taxed. Long M.o.T. £195 o.n.o. Tel.: 061-439 7638. (0308)

**MK. 10 JAGUAR, 1963, ALL AUTO-**matic. Mechanically excellent. Very good body, must be sold. £195. Partington, 24 Parkwood Drive, Bolton. Tel.: 21488. (0309)

**3/4 1/2 BENTLEY 1925/30 PRACTICAL** fabric covered 2-seater with luggage space and tonneau. Fast, reliable tractable, equally happy club racing or shopping. Desirable components include "D" box, Alfin drums, 3.53 steel diff., flattened springs. Engine rebuilt 1968 with all worthwhile mods. Starting with Laystall crankshaft. Best offer around £3,500. Spencer, Three-ways, Ibbstone, Nr. High Wycombe. Tel.: Turville Heath 272. (0329)

**AUTO-UNION 1000S COUPE, 1962.** M.o.T. Sept. 1970, taxed, four new tyres, radio. £120 for quick sale. Tel.: Kington (Warwickshire) 328. (0330)

**M.G. MIDGET, 1965, SEE "EX-**changes". (0353)

**AUSTIN HEALEY, 1966, 3000 MK. III** sports in white with red interior. Fitted with hard and soft top. Full history; in excellent condition, licensed end of Aug. £725. Tel.: 061-650 1683. (0310)

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**M.G. TA, TB OR TC WANTED** around £150 cash for reasonable model. Please send full details to: Steele, 84 Latton Green, Harlow, Essex. (0145)

**MASCOTS, BADGES WANTED. WILL** buy or exchange many vintage, veteran items. R. Padgett, Welney, Wisbech. (0158)

**JENSEN 541 R/S, PREFERABLY** manual box, 1962/3, immaculate. Repeat immaculate. Davis, 9 Wheathill, Orchard Hills, Walsall. Tel.: 24090. (0159)

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**B.S.A., M.O.G., T.R. OR RL, JRL, R.** Prominent number with vehicle required. R. Lewis, 290 Lordswood Rd., Birmingham 17. Tel.: 021-429 2415. (0161)

**WANTED: ASTON MARTIN DB35, DB3,** or other competition car. Any condition considered. Box 1979. (0162)

**EDWARDIAN 12-16 H.P. SUNBEAM** wanted. Good price for good example. Box 1980. (0163)

**H.R.G. CHAIN-DRIVE FRAZER NASH.** Must be mechanically and bodily sound. Cash. Exchange or sell 1965 Austin 1100, 1936 Singer 9 coupé, 1933 Austin 7 and rare 1933 Wolseley Hornet special Tickford coupé (Ford-engined). Mike Bate, 39 Queen St., Bude, Cornwall. Tel.: Bude 2041. (0164)

**WANTED: FOLLOWING COPIES** "Motor Sport": Jan., Feb., March, Oct., 1950; Jan., 1951; March, 1959; March, April, 1960; Jan., Aug., 1961; Jan., June, 1962. Also any copies prior to 1950. Dutton, 4 Long Drive, Greenford, Middx. Tel.: 01-578 3810. (0167)

**CALCOTT SPARES WANTED, ANY** year. Warmington, Mount Ambrose, Redruth, Cornwall. Tel.: 6858 (evenings). (0168)

**WANTED—continued**

**P-TYPE M.G., PREFERABLY SUITABLE** for restoration: Simmons-Hodge, Crackington, Tape Lane, Hurst, Berks. (0165)

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**XK120 ROADSTER WANTED, ANY** condition considered; up to £200 available. J. Law (Automobiles Ltd.), 51 Great Hampton St., Birmingham 18. Tel.: 021-554 4549. (0169)

**OPEN CAR WANTED, PREFERABLY** pre-war. Two- or four-seater tourer or coupé. Condition not important. Reasonable price. Day, 5 Browning Rd., Fetcham, Leatherhead, Surrey. (0170)

**£1,000 OFFERED FOR "AUTOCAR"** 1895-1950. Portions welcomed. Also "Motor". Lambert, 60 Salhouse Rd., Rackheath, Norwich. (0171)

