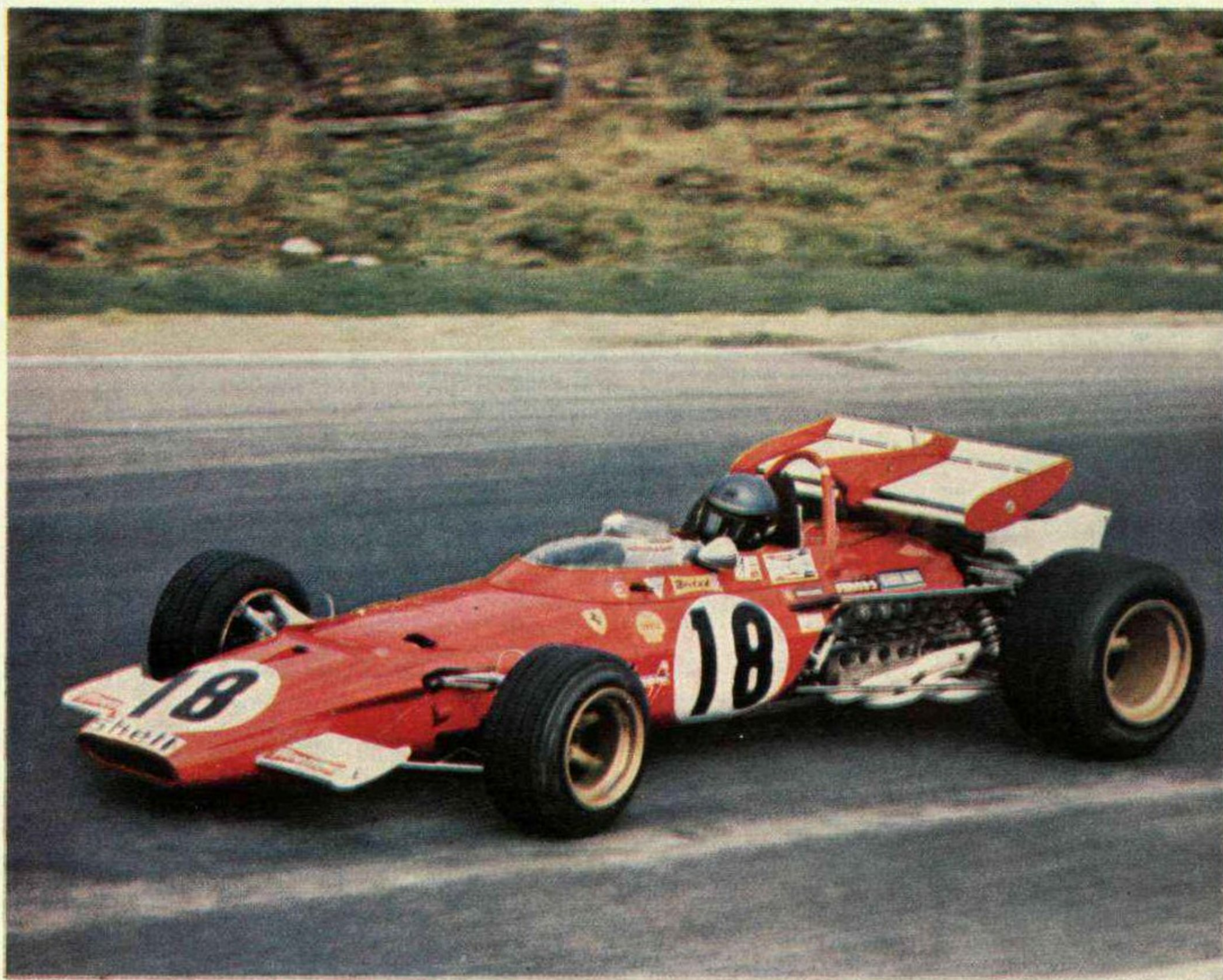


# MOTORSPORT

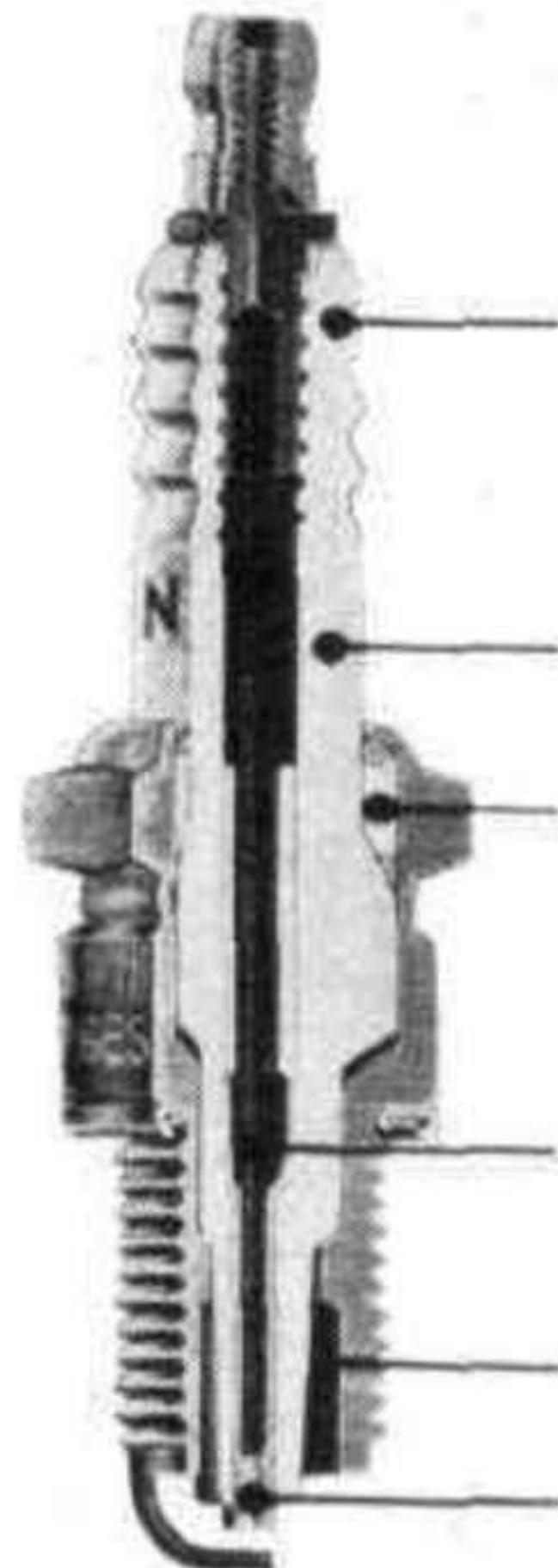
Founded in the year nineteen twenty-four





# NGK SPARK PLUGS

## NGK's Secret Weapon? A Copper-Filled Electrode Tip!



**Ribs**  
eliminate flash over

**High Alumina Ceramic**  
gives better heat dissipation and  
Electrical insulation

**More Gaskets**  
insure a better seal

**Longer Copper Core**  
gives wider heat range

**More Space**  
prevents fouling and misfiring

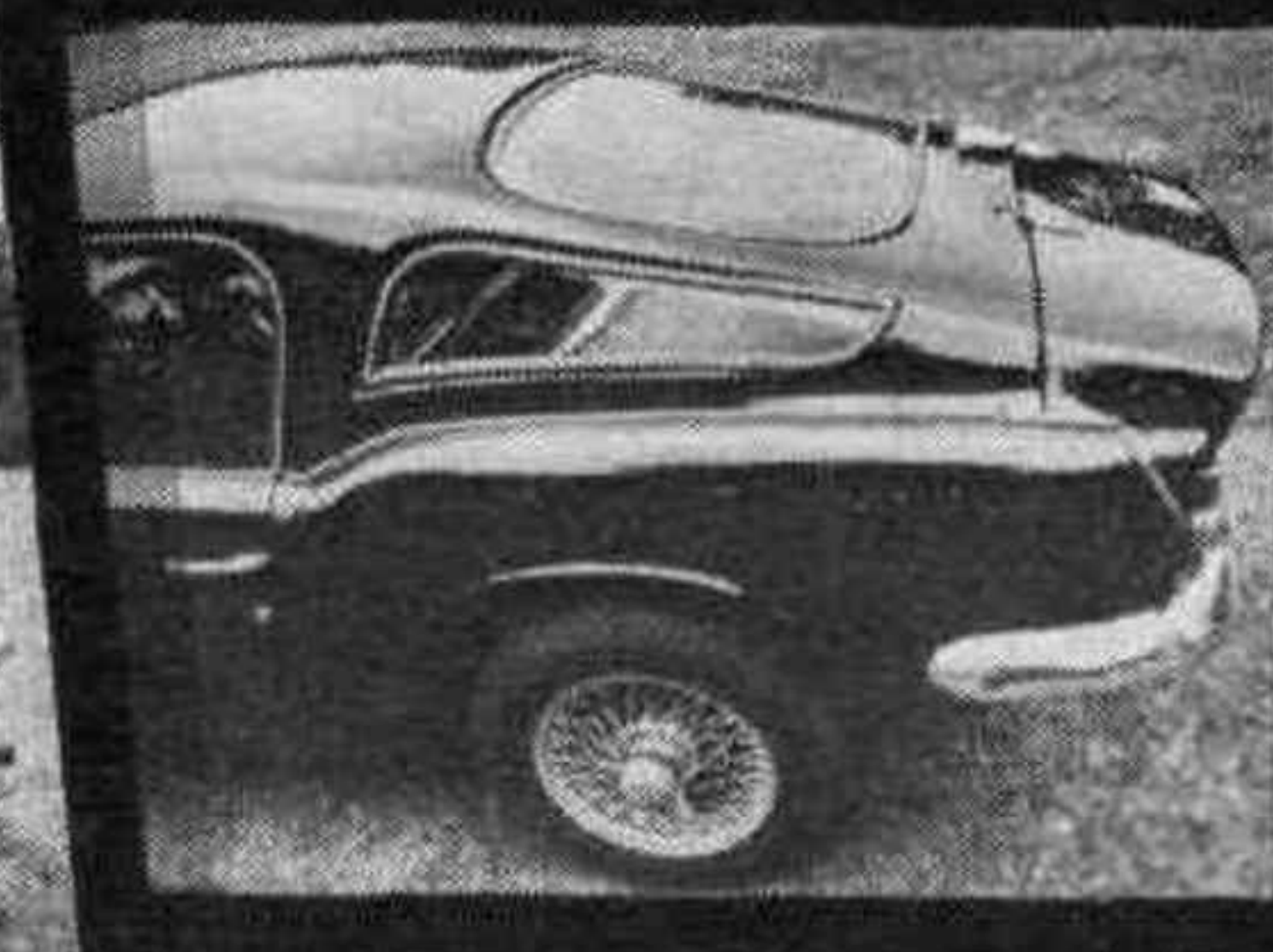
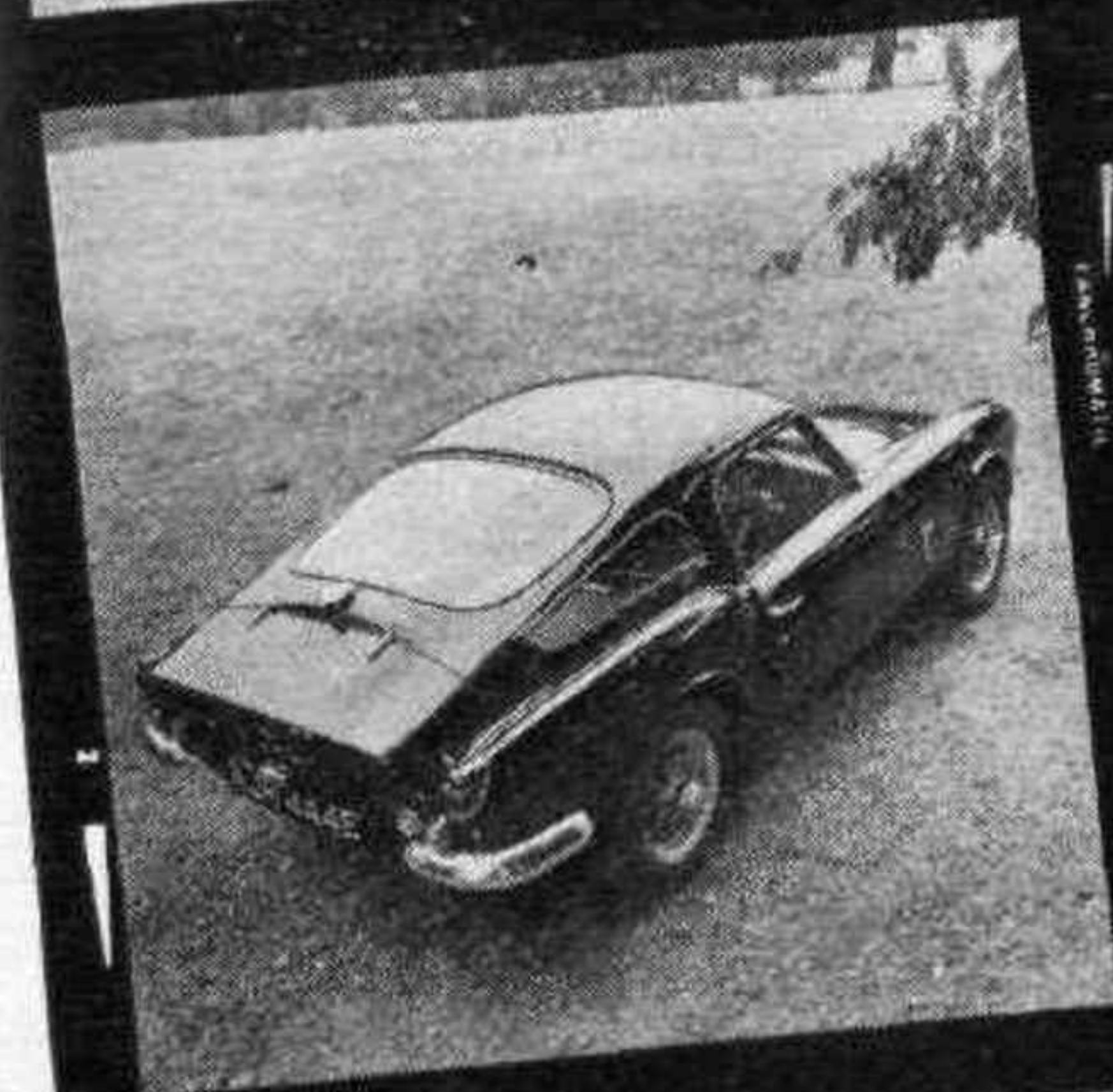
**Special Nickel Alloy Tip**  
gives longer life

High-speed driving, sluggish city traffic, hot weather or cold—NGK's spark plugs cope with any motoring situation! Our secret weapon is a copper-filled electrode tip that extends deeper to prevent overheating by better heat dissipation. Add a superior aluminum-oxide insulator, longer insulator nose, and extra space between shell and insulator. The result? Elimination of fouling and misfiring problems. Our top secret is all-round perfection—no secret to NGK customers!

**NGK SPARK PLUG CO., LTD.**  
No.17, 1-chome, Horita-dori, Mizuho-ku, Nagoya, Japan.

Distributor: N.G.K. Spark Plugs (G.B.), 12 Burwell Road, London, E10 7QG  
Tel. No.: 01-556 6805/6





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MGB/C £74



MK1 SPRITE BONNET £37



SPRIDGET £58

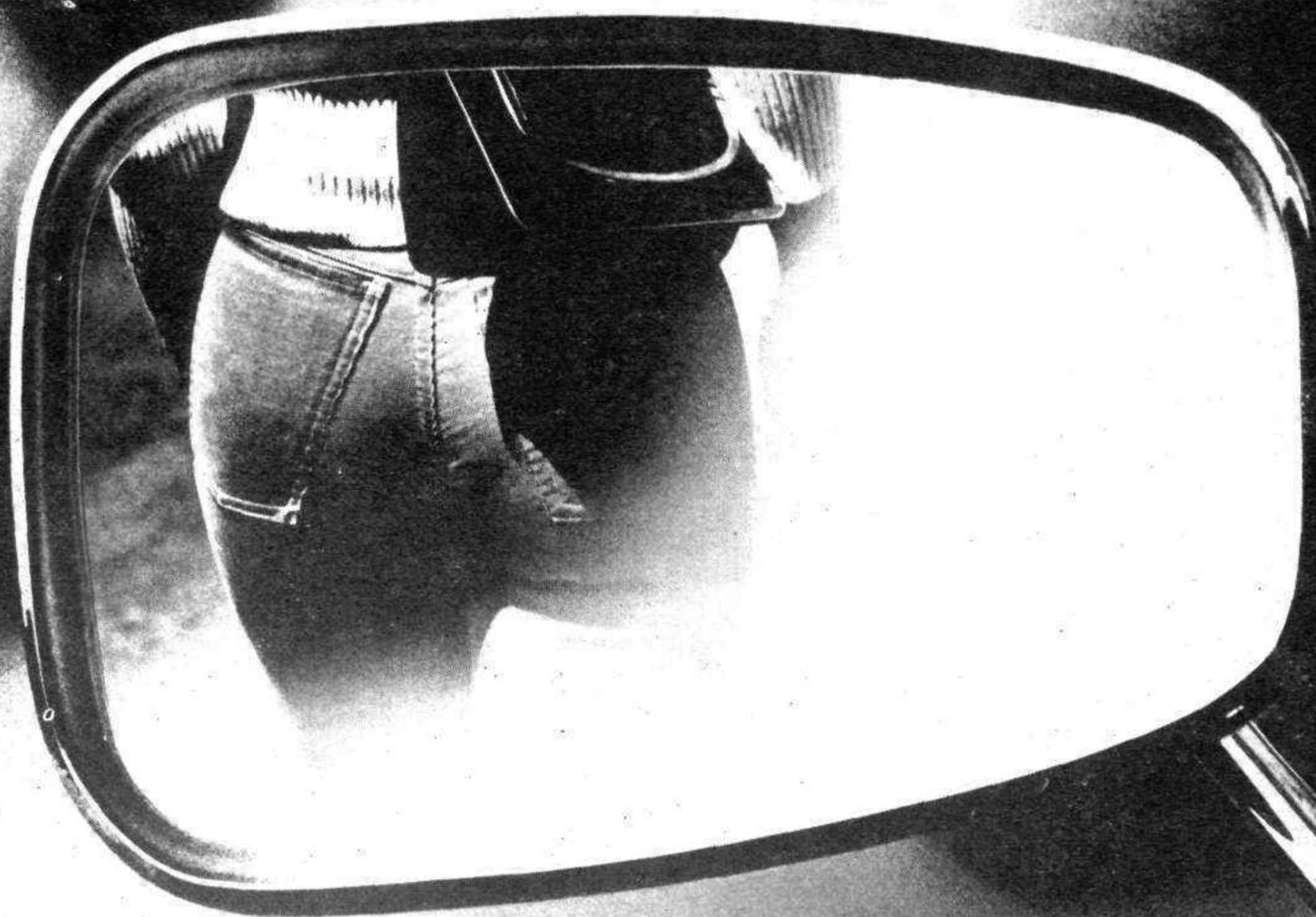


SPRIDGET BONNET £42



E TYPE





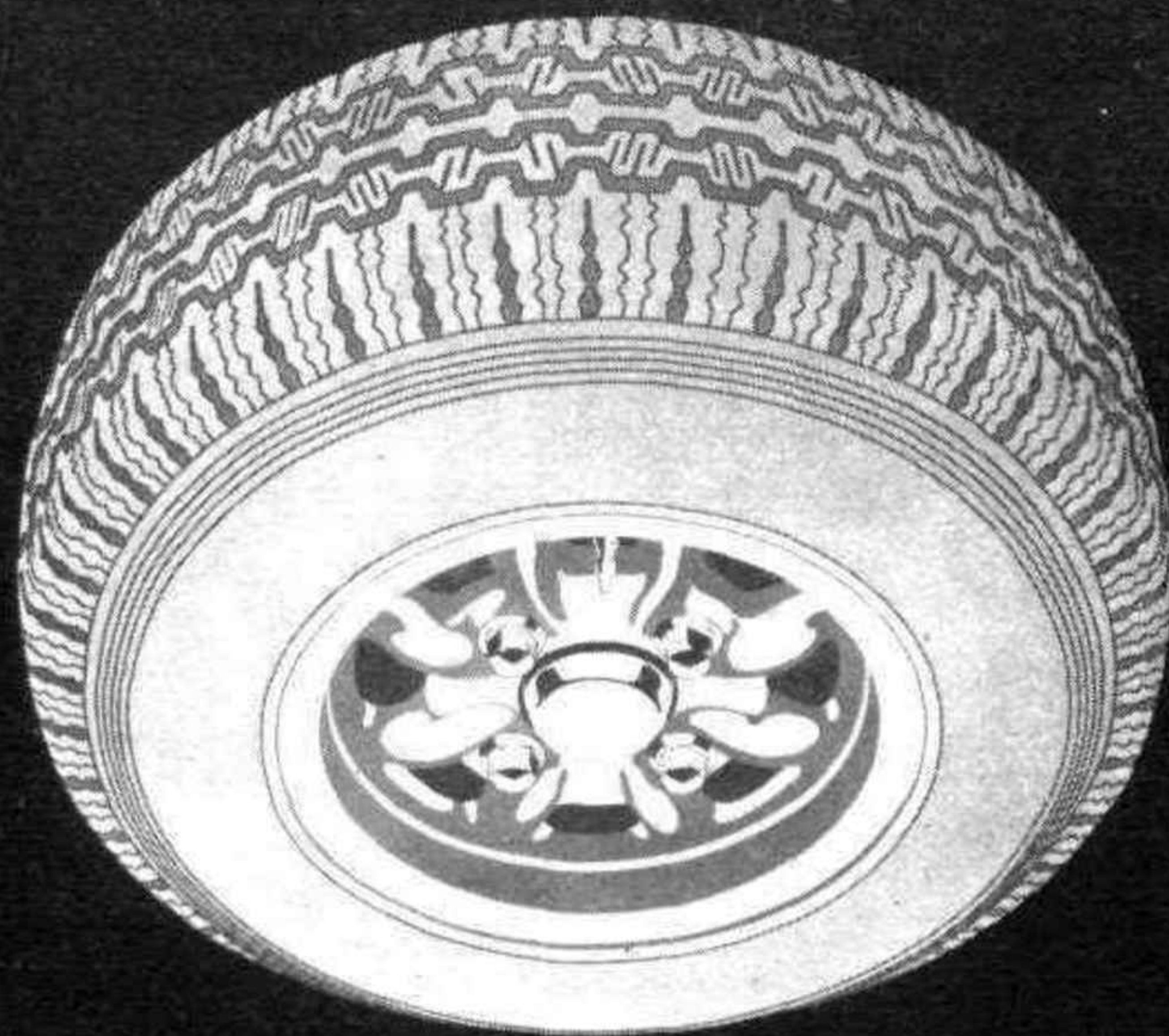


# The trouble with Italian drivers is that they use their rear-view mirrors as rear view mirrors.

Italian drivers seem to have misread their Highway Code. They keep looking out to see who's behind. And it doesn't matter whose. Which is just one of the many reasons why driving in Italy is like a high-speed ride on a switch back and, in turn, is why we introduced the Cinturato radial-ply tyre several years ago.

After all, more Italians drive on our tyres than on anybody else's. We felt we had to do something to help.

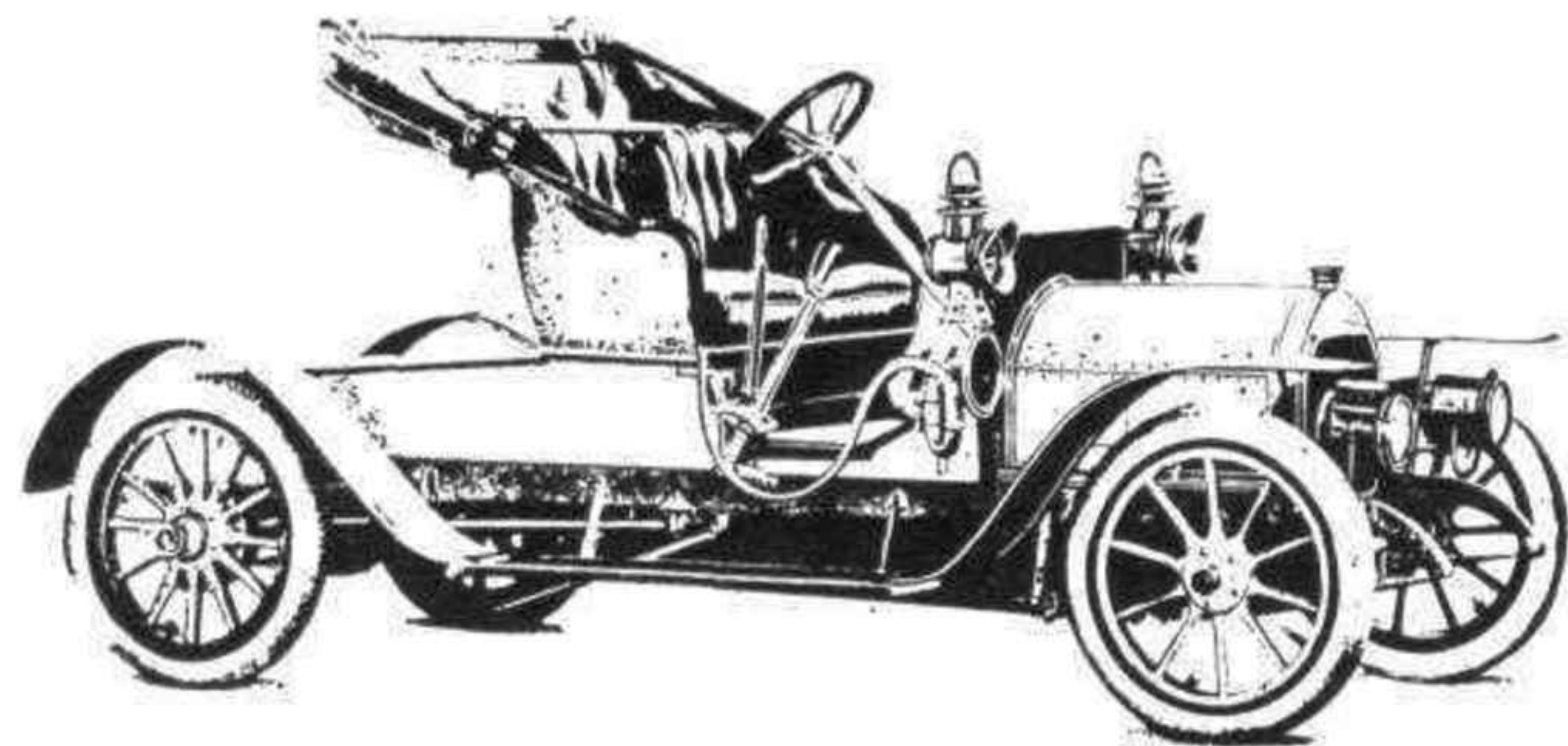
We have factories here in Britain. So you can get the same superlative tyre at a realistic price. And, whether or not you drive as cheekily as the Italians, you'll feel that much safer with a set of Cints under you.



**PIRELLI CINTURATO**

If they can keep the Italians out of trouble, think what they can do for you.





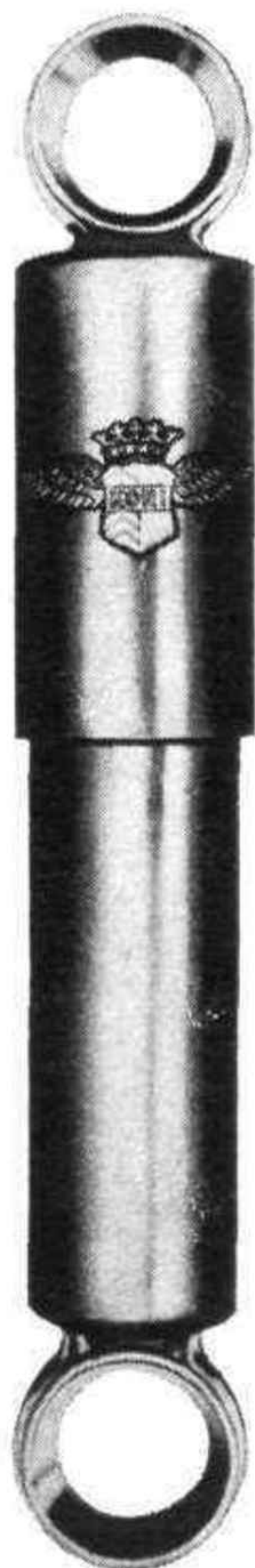
**Its suspension  
is terribly rough.**

## IS YOURS?

Such cars are best admired when stationary. Get in and drive and your body would soon be shaking with the road shocks the suspension cannot absorb. Fact is, some modern cars are almost as uncomfortable due to suspensions that have become jittery and soft and extra sensitive.

In a car equipped with Koni Shock Absorbers the shocks in a road are absorbed by the Konis. There's no violent up and down movement in a Koni car. No suspension judder. No feeling that you're driving a boneshaker. Konis smooth out all roads because every Koni is factory tuned to each specific car model to give *and maintain* the safe correct damping force, and because Konis include such exclusive features as special shaft chroming, quick silent-action valves, world patented seal system, constant viscosity oil. They are also adjustable. Konis are made for almost every car. Available through your garage, or send coupon below to sole concessionaires.

**KONI**  
**SHOCK ABSORBERS**  
*give 4 wheel stability*



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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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a book about  
the world's first  
automatic  
chronographs**



**In fact  
we have**

Let's face it, with a sport like yours, time is important. Not just minutes or seconds, but fractions of seconds can make all the difference in the world.

No ordinary piece of wristwear can possibly give you all the information you need. But the Heuer Automatic Chronograph can. It's not so much a watch as a miniaturised precision time-calculator. With a superbly accurate 17-jewel automatic movement, a built-in stopwatch that splits a second into five parts and a tachymeter bezel to clock your average speed over a measured mile, it's almost as essential as your rev counter.

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Booklet please

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# We made this tyre to take practically everything in its stride.

Snow, mud, torrential rain, scorching speeds on scorching roads, every kind of lump and bump, all take their toll on a tyre's performance.

That's why we developed this super tough Radial tyre—the **Conti TP**.

With a special low profile construction like a racing tyre, and a deep parquet all-weather tread pattern to hold you firmly in place in tight corners, guard against aquaplaning, and give as much as twice the life of a conventional cross-ply tyre.

So when it's time you bought new tyres, ask for **Conti TP** by name.

It could save you quite a lot in the long run.

**Continental TYRES**  
A change for the better.



Let us help you with your tyre problems!  
For free expert advice please contact our nearest office at:

BRISTOL  
2-4 Chapel Lane, Clay Hill,  
Bristol BS5 7EY  
Telephone: Bristol 557462

CROYDON  
34 Pitlake, Croydon,  
Surrey CRO 3RA  
Telephone: 01-688 1182/3/4

DUNDEE  
9-11 Mary Anne Lane,  
Dundee DD1 3EX  
Telephone: Dundee 23898



# Why we bother to make better wheels than other manufacturers:

Wide-rim wheels are bought for several reasons: they improve your road-holding; they cool your brakes; they save weight (ours are several pounds lighter than other alloy wheels); and, of course, they look good.

But looks are a matter of personal taste, and some of our rivals make nice looking wheels.

So to give ourselves a bit of an edge we decided not only to make ours look good but to engineer them beautifully as well.

First we designed four types, Mark I, II, III and IV. They fit practically every car from a Jensen to a Mini Moke.

Each wheel has a safety ledge to stop a flat tyre rolling off its rim. (This satisfies American and international safety rules.)

The width of their rims varies from car to car.

For example, a standard Mini wheel is 3½". Ours are 5" or 6". A Ford Cortina has 4" rims. Ours are 5" or 6".

Escorts dash about on 4" rims. Ours spread to 6". Fiats also get around on 4" rims. From us you can have 5" or 6".

By increasing your rim width you improve your road-holding, which means you can corner harder and faster. So your wheels must be tough enough to cope with the extra strain.

The aluminium we've used for GT Wheels has been specially developed to stand up to high stress. It's strong and light, but not too brittle. One of our directors, Paddy Hopkirk, has recently been testing them out at Bagshot and they've come through without a fault. (Some wheels are so brittle they'll crack if you give them a knock. But if you thump a GT Wheel against a kerb it's more likely to bend than break.)

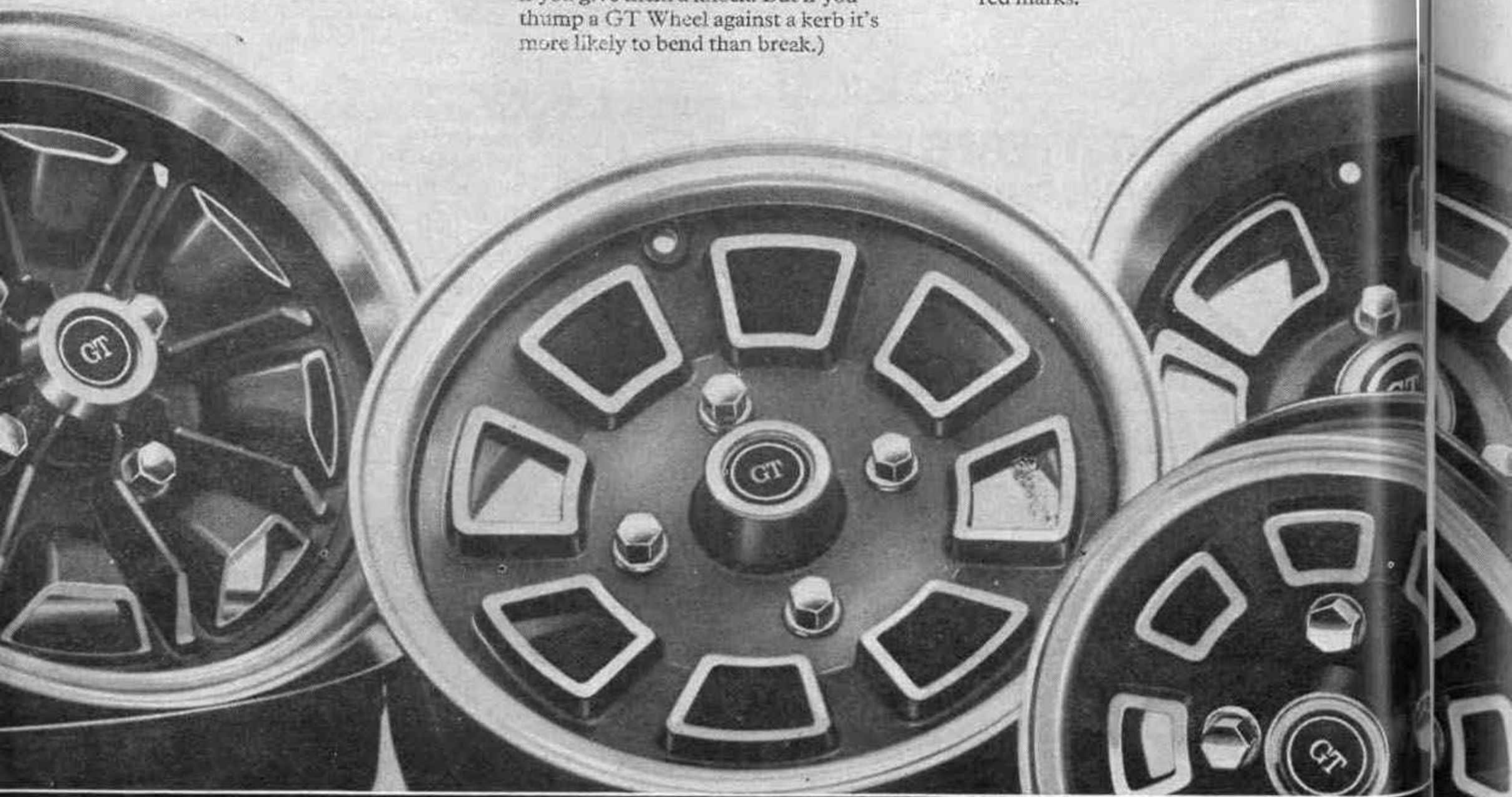
This aluminium is also ideal for low-pressure die casting. We use this way of casting because it ensures a consistent density of metal throughout the wheel.

After they're cast we cook the wheels at a high temperature for up to twelve hours and then quench them in hot water. This makes them uniformly strong all over.

Next we heat them again for two to four hours in order to stabilise them. This stops the aluminium from growing harder and more brittle as it ages.

Then we check each wheel. And the method we use is called Ardrex testing.

We dip every wheel in a red penetrative dye. When the dye has soaked into the metal we clean and dry the wheel. Then we coat it with developer. This developer acts like powdered chalk. It draws the red dye from any cracks or little faults called blow holes. So any flaws show up as red marks.



We make wheels in the following sizes and for the following cars:

5 x 10  
6 x 10  
6 x 12  
5 x 13  
5½ x 13  
6 x 13  
6 x 14  
5½ x 15 (VW only)  
6 x 15  
Alfa Romeo  
Alfa 1600  
1300 T1 Saloon

1750 Saloon  
1300 GT Junior  
1750 GT Veloce  
1750 Spyder  
British Leyland  
Mini  
BMW  
1600/2002 series  
1800/2000 series  
2500/2800 series  
Datsun  
1100/1200

SPL. 310/311/240Z.  
Fiat  
124 Coupe, 125 Spyder  
128  
850/600  
850/Coupe  
Ford  
Capri  
Anglia  
Corsair/Cortina  
Mk. I/II  
Escort

Taunus  
Zephyr Mk. IV.  
Ford American  
Honda  
N. 360/N. 600  
S. 800  
Jaguar  
XJ6  
Jensen  
Lotus  
Elan  
7.

Mazda  
R100 Coupe & 1200  
1800  
Mercedes  
All 14"  
MG  
MGB  
Midget/Sprite  
Opel  
Kadette Coupe  
Kadette Rallye  
Record Olympia. GT

Comodore  
Peugeot  
504  
Porsche  
911 & 912  
Reliant  
Scimitar  
Renault  
R8/10  
Rootes Arrow Range  
Avenger  
Imp



While we're checking for the tell-tale marks we also give the wheel a general look over. And if we find anything wrong we cross the wheel out. (Some makers cheerfully touch up cracks and blow holes.)

Next we start the finishing. We put the wheel on a centre lathe and machine it from the inboard edge to the outboard edge. We also machine the outboard rim face, the bore, and the front and rear of the nave (that's the centre bit of the wheel.) This machining polishes the wheel. And it also makes sure it's running true.

Then we drill the fixing holes, and the valve hole. (As the valve hole could weaken the rim we cast a collar round the

hole to reinforce it.)

Next we fettle the metal. That is, we remove any burrs or other bits and pieces. (We pay as much attention to the back of the wheel as some firms do to their fronts.)

By now the only thing that would improve the wheels would be a coat of paint. So we give them two coats. An etch primer to seal them. And a coat of matt black, stove enamelled to a rock-hard finish.

Now we come to the balance weights. We use the self-adhesive type. (You can hook off the clip-on-type against a kerb and possibly damage your wheel.) The adhesive is enormously strong. And because of centrifugal force the faster you go the harder they stick.

Finally there are the fixing nuts. Your original nuts might not stand up to use with GT Wheels. So we supply our own. They're specially sleeved to beef them up. And then polished to give a bit of a sparkle. (We even supply a spanner to fit them.)

Add the plastic chromed hub caps and in our biased opinion the wheels look great.

But as we said looks are a matter of personal taste.

If you're undecided between ours and somebody else's we suggest you take a good look at theirs: run your hand over them, see if you can feel any flaws.

We think it'll help our sales.



## G.T. Wheels.

Manufactured by Mill Accessory Group Limited,  
Two Counties Mill, Eaton Bray, Bedfordshire, England. Phone Eaton Bray 671. Telex 825018



A MAG product.



Alfa Romeo  
Aston Martin  
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Nissan  
Peugeot  
Porsche  
Renault  
Rolls Royce  
Subaru  
Suzuki  
Toyota  
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Ventura  
2000  
Victor  
Viva  
**Volvo**  
120 series  
140/160 series  
**VW/Porsche**  
914 4 cyl  
**Volkswagen**

Prices range from £9.9.0 to £17.17.6.  
GT Wheels can be ordered from Halfords, where credit terms are available, or from good accessory shops, garages and tyre depots. If you want more details send the coupon to Paddy Hopkirk and he'll give you all the gen.

Write to Paddy Hopkirk, GT Wheels,  
Mill Accessory Group Ltd,  
Two Counties Mill, Eaton Bray,  
Bedfordshire, England.  
Please send me details about GT Wheels.

My name is .....

Address .....

Make of Car .....

Model .....





# UP A MINI!




—with a Ce-Last straight through silencer. Gives extra punch, extra miles per gallon, and a sporty sound that's still within noise level limits. Write now for the Ce-Last catalogue on the ST 47 range for Minors, and the ST 57 range for Coopers under ref. MS 243.


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oval straight-through silencer with twin chromed tails. Supersedes existing models.

**ST 47C**   
heavy gauge straight-through silencer with large central bore, chromed tailpipe. For centre fitting.

**ST 47D**   
oval straight-through silencer with twin chromed tails. For centre fitting.

**ST 47E**   
oval straight-through silencer with single chromed tail. For centre fitting.

**ST 57**   
oval straight-through silencer with twin chromed ends. Supersedes existing models.

**ST 57C**   
oval, chromed, single tail straight-through silencer. For centre fitting.

**ST 57D**   
oval straight-through silencer with twin chromed tails. For centre fitting.

**CE-LAST**

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SR 243

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TYRE GAUGE  
FOR  
EVERY  
CAR  
Aerite®**

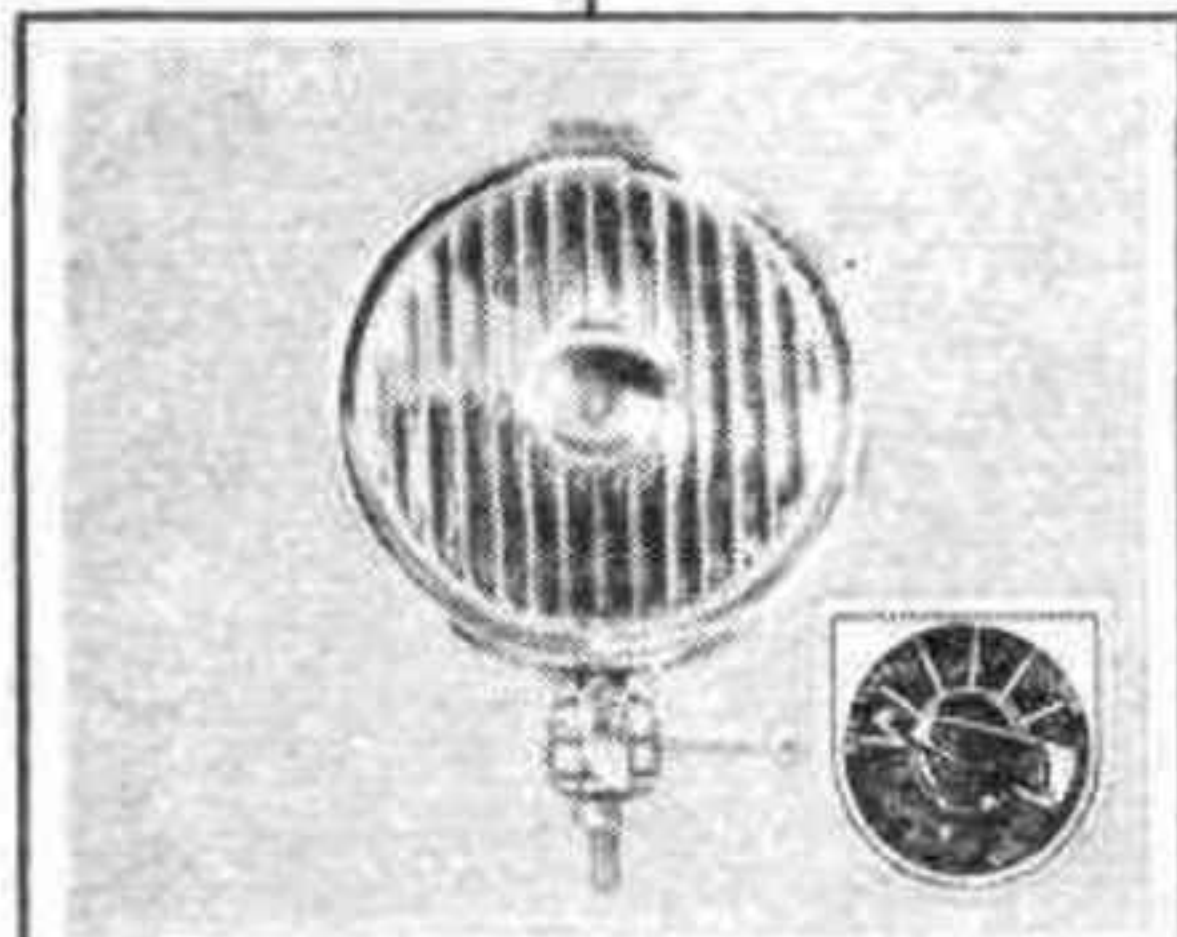
WALTERS & DOBSON LTD., STAVELEY, CHESTERFIELD,  
Telephone: 0246 87 2513. Telex: 54596.

# The Stadium vario family

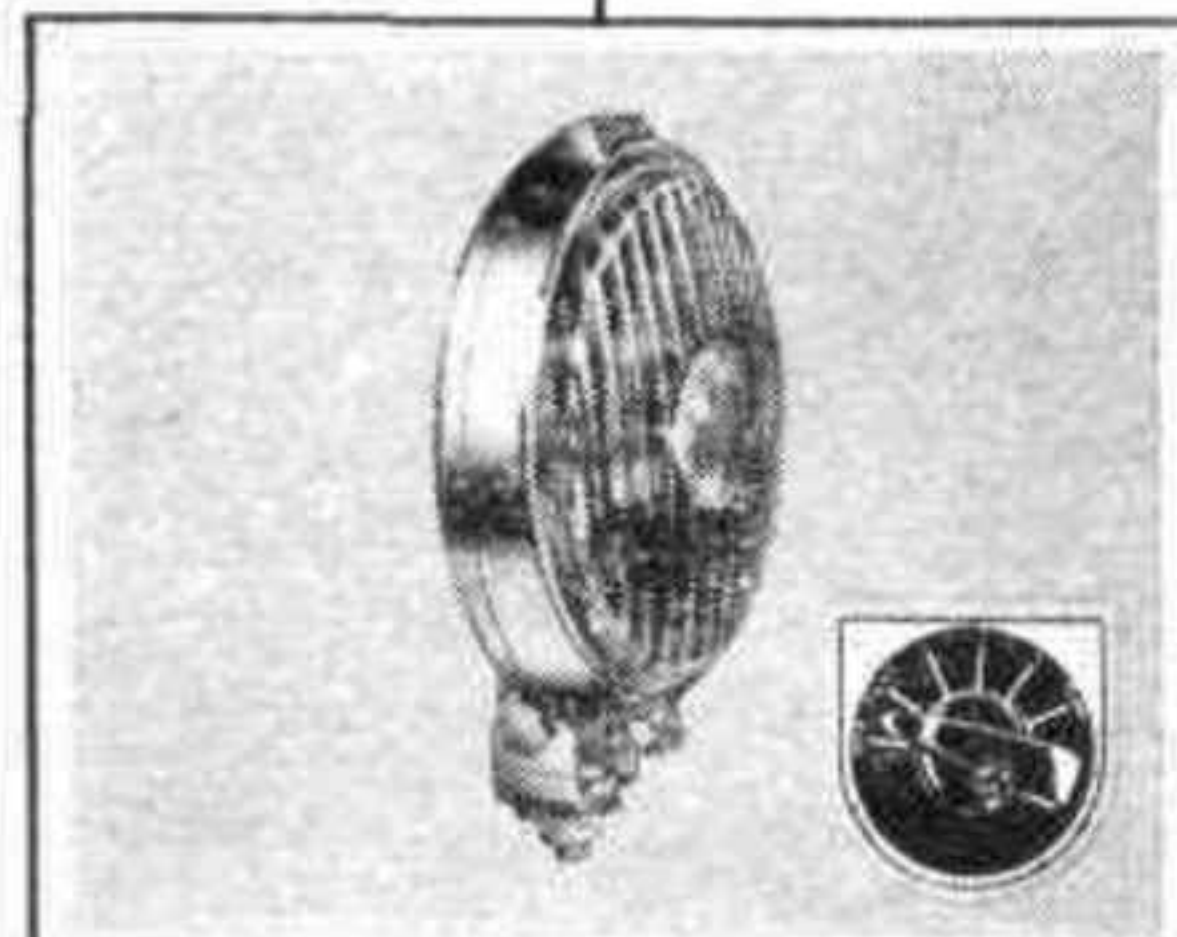
have the clear answer  
to all driving conditions.

Stadium quartz iodine louvre lamps give you  
proven performance in all weather conditions.

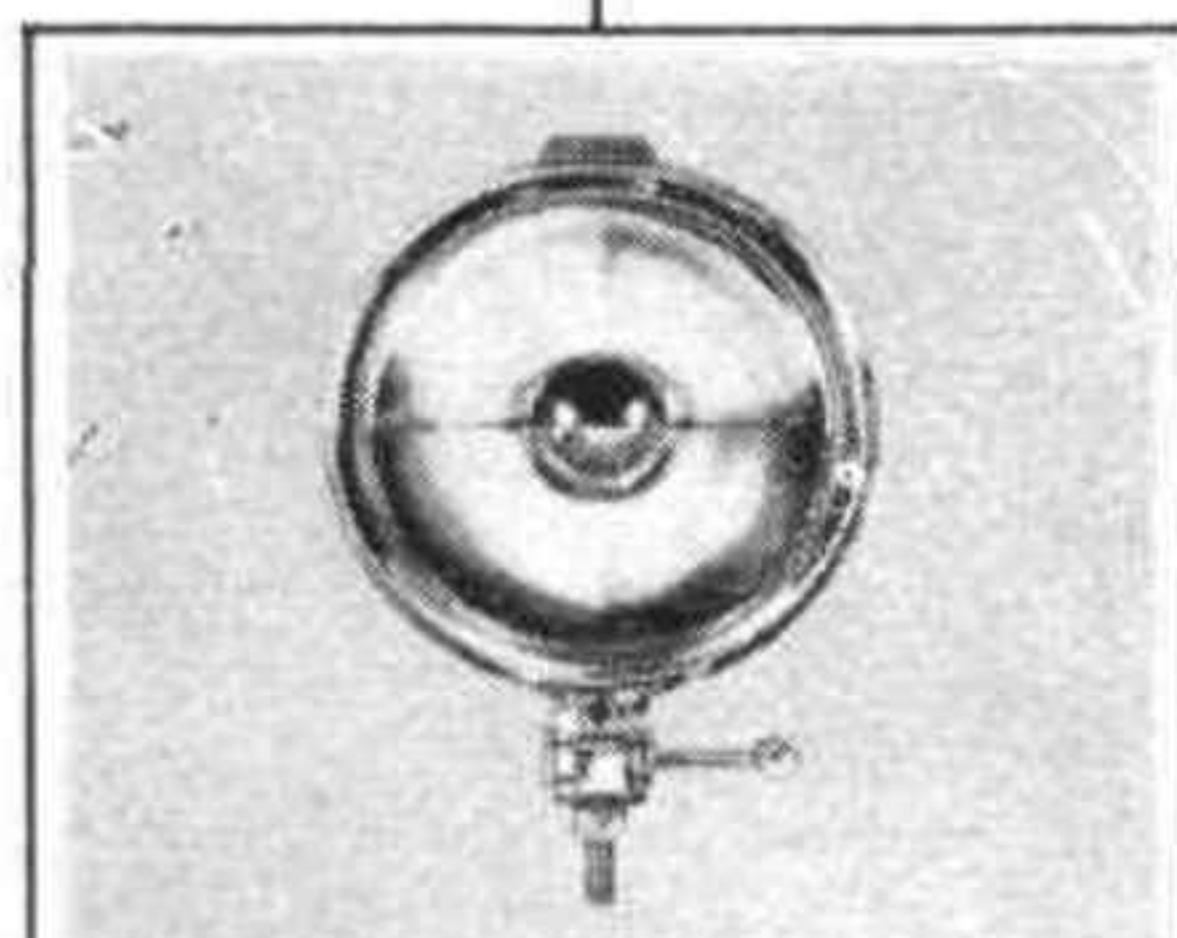
Meet the family



**Super Vario Quartz**  
Slim-line quartz iodine lamp PLUS Vario brilliance control unit. PLUS leverlock action. Complete with cable and 12 volt bulb. £7.0.0 Recommended Retail Price (Fog: 946 Spot: 952)



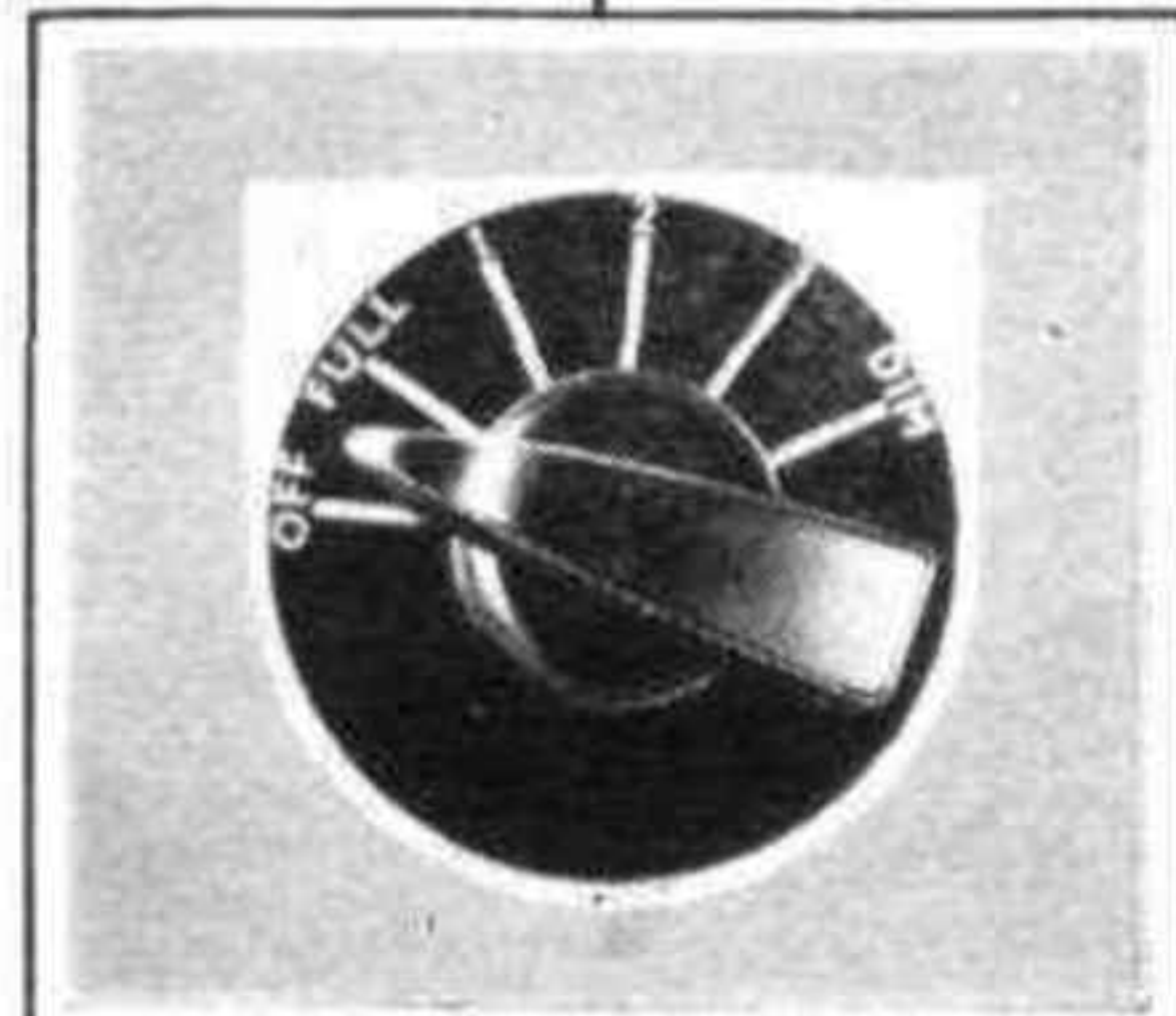
**Vario Quartz**  
Slim-line quartz iodine lamp PLUS Vario brilliance control unit. Complete with cable and 12 volt bulb. £6.10.0 Recommended Retail Price (Fog: 944 Spot: 949)



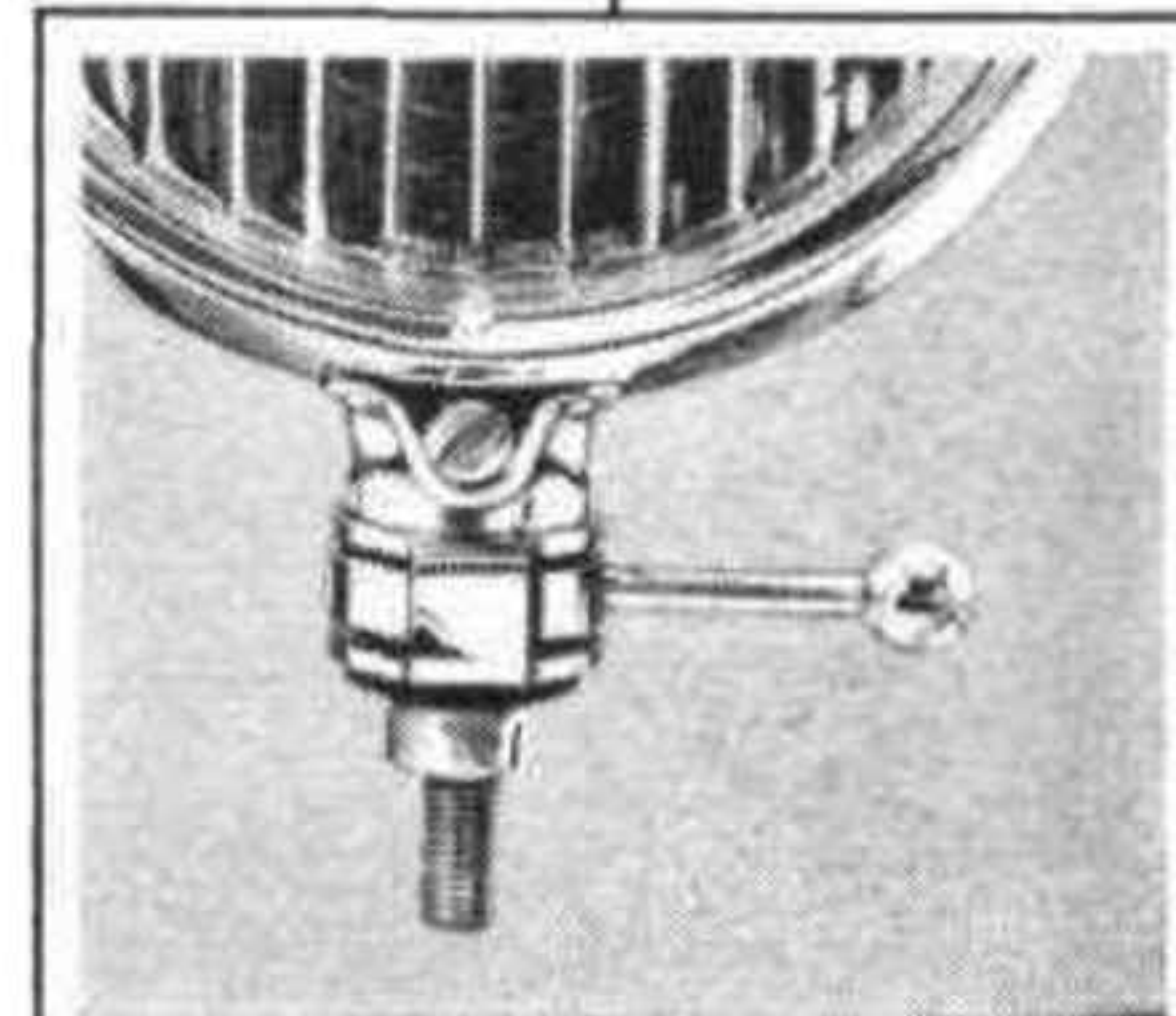
**Quartz Iodine Lever Lock Lamps**  
Slim-line lamp PLUS Lever Lock Action. Complete with cable and 12 volt bulb. £5.10.0 Recommended Retail Price (Fog: 936 Spot: 942)



**Quartz Iodine Lamps**  
Slim-line Lamp. Complete with cable and 12 volt bulb. £5.0.0 Recommended Retail Price (Fog: 933 Spot: 939)



**Vario brilliance control unit**  
Gives you the only really effective lighting system available today.  
\* Full power concentrated light  
\* Sharp beam cut-off  
\* Can be set at 'Full' for normal use or dimmed by 4 stages to eliminate back-dazzle from fog or mist.

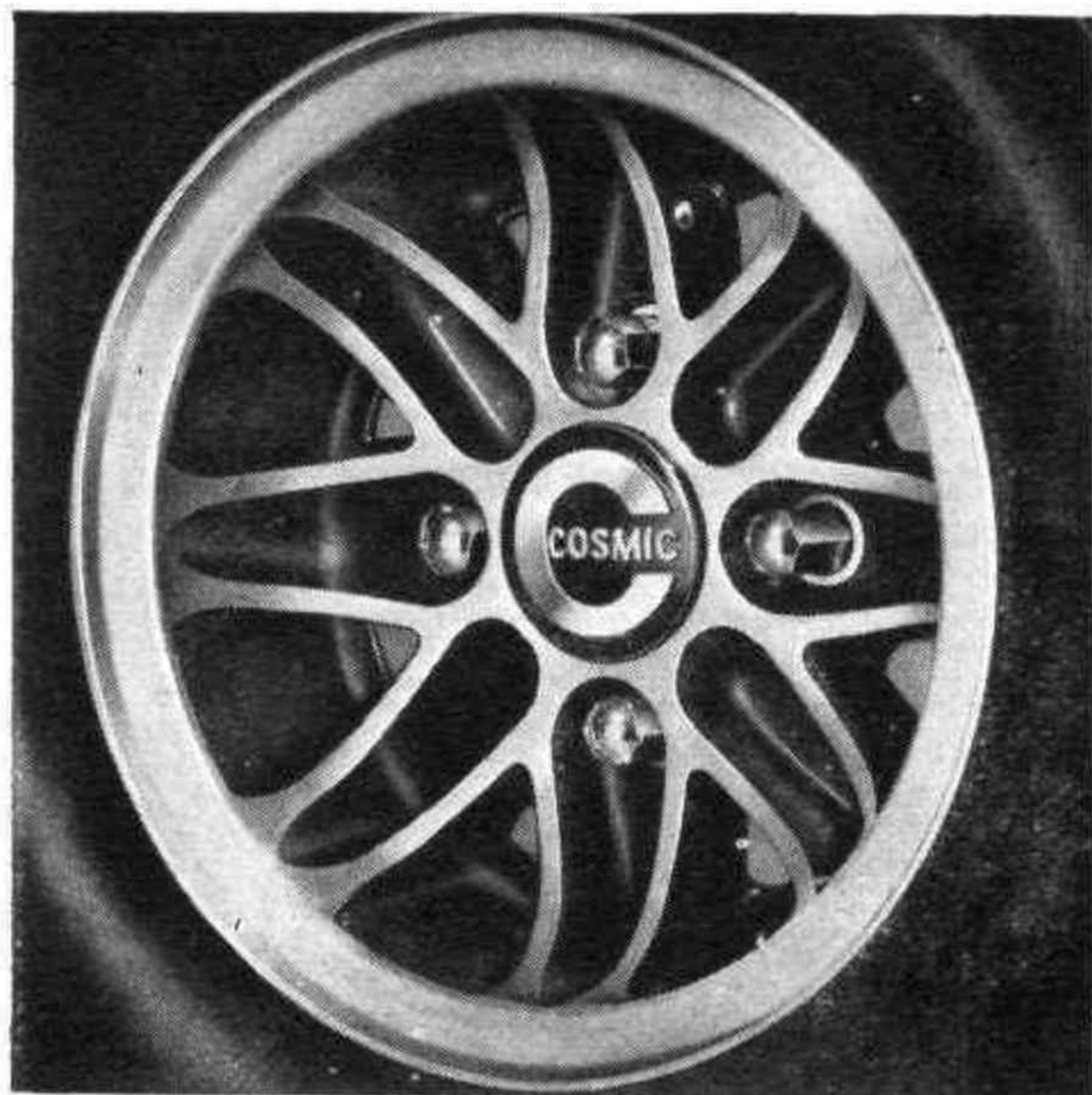


**Lever Lock Action**  
To aim and lock the beam instantly and accurately. No need for spanners—the lever lock system is an integral part of the lamp.

Meet the Stadium Vario Family at your dealer or local Halford branch. Or write for free leaflet to:

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has beautiful side-effects



Cosmic Wheels. Big, bold and beautiful in die cast aluminium alloy (L.M.25). Heat treated (W.P.S.) The Cosmic Experience stems from seven years of pioneering in the manufacture of aluminium wheels, exacting laboratory tests, and road tests far in excess of any likely road, rallying or racing conditions. Cast in our own foundries. Designed for performance and peerless good looks — by enthusiasts, for enthusiasts.

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Also for the following American Cars: Barracuda, Camaro, Corvette, Charger, Challenger, Dart, Firebird, Javelin, Mustang and Australian Ford Falcon.

Wheel Sizes:

4 x 10", 4½ x 10", 5 x 10", 6 x 10", 5 x 12", 4½ x 13", 5½ x 13", 6 x 13", 5½ x 14", 6 x 14", 5½ x 15", 6 x 15".

Prices from £5.10.0 to £15.0.0

The Cosmic Experience covers a whole range of wheel equipment: Supatite Wheelnuts, Cosmic Keynuts, Road Wheel Spacers, Balance Weights and Wheel Spats. Also: Steering Wheel Gloves, Leather Steering Wheels, Head Rests, Sun Visors, etc.

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MS 11/70



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Breitling specialise in making chronographs for specialists.

