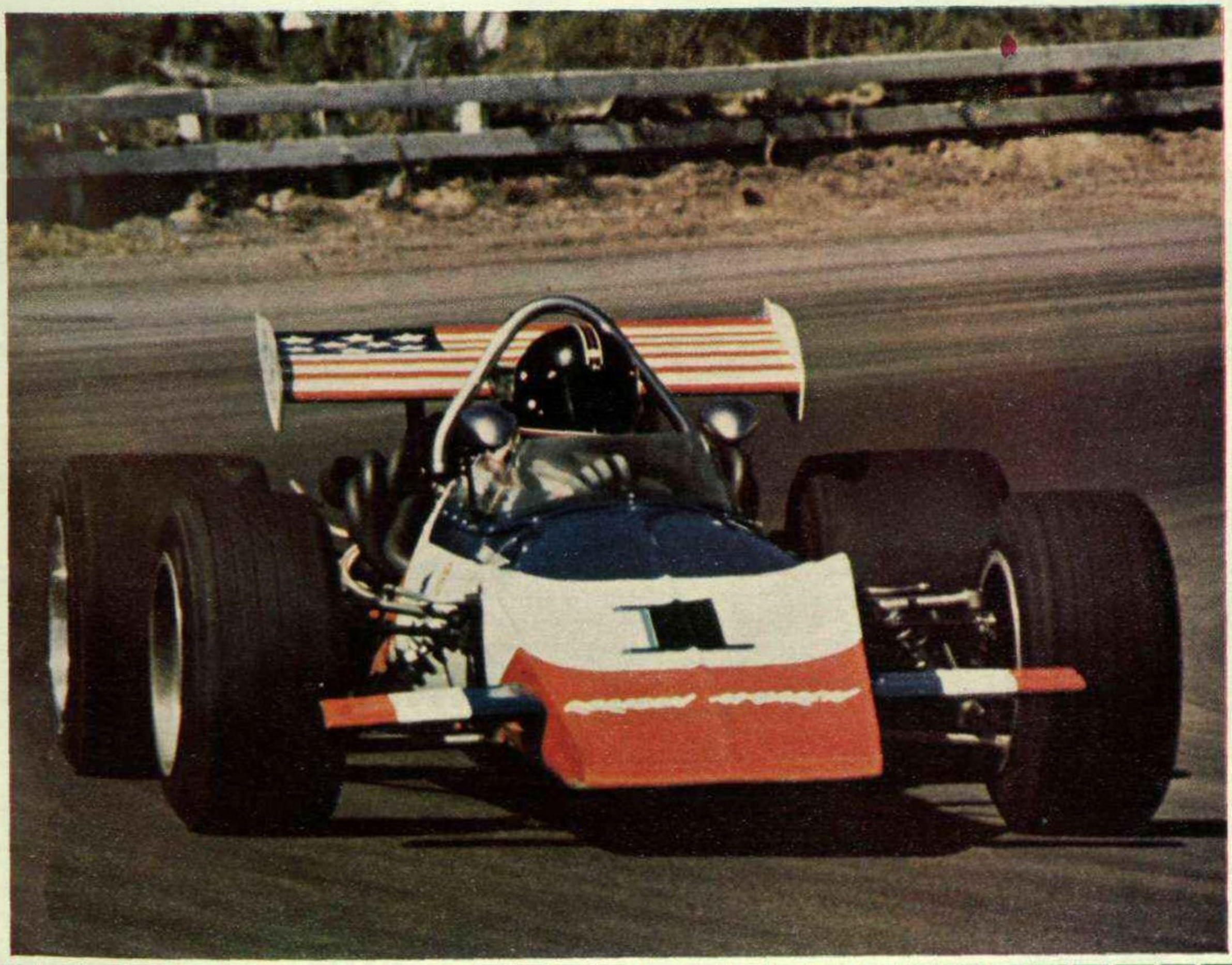
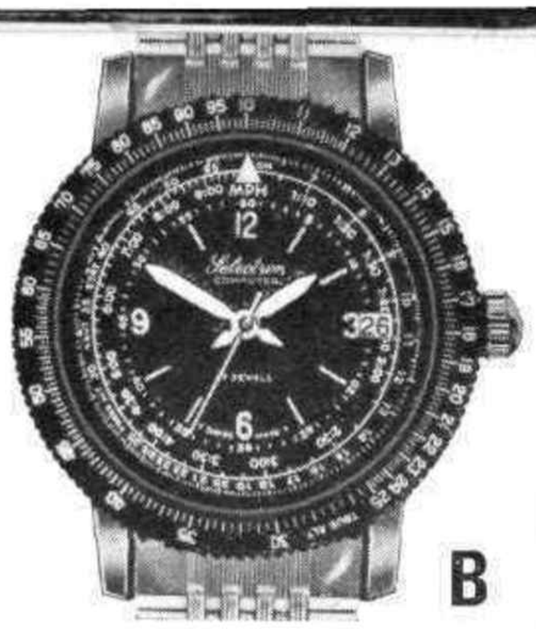
Vol. XLVI No. 2 TWO SHILLINGS AND SIXPENCE February 1970

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR





B



C



D



E



F



TOP TEAMS GO CHRONOSPORT

If you like the idea of buying specialist watches from a specialist company, or choosing from the world's largest range of sports watches, or paying less money than you will in the shops, or all three — go Chronosport. Be like Gold Leaf Team Lotus, Bruce McLaren Racing, Winkelmann Racing, British Leyland Competition Dept., Marcos Cars, John Quick, Motor Racing Enterprises, or dozens more. Rely upon the leaders in the field of specialised watches and timers for YOUR new watch or stopwatch. It costs you less to do so!

A. ASTRO CHRONO

A new chronograph introduced this year, and already one of our fastest sellers, 17 jewelled lever movement, Incabloc shock absorbers, fully waterproof, strong stainless steel case. The 1/5 second full flyback stopwatch has start/stop/go facility. Dial includes 30 minute recorder with 2 coloured (blue and red) 5 and 10 min. countdown zone. Also has tachy and telemeter scales. Bezel has 0-60 and 0-12 hour scales. Free bracelet. Similar specification watches cost around £30, but this one for **£19.19.6.**

B. COMPUTER SLIDE-RULE

Highly recommended — in use with R.A.F. aircrew. 17 jewelled Swiss made, shockproof and waterproof. Automatic calendar. Computer equiv. to 3-inch slide-rule. Multiplies, divides, calculates ratios, averages, time/distance/speed, etc. (Full instruction leaflet provided.) Black dial, highly legible figures. Complete with s/steel bracelet. Originally marketed in the U.K. and U.S.A. at £15 but Chronosport price is now right down to **£6.19.6.**

C. SHERPA GRAPH. A Special Offer

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.**

D. TIME/DISTANCE/SPEED

Just announced in Switzerland this watch has a huge technical specification. Two exterior bezels (the outer one rotates), includes all calibrations required to make time/distance/speed calculations. Internal 0-60 minute bezel is rotated by external crown. Dial includes automatic calendar, luminous hands and markers. Rugged case is waterproof and the 21 jewelled movement is shock-protected. Complete with tropic strap and introduced by Chronosport at only **£7.19.6.**

E. MULTI-SPORT CHRONOGRAPH

A best buy in chronographs. Quality 17 jewelled lever Incabloc movement in a water-resistant case. 1/5 second flyback stopwatch with start/stop/go action. 30 minute recording dial, tachy average speed and telemeter time/distance scales. Low reflection black dial and raised hour batons and luminous hands and markers. Supplied with a quality leather strap. Treat yourself to a £24 value watch for just **£15.19.6.**

F. MARINE CHRONO

Another new design which includes automatic calendar, 0-60 minute elapsed time rotating bezel, inner 24 hour G.M.T. bezel, push-button flyback minute recording hand and separate continuous seconds dial. The 17 jewelled shock-protected movement is in a strong waterproof chrome/steel case, and is complete with tropic strap. Ideal for all types of sport, and looks like £20 worth on the wrist! Valued at over £9. Our price **£6.19.6.**

Go Chronosport and play it safe. Every timepiece carries a full guarantee; furthermore you buy with a special trial period guarantee also: Refund or exchange without question — we only want satisfied customers. All models have free bracelets or straps as indicated in the written description. All are luminous. All carry operating instructions where applicable. Where possible we mail orders by return. When you're happy we're happy!

FREE with each copy of the latest Chronosport colour catalogue you get your free copy of the Chronosport Timing Manual, specially written by a leading timing expert, with a big section on motor sport. The new colour catalogue is the most comprehensive of its type in the world and contains well over 100 exciting watches, each one illustrated in detail. The Chronosport range includes top brands, Heuer, Breitling, etc., together with dozens of new Swiss models until now not available in the U.K. Send a 9d. stamp today to cover postal costs and we will mail you tomorrow. Remember that when you buy from Chronosport you save money — whether it's a £5 or a £100 watch. If you are a sportsman, an engineer, technician or student, a Chronosport watch is a must.

HOW TO ORDER

Please remember to add 5/- per order. All watches are mailed in specially designed boxes and covered by a special insurance policy. Credit terms are available on watches over £20. To order complete the coupon indicating your requirements clearly. We will do the rest.

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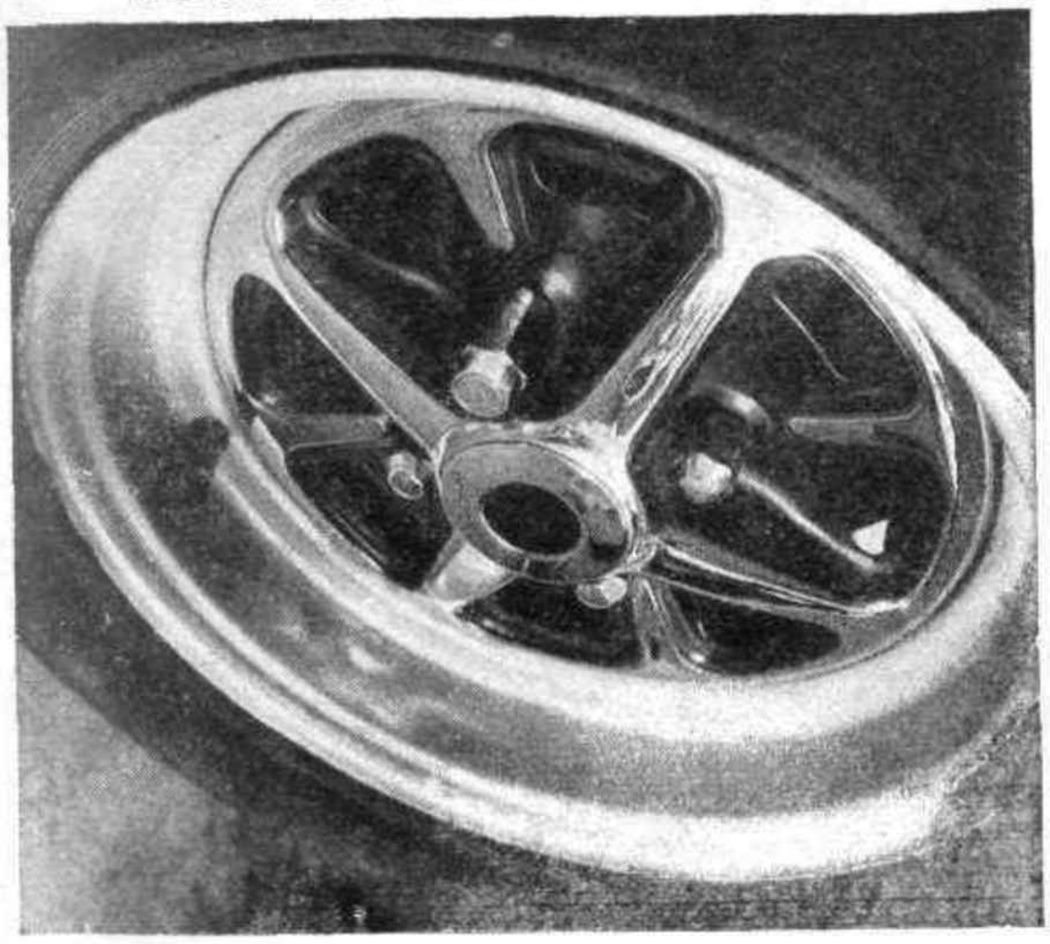
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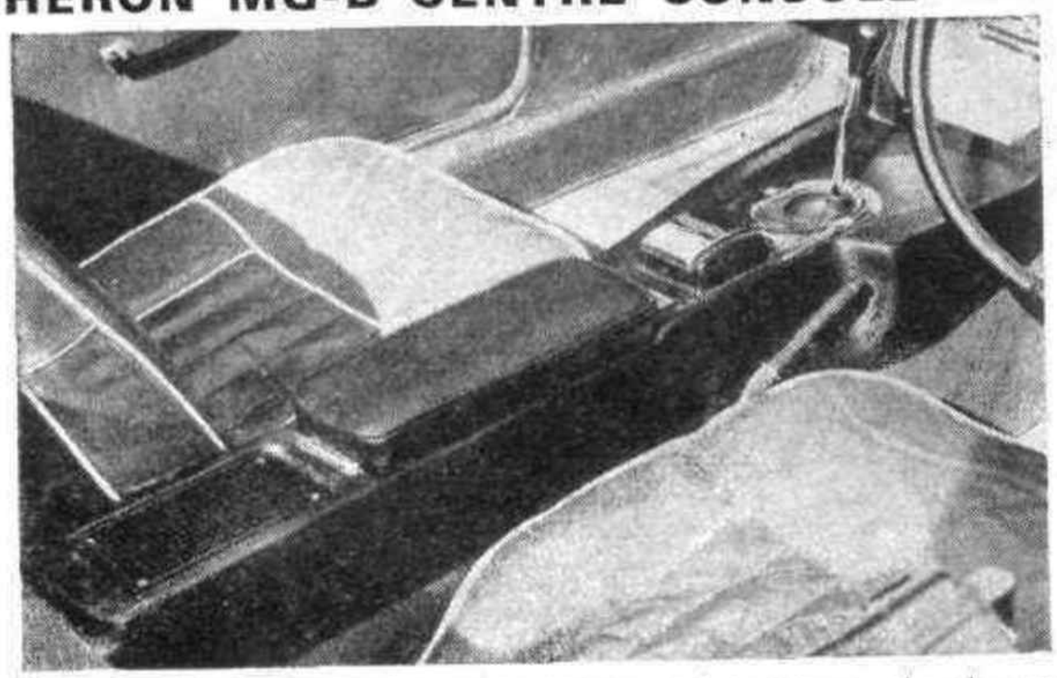
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Unbreakable mainspring.
Watch fully protected in high impact plastic case.

One year guarantee.

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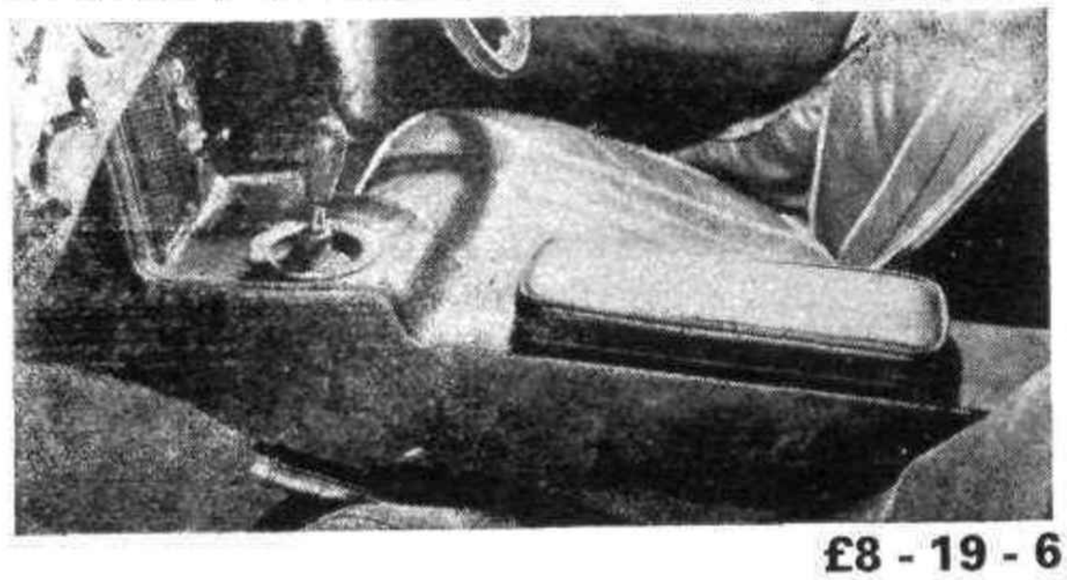


Superbly designed and manufactured to improve and enhance the cockpit of your sports car.
Padded hinged armrest lifts to reveal glovebox.

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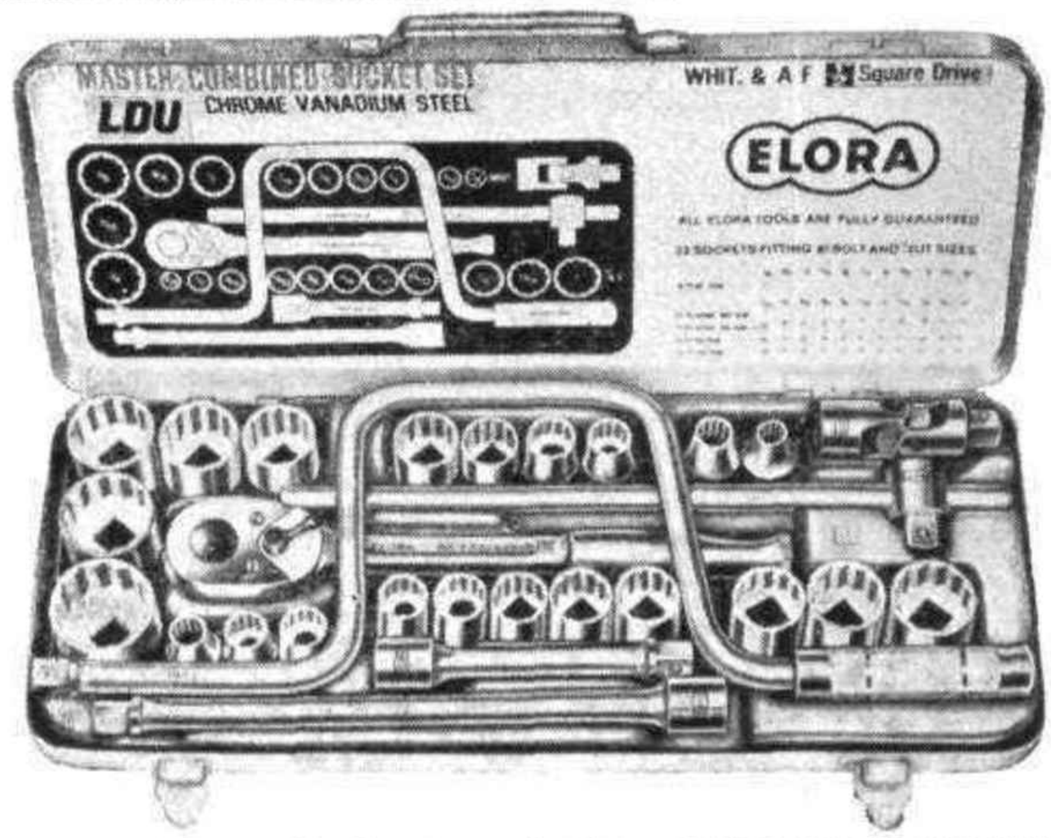
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Fully Guaranteed. List Price **Our price**

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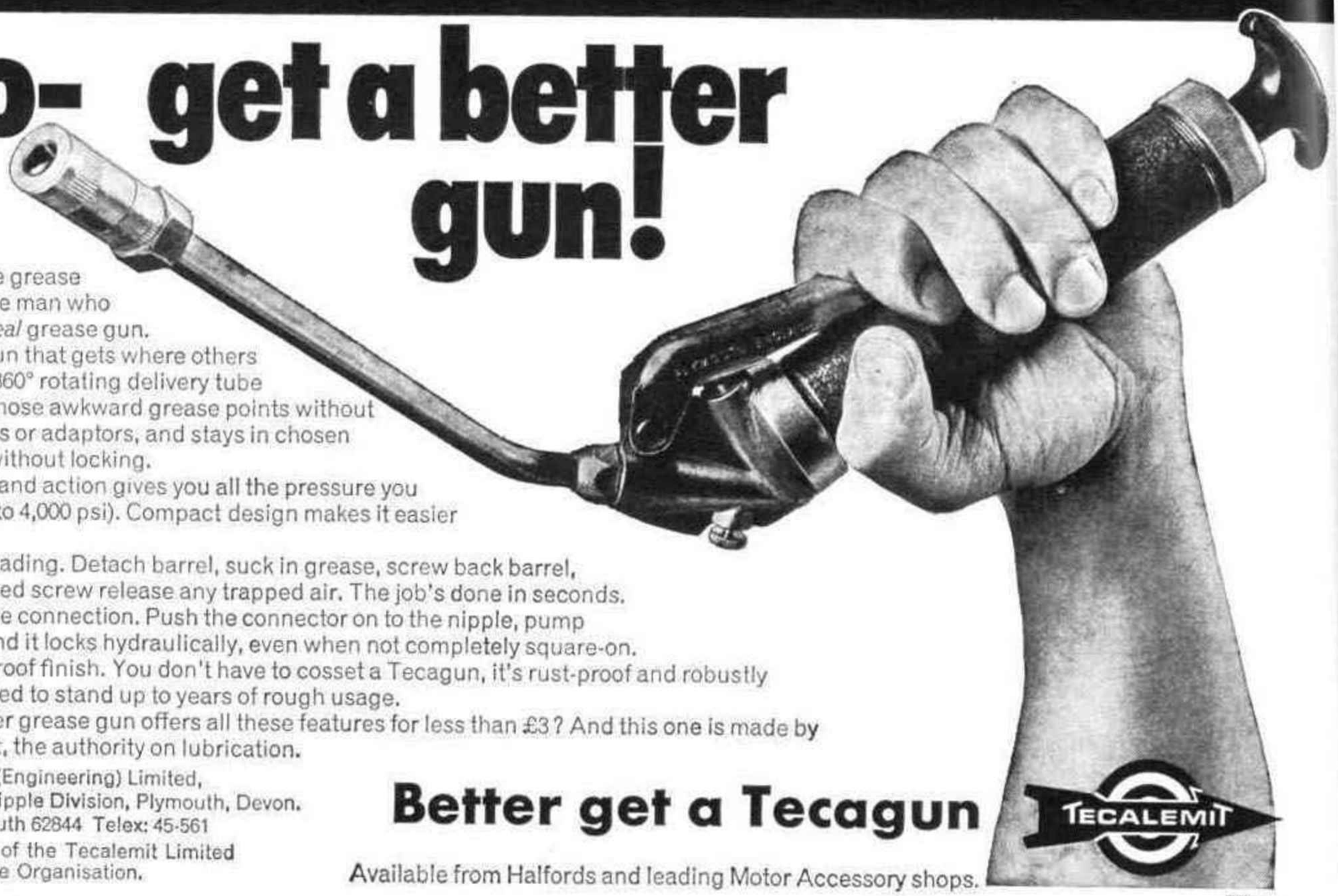
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✳ The gun that gets where others can't. Its 360° rotating delivery tube reaches those awkward grease points without extensions or adaptors, and stays in chosen position without locking.

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✳ Positive connection. Push the connector on to the nipple, pump grease, and it locks hydraulically, even when not completely square-on.

✳ Rustproof finish. You don't have to cosset a Tecagun, it's rust-proof and robustly constructed to stand up to years of rough usage.

What other grease gun offers all these features for less than £3? And this one is made by Tecalemit, the authority on lubrication.

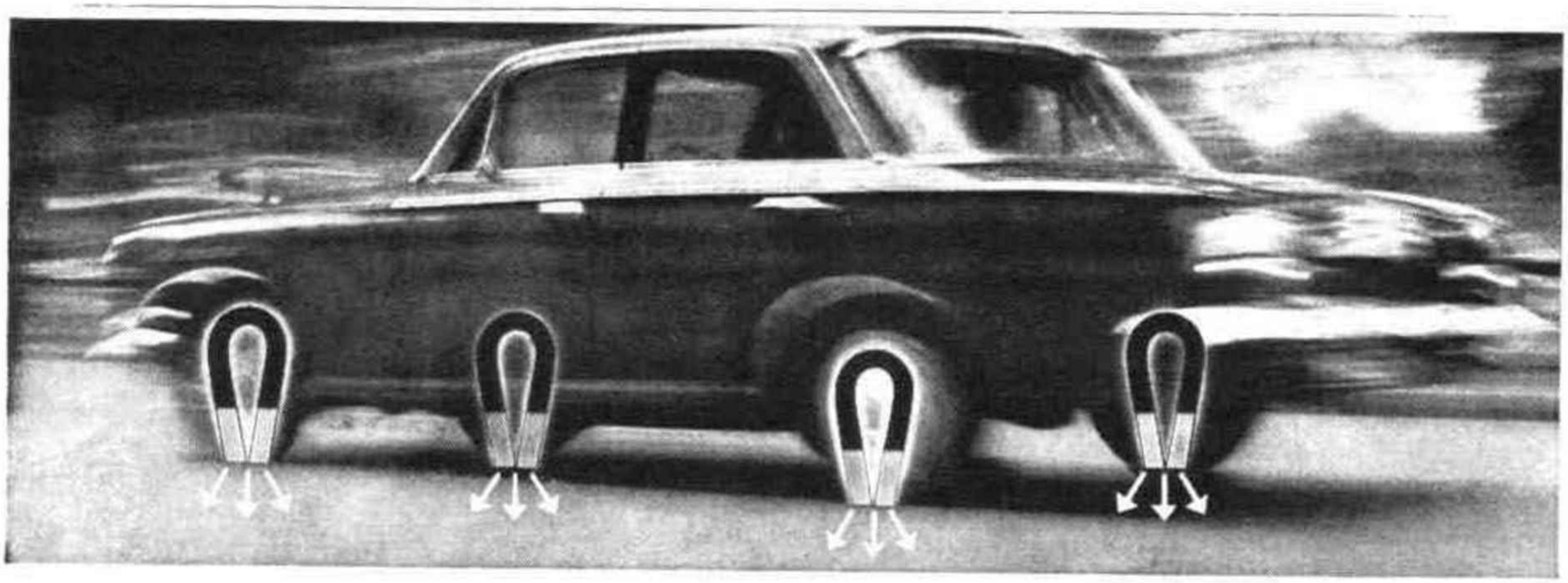
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All four wheels of a car fitted with Koni shock absorbers grip the road like magnets. There is no road wheel lift, no steering wheel vibration, no feeling of 'floating' at speed or sensation that the car is about to fly. With Konis it's firm and safe road-grip all the time *plus* positive steering control and a more comfortable ride.

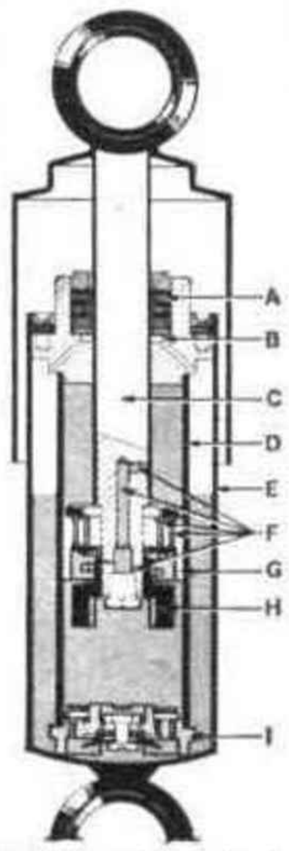
Why are Konis such great road grippers? It is because every Koni is factory tuned to each specific car model to give the safe, correct damping force. And because the Koni method of construction includes a patented system of orifices, valves, springs, seal, and air release that ensure the Koni fitted car never loses its magnet-like grip of the road.

Konis are made for almost every car. Available through your garage, or send coupon below to sole concessionaires.

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London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-589 1166.
Please send me prices and technical details of the appropriate Koni shock absorbers for my car.
Make of Car ..... *Model* ..... *Year* .....
Name .....
Address .....
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4 WHEEL GRIP WITH

KONI SHOCK ABSORBERS



An exploded view of a Koni shock absorber showing A. Patented seal for piston rod. B. Patented air release. C. Piston Rod. D. Cylinder. E. Reservoir tube. F. Patented orifices. G. Piston. H. Patented adjusting device. I. Patented foot valve assembly.

A very rewarding investment

The motorist who invests in a Kenlowe 'Thermomatic' Engine Cooling Fan is rewarded with excellent dividends every time he drives his car.

The Kenlowe 'Thermomatic' Engine Cooling Fan works on a more advanced engineering principle than the ordinary mechanical fan which takes from 3 to 18 b.h.p. from the engine to drive it—and that represents a lot of power and petrol over a year!

Fully automatic, the Kenlowe Fan is electrically driven and is controlled by a thermostatic switch in the engine cooling system. When the engine temperature rises to 87°C the Kenlowe Fan cuts in automatically, reducing temperature to 84°C when the Fan cuts out. Special settings are manufactured to suit individual models of car. On a normal 200 miles journey the Kenlowe Fan cuts in approximately 5 times only!

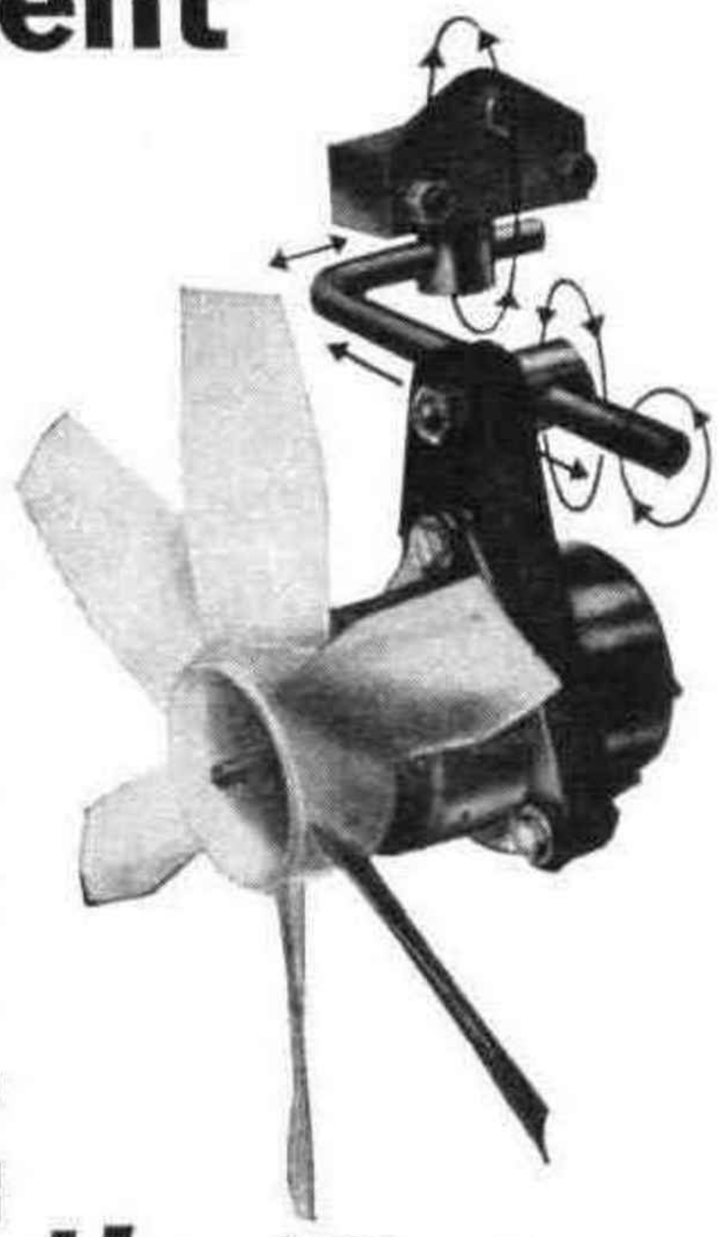
With a Kenlowe Fan the engine has more power for actual road performance. This is brought about because removal of a power-absorbing unit can only transfer that extra power to the road wheels and so increase engine r.p.m. for a given throttle opening. If extra performance is not required then the same performance as previously obtained will be available at a smaller throttle opening and so reduce fuel consumption—in fact it is quite normal to get up to an extra 3.5 to 4.5 miles from every gallon!

The Kenlowe Fan also raises interior heater output, eliminates fan noise, needs no maintenance and doubles fan belt life.

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

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

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



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Please send me details about joining the Royal Navy as a helicopter Observer.

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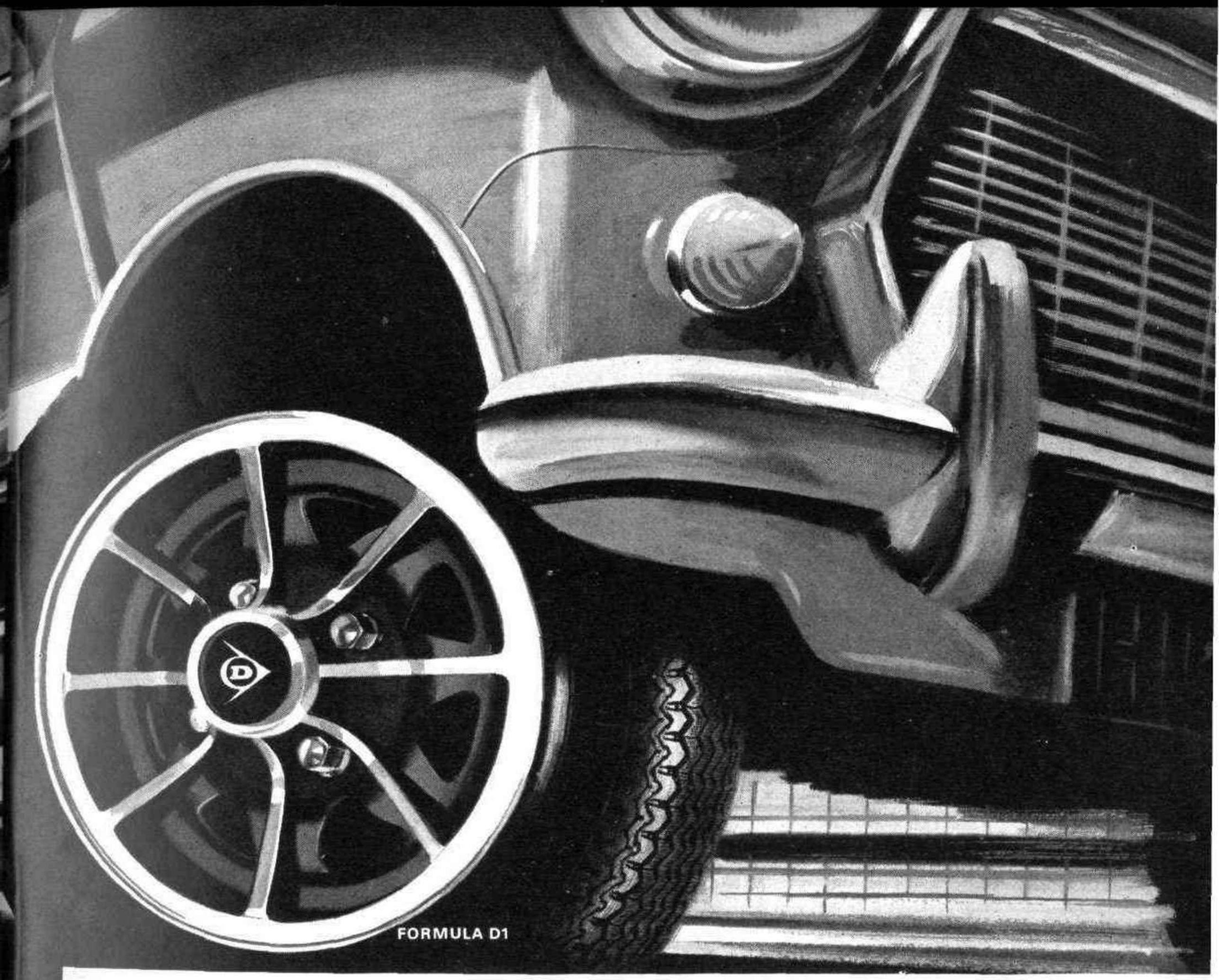
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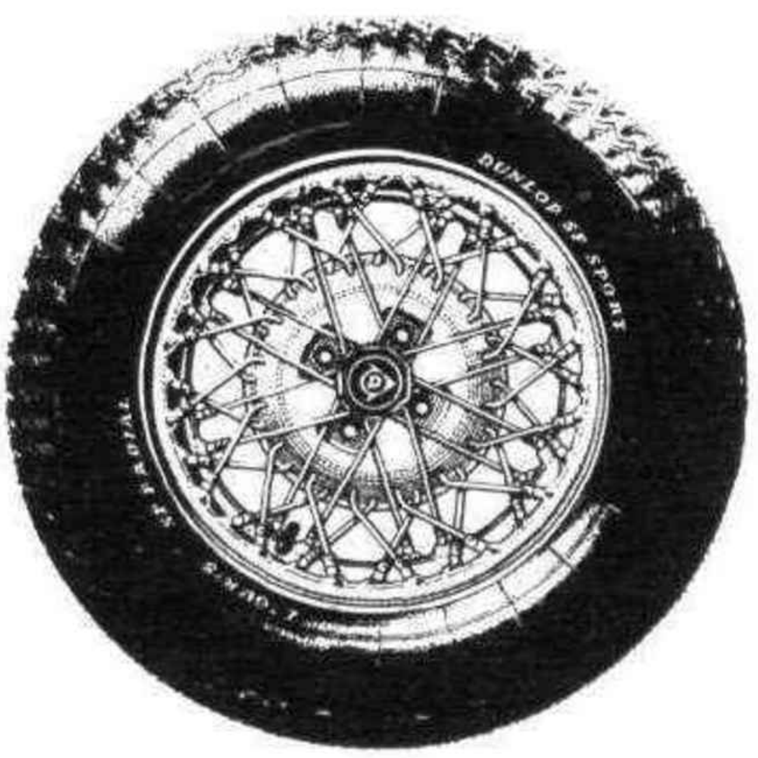
See how Formula D1 Light Alloy wheels give Minis a fast, racy look. The Formula 'D' range fits most popular cars, and includes sporty bolt-on wire, elegantly styled alloy/steel composite, and wide rim steel wheels.

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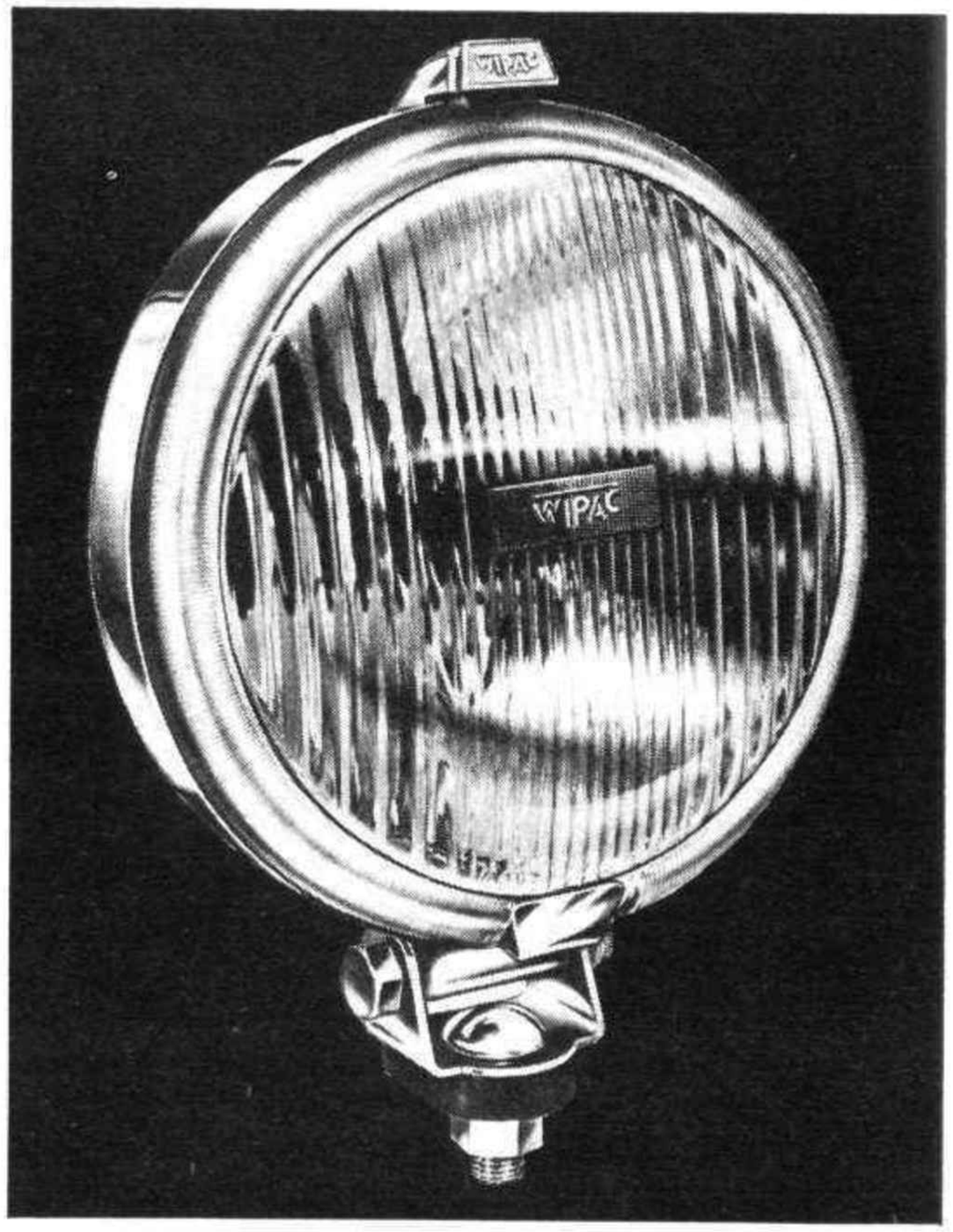
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BAR'S LEAKS is the world's leading cooling system treatment. Treatment against destructive processes constantly at work within the engine's waterways—**and never seen!** Cooling system failure is a disaster! Deposits of fur clog waterways, electrolysis eats away metal causing leaks. Rust creates seepage, water pump failure and other serious damage. Seepage or leaks into engine oil forms sludge. Aluminium corrosion is yet another problem.

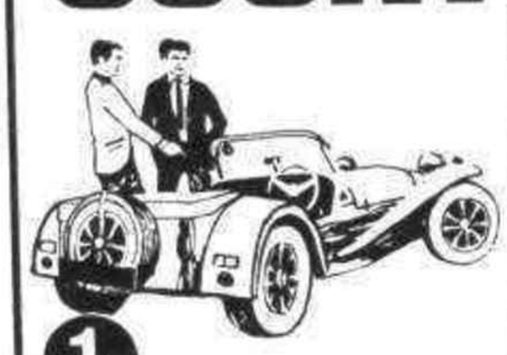
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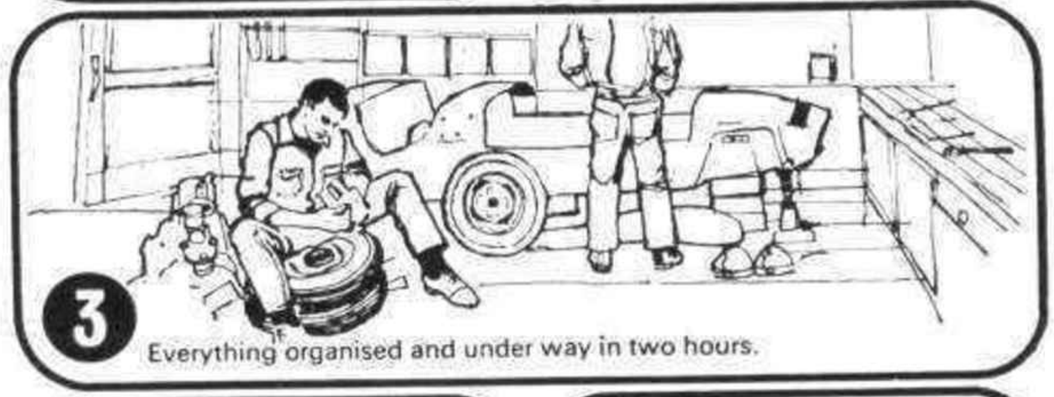
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2 Your Seven arrives in easy-to-assemble component form.



3 Everything organised and under way in two hours.



4 In goes the engine.



5 On with the wheels.



6 0-100 in 48 HOURS.

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Details. A powerful 1600 cc engine with Weber carburettors. 0-60 mph in 6.5 secs. Front wheel disc brakes. Lotus space frame chassis and superlative roadholding from a unique independent front suspension. Dipping sealed beam headlights and electric radiator fan. Vynide hood and side-screens. New Lotus Sevens are available from: Caterham Car Sales, 38/40 Town End, Caterham-on-the-Hill, Surrey. Tel: Caterham 46666.

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get Aerofan man

The problems of power loss and noise caused by conventional engine cooling fans have exercised the minds of automobile engineers for many years. The **AEROFAN** Variable Pitch Fan now provides a cheap, reliable, effective and simple solution to this problem. On a conventional fan the blades are set in a fixed position and as engine revs increase, more and more power is absorbed to drive the fan needlessly in coarse pitch when the ram effect of the air passing through the matrix is sufficient of its own accord to provide adequate cooling. Noise also rises progressively as revs increase. With **AEROFAN**, the blades are not fixed in one position but are designed to move from a coarse to a fine pitch as ram air and engine speed increases. This change in pitch occurs at about 30/40 m.p.h. and provides a saving of approximately 2 to 8 b.h.p. dependent on engine capacity, together with a vast reduction in noise level; thus affording an immediate gain in performance or an improvement in m.p.g. as required.

In town and heavy traffic conditions, **AEROFAN** will pass slightly more cooling air than the standard fan, and during controlled vertical ascents of 300/400 feet per minute water temperature stabilizes, showing adequate cooling from **AEROFAN** under these extreme conditions.

A comparison test carried out by the University of Bristol Department of Aeronautical Engineering in June, 1967 (Report No. 108) on the characteristics of the standard fan as fitted to the Mini and the **AEROFAN** showed a power saving of 7% and a considerable reduction in noise level with **AEROFAN** fitted.

Designed and perfected by Dowty/Rotol and patented throughout the world, **AEROFAN** is precision made of steel to eliminate blade flutter; has no delicate parts to go wrong; it simply replaces existing fan and requires no maintenance. It is currently being evaluated by most British and Continental manufacturers, and will shortly appear as retro-fit equipment.

THE PRESS SAY

MAN. E. NEWS:—"Our Mini showed appreciable saving in petrol of the order of 4 m.p.g."

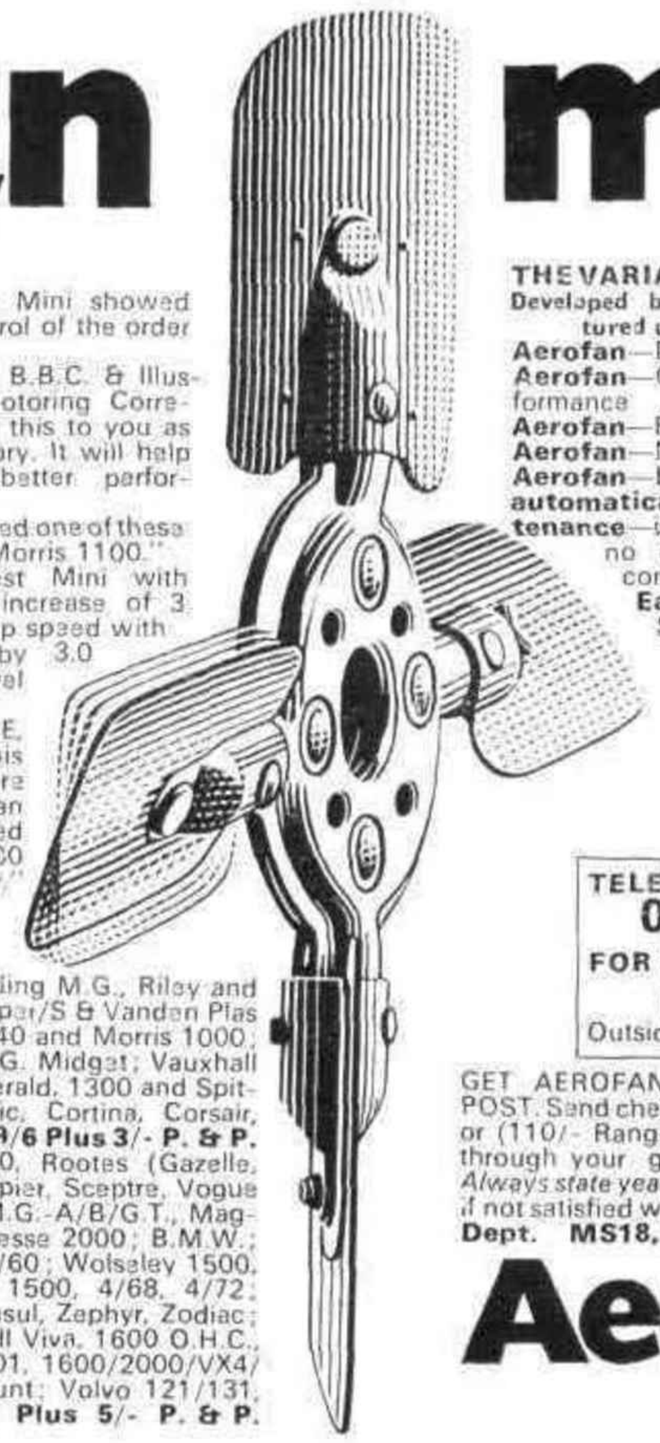
BILL HARTLEY, famous B.B.C. & Illustrated London News Motoring Correspondent:—"I commend this to you as a good low cost accessory. It will help with true economy, better performance and silence."

THE AUTOCAR:—"We used one of these fans with success on a Morris 1100."

AUTOSPORT:—"Our test Mini with Aerofan fitted showed increase of 3 m.p.g. and 3 m.p.h. on top speed with 0-60 m.p.h. time cut by 3.0 seconds and noise level was greatly reduced."

METROPOLITAN POLICE, LONDON, S.W.1:—"This accessory has done more for our Rootes Rapier than your claims, i.e. improved m.p.g. and increase of 500 r.p.m. in overdrive top gear."