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**CHAIN-DRIVE FRAZER NASH, PRE-**ferably Meadows, but anything considered. 37 Marble Hill Close, Twickenham. Tel.: 01-892 2213. (0173)

**A.C. ACECA BRISTOL, 1958, PARTS** wanted to complete rebuild from anyone dismantling. Box 1982. (0174)

**WANTED: INSTRUCTION BOOK FOR** 1936 Morris Eight 2-seater tourer. Tel.: Cobham (Surrey) 4841. (0175)

**WANTED BY A.M.O.C. MEMBER,** rough or damaged but complete Aston Martin DB2 or DB2/4. Also engine with twin plug head for DB4 GT. Please reply with details to: Box 1983. (0176)

**WANTED: SIX WHEELS 895 x 135 FOR** 1921 "O" Series Silver Ghost. Also any other parts. Messenger, 74 Ledborough Lane, Beaconsfield, Bucks. Tel.: Beaconsfield 3656. (0177)

**WANTED: AUSTIN 12/4, 1926, SALOON** in good order. L. D. Goldsmith, 52 Mark Lane, London, E.C.3. (0178)

**J.A.P. AND VINCENT RACING EN-**gines required, plus any spares. Tel.: York 54389. (0179)

**WANTED: TWO BEADED EDGE RIMS,** 26 in. x 3 in.; 80 m.p.h. Watford speedo; 1925ish Morgan Grand Prix log book, and any vintage Morgan parts. Dutton, 4 Long Drive, Greenford, Middx. Tel.: 01-578 3810. (0180)

**VINTAGE BENTLEY 3 OR 4 1/2 RUN-**ning chassis required. Price and full details: Stevenson, 48 Fitzroy Ave., Birmingham 17. (0181)

**WANTED: ROLLS-ROYCE TOURERS.** Must be big, open tourers in immaculate condition, body-builder unimportant. Box 1985. (0182)

**£500 CASH. YOUR ROLLS 20, ROLLS** 20/25, vintage Sunbeam, bull-nose Morris Cowley 1923-1926, vintage or post-vintage Lagonda in running order or complete. R. T. D. Franklin. Tel.: Wimborne (Dorset) 2748. (0183)

**A GOOD PRICE WILL BE PAID FOR** one of the following: A pre-1930 Lagonda, Rover or similar quality car, tourer preferred, and the older the better. An XK120 roadster (preferably alloy body) which is sound and worth restoring. Brown, Prospect House, Hartshead, Liversedge, Yorks. (0184)

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**"MOTOR SPORT" DEC., 1924; MARCH,** 1928; May, June, 1929, wanted. Your price paid. 42 Eversley Ave., Barnehurst, Kent. (0189)

**30/98 E OR OE MODEL REQUIRED.** Any car in any condition considered. W. Wiseman, The Mill House, Bray-on-Thames. Tel.: Maidenhead 24454. (0188)

**BOUND VOLUMES WANTED. "MOTOR** Sport" 1966 on. "Motor" before Feb., 1949, after July, 1962. "Autocar" all years. "Practical Motorist" Sept., 1963, on. "Autosport" June, 1956, to Nov., 1958, and June, 1962, on. All other titles considered. State price and condition. Box 1998. (0331)

**CROSSLEY 15.7 PARTS. INFORMATION,** correspondence wanted. Urgently need radiator badge and cap. Tel.: 01-994 4872. (0332)

**NAKED GIRL DIVING INTO WIND, OR** Silver Eagle mascot for Alvis TA14. Also two Lucas P100s. Bill Nock, Tel.: Bloxham (Oxon.) 433. (0333)

**M.G. J2 WANTED, SUITABLE FOR** restoration, hence condition unimportant. Please write: M. J. Linward, 18 Victoria Rd., N. Chingford, London, E.4, giving details, or Tel.: 01-529 3241 (after 6 p.m.). (0334)