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NAVITIMER  
Self-winding  
Swiss chronograph.  
Water-resistant.  
Rotatable bezel.  
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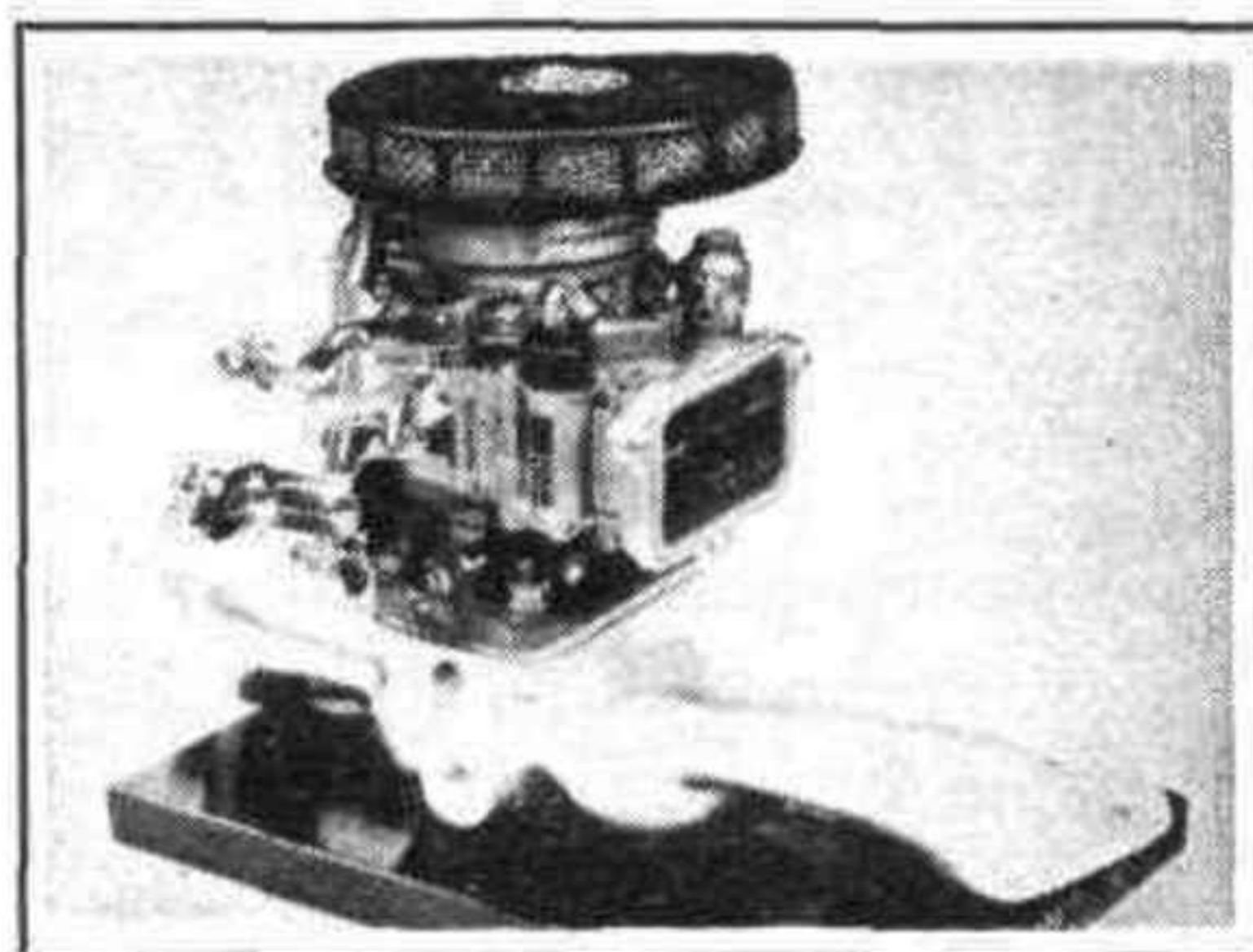
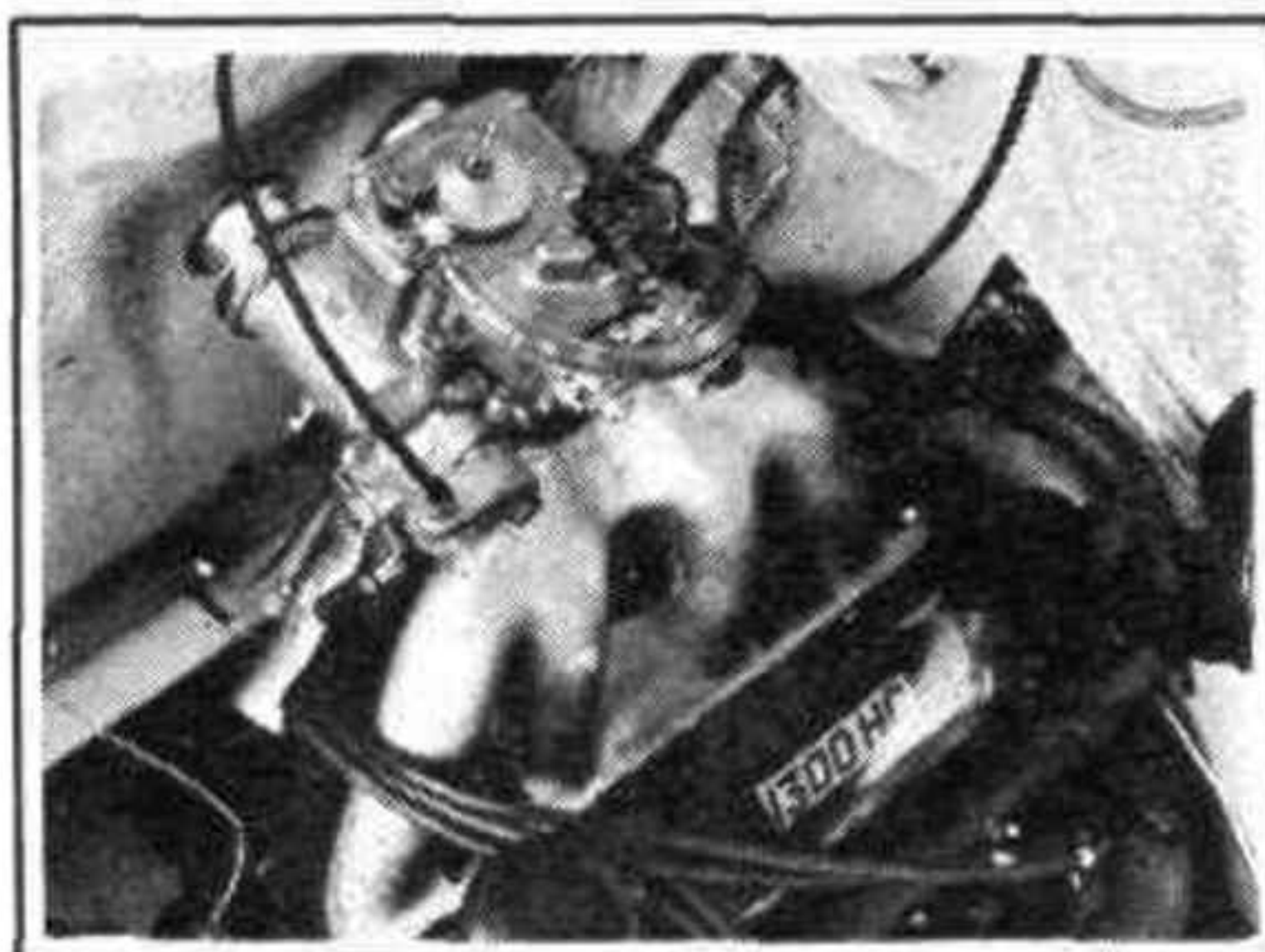
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# Nikki

## TWIN CHOKE SIDE & DOWNDRAUGHT CARBURETOR CONVERSION KITS!

For increased acceleration, top speed and in some cases better fuel consumption, Nikki offers the finest value for the tuning enthusiast! Engineered performance with fuel economy at low cost! All kits include carburetor, manifold, linkages and easy DIY fitting instructions.



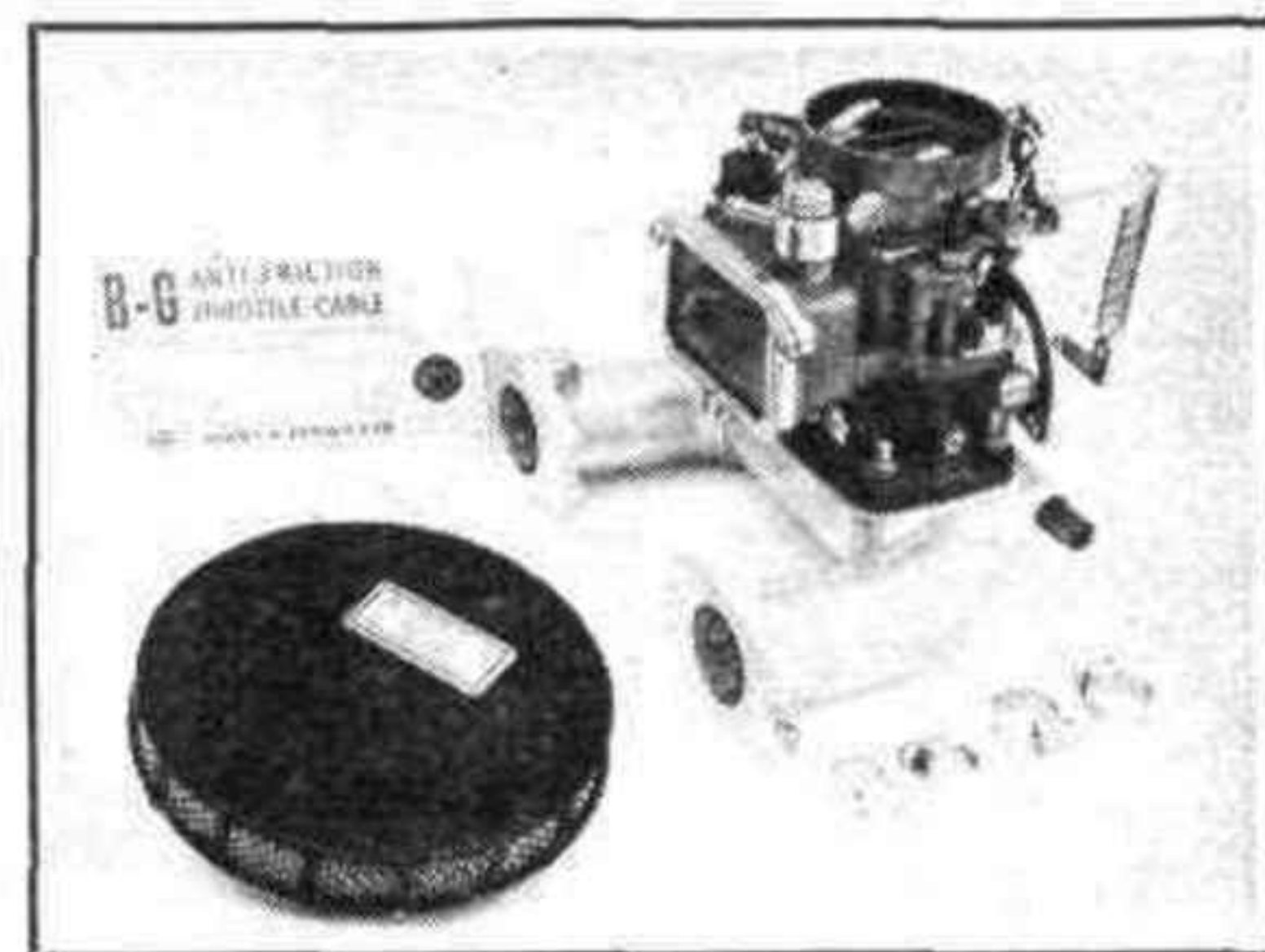
### NIKKI ON FORD MODELS

Our test car, a standard 1969 Escort at 7,000 miles with no other mods was fitted with a downdraught twin choke Nikki kit. The following figures were recorded: 0-30 mph 5.0 secs (5.5) 0-50 8.4 (11.5) 0-60 12.8 (16.5) Top speed 93 mph (86) Petrol consumption 36 mpg (36). For Escort, Cortina, Capri crossflow models. PRICE £22 17s 6d. Air filter 32/6d extra.

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The Nikki 2H40B twin choke side-draught model is mounted on a cast alloy inlet manifold. Its more refined slow run system compared with other twin choke makes, together with ignition advance retard take-off produce excellent results. On the GT Ford Escort/Capri/Cortina up to 15% acceleration and 10% top speed increases! Fuel consumption increase should be allowed for. Kits include choked, jetted carburetor, rampipes, linkages and instructions. Ford Crossflow model illustrated above.

Escort/Capri 1300GT, Capri/Cortina 1600, 1600GT, Cortina 1500, 1500GT, Renault R8, R10. PRICE £39 10s. complete. BMC 850, 1100, 1300, AH Sprite, Midget. PRICE £37 10s.



### NIKKI ON BMC 850 TO 1300

Test figures are taken from an article in Cars and Car Conversions, published August 1966 on a Mini 850 fitted with a Nikki downdraught kit but otherwise as standard! 0-30 mph 5.1 secs (6.4) 0-50 14.3 (17.0) 0-60 20.4 (26.0). Top speed 82 mph (72) Petrol consumption 33 mpg.

BMC Mini, Cooper, 1100/1300 models. PRICE £19 17s 6d. Air Filter 29/6d extra.

Nikki Twin choke carburetor kits are available for the following makes and models: BMC 850/1000/1100/1300. Ford Anglia 997/1200. Cortina 1200/1300/1500. Simca 1000. Fiat 600/850. Viva, Opel Kadett. Renault R8-10. £19 17s 6d. Air Filter 29/6d. VW 1200/1300/1500. £19 19s. including air filters. Ford Escort 1100/1300, Cortina 1300/1500, Capri (crossflow models) £22 17s 6d. Air Filter 32/6d. extra. Write for illustrated leaflets today!



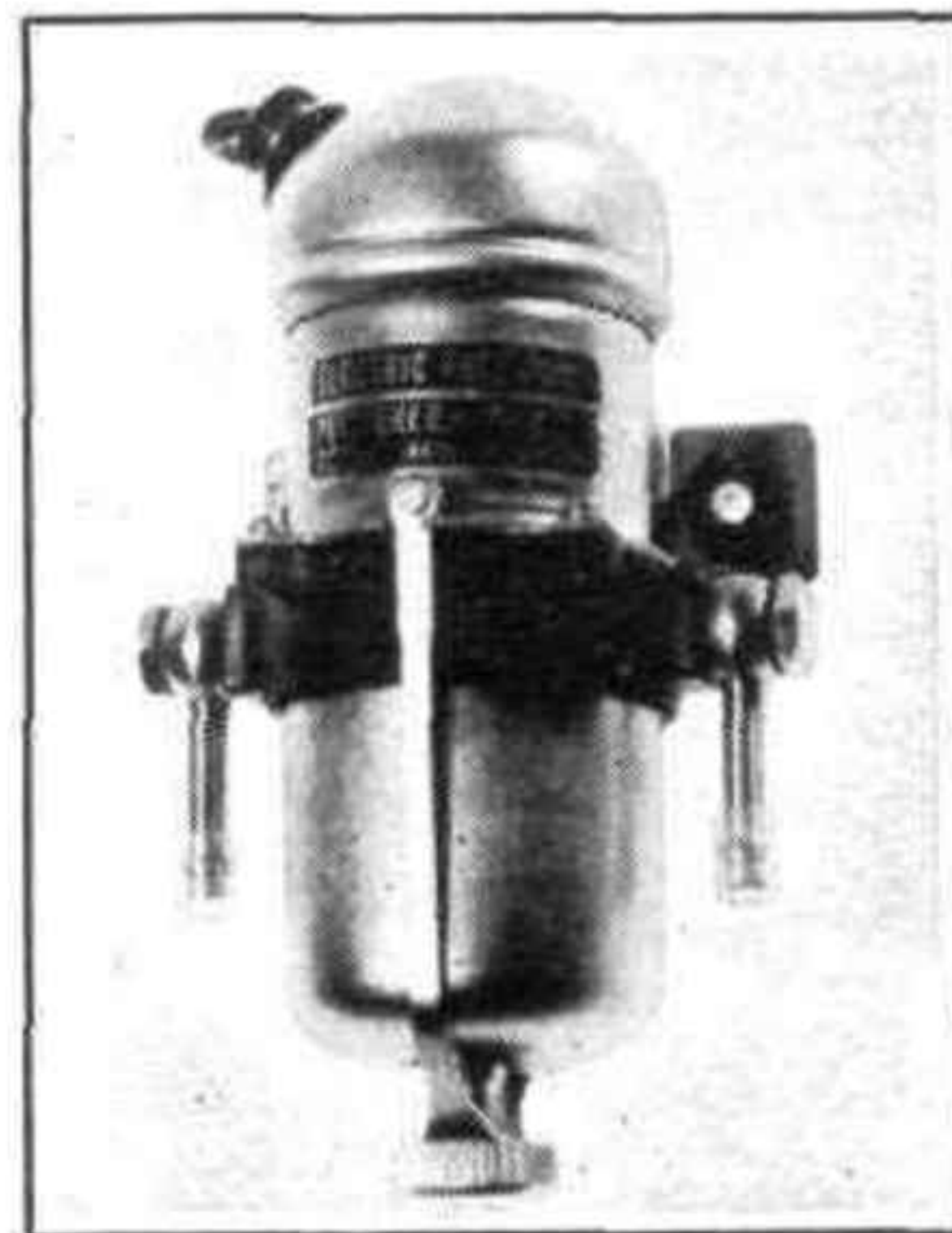
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M.P.G.**

Kenlowe Accessories & Company Limited unequivocally guarantee the Kenlowe Thermomatic Engine Cooling Fan to 1. Raise the power output of every engine by up to 18 b.h.p. in comparison with the performance previously obtained with the engine when fitted with an ordinary engine driven mechanical fan; to 2. Increase miles per gallon by up to 4.5 m.p.g. with the same performance as obtained from the engine when fitted with a mechanical fan; to 3. Raise heater output; to 4. Give more relaxed, quieter motoring by eliminating engine fan noise. The Kenlowe also doubles fan belt life and needs no maintenance.

The Kenlowe Thermomatic Engine Cooling Fan is electrically driven and needs no engine power to drive it (mechanical fans absorb up to 18 b.h.p. from the engine). Fully automatic, the Kenlowe is controlled by the patented Kenlowe 'Variomatic' Thermal Control which enables the motorist to set, by dial, engine cooling temperatures to suit all motoring conditions.

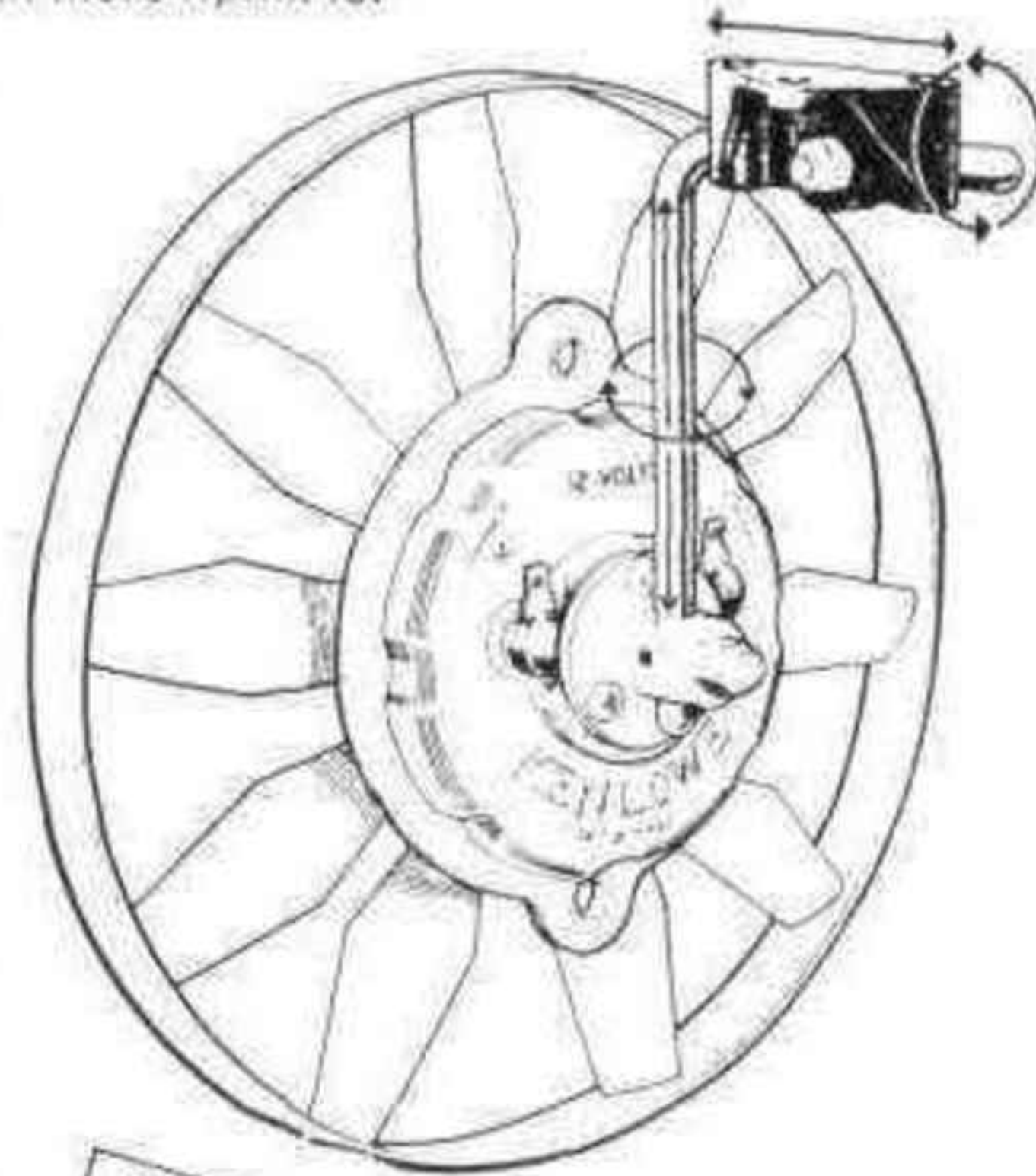
The Kenlowe Fan cuts in automatically when the engine temperature rises above the 'Variomatic' dialled temperature and reduces the temperature to that set on the dial. The Kenlowe then automatically cuts out.

With a Kenlowe Fan the engine has more power for actual road performance. This is achieved because, by replacing a mechanical fan with a Kenlowe Fan the motorist rids his engine of a hungry, non-road perform-

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ELECTRICALLY DRIVEN  
THERMOSTATICALLY CONTROLLED  
ENGINE COOLING FAN

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MAKE OF CAR.....

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It's that all-over rotten feeling that comes from an upset stomach and headache or from a cold, and it needs very careful lubrication. That means Alka-Seltzer\*, with its alkalisers to unfuzz the stomach, pain-killer to unfuzz the head and fizz to refresh you all over.

It's our three-smile service.

**Alka-Seltzer**  
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### A. ASTRO-CHRONO

A great chronograph that has already proven one of our fastest sellers. 17 jewelled lever movement, incabloc, shock absorbers, fully water-resistant (20 ATM tested), 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 minute countdown zone. Also has tachy and telemeter scales. Bezel has 0-60 and 0-12 hour scales. Free bracelet. Similar specification watches cost over £30, but this one for £19.19.6.

### B. RALLY CHRONO

One of the most astounding watches to be introduced from Switzerland this year: Look at the price: Specification: 17 jewels, shock resistant, water resistant, automatic calendar, internal 60 minute rotating bezel, push-button operated flyback minutes elapsed hand incorporating a separate minutes-to-go hand. The latter shows a countdown from 15 to zero minutes on a coloured zone. Separate continuous seconds dial, black face, luminous hands and markers, brushed steel effect case, and tropic strap. Usual shop value £9.5.0. Our price £7.19.6.

### C. TIME/DISTANCE/SPEED

Another new Swiss model, this watch has a huge technical specification: Two exterior bezels (the outer one rotates), include 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 water-resistant (5 ATM tested), and the 21 jewelled movement is shock protected. Complete with tropic strap and introduced by Chronosport at only £7.19.6.

### D. MEANGRAF RALLY

Above all, a motorists watch. The twin bezel arrangement allows instantaneous calculation of average hourly mileage, etc. Simple, accurate and quick to use. Movement is a 17 jewelled lever, shock resistant and water-resistant to 40 metres. Dial includes automatic calendar, luminous hands and markers, and distinctive layout. Case is stainless steel modern design and very strong. Full instructions provided. Supplied with a quality drivers strap. Our hot price £10.19.6.

### E. COMPUTER SLIDE-RULE

Highly recommended—in use with R.A.F. aircrew. 17 jewelled Swiss made, shockproof and water resistant (20 ATM tested). Automatic calendar, Computer equivalent to 3 inch slide-rule. Multiplies, divides, calculates ratios, averages, time-distance/speed, etc. (4-page instruction leaflet provided). Black dial, highly legible figures. Complete with stainless 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.

### F. 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 £23 value watch for just £15.19.6.

Just because nearly every Formula One racing team relies on Chronosport for timing equipment doesn't mean you have to too. The fact that people like British Leyland Competitions Dept., and R.A.F. Red Arrow pilots buy Chronosport may not impress you either. All 1970 Indy cars were timed by a special watch designed by Chronosport—SO WHAT! It's all tied up with reliability, a good service and £.s.d.! Every timepiece carries a full guarantee, and a 14 day trial period. Refund or exchange without any dilly dally; Free bracelet or straps as stated. And where possible we mail orders by return—THAT'S WHAT!



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I enclose 8d. stamp. Mail catalogue and timing manual.

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Address \_\_\_\_\_

—whether it's a £5 or a £100 watch. If you are a sportsman, an engineer, technician or why not make life more interesting with a new watch from Chronosport.

L.M.S.

**CHRONOSPORT 21, OLD BOND STREET, BATH,**







## '54 miles on the open road on one gallon of Shell Economy. Terrific!'

says Mr. Bishop of Enfield

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"40 miles. Fine. I'd be more than content with that."



"This is good. 45 miles, with four of us in the car—I'm delighted and surprised too!"



"50 miles—really, we must stop soon. I never thought we'd go anything like as far as this."



"54 miles on one gallon of Shell Economy! That's terrific. A really cheap afternoon's motoring."

Get good mileage for your money  
with Shell Economy





# MOTORSPORT

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PUBLICATION DATE FIRST OF THE MONTH

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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**FRONT COVER PICTURE: FAST AND STRONG.**—The Ferrari team-leader Ickx is seen winning the Canadian GP on the Mont Tremblant-St. Jovite circuit with a 312B horizontally-opposed 12-cylinder car from Maranello.

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All prices include postage.

## MATTERS OF MOMENT

### ■ SHOWTIME SOLILOQUY

The Earls Court Show, at which MOTOR SPORT faced the BMW and Gilbern stands, which some people may have misconstrued as reflecting our prevailing affinities, marks the end of another motoring year. A year, alas, of riots, strikes, World unrest, rising prices, persecution in the Courts, and congested roads. Indeed, 1970 has been a very bad year for the British Motor Industry with production seriously affected because workers stop working on the slightest provocation (not only for extra pay) and dealers short of cars in spite of the oft-repeated dictum that we cannot export successfully unless the Home Market is healthy.

Lord Stokes has called those who invest in foreign cars "idiots", Ford is making more use of its German factories for the models with which it penetrates the European and British markets, America is avidly introducing sub-compacts in an endeavour to stamp on the uncrushable Volkswagen Beetle (now available in even-more-desirable Super Beetle guise), and although assembly-lines may come to a halt, the roads of the World grow ever more crowded.

It may be that ordinary car-owners, faced with ever-increasing motoring costs and nose-to-tail driving, will turn in ever-increasing numbers to fresh pursuits, such as gardening (second, apparently, to motoring as a National hobby), boating (which, however, entails driving to, even trailing the boat to, the water) flying (which, especially as an all-weather sport, calls for more skill, patience and expenditure than operating a fast car), or model-making (also a skilled hobby). Not so the enthusiast, who still enjoys driving, choosing the better roads over which to do it, in the better motor cars, of which plenty of both are still available. If the British car-owner finds England too frustrating, there remain Scotland, Ireland and Wales. . . .

Car design continues to be fascinatingly flexible and even in America, where most automobiles look alike, they are pressing on with some wonderful ideas, such as wipers that commence work automatically as the first drop of rain falls, while I understand that our Joseph Lucas is busy perfecting headlamps which dip of their own volition on meeting another car on full-beam, which makes us wonder who will be first with vizors that drop, under the action of photo-electric cells, when similarly dazzled. To the keen driver all this automation seems quite unnecessary. The other day we drove a new car with so many warning lights to remind us of what we were fully aware—that we had released the hand-brake, pulled out the choke, put the lamps full-on, applied warmth to the back window, signalled a turn, had omitted to put fuel in the tank, had the ignition on, etc.—that it occurred to us that, with all this electro-mechanisation to aid the driver it is high time that sump dip-sticks were abolished; some read accurately but others are exasperating. Expense would be saved if drivers were recognised as having some common sense but we have come too far from "autocar" and "horseless-carriage" and automation is verily engulfing us—changing our gears, turning our steering wheels, applying our brakes, opening and shutting the windows, and so on, even, perhaps, one day opening the doors if we give a discreet cough, closing them when we whistle. It would be far better if badly-placed controls, reflections in windscreens and vision-defeating screen pillars were eradicated, instead of making the facia panels of modern cars resemble over-excited pin-tables. We shout about safety, call for collapsible steering columns, uncrushable body shells and ever-more-effective seat harness, and yet let cars go out on the road with blind-spots, screen dazzle and misting-up windows. By 1971 all cars should have Triplex heated back windows fitted as standard, for a start. . . .

It would be nice to turn away from such complexity and enjoy the older cars, if the prices asked for them (not always realised) were not so absurd. A car which was mediocre and not very pleasant to drive in 1930 isn't going to be any better for the passage of forty years and many tens of thousands of miles on its "clock". Car owners were once intelligent people (some of them even formed the VSCC when design and quality deteriorated!) but if they are prepared to pay £500 for, say, an aged Austin 7, £600 for, for instance, an ancient Singer Junior, and untold gold for almost anything bigger, their sanity is questionable. We recall one high-priced, not especially distinguished, vehicle which the printers, to their everlasting credit, had described in an advertisement as a *dropdead*. . . . The converse argument is that if astronomical values are set for the better and older cars, at least this means that they remain decently preserved and in appreciative (if speculative?) hands.

*Continued on next page*



# Motor Sport Fixture List For November

★ Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list. ★  
 C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. NB = National British. NO = National Open. INT = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Nov. 1st	SCCA	Riverside Raceway	Riverside, California, USA	Can-Am Race Meeting—Final (INT)	—
Nov. 1st	Surrey Sporting MC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.00
Nov. 1st	Cambridge CC	Snetterton	Thetford, Norfolk	Sprint	—
Nov. 1st	RAC	Serpentine Road	Hyde Park, London	London to Brighton Veteran Car Run	08.00
Nov. 7th	SCC of South Africa	Kyalami	Johannesburg, South Africa	Nine Hour Race, Springbok—1 (INT)	—
Nov. 7/8th	Leeds University Union MC	Tate of Leeds	Leeds	Rally of the Northern Lights (R)	23.01
Nov. 7/8th	Glossop & Dist. MC	Tony's Restaurant and Café	Gonerby Moor, Grantham	Dykes Rally (R)	23.01
Nov. 7/8th	Avro (Woodland) MC	Corner House Service Station	Wrexham	Moorland Rally (C)	23.01
Nov. 8th	Darlington & Dist. MC	Croft Autodrome	Darlington, Co. Durham	Guards Rallycross (NB)	14.15
Nov. 8th	TEAC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.00
Nov. 8th	North Midland MC	Darley Bridge	Matlock, Derbys.	Production Car Trial (R)	10.30
Nov. 14th	Coventry & Warwicks. MC	Silverstone	Towcester, Northants.	Sprint (R)	13.00
Nov. 14th/19th	RAC	Centre Hotel	London Airport	Rally of Great Britain (INT)	11.00
Nov. 15th	Sevenoaks & Dist. MC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.00
Nov. 15th	Crane Valley MC	Normandy Hill	Ash, Surrey	Duckham Production Car Trial (R)	11.00
Nov. 15th	Eden Park 100 MC	Layhams Farm	Keston, Kent	Production Car Trial (C)	—
Nov. 21st	SCC of South Africa	Killarney	Cape Town, South Africa	Three Hour Race, Springbok—2 (INT)	—
Nov. 22nd	ADAC	Hockenheim	Heidelberg, W. Germany	5000 Race Meeting (INT)	—
Nov. 29th	SCC of South Africa	Lourenco Marques Autodrome	Lourenco Marques, South Africa	Three Hour Race, Springbok—3 (INT)	—
Nov. 29th	Darlington & Dist. MC	Croft Autodrome	Darlington, Co. Durham	Guards Rallycross (NB)	14.15
Dec. 6th	SCC of South Africa	Bulawayo Circuit	Bulawayo, South Africa	Three Hour Race, Springbok—4 (INT)	—

## MATTERS OF MOMENT—continued from previous page

Leaving this vexed subject, good new cars stand out from the rank-and-file and remain in demand, so that the small manufacturers remain in being. Of big-production models, it is noticeable how many of the new smaller Renaults were quickly to be seen about ("Count them on the road" could well be adopted by Alan Dakers, the British Renault PRO, as his slogan and, with the demise of Standard, who originally coined it, there should be no copyright troubles!) and one supposes that the excellence of the R16 and a sensible sales-drive have paid dividends here. Ford have gone to considerable lengths to make even more desirable the well-established Cortina range, of which the 2-millionth was produced this year, the millionth exported, making it Britain's best-selling car, and a 2-litre o.h.c. Cortina four-door GXL saloon, at £1,338, should give a lot of the people a lot of what they want in a car. Volkswagen have proved that if you improve the rear suspension of a rear-engined car so that its admirable adhesion is allied to safe handling characteristics, and make such a car well, with service facilities to match, you can sell it the World over in quantities to rival those 15-million of the legendary Model-T Ford, although perhaps not quite so quickly (Model-T: 1908-1927; VW: 1945-1970)—compare with over 2-million Ford Cortinas, earning over £400-million for Britain, since September 1962. And with so much hot-air floating about in the Motor Industry, it is rather nice to think that the Beetle uses cold-air as an engine-cooling medium, in company with the smaller Citroëns, DAFs, Fiats, Hondas, NSUs, and all Porsches, proving there is no need to carry water around. And on the subject of hot-air, Alan Dix, of VW Motors, who knows how to sell motor cars, has proclaimed that sex isn't a part of it, and there were no bikini-girls on the VW stand at Earls Court. You may not agree with such an austere policy but, engineering-wise, contrary to suffering a decline, these attractive Wolfsburg insects will likely multiply faster than ever. . . .

Another very good car is the Rover, that 3½-litre multi-pot compact with an outstandingly comfortable ride, for which Mr. Heath has asked Harold Wilson to wait! For Lord Stokes' "idiots", there is the Alfa Romeo and other fine products from Europe.

The Garage Trade has been exposed by the Consumers' Association, and there are those who believe that all petrols are the same, apart from octane-rating variations. On the latter score, rather than be lumbered with trading stamps, coins, puzzle cards, cheap tumblers and tights we don't wear, we think Amoco have something when they advertise that dirt, rust and water collect in all garage storage tanks, whether they belong to Shell, Esso, BP, National, Amoco or anyone else, so they have fitted an extra filter (they claim to be the only petrol company to do so), called the Final Filter, to nearly all their pumps, which they find they have to renew every few months because they clog so badly petrol won't pass through them. It seems to us that clean petrol in the tank is worth dozens of gimmicks in the cubby-hole. . . .

On the subject of motoring injustices, of which the vigilant readers of MOTOR SPORT keep us well supplied with ammunition, we are increasingly perturbed about cases brought by outsiders, with no Police intervention. Such as the sports-car driver who wasn't identified at the time and whose only alleged "crime" was using a narrow bridge

so that a lorry coming the other way had to stop (someone had to stop), who was fined, with costs, £32 7s. 3d. and his licence endorsed at Liskeard on the evidence of other drivers, although no accident had happened (*The Cornish Guardian*, 1/10/70), compared to the woman Police Superintendent who failed a breath-test after a car crash but who was cleared of driving with an excess of alcohol in her blood when she explained that she had drunk two large whiskies after the accident! Fine £20 and endorsement, at Betwys-y-Coed (*Daily Mail*, 12/1/70).

Whether the authorities like it or not, cars will continue to become lower, leaner, faster and hungrier for the open road. Not only faster beyond the Welfare State speed-limits but faster through open corners, through the traffic and away from the traffic lights. In an age when millions of pounds' worth of air liners can be blown to pieces without the gunboats going in, when crime almost exceeds honesty, when promiscuity is all about, causing a respected conservative daily paper to remark that virgins (hands up, girls!), by their rarity, cause comment when non-virgins are accepted as part of society and unrest and rioting forever round the corner, it might be as well to encourage comparatively healthy pursuits like motoring and motoring sport, as possible substitutes for drug-taking, rape, sexual perversion, sit-ins, bank hold-ups civil and political disturbances, and all the rest of the popular present-day pastimes.

Instead, we learn that the MoT, John Peyton, has decided to retain the 70-m.p.h. speed-limit on Motorways without even experimenting with his 80-m.p.h. section on the M1. This is a smack in the eye for those engineers who have striven to make tyres, brakes and cars generally safer and safer. It disregards the fact that most accidents happen at low speeds, in towns, to those who do not feel safe above 40 m.p.h. and due to bunching on Motorways caused by the speed-limit. Mr. Peyton's ruling will be enjoyed by the A35 fraternity, most of whose vehicles never wear out they are driven so slowly, and by those who buy cars to impress the Joneses (who always seem to live next door) by polishing them outside the pad on Sunday mornings. It will depress the bulk of the experienced motoring population; remember, Mr. Peyton how many of us voted for you! Mr. Heath should put this Peyton place quickly in order, for the Minister's caution (accidents will happen anyway) is contrary to the Prime Minister's policy of a forward-looking Britain. If he condones a speed limit which wastes the third lane of our splendid new Motorways, why spend millions of pounds on them?

## A TWO-SEATER TO VENICE

THOSE readers who correctly defined this car as a Cubitt were: P. Machon of Ingatestone, A. B. Snow of Newcastle, Staffs., R. P. Rae of Edinburgh, J. R. Price of Greenwich, D. A. Jackson of Cheltenham, Capt. N. Clift, R.N.(Rtd.) of Winkleigh, T. R. Lloyd of Churt, J. A. Richards of Stafford, D. I. Cubitt of Hethersett, J. Waterman of Leatherhead, R. Hargreaves of Reigate, T. Cardy of Attleborough, B. W. Rivett of Bickley, J. Wilner of Wimborne, D. Cameron-Smail of Troon, who referred us to Saint Luke, Chap. 12, verse 25 (we will overlook the different spellings), and D. Griffin of Paignton.



# RUMBLINGS

■ **HISTORIC.**—As any publicity chap will tell you, Fangio drove a 250F Maserati, and, as most Maserati owners will tell you, Fangio drove their particular one, but if the Maserati in question is a 1956 model then it is most unlikely that Fangio drove it, for that year he was driving for Ferrari. In spite of all the history of Maserati racing cars being documented you only have to produce a 250F model and some commentator, publicity merchant or journalist will claim that it is ex-Fangio. However, the 250F Maserati owned jointly by Richard Bergel and Lord Angus Clydesdale is like those "rare unsigned copies" of famous books, in that it makes no claim to fame as being ex-Fangio. In fact, they grin and say: "Not only was it not driven by Fangio, but it never really existed." This car is undeniably labelled as being number 2526 and is a six-cylinder 2½-litre 250F model to 1957/58 specifications as far as mechanical components and outward appearances are concerned, and it is in superb condition both inside and out.

For the Italian GP in 1956 the Italian Automobile Club offered a large bag of gold to any Italian manufacturer who raced a new design in their event, so Maserati produced two cars for their drivers Moss and Behra. These were very similar to the then current 250F model, but the engine and transmission were mounted at an angle of five degrees to the centre-line of the car so that the prop-shaft ran at an angle across the cockpit floor towards the left. By mounting the driving seat and controls slightly to the right in the chassis the driver was able to sit much lower, and the tail of the car had an offset head-fairing. These two cars were numbers 2525 and 2526 and Moss won the Italian GP that year, driving 2525. At the end of the season the winning car was sold to a man in America and the sister car was dismantled. The only non-standard parts used in the construction were the engine mountings, the scuttle, steering and instrument panel, and the gearbox/final drive unit casing, which had the entry pinion shaft at an angle on the left instead of on the centre-line of the car. The fuel tank and body panels were special, to conform with the lower and offset driving position. During 1957 Maserati built some V12-cylinder cars and one of these used components, such as the gearbox, from the dismantled 2526. In 1958, when the firm were no longer running a works racing team, most of the material was sold and a standard car was built up around the bones of 2526 and sold to the motorcycle rider Keith Campbell. It was from his executors that Bergel and Clydesdale bought the car, exactly as it had been prepared at the Maserati works in 1958. That is to say, with the engine running on straight petrol, instead of alcohol as used up to the end of 1957, and the orthodox transmission line down the centre of the chassis, central driving position and the 1957 type of long tail with head-fairing, and the single large-diameter exhaust tail pipe. Although the car started life in 1956 it became rather rare in being a 1958 type, although Maserati were not producing cars of that type in 1958! As the owners say, it does not really exist.

Today it is raced in VSCC and historic racing car events and is in splendid condition, the engine being looked after by Fergus Engineering of Spalding in Lincolnshire and recently, when the owners were giving it a mid-week airing on the Silverstone Club circuit, we were able to drive it. It is surprisingly smooth and docile and not at all difficult to drive at moderate speeds, lapping the circuit in club-racer times. No doubt Fangio-like lap times would bring in subtleties of handling that are not normally apparent. You sit fairly upright with your legs very wide apart, astride the clutch housing, and the right-hand gear-lever is a surprisingly long way away, so that you have to make a deliberate reach out sideways to grasp it, moving it in an open gate for its five positions for the forward speeds. The actual gear-change is simple and rather dull to use, the linkage back to the rear-mounted gearbox being quite direct. Running on petrol the engine is very flexible and pulls away from low r.p.m. very easily, so you can merely let the clutch pedal up and drive off, with no need for any dramatics and there would be no excuse for stalling the engine. Naturally, for a racing start you would buzz the engine and spin the rear wheels. In deference to the owner and the age of the car we kept down to 6,500 r.p.m., whereas they use 7,000 r.p.m., and when new the 250F used to be run at 7,400 r.p.m. The factory cars, especially when Fangio or Behra were getting desperate, used to run up to 8,100 r.p.m., but if there was a "bang" you could be certain it would be an expensive one. The drum brakes needed quite a heavy push



*The Bergel-Clydesdale 250F Maserati looking today just as it did in 1958 and seen in front of the Dunlop depot at Silverstone. Without the continued support of Dunlop in making obsolete-size tyres, such cars would have to be confined to museums.*

on the pedal, but the clutch, accelerator and steering were all quite light to control and from about 4,000 r.p.m. the engine pulled hard and very smoothly. The overall impression in the cockpit was far less "racing car" than one imagined and certainly less than the impression gained from outside. Doing a heel-toe action when double-declutching and braking for a corner, for a change from 5th to 4th or 4th to 3rd, seemed very difficult and unnatural and then we realised that this car had the accelerator pedal on the right of the brake pedal, instead of the usual position on the left. With your legs spread wide apart, anyway, which tends to splay your feet outwards, the right foot is much better balanced for having the accelerator pedal on its left as originally built. Some drivers can never adapt to the "central" accelerator layout, and this modification was made when the car was built for Campbell in 1958, and detracts from the pleasure of playing tunes on the gearbox. Overall the car was very pleasant and enjoyable to drive and it is easy to see why the owners have so much fun with it in VSCC racing.

■ **IT'S NICE TO KNOW.**—At a recent Grand Prix race one of the cars retired at the pits with the engine sizzling away, having overheated due to an apparent loss of water. The immediate reaction in the pit was that the car must have collected a stone through the radiator which punctured the core and let all the coolant leak away. It was a reasonable explanation, but we did wonder why there was no stone guard to protect the radiator, knowing the circuit was one where small stones and grit can get thrown on to the track by drivers cutting the corners. Later, one of the team mechanics said he did not really know if the radiator had a hole in it or not, as the car had been put straight into the transporter ready for a quick getaway, as time was short, but that they would find out when they got back to the factory. The next move was an official publication from the factory giving a brief story of the team's activities at the race, and this said that the engine in question had overheated due to losing all its coolant through the cylinder heads becoming porous, which sounded to be a remarkably honest announcement of failure. Later still, when the team had gone to another race, the word was put around that all the foregoing was wrong and that the loss of water had been due to a faulty water system filler pressure cap. As we say, it's nice to know.

■ **RECORDS.**—On page 30 of the January 1970 issue of MOTOR SPORT we published a photograph of Dave Lecoq in action on the "Dragway" two-wheeler which held the World and National two-way run record for the standing-start ¼-mile with a time of 9.81 sec. At the Records Week-end on September 26/27th organised by the National Sprint Association at Elvington Aerodrome, near York, Lecoq bettered his record with two runs in 9.78 sec. and 9.60 sec., giving an average of 9.69 sec., which now stands as the World and National record for

*Continued on page 1192*



# 1,000 KILOMETRES OF AUSTRIA—

a dramatic ending

OSTERREICHRING, ZELTWEG, October 11th

THE 1,000-KILOMETRE sports-car race run on the new racing circuit at Zeltweg, in central Austria, was the final event in the 1970 Manufacturers' Championship and, though Porsche had won the Championship with their Le Mans victory, back in June, the entry for the Austrian race was well supported. Unlike the Grand Prix world, where the racing appears to be purely for the benefit of the drivers, and points gained are all that matter, the Sports-Car world consider each race as a separate entity, to be fought for and won, or lost, and the final reckoning of who is Champion Manufacturer seems of secondary importance. Also these long-distance races contain a refreshing atmosphere of healthy team rivalry, the team being fully involved from the top driver to the lowest mechanic, for pit stops for fuel, tyres and driver changes play an important part, and the seconds gained by a fast driver can be thrown away by an inefficient team of mechanics, and vice-versa. Most important is the fact that the car represents the total effort of the design department for all parts of the car, so that Porsche are out to show that their engineering is better than Ferrari engineering and Alfa Romeo, Abarth and Matra are all pitting their engineering departments against each other, unlike Brabham, Lotus, March, etc., who can only hope to show that they are more clever than the next group at utilising standardised components. The rather artificial world of Grand Prix racing, where most teams are "chummy" and McLaren lend De Tomaso a Cosworth engine so that they can get their starting money, for example, just doesn't exist in long-distance sports-car racing. If Ferrari blows up an engine in practice he doesn't borrow a spare one from Porsche, so in consequence the whole atmosphere is different and more healthy. Porsche, Ferrari and Alfa Romeo did not enter the Austrian 1,000-kilometre race because the starting money made it a good paying proposition, but because they all wanted to win the race regardless. There was a 1,000-kilometre race to be run and they were interested in running it and winning it, and no one asked for it to be reduced to 800 kilometres because their cars were not strong enough, or because their drivers would get tired.

Porsche were represented by the two regular teams of 917 cars, JW Automotive entering two cars for Gulf Oil, driven by Siffert/Redman and Rodriguez/Kinnunen, and Porsche Austria entering two, for Elford/Attwood and Ahrens/Marko, the last named a new recruit to the 917 ranks. Helmut Marko is an Austrian doctor of law from Graz, who started in Formula Vee a few years ago, and some drives in a private Porsche 908 this year made sufficient impression for him to be offered the seat vacated by Hans Herrmann, who has now retired from racing. The Scuderia Ferrari entered a single 512S coupé with a revised tail very like a Porsche 917, with Ickx and Giunti as the drivers, and Autodelta entered four cars on behalf of Alfa Romeo. These were all the latest Tipo 33-3 with 3-litre V8 engines, with very low nose cowlings not unlike the Targa Florio Porsche 908/3 models, and upswept tails. The pairs of drivers were Galli/Stommelen, de Adamich/Pescarolo, Hezemans/Gregory and Facetti/Zeccoli, the French Matra driver Pescarolo being on loan for this race as Matra did not enter. The Martini Racing Team of Hans Dieter Dechent entered their two very reliable 908 Porsche Spydors, driven by Larrousse/Lins and Jöst/Pankl, and the Austrian pair Lauda and Peter had a similar car. From England there was the very neat little Lola T210 of Max Wilson with Daghorn as co-driver, the car powered by a reliable 1,600 c.c. FVA-Cosworth engine, and a GT40 driven by Weir/de Cadénet. The rest of the list of 31 starters was made up by German, Austrian, Swiss, Swedish, French and Italian semi-professional amateur drivers, mostly in Porsche variants ranging from an old 906 to the latest 914 roadsters.

Due to heavy early morning fog the start had to be delayed 30 minutes, until 10.30 a.m., and then from a three-two-three grid the 31 cars got away to a superb start, Ickx streaking into the lead from his front-row position between the blue and orange 917 of Rodriguez on his left in pole position, and Ahrens in the blue and white 917 on his right. Elford in the orange and white 917 and Siffert in the second JW-Gulf car were in the second row. Rodriguez had done a practice lap in 1 min. 40.48 sec., a mere eight-hundredths of a second off the Formula One lap record. With 170 laps to be run and four or five refuelling stops due for each car, the race quickly settled into its first

phase, with Ickx showing the Ferrari to be superior on speed, and building up a long lead. After only a few laps Rodriguez headed for the pits with the 12-cylinder engine of his Gulf-Porsche making a nasty noise in the valve gear and his race was over. The second Gulf-Porsche was not handling too well, especially under braking, so that it was Ahrens who held second position, with Siffert third, being very hard pressed by Elford. Then came the complete Alfa Romeo team, driven by Stommelen, de Adamich, Hezemans and Zeccoli with Larrousse in the private 908 close behind.

For almost an hour the Ferrari dominated the scene, setting up a new lap record in 1 min. 40.0 sec., and behind it the battle between Siffert and Elford for third place was really something to see, especially as they sliced through the slower cars when lapping them. The Ferrari stopped for fuel, Ickx continuing to drive afterwards, but while it was in the pits Ahrens, Siffert, Elford, Stommelen and de Adamich went by, so that it rejoined the race in sixth position. Then Ahrens stopped and Siffert, Elford and Stommelen went by, but just as Ickx and de Adamich appeared round the Rindt Curve the blue and white Porsche shot out of the pits, now driven by Dr. Marko. At 35 laps Siffert and Elford both headed for the pit road, the Gulf car roaring down to the far end while the Porsche Austria car stopped at the first pit. While they were being refuelled Stommelen went by into the lead, followed by Ickx, who had overtaken Marko, and then Attwood was charging down the pit lane in the Elford car just as Redman started the engine in the Siffert car. Attwood was actually first out of the pits but Redman caught him as they went up the hill, so the cars were back in their same order again, but with different drivers. Stommelen led the race for Alfa Romeo for a few glorious laps, until his refuelling stop was due, and then Ickx was back in the lead and everything was back to normal again, except that Larrousse had taken eighth place from Zeccoli. The various number two drivers who had taken over were maintaining the positions set by the team leaders, including young Marko, who was having his first race in a 917, so it was now a question of endurance for the machinery and the strategy of the team managements, while pit crews could obviously play a vital part in the outcome of the race.

First it was the endurance of the machinery that let things down, for just as Ickx was due for his second stop and for Giunti to take over, the Ferrari died out on the circuit with electrical trouble, thought to be a suspect alternator. Mechanics went out to the car with a new battery and ignition unit, and a long while later the Ferrari came motoring into the pits, the claim being that the sight of the new battery had caused the flat one to revive and restart the engine! While all this was happening Marko had gone into the lead and then Attwood brought the white and orange Austrian Porsche into the pits with oil dripping from all over the front, the huge oil cooler having sprung a leak. The mechanics set about replacing it and the race order was now Marko, Redman, Galli, Pescarolo and Larrousse and it looked as though the Alfa Romeo team or the private Porsches might well be the ultimate victors. The Ferrari had a new battery and ignition unit fitted but it was still not well and after some prodding about at the alternator, buried deep down behind the driving seat, Giunti did a few erratic laps and then gave up and the car was withdrawn. The first of the Alfa Romeos was now overdue, and it never did appear for there had been a big bang in the engine department, as something vital broke, like a connecting-rod or the crankshaft. The order settled once more at Marko, Redman, Pescarolo, and the Lins/Larrousse 908 Porsche, with Elford back in the race but a long way behind, though he soon started gaining places.

When the leading Porsche was due for its second pit stop there was sudden consternation in the pit for it did not appear and Marko came walking back to report that it had run out of fuel. The pit staff had miscalculated on the number of laps and failed to signal him in. This left the lone Gulf-Porsche now in the lead and the well-regulated JW Automotive pit brought it in, refuelled it and sent Siffert off back into the race without losing the lead. It soon built up more than a lap lead on the second-place Alfa Romeo, which was around two minutes, but it needed this as the 5-litre Porsche engine was more thirsty than the 3-litre Alfa Romeo, and was going to need an extra pit stop. The number two Alfa Romeo had been delayed by some electrical trouble earlier on, and now came in for a refuel and



Hezemans found it would not start. A new battery was fitted, but it was the starter motor that was at fault, so in a typical scene of Italian confusion the car was push-started, stopped and restarted, in theory on the button to conform with regulations, but the Austrian organisers would not wear it and the car was disqualified while the Autodelta people yelled and shouted, but smilingly accepted the decision because they knew they had been trying it on. The fourth Alfa Romeo, which had not been able to keep up with the rest of the team, had retired in a spectacular fashion when Facetti had found the throttles would not shut and had pirouetted through the wire safety fence.

The Siffert/Redman Porsche was now in complete command of the race, with the de Adamich/Pescarolo Alfa Romeo second, the Larrousse/Lins Porsche 908 third, followed by the Jöst/Pankl sister car and the Lauda/Peter 908 fifth, the private owners having a heyday at the expense of the factory cars. Elford was charging through the backmarkers and was up to sixth place, followed by the rather slowly-driven 512S Ferrari of Loos/Pesch and the little 1,600 c.c. Lola of Wilson/Daghorn, which was running like a clock and giving its drivers a most enjoyable time. After the leading car had made a major pit stop for fuel and rear tyres and Redman set off, the outcome of the race seemed settled, for it only had one more short precautionary stop to make 26 laps before the finish. This was accomplished in the usual JW-team efficient manner, the left front tyre being changed while oil and fuel were being poured in and Siffert took over to finish the race. With 13 laps to go the restful scene of the JW team quietly

waiting for another victory and the Alfa Romeo team contentedly settled for second place, suddenly became very animated, for as Siffert came out of the Rindt Curve he was flashing the Porsche headlights furiously and the 917 went by the pits making a horrid noise from its engine and only firing on about half its cylinders. His lap time dropped by 10 to 15 seconds and the pit kept him fully informed of the situation while he "pussy-footed" round hoping the engine would not break up completely. The trouble was in the valve gear at the rear of the left-hand bank of cylinders, but was not spreading so that he was able to keep going. Meanwhile, the Autodelta pit was urging Pescarolo to go faster, and he caught the stricken Porsche and went by, to be on the same lap, but there were insufficient laps left for him to make up another full lap, unless the Porsche got worse. As Siffert was due to begin his penultimate lap the Alfa Romeo should have been ahead of him, but it did not appear and after the Porsche had gone by the Alfa Romeo came coasting into the pits with oil dripping from every pore. There had been a big bang and no more oil pressure, said Pescarolo, which was not surprising for most of the oil was on the outside of the engine and gearbox!

A very lucky JW-Gulf team chalked up yet another victory for the blue and orange Porsche 917 cars and concluded a very satisfactory season of serious motor racing. Stationary at the pits, the stricken Alfa Romeo was still in second place, while the well-regulated private Martini International Team car was third, with the Elford/Attwood 917 Porsche thundering through to fourth place.—D. S. J.

#### Results:

#### 1,000 KILOMETRES OF AUSTRIA—Groups 6, 5 and 4—Sports Prototypes, Sports and GT—Osterreichring—170 laps—Warm and Dry

1st	J. Siffert/B. Redman (Porsche 917—5-litre 12-cyl.)	Group 5	Entrant: JW Automotive Ltd., England	5 hr. 08 min. 04.67 sec.—195.72 k.p.h.
2nd	A. de Adamich/H. Pescarolo (Alfa Romeo 33-3—3-litre V8-cyl.)	Group 6	Entrant: Autodelta S.p.a., Italy	2 laps behind
3rd	G. Larrousse/R. Lins (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Int. Martini Racing Team, Germany	3 laps behind
4th	V. Elford/R. Attwood (Porsche 917—5-litre 12-cyl.)	Group 5	Entrant: Porsche Konstruktion, Austria	8 laps behind
5th	R. Jöst/G. Pankl (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Int. Martini Racing Team, Germany	8 laps behind
6th	N. Lauda/P. Peter (Porsche 908—3-litre 8-cyl.)	Group 6	Entrant: Bosch Racing Team, Vienna	9 laps behind
7th	G. Loos/F. Pesch (Ferrari 512S—5-litre V12-cyl.)	Group 5	Entrant: Gelo Racing Team, Germany	14 laps behind
8th	M. Wilson/M. Daghorn (Lola T210—1,600-c.c. 4-cyl.)	Group 6	Entrant: Motor Race Consultants, England	17 laps behind
9th	L. Moreschi/"Pam" (Abarth 2000—2-litre 4-cyl.)	Group 6	Entrant: Brescia Corsa, Italy	21 laps behind
10th	L. Hofer/W. Riedl (Porsche 910—2-litre 6-cyl.)	Group 5	Entrant: Bosch Racing Team, Vienna	24 laps behind
11th	J. Weir/A. de Cadener (Ford GT40—5-litre V8-cyl.)	Group 5	Entrant: Snake Speed, London	29 laps behind
12th	G. Steckkönig/Hohenzollern (Porsche 914—2-litre 6-cyl.)	Group 4	Entrant: Paul Strahle Racing, Germany	31 laps behind
13th	K. Reider/O. Stuppacher (Porsche 906—2-litre 6-cyl.)	Group 5	Entrant: Valvoline Racing Team, Vienna	31 laps behind
14th	E. Seiler/P. Eittmüller (Porsche 914—2-litre 6-cyl.)	Group 4	Entrant: Hart Ski Racing, Switzerland	33 laps behind
15th	M. Hlotte/M. Rusba (Porsche 911—2-litre 6-cyl.)	Group 4	Entrant: Jolly Club, Italy	33 laps behind
16th	R. Bauer/D. Schmied (Porsche 911—2-litre 6-cyl.)	Group 4	Entrant: Paul Strahle Racing, Germany	34 laps behind
17th	C. Graemiger/R. Vogel (Chevron-BMW—2-litre 4-cyl.)	Group 6	Entrant: Charles Graeminger Racing, Switzerland	35 laps behind
18th	S. Garant/G. Masoneri (Porsche 911—2-litre 6-cyl.)	Group 4	Entrant: Wicky Racing Team, Switzerland	37 laps behind
19th	E. Kremer/G. Huber (Porsche 911—2-litre 6-cyl.)	Group 4	Entrant: Porsche Kremer Racing, Germany	46 laps behind

Fastest lap: I. Ickx (Ferrari 512S—5-litre V12-cyl.), in 1 min. 40.0 sec.—212.83 k.p.h. (new absolute record).

31 starters — 19 finishers.

### TYRES FOR VINTAGE CARS

VETERAN and Vintage-car enthusiasts are fully aware that without a modern source of obsolete-size tyres, the entire old-car movement would cease. Tribute is paid to Dunlop for supplying such needs, on page 1187. Not only does Fort Dunlop manufacture practically all the required size of tyres for cars from pre-1900 to 1940, in beaded-edge and other types, as we described in a special article in MOTOR SPORT in November 1967, but recently Vintage Tyre Supplies, who distribute these precious wares, opened larger, conveniently-situated new premises, just off London's North Circular Road, for their regular and reliable supply.

Lord Montagu of Beaulieu is chairman of Vintage Tyre Supplies Limited and he is not a person to adopt half-measures. It is a fact that what he undertakes he does thoroughly and well. So it was no surprise to find the new premises already fully stocked with Dunlop tyres, and looking for all the world like a high-class tyre depot of the nineteen-twenties, when we inspected it last month, following an extremely good lunch in the near-by "Spotted Dog" in Willesden High Road.

Some eight years ago the production of these special tyres was in jeopardy because Dunlop justifiably felt that the additional burden of distributing them in very small quantities to places all over the country might be too much to bear, on top of the non-profit-making manufacture of the tyres themselves. This crisis Lord Montagu averted by proposing a separate distribution company, which His Lordship set up in conjunction with Philip Pollock, who owned an existing Dunlop agency. This eased the selling side for Dunlop and facilitated their production planning of tyres and tubes for the older cars. This covers, incidentally, 27 different types and sizes.

The new premises of Vintage Tyre Supplies Ltd. are at Neasden, NW10, at the bottom of Jackman Mews, which was formerly the Jackman Forge, later an Express Dairy depot. When VTS took over

there was no proper postal address so Lord Montagu persuaded them to call it Jackman Mews, after the founder of the original business. At the compact premises stocks of tyres are kept in racks, the extent carried being valued at more than £6,000. Tyres are frequently exported to many parts of the World, notably France, Germany, America, etc., even to Czechoslovakia, while in the rare case of a particular size being unavailable, Australian, American and Finnish-made tyres can be supplied.

Dunlop are currently making approximately 5,000 of these tyres a year, each one involving 16 processes to seven for modern size covers. They are hand made, largely by one or two skilled operatives, in moulds costing some £15,000 each. To assess future old-car requirements VTS Ltd. send out questionnaires to the appropriate Clubs, the excellent response of 23% replies being obtained at the last such census; amusingly, these vintage data are fed to a modern computer. Dunlop make these special sizes as a gesture to the historic car movement and will make moulds for "new" sizes if a demand for 280 to 300 such tyres can be determined. Prices are only high when the specialised nature of the product is disregarded—in fact, they have only risen by about £3 a tyre compared to prices prevailing over 30 years ago. Although of the correct type and tread pattern, the construction used is superior, containing as it does a nylon content. Apart from prestige, Dunlop get little return for this essential service to the vintage movement, although sometimes the owner of a Dunlop-shod veteran will turn out to be a user of fleets of modern business vehicles, for which he gratefully specifies only Dunlop tyres.

A nice gesture at Vintage Tyre Supplies is ownership of a smart blue 1930s Morris Commercial van, which will take supplies of tyres to appropriate meetings, starting with the Brighton Run. Ironically, it is shod with 6.00 x 20 tyres, one of the few obsolete sizes Dunlop cannot at present supply, the mould for them being out of commission. Fortunately, plenty of rubber remains on the Dunlops at present on this VTS van!—W. B.



# RALLY REVIEW

## TAP RALLY

### GENERAL CLASSIFICATION

1st	S. Lampinen/J. Davenport (1.6 Fulvia)	..	..	7,009
2nd	S. Munari/A. Bernacchini (1.6 Fulvia)	..	..	7,486
3rd	B. Waldegård/H. Thorszelius (Porsche 911S)	..	..	7,929
4th	J. Lampreia/C. Melville (Datsun 160SSS)	..	..	8,786
5th	F. Romaozinho/C. Simoes (Citroën DS21)	..	..	9,121
6th	A. Peixinho/J. Bandeira (Alfa Romeo)	..	..	10,021
7th	A. Nunes/F. Fonseca (Porsche 911S)	..	..	10,041
8th	G. Salvi/J. Arnaud (Porsche 911S)	..	..	10,052
9th	B. Chavan/R. Loyens (Datsun 160SSS)	..	..	10,140
10th	R. Fidler/B. Hughes (Escort TC)	..	..	10,160

134 starters — 22 finishers.

Only other British finisher: J. Barter/D. Kirkham (Escort TC), 11,827, in 17th place.

PORTUGAL'S TAP Rally, sponsored by the country's national airline, has snowballed in four years to become the major Portuguese event, and even a qualifier in the European Rally Championship for Drivers. It has always been tiring, difficult and endowed with a plentiful supply of road surfaces of all descriptions.

Two years ago Tony Fall won the event for Lancia. The following year he did likewise only to be disqualified when he allowed his wife into the car to escape the jostling crowds as he was waiting at the finish for his proper arrival time to come on the clock.

This year Lancia took revenge by getting their two Fulvias into first and second places. The winning car was driven by Simo Lampinen and John Davenport and the runner-up by Sandro Munari and Arnaldo Bernacchini.

The TAP publicity network ensures that the word of the rally is spread well around Europe and the result is a plentiful number from the 12 starting points in various European capitals. Although the TAP Rally is such that a thorough reconnaissance is vital for a chance of success, private entrants do not have the time for such exercises. Consequently the factory teams started from Lisbon whilst the privateers chose the nearest starting point to their homes. The British start was at Crystal Palace, 11 cars starting from there.

Ford sent a solitary Escort for Roger Clark and Jim Porter, the car having a 1.8-litre 16-valve engine producing in excess of 200 b.h.p. Early in the event it retired after a sudden power loss was put down to a broken valve.

Tony Fall and Henry Liddon, two professionals who were going it alone having found their own sponsors, were right up with the leaders for most of the event, but on the last night (whilst in second place) their Escort T-C succumbed to broken rear springs. Both of them fractured at their forward shackles. When the rally was over the same occurred to one rear spring on the Escort of privateers Roy Fidler and Barry Hughes. They finished tenth overall, the highest placed Britishers, and the broken spring only prevented them taking part in the final slalom which was only laid on as a public show anyway.

Björn Waldegård, winner of the last two Monte Carlo Rallies, brought a perfectly standard Porsche 911S, but suffered considerably from navigation errors as he and Hans Thorszelius had not made a complete recce.

The events of 1970, with only 22 cars finishing, have done nothing to detract from the TAP Rally's reputation for toughness. But the organisation needs to be slicker in some respects, particularly with regard to production of results. Thirty hours between finish and posting of results is too long.

## THE RAC RALLY OF GREAT BRITAIN

JUST 14 days after this issue of MOTOR SPORT is published the biggest motor sporting event in this country will get under way, and I say that in spite of the certainty that D.S.J. will take me up on it. The truth is that 360 competitors in 180 cars, their attendant mechanics and trade supporters, many hundreds of officials, the various Press, radio and television interests, and the many, many thousands of spectators who throng the forests and time controls each November add up to far more humanity than is ever involved with a Grand Prix.

Without any glamorous side effects, such as sunshine over the Acropolis, wild life in Africa or rolling snow plains in Lapland, the RAC, wet, cold and murky as it is usually is, attracts a generous entry every year. This year the attraction is greater than it has ever been. There are full works teams coming from Lancia, Ford, Porsche, Alpine-Renault, Saab, Datsun, Svenska-Opel, Fiat and Wartburg, with a few supported cars from Skoda for good measure.

At the moment Porsche leads the International Championship for Constructors. Only three points behind is Alpine. Naturally both teams are coming in strength to defend and challenge respectively. From Britain the only factory team is from Ford, with three Escorts. The Opel team does not really signify the entry of General Motors into sporting activities. The team is run from Sweden, where the GM Dealer Association has had a competitions department for many years. Nowadays the factory in Germany has an interest and the Swedish team's manager, Ragnar Ekelund, now has responsibilities throughout Europe on behalf of the factory.

The only time the Swedish Opels have been seen in Britain was in 1966 when a team of Rekords came for the RAC Rally of that year and a private entrant came for the London Rally of that year. They have learned a lot since then, and the 2-litre Rallye Kadetts which they now use are certainly not sluggards.

The Saab team is the most faithful of all the overseas outfits. Indeed, in the past decade they haven't missed one—and they have the best success record, too, with three consecutive wins to Carlsson's credit. The Datsuns are coming for the second year. In 1969 they had three 1600SSS saloons which were lacking in the power necessary for a winning effort, but were so incredibly reliable that they ran faultlessly and picked up the Manufacturers' Team Prize.

Rather than provide one of their saloons with more power Nissan-Datsun decided this year to send three of their 2.5-litre sports cars, the 240-Z. They are fast and handle in much the same way as the splendid Big Healeys. But their reliability is an unknown quantity, and notwithstanding Datsun's general reputation for ruggedness their ability must remain to be seen.

The Lancia team has had a pretty bad year, having experienced retirement after retirement, particularly in the early months. But they did win the rally last year with Harry Källström becoming European Champion, so they have a definite goal to aim at. Furthermore their last rally was Portugal's TAP Rally, and winning that must have blown away the despondency of the past year and put them in the right frame of mind for November.

The Alpine-Renaults, the ultra-lightweight rear-engined cars from Dieppe, represent an unknown quantity just like the Datsuns. In past years they have always been regarded as cars for tarmac rallies and that is how their team administrators treated them. But this year they won both Acropolis and Sanremo rallies, neither of which can be regarded as smooth by any standards. But 20-odd special stages in Greek sunshine do not match up to nearly 80 through the rough, stony tracks of Britain's State Forests.

The RAC is harder on cars than most events and the speculation at the moment concerns the ability of the Alpines to stay screwed together whilst going fast enough to challenge the Porsches. Alpines have already been across the Channel in order to have experience of rough British roads and their first visit resulted in a few broken pieces here and there. Since then they have made one or two trips back to Dieppe and they now appear to be satisfied that their cars are strong enough. With plastic bodyshells chances can't be taken.