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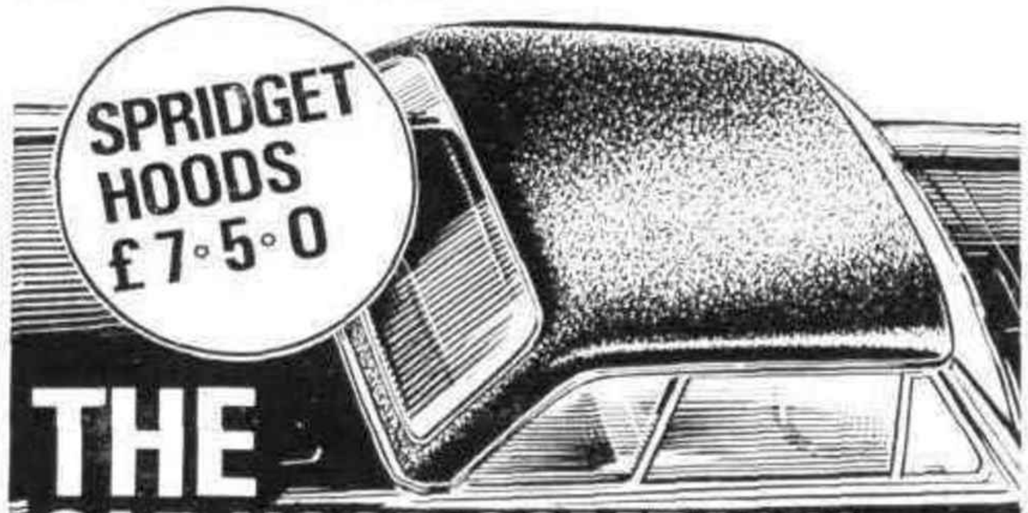


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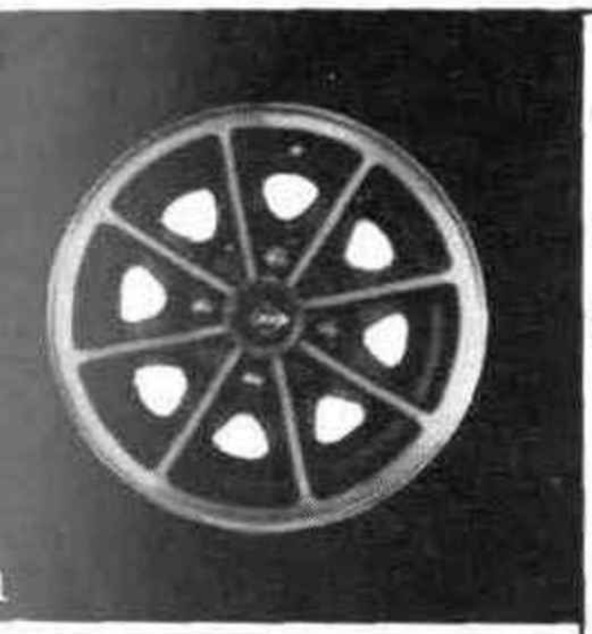
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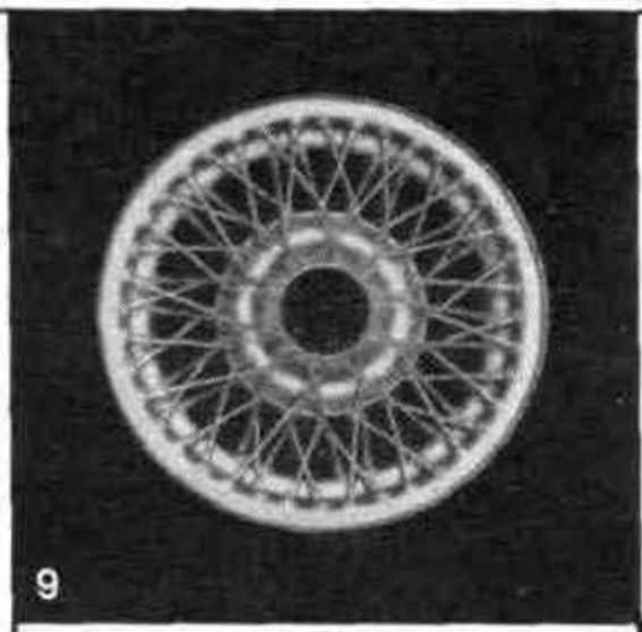
6 Mini aluminium rocker covers £3 19 6

7 4½J x 10" Cooper S £3 15 0

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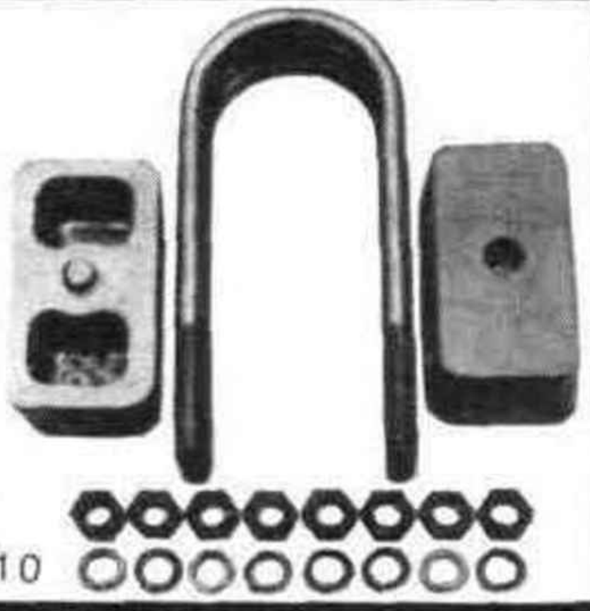
9 4½J x 13" Wire wheel £7 10 0

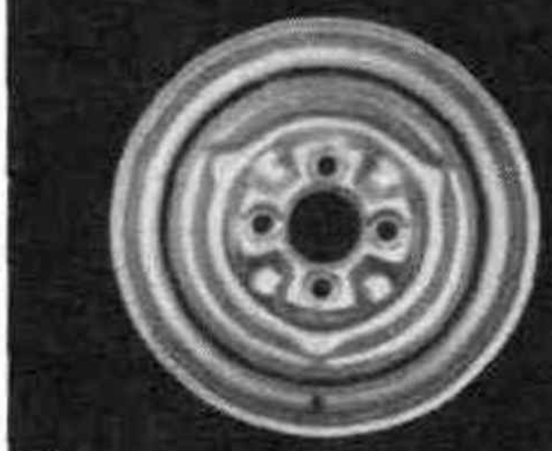
10 Ford suspension lowering kit £2 15 0

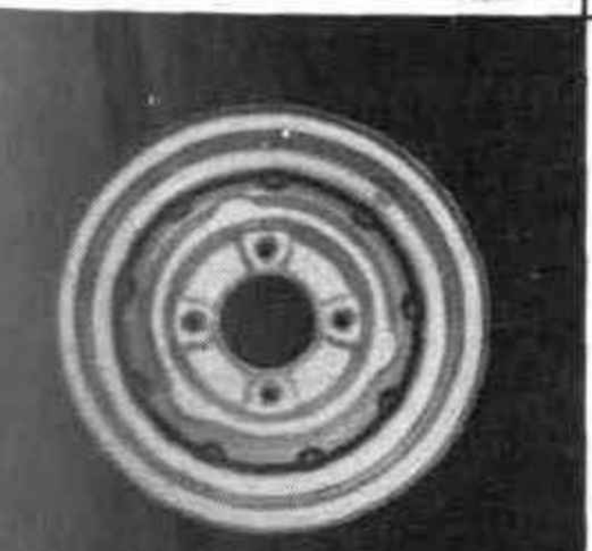


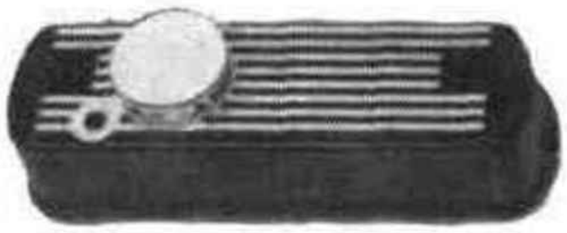


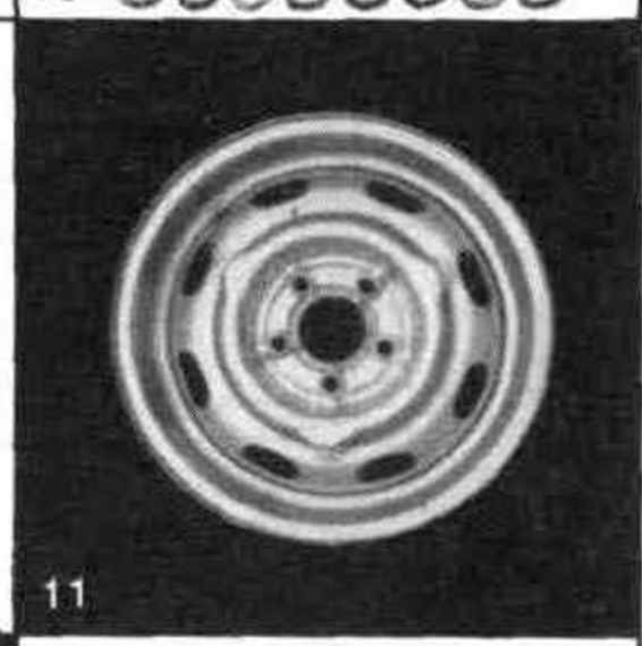












11 5½J x 15" Volvo 122/144 £7 19 0

12 Speedi-Grip Gear knob £1 1 6

13 4½J x 13" Triumph Herald Vitesse, Spitfire £3 15 6

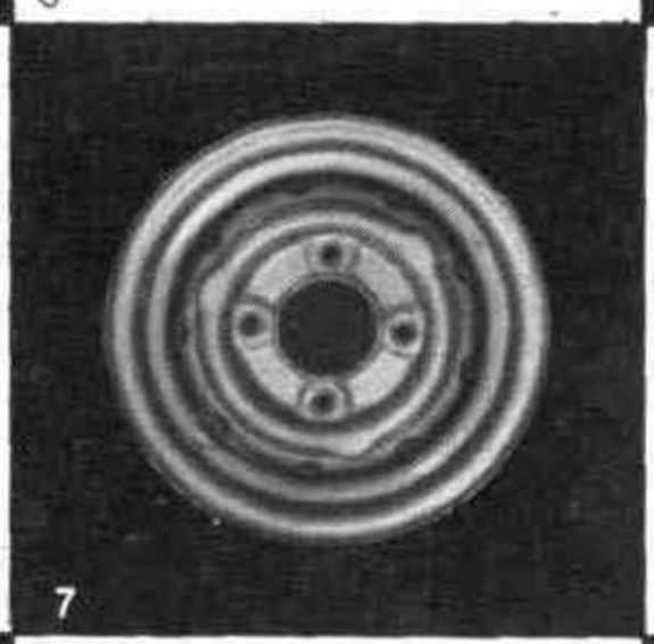
14 John Surtees driving gloves £2 19 6

15 4½J x 13" Ford Anglia Cortina, Corsair £3 5 0

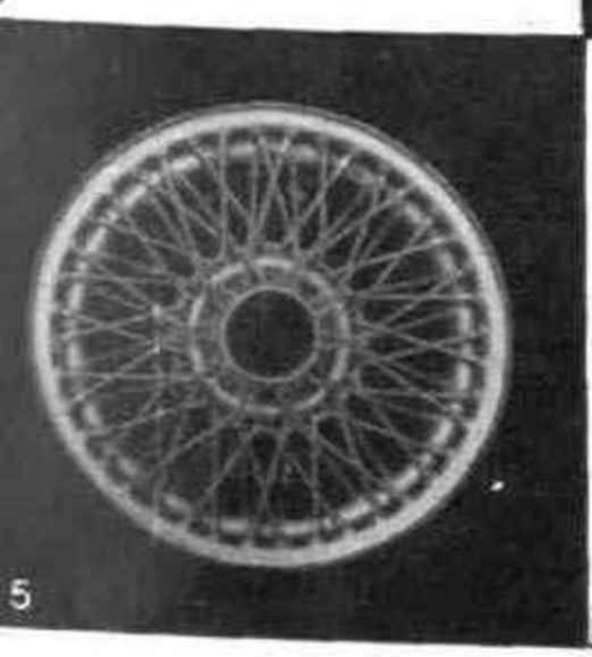
16 Chrome knock-on nuts 42mm £3 0 0

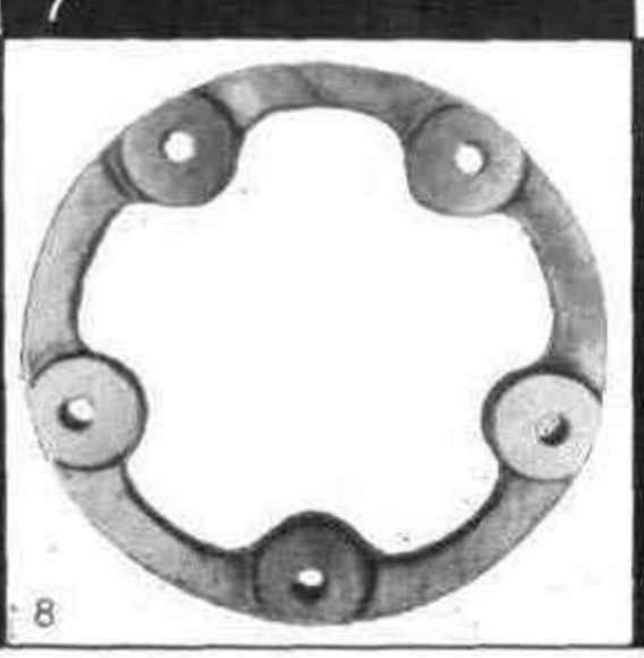
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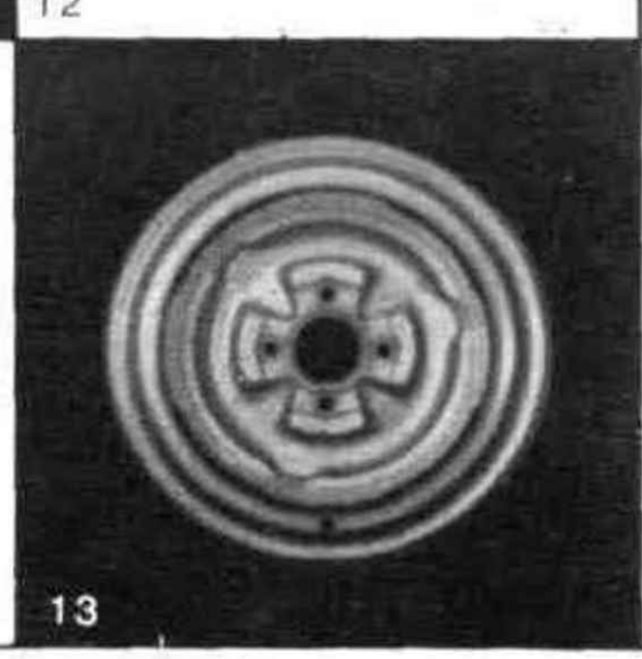


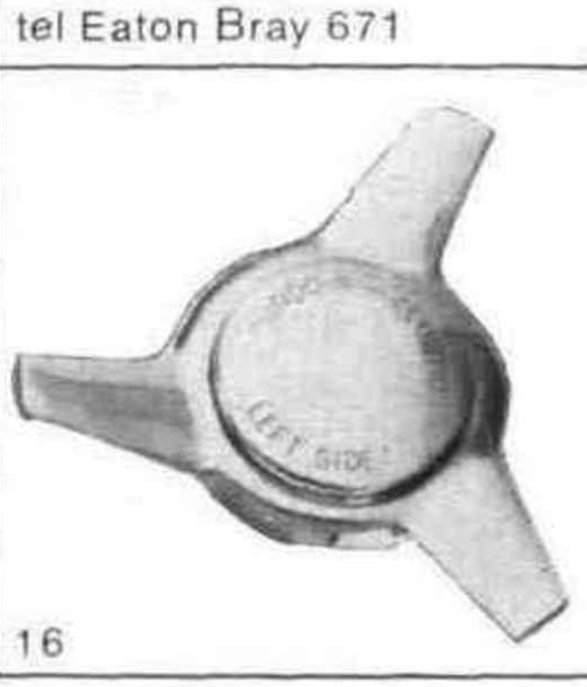


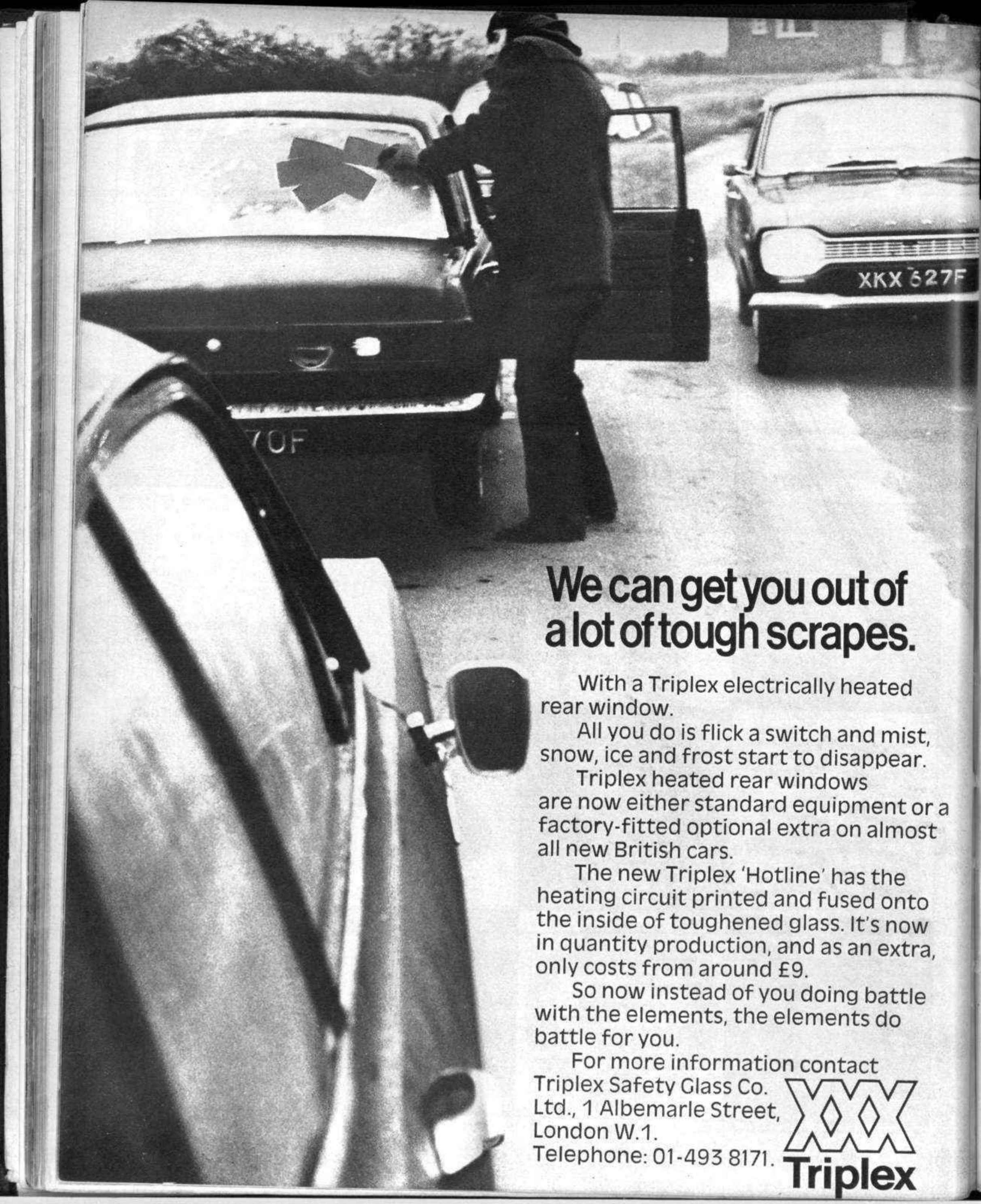












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XXX Triplex

MOTOR SPORT

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

VOL XLVI No. 2 FEBRUARY 1970

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

STANDARD HOUSE,
BONHILL STREET,
LONDON, E.C.2

Telephone: 01-628 4741

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CONTENTS

	Page
Matters of Moment	99
Fixtures for February	100
March Engineering Ltd.	101
American Comment	103
Continental Notes	104
Tuning Test—Radbourne 652-c.c. Fiat	106
Tuning Topics—The Specialist Sports Car Show	107
International Race Results of 1969 (Part II)	108
Veteran—Edwardian—Vintage ...	110
Frederick Lionel Rapson—Inventor Extraordinary (Part II)	116
Book Reviews	120
My Year's Motoring	121
The Porsche 911S Road Test	134
Rally Review	138
Letters from Readers	139

FRONT COVER PICTURE : MODIFIED McLAREN.—The 1970 Tasman series of races in New Zealand and Australia is no longer the domain of Grand Prix drivers enjoying a sunny off season. Instead the series has been thrown open to Formula 5000 cars and drivers, with several entries from the USA. The patently all-American machine illustrated is Californian Ron Grable's McLaren M10A, successfully modified with wedge nose and rear-mounted radiator. After three races of the Championship, Grable is the best-placed non-Australasian in fourth place.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL : 40/-
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MATTERS OF MOMENT

■ DECEITFUL DATSUN

Our attention has been drawn to an advertisement for the Datsun 1600 which appeared on the inside back cover of the Christmas Eve edition of *Punch*. This full-page colour advertisement shows a young lady admiring one of these Japanese saloons and the heading to the layout, in large letters, asks: "How come that lady's driving the winner of the SAFARI RALLY?"



They answer their own question by saying that Nissan isn't primarily interested in winning rallies but is interested in making sure they've made a better car—by learning lessons from competing in such events. We have no grumble with that. Participation in competitions costs money and apart from valuable technical knowledge gained thereby, it is sensible that the publicity achieved from winning races and rallies should be made proper use of. But this Datsun advertisement is misleading, because although Nissan say they are not particularly interested in winning rallies, they omit to say that they did *not* win the 1969 East African Safari, or even finish in the first three. This tough rally was won by Ford, a make Datsun have been pleased to "knock" in other advertisements.

Only in the body of the *Punch* advertisement is it explained, in letters perhaps a quarter the size of the heading and nothing like so bold, that what Datsun did do in the Safari was to come home 1, 2, 3, 4, 5, 6 in their class. We would have thought this a good enough performance, especially remembering that Datsun took the Team Prize in the more recent RAC Rally, although in this case not coming higher than eighth in general classification. But clearly the writer of the advertisement in question wants to convey the false impression that Datsun won outright one of the World's toughest rallies, whereas in fact it was beaten to this honour by a Ford and a Volvo.

In the distant past it was Rootes who adopted a similar form of deception and we came down heavily on them. That was before the Trade Descriptions Act, under which Nissan-Datsun may or may not be considered to have offended. The fact is, if such advertising spreads it will undermine the status of rallying and will deprive rightful outright winners of the publicity impact which is due to them. The correspondent who drew our attention to this imaginative copy writing remarks that as far as he is concerned it has soured all Datsun's genuine achievements.

So, honourable Datsun copy-writer, please desist.

■ WARMING UP

The coming season of Grand Prix racing is in too fluid a state to predict exciting racing or a flop but on the face of it interest is intensified by seeing how the new March shapes up to competition from established cars and whether it looks like taking Stewart to another World Championship, whether Ferrari fortunes will change with the advent of their new flat-12 engine, how the Matra

Continued on page 100

Motor Sport Fixture List For February

★ **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
Feb. 7/8th ..	Thames Estuary AC	Lydden Circuit	Canterbury, Kent	Rallycross Meetings (*NB*)	13.00
Feb. 7/8th ..	Mid-Thames CC	City Motors	Oxford	Mid-Winter Rally (*R*)	23.01
Feb. 7/8th ..	Chesterfield & Dist. MC	Cestrafeld Service Station	Chesterfield	Hangover Rally (*C*)	23.01
Feb. 7/8th ..	Bath MC	Blue Star Garage	Old Sodbury, Bristol	Chaucer Cup Rally (*R*)	22.01
Feb. 8th ..	**Surfers' Paradise Int. MC** ..	**Surfers' Paradise**	**Brisbane, Australia**	**Tasman Race (INT)**	—
Feb. 8th ..	Lancashire AC	Old Bull Hotel	Old Langho	New Year Rally (*C*)	12.01
Feb. 8th ..	Peterborough MC	Hoskinson's Lodge Farm	Kings Cliffe, Peterborough	Charles Pollard Sporting Trial	10.30
Feb. 11/15th	**KAK**	**Karlstad**	**Karlstad, Sweden**	**Swedish Rally (INT)**	—
Feb. 15th ..	**Australian ARC**	**Warwick Farm**	**Sydney, Australia**	**Tasman Race (INT)**	—
Feb. 20th/22nd	Helsingin UA	Exhibition Hall Square	Helsinki, Finland	Hankiralli (*NO*)	17.02
Feb. 21st/22nd	De Lacy MC	Selby Fork Motor Hotel	South Milford, Leeds	Seven Dales Forest Rally (*R*)	11.01
Feb. 22nd ..	**LCC of Australia**	**Sandown**	**Melbourne, Australia**	**Tasman Race (INT)**	—
Feb. 22nd ..	**NASCAR**	**Daytona**	**Daytona Beach, Florida, USA**	**500-Mile Race (INT)**	—
Feb. 22nd ..	Rochester, Chatham & Dist. MC ..	Brands Hatch	Dartford, Kent	Race Meeting	—
Mar. 1st ..	BARC	Brands Hatch	Dartford, Kent	Race Meeting	—
Mar. 4/8th ..	**AC San Remo**	**San Remo**	**San Remo, Italy**	**San Remo-Sestriere Rally (INT)**	—

MATTERS OF MOMENT—continued from previous page

all-French V12 will fare and how Hill will serve the Rob Walker interests. Also, how the monocoque Brabham will perform and whether Lotus, the BRM V12 or Honda will make a comeback. Some of the answers will come after the South African GP on March 7th, and those who cannot go so far afield will be able to see all or some of the new F1 cars in action at Brands Hatch in the Race of Champions on March 22nd.

■ "MOTOR SPORT" TROPHIES FOR 1970

As announced last month, MOTOR SPORT, in conjunction with Shell, is awarding £1,000 for a Formula Three Championship this year, the opening round being at the BRSCC Snetterton Meeting on March 27th (it's all starting, next month!).

In addition to this F3 Championship, MOTOR SPORT will again present the Brooklands Memorial Trophy, to be won on a points basis at the race meetings of the Vintage Sports Car Club, with £75 prize money for the winner and £50 and £25 for the runners-up. Thus we are endeavouring to encourage racing at both ends of the spectrum, as it were. The full list of the dozen fixtures which qualify for the MOTOR SPORT/Shell F3 Championship was published last month. The VSCC Race Meetings at which points will be awarded in the MOTOR SPORT Brooklands Memorial Trophy Contest are:—

Silverstone: April 11th.
Oulton Park: June 20th.
Silverstone: July 18th.
Thruxton: September 12th.

■ CAR SALES—SOME COMPARISONS

Some interesting things emerge from a study of the New Registrations of New Motor Vehicles in this country for the first nine months of last year, as recently issued by the SMMT. The production run of certain of the cars referred to naturally has a bearing on the sales figures. But, looking at the general picture and trying to forget that total sales of British cars dropped by more than 107,000 compared with the corresponding period in 1968, it is encouraging that sports cars are about the only type to show a sales increase—for instance, 1,229 more MG/Austin Healey Midgets and Sprites sold than in 1968, an increase of 1,428 in MG-B and MG-C sales, and the E-type Jaguar up by 80 (to a total of 771) at a time when sales of Jaguar/Daimler saloons fell by 1,890 cars, a curious situation, incidentally, for a Company which has informed us that "by and large, the vast majority of people who buy Jaguar cars are not enthusiasts in the generally accepted motoring sense".

We note that the Ford Capri is getting into its stride, with 25,688 sold during the period under discussion, the sales of Cortinas and Capris combined exceeding the 1968 Cortina total by more than 5,600 cars. On the other hand, there was a drop in sales for all the other Ford models, as high as 4,500 in the case of the big Zephyr/Zodiacs. While BLMC Mini sales dropped by nearly 11,500, the Hillman Imp almost maintained its popularity, with a drop of a mere 183 cars. However, over four times as many Minis were sold as Imps. The Rover P6, in four-cylinder and V8 forms, lost against the 1968 period by more than 2,000 sales but still outsold the Triumph 2000/2500 in 1969, to the extent of 4,880 cars. Sports cars from the BLMC Specialist Car Division, excepting Midgets, Sprites and E-types, dropped by only 733.

The first nine months of 1969 saw imports of private cars at rather over one-tenth of total British sales, with Fiat, VW, Renault forming the top three, in that order. Fiat outpaced VW by 1,438 private cars, but Volkswagen sold far more commercial vehicles.

It is interesting that Alfa Romeo sold 141 more cars than Lotus, although this is to be expected with a range which includes saloons, disturbing that Honda topped the Lotus figure, except that this was not on account of the sports S800 but because the air-cooled flat-twin N600 has done well, although to the tune of less than 1/70th of Mini sales.

* * *

Although he did not race again after his Goodwood accident, Stirling Moss (in one's thoughts of late because of that fatuous BBC-1 play "Mille Miglia" that featured him) has retained his associations with motor racing. A driver who makes Moss seem like a teenager, Prince Bira, who raced ERA, Maserati and other cars before the war as well as reappearing after the war, had dropped out of the racing world. So it is interesting that Bira is to act as technical adviser to the BMC 1800 entered from Thailand for the *Daily Mirror* World Cup Rally.

* * *

Congratulations to Colin Chapman on being awarded the CBE in the New Year Honours List.

FORD'S 16-VALVE ESCORT

WE HAD hoped last year to try a 16-valve Cosworth Capri, but it failed to appear. But by next April Ford will be selling a detuned version of the F2 Championship-winning power unit in the Escort. Ford's Advanced Vehicles Operations are responsible for this engine, which has belt-driven twin-o.h.-camshafts, four-valves-per-cylinder in a cross-flow alloy head and two dual-choke Weber 40 DCOE carburetters, but uses a normal Cortina block. The Cortina oil pump and sump are also deemed adequate. Henry Taylor, AVO's Advanced Programmes Manager, says this Duckworth 1.6-litre engine is quiet, docile, very economical and "very much a road engine". It gives 120 b.h.p. at 6,000 r.p.m., compared to over 220 b.h.p. of the F2 version. The Lotus 8-valve twin-cam engine is to remain in production and as this engine produces 115 b.h.p. at 6,000 r.p.m. the present commercialisation of the Cosworth-Ford BDA engine is perhaps dictated by the need to homologate it for racing, although the 16-valve unit is obviously ripe for development towards F2 extremes. As Ford rightly say, it brings to the customer a direct and major benefit from their involvement in motor racing, and presumably this fine power unit will eventually become available for the Cortina and Capri.

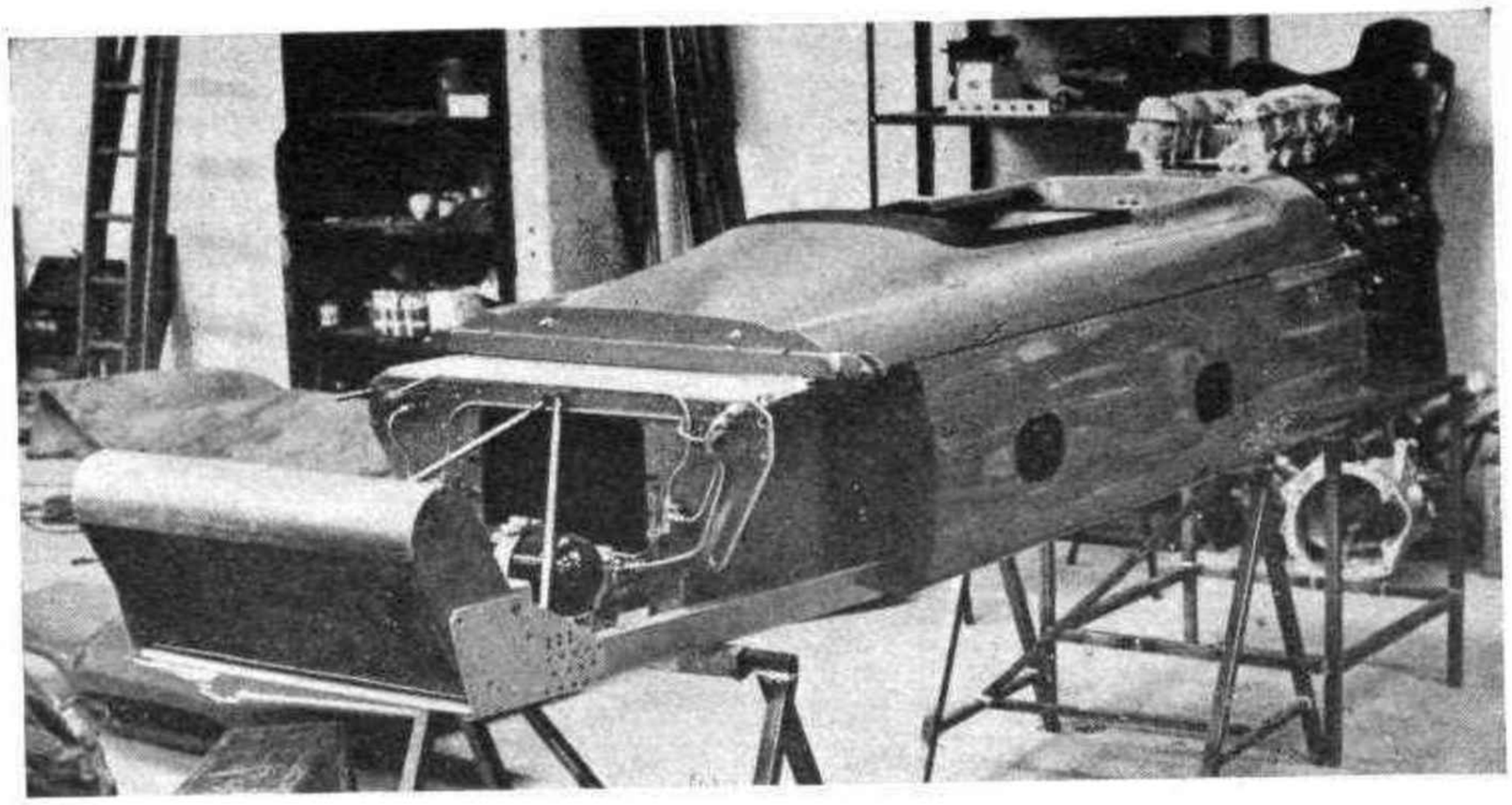
* * *

THE THINGS THEY SAY . . .

"I snaked my way through them and opened up on the straight until I pushed the speedo. needle past the 150-mile-an-hour mark."—Jackie Stewart writing about "Why I Risk My Neck" in the *Sunday Express* of January 18th. When did *you* last see a Formula One car with a speedometer?

MARCH ENGINEERING

The GP? of 1970



MID-JANUARY—the first March F1 chassis under construction.

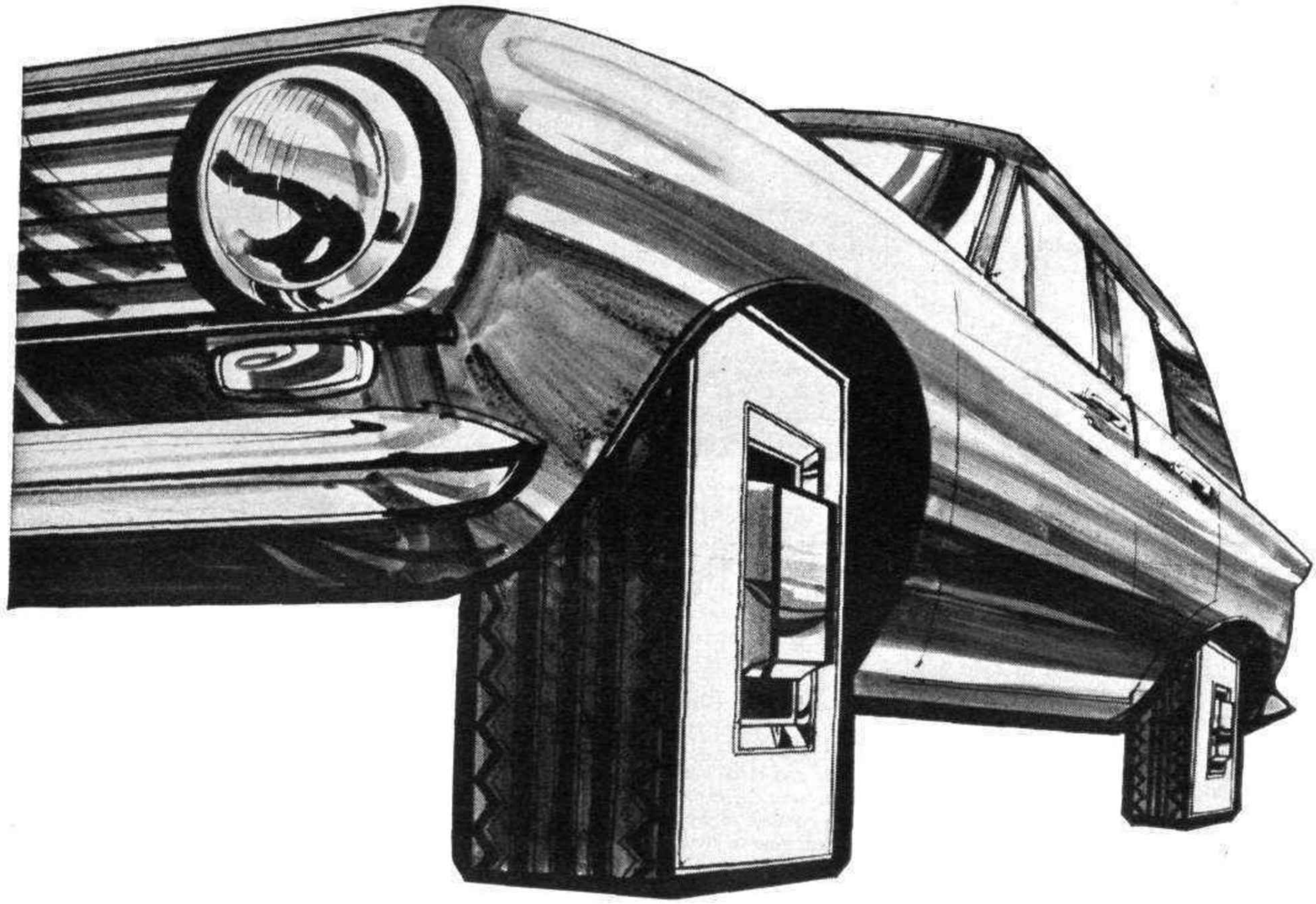
THE TITLE of this article is a name that has been more in the news these last few months than Lotus, Brabham, McLaren and BRM put together, and on the surface without any real justification. Last August the name of March Engineering Ltd. was unheard of, and the first signs were the Formula Three car that ran at Cadwell Park, complete with its Lotus wheels, so it seemed no more than an enthusiastic effort on the part of some amateur builders. This was discounted when March Engineering Ltd. opened up their new factory, comprising two large single-storey buildings, on the edge of Bicester in Oxfordshire. As mentioned in MOTOR SPORT for December, 1969, four young men stood shoulder-to-shoulder and said: "We are March Engineering." They were Mosley, Rees, Coaker and Herd and taking their initials and throwing in an A for luck you have the name MARCH. Their plans were ambitious in the extreme, and it seemed certain that none of the four had sufficient money to finance their plans, even if they had the ability. When Tyrrell and Stewart, with their pockets bulging with money from Dunlop and Elf petrol, commissioned March to build two Grand Prix cars around Cosworth V8 engines and Hewland gearboxes, one for Stewart and the other for Servoz-Gavin, it was obvious that there was something big behind March Engineering. Then when they signed up Amon and Siffert to drive works cars for them in 1970, at a time when nothing existed other than drawings, the seriousness of the project became acute. March said that they were backed by Firestone, but that the real bulk of the money came from two backers outside the motor racing circle. Obviously these backers are more powerful than just £ s.d., for while money is nice it is not sufficient to pursuade the likes of Tyrrell, Stewart, Amon and Siffert to join in. People like that want to be certain that the firm has the backing of all the allied industries that support racing, like Girling, Champion or Autolite, Lucas, and suppliers of special parts like Birfield joints and Kent Alloys, two large parts of the GKN group of companies, to say nothing of the confidence needed by Cosworth and Hewland. If you or I go along to Cosworth with £7,500 to buy a DFV engine we would have to stand at the back of a very long queue, and we would get our engine one day. March are confident of having five engines for this season for their own works team, Tyrrell having his own engines. That is £37,500 and Cosworth cannot exist on credit; even though they might not demand cash they would want very good security to put March that high on the list. March will not say as yet who is the big money and big engineering behind them, that is such a good sound name that other people in the racing industry have confidence in the team. When the time is ripe they will announce who is behind them, though *Autocar* confidently say it is STP. I think the idea is right but the initials are wrong.

The four young men publicly involved in the March project are all very plausible and likeable, but the business side of the racing accessory world need more than that before they will give support. Evidence of the sort of support they are getting was seen when I called in on them in the middle of January, for Lucas were there sorting out fuel-pump and starter-motor queries, Girling were there fitting brake pipes and brake installations to a chassis frame, Specialised Mouldings arrived hot-foot with the first nose cowling from their fibreglass factory and so it was all going on. The car for Stewart was rapidly taking shape, the monocoque centre-section being finished and painted blue and work was going on fitting controls and wiring, even the instrument panel being complete. The first works car, for Amon, was nearly as advanced, and the nose cowling was being offered up, this car being finished in red. A third chassis was being worked on by the Girling man and a fourth chassis was being riveted together on the chassis jig. As if this was not enough there were four production space frame single-seater chassis being assembled as Formula Three or American Formula B cars, for sale to customers, for March intend to market racing cars as well as run their own works team in Formula One. All this from nothing in under four months indicates some high-pressure pre-planning back through last summer, and even into last winter, for these things do not happen overnight, as some people might think.

The March designs are given type numbers of three figures, with the first two being the year and the third one the model, so that the prototype Formula Three car, built last summer, was called a March 693 and the production models for this year are March 703. The Grand Prix cars, of which they will probably build six, are called March 701 and if a Formula Two car is built it will be a March 702. All very simple and straightforward, as is the office that contains the four key men, with its wall-chart of the 1970 racing programme for the works team, which covers all the World Championship events and other Formula One races. There is nothing very revolutionary about the March 701, it is simple and straightforward with a monocoque centre-section of riveted aluminium sheet, and the Cosworth engine and Hewland gearbox are hung on the rear bulkhead as in a Lotus 49B. The nose cowl is very long, with the radiator block leaning forwards and the compulsory fire-extinguisher mechanism is located between the radiator and the pedals. The nose has canard fins moulded in as part of the design, great care being taken about the change of section from fin to nose. The fins themselves have trim tabs like ailerons on their trailing edges. Time being short and results being required almost instantaneously, Herd has not attempted to try anything "way out" in the design, though no doubt if it is successful the 701/B or 711 will be. That he can design unusual things was seen by the Cosworth 4-w.-d. car, even though it never got to a starting grid. That he can design successful cars has been shown by McLaren, for the early design work on the Formula One and Can-Am McLarens was done by Herd. March have gathered together a work force of some 30 people and a sign over the office doors says "No Vacancies". Some of the workers have come from other racing teams, some are new to motor racing, but they all seem to be progressing well, and once again this indicates a pretty powerful financial enterprise behind March Engineering. It will not surprise me to find that March Engineering Ltd. is an offshoot of a large engineering group, like BRM are with Rubery Owen, or Kar Kraft was with Ford Detroit in the Ford days at Le Mans.

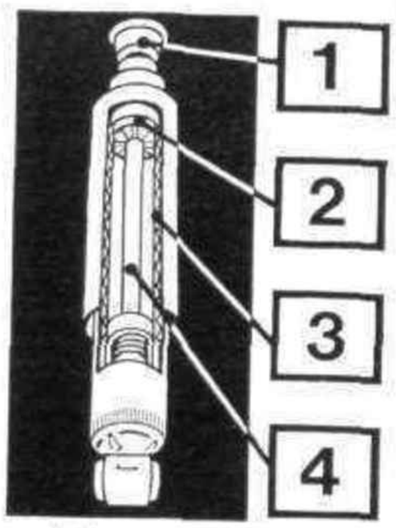
Progress was such by the middle of January that March Engineering confidently announced a public showing of the first, or even the second car, at Silverstone for February 6th, to which the racing press are invited, and they expect the first March 701 to be motoring on

Continued on page 107



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AMERICAN COMMENT

AFTER ending the NASCAR season on a high note (when a Dodge Daytona won the last Grand National race at Texas) Chrysler received even more good news when their former Plymouth star, Petty, announced that he was returning to the fold. The most successful stock car driver of all time, Petty scored 92 victories for Plymouth before switching to Ford for the 1969 season. His stay with Ford began well enough, with a convincing victory in the Motor Trend 500 at Riverside (the only road circuit in the NASCAR schedule), but after that he scored only eight more wins and only one of those was in a major race of more than 250 miles. In contrast, in his last full year with Plymouth, he won 16 races and the year before that, 1967, he set a record of 27 victories in one season on his way to winning the NASCAR championship. Petty said he was happy to be back with Plymouth, for whom he had previously driven for 10 years. "The reason I joined Ford in the first place is that I felt the Plymouths were not competitive on the superspeedways and the name of this game is to win . . . I feel now that in the new Super Bird, with its sleek aerodynamic design and with stronger engines, Plymouth will be competitive in the big races." Plymouth withdrew from Grand National racing after Petty left them, but this year they will return with the Super Bird. This car is Plymouth's modified and improved version of Dodge's Daytona, its most noticeable features being a sharply-pointed, 18-in. nose extension and a horizontal stabiliser mounted two feet above the boot on two large fins. Petty's relationship with Ford was not an unhappy one—"Our connection ended as friendly as it began"—but he was concerned because he felt that parts and equipment supplied to him were not forthcoming until long after they had been made available to Holman & Moody, the main builders of Ford's works cars.

* * *

Another and perhaps even more important reason for Petty's return to Plymouth was an announcement by Ford that its racing budget has been slashed by 75% for the coming season. "We are cutting our expenses to about a quarter of our 1969 expense," Board Chairman Henry Ford II told his annual year-end news conference, "but I am not going to tell you how much we spent in 1969 or will spend in 1970. That's a secret." Mr. Ford said the reduction has not been made because of the continuing controversy over safety but because the Company is engaged in a general reduction of expenditures to combat a cost-price squeeze and a general weakening in the economy. "We are pulling in our horns wherever we can," he said, "but it's not a crash programme. We are not giving up racing. We are just taking it back to where we were three years ago." Another Ford spokesman said the Company's racing budget "is still very substantial—a multi-million dollar package, in fact. It's not comparable to what it has been in the past. But it's not at the poverty level by any means". One estimate has put the 1970 budget at $4 million (which gives an idea of how large it *was*), with most of it earmarked for Grand National, Trans-Am and drag racing—which are the types of American racing with the greatest spectator appeal and thus the greatest exposure for the factories. Ford's programmes in all three of these areas are now well established and, for this year at least, they won't be involved in the heavy expenditures characteristic of setting up new programmes. As Jacques Passino, Ford's racing director, put it, "We had an unusually large budget to cover the costs of our engine and car developments. We won't need anywhere near as much money to carry on the programme now that we have the equipment. So the 75% (cutback) figure shouldn't be alarming. It all depends on 75% of what." Passino also revealed that the Company will continue to run its year-old, 1969 model Talladegas in the major NASCAR races this year, but he emphasised that the decision is based solely on performance, not on the budget cutback. It appears that the 1970 Talladegas are not as aerodynamic as the '69s and in recent secret tests at Daytona were reported to be as much as 10 m.p.h. slower. On the shorter tracks, where speeds are not as high and aerodynamics not as critical, Ford will use the 1970 models of its smaller Torino.

The cutback in Ford's racing budget now puts in a clearer light the previously announced defection of Gurney's All-American Racers to Plymouth (at least for the Trans-Am series) and also the elimination of the Shelby Racing Co. as one of Ford's two, two-car teams in the Trans-Am series. (The two-car team of Mustangs prepared by former NASCAR car builder Bud Moore will be the only works Fords in this year's series.) Shelby Racing, in fact, is withdrawing not only from the Trans-Am but from all forms of racing, and this marks the end of a colourful and highly successful era in American racing. A former chicken farmer who delighted in wearing bib overalls and a black stetson, Shelby took the relatively meek AC chassis, built it into the awesome Cobra and with it became the first American to win the world sports-car championship. When Ford's GT-40 programme stumbled and faltered Shelby helped put it back on the right track and was instrumental in Ford's victories at Le Mans. He took Ford's mundane Mustang, put some muscle into it and sold it as the popular Shelby Mustang. Sales reached such a level, in fact, that Ford took over production themselves—and promptly began to emasculate the car. Shelby also developed the Mustangs for competition and ruled the Trans-Am series—until Ford took control of that programme, too, and for two years in a row lost the Trans-Am crown to the Penske/Donohue Camaros. But the Shelby era is over now. The elaborate facility he built in Los Angeles and the team of highly talented mechanics that he assembled, several of them from the Commonwealth, have been disbanded. This leaves Holman & Moody as Ford's major racing offshoot and it will be interesting to see how the cutback in the racing budget affects their effort to make the 8-litre all-aluminium version of Ford's 7-litre stock car engine into a successful Can-Am powerplant.

* * *

The final round of the SCCA's Continental Championship for Formula A cars was not held until three days after Christmas, over three months after the previous race, and resulted in a fine win for Hobbs. Driving a works Team Surtees TS5, Hobbs won both 100-mile heats over a shortened 2.2-mile version of the Sebring airport circuit and picked up £3,600 in prize money. Although Hobbs did not compete in the 13-race championship until the sixth event, this was his fourth victory in the series (more than any other driver) and brought him within one point of the championship winner, Adamowicz. Going into the race only Posey (McLaren), who had 41 points, could catch Adamowicz (Eagle), who had 47. Both drivers retired, however, giving the championship to Adamowicz, and Hobbs' victory moved him into second place with 46 points to Posey's 41. The race was as much a preview of the 1970 season as it was a wrapup of 1969 and it was good to see that not all the cars were powered by the ubiquitous 5-litre Chevrolet engine. Adamowicz, who used a Chevrolet all year, switched to a Shelby-prepared Ford fitted with a Bosch fuel-injection system developed by Ryan Falconer in Los Angeles. Lotus' first true Formula A car, the Type 70, making its debut in the hands of Mario Andretti, was fitted with a similar Ford engine but with Weber carburetters instead of injection, while Hutchinson had a 3-litre Cosworth-Ford in his ex-Ickx Brabham BT26/3. Donohue, Bonnier and Hansen all had new Lola T-190s, Broadley's first monocoque Formula A; Cannon practiced briefly with a new McLaren M10B before reverting to his usual Eagle, and Gurney's protégé, Savage, had a Plymouth-powered Eagle. As is often the case with new cars, however, most of them were plagued by teething troubles. Savage surprised everyone by stealing the pole position from Andretti at the last moment, but clutch and fuel problems sidelined his effort. The Lotus 70 was clearly the fastest car in the race and Andretti pulled out a substantial lead in the first heat before his oil pan split and resulted in a spun bearing. Donohue was also very fast in the latest Lola but was eliminated from both heats by a clogged fuel system. He had a substantial lead in the second heat at the time, but this was not really indicative because he was no threat to Hobbs for the overall win and the Rugby driver wisely made no effort to race him. With Adamowicz's Eagle-Ford sidelined by a broken connecting rod and Posey's McLaren crashing after a course marker was thrown into its path, Hobbs won the first heat from his team-mate, Taylor, whose TS5 was suffering badly from suspension bottoming and overheating. Hutchinson's Brabham, which was second until a last-lap stop for fuel, finished third on the same lap as Hobbs. Bonnier, whose Lola finished sixth, two laps down, in the first heat after his throttle pedal broke, ran well in the second heat and actually led for several laps near the end of the second heat, but Hobbs passed him easily on the last corner of the last lap to win the heat and overall victory. Hutchinson finished third in this heat as well, and as the only other driver to go the full 45 laps in each heat, he was second overall. Bonnier completed the same number of laps, 88, as 1968 Canadian driving champion Kroll in an older, space-frame Lola T-142, but was awarded third overall on the basis of a shorter elapsed time.—D. G.

CONTINENTAL NOTES

TOWARDS the end of last season the Sporting Commission of the FIA were still living in hopes of achieving what they called a "World-wide Formula for racing". The idea was to have an all-embracing capacity limit of 4-litres engine capacity for Formula One Grand Prix racing, Sports and Prototype racing, American USAC single-seater racing at Indianapolis and similar Speedways, and for Can-Am cars. It was a noble thought, and while Europe was in favour the Americans were hesitating about making a decision. Now they have decided, and will not give their support to the idea, so the "World-wide Formula" has been dropped and American racing goes on along its own way and Europe go on along theirs.

One cannot blame the Americans for not agreeing, for their National racing is very well organised and they had nothing to gain from the idea. On the other hand Europe had a great deal to gain, for America offers some interesting activities to our racing people. Where else can a driver attain really high racing speeds? With 170-m.p.h. laps at Indianapolis, and even higher at Michigan, and Stock cars lapping at 190 m.p.h. at Daytona, the American racing driver is a man apart when sheer speed is mentioned. The same can be said for sheer power, for USAC racing allows turbo-supercharging, and Can-Am permits engines up to 8-litres. Development facilities and the money to pay for it all are unlimited by European standards, and the money spent on turbines, four-wheel-drive, special alloys and steels, and similar things must be enough to keep a European team running for a whole season. On top of all this there are enormous sums of dollars to be won by the successful driver. It is no surprise that everyone wants to join in with the American type of racing. In return we in Europe have little or nothing to offer the Americans, except tradition and the chance to race on circuits at which their imaginations boggle. They have nothing like Spa, the Nurburgring, Monte Carlo or the Targa Florio, but equally we have nothing like Indianapolis, Daytona, Michigan or the Bonneville Salt Flats. If the "World-wide Formula" had come about it would have made it a lot easier for Europeans to join in with American racing, and they are already suffering badly from European competition, so you can see why they did not want to make it any easier. Although the idea seemed pretty fair on paper, in fact it was rather a one-sided idea, so it is no surprise that it has not come about.

In consequence of this failure to reach agreement the FIA have instructed their Sporting Commission to go ahead with their plans for International racing. The existing Formula One is now extended into the distant future, with a limitation of 12 cylinders as from January 1st, 1972. This is purely an upper limit, so the Cosworth V8 can go on and on, until somebody proves able to beat it. For 1970 and 1971 the Formula remains unchanged, apart from safety details, so any wild engines of 16, 18 or 24 cylinders have but two years to play. The CSI have not put a duration limit on the 3-litre Formula, but they have altered the changeability rule so that three years' warning must now be given instead of two years, before a new Formula can be introduced. This means that the present Formula One will continue until the end of 1973 at least.

As from January 1st, 1972, the engine capacity limit for Sports and Prototypes will be set at 3-litres, with a maximum limit of 12 cylinders. At present Prototypes are limited to 3-litres, but Sports cars can be 5-litres, so this means that the Porsche 917, the Ferrari 512 and the Lola-Chevrolet have two seasons of racing before them. Also, from 1972, the two categories of Sports (Group 5) and Prototypes (Group 6) will be amalgamated into a category known as "Group 5—Sports Cars" and there will be no need for a manufacturer to build more than one-off. From all this it would seem that the lesson that Porsche demonstrated when they built 25 Porsche 917 cars has gone home well and truly in Paris.

* * *

The regulations for the Le Mans 24-Hour race arrived recently and it is interesting to note that its official title is the XXXVIII GRAND PRIX D'ENDURANCE ET DE RENDEMENT DE 24 HEURES, and it will be held on June 13th and 14th, reverting to its traditional starting time of 4 p.m. on Saturday. When you think that one 24-hour race involves more organisation than a whole season of short-circuit racing, and the Automobile Club de l'Ouest are now in the throes of organising their 38th event, you realise the size and power of the Club. A lot of people do not like the Le Mans race and consider the whole thing to be a "circus" for the financial benefit of a few people, which may or may not be true, but this year the circus aspect will rise to the surface when the flag falls at 4 p.m. on Saturday, June 13th. It has been traditional at Le Mans for the drivers to line up on the opposite side of the road to the cars and when the flag fell they ran across the road, jumped into their cars and roared off in a struggling mass. This was called the Le Mans start and was a classic way of starting sports-car races. Naturally the idea was fraught with hazards, but apart from a few details the "Le Mans start" usually went off well. I think it was the RAC who were the first organisers to drop the Le Mans start from their races, probably after Duncan Hamilton did a complete spin from a standstill at Goodwood, in the middle of the field of cars. The Monza people wanted to use the Le Mans start for their 1,000-kilometre race, but the layout of the circuit prevented this. Using the road and track Monza circuit means having the wide pit straight divided into two lanes, so there was no longer enough width for a Le Mans start. At Nurburgring the Le Mans start was used regularly for the ADAC 1,000-kilometre race, until a wall of Armco barrier was erected in front of the pit apron, and this then made the track width too narrow for a run-across-the-road start. The ADAC said it was due to safety-harnesses and low coupés and all that sort of thing, but they were only side issues.