**ALFA ROMEO GIULIETTA SPINT;** low mileage. Exceptionally well cared for, though can have one or more major faults. Preferably Rudd r.h.d. conversion; original paintwork. Private purchase. Cash immediately available. All letters replied to. Box 2001. (0337)

**SUNBEAM TIGER, 1965/1966, TEL.: 01-**723 4041 (day), 01-952 1161 (evenings). (0353)

**WANTED—continued**

**CHEAP, ORIGINAL, P.V.T. TOURER.** Condition, location absolutely unimportant; e.g., M.G. VA, P-Type, Riley, Singer 1 1/2-litre, Mercedes. W.H.Y.? Details/price please. Box 1999. (0335)

**WANTED: JAGUAR "E" ROADSTER.** Must be immaculate, low mileage example. Up to £1,300 cash. Private buyer will view anywhere. Box 2000. (0336)

**ALVIS TD21, IN GOOD CONDITION.** D. P. Crow, 181 Abbey Foregate, Shrewsbury. Tel.: 6010. (0338)

**M.G.-A 1600 MK. II, IN EXCELLENT** condition. M. Hope, Greenacres, Spofforth, Harrogate. Tel.: Spofforth 240. (0339)

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**HUMBER, 1928, 14/40 TOURER. EX-**cellent, for SP250 plus cash. Details under "For Sale". Box 1990. (0226)

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**SUPERB M.G. MIDGET, 1965, B.R.G.** With matt-black Bermuda hard-top; recent G800s, dynamo, battery, exhaust system, clutch, brake system, including pads and shoes; rebuilt f/suspension. Extras include radio, tonneau, soft-top, belts, mirrors; M.o.T. 1970. Exchange for 1965/1966 Sunbeam Tiger with hard-top. Cash difference. Tel.: 01-723 4041 (day), 01-952 1161 (evenings). (0353)

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**WILL EXCHANGE BRAND NEW 14 FT.** 6 in. 4-seater racing/ski boat with Merc 650 engine (retail cost approx. £1,000), and/or light 8 ft. 6 in. speedboat 5 h.p. Ferrier-Thomas (retail approx. £200), and/or selection other boats' engines towards payment for pre- or post-war Rolls. Prefer larger vehicle or l.w.b. for adaptation so internal condition unimportant. Essential spacious, mechanically sound with character. Would consider mobile caravan. Jones, 17 Ovington Gdns., S.W.3. Tel.: KEN 3659. (0355)

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**SS JAGUAR 3 1/2 GEARBOX, 2 1/2 GEAR-**box, 1 1/2 dynamo with rev-counter drive, Spitfire Mk. I bonnet, slightly damaged. Tel.: Nottingham 63086 (business hours). (0192)

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**MISCELLANEOUS—continued**

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**Dismantling MG TAs, TCs, TDs,** TFs, MG-As. All parts available. Large Stocks of New and Rebuilt parts for all 'T' Type MGs. World wide mail order. S.A.E. for list. **OCTAGON SPORTS CARS LTD** 19, Grosvenor Pk. Rd., London, E.17. Tel.: 01-722 8952 or 01-521 0521

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**MASERATI 3500 GT COMPLETE EN-**gine and gearbox, dual ignition (two plugs per cylinder), triple 40 DCOE Webers, all ancillaries, ZF 4-speed all-synchro gearbox. £300. Box 2002. (0343)

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**E-TYPE JAGUAR HARD-TOP. BLACK.** Excellent. Cost £83, accept £50: four wire wheels, shod 1/4 worn SP41s. Offers. Tel.: Rustington 6826. (0347)

**MASERATI 3500 SEBRING ENGINE** unit. Fully reconditioned by Concessionaire and unused since. Will export and/or exchange. Box 2004. (0348)

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**OFFERS, 1954 AUSTIN A40, REG.** AJS 16. 45 Westwood Ave., Kirkcaldy, Scotland. (0351)