To assist readers with the identification of factory cars as they travel around the country between November 14th and November 18th appended below is a list showing cars and drivers entered officially by factories. Of course, last-minute changes are not impossible.—G. P.

### HF Squadra Corse Lancia

14	H. Källström/G. Häggbom	28	S. Munari/T. Nash
21	S. Lampinen/J. Davenport	35	S. Barbasio/A. N. Other

### Ford of Britain

15	H. Mikkola/G. Palm	29	T. Mäkinen/H. Liddon
22	R. Clark/J. Porter		

### Porsche System Engineering

16	B. Waldegård/L. Helmér	30	G. Larrousse/M. Wood
23	A. Andersson/B. Thorszelius	37	C. Haldi/G. Chappuis

### Saab-Scania

17	H. Lindberg/A. N. Other	31	C. Orrenius/L. Persson
18	S. Blomqvist/B. Reinicke	38	T. Trana/S. Andreasson

### Nissan-Datsun

18	R. Aaltonen/P. Easter	32	E. Herrman/H. Schuller
25	T. Fall/G. Phillips		

### Alpine-Renault

19	O. Andersson/Mrs. E. Andersson	33	J-P. Nicolas/D. Stone
26	J-L. Therier/M. Callewaert		

### Svenska-Opel

20	O. Eriksson/H. Johansson	40	L-B. Nasenius/B. Cederberg
27	A. Kulläng/D. Karlsson	44	G. Blomqvist/Mrs. I. Blomqvist
34	J. Henriksson/L-E. Carlström		

### Fiat

Paganelli and Trombotto will each drive a 124 Spider.

### Wartburg

Three works cars have been entered.





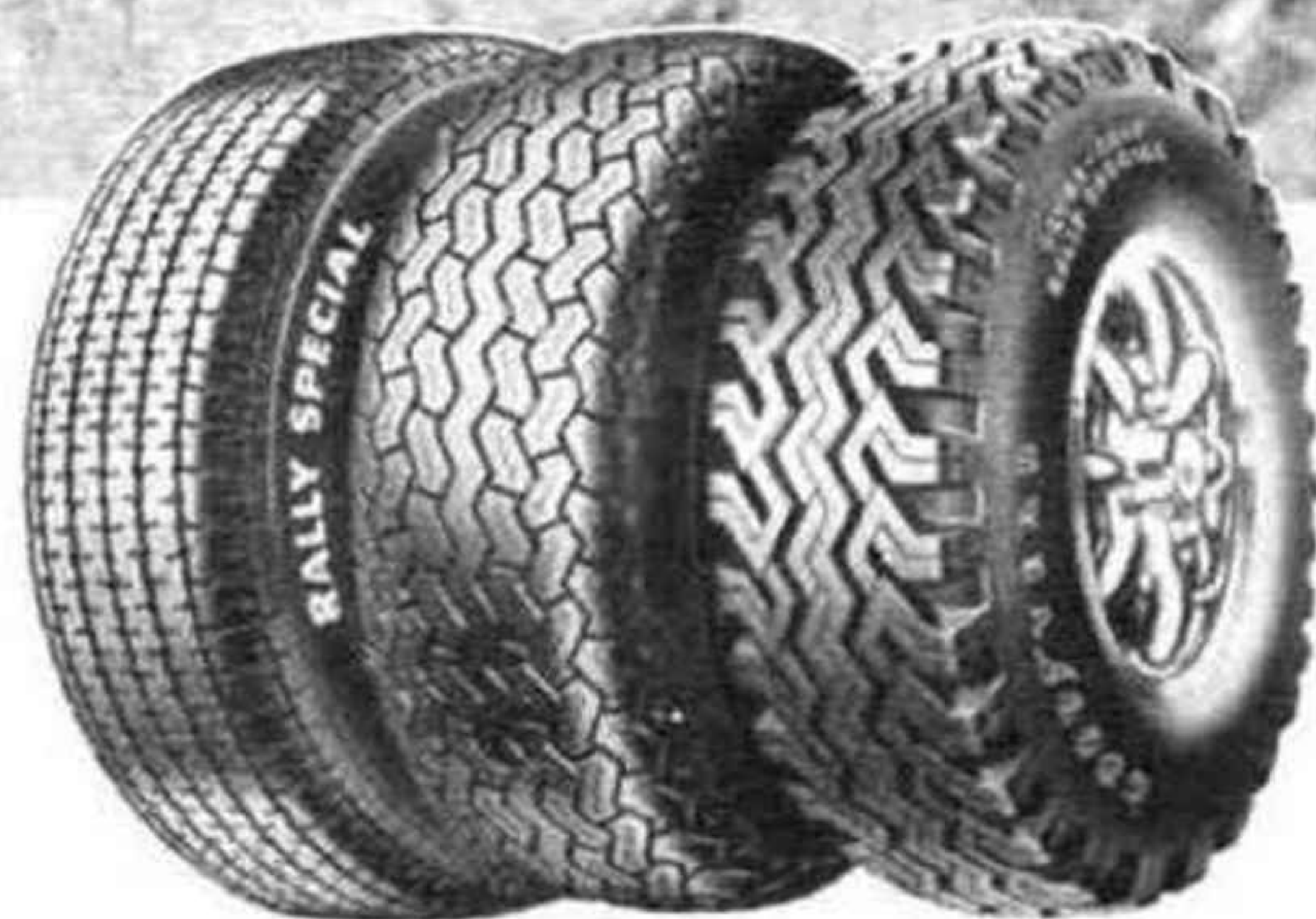
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## DONNYBROOKE

AS OFTEN happens in the Can-Am series, the entry and the interest begin to perk up as the series heads towards the final races on the West Coast. This year was no exception and a number of new or improved cars made their first appearance at the eighth round of the 10-race series. The race was held at Donnybrooke International Speedway, a circuit new to the Can-Am series (though it has been used before for Trans-Am and Continental events) which is set amid a pine-clad resort area in Minnesota. It is a wide, completely flat circuit, three miles in length, with a 4,000 ft. pit straight (which doubles as a drag strip) and an interesting variety of 10 turns that includes two long sweepers taken flat-out in the Can-Am cars (185 m.p.h.).

Both Denny Hulme and Peter Revson needed new cars following their crashes at Road Atlanta. Hulme's was another M8D, built up by taking the chassis tub from the new (and as yet unraced) M8E and adding the 4 in. wider M8D suspension. Revson's new Lola, although still known as a T220, was actually 10 in. longer in the wheelbase (following a modification Frank Gardner found worked so well in his Formula 5000 Lola). The chassis tub is unchanged, the extra length all being added forward of the front bulkhead, but Revson said the new car was much more stable. The old car's pitching tendencies had gone, the understeer was down considerably (though still a bit too much) and the braking much improved. Another new car was a second works BRM Type 154, driven by Pedro Rodriguez, which incorporates all the modifications made to George Eaton's car in the first seven races. Not new, but making its first appearance this year, was the Ferrari 612 campaigned last year by Chris Amon. Driven this year by American Jim Adams, it should no longer be known as a 612 since it is fitted with a 5-litre V12 as used in 512S.

The newest of the new cars, however, was the works, STP-sponsored March 707 for Chris Amon. The car differs from the first one built in having more vertical front coil spring/damper units to reduce excessive suspension movement. The car is low but both longer in the wheelbase and wider in track than most others, with adjustable dive-planes on the front body section and a car-wide wing mounted on small fins atop the rear body section. The chassis is 20-gauge aluminium riveted to magnesium bulkheads front and rear, and designer Robin Herd has followed current practice by using the 7.6-litre Chaparral Chevrolet engine as a stressed member. Two diagonal braces on each side assist the engine in this function and the rear suspension is attached to sub-frames over and under the Hewland transmission.

The weather was wet, cold and miserable on the first day of practice and this, combined with a rash of mechanical failures on the second day, diluted the usual qualifying battles. The qualifying record was 1 min. 32.5 sec. (116.757 m.p.h.) set by Al Unser in a USAC race last year. Hulme and Peter Gethin in the works McLarens had hardly got into their stride with laps of 1 min. 30.9 sec. and 1 min. 31.7 sec. respectively, when both were sidelined with mechanical trouble. Hulme's engine, a rather special lightweight one, began to digest its innards when a rocker arm broke, while Gethin's transmission was bent on self-destruction. Amon's March, meanwhile, had been wheeled away for hasty repairs when the left lower front wishbone pulled away from its mounting point before Amon could record any times at all. Revson was the only contender with few apparent troubles (both BRMs suffering from rocker arm and/or tappet failure similar to Hulme's), and the American proceeded to put the Lola on the pole with a lap of 1 min. 30.8 sec. (118.943 m.p.h.). The March then reappeared and after four slow laps to check out the front suspension repair, Amon put his foot on it. On his fifth lap the 707 turned 1 min. 30.9 sec., equalling Hulme's time, but just as the lap ended the right rear suspension upright cracked. It turned out to be a faulty casting rather than design failure and the March was on the grid the next morning.

Although Hulme's car had been fitted with a smaller 7-litre engine, the McLaren team leader was anxious to make up for his "d.n.f." at Atlanta and penalised finish at Road America, and when Revson fluffed a shift on the rolling start Hulme immediately shot to the front and left Revson, Gethin and Amon to dispute second place. Indeed, the entire race was a battle for second place as Hulme, lapping consistently under his qualifying time, led every lap, set a new lap record of 1 min. 29.5 sec. (120.670 m.p.h.) and a new race record of 117.570 m.p.h. Revson held second for nine laps until a broken throttle spring sent him to the pits and down to 17th place. Amon then harried Gethin for half the 70-lap, 210-mile race and shortly after the halfway mark actually put the March

in second place for a dozen laps until his brakes began to fail. Gethin, nursing a doubtful engine, then recovered second place and held it to finish 59.4 sec. behind his team leader. The March's very encouraging performance in its first race was marred slightly when a split fuel line brought it to a halt with only three laps to go, allowing Revson, who made a tremendous comeback, and Adams, who drove the 5-litre Ferrari with considerable verve, to claim third and fourth places. Amon finished fifth (Can-Am finishes are based on distance completed, whether running or not) and the only contenders not living up to expectations were the BRMs. Eaton retired after only two laps with broken rocker arms and Rodriguez, plagued by the same trouble, fell steadily from fifth at the start to ninth at the finish.—D. G.

## Results :

## CAN-AM—Round 8—Donnybrooke, Minnesota

1st :	D. Hulme (7.6 McLaren M8D)	..	1 hr. 46 min. 10.2 sec.—117.570 m.p.h.
2nd :	P. Gethin (7.6 McLaren M8D)	..	1 hr. 47 min. 10.2 sec.
3rd :	P. Revson (8.2 Lola T220)	..	69 laps
4th :	J. Adams (5.0 Ferrari 512P)	..	68 laps
5th :	C. Amon (7.6 March 707)	..	67 laps
6th :	L. Motschenbacher (7.6 McLaren M12)	..	66 laps
7th :	A. Dean (3.0 Porsche 908)	..	66 laps
8th :	D. Causey (7.0 Lola T163)	..	66 laps
9th :	P. Rodriguez (7.6 BRM 154)	..	66 laps
10th :	P. Gregg (7.0 Lola T165)	..	66 laps

Fastest lap : D. Hulme (7.6 McLaren M8D), 1 min. 29.5 sec.—120.670 m.p.h. (new record).

## For Jochen Rindt

*the debris  
on the Monza track  
is not where I see him,  
he is not  
on the winner's rostrum,  
garlanded, drinking champagne —  
for me  
his 28 years  
flash into an instant  
and he runs  
for the waiting helicopter,  
a race just won,  
ahead of him  
the bright, triumphant future.*

Charles Stewart

## BBC AND BRITISH CARS

IF the motor car is as much a menace as the BBC went out of its way to try to propagate savagely and most inappropriately on the eve of the Earls Court Motor Show, our previously suggested alternate-day car licences to reduce road congestion is much overdue.

## RUMBLINGS—continued from page 1187

the standing-start ¼-mile. During the week-end many more records were taken in the various capacity classes, ranging from 125-c.c. solo to 750 c.c. with sidecar, among them being a Flying Mile at 152.99 m.p.h. by a 766-c.c. Triumph Trident three-cylinder works road-racing solo, the same distance at 139.91 m.p.h. by a supercharged 750-c.c. Trident-powered sprint bike with sidecar, and the same machine without sidecar took the Flying Quarter-Mile record at 159.02 m.p.h. Altogether 51 motorcycle records were broken or established, the complete list being available from the National Sprint Association or the Auto-Cycle Union.

The following week-end, October 3rd/4th, the newly-formed Incorporated Sprint Organisation held a similar week-end for cars and motorcycles, but strong winds made record-breaking very difficult. However, Densham in his supercharged Dragster "Commuter", running with a radiator on the 7-litre Ford V8 engine, set up a British Flying Kilometre record at a two-way average of 207.6 m.p.h., the highest speed ever recorded in Great Britain. On one run his speed was over 219 m.p.h. The wind played havoc with the motorcycles, though George Brown recorded a one-way 190 m.p.h., down-wind. Numerous class records were broken or established and these are lodged with the RAC.



# AMERICAN COMMENT

THREE of the major American championships have been decided in the past month, the most important of them being that of the United States Auto Club. From the time that the green flag fell to start the first race of the season at Phoenix on March 29th there never seemed to be much doubt that Al Unser was going to win this year's USAC Championship. Driving the Ford-powered Colts (*née* Lolas) that are owned by Parnelli Jones and Vel Miletich and prepared by George Bignotti, Jimmy Dilamarter and Charles Tabbuchi, the younger of the two Unser brothers, took the lead in the championship by winning the first race and then stayed in front by finishing third in the next two events. Came the Indianapolis 500 and there was no touching Unser as he won the pole position and then led all but 10 of the 200 laps on the way to an overwhelming victory. It was a lucrative victory not only in terms of dollars (over £113,000) but also in terms of points, for it raised his total to 1,790 points—over 700 more than Gurney or Andretti and over 1,000 more than McElreath. Unser didn't make the winner's circle in any of the next four races, but he finished all but one of them and ended the first half of the season with a great victory in the rain-drenched ninth race at the Indianapolis Raceway Park road circuit. His points total had now reached 2,690, far ahead of the 1968 and 1969 USAC champions—his older brother Bobby (1,500 points) who had just taken over second place from Andretti (1,485 points).

Al began the second half of the season just as he had begun the first half—with two victories within 24 hours, one on a dirt track and one on a paved oval. The inaugural California 500 at Ontario Motor Speedway was next and Unser appeared all set for a repeat of his run-away Indianapolis victory when his turbocharger failed with only 35 miles to go in the 500-mile race. The veteran Texan McElreath was the surprise winner of that one and his victory temporarily boosted him into second place in the standings. Within 24 hours of the California 500, however, Unser was back to his winning ways with another dirt-track victory. Indeed, that was the first of five consecutive victories—a winning streak that is still unbroken—and with them he put the 1970 USAC Championship out of reach of anyone else. With only one race remaining (on November 22) Al Unser now has 4,890 points, more than double the 2,260 points garnered by his brother Bobby, who is unbeatable for second in the standings. Third place is still in dispute, with McElreath (1,910 points) holding a slim lead over Mosley (1,900) and Andretti (1,815).

Whether he wins that final race or not, Al Unser can look back on a remarkable season. He has scored 10 victories in 17 races (equalling a record set by A. J. Foyt in 1964) and they include wins in every type of race that USAC runs—paved ovals (including the Indianapolis 500), dirt-track ovals (he won all four races on the dirt this year) and road circuits (at Indianapolis Raceway Park). He failed to finish only two of the 17 races and in the other five was never lower than fifth—being second once, third three times and fifth once.

On the same weekend that Unser was wrapping up the USAC Championship, his car owner, Parnelli Jones, together with George Follmer, was bringing the SCCA's Trans-Am Championship back to Ford for the first time since 1967. The deciding event was the 10th race of the 11-race series at Seattle in which Jones scored a comfortable 19.6 sec. victory over Mark Donohue in one of Roger Penske's American Motors Javelins. Sam Posey's Dodge Challenger was third, followed by Follmer's Mustang and Vic Elford and Ed Leslie in Jim Hall's two Chaparral Camaros. And just to put the icing on the cake Jones and Follmer topped off the season by finishing first and second in the final race of the year, with Donohue third, Swede Savage and Dan Gurney fourth and fifth in the AAR Plymouth Barracudas, and Leslie sixth.

With each team able to count its best nine finishes, Ford won the championship by 72 points to American Motors' 59 points. Chevrolet was third with 40 points, while Dodge and Plymouth, both severely affected by budget cutbacks early in the season, trailed with 18 and 15 points respectively. It was not an unexpected result and the points totals certainly don't reflect the fact that the Trans-Am series, particularly in the second half of the season, provided possibly the best racing of the SCCA's three professional series and certainly gave the spectators the best value for their money. In both 1968 and 1969 Penske's Camaros won the championship for Chevrolet, but this year he, like almost everyone else, was running with different cars and/or drivers. Only Bud Moore's works Mustang team was held over

virtually intact and no one was too surprised when they romped off with the first four races (Jones winning three and Follmer one). By this time, however, several of the other teams, and particularly Penske's, had got their new cars sorted out and were able to exert much heavier pressure on the Fords. The result was that for five straight races the Mustangs were shut out of the winner's corral (although Follmer continued picking up points with three second places and one third). The first break in Ford's armour was achieved when Donohue's Javelin won the fifth race at Bridgehampton. Milt Minter surprised all the works teams when he won the sixth event in an independent Camaro, but Donohue made it three out of four when he won the next two races. It was Vic Elford's turn next and his inspired performance in the rain at Watkins Glen gave Hall's Camaros their first and only victory of the year. By now, however, Moore's team had regrouped its forces, eliminated the weaknesses that showed up under pressure from the other teams and came back to win the final two races and the championship.

As the flag fell to end the final Trans-Am race of the year it signalled also the end of Dan Gurney's illustrious career as a driver. "I am 39," Gurney said as he explained his retirement, "and although there are many examples of athletes succeeding in competition after that age, I've found that I've been getting more and more interested in some of the other aspects of racing . . . I will remain very active in racing, but not as a driver." Gurney said he will form a new subsidiary of All American Racers to be called Dan Gurney Racing and that with two drivers (one presumably Savage) he will direct his main effort at USAC's Championship Division and at the same club's recently announced Road Racing Division.

Gurney's racing career began in 1955 and over the next 15 years he became one of the best and probably the most versatile of all American drivers. He has driven and won in virtually every type of racing—Formula One, endurance events, sports cars, stock cars and USAC Championship machines. He joined the Ferrari grand prix team within four years of his first race (1959) and then drove for BRM (1960), Porsche (1961-63), Brabham (1964-65) and his own AAR team (1966-68). He has scored four Grand Epreuve victories—the French GP for Porsche in 1962, the French and Mexican GPs for Brabham in 1964, and perhaps his most satisfying victory of all, the Belgian GP in 1967 in his own Eagle. In endurance events he has been victorious at Le Mans, the Nurburgring and Sebring; in stock cars he has won the 500-mile NASCAR race at Riverside five times in six years; and he has won or finished in the top three in almost every USAC road race he has entered. He was responsible for getting Ford and Colin Chapman together at Indianapolis (including paying Chapman's round-trip air fare) and in the past three years he has finished third once and second twice in the Indianapolis 500. It is a record unmatched by any American road-racing driver and if there is any consolation in Gurney's retirement it is that his infectious grin will be even more visible now that he has hung up his helmet.

The third American championship to be decided in the past month was the SCCA's Continental series for Formula A (5000) cars and for the first time in the history of any major American championship the title went to a Canadian. The winner was John Cannon of Montreal, driving a McLaren M10B powered by a fuel-injected Chevrolet. Cannon has been a dominant figure in the series ever since he won the first race in April, but it is a good indication of the fairly evenly matched competition in the Continental series that Cannon had to persevere to the 12th race in the 13-race series before he could claim the championship. Victory in that 12th race (the only one held since last month) actually went to George Follmer, who proved once again that his Lotus 70, still powered by a carburettor-equipped Ford engine, is more than a match for the fuel-injected Chevrolets. Follmer set a new Formula A qualifying record to put his Lotus-Ford on the pole and then led every lap on his way to a 57-sec. victory and Formula A race record. David Hobbs, whose Surtees TS5A picked up two firsts and a third in the previous three races, shared the front row with Follmer and was battling with Cannon for second place early in the race when Cannon's car suddenly jumped out of gear. The two cars tangled, the Surtees retired with suspension damage and Cannon went on to finish second to Follmer. With one race remaining, Cannon now has 129 points. Hutchison has 91 points, but his second place could still be usurped by either of the next three drivers—Ron Grable with 72 points or Hobbs and Follmer with 71 points each.—D. G.



THE EDITOR HAS A QUICK LOOK AT—

## THE TREND OF DESIGN

DESIGN certainly isn't stagnant, but, leaving racing cars to D. S. J., nothing very revolutionary was to be seen at the Earls Court and complementary Motor Shows. Nineteen-seventy will probably go down as a year in which design teams showed an uncertainty as to which way they should go, and in which automobile engineering concepts became muddled and confused.

For instance, not long ago the bowl-in-piston combustion chamber, borrowed from diesel practice and adopted notably by Rover for their then-new o.h.c. engine, was hailed as a worthwhile advance on cylinder heads possessing formed combustion spaces. Vauxhall preferred not to follow this trend, saying that exhaust pollution could be better controlled with flat piston crowns, but Ford went for b-i-p in a big way. For 1971, however, the exciting new o.h.c. Ford engine family, evolved in Germany for the American sub-compact Pinto and adopted for the more lively versions of the New Cortina, eschews b-i-p, although Dagenham retains this form of combustion space for its push-rod engines, not, one imagines, simply as a tribute to piston manufacturers' advanced casting techniques. . . . Indeed, at the time of the World Cup Rally Ford were said to have used b-i-p heads because they were considered to cope better with the different ignition settings, demanded by the varying octane petrols which would have to be used along the route. Surely Ford do not visualise their new o.h.c. power units being confined to "rich" areas of Europe where they will always be fed on good-quality fuel? If this rally stipulation is taken seriously, those who operate in the far corners of the Globe had better specify the push-rod b-i-p New Cortinas.

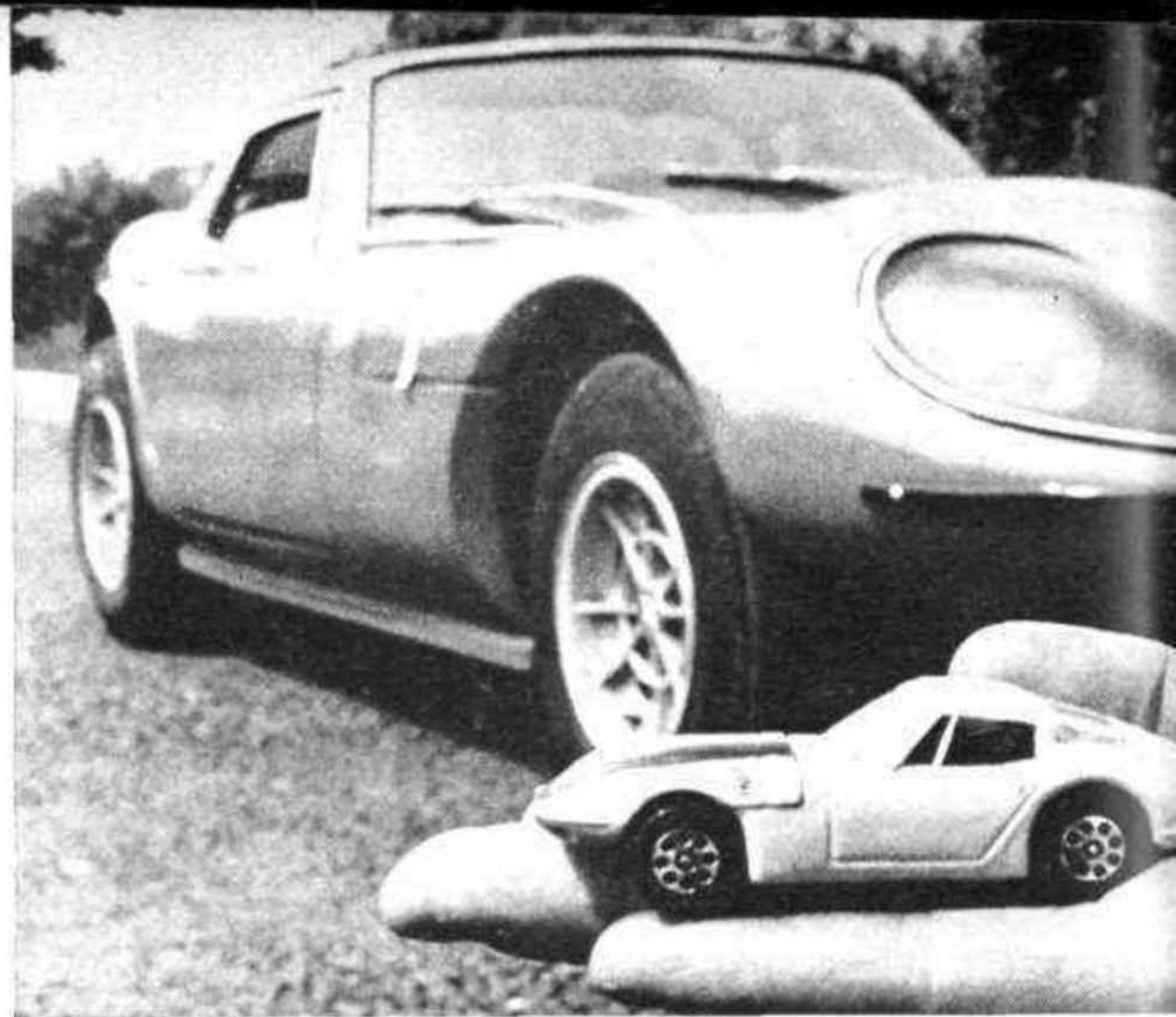
Another example of changed opinion, if not muddled thinking, is seen in the abandonment by British Ford of the MacPherson strut suspension unit to achieve a simple i.f.s. system (which Dagenham was once so anxious to promote) at the very time when the enormously successful Volkswagen concern has gone over to it, in place of the former race-bred Porsche trailing-link i.f.s., for the uncrushable Beetle (it also confronts critics with an oversteer complex with trailing-arm i.r.s.). Then again, in the matter of styling we have Ford going for coke-bottle (why coke?) waist lines on the 1971 Cortinas just when the Vauxhall branch of GM have discarded this aspect of body shaping. And, with VW completely turning round its long-established policy of mounting an air-cooled engine in the stern of all its cars, on the new K70 water-cooled, front-engined, front-wheel-drive car, the condition of confusing change quite definitely exists. . . .

For Ford's New Cortinas I feel considerable enthusiasm, because for many years I have held Cortina GTs in high esteem, and the fact that they have at last abandoned leaf-spring rear suspension gives me hope that riding in the back of one may now give the impression of being in an automobile running on round, not square, wheels!

It is said that the use of quieter Salisbury back axles, the construction of which suggests that they could be somewhat heavier than the axles they replace, enabled Ford to use coil-spring four-link rear suspension, which would otherwise have transmitted too much noise into the body shell. Be that as it may, we have the curious situation, at all events for the moment, of the more costly and prestigious Capris supporting their rumps on leaf-springs, which Cortinas now scorn. . . .

Moreover, while MacPherson strut i.f.s. has been abandoned for the brilliant New Cortina family, it is retained on the Ford Escorts and the sporting Capris, and is used by Fiat for the Type 128 which was avidly proclaimed by some as "The Car of the Year". However, we must be patient. The New Cortinas have rack-and-pinion steering already adopted for Escorts and Capris, so in time we may see the latter Fords with unequal-length wishbone i.f.s. and coil rear springing.

Ford claim their new i.f.s., although of conventional, unequal-length wishbone pattern, fits in better with their required NVH (noise, vibration, harshness) suppression than the MacPherson struts, although originally these struts were said to bring loading onto the bulkhead for this very purpose, and that the reduced wheel-offset lessens a shimmy problem. The honest reason for the adoption of wishbone suspension is probably better control of quality and supply, with Ford-manufactured parts. The new design gives a periodicity of



66 c.p.m. on the 1600 GT cars, compared with 90 c.p.m. on the Mk.II equivalent, and the new coil-spring rear suspension has a 1.6 lower c.p.m., a ride rate increased by 36 lb./in. and a 5.7-in. increase in roll centre height, depending, of course, on tyre size. This study of Ford's extensive suspension modifications reminds me that Rover use a complex linkage system at the front of their 2000/3500 cars expressly to transfer load and noise to the bulkhead, where they can be properly dealt with; I had hoped that these cars would by now have adopted a simpler layout, to lessen tracking complications while endowing them with even better road-holding, on a par with the outstanding "stiction" of the still-born Rover mid-engined coupé, but apparently Peter Wilks has had other things to attend to.

Independent rear suspension has not been taken up as quickly as the experts expected. Production costs allied to difficulties of noise suppression are chiefly to blame, especially where mass-production makes are concerned. But that which AC, Austin on the 3-litre BMW, Bond, Datsun for their biggest car, Ferrari, Fiat on the luxury 130 and Dino, Jaguar, Lamborghini, Lotus, Maserati, Mazda, Mercedes-Benz, NSU on the advanced R080, Peugeot for their 504, Porsche, Rolls-Royce, Toyota, Triumph, TVR, Volkswagen, and even Ford for their biggest models, a list which includes some cars of impeccable handling characteristics, deemed desirable in spite of the complexity of rear-wheel-drive, will one day become popular. Eventually we shall see rigid axles join side-valve engines, leaf-springing and beam front axles (with apologies to the Range Rover!) in museums. Acceptable standards of comfort as well as better wheel-grip must depend eventually on i.r.s., and in this context it is worth noting that the de Dion rear-end, once deemed so essential in racing when Mercedes-Benz "discovered" it, comes and goes, but in 1971 will have its adherents in the V8 Aston Martin DBS, the Monteverdi, and on Rovers.

Reverting to power-unit design, there has been a trend, slow to develop but growing, towards multiplication of cylinders, by which I mean the V8 engine. Commonplace in America—where, let us never forget, Ford led the way in big-production V8 engines with their classic pre-war V8 30, of economic but rigid construction, its then-unusual cast-iron crankshaft inherited by modern Ford engines—the trend is increasing in Britain. Rolls-Royce went over to the eight in self-defence, Rootes used such an engine in the Sunbeam Tiger until Chrysler refused to buy the Ford unit they had shoe-horned into it, Peter Wilks, Rover's talented Chief Engineer, took up what Buick and Oldsmobile had discarded, to give his Company an excellent lightweight V8. British Leyland worked on a rather unusual new four-cylinder o.h.c. engine which they cleverly sold to Saab and then developed a 3-litre V8 for Stag. Triumph have thus beaten Jaguar in the multi-cylinder race, leaving us wondering whether the forthcoming Jaguar/Daimler vee-engine, rumoured to be ready for release during the first half of 1971, will use a cylinder head akin to that of Stag—which may be excellent technically but will be a blow to history, for Jaguar (and Alfa Romeo) are synonymous with twin-cam engines. With Alfa Romeo going to a 2.6-litre V8 for the Montreal, Aston Martin having finally evolved a satisfactory, if vintage-like, production version of their 5.3-litre V8, Maserati using nothing but vee-eights, Mercedes-Benz having a great 6.3-litre V8 in their R-R-prodding 600 and a 3½-litre V8 for their very interesting 300SEL model, and Ferrari and Lamborghini supporting the V12 school,



multi-cylinderism is in quite a healthy state. There is likewise growing affection for six cylinders arranged in the compact vee-formation, out of which Ford has done remarkably well, to be followed by Fiat and Citroën. The Ferrari and the Fiat Dinos also have V6 engines, the Ferraris mounted transversely, in keeping with the significant developing trend towards mid-engined, high-performance, high-cornering-power motor cars, of which the Lotus Europa is an excellent British example.

The two-stroke engine is about to join the Dodo-status side-valve four-cycle power unit so far as private cars are concerned. Forty years back, in an era which now makes VSCC eyes sparkle, o.h.v. had already ousted the s.v. layout on British marketed cars by 47.6% against 39.1% (sleeve-valves and two-strokes were still in the Land, to make up the balance), and today o.h.v. engines entirely dominate the scene, the Wankel apart. At one time an overhead camshaft was looked upon as a desirable but extravagant component. Praise was bestowed on those makers, like Peugeot and Riley, who obtained the basic advantages of twin overhead-camshafts without their complexity, using base-chamber camshafts but with ingenious push-rod-and-rocker-arrangements extending from them. All this now belongs to the past, thanks to the cogged rubber-belt drive for upstairs camshafts, as proved by Pontiac. With a sweeping under the drawing-office carpet of chains, trains of gears, vertical shafts and bevels, even eccentrics or cranks-cum-connecting rods, there is little reason why every car does not have an o.h. camshaft. The silent, efficient, inexpensive cogged-belt drive is to the o.h.c. head what electric ignition was to Herr Otto. British Leyland do not apparently care for it, but Ford, Fiat, Citroën, Vauxhall, Opel, etc., eagerly adopted it.

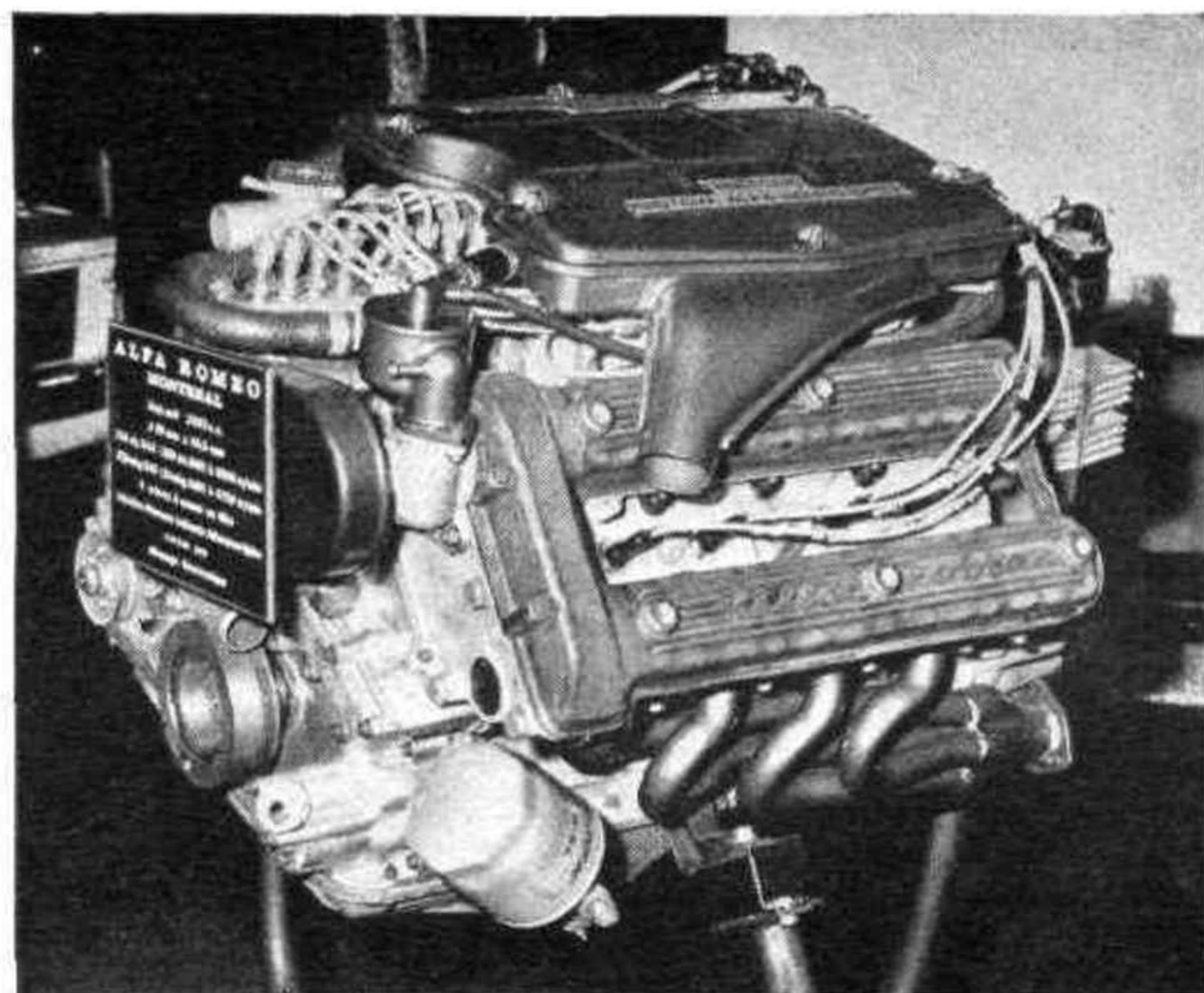
For this reason it is easier to record those who still adhere to push-rod prodding of poppets than to catalogue the o.h.c. advocates—they include BLMH, who, however, have o.h.c. on the Austin Maxi and Stag, Citroën on their older cars, DAF, Datsun for their smallest model, Fiat on their babies and one version of the Type 124, although the 128 has an o.h.c., Ford for their bread-and-dripping jobs, Chrysler/Hillman (except on the light-alloy Imp family of engines), Lancia on the Flavias, the little Mazda, some Opels, Peugeot 404 and 504 (with every excuse, however, for they have the aforesaid clever push-rod gear), Renault, Rolls-Royce, Rover (except on the 2000s), Simca, Skoda, the smallest Toyota, Vauxhall on its older cars, Volga, VW for its horizontally-opposed power packs, Volvo, and all American engines sold here, except for those in the new sub-compacts.

But for how much longer? There would appear to be no dramatic drawbacks to o.h. camshaft valve gear using cogged-belt drives, compared to push-rod operation of o.h. valves, apart from the requirement of rather more oil for the camshaft bearings than is required for rocker shafts and push-rod ball-ends, *except for complications in tappet adjustment*, which ingenious engineers such as Fiat and Vauxhall have overcome. However, as engineering is such a fascinating compromise, I shall not be surprised if the makers of chains and sprockets do not take me up on this matter . . . As I mentioned last month, I have had the interesting experience of being at the wheel of a Ford Escort RS when both its camshafts and its ignition distributor ceased to rotate, so that my Motor Show commuting had to be done in that excellent small car, the Fiat 128. The cause of the demise of the BDA was a seized front bearing on the exhaust camshaft, which stripped the cogs from the driving-belt and bent two valves. The sump was full of Duckham's at the time and the revs were minimal when the engine locked up, so this perhaps underlines the lubrication complexity of twin o.h. camshafts.

Incidentally, it may well have been the disuse of full-scale bevel-gear and gear-train drives for o.h.c. engines which induced Castrol to discontinue their XXL and GP lubricating oils. This will be bad news to owners of vintage Bentleys and 6C Alfa Romeos, who will be obliged to search for Agricastrol 50 (or Shell's Talpa 50), as these engines prefer a monograde SAE 50 oil.

The classic twin-cam racing-type cylinder head compared to a single o.h.c., adds to production costs and engine weight. But I am very glad to know that this still figures on the better production power units made by Aston Martin, Alfa Romeo, Citroën, Fiat, Ford with the classic 16-valve configuration, on the four-cylinder Escort RS, Honda, Jaguar, Lancia, Lotus and Maserati.

Engine design has remained basically the same for over a century except for the advent of a completely unconventional i.c. prime-mover in the form of the NSU-pioneered Wankel, adopted by Mazda. The Ro80 has not proved altogether reliable in the hands of those NSU owners who have ventured to dispense with pistons, so Dipl.-Ing. Uhlenhaut of Daimler-Benz was apparently right in making haste slowly with this rotary engine for use in Mercedes-Benz cars. Rolls-



FOUR O.H.C.—The V8 Alfa Romeo Montreal engine has twin-cam heads for each block of cylinders.

Royce, however, are experimenting with a diesel-Wankel which may cheer up their unhappy shareholders (or may not).

The way in which front-wheel-drive has raced ahead for the smaller cars and even some quite large ones, is what the pundits of a decade ago anticipated, although, here again, some makers seem unable to decide which is better, front or rear-drive, or perhaps wish to make the best of both worlds—Triumph, for instance, and Renault and VW, nor have we forgotten Simca's and Fiat's dilemma, if such it is, of having front-engine f.w.d., front-engine r.w.d. and rear-engine r.w.d. cars all in the same showroom, as it were! Different applications of transverse engines and front-wheel-drive are illustrated on page 1238 from which Fiat and Simca seem to have best overcome the particular technical conundrums involved. Honda use this layout, with the simplification of air-cooling. The next stage must be to have makers other than Rover (on the Ranger) following the sure path of Jensen with four-wheel-drive.

In the matter of carburation, and exhaust manifolding, the trend towards vee-engines may bring fresh problems or reintroduce ancient ones, and in this respect, it is interesting that Citroën's latest, very advanced small car has joined VW and Porsche in the pugilistic field of the boxer-motor. On a personal note, I always feel that a Weber carburetter does most engines a power of good, so I am interested to see that, outside Italy where these excellent carburetters are made, they have been adopted by Citroën (not unexpectedly, with their Maserati tie-up), Ford, Gilbern, Ginetta, Lotus, Marcos, Morgan, Porsche, Reliant, Simca, TVR and Uren for at least some of their models. BLMH are wedded to SU, and supply these long-established carburetters to Aston Martin and Rolls-Royce. Fuel injection is coming into its own with Alfa Romeo using their own conception for the V8 Montreal engine, Aston Martin having Bosch on their V8, Marcos using Lucas equipment on their new Mantis, Mercedes-Benz, Porsche and VW naturally having Bosch injection, the Triumph TR6 supporting the Lucas method, Volvo having Bosch, Peugeot and Lancia preferring Kugel-Fischer equipment. Compression ratios rise higher, AC, Auto-Union Audi, Iso, Lamborghini, the Lancia Fulvia HF, Lotus Europa, Monteverdi, Morgan Plus-8, Plymouth Barracuda, Rambler Ambassador, the Rover V8s and the Volvo 1800 have a c.r. exceeding 10 to 1, while 10 to 1 isn't uncommon.

The trend of automobile design swings fascinatingly this way and that. At the close of what we enlightened folk now call the vintage era, the British shopping for automobiles had the choice of twice as many six-cylinder in-line engines as fours, and 18.3% of the cars available during 1930 had eight cylinders, both in-line and vee pattern. So there is nothing very new about multi-cylinders, especially as there were 12- and even 16-cylinder power units in production by 1930. It is detail design which has raced ahead, for although Peugeot introduced twin-cam multi-valve engines for racing in 1912 and Leyland had a silent o.h.c. drive by 1920, they would have regarded as completely lunatic the driving of camshafts, no matter where they were situated, by a length of flat belting.—W. B.



## F3 REVIEW

**FIRST CHAMPION** to be declared in the MOTOR SPORT/Shell Formula Three Championship was 28-year-old Tony Trimmer, a former racing mechanic from West Kingsdown in Kent. His Brabham BT28, entered by Race Cars International, won the final race of the series in convincing style at Brands Hatch on October 18th.



THE FINAL four rounds of the MOTOR SPORT/Shell Formula Three Championship built up into an amazingly exciting climax which was finally decided at Brands Hatch on October 18th. An earlier Brands Hatch qualifying event, on August 31st, had been won by Gerry Birrell, who was not previously very well placed in the Championship and had shot into the ratings with the help of some new Dunlop tyres. At Cadwell Park two weeks later there was another surprise result when the unassuming Swedish driver Ulf Svensson carried all before him, despite the presence of all the usual Championship contenders. Svensson, a consistent competitor who at 35 years of age is probably the oldest man racing regularly in the formula, had rain in his favour at the tiny Lincolnshire circuit, for not only was he wearing a regular open-fronted helmet which did not mist up like the now popular all-enveloping type but he was also using a Lucas engine. Users of the Holbay engine discovered in the appalling conditions that their throttle slides were tending to stick open when wet and they were forced to slow down.

Many readers of MOTOR SPORT will have had an opportunity of seeing the penultimate round of the Championship, held at Crystal Palace on October 3rd, on BBC television. Trimmer, with 33 points, started this race with a 3-point advantage over David Walker (Gold Leaf Team Lotus 59) and the race was expected to be unusually close-fought, which indeed it was. The television view of the race was entertaining, but the tactics of several competitors got more and more out of hand as the last lap approached. This all took place astern of Walker, who was about to score his second Championship victory in the 12-race series in his customary unflurried style. The battle for second place was so heated that on the last corner James Hunt (Lotus 59) and Dave Morgan (March 703) collided with each other. A steward's enquiry was convened but by then Hunt had regrettably resorted to fisticuffs to settle his differences. This is very much against the normal spirit of camaraderie which exists in motor racing and was greatly deplored. Trimmer dodged the flying debris to take third place behind Walker and Mike Beuttler (Brabham BT28): this brought about a very tense situation for the final round two weeks later at Brands Hatch. Walker with 39 points was back in the lead, but Trimmer (37 points) was only two behind, and Beuttler had an outside chance of victory if he happened to win and his two rivals failed to score highly. It could have even finished as a Gold Leaf dead-heat if Bev Bond had won, for 9 points would have brought his score exactly level with team-mate Walker.

Organised by the British Automobile Racing Club, the Motor Show 200 meeting has become a British classic, annually attracting large numbers of foreign competitors to the Grand Prix circuit at Brands Hatch. As the last British International race meeting of the year and one in which large numbers of aspiring young drivers take part, it is doubly important, for team managers and sponsors tend to remember only the last race they saw, and thus the memory of this one lingers longer than any other!

As always, the principal contestants were all there in force for what was also to be the last major European race under the present 1-litre Formula Three regulations. The competitors were divided into two groups for the eliminating 10-lap heats, won respectively by Birrell and Trimmer. Amazingly, they both completed the distance in exactly the same time of 16 min. 16.4 sec.! Birrell was allotted pole position for the final, with Trimmer in the centre and Hunt's Lotus on the outside; on the second row were Carlos Pace's Lotus in the Brazilian colours and Ian Ashley, who was back in a new Lotus having left the works-supported team of March 703s. The third row contained Colin Vandervell, the son of the late bearing magnate Tony Vandervell of Vanwall fame, who had taken Ashley's March place and was taking part in only his third-ever F3 race. Walker was back on the fourth row, looking unhappy about the performance of his engine. Trimmer too had been unhappy with his engine after the heat, despite his win and it had been changed for a Felday unit.

The change seemed to pay off right from the start, when Trimmer surged away to lead the field, never to be headed again, and although he slackened his pace somewhat towards the end he had pulled out four seconds at half-distance and was unchallenged. Initially the pursuit was led by Birrell but the handling of his Brabham started to deteriorate as the shock-absorbers began to fade (the consequence of a minor practice accident), and he was overtaken by the Hunt and Ashley Lotuses. Ashley then took over second place for four laps but this effort came to a sudden halt when he attempted a wall-of-death on the outside of Paddock bend and retired with deranged suspension. Birrell, working very hard indeed, took back the place, having repassed Hunt, but then there was an unexpected late challenge from Pace, who had dropped back from the second-place bunch at the start and then (after a short struggle with Walker) passed Vandervell with four laps to go, did the same to Birrell on the next lap, and scraped across the line with inches to spare from the Scot. Walker, in spite of a smoky engine, just managed to deprive Vandervell of fifth place, but it was not enough to win the Championship. It was a very happy Trimmer who took the rostrum to collect the E. R. Hall Trophy: ten days later at a formal presentation in Shell House, he was to receive a cheque for £392 and a commemorative oil painting for his achievement in becoming the first MOTOR SPORT/Shell Champion.—M. G. D.

### Results:

#### E. R. HALL TROPHY (Final)—Brands Hatch—Formula Three—20 laps 85.4 kilometres—Fine

1st	: T. Trimmer (Brabham BT28-Felday Ford)	..	32 min. 31.4 sec.—156.36 k.p.h.
2nd	: J. Hunt (Lotus 59-Holbay Ford)	..	32 min. 33.8 sec.
3rd	: C. Pace (Lotus 59-Holbay Ford)	..	32 min. 34.0 sec.
4th	: G. H. Birrell (Brabham BT28-Holbay)	..	32 min. 34.0 sec.
5th	: D. Walker (Lotus 59-Holbay Ford)	..	32 min. 34.6 sec.
6th	: C. Vandervell (March 703-Holbay Ford)	..	32 min. 35.2 sec.

Fastest lap: D. Walker (Lotus 59-Holbay Ford), 1 min. 36.2 sec.—159.60 k.p.h.  
36 starters — 22 finishers.

#### 1970 MOTOR SPORT/SHELL FORMULA THREE CHAMPIONSHIP

	BRSCC Snetterton Mar. 27th	BRDC Silverstone (April 26th)	AC de Monaco (May 9th)	BRSCC Oulton Park (May 25th)	AMOC Silverstone (June 6th)	BARC Croft (July 11th)	RAC Brands Hatch (July 17th)	BARC Thruxton (Aug. 9th)	BRSCC Brands Hatch (Aug. 31st)	BRSCC Cadwell Park (Sept. 13th)	BRSCC Crystal Palace (Oct. 3rd)	BARC Brands Hatch (Oct. 18th)	Total
1st : Tony Trimmer (Lotus 59 and Brabham BT28)	9	1	9	4	-	2	-	4	1	3	4	9	46 (£392)
2nd : David Walker (Lotus 59)	6	9	-	-	6	-	6	-	3	-	9	2	41 (£150)
3rd : Mike Beuttler (Brabham BT28)	-	-	-	-	9	4	9	3	-	1	6	-	32 (£80)
4th : Bev Bond (Lotus 59)	1	4	4	9	3	-	-	9	-	-	-	-	30 (£80)
5th : Carlos Pace (Lotus 59)	-	2	-	3	4	9	-	2	-	-	-	4	24 (£40)
= James Hunt (Lotus 59)	-	3	-	6	1	-	4	-	-	4	-	6	24 (£40)
7th : Gerry Birrell (Brabham BT28)	-	-	3	-	-	3	-	-	9	-	3	3	21 (£40)
8th : Jürg Dubler (Chevron B17)	-	-	-	-	-	6	-	-	6	-	-	-	12 (£20)
= Ulf Svensson (Brabham BT28)	3	-	-	-	-	-	-	-	-	9	-	-	12 (£20)
10th : Wilson Fittipaldi (Lotus 59)	-	-	-	-	-	1	-	8	-	-	-	-	7 (£10)
= Richard Scott (Brabham BT28)	-	-	2	2	-	-	3	-	-	-	-	-	7 (£10)





## Alfa Romeo driver wins European Championship.

Toine Hezemans, driving an Alfa Romeo GTAM is the European Touring Car champion.

And Truci, in another Alfa Romeo, this time a 1300 GTA, came second.

Our startling success in this series has surprised a good many people. Which is understandable, considering the opposition we were up against. Cars of up to five litres, most of them radically and drastically modified.

Whereas Hezemans' winning GTAM has a slightly stretched version of the twin cam engine, common to all 1750 Alfas. And the five speed gearbox. And the all round disc brakes.

The series culminated in Jarama, Spain on the 27th September, when Hezemans clinched the title by coming in first. Alfa Romeos, just to prove the point, also took 2nd, 3rd and 4th places. As a matter of interest Hezemans won at Monza, Brno, Budapest and Jarama, and was second at Vienna and Silverstone.

You may not want to race your own Alfa.

But you've got the same breed of power and performance under your bonnet.





## VETERAN — EDWARDIAN — VINTAGE

### A Section Devoted to Old-Car Matters

*NOT THE NEW CORTINA.—But this immaculate Model-A Ford attracted great interest at the Booker Rally.*

#### THE BOOKER SHOW (September 27th)

LAST YEAR the Wycombe Air Centre held an informal rally of vintage and veteran cars at Booker aerodrome, where "Those Magnificent Men in Their Flying Machines" was filmed, a large number arriving in exchange for a plaque each and a simple flying display.

This year, encouraged by the success of the 1969 Booker Show, a much more ambitious affair was organised, by Airways Aero Associations Ltd. and the Uxbridge Vintage Vehicle Society. The idea was much the same, namely, a huge assembly of old motor vehicles, with no *Concours d'Elegance* or driving frolics to distract their owners from discussing them or the spectators from inspecting them, but with a charge for admission to the public and other attractions added to a more ambitious flying display. There may be some objection to mixing up old cars and historic aeroplanes with a full-scale fun-fair, side-shows, donkey rides, bands, electric organs and a trapeze act, and at times the vast grass expanse of Booker did resemble Hampstead Heath on a Bank Holiday.

But does it really matter, if it provides innocent interest for typically well-behaved and good-humoured British crowds? The attendance was enormous and I wouldn't be surprised to hear that the Wycombe Air Park made a bigger profit that day than from all the year's Aero Club and aviation activities combined.

The programme listed 391 "exhibits" but the numbers ran to some 600—so I trust I shall not be expected to turn in a detailed report!

One advantage of not having a *Concours d'Elegance* or beauty show is that cars in somewhat poor or shabby condition attend which might not otherwise be seen. The variety at Booker was certainly quite astonishing—ranging from an 1898 Georges Richard downwards, with the added anticipation of seeing Summer's 2.9 Maserati racer take part in the final drive past. Some cars had contrived to congregate in one-make assemblies, notably the "Chain-Gang" Frazer Nashes, which included a Shelsley single-seater which had had an adventurous run to the rally field, the Austins, Sunbeams, Rolls-Royces, Bentleys and Fords.

If any criticism is merited, it is the inclusion in the programme of post-war cars, such as a 1960 AC-Bristol and a 1962 Triumph Vitesse in what was advertised as a veteran and vintage show, which makes one thankful the VSCC exists to prevent this aspect from becoming completely out of hand. It was a bit tedious that whereas the gates opened at 11 a.m. and the rally was declared open by 2 p.m., flying did not commence until 4.15 p.m. Perhaps next year the aeroplanes could be released by 2.30 p.m., to give those coming long distances in old vehicles an opportunity to see the flying and yet get away much sooner? The programme, too, gave only 391 entries and as these closed before September 1st it could, one would have thought, have listed all the vehicles present. It contained some remarkable proof-

*AT BOOKER.—An early Hillman light car shares a space with a Bean, left, and, right, this Sporting Invicta was amongst the enormous assembly of veteran, Edwardian, vintage, p.v.t., 30/40s and merely old cars, a sort of "anything goes", which engulfed the aerodrome near Marlow.*



reading errors, too, such as an HRG rendered as an HRD and a Rude motorcycle, while the Hon. Patrick Lindsay appeared to have entered himself—twice. Nor was the VSCC described, although other organisations which assisted were given liberal space.

Those gripes apart, it was a remarkable occasion. Where else do you see a Coupe de l'Auto Delage and Garrett and Burrell traction engines, rows of vintage motorcycles, buses, military vehicles, vintage aeroplanes assembled in one place in such quantity? There were even stationary engines, this time a 2½-h.p. Fowler, a 1½-h.p. PB Ruston Hornsby driving a circa 1920 air-compressor and a 3-h.p. Type A Lister with sheep-shearing attachment. Was there a round, a not-quite-fully-restored but very smart Hillman Humber tourer, a blue Invicta two-seater with outside exhaust pipe, Bartley's 1938 ex-Police 18/85 Wolseley, rebuilt in 1960, a 1910/6 tourer, a vast Barker-bodied Daimler saloon with "brass" radiator, a Hudson Six saloon which languished in a Hampshire farmhouse until well after the war, a nice 14/40 Delage, the 1904 Jarvis Brown and a completely immaculate Model-A Ford Fordor saloon, correct even to its brass-strip h.t. connectors, caught the eye.

There was even a Victorian baker's cart and a 1947 cut-and-run Bentley Mk. VI boy's racer had gate-crashed a way in. Another of the vintage cars was a 1931 Model 9 Sunbeam motorcycle pulling an Edwardian vintage sidecar. A very nice 8.3 Renault saloon, a vintage Citroën tourer and a vast Delage represented Continental vintage motoring in this year's concourse of motoring history. Philip Mann's 1914 GP Mercedes apparently thought it was an aeroplane, being parked by the Spitfire Swordfish and replica Fokker E 111 monoplane which Joan Harcourt was later to fly. And surely the GPDA would have looked askance at Leone and Tarnyia, who performed their acrobatics on a flexing 80 feet above the ground, without a safety net.

With a few improvements, perhaps one-make parks for the prolific makes of pre-1941 cars, the Booker Show must surely assured success again in 1971?—W. B.





# "LOST CAUSES" AT BEAULIEU

(September 20th)

*SET-PIECE.—This year's "Lost Causes" Rally was organised by the Jowett CC and beside the officials' tent was to be seen this immaculate Jowett Javelin with a replica of itself on its roof.*



AFTER writing one of the most fascinating detailed motoring histories ever published, Lord Montagu of Beaulieu inaugurated the first Lost Causes Rally at Beaulieu some ten years ago. It catered for the cars referred to in his "Lost Causes of Motoring" book, with classes called after the chapter titles, which gave rise to such mysterious (to the uninitiated) categories as "Jam Factory" cars, the "Three-As of Scotland", etc., apart from one-make and regional classes. The idea was to attract cars of all kinds which had gone out of production, so this was not strictly a vintage/veteran rally.

After a time the Lost Causes Rally became a bi-annual Beaulieu fixture, with an additional one for Continental lost causes to coincide with another recent book by Lord Montagu. This year the original British lost causes idea was repeated on September 20th, very efficiently organised by the Jowett Car Club, headed by its Secretary, Jim Watkinson, and enjoying the hot benefits of this Indian Summer Sunday. In the unexpected absence of Lord Montagu it was opened by an impromptu address by the Editor of MOTOR SPORT, after which the industrious judges got to work, with the ultimate results published hereafter.

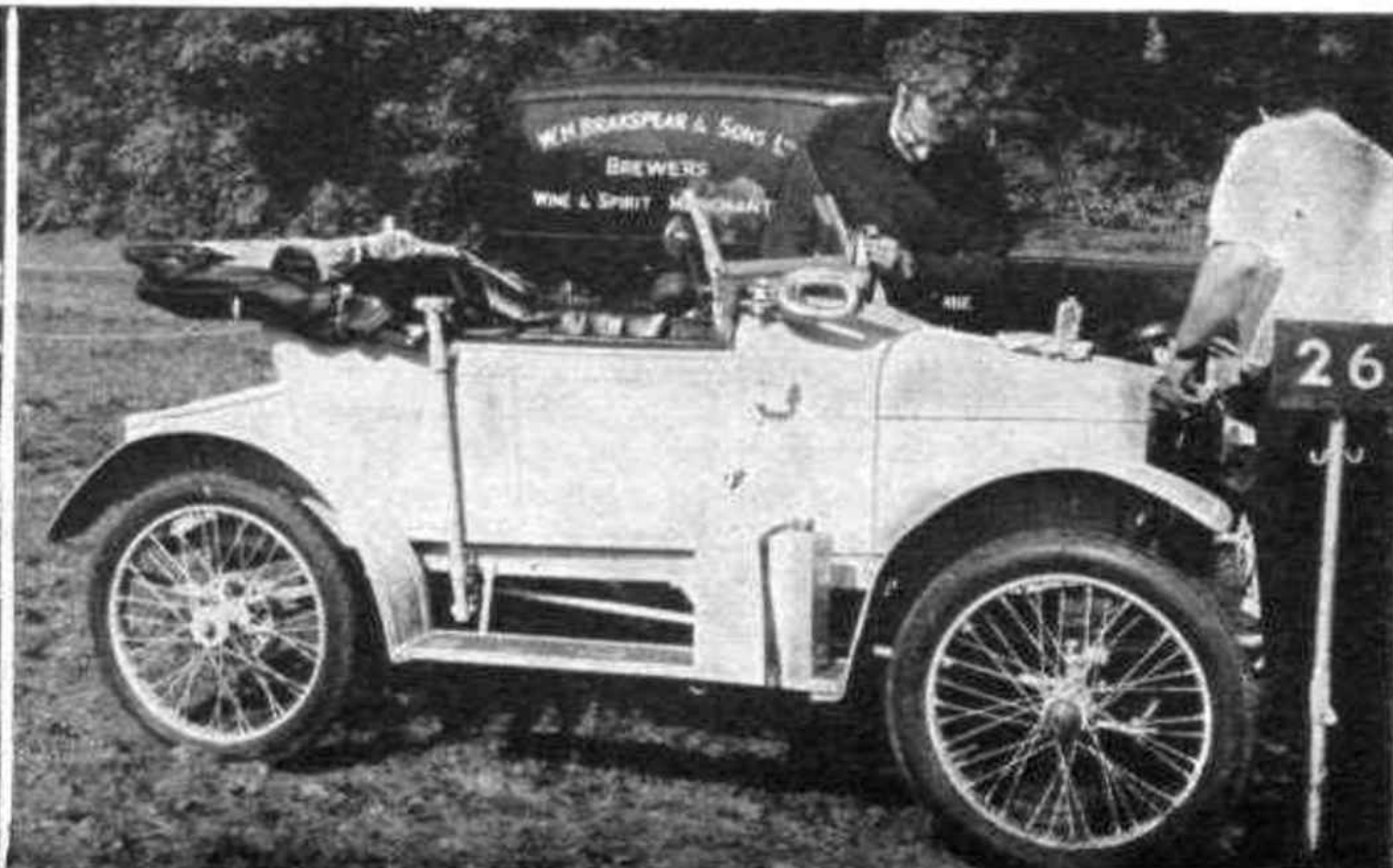
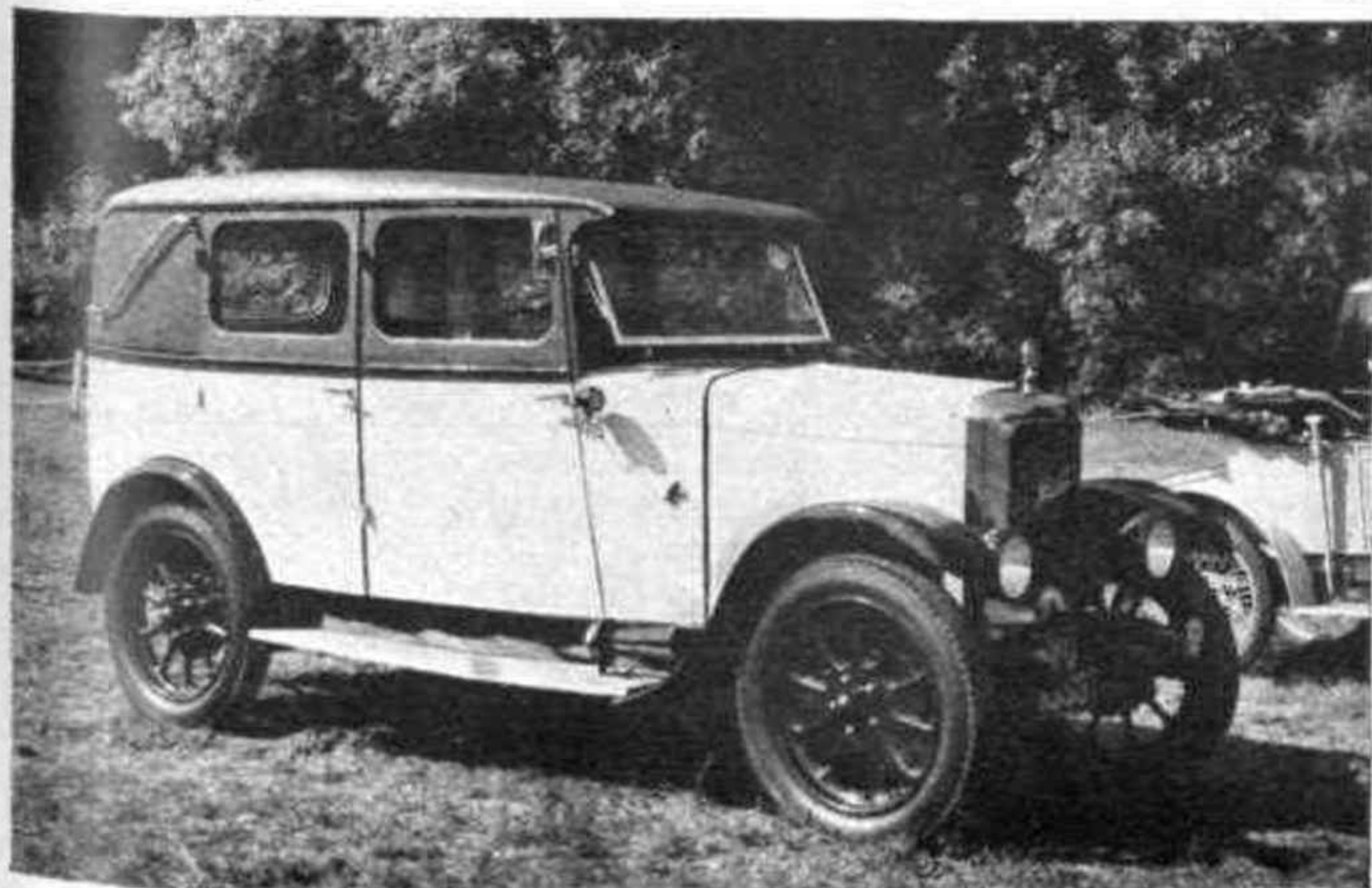
Although entries for the 18 classes were not prolific and they were reduced by a high percentage of non-arrivals, the cars that assembled represented a most interesting cross-section of defunct but not forgotten makes and types. In a perambulation round the rally field we noticed that the 3As of Scotland had attracted but one car, Russett's 1916 Arrol-Johnson tourer, a car without a single instrument on its wooden dashboard. Mr. Russett's other entry, a Chater-Lea light car, also lacked instruments, but as it had arrived on a lorry maybe it didn't require any. Three Allards, a PI, a K2 and a K3, ranging from 1951 to 1954, made a sharp contrast to Lord Montagu's 1907 Sixty Napier, the only Acton car present.