Now the Automobile Club de l'Ouest have come up with an excuse for the first-lap accident of last year, when Wolfe was killed in his Porsche 917. They say his driver's door was not properly fixed, due to the rush of the start, and this was partly to blame for the accident! I'm sure Amon would not subscribe to that theory, having watched the accident nearly happen all the way from Mulsanne, being right behind the 917. However, in their wisdom the Le Mans organisers have altered the starting arrangements, adding that the new system will mean that drivers will start the race fully harnessed and with cooling tubes plugged into their suits on the 917 Porsches. By two minutes to four o'clock the number one driver must be in the car, all strapped in and ready to go and the door will be firmly shut. The number two driver will be across the road standing in the prescribed circle. Scrutineering will ensure that all cars have a battery master-switch located on the left side, and situated to the rear of the door, mounted externally. Before the start all these switches will be "off" and when the flag falls the number two drivers will run across the road, turn on the master-switch and the number one driver will then be able to start racing! Needless to say the number two drivers will then get smartly out of the way. What is not stated is the condition of the number two driver when he lines up in the circle opposite his car. Does he have to wear full racing kit, crash-helmet, goggles, gloves and so on, or can he be in athletic kit with spiked shoes?

Some years ago I used to suggest that the Le Mans race should be for proper four-seater cars and that at the start the number two driver should be in the passenger seat and two mechanics should be in the rear seats. Then after ten laps the car could stop and drop one mechanic; after another ten laps the second mechanic could be dropped off at the pits, and after another ten laps the number two driver would get off, and then the serious business of racing would begin. During the final hour the procedure would be reversed at quarter-hour intervals, so that the winning car would receive the chequered flag with a full complement on board. It would develop some splendid family saloons. Everybody laughed at my suggestion and asked if I was trying to ruin Le Mans or make a circus of it. I was merely intending to brighten up Le Mans. I shall watch the "new look" Le Mans start, but I am certain that it will convince me that my idea was not so daft. Or *is* Le Mans a "circus"? It is said that "Tradition dies hard", but, my goodness, how hard can it get?

* * *

Having gone on at some length about the French and their Le Mans race I will be brief about the French and their Grand Prix. This year it is being held at Albi, on the perimeter track of the local aerodrome, which is called the "Permanent Circuit of Albi". It is

Continued on page 107

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CHEAP, CHEERFUL AND ECONOMICAL MODIFIED MOTORING

LAMENTABLY, many motoring enthusiasts now feel that there is little joy left in driving under the restrictions of current legislation and cramped traffic conditions. This is a pity, for there are still ways of deriving satisfaction from a motor car without becoming ensnarled in a traffic hold-up or attracting the wrath of the law. One method of doing this is to use country roads wherever possible and to drive an innocent-looking saloon modified to give excellent acceleration and superior handling to the standard product, a subject on which we hope these pages can offer some help.

Recently we have driven a Fiat 500 (how innocent can you be?) modified by Radbourne to exceed this country's overall speed limit and to provide the comparatively impecunious motorist with a superb town car or by-road express.

To provide the extra performance Radbourne have linked up with Nardi & Co. of Turin under an arrangement by which Nardi supply the parts while Radbourne fit and market them. Radbourne have considerable Fiat tuning and racing experience; in fact, two of the firm's directors, John and Geoff Anstead, have raced homologated Abarth 850 saloons at club level British meetings. A third director speaks fluent Italian and he used to look after the buying of all Abarth equipment until this became too expensive for mass sale (though still available to special order) and he approached Nardi. Radbourne have another link with Italy in their agency for Weber carburetters and this business, combined with the sale of production Fiats, has given the company a suitable base on which to build a conversions organisation. Sales of all products except the Weber carburetters are dealt with from Clarendon Road in Holland Park, London, where there is a small workshop and showroom. The carburetters are handled at a nearby and far more spacious building in Fulham.

The basic ingredient in the Fiat 500 conversion is increased capacity, raised from 499 c.c. to 652 c.c. by larger bore cylinder barrels and pistons. The crankshaft dimensions are as standard, so the revised bore and stroke figures are 77 mm. by 70 mm. The well-known air-cooled twin-cylinder engine is thus even more willing to rev than the standard unit. All the parts used in the "stretching" kit are new and there is no exchange scheme; even so, at £82 for parts or £100 fitted the kit offers reasonable value. Other changes included in the price include a beautifully cast and finned alloy sump holding seven pints instead of the standard five, a high-lift camshaft and a rejetted standard carburetter. Appropriate gaskets and a cast alloy rocker box finish the kit parts list. Peak horse-power is said to be 30 b.h.p. at 5,000 r.p.m., which is quite an improvement on the production peak of 21 b.h.p., though still only the amount that an American V8 wastes on supplying an air conditioning unit!

Customers who are unsatisfied by this stage of tune can go further and buy more power, but the only extras fitted to the test car were a set of four-inch rim ventilated steel wheels costing £4 15s. each. Stiffened and lowered suspension can also be installed for £20.

Our demonstrator was finished in fashionable mustard yellow (the Fiat people call it "Positano") and had a small label on the sides reading "Radbourne 65ON", which was probably a mistake as this conversion is offered both for the normal 500 (selling for £572 5s. 10d.) and the 500 L, our car being the luxury L. model complete with sunroof and black interior. Logically, therefore, the label should read "NL".

Starting any Fiat 500 for the first time is slightly disconcerting because both the choke and starter levers lie on the floor between the front seats, the starter sounding rather sluggish to an untrained ear. We were greeted by the fuel red warning light and the petrol gauge needle flicking up to the "E" mark. However, we found there was sufficient petrol remaining to cover seven miles, after which five gallons of Jet were needed to fill the tank. The larger pistons increase the compression ratio from 7 : 1 to 9.2 : 1 so premium four-star petrol is necessary, though not often as even driven flat out on a motorway the baby *Topolino* manages 42 m.p.g.

Having driven a standard 500 we did not expect much performance from the Radbourne car, even in its modified form. However, we and our doubting passengers were surprised at just how quickly one can travel from A to B. For example, London to Birmingham *via* the M1 took only five minutes longer than in a 100 m.p.h. saloon, precious seconds being saved by the Fiat's modest size when slipping through traffic, assisted by the agile cornering.



VERY FEW external changes have been made to the 652-c.c. Radbourne Fiat, even the positive camber attitude of the rear wheels being retained. The wider steel wheels with ventilation slots are an optional extra.

As is the case with people who have strong characters, the Fiat's bad points stand out strongly, especially in modified form. The gear ratios are unsatisfactory, first gear becoming almost redundant because of the extra torque. Interior noise borders on the threshold of pain when attempting (successfully, according to the speedometer) to exceed our legal overall speed limit.

The gear-change is a matter of taste as the non-synchromesh operation gives great satisfaction when used properly, but can be annoying to those who have become used to all synchronised boxes or who have not had the benefit of a few years spent tackling "crash" or motorcycle gear-changes. Unfortunately the car jammed in third during the test and this did not endear the memory of its gear-change, although it did prove how flexible the engine is, for the car was driven back into London with very little difficulty. Radbourne have had some difficulty in carburation with the N and we found the motor cutting out at an indicated 20 m.p.h. in first, 30 in second and 51 m.p.h. in third. On long downhill stretches the speedometer would indicate just 80 m.p.h.

Although we were unable to take any accurate performance figures the Radbourne people claim that the 650 N will reach an honest 70 and accelerate at a similar rate to the production 848 c.c. Mini, this seems about right to us.

Braking for those with large feet can be a trifle tricky because the pedal is at an awkward angle, but once the knack is mastered the all-drum system is quite able to cope with the extra performance.

Michelin ZX tyres were fitted and on damp or greasy roads the driver needs to be fairly adept at catching the tail-swing when rapidly negotiating a roundabout or similar curved slime traps. However, this remark does reflect the rate at which the car was driven: nobody seems capable of conducting it slowly, our normal main-road gait being between 60-65 m.p.h. depending on wind and gradients. All speed is relative and the author feels that most readers would find the urge to exceed the blanket speed limit diminished by the feeling that one is rather bigger than the car, so that in the event of a crash it is going to hurt!

With a quickly operated and leakproof sunroof, parsimonious ways and enjoyable handling plus a generous power boost compared with a standard 500 this latest Radbourne project should sell very well indeed.—J. W.

Converters: Radbourne, 1a Clarendon Road, Holland Park Avenue, London, W11.

Price as tested: £639 (Standard Mini Super De Luxe £674).

Overall fuel economy: 45.1 m.p.g.

TUNING TOPICS

THE SPECIALIST SPORTS CAR SHOW

HE SPECIALIST Sports Car Show and Accessory Supermarket ld at the Old Horticultural Hall in London last month, organised ntly by the *Daily Mail* and the BRSCC was a small affair (only 32 hibitors), acting as a pilot venture for the same sort of show in future ars to alternate with the Racing Car Show proper. This short report as written during the second week of the 10-day show when attenince figures seemed to be pretty good considering how little advertising there had been before opening day January 7th.

With the theme "Sports cars of the past, present and future", the ntral display featured British Leyland's MG number one first registered by Cecil Kimber on March 27th 1925, two Le Mans winning arques in the shape of the J.W. Automotive GT 40 and Michael cGrath's fuel injected and independently suspended D-type Jaguar, nong others.

Of the other exhibits the most interesting displays came from kit r manufacturers. John Britten, taking a few days off from his ccessful sports car business in Barnet, featured the Arkley Engineerg SS—a mock sporting car in glass fibre based on the Sprite hull, with yling in accordance with Lotus Seven/Morgan traditions. I think lot of customers will enjoy themselves in the Arkley, perhaps without ne heartache of unreliability, as Sprite/Midget propulsion and running ar is utilised. The show model's bodywork revealed a high standard f finish and Lenham Motor Co. deserve due credit for their hurried ork.

Because of some confusion between Lotus and Caterham Car Sales, new version of the Lotus Seven, to be known as the Series Four, was nnounced but not shown. The unusual Piper GTT with exceptionally mooth lines, a claimed 120 b.h.p. Ford crossflow 1600 GT engine and steel backbone chassis *a la* Elan, attracted lots of watchers. Production still on a small scale, which is not surprising, as the kit price is £1,425, rather a lot to pay for this little-known machine.

Davrian Developments, from Camberwell, in London, are comparively unknown as well, but by racing their Hillman Imp-powered lass fibre two-seater in club events they have at least demonstrated his cheap product's worth. The main improvement to the Davrian n show was the provision of pop-up headlamps. Those who want nore detail on this ingenious challenger to the established Mini-Marcos and Jem kit cars should write to Davrian Developments at 5 North Street, London, SW4.

The most professional speed equipment stands were those of Supersport from Acton, specialising in rallying, and V. W. Derrington showing the Pearson cylinder heads described last month.

Anything which cheers up a bleak January London is always welcome, nd the BRSCC deserve a pat on the back for persisting with these pecialist shows after the disasters of previous years, though it would be lot better if future shows featured some genuine single-seater racing ars and big hanger sports machines.—J. W.



THE SLEEK Piper GTT is powered by a twin Weber-carburated Ford 1600 GT crossflow engine, which is said to produce 120 b.h.p. The interior of the show car was dominated by a full-width dashboard with instrumentation that would not disgrace the Concorde.

MARCH ENGINEERING—continued from page 101

test during the week previous. As these words are appearing on the bookstalls it is likely that the chief mechanic of March, who used to look after the Winkelmann Formula Two cars, will be pressing the starter button on the first completed car, and only four months from moving into their factory. Fortunately Cosworth Engineering will have prepared the engine, and Hewlands the gearbox, so that March have only to concentrate on the chassis, suspension and installation details. If Cosworth did not exist there would be no March Engineering, and probably no Lotus, McLaren, Brabham or de Tomaso Formula One cars either. There is nothing in the Bicester factory in the way of test equipment, as there is at BRM or Ferrari or Matra, the March people relying on the industry for research and development as do many other Grand Prix teams.

At the mid-January rate of progress there will undoubtedly be one, two or even three March cars completed in time for the South African Grand Prix on March 7th, but whether they are tested and raceworthy by then is another story. A refreshing aspect of the March Formula One project is that they welcome publicity, and in fact seem to be thriving on it at the moment. Their attitude is "come in and see how well we are progressing", unlike some teams who slam the door and say "nothing to see". They may fall flat on their face with a complete failure, or they may succeed, but whichever way it turns out they will have tried hard.—D. S. J.

RESULTS — SPRINGBOK SERIES

RAND DAILY MAIL 9-HOURS—Kyalami Circuit—November 8th

1st	D. Piper/R. Attwood (Porsche 917—4.5-litre 12-cyl.)	326 laps
2nd	M. de'Udy/F. Gardner (Lola T70 Mk. 3B-Chevrolet—5-litre V8-cyl.)	323 ,,
3rd	H-D. Dechent/G. Koch (Porsche 908—3-litre 8-cyl.)	311 ,,
4th	S. Porter/G. Mortimer (Renault Gordini—1.3-litre 4-cyl.)	277 ,,

CAPE TOWN 3-HOURS—Killarney Circuit—November 22nd

1st	M. de'Udy/F. Gardner (Lola T70 Mk. 3B-Chevrolet—5-litre V8-cyl.)	126 laps
2nd	J. Love (Lola T70 Mk. 3B-Chevrolet—6.2-litre V8-cyl.)	126 ,,
3rd	M. Guthrie/P. Driver (Ford GT40—5-litre V8-cyl.)	120 ,,
4th	J. Holme (Chevron B8-BMW—2-litre 4-cyl.)	118 ,,

LOURENCO MARQUES 3-HOURS—Lourenco Marques Circuit December 7th

1st	M. de'Udy/F. Gardner (Lola T70 Mk. 3B-Chevrolet—5-litre V8-cyl.)	133 laps
2nd	A. Walker/R. Widdows (Ferrari P4—4.4-litre V12-cyl.)	133 ,,
3rd	R. Attwood (Mirage-Ford—5.7-litre V8-cyl.)	132 ,,
4th	D. Serrurier/J. Pretorius (Lola T70-Ford—5-litre V8-cyl.)	131 ,,

BULAWAYO 3-HOURS—Bulawayo Circuit—December 14th

1st	J. Love (Lola T70 Mk. 3B-Chevrolet—6.2-litre V8-cyl.)	109 laps
2nd	M. de'Udy (Lola T70 Mk. 3B-Chevrolet—5-litre V8-cyl.)	104 ,,
3rd	P. Gouch/C. Taylor (Chevron B8-BMW—2-litre 4-cyl.)	102 ,,
4th	M. Guthrie/P. Driver (Ford GT40—5-litre V8-cyl.)	99 ,,

PIETERMARITZBURG 3-HOURS—Pietermaritzburg Circuit December 27th

1st	J. Love (Lola T70 Mk. 3B-Chevrolet—6.2-litre V8-cyl.)	143 laps
2nd	D. Joubert/C. Taylor (Chevron B8-BMW—2-litre)	136 ,,
3rd	D. Martland (Chevron V16-Cosworth—1.8-litre 4-cyl.)	134 ,,
4th	J. Truter (Lotus-Ford 23—1.8-litre 4-cyl.)	132 ,,

CONTINENTAL NOTES—continued from page 104

about as exciting as our "Thrulvercoombe" circuit, which is all right if you have nothing else, but Rouen-les-Essarts, Clermont-Ferrand and Reims are all still there.

* * *

A sad little tale comes from Italy about the winter testing that Ferrari has been doing, with the first of the 5-litre Group 5 Sports cars, and the flat-12-cylinder Grand Prix car. Knowing that Sicily is the land of sunshine and that the Enna circuit is a nearly-flat-out oval, the team went down there to give the 512 a high-speed thrashing. When the transporter arrived at Naples to take the boat to Palermo there was a "technical hitch", and after hanging about for six hours it was announced that the boat would not sail. The mechanics had no alternative but to drive on down through southern Italy to Reggio Calabria and take the ferry across to Messina and then over the mountains to Enna. Maranello to Naples is about seven hours, Naples to Reggio a good day (or night's) motoring and Messina to Enna is absolute hell. When they finally got to Enna the rain was pouring down, the wind was blowing a hurricane and all hopes of any high-speed motoring was out. They hung about for four days and finally gave up in despair when one of the new drivers, Arturo Merzario, spun off in the wet and slightly damaged the 512. It is worth realising that most British teams can get to a test circuit within about two hours of leaving their factory. It is not all sunshine and roses on the Continent.—D. S. J.

INTERNATIONAL RACE RESULTS OF 1969

(Continued from January issue)

SPORTS/PROTOTYPES (Groups 4 and 6)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Jan. 4	S. Africa—500 kms.	East London	P. Hawkins (Ferrari 330 P4)	C. Lucas (Porsche 910)	C. van Buuren (Porsche 906)	—
Mar. 30	BRDC—94 kms.	Silverstone	D. Hulme (Lola-Chevrolet V8)	B. Redman (Lola-Chevrolet V8)	P. Hawkins (Lola-Chevrolet V8)	165.002
April 4	Guards Trophy—298 kms.	Snetterton	P. Hawkins (Lola-Chevrolet V8)	J. Bonnier (Lola-Chevrolet V8)	C. Lucas (Porsche 910)	175.334
April 4	BARC—95 kms.	Thruxton	B. Redman (Lola-Chevrolet V8)	J. Bonnier (Lola-Chevrolet V8)	P. Hawkins (Lola-Chevrolet V8)	172.743
April 20	Coupe de Vitesse—67.5 kms.	Montlhery	D. Piper (Lola-Chevrolet V8)	A. de Adamich (Alfa Romeo 33)	G. Larousse (Porsche 910)	130.420
May 17	Martini Trophy—306 kms.	Silverstone	C. Craft (Lola-Chevrolet V8)	B. Redman (Lola-Chevrolet V8)	D. Piper (Lola-Chevrolet V8)	137.246
May 18	Coupe de Vitesse	Montlhery	M. Martin (Ford GT40)	R. Buchet (Porsche 910)	F. Leinenweber (Porsche 910)	127.575
May 26	Tourist Trophy—328 kms.	Oulton Park	T. Taylor (Lola-Chevrolet V8)	D. Piper (Lola-Chevrolet V8)	J. Miles (Lotus 62)	155.785
June 8	Prix de Paris—67.4 kms.	Montlhery	J. Bonnier (Lola-Chevrolet V8)	M. Martin (Ford GT40)	B. Smith (Chevron-Cosworth)	129.660
June 29	Norisring—Two Heats	Germany	B. Redman (Lola-Chevrolet V8)	V. Elford (Porsche 908)	R. Stommelen (Porsche 908)	Addition of times
July 6	Vila Real—6 hrs.	Portugal	D. Piper/C. Craft (Porsche 908)	M. de Udy/F. Gardner (Lola-Chevrolet V8)	W. Bradley/A. Dean (Porsche 910)	158.787
July 12	Wills Trophy—Two Heats	Croft	C. Craft (Lola-Chevrolet V8)	T. Taylor (Lola-Chevrolet V8)	J. Lepp (Chevron-BMW)	145.013
July 13	Circuit of Hockenheim—135 kms.	Germany	H. Herrmann (Lola-Chevrolet V8)	G. Koch (Porsche 908)	N. Vaccarella (Alfa Romeo 33-3)	201.103
July 20	Circuit of Mugello—529.6 kms.	Italy	A. Merzario (Abarth 2000)	G. van Lennep/J. Ortner (Abarth 2000)	A. de Adamich/N. Vaccarella (Lola-Chevrolet V8)	124.392
Aug. 16	Gold Cup—84 kms.	Oulton Park	F. Gardner (Lola-Chevrolet V8)	J. Lepp (Chevron-BMW)	T. Twaites (Chevron-BMW)	164.342
Aug. 17	Circuit of Karlskoga—96 kms.	Sweden	B. Redman (Lola-Chevrolet V8)	D. Piper (Porsche 908)	R. Peterson (Lola-Chevrolet V8)	—
Aug. 17	Circuit of Wunstorf	Germany	K. Ahrens (Porsche 908)	G. Koch (Porsche 908)	R. Lins (Porsche 908)	—
Sept. 1	BRSCC—85 kms.	Brands Hatch	J. Miles (Lotus 62)	R. Nathan (Astra-Cosworth)	R. Pike (Lotus 62)	156.506
Sept. 7	ADAC—500 kms.	Nurburgring	B. Redman (Chevron-Cosworth)	T. Hezemans (Abarth 2000)	G. van Lennep (Abarth 2000)	156.200
Sept. 14	Circuit of Imola—356 kms.	Italy	J. Ickx (Mirage-Cosworth V8)	I. Giunti (Alfa Romeo 33-3)	G. van Lennep (Abarth 2000)	152.464
Oct. 5	Tyrol Prize—80 kms.	Innsbruck	F. Gardner (Lola-Chevrolet V8)	A. Merzario (Abarth 3000)	J. Ortner (Abarth 3000)	—
Oct. 5	Circuit of Montjuich—12 hrs.	Barcelona	F. Godia/J. Fernandez (Porsche 908)	D. Piper/C. Craft (Porsche 908)	E. Baturone/J. Palomo (Porsche 907)	128.362
Oct. 12	Paris—1,000 kms.—586.5 kms.	Montlhery	J-P. Beltoise/H. Pescarolo (Matra 650)	P. Rodriguez/B. Redman (Matra 630/650)	D. Piper/C. Craft (Porsche 908)	169.707
Oct. 19	Donaupokal—127.14 kms.	Salzburgring	K. Ahrens (Porsche 908)	R. Lins (Porsche 908)	J. Williams (Serenissima V8)	195.097
Oct. 26	Jarama—6 hrs.	Madrid	J. Rindt/A. Soler-Roig (Porsche 908)	F. Godia/J. Fernandez (Porsche 908)	G. Spice/J. Juncadella (Ford GT40)	126.482
Nov. 8	Kyalami—9 hrs.	S. Africa	D. Piper/R. Attwood (Porsche 917)	M. de Udy/F. Gardner (Lola-Chevrolet V8)	G. Koch/H-D. Dechent (Porsche 908)	148.633
Nov 23	Capetown—3 hrs	S. Africa	M. de Udy/F. Gardner (Lola-Chevrolet V8)	J. Love (Lola-Chevrolet V8)	M. Guthrie/P. Driver (Ford GT40)	—

CANADIAN-AMERICAN CHALLENGE TROPHY (Group 7 two-seater racing cars)

June 1	Mosport Park—316.6 kms.	Canada	B. McLaren (McLaren-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	J. Surtees (McLaren-Chevrolet V8)	170.425
June 15	St. Jovite—255.9 kms.	Canada	D. Hulme (McLaren-Chevrolet V8)	B. McLaren (McLaren-Chevrolet V8)	C. Parsons (Lola-Chevrolet V8)	156.992
July 13	Watkins Glen—322 kms.	America	B. McLaren (McLaren-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	C. Amon (Ferrari 612P)	202.757
July 27	Edmonton—323.5 kms.	Canada	D. Hulme (McLaren-Chevrolet V8)	C. Amon (Ferrari 612P	G. Eaton (McLaren-Chevrolet V8)	167.930
Aug. 17	Lexington—308.9 kms.	America	D. Hulme (McLaren-Chevrolet V8)	B. McLaren (McLaren-Chevrolet V8)	C. Amon (Ferrari 612P)	151.620
Aug. 31	Elkhart Lake—321.9 kms.	America	B. McLaren (McLaren-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	C. Parsons (Lola-Chevrolet V8)	172.966
Sept. 14	Bridgehampton—321.9 kms.	America	D. Hulme (McLaren-Chevrolet V8)	B. McLaren (McLaren-Chevrolet V8)	J. Siffert (Porsche 917 PA)	183.943
Sept. 28	Michigan Speedway—313.8 kms.	America	B. McLaren (McLaren-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	D. Gurney (McLaren-Chevrolet V8)	173.965
Oct. 12	Laguna-Seca—243 kms.	America	B. McLaren (McLaren-Chevrolet V8)	D. Hulme (McLaren-Chevrolet V8)	C. Parsons (Lola-Chevrolet V8)	168.655
Oct. 26	Riverside—325.6 kms.	America	D. Hulme (McLaren-Chevrolet V8)	C. Parsons (Lola-Chevrolet V8)	M. Andretti (McLaren-Ford V8)	193.249
Nov. 9	Texas Speedway—388 kms.	America	B. McLaren (McLaren-Chevrolet V8)	G. Eaton (McLaren-Chevrolet V8)	I. Brabham (Ford Open Sports V8)	175.553

Can-Am Championship : 1st : **B. McLaren.** 2nd : **D. Hulme.** 3rd : **C. Parsons.**

TOURING CAR RACES (Groups 2 and 5)

Mar. 23	European Challenge 1—4 hrs.	Monza	J. Neuhaus/G. Huber (BMW 2002)	Guzzi (Porsche 911)	S. Dini/"Riccardone" (Alfa Romeo GTA)	163.436
Mar. 30	BRDC—94.3 kms.	Silverstone	F. Gardner (Ford Escort T/C.)	R. Pierpoint (Ford Falcon V8)	M. Crabtree (Ford Escort T/C.)	146.725
April 4	BRSCC—64.4 kms.	Snetterton	R. Pierpoint (Ford Falcon V8)	T. Sanger (Ford Falcon V8)	F. Gardner (Ford Escort T/C.)	150.763
April 7	BARC—95 kms.	Thruxton	R. Pierpoint (Ford Falcon V8)	F. Gardner (Ford Escort T/C.)	T. Sanger (Ford Falcon V8)	150.824
April 13	European Challenge 2—1 hr.	Vienna	G. Huber (BMW 2002)	J. Neuhaus (BMW 2002)	H. Marko (Chev. Camaro V8)	—
April 20	European Challenge 3—2 hrs.	Belgrade	D. Quester (BMW 2002)	D. Basche (BMW 2002)	J. de Bagration (BMW 2002)	—
May 11	European Challenge 4—4 hrs	Budapest	G. van Lennep (Porsche 911)	J. de Bagration (BMW 2002)	T. Hezemans (Porsche 911)	—

TOURING CAR RACES (Groups 2 and 5)—continued

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
May 17	Martini Trophy—94.3 kms.	Silverstone	R. Pierpoint (Ford Falcon V8)	T. Sanger (Ford Falcon V8)	C. Craft (Ford Escort 1.3)	155.913
May 25	European Challenge 5—4 hrs.	Brno	D. Quester (BMW 2002)	D. Basche (BMW 2002)	G. Pankl (BMW 1600)	—
May 25	BRSCC—33.5 kms.	Crystal Palace	F. Gardner (Ford Escort T/C.)	M. Crabtree (Ford Escort T/C.)	B. Robinson (Ford Escort T/C.)	127.074
June 22	European Challenge 6—6 hrs.	Brands Hatch	D. Quester/H. Hahne (BMW 2002)	J. Fitzpatrick/T. Taylor (Ford Escort 1.3)	G. Huber/P. Peter (BMW 2002)	135.764
June 22	BRSCC—43.5 kms.	Mallory Park	R. Mansfield (Ford Escort T/C.)	D. Leech (Ford Falcon V8)	T. Sanger (Ford Falcon V8)	137.841
July 6	European Challenge 7—6 hrs.	Nurburgring	T. Hezemans/G. van Lennep (Porsche 911)	G. Huber/P. Peter (BMW 2002)	S. Dini/A. de Adamich (Alfa Romeo GTA)	136.000
July 12	BARC—112.6 kms.	Croft	R. Pierpoint (Chev. Camaro V8)	F. Gardner (Ford Escort T/C.)	T. Sanger (Ford Falcon V8)	126.575
July 19	Wipac Trophy—62 kms.	Silverstone	R. Pierpoint (Chev. Camaro V8)	D. Leech (Ford Falcon V8)	J. Hine (Ford Escort T/C.)	160.098
July 26/27	European Challenge 8—24 hrs.	Francorchamps	G. Chasseuill/C. Ballot-Lena (Porsche 911)	C. Haldi/J. Chenevlere (Porsche 911)	E. Duvigneaud/E. Stalpear (Porsche 911)	178.066
Aug. 16	Gold Cup Meeting—84.4 kms.	Oulton Park	D. Leech (Ford Falcon V8)	F. Gardner (Ford Escort T/C.)	M. Crabtree (Ford Escort T/C.	141.800
Aug. 31	European Challenge 9—147 kms.	Zandvoort	T. Hezemans (Porsche 911)	D. Basche (BMW 2002)	G. van Lennep (Porsche 911)	148.620
Sept. 1	Guards Trophy—128 kms.	Brands Hatch	D. Leech (Ford Falcon V8)	M. Crabtree (Ford Escort T/C.)	W. Green (Ford Escort T/C.)	143.650
Sept. 14	"Stock Cars"	Hockenheim	D. Leech (Ford Falcon V8)	T. Sanger (Ford Falcon V8)	F. Schutz (Chev. Camaro V8)	—
Sept. 28	European Challenge 10—3 hrs.	Jarama	D. Quester (BMW 2002)	J. de Bagration (Porsche 911)	A. Soler-Roig (BMW 2002)	115.512
Sept. 28	BRSCC—54 kms.	Cadwell Park	B. Pearson (Ford Escort T/C.)	N. Faure (Porsche 911)	R. Mansfield (Ford Escort T/C.)	121.989
Oct. 19	Motor Show 200—213 kms.	Brands Hatch	F. Gardner (Ford Escort T/C.)	D. Leech (Ford Falcon V8)	B. Pearson (Ford Escort T/C.)	140.045

European Champions: Up to 1,000 c.c.: "PAM" (Fiat Abarth). Up to 1,600 c.c.: S. Dini (Alfa Romeo GTA). Over 1,600 c.c.: D. Quester (BMW 2002).

MOUNTAIN HILL-CLIMBS (2-litre European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's Time
May 25	Montseny—16.3 kms.	Spain	P. Schetty (Ferrari 212E)	J. Ortner (Abarth 2000	G. Biscaldi (Abarth 2000)	9 min. 12.46 sec.
June 8	Rossfeld—6 kms.	Germany	P. Schetty (Ferrari 212E)	M. Weber (Alfa Romeo 33)	L. Taramazzo (Abarth 2000)	6 min. 27.91 sec.
June 22	Mont Ventoux—21.6 kms.	France	P. Schetty (Ferrari 212E)	A. Merzario (Abarth 2000)	J. Ortner (Abarth 2000)	16 min. 00.50 sec.
July 13	Trento-Bondone—17.3 kms.	Italy	P. Schetty (Ferrari 212E)	A. Merzario (Abarth 2000)	M. Weber (Abarth 2000)	10 min. 58.61 sec.
July 27	Freiburg-Schauinsland—11.2 kms.	Germany	P. Schetty (Ferrari 212E)	A. Merzario (Abarth 2000)	W. Lehmann (Abarth 2000)	5 min. 22.16 sec.
Aug. 3	Cesana-Sestrieres—10.4 kms.	Italy	P. Schetty (Ferrari 212E)	A. Merzario (Abarth 2000)	J. Ortner (Abarth 2000)	4 min. 53.30 sec.
Aug. 31	Ollon-Villars—8.0 kms.	Switzerland	P. Schetty (Ferrari 212E)	A. Merzario (Abarth 2000)	L. Taramazzo (Abarth 2000	3 min. 47.54 sec.
Sept. 7	Gaisberg—8.6 kms.	Austria	A. Merzario (Abarth 2000)	M. Weber (Alfa Romeo 33)	S. Greger (Porsche 910)	Two Runs 7 min. 55.90 sec.

Mountain Hill-climb Champion: P. Schetty (Ferrari 212E).

A QUESTION OF NUMBERS

THE nearer we get to 1984 the further away we get from using words, especially nice old English or French words, while Latin derivatives are far too difficult for today's "whizz-kid" journalists. Officialdom encourages the use of numbers and letters instead of words, like the postal system that calls the delightful old town of Norwich in the Lotus address NOR 92W. Motor racing's controlling body follow this trend with their numbered groups and categories, and the Grand Prix car is struggling to hold its own against the official title of FORMULA ONE, with FORMULA TWO and FORMULA THREE hard on its heels. Gone are the delightful names of *Grand Prix* and *Voiturette*, to describe types of racing car.

Starting this year the FIA (there we go again!), the *Federation International Automobile*, have reshuffled the International categories and they are as follows :—

GROUP 1 — Four-seater production touring cars—5,000 off in 12 months.
GROUP 2 — Four-seater production touring cars—1,000 off in 12 months (with numerous modifications permitted).
GROUP 3 — Production GT cars—1,000 off in 12 months.
GROUP 4 — Production GT cars—500 off in 12 months (with numerous modifications permitted).
GROUP 5 — Sports cars—5-litre engine limit—25 off.
GROUP 6 — Prototype sports cars—3-litre engine limit—One off or more.
GROUP 7 — Two-seater racing cars—What is now accepted as Can-Am.
GROUP 8 — Single-seater racing cars—to Formula One, Two or Three.
GROUP 9 — Other racing cars—*i.e.*, to any local or National Formula, such as Indianapolis/USAC cars, Formula 5000, Formula Vee, etc.

This latest rearranging of the groups is much more logical than the previous list, and in future when readers see reference to Group 5 Sports cars they will know what is meant. These groupings are purely for the purposes of *International* races and speed events; each National Club can run their home events to any grouping they wish, as we in Britain run races for Production Sports Cars, or Clubman's Formula, and we can still race "wild" saloons in our own events, or we can have free-for-all *Formule Libre* events in our Club racing.—D. S. J.

MINIATURES NEWS

THE Corgi Toys range of heavy commercial vehicles has been augmented by Corgi Major model No. 1147 which is a miniature of a Scammell Handyman M 3 tractor unit with articulated trailer, of the kind found on the International freight routes operating the "Ferrymasters" heavy haulage service. The model is 9¼ in. in length and is well-detailed, with removable tilt over the platform trailer body and a lever-actuated coupling between the two units. The UK retail price is 21s. 6d. Another significant Corgi commercial model is that of a Mercedes-Benz Unimog 406 towing a 10T Goose dumper, from the R. Smith (Horley) Ltd. range of trailer attachments. The Unimog model details the four-wheel-drive and supple all-independent suspension of the popular Mercedes-Benz cross-country product and the yellow, red and black outfit runs on big ribbed rubber tyres. Its reference number is 1145 in the Corgi Major series, it is 6¾ in. long, and the price is 13s. 6d.

As we close for press comes news of a Corgi miniature of a convertible, a Pontiac Firebird, with openable doors, the facia, radio, gear-lever and steering wheel reproduced and the model finished in silver and black with a red interior. The chrome-plated air scoops on the bonnet are a feature of this miniature, which has sprung "Whizz wheels" and four jewelled headlamps. Four inches long, this Pontiac sells in the UK for 8s. 11d. The Corgi reference number is 343. To tell the story of how Lesney miniatures are made Lesney Products commissioned author/artist Miraslav Sasek to produce a children's book, which is called "Mike and the Model Makers", about an American boy visiting the Lesney factory. It measures 8⅛ in. × 11⅛ in. and costs 8s. 6d.—W. B.

JAGUAR DC DINNER-DANCE

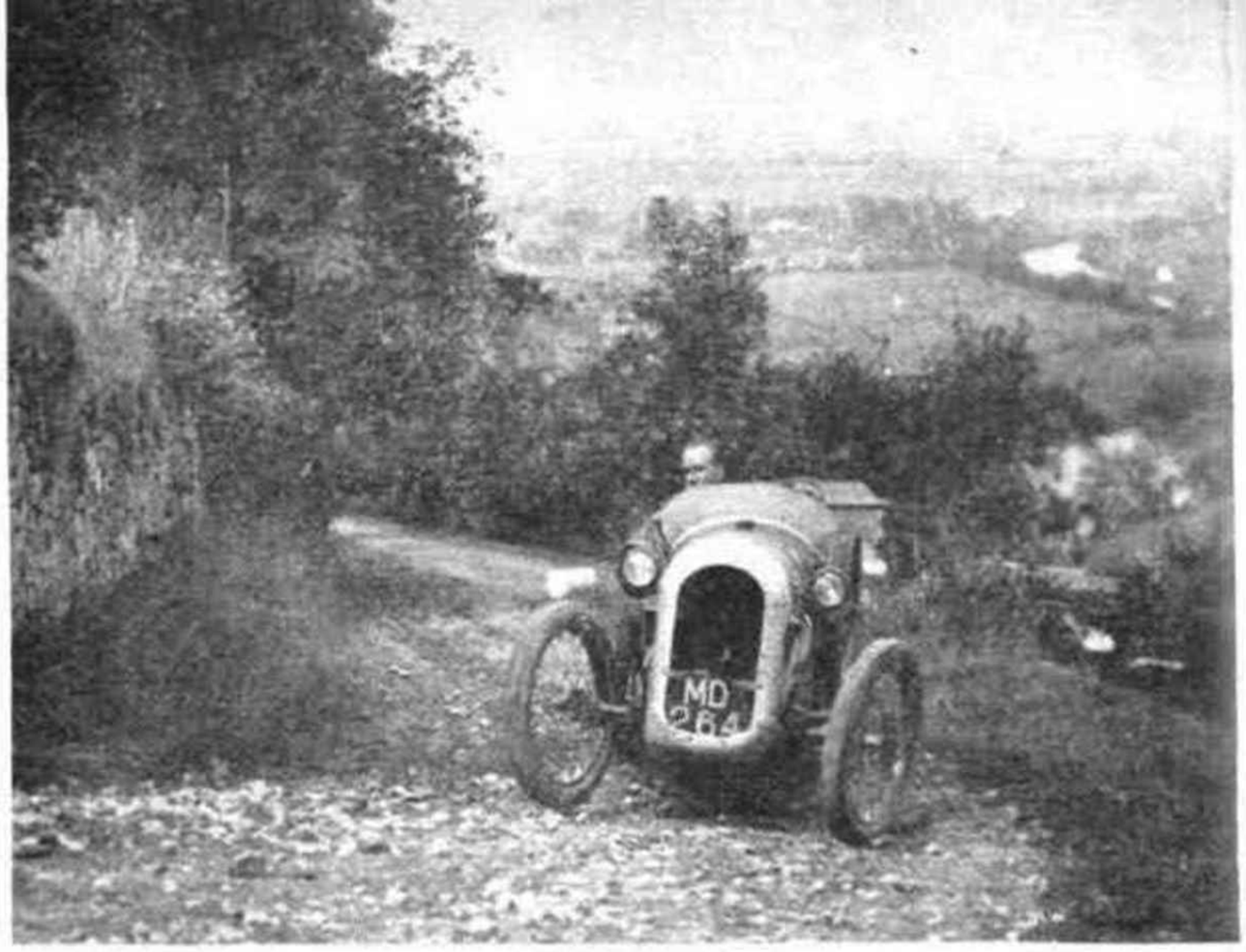
THIS annual happening will be held at The Carlton Tower, Cadogan Place, W1, on February 27th, commencing at 8 p.m. Details from the Secretary, The Norfolk Hotel, South Kensington, London, SW7.

VETERAN—

EDWARDIAN—

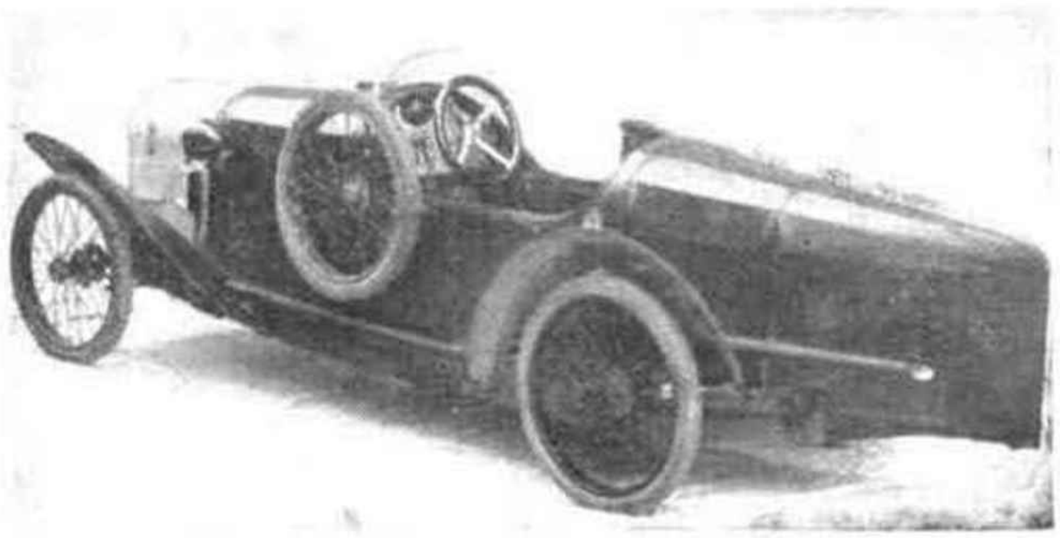
VINTAGE

A Section Devoted to Old-Car Matters



The "All Red" Baughan climbing Ham Mill, Stroud, during a 1923 trial.

FRAGMENTS ON FORGOTTEN MAKES



The 1923 sports two-seater Baughan cyclecar.

No. 45: THE BAUGHAN

HENRY PERCY BAUGHAN started the Baughan Motor Co. in 1919 with premises in Tyburn Lane, Harrow, Middlesex, where a prototype car was produced. Production commenced in 1920 from premises in Lower Street, Stroud, Gloucester, as Mr. Baughan was a Cotswold man.

The prototype car differed from the production car in that the former was a single-seater with a single-seat dickey whereas the latter had a bench seat for two and a single-seat dickey. All Baughan cars were powered by a Blackburne twin-cylinder, air-cooled engine driving through a 2-to-1 reduction bevel-box to a Sturmey-Archer gearbox. Initially the 8-h.p. 998-c.c. engine and a three-speed gearbox were used but in 1922 the 1,100-c.c. engine was adopted and a reverse gear added to the gearbox. The carburetter was a Strebler (USA) and a BTH magneto and electric lighting were used. The engine was started by reaching outside the car and pulling on a starting handle. As for the body, this was in sheet steel. The chassis was underslung and was constructed from ash, the two side-members being of 7 in. × ¾ in. ash, flexing of which gave the car as much comfort as ¾-elliptic leaf-springs all round. Final drive was by chain.

The steering was direct until 1922, when it became geared. The rear axle was solid and was chain driven. Both the rear axle and the front axle stubs were machined from chromium/molybdenum alloy steel. In fact, the works manufactured all parts for the car except the engine, gearbox and some proprietary items. Nineteen twenty-three saw the *debut* of a sports model, a two-seater with a pointed tail, and in 1925 a four-seater model was produced. At that time cyclecars were exhibited at the Motor Cycle Show at Olympia, but Baughan's, in common with other less wealthy cyclecar manufacturers, would just park a car outside the Exhibition Hall with an advertising placard on it, to be observed by all show-goers.

The sporting side was by no means neglected by Mr. Baughan, who had a sports model specially prepared. This car became quite well known as the "All Red Car" and it was driven by Mr. Baughan himself in most of the MCC long-distance trials. Many local hills were also climbed; a Baughan was the only car to climb Ham Mill hairpin track. Nailsworth Ladder was climbed with three passengers, but a Hampton, another Stroud make, subsequently climbed this hill with seven passengers.

But, as with other makes, the h.p. tax and competition from the Austin 7 killed the Baughan in 1925. The "All Red Car" is the only known survivor, this car (now with a 1,100-c.c. JAP engine) being purchased from the recently-deceased Mr. Baughan by a local enthusiast. From 1925 until 1937 the Company produced shaft-driven motorcycles, then went on to producing special-purpose machines, which they do to this day. Mr. Baughan was, up to his death, a Vice-President of the ACU. I am indebted to Mr. W. E. Heywood, present-day Managing Director of Baughan (Stroud) Ltd., for the above information.—L. M. LOVERIDGE.

V-E-V Miscellany.—Mr. J. P. Hillhouse died last year, aged 86. In 1909 he designed the 15/30 BSA car engine and later became Chief Engineer to the Calthorpe Motor Co. Ltd., where he designed the touring models and was responsible for the racing cars, including the slim single-seater which he drove at Brooklands and which was afterwards re-engined and raced there by A. Whale. Mr. Hillhouse then went to Herbert Froude & Co. Ltd.

During 1968, in a leading article about the fate of the pre-1915 GP Peugeots, we referred to the 1912 7.6-litre car raced at Brooklands by Mrs. Stuart Menzies, and queried whether it was the ex-Malcolm Campbell car. We have since been able to lunch with Mrs. Menzies, who lives in the remote Oxfordshire countryside, and she confirms that her car was indeed the Campbell Peugeot, which he had fitted with a streamlined tail over the bolster tank. Mrs. Menzies worked for Malcolm Campbell and was able to acquire the old car from him. As it lost tune if driven on the road, it was normally kept in one of the sheds at the Track. When it competed at the Shelsley Walsh hill-climb it was towed to the venue behind a Prince Henry Vauxhall. On this occasion a radiator cowl was fitted, which gave a 4 m.p.h. speed increase. Mrs. Menzies recalled that a passenger always had to be carried, to check the lubrication sight-feeds. The old Peugeot gave no trouble in Mrs. Menzies' hands. She retains a very reasonably-detailed model of the car which was made for Campbell, and at least one of her Brooklands' trophies.

It was a nice gesture that when the Ravenglass & Eskdale narrow-gauge railway had to transport their latest locomotive from Clarkson's works in York to Ravenglass it was towed by a Fowler traction engine. A 1917 Yorkshire steam waggon is being restored in Gisburn. Vauxhall Motors Ltd. have added a 1923 14/40 Vauxhall Princetown tourer to their well-known collection of veteran and vintage cars.

"BABS'" ENGINE—WAS PARRY THOMAS CARELESS?

SINCE Mr. Owen Wyn Owen of Capel Curig disinterred the 27-litre Thomas Special "Babs" a number of mysteries about the car have been posed, not all of them relating to how it killed its driver. For instance, last October a correspondent who had seen "Babs" in Mr. Owen's garage reported that Parry Thomas was apparently unaware of the correct lubrication procedure for a Liberty engine, or didn't bother, because on the dismantled engine of "Babs" the upper bearings of the drive-shafts to the o.h. camshafts were found to be damaged and one had half melted away. This led to a reader, Mr. S. W. Layfield of Onehan, lending us a handbook for the Liberty aero-engine, from which it is clear that in these engines "the camshaft circuit is served last by the feed pump and will therefore be the last to receive an adequate supply (of oil) when the circulation is sluggish". Under such conditions it was stipulated that "one of the camshaft casing lids may be removed and hot oil poured in". Also, it was made plain that if the engine had been standing for a week or more, besides doping the main thrust bearings (of the camshaft drive-shafts) the camshaft casings should be doped with half-a-pint of oil through the plug holes machined in each of the front covers, and the upper drive-shaft should have been doped through the oiler at the base of the generator (these engines had coil ignition). Further, it was stated that before starting an engine which had been idle for some length of time it was advisable to inject a small quantity of lubricating oil, about half-an-ounce, through each priming cock. The engine should then have been turned over five or six times to distribute the oil.

Although both Clive Gallop, for Count Zborowski, and Parry Thomas were capable engineers, it seems possible that in the car these precautions were neglected. Incidentally, these camshaft drive-shafts had two ball-bearings at their lower ends and phosphor-bronze bearings at the top, as our correspondent suggested. Another query that has been raised is how was "Babs" started, in the absence of carburetter chokes? Presumably the four Zeniths were enriched, maybe with rag, as the car was push-started, but the official method was to turn the engine while operating the priming pump, giving three pumpsful in normal temperatures, then turn the engine over twice, then turn it until the main contact-breakers were open, then switch on and press the starting-button buzzer. The engine was then to be run slowly for 30 to 45 seconds, or longer in cold weather, run on the second switch at a speed at which the ammeter read zero, and warmed up like this until the radiator thermometer read 65° C and the oil system was at 40° C. The ignition was then to be advanced and the engine accelerated to 1,400 r.p.m. for a short while, after which it had to be accelerated and slowed once or twice to throw oil up into the cylinders. It was added that after three minutes' running the oil pressure should rise to 5 lb./sq. in. and at 1,400 r.p.m. show a maximum of 25 to 30 lb./sq. in. (This was with the standard two HC7 carburetters between the vee of the cylinders, feeding through four aluminium manifolds, the forward carburetter feeding cylinders 6, 5, 4 port and starboard, the rear one cylinders 3, 2, 1 on each side. Thomas had altered this, using four Zeniths, two at the front and two at the back of the engine.) I do not know whether Gallop and/or Thomas were conversant with these stipulations but I hope to see Wyn Owen observing some of them in the not too distant future, when he starts up the resuscitated "Babs".

I do not know whether Gallop and Thomas observed this starting procedure, not easy in a car without a starter. Incidentally, the rev. limits quoted for a 1924 Liberty were 1,400 r.p.m. warming up, 1,500 flying at below 6,000 ft., 1,650 at or above this speed, and 1,750 as the maximum. This American 45-deg. 24-valve, 127 × 177.8-mm. V12 engine with its welded water jackets normally had a c.r. of 5.31 to 1 (4.78-to-1 pistons were not usually issued to the RAF) and it gave 405 b.h.p. at the normal speed of 1,650 r.p.m., 425 b.h.p. at 1,750 r.p.m. (Thomas claimed to have increased the output; some authorities quote 500 to 600 b.h.p. at 2,000 r.p.m.). The dry weight was 820 lb., the gross weight 1,083 lb., and the valve timing was: inlet opens 10 deg. a.t.d.c., closes 45 deg. a.b.d.c., exhaust opens 48 deg. b.b.d.c., closes 8 deg. a.t.d.c. Maximum ignition advance was 30 deg.

It will be interesting to learn how much Thomas departed from the above-quoted timings, etc., with his special camshafts, pistons and manifolding, etc.

While on the subject of "Babs", the recent epidemic of Asian influenza makes one sympathise with Thomas, who set out for Pendine and his last drive only partially recovered from 'flu, 1927 version. I understand he felt so weak that he contemplated stopping between Brooklands and Pendine but felt better after dinner in Oxford and pressed on that evening to his destination. I have heard he was driving a 3-litre Invicta.—W. B.

SOME LUCAS HISTORY

DID YOU know that the little King Street workshop where Joseph Lucas began the venture which today provides the electrical and lighting equipment for the British Motor Industry, was demolished only two years ago? I gleaned this from an article in the November 1969 edition of *Overseas Reflections*, official organ of Joseph Lucas (Exports) Ltd.

Joseph Lucas started business as a lamp manufacturer in 1872 and acquired the Little King Street premises in Birmingham in 1875. Apart from making lamps Lucas produced household goods such as pots and pans, but one of his first bids to fame was the "Tom Bowling" ship's lamp. It was from this lamp, called after a sea ballad, that the initials TBLW (Tom Bowling Lamp Works) came, which were stamped on all Lucas lamps prior to the use of the famous "King of the Road" trademark in 1878. The first lamp to carry this name was that for hanging within the front wheel of ordinary or "penny-farthing" bicycles. Before this Joseph's son Harry had joined the business, which was renamed Joseph Lucas and Son. As the cycle trade expanded so Lucas served it, one of their famous early cycle lamps being the Model 300 "Silver King", which cost 17s. 6d. in 1896. With heavy nickel-plated finish, patented mangin mirror and a magnifying reflector, it remained in production nearly up to the end of World War II.

By 1897 the limited liability company of Joseph Lucas Ltd. was formed, with a move to Great King Street, so as to accommodate the 200 workers, nine male staff and two typists! Joseph Lucas died of typhoid on an export mission to Naples in 1902, and Harry Lucas took full control. By 1910 the Motor Industry was well catered for and that year an electric conversion was sold for turning oil side lamps into electric ones. By 1911 the first car dynamo was developed, to obviate continual outside charging of the lighting batteries, and the first contract for such sets came from Morris in 1914.

The war emphasised the importance of British magnetos and in 1916 Lucas took over Thomson-Bennett magnetos, Lord Bennett becoming Joint Managing Director with Harry Lucas. The E60 dynamo for aeroplanes appeared that year, its cold weather tests being done in the Birmingham Meat Market in a refrigerator alongside the frozen meat. After the Armistice Lucas supplied the electrical equipment for the R34 airship and the Vickers Vimy biplane, both of which conquered the Atlantic crossing. At this time, as the first 50 years ended, the Company was turning out 20,000 acetylene headlamps, 25,000 cycle lamps and 6,000 bulb horns per week.

This is but a brief survey of one of our leading industrial concerns, taken from the aforementioned article. This reminds us that a reader of MOTOR SPORT is working on a comprehensive history of British lamp manufacturers. If any publisher is interested we can put them in touch with the author.—W. B.

VSCC MEASHAM TROPHY RALLY (January 3rd/4th)

Vintage Standard Sports and Sports Cars:
The Measham Trophy: L. J. Stretton (1929 Frazer Nash). **First Class Awards:** W. S. May (1926 Frazer Nash) and A. D. Jones (1923 Vauxhall). **Second Class Award:** F. E. Day (1929 Bentley).
Post-Vintage Thoroughbred Cars:
Winner's Cup: J. A. McEwen (1933 Alvis). **First Class Award:** R. Adnams (1933/8 Frazer Nash). **Second Class Award:** R. Odell (1933 Riley).
Vintage Touring Cars:
The Jeddere Fisher Trophy: J. A. Griffiths (1930 Austin). **First Class Award:** D. Wortley (1928 Austin).
Frazer Nash Award: L. J. Stretton.
Light Car Award: J. A. Griffiths.
Team Result: 1st: South, 3,230. **2nd:** North, 7,810. **3rd:** Midlands, 8,115. **4th:** South West, 18,600.

VINTAGE POSTBAG

"The Old Man"

Sir,

In 1933 there were a couple of World War I aero-engines in an alcove under the engine test bay at the North Works, Longbridge, of the then Austin Motor Company. My recollection is that they were six-cylinder engines, with separate cylinders and push-rod-operated valves. Perhaps they are still there. I can't say that I ever heard anyone refer to Pa Austin as "The Old Man". We sometimes referred to him as Sr'Erbert because he used to run the two words "Sir" and "Herbert" together when saying who it was speaking over the 'phone.

There are two tales about the Old Man, and I don't know if they are true. It was said that he frequently made freehand sketches of a component or a design detail to illustrate what he wanted. Then if he had to discuss the same problem again at a later date, he would repeat the freehand drawing again, and if the second sketch was on tracing paper it could be laid over the original, and be seen to be an exact copy line for line.

The second story concerns the first model of the Austin 10 saloon. This car had a body with a dead straight back, no boot, no overhanging of the back axle, and a luggage grid which lowered down flat to stick out behind just a little way. The immediate reaction of everyone who saw that model for the first time was to ask amongst themselves why on earth the Company had decided to produce a car with that bolt-upright back end.