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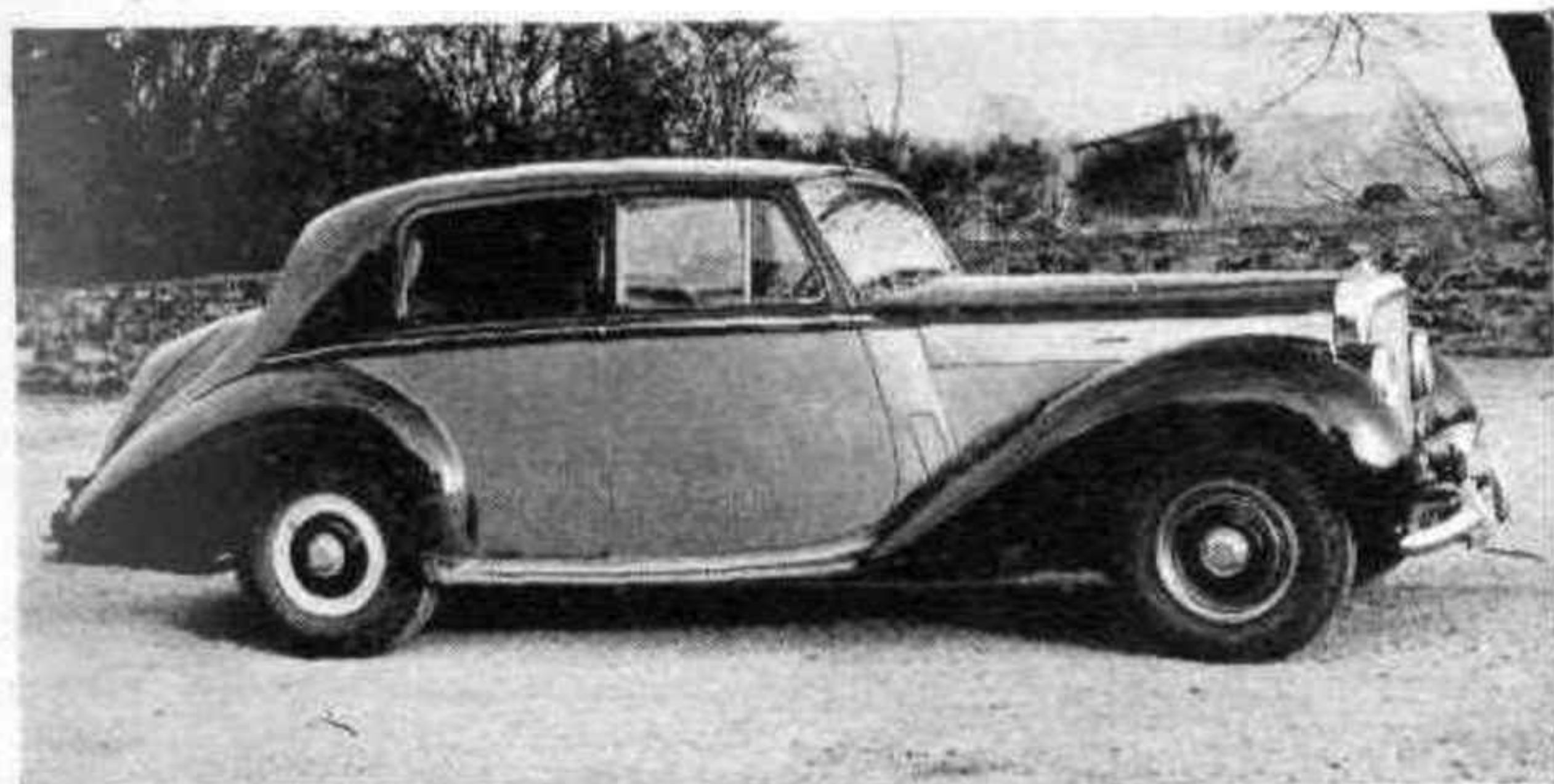
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