Then there were three Crossleys, sharing their own class—Capt. Weld's 1930 sports 2-litre, which we had passed the previous day as

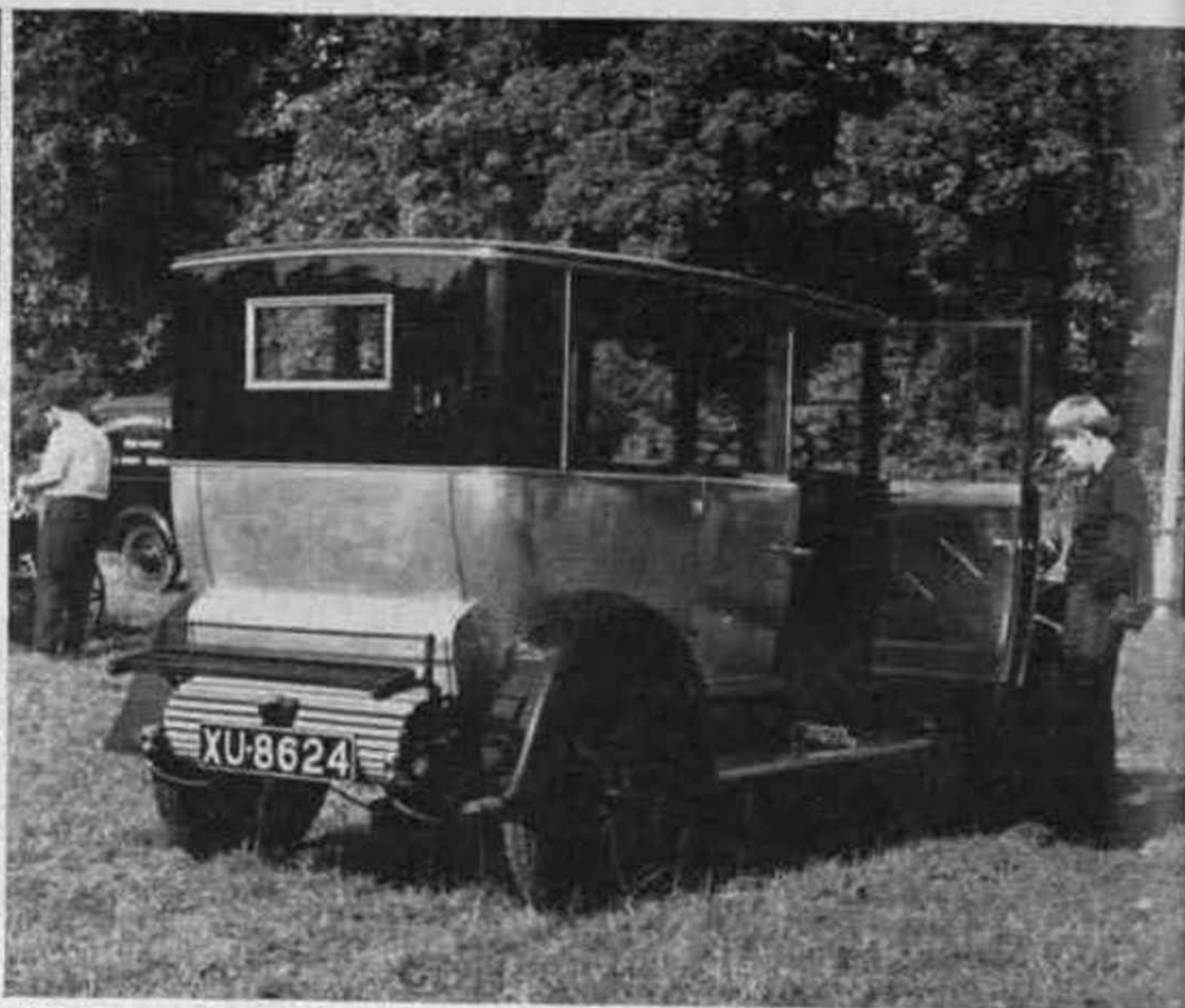
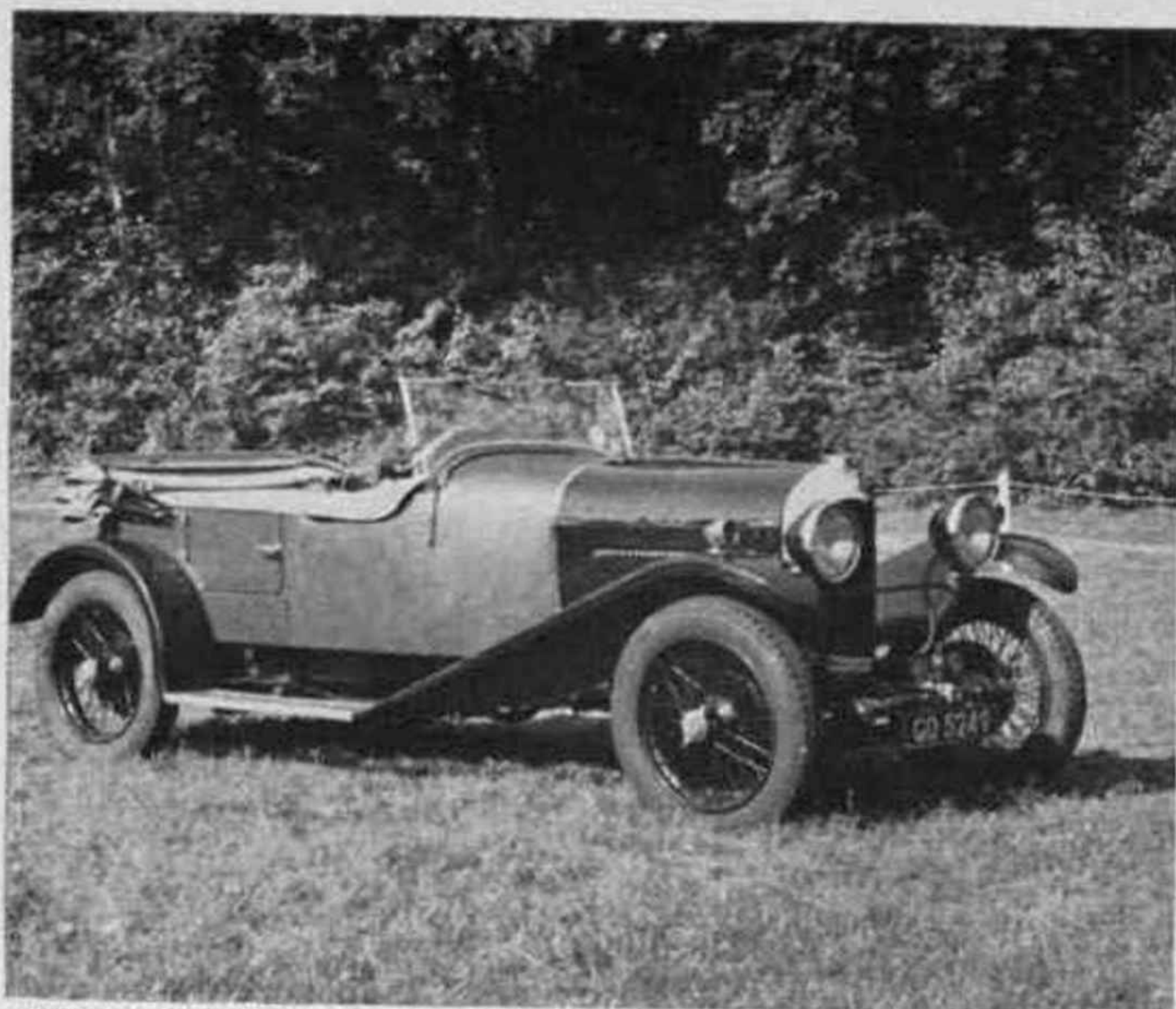
it was on its way to the rally across the downs between Swindon and Marlborough, envying the owner his drive in perfect autumn weather in this immaculate open car, a 1925 18/50 tourer and a Ten saloon. Dennis produced his very presentable 1½-litre HRG which is used for trials work. Riley and Alvis were there as very recent "lost causes", the former including several of those three-abreast-seater 2½-litre Roadsters, while the Alvis contingent included Ricketts' immaculate open 1932 Silver Eagle and smart examples of TA21 Tickford and TC21 closed cars (we paused to talk of the possible difficulty of replacing shell-bearings for the six-cylinder models against re-metalling the white-metal bearings of the four-cylinder TA14s). Another recent "lost cause", the Singer, was well represented, by such diverse models as Rowe's 1930 o.h.c. Junior tourer, Davies' nicely preserved 1932 Kaye Don Special Nine saloon with the waterfall motif on its radiator grille, and Wray's 1935 six-cylinder Le Mans Special Speed Model, one of four built originally and possibly raced in the 1934 TT.

The type of cars this particular rally attracts was emphasised by the presence of a Standard Vanguard Six and a Standard Sportsman (we recall road-testing one) among the Eights, Tens, Flying 9s, 10s and 14s. The Wolverhampton Makes class was confined to an AJS saloon from Bradford and Collin's two-seater 11.9 Star. True "lost causes" were a 98 c.c. Rytcraft Scootacar, a 1919 coal-scuttle-bonneted Phoenix and a 1911 single-cylinder Swift, the last named requiring the help of a trailer to get it to Beaulieu. The Birmingham Makes class was not very well supported, but had the advantage of a very interesting extra entry, in the form of a 1924 Model E14 sleeve-valve BSA saloon, which was in unpainted aluminium, its slatted rear petrol tank and a Daimler plaque on its water pump displaying its Daimler origins. It had come from Fareham, out of retirement for the first time since 1932 and was something of an unknown quantity. We have met various pre-war BSAs in recent times but none as complete and rare as this one. It was backed up by two BSA three-

JOWETTS AT THE "LOST CAUSES" RALLY.—Left, a 1929 7/17 saloon; right, a 1913 tiller-steered two-seater.







**TWO MORE "LOST CAUSES".**—A fine 1930 Crossley, on the left. On the right, what is it? The slatted fuel tank shows the Daimler origins of this 1924 sleeve-valve BSA E14 saloon.

wheelers, one a twin-cylinder with a nicely original body having two tiny seats one each side of the single back wheel, and Bowler's four-cylinder TW10 model with the later Scout engine, which is used in trials. The Invicta/Railton class produced but one of each make but made up for this because both were excellent examples. The Invicta was a low-chassis 4½-litre Lancefield coupé in nice order. The Railton was a 1936 Fairmile II drophead which had run 9,000 miles when its present owner bought it a year later. It has now done 429,000 miles but looked almost new, with permissible aluminium paint on its engine, the under-bonnet wiper motor, and the dummy overhead valve cover used for the side-valve 4.2-litre straight-eight engine of this model. On the way home we espied another Railton which may have intended to be present but appeared to have broken down.

Naturally, the Jowett class was extremely well supported, with masses of Javelins and no fewer than a dozen Jupiters, of which one had a special Richard Mead body, and some were the later SC version, with luggage boot. All could give British Leyland a lesson in easy hood erection, which could profitably be passed on to the Stag design team! The older Jowetts were also well represented, with a splendid 1929 Long 7/17 saloon from Kendal, with r.h. gear-lever and imitation hood-sticks, and C. Jowett's 1913 tiller-steered two-seater. There were even three Bradfords, to remind us that the Jowett flat-twin engine was used up to 1952. And where else could a Car Club Secre-

**V-E-V Odds and Ends.**—Records are made to be broken and some pre-war ones fell at the sprint meeting held at RAF Elvington last month. For instance, Tony Densham at last broke the British f.s. kilometre record, held by Sir Malcolm Campbell and the Napier-Campbell since 1927—but by less than a m.p.h. per year! His 7-litre Ford-powered, specially modified, dragster did 207.6 m.p.h. to Campbell's 174.88 m.p.h. with 24-litres of Napier engine, on sand. Patsy Eurt, whose father raced Frazer Nash and Burt Special cars at Brooklands, broke R. J. Munday's Brooklands f.s. kilometre diesel record with the Perkins-powered Thomas Special, in a Mercedes-Benz 220D saloon with exhaust-driven supercharger, 5-speed gearbox and non-standard (larger) wheels. But he only improved on this 35-year-old record by 8.8 m.p.h. . . . Granted there was a longer run-in at Brooklands. Leo Villa watched the runs, accompanied by a fine scale model of the 1927 "Bluebird".

A reader who no longer drives, due to arthritis, asks us to try to discover the whereabouts of the 1928 1½-litre sports Alfa Romeo he once owned, Reg. No. TE 4327, which finished 11th in the Six-Hour Race at Brooklands, driven by Bruno. He sold it in 1948 to a Mr. Harrison. Rumour has it that a racing Sunbeam, possibly a 1922 GP car, has turned up in the backwoods of Queensland, Australia, where the best part of 39 pre-1921 Talbots were discovered recently in Victoria. A derelict 1934/7 Armstrong Siddeley saloon and a Triumph Super-Seven chassis are reported to lie in an orchard in Nottingham and a Terraplane tourer in sorry state lies behind a Somerset garage

tary arrive in an appropriate car with a fine scale model of it exhibited on its roof, as the JCC Secretary did with Javelin and replica?

Some of the "lost causes" had come long distances to attend, as the age/distance prizes listed in the results show. So we felt no compunction about driving 185 miles home in a modern Alfa Romeo. On the early stages of this run we encountered vintage motorcycles on their way to the Montagu Motor Museum, which gave rise to the thought that the road from Lyndhurst across the plain to Beaulieu must these days be the equivalent of the road over Weybridge Heath to Brooklands Track, in respect of the odd, weird and wonderful cars which pass along it. One such was a Castle Three three-wheeler, going splendidly, although on arrival it demonstrated almost simultaneously that it *does* have a reverse gear but does *not* have a functioning self-starter . . . —W. B.

#### Results:

- "Lost Causes" Trophy:** G. D. Cook (1935 17-h.p. Armstrong Siddeley).  
**Runner-up Cup and Jowett Car Club Challenge Trophy:** A. Cook (1911 7-h.p. Swift).  
**JCC Challenge Trophy (Best Jowett):** J. Short (1953 Jowett Jupiter).  
**Distance Awards:**  
**Vintage:** J. Box, Kendal, Westmorland (Jowett 7/17).  
**Post-Vintage:** A. V. Hitch, Glenridding, Westmorland (Jowett Bradford).

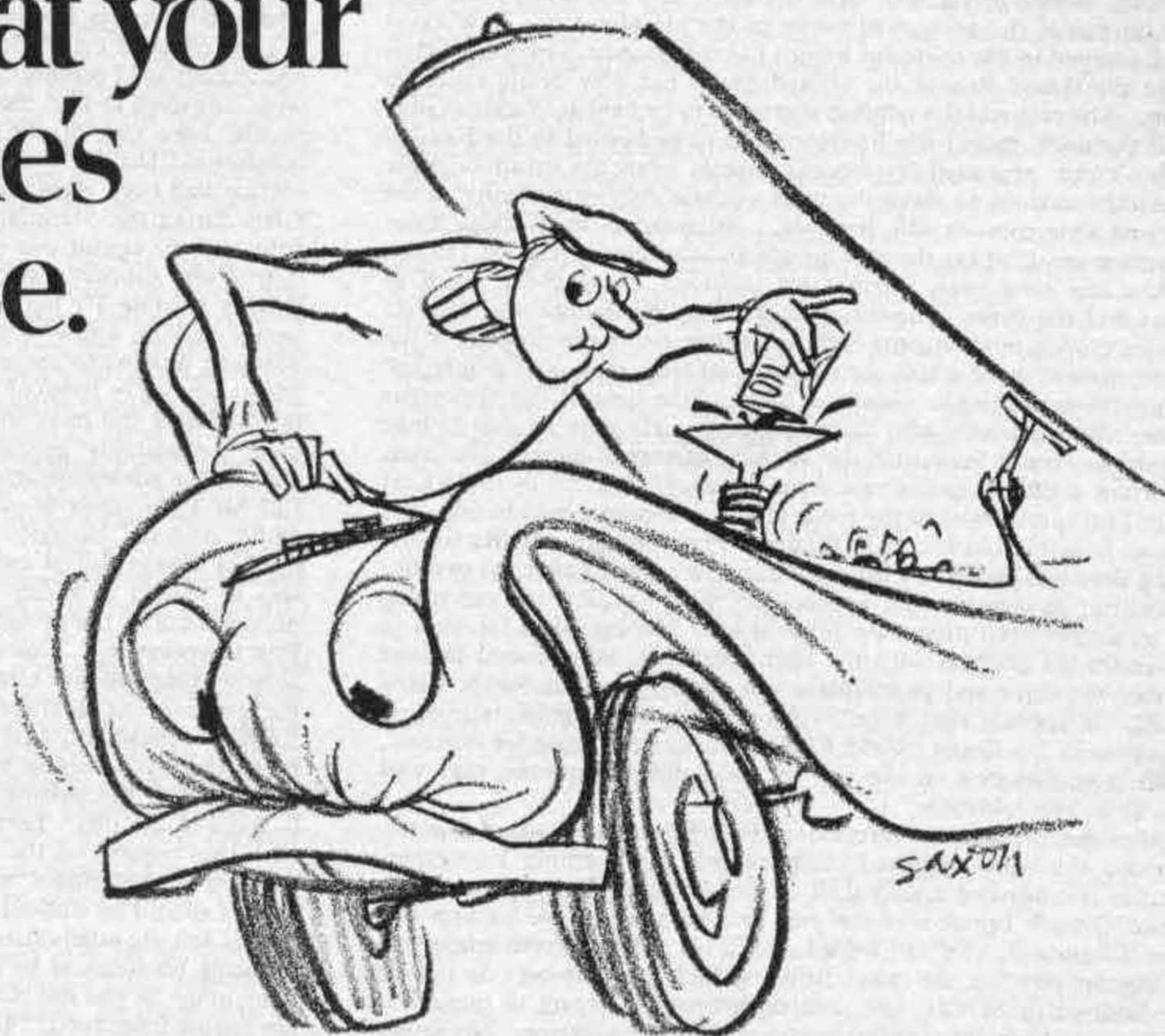
(letters can be forwarded). Describing the expansion of E. Channon & Sons Ltd. premises in Weymouth (they had the first Morris franchise in Weymouth and Dorchester), which date back to 1910, a local paper referred to their 10 h.p. Channon car of 1905, of which four were made. Apologies to M. H. Morris and W. A. G. Morris for garbled reporting of the final race at the VSCC Thruxton Race Meeting, which gave the fastest lap in text and picture to Bill Morris' 1½-litre ERA when, in fact, Martin Morris achieved this in his 2-litre ERA. Incidentally, next season there should be great rivalry between this ERA and Neil Corner's latest acquisition, R4D. We regret to learn of the deaths of Harry Rose, the great Bentley enthusiast, and of J. A. Joyce, the AC racing driver who died suddenly at the age of 74, at Wareham.

At the previously referred to ABC Rally, about 15 ABCs, a Belsize-Bradshaw and a Matador-Bradshaw, supported by Bean and Swift cars. John Stevenson & Sons Ltd. were recently entrusted with packing an immaculate 1914 Rolls-Royce Silver Ghost landaulette for shipment on the s.s. *Port Townsville* to Australia. The car is the property of P. W. Markham, Reg. No. R 2084; the absence of front brake drums caused a crating complication!

**N.B.**—Owing to pressure on space "Vintage Postbag" has to be held over until next month, when an interesting selection is due to appear, including further 1914 GP Mercedes history.



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## Esso The Action Station



# 12TH UNITED STATES GRAND PRIX

## Lotus Come-Back

WATKINS GLEN, USA, October 4th

TRANSPORT from Canada for 24 of the 26 Formula One cars which had been seen at St. Jovite was provided by communal trucks, making quite a change from the gaily-painted transporters in which they are normally carried in Europe. The Ferraris, as always, came on their own lorry, but the 26 arrived safely in the pleasant town of Watkins Glen, situated in the colourful Finger Lakes region of New York State, where the Grand Prix of the United States has now firmly made its home. The race was the tenth in the series to be held at Watkins Glen.

All the teams except the Ferraris were to be housed in the Kendall Tech Center, protected by security guards from the crush of eager Americans anxious to make the most of their only opportunity to see Formula One cars on US territory. Attendances at Watkins Glen have risen steadily over the past decade and this year it reached 100,000 for the first time ever, though this included "hangers-on" such as guests and the Press. American track safety regulations and the fact that the crowds tend to come early and camp within the grounds of the circuit present quite a task for the local officials, who cope firmly but fairly without having to resort too often to the help of the unpopular police. Those drivers who had raced in Canada were all due to take part in the Grand Prix, with the addition of several more. The most important additions to the race were the two Lotus 72s of Gold Leaf Team Lotus, returning to the scene after a one-race respite to rally and recover from the sad events at Monza. They brought 72C/R5 for the young Brazilian Emerson Fittipaldi, this now repaired after the practice accident at Monza (its first appearance), plus 72C/R3, the car which has until now been driven by John Miles. Having asked for time to reconsider his position with the team, however, Miles found himself without the drive and in his place was the 29-year-old Swede Reine Wisell. It appears that Wisell will be Fittipaldi's regular team-mate in future, so the slogan "Gold Leaf Team Lotus, racing for Britain", which is emblazoned on the side of the Lotus transporter, may well have to be reconsidered.

Other cars brought out direct from Europe were the second Surtees, TS7/002, this being entrusted to Derek Bell, the Formula Two expert who has just finished a long spell on the *Le Mans* film. It was Bell's second Grande Epreuve of the year and keeping an eye on him was Tom Wheatcroft, who had loaned one of his two Cosworth engines to the Surtees team for the race. Bringing McLaren numbers up to four was Bonnier in M7C/1, last seen unsuccessfully trying to qualify at Monza and now painted yellow with a white and red stripe. Nevertheless, it was showing its age, this being certainly the hardest used car in the field, having served Hulme throughout the 1968 and 1969 Grand Prix seasons. Two more cars were brought from distant parts of the United States, Volkswagen dealer Pete Lovely bringing his familiar Lotus 49/R11, all the way from Seattle, Washington. This car is still in 1969 49B trim with 15 in. front wheels. The other American was the Texan Formula A driver Gus Hutchison, making his Formula One debut in the 1968 Brabham BT26 which Ickx had used early in 1968. The car is eligible for Formula A racing but Hutchison had not used it as such since July, claiming that it is not as fast as the 5-litre Lola T192-Chevrolet which he is now racing in Formula A.

Also making a start in Formula One was twice British hill-climb champion Peter Westbury, who races his own Brabham in Formula Two, assisting the GPDA with matters of circuit security in this sphere: he had been asked to drive the fourth BRM, using 153/04 while Oliver switched to the "spare" 153/06. The latest BRM engine was not in use; it was removed from the newest car before practice and kept in reserve.

These newcomers swelled the number of drivers to 27, three of whom would be disappointed, for the regulations stated quite clearly that 24 cars only would start. The prize money system pioneered by Watkins Glen brought the total purse to just over a quarter of a million dollars (about £100,000), the winner taking \$50,000 and the 24th man \$6,000, even if his car expired within inches of leaving the starting line. Under this typically American system the drivers were going to have to work hard for their money and the pressure was naturally on the mechanics to make sure that their cars were in tip-top condition to guarantee a finish.

The mechanics all concentrated on general preparation unless engine failure in Canada dictated a change, for as always, they were waiting until after first practice to install the engines which were to be used for the race. On that evening, no fewer than 14 engines were being changed, 13 of them in the Tech Center at the circuit and the remaining one (the flat-12 in Ickx's 312B/001) at the Chevrolet agent's garage where the Ferraris are traditionally housed.

First practice on Friday took place between 1 and 5 p.m. in dry and slightly cold conditions. Many of the newcomers to Watkins Glen were surprised to find that a country as vast and wealthy as the USA should have one of the shortest Grand Prix circuits, and several commented also on the narrowness of the track. About half of the surface had been repaired after the catastrophe which struck Watkins Glen during the Manufacturers' Championship/Can-Am weekend in July, but the circuit was still somewhat bumpy and some of the fresh tarmac very slippery. It rapidly became apparent that although Jochen Rindt's existing F1 lap record of 1 min. 04.34 sec. was attainable, it would only be a few, if any, who equalled his fastest practice lap in 1969 of 1 min. 03.62 sec. and that Bruce McLaren's Can-Am qualifying fastest lap (set in 1969) of 1 min. 02.21 sec. was quite out of reach, even for the latest and most sophisticated of Europe's single-seaters. With their considerably greater horse-power, the Can-Am cars have an appreciable advantage around Watkins Glen, which is deceptively fast and has a lap speed of over 130 m.p.h. for anyone who can break the 1 min. 03.6 sec. barrier. Speeds such as this mean that the 2.3-mile track is always full of cars: there are plans not only to widen it but also to extend it within the next twelve months, the money being provided out of the proceeds of the racing by the Watkins Glen Grand Prix Corporation. This organisation, entirely non-profit-making, has always organised the Grand Prix along firm but congenial lines and the tradition was continued this year under the guiding hand of its new Executive President, Mal Currie. One of the first tasks faced this year by Currie was a deputation from the drivers to have removed a rather high kerb on the outside of the slow corner which brings the drivers in front of the pits. Earth-moving machines were at work complying with this request on the morning of first practice. Currie, however, was not so compliant with another request, this being that all 27 drivers should be allowed to start.

Ickx left the others floundering on the first day of practice, gradually reducing his times as he tried some new Firestone tyres, until with an hour to go he was the only driver actually to get under Rindt's official lap record from 1969. There was more to come from the Ferrari and Ickx, but for the moment his time of 1 min. 03.4 sec. was almost a second faster than that set by Stewart, who had been delayed from using the Tyrrell because there were some alterations to be made to the car as the result of fitting some new front uprights, sent out from England in connection with the new front hubs to replace the components which had cost Stewart the race in Canada.

Stewart, too, was trying some different tyres, in this case some front Dunlops with a very low profile construction. Unlike Ickx's Firestones, they were not a complete success, largely because both the Tyrrell (and the BRMs, which were also trying them) bottomed on certain parts of the course. Stewart also tried his usual March, setting a time in the early part of the session which would comfortably have qualified him in the top ten, but as soon as the Tyrrell was ready he concentrated on that and hardly bothered with the March. Nevertheless, Amon seemed happy enough with his STP-March, being overall third fastest at 1 min. 04.28 sec., faster for once than Regazzoni's Ferrari (1 min. 04.3 sec.). Others to set good times were Fittipaldi (1 min. 04.69 sec.) and Hill (1 min. 04.81 sec.), which indicated that the combination of low frontal area and good traction offered by the Lotus 72C would again be of considerable assistance. This was in fact one of Hill's better performances of the year and during the race he was to show that his happy memories (wins in three consecutive years) outweighed the recollection of the accident during the 1969 race, when he had suffered extensive leg injuries after being thrown from his crashing Lotus 49B.

It was significant that at this stage Firestone-equipped cars filled five of the top seven places, Dunlop claiming the remaining two, and Goodyear users did not appear until the last three places in the top ten.



At the bottom of the list one noted the names of Bonnier and Westbury faster than Siffert and Beltoise, both of whom had failing engines, and de Adamich right at the bottom of the list following another Alfa Romeo engine disaster.

Before very much of Saturday's practice had gone by, the skies suddenly blackened and there was a cold drenching rainstorm which brought all activity to a complete halt. When it resumed there were still two hours of practice remaining, but the track, though well drained, seemed reluctant to dry out and everyone was soon sloshing round with rain tyres fitted. Had practice not been extended because of a slightly late start, it seems that all grid times would have been taken from the first day's times, but in the final quarter-hour some excellent speeds were announced and the practice became very exciting indeed. Nevertheless, Ickx's time was still the best, despite last-minute efforts from Stewart. The Lotus pit thought that Fittipaldi had beaten Stewart for the second-best place on the front row of the grid, but when the times were announced it was revealed that the youthful Brazilian was a mere five-hundredths of a second slower than the Scot, timed by the complex electronic system. Fittipaldi was the third and last driver to break the 1 min. 04.0 sec. barrier, being permitted by Chapman to do over 220 practice laps, more than twice the race distance, in two days!

Only three drivers managed to crack the 1 min. 04.0 sec. barrier, but indicating the closeness of present Formula One cars and drivers was the fact that during the final hectic 15 minutes of practice when the track was very nearly dry, no fewer than eight drivers set times under 1 min. 05.0 sec. and a further eight did sub-1 min. 06.0 sec. times. Neither of the two Brabhams figured very high on the grid, something of an embarrassment to the British artist who had done an accurate and very attractive painting for the cover of the programme suggesting that Jack Brabham would be leading the race. In fact both Brabhams were out of the hunt, partly because of their tyres but also because the steering was tending to seize on full bump. The problem had first manifested itself at St. Jovite and both cars were fitted with new front lower wishbones (one of which had broken when Brabham was testing Stommelen's car in Canada) without solving it.

Schenken was a very envious spectator as the two works Lotuses practised almost endlessly: there was only one Cosworth engine for the De Tomaso and his training had to be strictly limited. Nevertheless, his time set on Friday was better than Gethin's McLaren achieved. The three last qualifiers on the grid were Hutchison in his space-frame Brabham, one hundredth of a second faster than Siffert, who was once again in fuel feed trouble before his smoky engine lost its oil pressure, and Bonnier, who scraped in mainly because Westbury, Lovely and de Adamich had problems which could not be cured in time for those essential last few moments of practice.

Westbury's engine blew up after it had been over-revved while the driver was getting accustomed to the unfamiliarly long gear-change movements of the BRM, Lovely's gearbox parted company with the bell-housing (breaking a drive-shaft as it did so) and de Adamich had another bout of his familiar ill-luck, first when the new engine failed on Friday, then on Saturday when an oil line came detached and later

in the day a small electrical fire broke out. It was the opinion of many drivers (members of the GPDA and otherwise) that Bonnier would have done much better to stay in Europe with his 2-litre Lola sports car. He must have felt better able to face his fellows having qualified, for later in the afternoon he conducted a GPDA meeting in a room provided in the Tech Center: unfortunately the whole of one wall consisted of a window, through which the Americans "rubber-necked" quite shamelessly. An interesting point which emerged during the weekend was that neither Regazzoni nor Fittipaldi had yet been invited to "join the club" even though it contains some people who are far less likely ever to win a Grande Epreuve.

It rained again overnight, but a stiff wind late in the morning swept the showers away. When it abated there was a big black cloud hovering over the circuit and there was the rare sight of mechanics scurrying around with rain tyres and preparing to fit them on the grid. Had the race been started on time, no doubt several people would have made the gamble, later to regret it. In fact the sky was clearing rapidly, so almost everyone started their warm-up laps on dry tyres, the sole exceptions being Regazzoni and Bell, who set off on intermediate Firestone tyres. When the flag dropped, the race was 20 minutes late.

The start was clean, Stewart seizing the lead from Rodriguez, but Fittipaldi made a very poor getaway, ruining the advantage of his excellent practice time, and by the time they started the second lap the Lotus was down in eighth place immediately behind Oliver, who was tailing the TS7 of Surtees, Amon and the two Ferraris, Ickx lying third ahead of Regazzoni. After only five laps, Fittipaldi was up to seventh, Surtees becoming the first to make a stop, a permanent one, with a loose flywheel. Oliver passed Amon on lap 12 and although Fittipaldi maintained station behind the March he didn't threaten to pass. It seemed that Stewart's apparent lack of practice speed was

#### STARTING GRID

	1 J. Stewart (Tyrrell-Cosworth V8) 001 1 min. 03.62 sec.	3 J. Ickx (Ferrari flat-12) 312B/001 1 min. 03.07 sec.
19 P. Rodriguez (BRM V12) 153/05 1 min. 04.18 sec.	24 E. Fittipaldi (Lotus-Cosworth V8) 72C/R5 1 min. 03.67 sec.	12 C. Amon (March-Cosworth V8) 701/1 1 min. 04.23 sec.
	4 G. Regazzoni (Ferrari flat-12) 312B/004 1 min. 04.30 sec.	
17 J. Surtees (Surtees-Cosworth V8) TS7/001 1 min. 04.52 sec.	20 J. Oliver (BRM V12) 153/06 1 min. 04.37 sec.	
	14 G. Hill (Lotus-Cosworth V8) 72C/R4 1 min. 04.81 sec.	23 R. Wisell (Lotus-Cosworth V8) 72C/R3 1 min. 04.79 sec.
7 H. Pescarolo (Matra-Simca V12) MS120/02 1 min. 05.00 sec.	8 D. Hulme (McLaren-Cosworth V8) M14A/2 1 min. 04.84 sec.	
	21 G. Eaton (BRM V12) 153/03 1 min. 05.14 sec.	18 D. Bell (Surtees-Cosworth V8) TS7/002 1 min. 05.00 sec.
15 J. Brabham (Brabham-Cosworth V8) BT33/2 1 min. 05.29 sec.	29 R. Peterson (March-Cosworth V8) 701/8 1 min. 05.18 sec.	
	6 J-P. Beltoise (Matra-Simca V12) MS120/03 1 min. 05.44 sec.	2 F. Cevert (March-Cosworth V8) 701/7 1 min. 05.30 sec.
30 T. Schenken (De Tomaso-Cosworth V8) 505/38/3 1 min. 06.08 sec.	16 R. Stommelen (Brabham-Cosworth V8) BT33/3 1 min. 05.77 sec.	
	31 G. Hutchison (Brabham-Cosworth V8) BT26/3 1 min. 06.22 sec.	9 P. Gethin (McLaren-Cosworth V8) M14A/1 1 min. 06.12 sec.
27 J. Bonnier (McLaren-Cosworth V8) M7C/1 1 min. 06.46 sec.	11 J. Siffert (March-Cosworth V8) 701/5 1 min. 06.23 sec.	

#### Did not qualify:

P. Westbury (BRM V12-153/04)	1 min. 07.20 sec.
P. Lovely (Lotus-Cosworth V8-49B/R11)	1 min. 07.45 sec.
A. de Adamich (McLaren-Alfa Romeo V8-M14D/1)	1 min. 12.24 sec.

#### PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Stewart	Tyrrell 001-Cosworth V8	1. 04.24	1. 03.62
2	F. Cevert	March 701/7-Cosworth V8	1. 05.30	1. 07.51
3	J. Ickx	Ferrari 312B/001-flat 12	1. 03.07	1. 03.87
4	G. Regazzoni	Ferrari 312B/004-flat 12	1. 04.30	1. 04.36
6	J-P. Beltoise	Matra-Simca MS120/03-V12	1. 05.44	1. 07.59
7	H. Pescarolo	Matra-Simca MS120/02-V12	1. 05.00	1. 07.75
8	D. Hulme	McLaren M14A/2-Cosworth V8	1. 05.91	1. 04.84
9	P. Gethin	McLaren M14A/1-Cosworth V8	1. 06.12	1. 06.13
10	A. de Adamich	McLaren M14D/1-Alfa Romeo V8	1. 12.24	1. 16.77
11	J. Siffert	March 701/5-Cosworth V8	1. 07.24	1. 06.23
12	C. Amon	March 701/1-Cosworth V8	1. 04.28	1. 04.23
14	G. Hill	Lotus 72C/R4-Cosworth V8	1. 04.81	1. 05.24
15	J. Brabham	Brabham BT33/2-Cosworth V8	1. 05.29	1. 06.05
16	R. Stommelen	Brabham BT33/3-Cosworth V8	1. 06.37	1. 05.77
17	J. Surtees	Surtees TS7/001-Cosworth V8	1. 06.58	1. 04.52
18	D. Bell	Surtees TS7/002-Cosworth V8	1. 05.52	1. 05.00
19	P. Rodriguez	BRM 153/05-V12	1. 06.47	1. 04.18
20	J. Oliver	BRM 153/06-V12	1. 04.08	1. 04.37
21	G. Eaton	BRM 153/03-V12	1. 06.31	1. 05.14
22	NON-STARTER			
23	R. Wisell	Lotus 72C/R3-Cosworth V8	1. 05.58	1. 04.79
24	E. Fittipaldi	Lotus 72C/R5-Cosworth V8	1. 04.69	1. 03.67
27	J. Bonnier	McLaren M7C/1-Cosworth V8	1. 07.16	1. 06.46
28	P. Lovely	Lotus 49B/R11-Cosworth V8	1. 07.45	1. 08.74
29	R. Peterson	March 701/8-Cosworth V8	1. 05.18	1. 05.36
30	T. Schenken	De Tomaso 505/38/3-Cosworth V8	1. 06.08	1. 13.67
31	G. Hutchison	Brabham BT26/3-Cosworth V8	1. 10.78	1. 06.22
32	P. Westbury	BRM 153/04-V12	1. 07.20	1. 08.09
33	J. Stewart	March 701/4-Cosworth V8	1. 04.94	1. 29.05
34	J-P. Beltoise	Matra-Simca MS120/01-V12	No time	1. 06.29



merely a smoke screen, or possibly it's because the Tyrrell is much more manageable than anything else when its tanks are full, for as in Canada he was simply streaking away. Rodriguez's grip on second place was prised open by Ickx after 16 laps and one lap later the Mexican had to let Regazzoni through, but there was no doubt that the combination of Stewart and Tyrrell-Cosworth was as irresistible as that of Rindt and Lotus 72 had been at Zandvoort.

Hill was not far behind Fittipaldi, tailed by Hulme, Wisell and Bell. Pescarolo was holding up Brabham (again!), then came Peterson, shortly to be passed by Siffert, next a lowly-placed Beltoise, Cevert, ahead of a trio comprising Gethin, Stommelen and Schenken. Eaton's BRM engine expired after 11 laps (when the Canadian had just overtaken Peterson), so the remaining runners were Hutchison and Bonnier. The American completed 14 laps before pulling out with a loose petrol tank, but Bonnier made a series of stops and restarts, once again earning some unfavourable comments from his fellow drivers. Oliver joined Eaton in retirement, for the same reason, a broken engine, on lap 15.

A large faction of Ferrari supporters had greeted Ickx's move into second place with cheers, but when they groaned on lap 37 it was for Regazzoni. The Swiss made an initial stop to have a tyre replaced and quickly followed it up with two more, the first to replace the Dinoplex "black box" part of the ignition system and later to have parts of the exhaust system removed. The first stop moved Amon into fourth place behind Rodriguez's BRM and elevated Fittipaldi into fifth. Shortly before half-distance Amon (like Regazzoni) came into the pits to have a worn-out front tyre replaced, dropping the leading March well back. Wisell was now lying behind Fittipaldi, Hill having made a stop to have a fuel leak repaired. The cockpit of the Lotus was awash with fuel, so Rob Walker arranged for John Surtees to change clothing in the pits with Hill. The sight of two former World Champions stripping stark naked (Hill insisted on underwear as well as coveralls) relieved to some extent the two drivers' misfortunes. Hill continued in the race for more than 30 laps before his Lotus halted out on the circuit with a broken clutch.

At half distance, 54 laps, Stewart was almost half a lap ahead of Ickx with Rodriguez third and Fittipaldi about to be lapped. Three laps after the Tyrrell had swept past the Brazilian's Lotus, Fittipaldi found that he was third, for Ickx's Ferrari had started to leak fuel out of a union on the outside of the car, losing ten places while it was repaired at the pits. Wisell was no longer troubled by Bell for fourth place, Hulme was dropping back with a sickening engine and Amon was next. His team-mate Siffert had made a stop to complain of a similar tyre problem, restarting after a new one had been fitted. Brabham had spun, backwards, to a halt directly in front of the pits on lap 32, his gearbox not working properly: although it was a strictly irregular move, his mechanics administered help on the circuit, beyond the protection of the pit rail, and he resumed even farther down the field than before. Schenken had got the better of Stommelen and Gethin for a brief period before a weld broke in the rear subframe and he had to retire.

Sixty laps passed with Stewart leading handsomely, then 70. At 76, though, there was plainly something wrong with the dark blue Tyrrell for although it sounded healthy enough one bank of cylinders was smoking heavily. A plastic "tie-wrap" securing an oil line had melted from the heat of the exhaust and the rubber itself had burned through on a hot exhaust pipe. Tyrrell thought that a piston might have broken up and put out a signal to Stewart to switch on the pump which returns oil from the catch tank to the dry-sump tank, but the situation did not improve and after 82 laps of leading the race without any sort of challenge, Stewart had to stop on the circuit with no oil remaining for lubrication, much of it being on the track. It was the last of the Tyrrell challenge, for Cevert had left the race in a distinctly exciting manner when a rear wheel fell off, the result of a hub failure. Early in the race he had made one stop to have the hub on the other side replaced! While Stewart slowed, Fittipaldi and Wisell had been able to unlap themselves. The two Lotus 72s lay a threatening second and third behind Rodriguez's sole remaining BRM, but were themselves safe from any pressure which might be offered by Amon (who had passed Bell). It was Ickx who gave the race its principal interest as he ripped through the back markers to make up for lost time, relegating Bell on lap 95.

When Rodriguez had led the race from laps 82 until lap 100 (with only eight more remaining) it seemed for the second time this year that luck might just be on the side of Bourne, but it was not to be. The Mexican started his 101st lap in the pit lane, rolling in for fuel with a dead engine. It seemed incredible after St. Jovite that BRM should let such a thing happen again, but happened it had and there was the

red, white and gold Lotus 72 of an incredulous Fittipaldi going by into the lead of the richest race of the year. Rapid pitwork got Rodriguez back into the race just in time to prevent Gold Leaf Team Lotus making a completely clean sweep of it and Fittipaldi reeled off the remaining eight laps to take his first Grand Prix victory. Wisell was indeed happy with third place, but Ickx took Amon's fourth place away from him with two laps left. It was not enough to keep Ickx in the hunt for the World Championship, which now goes to the late Jochen Rindt. Few would disagree that it was appropriate that a member of Team Lotus should have prevented Ickx from keeping in the Championship running.

When MOTOR SPORT initiated its Formula Three Championship earlier this year, pictures of the four most prominent Formula Three drivers were published as an introduction to the Formula for readers. These four were Peterson, Schenken, Fittipaldi and Wisell: all four have now become established members of the Formula One scene, Wisell being the last to join. While we mourn those we have lost, we must welcome these newcomers and their obvious talents.

M. G. D.

#### Results:

#### 12th GRAND PRIX OF THE UNITED STATES—Formula One—108 laps

#### 400 kilometres—Dry

1st	: E. Fittipaldi (Lotus 72C/R5) .. ..	1 hr. 57 min. 32.79 sec.—204.05 k.p.h.
2nd	: P. Rodriguez (BRM 153/05) .. ..	1 hr. 58 min. 09.18 sec.
3rd	: R. Wisell (Lotus 72C/R3) .. ..	1 hr. 58 min. 17.96 sec.
4th	: J. Ickx (Ferrari 312B/001) .. ..	1 lap behind
5th	: G. Amon (March 701/1) .. ..	1 lap behind
6th	: D. Bell (Surtees TS7/002) .. ..	1 lap behind
7th	: D. Hulme (McLaren M14A/2) .. ..	2 laps behind
8th	: H. Pescarolo (Matra-Simca MS120/02)	3 laps behind
9th	: J. Siffert (March 701/5) .. ..	3 laps behind
10th	: J. Brabham (Brabham BT33/2) .. ..	3 laps behind
11th	: R. Peterson (March 701/8) .. ..	4 laps behind
12th	: R. Stommelen (Brabham BT33/3) .. ..	4 laps behind
13th	: G. Regazzoni (Ferrari 312B/004) .. ..	7 laps behind
14th	: P. Gethin (McLaren M14A/1) .. ..	8 laps behind

Fastest lap: J. Ickx (Ferrari 312B/001), on lap 105, in 1 min. 02.74 sec.—212.39 k.p.h. (new Formula One record).

Retirements: J. Surtees (Surtees TS7/001), loose flywheel, on lap 7; G. Eaton (BRM 153/03), engine, on lap 11; J. Oliver (BRM 153/06), engine, on lap 15; G. Hutchison (Brabham BT26/3), loose fuel tank, on lap 22; J.-P. Beltoise (Matra-Simca MS120/03), handling, on lap 28; J. Bonnier (McLaren M7C/1), assorted troubles, on lap 51; T. Schenken (De Tomaso 505/38/3), broken sub-frame, on lap 62; F. Cevert (March 701/7), lost rear wheel, on lap 63; G. Hill (Lotus 72C/R4), clutch, on lap 73; I. Stewart (Tyrrell 001), oil leak, lap 83.

24 starters — 14 finishers.

#### ANOTHER BURDEN?

THE Chairman of the Noise Abatement Society has met the new Minister of Transport to discuss means whereby the MoT Road Vehicle maximum noise Regulations can be enforced. These regulations, drawn up in 1968, have so far proved impractical to enforce and 63 out of 64 UK Chief Constables declined to operate them. Less than a dozen prosecutions were brought in the first 18 months, compared to the norm of 12,000 under the Road Traffic Act, says the NAS sadly.

Now we are against excessive noise. But we are also jealous of motorists being prosecuted while operators of air-liners, military aircraft (who . . . oh!), mechanical saws (ugh!—and they are usually felling age-old, beautiful trees), bands, ice-cream vending vans and the like are allowed to go on contributing a major part of the disturbing of the peace.

What the NAS is now proposing is that police and traffic wardens be armed with small "noise torches", which will light up if a passing road vehicle exceeds the legal maximum noise level. The Reg. No. will then be recorded and a Central Registry would instruct the owner of the offending vehicle to submit proof that his vehicle complied with the regulations, by taking it to a Garage Testing Station for noise measurement, which "need not cost the luckless owner more than 10s.". So here is another burden we may be called upon to bear. It is easy to see the confusion wardens with "noise torches" could cause and how owners of passing vehicles in busy streets will have to pay to prove their innocence—thereby reversing the basis of British Justice. Moreover, who pays for the testing equipment, which "costs about £1,250 to manufacture"? And for the £10 each "noise torch" will cost? We accept that quieter road vehicles are highly desirable, but not that wardens glancing at winking torches and motorists apprehended by post is the best way towards obtaining them. However, let us turn for a moment into the role of City advisor—if these "noise torches" and noise testing equipment look like being enforced, buy some shares in Dawe Instruments Ltd., which seems to be the company interested in supplying them.





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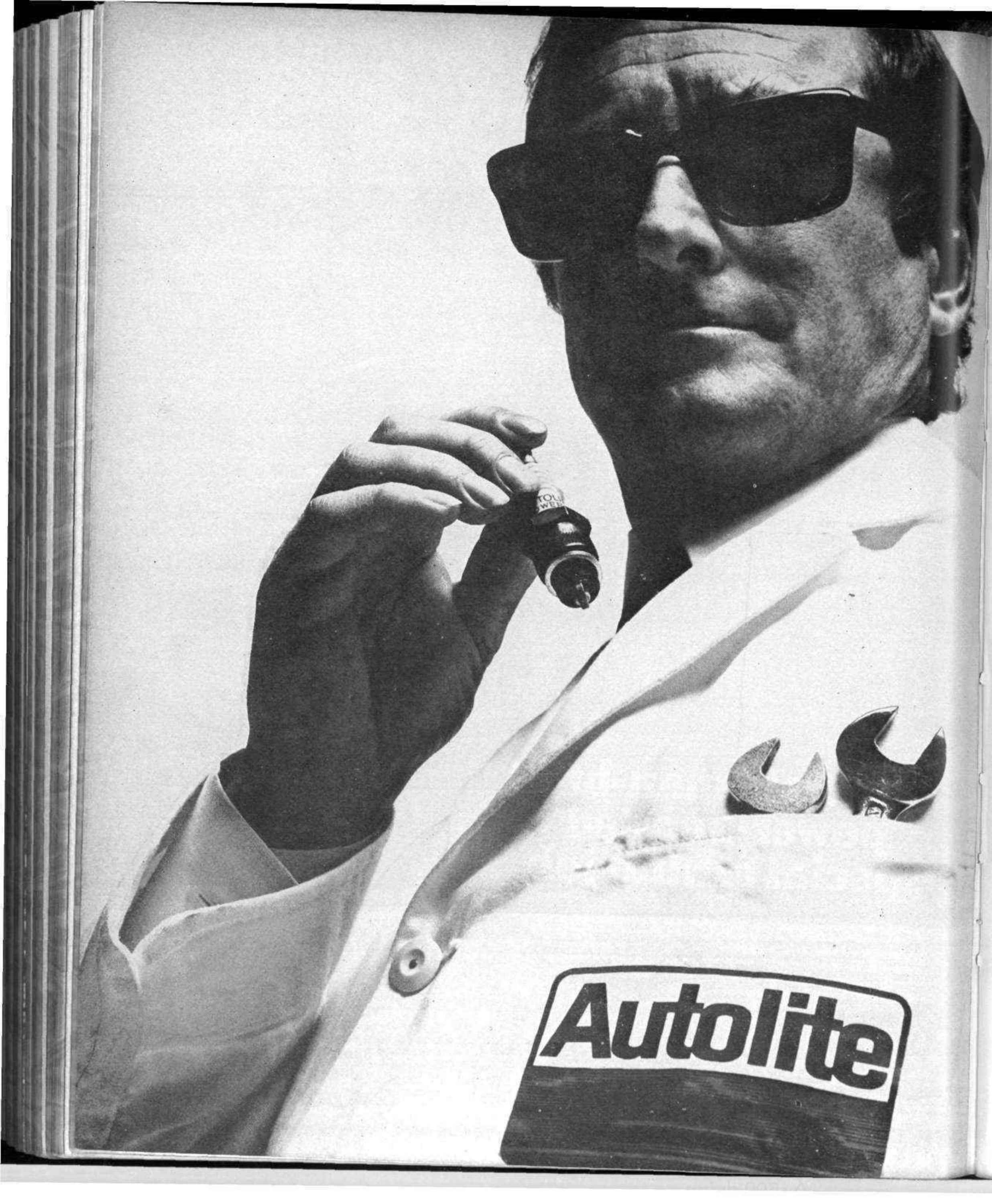
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# THE 4th CANADIAN GRAND PRIX

*Ferrari fast and strong*

MONT TREMBLANT—ST. JOVITE, Sept. 20th.

A LARGE section of the Formula One entourage were taken *en masse* to Canada for the first part of a combined "package deal" to cover the races at St. Jovite, Watkins Glen in the United States, and Mexico City. Housed in one big tent behind the pits of the Mont Tremblant circuit the equipment was arranged for all to see, with packing cases all round containing tools, spares and engines. Reading from right to left the scene was as follows: Ferrari 312/001 for Ickx, Ferrari 312/004 for Regazzoni, Matra-Simca MS120/03 for Beltoise, Matra-Simca MS120/02 for Pescarolo, and MS120/01 as a spare, Lotus 72C/R4 for Hill, Brabham BT33/3 for Stommelen, Brabham BT33/2 repaired after its Monza accident for Brabham himself, BRM 153/05 for Rodriguez, 153/04 for Oliver, 153/03 for Eaton and 153/06 with the new-type engine installed as a spare; McLaren M14D/1 with Alfa Romeo engine for de Adamich, McLaren M14A/1 for Gethin and McLaren M14A/2 for Hulme, the first of the March cars, 701/1, for Amon and 701/5 for Siffert; the first of the TS7 cars for Surtees, the hybrid cobbled-up for Monza having been unstitched and 001 and 002 taking their normal parts; the De Tomaso 505/38/3 for Schenken, the blue March 701/7 for Cevert, the other blue one, 701/4, for Stewart and also the Tyrrell car, and finally the yellow and brown March 701/8 for Peterson while tucked away in the corner were the bare bones of March 701/6 which local driver Jacques Couture was hoping to borrow, but a shortage of Cosworth V8 engines ruled out any such frivolity. There were some packing cases marked Team Lotus but no Team Lotus cars or drivers, the entries having been withdrawn after the Monza tragedy.

While Matra arrived with three complete V12-engined cars and five engines in boxes, the Peterson March was without an engine, as was the De Tomaso, and the Rob Walker Lotus 72 was without any shafts to drive the inboard brakes front and rear. Surtees was a little upset with Grand Prix constructors' politics and the organisers, for having tried to get both his cars entered he only had one accepted, and on arrival was told that it was a pity he had not bought TS7/002 as well as he could have entered it! The official March team had the unusual situation of having both cars ready for Thursday practice and no drivers, Siffert suffering from a bad cough and Amon still being on his way from England due to staying behind to test a March-Chevrolet V8 Can-Am car. The Walker Lotus 72 did not practise as new brake shafts of solid construction, rather than tubular, were on their way over, and while practice took place the Peterson March was being screwed together, but the De Tomaso was sitting engine-less, as it did until Saturday. The Yardley-BRM team were not too happy, for though their cars were running their spare engines had not arrived. During the afternoon this problem did not worry Eaton, for he overdid things and spun into a guard-rail, bending the right front corner, so the rest of the day and the Friday saw him watching his mechanics do some very crafty repair work on the monocoque and the suspension mounting points. Stommelen was also standing around watching, as Brabham had taken his car out to see if it was all right and had crashed it due to a collapsing wishbone on the left front letting the wheel trail back and lock the steering. It was a bit of a race between the Brabham mechanics and the BRM mechanics to see who would get finished first. Meanwhile Oliver and Rodriguez put some miles on the spare car to test the new engine with revised ports and water passages, as well as driving their own cars.

On the day before practice Stewart had tried to test the new Tyrrell car, with the modifications to the fuel system completed, but bad weather and an engine failure stopped him learning much. Consequently he spent most of the first official practice in his March, while the Tyrrell was having another engine installed. He pressed on to good effect with the March but was beaten by Ickx, whose Ferrari was in fine form, Pescarolo who was given a suspiciously fast time, Surtees who was enjoying the circuit, Beltoise who was not worried about his engine as it was due for a routine change at the end of practice, and Hulme, whose McLaren was going well but giving him a hard time with steering "kick-back" on the wheel over the ripples of the road surface. Regazzoni was having trouble with the brakes on his Ferrari and Cevert had his flywheel retaining bolts all break, fortunately without any other damage being caused.

Next day practice continued unabated in fine and dry weather and the Walker Lotus 72 was completed, as was the Peterson March and

Stommelen's Brabham, but Eaton's BRM was taking longer and the De Tomaso team had an engine at last but could not assemble the car in time. Stewart was not happy with the feel of the throttle pedal on the Tyrrell, the trouble being in the slide mechanism on the engine, so he jumped from the Tyrrell to the March and back again all afternoon. Having got the engine working right he roared off in the Tyrrell, only to have a rear-wheel centre-lock nut come loose, the safety-pin luckily keeping everything in place. Beltoise set off with a new engine in his Matra but did not do many laps before it blew up and he had to go out in the spare car, and at the end of the afternoon the engine in Pescarolo's car broke a connecting-rod, so the Matra team were busy opening their packing cases. Ickx was still fastest, with Regazzoni right behind him, these two being the only ones to get below 1 min. 32 sec., though Regazzoni's car had a bit of bother with its fuel pump overheating. The nature of the circuit was sorting the drivers and cars out, so that there was 4.2 sec. covering the field of cars that practised. Stewart was changing from his Tyrrell to his March with such frequency that it began to look as though it was his personal lap time he was setting, rather than that of the cars.

Saturday was the final day for practice and it dawned cold and damp, which made it look as though the grid layout would be settled on the Thursday and Friday times, but by lunch-time it was warm and dry once more and everyone was preparing for a final fling. Stewart was away in a flash in the Tyrrell and it looked as though they had got it working properly, but the loose wheel-nut problem arose again, which caused owner Tyrrell and designer Derek Gardner to look very worried. That morning the organisers had announced that the regulation which said the starting grid would be in rows of three-two-three would be changed to staggered rows of two-by-two, making ten pairs of cars to line up. This made a good practice time all the more important and the Ferrari team were very happy for Ickx and Regazzoni would be occupying the front row. During the final afternoon of practice no-one looked like breaking into the 1 min. 31 sec. bracket, let alone pushing them off the front row, but there was a moment of consternation when the right front brake disc on the Ickx car was found to be cracked. This was replaced and all was well. During one of the pauses to collect broken-down cars the Walker Lotus 72 was towed in and Hill had a very quizzical look on his face. A petrol union on the fuel-metering unit had come undone, the distributor cap of the ignition unit had fallen off, and the whole engine unit had become enveloped in a petrol fire. Luckily the heat-sensor of the Gravinier extinguisher unit had reacted promptly and even before he was out of the car the fire had been put out, the only damage being a few burnt pipes and wires. As fast as people were improving their lap times trouble was striking and a new wheel and tyre had to be taken out to Eaton for his BRM as one of his Dunlops had deflated due to losing air through the safety securing studs, and Amon's rear suspension collapsed on his March when a rear hub carrier and suspension upright casting broke. The new BRM engine was not running too well and the car was taken into the paddock tent to have the camshaft covers removed, and designer Aubrey Woods peered into the valve gear but could not find anything wrong. Surtees was bedding in a new engine and scrubbing-in some new tyres ready for the race, both wet weather ones and dry weather ones, and was very happy about the whole situation, with a position in row three of the start, alongside Amon.

Stewart went very fast in his March, turning in a lap in 1 min. 31.9 sec. to equal Regazzoni's Friday time, and it was the only Cosworth-powered car to get below 1 min. 32 sec. While he was doing this the Tyrrell was being readied for a final run, the loose wheel nut problem being solved with the aid of a six-foot lever on the spanner. (They should go to some sports-car races and watch Porsche mechanics tighten up wheel nuts!) Suddenly the blue March was overdue and Stewart was seen running across the inside of the circuit. The March had broken a rear-wheel bearing and he had parked it by the roadside. Practice was nearly over, and without any fuss Cevert had got the second Tyrrell-March round in 1 min. 32.4 sec. to hold fourth fastest time. As practice was ending Stewart leapt into the Tyrrell, did a spectacular standing-start in the pit area and roared away. The last lap of the day he did in a shattering 1 min. 31.5 sec. to snatch pole-position from Ickx, and as someone remarked "How professional can you get". After three days of practice Stewart held fastest lap



PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday
1	J. Stewart	March 701/4-Cosworth V8	1. 34.3	1. 32.8	1. 31.9
2	F. Cevert	March 701/7-Cosworth V8	1. 39.8	1. 33.0	1. 32.4
3	J. Stewart	Tyrrell 001-Cosworth V8	2. 12.4	1. 32.6	1. 31.5
4	J. Surtees	Surtees TS7/001-Cosworth V8	1. 33.5	1. 32.8	1. 32.6
5	D. Hulme	McLaren M14A/2-Cosworth V8	1. 34.1	1. 33.9	1. 33.2
6	P. Gethin	McLaren M14A/1-Cosworth V8	1. 36.4	1. 33.4	1. 33.2
7					
8	A. de Adamich	McLaren M14D/1-Alfa Romeo V8	1. 36.3	1. 33.9	1. 33.2
9	G. Hill	Lotus 72C/R4-Cosworth V8	—	1. 35.8	1. 39.3
10	T. Schenken	De Tomaso 505/38/3-Cosworth V8	—	—	1. 34.6
11	J. Brabham	Brabham BT33/2-Cosworth V8	1. 46.8	1. 35.5	1. 35.4
12	R. Stommelen	Brabham BT33/3-Cosworth V8	1. 34.8	1. 34.7	1. 35.3
13	P. Rodriguez	BRM 153/05-V12	1. 35.1	1. 32.7	1. 33.4
14	J. Oliver	BRM 153/04-V12	1. 37.0	1. 33.7	1. 33.1
15	G. Eaton	BRM 153/03-V12	1. 40.1	—	1. 32.9
16	J. Oliver	BRM 153/06-V12	1. 34.5	—	1. 34.9
17	P. Rodriguez	BRM 153/06-V12	1. 59.8	—	—
18	J. Ickx	Ferrari 312B/001-flat-12	1. 32.4	1. 31.8	1. 32.4
19	G. Regazzoni	Ferrari 312B/004-flat-12	1. 35.8	1. 31.9	1. 32.1
20	C. Amon	March 701/1-Cosworth V8	—	1. 32.8	1. 32.6
21	J. Siffert	March 701/5-Cosworth V8	—	1. 34.0	1. 33.5
22		March 701/6-Cosworth V8	—	—	—
23	J-P. Beltoise	Matra MS120/03-V12	1. 33.5	1. 33.9	1. 33.4
24	H. Pescarolo	Matra MS120/02-V12	1. 32.9	1. 33.4	1. 33.0
25	J-P. Beltoise	Matra MS120/01-V12	—	1. 34.3	—
26	R. Peterson	March 701/8-Cosworth V8	—	1. 35.3	1. 34.4

with the Tyrrell and equal third fastest with the March, the difference in time between his two cars being four-tenths of a second. He then had to make the difficult decision on which car to use, and opted for the Tyrrell on the front row rather than the March on the second row, even though the Tyrrell had not done sufficient running to prove itself race-worthy.

On Sunday morning at 9.30 a.m. there was a 30-minute test session for those who wanted it and while Hill was out in the Lotus 72 there was a big bang and the clutch flew apart, cracking the bell-housing and wrecking the withdrawal mechanism; Stommelen was also in trouble with his Brabham for the casting joining the Hewland gearbox to the engine broke; so these two cars had some very hurried work done on them to fit new parts by lunch-time. The start was due at 2 p.m. and before the racing cars came out the drivers were paraded round the circuit in drophead General Motors cars, either Pontiacs or Oldsmobiles, and then the drivers went off on a warm-up lap in the

Grand Prix cars and began to assemble on the dummy-grid. The Matra of Beltoise was devoid of external fuel tanks, but that of Pescarolo had them on both sides of the cockpit. Everyone had crammed as much petrol into their tanks as possible and there was some last-minute topping up after the warm-up lap. Amon's red March had a green rim to its nose cowling, to distinguish it from Siffert's car, and Regazzoni's Ferrari had a cutaway windscreen, whereas Ickx had the normal all-enveloping screen, with a little deflector tab on the top.

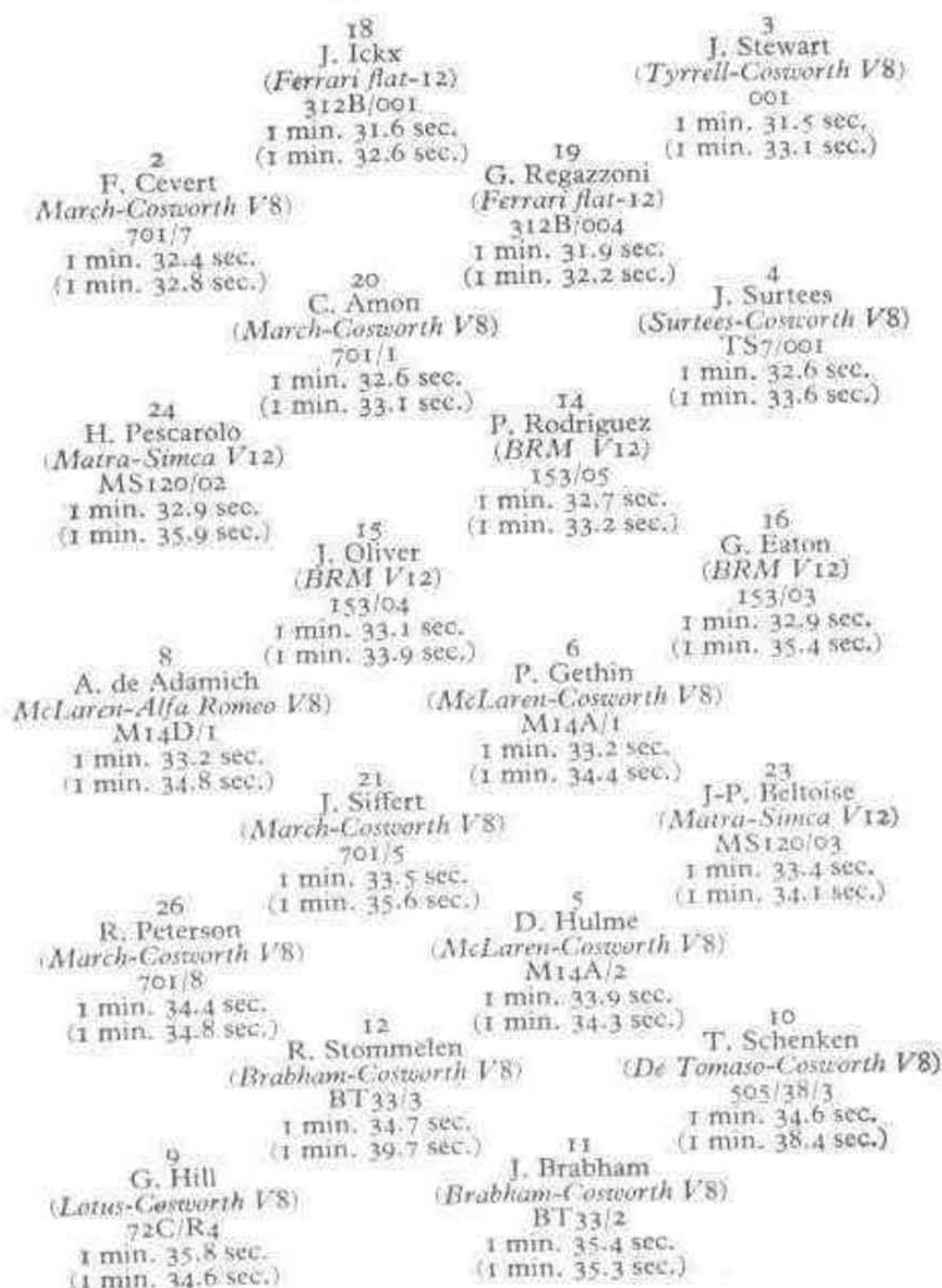
As the cars moved forward to the starting grid Eaton's BRM was not running properly and he was preparing to pull off to the right and get out of the way of those behind him. When the Canadian flag fell Stewart shot into the lead, followed by Ickx, but Regazzoni made a poor start and Surtees and Rodriguez went round him; Eaton got his engine to pick-up properly and chased off at the rear. Stewart just ran away from the opposition, pulling out a lead of one second a lap, and for the first time the absence of Rindt was sadly felt, for on a driving circuit like this there was no-one to touch Stewart. Vainly trying to keep pace were Ickx (Ferrari), Rodriguez (BRM), Surtees (TS7) and Cevert (March), and after a gap came Regazzoni (Ferrari) leading Amon (March) and the rest. Oliver went into the pits on lap 6 with his left rear wheel leaning at a very funny angle, for the bottom wishbone had broken, and the BRM mechanics set to work to fit a new one. The engine in the Surtees began to misfire, due to the petrol overflow from the tanks spraying neat fuel into the inlet trumpets, and Cevert went by into fourth place, while Surtees stopped, thinking a plug lead may have come adrift. There was nothing wrong so he rejoined the race and once the fuel level in the tanks dropped a bit the engine ran perfectly, but he was now way down the field in 16th place, behind Eaton who had passed Stommelen, Schenken and Peterson.

Stewart was pulling out such an enormous lead without really trying that it all seemed ridiculous and you wondered what everyone else was doing, so it was just a question of whether the Tyrrell/Cosworth/Hewland "assembly" could last for 90 laps. By ten laps it was all a bit of a follow-my-leader affair, with Ickx, Rodriguez and Cevert together, then a gap to Regazzoni and Amon, and another gap to Pescarolo leading Gethin, de Adamich, Hulme and Beltoise and obviously holding them all up, while Siffert, Brabham and Hill were following. Regazzoni began to get into his stride and close up on the trio in front of him, and Amon clung on grimly to the Ferrari and moved up with it. Hulme got tired of waiting for Gethin to overtake Pescarolo and quickly passed them both, but he had lost contact with the leading groups. It was clear that the Ferraris were handling better as their fuel load went down, for as Regazzoni closed up Ickx went further ahead of Rodriguez and Cevert, but he did not close up on the flying Stewart, who was so far ahead he seemed to be in a race of his own. At the back of the field Stommelen was having a bad time as the steering on his Brabham was very stiff, and the De Tomaso had disappeared into the pits with a broken rear shock-absorber, to have it replaced and re-appear later, while Peterson stopped with a leaking fuel tank in the left-hand sponson, to have it removed completely before carrying on.