Well, up to that time, Austin cars had a tradition of conservatism It was all part of the image for the inside to be capable of housing passengers with long torsos or top hats, without hitting the roof. You either bought a car or invested in an Austin in those days. It was said that the design staff, rather daring, had produced a fairly pleasant body with a slightly upswept rear panel and were rather pleased with themselves for moving with the times—the first slowback! But then the Old Man walked in—perhaps he had been on holiday—took one look at the drawing, brooded like the figure of Doom for a period, then, producing a thick stub from one of his pockets, drew a straight line very heavily and very vertically down the back side, chopping off the sweep on the panel.

The car sold like hot cakes.

Lympsham. L. W. CHAPMAN.

An Odd Beast

Sir,

Would you be good enough to publish the enclosed photograph of a B.D.V. sports-ground roller, built of Model-T Ford parts by the B.D.V. Motor Co. Ltd., of Hammersmith, which no longer seems to be in existence?



This roller was rebuilt by me during the winter of 1968–'69 and I am anxious to find out some of its history through perhaps any ex-Directors or staff of the B.D.V. Motor Company.

Crawley. A. W. DUNN.

A BOOK ABOUT AN AIR RACE

"The Great Atlantic Air Race", by Peter Bostock. 224 pp. 8¾ in. × 5½ in. (*J. M. Dent & Sons Ltd., Aldine House, Bedford Street, London, WC2.* 30s.)

The *Daily Mail* Tower-to-Tower Trans-Atlantic Air Race of 1969 aroused widespread interest, Press coverage of 130,000 column inches and TV and radio comments worth £3-million. But competitors, totalling 345 actual attempts in eight days, left from Britain and America with such frequency and in so many permutations of ground and air transport that those on the outside, looking on with admiration and astonishment, maybe tinged with a trace of envy, scarcely knew what was going on.

This has now been rectified, in this book by Peter Bostock who as Air Correspondent of the *Daily Sketch* was responsible for the day-to-day running of the race and who is now Public Relations Officer of the *Daily Mail*. He tells in this detailed account, competently indexed, all about this unique race, which one assumes may never be repeated. The way in which the idea germinated and was accepted by the *Daily Mail* (did MOTOR SPORT do its share of prompting? We are quoted above one chapter heading, so Bostock obviously reads us), the stupendous task of getting it off the ground after a very disappointing and worrying dearth of entries changed to a positive flood, on both sides of "the pond", as the final day for filing them approached, and the various plans of would-be competitors, some wild, others very serious, but not all reaching fruition, form the early chapters. Bostock writes with only the slightest flavour of journalese in spite of his close connections with Fleet Street, and gives a good picture of the aeroplanes which were about at the time when the Great Race was mooted.

Moreover, he writes fearlessly, so that the apathy of the air lines shows up clearly, as does the disinterest, amounting to obstruction, of some of our Government departments. But this did not prevent the race from becoming the most exciting and interesting event of the year, the prize money, as the author reminds us, outstripping that for the *Daily Express* London-Sydney Marathon. The pictures are good, there are Appendices of the results, with times, and the various vehicles used and the times they achieved effectively lace the story together—those for the journey from the Post Office Tower to Heathrow, etc., by cars and racing motorcycle are fearlessly described, including that of the E-type Jaguar which outstripped the Police on the M4, covering the 15 miles in 16 minutes. But there were no serious accidents. It is interesting that the *Daily Mail* was anxious that the race should be regarded as a serious contest, so that comic entries, of which there were many, and the acceptance of Tina, the Brooke Bond's Tea-drinking chimpanzee, by both the organisers and the P.O., whose Tower she had to enter, were a cause of initial concern apart from which, I do not approve of this dressing-up of animals for human advantage.

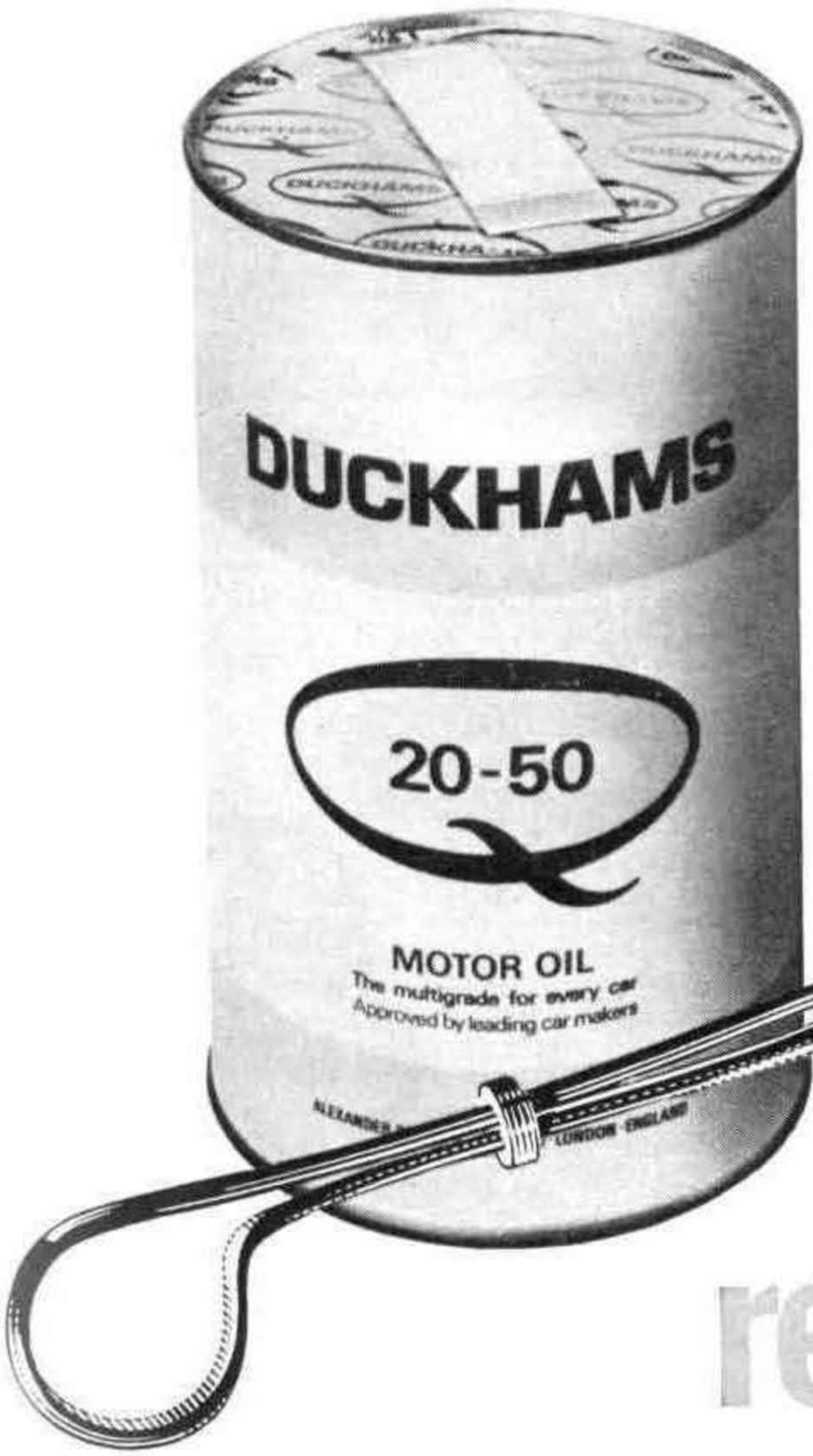
That the race was a serious contest is clear when one reads of the careful Royal Navy preparations to win it, involving triple refuelling their Rolls-Royce Phantoms in the air, and of how the RAF eventually overcame bureaucratic obstacles and flew their Hawker-Siddeley Harrier out of a London coal yard—as MOTOR SPORT wrote at the time, those citizens who complained couldn't see the prestige for the coal dust. (As the book makes clear, there would have been no need for this smutty landing and take-off had the Ministry of Works and Public Buildings sanctioned a pad in Regent's Park, but the MWPB seemed not interested in selling British jet aircraft for export.) The Navy won, if you remember, in 5 hr. 11 min. 22.98 sec., New York-London.

These are the sort of refreshing adventures this book is all about. It makes a story which I think many of our readers will find as enthralling as I did. Many of the vintage and modern cars used by competitors are named by make, although only an illustration tells us that the "open-top vintage car" of Mrs. Cohen was a fine boat-bodied Delage. Bostock's industry in recalling the sequence of events leading up to the race is most commendable if, perhaps, a rather tedious part of the book.

The adventures of those crossing in light aeroplanes, like Slovak's VW-powered glider, "a poor man's tribute to Alcock and Brown", are enthralling in this taken-for-granted age. Altogether, this is splendid reading, at a fair published price. I hope the author will one day find himself writing about a similar *Daily Mail* achievement and since BP scooped the London-Sydney Air Race for the smaller aeroplanes and the *Daily Mirror* the forthcoming London-Mexico World Cup car rally, perhaps it will be a 1974 *Daily Mail* repeat of the Lympne Light Aeroplane trials or a 1984 replica of the London-Melbourne Air Race for all types of aircraft.—W. B.

THE THINGS THEY SAY

"Racing drivers accept the challenge of speed. And from their experience the family motorist benefits. Motor racing, alas, does claim lives. But it helps to save many more."—from an Editorial in the *Daily Express* last December.



Britain's largest selling motor oil

and four good reasons why

1 Quality

A combination of the world's purest base oils and most modern additives – products of Duckhams research blended with the skill of nearly 70 years' specialisation in the production of the finest motor oils available to the British motorist.

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Don't take our word for it. Compare the price you are at present paying, whether for packaged oil or for oil dispensed in the service bay, then compare with the price of Q20-50. **You can't buy a better oil, so why pay more?**

3 Availability

Duckhams Q20-50 motor oil is available everywhere – with over 30,000 stockists in the United Kingdom. Now used by more than one in four motorists – truly the choice of the enthusiast.

4 Leadership

Duckhams were first to introduce multigrades to the British motorist. Q20-50 is the result of this leadership, and is today the most experienced and most modern motor oil. Although the name does not change, the formulation continues to improve whenever we can provide a **valid benefit** for the motorist.

Duckhams Oils, Summit House, West Wickham, Kent

Well...just what racing last year?

The Drivers' World Championship really isn't our main concern. We're not in motor racing just to hear the roar of the crowd. We're there to learn something new. Here are just some of the new things that happened last season as a direct result of our racing activities.



1. We brought out a new tyre for the family motorist: called Groundhog. It adapted the principal of concave-moulding which enables racing tyres to present a wide flat tread to the track.

2. Our long experience of producing ultra-wide, low profile racing tyres paid off, too, with the world's first Series 60 radial. Fitted to the Lotus Europa it is a special version of our SP Sport, the height is just 60% of the width.

3. We put in a lot of work on racing tyres for Minis, to keep them ahead of the field. We gained valuable seconds per lap, and some of the things we developed will help us make your Mini tyres even better.



4. We learnt a lot about road surfaces. We had people taking minute measurements and micro-photographs of every Grand Prix track in Europe. The slightest surface differences can make big differences to tyre performance at Grand Prix speeds.

5. We learnt a bit more about behaviour in the wet. We've already pioneered most developments in this field notably the cutaway centre-channel and extra-grip rubber compounds.



did we get out of

(Apart from the World Championship, of course)



6. We made a special study of hot running, too. A new infra-red thermometer reads temperatures at the tyre's centre, while it's running. Internationally, our business is booming, and that means we've got to make special provisions for hot climates.

7. Aerodynamics. You remember, the season started with wings which set up some peculiar forces on the corners.

No sooner had we learnt to cope with those, than...

8. Wings were banned. And we had to go back to Square One, putting sufficient extra adhesion in the tyres to compensate for the lost aerofoils.

9. We started getting to grips with the four-wheel drive principle. What we work out on the track could become very important in family cars, within the next few years.

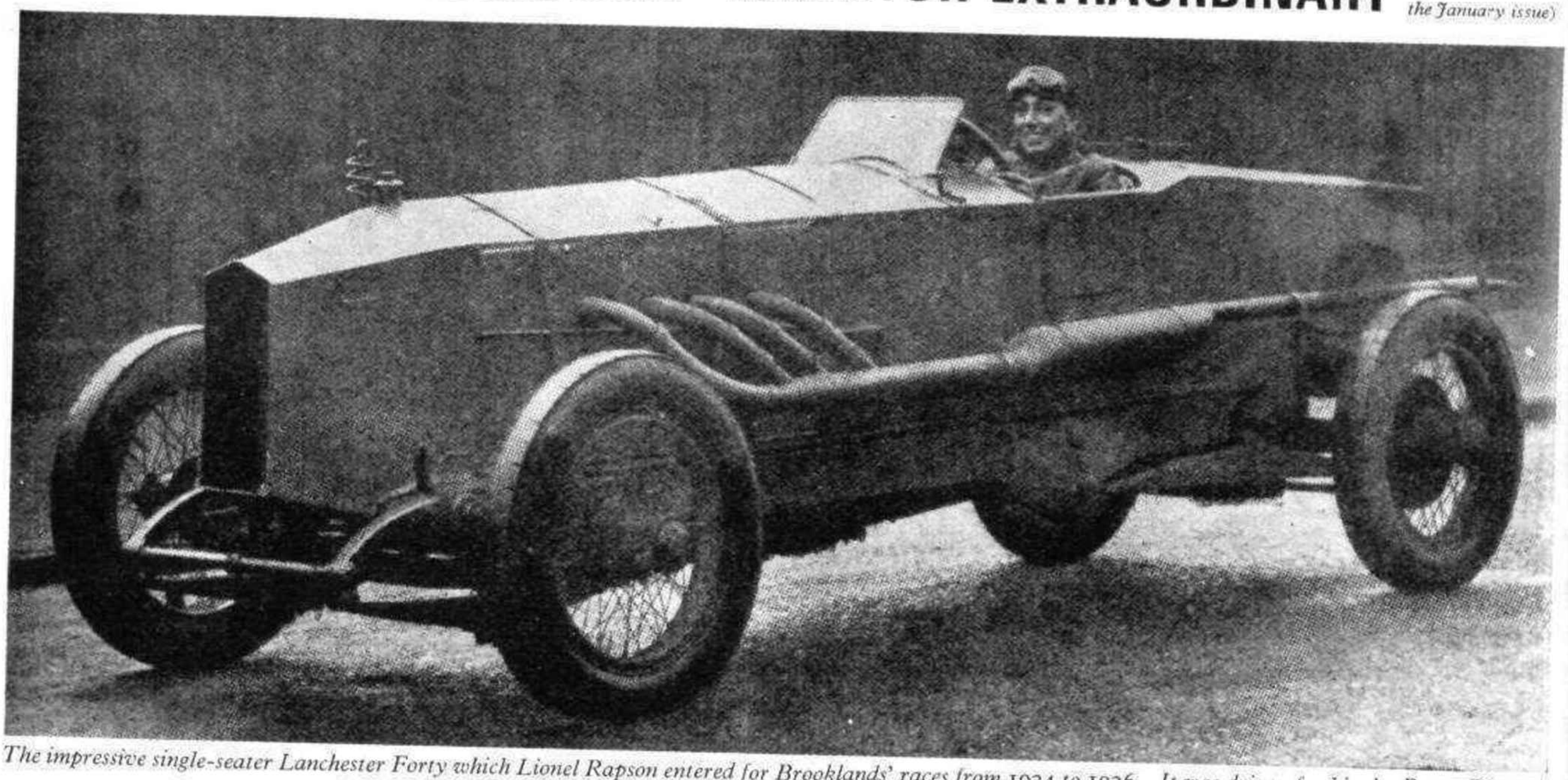
10. We tried out a few things that we can't tell you about yet. Because nearly all our Grand Prix prototypes have unique hand-cut patterns, they give our wild experimenters a chance to try out some new ideas – all with an eye to your future tyres.

So you see, even if Jackie Stewart had come last in every race, we'd have still felt entitled to open up the champagne.

DUNLOP

FREDERICK LIONEL RAPSON – INVENTOR EXTRAORDINARY

(*Continued from the January issue*)



The impressive single-seater Lanchester Forty which Lionel Rapson entered for Brooklands' races from 1924 to 1926. It was driven for him by Parry Thomas and lapped at nearly 110 m.p.h.

WE LEFT Mr. Rapson in the unenviable position of having submitted his much criticised "unpunctureable" tyres to a 10,000-mile RAC-observed test from which he had to withdraw after 5,732 miles because three of the Rapsons on his Rolls-Royce were suffering from internal defects. Such an outcome, after the blaze of publicity in which his invention had been announced five months before, in July, 1919, and sustained subsequently, might well have cowered a lesser man, but not the irrepressible Rapson. The RAC reported that all four tyres suffered from the same defect, a flaw in the vicinity of the internal locking bead, which caused one to burst, but otherwise there were no punctures and the covers were in good condition apart from some chafing at the beads.

With those small consolations Mr. Rapson had to be satisfied but he caused The Rapson Automobile Patents Company Ltd. to enter immediately for a similar test. This was the start of further criticism. In the meanwhile the Company made its excuses for the break-up of its tyres, reminding critics that the very first Rapson tyre was fitted to a car "hot, straight out of the pan" and from then on the car "had almost lived on the road, often risking being almost turned over by tearing round corners, having its brakes crashed on, etc., in an attempt to discover further flaws". They remarked proudly that this car had been "driven at terrific speeds, with the inventor of the tyres lying across the luggage carrier at the back watching and noting the action of the tyres when passing over bad surfaces. In our opinion that is the only way to get real information"—which may or may not come as a surprise to testers at today's great tyre factories !

Unabashed by the test fiasco, they called for a go-ahead British chassis manufacturer to make their experimental Rapson car, which they had fully patented in respect of engine, carburetter, springing and transmission, but known only to the patent agents, and which they were convinced held the solution to "the car for the million". It seems that Rapson's idea was to have a power pack easily transferable from one body shell to another, like, he said, being able to take a horse out of one carriage and put it into shafts of another ! As this announcement was made in 1919 before the Austin Seven was so much as a twinkle in "Pa" Austin's eye, it seems that Rapson had set his sights on the Model-T Ford market. But so far as I know no-one came forward to build his suggested vehicle; they presumably preferred first to see his tyre claims vindicated and I do not think such a car was ever made . . .

Incidentally, when the RAC official report on the test appeared it quoted the Rolls-Royce used as a standard tourer weighing 5,146 lb. unladen, which gave 17.9 m.p.g. of benzole. The Rapsons used were 895 x 150 mm. (the actual dimensions were somewhat greater) with a $1\frac{1}{8}$ in. deflector beneath the centre of the tread. A cover weighed 47 lb. 10 oz., a tube 7 lb. and a deflector 29 lb. 12 oz. The tyres were at first inflated at 70 lb. on the fully-laden car weighing 5,550 lb., but after 2,000 miles this was reduced to 60 lb./sq. in.

Other Rapson inventions released before the keenly-discussed second tyre trial was arranged included a spare wheel case and a patent carburetter, while the industrious Mr. Rapson announced that he was testing his new sparking plugs ! In the summer of 1920 S. F. Edge joined Rapson Automobile Patents Ltd. as Chairman, being welcomed at a luncheon by Wilfred Oyler. With his clever ability to collect the big names, Mr. Rapson was able to announce that Rapson tyres used on the Prime Minister's Rolls-Royce limousine (Reg. No. R-2094) had run for more than 10,000 miles with no trouble and that two of them, taken off this car which weighed nearly three tons unladen, were on view at the lunch. Moreover, he had a letter from No. 10 Downing Street, saying how pleased Mr. Lloyd George was with them. His driver reported an all-round improvement in resilience, fuel consumption, cool running, etc., but thought the most outstanding feature was the absolute absence of skidding on greasy surfaces. (Mr. Rapson could not have put it better had he written it himself.) The letter from the Prime Minister's Secretary said of Rapson : "You have solved the puncture problem in a simple and yet most ingenious manner, and it is gratifying to know that a British inventor, who is incidentally a remnant of our old 1914 Army, is the first man in the world to accomplish this. The Prime Minister desires me to heartily congratulate you, and he sincerely hopes that your other inventions will be equally successful."

After that Mr. Rapson probably felt he had shrugged off any nasty remarks about the outcome of the RAC test ! Incidentally, he used a square block tread pattern, rather like that used for the Dunlop Cord tyre, but flatter; in those days Collier, not Dunlop, used the herring-bone tread.

Although no sign of another RAC test of Rapson's tyres was apparent for some time, they continued to receive plenty of publicity. *The Autocar* tried to lay the overheating bogey by some runs with the now-famous Rolls-Royce (which turned out to be a 1915 model with 150,000 miles to its credit, overhauled only once, and capable of 70 m.p.h.) on Brooklands, with recording thermometers pocketed in the tyres. On one back wheel was a Rapson 895 x 150 "unpuncturable", on the other "a well-known American tyre". After a lap of the Track at $58\frac{1}{4}$ m.p.h. the former showed 101°F., the latter 124°F. Jubilant Mr. Rapson ! A five-lap test was then made, at 48 to 55 m.p.h., with

the final lap at around 60. Result—Rapson, 144°F.; American tyre, 146°F. *The Autocar* hastily explained that this proved that the Rapson tyre took longer for the temperature to work through the outer cover! Next test, substitute a new type of famous British tyre for the American and do five more laps, at approx. 50 m.p.h., with a final lap at 60 to 65. The Rapson showed 147°F., the other British tyre 157°F.

All this was intended to settle the argument as to whether the Rapson deflector made these tyres run hot. It had an extraordinary result. A reader of *The Autocar*, signing his letter George Stein, laid a wager with the "good sport Mr. Rapson" that a Goodyear tyre taken from stock would run cooler than a Rapson after a 100-mile road run and 10 miles at 40 m.p.h. on Brooklands. Mr. Rapson readily accepted this wager—he practically had to, as the ingenious Stein said if he didn't the public might think he had privately run the trial and on the performance of the Goodyear had had to abstain. In accepting the challenge Rapson sent his £100, suggesting St. Dunstan's as a worthy recipient, and added some propaganda for himself by saying he had run his tyres 15 lb. too low at Brooklands and that if Mr. Stein thought the Track too smooth to heat up a tyre he should ask those who raced on it!—why, after passing over one Brooklands' bump Rapson had invented a new suspension system before reaching the ground again! (It is interesting that the Brooklands authorities took no steps to refute this allegation of roughness whereas in later times, when the state of the surface was criticised in Sir Henry Birkin's "Full Throttle", Percy Bradley made the book's publishers withdraw the statement. Perhaps the 1920 Clerk of the Course, Col. Lindsay Lloyd, was too busy or more tolerant—or was he, too, under the Rapson spell?)

Anyway, here was a forthcoming Goodyear/Rapson challenge to arouse further interest. And what happened? Within a week *The Autocar* published what purported to be a wire from Mr. Stein saying his firm objected to his proposed test and he was compelled to withdraw. Mr. Rapson got his £100 back. Mr. Edge wrote to say what a poor show it was—"In the good old days of Brooklands, no challenge was allowed to be issued until the challenger had put up the money"—and Mr. Rapson wrote to say likewise, reminding Mr. Stein that the very make of tyre that he said would beat the Rapson to a frazzle was the same as had been used in the comparison tests. Mr. Stein brought brickbats on his head, even Mr. Fred Baker weighing in on behalf of Rapson and Britain. And then Goodyear stated that they had no knowledge of this Mr. Stein and his challenge. Could the whole thing have been a gigantic publicity stunt, *steered perhaps by Mr. Edge and Mr. Rapson themselves?*

Be that as it may, all this publicity and controversy paid off. The close of 1920 saw Rapson working on an adjustable shock-absorberless suspension system to complement his tyres, which had been adopted, along with Rapson clip-on jacks, for HRH the Prince of Wales' new car, and on a quickly-detachable rim to which they could be fitted—he claimed to have demonstrated to S. F. Edge that with this Rapson rim it was possible to put on and take off a big stiff tube in 65 sec., without using any tools. Then there was the Rapson headlamp dipper, sufficiently similar to the lever-operated tilting headlamps later adopted by Barker, that I suspect they copied the idea, which Rapson generously decided not to patent. Lionel Rapson had used this dipping system when serving with the King's Messengers in France during the war, which is presumably how this 1915 Rolls-Royce was occupied during hostilities.

Moreover, by 1921 the Rapson Company could produce a very imposing fleet of test cars. At Brooklands they were able to line up the following vehicles in the Finishing straight, prior to lapping the Track with underinflated tyres and without security bolts, and restarting up the Test Hill, to prove that even under these conditions Rapsons didn't divorce from the rims: a Daimler Thirty saloon weighing 5,170 lb. which was timed at 55 m.p.h., an Austin Twenty all-weather of 4,285 lb. that clocked 50 m.p.h., a 100 h.p. open Benz weighing 5,385 lb. which did 92 m.p.h., a 30 h.p. Armstrong Siddeley test chassis that showed 3,640 lb. on the weighbridge and was timed at 68 m.p.h. and two 40/50 Rolls-Royces, the well-established tourer (5,067 lb.; 71 m.p.h.) and a d/h coupé (5,422 lb.; 65 m.p.h.). The last named was Mr. Rapson's very fully-equipped chauffeur-driven car. It was a two-seater with a detachable egg-shaped tail containing spares, cooking utensils, Kodak photographic outfit, suit and dressing cases, etc., and tanks for hot and cold water supplies, etc. The amenities covered a wash basin, stowage for six petrol tins, a ventilated food locker, a picnic table in the front compartment, and so on, while it is scarcely necessary to add that LE-4107 was shod with Rapson tyres, used Rapson plugs, Rapson jacks and carried a Rapson mascot as well as its AA and RAC badges and an Eagle radiator cap mascot. A very suitable car for Lionel Rapson!

One might have thought that with all these fine cars to drive Mr. Rapson would have called a halt. Not a bit of it! When the new 40/50 overhead-camshaft Napier was announced, he promptly ordered one with a saloon body and professed himself extremely pleased with it. So here was this prolific inventor, living at "Hurtwood", Holmsbury St. Mary, near Dorking, with a farm, I believe, near Eastbourne, his products in use on the Rolls-Royce and Daimler cars of royalty and his factory at Burlington Road, New Malden, seemingly doing very nicely thank you. There was only one thing he hadn't yet accomplished, apart from a satisfactory RAC test of his tyres, and that was their advocacy through racing successes. This, however, was not all that far away . . .

The need to prove Rapson tyres must still have been occupying much of Mr. Rapson's time, for users from Lord Russell downwards were making it public that faulty Rapsons were not unknown. The Earl said his, on a Humber, did not puncture but they "sat down", air having escaped from the tubes. Rapson replied to such unfavourable correspondence in the Press with skill, sarcasm and sometimes venom, but it was all too apparent that customers did not like the faults nor the Company's method of refunding only part of the cost of defective covers, deducting for the mileage the user said they had run. That there had been serious manufacturing faults was borne out by the public resignation of A. W. Oyler from the Rapson Tyre and Jack Co. and Mr. Rapson's move to his own works, with a picked staff of tyre makers, at New Malden.

It is doubtful whether in these days, in spite of the increased status of public relations, the public would have stood for so much Rapsonism. But it must be remembered that in 1922 motorists were both fascinated and mystified by their new-found driving freedom and prepared to discuss at great length anything pertinent to it. This the weekly motoring Press encouraged with unedited readers' letters, often of inordinate length.

For his part, Rapson was obviously determined to convince the world of the merits of his tyres. In those times punctures were the bane of every driver and if only half the country's cars were fitted with unpunctureable tyres Rapson's fortune was assured. So, early in 1922, he announced another RAC test of his tyres, again with a quite extraordinary sequel . . .

The test was to be for 7,500 miles round Brooklands at 30 m.p.h. on a Rolls-Royce and for 5,000 miles on the road, at 20 m.p.h., on a small car. *The Autocar* announced this test, concluding with the words: "Although there is nothing on the Track likely to cause bursts or severe cuts, valuable data as to the amount of abrasive action of the hard concrete on the rubber tread should be forthcoming." Nothing at all innocuous in that, you might think. But it immediately brought a long and terse letter from F. L. Rapson, saying he was cancelling the tests because of the critical attitude adopted by the Press! *The Autocar* retorted that it had merely published a statement about the tests emanating from Rapson's office and that his intention to further run the Brooklands test at a low pressure of 60 lb./sq. in. was not quoted therein. Readers rallied to support *The Autocar*. It was now apparent that Rapson was pleased to have any excuse not to have his tyres subjected to official scrutiny and again one wonders whether this feeble withdrawal on such dubious grounds had been planned in advance in his own mind?

These matters notwithstanding, new showrooms were opened in Oxford Street, with fitting facilities, model 2½ in. Rapson tyres on Barker disc wheels were given away as souvenirs and every attempt made to push the Rapson tyre ahead of competitors. By the summer of 1922 the factory was turning out 600 tyres per week, the travellers' fleet included an ABC, a Sunbeam 14 and the aforesaid Rolls-Royce coupé and Benz, and the construction of the tyres was changed, so that a thick inner tube now incorporated the deflector. Moreover, at last the long-awaited 10,000 RAC trial was successful. Four 33 x 5 Rapsons on a 46 cwt. Rolls-Royce covered that distance on the road at an average speed of 19.9 m.p.h. without puncturing. At the end of this test two of the covers were put on the single-seater Lanchester Forty and again under RAC observation a high-speed 500-mile run on the Track was commenced. After 484¼ miles the car had to swerve to avoid a motorcycle and one tyre burst, but the other survived the distance, at nearly 65 m.p.h. on this 39.3 cwt. racer.

Thus encouraged, Rapson decided to display the durability of his tyres in further Track engagements. He was a member of the Brooklands ARC and had acquired this special Lanchester, which was an

exceedingly imposing outer-circuit car, with a door to the cockpit, a toolbox on the side and headlamps for after-dark running. The car was said to have been built specially for Mr. Rapson and was similar to, could even have been an adaptation of, the one used by S. F. Edge for his single-handed attack on the 12-hour record in 1922. Rapson maintained his ability to associate himself with top names by getting no less a driver than J. G. Parry Thomas to drive for him on the Track.

Thomas should have been able, one would have thought, to have commandeered all the tyres he wanted from the top tyre makers, for his fame was already considerable. But there were record attacks he had to abandon due to shortage of supplies, possibly because his heavy Leylands were hard on covers and no tyre maker likes repeated failures to be chalked up against his products. Be that as it may, Parry Thomas was no doubt pleased to co-operate with Rapson.

Besides this racing programme, Rapson successfully undertook a 25,000-mile RAC test of his tyres in 1923, followed by an equally successful 10,000-mile test of his 760 x 90 light car tyres, and then four 33 x 5s did nearly 40,000 miles, one of them making the full distance, on a heavy Daimler. Rapson had stifled his critics and could turn to the relaxation of motor racing . . .

Thomas, who had been having a rather thin time with Continental and Goodyear tyres, put Rapsons on his Leyland-Thomas for a record attack at Brooklands in 1924 and not only set fastest lap to that date of 124.12 m.p.h. but captured a number of records, including the World's five and ten miles. While he was not immune from tyre failures the Rapsons were doing well, although the hour record proved elusive, even when Thomas waited for a wet day to cool the Track. (A fire engine flooding parts of it proved equally abortive in 1923, on a long-distance record attempt.) Eventually Rudge-Whitworth wheels were used for a rapid precautionary tyre change, ordinary garage jacks, not Rapson jacks, being employed, although the tyres would have lasted the full 60 minutes. On this occasion Thomas took the World's hour record at 109.09 m.p.h. and many other records in addition.

The battleship grey Lanchester, entered by Mr. Rapson, with its 101.6 x 127 mm. (6,178 c.c.) six-cylinder overhead-camshaft engine, made its appearance at the 1924 Easter races. Thomas lapped at 104.85 m.p.h. to finish second in the 100 m.p.h. Short Handicap behind Coe's "limit" 30/98 Vauxhall. He came out again for the "90 Short", doing his standing lap at 81.96 m.p.h., and equalling his former speed for the flying-lap, which brought him home first, ahead of Gallop's Aston-Martin and Cushman's yellow Bugatti. At Whitsun Thomas was slower in his first race with the big Lanchester but in the "100 Long" he pulled out laps of 86.17, 105.52 and 104.85 m.p.h., to finish second to Zborowski's Ballot. Perhaps deliberately, Thomas wasn't as fast in his three races at the 1924 Summer BARC Meeting, but on August Bank Holiday, after two unsuccessful races in the Lanchester, he again started from scratch and, lapping at 84.86, 103.54 and 102.48 m.p.h., was third in the "90 Long" behind Gillow's Riley and an AC. During the year he also won a Surbiton MC race in the Lanchester.

Apart from this racing on behalf of Mr. Rapson, Thomas used the Lanchester to good effect for record breaking. It took Class G records from 250 kilo. to 400 miles, at speeds of around 98 m.p.h., averaging 104.08 m.p.h. for two hours, and later secured the World's 12-hour record at 95.66 m.p.h., in spite of some initial tyre trouble, 16 changes being made, some precautionary. The co-drivers with Thomas were George Duller and Lionel Rapson himself. At the end of the season Rapson set the Lanchester on an RAC-observed run at the Track, to see how far Rapson super-comfort double-tread tyres would run before the outer tread stripped. On the first run, when the car was after records as well, 33 x 5 tyres were on the front wheels, 35 x 5 on the back wheels. The treads came off at 6,893 and 7,578 miles and the tyres were withdrawn (I think this may have been the occasion of the aforesaid 12-hour record run). The car was then fitted with 33 x 5 tyres all round and run at 50 m.p.h. The Lanchester weighed out, with driver, at 4,287 lb. After 6,976 miles the edge of the Track was struck by a rainstorm and the n/s stub axle damaged. The tyres were transferred to "a similar car weighing 4,450 lb." (this could have been the Edge sister car, or Lanchester's two-seater Forty racer) and all four covered more than 10,000 miles, at 52.26 m.p.h., with one puncture at 7,617 miles. The single-seater Lanchester with which the run had been commenced was also under RAC observation. Before it crashed it had received an external examination for an engine knock, at 5,523 miles, and three men adjusted the steering in three minutes, at 6,507 miles. The engine had proved hard to restart and then the car crashed. It weighed approx. 38¾ cwt. and pulled a 2.41:1 axle ratio. (The final drive was by worm gear and Jack Sopp, Thomas' mechanic, told me recently that Thomas used to have the back axle rugged up and heated with a blowlamp to get the oil fluid before races.)

Thomas continued to drive the Lanchester for Mr. Rapson during 1925. At first he was unplaced, suffering from stiff handicaps, but at the Summer BARC Meeting he gave four seconds to Mays' AC, being on virtual scratch, and, lapping at 85.13, 106.19 and 106.42 m.p.h., he swept through the field of the "90 Long" to victory. This was repeated in the 100 m.p.h. Long Handicap at August, when, from the 5-sec. mark with only the Bugatti "Black Bess" behind him on the line, Thomas lapped at 85.87, 105.97 and 107.10 m.p.h. The season concluded with a second place in the Autumn "100 Long" behind R. B. Howey in the scratch Leyland-Thomas, Parry Thomas taking the slim, grey Lanchester round at 87.38, 103.76 and 107.10 m.p.h. R. B. Howey took a second place in the Lanchester at a Club Meeting. Incidentally, Rapson had chosen wisely, for the car rode Brooklands in an astonishing series of kangaroo hops, probably promoted by its long cantilever back springs, but its wheels stayed more often on the ground than was the case with more harshly-sprung cars.

By now Rapson had achieved the supreme satisfaction of having Rapson tyres adopted by the STD concern for the racing Sunbeam and Darracq cars. They were on the Darracqs which finished 1, 2, 3, driven by K. Lee Guinness, Duller and Segrave in the 1924 JCC 200-Mile Race, in which they were also used by Joyce's AC, Mountant's Bugatti, Coe's Horstman, Eaton's Aston-Martin, the Bugattis of Blackstock and Densham, Hall's Austin 7, sharing with Palmers, and Thomas' Thomas Special, the last named being under-tyred and thus in continual trouble, as I am sure Mr. Rapson was quick to point out. The winning Darracqs were on Englebert for the following year's race and on Dunlop for 1926, but in 1924 Rapsons were on the GP Sunbeams and the 3-litre Bentley with which Duff won at Le Mans. Thomas, however, was supplied by Dunlop for his own cars, after 1925.

Our story is nearing its end and it remains only to round off the career of the Rapson Lanchester by saying that it was out again, in Parry Thomas' hands, in 1926. Right away, at Easter, it won the 100 m.p.h. Long H'cap from Barnato's Bentley, which had started nine seconds earlier, with laps of 88.15, 105.52 and 108.74 m.p.h. So consistent was Thomas that he pulled out another 108.74 m.p.h. lap at Whitsun, but a place evaded him. But at the Summer races the "90 Long" fell to the Lanchester, after laps at 88.94, 108.27 and 109.46 m.p.h., holding off the accelerative Halford Special. Cobb had a run in the car in August and at the Autumn Meeting Thomas took out the car, still painted in battleship grey, and was placed third in the 100 m.p.h. Long Handicap, lapping at 85.13, 105.97 and 105.74 m.p.h. Nothing more came the way of the now ageing car but its record is excellent for one not far developed from the standard Lanchester Forty chassis, its fastest official lap being at nearly 110 m.p.h.

I confess I always liked this particular Brooklands car. In the 1930s it was to be seen in Great Portland Street, where a dealer was attempting to sell it. When they were moving cars around in the showroom it would sometimes be left at the kerb, a remarkable contrast to the passing touring cars and omnibuses. Some people have likened the long single-seater in its drab finish to an armoured car or other oddity but to me it was a perfectly fascinating outer-circuit racer. So I enquired the price. It was far too much for me in those days, although modest enough because the Lanchester was now too old for Brooklands, too high-geared for sprints (although it or its sister had run at Shelsley Walsh on one occasion), and the VSCC had not been formed; it had no active future and soon returned to Mrs. Rapson's place at Eastbourne. She promised me first refusal should she decide to dispose of it, but apparently forgot, because during the war it was broken up, on new racing tyres and in good racing trim. This is something I shall never cease to regret . . .

As for Rapson tyres, at the end of 1925 Mr. Rapson had to rest due to ill-health, an example, perhaps, of an industrious man burning himself out, and the manufacture of his tyres was taken over by the North British Rubber Co. By 1926 the name of Rapson had gone from the tyre trade. Mr. Rapson appears to have lost interest in motor racing after Parry Thomas' death in 1927 and his Lanchester never raced again. And so this story comes to a close . . .

It would be interesting to know whether anyone still uses a Rapson jack or tyre pump or other piece of equipment. If they do, they possess a souvenir of a remarkable man, who was particularly prominent in the tyre war which raged after the Armistice.—W. B.

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BOOK REVIEWS

"Into the Blue", by Wing Comdr. Norman Macmillan, OBE, MC, AFC. 256 pp. 8½ in. × 5 3/16 in. (*Jarrolds Publishers (London) Ltd.*, 178-202, *Great Portland Street, London, W1.* 35*s.*)

After forty years this classic of flying over the Western Front during the First World War has been rewritten and reprinted. This is welcome news to those who collect such books and who missed the original edition. The author is well known as an accomplished aviation writer and his descriptions of learning to fly rather late in the war, of Farman Longhorns and Shorthorns, of life at the Central School of Flying at Upavon, after a spell at Netheravon, of the forced landings, the Crossley tenders, and later the rigours of aerial combat, in Sopwith Scouts, 1½-strutters, Nieuports, Sopwith Camels, etc., makes an enthralling story, told in satisfying detail.

The author goes into considerable detail about the characteristics of the many aeroplanes he flew, which data can be added to, compared with, similar information in other war books about the RFC and RAF. The maps which form the book's end papers, showing aerodromes in France of the war period, will be welcomed by historians.

Unfortunately, this is to some extent a history of 45 Squadron and the repetition of sorties, victories and casualties suffered by that Squadron, while perhaps acceptable in 1929, is tedious reading today. For all his fame as an aviation writer I do not think Macmillan compares with Cecil Lewis for graphic writing about what it was like to be a pilot in the 1914/18 war. That writer's "Sagittarius Rising" captures much better the spirit and adventure of those days and, if coupled with the same author's much later book "Farewell to Wings", is just as technical. Nevertheless, the reprinting of "Into the Blue" is welcome and one wonders whether other books about this period, like Grinnell Milne's "Wind in the Wires" and L. A. Strange's "Recollections of an Airman", will receive the same treatment?

Macmillan is interesting about fighting in Camels, the Italian front, and conditions at Chattis Hill aerodrome. The book has good pictures, contains typical RAF stories, some rather hackneyed, and like some motoring journalists who write of Jags and Lambos the author refers to Nieuports as Nieups. . . .—W. B.

"Automobile Electrical Systems, 2nd Edition", by A. J. Coker. 128 pp. 6¾ in. × 4¼ in. (*Butterworth & Co. (Publishers) Ltd.*, 88, *Kingsway, London, WC2.* 10*s.*)

This little book takes the novice through a car's electrical system in a series of questions and answers, with plenty of diagrams and wiring charts by way of illustration. It is indexed and should be most useful to those needing to understand car "electrickery" and to re-wire or repair such systems. There is an index and the range of the questions can be gauged when we say that they range from "What is an electric current?" to "What test devices can be employed for locating a short-circuit to earth?" and "How is a reverse lamp wired?" Useful!—W. B.

The 1969-70 edition of the "Autocourse" review of the 1969 Grand Prix, sports-car racing and rally season maintains its high standard, with excellent pictures, and reports, practice times, starting grids, results and retirements in last year's races. This material, which constitutes a useful reference work, especially if these annuals are collected each year, is backed up by articles on Formula One in 1969, the Tyrrell Organisation, Four-Wheel-Drive in Formula One cars, the FIA Championships and how Dunlop bounced back (with Matra) last season. Formula 5000, Indianapolis, the Tasman Series, the Can-Am Series are also covered. The "Autocourse" annual costs 55*s.* and is published by Haymarket Press Ltd., 5, Winsley Street, London, W1.

* * *

Another very comprehensive reference book is the "FIA Year Book of Automobile Sport, 1970", which has 516 pages covering biographies of graded drivers, with pictures, pictures of the leading non-graded drivers, technical details of the leading racing, sports and touring cars, lists of FIA homologated cars, the full text of Appendix J, results of all 1969 FIA Championships, addresses of the World's racing-car manufacturers, flag signals, maps and data about 80 circuits and hill-climb courses, and a great deal more besides. It is handled here by PSL, 9, Ely Place, London, EC1, and sells for 25*s.*, packing and postage 1*s.* 6*d.* extra.

CARS IN BOOKS

THIS SERIES is apparently appreciated, because whenever it looks like fading away due to lack of material, readers of MOTOR SPORT weigh in with books from which I am able to extract the motoring references. Such a book is "The Autobiography of 'The Card'," by H. K. Hales (Sampson Low, Marston, undated but approx. 1936), kindly sent to us by Mr. N. Carr of Marple. There is a great deal about motoring in this book by someone who was at school with Arnold Bennett, had a very successful business career and donated the Atlantic Blue Riband Trophy for the fastest ship on the crossing. As a young man the author enjoyed the bicycling boom, at first on a machine we would call a "penny-farthing". He then entered the cycle business, storing three safety cycles in his bedroom, selling these, and then increasing his stock to six. He introduced the Enfield with Juhel free-wheel to the Five Towns and was instrumental in introducing the all-black bicycle, although when ordered from the Swift Co. the Managing Director could see no future for it.

In 1898 the author purchased a Beeston motor tricycle, the first petrol-driven tricycle in the county. He tells of riding it 30 miles when it was well on fire, to exhaust the petrol and thus douse the flames. "Soon after the little red flag was abolished" he bought a 2-h.p. Benz, "the last word in cars". After a year this was exchanged for a 4½-h.p. De Dion. Hales enlarged his cycle sheds and had built the first motor garage in the Potteries. His chance resort to cleaning the points of a rich Russian's huge Daimler that had broken down, thus getting it going again, and similar feats, built up and Hales began to report local hill-climbs for *The Sentinel*, at a time when Clement Talbots swept the board. He suggested Mow Cop, on the borders of Cheshire and Staffordshire, for a hill-climb, having been the first rider to get to the summit, on his 10-h.p. De Dion. It was some years before this hill was used, however. Incidentally, the author says it was 30 years before a woman was allowed to take part in a hill-climb competition at Brooklands in open competition with men, but I think he may be wrong. He took part in the 1,000 Miles Trial of 1900 in a 3½-h.p. Decauville, which is illustrated, but he makes no comment on what befell.

The author went into the Motor Trade in 1898 with a 6-h.p. De Dion, "the only reliable small car on the market". He added some Clement Talbots and a few Fiats. He had a thin time financially but pioneered a motor show in the Drill Hall, Burslem, in 1903. There follows the usual memories of the trials and tribulations of motoring in those days and the author then refers to going on a record run with J. W. Stocks in a De Dion in February 1904. The object was to drive from London to Edinburgh without stopping the engine and, after much suffering in snowy conditions and various adventures, this was accomplished. The log is published of the 402¾ miles, occupying from 4 p.m. on a Friday to 2.15 p.m. on the Saturday. The following chapters are occupied, amongst other things, with graphic accounts of balloon ascents and of how the author went to the Reims Aviation Show of 1909, buying the following year an Antoinette monoplane with 50-h.p. V8 engine, which he found in a Bradford garage for £150. He tried to fly it without instruction and crashed ignominiously. There is also an amusing account of buying inadvertently at an auction in Calcutta Major Blake's DH9, and of a bad scare when a kite-hawk flew into a Scylla monoplane in which Hales was flying as a passenger in India. The last chapter deals with the purchase and restoration of the sailing yacht *Westward* which the author found derelict at Southampton Water. She was a four-masted schooner of 2,000 tons, with 51 single and 16 double berths, able to take 940 tons of cargo, and fitted with two auxiliary Holesby diesel engines each of 160 h.p. Quite a possession!

Octave Seven of Compton Mackenzie's "My Life and Times" (Chatto & Windus, 1968) contains some fascinating motoring items. The famous author mentions HRH the Prince of Wales arriving in his Puss Moth on a visit to Beaufort in 1931, landing before tea-time on a stretch of meadowland beside the Beaufort woods. He and his wife were offered a lift to see the scarlet Puss Moth put down by the late Col. A. D. Mackintosh of Mackintosh, CBE, in his pre-war Daimler, "as spacious as an Edwardian boudoir". Compton Mackenzie used it as a model for just such a car, in his best-selling comedy novel "The Monarch of the Glen". With memories of the excellent war-time service afforded him by a 1916 Sunbeam, and encouraged when the Sunbeam people asked if they could print his testimonial in a publicity leaflet, Compton Mackenzie requested a new Sunbeam which he would pay for in three years without preliminary payment. Sunbeam's agreed—perhaps by 1931 they were in such a low state that it didn't much matter—and it was brought up from London to Scotland. But the author remarks that although his wife had learned to drive and he was perfectly willing for her to drive their secondhand Austin, he

Continued on page 128

MY YEAR'S MOTORING

The Editor Looks Back on the Cars He Drove During 1969

THE IDEA behind this annual survey, which I find I instituted 17 years ago, is not to underline the variety of cars which the fortunate motoring writer is able to extract every year from manufacturers, nor to emphasise what an enthralling and exciting life such a person leads. It is much more simple than that. The intention is to discuss concisely the cars I road-tested over the preceding twelvemonth, as a pointer to which you should and which you are not advised to invest in, as they once said of those buying Austins. We receive correspondence which proves that MOTOR SPORT readers do follow our road-test reports pretty closely and that sales of cars do stem from them, even up to Silver Shadow level. This being the case it seems sensible to recap. at the close of a year's road-testing, as a quick guide to how the cars driven impressed or failed to impress this critic, who has been driving for a sufficiently long period to know something of how cars should go and "feel" and corner and accelerate and so on, thus enabling the full road-test report (obtainable from our back issues or photostat departments) to be consulted where appropriate.

The qualities which a customer seeks in a motor-car must obviously vary. But surely the first must be dependability, inasmuch as if a car refuses to start any desirable and impressive performance and handling aspects it may possess are rendered very null and completely void? That in itself may be a blinding glimpse of the obvious, as *Punch* would put it, but can be qualified by saying that a good car which develops shortcomings involving mechanical and electrical semi-breakdowns may well come to be regarded by the luckless purchaser as less desirable than a mediocre vehicle of impeccable reliability and consistency. These days there are so many Traffic Act regulations to observe that unless a car remains fully legal its ownership can become an embarrassment—lamps which frequently fail, brakes which pull, steering which early develops play, suspension which wears tyre treads unevenly and so on, these and similar shortcomings can mar other qualities in the make-up of a car.

So I place reliability and dependability top of the list of desirable qualities a car in which you intend to invest should possess. Unfortunately road tests of the usual ten to fourteen days' duration cannot comment on these aspects of a car but our correspondence columns can sometimes be enlightening. Next to mechanical and electrical integrity, I suppose acceleration is of great importance, in an age when in this country maximum speed above a staid 70 m.p.h. is of value only on race circuits. Qualities of control, ranging over how the thing corners, stops, the pleasure or otherwise derived from changing gear, braking and using the clutch, collectively make or mar a car's reputation. One which lurches round a corner at very high speed without breaking away may be less enjoyable to drive than another that cannot corner quite so rapidly but does so with an indefinable sense of safety and well-being. Noise, uncomfortable seats, badly placed major and minor controls, stupidly arranged instruments, these are items which can detract from performance merits if a car is driven for long periods at a time. Consequently, choice of a new car involves a very considerable number of factors, some measurable, some subtle in the extreme and unmeasurable. All I can do in the words which follow is to tell you how some cars impressed me and others disappointed. Letting one driver alone write a road-test report has the merit that, although he can hardly fail to be biased in some directions, all the opinions stem from the same assessment and readers who have read the same tester's reports for more than twenty years will know where such bias lies and make due allowance for it. When a team of writers is let loose to compile a single test report the result may be what Mr. Averagedriver thinks of a car but as you, the reader, are not Mr. or Mrs. Averagedriver, whose reflexes and reactions are inadequate above 40 m.p.h., the findings may well not add up. When one car is compared to another, or group testing indulged in, it is essential to compare cars fairly, not only by the obvious equaliser of price groupings, but in respect of the purpose for which each car was designed, evolved and marketed. The follow-up of such group testing with individual tester's findings is apt to confuse an issue which was never very clear at the outset, nor do I think a car can be decided upon, as a desirable personal purchase, by counting the blobs on a chart.



IRRESISTIBLE!—The Alfa Romeo 1750 GTV was one of the memorable experiences of last year's road-testing.

Anyway, we at MOTOR SPORT do it the well-established way, by giving a car submitted for test to one experienced driver, usually the Editor, and letting him express his personal opinion of it. Even detailed performance figures are a bit pointless, for we all know of instances in which precisely the same car, as revealed by its Reg. No., returns quite widely differing figures for top speed, acceleration and petrol thirst when tested almost simultaneously by two different weekly journals.

Enjoyment and a good return from a car are much more than its time over a s.s. ¼-mile or its lap speed at MIRA, unless it is bought purely for competition work. There are quite unexciting cars which appeal because they somehow impart an indefinable sense of well-being, of being likely to provide predictable transport over great mileages with a useful ease of control. There are other cars which have an unconventional approach to the common theme of transport and are enjoyable on account of the fresh techniques required to get the best out of them. Which is the more desirable, in terms of personal possession, depends on how much you apply yourself to driving, as distinct from letting the car drive you, and maybe on how many members of a family have to use the beast of burden. It has to be recognised, too, that in the world of cars, fashions change extremely quickly. A few years ago I was of the expressed opinion that peace of mind and safety on the road were synonymous with front-wheel-drive and that BMC's Hydrolastic all-independent rubber suspension was 100%. Some years prior to making these dogmatic pronouncements, I was a very loud advocate of air-cooling and rear-engined motoring. In more recent times I have had to confess that I have derived great driver-enjoyment from many different cars, from those of Panhard-Levassor conventionality, from front-drivers, and from those with the engine in their tails, and that personal motoring requirements have been met by a front-engined car with de Dion rear suspension.

What this implies is that both the motor-car and motoring can give pleasure. And the latter *is* still pleasurable, although the ever widening ripples of traffic congestion, a vehicle-density that involves driving radiator to someone else's luggage boot at 38 m.p.h., I find depressing. Fifteen years or so ago, when driving home from the office, the Continental Correspondent and I used to remark that after we had crossed the Sunningdale level-crossing on the A30 we were on our own. Because from then on, especially after dark, there was a noticeable paucity of traffic and the road Westwards was plunged into darkness. Now the highway is congested most of the way to Basingstoke and beyond and the nose-to-tail traffic lasts at least to Salisbury. Twenty years ago the country town in which I reside was gas-lit and grass-verged and you could stop in its High Street and work on a vintage car without anyone noticing. Today it has neon lamps, concrete kerbs, traffic problems and traffic wardens. . . . Whereas commuters on the main railway line that serves it used to mostly alight at Woking, leaving a handful of yokels to travel on to the barbarian lands beyond, today nearly everyone stays put to hideous New Basingstoke and further afield, and the station car park, where once my Austin 7 looked so lonely and conspicuous, is bursting its boundaries. . . . All this within two

brief decades or less. . . . When I first round sanctuary outside England, over the Welsh border, we used to say that, after Gloucester, traffic problems vanished. Now, only a few years later, the road from there onwards has become noticeably busier, has more crawling commercials on it, so that one cannot often open-up a good car until Hereford has been negotiated.

Thus, while I would be the last to say that motoring is no longer any fun in this country, even though on our great and costly Motorways we are curtailed to 69 m.p.h., it has become increasingly necessary to choose the right routes and a sensible time, if fast motoring is to be as enjoyable as once it was. Certainly those who live within sixty miles or so of big cities have a miserable beginning and ending to the majority of their journeys, and what it will be like in the next ten years I prefer not to contemplate. . . .

These prevailing conditions surely dictate that the most suitable cars for us are those built in this country or in Europe? America's cars are too big and casually braked for British roads, and their new spate of "compacts" no smaller than the Fords and Vauxhalls we can buy here. Japan is challenging hard but so far, I think, without real impact. Russian and East German cars are a decade behind the times by our standards and the rugged promise of Scandinavian cars has faded somewhat in recent years.