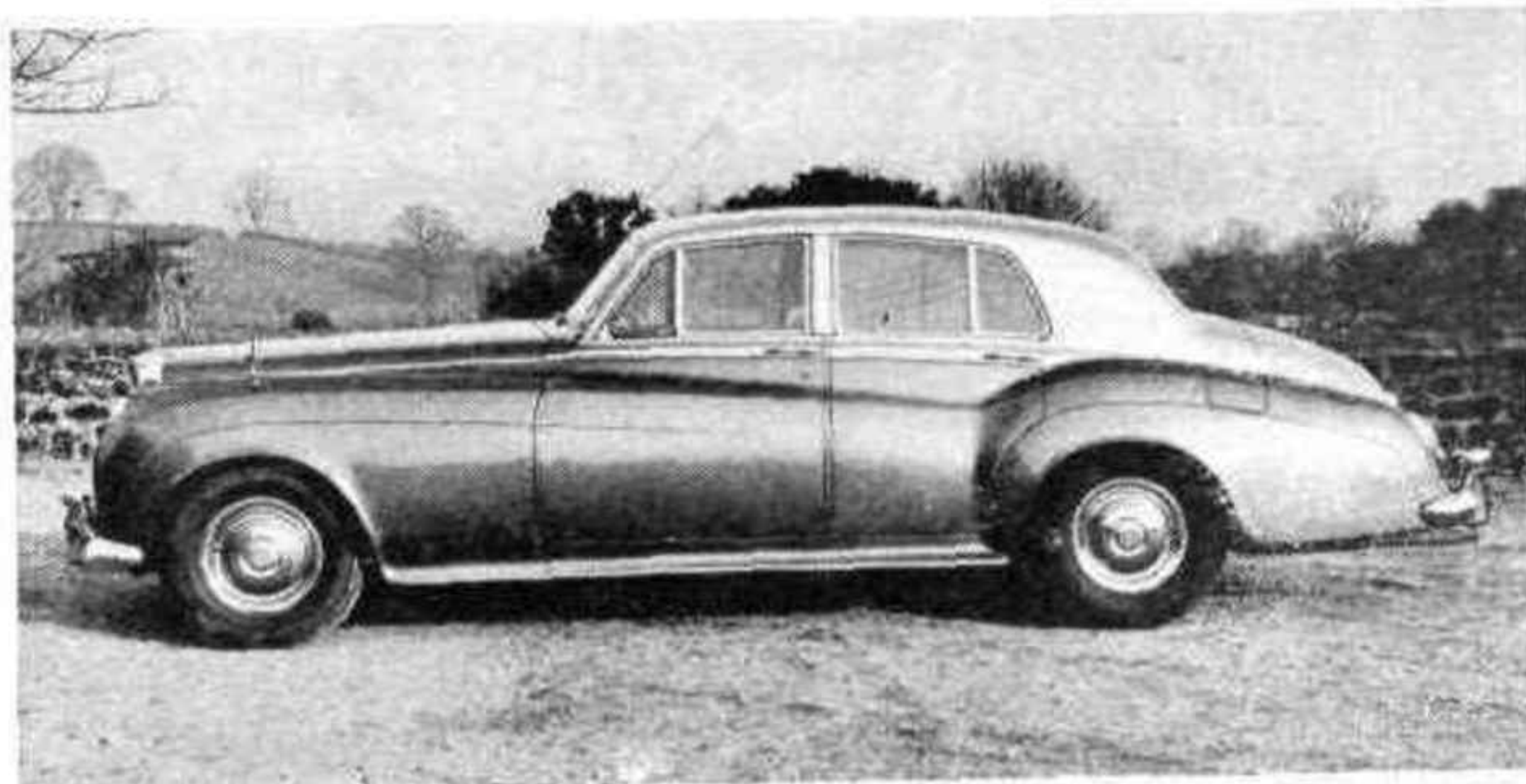
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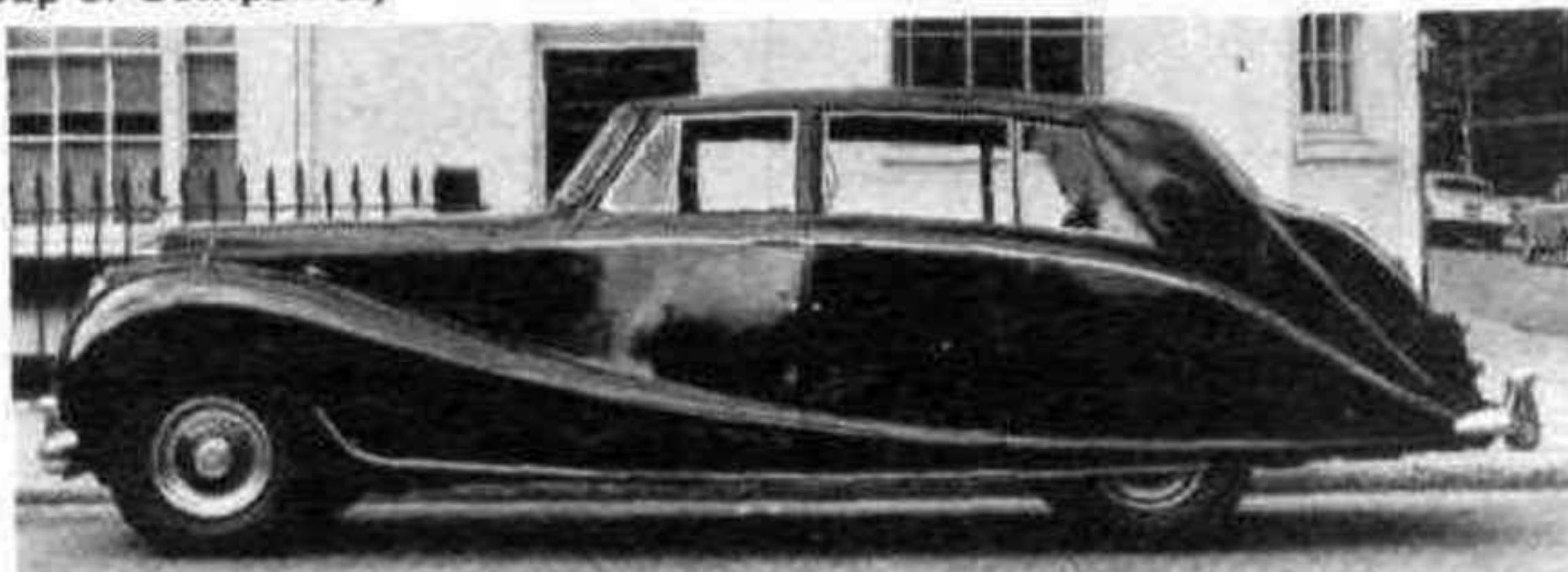