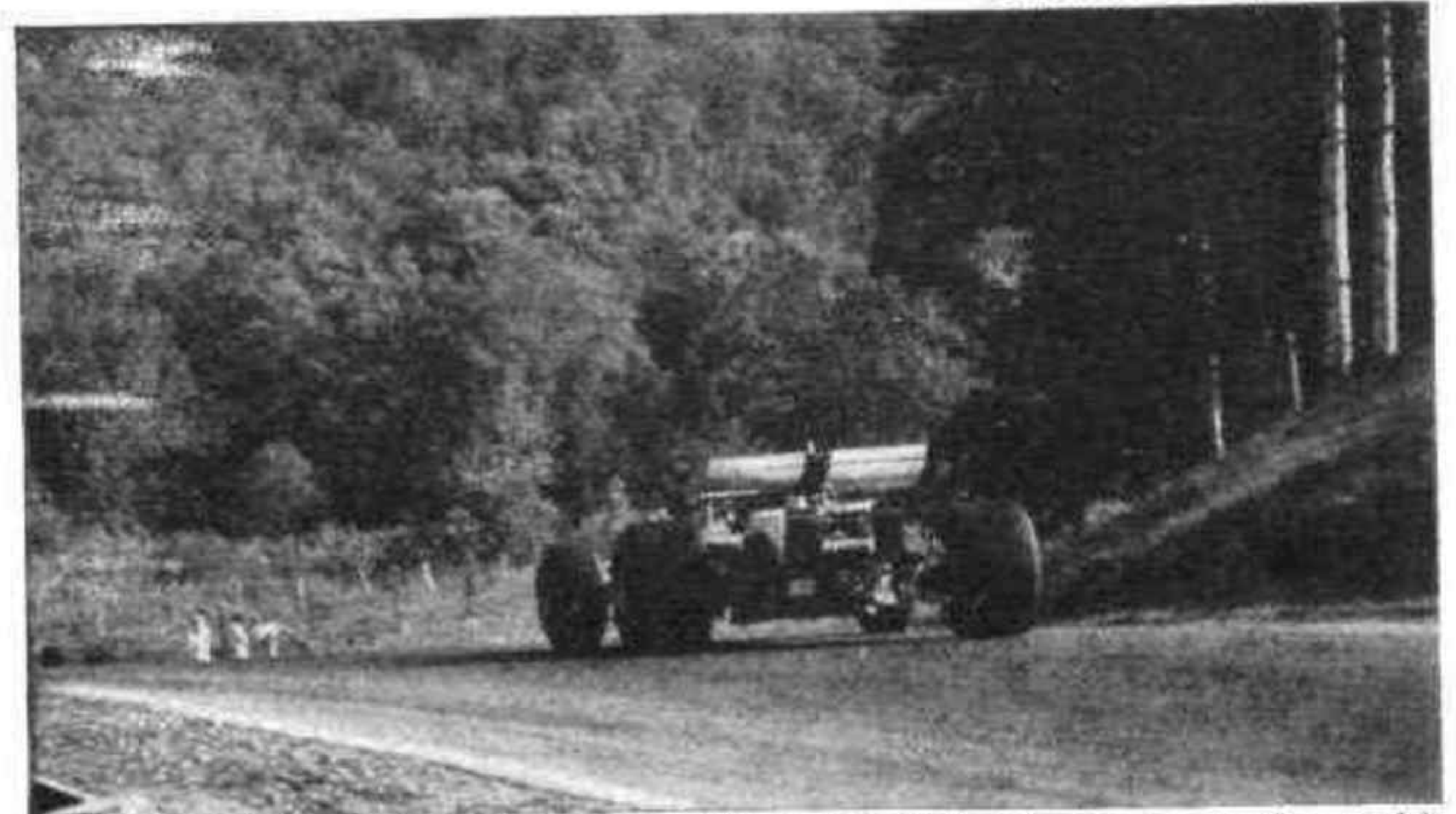
At twenty laps Stewart was out on his own, Ickx was safely in second place, Regazzoni had passed Cevert and was getting ready to pass Rodriguez, and Amon was with them all. Hulme was a lonely seventh and Pescarolo in eighth place was still holding up Gethin, Beltoise and de Adamich, and Siffert and Brabham had joined the queue. Hill was stirring about trying to find fourth gear and Surtees was ahead of him. Siffert went into the pits followed by a great trail of smoke from a wrecked Cosworth engine on lap 22 and was followed

Continued on page 1212

STARTING GRID



Lap times in brackets are driver's fastest lap in the race.



The Mont Tremblant circuit is quite spectacular in parts, such as this blind brow before a plunging downhill right-hand bend.

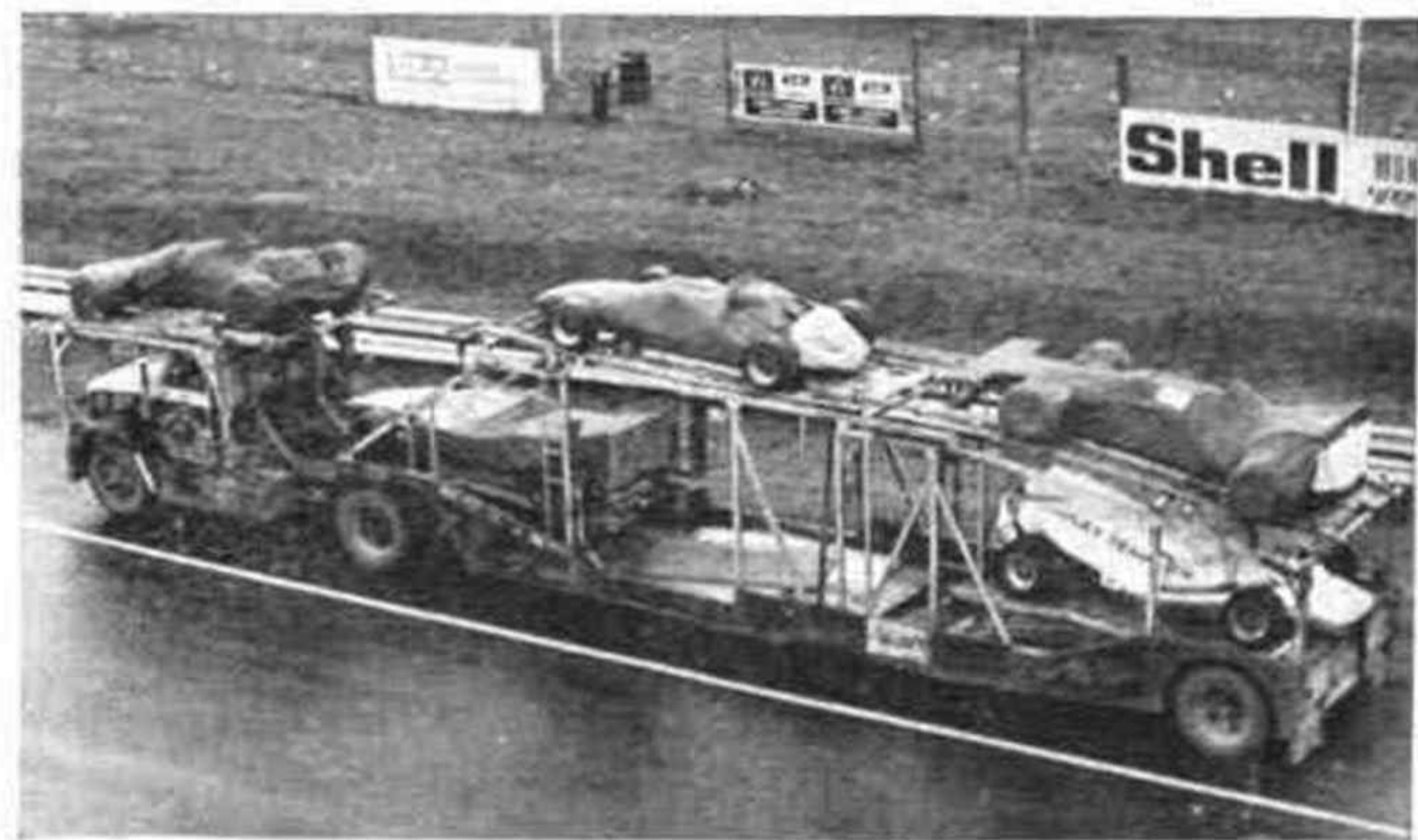


# REFLECTIONS ON THE CANADIAN GRAND PRIX

I DO NOT know who first used the word "circus" when referring to the Grand Prix teams and their movements around the World; in fact, it may have been me, for many years ago I joined an elite group of racing motorcyclists from England who were known as the "Continental Circus". This was because we set off at the beginning of the season, loaded with equipment and spares, and toured Europe, racing every weekend, and returning home at the end of the season richer or poorer depending on our success, but always with a satisfying store of experience and knowledge. Starting-money and prize-money paid the expenses between races, so that sometimes we could afford to stay in hotels, other times we had to sleep in a tent. The word "circus" has been applied to the Grand Prix scene and I feel it has a very different meaning, for no team goes "on tour" Sunday after Sunday, it is a matter of race and return to base immediately. Since the inception of three Grand Prix races on the west side of the Atlantic ocean, one in Canada, one in the United States and one in Mexico, the name "circus" really does apply to the Grand Prix scene, for apart from top personnel and the drivers, the teams and equipment are gone for five or six weeks "on tour" in the New World.

This was brought home very forcibly when I went into the paddock at the Mont Tremblant-St. Jovite circuit, for there was a huge striped circus tent, long and narrow, with a fence keeping the spectators back, and at one end were the lions roaring gently to themselves, at the other end the tigers snarling menacingly, in the middle the elephants trumpeting loudly and all around, mingling with the keepers, were the clowns. The circus had come to town and, as in European countries, it heralded the arrival of autumn and the approach of winter. The performers put on their show in the Canadian playground of Mont Tremblant, a couple of hours north from Montreal, and then everything was packed up, loaded onto five huge transporters and taken on to the next country for a repeat performance before another audience. Due to it not yet being a completely united circus and lacking a powerful "ring-master", some of the acts arrived in Canada in a disorganised state while others were well prepared. The Ferrari team stood slightly aloof from all this, having their two cars and all their equipment in a big enclosed transporter of their own, and were packed up and gone on the Monday morning after the race while the "circus" was being loaded onto open transporters.

The Canadian Grand Prix is only four years old, twice being held at Mosport and twice at St. Jovite, and judging by the small crowd that attended the 1970 race the word has not really got through that the European Circus was coming to town. Fortunately the financial loss was made good by the Imperial Tobacco Company, and more fortunate is the fact that people do not heed the dire warnings of the medical profession, and continue to smoke Player's cigarettes in sufficient numbers to allow the profits to be spent on supporting money-losing motor races. I am told this is called sponsorship, which sounds like a cover-up for a business failure. As with many countries the venue for the Grand Prix alternates between two circuits, in the Canadian case between Mosport and Mont Tremblant-St. Jovite, and the 1970 race was held at the latter. It is a nice little circuit, carved out of forest land and undulates in quite a spectacular manner in places, and is 2.65 miles to the lap, being something of a cross between Oulton Park and Brands Hatch, and is run on very European lines. It is in the area of Mont Tremblant, a winter-sports resort



"... no team had more than one car on a transporter ..."

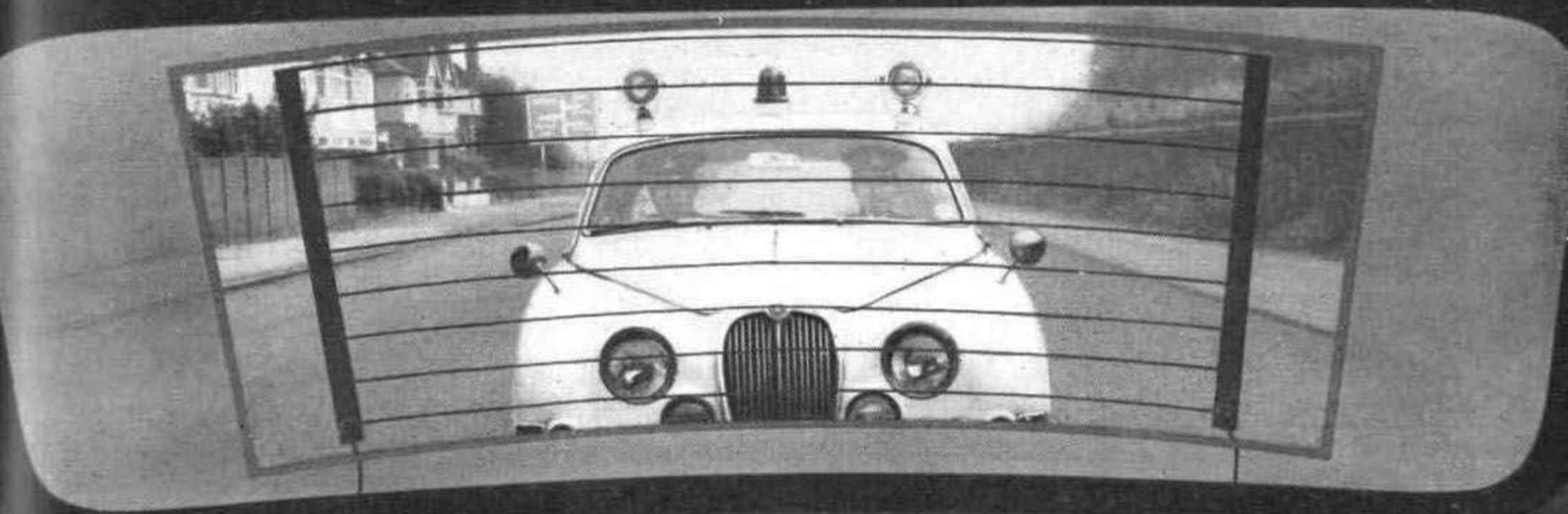
that is also part of an all-the-year-round playground for the French-Canadians of the Province of Quebec, activities including light-aircraft flying, gliding, horse-riding, boating, fishing, camping and so on, and driving north from Montreal the Mont Tremblant area is just about at the end-of-the-road. St. Jovite is the nearest sizeable village to the Mont Tremblant park.

Nowadays it is fashionable for the "circus" to talk before getting on with the act, and shrill cries could be heard complaining that the track surface was awfully rippled and bumpy, but the cries were not unanimous. One top driver grinned and remarked quietly that they would "have to find out where the bumps were and dodge them, wouldn't they". Another one, an ex-motorcyclist, said they would have to grip the tank between their knees and stand up on the footrests over the bumps! A further moan was about the length of the race, 90 laps of the 2.65-mile circuit, every bit of 238.5 miles (383 kilometres) and, what was worse, it was going to run for more than 2½ hours. Those who regularly take part in 1,000-kilometre and 12-hour or 23-hour sports-car races were not too impressed by the complaints. A number of "designers" and "technicians" seemed to doubt whether their cars would keep going for more than two hours, but in spite of that they all took part in the fourteen hours of practice that was available over the three days before the race. Some of their misgivings proved true; Brabham had a front wishbone break on Stommelen's car when he was driving it in practice, the wheel lent backwards, locking the steering, and the car went straight on into an earth bank. Luckily Brabham had not been going desperately fast when it happened so he got away unscathed, but a lot of work had to be done by the Brabham mechanics to straighten it all. Amon's March collapsed when a rear hub upright casting broke in practice, and Cevert's March broke a shock-absorber in the race. Stewart's March had a rear hub bearing break up which brought the car to a grinding halt, while his new Tyrrell car had a rear wheel hub nut work loose, in practice, and the subsequent exciting moments would have put most drivers right off, but the Scot was undeterred, and in the race the Tyrrell broke a front stub axle. Oliver's BRM broke a rear wishbone during practice, and the De Tomaso broke a rear shock-absorber, while Hill's BRM had a rear wishbone mounting plate come loose during the race, due to the bolts not having been tightened properly, and this resulted in the top suspension cross-member breaking, and Ferrari found a cracked front brake disc on the Ickx car during practice, so that all told it would seem that the Grand Prix design and maintenance world could stand looking into by those who are worried about safety in motor racing.

The Canadian organisation was very realistic during practice, which ran continuously throughout the afternoons of Thursday, Friday and Saturday, for every now and then practice would be stopped to allow the official breakdown lorry to go round the circuit and collect any car that had broken down. It was an amusing pastime to notice which set of mechanics and technical people were on the lorry as it went round the circuit, thus indicating who was missing, and this was useful if you were spectating away from the pits. One time it would have the Tyrrell mechanics on board, then a group of BRM mechanics and a Dunlop man, then the Matra people, and so on. Too many race organisers refuse to stop practice once it has started, so that if a car breaks down on the far side of the circuit it has to stay there until the end of the afternoon. Worst offenders are the Nurburgring where practice for a supporting race follows Grand Prix practice immediately, so that a car may stop on its first Grand Prix practice lap and be stuck miles away until the end of the day. Few organisers make any allowance at all for mechanical failure, be it a broken crankshaft or a broken suspension, but the Canadians budgeted for these sort of failures in their practice programme. They had supporting races, but all their practice was in the mornings, so that from lunch-time onwards all the time was at the disposal of the "visiting circus".

At the end of practice and before the start of the race there was the sort of muddle that should have involved the Ferrari team, but in fact involved Tyrrell and Stewart and the race organisation. Grid positions were allocated numbers starting at 1 for pole position and 20 for the slowest man, instead of by row number one to row number ten, as is more normal. Now Stewart's March was race number 1 and his Tyrrell was race number 3, and at the end of practice he had qualified the Tyrrell as-fastest and the March as third fastest. Somewhere along the line on Saturday evening, when Ken Tyrrell nominated his car





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for the race, he said he was starting number one, meaning position number one, and someone thought he meant car number one, which was position number three. Those of us who were watching the Tyrrell car being prepared knew that it was going to be used for the race, but someone in the office doing the paperwork for the starting grid put Stewart in car number 1, which was the March in position three, and neither party realised the mistake until Sunday morning, when the published grid showed the two Ferraris on the front row. The muddle was resolved without too much fuss, the Tyrrell put on the front row in pole position, Ickx moved sideways and Regazzoni moved back to row two. It really was a chance in a thousand that cars number 3 and 1 should make first and third qualifying times.

Apart from the way Stewart pulled fastest practice lap right at the end of Saturday afternoon, and ran away from the opposition until his car collapsed in the race, all of which you would expect from a World Champion, his young French team-mate was undoubtedly the star turn of the whole meeting. During practice the Tyrrell car was keeping everyone very busy so that Francoise Cevert did not receive too much attention. On the first afternoon his practice was stopped abruptly when the ring of bolts holding the flywheel to the crankshaft flange all sheared and left the car with no drive. After that was put right he began to press on very forcibly and, watching him on some of the more difficult parts of the circuit, he was being very brave and courageous, and I hoped he had sufficient skill to cope with his bravery. He finished up practice with fifth fastest practice time and fourth position on the grid as Stewart had two cars in the first five, so that he only had his team-leader and the two Ferraris in front of him. For a "first-year boy" in Grand Prix racing he could hardly hope for more, except, of course, the Ferrari just ahead of him was also driven by a "first-year boy", namely Regazzoni, and his record in one season has confounded everyone. For some time now the trade barons who control racing drivers' destinies and those well-known people "the pundits" have been asking where the new talent for GP racing was coming from. I never heard any of them suggest France and Switzerland, though I got very tired of hearing about Peterson, Schenken,

#### CANADIAN GP—continued from page 1209

a lap later by Stommelen, who gave up the unequal struggle with his stiff steering. Regazzoni passed Rodriguez and this inspired Amon, who did likewise to Cevert and a lap later to Rodriguez whose BRM now began to lose a bit of its performance and Cevert went by it; so at thirty laps the scene had changed quite a bit. Stewart was still way ahead and well out of sight before Ickx appeared, and he was comfortably ahead of his team-mate, who was followed by Amon with Cevert close behind and then Rodriguez. In seventh place, and with no hope of improvement, came Hulme, then Gethin who had finally taken the plunge and elbowed his way past Pescarolo's Matra, and this had encouraged Beltoise and de Adamich to do the same, while Surtees was moving up through the lot of them. The Lotus 72 was handling in a strange fashion and a pit-stop revealed a loose wishbone mounting at the rear, and Brabham's car was losing oil and it was getting on his rear tyres, so he stopped for some new ones as the leak could not be cured.

On lap 32 Stewart's impressive progress came to an unimpressive halt for the left front stub axle on the Tyrrell chassis broke off and that was that, the brake caliper luckily keeping everything in place, but even so Stewart was kept very busy bringing everything to a stop. He limped round to the pits to retire and watch the Ferraris of Ickx and Regazzoni settle down into a solid first and second triumphal tour, for though Amon was holding on to third place now he was losing touch with the second-place Ferrari. Behind Amon the young Cevert was driving splendidly and giving the New Zealander a bad time and no respite. Before the race there had been a general feeling that not many cars would finish, so that anyone in trouble in the pits made great efforts to effect repairs and come out again. Hill, Oliver, Schenken, Brabham and Peterson all re-appeared after they looked as though they were going to retire. At half-distance it was all over and the traditional procession settled down, the only hope of any changes taking place being unexpected mechanical derangements. The first of these was Hulme's McLaren, whose clutch stopped working and then all the drive from the engine disappeared, and de Adamich stopped for petrol as the Alfa Romeo-engined car does not hold as much as the other McLarens. Also he had made a rather violent excursion off the road across the rough stuff and stopped to make sure he had not damaged anything. From their practice record it did not seem likely that the Ferraris would break and both drivers were looking very comfortable so that they could literally tour round in

Wissell, Fittipaldi and Gethin. In the race Cevert showed that his grid position was not due to a single lucky fast lap, or a time-keeping error, as Pescarolo's would appear to have been, for he pressed Amon really hard all the time and would have been a certain fourth and a possible third if a shock-absorber had not broken on his March. In addition to that he made the third fastest lap in the race at 1 min. 32.8 sec., against 1 min. 32.6 sec. for Ickx and 1 min. 32.2 sec. for Regazzoni (that new-boy again). Cevert was not only the fastest driver of a Cosworth V8 engine in the race, but the only one to break 1 min. 33.0 sec. Having been thrown in at the deep end last June he is learning to swim very well.

For those who like the sound of 12-cylinder engines the Canadian GP was very satisfying for seven of them started the race and all seven were running at the end, even though the official results did not classify Oliver's BRM as it was too many laps behind, due to the long stop to repair the rear suspension. It was thought that Beltoise might react to local enthusiasm the way he did at Clermont-Ferrand, for the Province of Quebec is much more French than Canadian; the peculiar brand of French spoken by the locals was almost unintelligible to the members of the French Matra team and was more easily understood by English people whose French is pretty poor, so that Beltoise felt as if he was in a foreign country rather than in his homeland.

The day after the Grand Prix the rains came down in a big way and the loading of the cars on to the transporters to take them to Watkins Glen had to be abandoned. The big articulated GMC trucks could carry five cars apiece and the loading was carefully arranged amongst the five vehicles so that no team had more than one car on a transporter, just in case of a disaster on the road. The company doing the job were Howard Sober Inc. of Lansing, Michigan, possibly the oldest transport firm in the United States, and the only one that an insurance company would give cover for, with a £100,000 load on board each vehicle. Since the inception of the "package deal" Grand Prix events in the New World, ten years ago, this firm has always looked after the mass movements, only Ferrari opting out and using a transporter of their own.—D. S. J.

complete control of the race. Amon was holding a valiant third place with the works March, but Cevert was all the while looking for an opening to have a go at getting by. On lap 76 he lost a lot of ground and was seen heading for the pits, a rear shock-absorber having broken, and though the Tyrrell mechanics fitted a new one in double-quick time and Cevert rejoined the race, he was back in ninth place after all his earlier efforts. With only three laps to go Rodriguez coasted his BRM into the pits making "thirsty" signs, for he had run out of petrol. A few gallons were quickly put in and he was away, still in fourth place, but now having been lapped by the triumphant Ferraris, who repeated their Austrian Grand Prix performance with an unchallenged first and second. Beltoise was lucky to coast over the line with a nasty jangling noise coming from his clutch and he was five laps down due to two pit-stops to change tyres which the Matra had been scrubbing down badly. Gethin was even luckier for he ran out of fuel just beyond the finishing line. The Rob Walker Lotus 72 was still steering in a strange way and afterwards it was found that the undue loads imposed by the loose wishbone mounting had caused the main rear suspension frame to break.

The Canadian Grand Prix saw Ferrari gain his third successive victory, this time through strength rather than power, and the March team were well satisfied with Amon's worthy third place and first placed Cosworth V8 engine.—D. S. J.

#### Results:

#### 4th CANADIAN GRAND PRIX—Formula One—90 laps—St. Jovite 383.83 kilometres—Warm and sunny

1st	: J. Ickx (Ferrari 312B/001)	.. ..	2 hr. 21 min. 18.4 sec.—162.974 k.p.h.
2nd	: G. Regazzoni (Ferrari 312B/004)	.. ..	2 hr. 21 min. 33.2 sec.
3rd	: C. Amon (March 701/1)	.. ..	2 hr. 22 min. 16.3 sec.
4th	: P. Rodriguez (BRM 153/05)	.. ..	89 laps
5th	: J. Surtees (Surtees TS7/001)	.. ..	89 laps
6th	: P. Gethin (McLaren M14A/1)	.. ..	88 laps
7th	: H. Pescarolo (Matra-Simca MS120/02)	.. ..	87 laps
8th	: J-P. Beltoise (Matra-Simca MS120/03)	.. ..	85 laps
9th	: F. Cevert (March 701/7)	.. ..	85 laps
10th	: G. Eaton (BRM 153/03)	.. ..	85 laps
11th	: T. Schenken (De Tomaso 505/38/3)	.. ..	79 laps
12th	: G. Hill (Lotus 72C/R4)	.. ..	77 laps
13th	: R. Peterson (March 701/8)	.. ..	65 laps
14th	: J. Oliver (BRM 153/04)	.. ..	52 laps

Fastest lap: G. Regazzoni (Ferrari 312B/004) on lap 75, in 1 min. 32.2 sec.—166.514 k.p.h.

Retirements: J. Siffert (March 701/5), 22 laps, engine; R. Stommelen (Brabham BT33/3), 23 laps, steering; J. Stewart (Tyrrell 001), 31 laps, broken left front stub axle; J. Brabham (Brabham BT33/2), 57 laps, oil leak; D. Hulme (McLaren M14A/2), 59 laps, engine; A. de Adamich (McLaren M14D/1), 69 laps, engine.

20 starters — 14 finishers.



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# SHOPPING FOR A RILEY

THE PREVIOUS articles on "Shopping For a Rolls-Royce (or Bentley)" and "Shopping For a Daimler" having aroused a modicum of interest, we turn to another popular make of car which is blessed with at least one specialist supplier—the 1½-litre and 2½-litre Nuffield Rileys. Before going on to look at what one should pay for such cars, or, more correctly, what one is likely to receive in terms of motoring enjoyment in exchange for a given sum of money, let me say that I do not regard post-war specialist cars as more desirable than vintage or p.v.t. equivalents—on the contrary.

The fact remains that some shoppers prefer the post-war products, because spare parts should be more easy, even less expensive, to obtain, because tyres in still-manufactured sizes contribute to this end, because hydraulic brakes (used on these Riley models from 1952 onwards) may facilitate passing the MoT vehicle test (with the proviso that hydraulics for which parts have ceased to be obtainable may be virtually unrepairable, whereas mechanical systems can invariably be made to function, whatever their age) and because the law of supply-and-demand makes the more recent cars less expensive than the rarer, more covetable, pre-1940 specimens—although, scarce as vintage and p.v.t. examples are, this last-named argument is not valid in the case of the Riley, Coventry-made models of which, when you can find them for sale, are still, in the main, moderately priced.

As in the case of post-war Rolls-Royces, Bentleys, Daimlers and Alvises, etc., the 1½-litre and 2½-litre Rileys, which were in production under the Nuffield régime from 1945 to 1954, represent cars in the pre-war pre-down-to-a-price tradition, with exposed headlamps (although Riley faired them into the mudguards), leather upholstery, distinguished radiator grilles, "real" instrument panels, dignified styling and, in the case of these Rileys, leather-covered roofs on the saloons, a feature which has been recently reintroduced as a prestige symbol. Incidentally, I had thought of shopping for an Alvis and only the absence of specialised copers for this illustrious make (although there is a number of good spares sources for them) deterred me. Albeit, I have heard of the owner of an Alvis TA14 who changed it for a Daimler Conquest and now regards the latter as a much better car, with the proviso that all the earlier cars, of whatever breed, need maintenance ability if they are to continue to function satisfactorily. Anyway, to our Rileys . . .

The Riley Register, catering for Coventry-built, pre-Nuffield models, will tell you that the deterioration in design was evident in 1938. However, the post-war 1½-litre and 2½-litre Rileys did have some merits, such as good torsion-bar and wishbone independent front suspension (borrowed by at least one builder of a racing special), short central gear-levers controlling a four-speed gearbox and the famous inclined o.h.v. engine with short push-rods actuated from twin base-chamber camshafts. The smaller engine had the classic dimen-



The "shopping" Riley photographed on Ledbury Common.



sions of 69 × 100 mm. and developed 54 b.h.p. The 2½-litre had the longest stroke of its era, being of 80.5 × 120 mm., and it gave 90 b.h.p., later increased to 100 b.h.p. when larger inlet valves were fitted. There was rack-and-pinion steering, which, with the king-pins, has gained a reputation for never showing signs of wear, and the body *decor* not only embraced wood veneer trim and real leather upholstery but a leather-covered roof, not the current leather-cloth-on-steel, but a padded roof over a steel-mesh base. These post-war Nuffield Rileys were long and slender, except the 2½-litre Roadster of 1948 to 1950, which had a three-abreast-seater open body but, intended for export, suffered from hideous bumper over-riders and a steering-column gear-change.

At first these Rileys had hydro-mechanical brakes, a propeller-shaft half enclosed in a torque-tube, and a hypoid-bevel final drive. The early 1½-litres were called the RMA and the early 2½-litres the RMB. Late in 1950 a new instrument panel was devised for them and in the summer of 1952 a fully-open propeller-shaft, full-hypoid final drive and full hydraulic braking were introduced, and the 1½-litre cars had lower back-axle ratios. These cars were the 1½-litre RME and 2½-litre RMF models. The 1½-litre cars dispensed with even vestigial running boards, but the dark blue diamond badge and ribbed, or helmet, front wings distinguish it from the 2½-litre, which has plain wings and a light blue badge.

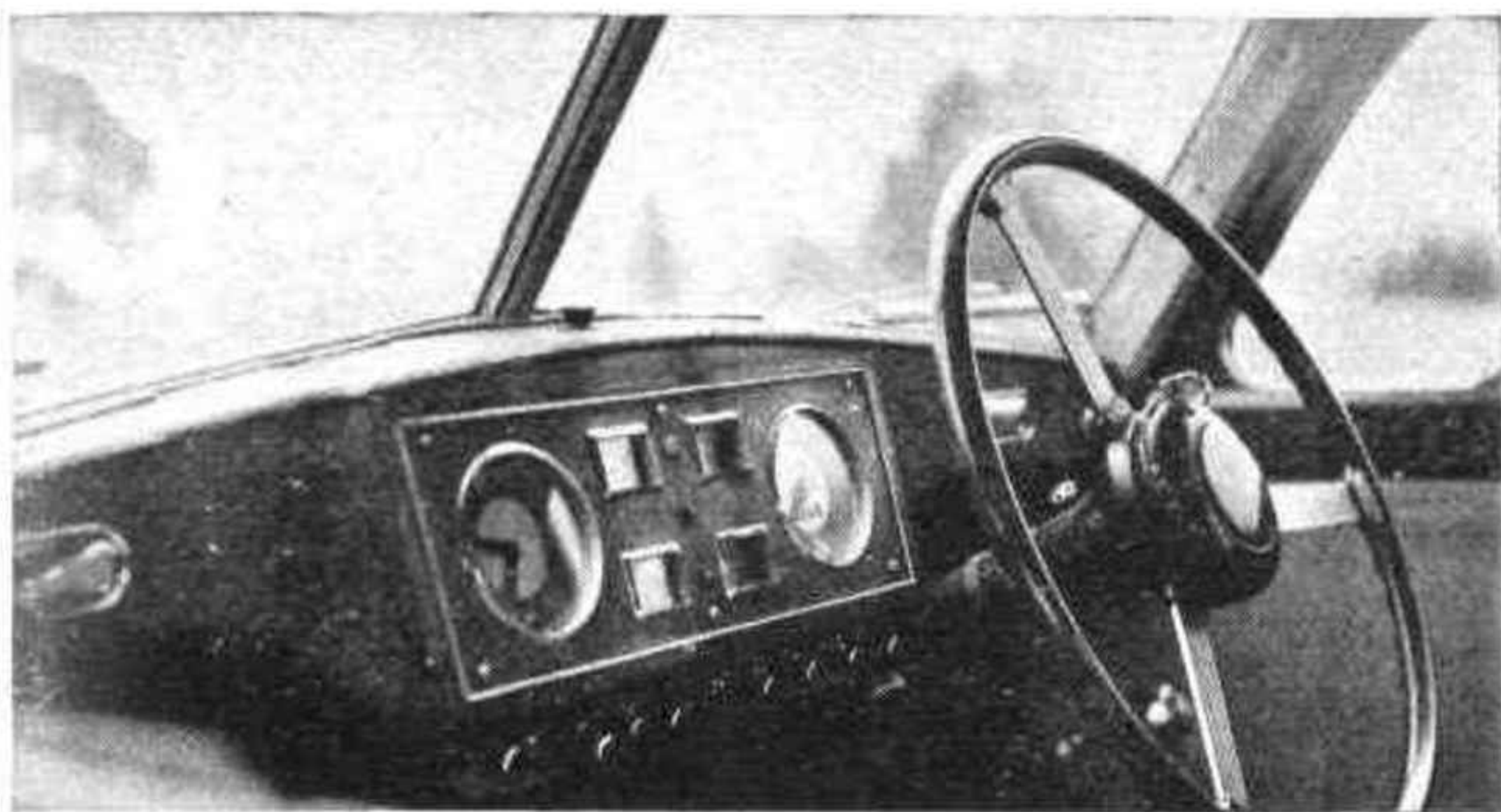
Although these Rileys are so similar in outward appearance, engines and other parts are not generally interchangeable, although a 1½-litre back axle can be used on the 2½-litre, at the expense of under-gearing, an expedient sometimes adopted when correct replacements were unobtainable for early 2½-litre cars, which were prone to break half-shafts. Incidentally, for a time car numbers gave a clue to date of manufacture, for if ten were subtracted from them the year became apparent, *i.e.*, 62S was a 1952 car; the "S" indicated a saloon, as four-seater convertibles were also made.

To carry out my shopping for one of these Rileys and to refresh my memory of them (for I had not driven one since the MOTOR SPORT road-test 1½-litre of 1947, when, I recall, we suffered a sticking valve and the car was never offered for re-testing), I put on my Serck tie as an insurance, as I frequently do when driving the older vehicles, and set off to seek out Mr. E. T. Lundegaard, who specialises in them. I found him in a corner shop in Gloucester, full of modern scooters and motorcycles, enhanced by a collection of vintage models (not for sale) which included a locally-made JES two-stroke.

Before sending me out in a representative model from his stock, I was shown a 1½-litre saloon which has been in one family since new, owned by grandfather, father and son; I was told it had done 90,000 miles without a re-bore, although needing new bearings and piston rings. Three more of these cars, two 1½-litres and a 2½-litre, were in the back of the shop and I was shown more, including a Roadster, in a nearby yard. All told, Mr. Lundegaard put his stock at 19 saloons and three Roadsters.

The 1½-litre Riley I tried was a 1954 model, "a two-owner car with original log-book", Reg. No. MTR 999, car No. RME 22750, engine





Two views, of the typical instrument-panel layout of the 1954 1½-litre Riley and its leather-upholstered driving compartment.

No. 12987, which had been taxed for the year 1970 in Hampshire. It had apparently just come in, and the reason it was allocated to me was because it was the only one that *was* taxed; the following comments should be read in this context. It steered and cornered very well for a car of this age, the brakes functioned really well, and I found it comfortable and easy to drive, the gear-lever being admirably placed, although the synchromesh had worn away. A cruising speed of 50 m.p.h. was held without undue noise, and this could be worked up to nearly 60 m.p.h. without distress—"not so much cruising, just ambling along," Mr. Lundegaard calls it.

The maximum indicated speeds in the lower gears were 15, 30 and 50 m.p.h. The separate driving seat, in light grey leather, was easy to adjust and the steering was not unduly heavy (just under 2¼ turns lock-to-lock), nor did it kick-back, while there was mild castor-return. With the engine idling a good deal of vibration, however, came back through the triple-spring-spoke steering wheel. The ride was a trifle pitchy, but again was good for a car of this age and the engine started confidently, was very flexible, and ticked over quietly without stalling. Once, however, the throttle of the SU carburettor stuck wide open, causing the ignition to be quickly switched off; the trouble did not re-occur. On drive there was a noticeable whine from the differential, which I was told would be rectified. A new exhaust system had been fitted but air leaks therein resulted in some "phutts" when the throttle was backed off and sometimes louder reports.

The detachable instrument panel contained British Jaeger gold-faced dials, consisting of an inoperative clock, a 90 m.p.h. speedometer with decimal trip and total mileage readings (the mileometer appeared to be accurate but the wide speedometer needle blanked the trip reading at cruising speed), and four small square-faced instruments—an ammeter, a fuel gauge calibrated E, ½, F, a thermometer reading 212, 175, 90, and an oil gauge calibrated 100, 50, 0. The oil pressure was normally 50 lb./sq. in., the temperature 175°F., give or take a few lb./deg. The ammeter had stuck at +15, on a dial reading from -30 to +30.

Below this instrument panel there was the Riley's usual row of eight-lettered knobs, controlling, from l. to r., panel lighting, ignition advance and retard, fog lamps, starter (pressed in), mixture enrichment, lights, heater and hand-throttle. The detachable ignition key inserted in the centre of this impressive line of knobs.

Other traditional features were the fixed but divided screen, its wipers controlled by a knob pulling up from the screen sill, two roof lamps switched on from a tiny roof switch convenient to the driver's right hand, old-style swivel-out facia ashtrays, ditto door handles, semaphore-style direction indicators controlled from a steering wheel thumb-switch, these rising from the rear panels and being self-cancelling, rigid anti-dazzle vizors clipping up into the roof, under-facia shelves but no door pockets, rear-hinged front doors, and a two-piece side-opening bonnet with separate knobs to release each panel and neat props to hold them up. The driver's view is along this divided bonnet to the dummy filler cap, with the helmet front wings with their faired-in sidelamps in full view. The rear seat had a centre armrest and the hand-brake was an umbrella-grip under the facia, for the right hand. The quick action of the window winders was a good point.

This 16-year-old Riley ran quite well, but its condition was scarcely in keeping. The blue metallic paint was blemished, especially on the n/s back wing (the back wings were of helmet type), which was also

dented. The glass was good all round, but carpets, door trim and the roof covering were very dirty, with the strips stuck on over the roof stitching partly lifting off. Some of the external plating, such as on the waistline, was poor, the paintwork was chipped here and there, and the plating on the inside of the windscreen frame was in a very bad state, as was the wood along the top of the facia and the window sills.

The bumpers were smart and the doors shut well, but one Lucas 700 headlamp had a cracked glass and a rubber bung was missing from one bumper mounting. All the lamps, including the fog lamps, and the horn worked, but the engine was positively filthy and the interior of the boot smelt strongly of damp, the interior of the body slightly of rubber, possibly because the Delaney Gallay drum-type heater did not seem to quite shut off. The radiator grille carried an AA badge and a label on the screen indicated that the previous owner had used Sternal anti-freeze. The chassis was scruffy but the roof lining clean.

The general effect was nowhere near *Concours d'elegance* standards. The tyres were rather a mixed lot. The o/s front wheel had a 600 × 16 Dunlop Gold Seal, the n/s front wheel a Semperit of the same size. Both possessed plenty of tread but the walls of the Dunlop showed signs of age. The o/s back wheel was shod with a 5.75 × 16 Dunlop tyre, the n/s back wheel carried a 6.00 × 16 Dunlop Gold Seal tubeless tyre. Again, there was adequate tread depth but one cover had a bad crack in the wall. The spare wheel was buried under the floor of the boot; it had some tread left.

The engine had the plate saying to set the tappets to .015 in. when hot and the data plate said the car had been made at Abingdon-on-Thames, which can bring tears to the eyes.

The price at which this Riley was for sale was £275, which made me think fondly of an immaculate green 1½-litre saloon I could have had not so long ago for £100. Study of the September MOTOR SPORT small advertisements showed that 13 Nuffield Rileys were for sale, apart from a few more that were open to offers. They can be summarised as follows:

1½-litres		2½-litres		2½-litre Roadsters	
1948 model	.. £150	1951 model	.. £160‡	1949 model	.. £285
1950 "	.. £150*	1952 "	.. £365	1949 "	.. £385
1952 "	.. £275	1952 "	.. £160	1950 "	.. £250
1954 "	.. £180	1952 "	.. £525		
1954 "	.. £105†	1953 "	.. £225		
Average =	£185	Average =	£275	Average =	£301

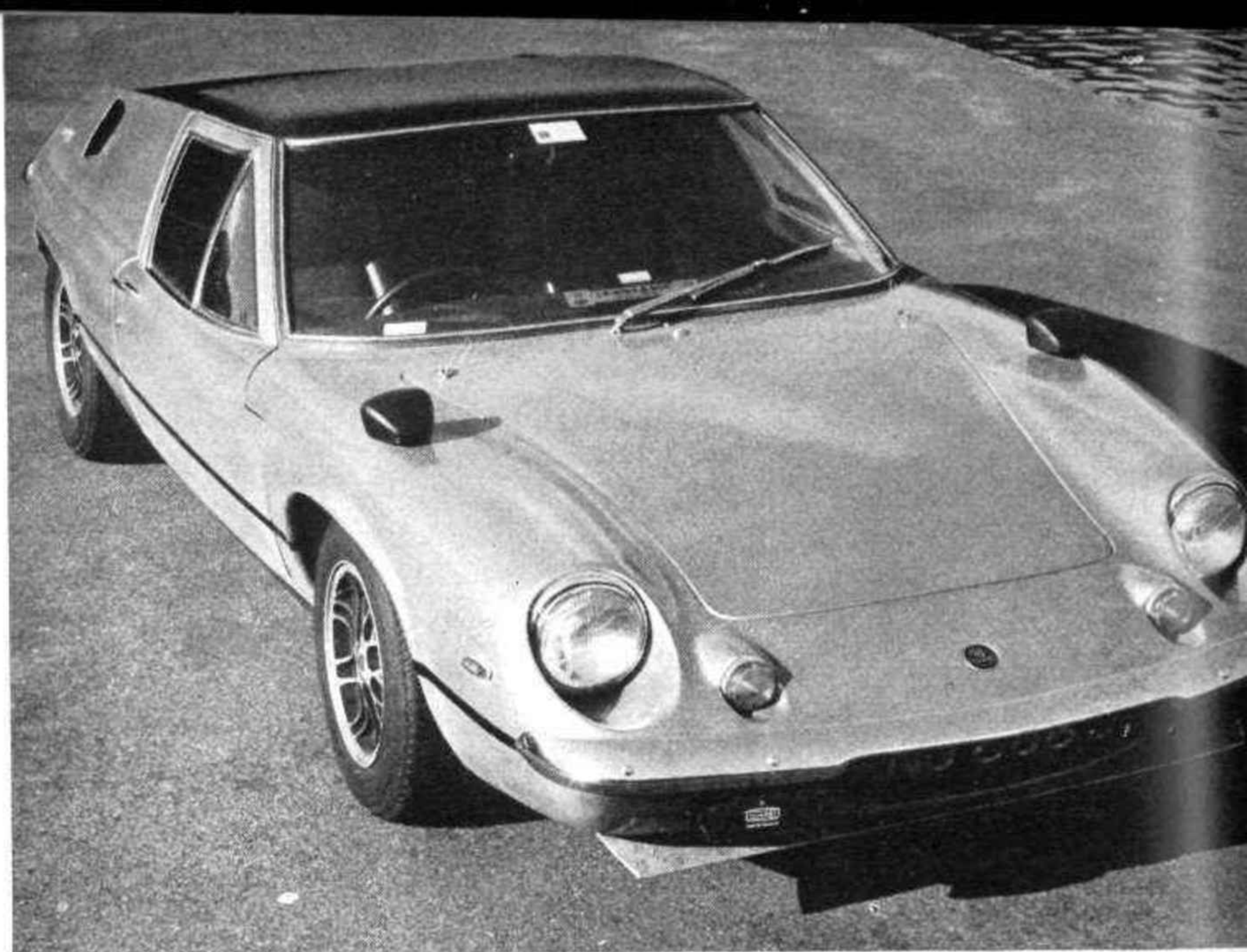
\* = "Or near offer." † = "Slight body damage." ‡ = "Needs a respray."

Amongst the Trade advertisers there was a 1½-litre model, described as "a trifle tattiludinous but a glorious runner" (with spare engine), for £45, a 1949 2½-litre for £75 and a 1946 1½-litre for £95. So I am inclined to think that if you shop around you might still find a worthy specimen in the region of £100, and that £200 should buy quite a good one. The winter is the best time to shop and cash could be an incentive.—W. B.



## A 120 m.p.h plus EUROPA

*LOADED with extras: the Europa has a modified engine giving approximately 30% more power, close-ratio gearbox, special paint-work and a stronger gear linkage. The ducting at the rear is for an oil cooler.*



FOR SOME time now a mid-mounted engine has been a must for any competitive single-seater or sports racer. Simultaneously we have seen this fashionable siting of the power unit adopted for many of the World's exotic cars and, of much more interest to the majority of sporting enthusiasts, three companies have endeavoured to market a reasonably priced mid-engine two-seater. Both Matra and Lotus were early entrants in this field, offering truly European transport—the French car having a German Taunus engine and transmission, while the same parts on the Lotus Europa came from Renault in France. Volkswagen and Porsche waited a little longer, but when they did announce the 914 and 914-6 the German companies avoided some of the earlier pitfalls of limited acceleration and carrying capacity. The author has been fortunate in trying all three *marques* fairly thoroughly, but he has also tested no less than five modified Europas so it is really with these that he is most conversant.

There are a number of power units, or individual Renault tuning paths, for the Europa owner to follow. The standard engine is mildly tuned by Renault anyway, but the British tuners have made quite a lot of money by offering such things as modified cylinder heads and camshafts, plus all new manifolding and carburation to help the car go as well as it looks. In fact, I am not sure that we should not say used to look, for a lot of Europas seem to leave the factory right up on tippy-toes to comply with export lighting regulations. Anyway, to return to the subject of modifying Europas. If you decide that the Renault engine is not for you then there are the alternatives of push-rod crossflow 1600GT and twin-cam Ford-based engines, or even the V8 theme as expanded upon elsewhere in MOTOR SPORT this month.

Bob Else, of J. A. Else and Sons, of Codnor, Derby, decided that they could do a lot more with the production power unit. However, they did not stop there with their demonstrator, for also extremely relevant to our trial were a set of close-ratio gears, a modified gear linkage, more sporting wheels and tyres, plus a small aluminium air dam at the front.

The engine parts, costing £150 fitted, consist of four-two-into-one exhaust system, a sidedraught twin-choke Weber 45 DCOE carburettor on a suitable cast-alloy inlet manifold, another look at the production head to make sure combustion chamber volumes and compression ratio is exactly as Renault specify (c.r. should be 9:1) and far more vigorous camshaft (a £29 10s. item!) which must have some interesting profiling, judging by our driving impressions. A finned alloy rocker cover with the Else emblem featuring strongly was also fitted to the test car in company with the oil cooler (for which a special and very expensive scoop is needed on the rear flanks), and twin fuel tanks offering double standard capacity at 14 gallons.

The close-ratio gearbox is charged out at £95, plus a £10 installation fee, and it has the effect of lowering engine revs throughout the four forward ratios, as one can see by studying the maximum gear speeds which are considerably higher than the standard car at the

same 6,500 r.p.m. production limit, which was also imposed upon the standard car. Surprisingly that new camshaft did not want to spin the unit beyond this point, but more of that anon. Perhaps the best value for many frustrated owners would be just the Else gear linkage modifications, aimed at improving the durability of the production gear-linkage joints by substituting metal Rose connections. The latter change is the cheapest of all at £3 10s.

Apart from the £15 front foil and cooler ducting, the exterior of the test-car was certainly bound to attract attention for it was painstakingly finished in metallic lemon yellow! Not content with making sure our tester was followed by every redundant police traffic patrol car in London, Else had added a black side stripe and left the roof in a matt black. Should you want the same things done there will be an extra £140 added to the bill. Cosmic 5½-in. rim alloy wheels are used, but they carry 185-section tyres at the rear and 165 up front, for the same handling reasons that caused Matra to specify wider rear tyres as a production item.

That may sound a fairly thorough way of converting a Europa but in fact the company do carry a lot of other items to cater for individual whims. For example, a much milder camshaft giving more low-down power is offered, though as lucky Mr. Else and his men have the relatively uncluttered roads of Derbyshire to play on, the choice fell on the more sporty 'shaft. Else quotes a figure of 82 b.h.p. at the wheels for this conversion (I think this may be an underestimate because this figure was obtained when the kits were being developed), which represents an increase of power in the order of 30%. Because of recent price increases the test-car would cost approximately £2,200, straight from the showroom.

The Else car was not easy to drive in London, for the 45 m.p.h. first gear combined to a camshaft that does not like to aid the engine's aspiration below 3,000 r.p.m. does not allow easy starts to be made. The exhaust note on our car was almost certainly illegal: when calling for people it was not necessary to knock on the door, they had already heard the car coming and were dressed ready to go out! The engine note and performance is completely flat until 3,000 revs are indicated in the first three gears. Beyond which point usable power builds up tremendously quickly and the tachometer needle is tugged from 4,000 to 6,500 r.p.m. in a flash. Thus the best technique is to tread gently but ever more firmly on the throttle to enjoy a long, clean burst of acceleration up to 110 m.p.h.

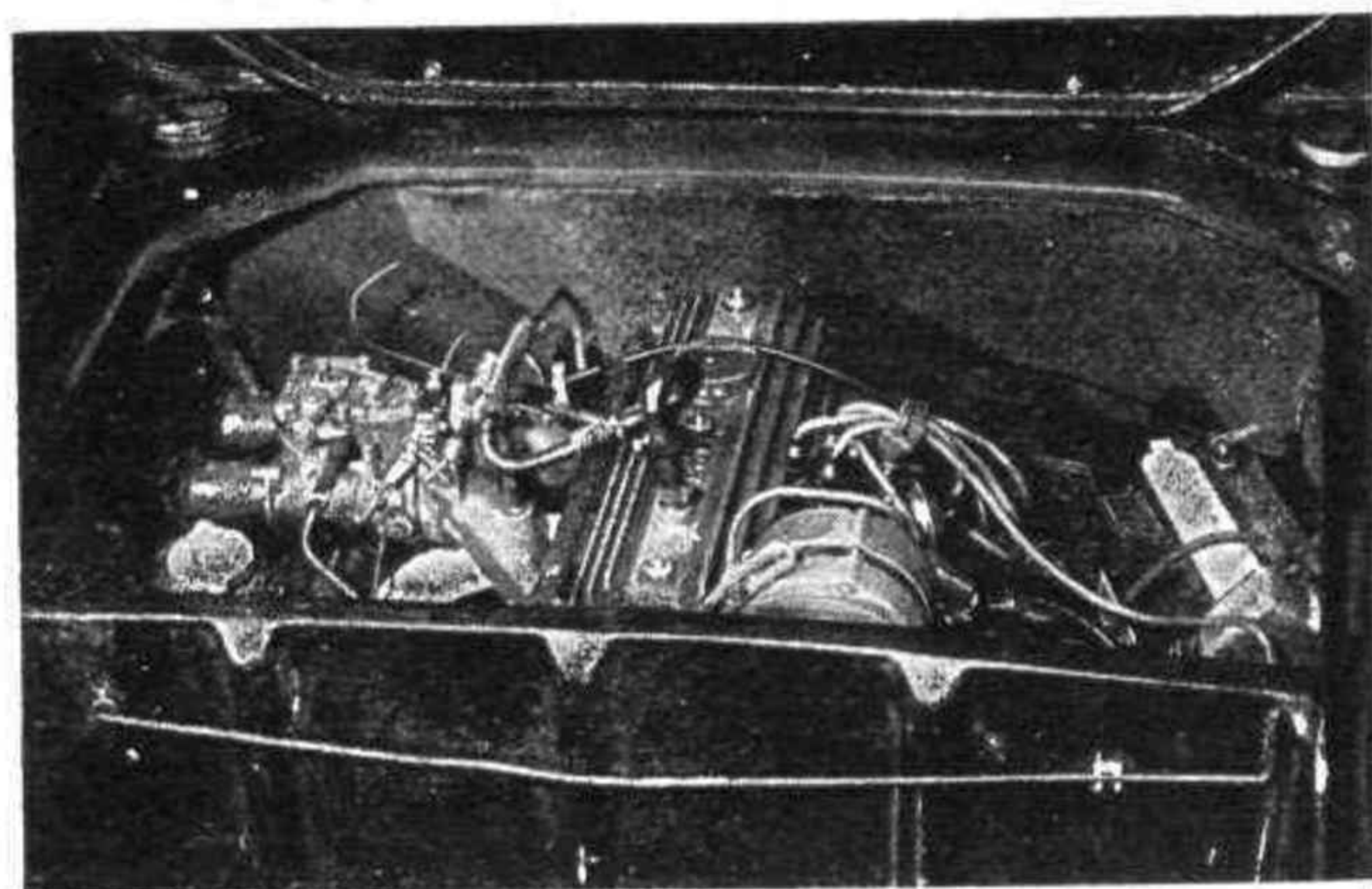
At the above speed one can clearly feel the nose being pushed firmly into contact with tarmac, as compared to the normal light feel of a Europa at these speeds. In this case I am not knocking the production Europa because I have always found it kept adequate (*i.e.*, better than most) in its contact with the road at speed. Under heavy braking and motorway winds the car would sway around, but under all conditions and velocities we were able to keep within the MoT's dotted white line lane markers. The suspension feels considerably stiffer than other Europas I have tried, but no modifications of this



kind have taken place so far as I am aware. Be that as it may the Else car is a very efficient way of travelling Britain's roads, the braking and extraordinarily good handling making the best of an engine that propels the car from rest to 60 m.p.h. in eight seconds (a good performance by any standards and especially so when remembering the capacity of this push-rod-operated Renault unit) and on up to 125 m.p.h. on a decent stretch of motorway. In regard to the maximum speed it may be as well to warn non-Europa drivers to analyse speedometer markings carefully before setting off: with the panel lights doing very little we mistook an indicated, and steadily maintained, 125 m.p.h. on the dial for 110 m.p.h.! The owner of a Gordon Keeble V8, who was travelling in convoy with us, did not appreciate the joke at all and obviously wondered if we really wanted to establish some sort of high-speed endurance record.

Polite conversation can be carried on at 85-90 miles an hour whilst the crankshaft is turning over at a mere 3,500 r.p.m. or so, but beyond this point we reserved our concentration for driving, rather than waste effort repeating ourselves. Anyway, in the form we had the car there was nothing polite about it, the colour scheme, engine note and vicarious "I'm a racer" feeling given by slot-car cornering is for straightforward enjoyment. In fact, I would back the car to return the fastest cross-country times, without consciously trying, of any machinery that we have tested in tuned form recently. The point is that it will go round corners whilst putting down the maximum amount of power, and if you do slightly overdo things, only a slight easing of lock should be necessary to cope with the situation. Naturally if the car is "lost" under braking into a corner it will tend to plough straight on, when once more the steering can be unwound and power applied as soon as the braking control has been established.

The gear-change seemed as bad as any other Europa, except the early l.h.d. Mk. I, which seemed better than current cars to me. However, writing as one who has been stranded with a shattered linkage, it was reassuring to find that one could at least go on selecting gears without a joint breaking. Being more specific the trouble with the Europa's gear-change is that it is basically imprecise and obstructive. Once you have mastered the art of actually swapping ratios with ease the next task is to pause between changes first to second and *vice versa*, in order to let the synchromesh catch up: again a feature which has proved common to the Europas I have tried. Since the VW-Porsche 914 I am currently using is even more imprecise with its five-speed gearbox action, I will refrain from further comment, especially as an S4 Europa is due to present itself from the factory for private appraisal shortly! The truth of the matter is that the



VIRTUALLY full race specification camshaft works in conjunction with a new cylinder head, manifold and carburation to give impressive performance.

majority of owners, in both cases, must adjust to the gear-changes and wonder why a motoring journalist (after only a week's testing usually) gets so upset.

However, to return to the Else Europa, we found that those of our colleagues who tried it outside the confines of London loved it, while those who used it just for short trips did not show the same enthusiasm. Since J. A. Else have enough parts to satisfy most tastes we have no hesitation in commending them for selling some extremely useful and enjoyable equipment to enhance the Chapman brainchild.—J. W.

#### PERFORMANCE

<i>Acceleration:</i>			
0-30 m.p.h. ..	3.0 sec.	0-60 m.p.h. ..	8.0 sec.
0-40 " ..	3.9 "	0-70 " ..	12.0 "
0-50 " ..	5.5 "	0-80 " ..	16.9 "
<i>Speeds in the gears:</i>			
1st ..	45 m.p.h.	3rd ..	100 m.p.h.
2nd ..	73 "	4th ..	124 "
(two-way average).			
<i>Overall fuel economy:</i> 22 m.p.g.			
<i>Converters:</i> J. A. Else & Sons, Codnor, Derby.			

## V8 RUMBLINGS

THERE HAVE ALWAYS been people who inserted engines bigger than the makers intended into basically inoffensive machinery. Doubtless MOTOR SPORT's Editor and D.S.J. could accurately recall countless examples of this practice in the past, both in racing and normal road use, but my aim in this short article is to briefly look at recent efforts in transplanting what has become the ultimate in large engine development at reasonable prices—the American manufactured, or inspired, V8s. My practical experience of such swaps includes only an Escort with a tuned Rover-Buick engine, a Capri powered by Ford's Trans-Am Championship winning 302 C.I. "Boss" V8 (although I must admit it was in cooking form and had nothing like the 450 plus b.h.p. claimed for the racing versions) and a Europa with an old 4.7-litre Mustang V8 shoehorned into the rear!

Not so long ago British Club racing boasted a couple of V8-powered Cortinas and a Chevrolet V8-Vauxhall Viva; the best known of which was Doc Merfield's "Fraud" Cortina. If memory serves me right Terry Sanger also used to operate a 4.7-litre Ford-powered Cortina and Brian Bolton actually won the Osram-GEC saloon-car series with the ex-Merfield "Fraud". The biggest problems with these Cortinas were cooling them, stopping them and cornering same. The first problem was solved in one case by sticking a huge radiator in the boot, which also served to help the handling and roadholding by evening out the weight distribution. However, the normal way of persuading the V8 mongrels to stay on the track was to make up the widest steel wheels one could get past the scrutineer and equip them with similarly proportioned F1 rubberwear. The total effect was of a Cortina apparently possessing best Bedford truck running gear! In the last couple of seasons Britain's Club racing fraternity appear to have

ignored the V8 transplant idea, preferring either to stick with the Mustang or Falcon shell with which the V8 came, or at the top level use an Escort with either an oversized twin-cam or BDA engine—or even the Ford 3-litre V6.

However, on the roadgoing side of things there are encouraging signs that while the manufacturers continue to insert ever larger engines in their standard products, the enthusiasts take things a step farther and pop in a V8. "Pop in a V8" says this smug motoring journalist secure behind his London desk! In fact things are never that simple, after all it's often difficult enough to replace a standard engine in a standard car. In nearly all the cases I will be discussing, a considerable degree of chassis work was needed before the car could even reliably carry around the extra weight and power that comes with a V8. Quite often the front bulkhead and transmission tunnel need to be thoughtfully savaged before levering in an engine and gearbox, which should sit well back in the chassis if one is ever to have a hope of negotiating a roundabout without developing Charles Atlas' biceps beforehand. Apart from the physical squeezing needed in some cases, one then has to consider installing a more efficient, and therefore often larger and heavier, radiator.

A thought should also be spared for the rest of the running gear. For example, will the suspension first of all carry any extra weight without the car diving into the first dip it encounters, nose first? Having stiffened up the front to cope, can the rear cart or coil springs stand even the remotest chance of transmitting extra power without the axle torquing itself into a giant replica of a chopstick surrounded by spaghetti? As soon as that problem is solved, the next is to find a rear axle that can cope with having probably double the amount of torque (at least) that the original had to deal with. Personally, I feel this is the trickiest part, except with the Europa where a suitable Hewland or ZF can be fairly easily, if rather expensively, obtained.

Other miscellaneous snags that occur are making up a special propshaft in the case of front-engined machinery, re-calibrating and



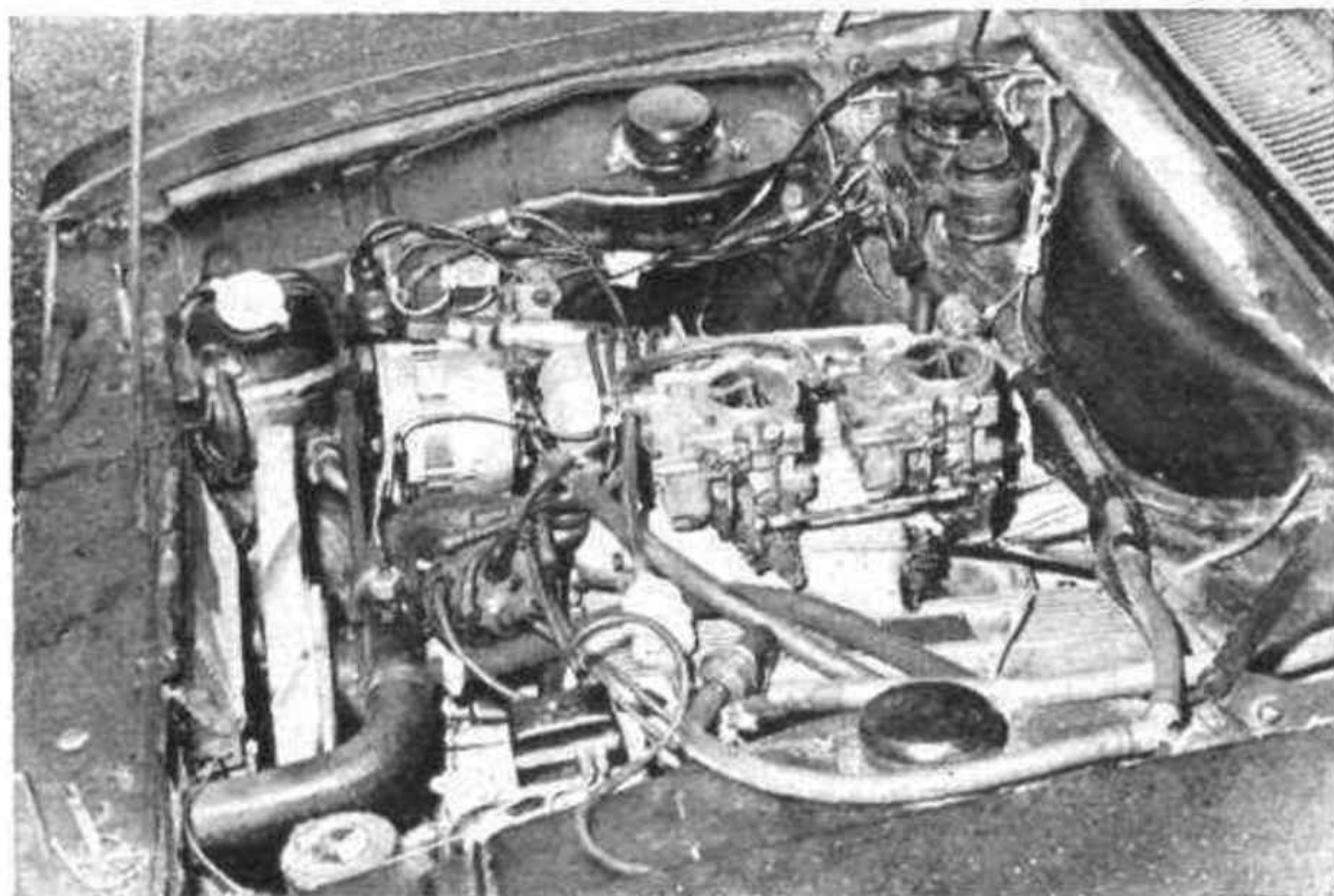
modifying the instrumentation, and strengthening any component that will have to suffer a great increase in loadings. Under which category fall the brakes, hubs, engine mountings and cross-member(s). Now, having illustrated some of the problems let us see what has been done so far.

First there are the non-Ford-powered machines. In this category one could place a Martin V8-propelled Escort, but although this has been successfully inserted for the track, in the form of Phillip Danby's Intertech-backed Escort, I am not aware of a roadgoing version at present. Next comes a gentleman by the name of Ken Costello who is rumoured to be making large numbers of Rover 3500-engined MG-Bs in Kent. Apart from having seen such a machine in the paddock (but not competing) at Brands Hatch recently, I know very little more, though the car I saw was quite beautifully finished. The same Rover engine has also been found lurking beneath a Capri's bonnet (a beautiful one-off job apparently), but I can be of a little more help here because I was privileged to try Richard Martin-Hurst's Rover-Escort.

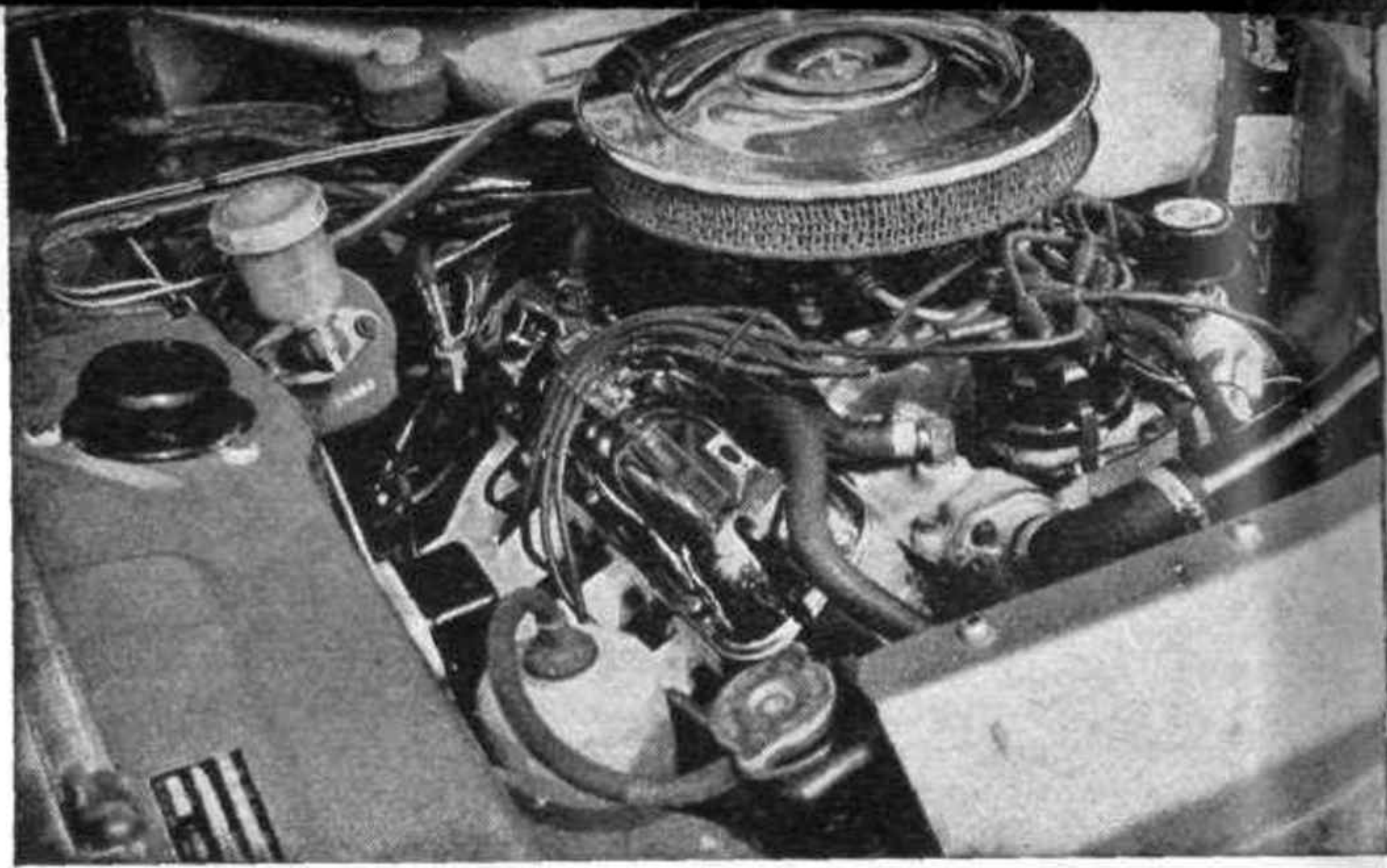
Martin-Hurst is one of Ford's AVO Division bright young men, who in recent months has spent a lot of time sorting out the production RS versions of the German Capri. The Escort underwent extensive body surgery before the V8 was installed: the front bulkhead was cutaway to allow the engine to sit well back (the 3.5-litre V8 weighs only half a hundredweight more than a Lotus 1.6-litre twin-cam) and the body seams were additionally reinforced, even to the extent of built-up side rails to combat body flex under arduous conditions. A suitable amount of bracing was applied to the engine cross-member and  $\frac{1}{4}$ -in. plate engine mountings were utilised, together with a freshly fabricated gearbox cross-member and a wider transmission tunnel to take the S5-17 ZF gearbox obtained from an Alvis. This sturdy five-speed unit operated in conjunction with a  $9\frac{1}{2}$ -in. diameter Borg and Beck clutch and a special Hardy Spicer  $2\frac{1}{2}$ -in. diameter propshaft. The rear axle problem was solved by fitting a Sunbeam Tiger 3.7:1 final drive axle, incorporating a Salisbury limited-slip differential.