So perhaps it is appropriate that the two dozen road-test cars which came my way in 1969 comprised British, French, Italian and German makes, with one Japanese car for good measure, shod, incidentally, in nine instances with Michelin tyres, in five with Goodyear, three with Pirelli, two each with Dunlop, Avon and India, and one each with Continental and Phoenix covers.

Let us recap. on these cars, alphabetically. The **Alfa Romeo 1750 GTV** is a car for which I have almost nothing but enthusiastic praise. It is good on paper—twin-cam engine, five-speed gearbox, disc brakes all round, etc.—and it is equally good to drive.

I used this delectable sports-saloon to attend Lord Montagu's garden party at Beaulieu, when the sun shone down hotly, the steam organs played, and Barry Clarke outwitted the waiters to the strawberries and cream, took it down into Wales, and to Bucklers Hard on another warm July day for the party to release a motoring encyclopaedia. All this driving was sheer joy, the engine note never aggressive but nevertheless a reminder that there was a hemispherical-head race-bred engine under the short bonnet, the performance, enhanced by the five-speed, cog-for-every-occasion gearbox, more than adequate for British roads and speed restrictions, the brakes, cornering and steering impeccable. The overall pleasure imparted by this eager, individualistic Italian car was such that I could forgive its rather lively springing, hard upholstery on the very well-contrived seats and an irritating absence of "keeps" on its doors. I think it would have gone even better had the Webers not suffered from lack of interest below 3,000 r.p.m., but the docility and smoothness of the 1,799-c.c. engine from 1,500 r.p.m. to the impressive 8,000-r.p.m. maximum marked on the tachometer was very impressive, especially as it ignored the need for frequent oil replenishment, had a range of nearly 290 miles and gave nearly 27 m.p.g. of fuel. The brakes felt in need of some mild adjustment and the Michelin XAS tyres were apt to squeal before they were hurt,



QUALITY FROM EUROPE.—The German Auto-Union Audi 100LS swallowed lots of people and luggage but must be regarded as a good touring rather than a fast sporting conveyance.



DISAPPOINTING.—The new Austin Maxi did not add up to the publicity promises, and this is reflected in sales, not much more than half BLMC's estimates. Later this year, we are told, the Maxi may be modified—it certainly needs to be.

but then no car is perfect. But this Alfa Romeo GTV is so nearly so that I have since encountered many people who are contemplating going in for them.

Next, alphabetically, is the **Aston Martin DBS.** It had been far too long since MOTOR SPORT had road-tested a car of this renowned make. We had been keen advocates since I went down to Feltham by electric train before the war to write-up the Bertelli cars. But in later times we got no change out of our requests to test one. However, last year I felt the climate improving and was allowed to look over the Newport Pagnell factory, incidentally, being taken by Dudley Gershon to see his great V8 engine, then still on the secret list. My idea of having a picture of Caernarvon Castle on the front cover of the issue of MOTOR SPORT which came out on the day of the Investiture of HRH the Prince of Wales caused me to search frantically for a suitable car. It had to be a British prestige car and an Aston Martin seemed the obvious choice, although I have ever since regretted that I did not insist on a Welsh-built Gilbern Invader. However, that Aston Martin had to be supplied at short notice by H. R. Owen Ltd. and it was unfortunate that it turned out to be the automatic-gearbox model, inasmuch as performance is somewhat restricted in that guise and the kickdown action not very nice. But the 4-litre six-cylinder twin-cam engine got us very swiftly to North Wales and we were impressed with the excellent steering and the handling of this big motor-car, except for some sideways hop from the de Dion rear-end over rough going. Some but not all of the very comprehensive equipment of this £6,112 car also impressed but the disintegration of its exhaust system, which pretty well gassed the passenger, and a tendency to stall in London traffic, did not. However, two days was all too short an experience of a very impressive British high-performance car and I hope this year to be allowed to drive the big V8 on the Continent. As for the Castle on the cover, I hope it was appreciated, as a gesture to the Welsh, who had decorated their every tiny village and hamlet with British and Welsh bunting for the Investiture, who were so pleased with the new Prince's speech in their native language, and who were relieved that the ceremony went off in good weather and without violence. I can only say that when I saw the pile of MOTOR SPORTS at Smiths' in Llandrindod Wells I could not refrain from asking the assistant how people were reacting to the topical cover; she replied, "It's always been green, sir. . . ." Ah well.

I drove away in the **Austin Maxi** from BMC's Holland Park depot, since closed, with hope in my heart that this would be the breakthrough that the British Motor Industry so badly needs. It had a clever five-door body in its favour but I have to admit, like other critics, that the Maxi was too noisy, lacked power unless the revs were kept well up, had a notchy cable-actuated gear-change, and that its five-speed gearbox was really an alternative to having overdrive and that its rack-and-pinion steering was too low geared, especially on its too upright column. The overhead camshaft 1½-litre engine was new but also out-dated, being of iron, with a chain-driven o.h. camshaft for its non-cross-flow head. I tried hard to like this long-awaited new BMC car and it does have the secure road-clinging and handleability for which the Issigonis/Moulton suspension formula is renowned

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But it didn't add up, in total, as a brilliant new 1969 offering; I say this with real regret, having experienced some reliable motoring in the original Mini, followed by much enjoyment of the 1100 model.

Another car which has been well received and has a reputation for ruggedness but which didn't entirely appeal to me was the **Auto-Union Audi 100LS.** I assessed it over a four-figure mileage. This very spacious four-door saloon is beautifully finished and appointed but for fast driving the suspension proved unduly supple and front-drive not entirely the answer. The 100LS is a considerable improvement on previous strongly understeering Audis I have tried but must be dismissed as a fine, very roomy fast touring saloon rather than a car for the enthusiastic driver, and its gear shift was a bit too sticky.

During last year I was fortunate in driving two BMWs, the **BMW 1800TI** and the **BMW 2800.** The present BMW range covers some of the best fast saloon cars in the World. The former was a privately-owned, not a road-test car, and there must have been something amiss, because it understeered to excess and was a real handful to take through roundabouts, the steering horribly stiff. My respect for the Munich make was fully restored when I spent a few days in the six-cylinder 2800. I had wondered whether this would be a disappointment, like driving the big 3-litre Austin after an Austin 1800. I was soon



SPLENDID ALL-ROUNDER.—The Fiat 124 coupé, with twin-cam engine and five-speed gearbox, is a most enjoyable four-seater, fun to drive and safe at speed.

reassured. The 2800 BMW was almost impossible to fault and covered congested roads to the West Country quickly and impeccably. I wrote that "If you regard the BMW Six as an extension of the great four-cylinder BMWs, with almost unbelievable performance but none of the splendid driving qualities impaired, you have a good idea of what motoring in one of the finest cars to emerge last year is like"; and I added that to try one is to buy one. That about sums it up, although the Phoenix Senator tyres tended to protest too early, reverse gear was occasionally over-ridden, and the start of the test was delayed when the bonnet jammed shut. The BMW 2800 is a great motor-car, enhanced by the typically German high-grade finish, but there were times when I felt that although this is quite one of the best ways of motoring easily and effortlessly through present-day traffic these BMWs are rather akin to impeccable humans—so smooth as to be a trifle dull. . . .

A little **Citroën Dyane 6** proved little only in respect of the swept volume of its air-cooled flat-twin engine. Its body is by no means little and the almost ridiculously soft but sure suspension and excellent brakes which it has inherited from the immortal 2 c.v. to a satisfactory extent wash out the effects of the modest horse-power. A grand fun car, this small Citroën. . . .

The outstanding car tried last year in a price class which many buyers can afford was undoubtedly the **Fiat 124** coupé. The liveliness of the push-rod Fiat 124 had made a profound impression and here was a twin-cam version with belt-driven camshafts, a light change to a five-speed gearbox, and very safe and enjoyable handling characteristics. With excellent lines and a body which is decidedly more than just a 2+2, quality finish, controls that literally "come to hand", and seats



CAPRI IN AN AUTUMNAL SETTING.—The Ford Capri GT is gaining rapidly in popularity and offers very adequate performance, particularly in its V6 3-litre guise.

which support the occupants as this gay car is flung through the bends, it isn't surprising that the 124 coupé has made so many friends. At the British selling price of under £1,500, fuel economy in the order of over 27 m.p.g. and a speed in 4th gear which is rather quicker than the 99 m.p.h. available in 5th, this really is an exceptionally pleasing car to own. If you can stand a modicum of engine noise and somewhat harsh suspension, with a rigid back axle which can make its presence felt on rough roads, in return for the neutral cornering, the fun of driving behind a racing-type engine willing to rev. to 6,600 r.p.m., and a car which will turn many heads, this Fiat 124 coupé is a car to seriously consider.

I also hold a high opinion of the **Fiat 125S,** which also has a twin-cam engine with timing drive by silent belts. When earlier I drove a Fiat 125 saloon I was not impressed and felt churlish when a neighbour who is a keen user of one asked my opinion of the test car, to be told I didn't much want one. I thought the ride and cornering too "family-car" after a harsh-sprung Ford Cortina GT I had been using. Why the 125S with its extra ten h.p. seems so much different I do not know, but it was one of the best medium-size closed cars I tested last year. I was also able to try briefly the new **Fiat 128** and the luxury V6 **Fiat 130** in their native country. The 128, like the Peugeot 204, is a charmingly sophisticated application of the front-drive, transverse-engine layout and a most attractive small car in every way, so that it has already won one of those "Car of the Year" accolades. The Tipo 130 will surely build up a great reputation in its class; had I had more time to study its many ingenious technical features when I was at the Centro Storico in Turin I would be filling this page with



GRAND TOURER in name and embellishment only, the so-called Hillman GT is a useful high-performance medium-size saloon



OUTWARDLY UTILITARIAN, this Ford Escort was the twin-cam model, which contrived to combine reasonable docility with very impressive performance.

warm praise for Fiat's latest addition to their comprehensive range.

Last year the much-discussed Ford Capri came to me in two versions, a **Ford Capri 1600GT** and the 3-litre **V6 Ford Capri GT.** The first one coincided with some extremely wintry weather and as I had to drive cross-country from Radnorshire to Wolverhampton in it for the enjoyable VSCC Marshals' Dinner and the following day's snowy driving tests, I was a bit perturbed when the Capri refused to climb my drive, which commences with a considerable r.h. bend on which the Goodyears failed to grip. We had to walk our luggage to the house but by exercising care the long week-end run was safely accomplished without having to abandon this handsome new Ford in any of the valleys. This Capri came in the XLR equipment bracket, and while I found it adequately fitted out I disapproved of some of the minor control and switch-gear arrangements. I was also a trifle disappointed that this Mustang-like brute had to get beyond 80 m.p.h. before out-accelerating the beloved Ford 1600E. The figures we took showed that 17 seconds were required to reach 70 m.p.h. from rest and that a s.s. ¼-mile occupied 18.8 seconds.

The 3-litre V6 Capri put right any criticism of lack of pick-up and must be regarded as the best of all Capris and while road-holding and cornering lack the sort of finesse which you expect from a true sports car and the ride remains typically Dagenham oval-wheel, for what they are and what they cost these Ford Capris are significant cars, whose controversial appearance has become more acceptable, in my opinion, with the passage of time.

The **Ford Escort Twin-Cam** was another interesting car to try, which I took to the BOC Prescott meeting for that nostalgic Bugatti cavalcade, Eric Giles taking me up the course in his Type 46, as a further reviver of pre-war memories. The Ford Escort in twin-cam form is a truly great little car, as it could hardly fail to be with 115 b.h.p., a top velocity of some 112 m.p.h., acceleration of the order of 0-60 m.p.h. in less than 10 seconds, and road-clinging and cornering



A COMBINATION OF AMERICAN AND EUROPEAN QUALITIES characterised this likeable Opel Commodore GS coupé.

power quite able to cope. So this modest-looking closed conveyance, with 80 m.p.h. possible in 3rd gear, is about as fast as anything you are likely to encounter, especially on twisty roads. Yet it is not, apart from a high noise level, the tricky, rally-type car some writers have dubbed it. I found it docile enough even for middle-aged and cautious drivers but it did give me a fright when, the evening before I was due to drive to the VSCC Oulton Park meeting in it and was checking speeds in the lower gears, the engine emitted a horrid noise as peak r.p.m. were reached. I thought I had dropped a valve but the automatic ignition cut-out had protected the mechanicals as intended, and it was only a blown exhaust-manifold gasket. But the local Ford dealer made it apparent that he didn't trust twin-cams and I had a very noisy journey the next day. However, this, and a sump that emptied itself rather quickly, and those badly placed switches, did not manage to mar the grand fun of driving this hot Escort with its so excellent power/weight ratio. The only other Ford I handled last year was the **Ford Zodiac de luxe Abbott estate-car.** It was dealt with last month, so there is no need to say more here than that I like the estate-car version of the V6 Fords better than the rather slow-selling saloons, and that this luxury shooting-brake is a very useful load-shifter.

The **Hillman GT** grew on me the further I drove it, which was mainly to Devon and Cornwall, a night being spent with Anthony Blight who has recently completed one of the most fascinating studies of Roesch Talbots and the history of sports-car racing ever written. This Hillman gets along very well, compared to a Ford Cortina GT has a better ride and a trace more refinement, but lacks some of the luxury equipment with which all Rootes' medium-sized models used to be endowed. The high-back seats and speed-flash were items I could have done without, but the stupidly-dubbed GT version of the Hunter served us well and I hope it, the Marathon victory and Chrysler dollars will save a concern which has made some interesting contributions to motoring, not forgetting the late-lamented Sunbeam Alpine.

One of the highlights of the 1969 road-test curriculum was trying the **NSU Ro80.** This advanced Wankel-powered car came up to expectations, combining as it does comfort, effortless cruising, a level if choppy ride and safe high-speed cornering, but it used a lot of petrol and oil and I was not enamoured of the automatic clutch providing two-pedal control on the "Sportomatic" system. Fascinating but expensive in this country might sum up this unusual German car and, as I said at the time, the Rolls-Royce Silver Shadow rides even better, there are faster cars and some that are more comfortable, but on all-round merit this NSU is one of the best family cars in the business. Yet they are not seen on British roads in any numbers.

An **Opel Commodore GS** coupé provided a combination of German quality, American-style nonchalence of running from an in-line six overhead-camshaft 2½-litre oversquare engine, and European standards of control and braking. Performance was in the 115-m.p.h., 0-60 in 10 seconds bracket, and there was good power steering. The engine got noisy when extended and as is all too common with modern cars, after you had described the ride as pitch-free this had to be qualified by the words "lurchy" and "lively". But I enjoyed this Opel more than I had anticipated and look forward to driving the 1900GT coupé.

The very real refinement of the **Peugeot 204** coupé is a happy contrast to most other small cars and represents a sophisticated application of a transverse engine driving the front wheels. I like all Peugeots but we get them all too infrequently. Unfortunately the price of the 204 coupé in this country—£1,327—puts it out of court for most small-car shoppers. I made acquaintance last year with the **Rover 3500 V8** in its latest guise with a better system of automatic transmission. It was one of the most enjoyable cars of the year, mainly because all the good features of the Rover 2000 are allied to smoothness of power production and such effective acceleration that on a hurried run back into Wales from Oulton Park on Good Friday I am sure some road users thought I was taking chances in filling in the gaps in the traffic, whereas so sure-footed was the Rover on its Avons and such is its pick-up that the multi-cylinder 3500 can accomplish such passing operations in complete safety. As I know from long experience of a Rover 2000TC, the de Dion back-end's absence of weight transference and its upright wheels make it possible to accelerate hard on slippery roads and progress in a straight line. Couple such handling qualities and the compact individuality of this Rover with the light-alloy V8 engine conceived originally by General Motors and you have a very acceptable four-seater saloon for dignified and dashing drivers alike.

There are those who bemoan the fact that Peter Wilks rehashed an American power unit for the Rover 3500 when BLMC had good V8s of their own, and I join in regretting the passing of the fine 4½-litre V8 Daimler Majestic. But if Mr. Wilks, Rover's Engineering



LOOKING LIKE ANY OTHER ROVER, this 3500 V8 offered sure-footed road-holding, a compact four-seater luxury-equipped body and effortless acceleration of no mean order.

Director, had not evolved this highly acceptable Rover there would equally have been people crying out to know why they couldn't have a compact car with a light engine of more than six cylinders. Rover have produced it, and there is nothing else quite like it among all the many makes and models on the market. Bravo, Solihull!

Mark you, I think you need to be pretty senile to habitually use a car without a manual gear-change, which is the only reason why Editorial transport isn't provided by one of these splendid V8 Rovers. But I had a most enjoyable time with the test car. I had gone to Oulton Park to see the F5000 cars race, and very dull it proved. I returned from Wales to Hampshire on Easter Sunday evening in order to be at the BARC's new Thruxton circuit on the Bank Holiday, where the F2 racing was much more exciting. When it was obvious that Rindt in the new Lotus 59B would lead home the Matra MS7s of Stewart, Beltoise, Pescarolo and Servoz-Gavin, and having seen him set a new lap-record of 114.62 m.p.h., my youngest daughter and I scrambled into the Rover and got clear as the race finished. I then drove back to Wales, avoiding the holiday traffic by turning away from any jams we encountered at junctions and roundabouts. This led us across a part of the Wiltshire Downs that were new to us, with some astonishing outcrops of rock amongst the grass, and finally to Swindon, where we were confused by the signposting but eventually got to the Cricklade road without much delay. The Rover then went to my eldest daughter's wedding the following day and was returned to Seagrave Road the day after that, with over 1,300 satisfactory miles totted up.

Here I will digress to say that I later watched the BRDC International Trophy Meeting at Silverstone to see the F1 cars perform. This I found pretty dull and thereafter I confined my race-going to those events I enjoy, put on by the well-established Vintage SCC. If this seems a shocking admission coming from the Editor of MOTOR SPORT, is it any worse than that of the late C. G. Grey who, when he was Editor of *The Aeroplane*, used to take a del[illegible] in telling you that he flew on one day every year so that he could spend the remaining 364 saying how dangerous it was? However, we had other reporters working around the World to describe those races we thought you should know about.

Reverting to testing, the **Sunbeam Rapier H120** is a car the appearance of which does not appeal to me because I do not think fastback styling is applicable to a full four-seater but which, because it combines more than adequate equipment, ample performance, individuality and a certain rugged approach to the rigours of the road in the hands of determined drivers, has found a niche it deserves in the sales charts. I used it for some long journeys, including attending the VSCC Prescott hill-climb on the way home from one of my numerous trips to Wales. There is comprehensive instrumentation and it is a comfortable car, even if the handling has dated somewhat. It runs a decent distance on a tankful of fuel, and altogether I hope this Rapier with the Holbay engine will remain in production and that the Sunbeam, unlike the Riley last year, will not suddenly find itself to be what Lord Montagu calls a "Lost Cause". The Japanese car of 1969 was a **Toyota Corolla 1100 de luxe** in which I went to Brooklands and waited in vain to see that excellent replica Vickers Vimy make its first flight in the hands of "Dizzy" Addicott, and also took further afield. It proved to be a very good little car, with a trace of Escort styling about it, spoilt by the "grinning mouth" radiator grille. It did not suffer as some Japanese cars I have driven do from body shake or poor brakes. It had a truly economic petrol thirst, a sporting performance but a very "sudden" clutch. It could endanger our exports.

Two Triumph products were included in the test programme, a **Triumph Vitesse Mk. II** saloon and the **Triumph 2.5 PI** saloon. Although I much like the formula of a big (and six-cylinder) engine in a light compact car I did not feel that the handling of the Vitesse was entirely adequate for the performance with which it is endowed. But as an almost-all-in-top-gear (and o/d) car this multi-cylinder Herald, if a bit cramped within and suffering from impaired visibility in dirty weather, was quite attractive. Untroubled acceleration is always an appreciated quality and this the 2-litre Vitesse possesses in good measure; its rear suspension, while still retaining a transverse leaf-spring, has been revised, and it was lack of front-end adhesion rather than tricks from the rear which troubled me. The petrol-injection Triumph saloon with its enlarged engine took me to Silverstone for the Pomeroy Trophy Contest, among other runs. I still think that the interior *decor* is shoddy and fussy and those batteries of coloured lights disconcerting. Nor did I find much joy in driving this latest manifestation of the sometimes-called rival of the Rover 2000. This on account of starting not being very prompt, the PI reminding me of a dentist's drill, a sound I had not otherwise heard for 42 years, the steering being spongy and somewhat imprecise, the body apt to transmit shake, the gear-change very notchy, the accelerator action jerky and the heater not particularly effective. There is no denying, however, the very responsive and smooth response from the engine in PI form, and o/d enables its rotational speed to be kept down to about 4,000 r.p.m. at the genuine "ton".

Finally, there was the **Volkswagen 411L** in automatic gearbox form. I have hoped for a long time that each successive new VW model



A GOOD ONE FROM JAPAN.—The Toyota Corolla 1100 de luxe saloon was acceptable and very economical.

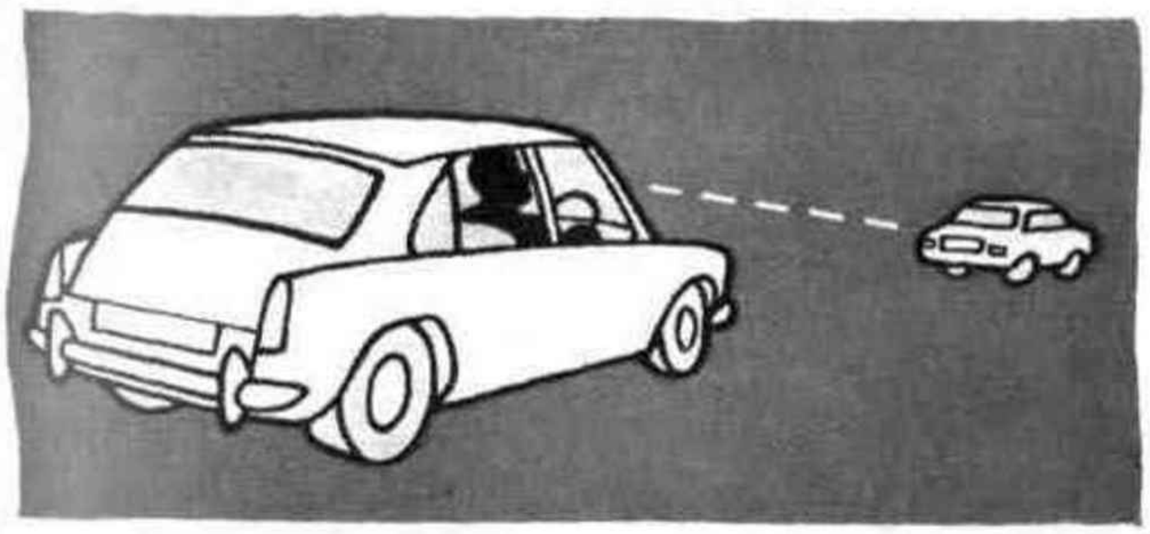


THE SALOON-CUM-FASTBACK APPEARANCE of the rugge well-equipped Sunbeam Rapier H120 does not appeal to everyone b this is a car offering considerable character and better-than-avera performance.

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) ¾ mile



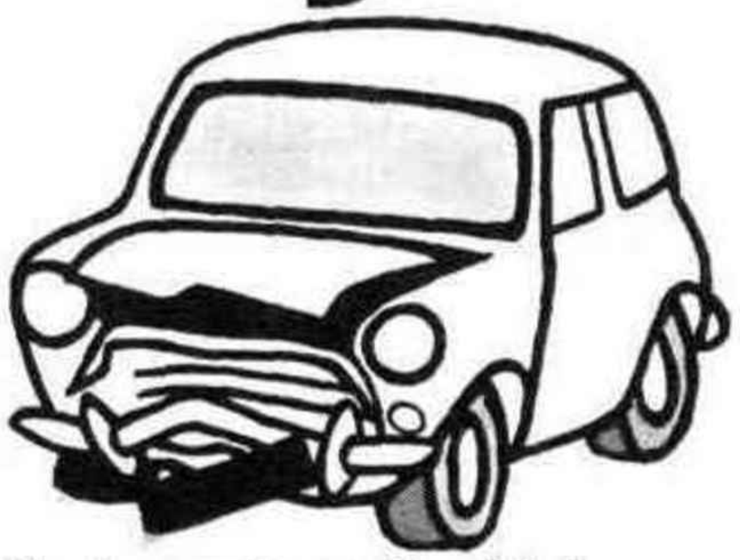
2. About how much do a pair of yellow and white reflective safety plates cost:

a) £4
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.





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

MOT
Use headlamps when the light is bad
You know it makes sense



would enable me to generate some of the great enthusiasm I once felt for the multitudes from Wolfsburg. So far, except for the 1500 disc-braked Beetle, I have been disappointed. The 411L did nothing to alleviate this disappointment. For one thing, I never got warm, even when I had mastered the auxiliary petrol-burning heater (there was no instruction book). Then, honest car that any VW is, beautifully finished, the 411L seemed a bit over-functional for 1969 and over £1,500 in purchase price, the transmission was noisy, some of the locking arrangements inconvenient, and the engine idled very roughly. I concede that the multi-adjustments of the big driving seat, even to lumbar support, made for comfort and that the "unburstable" power unit, with no water around it, and the rear-engined car's ability to climb snow-covered gradients, were worthwhile attributes, and that a four-door VW is quite something. But I await the next new model from VW before becoming wildly pro-Wolfsburg again—perhaps the mid-engined model will be the answer?

That concluces my account of the motoring I did in 1969 in road-test cars. But there was other driving, too. The Editorial **Rover 2000TC** totted up another 16,000 miles, bringing its total to over 36,000, and, serviced by Rover at intervals of roughly 5,000 miles, has proved a prompt commencer and a reliable performer. It has consumed some exhaust systems and stop-lamp bulbs, suffered a leaking clutch master cylinder, and is now exhibiting a tendency to stall until really warm and to run roughly. But it bears out my assumption that low-priced cars really need replacement after 10,000 miles—not that they are by then worn out, but the edge is beginning to go—whereas the more expensive models should not come to this state in less than 30,000 miles. This Rover has good and bad features. The understeer in conjunction with that big, slippery but fully adjustable steering wheel and the gear-change are poor points, although Dunlop SP Sport tyres have improved the feel of the steering (and after 15,500 miles are about half-worn, at 4 mm., on the rear treads, with 5½ mm. of tread on the front tyres), and the little stubby gear-lever with its clever reverse catch is marred only because it needs brute force to make it go into 1st gear, I am told due to gearbox and engine being fractionally out of line, though Seagrave Road have never cured this. The sidelight telltales, perhaps fitted to counteract the complex lamps-switching, the bulkhead stowage bins, the effective reversing lamps, the effective screen wipers with washers that seldom require replenishing, the "choke-off" warning light, etc., are credit factors of this comfortable, level-riding, safe-handling and dignified car-of-character; a heavy clutch with slippery pedal rubber and a vanishing rear-view mirror, etc., are debit aspects. But the car still gives around 26 m.p.g., admittedly of five-star fuel, and not only does the engine continue to keep its sump very nearly full between 5,000-mile servicings but the Castrol keeps clean too, so I have a high opinion of this particular o.h. camshaft power unit. On the other hand, it lacks torque until revving beyond 5,000 r.p.m., so this outwardly stately saloon has to be driven like a sports car to obtain any worthwhile performance. However, in spite of far too much time unwashed and in the open, the Rover cleans up well, nor could any other upholstery than Connolly's hide have survived the mud and wear inflicted on it by a couple of dogs who insist on motoring with me. If Lord Stokes ever decides that there isn't room for four- and six-cylinder 2-litre cars in the BLMC catalogues, I suggest he reviews the sales figures before abandoning the Rover 2000 for the Triumph 2000.

To the major mileages I added a few more in an Austin Cooper Mk. II, a Mercedes-Benz 300SLE, an Audi 100, and VW Beetles of 1953, 1958 and 1962 vintages. Then there was some enjoyable old-car motoring. I was able to go on the HCVC Brighton Run in the massive 1919 Chivers Leyland van, this gaining an appreciation of what it would have been like to have been a RFC driver in 1914/18. I was able to share with Michael Ware, Curator of the Montagu Motor Museum, a 1903 twin-cylinder Panhard-Levassor on the RAC/VCC Veteran Car Run to Brighton and go with Peter Moores in his 1921 24-h.p. Sunbeam limousine to the STD Register Wolverhampton Rally. The Panhard proved the perfect veteran for the occasion, never once stopping its engine *en route*, and the Sunbeam gave motoring typical of an Edwardian-design motor carriage in the immediate post-Armistice era, albeit I was happy when asked to drive it because in spite of the imposing Cunard body, it bears out the old adage that in cars of this period the chauffeur had a better time than the owner, who was compelled to sit uncomfortably upright, right over the back axle!

There was that unexpectedly pleasing 1951/2 Daimler Barker Special Sports coupé with which I conducted a used-car test and an amusing day when we exercised some of those old cars I have salted away in a barn, which resulted in the 1922 Talbot-Darracq boiling over, the 1924 Cluley sparking only when its magneto was cold, and the 1927 Family-model Morgan three-wheeler performing lustily so far as the water-cooled JAP engine was concerned but having clutch slip and eventually breaking its top-speed selector fork, although coming safely home to roost in low-speed. The 1934 Austin 10/4 behaved impeccably carrying the dustbins to the local dump on its carrier, a 1935 flat-twin Jowett demonstrated "the little engine with the big pull" and had excellent weather protection and a very spacious dickey-seat, and it was during this mad outing that I bought another Armstrong Siddeley. . . . The 1930 Riley Nine, which we call a "Thruxton" or a "Silverstone" as it certainly isn't a "Brooklands", gave 275 miles of fun and fresh air behind aero-screens between bouts of big-end failure, which we thought thin shell bearings, from a Vauxhall Cresta, had cured, until it came apart again while the Continental Correspondent was racing it in the VSCC Spero Trophy Race at Thruxton. The 1930 Sunbeam Sixteen with its post-war estate-car body notched up another 450 trouble-free miles, attending the Booker and STD Sandhurst rallies, although it gave me a bad time when one of its new Dunlops punctured on a run to beyond the Welsh border and the jack was missing. . . . I see that I grappled with the gear-change of a 1932 3-litre Lagonda, had a few miles in the 1924 12/20 Calthorpe and two exceptionally cold rides, in a 1924 sleeve-valve Mors tourer to the Beaulieu Lost Causes Rally and in Graham Rankin's 1925/7 sleeve-valve open Minerva. It was so cold in the sternsheets of the last-named, coming back from Brighton after lunching with Brooklands drivers Baker and Harvey Noble, that it was only *just* possible to breathe. Perhaps that is why the Minerva's owner left shortly afterwards to drive a near-vintage Austin 7 from England to Australia. . . . Another cold but exhilarating run I enjoyed was in Garry Palmer's 1924 Targa Florio Mercedes. I also organised another Reunion at what remained of a rapidly-vanishing Brooklands Track and went to the Beaulieu and Andover Traction Engine Rallies, the latter in the splendid isolation and splendour of Adrian Liddell's 1921 Rolls-Royce Silver Ghost Ferguson limousine, as well as travelling up to Capel Curig to inspect the disinterred "Babs". So vintagery was adequately embraced in 1969.

That's about the lot, adding up to more than 35,000 miles driven last year without a crash, a conviction, or any clashes with the Police or Traffic Wardens, which these days is, maybe, more luck than judgement. I look forward to more such motoring in 1970 and will conclude by saying that while I cannot abide bogus Alfa Romeo 1750s, Excaliburs, imitation Bugattis and suchlike, and have nothing but contempt for ancient s.v. Fords disguised by plastic parodies of Edwardian body-work, I consider that the best motoring is that done in an open sports car, which is why I am so glad the Lotus 7S (0-70 in 9 seconds isn't to be despised!) and the Morgan Plus-Eight are still available; they are true sports cars in the best tradition of the past without making a mickey of history. I sometimes reflect that Colin Chapman and Peter Morgan, the former with his aeroplanes and GP cars, the latter having his charming country house and his Ferrari motoring, must smile, if not laugh, at the tycoons of Industry toiling and worrying at their busy city desks, for they have achieved their ambitions by running two of the smallest car factories in the country, devoted to sports-car motoring as understood by the enthusiast. On that note, roll on the 1970 road-tests, which will, I think, commence with one of those irresistible Alfa Romeos.—W. B.



COLD COMFORT.—I never got either of the two heating systems to function properly in the disappointing Volkswagen 411L, and its screen washing system also froze.

PETROL AND OIL CONSUMPTION DATA

OF CARS TESTED BY THE EDITOR IN 1969

Car	Petrol Consumption		Approximate Oil Thirst
Romeo 1750 GTV saloon ..	26.8 m.p.g.		None required, after 900 miles.
Martin DBS coupé ..	13.4 ,,		Not checked.
Union Audi 100LS saloon	28.7 ,,		600 m.p.p.
Maxi saloon	30.8 ,,		Hardly any, after 800 miles.
2800 saloon	24.8 ,,		1,000 m.p.p.
en Dyane 6 saloon	47.3 ,,	*	275 m.p.p.
24 twin-cam coupé ..	27.3 ,,		700 m.p.p.
25S saloon	26.8 ,,		None required, after 700 miles.
Capri 1600 GT coupé ..	27.5 ,,		800 m.p.p.
Capri 3000 GT coupé ..	21.3 ,,		400 m.p.p.
Escort twin-cam saloon ..	26.4 ,,		400 m.p.p.
Zodiac de luxe estate-car ..	17.9 ,,		380 m.p.p.
an GT saloon	31.0 ,,		300 m.p.p.
R080 saloon	19.3 ,,	*	190 m.p.p.
Commodore GS coupé ..	23.6 ,,		1,200 m.p.p.
eot 204 coupé	29.0 ,,		None required, after 700 miles.
r 3500 V8 saloon	Over 21 m.p.g.		None required, after 1,324 miles.
eam Rapier H120 fastback ..	25.6 m.p.g.		600 m.p.p.
ta Corella saloon	40.8 ,,		None required, after 900 miles.
mph Vitesse Mk. II saloon ..	29.2 ,,		400 m.p.p.
mph 2.5 PI saloon	22.1 ,,		470 m.p.p.
swagen 411L saloon ..	25.0 ,,	*	1,000 m.p.p.

* Low-octane petrol.



MOUS NAMES.—The Aston Martin DBS from Newport Pagnell photographed in colour at a place which was very much in the news ly last year and the BMW 2800, with the little 'dears' in Richmond Park, was quite outstanding as a swift, responsive, safe car, pleasing to drive and offering effortless travel in great creature comfort. It was, as BMWs usually are, one of the highlights of the road-test curriculum.



GP DECADE
1960—69

CONCLUSION.—With only one year remainin of the 2½-litre Formula One which had been existence since 1954, Stirling Moss made a dete mined bid in 1960 for the World Championsh with Rob Walker's Coventry-Climax-engine Lotus 18. He is seen driving hard, following pit stop, in the Dutch Grand Prix: a month lat he was in hospital as the result of a suspensio failure at Spa. Another accident, at Goodwoo in 1962, finished the career of the most famou British driver of this era.

ITALY ON TOP.—With no British multi-cylinde engines available at the start of the controversia 1½-litre Formula, Ferrari was in a strong position At Reims in 1961 the works six-cylinder Ferrari of P. Hill, von Trips and Ginther are seen leadin Moss' four-cylinder Lotus. Not one of then was destined to get among the leaders, althoug a Ferrari in the hands of the comparative novice Baghetti, saved the day for the red cars.

FIRST OF FIVE.—Graham Hill was winning races throughout the 'sixties, first with BRM, after which he returned to Lotus. In 1963 he scored the first of five remarkable wins in the Monaco Grand Prix. His first Grand Prix victory with the V8 BRM engine was at Zandvoort in 1962, the year he became World Champion, a feat Hill repeated in 1968.

THE GREATEST.—Scotland's Jim Clark towered over his contemporaries as had Nuvolari and Fangio in earlier years. Yet the Lotus cars never lasted long enough to give him a win at Monaco where he is seen rounding the hairpin by the now-demolished railway station, in 1964. Having just exceeded Fangio's tally of Grand Prix wins, Clark was killed in a Formula Two Lotus at the beginning of 1968.


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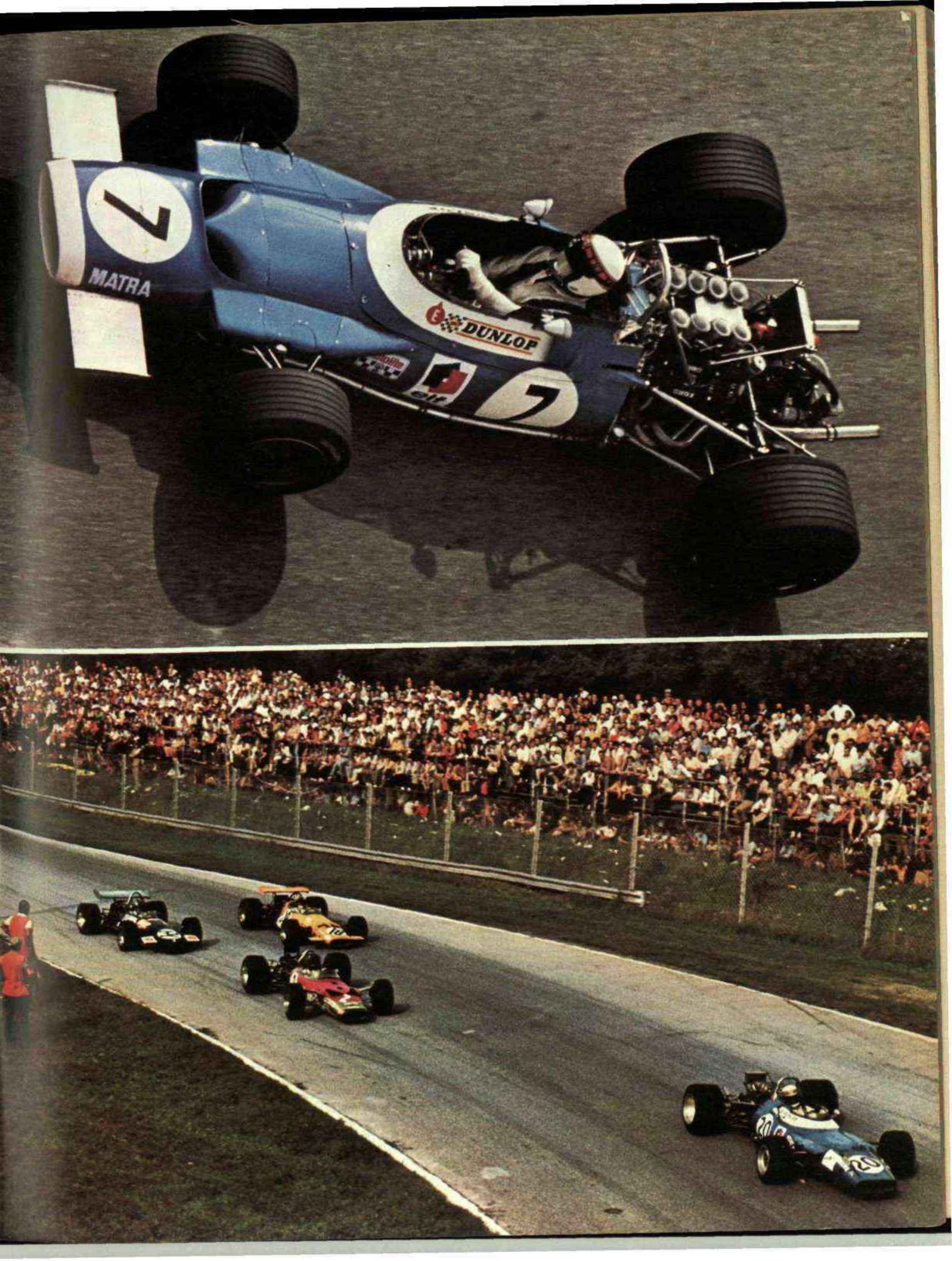

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UNIQUE ACHIEVEMENT.—Australia Jack Brabham, twice winner of th World Championship in Coopers founded his own successful racing-ca business in 1961. Several other driver followed a similar path during the decade but Brabham is the only one to have wo a World Championship in a car of his own manufacture. The typical Brabham "crouch" is well illustrated in this photograph taken during the 1964 French Grand Prix at Rouen.

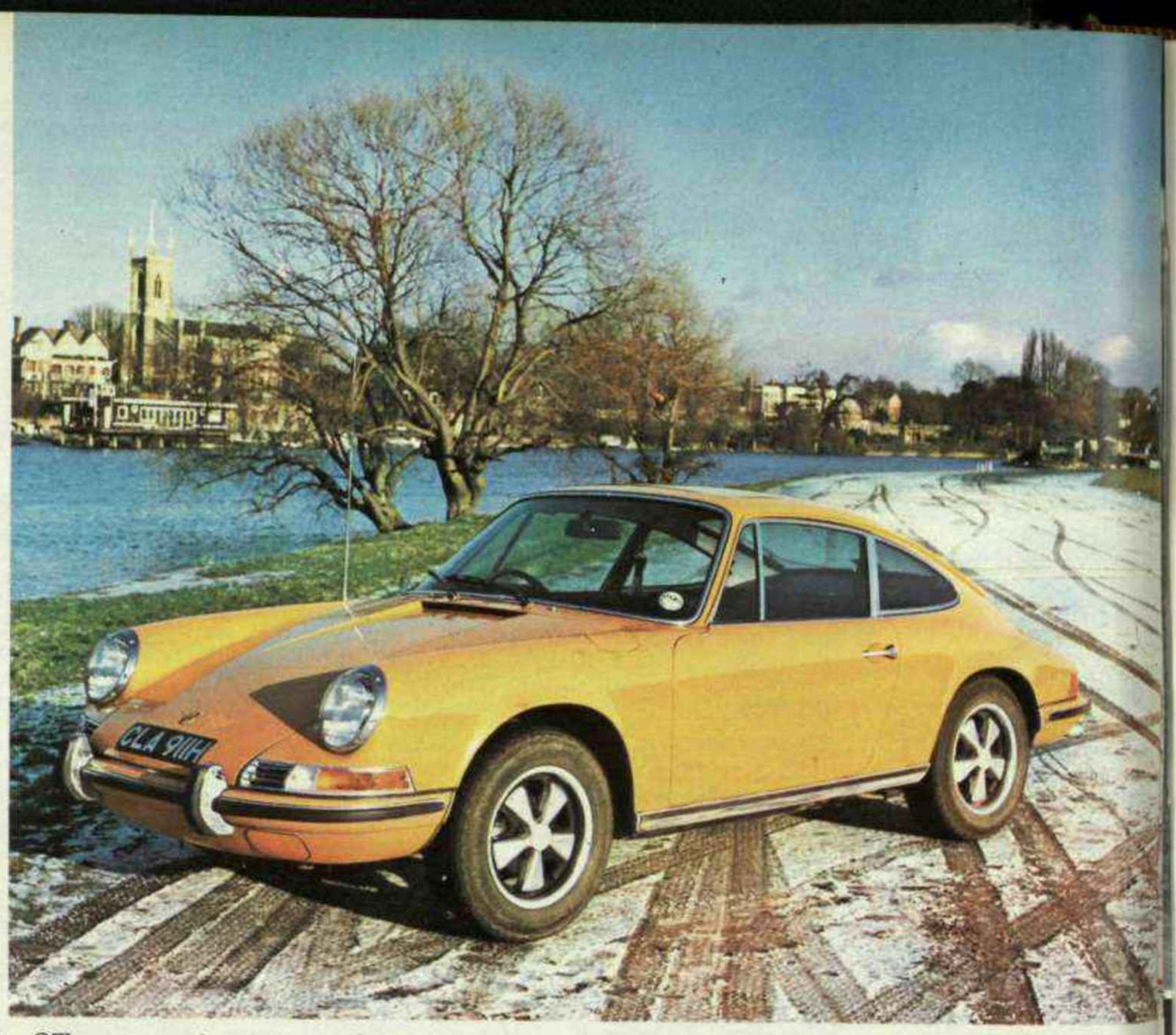
SPA FRANCORCHAMPS, the high-speed circuit, which has been the traditional home of the Belgian Grand Prix since before the war, has seen some of the most dramatic races of the past ten years. Here Hill's BRM is leading the start of the 1965 event, almost masking out Clark's Lotus-Climax, while behind the sister BRM of Jackie Stewart is leading Richie Ginther's Honda, Siffert's Brabham-BRM and Surtees' Ferrari.

REVIVAL.—In 1968 France returned to serious motor racing after an interval of twenty years with some excellent cars designed in the factory of the Matra aero-space concern, heavy financial support being provided by the French Government. Englishman Ken Tyrrell was Manager of the 1969 World Championship-winning team. His driver, Stewart, is seen here at Monaco: they relied on a Cosworth V8 engine, financed by Ford, and Dunlop tyres. For Dunlop it was a come-back, after Goodyear and Firestone domination, but Ford had stepped-in when Coventry-Climax engines faded out with the 1½-litre Formula.

CLOSE RACING.—The Italian Grand Prix at Monza has seen some of the closest racing in Europe. Here, in the 1969 race, Stewart's Matra leads Graham Hill's Lotus, Bruce McLaren's McLaren and Piers Courage's Brabham. This race gave Stewart his first World Championship.


7
MATRA
DUNLOP
elf
7

THE PORSCHE 911S



APPEARANCE UNCHANGED. The addition of the "S" implies significant technical progress, not a different body style for the faster and most expensive of this Porsche range.

AS IS well-known, the road-going Porsche GT car comprises one basic model with a number of variations, unlike the Porsche sports/racing cars which comprise a number of very different models. These were enumerated in MOTOR SPORT in September 1969 and they range from the 904 to the 917. In the middle of all these type numbers lies the 911 series, and this is the Porsche shape that is so familiar on both road, track, rallies and even autocross. The 911 has its flat six-cylinder engine, air-cooled like all Porsches, mounted behind the rear-axle line, and the coupé bodywork has accommodation for two and two-halves people, there being small but practical seats behind the driver and passenger. Output of the variations on the 911 theme has risen as high as 86 cars per day, which gives a good idea of the following that the firm Porsche has. Last autumn the 911 engine was enlarged from 2-litres to 2.2-litres and it can be had in three stages of development, 125 DIN-h.p., 155 DIN-h.p. and 180 DIN-h.p., these figures being power outputs in the car and not American SAE test-bed figures. The three model designations, respectively, are 911T, 911E and 911S, the E and the S having Porsche fuel-injection in place of carburetters. The increase in engine size has been achieved by enlarging the bore from 80 mm. to 84 mm., keeping the stroke at the original 66 mm., and looking at the stroke/bore ratio it is easy to see why the S model gives its maximum power at 6,500 r.p.m., with a safe upper limit of 7,400 r.p.m.

In MOTOR SPORT for February 1966 I wrote a very full report on a week with a 911 Porsche and rated it one of the great cars of the day, by all standards. Since then the basic conception of the model has not changed, but there has been continuous development and improvement in almost every part of the car, the most radical being a lengthening of the wheelbase from 87.0 in. to 89.3 in. Brakes, springing, shock-absorbers, wheel rims, tyres, and so on have all been improved since 1966, mostly as a result of competition motoring, for if ever there was a car that proves the saying that "racing improves the breed" it is the Porsche. To the casual glance the latest 911S looks the same as the normal 911 that I had in 1966, almost four years ago to the day, and its manner of going is the same, but better, if that makes sense! All the praise that I bestowed on the 911 four years ago, for its superb steering, roadholding, suspension, cornering power and so on, still applies but more so, as Porsche have not been standing still for four years. The competition successes of the various 911 models in almost any form of motoring sport fill a small booklet every year, and the technical and design departments in Stuttgart learn and improve all the time.

Last month our Production Manager wrote of his experiences with his 1966 Porsche 911 during 50,000 miles, and in his lead-in he blamed me for his Porsche enthusiasm, and having read what he said I could not help wondering why I have spent the last four years motoring about in a 4.2-litre E-type Jaguar instead of a Porsche 911, although I did touch on one reason in my earlier story, namely the power and torque of the E-type engine, and enlarged further in an article in MOTOR SPORT, April 1968, page 276. To try and convince me that I have been wrong for four years, Porsche Cars Great Britain, of Isleworth, Middlesex, offered to lend me the best 911 that is listed, namely the 911S, and they were very honest when they said that to get the best from it you should point it out into the open country, not into a city. The S engine is as flat as a kipper under 2,000 r.p.m., after which it goes about as well as a Ford with a speed-stripe, until the tachometer reaches 5,200 r.p.m., and then it all happens and the needle is up around 7,000 r.p.m. and a change of gear is called for. With the splendid Porsche 5-speed gearbox it is possible to keep the engine "up on the step" and then the car really covers the ground, although it does become tiring trying to imitate Vic Elford all the while, especially as such imitation does not come naturally at the sort of speeds involved, and requires a lot of concentration and work with the left hand and left foot. While the 911S is incredibly quick from A to B it does not have the "seven-league-boots" of a car like the E-type. It is said that power corrupts, and I must say that having learned to live with the sheer power and surge of 4.2-litres the continual stirring about on the gear-lever of the Porsche and keeping one eye on the tachometer all the time began to lose its point as far as fast road motoring is concerned. Over one of my favourite sweeping, undulating roads where it is possible to cover nine miles in seven minutes, the 911S matched up well, but involved numerous gear-changes and a beady eye on the instruments to make sure the engine speed did not drop below 5,200. The E-type does it all in one gear with never a need to look at an instrument, for it has all the power and speed you need at 1,000 r.p.m. *below* its maximum output. Over this short distance the different techniques of achieving the same result are not important, but if the distance had been 900 miles across Europe it would have been another matter. If you are in competition and 2.2-litres is your class then that is different, but for road motoring, especially where we are taxed at a flat rate, and not on capacity or horsepower, my feeling is, why have 2.2-litres when you can have 4.2-litres, especially when the frontal area and drag are about the same?

If all this is true then you might wonder why I still rate the Porsche as a great motor car. It is its manner of doing things that makes it great. The steering is light from a stand-still up to its maximum speed, whether you are reversing into a parking space or doing 140 m.p.h. it feels the same, and at all times has just the right amount of "feed-back" from the front tyres; the suspension feels that you can never embarrass it, no matter what the road surface is, and you know you can cross unmade bits of road without any qualms, and with a lot of Motorway construction going on, there are plenty of opportunities for crossing bits of unmade road; at all times the Porsche gives you a feeling that it has its feet planted well and truly on the ground, and what is more it has its feet spread well apart. You can drive a Porsche as hard as you like and you will not run out of roadholding or stability; in fact you can drive it as hard as it will go without any qualms for it not only feels stable at all times, but is stable. If you drive a 4.2-litre E-type as hard as it will go you will have a very big accident. I did once drive my E-type in a typical Porsche manner on the Targa Florio course, from Collesano down to Campofelice, using 5,000 r.p.m. all the time, stirring about on the gearbox to keep the revs there and using all the brakes it had got. I managed to cover 10 kilometres without having an accident, but it was mostly luck, and I gave up after that for two reasons. One, I was physically worn out, and two, I knew I would "lose it" and hit something if I carried on like that. With a 911 you can drive it like that all the time without a qualm, and the performances of 911 Porsches in the Targa Florio or round the Nurburgring are ample proof of this. The ratio of power to roadholding is a difficult thing to define on paper or in figures, like trying to comprehend electronics, but once you have experienced the two extremes it becomes a simple thing to understand. This is one of the problems with the Porsche 917, that racing drivers are finding rather exciting to drive, for it must be the first Porsche that has had more power than roadholding, like an E-type Jaguar, or, to go to extremes, like a Ford Mustang. For high-speed touring over long distances the car with excess power is adequate and can be a comfortable, effortless, yet sufficiently fast way of covering the ground. The opposite type of car, like the 911S, will do the same job at the same speed but with a lot more fuss, but if you want to step your pace up from high-speed touring to a flat-out blind, then the second type of car comes into its own. When both types of car use the same amount of fuel doing the same job you find it hard to justify the smaller engine.

The 911S that I borrowed was equipped with every possible extra, from electrically-operated sliding roof to a Voxson radio/stereo tape player, and with a full tank of petrol (approx. 13¾ gallons) it weighed 22½ cwt. (2,520 lb.), and the fuel consumption varied depending on your mood and the road conditions. It could be as economical as 21½ m.p.g. or as thirsty as 18 m.p.g. In nearly 1,000 miles of Porsche motoring I had every type of road condition except dry roads, for it was in the middle of an ice-age spell, running on to thaw and rain. The remarkable thing was that I seldom had to make any allowance for wet roads, for the Michelin tyres fitted to the car, together with Porsche roadholding, gave the car uncanny cornering ability. At one time tyres were just Michelin "X", and they were excellent, but with progress into "George Orwell land" the latest Michelins, as fitted to the 911S, are 185/70-VR-15X Radial, and they were as impressive as the Voxson stereo. It has been said that they are noisy tyres, but with a Porsche six-cylinder engine humming round at 6,000 r.p.m. behind your head you would not know about tyre noise. At over 100 m.p.h. there was a lot of wind noise around the windscreen edges; in fact, more than I would have thought Porsche engineers would have tolerated, or have I been spoilt by Jaguar aerodynamics! The Porsche fuel-injection has improved fuel consumption over the Solex or Weber carburetters previously fitted, and all the way up the rev. range the carburation is clean and untroubled, but it calls for different operating techniques, though not different driving techniques. When starting from cold first thing in the morning, you pull up a little lever mounted between the seats and on no account touch the accelerator pedal. You turn the key starter and crank the engine over briefly, like "whirr, whirr, whirr"; you stop, turn the key starter again and the engine is running instantly, but very slowly. The tachometer is indicating about 1,100 r.p.m. and everything seems very flat, but you wait patiently for a few seconds and then without you touching anything the engine suddenly speeds up to 3,500 r.p.m., as all the electric controls and thermostats on the injection system come into play. As the engine warms up the r.p.m. will increase to 4,500 but you can then use the little central lever as a hand-throttle to give you 2,000 or 2,500 r.p.m. for warming up while you clean the windscreen or stow luggage. It is not an engine for driving off flat-out from stone cold with the choke out, like a lot of non-mechanical people do; it is an engine for those who appreciate motoring. Before leaving the operating technique I would give Porsche Engineering absolutely full marks for their ignition key. Like a few cars (the E-type among them, need I say) there is one key and one key only, which locks both doors, the glove box and operates the ignition, but Porsche have gone one better, for their key is symmetrical on both edges so that it has no right or wrong way up, you just put the key into the slot and that is it. Murphy's well-known law will guarantee that if there is a right and a wrong way up to the key before it will go into the keyhole you will have it the wrong way up when you try to do it in the dark. This is only a small point, but when you live with a car day in and day out it is these small points that make a car livable with. When I am loaned a car with a bunch of keys, one for the door, one for the boot and one for the ignition, I scream in despair, especially when someone says "borrow my car" and it is dark. Pedantic? Yes, maybe, but I feel that life does not need to be so difficult, and obviously the Porsche Engineers agree. (Note here from my Vintage friends about Bosch ignition keys that can be put in the combination switch from any direction as they are made from circular bar and it is the notches on the end that operate the switch tumblers.)