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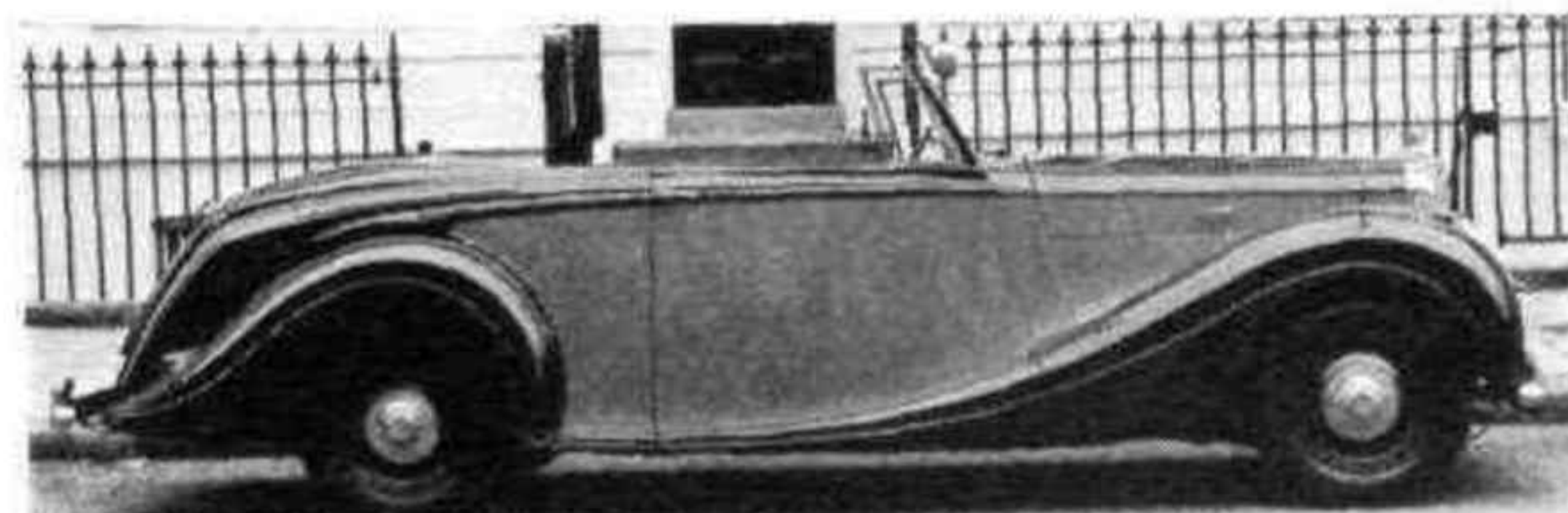