Further activity on the shoehorning side included re-routing the steering column to clear the V8, squashing in an exhaust system and cutting the front panelwork around to take a larger radiator. Surprisingly to some, the braking is by production Escort twin-cam disc/drum layout, supplemented by a switch in friction materials to look after fade problems: adjustable-balance dual circuits are an assuring feature of the retardation system. The suspension and steering modifications were mainly common sense, the front springs being considerably shortened to give a lower ride height in conjunction with the lowering blocks used for the leaf-sprung rear end. The Escort started life as a potent weapon for Club rallying, but by the time the author tried it the owner had prepared it for some mild Club racing. A high ratio steering rack made parking a little difficult but proved very useful at anything over 50 m.p.h. cornering, when it was nice to be able to apply lock so rapidly.

The Rover engine was comprehensively modified when the car first went on the road and was then subsequently rebuilt (following a melted piston after Hurst had been forced to use alternative carburation to the faithful twin pair of Rochesters normally used) by Weslake and bench-tested. Their power readings showed a peak of 214 b.h.p. at 6,000 r.p.m., but more to the point was the enormous amount of torque,



**PACKED OUT!**—Engine compartment of Richard Martin-Hurst's Escort-Rover V8, showing the viscous coupling fan and twin Rochester double-choke carburation.



**IMMACULATE "BOSS"** Ford Mustang 4,995-c.c. V8 fitted neatly into the Capri.

and to a lesser degree brake horsepower, that they found between 3,000 and 5,000 r.p.m. Peak of the torque readings was at 4,000 r.p.m. and 233 lb. ft.

On the road the car lived up to its specification, scorching from a standstill to 60 m.p.h. in just over six seconds and arriving at 110 m.p.h. some 14 seconds afterwards. The five-speed gearbox is not needed because of the engine's flexibility, but the change is excellent and it was fun to just listen to the varying engine note and feel the change in acceleration forces upon selection of a fresh ratio. The handling and braking were up to our brisk demands on the road and track, bearing in mind that it is entirely possible to shift the car almost completely sideways by an injudicious application of power, even in third gear!

The Europa was, like the other two V8 transplants that I have tried, a one-off. It was built by F5000 single-seater constructor, Tony Kitchener, who operates from a cramped railway arch in Hammersmith W6, trying valiantly to establish himself in the hard world of single-seater manufacturers. The Europa used a number of parts from a past Kitchener, such as the Ford V8, front and rear wishbone suspension, disc brakes, radiator and ZF gearbox. This was not much of a shoehorning job as the Europa engine bay is big enough to take 289 C.I. of V8 comfortably. Additional transmission items which also came from the racing car were driveshafts and the Schiefer clutch. The biggest task by far was to build up a new backbone section, braced onto the original, but also strengthened, main chassis member that is a feature of the Europa and Elan.

The car did not look particularly attractive on steel 6-in. rimmed wheels, but apart from the difficulties of operating the gearbox without a clearly defined gate, the car was very pleasant to drive. This was even more surprising in view of the fact that I was acting really as a development driver, because the car had not covered more than a couple of miles consecutively, prior to my outing. The engine was not quite as smooth as the Rover-Escort's, but had the same r.p.m. limit at 6,500. Performance was naturally terrific, the car being set up at something like 25 m.p.h. per 1,000 r.p.m. in fifth gear so that high-speed cruising was very relaxed.

Top speed on this gearing would theoretically be 150 m.p.h., but during the time in which I was driving, I cannot honestly recall exceeding an indicated 130, but oh the way that hybrid flew up there! The car felt basically well balanced, any bias being entirely towards the rear end breaking away, so it would probably be quite a handful on wet roads. Talking of damp conditions reminds me that in the Rover-Escort one needs to feed the power in carefully under these conditions, as even the generous area of Goodyear Rally Special tyres mounted on Minilite wheels cannot cope with having little weight over the driven wheels. However, the answer is simple in the Escort's case as one need only fill the 15-gallon Transit fuel tank lying in the boot to cope with any traction problems.

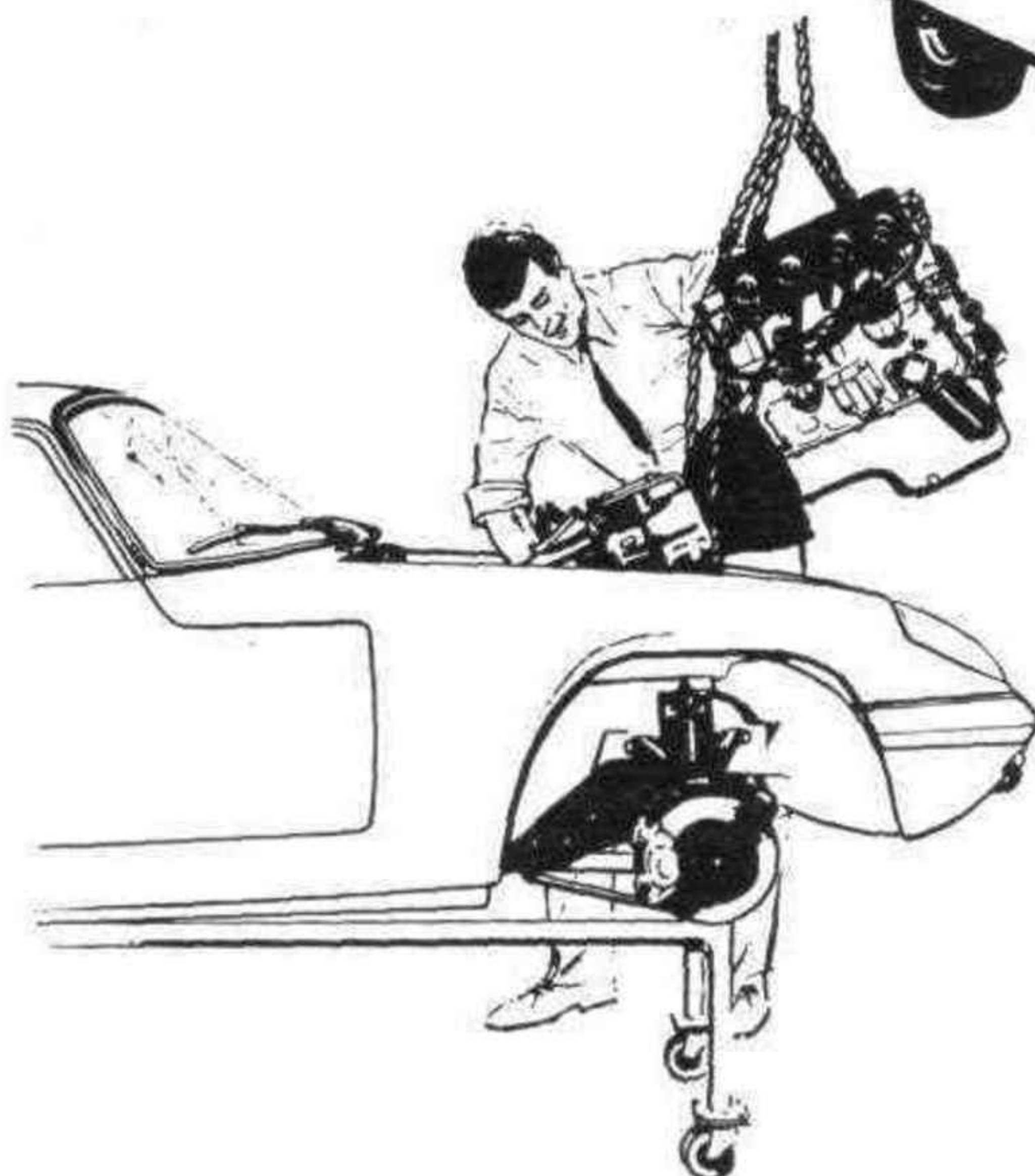
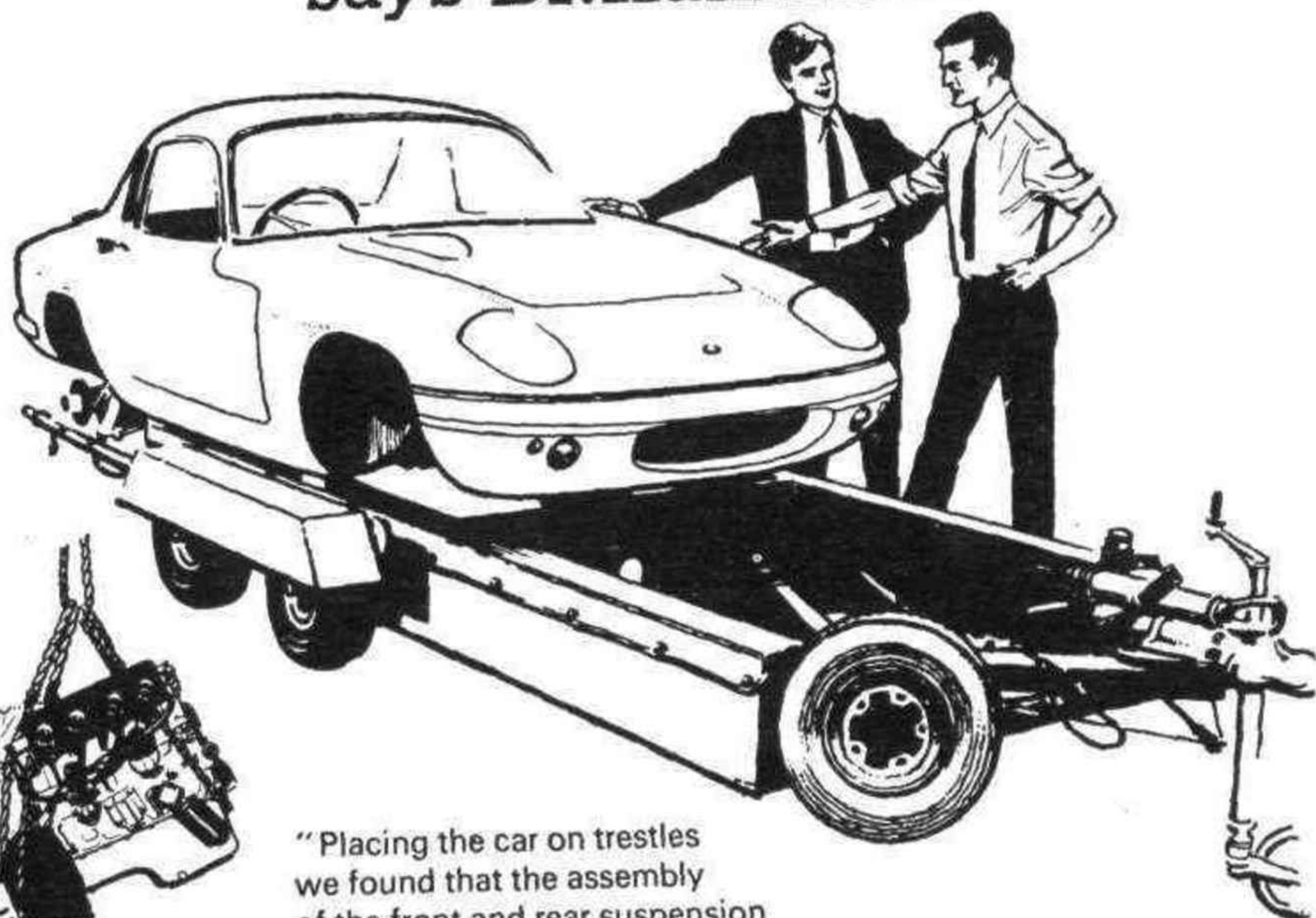
The best finish and handling of the V8 hybrids in my experience was a quite beautifully finished "Boss" (Ford's official name for the engine) Capri loaned to me by John Young of Super Speed at Ilford. Like the Europa, I was not able to keep the car overnight, but it was still a worthwhile exercise because Young really had got down to the problems of handling. Even on just  $5\frac{1}{2}$ -in. Cortina 1600E wheels it was easier to drive than a standard 3-litre. To get these results costs a lot of money: the 290 b.h.p. engine and associated gearbox/clutch unit alone being retailed in England for £1,203 14s! The complete ensemble, based on a 3-litre Capri, could not be sold for less than



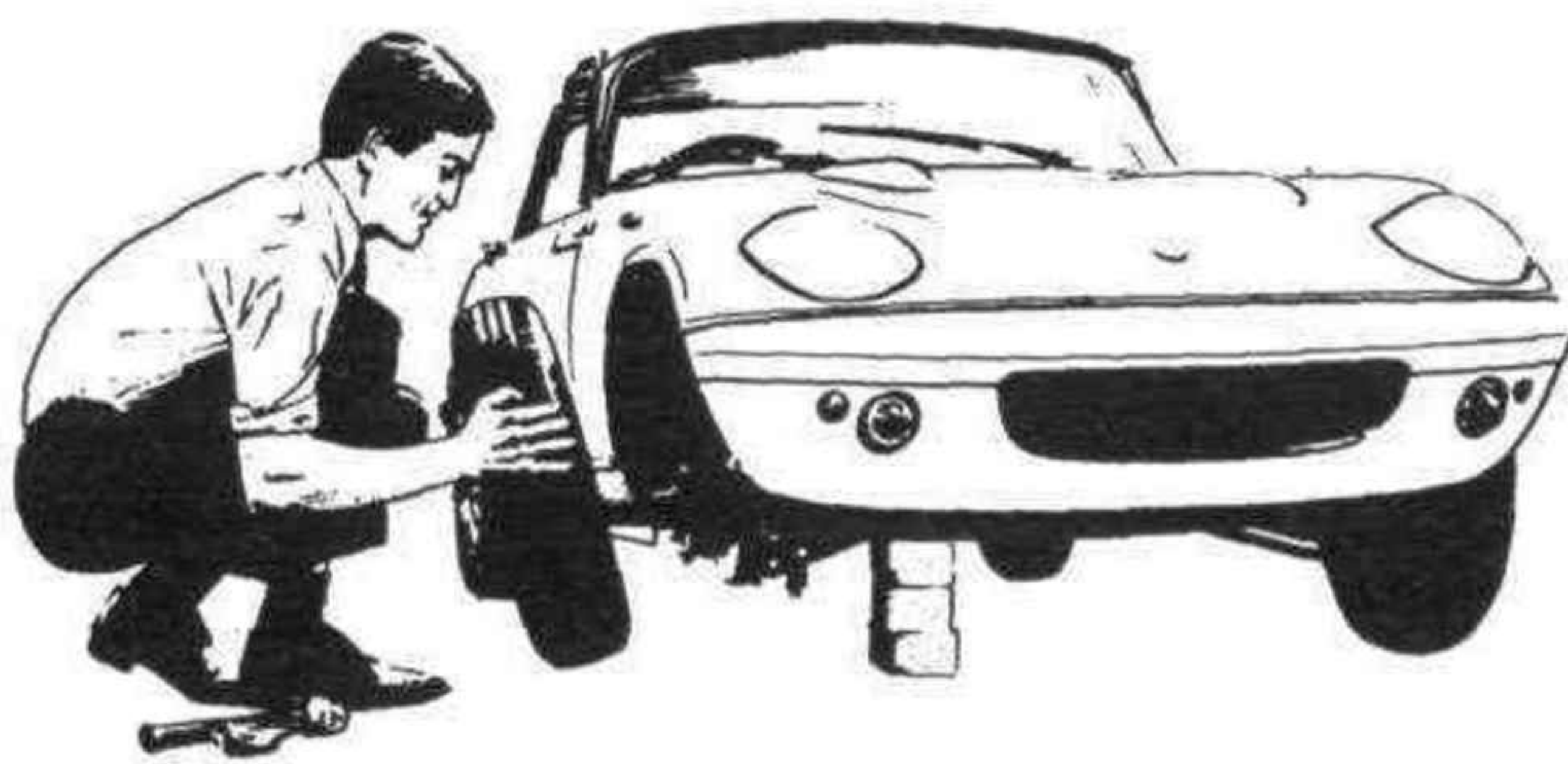
'You and a few friends could create your own Lotus Elan in less than a week-end of simple constructive pleasure. I did.'

says Dr. Hammond

"The body-chassis unit arrived fully trimmed and painted with all electrical components, wiring, steering, brake pipes etc. already assembled..."



"Placing the car on trestles we found that the assembly of the front and rear suspension was quite simple. In went the propeller shaft and drive shafts and it was time for lunch..."



"We fitted the engine and gearbox with the aid of a light-weight pulley and chain. Then in went the radiator, exhaust system and all the main connections were checked. Then it was time for dinner..."



"On Sunday morning we fitted the number plate, checked the tyre pressures, filled up with oil, petrol and water and were driving down to the local by opening time."

LOTUS CARS (SALES) LIMITED, NORWICH,  
NORFOLK, NOR92W. Tel: Wymondham 3411





## BRITISH LEYLAND AT SILVERSTONE

THE FUTURE of British-owned motor manufacturing lies just with BLMC on a mass-production scale at present, a fact which has not exactly inspired patriotic hearts as the mammoth corporation struggled with labour disputes and the problems of welding highly individual divisions into one. Although the latest SMMT figures we have to hand, which were the subject of Matters of Moment in last month's MOTOR SPORT, show an overall loss in output, there are signs that the FWD cars are heading a sales revival. The Maxi has improved its position considerably and the changes announced recently to that car can only make it more popular—so long as production keeps pace with demand that is!

To show off the Mk. 2 Maxis (1,485 and 1,750 c.c.), plus some important changes to the Spitfire, GT6 and minor revisions to the MGs, Austin Healey Sprite and Rover 3500 models, BL chose to hire Silverstone and brought a generous selection of the relevant cars for the Press to play with. Apart from the Grand Prix circuit, one could also drive on a straw-baled handling course and plough the Range Rover over a field.

We began with Maxis, first choice falling on the 1750. The extra capacity has been obtained just by lengthening the stroke from 81.28 mm. to 95.75 mm.; bore is the same for both of the single overhead-camshaft units at 76.2 mm. Peak horsepower is raised (up 10 b.h.p. from the 1500's 74), but it is the extra torque that is really impressive, the 1750 offering 105 lb. ft. at 3,000 r.p.m., versus 84 b.h.p. at 3,600 r.p.m. for the smaller unit. The next most significant change is in the gearbox, which is now rod-actuated instead of the previous porridge-action cables. The 1750 has new ratios as well, which effectively raise the intermediate gear speeds and provide more relaxed 5th-gear cruising.

The interior has come in for a complete revamp, the most obvious changes being an almost "dishless" steering wheel, full-width walnut dashboard, proper carpeting, and a more attractive and efficient look to the controls and switches.

In other words the Maxi in 1750 form, and to a lesser extent in 1500 guise, is a completely transformed motor car; an impression that was reinforced by devoting most of our time to Maxi-motoring. Prices are detailed at the end of this article but suffice it to say that with the 1750 one has a well-insulated car that handles extremely well within the considerable limits of adhesion offered by Goodyear radial-ply tyres. The five-speed gearbox is now enjoyable in its own right and the performance, coupled to excellent braking, allowed us to keep up quite nicely with the "Spridgefires" circulating at the same time.

The 1500 shares the bigger capacity Maxi's solid and restful air at speeds up to the legal limit, but when accelerating hard or cruising in the 80s the 1500 sounds far more strained and, not unnaturally, is rather slower throughout. Some of this overall noise can be traced to the choice of gear ratios, but in balance it is still a vast improvement over the old car and both machines are now competitive with World competition. The only exception to this statement being that in terms of straight-line speed the 1750 is still not a match for the Renault 16 TS. Performance claims for the cars are: Maxi 1750: 0-60 m.p.h. in 14.0 sec., maximum speed 92 m.p.h.; in comparison the 1500 accelerates to 60 m.p.h. in 16.5 sec. and is said to manage 90 m.p.h.

We moved next to the Spitfire Mk. 4 and GT6 Mk. 3, which share fresh, and much smoother, lines broadly based on the previous cars, but employing a miniaturised version of the Stag's rear end (should it be bottom?) styling. The Spitfire also has revised back suspension, still independent *via* a transverse leaf, but using a central pivot point with radius rods for more hygienic handling. Apparently BL engineers considered equipping the Spitfire with the GT6 rear suspension (introduced in 1968 for the Vitesse as well) but cost ruled this move out. The Spitfire now has both speedometer and tachometer placed directly in front of the driver (instead of centrally).

There are some mechanical differences in the latest Spitfires, too, such as revised inlet and exhaust manifolding, a 3.89-to-1 final-drive ratio and a front anti-roll bar. Power has been raised by 4-5 b.h.p., but the real objective of the new manifolding, was to offer quieter performance. The GT6 also has an extra 4-5 b.h.p. from much the same changes, ventilation has been improved, and top speed is said to be



THE LATEST Spitfires have revised styling and modified swing axle rear suspension.

improved by a few miles an hour as a result of the cleaner styling and small power bonus. Both cars have slightly more window area than before, but one wouldn't know without being told.

Our driving impressions of the Spitfire were simply that the changes were all worthwhile: the handling is now beyond reproach—even if the crude Spridget can run rings round it—and the car is quieter than before. Performance is much the same but sharp corners no longer require instant steering correction if taken in brisk style. Obviously, swapping directions quickly with the old set-up used to upset the Spitfire considerably, but now it is much more predictable under these conditions. Incidentally the Spitfire now has synchromesh on all forward gears, while the Sprite and Midget do without.

Other cars that we drove during the day included the silky Rover 3500 with its much improved dashboard (shared with the 2000 TC) and minor exterior styling changes, the MG-B tourer, which now has a better hood giving less wind noise, and the everlasting Sprite which boasts an improved heater, as does the "B". A trip in the Range Rover was fun, even though I found the steering too slow-moving for the tight little track. I left having been convinced as to why the Rover division of BLMC find such a strong demand for their well engineered products.

After lunch I was privileged to be flown and to try for myself, a privately-owned Tiger Moth (*circa* 1942 with a Gipsy Major engine) which was able to keep pace with the cars on the GP circuit until a corner appeared, when the Moth simply banked over at 85-90 m.p.h. and rather outshone the efforts of my colleagues below on the tarmac!

The prices of the changes we detailed can be partially seen from the following list of prices for the 1971 BL cars: Maxi 1500, £1,057 3s. 7d.; 1750, £1,102 17s. 6d.; Spitfire Mk. 4, £961 7s. 6d.; GT6 Mk. 3, £1,268 13s. 7d.; Rover 3500, £2,049 8s. Checking through and comparing with previous model prices you will find that the Maxi 1500 is up by £39, the Rover by approximately £50 and the Spitfire is raised by £86.—J. W.

### V8 RUMBLINGS—continued from page 1218

£2,950, and even that is not a properly costed figure for they spent a long time working on the front suspension and steering to get such agile responses.

The biggest changes to the car were to placate the engine in its new home: the transmission tunnel and floor pans all had to be reshaped, a new cross-member and engine mountings made up, and home found for a crossflow radiator cooled by twin electric fans. The instrumentation looks standard, but Super Speed had quite a job re-calibrating the speedometer to read accurately.

The company have taken their own fifth wheel figures to assess performance for the 21½-cwt. Capri V8 (the Rover-Buick weighs 19½ cwt.) and they quote a 0-60 m.p.h. time of less than six seconds, coupled to a top speed of 140 m.p.h. We were not able to check these for ourselves, but a brief burst soon had the car bounding along at an honest 120 plus m.p.h. The real genius of the car lies in its split personality though, because it will trickle through traffic without fuss and give even the hardest driver an enjoyable time on the open road. The only snag we could see was that the temperature needle climbed pretty quickly when the car was idling on a hot day. Once again the brakes are based on standard Ford disc/drums, but in this case all we can say is that they worked well during the short test run. The rear axle is the reputedly very tough production 3-litre Capri model.

Of course the largest snag to running a V8 is the operating costs and none of the ones I have tried seemed to have the remotest chance of exceeding 15 m.p.g. in everyday urban use. The Rover-Escort averaged 14.7 m.p.g. and Young cheerfully commented that he didn't expect the large four-choke Holley carburetter on the Capri to give any change from 12 m.p.g. in London.—J. W.





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# THE FIAT 128

## A Good Small Car



LAST YEAR I tried the then new Fiat 128 briefly in Turin. I have since driven a four-door model in this country, from which emerges the impression that it is an excellent little car. Fiat must be very pleased with it, for it is a great improvement over the long-lived 1100 it replaces, although in my opinion not justifying the hysterical outburst its introduction caused in certain quarters.

The Fiat engineers have made good use of the transverse engine/front-drive concept which they may have pioneered by a gnat's whisker from BMC, although Sir Alec Issigonis was the designer who proved that it would work. Issigonis dispensed with a conventional self-contained gearbox, bravely relegating the transmission cogs to the engine sump, at the risk of their contamination by metal shavings and of inflicting on them thin lubricating oil, the additional gears required causing extra cacophony. He also obviated complication in the cooling-fan department by placing the radiator at the side of the car, in the n/s front-wheel arch, claiming this to be an area of low pressure which assisted in drawing out warm air. This enabled the fan to be driven normally but it had to run fast to be effective, with a further increase in noise level.

Peugeot followed this layout for their 204, even to a sumpful of gears. But they kept the radiator in the conventional place, which involved them in a tortuous extended belt, over a multiplicity of pulleys, to get the drive from the end of the engine to the fan at the front of the car.

It has to be admitted that when Fiat followed Issigonis (in the production sense, anyway) they contrived matters rather better. Using a cautious approach, *via* the Autobianchi Primula, they retained a normal clutch and gearbox, in line with their transverse engine, taking the drive through a single pair of step-down gears to the differential. Their method obviated any qualms anyone might harbour about the east/west engine location especially as it eliminates the additional noise otherwise inherited. The problem of the cooling fan was also neatly overcome, Fiat putting it and the radiator at the nose of the 128 but operating the fan electrically (and also thermostatically) so that no mechanical drive is involved.

Whereas BMC waited until the Maxi to have an overhead-camshaft engine, and the Simca 1100 which follows the Autobianchi/Fiat layout, also has push-rod valve gear, Peugeot and Fiat use o.h.c. power units, the Fiat 128 with a cogged-belt camshaft drive to further reduce the noise level.

Apart from the clever application of the Issigonis-system to the Tipo 128, Fiat have incorporated some refined engineering in its detail arrangements. The overall impression of this little car, whose 80 x 55½-mm. (1,162 c.c.) engine delivers 55 (net) b.h.p. at 6,000 r.p.m., is one of willingness, spaciousness and excellent road-clinging qualities. The performance impresses as very good, from the viewpoint of acceleration, both in top gear and through-the-box. This is confirmed by figures, which show the Fiat 128 to be quicker from rest to 50 or 60 m.p.h. than all its rivals, even those of 1,300 c.c. The British Leyland 1100s, Maxi and 1300s are slower and it takes their 1300 GT to outrun this lively small car from Turin, and the Fiat isn't much slower, while it costs £134 less. The Fiat 128 genuinely exceeds 85 m.p.h. and will show a satisfying 70 m.p.h.-plus in 3rd gear. It certainly more than keeps up with the traffic!

Thus, on performance alone, the 128 is a significant small car. It is also spacious without the context of an 8 ft. 4 in. wheelbase, entry and egress easy *via* its four doors, which possess sill internal locks and neat little pull-out handles. It is plainly but quality-trimmed and there are various amenities such as rubber-tipped bumpers, roof grabs, coat-

hooks, an interior lamp on each side, dual vizors, a good anti-dazzle mirror, etc. The luggage boot is wider than it is deep but a lot of luggage can be humped into it, the location of the spare wheel in the engine compartment contributing to its capacity. The front seats possess fully-reclining squabs set either by sweep or precision action from a somewhat stiff front-facing knob. I found the cushion of the driving seat rather hard on long acquaintance.

Fiat do not provide an oddments' cubby-hole but there is an under-facia shelf on both sides, the driver's area obstructed by an accessible fuse-box, to which I raise no objection, for the circuit fusing is extremely efficient. There is the usual back shelf, well lipped, and tight pockets in the front doors. Arm-rests and good pull-out ash-trays are provided.

On the road this Fiat handles as well as it motors. There is little evidence that it is a front-drive car, except that cruising and cornering speeds nearly coincide. It has light, quick, 3¼-turns lock-to-lock rack-and-pinion steering which, however, transmitted an almost alarming degree of kick-back over certain road surfaces. There is some under-steer in power-on cornering and the front wheels break away early in the wet, relying on f.w.d. to pull the car straight. The brakes, disc at the front, are excellent. The central gear-lever is well placed and the changes go through quickly and smoothly, although the lever, spring-loaded to the o/s of the gate, has rather long movements. To spoil an otherwise nice gearbox, there was resistance to the selection of the 1st and 2nd gears, some pressure being needed before these went in with a "bonk", which became tiring in heavy traffic. The clutch was rather sticky on the test car, and inclined to be too sudden.

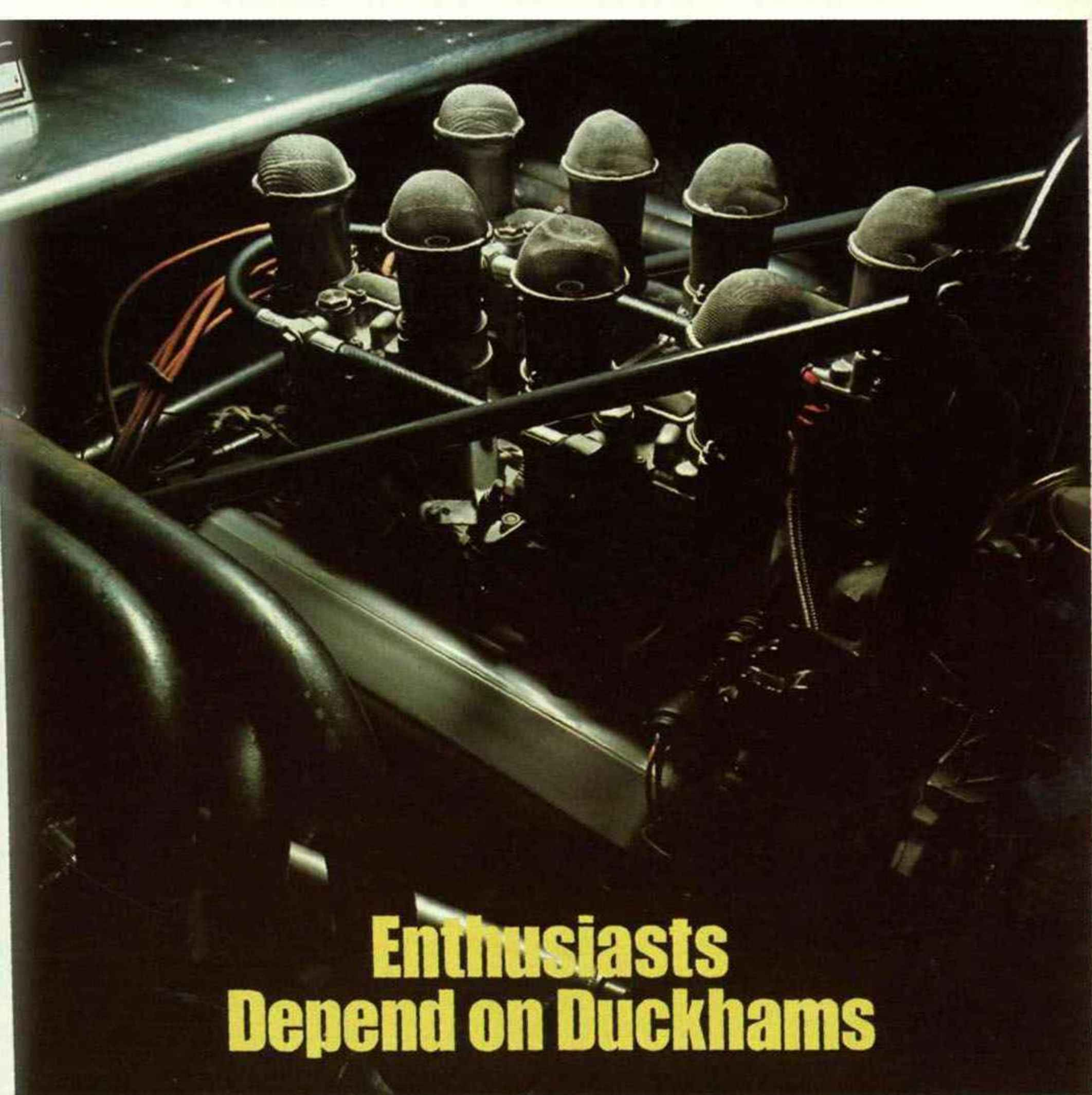
The Fiat 128 is no sluggard on difficult across-the-map journeys, when its ability to corner fast with a minimum of roll, yet at a speed which makes the 145-13 Pirelli Cinturato CN54s yolk (f.w.d. helps here), matches its good pick-up. I had occasion to drive it, heavily laden, from W. Chilton to Nantmel, over a route which does not give much opportunity for overtaking slower vehicles, except on the excellent Andover ring road and on the run into Gloucester. The Fiat nevertheless averaged better than 43 m.p.h., inclusive of a stop to clean its screen, and driven thus, together with some cold-starts (instantaneous) and town commuting, gave 34.7 m.p.g. of the less-expensive 4-star petrol. It outruns most other small cars and is superior on all counts to General Motors' Opel Kadett XE, which I tested recently.

The instruments and controls consist of a 100-m.p.h. Veglia speedometer and matching dial before the driver, the latter incorporating oil-pressure and generator-charge warning lights and casually-calibrated fuel and heat gauges. There is only a total mileage recorder, *sans* decimals, but a low-level fuel warning light is provided. Between these dials are more warning lights, for turn-indicators, lamps-on and full-beam. Night driving was tiring because these two latter warning lamps, one green, one blue, not only shone directly in my eyes but also reflected in the windscreen—it is astonishing that, no matter how many proving grounds there are, these irritating and unnecessary items which any experienced tester should stop immediately, continue to be encountered. Here I may add that the beam from the Carello headlamps was concentrated but unduly short and the dipped beam all too "Continental".

Fiat use their complex lamps' control method, a big rocker-switch on the facia (with an adjacent one for panel lighting) putting the lights on, but the ignition-key dousing them if it is in a certain position. Control of side, dipped or full beam is by a long l.h. steering-column stalk, rather light in its action, so that impulsive fingers can plunge

*Continued on page 1238*





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# PICTORIAL REVIEW

## TRANS-AM CHAMPIONSHIP

**TRANS-AM CHAMPIONSHIP** AFTER WINNING the Championship for Chevrolet in both 1968 and 1969, Roger Penske switched to American Motors Javelins and his drivers Mark Donohue (*right*, at St. Jovite) and Peter Revson scored three victories and four seconds for a total of 59 points.

**WORKS** Ford Mustangs driven by Parnelli Jones (*below*, at St. Jovite) and George Follmer recorded six victories and five second-place finishes to win the SCCA's Trans-Am Championship for the first time since 1967 with a net total of 72 points.

**JIM HALL** contested the Trans-Am series for the first time this year but the only victory for his Chaparral Camaros came when Vic Elford (*bottom*) advanced from fifth to first during a half-hour rain storm and won the ninth race at Watkins Glen.

## AUSTRIAN 1,000 Kms.

## CANADIAN GRAND PRIX

## AMERICAN GRAND PRIX





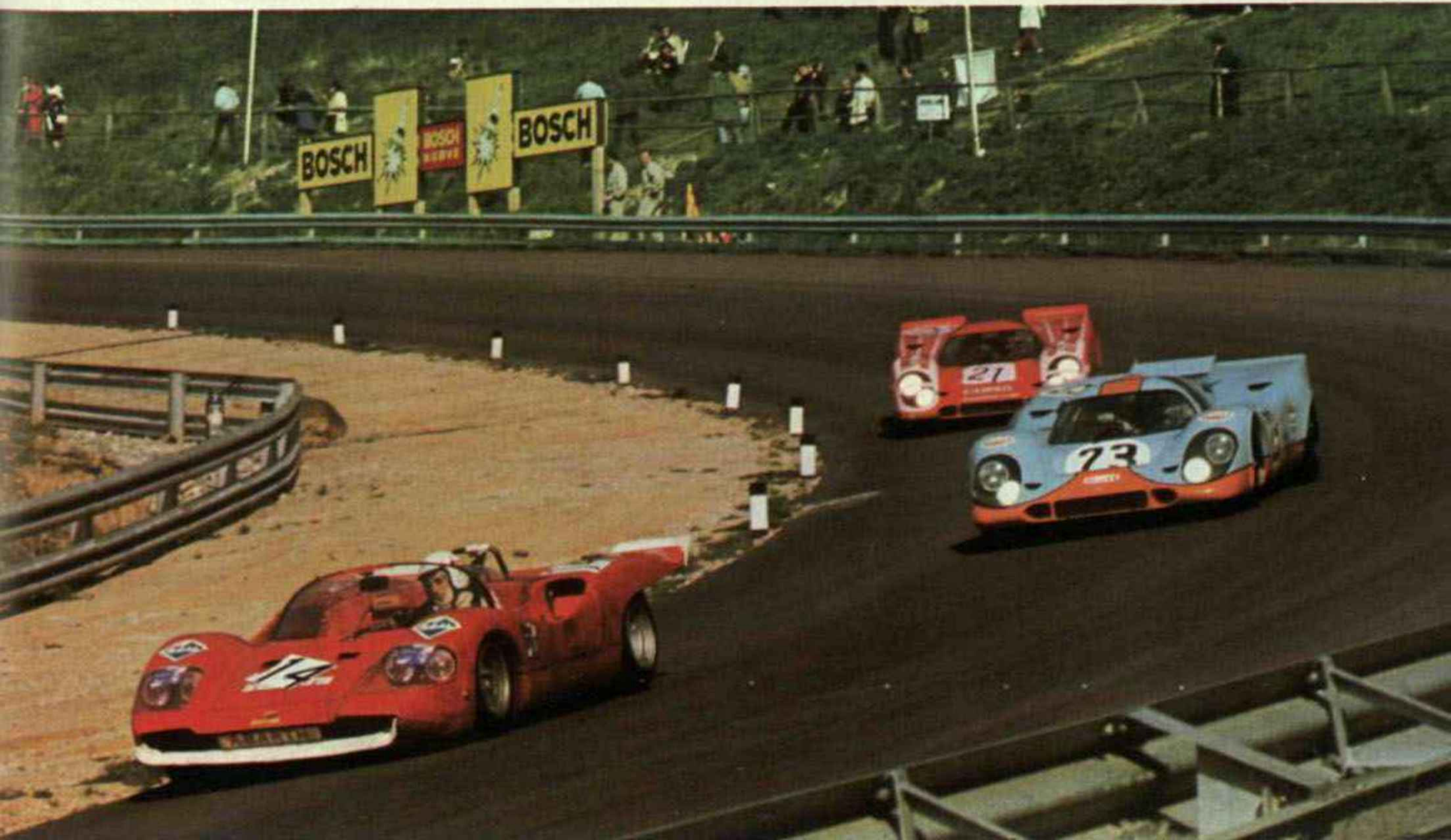


### AUSTRIAN 1,000 Kms.

THE ALFA ROMEO T33-3 of de Adamich and Pescarolo, entered by Autodelta, looked a possible winner of the Austrian 1,000 Kms. when the leaders, Siffert/Redman in a JW Automotive Porsche 917, had engine trouble half an hour before the finish. The Porsche continued on nine cylinders and the Alfa Romeo had serious trouble only two laps before the end, so finished second.

MISCALCULATION of the fuel consumption on the Porsche Salzburg 917 driven by Ahrens/Marko cost the team a probable victory. It was estimated that Marko could cover 39 laps, but while leading he ran out of fuel on the far side of the circuit, and retired.

RIVAL TEAMS.—The JW Automotive Porsche 917 of Siffert/Redman was followed closely for many laps by the Porsche Salzburg 917 of Elford/Attwood (about to lap the Moreschi/"Pam" Abarth). The Salzburg cars have now been sold to the International Martini team for the 1971 season.







**CANADIAN  
GRAND PRIX**

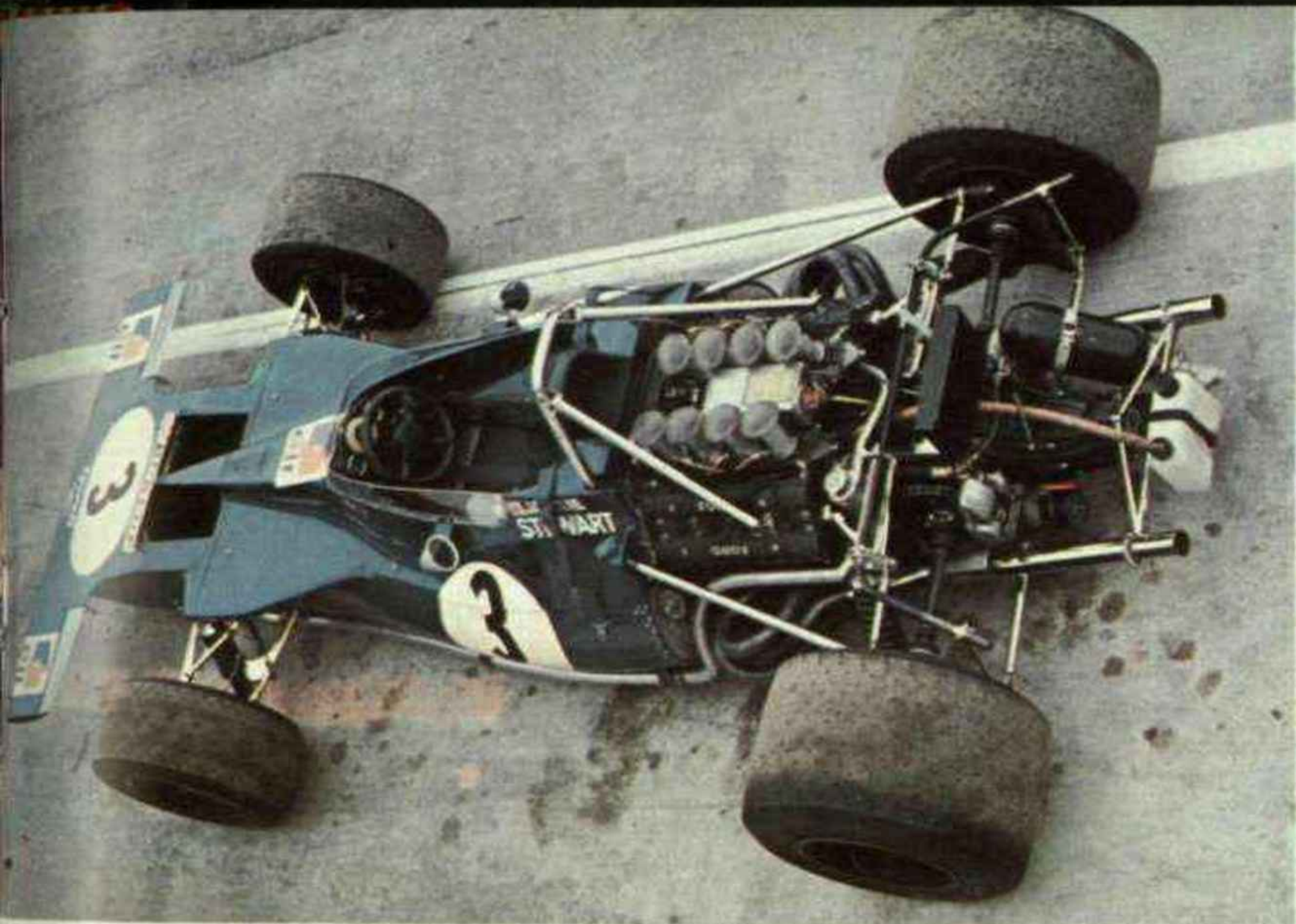
CHRYSLER versus COSWORTH. Hulme and Beltoise were both well down the field at the start: the Matra finished ninth after a stop to replace a punctured tyre and Hulme retired with a broken engine after making up several places.

BEST-PLACED Cosworth-powered car was the March of Chris Amon, who finished third behind the Ferraris after being harassed by Cevert's similar car for many laps.

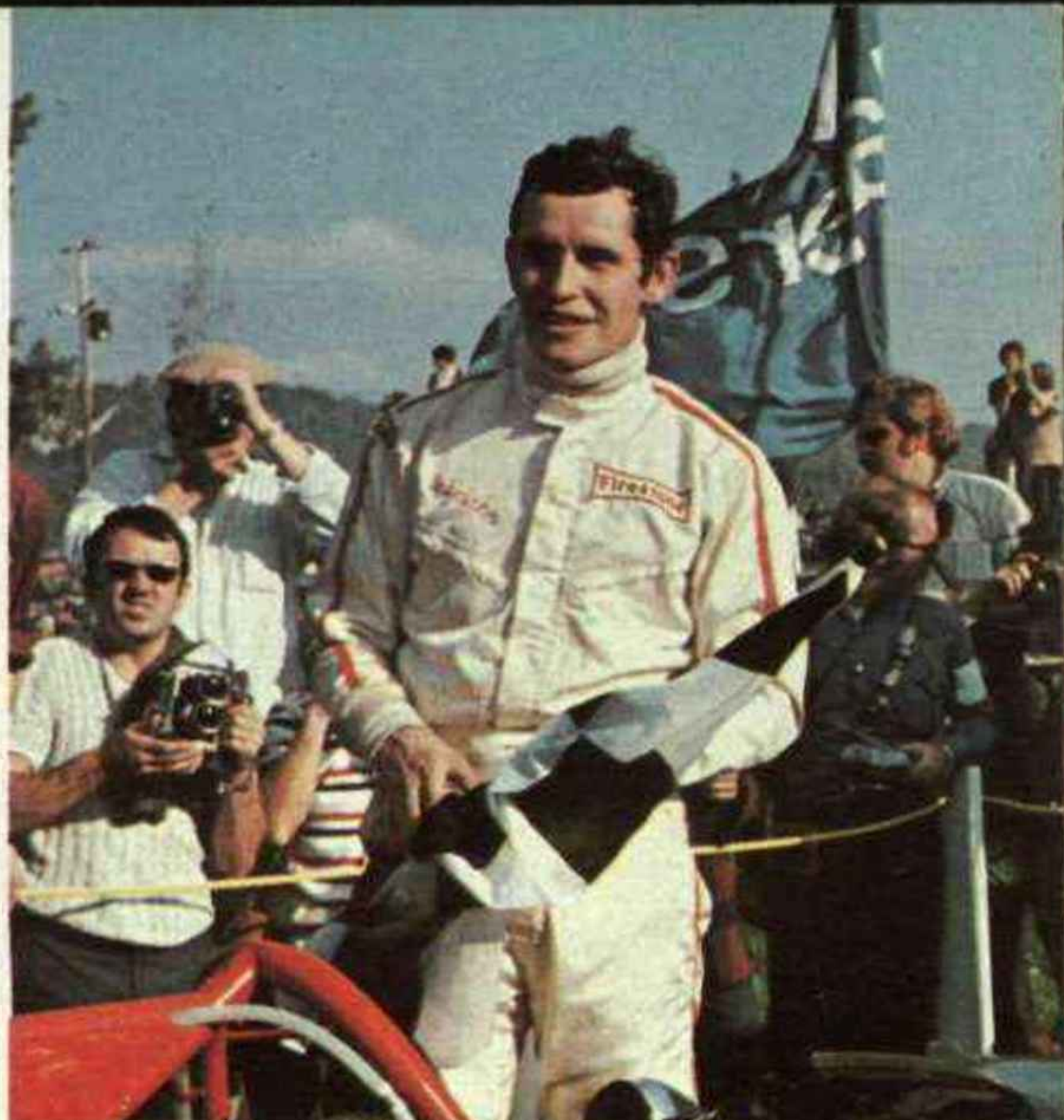
FIRST LAP.—Already pulling away from the field is the Tyrrell of Jackie Stewart: Ickx, Rodriguez, Surtees and Cevert follow, with Regazzoni, Amon, Oliver, Pescarolo and Gethin in pursuit.







THE TYRRELL-COSWORTH (*above*) for Jackie Stewart has a very wide section around the cockpit to accommodate the fuel bags. The car twice threatened to shed a wheel in practice but was a very convincing leader in the race until a front hub broke.



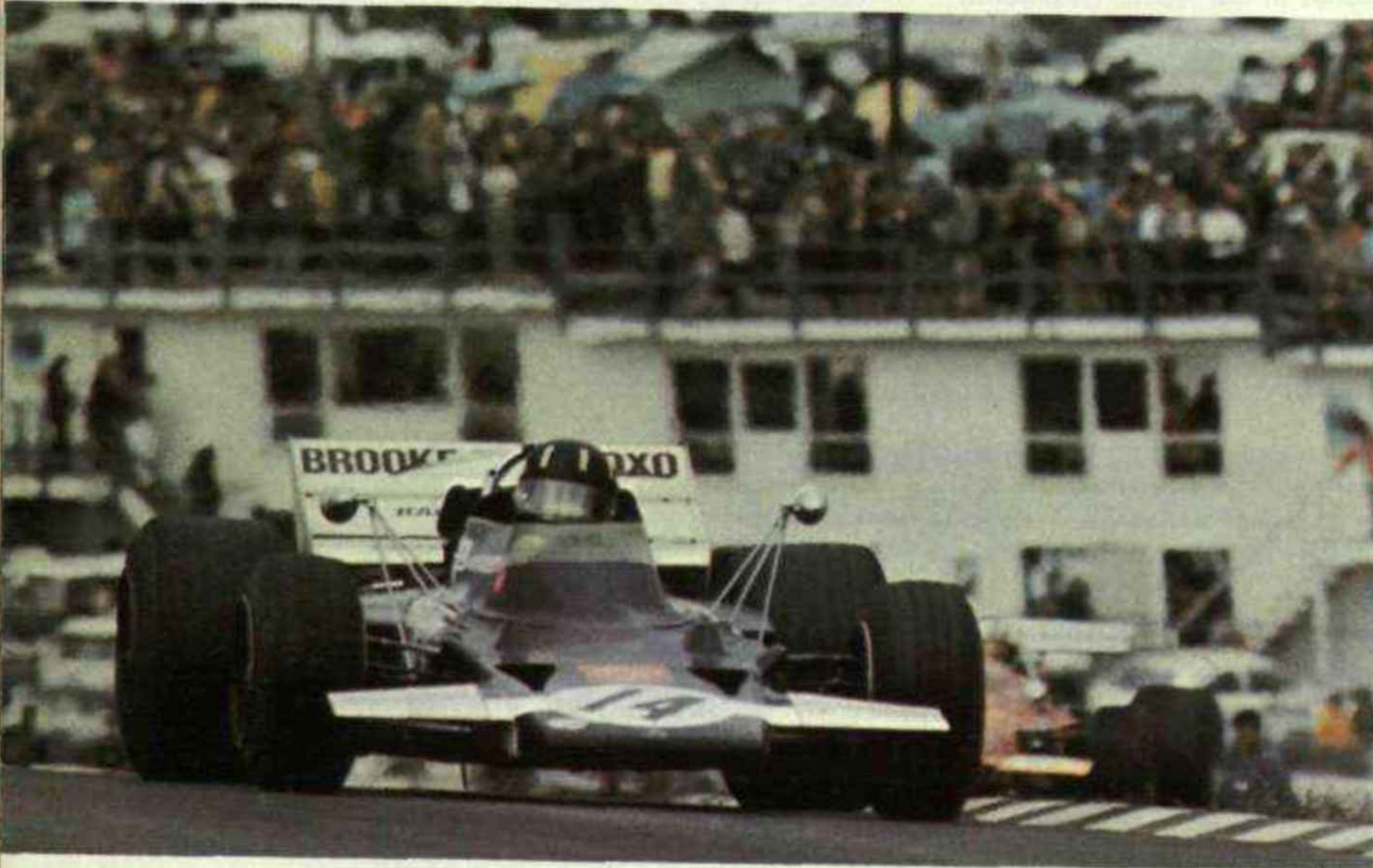
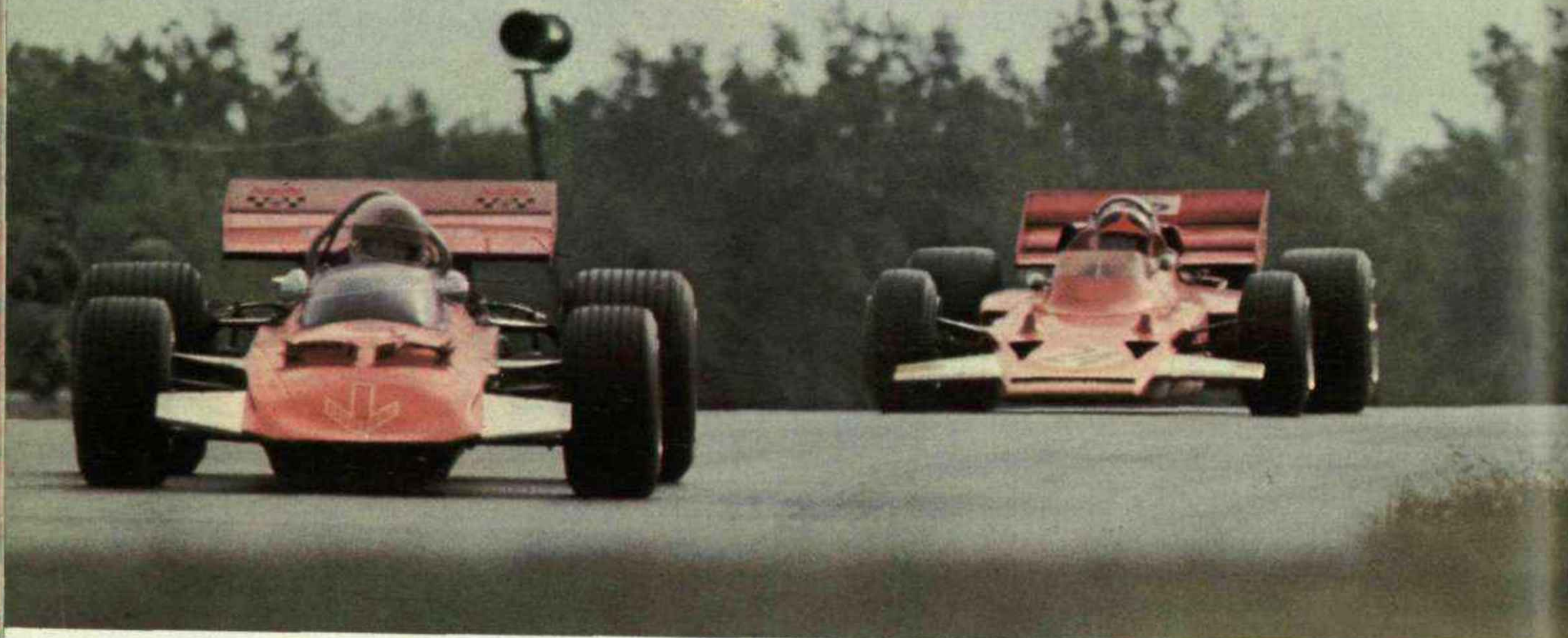
JACKY ICKX with the champagne (*above right*) after his second Grand Prix victory of the year.

BEST WAY IN to the St. Jovite circuit is by float plane (*below*), on to the lake which runs alongside the paddock area.

TWO FORMER CHAMPIONS who raced among the tailenders were Graham Hill and Jack Brabham (*right*). Hill made a stop to have the suspension of his Lotus 72 checked, finishing 12th, while an oil leak forced Brabham into the pits and eventually into retirement.







## AMERICAN GRAND PRIX

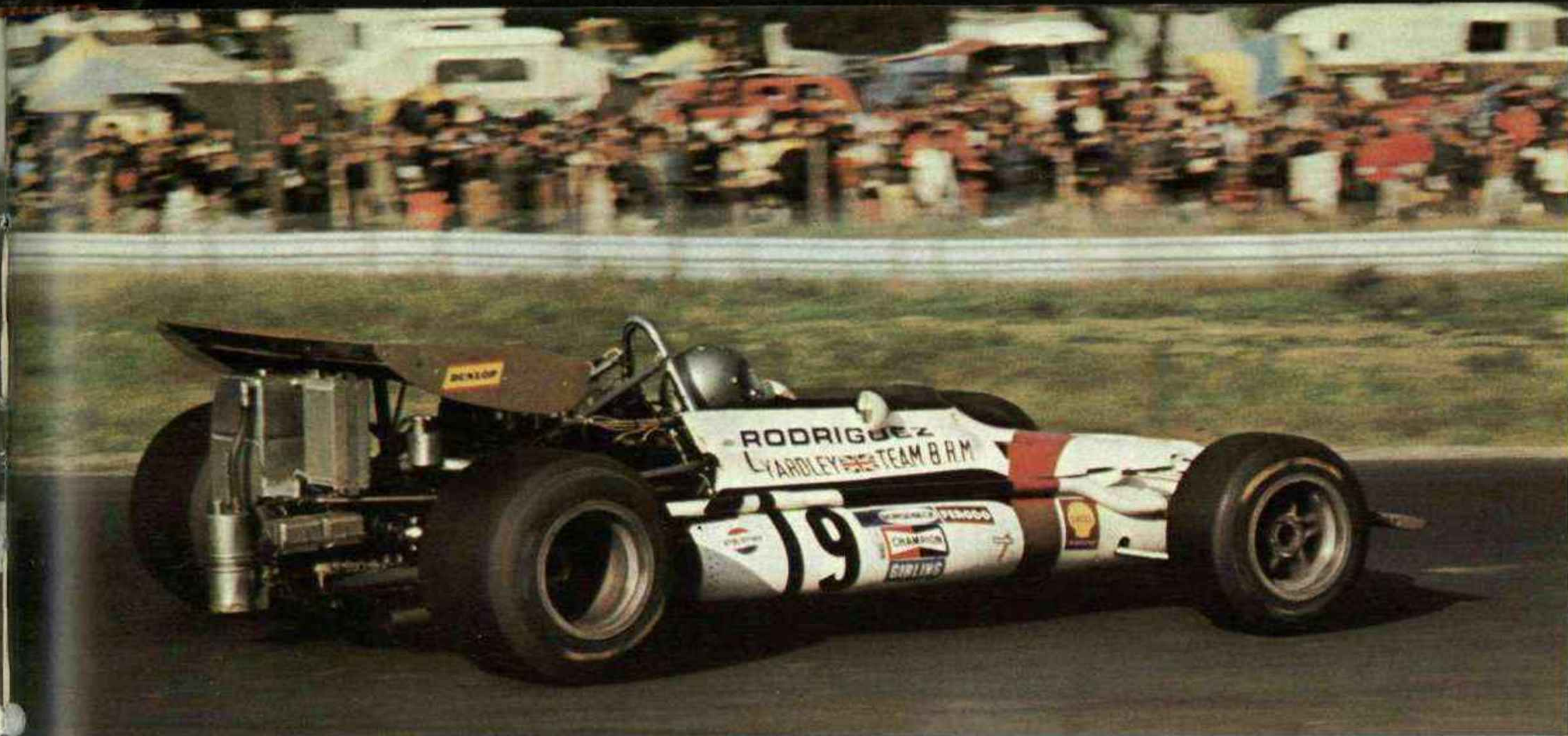
FIRST-TIMERS in Surtees TS7 and Lotus 72 respectively were Derek Bell and Emerson Fittipaldi. Fittipaldi is on the point of lapping Bell, little suspecting as those in front dropped out that he would take the lead. Bell finished sixth with only one gear left to select.

GRAHAM HILL was well placed in the early stages of the race, dropping back to have a fuel leak stopped and then later to change overalls with John Surtees, who had retired. There were some unusual pit scenes as both drivers stripped to the skin.

JACKIE STEWART was in a class of his own right from the start, even Jacky Ickx's Ferrari having to take a back seat to the Scot.







**FOILED AGAIN.**—Pedro Rodriguez seemed headed for Yardley-BRM's second Grand Prix victory of the year, taking over the lead at 83 laps after the retirement of Stewart. The Mexican finished second after calling into the pits for fuel with eight laps to go.

**RAIN** (left) stopped practice completely for a while on Saturday.



**REINE WISELL**, seen (right) with GLTL Racing Manager Dick Scammell, finished third in his first Grand Prix.

**CLAY REGAZZONI** failed to finish in the top four for only the second time this season. His Ferrari was fourth behind Stewart and Ickx, closing on Rodriguez, when it had to make the first of several stops.







CORTINA L 4-DOOR.



CORTINA GT 2-DOOR WITH OPTIONAL SPORTS ROAD WHEELS

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up more than its fair share of race and rally wins as well.

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Without stretching its length or its price bracket. Those, like the name, stay the same.

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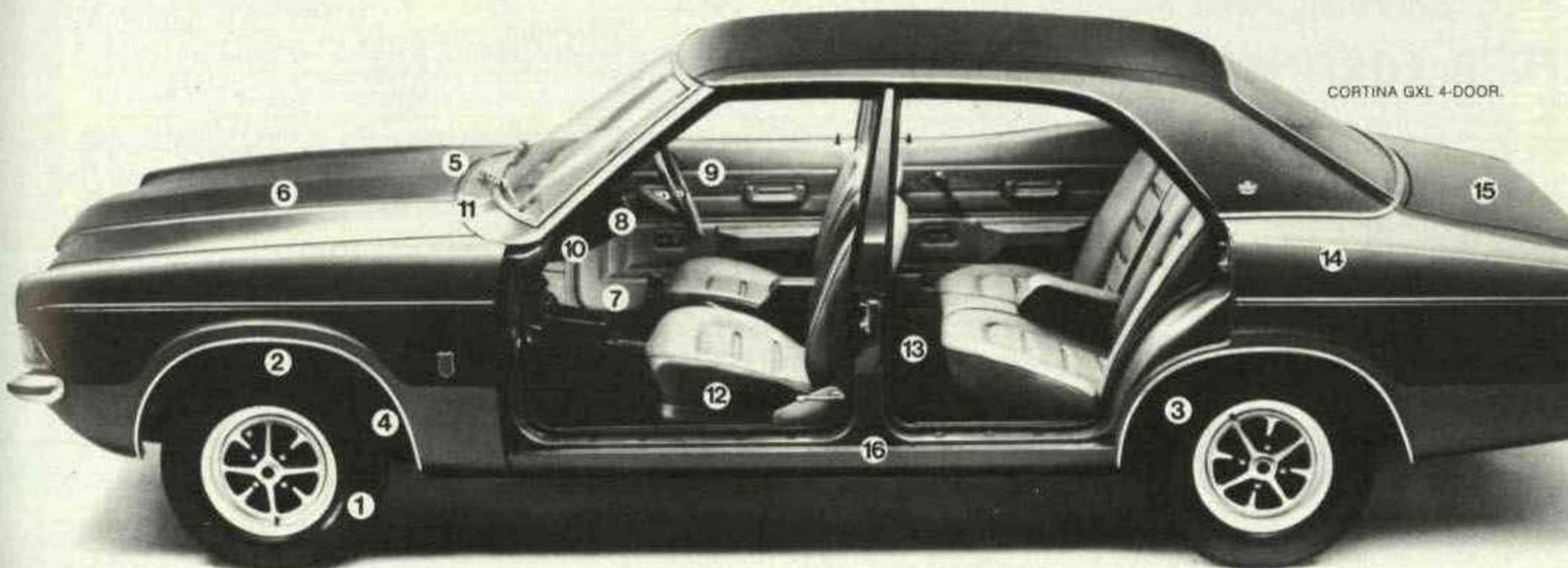
The new Cortina is going to do in the seventies, what the old one did in the sixties.

Show the others the way.



# New Cortina: For those of you who like to know exactly what you're getting into.

CORTINA GXL 4-DOOR.



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**2.** New 'double-wishbone' front suspension unit (together with rack and pinion steering) establishes high standards of ride and handling. It is bolted to a rubber-mounted sub-frame (see 4) which gives really effective noise insulation.

**3.** Four-bar-link rear suspension system designed to give the best possible axle control under all driving conditions and give you new high levels of ride, comfort and quietness.

**4.** Rubber-mounted sub-frame carries the engine and considerably reduces transmission of engine noise.

**5.** New Dual-line braking system gives you even greater safety, providing a reserve braking system should there be a failure. The system also includes front disc brakes and a newly designed rear brake system, greatly increasing pad and shoe life. It uses a new type of high boiling-point brake fluid, specially formulated for Ford. With this system we've given you a standard of braking not generally found in a volume produced car, regardless of price.

**6.** We've designed totally new 1600GT and 2000cc overhead camshaft engines. And we've breathed on the race and rally proven 1300 and 1600 engines to give you even more mph than the old Cortina, for the same mpg.

**7.** New sweep-away instrument panel rakes sharply away to give more room in the front. And to give extra safety to the driver and front seat passenger.

**8.** Ergonomically placed switches and controls put the most often used switches, like lights and wipers, nearest to the driver's hand. And all the switches can be comfortably reached by a driver wearing a seat belt.

**9.** The steering wheel has two slim spokes in an inverted V design to give maximum visibility of the instruments. The wheel is mounted on a new convoluted-tube, collapsible column. And the wheel is slightly oval-shaped to give good knee room when you get in and out of the driving seat.

**10.** The 'Aeroflow' ventilation has been re-

designed to give even better flow of the air stream than before.

**11.** One of the main things we've considered with this new Cortina is the NVH (Noise, Vibration, Harshness) level. Apart from the improvements we've already detailed we've made quite a few more in the interior. For instance, we've mounted the windscreen wiper motor and the heater blower motor in the engine compartment to reduce noise still further.

**12.** Some of the most important improvements we've made are in the seats. We've put in completely new ergonomically designed slide-mounted seats, to give more lateral and more back support; together with new adjustment controls to give you a degree of comfort and support that has never been available before in a car of this class.

**13.** Interior is planned as a completely integrated structure with roof, door and body sides, floor and facia merged into a totally designed shell. Using new fabrics, new decor and new colours keyed to the exterior colours. Giving a huge advance in appearance, spaciousness and comfort.

**14.** The strong side-sculpturing of the car not only gives movement and style to the car's appearance but brings out the best in the body colour. And to make the most of this sporty styling we've brought out an exciting new range of colours.

**15.** We're giving you the same generous boot space as the old Cortina but we've got rid of the lower back panel and brought the compartment opening down to floor level. So luggage loading is much easier.

**16.** We've never believed in giving you a car on a one-model, one-price, like it or lump it basis. But this car gives you more choice than any previous Cortina. Which means more choice than any other car. There are two-door saloons, four-door saloons and four-door estate cars. There are four engines to choose from - 1300cc, 1600cc, 1600 GT OHC and a 2000 OHC. There's also a choice of different levels of interior and exterior appointment (Cortina, Cortina L, Cortina XL, Cortina GT, and top-of-the-line Cortina GXL). Giving you the chance to get exactly the car you want. Which just about wraps up the package. **From £914.**

**New Cortina:  
Brings motoring to a new peak.**



At your Ford dealer now.

Ford leads the way.



## THE NEW FORD CORTINAS

### Improved 1300 & 1600 Models Two New o.h.c. Cars

IT IS a trifle over eight years since the Mk. I Cortina was introduced to the British public, and since that time the Cortina in all its many guises has become the most successful car ever built in Britain. Since September 1962 we have seen the Cortina in its many forms top the charts in terms of competition motoring as well as the sales leagues with over 2 million models being sold since the birth of the Cortina.

The Mk. 3 version of the Cortina announced last month seems almost certain to continue the impressive record already set up by its predecessors, although the announcement could hardly have come at a worse time with the British motor industry in a rather unsteady state, to say the least. However, FOMOCO do not usually make mistakes, and of all the UK car manufacturers Ford always appear to have the edge over their competitors, and no more does one hear reference made to "Dagenham dustbins", for it cannot be denied that the Dagenham products are of better quality nowadays and their popularity is obviously reflected in their sales figures. Their progressive and go-ahead policy, together with their involvement in most forms of the sport has paid dividends in the past, and one hopes the story will be true in the future.