I think it is justifiable to say that all that is Porsche is good, and as pointed out earlier, this stems from their active racing programme, coupled to the fact that the roots of Porsche Engineering is engineering as distinct from automobile engineering, and they certainly do not come into the category of automobile-assemblers, like a lot of firms I could instance. An interesting sidelight on this development through racing is the fact that they now offer, as an optional extra, the collapsed spare tyre with an air bottle for inflation that was developed for the works cars in the Targa Florio. This is in connection with an optional 24½-gallon fuel tank, which takes up most of the nose space, so the deflated spare gives you some extra room. This tyre was developed originally to dodge the Group 6 regulations, for the works eight-cylinder cars had very sloping noses and would not accept a normal inflated spare tyre. It is nice to see that it can now be used by sporting motorists on the road.





THE POWER IN THE TAIL.—This picture shows the fuel-injection 2.2-litre engine of the 911S. Note, also, in the top l.h. corner, wiper motor for the back-window wiper and, along the body cill in the foreground, the little plates that give extremely comprehensive servicing data.

Nothing is ever perfect in this life, and during the snow, frost and mud era I had a miserable day's motoring in the 911S because someone had not put enough anti-freezing additive in the windscreen-washer reservoir. This is now a plastic container sunk into the nose of the car, whereas it used to be a rubber bag inside the luggage compartment in the front of the car. As the air temperature was below zero when I got up and stayed below zero all that day, the windscreen-wiper liquid was frozen solid, and once I had set off on my trip it had no hope of unfreezing, being mounted right up front in the airstream. Having become used to washer bottles in the engine compartment, where the heat keeps the liquid almost on the boil, I was baffled. Knowing what winter is like in Germany, and knowing German mentality, I knew something was wrong somewhere, so I opened the Owner's Manual to see if I could find the answer. This Manual, which comes with every Porsche, is a magnificent production, covering every possible detail of the car, and is an object lesson to any aspiring manufacturer. On page 23 there was a delightful paragraph which read "During the cold season, please note our instructions for cold weather operation of the wiper/washer mechanism on page 37". I hurriedly turned to page 37, where it said "Fill the reservoir with a solution of three parts water to one part alcohol". It did not specify the brand of alcohol, but a friend who knew about these things suggested methylated spirits, but the water in the plastic pipes did not thaw out until next day, and it was no fun trying to drive fast when the outside World seemed to be covered by a grey/brown fog. Spoilt my day that did.

On previous Porsches I have never had occasion to complain about the pedal layout, but on this 911S the angle of the clutch pedal seemed odd, and it gave me an uncomfortable ache across the arch of my left ankle. As I was continually changing gear and using the clutch this became aggravating, but as Porsche say they have not altered the pedal position I can only assume I have gout coming on or something, but I still think it is significant that the pain went away when I gave the car back! Not being 6 ft. 4 in. tall, I found that the windscreen wipers got in my vision when they were parked, for they do not disappear down below the bottom of the screen. When I mentioned this Porsche pointed out that they used to be parked on the passenger's side of the screen, but it was found that the air flow caused rivulets of water to run up the screen after the wipers were switched off. Parking them on the driver's side prevents this happening. Oddly enough this was a problem I found on the Lotus Europa; when the rain stopped and you switched off the wipers little rivulets would creep up the screen from the surplus water lying on the scuttle. I wonder if the 1970s are the time for someone to devise a scheme to replace the archaic wiper arm and blade? But the test car at least had a wiper for its back window.

A lot of professionally-trained journalists will tell you that you should be like a politician, and not read what you wrote a year or two ago. I cannot do that, and thoroughly enjoyed re-reading my story on the original 911 Porsche in the February 1966 issue. All that I said still holds good and it proved interesting to note various small changes that had been made to the same basic car. Whereas the door locks inside were push-buttons in the arm-rests, they are now flush-fitting levers; the outside push-buttons have been replaced by nice little levers hidden behind the solid door handle and they can be operated by the index finger as you grasp the handle. The warning light that tells you the handbrake is on is now red, instead of the original white, and the heater controls have become all centralised on the instrument panel, though the master control is still between the seats. For some unknown reason the stalks on each side of the steering column have been reversed, the lamps and indicators being on the left and the 3-speed wipers on the right. The wipers have been improved in that they now have a position where they wipe the screen every five seconds, as well as the normal slow and fast action. It is interesting that I considered the wind noise at 100 m.p.h. to be too much on the 911S for I find I made the same criticism of the 911 in 1966.

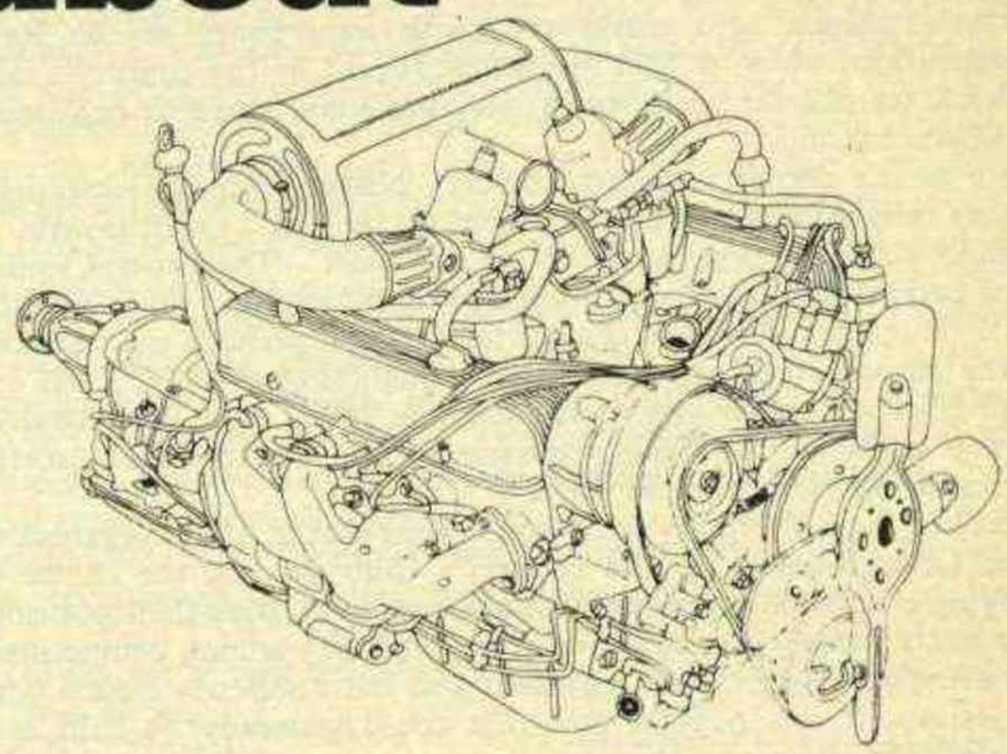
In its standard form in 1966 the 911 cost £3,438 1s. 3d. all on, which is one reason I had a 4.2-litre E-type Jaguar. Today the 911 in standard form costs a total of £3,670 18s. 1d., which is not a desperate increase when you compare the prices of some things over the past four years. The 911S, which is what I call Porsche's "all singing and all dancing model", for they don't come any more expensive or better than the S-model, costs a total today of £5,211 9s. 2d., but it is important to realise that the Government take £1,221 9s. 2d. of that figure in purchase tax. When I mentioned the price of the 911S to a friend his reply was "That's two E-type Jaguars!" Later on someone was talking about a Lamborghini Miura and I could not help remarking "That's the price of two 911S Porsches". It is all a question of keeping a sense of proportion.—D. S. J.



THE PORSCHE 911 S

Engine : Six cylinders, horizontally opposed, 84 × 66 mm. (2,195 c.c.). Inclined overhead valves operated by overhead camshafts and rockers on each bank of cylinders. Camshafts chain driven. 9.8-to-1 c.r., 180 (DIN) b.h.p. at 6,500 r.p.m. (200 SAE b.h.p.). Dry sump lubrication.
Gear ratios : 1st, 3.091 to 1; 2nd, 1.778 to 1; 3rd, 1.217 to 1; 4th, 0.926 to 1; 5th, 0.759 to 1. Axle ratio : 7 to 31 (4.428 to 1).
Tyres : 185/70-VR-15X Radial Michelin on 6J light alloy wheels.
Weight : With 12 gallons of fuel, 22¼ cwt. (2,520 lb.) fully equipped.
Steering ratio : 1 to 17.78.
Fuel capacity : 13¾ gallons (or optional 24½ gallons).
Wheelbase : 7 ft. 5.3 in. (89.3 in. or 2.268 mm.).
Track : Front, 4 ft. 6 in. (54.09 in. or 1,374 mm.).
Rear, 4 ft. 5.3 in. (53.35 in. or 1,355 mm.).
Dimensions : 13 ft. 7¾ in. × 5 ft. 3½ in. × 4 ft. 4 in. (high). Ground clearance, 5.9 in.
Price : £3,990 0s. 0d. plus £1,221 9s. 2d. purchase tax—total UK, £5,211 9s. 2d.
Makers : Dr. Ing.h.c.F. Porsche KG, Stuttgart-Zuffenhausen, W. Germany.
Concessionaires : Porsche Cars Great Britain Ltd., Falcon Works, London Road, Isleworth, Middlesex.

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

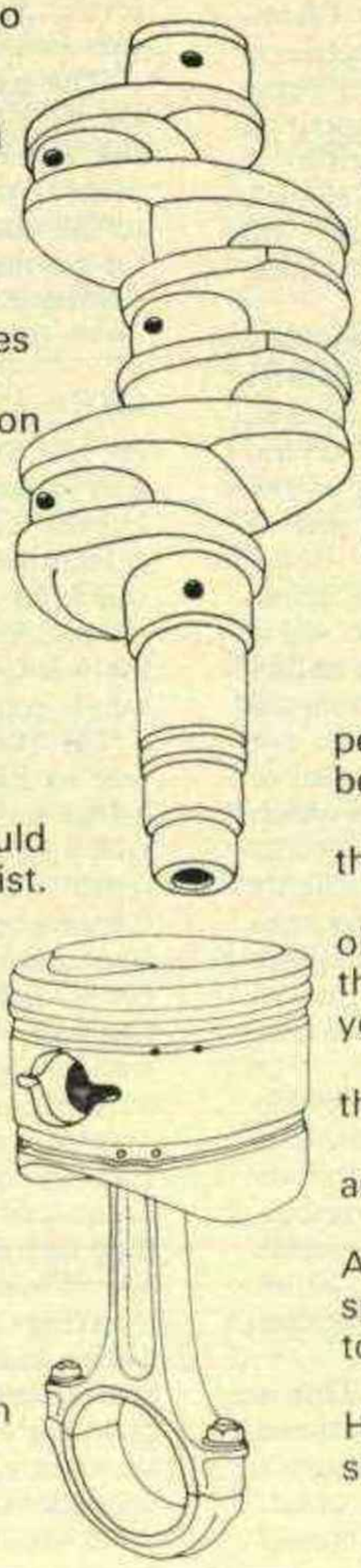


You don't need to be a brilliant mechanic to know that car engines wear out.

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

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

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



So what's wrong with ordinary motor oils.

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

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

Total engine protection.

What does STP do in your engine?

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

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

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

So what do you get in return?

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

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

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

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

You'll feel better too.

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

On long high-speed runs, you won't be thinning out your oil with a hot engine.

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

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

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

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

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



Link-Hampson Limited, (S.T.P. Division), Monotype House, 43, Fetter Lane, London E.C.4.

The Lubricant for lubricants.

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

RALLY REVIEW

AN AMATEUR CHAMPIONSHIP

IT IS usual for this page to confine itself to comment on those International events which are of greatest interest; European Championship qualifiers, the Home Internationals and any other rally which we consider worthwhile. Up till now, we have had little to say about British rallies which are of less than International status, preferring to leave such coverage to the weekly newspaper, *Motoring News*.

However, since 1970 marks the tenth anniversary of the Rally Championship, which is held in greatest regard by the country's rally followers, we considered it worth devoting some space to explaining this Championship.

Prior to the decade just past, the only National Championship for Britain's rally drivers was that arranged by the RAC together with its Championships for other branches of the sport. The general feeling among participants was that it somehow didn't measure up to requirements. It is difficult to give reasons for this, but perhaps the main one was the choice of its half-dozen or so qualifying events. Each one was of National status and it was felt that there were several rallies one step lower in the scale—restricted—which were more worthy of inclusion in the Championship.

Then, in 1961, *Motoring News* announced that it would organise an annual Championship for the country's Club drivers, the choice of qualifying events having nothing whatsoever to do with their positions in the status scale. The criterion was popularity among competitors. If an event was tough, well organised and not needlessly ridden with complexities, it was popular and that could generally be held as a measure of its success.

Each year throughout the sixties the *Motoring News* Rally Championship increased its following, and today scores of rally organisers strive to improve their events so that they stand a chance of being selected as one of the Championship qualifiers. But if the competition among organising Clubs is keen, the rivalry between competitors is keener. Each event invariably attracts a full complement of entries, usually 120, each participant conscious of the fact that the rally will be devoid of nonsense and will provide a night of tough, entertaining and worthwhile sport.

There are people who regard a one-night British rally as a military tactician might regard a game of toy soldiers. Of course it is vastly different from an International event which might span three or even five days, but the difference in severity is mainly one of time. If several British events were strung together to form an event as long as the RAC Rally it would tax an experienced professional driver just as much as any in the European calendar.

Very rarely has a high place in the Championship brought a driver recognition in the form of a drive for a works team, although Colin Malkin, the 1968 Champion, was rewarded by Rootes for his ability in a Hillman Imp with a place in the Hunter crew which won the London–Sydney Marathon. There are several reasons for this, not the least being the completely amateur status of all but a handful of the regular Championship contenders. Most of them have jobs which do not allow them to be absent for the long periods which a works drive would necessitate. Others, navigators in particular, are highly skilled when working on familiar terrain and using the excellent one-inch Ordnance Survey maps upon which nearly all British rallies are based, but do not have the temperament to become a co-driver instead of a navigator—a sort of office manager of the car to whom accurate navigation represents only a fraction of his work.

Up to twenty events have been selected annually as Championship qualifiers with the best scores on half or threequarters that number being taken into account at the end of each year. Originally, points were awarded to the first fifteen drivers and the first fifteen navigators (fifteen for first place and one for fifteenth), there being separate categories for the two different skills required of a rally crew. More recently, only the first ten crews qualify for points, and this is the case for 1970.

In the selection of events no regard is taken of their status. This is because the difference between a restricted event and a National is merely on paper. Indeed, there are several restricted rallies which are tougher than most Nationals and far more popular for that reason. Furthermore, administration costs are higher for organisers of National events, a fact which results usually in higher entry fees for competitors—and the Championship is intended for amateurs after all.

In 1969 Castrol recognised the importance of the Championship and its place in British rallying and offered its support in many ways. The association of this oil company with *Motoring News* continues into 1970 when fifteen events will be qualifiers, the best ten scores in each case to be taken into account at the end of the year.

Although the Championship qualifiers appear in MOTOR SPORT's fixture list each month, a complete list of the 1970 rallies would enable readers to view the series as a whole and not just as single events month by month. Such a list appears on this page. Should any reader desire more detailed information, such as the area in which an event will be run or the address of its secretary, we will be happy to supply it.

Feb. 14th ..	Rallye Bristowe	Tavern MC
Feb. 21st ..	Seven Dales Rally	De Lacey MC
Mar. 14th ..	Welsh Marches Rally ..	Herefordshire MC
April 11th ..	Rally of the Vales	Swansea MC
April 18th ..	Nutcracker Rally	Aberdare MC
May 2nd ..	Rallye Dubonnet	Sporting ODC
May 22nd ..	Manx Trophy Rally	Manx AS
Aug. 15th ..	Gremlin Rally	Brecon MC
Sept. 5th ..	Cilwendeg Rally	Teify Valley MC
Sept. 26th ..	AGBO Rally	Owen Organisation MC
Oct. 3rd ..	Rally of the Plains	Knutsford & Dist. MC
Oct. 17th ..	Tour of Mull	2300 Club
Oct. 24th ..	Dukeries Rally	Dukeries MC
Oct. 31st ..	Torbay Rally	Torbay MC
Dec. 5th ..	Targa Rusticana	Oxford University MDC

* * *

In years past, the British manufacturers who ran rally teams operated schemes whereby private entrants who achieved success in their cars were given bonus payments on a scale which depended on the status of the particular events in which they took part. When BMC was merged with Leyland the scheme operated from Abingdon stopped. But an announcement last month gave details of a new scheme which will be operated by British Leyland throughout 1970. It will be based on rallies, races and hill-climbs at International and National Open level. Payment will be restricted to those driving British Leyland cars (which does not include non-BL cars with BL engines).

The payments vary from £750 to the winner of an event such as the East African Safari Rally to £25 for a second place in class on, say, the Welsh Rally or the Tour de Corse. Additional payments will be made to those successful in the World Cup Rally, varying from £1,000 to the outright winner to £100 for 10th place. Of course, to qualify for payment drivers must be genuine private entrants and must be driving British Leyland cars.—G. P.

CARS IN BOOKS—Continued from page 120

felt the Sunbeam was "too big an undertaking" (could it have been a 25 saloon?), so the Austin was sold and "I secured a green Wolseley Hornet for Faith". At that time their friend Bob Boothby was using a Humber Snipe. There is reference to the Sunbeam doing a fast run from Edinburgh to Glasgow when Compton Mackenzie had been elected Rector of Glasgow University, its driver, Ashie Macrae going the wrong way round a traffic island, but being forgiven by the Edinburgh constable, in the excitement.

The Sunbeam was still in use in 1932 when its steering failed on the way to Eilean Aigas as it was taking a sharp turn under a railway bridge some miles before Pitlochry. It went into and over a low wall, and, apart from paying for the wall, Mackenzie was faced with a £50 repair bill. Unfortunately, the make of the ancient car in which Cunninghame Graham and Compton Mackenzie took part in the Bannockburn commemoration procession at Stirling in 1932 isn't revealed, but it is mentioned that at this time Ursula Maxwell had a Chrysler—"How Ursula drove that large car over the road on which we travelled (they were looking at a manse in Stoer) is a marvel in remembrance".

Aviation enthusiasts are catered for by mention of Malcolm Douglas-Hamilton landing his flying boat in Castlebay harbour in 1933, so that Lady Londonderry could talk about Gaelic songs—people no longer drop in by flying boat, these days. . . .! That year it seems the Austin hadn't been sold, or they had another one, because the author tells of it having coil trouble, and as he had loaned the Sunbeam to someone he had to hire a car, which broke a shaft in the wilds of Loch Lomond, causing him to be stranded for two hours until a passing baby Austin provided a lift into Glasgow. Faith's Hornet was still going strong, apparently, in 1933, the author says how fit he felt "driving with the hood down all the way" on a run in Lewis (what car isn't quoted), there are references to flying from Barra, Mackenzie's remote island home, in 1936, and a stirring passage about how the Islanders refused to pay their car licences until they got a decent road on the island (they were heavily fined), which may strike a chord among those who think the time has come for present-day car owners to revolt.—W. B.

LETTERS FROM READERS

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

THE FIAT 125

Sir,

After 67,000 miles in a Fiat 1500 Estate and 26,000 in a 124 saloon I have just swapped a 125 with 23,000 to its credit for a 125 Special.

There can be no question that in 38 years of motoring this 125 was the pleasantest car which I have had. Whilst the turning circle could be smaller, the direct steering was a joy, as were the brakes. Never flogged (27-30 m.p.g.), the performance on three-star was good enough to satisfy the not-always stodgy needs of middle-age. Apart from a certain reluctance at low revs, the engine proved thoroughly reliable and smooth and never developed a thirst for oil—just as well in view of the awkward dipstick.

The sometimes bouncy ride made me pine for the i.r.s. of a Borgward Isabella Combi (120,000 miles), although friends found no fault here. The heating system was sometimes inadequate, but the dipping mirror should be compulsory on all cars.

The 1500 and 124 were good, the 125 much better, the Special promises well.

Many thanks for a splendid magazine.

Benington. CHARLES P. BRODIE.

Sir,

Having just read your comments on the Fiat 125 Special in November MOTOR SPORT I thought you might be interested in my experience with an ordinary 125 (the Special is not yet available in Australia). The car was purchased right at the end of August, 1968, and has just been sold prior to my return to England. In those 16 months it covered just less than 27,000 miles under extremely varied motoring conditions. Approximately 10,000 miles were interstate highway miles and most of the rest were in and around the city of Melbourne, but with a sprinkling of club trials, autokhanas and the like.

My reaction to the vehicle has been almost entirely favourable. There were a few minor faults at first corrected very quickly by the dealers. The only major delivery fault was the clutch pressure plate assembly which persistently caused judder on take-off. I finally persuaded the dealers that it was worth changing and no trouble at all has been experienced since 6,000 miles. A universal joint failed from lack of grease at 11,500 miles, but once again this was a guarantee job. They are pre-packed joints incidentally. An argument for the return of grease nipples maybe?

More persistent niggles are the exhaust system, which after prolonged high-speed cruising cracks in the silencer, and brake moaning. The exhaust pipe was eventually fixed permanently with a service modification. Prior to this it required welding at every service. The brake moaning seems to go away after the pads are run-in, but tends to return in very dusty conditions. Pad run-in from this point of view seems to take about 5,000 miles.

You should not gain the impression from the above that I was unhappy. Had I not been leaving Australia I expected at least 60,000 delightful miles from the machine, and in fact I was very sad to sell it.

The car was always very quiet and smooth and was an interstate cruiser par excellence, being quite happy to sit on 90-95 m.p.h. (5,500 r.p.m.) continuously. This enabled me to cover a 600-mile trip (odometer) in exactly 10 hours, and later a 385-mile trip in 5½ hours, including one hour of 80 miles. The beautiful thing about this was that overall the car achieved 28 m.p.g., although on one notable occasion when I was forced by Easter traffic going into Sydney to cruise at about 45-50 m.p.h. it managed 313 miles on a tankful (about 33 m.p.g.).

A pleasantly nippy machine around the city, too, although it needed to be stirred above 3,500 r.p.m. to get really zippy performance. Full throttle from 1,000 r.p.m. in top gear could be achieved without anything violent happening in the transmission, though. I feel that my greatest enjoyment came from climbing twisting roads where the use of second and third gears and the rev range 3,500-6,500 produced quite exhilarating results. Going down the other side the brakes were always excellent, and entirely reassuring.

I agree with your original comments in June, 1968, that the car is quite a strong understeerer, but certainly not as much as the 1500 and on Michelin ZX tyres I never really had any worries about handling. I was extremely satisfied incidentally with those tyres, there still being about 3-4,000 miles left on them at the time of sale.

Other points: If the q.i. lamps of the 125S are superior to the 125 they must be absolutely outstanding. You seem to have been unlucky with the screen wash wiper switch on both your test vehicles. I, like you, object to spring biased gear levers, but you soon get used to it, and in fact the box is incredibly light. After 25,000 miles the car achieved an electronically-timed 18.8 standing quarter. Although the manufacturers recommend changing the camshaft drive belt between 24,000 and 30,000 miles, there didn't appear to be anything wrong with it at time of sale. Oil consumption came out at about 400 m.p.p. and the first set of pads expired at 21,000 miles.

All in all I was very satisfied with the car, and were it financially feasible I would have another when I get back to England. The overall cost, incidentally, including every identifiable cost, worked out at 7.05c. (about 5.9d.) per mile.

Thanks for a very readable magazine, which I have now enjoyed for over 14 years.

Glen Iris, Australia. RODERICK B. BLACKBURN.

AND NOW—PRAISE FOR SUNBEAM-TALBOTS

Sir,

It was with great delight that I read Mr. Wilson's letter re Sunbeam-Talbots. At last someone has spoken in defence of these magnificent machines which probably achieved more successes in international rallies during the period 1950 to 1957 than by any other British make of car.

I wholeheartedly agree with every opinion expressed by Mr. Wilson and would add that I have yet to see a better-looking motor car, the finish being excellent and the standard of interior comfort first class. During my four years as the owner of a Sunbeam-Talbot 90 I have driven and worked on all versions of this type of car and would point out that a well-maintained, well-driven example can show a clean pair of heels to many modern and supposedly high-performance vehicles.

My own car, LLJ 900, is a 90 Mk. II saloon prepared and entered for the Alpine Rallies of 1952 and 1953 by G. R. Hartwell Ltd. of Bournemouth. Like Mr. Wilson, I will be extremely grateful for any information from anyone who knows anything of the history of my car.

In conclusion, I would like to point out that the registration number of Mr. Wilson's prototype Alpine is MWK 969 and not MUK 969 as printed. A point not mentioned by Mr. Wilson is that his is the car used for the record runs at Jabbeke when, I believe, the car exceeded 120 m.p.h. in the hands of Stirling Moss.

Draycott. DAVID J. H. PARROTT.

Sir,

Prompted by Mr. Wilson in his letter "Shopping for a Sunbeam-Talbot" last month, I feel that I must rush to support the 90 range—hoping at least to rid them of the insinuated slur of W.B.'s disapproval.

This model, although introduced with solid front suspension and only 64 b.h.p. in Mk. I form, through the nine years of its development pointed the direction in which the best quality middle-priced British cars have subsequently evolved. I would dare to suggest that the qualities and design intention of the Mk. II Sunbeam are the very same that one finds in the Rover 2000—the apple of Bill Boddy's eye—given the benefit to the Solihull car of 15 years of immense technical development.

Can one see today any successor in spirit to the original Alpine? That surely was a most practical and desirable Gran Turismo motor car. While on the subject of practicality, the four-seater convertible models with their clever hood arrangements are an equally extinct

strain. I genuinely enjoy to drive my own Thrupp and Maberly convertible on a journey that doesn't involve my pushing the car into indecent haste. It seems that unless driving a real sports or sporting car under present-day conditions, this is preferable to the noise and irritation of the modern biscuit-box saloon which can rapidly destroy the civilisation and patience that makes a good driver.

Lorries indeed! I should have thought that the competition history of the Sunbeam-Talbots amply justifies their rugged strength, as does their existence in reasonable numbers today. One tries to forget those rear-wheel arches!

No, sir. When assessing the importance of any single step in architecture, literature, the development of motor cars or whatever, it must be examined in the light of its place in the traditional movements. It seems to me that the "Old Brompton Chunderers", as my friends irreverently describe them, must stand firmly in the line of fine quality 2-litre touring cars.

Incidentally, as a final thought, does the production run of that engine set any record? I believe that it was from 1934-1967.

All praise to MOTOR SPORT for your continual high standard of enjoyment given to many of us each month.

Topsham. N. W. BRIMBLECOMBE.

[I do not think it entirely fair to say that I slurred the memory and name of these Rootes' products. In my time I wrote some very enthusiastic road-test reports on them, as consultation of back issues of MOTOR SPORT will confirm. But be careful! If you accord these and similar cars classic status they will soon be fetching such high prices ordinary enthusiasts will be prohibited from enjoying them and eventually they will all end up in America.—ED.]

* * *

—AND FOR THE CITROEN LIGHT-15

Sir,

I must answer G. J. Wilson's query about a better all-round car than a Sunbeam-Talbot. He has never met a Citroën Light-15. Here is a car, designed before the war, that still knocks spots off most modern machinery in nearly every respect. [?—Ed.] In specification what advances have been made on her? She has monocoque construction, front-wheel drive, full sound-proofing, independent torsion-bar suspension, rack and pinion steering, powerful fade-free brakes, unnerving cornering power, immediate response to controls, high average speed, outstanding economy, phenomenal carrying capacity, strength and lightness of construction, 300 + mile range, ease and delight of maintenance, not to mention being, surely, the sexiest-looking car on the road.

And, further, the ergonomics of the lady; everything, bar the admittedly useless heater, falls straight to hand, even the girl friend's knees when changing into first at traffic lights. Who today designs a car with features like that?

Potters Bar. GUY ISBELL.

* * *

PRAISE FOR THE TRIUMPH VITESSE

Sir,

I was amused to learn that Mr. Hay considered his Fiat 125 "reliable" after only 20,000 miles.

I have covered 80,000 miles in 25 months in my 2-litre Triumph Vitesse and most of them very quickly. The engine has had only oil changes and tappet adjustments yet still consumes less than a pint of oil in 500 miles and propels the car at nearly an indicated 100 m.p.h.

A lot of unkind things have been said about the Vitesse road-holding, but I find that I have no trouble keeping up with all sorts of "sports" and GT badge-bespangled cars when they are clearly trying to escape.

In all, I think that the 2-litre Vitesse is a very underrated motor car and on a price/performance ratio basis is unbeatable.

Presumably the Mk. II is even better.

Hayes, Middlesex. REX DE WINTON.

* * *

TR6 OR GT6?

Sir,

I read with interest of Mr. Jones' cutting-out problem with his Triumph TR6 PI.

Whilst never having driven one of these cars I think your correspondent could have saved himself at least £200 by buying a Triumph GT6 Mk. II instead, as I have. Having compared the performance of the two cars on paper there doesn't seem to be much in it. My GT6 is four months old, and a lot of fun to drive, first gear being very entertaining as it will just make 50 m.p.h., by which time the tachometer starts to see red!

If anyone wants an exciting car with very lively performance, and/or 30 m.p.g. economy if you want it, at a sensible enough price, I can recommend one of these cars.

I have no connection with the Company.

Stone. D. E. BOURNE.

* * *

TRIUMPH TR6 PROBLEMS

Sir,

How very interested I was to read Maldwyn Jones' letter in the December issue of MOTOR SPORT. My elder son and I used a TR6 for a Continental holiday in September at altitude 4,000 feet +. We, too, experienced misfiring, black smoke from exhaust, lack of tick-over, etc., all of which vanished when we were down to lower levels. I wrote to Standard Triumph about these defects. I received a typical "pass the buck" reply and I quote: "Our Export Service Division have been in contact with the fuel injection equipment manufacturers, Lucas Limited, regarding the difficulties experienced with your son's car whilst operating at an altitude above 4,000 feet and we have been informed that in fact there is no altitude correction required on the fuel injection system. It can therefore be assumed that the difficulty of misfire and excessive exhaust fumes at this altitude were possibly due to the vehicle running in an over-rich condition . . ." Why should it be so difficult to persuade the manufacturers that we, the owners, might be right?

Leigh Woods. BUNNY ABIL.

* * *

THE LAST REAL SPORTS CAR?

Sir,

I have just read this month's copy (December) of MOTOR SPORT and was deeply interested in a letter, or should I say, three letters, concerning a most loveable car, the Triumph TR.

I have owned one (a 3A) for the past two years and in this time I have driven in all kinds of weather and have to agree with the letters with regard to road-holding in the wet, although since I put Pirelli Cinturatos on this has greatly improved, but care with the throttle foot still has to be taken on sharp corners (there are many in the Isle of Wight) and the car must be pointing straight ahead out of the corner before the power is brought in.

With regard to my particular car. It was built in 1959; first registered in 1964 and first taxed in 1966. The registration number is 4562DG and if any reader could help me trace its home before 1964 I would be very grateful. Perhaps a "TR Register" as suggested by Mr. Uprichard (an excellent idea) would be very helpful to myself and any other TR owners who would like to learn more of their own car's history. I have not been so lucky as the TR owners who have written to you before, as I have just had to rebuild the engine, rewire and completely overhaul it. I am now waiting to run the engine in before I can once again hear the mighty roar of the engine as I overtake the well-known woman's shopping car—MG-B. It is the performance and everything about it that makes this great car so well loved by anyone who has owned one. As often happens with cars like this, it is only the faults that are noted and not the good things. Perhaps this is why the good solid engineering and British styling of the TRs are not in the news today, but you can bet your life that as the years go by every once in a while someone will mention the TR and bring it back into the limelight, as old soldiers never die—nor will the TR.

Shanklin. K. MILLS.

Sir,

I would like to add more praise for the early Triumph TRs, which have received attention in your correspondence columns of late.

These cars are surely underrated—in future years I am certain they will command an enthusiastic following, similar to that enjoyed by the early MGs at present.

However, it is fortunate that they may still be obtained cheaply. I purchased a 1958 (registered) TR3, in quite presentable condition, during August 1969, for £100. To date I have covered 8,000 miles with only minor faults occurring, and the car sailed through the M.o.T test first time, after fitting two new brake hoses and a handbrake cable

The TR3 has been very economical to run: during one notable week on holiday in Devon nearly 1,000 miles were covered at an average consumption of 37 m.p.g. And this in a car capable of 105 m.p.h. and 0–60 m.p.h. in 12 seconds.

Unlike your correspondent Mr. J. Simpson I am sure that all TR2/3/3A owners appreciate their cars' outstanding qualities, as do many other discerning motorists.

Corby. P. J. BROWN.

Sir,

I heartily endorse all correspondence concerning TRs.

Prior to Mr. Thomson's letter, I can recall but one solitary murmur from the TR ranks. A corner portion of a page of your magazine had been devoted to a reader's letter entitled "Where have all the TRs gone?".

My first TR was purchased in 1965 at the tender age of 19 (since referred to as graduation day!). This machine, a 1955 TR2, was purchased for £160 and stayed with me eight months. Young at heart, and with illusions of the "Bentley Boys", fly screens and leather headgear, I ventured forth.

My mania for open air unfortunately served as a deterrent for friend and totty alike and I mostly drove alone (contrary to the MG-B advertisement).

This first machine was fitted with a reconditioned engine and gearbox, coupled to the 3.7 rear axle. Mechanically she was first class, and needed no attention whatsoever in the 8,000 miles I covered.

A return of 30–33 m.p.g. and oil of 450–500 m.p.p. was certainly nothing to be grumbled at.

The electrical system, perhaps as was to be expected, was a little troublesome at various times, but happily never burned.

Brakes were bog standard drums, and, of course, were absolutely hopeless, although braking did improve somewhat if one wore heavier shoes. (Diver's boots for preference!) The road-holding, even with new back springs, was non-existent, and gave me some hair-raising moments.

My dream world was shattered in 1967 by Britain's decadent judicial system, and I retired from active participation in congestion for six months.

Early 1968 saw yet another of these fearsome brutes on my doorstep, much to the dismay of my parents, who insisted I should have bought "a nice family saloon".

A devilish gleam in my eyes, I ventured forth again.

This machine was a 1954 TR2, purchased for £100, and possessed a few extras, namely, HC head, four-branch exhaust, overdrive, 2, 3 and 4 on 4.1 rear axle and the most raucous exhaust system I have ever heard. (The overdrive switch was conveniently situated on the gear lever.)

This machine, too, returned excellent fuel and oil consumptions.

The braking system this time was front discs and a familiar rear drum, a most effective combination, especially on ZX tyres.

Road-holding, happily, was still non-existent, and really terrifying experiences occurred on some hairpin bends, flicking overdrive in and out of second gear and generally playing silly B's.

Needless to say, I am again in retirement, lusting for further experiences of these remarkable motor cars some time in the future.

Who knows, perhaps next time, Mr. Adams, with 87 mm. pistons! I, too, derived more pleasure from my "old bangers" than from other more modern, and very much more expensive machinery.

My elder brother has experienced four motor cars in the last four years, all of which I drove for some considerable distances. A Lotus Elan, Austin Healey 3000, Lotus Super 7 and at present Unipower GT. None of these expensive motor cars I found comparable to my TR, but perhaps as Mr. Adams stated, I too, prefer to drive my cars (and I do admit I'm old fashioned!).

I hope your magazine is flooded with letters from enthusiastic TR owners and ex-owners, now that the brave have paved a way for the timid.

Oxted. PETER E. FISHER.

[Seldom before has one make and model caused so much enthusiasm. These are but a selection of letters sent from Triumph TR enthusiasts.—ED.]

* * *

BENTLEY SERVICE

Sir,

I was very surprised to read the letter from Mr. T. N. Allen in your January issue complaining of poor Bentley service, which is completely at variance with my own experience.

I have owned a 1955 R-type Bentley for the last seven years. With minor exceptions, all the work on the car has been done by me or at the Rolls-Royce London Service Station in Hythe Road, and I cannot remember a single occasion when work was held up for want of spare parts, including such items as replacement gearbox, radiator core and windscreen, as well as all the minor items such as oil filters, water hoses, washers and ignition spares needing routine replacement. I am shortly having a replacement engine fitted at 160,000 miles and am asked only for sufficient notice for the engine to be sent down from Crewe.

In the spare parts depot I have come to expect across-the-counter supply as a matter of course. Recently, I must confess, the company faltered slightly when they were unable to supply from stock the replacement tyres I wanted, but thanks to your advertisement columns, I got immediate satisfaction from Hampstead Tyres Ltd.

The company go to great lengths to satisfy their customers and the service at Hythe Road is quite exceptional. Since 1963 my bills at Rolls-Royce for service, renovations and spare parts amount to just under £1,400 and I do not grudge a penny of it in terms of value for money. Following publication of your article on the Rolls-Royce School of Instruction in January, 1967, I spent a day there as a pupil. I had individual instruction from a former Hives award-winner from nine until four and learned for the first time what thorough servicing really implies. All this, with coffee and lunch supplied, just does not cover the cost.

It is true that I am fortunate in living within easy reach of the London Service Station, but owners who have moved as far afield as Scotland are reluctant to forsake Hythe Road and bring their cars down once a year or so for attention. I recall two or three years ago reading a report about an American who brought his Phantom II over from New York for an overhaul because it was cheaper, and I remember the last time my car was in for service the car parked in front of mine was a Silver Cloud which had been shipped over from Spain.

I note that Mr. Allen writes from Derby. (How sad that a complaint about Bentleys should originate from that quarter.) Derby is only 50 miles from Crewe where the Company also have a service station and spare parts depot. If I lived in Derby and experienced the difficulties which Mr. Allen has described I should consider an occasional visit to Crewe well worth the trouble.

Hampton. LOUIS A. IVES.

* * *

A POLICEMAN REPLIES

Sir,

I am writing in reply to the letter of Mr. P. G. Williams ("The Motorist's Lot"), January issue.

Mr. Williams, I do so feel sorry for you, after all you were doing only nearly 50 in a 30 limit and on the second occasion just over 40. Naturally the letter of the law was rightly observed; we are not employed to allow you and your kind to be Stirling Moss the second, as you nearly were on yet another occasion.

You seem to be under the misguided impression that it is the Police that decide your fine in matters of this kind. May I suggest that you have a morning in the Law Courts in your area, then you will realise that it is the magistrates and them alone.

You call us Goons in Blue and put forward the idea that due to our lack of courtesy and discretion we would be hard pressed to find employment elsewhere. We have been called a lot worse than that, Mr. Williams, but let me point out that your job does not include unpaid overtime, bottles thrown at you, and being knifed and shot at, and sometimes even killed. You, Mr. Williams, have been taken to court, convicted and fined. Have you ever thought that it may have been done to prevent you killing yourself or worse someone else? If you cannot drive your Volvo 144 automatic in a manner required by the law, then you had better sell it and start walking. Or would you then start saying it is dangerous to walk on the pavement as there are too many foot Bobbies about.

Smethwick. J. R. A. HARDING,
Police Officer.

[Well said! Although mild excesses in speed limits do not necessarily imply dangerous driving and the shadow of death and far too much time is wasted in Magistrates' Courts over such "crimes". Police have a job to do and, in this country, do it admirably except when put on to catching lawless drivers. Mr. Williams' "crime" was not so much going a bit too quickly but being seen to be going a bit too quickly by the men he called Goons in Blue.—ED.]

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M.G.-A 1600. EXCELLENT THROUGH-out, radio, recent tyres, T/cover extras, £245. Prescot (Lancs.) Tel.: 4857. (0317

M.G.-A F.H.C., 1959. RECENT RADIA-tor, tyres extras. Extremely sound. £195. Prescot (Lancs.) 4857. (0318

M.G.-B, NOV., 1964. EXCELLENT CON-dition, modified engine, oil cooler, close ratio box, full instrumentation, wire wheels, new ZX's, steering, king-pins, woodrim, heater, tonneau, taxed, tested, black, red interior, getting married. £450. Tel.: Bloxwich (Staffordshire) 75449. (0319

1930 FORD MODEL A TWO-SEATER coupé. Also Desoto two-seater. Offers. Exchange. 15 Gaskin House, Church St., N.16. Tel.: 01-254 2552. (0320

DAIMLER EL 24 LIGHT LIMOUSINE, 1940. Good condition, rebuilt engine, M.o.T. Aug. 1970. £150 o.n.o. Astill, 255 Brandwood Rd., Birmingham 14. Tel.: 021-444 2710. (0321

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1933 LANCIA AGUSTA, SQ4, O.H.C., open tourer, for restoration. Sound body/engine/tyres. Also 1906 Renault car engine with carburetter/magneto. Details Turner, 2 Bluebell, Uppington, Wellington, Shropshire. (0327

1936 RILEY KESTREL 6 LIGHT ALLOY body, very good original condition, tested. £125. Also very rare 1933 Kestrel with special series 6 cylinder engine, body requires restoration. £85. Tel.: Ormskirk 74157, Lancs. (0328

INVICTA, 1933, SHORT CHASSIS, SIX-cylinder 1½-litre Blackburne. Engine/chassis restored, no body, spare crank and radiator. £195. Alvis Speed 25 rolling chassis, ideal for spares, £40. Two Alvis Speed 20 2.8-litre engines, complete and running, £55 and £45. Four steel helmet-type cycle wings (similar 2-litre Lagonda), £20. Ross, 22 Easby Lane, Great Ayton, Middlesbrough, Yorks. Tel.: Great Ayton 2168. (0358

FOR SALE—continued

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BRISTOL 405. CONCOURS WINNER, superb condition, many extras including Kenlowe fan, Maserati triple horns, Abarth exhaust, Cibie, fogs, twin-speaker radio, Cinturatos. Engine recently reconditioned, genuine reason for reluctant sale. Offers over £1,000. Tel.: 031-332 7449 (after 7 p.m.). (0360

1936 WOLSELEY 12.48 SPORTS COUPE. One woman owner. Carefully maintained, 68,500 genuine mileage, taxed end Jan. Coachwork, tyres, heater, upholstery good throughout. £295. Rae, Itchenor, Chichester. Tel.: Birdham 362. (0361

SUNBEAM TIGER, 1965; 31,000 MILES only. New clutch. Dark blue. Truly immaculate condition throughout. Reluctantly must sell as emigrating to U.S.A. £585. Mr. J. Paxton. Tel.: 98 28766 (day), Esher 63506 (evenings). (0362

DB5. BEREAVEMENT FORCES SALE of this 15,000-mile car since new engine at the factory. New brakes, wheels, tyres just fitted. Maroon. Distinctive registration number. Hardly used last nine months. £1,450, or offers to: Butler, Winkers Farm, Denham Lane, Chalfont St. Peter, Bucks. Tel.: Gerrards X 82996. (0363

FACEL VEGA HK500. WHITE WITH red trim. Good condition. £550. For photograph and full details telephone Layer-de-la-haye 431. (0364

LEA-FRANCIS 14 H.P. ESTATE CAR, 1949, fitted oak four-door body which has been restored and polyurethane varnished. runs extremely well. Taxed, M.o.T. tested. Very good tyres, flashers, heater, brakes overhauled. £145 o.n.o. Simpson, 93 Widney Rd., Knowle, Warks. Tel.: Knowle 4172. (0365

AUSTIN SEVEN, 1931. THREE-SPEED gearbox. Lilac and black. Runs very well. Taxed and M.o.T., two new tyres, brakes relined. £95 o.n.o. Simpson, 93 Widney Rd., Knowle, Warks. Tel.: Knowle 4172. (0365

RILEY 1½, 1951. EXCEPTIONAL. RE-sprayed silver grey polychromatic. £125. Colborne, Kippen, Hinton Charterhouse, Bats. Tel.: Limpley Stoke 2274. (0366

VOLVO 121 (1963) BEING BROKEN after attack by large truck. Everything except body shell and o/s doors is good. For sale as parts or one piece. Allen, Rivenstone, High St., Plaxtol, near Sevenoaks, Kent. Tel.: Plaxtol 501. (0367

PC10, 1952, MK. VI BENTLEY 4½. FAIR condition but clutch noisy, engine reconditioned. Offers please. Tel.: 01-500 2318. (0368

TR6, 5,000 MILES. RADIO. AS NEW. H.P. or part exchange R. Buckley, 51 Heaton Grove, Bradford. (0369

1962 M.G. MIDGET. ABSOLUTELY IM-maculate example. Oxford blue. Radio, heater, w/washers, radials. Must be among the best available. Sacrifice. £260. Tel.: 01-672 5795, 01-650 9612 (evenings). (0370

1957 3-LITRE DB LAGONDA LB 290/1. Mechanically sound. M.o.T. tested Oct., 1970, taxed. £200. T. C. Foster, 23 Larch Rd., Maltby, near Rotherham. (0371

XK140 JAGUAR. B.R.G. 1955. C-TYPE. New engine, gearbox, 5,000 miles. Immaculate. £950. Part exchange saloon. Tel.: Hebden Bridge 2638. (0372

1934 BENTLEY 3½-LITRE SPORTS saloon by Mulliner. Recently restored, has several Concours awards, exceptionally pretty body professionally finished in pale primrose/black. Good original interior, mechanics sound; £300 spent on engine, new tyres. M.o.T. Recent purchase of house forces sale. £1,100 o.n.o. Registration AYF 9. Enquire: Mr. R. E. W. Evett, 29 Astbury Lane Ends, Astbury, Congleton, Cheshire. (0373

FOR SALE—continued

T.V.R. 1800S, 1967F; 18,000. RADIO. Silver fox. £770. H.P. terms, 13 Ashfield, Newton Aycliffe, Durham (weekday evenings). (0374

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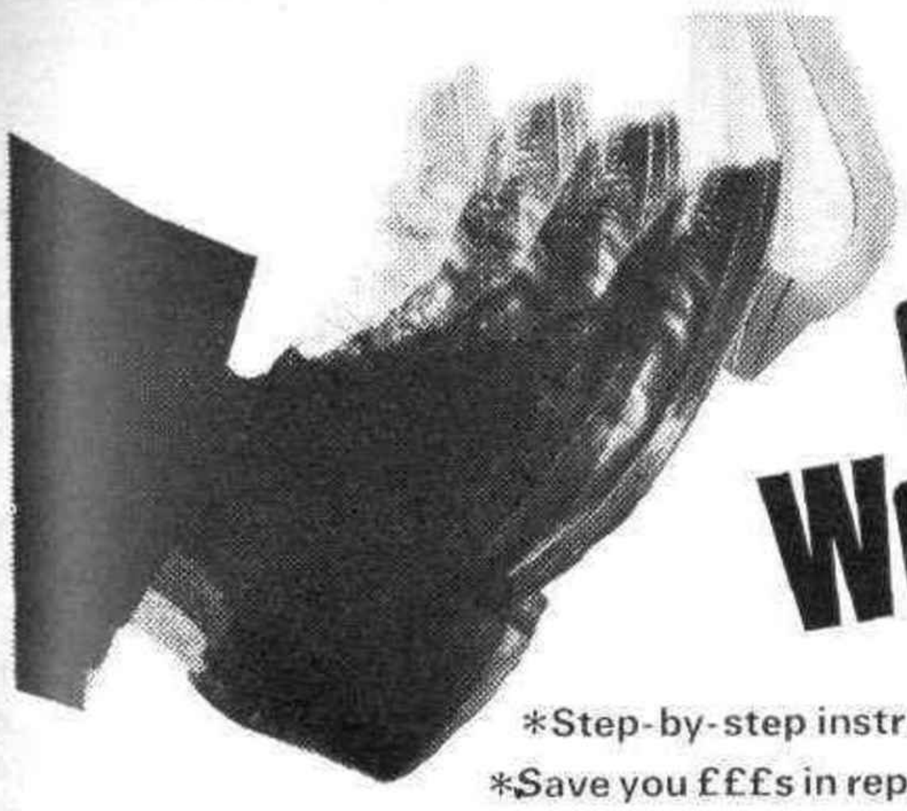
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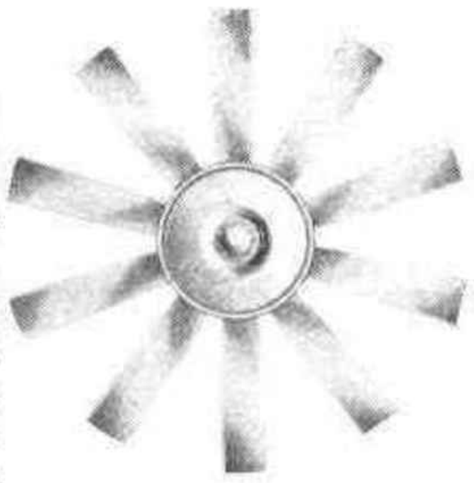
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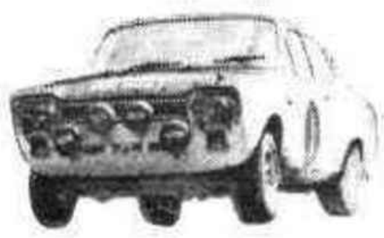
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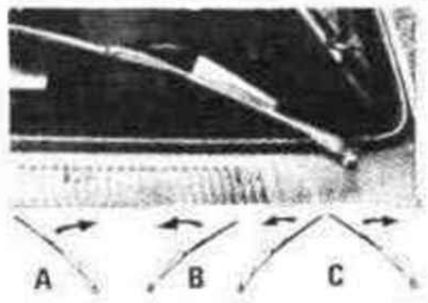
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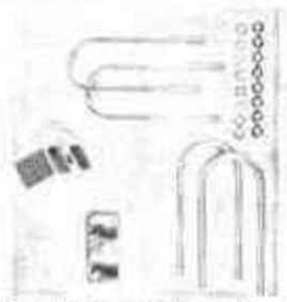