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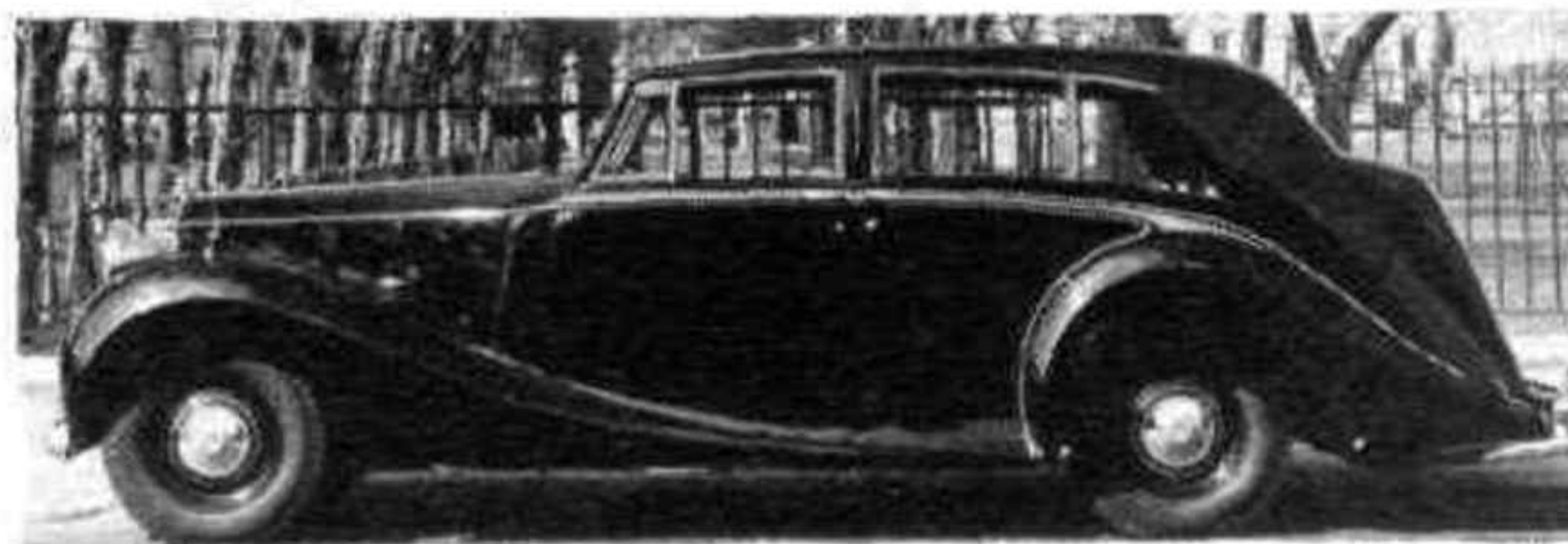
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