Although there are no less than thirty-five different versions of the Mk. 3 Cortina, due to the number of trim and engine options available, the new car and the variants thereof are based on four models which feature at the bottom of the range, the 1,300-c.c. crossflow-engined Cortina, followed by the 1,600-c.c. crossflow version, then the two models which sport the brand new engines, the 1,600-c.c. o.h.c. GT, and at the top of the range the 2-litre o.h.c. engined Cortina which in effect directly replaces the superb Mk. 2 1600E, and the Corsair 2000E which is now phased out.

The new model is very much a European car, with the same bodyshells being used for the German versions, although the Cortina manufactured for the German market will feature modified trim, and of course the range of engines will be different. The bodyshell whilst giving the appearance of being rather longer than the Mk. 2 is in fact exactly the same length, whilst the width of the car has been increased by 2.1 in., thus giving more shoulder space.

The wheelbase is increased by 3.5 in. to 101.5 in., with front and rear track at 56 in., which is an improvement of 3.5 in. front and 5 in. at the rear. The whole car is slung almost 3 in. lower than the Mk. 2, which gives the car a very purposeful appearance and obviously a lower centre of gravity which enhances the car's road-holding and handling.

The four engines used in the Mk. 3 are either completely new or have been modified to give a power increase, and it is a measure of Ford's efficiency that three hundred of the brand new o.h.c. engines have already been installed in Ford Capris and tested all over Europe by Ford personnel in order to assess the merits or otherwise of the engines. Starting at the foot of the scale is the 1,300-c.c. crossflow, which features larger intake valves and intake porting, revised timing, piston-bowl profile and cut-outs, whilst carburettor choke and jet sizes have been modified, as has the intake manifold. The 1,298-c.c. engine develops 57 b.h.p. at 5,500 r.p.m. (gross), with torque at 67.2 lb. ft. at 3,000 r.p.m. (gross).

The 1,600-c.c. crossflow unit features improved valve seating, whilst revisions have also been made to the camshaft timing, the intake manifold, the piston-bowl profile and carburettor choke and jet sizes are also revised. The 1.6-litre crossflow unit develops 68 b.h.p. at



5,200 r.p.m. (gross), with torque at 85.3 lb. ft. at 2,600 r.p.m. (gross). Increased valve diametry is evident on the new 1,600-c.c. o.h.c. GT engine, which is also being supplied for the Pinto, the new American sub-compact, together with improved intake efficiency, redesigned exhaust manifold, piston-bowl profile and cut-out revisions, whilst the carburettor choke and jet sizes have also been improved.

The o.h.c. engine blocks are of cast iron, as are the heads, and a 5-bearing crankshaft is of course retained. The valves are inclined at an angle of 15°, with the combustion chamber cast into the lower head face, and the valves are operated by rocker arms pivoting on adjusting screws. The camshaft, driven by a cogged belt, is carried on three supports cast integral with the head, and also drives the oil pump and the distributor. A steel sheet protects the camshaft belt and the water pump and alternator are driven by conventional vee-belt ahead of the camshaft drive. Weber carburettors are retained on the o.h.c. engines, and alternators are fitted on the 1.6 crossflow and the o.h.c.-engined versions. The revised 1.6 o.h.c. engine develops 88 b.h.p. at 5,700 r.p.m. (gross), with torque at 91.85 lb. ft. at 4,000 r.p.m. (gross).

Perhaps the greatest surprise of the Mk. 3 Cortina is the abandonment of the Macpherson strut-type front suspension which Ford pioneered in this country, and it is odd that whilst Volkswagen have introduced this type of suspension on their new K70, Ford have opted in favour of a short and long arm double-wishbone system which they feel will reduce the amount of noise transmitted from the road into the interior of the car, and will provide better road-holding. The front suspension is a self-contained unit mounted on a cross-member which as well as providing a platform for the suspension, acts as a support for the front of the engine and the rack-and-pinion steering. The upper and lower wishbones are attached to this cross-member, with the springs and shock-absorbers mounted at the upper end of the overhanging cross-member, and at the lower end of the lower wishbone. A roll-bar is fitted to the 1.6 and 2.0 o.h.c. models for additional stiffness and is mounted to the body, and *via* a vertical link to the leading edge of the lower wishbone.

Gone is the well-tried leaf-spring system on the rear suspension, which now features a 4-link system with coil-springs and double-acting telescopic shock-absorbers. The outer and longer arms or links run parallel to the centre of the car and are attached to the body at the side rail and to the axle *via* a bracket beneath the axle tube. The two inner arms are also attached to the body at the side rail and are located to the differential housing by bosses on either side of the main casting.

Servo-assisted dual-line hydraulically-operated disc/drum brakes are fitted as standard equipment to the 1.6 and 2.0 o.h.c. versions, but servo-assistance is an option on the other two models.

#### Driving Impressions

Having completed 36,000 trouble-free miles in a Cortina 1600E in a little over fifteen months, I was most interested in the Mk. 3 Cortina, especially the 2-litre GXL version, which being the most expensive and powerful version available in the new range is the direct successor

*Continued on page 1238*



Round each corner  
of the new Ford Cortina  
goes **Pirelli Cinturato**

Round each corner  
of the new Ford Cortina  
goes **Pirelli Cinturato**

**PIRELLI**  
RADIAL PLY TYRE

Round each corner  
of the new Ford Cortina  
goes **Pirelli Cinturato**

Round each corner  
of the new Ford Cortina  
goes **Pirelli Cinturato**





1924 23-litre Grand Prix Bugatti



## GETTING TO KNOW TWO ALFA ROMEOs

### Conclusion of a Long-Duration Road-Test of a 1750 Berlina, and Some Notes on a Staff 1750 GTV

*The 1750 GTV and 1750 Berlina Alfa Romeos seen together at Elstree aerodrome.*



LAST APRIL I commenced an account of a long-duration road-test of a 1970 Alfa Romeo 1750 Berlina, and some interim observations of this car were published in the July issue of *MOTOR SPORT*.

The car was lent to me by N. Barrington Needham, PRO and Marketing Manager of Alfa Romeo (Great Britain) Ltd., with the object of proving to me that not only is this an irresistibly pleasant motor car to own but that, if properly and regularly serviced, an extremely dependable one, in spite of the complexity of its superb twin-cam engine and five-speed transmission.

The plot was that I should drive this Alfa Romeo, the most "touring" of the present range, for 10,000 miles, having it serviced at the Alfa Romeo Centre in the Edgware Road, near Staples Corner in NW London. When the car was collected it had 228 miles on its odometer. When I returned it late in September this read 11,651 miles. I did not quite attain the "target" distance of 10,000 miles, for daughters and colleagues obliged me by taking the Alfa over when it was due to go in for routine servicing (it was difficult to prise it away from them!) and Alfa Romeo's own personnel contributed a little to the total mileage. But I did drive it 9,204 miles and we were in contact with it for 11,423 miles. In that distance the car proved almost completely trouble-free, as those who have read the previous articles about it will realise.

In the interim report I mentioned undue wear on the tread of one of the Pirelli Cinturato front tyres, suspecting out-of-track steering. When the car went in, rather belatedly, for its second service it was found to be quite extensively damaged underneath, with traces of having been in contact with a sandstone obstruction, to such an extent that an engine mount had been dislodged, thus causing the front-wheel misalignment. I am at a loss to explain this, for I had not so maltreated this delightful car or used it for autocross or suchlike punishing motoring (hand on heart!). It did on one occasion drop on to a boulder while negotiating a rough, muddy Welsh lane at walking pace and had I been told that the sump was cracked I would not have been surprised. But this mild blow could surely not have dislodged the engine! So presumably some other driver had ventured rather further off the hard highway than I had.

Anyway, this brings us to consideration of the tyres. The worn one was replaced by a new spare. At 11,650 miles there was 6 mm. of tread left on this front tyre, replaced at just over 7,000 miles, 5 mm. on the opposite one. The back Pirellis were down to 2½ mm. and 2 mm. respectively. So the mileage to be expected seems to be in the region of 13,000 miles, although I understand that some drivers get 20,000 from a set of tyres.

This 1750 otherwise ran on and on, without a trace of anxiety. Those who have read previous instalments know my very high regard for it. I will refrain from reiteration, except to remark that its friendly vivaciousness, allied to precise steering and forgiving handling qualities, and its superior detail-work, such as the precise action of its minor controls, switchgear, window-winders, quarter-light controls, etc., and the nice fit of the doors of the boxy Bertone body, make most other cars seem mediocre after my long spell of Alfa Romeo

motoring. When it was returned, although I had kept it in the open, the finish, apart from a few places where the paint had peeled and been touched-in, in part the result of chipping from flung-up stones, looked as good as when I had first set eyes on it some eight months earlier. The engine was clean and it was running as well as ever and did not appear to require any attention of any kind, apart from further routine servicing 3,350 miles hence.

I had many memorable runs in this car, and it made enjoyable even the most traffic-infested journeys. One of the last good occasions was leaving the Montagu Motor Museum at Beaulieu, almost on the Hampshire coast and arriving at my home in mid-Wales comfortably under four hours later, an average speed of 48 m.p.h. This was not at night or in the early hours of the morning but on a blazing hot September Sunday afternoon, when the roads were full of perambulating potterers in places where for miles overtaking was impossible, even in an Alfa Romeo (as one gets older one has to make excuses!). So this average speed was, I thought, satisfactory under the circumstances, especially as I read somewhere that my friend, Charles Bulmer, who is younger than I am, and whom I regard as a better and faster driver, only contrived to average 39.7 m.p.h. from his Camberley home to Coventry, a journey part of which was on the Motor-

*HELLO—GOODBYE!—With a light dusting of snow on the ground outside Rob Walker's Corsley Garage our four-year-old 911 Porsche is exchanged for a new Alfa Romeo GTV. After 12,000 miles of Alfa motoring the Porsche is still missed, but not as much as was originally expected, for the GTV is very reliable, willing and economical.*







*Alfa Romeo-Milano in London. The self-contained Alfa Romeo Centre in the Edgware Road, near Staples Corner on the North Circular Road.*

way. Admittedly he was driving a Ford Escort, and admittedly the mileage was checked by computers this Ford was carrying. But even allowing for a 3% optimistic mileometer, which I do not think the Alfa has, my average speed comes out at 47 m.p.h., which perhaps shows the joy of driving the car from Milan instead of more mundane vehicles. Under less frustrating conditions I have had average speeds approaching 50 m.p.h. without any drama or selfish pressing on. On such occasions I appreciated the comfort of the driver's seat, one of the best I have ever experienced, apart from its plastic covering, the precision adjustment of the squab, easily accomplished, being a further contribution to comfort. A re-check of fuel consumption showed 26.5 m.p.g. under conditions varying from a fast main-road run, driving to and from London from NE Hampshire, including the notorious crawl through Chertsey, where the laying of sewers has seriously disrupted the flow of traffic (apart from which this once-pleasant Thames-side town has been getting ever more congested in recent times, so that it is now a Place to Avoid), and a modicum of poodling in town streets. I always used four-star fuel. Oil consumption in fast motoring was never worse than 800 m.p.p., and on average approx. 1,000 m.p.p.

On the very last day when the car was in my possession I was turning left round an Auntie Morris-Oxford parked for no apparent reason well out from the kerb, along with lorries and other traffic, with the left winker going, when the clot moved forward, colliding with the n/s of the Alfa—it had to be in Chertsey and occasioned by the hold-up the level-crossing there otherwise causes! The M-O driver admitted the fault was his and I must say the Italian paintwork was scarcely marked, although about an inch of plated body trim had been flattened.

That about concludes my experience with this entirely enjoyable, trouble-free Alfa Romeo, except to say how much it is missed. No car is perfect but the few criticisms I have of the 1750 were contained



*G. O'Neale, Foreman at the Alfa Romeo Centre, working on a 1750 GTV, then the property of Peter Sellers.*

in the previous observations, to which I will add that, if the gear-change has developed the muscles in my left arm, this is no great disadvantage to one who is left-handed. Some of them, incidentally, like doors without "keeps" and not very good headlamps have, I hear, been eradicated in the 1971 model, and I hope they have made the dipstick easier to read. The blind spot to the o/s, occasioned by wipers presumably intended for l.h.d. cars, together with thick screen pillars, I soon became accustomed to. Alfa Romeo enthusiasm is catching, so I wasn't altogether surprised when a son-in-law changed his Mini-Cooper for a 1968 1300 GT Junior, the smart black one formerly owned by Angela Cherrett, supplied by Rob Walker. Then MOTOR SPORT's Production Manager gave up Porsche motoring and now drives an Alfa Romeo 1750 GTV, about which some notes are appended.

To sum up, after ordinary cars an Alfa Romeo is certainly an experience, and there is the satisfactory thought that after a 1750 there are better and better models to follow. It reminds me of the young man whose girl friend is a Beauty Queen. He met her in Sunday school, asked her to dance for the first time the night she was crowned Miss Nantwich. They were going steady by the time she was Miss Sunny Rhyl. They got engaged before she had become Miss Bolton, Miss Manchester, Miss Variety Club of the North and Miss Great Britain. They are still in harmony, now that she has attained the Miss England and Miss United Kingdom titles. I mean, you might end up with a Montreal . . . Joking apart, Alfa Romeos do provide the pleasures of handling, poise and performance one imagines those who possess beauty queens to enjoy; they are also prestige cars by reason of race-bred specifications and sound engineering. But what I am really implying is that the present range is a wide one, going from the 1300s, and perhaps the rumoured new small Alfa Romeo, through the 1750 variants, from saloon and GTV to Spider Veloce, to the big V8, so that the joys of possession can be progressively increased without diverting to lesser makes. For those, that is, who can spend from £1,299 to £2,431 on a new car—prices which cover the Giulia 1300 TI to the 1750 GT Veloce.

\* \* \*

The Alfa Romeo Commercial Centre in London, now under the control of Dr. F. Quaroni, was opened in February last year at a ceremony attended by His Excellency R. Manzani, the Italian Ambassador; Dr. R. di Nola, Managing Director of Alfa Romeo SPA; Dr. A. Bordini, Director and General Manager of Alfa Romeo, Milan and other distinguished guests. It brought together in London all the activities connected with importation of Alfa Romeo cars, their distribution in Britain, the supply of spare parts to private customers and the Trade, and especially efficient servicing of these cars.

The Centre includes a conference room in which mechanics who work for Alfa Romeo distributors undergo a five-day course, with additional tuition in the service bay, on the design and maintenance of Alfa Romeos and the use of special tools for working on them.

The extensive spares store carries some 12,000 different items, to the extent of a six months' stock, able to service models back to roughly 1964, with especial coverage of 1967-68 and later cars.

The servicing department, of which G. Francis is Service Manager, J. Goodchild the Workshop Manager, and G. O'Neale the Foreman,



*The Servishell section of the Edgware Road Alfa Romeo Service Department.*



employs 14 specially picked mechanics and two testers. Cars are serviced and Shell-lubricated on a Bradbury hoist and tested on a Clayton chassis dynamometer and brake analyser. The once not-overbright service and spares situation—to express it mildly—has been rectified since the Edgware Centre came into being and today it is their proud boast that warranty claims average less than £10 per car.

Each Alfa Romeo carries a six months' parts and labour warranty. Two services are given free, after which the 7,500-mile service for a 1750, for example, costs the customer £12 10s. for labour, and the next, 11,250-mile service, carries labour charges of £18 5s.—W. B.

\* \* \*

#### Some Notes on a Staff-owned 1750 GTV

TO REPLACE a Porsche 911 after 10 years of Porsche motoring is more difficult than it may sound, when it is a matter of moving into a more economical price bracket.

A look round at the available 2/4-seater GTs, compact with good handling and reliability with a 100 m.p.h. cruising ability, led to a trial in the 1750 Alfa Romeo GTV. The road-tests on this car in *MOTOR SPORT* indicated more than general approval, so on a cold January morning the grey 911 which had given so many miles of pleasure was exchanged for a brand-new red GTV on the forecourt of Rob Walker's (Corsley) garage.

The 'flu epidemic was at its height and the car was handed over with the two pre-sales engineers languishing in bed. This was unfortunate, for in the first 500 miles little things which would have been caught by the experts slipped through and at the first service only half of the four headlamps worked, the interior lights were not functioning, the driver's door would not shut properly, the bonnet flapped badly and was not flush fitting, and the screen had a series of vertical distortions which were tiring on the eyes.

During the 500-mile service at Alfa Romeo's small but highly efficient service depot all the problems were sorted out and after 12,000 hard miles nothing else has been done except the normal straightforward regular service every 6,000 km. Running-in proved no real hardship for the recommended speed up to 500 miles is one mile per hour over our ridiculous maximum speed limit. The engine and gearbox felt taut after the light controls of the 911, but as the miles clicked off everything began to lighten until the whole became a pleasure to drive.

One criticism in the first 4,000 miles was the lack of adhesion, when the roads were wet, by the Pirelli Cinturato H 165 HR14 tyres. Dunlops solved the trouble by letting us try a set of SP Sport radials of the same size, which as soon as they were run-in, improved the handling no end and my next Alfa Romeo will be specifically ordered with these tyres from new. Tyre wear is reasonable; the Pirellis had worn 2 mm. of their 8.5 mm. tread in 4,000 miles, while the Dunlops



Dr. F. Quaroni, head of Alfa Romeo (GB) Ltd.

with 8,000 miles' summer wear show 7 mm. of tread on the front and 5.8 mm. left on the rears, this from a new depth of 8.7 mm.

During the first 4,000 miles, as the engine loosened up, fuel consumption was about 25 m.p.g., which seemed reasonable, and the oil consumption was nil. As the miles have slipped away the consumption has improved and now is 26 m.p.g. for town use or fast running on by-roads, while a long run on motorways at a cruising speed of around 85 m.p.h. increases the m.p.g. to over 30. The engine requires oil now, but only one pint between services, and no water has been added since new.

Driving position and instrument layout are good and long drives are completed with minimum effort, leaving the driver fresh. Acceleration is good enough to overcome the frustrations of driving among mimers, and with excellent brakes, good visibility and compact proportions the 1750 GTV can carve an unobtrusive path through this country's ever increasing road population.

Speaking recently to Alfa Romeo's Public Relations' chief we described the car as "depressing". This didn't please him until it was pointed out that it was depressing as there was nothing to talk about. It starts without choke every time, does all that's asked of it without fuss, has none of the little driving peculiarities that so many cars have, will stay with all but the very fastest road cars and is economical to run. So when chatting to friends who have just corrected a nasty misfire, or have a tweak for starting in cold weather, or have a special way of overcoming a nasty handling problem, or gear-change, or have pulling brakes, or poor headlamps, our only comment has been that the Alfa GTV is OK, for a £2,300 GT. A full road test appeared in September, 1969.—M. J. T.

Alfa Romeo Tail-piece.



#### MINIATURES NEWS

LESNEY has introduced another car miniature in its "MATCHBOX Models of Yesteryear" series and, what's more, this is of a famous British car, a 1914 Prince Henry Vauxhall, with pointed radiator. The detail, for such a small replica, is good, although levers and pedals are omitted, which makes one pine for more Mettoy-Playcraft Corgi historic miniatures. The Lesney Vauxhall is to a scale of 47 : 1, with aluminium bonnet (not a very tight fit!), spare wheel, headlamps supported by the radiator, tool-box, and excellent multi-spoke wire wheels. The brassed fuel tank may not please everyone but those handy with the paint and lining brushes will be able to alter that. The reference number is Y-2, the price 7s.

The latest Airfix kits include one of a Toyota 2000 GT coupé, to a scale of 1/24, with 120 separate parts to make car, six-cylinder engine, transmission and suspension details, etc. It costs 15s., from F. W. Woolworth or good toy and model shops. The Airfix kits of historic cars are in great demand and their Stanley steamer is an impressive large-size miniature.—W. B.

Many of our readers are interested in modern chronograph watches and sports timers. These find their place in "Technique and History of the Swiss Watch", by Eugène Jaquet and Alfred Chapuis (272 pp., 12½ in. × 9 in.), which The Hamlyn Publishing Group Ltd., Hamlyn House, Feltham, Middlesex, have published in a copiously colour-illustrated edition covering the history and technique of Swiss watch-making from 1419 onwards. The original edition cost 7 gns.



to the 1600E. A colleague and I were able to test drive this model at Ford's Lommel test track in Belgium last month, and on 150 miles of Belgian road which ranged from the typical Belgian *pavé* surface to long stretches of *autobahn*. My initial impression of the 2-litre GXL model was one of disappointment. Whilst the exterior of the car is acceptable and pleasant on the eye, the interior reminded one very much of a Vauxhall Victor, with the overall finish of the car not matching up to the previous high standard set by the 1600E. The mock wood facia was particularly displeasing, and the four instruments situated in a binnacle at the front end of the centre console were very small and hard to read (although they are inclined towards the driver *à la* Alfa Romeo), and the Bakelite-type binnacle itself looked cheap and nasty. The three main instruments sited directly behind the slightly oval-shaped steering wheel, however, are sensibly large and easy to see, and one wonders in fact whether a certain amount of jiggling about with the four supplementary instruments, as was done on the Mk. 2 GT and 1600E versions, would take place with future models. A revised aeroflow fresh-air system, with slatted vents above the three main instruments and above the glove box, is featured and, according to Fords, this system is supposed to be an improvement over the previous one, but quite frankly during our test drive we found the new system leaving a great deal to be desired.

Very comfortable fully reclining front seats are fitted to the 2-litre GXL model and are covered in a newly developed fabric which we found to be most pleasant indeed. There is definitely more leg-room for the rear-seated passengers even with the front seats adjusted to their fullest extent, but I would say this increased space has been achieved at the expense of driver and front passenger leg-room.

We found the 2-litre o.h.c. engine, which develops 98 b.h.p. at

5,500 r.p.m., to be very revvable and torquey, and although the particular model we were driving had covered less than 1,000 miles we were able to cruise quite comfortably at an indicated 95 m.p.h., whilst top indicated speed achieved was 105 m.p.h. A 0-60 m.p.h. time of 10.6 sec. is claimed for the 2-litre version, a further 1.7 sec. being required to reach this speed in the 1.6 o.h.c. version. The ride and handling characteristics of the Mk. 3 are, I would say, slightly better than the Mk. 2 1600E, with the same amount of understeer present. The same delightful all-synchromesh gearbox operating on the single rail process is employed with a slightly longer gear-shift. We were not overjoyed with certain instrument controls which fell off in our hands, as did the interior door handle, which after it had snapped-off was found to be manufactured from plastic.

A foot-operated screen-washer is fitted, with at least a two-speed screen-wiper, whilst a most efficient electrically heated rear screen is also standard equipment on the 2-litre GXL.

Prices of the new models range from £913 17s. 10d. for the two-door 1,300-c.c. saloon to £1,338 3s. 10d., which is the price you will have to pay for the 2-litre o.h.c. GXL version. These prices are inclusive of purchase tax, and it is interesting to look back eight years to see the basic 1,300-c.c. Mk. 1 Cortina selling at £573 6s. 3d. A 3-litre version was observed at the Lommel test track, but not driven, and a spokesman for the Ford Motor Company informs us that an unnamed Police Constabulary has already ordered eight of these models, which will be available to customer specification from the AVO division of Ford.

There is no doubt that the new Mk. 3 Cortina is ideally suited to the intended market, and doubtless within the space of a few months it will be selling very well, but personally I prefer the Mk. 2 1600E which for my money is one of the finest cars Ford of Britain have ever produced and a car which I cannot praise too highly.—H. G. W.

THE FIAT 128—continued from page 1222

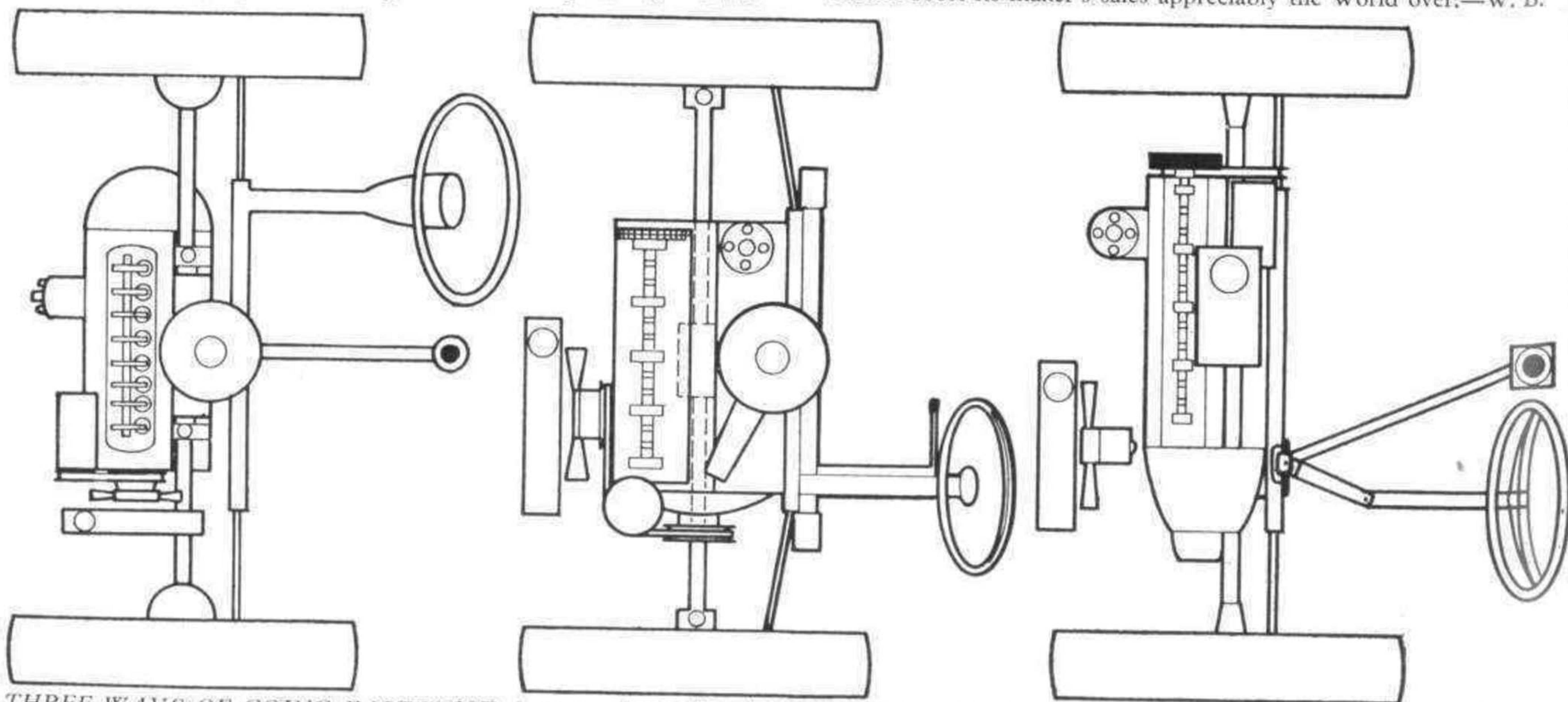
the car on to sidelamps when dipping was intended. A shorter l.h. stalk works the turn-indicators, a long r.h. one the wipers, either all the time or in intermittent wipes. The screen washers' rubber button is on the left side of the facia. The facia centre contains the two vertical heater quadrant levers, switch for the two-speed fan, and knobs for (unusually) a hand-throttle and choke. The horn is sounded by a depressible segment in the middle of the steering-wheel spoke—not altogether convenient. There is a conventional hand-brake between the seats. The adjustable heater/fresh-air outlets are found both on the windscreen sill and at the facia extremities. The heater is of the old-fashioned variety with a drop-lid to distribute hot air. The fuel filler is beneath a flap on the n/s of the body; it has a screw cap. The tank holds 8½ gallons.

The self-propping, front-hinged bonnet opens to reveal

scattered machinery, a Weber 32 ICEV carburetter, an Exide Supreme battery, a fairly accessible wire dip-stick which showed approximately one pint of oil to have been consumed in 1,400 miles, and a very unreachable No. 1 plug.

There are front quarter-lights with tricky catches and rubber over-riders on the bumpers. The ride is a bit choppy, the suspension, which has the now despised (by Ford) MacPherson coil-spring struts in conjunction with lower links at the front and i.r.s. with a transverse leaf-spring, being firm enough to rattle the windows over rough roads. The test-car was in a startlingly bright shade of blue (see picture), with black interior trim. Naturally, as a small car, the Fiat engine zizzes a bit and the gears whine somewhat as it covers the ground with commendable agility.

At £861 in four-door form (£818 as a two-door saloon) the Fiat 128 should boost its maker's sales appreciably the World over.—W. B.



THREE WAYS OF GOING EAST/WEST, l. to r.—Austin/Morris did it the hard way, gears in sump, radiator in the wing-bay, and made do with push-rod valve gear; Peugeot followed suit but kept the radiator in the conventional position, running into complexities with the fan-belt; Fiat prefer a normal separate clutch and gearbox, in-line with the engine, and while keeping the radiator at the front of the car avoid a complex fan drive by using an electrically driven (thermostatic) cooling fan.



# BOOK REVIEWS

"Very Advanced Driving", by A. Tom Topper. 189 pp. 7½ in. × 4½ in., soft covers. (Elliot Right Way Books, Kingswood Building, Kingswood, Surrey. 4s.)

This is an odd little paper-front packed full of driving hints suitably diagrammed. It may not teach the already advanced and skilful driver very much, perhaps nothing new at all. But most of us like seeing in print confirmation of our pet views and theories, so Topper's driving methods could be entertaining on that score. And it is pleasing that the author, who drives a Lotus Elan, in his chapter on "Very Fast Driving", is dead against an overall 70-m.p.h. speed-limit. Bad drivers he refers to as "buppy drivers", for reasons explained in the text, and he thinks that, just as the £50 travel allowance encouraged foreign travel because people realised they could go abroad on £50, so a 70-m.p.h. speed-limit causes Buppies to feel safe at this speed, even if it is beyond their capabilities, or it would not be legal, etc. He has some common-sense remarks about misleading MoT road signs and other contributions to accident prevention. One remarkable theory expressed by the author is that too many slow drivers never use headlamps' full-beam, and that this is selfish, because it hampers those wanting to overtake by reducing visibility!

As has been said, lots of the logic in this book is known already to those who enjoy fast driving and have learned to drive quickly safely. If anything, the book includes too many elementary, even obvious, remarks and I question whether the advice that on changing from a car with automatic transmission "remember to put the clutch down when coming to rest. This is easily forgotten after many miles on automatics" should be found in a book on *very advanced* driving! But I am interested to note that Topper advocates driving automatic transmission cars with the right foot only.

This little book can do no harm and could do a great deal of good when read by *advancing* drivers.—W. B.

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## CARS IN BOOKS

THE following extract comes from "Midnight Plus One", by Gavin Lyall (Hodder and Stoughton); a reader drew our attention to it:—

The story is a modern thriller, with two gunmen being paid to take a millionaire, wanted by the police of France, across France to Liechtenstein. In the closing stages of the journey they are given help by an elderly ex-Secret Service "General", who sends them in his car to the frontier.

"The moment I saw the car I knew we were safe as far as the frontier. It was a 1930 Rolls-Royce Phantom II 40-50 with a seven-seat limousine-de-ville body. I didn't know all those names and numbers right then: Morgan told me. All I could see then was something like the Simplon-Orient Express mated with a battleship and on four wheels. It was sharing the garage with a couple of modern Rolls, a new Mercedes 600, a Jaguar Mark 10, and a Cadillac. It made the whole bunch look like mere transportation.

"It had one other little distinction: the damn thing looked as if it was made of engraved silver. In the dull basement light it glowed like next Christmas.

"At a second glance, I saw it was just aluminium: unpainted aluminium, milled in small circles so that it caught the light from every angle, and studded with lines of ground-down rivet heads. Five minutes before, I'd have said aluminium hadn't got quite that Rolls touch. I'd have been completely wrong. It had exactly the Rolls touch: it looked expensive, simple, and tough, the way the best fighter planes look, the way a good rifle looks, the way the first real space ship will look.

"Maganhard and Miss Jarman climbed in—and I mean climbed. The bottom was high off the ground, and the top was high off the bottom; you couldn't see over it without standing on the running-board.

"There were no side windows behind the rear doors, and the car went back nearly four feet from there. The back window was heavily smoked glass, and even the rear door windows were tinted. The car had the atmosphere of the smoking-room from one of the richer London clubs, and it was furnished to match. The seats were of thick brown leather, the woodwork was dark mahogany, the handles and knobs of scratched, worn brass that looked much more solid than brand-new brass ever did. The carpet and the silk panelling on the roof had the same tone; a dull gold. None of it looked smart and new, but it had never been intended to. It was supposed to look worn—

and as if it would never wear out.

"I noticed we were going up a steep hill, but the car didn't. It would have taken a hopped-up Mercedes a lot of work with the gearbox just to keep us in sight. Morgan only changed down from top a couple of times. But you hardly need gears with a seven-litre engine that turns slowly enough to have started the old crack about 'it fires once every mile-post'. That period of Rolls doesn't have much top speed—and never did have—but it'll go up a vertical slope like fire along a fuse.

"We didn't even slow down for the corners. I got a hasty flashback of my past life the first time Morgan slammed that great chariot into a hairpin bend, but it just sailed round. The springing was as stiff as a five-day corpse. We got to know that springing better once we were over the crest and opened up down the straight on the other side. It felt very solid and stable, but when you hit a hole in the road your backside knew about it by special delivery."

## A MOBIL MAP

MOBIL have issued a large, colourful map, measuring 30 in. × 40 in., of all the European Grand Prix circuits, which is of interest to students of history because it includes some of the older courses. For instance, there is the 47.4-mile Dieppe circuit, where Lautenschlager won the Grand Prix for Mercedes in 1908, and, as the text reminds us, he and nearly half the rest of the field exceeded 100 m.p.h. timed over a flying kilometre. There is Amiens, where over the Picardy circuit Georges Boillot won the 1913 French GP for Peugeot, averaging 71.65 m.p.h. for a strenuous 569 miles [actually 566 miles.—Ed.]. (I have never ceased to regret losing the piece of concrete I picked up from the special loop put in to prevent having to close a third public road during this race, this connecting road still intact, and in use as a *camion* park, after the Second World War.) They have included Albi, reminding us that there Fangio gained one of his first victories, in the 1949 European GP, at the rousing average speed of 98.2 m.p.h., although, for me, this circuit recalls the exploits of the British ERAs, in pre-war *voiturette* races of 1936 and 1937, with "Bira", Mays and Cook beating the 1,500 c.c. Bugattis and Maseratis.

There is a map of the late-lamented 4½-mile Berne circuit, and one of Strasbourg, where the ageing Felice Nazzaro won the 1922 French GP, of 1947, in which Chiron's Talbot was victorious. The Pedralbes Lyons features, scene of that dramatic Mercedes 1, 2, 3 domination in 1914, the Alfa Romeo exploits of 1924 and the first post-WW2 French GP, of 1947, in which Chiron's Talbot was victorious. The Pedralbes circuit, with its lap distance of 3.9 miles and spectators sitting dangerously but nonchalantly on the roadside kerbs, is there, and so is the Lasarte circuit at San Sebastian, 12 miles of poorly metalled road, where Guinness' riding mechanic lost his life and where, although the first British victory by a Sunbeam at Tours in 1923 is oft-quoted, many people forget that Divo in 1923 and Segrave in 1924 won GP races for Sunbeam. Tours itself is depicted, as are three variants of the famous Le Mans course. Monthéry and Brooklands have merited inclusion, although unfortunately the name of Brooklands' creator is wrongly spelled. Donington, where Rosemeyer (Auto-Union) won the first of the new-era Grands Prix over the 3.1-mile narrow, bumpy circuit through English parkland in 1937 at 82.8 m.p.h. for 250 miles against Mercedes-Benz, has not been forgotten.

There are colour renderings of this Auto-Union, Benoit's 1927 GP Delage, Segrave in the 1923 Sunbeam, Szisz (subject of some rather shaky journalism in a weekly contemporary recently) in the Renault which won the French GP in 1906, Murphy's 1921 Duesenberg, Campari's P2 Alfa Romeo, Meo Costantini's 1926 Bugatti, the 1913 GP Peugeot and more modern racers, from the brush of Roy Nockolds. Each circuit map is accompanied by a short description and a map of Europe locates the various past and more recent circuits, the latter including Pau, Clermont Ferrand, Jarama, Monaco, Monza, Syracuse, the Targa Florio course, Reims, Nurburgring, Albi, Zandvoort, Rouen, Silverstone, Brands Hatch and Spa, of which this map remarks "This circuit is no longer used. Both drivers and organisers are frightened of it." Which is only partially true . . .

The map also carries a set of marshals' signalling flags in colour. The entire presentation is most commendable. The Mobil map is no longer available as part of a sales-promotion scheme but could become quite a collectors' piece, being one of the better free presentations, with a strong historic/modern motor racing flavour.—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.

## BLMC REPLIES TO MS

Sir,

When you did us the honour in September of devoting your entire editorial to British Leyland, I felt it incumbent upon me to reply. As you said, however, you were going to have another little go at us in the October issue and it might be better to wait until November to reply to the whole lot in one fell swoop. To take both of your editorials point by point and correct what we believe to be your wrong impressions would, however, I fear take much more space than I presume you are prepared to devote in your correspondence section.

There seems to be a wide difference of opinion between your publication and ourselves and I feel the only way that we can give your readers a satisfactory impression of what British Leyland is trying to achieve would be for you to come around to see us at our headquarters in Berkeley Square House and fire at us all the questions, allegations, rude remarks and suggestions you would wish.

May I, therefore, invite you, Mr. Boddy, together with any members of your staff you may care to bring along, to come round to see Lord Stokes and any other executives appropriate to the circumstances. I can assure you that you will be very welcome and that the replies you get will be factual, informative and frank. Please let me know when this will be convenient for you and I do hope that you will be fair enough to publish a factual account of the proceedings.

I would like to correct just one impression now, however, which emerges from your editorials and indeed this is enhanced by the little balls of fire you toss our way on other occasions—you obviously feel that British Leyland doesn't like or doesn't care about MOTOR SPORT. You couldn't be further from the truth. We like you, we read you, you stimulate us—we listen to the criticisms, both yours and those of your readers. We even get a little praise now and again and we love that especially. You're bright, tough, contentious, lively and damned prejudiced and we wouldn't have you any other way.

London, W1.

KEITH HOPKINS,  
Director of Public Relations.

[We are delighted to accept this invitation and look forward to an early meeting with Lord Stokes.—ED.]

\* \* \*

## CROSS FLOW HEADS AND STAGS

Sir,

Having been a frequent "Boddy-Knocker", I find myself agreeing with him on nearly every page of October's issue, so I thought I'd celebrate the phenomenon with a letter.

I was recently Asst. Clerk of the Course at a race meeting at Castle Combe, and was lucky enough to be loaned a Triumph Stag as a course car. I indulged myself with one fairly rapid lap at the end of the day on a damp track, and found the steering just as you describe in your road test. One has the impression that one has permanently "lost" the thing, and one is perpetually trying to correct skids that haven't really happened! Most nerve-racking. On the other hand, I didn't share your horror of the gearbox, and found the car pleasing in all other respects and its elegance is beyond dispute.

You ask in your correspondence section, who else apart from Lancia used a cross-flow head, discounting twin-overhead-cam, and T-heads. Sir! you were watching two at Thruxton as described on page 1075. The MG J4s of Geoff Coles and son (circa 1933) had single o.h.c. engines with beautiful four port per side cross-flow heads. MGs were in fact using this head in 1932 and on the J2 and the later C-type Montlhéry Midgets, and the basic design was retained on all the o.h.c. models until 1936, when a sort of pre-war Lord Stokes put a ban on official MG racing. MGs were never quite the same again, which is why I find myself agreeing with your Editorial about the Leyland decision to quit competitions.

Having discussed the o.h.c. MG engine, it is worth mentioning that in 750-c.c. Q-type form, it had the highest b.h.p. per litre output in the World pre-war, indeed a Q-type holds the Brooklands 750-c.c. outer circuit lap record at 122 m.p.h. Furthermore, it was an 1,100-c.c. K3 version of this same engine design with which the late Major Goldie Gardner achieved a staggering 206 m.p.h. in 1939. This 1,100-c.c. engine gave 202 b.h.p. at 7,500 r.p.m.!!

That sir, is what you call a cross-flow head.  
Congresbury.

S. DEAR,  
Chairman MMM Register.

## OFFICIALESE

Sir,

Whilst reading through "Letters from Readers" September issue I was most amused at reading the letter entitled "The Motorists' Lot".

I recently received a summons for parking within the limits of an "X" Way crossing; this also was a tatty "nth" carbon copy, to quote your correspondent, which was both hard to read and understand.

After reading through the various parts, notes and paragraphs, etc., I also came to the section where my sex and date of birth were required. This part was marked with an asterisk, which called my attention to a short note at the bottom of the form.

To quote the exact wording:

\*A person giving a notification in writing that *he* pleads guilty to an offence involving endorsement of driving licences or disqualification is required by Section 22(2) of the Vehicle and Driving Licences Act, 1969, to furnish information about *his* date of birth and *sex*. Failure to supply this information is punishable on summary conviction with a fine not exceeding fifty pounds.

Leeds 16.

A. V. CAPSTICK.

\* \* \*

## LEAVE IT TO SEASON!

Sir,

After reading Mr. Disley's letter in the September issue of MOTOR SPORT regarding "Old English White" paint supplied by BLMH, I can only relate to my own experience with this colour.

I have recently completed a respray of my Mini in this colour and, being dissatisfied with one section of the body, decided to respray the offending part again. This, to my disgust, turned out a different shade, but after having the car in the open for a few days the colours matched themselves perfectly. So regarding my experience I would say to Mr. Disley use paint supplied by BLMH regardless of the initial colour and after a couple of days the new paint will blend perfectly with the original. Incidentally, I believe there was a slight change in this colour from 1963 onwards.

Cheltenham.

C. E. SMITH.

\* \* \*

## THE DAIMLER SP250

Sir,

Over the last few months many readers have written letters in praise of such cars as Alfas, Rovers and Land Rovers, MG-Bs and Healeys; while TRs were written of far into the night.

One gap which I would like to fill concerns the Daimler SP250. Here is a car which had a production run of only five years, during which time it is estimated only about 4½-5 thousand were made. The number left in this country is not known to me, but by the quantity which are always for sale in your classifieds there must be quite a few hundred.

As is generally known, the police used them for some time with mixed success (all police models are black automatics), though I am told there is at least one being used by them currently.

The SP250 earned itself two bad reputations, though. Firstly, many people considered them ugly. Well, "shape" is always a personal sentiment, not only to be found when referring to cars. . . . The other reputation was that they were treacherous, especially in the wet, due to having 140 b.h.p./ton with little weight at the rear. Nowadays that power/weight ratio is considered quite low; but I submit that anyone who has fitted a modern radial—such as XAS—to an SP250 will be amazed at the improvement in stability over the original RS5. I have driven my car on both types of tyre and can well understand the basis for the old stories, though I am not biased against the makers of the RS5. We would be lost without them (Dunlop).

With a performance of 0-60 m.p.h. in 9 sec. and 0-100 m.p.h. in 26 sec. it can still show many other cars a clean pair of exhausts, thanks to the superb engine. In this year's VSCC Pomeroy Trophy, admittedly minus windscreen (though also minus a tonneau) with a badly slipping clutch, it managed to make the ss ¼-mile in 18.07 sec. (2 sec. slow) and continued to take the flying ¼ in 9.90 sec. I was



using 6,500 revs in each gear, and terminal speed was in excess of 105 m.p.h. up the Club straight at Silverstone. The respective times for a TR4 were 19.29 and 11.21 (with a windscreen I admit), but let's not bicker!

The point is, the SP250 is an excellent car, with a really torquey 2½-litre V8 engine, fibreglass body, a good solid chassis supporting a rarely found "hand-built" quality—no wonder they are becoming quite sought-after; and go and look at that boot. You could do "meals on wheels" with that car! In how many Sports/true GT cars can you close the boot lid with a five-gallon oil drum standing upright in it? Woking.

NEILL S. BRUCE,  
DLOC "SP Section".

Sir,

May I first congratulate you on the long maintained high standard of your magazine, for which I do not resent paying the new price of 15np.

Now to the real purpose of this letter. I would like to join the ranks of those enthusiastic car owners who have, over the last year or so, thought it necessary to extol the virtues of their particular automobile, to wit, TR2s, 3s and 4s, MG-Bs, etc. Surely if these machines bring forth such dedication and enthusiasm what has happened to the owners of those cars built ten years ago so far ahead of their time that they can still show a very clean pair of exhaust pipes to any of the above makes, many more later sports cars and all the GT badges? I am talking about the glassfibre, flared wheel arches (then), sturdy chassised, 2+2, large booted (luggage, that is), V8 economical Daimler SP250.

I record 31 m.p.g. with luggage, wife and two children aboard on long runs, easily maintaining 50 m.p.h. average speeds and never less than 24 m.p.g. round town. The flexibility and silence of this car has yet to be attained by many of the larger sound-proofed saloon GT standards.

Being a poor bloke I do all my own servicing and repairs and am therefore specially pleased by the ease with which this car can be worked on; the crankshaft can be removed with the engine *in situ* in a morning, the front suspension dismantled without the use of special tools, rebushed and fully greased via the many nipples to keep it in good condition. This must count for something in this throw-away unit age.

I would like to add a note of dissent about the spares situation on this car. Jaguar Cars, Browns Lane, Coventry, though helpful, seem unable to provide at least 50% of any spares order taken to them and also give no indication as to when, if ever, they will provide them. Surely for a car last made six years ago one could expect a comprehensive spares service, or is this merely the price of having something different?

Anybody who reads this who has a secret stock of window regulators, trunnion bushes or boot locks for a Daimler SP250 is a very lucky man.

Solihull.

G. J. STURKEY.

\* \* \*

#### THE MOTORISTS' LOT

Sir,

Q.: When is a parking place not a parking place? A.: When it is in Richmond, Yorks.

Just before Easter I had occasion to go into Richmond, and as it was busy I had some difficulty in finding somewhere to park my car, but I eventually spied a white "P" on a blue square, which any motorist, I am sure, would interpret as a parking place. There was one car already there and I parked mine behind it, the back end of my car being on a line with the sign. There was a white line the appropriate distance from the kerb, but there were no yellow lines or any visible indication that there was any restriction.

I was away barely eight minutes and on returning to the car a sour-faced female in warden's clothing bore down on me from out of the shadows waving a piece of paper which she thrust in my hand demanding £2. When I asked what it was for I was told I was on a taxi rank. After some argument, when I pointed out the "P" sign, I asked where it said it was a taxi rank. She replied that it was under my car and then walked away. When I pulled my car away there was, of course, no such sign, but there was under the car in front, which presumably was a taxi, although it looked like any other car.

As I did not think there was any question that I was in the right I refused to pay the £2, and eventually received a summons. The AA

laid on a solicitor for the defence, but it soon became evident that the police were determined to obtain a conviction at *any cost*. I was also warned beforehand that the magistrates at this court always sided with the police—how true! The police had their witnesses well primed, and both the traffic warden and a police constable swore that underneath my car it said taxis only. This was patently untrue, but the magistrates believed them. (I had since been back to check this.) The result was a £5 fine, plus 18s. 6d. costs.

My advice to motorists visiting the North Riding is to avoid Richmond like the plague, as goodness knows what hidden traps are awaiting you, but if you have to go look out for a sour-faced female traffic warden, as Richmond obviously does not welcome motorists. In my own case surely a friendly warning would have kept everybody happy.

Since this affair the delineation of the taxi rank has been more clearly defined.

W. A.

[Name and address supplied.—ED.]

\* \* \*

#### WATCH IT!

Sir,

I believe that it is now generally known that Britain is "going metric". It does not seem to be as well known that we will, in fact, be adopting the *Système International d'Unités*.

In particular it is rumoured that the Ministry of Transport is intending to introduce speed limit signs in kilometres per hour in 1973. It should be noted that the km./hr. is no more a SI unit than is the m.p.h.—*the correct SI unit is the metre per second* and, in the interests of consistency of scientific and practical units alone, this should be the unit of velocity to be adopted.

But there would be an additional bonus in terms of road safety if metres per second were used. At the moment a driver glances at his speedometer and thinks "60 m.p.h. I'll be home in half an hour", which, however briefly, takes his mind away from his present situation. The SI unit keeps him firmly in nearby space and time—"25 metres/sec. I'll be at that pedestrian crossing in another second".

These considerations will not matter much to the experienced driver who has developed an intuitive feeling for space and time in relation to the performance of his vehicle, but to the inexperienced, who is most prone to accident, the difference could be, literally, a matter of life and death.

I would urge scientists, particularly teachers of science and of mathematics, concerned with the uniform adoption and application of SI and all people concerned about road safety to bring your views to the notice of the relevant authorities quickly, in the hope of preventing a costly mistake.

Accrington.

JOHN BALDWIN, B.S.C.

\* \* \*

#### IN DEFENCE OF THE BLMC

Sir,

Your September issue seems full of vigour and outrage directed at British Leyland from yourself, H.G.W. and your correspondent, Mr. Disley.

As someone who earns his living by promoting the sales of BLMC cars in the West Country, may I offer my comments?

First. Have you, Mr. Boddy, spoken or written to Lord Stokes direct about your problems of obtaining test cars? He is quite a reasonable chap and probably, like ourselves, acts very quickly on receipt of a genuine complaint.

Second. Mr. Disley, BLMC don't make all parts for all their cars—the vast majority of their loss of production of vehicles this past year has been due to strikes at component manufacturers. Obviously as well as making cars this seriously affects their stocks of components available for supplying their distributors. The majority of private motorists are busily engaged in screwing their local garages for the last pound in part-exchange, or taking maximum credit for petrol, service, etc., thus the profits of many businesses are atrociously low. In turn, the garage owner, however small or large, must cut down his capital investment in slow-moving parts stock.

Third, throughout our group we are frequently taking foreign cars in part-exchange against new BLMC cars. In turn, we recondition them and become parts customers ourselves. I assure you we have had delays running into months on parts for NSU and Alfa Romeo, to mention just two makes. *All* manufacturers do have parts problems.

Fourth, you pay your money and take your choice, but before you put down your money for a foreign car remember that one day you'll want to trade it in—maybe against a new British car! So to help



your readers I show the following comparisons of depreciation over a two-year period as per September valuations:

FOREIGN			BRITISH		
Model	1968 Cost	Depreciation	Model	1968 Cost	Depreciation
Fiat 124	£828	£293 37%	v. Triumph 1300	£868	£248 29%
VW 1300	£747	£297 39%	v. Morris 2-dr. 1300	£724	£244 34%
BMW 1800	£1,597	£707 44%	v. Wolseley 18/85	£1,082	£417 38.5%
Alfa 1750	£1,898	£748 39%	v. Rover 2000	£1,472	£522 35.5%
Volvo 1800	£1,919	£674 35%	v. MG-B GT	£1,153	£293 26%

So, the implication is clear, your foreign car in most cases costs you more initially than its British counterpart, it costs you more in depreciation and you may well find that economically, once you are a ——— owner, you are always a ——— owner! (But probably not by choice.)

Having given my comments, I hope that I have put the case of British and Foreign in its correct perspective. We welcome foreign competition—it will serve only to make British cars better. I wonder why all those hundreds of thousands of people in Europe buy these strange, expensive, unreliable British cars? Perhaps because they're a better buy than the European makes?

Plymouth.

D. J. BURKE.

\* \* \*

### GOOD FOR THE POLICE

Sir,

When there are so many brickbats flying at the Police, it is a pleasure to hand out a bouquet.

Driving on the M4, a rear tyre deflation caused swerving and skidding, which developed into a broadside skid across the entire width of the carriageway, turning the car 180 degrees, causing another tyre failure, and ending up facing in the wrong direction on the soft shoulder.

A Land Rover Police Patrol appeared. Enquiring in a very concerned way whether we were all right, they then proceeded to give us every possible help and assistance. We were told where to get tyres after hours and then were helped on our way, with their best wishes.

The whole operation was carried out with smiles, efficiency and absolutely no officialdom.

Are they wonderful? We think they are.

London, NW2.

GEORGE W. BURGER.

\* \* \*

### A USE FOR A MARCOS

Sir,

Although I have, on occasions, heard Marcos cars derogatively described as Tart Traps, I never thought to hear such a person as the managing director of the manufacturers declare (as he did to Gordon Wilkins in "Wheelbase" recently that he considers their bird-catching propensities to be their principal attribute.

I trust that, when you next conduct a road-test you will fully investigate and report upon their potentialities in this direction!

Malvern.

K. WESLEY WHIMSTER.

\* \* \*

### MODERN GP CARS

Sir,

D. S. J.'s recent comments on present-day Grand Prix racing prompted me to try and get matters into some sort of perspective. Basically, I agree with his views, who after all has had a front-row seat, and knows, better than most, what both motorcycle and motor racing is all about. Of course, motor racing always has been and always will be a highly dangerous sport, and any man who chooses it as a way of life knows full well that there is a pretty fair chance of his having a very nasty accident, if not worse; but there is no denying that it has its compensations, as it is one of the most exciting, glamorous, and lucrative sports there is.

The years 1934-1939 saw some of the most hotly contested racing ever, with Alfa Romeo, Bugatti and Maserati competing against the German teams of Auto Union and Mercedes-Benz, each team fielding anything between three and five cars in most major events. These cars all raced on what by modern standards were little better than bicycle tyres and had only drum brakes to stop them, yet there were very few fatal accidents, and none as far as I can remember due to major failures of their suspension systems. These cars were raced on

true road circuits, many of them being very bumpy, tree-lined and full of pitfalls for the carefree or unwary driver, and I just wonder what the GPDA, who now taboo the Nurburgring, would have thought of Brno, Pescara or the Bremgarten circuits. Here we saw road racing at its best and the drivers, recognising that going off the road would almost certainly mean hitting something very hard, drove accordingly. After all, the main purpose of road racing is to drive the car on the road and keep it there, and if you can't do that, as Caracciola used to say, "you're just going too fast"! Nowadays it would seem that leaving the road is an accepted manoeuvre and circuits should be shorn of all unresilient objects to allow cars to spin off into a barren wilderness without coming to grief. Why so, I ask myself?

In the first place I believe that the modern GP car is very unforgiving in that control is very easily lost and very nearly impossible to regain without leaving the road. This to a large extent is due to the modern wide-section racing tyres, which whilst allowing fantastically high cornering speeds, far higher than anything hitherto believed possible, give little or no warning to the driver when the limit has been reached. Also because of this extraordinary road adhesion, quite unforeseen impact loading is suddenly thrown on the suspension system, and half-shafts, particularly with inboard disc brakes. All too often this has resulted in the car shedding part of its front or rear suspension or wheels, confronting the driver with an insoluble problem from which he has been very lucky to escape alive, and some, alas, have not. As a student engineer I was always taught that what didn't look right probably wasn't, and one had better take another look at it. To my eye this is forcibly brought home by the sizing of some of the highly-stressed suspension components of these cars, which seem to me far too fragile, and I have a feeling that the designer in his quest for all out racing performance is inclined to err on the light side and that such components are inadequately tested. Only when breakages occur does he alter his design or strengthen the offending component. All too often this is a bit late in the day, as few, if any, present-day Formula One drivers have not had one or more such terrifying experiences, and I wonder whether this is the real reason for their understandable apprehension of racing on true road circuits as opposed to flat billiard-table tracks bounded by guard rails, and patrolled by an army of fire-fighters.

The following paragraph from a letter I have just received from a very knowledgeable German friend of mine seems to sum it up:

"After a long time I at last saw again a GP Formula One, Hockenheim being so near Stuttgart. But though I am fascinated by the racing cars in their present form, I am also disappointed because technically they are so frightfully delicate. Such a large number of well-known drivers—and really none of them is really important, because things just don't work all right. It is really by chance that one of them wins. It would be better to take the training as the important event and to draw lots for the winner out of the five fastest drivers, and to renounce the actual race. The training rounds really are interesting. There they drive with full speed, because for two or three rounds the cars aren't yet defective."

Chalfont St. Giles.

GEORGE C. MONKHOUSE.

### TAILPIECE





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**SPITFIRE MK. 3, MAY 1969, WHITE. OVER-** drive, w/wheels, new SP66 radiats, s/hard-tops, Motorola radio. One owner. £765. Tel.: 01-945 2999 (evenings). (6345)

**ASTON MARTIN DB3, 1959. IN EXCELLENT** condition. Engine completely overhauled. £650 o.n.o. Tyrell, Tel.: 01-437 9234. (6346)

**M.G.-A 1960. LOW MILEAGE. RED.** Hard-top, hood, radio, spot, fog lamps. £325. Tel.: Ferndown 6344. (6349)

**1933 MORGAN 3-WHEELER TOURER.** JAP water-cooled engine; complete and original; requires attention. £265. Mr. Mitchell, Tel.: Brighton 66201. (6521)

**DAIMLER, 1952. DROPHEAD COUPE.** Handsome Barker aluminium body; excellent condition throughout. £400. "Lindisfarne", Bircham Rd., Alcombe, Minehead, Somerset. (6522)

**FIAT 500 (1939) TOPOLINO. REBUILT 1964.** Two Fiat cars available for spares. Reasonable offers. Tel.: Cuffley 3719 (after 6 p.m.). (6349)

**£495. LANGUISHING IN NEW YORK. A** very nice old London taxi, Austin FX3 with the petrol engine, three doors, open luggage compartment next to driver, exterior headlamps, etc. Write in first instance to 97 Moss Lane, Pinner, Middlesex, England. Tel.: 01-945 4728. (6350)

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**M.G.-A 1,800 C.C., 1960. SUPERLATIVE** red roadster with M.G.-B engine, Cints., spots, luggage rack, Motorola, Motorola. New: hood pads, shoes, radiator, clutch, etc. New wings, sills and door pillars fitted 1969. £465 o.v.n.o. Tel.: Fleet 4257. (6353)

**1969 MINI COOPER "S", 1275 MK. II. SUN-** roof, alarm, new SPs, 19,000 miles; in "as new" condition. £775 o.n.o. Tel.: 01-794 5911 (before 10 a.m., evenings). (6354)

**1957 (NOV.) BENTLEY S.1. POWER STEER-** ing, automatic. Radio. Year's M.o.T. New tyres, brakes, exhaust. In very good order throughout. £900 o.n.o., or exchange "E"-Type, etc. Tel.: 01-794 5911 (before 10 a.m., evenings). (6355)

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**A.C. 2-LITRE D.H. COUPE, 1949. A.C.-** bodied. Correctly maintained throughout. Now almost unique as only 12 built. Complete engine overhaul 1969. Offers. White Knight's Cottage, St. George's Hill, Weybridge, Surrey. (6356)

**SUNBEAM ALPINE GT, 1965. OVER-** drive, wires, radio, Cinturatos. Pale blue, black trim; excellent order. £465. Part exchange considered. Tredgett, 146 Northampton Rd., Broughton, Kettering, Northants. Tel.: Broughton 383. (6357)

**SUNBEAM ALPINE GT SPORTS, SERIES** (11) 60,000 miles only; overdrive, radio, wire wheels, full instrumentation, seat belts, reversing lights; white coachwork with red upholstery, reclining seats, 12,000 miles on reconditioned engine, new tyres and brakes relined 4,000 miles ago; exceptional condition. M.o.T. March, 1971. £325 o.n.o. 2 Ryburn Ave., Blackburn. Tel.: Blackburn 59970. (6358)

**DB4, UNMARKED PRIMROSE/BLACK** interior. Really exceptional condition for 1962: 1,500 miles since engine overhaul, new clutch, wires, Cinturatos, exhausts. All Aston refinements, including twin-speaker Motorola, h.r.w. in perfect working order. Unforeseen circumstances force immediate sale, hence £1,150. Tel.: Southport 67296. (6359)

**TR3A, 1961, POWDER BLUE, HEATER,** GB003, radio, spots; excellent body and mechanics; no rust. Will haggle around £295. Tel.: Boldon (Co. Durham) 2886 (6-8 p.m.). (6360)

**RARE DAIMLER SPORTSMAN SALOON.** Body by Mulliner; good running order; fitted radio, power brakes; paintwork needs slight attention, otherwise good. For further particulars write: Greenhaigh, 156 Kent St., Preston, Lancs. (6362)

**LOTUS CORTINA, 1969; 9,500 MILES.** Saluki bronze; no flash; quiet-looking car; first-class condition. £950. Part exchange considered. Tel.: 061-439 7799. (6363)

**1933 ROLLS-ROYCE 20/25 H.P. 4-LIGHT,** Park Ward body with division; very tatty; new radiator grille. First offer £250. Box 2512. (6364)

**ROLLS-ROYCE SEDANCA DE VILLE** Silver Wraith, 1949, by H. J. Mulliner; razor edge limousine; very low mileage; in Concours condition; privately owned. Box 2513. (6365)

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**1913 BUICK OPEN TWO-SEATER** tourer, 22.4 h.p., in really splendid condition. Can be seen in Birmingham. Price £2,250. Tel.: 021-706 5441. Hatton, "Pickersleigh", Broid Lane, Tanworth-in-Arden, Solihull, Warwickshire. (6368)

**1938 MONACO RAILTON 4 1/4-LITRE** straight eight saloon. Its title indicates its recent faultless round trip to Monte Carlo. £250 o.n.o. Tel.: Trumpington (Cambridge). 2196. (6369)

**ROLLS-ROYCE 20/25, 1934. OVERDRIVE.** Close-coupled saloon; reconditioned engine; beautiful two-tone grey brush-painted Hooper body; retrimmed throughout in blue as original; tyres good as new. £1,500. Box 2514. (6370)

**1931 COWLEY SALOON, BODYWORK** needs restoration; good chassis, tyres; everything there; M.o.T. About £130. Tel.: 01-580 4468, extension 2281. (6371)

**ROVER 10, MARRIAGE FORCES SALE** of lady's much-loved 1934 saloon. Very good condition; used daily £250 o.n.o. 73 Main Rd., Willford, Nottingham. Tel.: Nottingham 81628. (6372)

**AUSTIN HEALEY 3000 MK. III, 1966.** Overdrive, wire wheels; exceptional condition throughout, having covered under 1,000 miles since extensive rebuild to mechanics; body and interior, new hood, M.o.T. and tax. A really beautiful car in white with red interior. Extremely reluctant but urgent sale imposed by financial crisis. £990. Tel.: Ekester 58692 (after Oct. 8th only). (6373)

**11 MW REG. NO. 1962 WESTMINSTER;** taxed Oct. M.o.T.; towbar, Cinturatos; ex-police; superb condition. £200. Tel.: 01-346 3166. (6374)

**1927 BUICK OPEN TOURER, IN ORIGINAL** condition; engine and all mechanics rebuilt; body resprayed sable and sand, five new 21 in. tyres on wooden wheels; wooden steering wheel, square Nichol headlamps, flying lady mascot. A most attractive vehicle. Price £850. Tel.: Nottingham 52914. (6377)

**1933 SINGER LE MANS. VAST AMOUNT** of work done; complete engine overhaul; crank, pistons, head, etc.; excellent body; needs finishing; host of spares. An opportunity at £190. Tel.: North Crawley 230. (6379)

**BENTLEY 3 1/2-LITRE. RECENT RE-** spray and a great deal of other work, including overhaul of block, 1308. Needs finishing. £400. R. King, Honeycroft, Lavant, Chichester, Sussex. Tel.: Chichester 7589. (6380)

## FOR SALE—continued

**DAIMLER BARKER-BODIED DROP-** head coupé in rather outstanding order. Nov., 1951; M.o.T. tested. £450. R. King, Honeycroft, Lavant, Chichester, Sussex. Tel.: Chichester 7585. (6380)

**1967 M.G.-B GT. WHITE. RED UP-** holstery. Wireless, overdrive and wire wheels, plus numerous extras. £895. Tel.: Burnham 61476. (6381)

**LOTUS ELITE, 1962. STANDARD** throughout. Bristol Series II body, nearly new Cinturato tyres; good original condition. £550. Tel.: Gloucester 26502 (evenings). (6383)

**1949 DAIMLER 2 1/2-LITRE DROPHEAD** coupé by Barker. Excellent condition and mechanics, new hood, carpets, tyres; long M.o.T., taxed. £325 o.n.o. Tel.: 01-202 9016. (6384)

**MUST SELL 1955 M.G. TF 1500, METAL-** lic green. Twin spots, reversing lights, luggage rack; taxed. H.P. available. £525 o.n.o. Tel.: Horndean 3597. (6385)

**ROLLS-ROYCE WRAITH LANDAU-** lette by Barker, 1939. In immaculate original condition throughout. Full history; maintained by Rolls-Royce from new. £1,750. Will consider interesting modern car in part exchange. D. Newsam, Fox and Goose Inn, Wigley, Chesterfield. Tel.: Chesterfield 6335. (6386)

**HUMBER 9/28 SALOON, 1930. BEAUTI-** fully restored in beige and maroon coach paint with new interior trim; good mechanical condition and used regularly. £425. Tel.: Chatburn (Lancs.) 533. (6387)

**CHRYSLER CROWN IMPERIAL, ONE** of a very few left of this rare model, 1956. Finished in R.-R. colours, metallic shell grey and steel blue; mileage 85,000; fully-powered steering, brakes, windows, seats, etc.; air conditioning, radio, record player, push-button, fur-lined seats, 5.9 V8 engine. Part exchange modern Rolls, cash adjustment. Offers over £550. Mr. Jones, Tel.: Rainham (Essex) 55876. (6388)

**RILEY 9 PRE-SELECTOR GEARBOX, TWO** Restall reclining seats in red leather. Total engine test tuner including ignition timing light, vacuum, dwell angle, gas analyser, etc. Tel.: Warrington 61406. (6395)

**TR4A, 1966. WHITE. BLACK INTERIOR.** W/w, overdrive, soft-top, full tonneau, leather s/w, Colonel Bogles, M.o.T. Usual retail price approximately £675. My bargain price £575. Tel.: Chorley (Lancs.) 3342. (6412)

**1952 LEA-FRANCIS 14 H.P. LIGHT** sports saloon; 41,600 miles; perfect mechanically; body needs slight attention. Only genuine buyers £200. Apply: J. C. Davies, c/o Lowwood Hotel, Windermere, Westmorland. (6413)

**M.G. TF 1500. BRITISH RACING** Green. Recent bills £500 for complete mechanical and coachwork overhaul. A beautiful car at £750. Tel.: Attleborough, (Norfolk) 2138. (6414)

**"E"-TYPE JAGUAR ROADSTER, 1964.** Two owners from new; mechanics excellent; many extras, including works hard-top. £840 o.n.o. Tel.: Bishops Lydeard 372. (6415)

**LATE MK. I SPRITE, ENGINE JUST** rebuilt, resprayed; new hood, carpets, seats and M.o.T.; excellent condition all round. Offers over £200. Tel.: Oxford 42890 (day). Cumnor 2043 (evenings). (6416)

**1929 RILEY NINE TOURER, NOT CON-** cours but basically sound, some spares; taxed. £280 o.n.o. 69 Hall Lane, Cronton, Widnes, Lancs. Tel.: 051-424 7593. (6417)

**STANLEY STEAM CAR, 1924. ORIGINAL** and complete apart from body. At present undergoing restoration; a fine specimen of this rare car. £2,000. Box 2522. (6418)

**JENSEN 541, 1956. FITTED JAGUAR 3.4** engine, gearbox, overdrive, wire wheels, front brakes relined, electrics renewed. £395 Leland, 9 Birch Rd., Romford. Tel.: Romford 41328. (6419)

**RILEY, 1954, 3 1/2. A VERY GOOD EX-** ample; smart all round; specialist reconditioned engine; 13 years known history and record of all replacements; original black cellulose. £210. Will send photo. Neale, Burpham, Cranston Rd., East Grinstead, Tel.: 21636. (6420)

**MORGAN 4/4, SERIES V. NOV., 1965.** Excellent condition; individual seats, wire wheels. £595. Tel.: Little Budworth 456. (6421)

**M.G. YB, 1953; 65,000 MILES; BILLS TO** 1957. M.o.T. July, 1971; extremely good condition. £300 or near offer. Also Spitfire, 1963; 53,000 miles. Lichfield green. M.o.T. July, 1971. £240 or near offer. Stewart, 10 Newlands Wood, Forestside, Addington, Surrey. (6422)

**M.G. TC. XPAW ENGINE/GEARBOX.** competition prepared (Laysall); rebuilt 1970 bodywork sound; 16 in. wheels rear, 15 in. front, Cints. all round. £210. Mr. Barber, 234 Turves Green, Northfield, Birmingham. 21. (6423)

**MORGAN 4/4 COMPETITION, 1965. EX-** cellent condition. Tel.: Basildon 22822, extension 335 (10 a.m.-4 p.m.). (6424)

**1938 ROLLS-ROYCE 25/30 LIMOUSINE.** Coachwork by Thrupp & Maberly. In immaculate condition with excellent mechanics and long M.o.T., taxed. £1,250. For further details telephons 01-202 7855 (evenings/weekends). (6425)



## A LOOK AHEAD

Our 1971 Motor Racing Brochure is now with the printers and will be delivered to us by the end of the month. If you are on our mailing list you will be receiving your copy during the first week in December. There is no need to write again if you know you are on the list.