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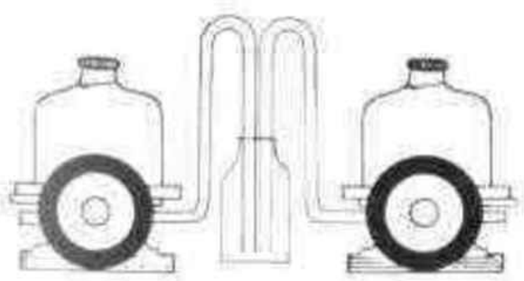
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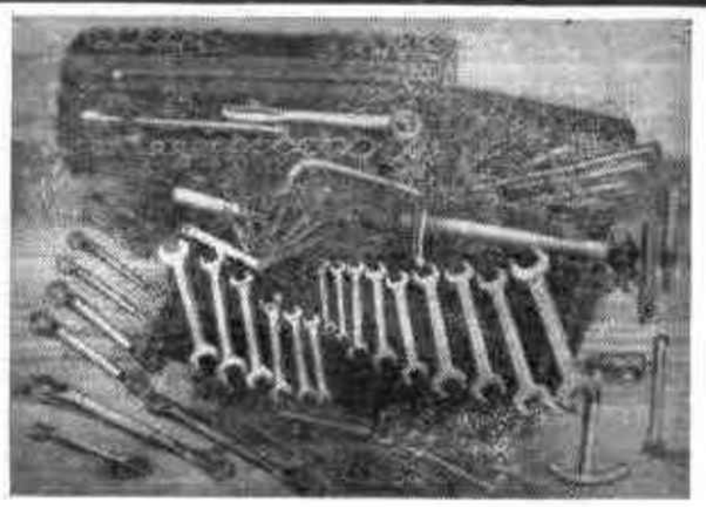
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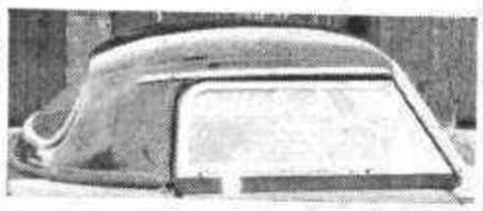
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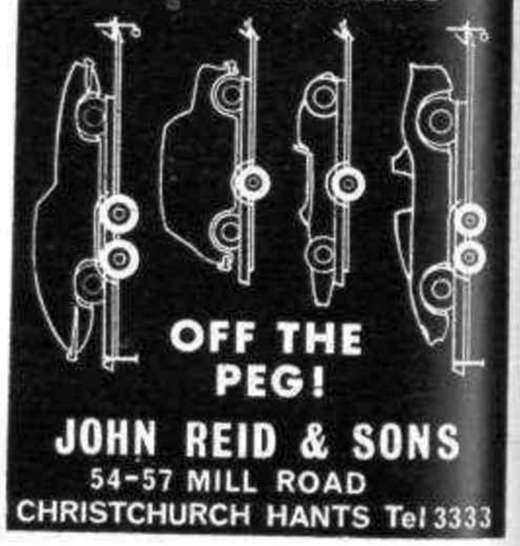
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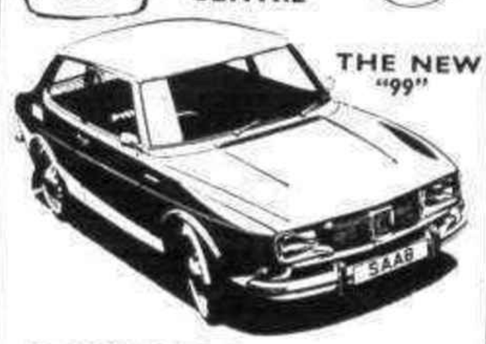
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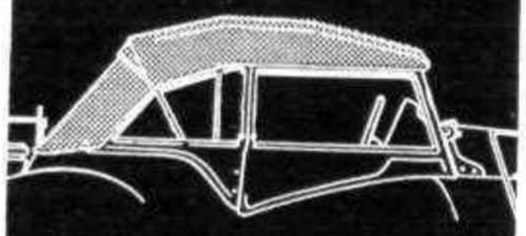
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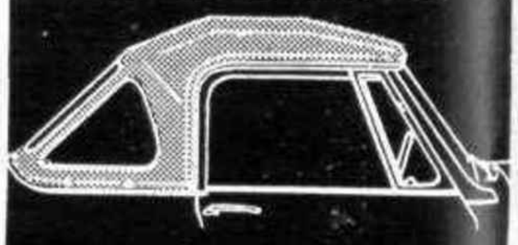
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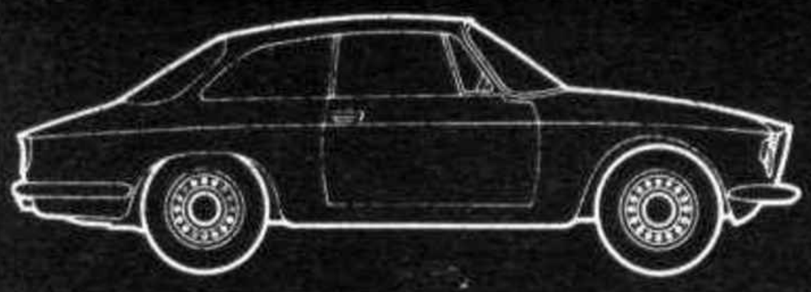
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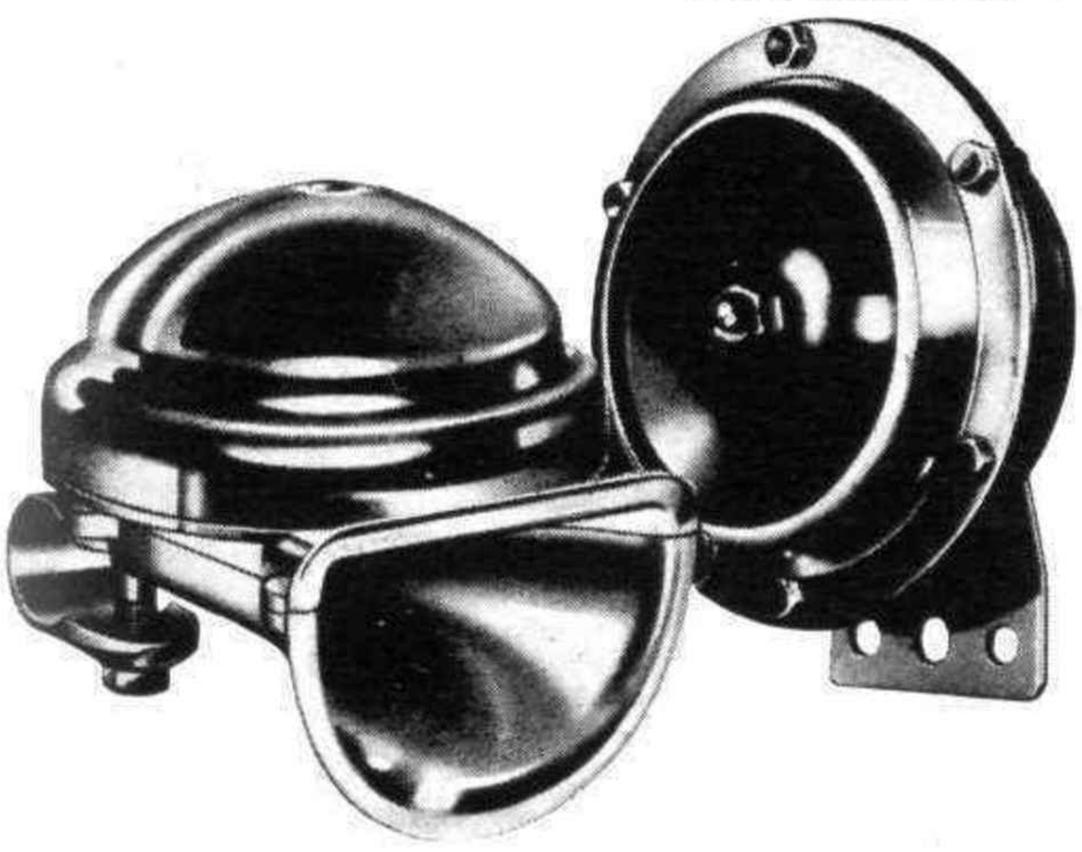
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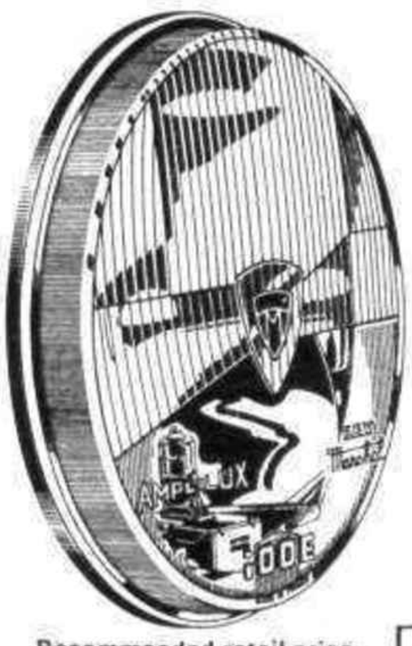
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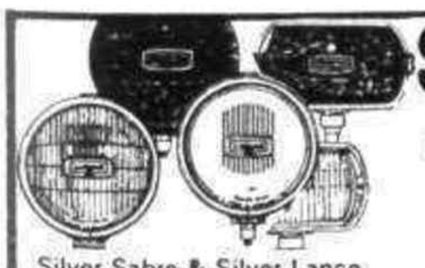


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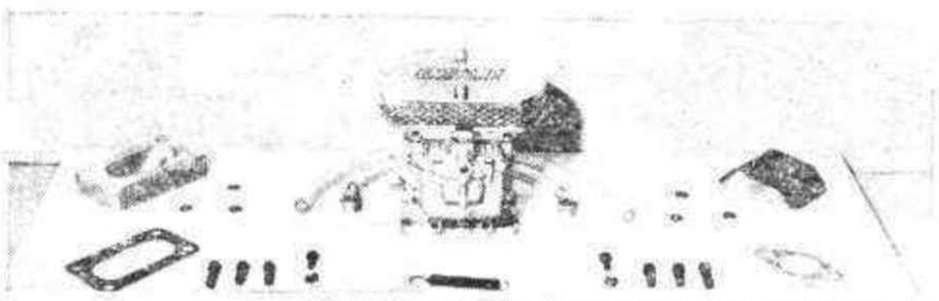
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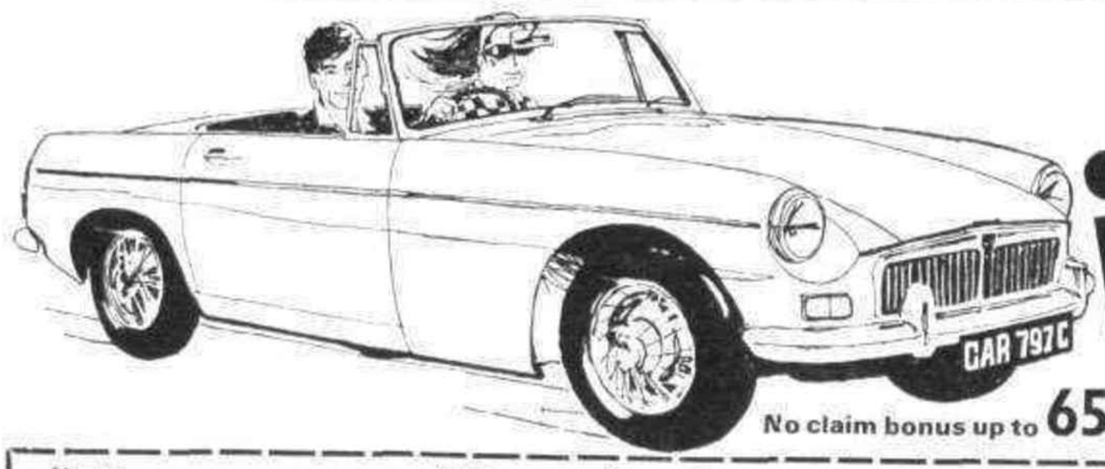
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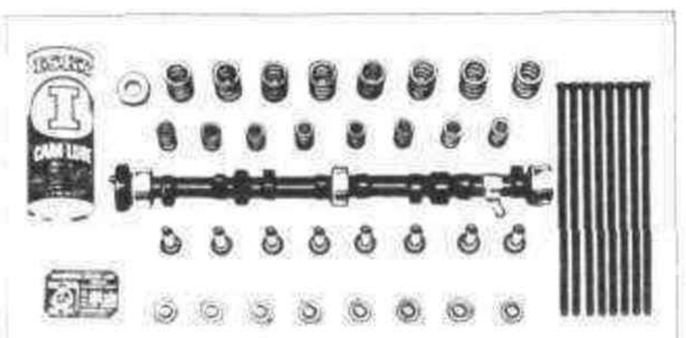
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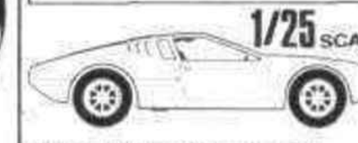


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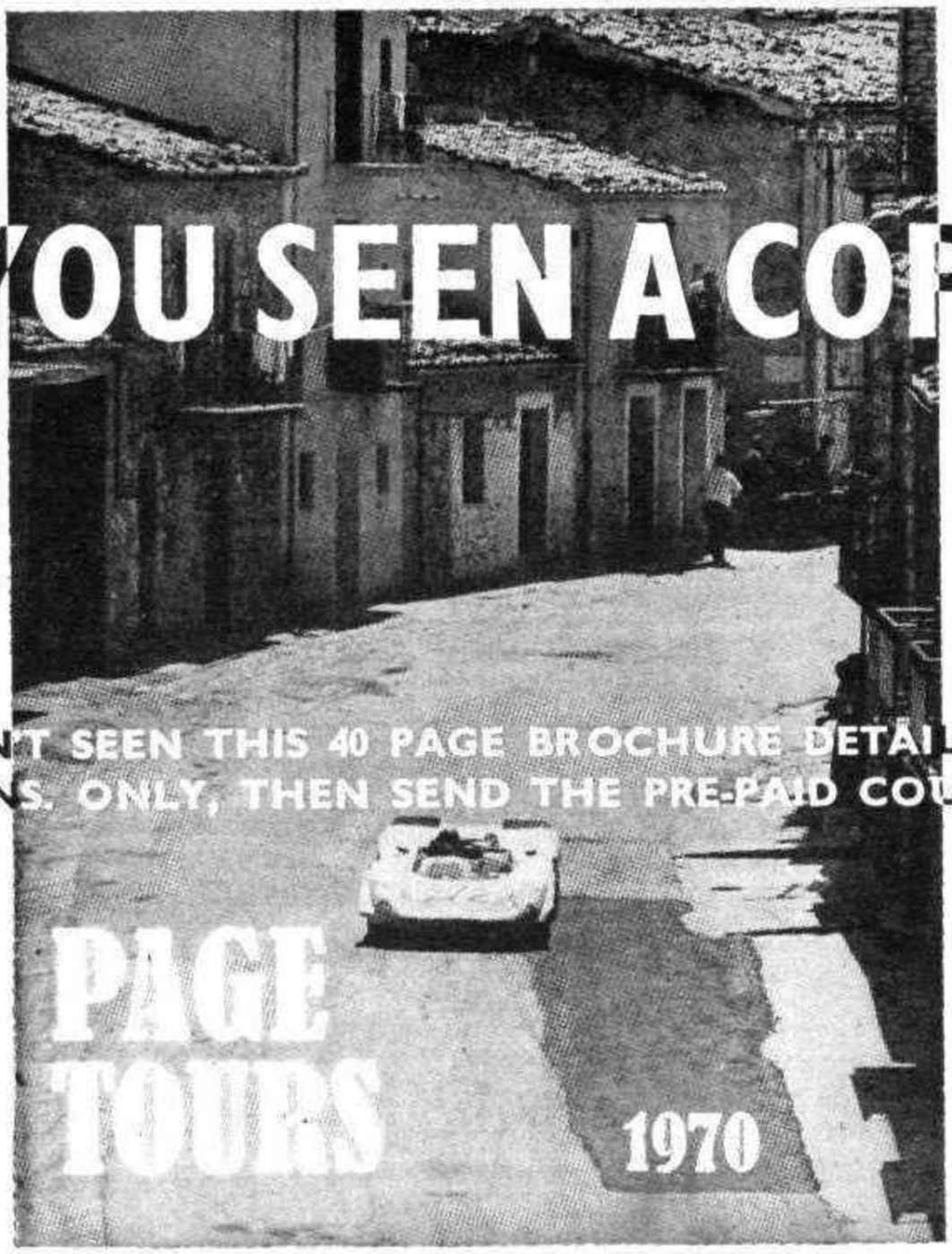
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RILEY, 1936, KESTREL, 9 H.P. S.S. Daily use; good tyres, spare engine, transmission, radiator, axles, £55. Smithett, High St., Eydon, Rugby. Tel.: Byfield 525. (0481

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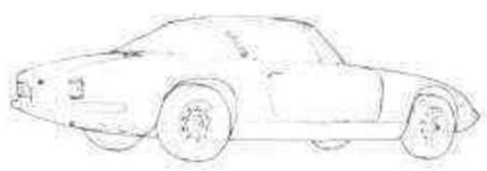
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1962 JAGUAR 'E'-Type roadster (Aug.). Amazing opportunity. Ext. overhaul main Jaguar Distributor, bills exceed £600. Has radio. Exceptional value ... **£745**

1961 SUNBEAM Alpine II. Over £40 overhaul just completed. Superb dark blue; opportunity; detachable hard/soft tops, racing mirrors, luggage rack, Michelin tyres. Unusual value **£295**

1968 TRIUMPH Spitfire III. One fastidious owner; unmarked royal blue, black interior; completely as new **£595**

1965 SPITFIRE II. Two owners, specimen; signal red, wire wheels, radio, extras. Outstanding perform. **£495**

1969 M.G.-B GT. One owner, 7,000 miles example, "as new", wire wheels, radio, extras. Mint **£1,075**

1967 M.G.-B. Wire wheels, "Motolita" s/wh., "Sebring" racing mirrors, make this superb B.R.G. opport. ... **£775**

1966 M.G.-B. Unmarked, wire wheels, overdrive and extras. Really mint and recommended **£675**

1964 M.G.-B. Two owners. Old English white; overdrive, servo brakes, air horns, extras. Outstanding **£495**

1968 M.G. Midget. One local owner; B.R.G., wire wheels, radio, extras. Nominal mileage **£595**

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1962 PORSCHE Super 75 cabriolet. A truly immaculate specimen in spotless silver blue, matching int.; has just been fitted brand new hood, twin "Marchall" spots, wing mirrors and ex. tyres. Has the superb Porsche handling, performance and economy. Recent thorough checkover **£795**

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FOR SALE—continued

LOTUS ELAN S2, 1965, D.H.C. WHITE. Radiomobile, F100s, air horns, oil cooler. Beautiful condition. £835. H.P. Tel.: Hathern (Leics.) 297. (0496

1964 (LATE) 998 C.C. MINI COOPER. In reasonable condition throughout; re-designed dash with rev.-counter and other dials; seat covers, air horns, almost new tyres, road fund licence for 11 months. £270. Offers to: 65 Priory Rd., Hungerford, Berks. Tel.: Hungerford 2845. (0498

1957 JENSEN 541 CONVERTIBLE. Unique classic. Mechanically excellent. New steering, king-pins, brakes, carpets, leather hood and more. Only one built as special order. Must appreciate. £650. Box 2016. (0499

RILEY 1½, 1947. TAXED, M.o.T. 1971. Well-maintained engine, recent respray, new roof; complete with all spares, engine, gearbox, etc. £120. Bignell, 34 Kennaway Rd., Clevedon. Tel.: 3334. (0500

M.G.-B GT, DEC., 1968. TARTAN RED. W/wheels, o/drive, unmarked. Genuine reason for sale. Cost £1,380, accept £998. Tel.: West Wratting 208. (0501

M.G.-A 1600. EXCEPTIONAL BODILY and mechanically. Red cellulose, soft-top. £280. 26 Carpenter Rd., Edgbaston, Birmingham 15. Tel.: 021-440 4568. (0502

1965 TIGER. MIDNIGHT BLUE. REclining seats, Rostyle wheels, fat tyres, special exhaust. £650. Pridmore, Poddington House, Weston, near Spalding, Lincs. Tel.: Moulton (Lincs.) 216. (0503

R.-R. SILVER CLOUD AUTOMATIC. Powered steering specimen. Silver over black. £1,750. Box 2017. (0504

VERY FAST 1966 HEALEY 3000 MK. III. Wires, radio, tonneau and overdrive; mint condition. £820 o.v.n.o. Or American car same. 205 Racecommon Rd., Barnsley, Yorkshire. Tel.: Silkstone 219. (0505

MINI-MOKE, REGISTERED APRIL, 1969. 600 miles; unmarked. Tel.: Petersfield 2491 or 3166. (0506

AUSTIN 10, 1937. GOOD RUNNING order. Good tyres; numerous spares. Good start for enthusiast. £50 o.n.o. Davies, 1 Orchard Lea, Bitterley, Ludlow, Salop. Tel.: Cleehillstone 473. (0507

LOTUS ELAN, 1966, S/E DROPHEAD. Metallic blue; k.o. wheels, superb throughout. £800 o.v.n.o. Tel.: 01-654 3776. (0509

TR4A, 1967. REALLY IMMACULATE. Genuine 23,000, taxed Aug., 1970. White wires; will deliver. £760. Compare this price, then telephone Kingswinford 77073. (0510

C-TYPE JAGUAR, 1964, 3.8 ROADSTER. Carmen red. Radio, heater; just resprayed. Mechanically sound. A.A. or R.A.C. inspection. Any trial. £935. Mr. Evans. Tel.: Barnsley 6526 (9 a.m.-6 p.m.). (0511

FOR SALE—continued

1965 M.G.-B ROADSTER. B.R.G. IMmaculate. Radials, tonneau, s/belts. £540 o.n.o. Tel.: 01-VIK 5320 or Reading 82850. (0508

LOTUS FORD CORTINA, 1968, "F" registered. White, black interior. Low mileage (still on original tyres); one owner. An immaculately-kept twin-cam in excellent condition well below normal price for quick sale. £775 or exchange lesser vehicle plus cash. Tel.: 041-644 2765. (0512

RARE M.G. VA, 1938, DROPHEAD tourer. Mechanically sound with attractive salmon body. P.V.T. rally winner. Reluctant sale by enthusiast. £475 o.n.o. An asset to appreciate. Tel.: Darton (Yorks.) 2161, or write for photos to: A. R. Binns, The Hall, High Hoyland, near Barnsley. (0513

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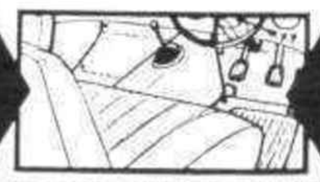


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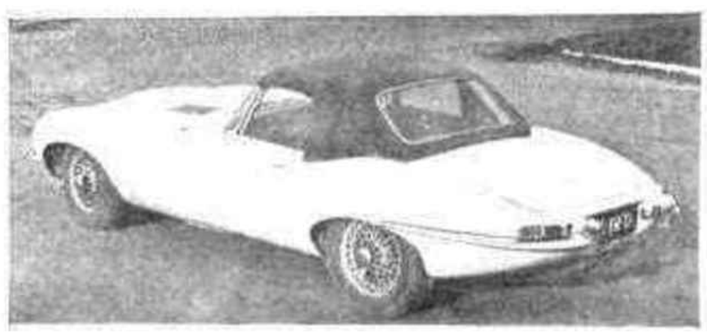
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DAIMLER BARKER 2½-LITRE FOUR-seater drophead coupé, 1950. Recent engine overhaul, good mechanics, body, tyres. £120 o.n.o. Tel.: Nottingham 66987. (0522

1967 TR4A. RED/BLACK INTERIOR. Wires, recent ZXs, tonneau, etc. Immaculate condition. £755. Tel.: Newbury 1936. (0523

LOTUS ELITE, OCT., 1962, SERIES II. Red with silver roof and dark grey trim; ZF gearbox, heater and workshop manual. Excellent condition. £625. Terry. Tel.: 01-764 1472 (evenings after 1/2/1970). (0524

1955 XK140 F.H.C. WIRES, EXCELLENT RS5s, spare unused. Just resprayed blue; overhauled brakes (front discs), new battery, C-type motor, overdrive, incredibly fast. M.o.T. Genuine reason for sale. £265. 28 Willow Rd., Prestwich, near Manchester. Tel.: 061-773 6076. (0525

1935 RILEY KESTREL SPRITE, GREEN. M.o.T.; new king-pins, good original condition. £210 o.n.o. Tel.: Pembridge (Herefordshire) 472 (after 6 p.m.). View Sunday. (0526

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M.G. TC, 1946. GOOD MECHANICS, RE-conditioned engine, reliable. Body average. Plus similar complete for spares. £150 the lot. D. Corrie, Anglemead, Beech Rd., Haslemere, Surrey. Tel.: 3838. (0531

YELLOW M.G.-A 1600, 1961. OVER-hauled, M.o.T., wire wheels, new hood, ZXs, discs, hard-top, rack, w/rim, rally seats, no rot, reconditioned carbs./clutch, sealed beams. Receipts. £375. Thomas. Tel.: 01-278 1223 (9-5 p.m.). (0532

PORSCHE SUPER 90. IMMACULATE, taxed, M.o.T. Oct., 1970. New clutch and recent overhaul. £395 or offers, or swop for Mini 140 Allendale Rd., Sunderland. Tel.: Sunderland 69607. (0533

FROG-EYE SPRITE, 1959. M.o.T. EX-cellent condition. Hugh. Tel.: 01-BEL 7471 to view Oxted, Surrey. (0534

WRITE—IT'S WORTH IT! ALFA ROMEO 1750 GTV, Oct., 1969. Dark blue/tan, r.h.d. Just run-in; 4,800 miles. Mint condition. Halogen converted. (Transit plates.) £1,350. Box 2019. (0535

TR4A, JUNE, 1966. WHITE. FULLY equipped with overdrive, wire wheels, Surrey hard- and soft-top, radio; paint and bodywork very well kept; interior beautiful. Six months' tax. Mechanically completely sound after only 33,000 miles. Definitely a very superior example. £720. Tel.: 061-643 6758 (Manchester). (0536

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£185 O.N.O. WOLSELEY 4/44. IMMACU-late. Tuned to half-race. New engine, only 50 miles on clock. Genuine reason for sale. Mr. Woods. Tel.: 460 1333. (0541

LANCHESTER 10 SALOON, 1949. ONE owner since 1950. Carefully maintained. Owner giving up driving on doctor's orders. £150 or near offer to: Barke, 5 Eastcombe Rd., Weston-super-Mare. Tel.: 27675. (0542

1928 AUSTIN CHUMMY. GOOD ORDER. £375. 1928 Austin Chummy. Needs renovating. £275. Tel. Gt. Mollington 239. (0543

FROG-EYED SPRITE. YELLOW OCHRE. New tyres, taxed, M.o.T. £175. H.P. arranged. Tel.: Steeple Aston 7131. (0549

1955 RILEY 1½ R.M.E. DARK GREEN. One owner; 53,000 miles. Chassis No. R.M.E. 2387? Marvellous condition. What Offers? Box 2021. (0550

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VW BEETLE, 1962. ONE I.A.M. OWNER last four years. Thoroughly respectable bodily and mechanically. Taxed and M.o.T.d. £210 o.n.o. Gripper, 11 Cameron House, 4 Ashburn Place, London, S.W.7, or Tel.: 01-373 5741 (evenings). (0544

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AUSTIN HEALEY 3000 III, 1964. OVER-drive, wire wheels and radio. B.R.G. New hood and tonneau cover just fitted. Domestic financial problems forces sale at £525. Would also consider exchange for Mini, etc., with cash adjustment. Tel.: 01-205 6256 (during weekdays before 6 p.m.), 03745 53636 (weekends). (0547

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1933 ALVIS SPEED 20 CHASSIS. EARLY independent front suspension model. Mechanically very good. £200. Also 1936 Morris 8. One owner. Immaculate car. £100. Langley, 12 Bilford Rd., Worcester. Tel.: 52592. (0650

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SUNBEAM TALBOT 90 MK. II, 1952. New tyres, body good, mechanically sound, M.o.T. Excellent investment; £120 o.n.o. Walters, 26 Garthway, New Earswick. Tel.: York 69329. (0653

SIMCA 1000 GLS, 1966. ONE OWNER; 34,000 miles guaranteed. New tyres; brakes, shocks, decoked, reclining seats. Very good condition. £330 o.n.o. Need larger vehicle. Bargain. Hopkinson, 1 Brockhurst Gdns., Ashtead, Surrey. Tel.: 5591. (0654

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ALFA ROMEO GIULIA SUPER, 1965. First-class condition; five-speed gearbox, white, red trim. £540. Exchange considered. Tel.: Dudley (Worcs.) 53116. (0657

CONCOURS MK. 7M JAGUAR, 1955. Black, red trim, Reutter seats, overdrive, sun roof, radio, 67,000, rubber underseal. Present owner eight years. £295. Exchange considered. Tel.: Doncaster 3564. (0658

1932 M.G. J2 FOUR-SEATER TOURER. Long M.o.T., new battery, bearings, brake shoes, reconditioned steering, two new tyres, fitted E93A engine, twin carbs., Aquaplane head, needs hood. Seen Oxfordshire. £120. Keyes, 7 Busby's Close, Clanfield, Oxon. Tel.: 01-654 8478 (Croydon). (0659

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MORRIS COOPER 1275 "S", 1964. RE-cent bills for £120 on engine, steering, brakes; many extras including 4½Js, oil cooler, belts, etc. Very good condition throughout. M.o.T.; taxed. Consider exchange for really good TR3A, M.G.-A, wires preferred. Tel.: 01-460 1725 (before Feb. 21st). (0662

VOLVO P1800, DAMAGED: TWO 1965, one mid-1968, 24,000 miles. £575. Write details; Antrobus, Waterbarn Mill, Bacup, Lancs. (0663

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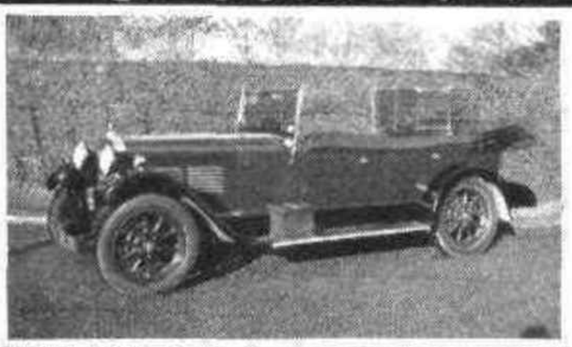
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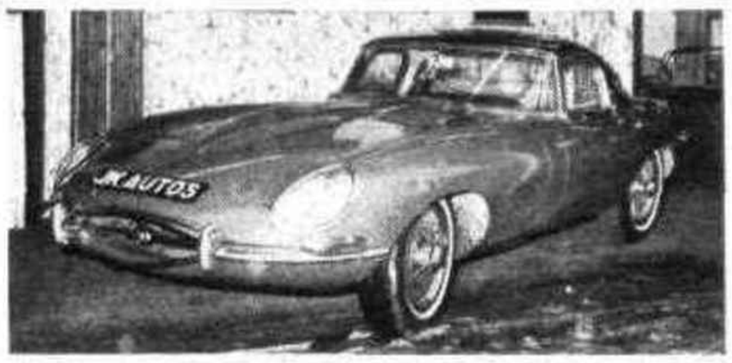
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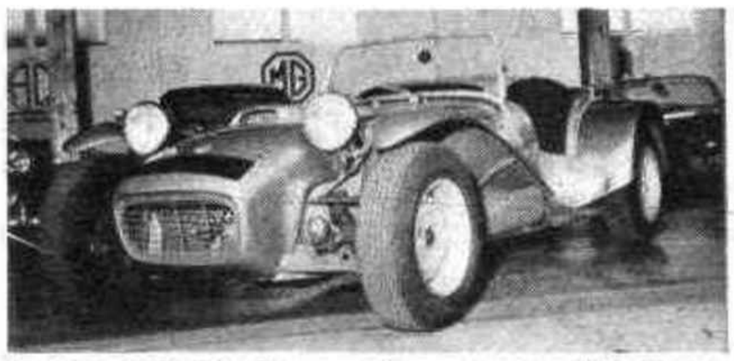
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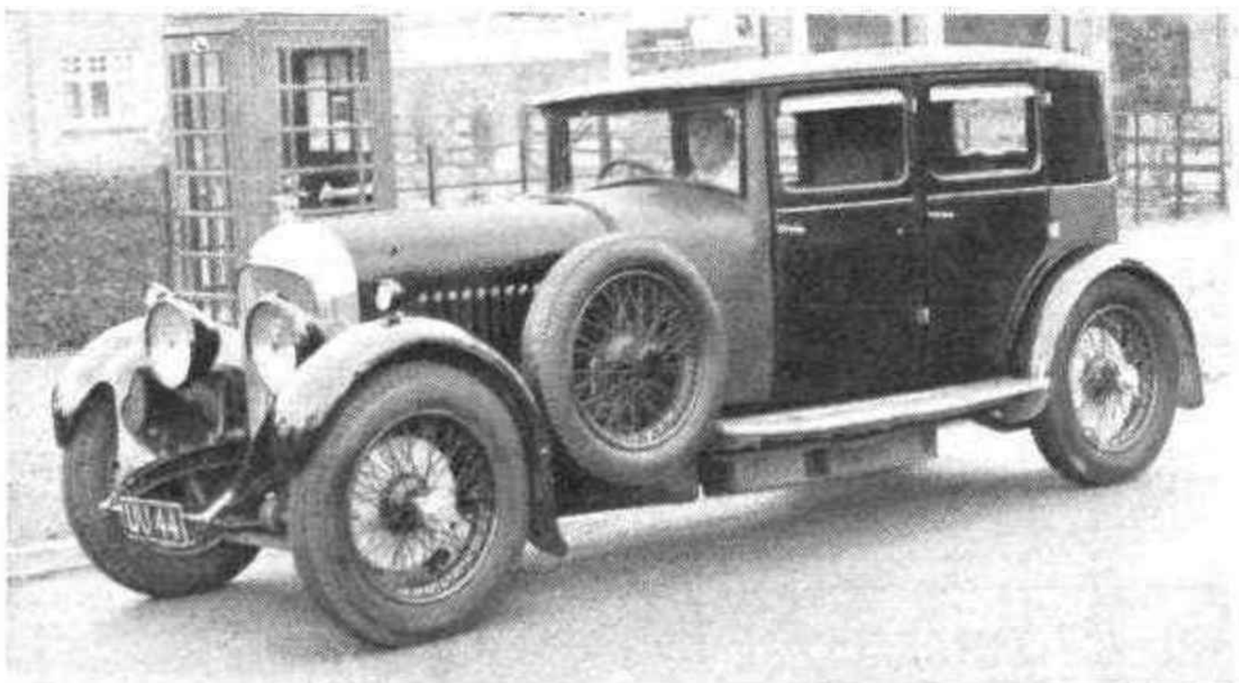
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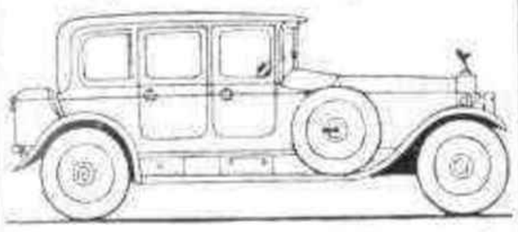


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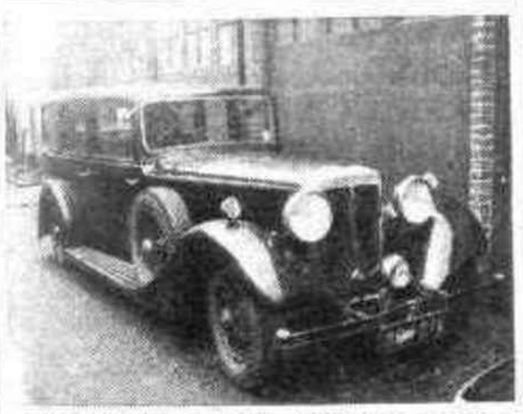
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1930 AMILCAR CS8 tourer : actually illustrated colour plate 31 in the "Complete Encyclopaedia of Motors Cars 1885-1968".

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FOR SALE—continued

BULLNOSE MORRIS OXFORD, 1926, ¾-coupé. Two owners only since new; first owner from 1926 to 1966. The car, scrupulously maintained throughout its life, is in splendid and original condition. It has been in daily trouble-free use for the past three years, and is a real collector's piece. Write or telephone Grant at 15a Chalcot Square, N.1 (01-722 8305) weekdays or 10 High St., Steyning, Sussex (Steyning 2520) weekends. £1,250 o.n.o. (0810

MORGAN +4, 1966; 2,138 C.C. CRIMson with wire wheels and black leather upholstery. New batteries and Cinturatos. Accessories include heater, luggage rack and air horns, hood, two tonneau covers in good condition. A very reliable, fast and good-looking car. £695 o.n.o. Francis. Tel.: 01-405 6683, extension 121, or 01-937 0373. (0811

A.C. SALOON, 1951. RUST-FREE ALUminium coachbuilt bodywork, carefully maintained by present owner for last 14 years. Recent top overhaul. Smooth, quiet elegance for £150 o.n.o. Tel.: Kendal 1490. (0812

HOOPER'S EMPRESS 2½-LITRE, 1951, razor-edge all-aluminium saloon. Much recent work to engine, brakes, etc. Immaculate black bodywork with fawn hide interior. Good tyres, M.o.T. Aug., 1970. £175 o.n.o. Tel.: 051-608 3427 (evenings). (0813

BENTLEY R-TYPE. BLACK. TWO owners. History, tools. £525. Daimler 2½ automatic, one owner; new tyres, pump, exhaust; 38,000; 1963; excellent. £475. Tel.: Maidenhead 30163 (weekends). (0814

MORGAN +4, TR4A ENGINE. WHITE. 1963. Second car mollycoddled by loving enthusiast. £450. Maltby, Thatchers Walk, Salhouse, Norwich. Tel.: Salhouse 694. (0815

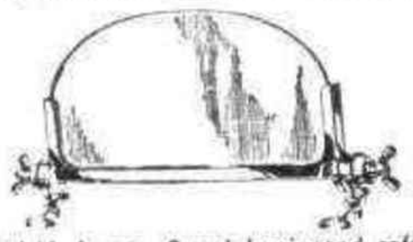
MORRIS 1800, "S" REG., 1/1/1970. For private sale. Connaught green. Reclining seats. Inertia reel belts, electric r/window, radio, rev. light. Cost well over £1,200. The car is unmarked and absolutely as new, but I wish to sell because of changed plans. £1,125 o.v.n.o. Consider part exchange. White. Tel.: Chapmanslade (Wilts.) 342 (0816

MORGAN +4, 1961. PARTLY REBUILT. Backbreaking work completed. Now needs bolting together. Numerous new parts and spares. Situated Midlands. Serious enquirers s.a.e. please. Simey, 16 Fairholme Rd., London, W.14. (0818

M.G. TC, 1947. GREEN. COMPLETELY rebuilt and reupholstered in authentic manner. Bills for over £100 on engine and transmission in last nine months. An outstanding car, £320. Tel.: Bromsgrove 2300. (0819

TRIUMPH TR4A, 1965. SOFT-TOP, overdrive. Excellent condition. £590. Tel.: Halland (Sussex) 363. (0895

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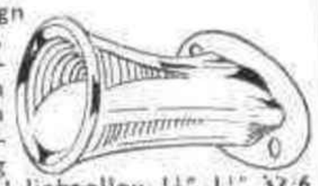
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LOTUS ELITE, SERIES II, BLUE AND silver. Radio, good condition, taxed, M.o.T. Aug., 1970. £480 o.n.o. Consider exchange. Tel.: Canon Court 230 (Kent). (0620

1964 DAIMLER SP250 AUTOMATIC. Mountain blue with hard- and soft-top, radio, wheel trims. Many new parts. Superb condition. £645. Terms, exchange possible. Tel.: 01-254 1444 or 01-440 4195. (0621

SP250, B SPECIFICATION, 1961. H/S tops, tonneau. £425. Tel.: Herongate (Essex) 649. (0623

ASTON MARTIN DB2/4 2+2, 1954, 2.6-litre. Dark blue, aluminium body with beige leather. Recent replacements include clutch, four Cinturatos, brake linings, twin master cylinders, suspension pivots. £450. Tel.: Cirencester 2937. (0624

1958 M.G. MAGNETTE (ZB). NEW cylinder head, brake shoes, handbrake cables, head and spot lamp units recently fitted. Ideal for spares. £55. 3 Charnock Rd., Culcheth, Warrington. (0625

MAGNIFICENT 1957 JENSEN 541 (IM-perial crimson). Only 4,000 miles since £450 major overhaul. Practically every bearing and bush in entire car renewed, also front and rear suspension, wire wheels and Cints. Reluctant sale due to unforeseen circumstances. £475. David Doe. Tel.: Hamble (Hants.) 2133. (0627

T.V.R. M.G. 1600 ENGINE, MODIFIED suspension, 1964 registration. Many extras but not wire wheels. £295. Consider exchange. Tel.: Formby (Lancs.) 72778. (0626

UNIQUE KUBELWAGEN BODY, 1941, on 1959 Volkswagen. Best condition; has been to Sahara recently. Not under £370. Neumann, 43 St. Albans Rd., Ilford, Essex. (0628

1913 TALBOT 25 H.P. COMPETITION model, two-seater. This powerful 4½-litre Edwardian car was built for hill-climbs and has a known, though unspectacular, competition history. This car has been regularly and successfully rallied by the present owner for the last ten years and is in excellent order throughout. £4,000. Barry Clarke, The Long House, Woodgreen, near Fordingbridge, Hants. Tel.: Breamore 371. (0629

ASTON MARTIN DB4, 1962. FINISHED in light blue metallic with navy interior. Fitted radio, two speakers, overdrive. This is a handsome car in good mechanical condition. Interested? Tel.: 021-747 2122. (0630

HEALEY 3000 MK. II, 1963. RED. Wires, overdrive, heater, radio, other extras, maker's oil pressure. Bargain at £435. Miles, The Bungalow, Polgooth, St. Austell. Tel.: 4881. (0631

ALFA ROMEO GIULIA SPRINT G.T., 1965. New condition. Alfa red; fitted radio, electric aerial, seat belts, G800 tyres, etc. £800. Tel.: 01-977 2114 (evenings and weekend). (0632

MORGAN +4, 1951, TWO-SEATER. EX-cellent TR mechanics, body very sound, re-sprayed chrome yellow, reupholstered, new hood and sidescreens, long M.o.T. A fine example for £355. Tel.: Woburn Sands (Bucks.) 2371. (0633

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M.G. TD, 1950. NEEDS A LITTLE TIDY-ing. Year's M.o.T., taxed. Very reliable car for £150. Tel.: Woburn Sands (Bucks.) 2371. (0633

VINTAGE WOLSELEY 14 SALOON, 1937. Original condition. Fine motor. First reasonable offer secures. The Tor, Hillview Rd., Ferndown, Dorset. Tel.: 3749. (0635

1914 V.C.C. DATED DARRACQ. BEAU-tiful Edwardian touring car; rear screen, etc., new all-weather equipment. £2,450. Webb, Hilltop House, Rettendon, Essex. Tel.: Hanningfield 287. (0634

1939 FORD V8 30 H.P. DROPHEAD coupé with dickey seat, completely restored. £450. Webb, Hilltop House, Rettendon, Essex. Tel.: Hanningfield 287. (0634

EUSTACE WATKINS HORNET SPECIAL, 1934. Red with black leather, new hood; splendid condition. Believed original. £250 o.n.o. Consider part exchange. Pease, 5 Brock St., Bath, Somerset. (0636

RELIANT. UNIQUE 1964 SABRE 6 hard-top sports. Overdrive, wire wheels, radio; 48,000 miles. M.o.T., taxed Sept. £450 o.n.o. Tel.: 3739097 (6 p.m.). Box 2029. (0637

LOTUS ELAN, 1968G, S4/SE, D.H.C. Burnt sand. Many extras. Full service records available. £1,250. Sutcliffe, Brierwood House, Disley (2292), near Stockport. (0638

SUNBEAM TALBOT MK. IIIA, 1955. Low mileage; one owner 13 years. Recently resprayed metallic blue. Maintained regularly from new. Truly for a enthusiast. Offers. Yeomans, Morris House, Dumfries. Tel.: 4301. (0639

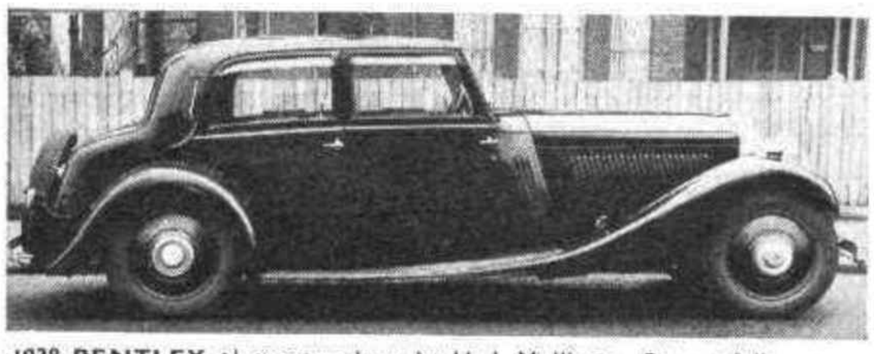
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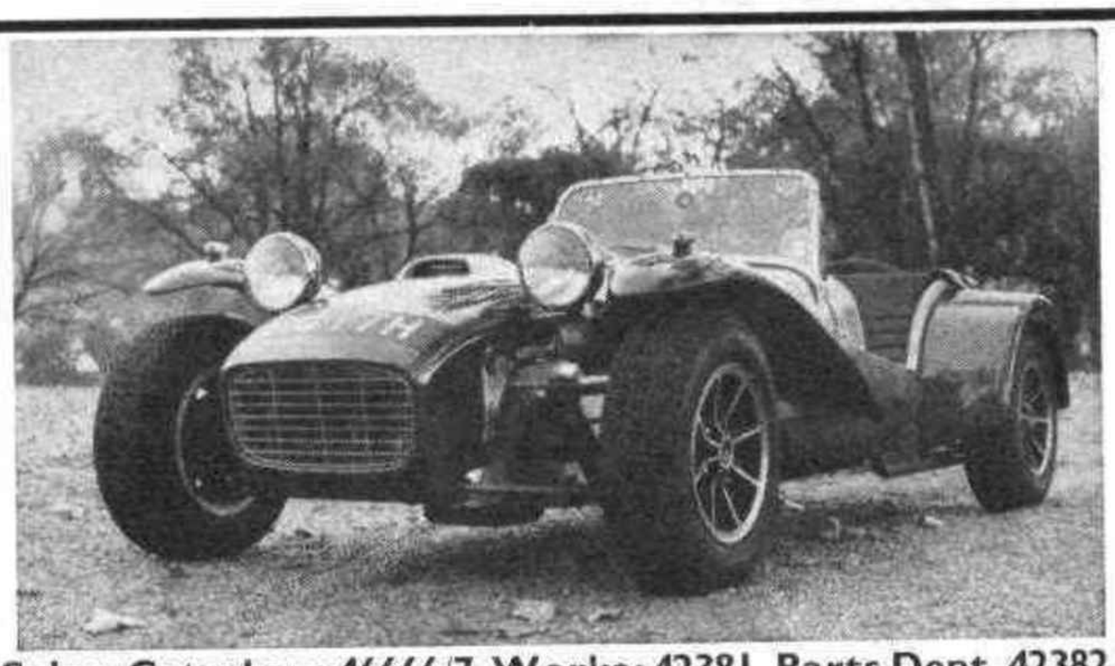
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LAGONDA 2.6, 1950. NEW TYRES. brakes. Any trial. £125 o.n.o. Hoggard, 210 Holme Church Lane, Beverley, Yorks, OHU2, 881029. (0640

1948 FLYING STANDARD 12 DE LUXE. Black. Excellent condition; M.o.T. Present owner 11 years. £85. Suit enthusiast. 11 Cheetham Mill Rd., Stalybridge, Cheshire. (0641

E-TYPE, REG. 1962-1963 MODEL, F.H.C. Good condition, well maintained, bills to prove; 800 miles only since reconditioned engine. £650 or part exchange Cortina. Worth around £250. Tel.: Sittingbourne 4949. (0642

M.G. MAGNETTE, LATE 1960, TESTED. Luxurious saloon. Showroom condition. £112 10s. Tel.: 01-856 0772. (0643

RILEY 1½-LITRE. 110 GNS. SPLENDID original condition. Tested. Handbooks. Excellent investment. Tel.: 01-856 0772. (0643

M.G. TC, 1947. ORIGINAL CONDITION. M.o.T. and taxed. Owner must start work, hence quick sale wanted; circa £220. Tel.: 01-504 6144 (Essex). (0644

MY WIFE'S NAGGING FORCES ME TO sell my lover. Hence up for sale goes my 1953 Mk. I Sunbeam Alpine two-seater drophead coupé. Taxed and tested. In daily use. £130. Tel.: Uxbridge (Middx.) 31137. (0645

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1935 BENTLEY 3½-LITRE AIRLINE saloon by William Arnold. Very rare and graceful coachwork on superb chassis. New tyres, etc. Pristine condition. £695. Also 1921 Renault 13.9 doctor's coupé. Very early Edwardian in appearance but robust and completely reliable. Superb original condition. £900. J. Weston, Brink Farm, Buxton Rd., Macclesfield (2920), Cheshire. (0646

M.G. J2, 1933. ORIGINAL ENGINE, twin carbs. Car of character. £170. Arkle, West Hay, Ballards Lane, Limpsfield, Surrey. Tel.: Limpsfield Chart 2244. (0647

1968 TRIUMPH HERALD 13/60 CON-vertible. White with black trim; 12,000 miles, as new. £585. H.P. available. H. Kenyon, Hague Hall, Hemsworth. Tel.: 302 (near Pontefract, Yorks.). (0648

FIAT 1500 S CABRIOLET SPORTS CAR. Soft- and hard-tops. Two owners. Over £400 spent during last 6,000 miles. Truly outstanding condition. Manufactured with left-hand drive, 1962. Bargain at £345. Tel.: Ottershaw (Surrey) 2483. (0649

LOTUS SEVEN, 1968, 1,500 C.C.; 15,000 miles; heater, tonneau, taxed. £645 o.n.o. Tel.: 01-657 0634. (0718

1932 RILEY NINE PLUS ULTRA GAME-cock. Extensively rebuilt, in excellent condition. £475 o.n.o. Tel.: 051-336 4578 (Cheshire). (0719

FOR SALE—continued

SUPERB LITTLE TWO-SEATER AUSTIN sports car. About 1935. In unbelievable original condition. £125. No offers. Austin Ruby saloon. Unbelievable original condition. £85. Austin 7 engines, gearboxes, back axles, including nippy engine and bunch of bananas exhaust system. Tel.: Luton 23640. (0684

1937 AUSTIN RUBY. GOOD MECH-anics, bodywork good for age. Attention required to interior trim. £47 10s. Smith. Tel.: Matching 338 (evenings). (0720

1965 RENAULT R8 GORDINI (FIRST registered Nov.). One owner, 27,000 miles only. Bodywork unmarked; very fast. Leonard Riley, 2 The Village, Farnley Tyas, Huddersfield, Yorkshire. Tel.: 61979. (0721

MORRIS 8, 1938; 84,000 MILES; THREE owners from new. Very good condition; original maroon coachwork, three new tyres and exhaust, rebuilt sliding roof. £95. J. Bouckley, 22 Stagborough Way, Lickhill, Stourport-on-Severn, Worcestershire. Tel.: Stourport 4063. (0722

ALVIS TB14, 1950, TWO-SEATER DROP-head in perfect running order. M.o.T. 1970. Body needs some attention. Offers around £250. Stiven; 1 Addison Rd., Dundee, Scotland. Tel.: 78229 (house), 27254 (business). (0726

FOR SALE—continued

MORRIS MINOR, 1932, O.H.C. TWO-seat O.T. Recent rebuild. Offers over £125. 86 Warren Hill Rd., Great Barr, Birmingham 22 C. Tel.: 021-373 4954. (0723

AUG., 1969. WHITE ESCORT, TWIN-cam; 5,500 miles; undersealed. Still under maker's warranty; unraced or rallied. £995. Tel.: Leiston 666. (0724

E-TYPE ROADSTER, 1963. REGAL RED. Chrome wire wheels, push-button radio, special all-black interior, 4.2 gearbox and new latest type clutch; engine perfect; 55 lb./sq. in. hot. Any trial for persons wanting a genuine, completely rot-free example. Over £300 bills. M.o.T. £675. Tel.: Kings Langley 63069 (day), Watford 32064 (evening). (0725

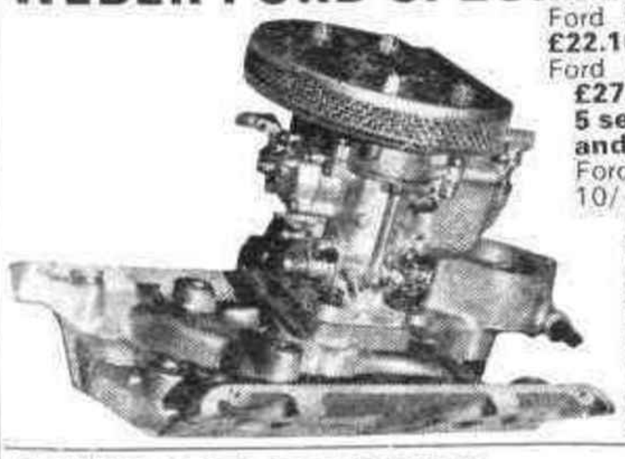
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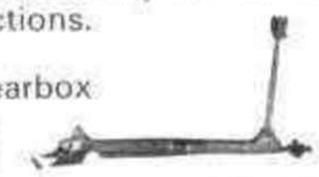
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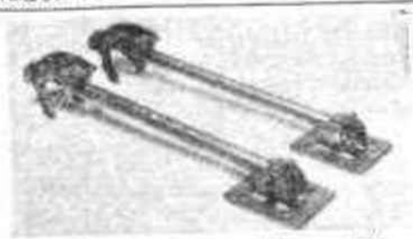
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M.G. TC, 1946. REBUILT FROM CHAS-sis. M.o.T. Finished in cream, red upholstery. Excellent condition. £400 o.n.o. 10 The Meadows, Lidget Lane, Retford, Notts. Tel.: Retford 3940. (0826

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BENTLEY 'R'-Type, 1955, Auto. Duo grey. This must be one of the finest examples of this model offered today. Absolutely mint condition throughout. Offered at **£1,195.** Also another fine example at **£895.**

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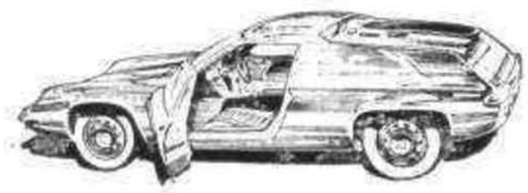
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1962 Mk. 10 Jaguar, 48,000 genuine miles, superb throughout **£375**

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JOHN BRITTEN MG

Arkley Affairs

Venez ici mes amis: sports cars you will view with glee. The new Arkley SS sports car is ready at last and can be viewed at both branches. Let me give you a few words of description: It is based on the MG Midget in the same way that the Mini Marcos is based on the BMC Mini, the Davrian on the Imp, etc. etc. But with one important difference—we retain the original monocoque floor pan and scuttle, and you may be able to recognise their shape on the photograph. You can either buy the whole car new and completely assembled for £998, or in kit form to be used in conjunction with your own Spridget (any year '58 to '70). Compared with other kit cars there is an immense saving in assembly time because the power unit, suspension seats, instruments





wiring and brake hydraulics can all be left undisturbed. There are different kits for different models, and prices are in the £200 to £250 bracket inclusive of hood, five wheels and five tyres. You can have either sidescreens or wind-up windows. The rather nice wheels in the picture come only with the new Arkley SS; the kit form version has wide-rim wheels with plain centres to take the chrome hubcap. At the recent Sports Car Show we had a lot of interesting comments and advice from visitors to the Arkley Engineering stand: we now know that the car is basically OK but needs a longer bonnet, a chrome grille, bumpers, wind-up windows, a bigger boot, a bigger engine, a hard-top and a jazzed-up dashboard. So I have decided to discontinue the Arkley SS and have done a deal with General Motors Corp. and we will be making Chevvy convertibles under licence. All we have in the way of leaflets at the present are some single-page ones we had done for the show and have a few left over; proper brochures etc. will be ready in March but if you send your 2/6 now you get the leaflet now as well. These leaflets have a questionnaire attached and I have been having a little analysis of the ones returned so far. Here are some quotes. "Lotus 7 are in for a bad time"—N. B. D. Porter, London SE9. "Will accept kit in lieu of fees"—S. Lofts, London SW3 (my estate agent). "Rather expensive"—D. Fagin, Malta. "Send fuller details Post Haste"—C. Hadlington, London W11. "Is the girl in the tee shirt an optional extra?"—P. Shepherd, Uckfield. "I wish you every success with the car, but I think it looks terrible"—J. Morris, Oxted. "Like the way it squats on the ground"—R. Austin, Chessington. "Lotus 7 at ⅓ the price"—N. Cobb, Bournemouth. "The best fibreglass body yet"—N. Gray, Doncaster. By the end of the month we will have several complete Arkley SSs for sale, some new and some based on overhauled used cars. Of these at least one will be a 1,275cc, three will be 1,098cc (which with the light and compact Arkley bodywork will give 1,275cc performance), and we are trying out a 948cc built in conjunction with a slightly simplified kit and if we like the result we may introduce it as the Arkley Junior. For once we have plenteous supplies of ordinary MGs: MG-B GT in flame red with overdrive, MG-B GT in yellow with overdrive and wires, MG-B in blue Royale with overdrive; MG-B in glacier white with wires and overdrive, MG-B in primrose yellow with wires and overdrive, Midget in blue Royale with wires, Midget in flame red, Sprites in flame red and bronze yellow, sundry Minis, Clubmen and 1100/1300s. All 1970 models of course; the Minis have winding windows, concealed door hinges, Clubman boot-lid and are 100% dehydrated. MG Midget Lenham Le Mans Coupé, 1966, black, wire wheels, DB6 rear end styling, all-steel front, bumpers both ends, £525. Lotus Seven Series II, 1961, specially panelled alloy bodywork with spare wheel concealed in tail, ducksback styling, raised scuttle and special dashboard, tuned BMC unit, full weather equipment, £495. Triumph TR4, 1962, signal red, black interior, overdrive, wire wheels, finned alloy sump, leather-rimmed wheel, £425. MG Midget, 1966, O.E. white; red interior, wire wheels, G800s, £450. TVR Vixen S2, 1969H, Sahara yellow, black trim, radio, wire wheels, leather rim, one owner S. America-bound, £1,090. Triumph Spitfire, 1963, Wedgwood blue, £295. Triumph Vitesse 2-litre convertible, 1968G, white with black interior, one owner, radio, low mileage, £695. You may wonder why car dealers put "low mileage" instead of the actual mileage, which, unless it runs into millions, can't occupy as much space in print as those two words. Speaking for myself, the reason is that the car is about 110 yards away at the other end of our premises, it's raining hard, Martin Prevette of *Motor Sport* (I suppose they'll use those accursed Italics again) is ringing up every five minutes to say I'm late with the copy, and I'm pretty sure the car has done 11 or 12 or 13 or 14,000 miles but can't say which, and my



Confidential Guide to Used Car Values Trade Only says 21,000 is average. . . . Sunbeam Alpine, 1954, red with black interior, low mileage (?..!), overdrive, wire wheels, no fins, £460. Sunbeam Alpine, 1964 regd. but actually a Series II 1600, overdrive, red, fins, £310. Lotus Elan S3 Aeroflow fixed-head, darkish blue, bank official owned, in fact now I come to think of it the owner was also the expert manipulator of my Minolta SRT-101 with Galaxy 400mm f6.3 telephoto when the picture at top right was taken at 80mph with the brakes hard on to emphasise the styling idiosyncrasies of my Lancia Fulvia GTE; the Elan has centrelock wheels, radio and so forth and is £1,040. The Lancia is a 1969H in red with black interior, with radio and towing bracket, cost about £1,550 on the road, appeals to me as one of the few cars made anywhere to combine (say) MG-B GT ruggedness and solidity of construction with (say) Elan Plus 2 finesse of control and high-speed stability without sacrifice of steering response. There are only a few in the country but spares are OK because mechanically it's the same (95bhp twin ohc engine, etc) as the widely sold Rallye Coupé 1.3. I have truly loved this car, and I think it loves me, but there are so many cars we have to run as demonstrators or beasts of burden, and I will be using my new LHD 1,275cc Arkley SS for the next few months, so the Lancia has got to be sold. I will take £1,050, a reduction of £500, but no offers and no part exchange. MG Midget, late 1964, wind-up windows, white with black interior, £350. 1968/69G MG Midget, Basilica blue, one owner, £620. TVR Mk III 1800, 1964, silver fox, black interior, wire



wheels, MG-B power unit, £595. MG Midget, 1963, 1,098cc, one owner, £300. Triumph TR3A, 1960, red with black interior, £280. Another, TR3A, same colour and year but it's got brand new hood and sidescreens and is .'. £295. MG-B, 1965, black, hard and soft tops, wire wheels, radio, leather rim, £625. Lotus Elan, green, 1965, hard and soft tops, not yet priced.



Lotus Elan, 1964, red, £670. MG-B GT, 1969, Snowberry white, black leather, latest reclining seats, radio, wire wheels, SP68s, £1,095. TVR 1800S, 1967F (November), sold new by JB Garages, white with black interior, MG-B power unit, radio, wire wheels, polished wood dashboard, low mileage, £875. Li'l old Fiat 500F, fawn, 1966, £220. One or two vile saloons of 1966 vintage such as Mini with unwilling 1st gear for about £220. One or two Spitfires, Midgets, etc but no more space. Open to 7pm, closed Sundays, and let me remind you that each car is thoroughly tested and serviced before sale and you get a written guarantee. J.B.

Moscow Road Marriages

Regret Arkley have left space few words only. TVRs, sevrl new ones in stock both Vixen S2 and Tuscan V6. Used V8 Tusc. Spl. Equipt, 1968G, regal red, 6L rims, rdo, 1 owner, £1,990. MG-B, 1969, wht, so many exts, will diss'ap'r in a haze of abbrevs, £1,050. MG Mdgt, 1968/69G, wht, 1 ldy onr, 1.m., £635. Barnard F6 m'posto, yell., new kitform 2hr build, £150-ish. Lot Sup 7 1969, all gear, £770. More next mnth, regards, Moxley. P.S. Expecting new Reliants & Morgans this yr/next yr/sometime. . . . Meanwhile 1969 Plus eight, red, just arr. £1,385.

JOHN BRITTEN
Barnet Road, Arkley, Barnet, Herts. 01-449 1144.
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MORGAN +4, 1952, D.H.C. IN ABOVE average condition. £250. Tel.: Roydon (Essex) 3307. (0865

BENTLEY R-TYPE SALOON. REGIS-tered July, 1954. Big-bore 4½-litre automatic. In really good order; four new tyres fitted, plus new motor roller. £800. In daily use. View Sundays only at Mrs. Porter, Flat 3, 20 Jenner Rd., Guildford. (0866

AUSTIN 7 TOURER, 1934, NEW HOOD, battery, brakes, excellent tyres; smart appearance. Runs well. Some detail work to finish. £85. Also nearly complete 1927/? Chummy, less body shell; dismantled. £25. Overseas transfer forces sale. Tel.: Fawley (Hants.) 214. (0867

LOTUS ELITE. FIRST-CLASS CONDI-tion throughout. Climax engine, Stage II, ZF gearbox; all recently overhauled; four new wheels and tyres. One of the finest examples of its kind. Offers, £600. Tel.: 021-705 5692. (0870

1930 VINTAGE ROLLS-ROYCE 20/25, complete and original throughout, unusual Thrupp and Maberly aluminium coachwork, tools, rear trunk and cases, sliding roof, good tyres. £600. Tel.: 021-705 3610 (after 7 p.m.), 39 Witley Ave., Solihull Warwickshire. (0871

1955 PORSCHE CONVERTIBLE. R.H.D. A.F.N. show car. Only six in the country; 37,000 miles only; immaculate body, hood and interior. Colour: dark blue, black hood, leather reclining seats. Extras: luggage rack, radio; M.o.T. for one year. £325 o.v.n.o. Mr. Stevens, Tel.: Westerham (Kent) 3734. (0872

1967 SPRITE MK. IV; LOW MILEAGE, second car. Immaculate condition; many extras. £510. Tel.: Hastings 6859. (0873

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M.G. TF. RECENT MECHANICAL overhaul. Just resprayed, rechromed and reupholstered. £480. 1 Heatherlands, Risa Rd., Ascot, Berks. Tel.: Ascot 21063. (0875

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PORSCHE 356B, 1961. RECENT ENGINE overhaul. Excellent. £375. Tel.: 01-637 0269 (London, W.1). (0884

SPRITE MK. I. TONNEAU, NEW HOOD, carpets. M.o.T. £210 o.n.o. Tel.: 021-373 2857 (Birmingham). (0885

E-TYPE JAGUAR, 1964. CHROME W/W, heated rear window, new tyres, radio. Opalescent maroon. Black interior. M.o.T., taxed. £915. Tel.: Hawarden (near Chester) 2349. (0886

ALFA ROMEO GIULIA 1600 GT SPRINT. 1964. L.h.d. Ice blue/matching interior. One lady owner and genuine mileage of 33,000 from new. Fitted radio, five-speed gearbox, Pirelli tyres, etc. Excellent condition. £485. H.P. arranged. Exchange considered. Tel.: New Milton 848. (0887

CLUBMAN'S SPORTS RACING U.2. Ford 1500. Cosworth, twin DCOs, mag. wheels, white spots, oil cooler, new battery, l/slip diff. Ideal hill-climbs, sprints, for which three out of three awards this year. Complete l/w trailer. £495. Richards, 8 New Rd., Troon, Camborne, Cornwall. (0888

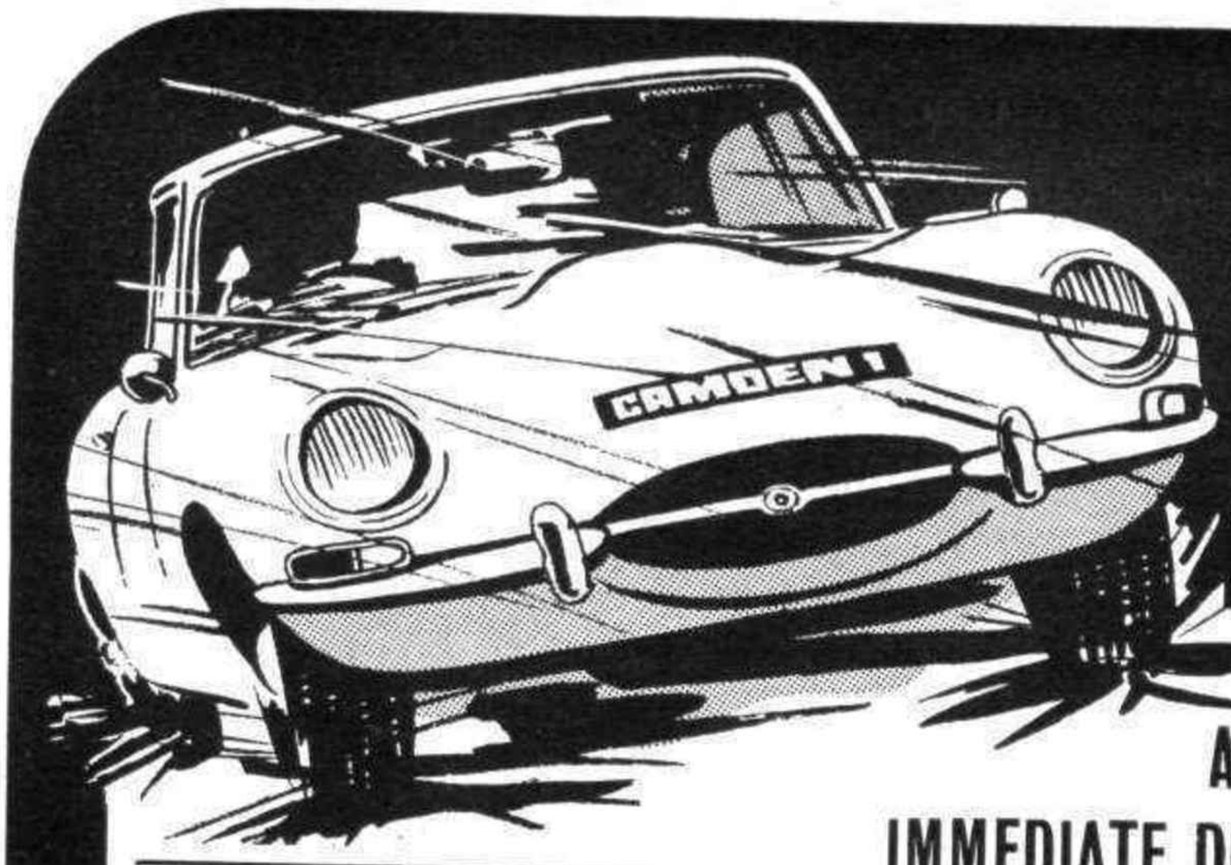
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1967 FIAT 850 C.C. COUPE FASTBACK. White; navy blue interior. Immaculate. Many extras; 11,400 miles only. Owner abroad. £500. Dyffryn House, Dyffryn Rd., Llandrindod Wells, Rads. (0890

MORRIS COOPER S, DEC., 1967. White/black; 17,500 miles; reclining seats, twin tanks, sump guard, 4½Js. £585. Tel.: 061-624 6391. (0891

RILEY 1½ R.M.E. EXQUISITE CONDI-tion. Extras, taxed, tested. £250 or near. 27 Kingsdale Drive, Bolton Rd., Bradford, 2, Yorkshire. (0892

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1966 LOTUS Elite. Finished in red with beige trim. Good, but requires some work..... **£499**
1966 LOTUS Elan fixed-head coupé. S.E. Finished in metallic silver grey. Low mileage **£949**
'F' Regd. LOTUS Elan drophead coupé. S.E. Metallic autumn gold. Mag. wheels. Radio **£1,149**
1968 LOTUS Elan d.h.c. Smart car in red, with black int. Specially tuned engine. Radio..... **£1,099**
1969 LOTUS Elan d.h.c. White with black. S.E. engine. Radio and air horns..... **£1,349**
'F' Regd. LOTUS Elan + 2. Finished in burnt sand with black trim. Radio. A fine example... **£1,549**
1969 LOTUS Europa. Very low mileage, one-owner car in white with black..... **£1,399**

1960 JAGUAR XK150. Superb in dark blue with grey. Overdrive, wire wheels and radio... **£699**
1965 JAGUAR 'E'-type f.h.c. Carmen red with chrome wires. Heated r. window. Radio... **£1,149**
1966 JAGUAR 'E'-type d.h.c. Immaculate in golden sand with tan lthr. Wires and radio **£1,399**
1966 JAGUAR 'E'-type 2 + 2. Spec. includes auto. g/box. H.R.W. radio. Primrose. Webasto rf. **£1,599**
1967 JAGUAR 'E'-type 2 + 2. Finished in opalescent sil./grey with red lthr. Includes radio **£1,749**
'F' Regd. JAGUAR 'E'-type f.h.c. In Carmen red beige lthr. Radio. H.R.W. Chrome wires... **£1,799**
1968 Regd. JAGUAR 'E'-type d.h.c. Unmarked in B.R.G. Chrome wires. P.b. radio..... **£1,699**
1968 JAGUAR 'E'-type f.h.c. In navy with black int. Chrome wires. Radio. Low mileage... **£1,899**
'G' Regd. JAGUAR 'E'-type, Series II, f.h.c. White with black. Chrome w/w. H.R.W. Rad. **£2,049**

1966 M.G. Midget. Red with black. Special suspension. Mag. alloy wheels..... **£499**
'F' Regd. M.G. Midget. Excellent in B.R.G. Includes wire wheels and radio..... **£549**
'F' Regd. M.G. Midget 1275. Excel. appearance in dark blue with black interior. Wire wheels **£599**
1954 M.G. TF. True Collector's car in exceptional order. Finished maroon with tan trim..... **£549**
1960 M.G.-A. Well kept in royal blue with black trim. Recon. engine..... **£329**
1964 M.G.-B roadster. Finished in ivory with black leather. Wire wheels, overdrive, radio **£549**
1965 M.G.-B roadster. Equipped with hard- and soft-tops, radio and wire wheels. B.R.G.... **£599**
1966 M.G.-B roadster. Glossy black paintwork, red leather. Has overdrive and wire wheels **£649**

1966 M.G.-B roadster. White, black trim. Wire wheels, radio, slot tape recorder; low mlge. **£649**
'F' Regd. M.G.-B roadster. Finished mineral blue, navy upholstery, o/d., fog and spot lamps ... **£749**
1968 M.G.-B roadster. As new, in red with black. Overdrive, wire wheels and radio..... **£899**
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'F' Regd. M.G.-C roadster. Auto transmission. Radio. One-owner car. White, black interior **£899**
1968 M.G.-C roadster. Mineral blue with black trim. O/d., wire wheels, radio. Low mileage **£879**
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1969 COX GTM. Excellent rear-engined GT in yellow with black. 850 c.c. **£399**

1967 regd. FORD Mustang. Auto. Power steering. Radio. Metallic silver grey..... **£1,249**
'G' regd. FORD Mustang f.h.c. Finished in yellow with tan int. Auto. Power steering. Radio **£1,299**
1967 FORD Mustang Fastback. Metallic green. Automatic. Radio. Exceptional condition... **£1,699**
1967 FORD Mustang 7-litre Fastback. One owner. 12,000 miles. Met. blue. Many extras **£2,199**
1962 JENSEN 541S. Beautifully-kept example in dark blue with leather int. Auto. Radio..... **£799**
1964 Series. LANCIA 1.8 d.h. Unmarked bodywork in red with grey trim. Superb..... **£699**
'G' regd. MARCOS Mini. Finished in metallic blue, black trim. Cosmic alloy wh. Excellent **£549**
1968 MARCOS 1600 GT. Exceptional in Bahama yellow. Wire wheels. Radio **£1,299**
1968 HONDA S.800 d.h. Finished in navy with black. Radio. Low mileage **£649**
1965 MERCEDES 230SL coupé. Grey. Auto. Power steering. Radio. Superb car..... **£2,399**
1965 MERCEDES 230SL coupé. Except. l/mileage example in white. H/S tops. Auto., etc.....**£2,599**
1963 PANHARD 24CT Sports coupé. Rare and unusual example finished in white..... **£449**
1963 PORSCHE Super 75. Fine well maintained example in blue with blue interior. Radio **£849**
1966 PORSCHE 912. No expense spared to maintain in top class order. Blue, mag. wheels... **£1,749**
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1966 RELIANT Scimitar 3-litre GT. Most attractive in blue with black. Overdrive and radio **£899**
1968 RELIANT Scimitar GT. Virtually unmarked in Everest white, black trim. O/D and radio **£1,099**
1964 VOLVO P.1800S. Finished in red with black trim. Extras include overdrive and radio... **£799**



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1964 SUNBEAM Alpine GT coupé. H/top, overdrive and wire wheels. In red..... **£449**
1966 SUNBEAM Alpine. Fine example finished in blue with black trim. Reclining seats... **£599**
1967 SUNBEAM Alpine. Very smart in white with black. Fitted o/drive, w/wheels, radio **£699**
1968 SUNBEAM Alpine GT, Ser. V. Unblemished white, red upholstery. Excellent order **£849**
1965 SUNBEAM Tiger V8. Finished in B.R.G. Radio. Very well maintained..... **£699**
1966 SUNBEAM Tiger. Low-mileage car. Met. silver grey with black. Hard- and soft-tops **£749**
1963 TRIUMPH Spitfire. Very clean example in white with black interior. Fitted hard-top... **£349**
1966 TRIUMPH Spitfire. Finished in white with black interior trim. Runs extremely well... **£499**
1967 Regd. TRIUMPH Spitfire. Another, white with black trim. Fitted w/wheels and radio **£469**
1967 TRIUMPH Spitfire Mk. III. Excellent car in Valencia blue with tan interior. Wires... **£599**
1961 TRIUMPH TR3A. Beautiful paintwork in special met. blue. Overdrive, wire wheels... **£399**
1966 TRIUMPH TR4A roadster. In red with black. Hard-top, overdrive and radio..... **£749**
1967 TRIUMPH TR4A roadster. Blue with black trim. Incl. overdrive, wire wheels ... **£799**
'F' Regd. TRIUMPH TR4A roadster. Red with black trim. O/drive, wide-rim wheels, radio **£829**
1968 TRIUMPH TR5 roadster. Navy with black trim. Has overdrive, wire wheels and radio **£999**
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H.W.M. EX-SINGLE-SEATER, DE DION rear, inboard brakes, ZF diff., running with Jaguar engine. £350. Also Alta G.P. s/seater 47/51, fitted Riley 2½-litre engine. £550. Clifford, Low Bentham, near Lancaster. Tel.: Bentham 604. (0893

A.C. GREYHOUND, 1963. ONE OF THE last made. CL. BEF 2580, 2-litre, six-cylinder, overdrive on all four. £777. Part exchange larger 4-door saloon. Tel.: 01-373 9740 (evenings). (0896

DB4 CONVERTIBLE, 1962. BLUE. Hard-top, overdrive, good condition. £1,200. Whitehouse. Tel.: 01-947 2837 (S.W.20). (0898

1955 JAGUAR XK140 F.H.C. B.R.G. Bodywork above average, mechanically sound. Superb performance. £295 o.n.o. Wilks, 52 Norwich Rd., Worcester. (0900

STEP INTO A PARADISE OF ECONOMY in my R.H.D. 2 c.v. Camionette with side windows. £150. Tel.: 01-878 2622. (0911

DAIMLER CONSORT, 1952. ONE LADY owner from new. Bodywork immaculate, mechanics excellent. £195. Tel.: 01-568 0416. (0912

DKW JUNIOR, 1963. BODYWORK AND mechanics excellent. M.o.T. £89 o.n.o. Tel.: 01-568 0416. (0912

VINTAGE M.G., 1930, "M" TYPE. RE-sprayed, retrimmed, etc.; near concours condition. 47 St. Osmund's Rd., Parkstone (Tel.: 864). (091

FACEL VEGA HK500, 1961. RED. MANUAL box and steering. Perfect order throughout. £500, or exchange for Land-Rover or station wagon. Tel.: Sunbury 85113 (Middlesex). (0914

ROVER, 1937, TWO-DOOR 16-H.P. COUPE. Very rare, good condition. Offers. Robertson, Rose Cottage, Penton Mewsey, Andover. (0915

MORGAN 4/4 COMPETITION, 1965. MECH-anically and bodily immaculate condition. Finished in black with black interior, wires, tonneau, ½-tonneau, radio, heater, etc. £670. R. Brotton, 1 Queens Gdns., Barnsley, Yorkshire. Tel.: 2062 (9 a.m.-5 p.m.). (0917

SUNBEAM TIGER 4.2 D.H.C. CARNIVAL red finish with black interior. Extras include: Dunlop 5½J alloy wheels, Radiomobile and seat belts. This sports car is in immaculate condition and open to any inspection. Price: £650. for further details phone Hodson, Tel.: Syston 3611 or, business hours, Leicester 766521. (0919

1936 ROLLS-ROYCE 25/30 SEDANCA-DE-ville, by Windover. £1,850. Tel.: 01-794 3172 evenings only). (0925)

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LOTUS ELITE, 1962, S.II (BRISTOL BODY), S.E. Spec., c.r. gears, servo. Complete engine overhaul (not yet run-in), rear suspension overhauled, new 4.2 diff., new diaphragm clutch. Numerous useful extras. Definitely far above average condition. £595, bargain. Genuine reason for sale. H.P. arranged. Tel.: Great Easton (Essex) 385. (0916

LANCIA AURELIA B12. M.o.T. R.H.D. Good condition. Best offer accepted. Dr. Greaves, Northview, Islip, Oxford. Tel.: Kidlington 3122. (0918

1937 AUSTIN 10 CAMBRIDGE, £50 O.N.O. 1938 Morris 12, noisy engine but excellent body, £15 o.n.o. 54 New Bank St., Worcester. (0920

M.G.-A TWIN CAM, SOFT-TOP, RED. One owner—20,000 miles, genuine; mint condition. Also 1932 Lagonda open 4-seater tourer, fully restored in red and black. Tel.: Lindfield (Sussex) 2514 (evenings). (0923

ASTON MARTIN DB2, 1953. REGAL RED, white drophead. Reconditioned engine, back axle, clutch, brakes last 10,000 m. £415 only. Rollason, 83, Farquhar Rd., Birmingham 15. (0924

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WANTED: PS OR SS REG. NO. WAN-ted urgently: Alvis 12/40 short radiator to replace one stolen. Tel.: Rochdale 45866. (0564

REGISTRATION NUMBERS LS, LJS, LJ, L, LOL, TR or SS with low number. Tel.: 051-428 1517. (0566

SUNBEAM TIGER WANTED FOR CASH. Tel.: 01-440 4195. (0621

ALFA ROMEO 1600 SUPER ENGINE, complete with dynamo, starter, exhaust manifolds and twin 40DCO carbs; Clutch and gearbox not required. David Doe. Tel.: Hamble (Hants.) 2133. (0627

WANTED: WORKSHOP MANUAL AND S.U. Petrolift for 1933 Morris Minor. Hill, 167 Fagley Rd., Bradford 2, Yorkshire. (0673

ONE OF THE FOLLOWING CARS, must be a recent Concours winner: Riley MPH, Imp, Sprite, Gamecock, M.G. TF or TD II. Car will remain in U.K. and in maker's club and register. Details of car and Concours wins and photo (all returnable) to: Lt. W. J. Taylor, Abu Dhabi Defence Force, P.O. Box 309, Abu Dhabi, Arabian Gulf. Purchase effected end April on my return to U.K. Asking price in first letter please. (0674

ROVER 100/110. IMMACULATE, LOW mileage. Particulars, price, Tucker, Bridge St., Bishop's Stortford. (0675

WANTED FOR M.G. KN SALOON: workshop manual, any literature, parts, especially seats. P. Mace, 8 Canterbury Close, Chichester, Sussex. Tel.: 89617. (0676

WANTED—continued

JAGUAR MASCOT ON TRIANGULAR base as fitted Mk. IV and V. No later types wanted; £4 paid for good example. Write: Lakeview, Heath Ride, Finchampstead, Berks. Tel.: Eversley (Hants.) 2051. (0677

ONE BENTLEY 8-LITRE CON.-ROD. Mountfort, Merrydown, Munday Dean, Marlow (Bucks.) Tel.: 2785. (0678

REGISTRATION RO, RRO WITH LOW figures. Other oddball numbers considered, but no fancy prices. Coats, 11 Viga Rd., London, N.21. (0679

"MOTOR SPORT", PRE-1945, "MOTOR-Cycle Sport" and "Speed" wanted. Loose copies, unbound or bound volumes. Charles Mortimer, "Dewdney", Ewhurst Rd., Shere, Surrey. Tel.: Shere 2511. (0680

WANTED: ASTON MARTIN DB2/4 MK. II, in excellent condition. Also 1934/6 1½-litre Mk. II. Please send full details to: Box 2032. (0681

WANTED: LATE MODEL DAMAGED Healey 3000, or would consider Jaguar E. Can collect. Tel.: Ingrebourne 41792. (0682

ROLLS-ROYCE WITH DIESEL ENGINE, preferably before 1945. Must run; urgently wanted. Also every representative German pre-war car. Schwappach, Köln, Berrenratherstrasse 376, Germany. (0683

WANTED: A PRE-WAR A.C. SALOON or drophead, rougher the better. Cash available. All replies answered. Write: 2 Barton Rd., Luton. (0684

WANTED: £10 REWARD FOR IN-formation leading to purchase of Meadows 4 ED engine or Anzani engine. 2 Barton Rd., Luton. (0684

BAB, BM, WOW, PREFERABLY WITH-out car. Miss B. Mills, 12 Wimborne Ave., Chislehurst, Kent. Tel.: Orpington 24645. (0685

ALFA ROMEO GIULIA 1600 SPRINT, 1963/1964, required by enthusiast. All letters replied to. Box 2033. (0686

WANTED: MORGAN THREE-WHEELER, any condition. Will collect. Cash. Fern Lodge, "The Parade", Chudleigh, Devon. (0687

A.C. COBRA WANTED. DESIRE 4.7-litre Ford 289 Cobra roadster. Prefer Oct., 1965, or later, but will view 1963 to 1967 models. Mike Murphy. Tel.: Holytown (Lanarkshire) 2121, extension 27 (weekdays only). (0688

TR5 WANTED. MUST BE IN MINT condition, with very low mileage. Tel.: Bromborough (Cheshire) 1410 (evenings). (0689

WANTED: JAGUAR AND SS SALES brochures in mint condition to add to collection. Good prices paid. Box 2034. (0690

WANTED—continued

INFORMATION WANTED ON 1957 Jaguar XK-SS. Photos and literature especially required to assist detailed rebuild. Box 2035. (0690

WANTED: FOUR ORIGINAL TWO-eared wide-angle centre lock hubs for "D" type or XK-SS. Any condition. Box 2036. (0690

EARLY SWALLOW SIDECAR, WITH OR without vintage motorcycle. Box 2037. (0690

TER 1 REGISTRATION NUMBER WAN-ted. Double market price paid. Mr. Terry. Tel.: Leatherhead 4821 (office hours). (0691

WANTED ON RETURN TO U.K. IN March 1963ish 3.4 Jaguar or Citroen 10/DS. Capt. Barrett, 2 Flt, A.A.C., Seremban, Malaysia. (0692

URGENTLY WANTED: GOOD CONDI-tion track-rod ends for 1938 M.G. VA. Tel.: 021-449 5738 (Birmingham). (0693

£400 CASH FOR BEST 1963 PLUS, Healey 3000 convertible offered. A.A. inspection required. Box 2038. (0694

RILEY PICTURE SHOWING 1909 RILEY published 1968 by Hale Hamlet Series B with three others. Also early Riley pamphlets, etc. Write: BM/B49P, W.C.1, or telephone 01-445 5708. (0695

URGENTLY REQUIRED TO COMPLETE rebuild: two original seats for 1948 Lea-Francis 14 h.p. sports. Immaculate condition not essential. Ritchie, 7 Furrowfelde, Basildon, Essex. Tel.: Basildon 21146. (0696

M.G.-A 1600 MK. II IN EXCELLENT condition. Chris Moffatt, 10 Lily Ave., Jesmond, Newcastle-upon-Tyne 2. Tel.: Newcastle 814458. (0697

FIAT 501 TIPO SPINTO. PLEASE WRITE full details to: Box 2039. (0698

M.G. SPARES REQUIRED: J2 INSTRU-ments; cycle wings. W.H.Y.? K/L rocker cover, K/L/N camshaft, water pump. High price paid for L2 car in reasonable order. Stoke House, Shaftesbury Rd., Gosport, Hants. (0699

1965 M.G.-B PASSENGER SIDE DOOR, windows, etc., not necessary. Must be rust-free. Tompsett, Tel.: Woking 66281 (evenings 6 p.m.-7 p.m.). (0700

VINTAGE ALVIS SCUTTLE TANK, windscreen, headlamps, open-hub wire wheels, radiator in any condition. Timms, 9 Lodge Rd., Fetcham, Leatherhead, Surrey. Tel.: Leatherhead 2755. (0701

CASH FOR LOW REGISTRATION NO. GWK, GK, RP, LIB. Rosland Productions, 70 South Audley St., W.1. (0702

WANTED: MORGAN 4/4, 1965, OR similar date. Good condition. Tel.: Bristol 558553. (0703

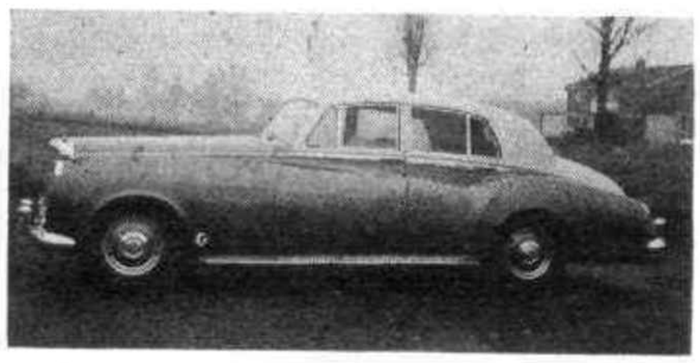
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BENTLEY S.2. 1962 (Jan.), fairly high mileage but in effect one titled owner from new and distributor-maintained throughout its life; considerable history available; replacement engine and transmission less than 20,000 miles ago and the car is in very good order throughout. We are carrying out a complete service and any minor repairs necessary, present paintwork is dull and we will be repainting in steel grey on quartz blue. **£1,850**

BENTLEY S.1. Mulliner Continental Nov. 1956, automatic but not power-steering, 2 owners from new, distributor-maintained, indicated mileage of 90,000 almost certainly genuine, all major units overhauled within past 20,000 miles; colour regal red with pale grey interior, exceptional paintwork, plating and interior woodwork and this must be one of the best Continentals currently on offer. **£2,600**



ROLLS-ROYCE 20/25, 1936, GBK Series, Barker 4—light owner/driver saloon, stored since 1963, indicated mileage of 100,000 possibly genuine, runs well and appears to be mechanically sound, body good structurally, but untidy interior and in grey primer ready for painting. (*For photograph see last month*). Potentially a £1,200 car, offered as seen at **£600**

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. **£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 R-Type, 1954, automatic, black, brown hide interior, a very sound car on which we have thought fit to spend considerable money on paintwork, plating, transmission, steering, tyres, etc. and therefore make no apologies for its price of **£825**

BENTLEY 4¼ 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. (*For photograph see last month*). **£775**

BENTLEY 4¼-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**

JAGUAR Mk. IX, 1959, automatic, p.a.s., radio, quite a fair car generally, but no current M.o.T., hence price of **£50**

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**

LANCIA 2.5 litre Flaminia saloon, l.h.d., *circa* 1959, reg. U.K. 1965, scruffy paint and plating, fair interior, radio, good engine and transmission, needs some attention to steering joints, hence no M.o.T. and down-to-earth price as seen of **£125**

M.G. Midget TA, 1938, quite a fair car, running order, M.o.T., etc **£150**

TATRA saloon, *circa* 1937/38; the rare 3.7-litre engine V8; engine rebuilt by us and the car is in excellent running order with good interior but shabby paintwork; nevertheless a most interesting vehicle.

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. **£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, TypeAA, 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 must be taken as seen and we will not dismantle for parts, but no sensible offers refused.

New Regent remould cover, size 400 × 18, at **£2 10s.** each, plus carriage.

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'70 M.G. Midget. Blue Royale, SP68s, Rostyle wheels.
'70 M.G.-B sports. Flame red, w/w., SPs.
'70 M.G.-B sports. Glacier white, w/w., o/d., SPs.
'70 M.G.-B GT. Glacier white, w/w., o/d., h.r.s., SPs.
'70 M.G.-B GT. Pale primrose, w/w., o/d., h.r.s., SPs.
'70 M.G.-B sports. Blue Royale, w/w., o/d., SPs.
'70 M.G.-B GT. B.R.G., wire wheels, overdrive.

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MINI 850. Glacier white with black trim.
MINI-COOPER. Antelope with black trim, reclining seats.
MINI-COOPER in flame red.
MINI-COOPER 1275 'S'. Red and black with black trim.

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£1,245 JENSEN CV8 Mk. II, 1965. An excellent example in Sherwood green, silver roof and grey hide; automatic transmission, p.b. radio, etc. Fabulous performance. As illustrated.



£825 AUSTIN HEALEY 3000 convertible, 1966, in white; extras include overdrive, wire wheels, radio, luggage rack, etc. An extremely nice car. As illustrated.



£1,745 MERCEDES 230SL sports roadster, 1964, manual gearbox. Conifer green with tan interior, power steering, radio, etc. As illustrated.

£4,150 BENTLEY Mulliner convertible, 1963, S.II Steel grey over Tudor grey, power-assisted steering, power hood and electric windows; 46,000 recorded miles.

£2,995 ASTON MARTIN DB6, Manual. Silver grey, 5-speed gearbox, Webasto roof, radio, electric aerial, etc.

£1,895 PORSCHE 912. Black with special black interior, tinted glass all round, fitted p/b. radio, chrome wheels and 5-speed gearbox. A very impressive car.

£1,795 JAGUAR E-Type roadster, 1968. White with red trim, chrome wire wheels. Unmarked throughout.

£1,525 JAGUAR E-Type 2+2, Manual. Indigo blue with pale grey leather interior.

£1,465 LOTUS Europa S2, in Lotus yellow with black interior, power brakes, SP tyres; low mileage. Reg 1969. Excellent value.

£1,345 LOTUS Elan 2+2. Carnival red with black trim, radio. Supplied new by us.

£1,345 JAGUAR E-Type roadster, 1966. Indigo blue with red trim, chrome wire wheels, p/b. radio, etc.

£1,245 FIAT 2300S coupé, Ghia-bodied, 1966, in cobalt blue with black trim, two owners; electric windows, sun-roof. A very attractive 4-seater sports coupé.

£1,095 LOTUS Cortina, 1969. Lotus colours, under 2,000 miles; radio, special roof. As new.

£995 PORSCHE 356C f.h.c., Reg. Dec. 1963-64 model, in royal blue with black interior, must be the best available. Excellent condition throughout.

£945 M.G.-B GT, 1968, Mk. II. Tartan red with black trim, one owner from new; radio, spotlamps, etc.

£895 LOTUS Cortina, 1968. Blue mink with black trim, Rostyle wheels, radio, radial tyres, etc. Unmarked.

£865 M.G.-B roadster, 1967. Mineral blue with black trim; specification includes chrome wire wheels, overdrive, etc.

£845 PIPER GT, Reg. 1969. B.R.G. with black trim, fitted 1,000-c.c. B.M.C. 'A' series engine. A fabulous-looking car which is both economical and fast.

£825 ALFA ROMEO 2600 Spider, 1965. Chelsea grey with beige trim, 5-speed gearbox. A high-speed 4-seater sports convertible.

£765 TRIUMPH GT6, 1968. Left-hand drive. Midnight blue with light blue trim, overdrive, sun-roof radio, twin spots, etc. Faultless. Ideal Continental touring.

£765 SUNBEAM Alpine roadster, 1968. Leaf green with black trim, one owner; Avon tyres.

£695 FORD Cortina GT, 1968. White with black trim; 4-door example.

£685 M.G.-B, 1966. A fine example in Old English white with red interior, wire wheels, radio, folding hood, etc.

£665 TRIUMPH TR4A, 1965. Spa white with black trim, wire wheels, overdrive.

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£645 LOTUS VII, 1968, fitted 1,300-c.c. Ford engine. Bright yellow. Excellent order throughout.



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£625 AUSTIN HEALEY 3000 Mk. III, 1964. Red and black, overdrive, radio, twin spots, radial tyres, etc.

£595 LOTUS Super 7 1500, 1966, fitted Elan wheels, Avon tyres. Superb condition in yellow.

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£575 TRIUMPH TR4 roadster, in B.R.G. with gold flash; wire wheels, overdrive.

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£515 SUNBEAM Alpine GT, 1965. White with red trim, overdrive, radio; excellent condition.

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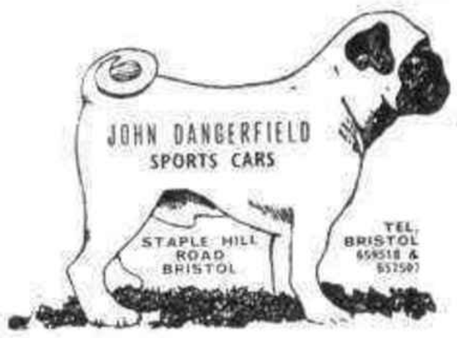


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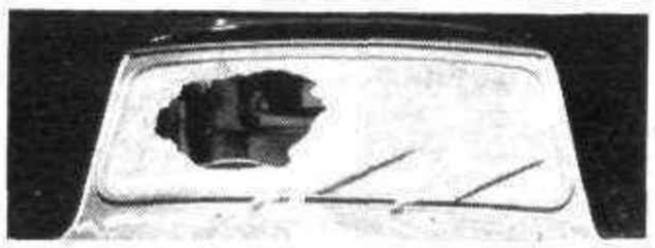
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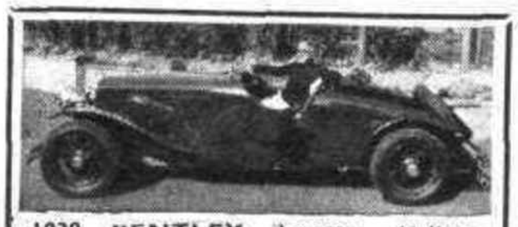
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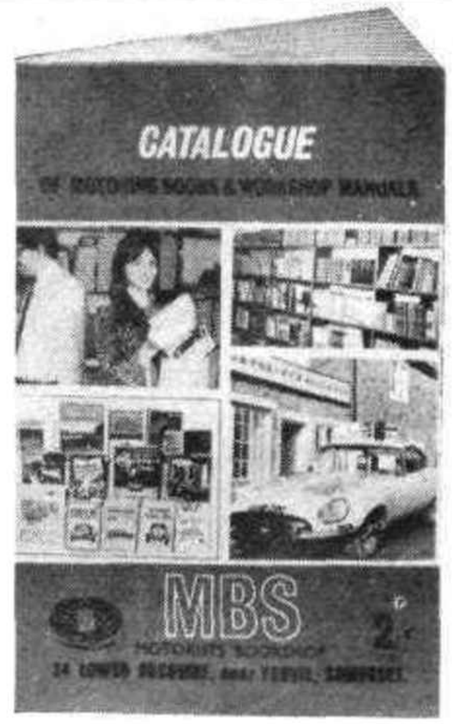
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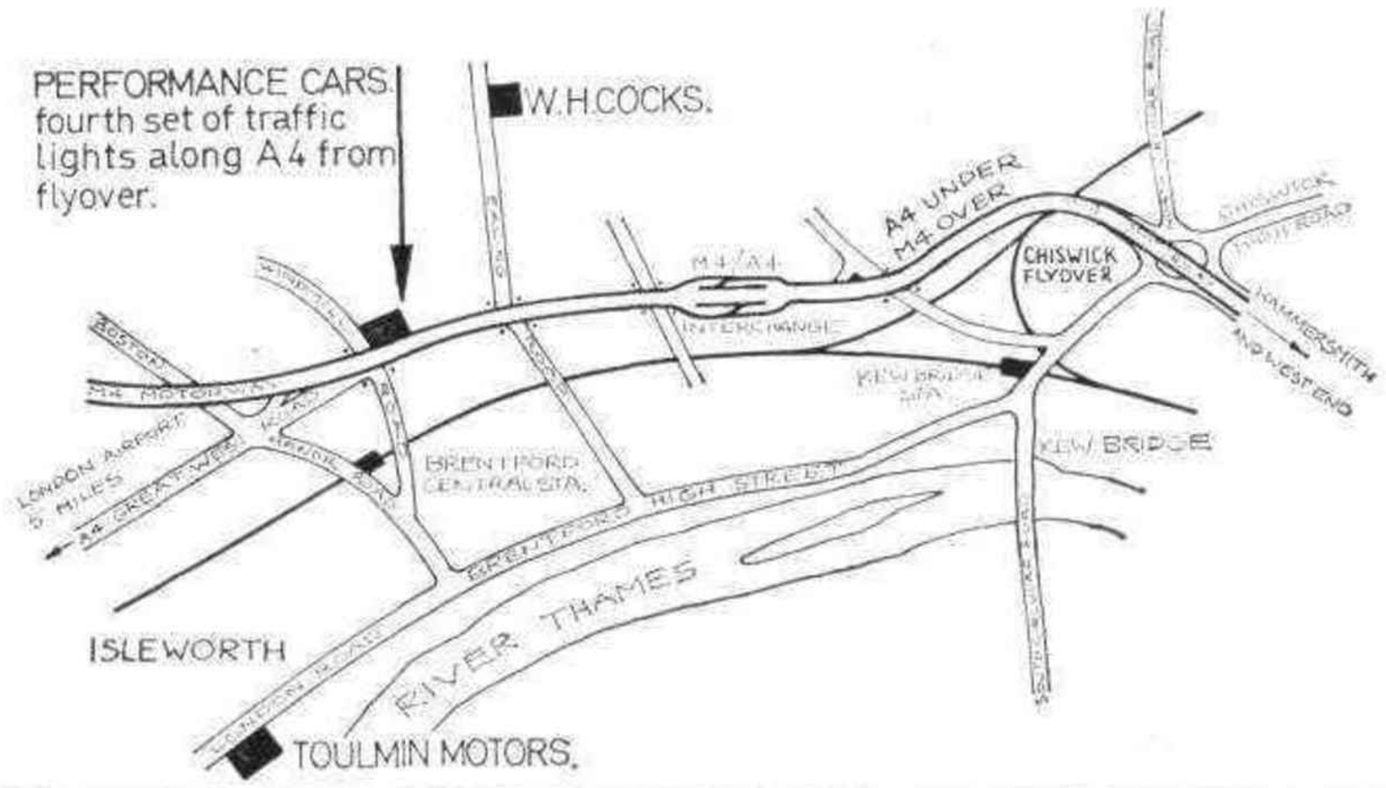
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MISCELLANEOUS

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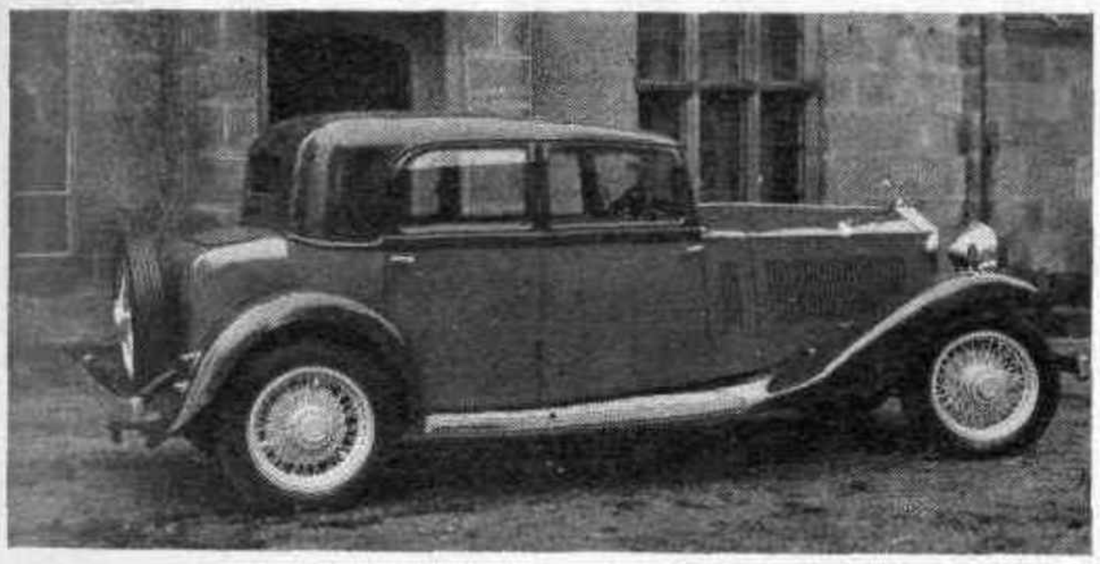
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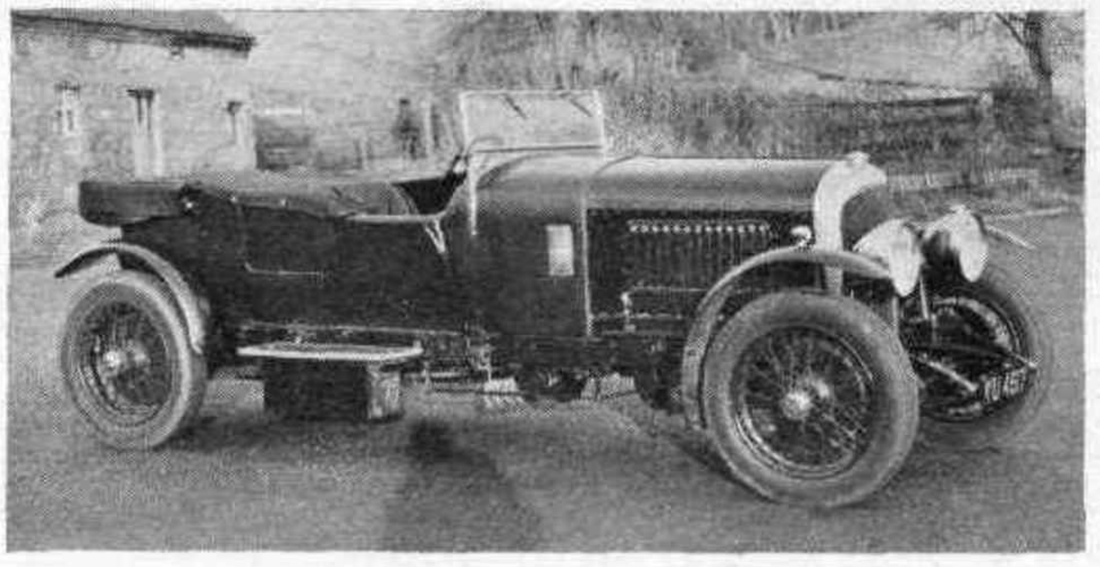
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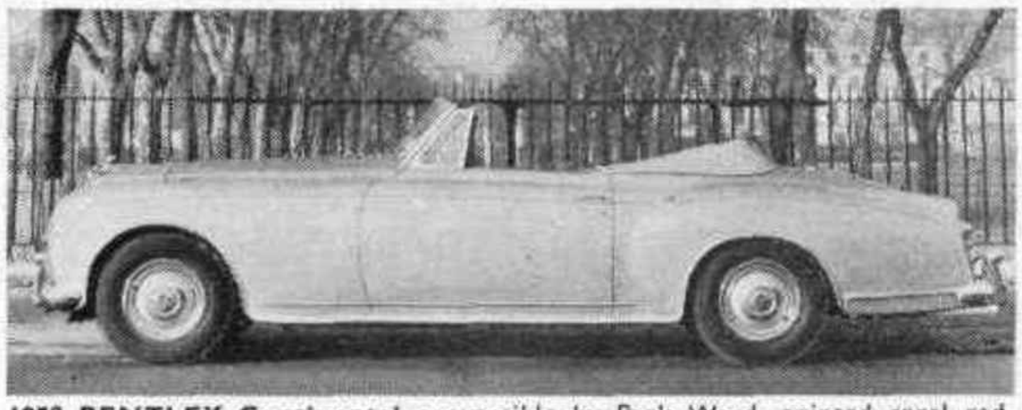
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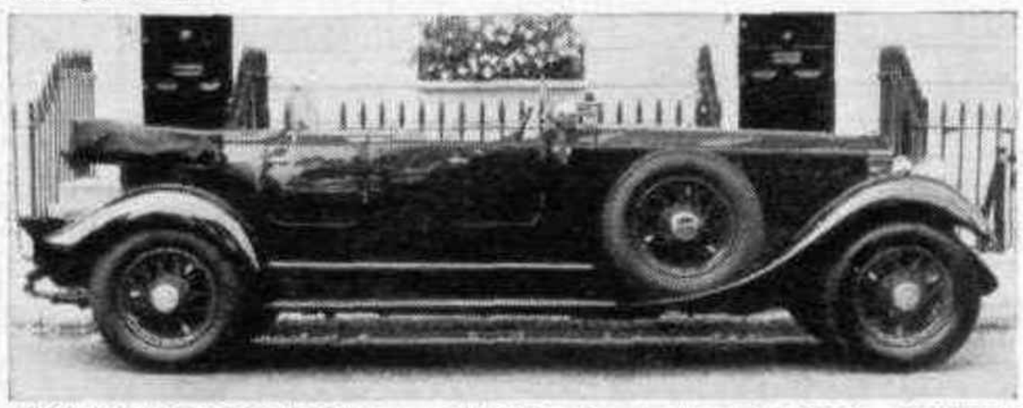
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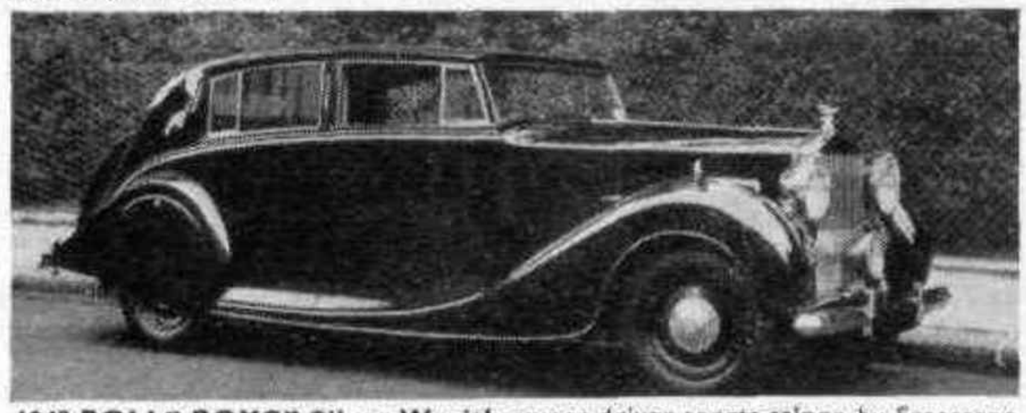
1965 ROLLS-ROYCE Silver Cloud convertible by H. J. M. Park Ward, painted silver grey, grey trim, full refrigeration, Sundym glass, power windows. A fine specimen.



1958 BENTLEY Continental convertible by Park Ward, painted regal red, grey hide trim, power hood; recently repainted and fully scheduled. An excellent investment.



1930 ROLLS-ROYCE Phantom II 4/5-seater dual cowl **tourer,** completely rebuilt and restored to a standard seldom attained.



1949 ROLLS-ROYCE Silver Wraith owner-driver sports saloon by Freestone & Webb, painted mid-blue. A small compact car for the enthusiasts.

1957 ROLLS-ROYCE Silver Wraith limousine by Hooper, fitted Cloud engine, automatic, power steering, painted dove grey. Fine town carriage.

1936 ROLLS-ROYCE 30-h.p. sedanca de ville by H. J. Mulliner, painted embassy black; full history. *Concours.*

1964 ROLLS-ROYCE Silver Cloud convertible by Park Ward, shell grey; 65,000 recorded miles.

1935 ROLLS-ROYCE 20/25 cabriolet by Salmons, now being fully restored.

1939 BENTLEY MX series overdrive model, B.R.G., foursome drophead coupé by V. D. P. Engine overhauled; fine original order.

1950 BENTLEY Mk. VI two-door Clubman coupé by Park Ward, embassy black, white hide trim.

1953 BENTLEY 'R'-type standard saloon, manual gearbox, painted Tudor grey, red hide trim.

1955/61 BENTLEY 'S' types standard saloons, choice of seven from **£1,000** to **£1,825.**

1950 RILEY convertible (2-door) 2½-litre, now being fully restored, ready early February next.

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