## NEXT YEAR'S PROGRAMME

All the old favourites will be featured once again. But do please remember that early booking is essential. Targa Florio seats, for example, are always limited and the popular Monaco hotels are fully booked at an early date. It's better to book early than to be disappointed.

## NOT ON THE MAILING LIST

If you are not on the mailing list, send your name and address to us and we will ensure that you receive a brochure as soon as they are available.

## BY THE WAY

When you read this there may still be a seat or two left on Tour MR.25 to the Italian Show — Fiat and Ferrari.

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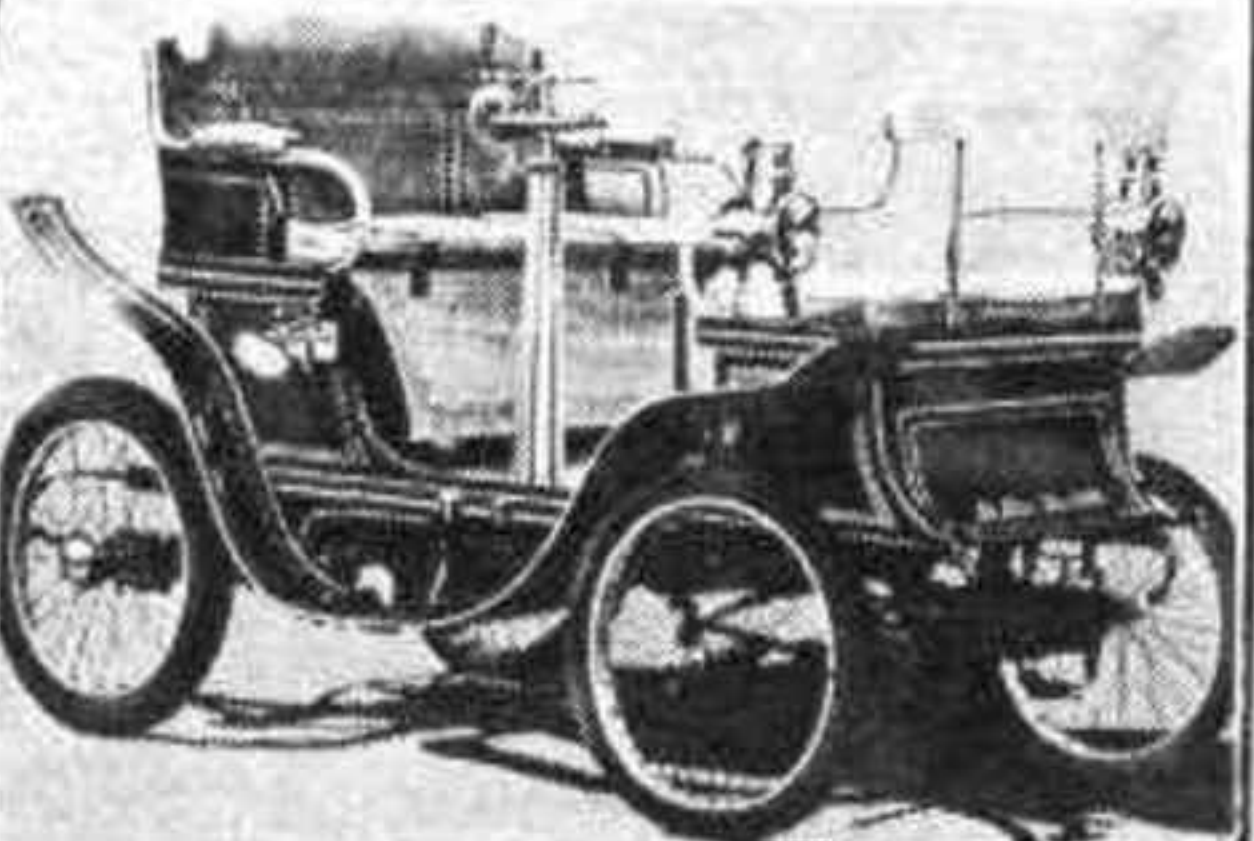
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FOR SALE—continued

**JK140 F.H.C. EXCELLENT CONDITION.** Radio, heater, resprayed B.R.G. £250 o.n.o. Wilks, 52 Norwich Rd., Worcester. (6426)

**AUSTIN 7, 1933-TYPE 65 NIPPY.** Completely original condition with correct sports engine. £150. Very large collection of Austin 7 parts from 1931 to 1937. Tel.: Kinnerton (Chester) 412. (6427)

**JK140 DROPHEAD COUPE, 1956.** DARK blue, grey interior; radio, heater, spots, luggage rack, etc.; new exhaust, clutch, etc., in last 5,000 miles; taxed, M.O.T. £350 o.n.o. Tel.: Bideford 4330. (6428)

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**MAGNIFICENT 1930 BENTLEY** tourer. Possibly unique coachwork; 4 1/2/3; taxed, M.O.T. Deliver anywhere British Isles £3,000. No offers. Box 2523. (6431)

**1958 TR3A OVERDRIVE, WIRE** wheels; Red, black interior; new M.O.T.; excellent condition. £275. Tel.: Stubbington 2588. (6432)

**SUNBEAM TIGER, 1965. HARD/SOFT-** top; radio; low mileage; exceptional condition. £895. Tel.: Stonesfield (Oxfordshire) 258. (6433)

**B.M.W. 1600 COUPE, REG. DEC., 1967;** 12 volt; servo brakes; blue; 25,000 miles. £875. Tel.: Guildford 66833 (evenings). (6434)

**M.G.-B, 1963, IN B.R.G. FITTED WITH** brand-new engine by M.G. dealers four weeks ago. New clutch and exhaust fitted within past three months; new hood; interior very clean and good bodywork; just M.O.T.d and fine value at £390. Tel.: 01-550 6877. (6435)

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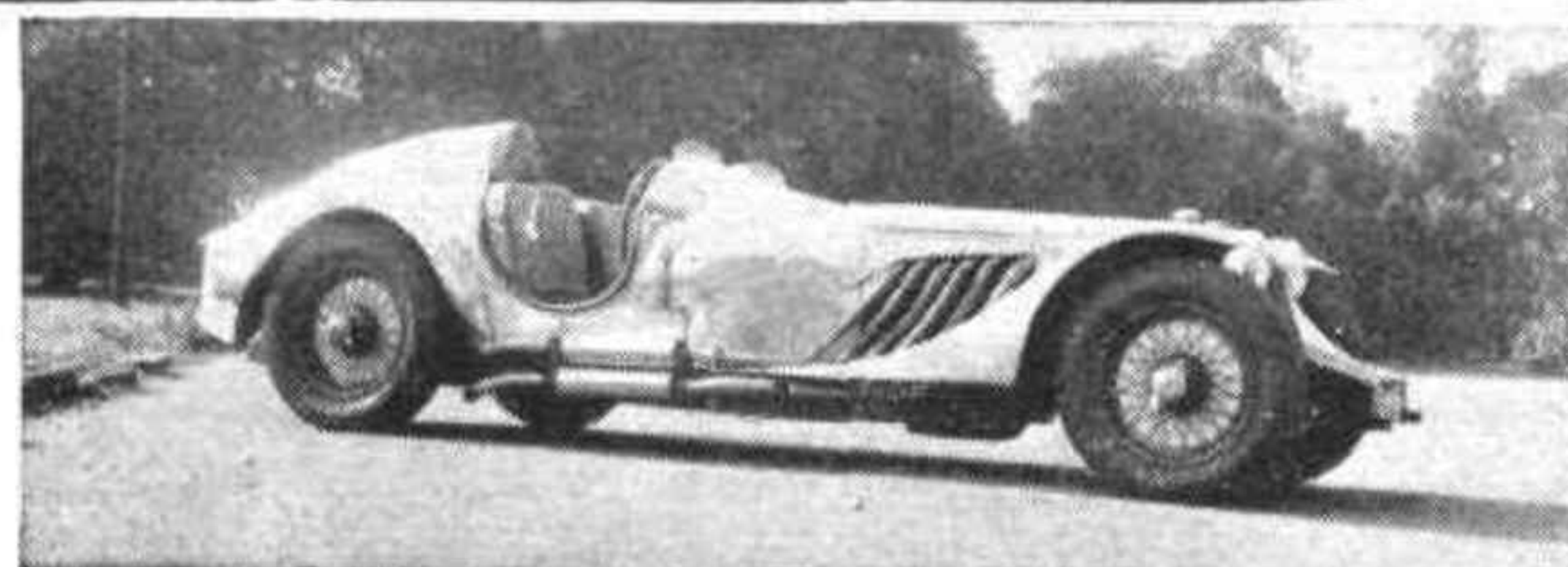
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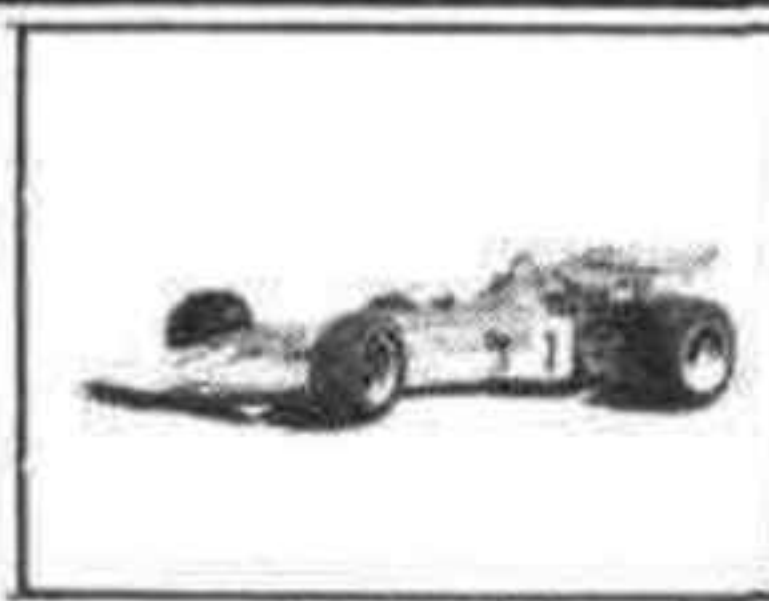
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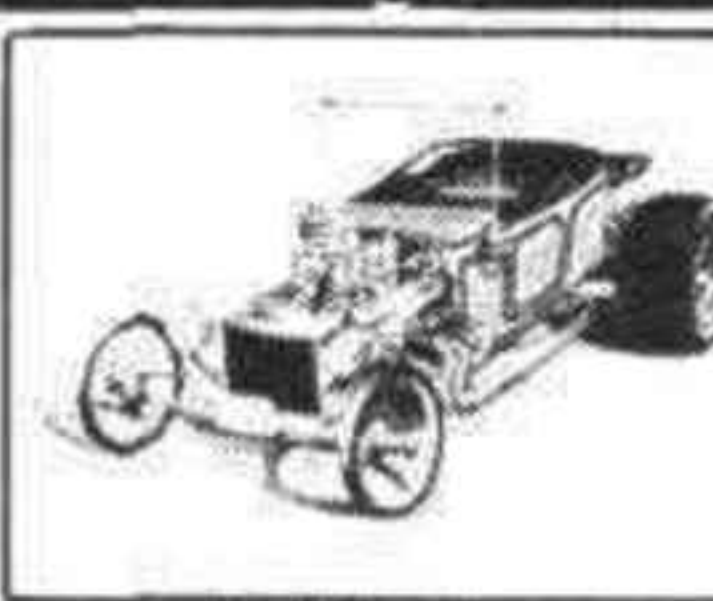
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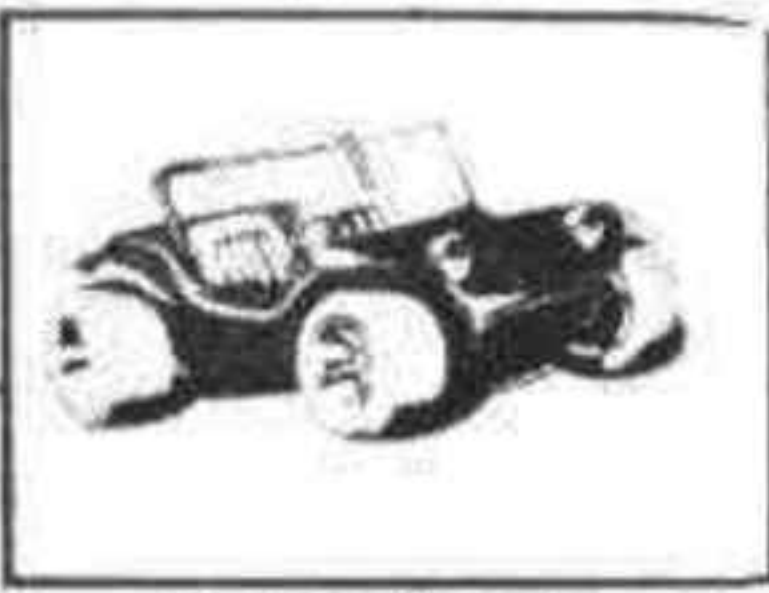
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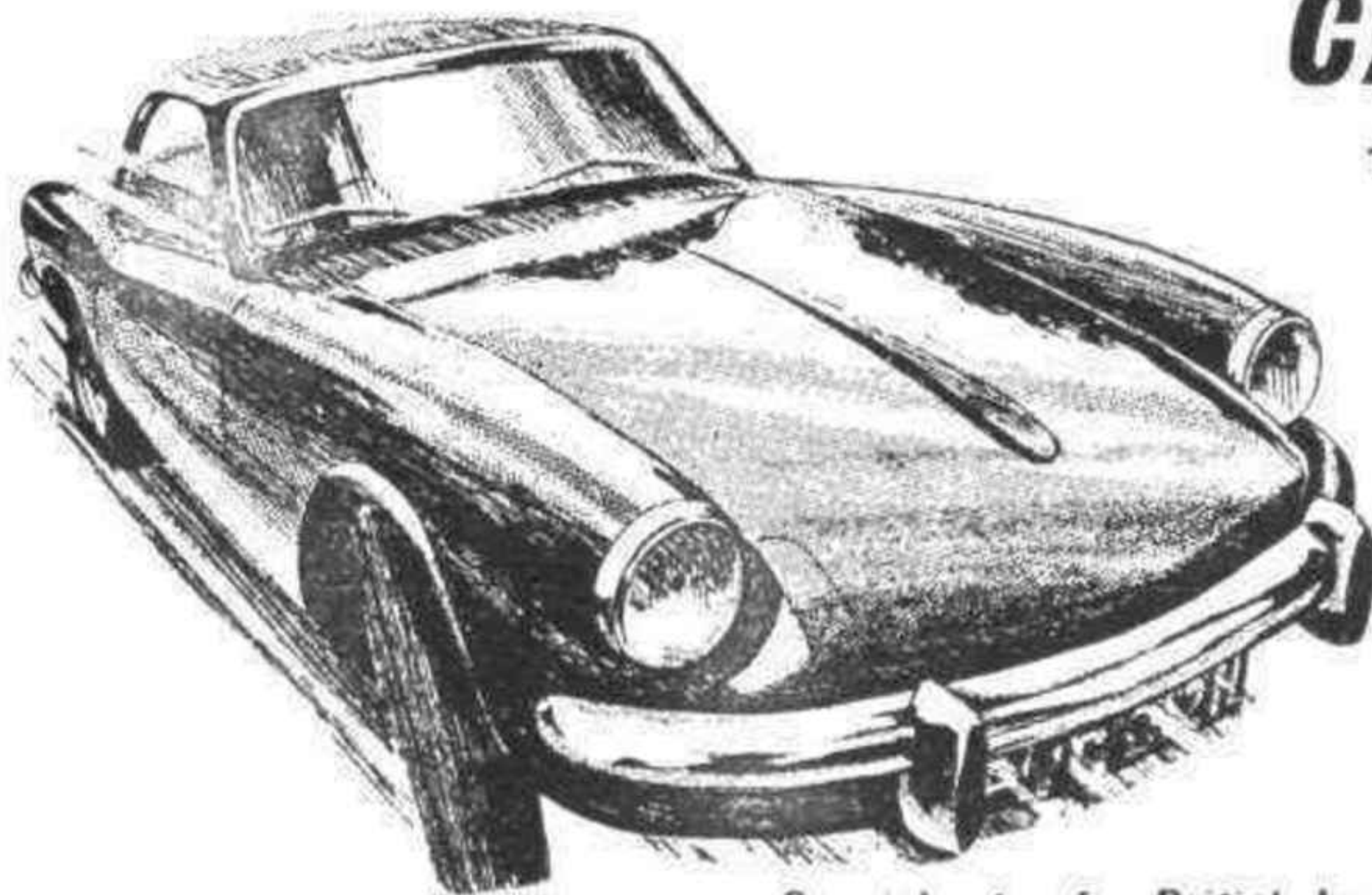
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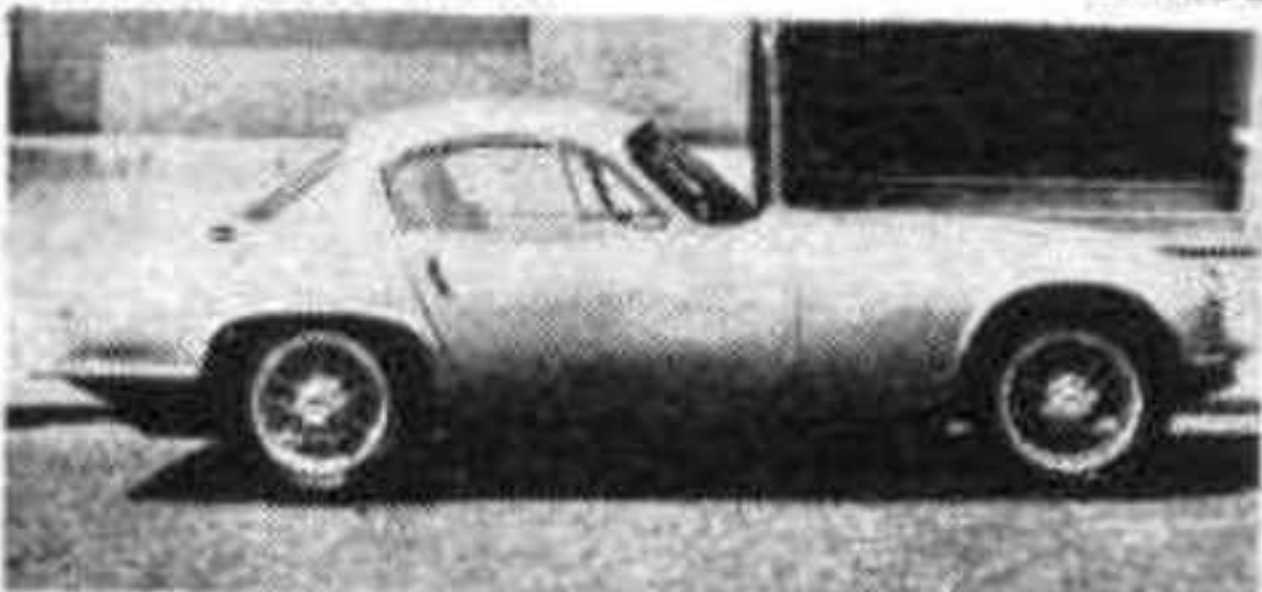
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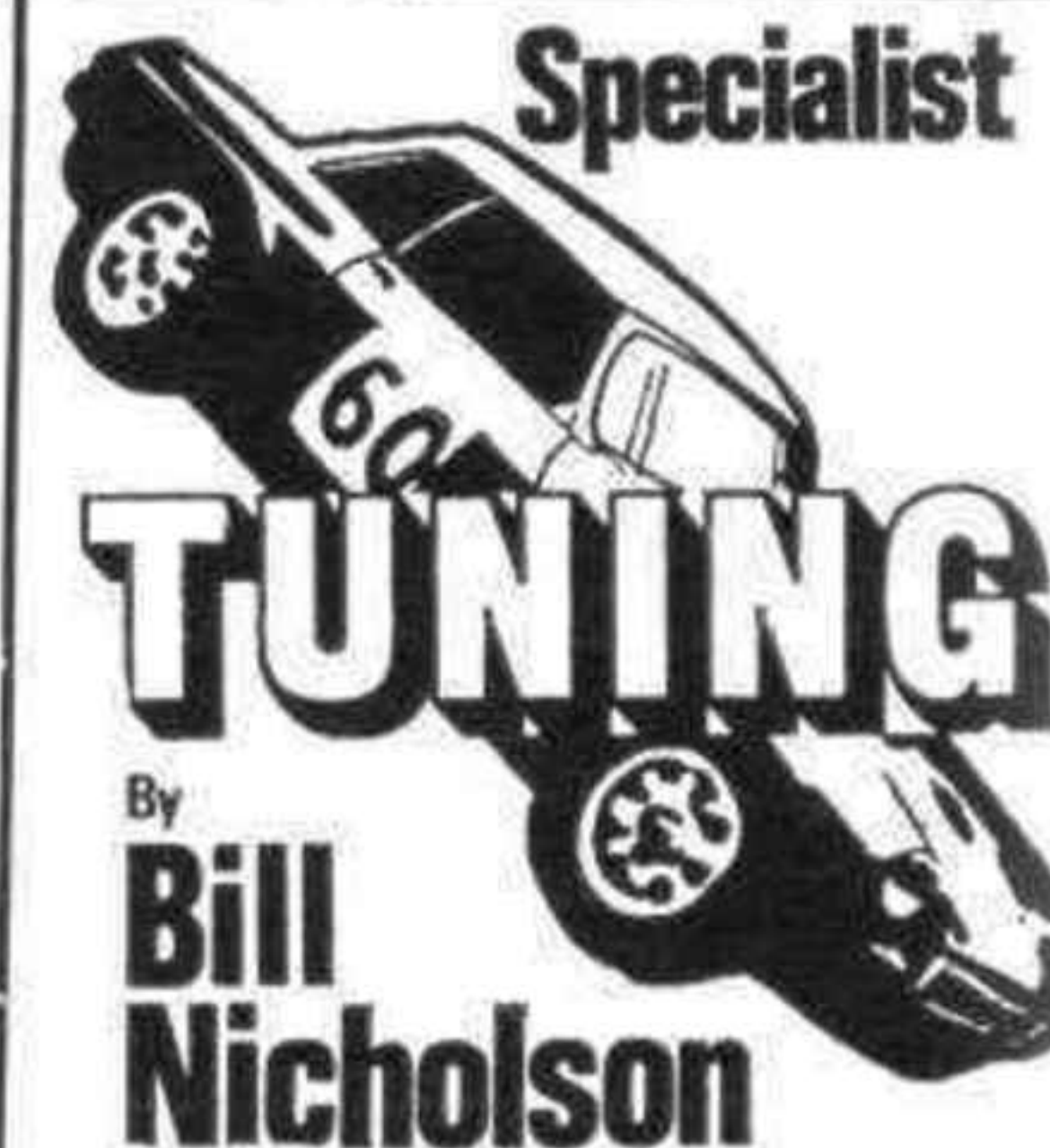
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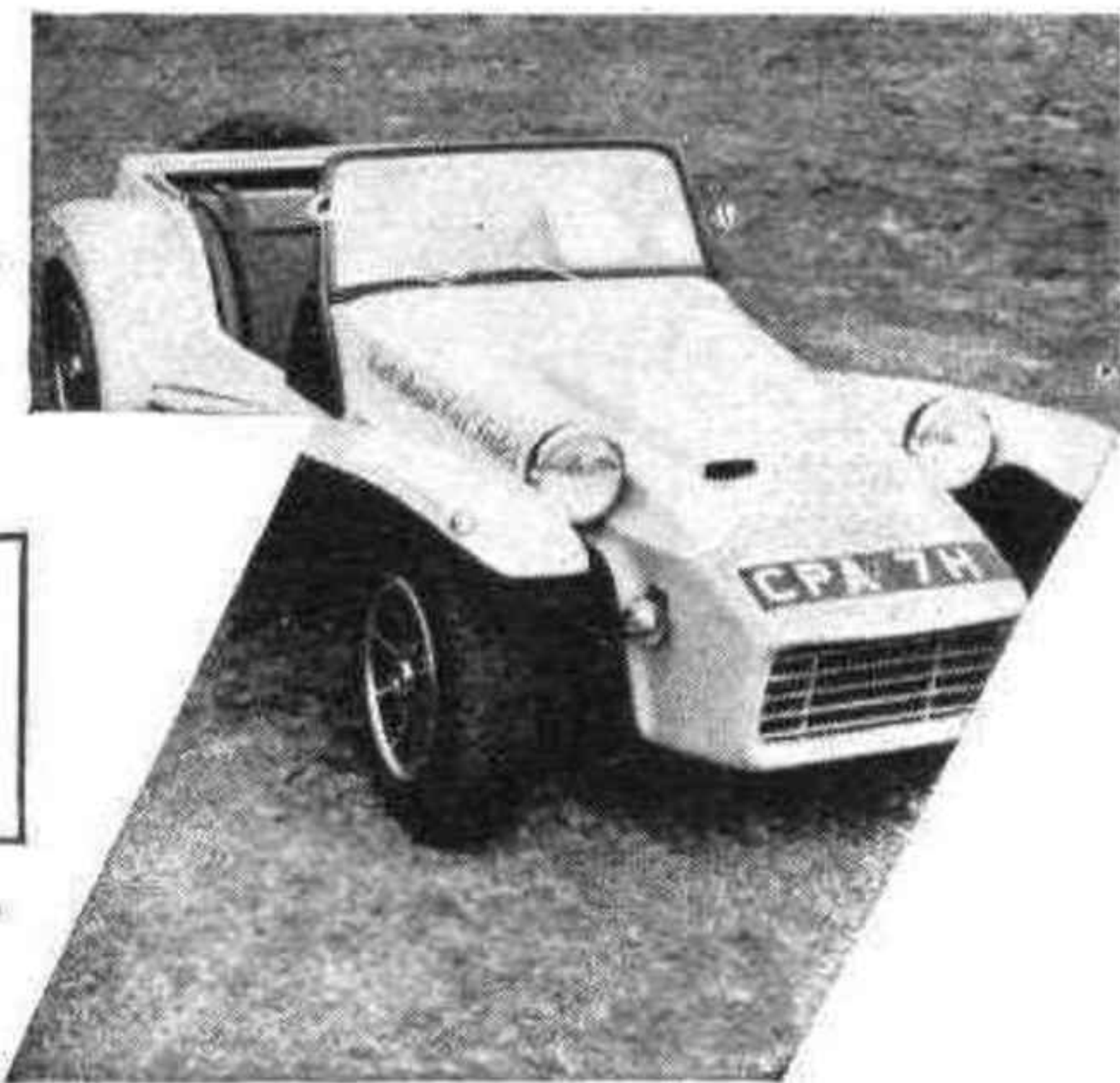
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less; taxed, M.o.T. £700 firm. Michael  
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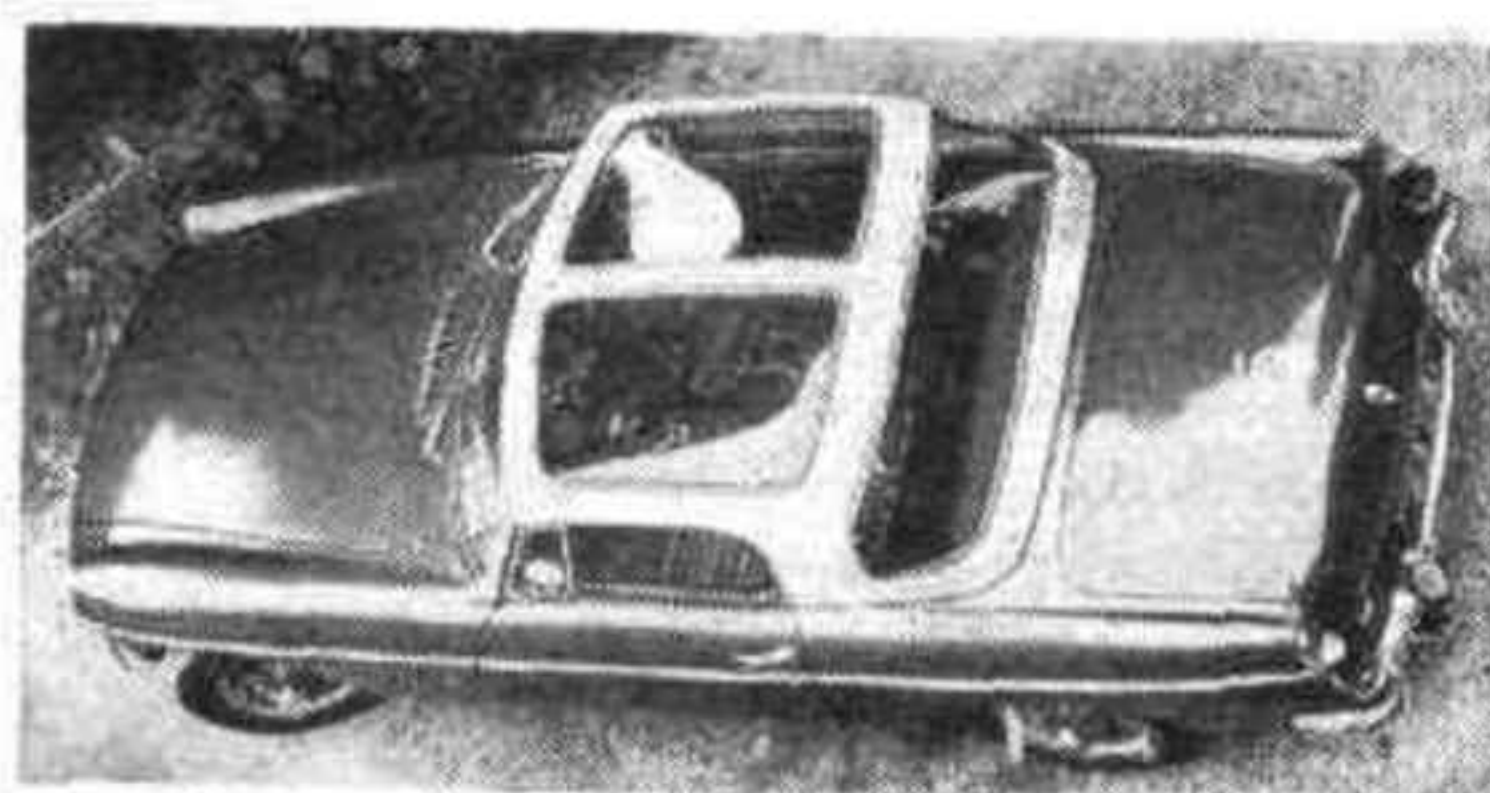
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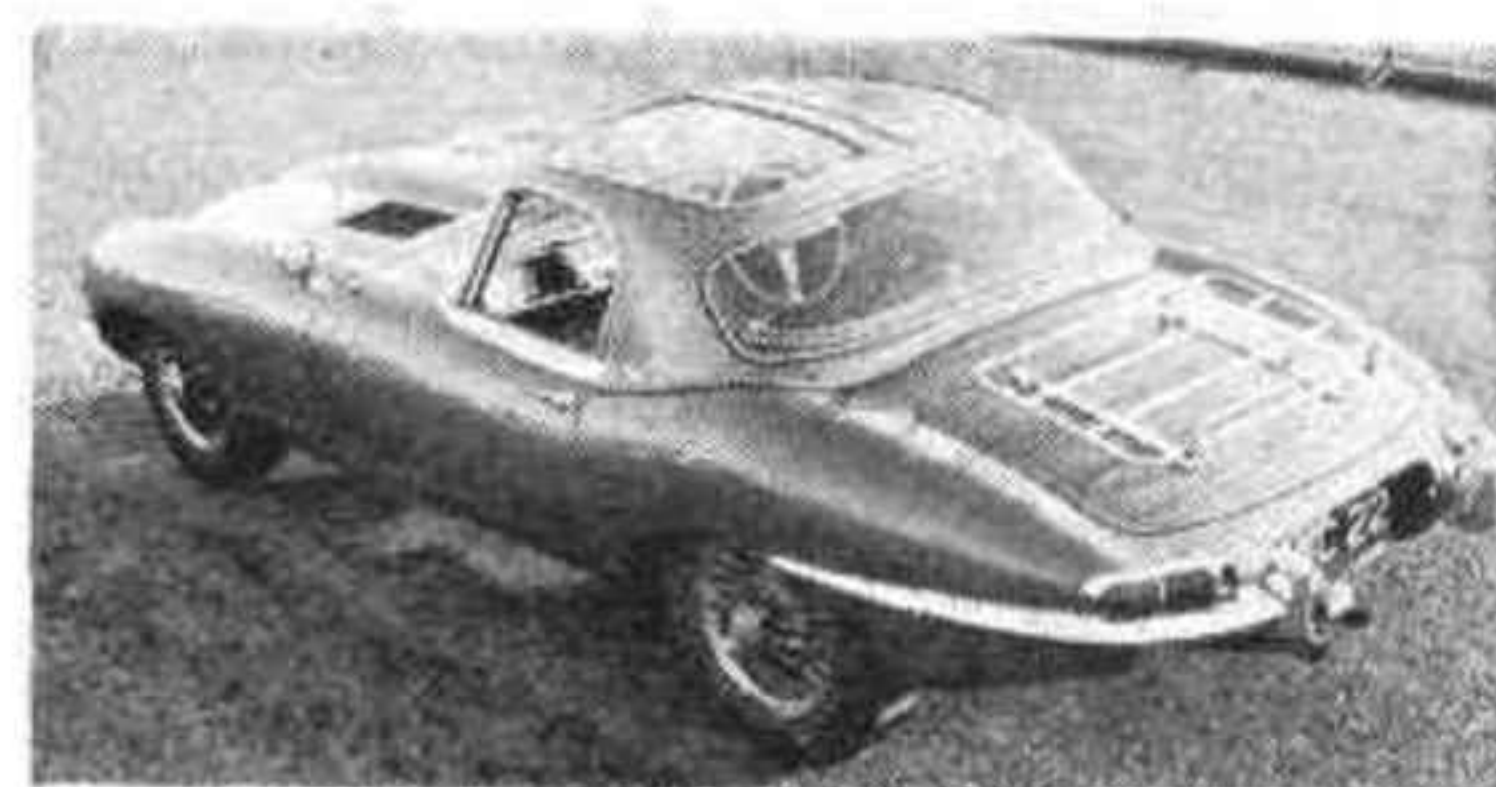
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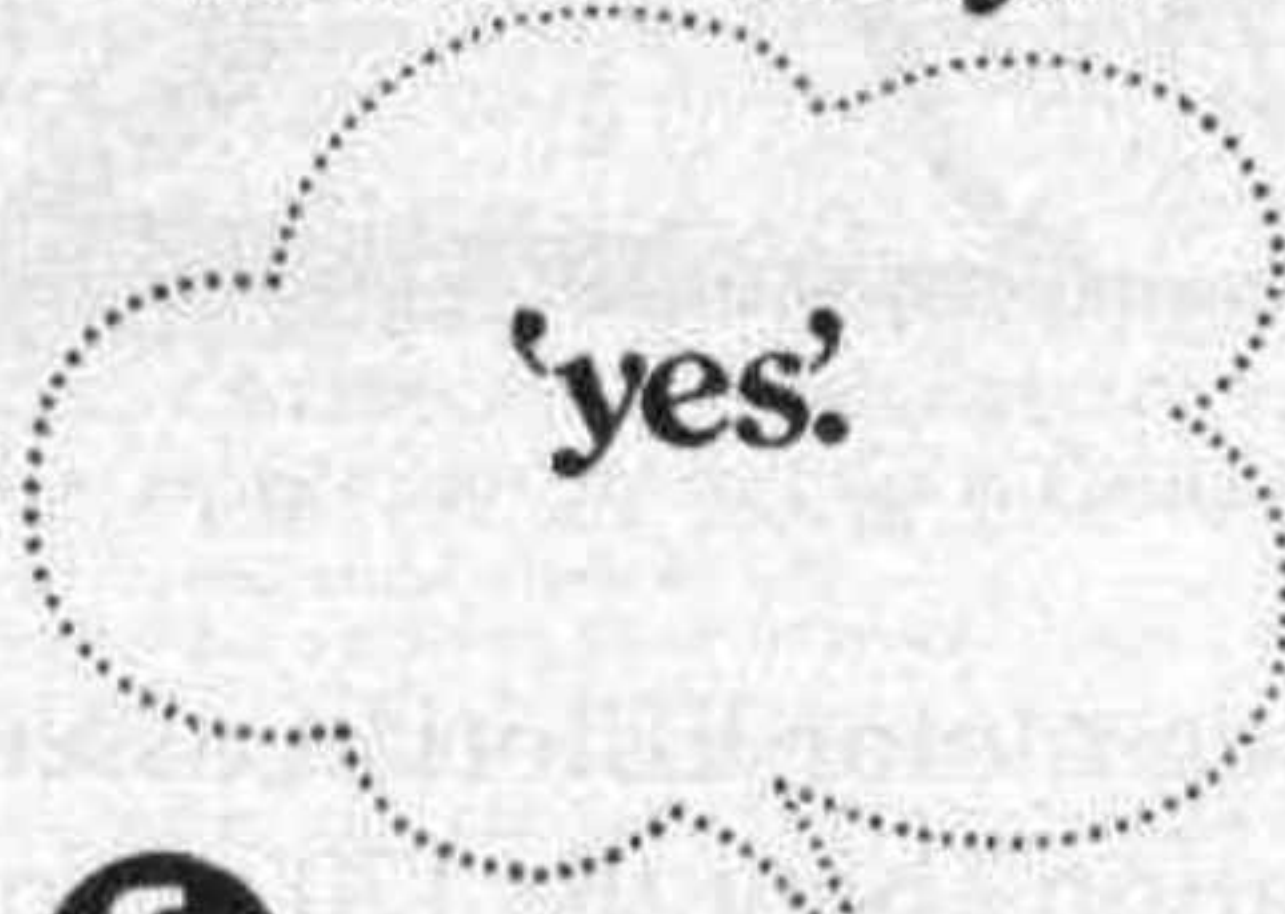
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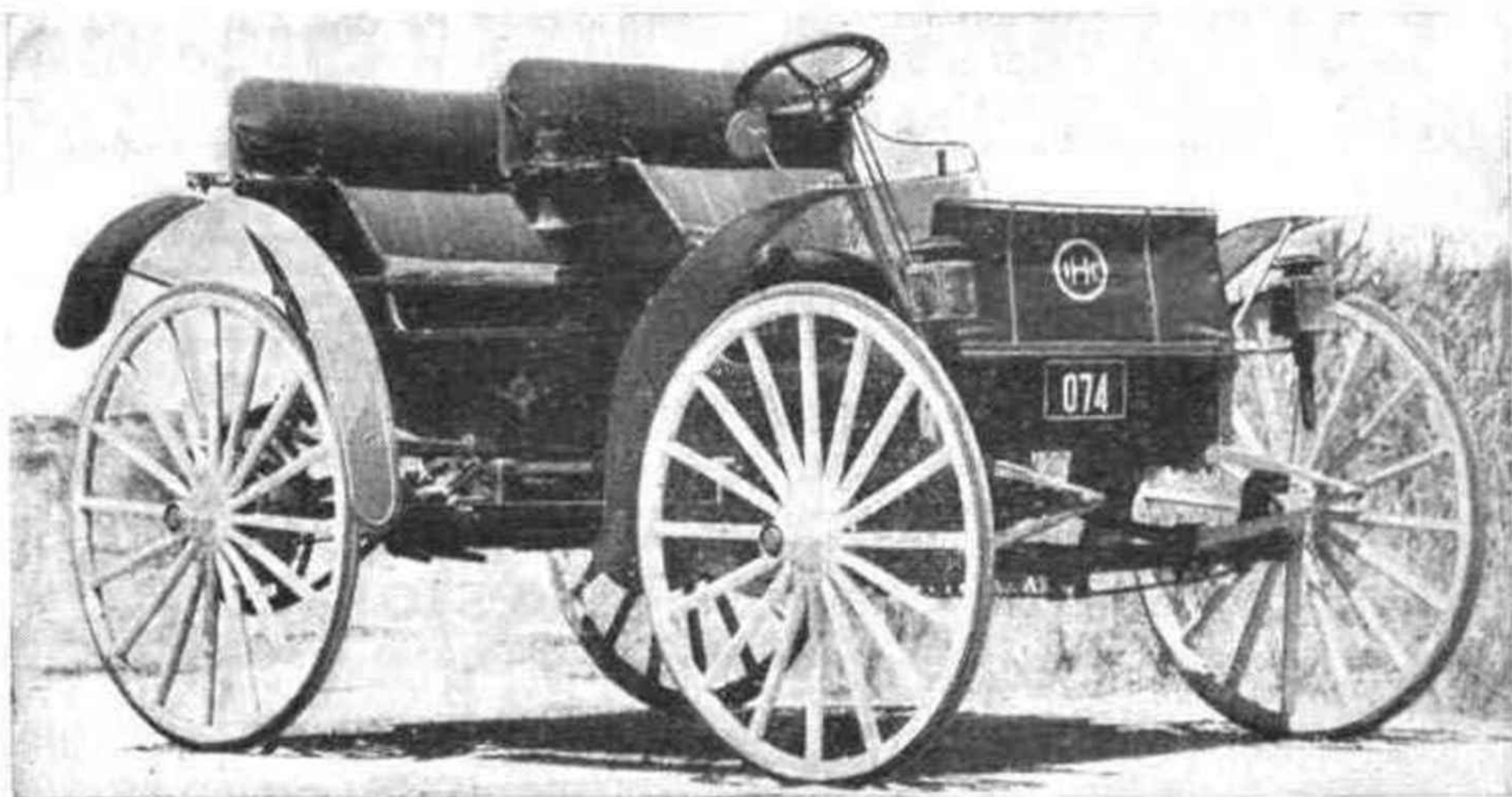
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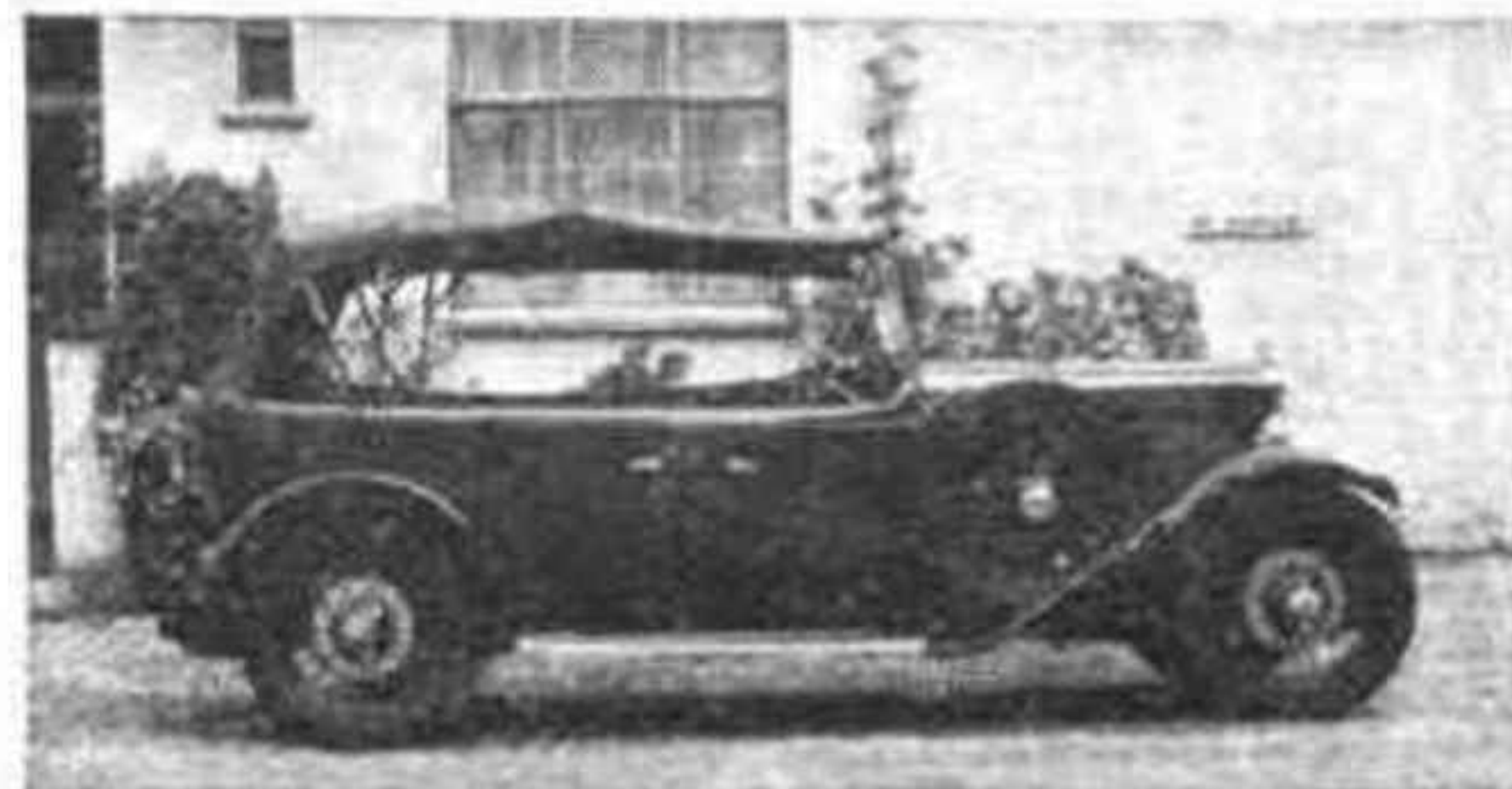
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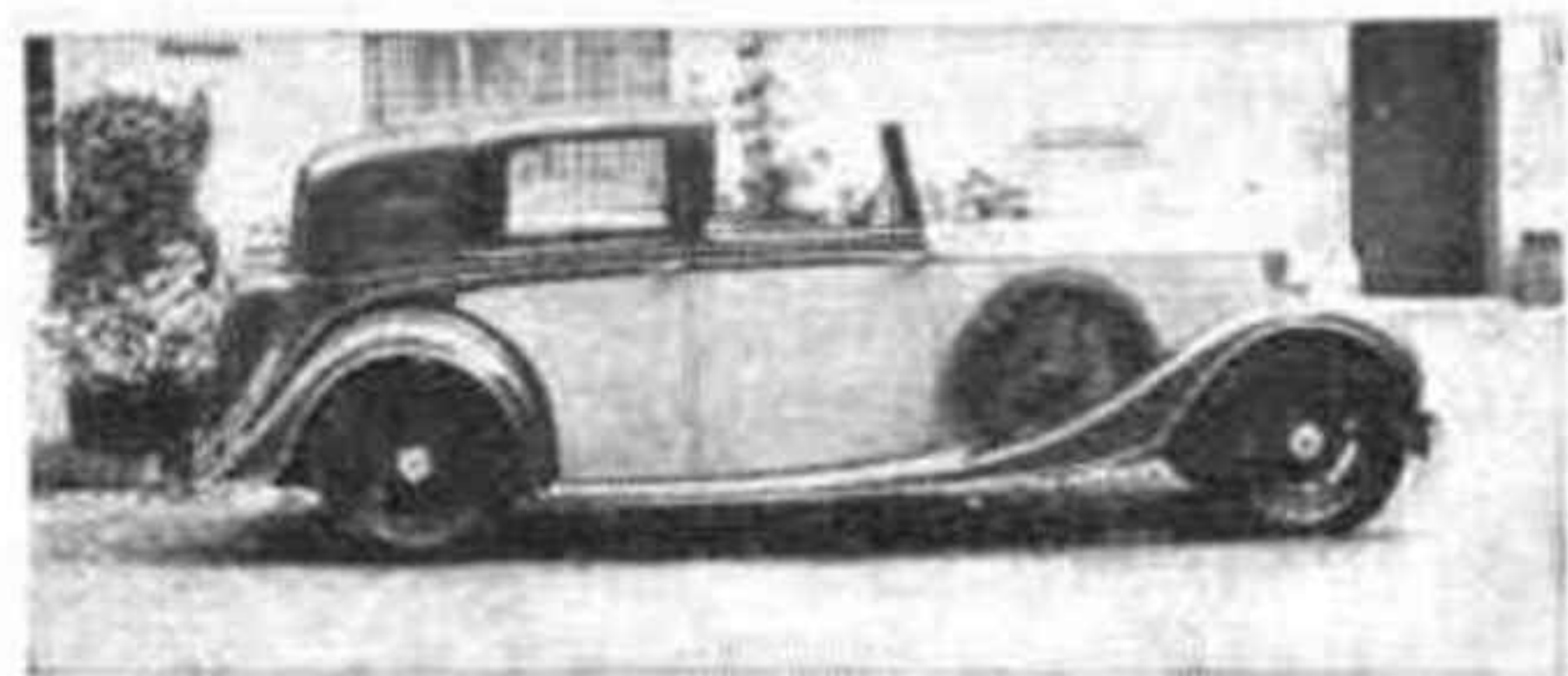
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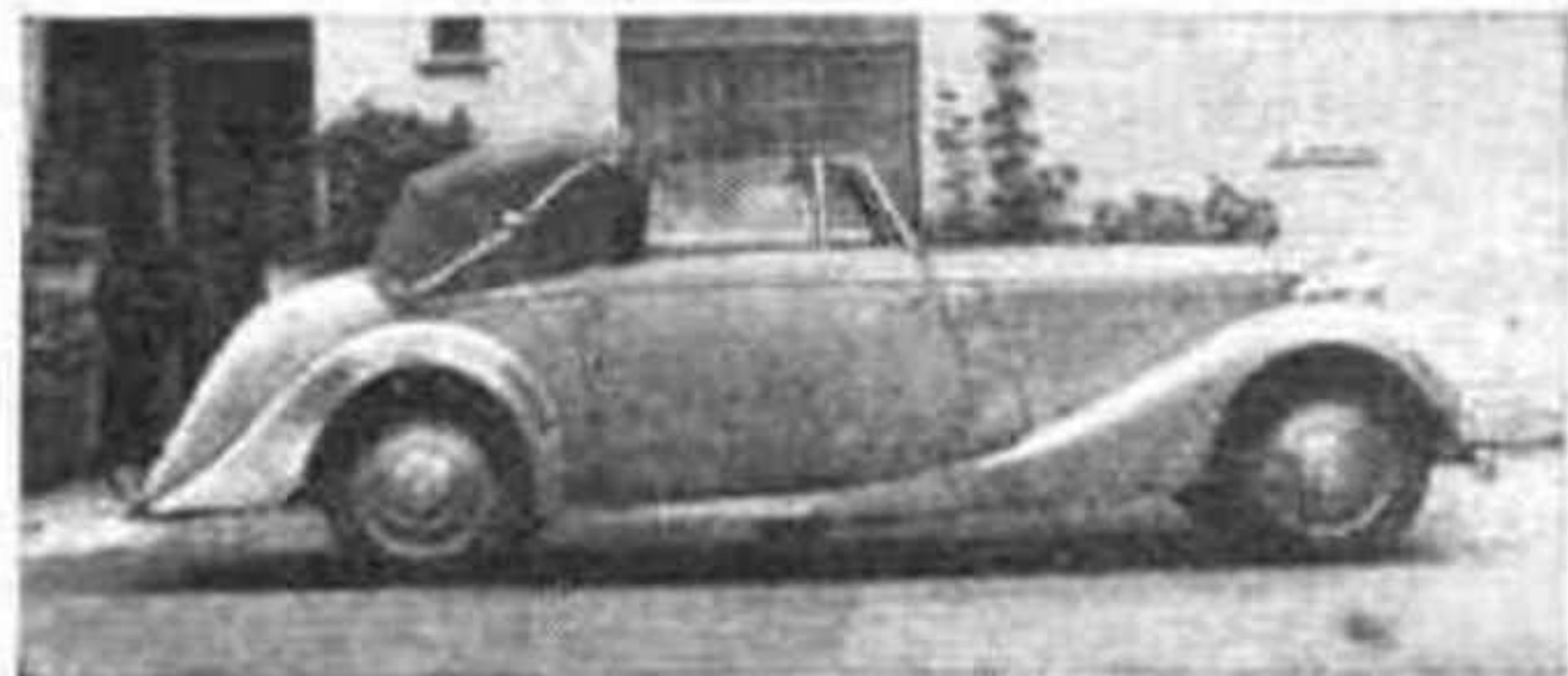
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1968 TR5, Valencia blue with black trim, fitted overdrive, radio and Rostyles ... £1,039  
 1966 TRIUMPH Spitfire, red with black trim, fitted works hard-top in same colour ... £515  
 1968 LOTUS Elan (illustrated) S4S/E drophead, champagne with black trim, p.-b. radio fitted; very nice example ... £1,245  
 1968 M.G.-B, in mineral blue with black trim, fitted chrome wire wheels; this has had one owner from new and has covered a very low mileage ... £899  
 1967 TR4A, in dark blue with matching upholstery; one owner from new ... £765  
 1967 LOTUS Elan f.h.c. S3, white with black interior, fitted k/ons and p.-b. radio; exceptional example ... £995  
 1968 MARCOS 1600 GT, in yellow, fitted wires, sun-roof and radio; fabulous car ... £1,275  
 1965 HEALEY 3000, red with black trim, fitted wire wheels, overdrive and radio; well cared for low-mileage example ... £755  
 1966 TR4A, Surrey top, in red with black trim, fitted wires and overdrive ... £735  
 1967 M.G.-B GT, in white with black trim, fitted wires and overdrive ... £895  
 1967 M.G. Midget, 1,275 c.c., B.R.G., with wire wheels fitted ... £549  
 1967 TRIUMPH Spitfire Mk. 3, in red, with wire wheels ... £559  
**PIPER GT** (illustrated), built 1969, fabulous-looking road car in tangerine, with black interior; economical to run and a real crowd-stopper; realistically priced ... £950  
 1968 'E'-Type d.h.c., yellow, black interior, c.w.w., white-banded tyres, tinted glass; fabulous looker ... £1,725  
 1968 'E'-Type drophead (illustrated), white with black interior, c.w.w., p.-b. radio; this car has covered only 21,000 miles with one owner ... £1,749  
 1968 RELIANT Scimitar GTE (illustrated), white with black interior, overdrive, radio and tape deck; one owner, very low mileage. We cannot understand why this car is still with us!!! It is in excellent condition and must be one of the few dual-purpose sports cars. Now attractively priced at ... £1,595

1967 TR4A, in red with black trim, fitted wire wheels, overdrive; very clean example ... £849  
 1965 M.G.-B, B.R.G. with black trim, wires and overdrive ... £595  
 1965 TR4A, red, fitted wires, overdrive, radio and Surrey top; exceptional motor car ... £649  
 1966 ALPINE GT, red with black trim, fitted overdrive and a radio; gleaming example ... £585  
 1968 TR5, primrose with black trim, overdrive and radio fitted ... £1,049  
 1969 TR6 (illustrated), red with black interior, wire wheels; 18,000 miles ... £1,429



1969 TR6, red with black interior; fabulous car with very low mileage recorded ... £1,395  
 1965 SUNBEAM Tiger, B.R.G., 4.2 engine; a far above average car. A hard-top is available to match ... £615  
 1967 SUNBEAM Tiger (illustrated), blue, fitted radio and Minilite mag. wheels. A black hard-top is available for this car ... £820



1966 SUNBEAM Tiger, white; beautiful-looking car with Cobra modifications to the engine and wide wheels; frighteningly fast ... £699  
 1968 LOTUS 7, Series 3, wide wheels and modified 1600 crossflow ... £785



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For cars not advertised, please phone. All cars in our showroom can easily be seen whilst we are closed.

### INFORMATION

All cars three months guaranteed. All cars checked over in our workshops. Any car, motorcycle, etc., taken in part exchange.

### FOR SALE—continued

1934 SSII. IDEAL FOR REBUILD. Offers. 39, Chudleigh Rd., Kingsteignton, Newton Abbot, Devon. (6641)  
 55 JAGUAR, 1936, 2½-LITRE SALOON. Extremely sound and original; taxed; M.o.T.; two spare wheels and spare head. Offers or swap. S. H. Norman, Greenbank House, Greenbank Gdns., Grappenhall, Warrington, Lancs. (6642)  
 LOTUS 18 MID-ENGINE SINGLE-seater, eligible Formula Monoposto; 1,000 c.c.; Cosworth Ford engine. £295. Tel.: Southport 2975. (6643)  
 1936 25/30 ROLLS-ROYCE, BARKER body. Model T Ford, partly restored. Would consider exchange. Jenkin, Lindfield, Sussex. Tel.: 2333. (6644)  
 1965 LANCIA FULVIA 2C IN SPARKING condition. Recent tyres, front suspension, wheel bearings and respray; M.o.T. licence to 6/1971. £495. James, 12 Dickinson Lane, Westhoughton, Bolton. Tel. Westhoughton 3706. (6645)  
 1938 BUICK ALSEMARLE COUPE. Fully restored to Concours condition and winner of many awards. English custom convertible body by Carlton Carriage Co. Best offer around £600. Photo available. 93 Birdwood Rd., Cambridge. (6646)

### FOR SALE—continued

JAGUAR XK1505 F.H.C., DEC., 1959. Overdrive, wire wheels, spots, radio; M.o.T. Sept., 1971; taxed Feb., 1971; all bills for five years. £450. 20 Solent Drive, Barton-on-Sea, Hants. Tel.: New Milton 261. (6647)  
 1954 SUNBEAM ALPINE MK. 1; 76,000 careful miles. A cherished possession of family since 1955. Absolutely original, in excellent condition. Toledo blue. £500. Cleve Lodge, Elmhurst Rd., Goring-on-Thames, Oxon. Tel.: 2607. (6648)  
 1968 M.G.-B. MINERAL BLUE/BLACK interior, wire wheels, push-button radio, tonneau; good condition. £865. Tel.: Newbury 1936. (6649)  
 MARCOS MINI, MINERAL BLUE. Attractively modified, grey and black interior; built 1967. £395. Tel.: High Wycombe 26589. (6650)  
 T.V.R. VIXEN, 1968, VERY GOOD CONDITION. Wire wheels, radio; white/black interior. £840. Tel.: Cheltenham 59855. (6651)  
 XK150 F.H.C., 1958, DARK GREEN. Good bodywork, excellent mechanical condition, overdrive, radio, new clutch, new tyres. £500. Cadbury, Birmingham. Tel.: 021-425 1441. (6654)

### FOR SALE—continued

JAGUAR XK150 D.H.C. TAXED; M.o.T. Oct., 1971. Registered 999 GPE; resprayed metallic green; new hood, batteries, tyres, brakes, exhaust. £375. Another for renovation with new engine. £167 o.n.o. Tel.: Derby 53084. (6652)  
 1926 ROLLS-ROYCE 20 HOOPER SALOON. Complete and original, reupholstered and renickelled, new tyres, etc.; bodywork excellent, mechanically good; needs only a small amount of work and expenditure to make Concours. £1,250. Daniels, Whatcombe, Blandford, Dorset. Tel.: Milton Abbas 230. (6653)  
 MERCEDES-BENZ 300, FOUR-DOOR cabriolet, 1954. Dark blue. Very rare model; fully overhauled; bodywork and all chromium parts in excellent condition; new hood and headlining fitted by specialists. The radio, heater and all the instruments are in perfect working order; the interior fittings are all in good condition; and the original instruction book and spare parts book are intact. Tel.: Eiland 3049 (evenings or weekends after Nov. 3rd). (6655)  
 TR4A, 1966, ROADSTER OVERDRIVE, wire wheels; M.o.T. £600. Tel.: Hexham (Northumberland) 3111. (6656)

### FOR SALE—continued

RELIANT SCIMITAR WITH OVER-drive, 1966. Wire wheels, radio, belts; absolutely pristine condition; rustproof body, cheap spares; amazing economy. £795. Terms, exchanges. Tel.: Coinbrook 2891. (6657)  
 ALVIS SPEED 20 (1932) SPORTS saloon by Mayfair. All bright work re-plated, four row tyres; needs finishing; current M.o.T. Tel.: Forgate (Worcester) 4208. (6658)  
 DAIMLER SP250 CONVERTIBLE, 1963, late 'B' specification. Mountain blue. Known history; excellent condition; total reliability; 125 m.p.h. £530. Tel.: 01-346 8871 (evenings/weekends). (6659)  
 1959 FIAT ABARTH ZAGATO 850S. AN excellent example of this rare motor car; 50,000 miles, 13,000 this engine. £675. Full history and details on request. Lieutenant C. Bates, Flat 3, 14 Bellevue Rd., Weymouth, Dorset. Tel.: Weymouth 2019 (evenings). (6661)  
 SAAB 95/V4 ESTATE JUNE, 1969; 11,500 miles; impeccable condition. Green/black interior. A superb vehicle. £815. Consider Mini Traveller/Cooper part exchange. Tel.: Northanger (Alton, Hants.) 2735. (6662)





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### JAGUAR



### TRIUMPH

**1968 'G' Alfa Romeo 1300 Junior.** Lime green, black interior, radio, recorded mileage 28,000; 1 owner .. **£1,245**

**1965 Healey Sprite.** Yellow with black interior, outstanding condition .. **£495**

**1965 Mustang convertible.** Silver blue, blue interior, power hood, radio unmarked condition **£1,100**

**1968 'G' Ford Escort GT.** White, black interior, low mileage **£665**

**1969 'G' Ford Cortina 1600E.** Gold, black interior, reclining seats, recorded mileage 16,800 **£995**

**1968 'G' Lotus Cortina.** Finished in Silver Fox, black interior, recorded mileage 19,000 **£860**

**1966 Jaguar 3.8 automatic.** Finished in dark blue, blue interior, reclining seats, radio, heated rear window .. **£875**

**1970 370 miles only Jaguar 'E'-Type convertible.** White black interior, reclining seats, 8 track slot stereo radio, genuine reason for sale .. **£2,295**

**1969 'H' Lancia Fulvia coupe.** Dark blue, beige interior, fitted radio, 1 owner .. **£1,445**

**1968 'F' Lancia Fulvia coupe.** White, black interior, fitted radio, recorded mileage 24,000 **£1,275**

**1969 'G' Lotus +2 Elan.** Finished in blue, black interior, fitted radio, recorded mileage 15,000, 1 owner .. **£1,995**

**1967 M.G.-B GT.** Mineral blue, black interior, fitted o/d, recorded mileage 22,500 .. **£975**

**1969 'H' (Dec.) M.G.-C GT.** Green/green interior, fitted radio, w/w, o/d, recorded mileage 14,000 .. **£1,195**

**1969 'G' M.G.-B drophead.** Finished in blue, black interior, fitted radio, o/d, w/w .. **£1,045**

**1969 'G' M.G.-B.** Finished in white, black interior, Bermuda h/top, 1 owner .. **£1,075**

**1969 'H' Morgan 4/4 competition.** Finished in dark blue, black interior, fitted spots, radio, boot rack, w/w, recorded mileage 12,000, 1 owner .. **£1,295**

**1966 'D' Morris Mini Cooper.** Green, black interior, radio **£425**

**1965 Morris 1275 S Cooper.** Red, grey interior, radio .. **£450**

**1969 'G' Reliant Scimitar GTE.** Caribbean green, black interior, fitted radio and reclining seats, recorded mileage 27,000, 1 owner .. **£1,695**

**1968 'F' Sunbeam Alpine convertible.** Finished in white, black interior, hood, fitted radio, recorded mileage 8,000, 1 owner **£850**

**1967 'E' Triumph Vitesse convertible.** Finished in blue, black interior, recorded mileage 5,000 **£595**

**1968 'F' Triumph Vitesse convertible.** Finished in Dolphine grey, red interior, fitted radio, recorded mileage 27,000, 2 owners **£745**

**1967 'F' Volvo P1800S.** Finished in green, beige interior, fitted radio, o/d, recorded mileage 12,000 .. **£1,250**

**1969 'G' Triumph 2.5 PI.** Finished in damson, black interior, fitted radio, reclining seats, recorded mileage 16,000, 1 owner **£1,345**

**1968 'F' Triumph Spitfire.** Finished in white, black interior, recorded mileage 26,500, 1 owner **£695**

**1969 'G' Triumph Spitfire convertible.** Finished in dark blue, black interior, fitted w/w, recorded mileage 8,000, 1 owner **£795**

**1970 'J' Triumph Stag convertible.** Finished in dark blue, blue interior, fitted power steering, windows, reclining seats, recorded mileage 3,000, 1 owner

**1966 Triumph TR4A.** Finished in green, green interior, fitted radio, o/d, w/w, 2 owners **£695**

#### FOR SALE—continued

**AUSTIN BOX 7, 1933, IN YELLOW AND black.** Stored 2 1/2 years; excellent condition; rebuilt mechanics, rewired, relined, new brakes and tyres; not fully run-in; M.o.T. Aug., 1971. £180 o.n.o. Roe, 63 Newton Gdns., R.A.F. Newton, Nottingham. (6566)

**1952 BRISTOL 401, NEW RESPRAY IN red;** crank regrind by factory, new clutch, etc.; not yet run-in. Excellent. £300. Tel.: Porthcawl 4812. (6567)

**M.G.-B GT, 1969 G REGISTRATION,** Blue with black interior; wire wheels, overdrive, quartz spot, radio, leather-bound wheel; genuine 11,500 miles; new condition; used as second car. Price £1,150 o.n.o. Nicholls, Northwood, Wem, Shropshire. Tel.: Bettisfield 283. (6568)

**TR3A, B.R.G. OVERDRIVE, WIRES,** 2Xs, anti-roll, q.i.v. spot and fog, wood wheel. £300 o.v.n.o. View Oxford. Tel.: Rowstock 393, extension 24 (day). (6569)

**JAGUAR XK140 ROADSTER, IN ORIGINAL condition.** Chromework pristine; silver with red trim; licenced and M.o.T. One of 49 built; engine and gearbox renewed; tonneau cover, black hood and sidescreeens. £475. Tel.: Troon 1141. Small, 40 Ottoline Drive, Troon, Ayrshire. (6570)

**ALVIS 12/50 OR SILVER EAGLE, IN restorable condition.** Crank, 53 Kelvinbrook Molesey, Surrey. (6571)

**ALVIS SPEED 20 OR SPEED 25 TO restore.** Box 2534. (6571)

**R A I L T O N . STRATTON SALOON** Straight Eight, 1936. Body good, engine good, needs completion of restoration. Only 100 of this marque left. Tel.: Longsdon (Staffs.) 407. (6572)

**ROLLS-ROYCE, 1949, SILVER WRAITH** sedan de ville, body by Mulliner. Superb condition. £1,495 o.n.o. Thornton, Walker House, Darley, Harrogate. Tel.: Darley 306. (6573)

**VS 9 REGISTRATION ON 1962 MORRIS 1000** for sale. Tel.: 01-529 5132. (6574)

**MARCOS 1500 GT, OCT., 1966, SILVER blue.** Wire wheels; 40,000 miles; much modified engine fitted 20,000 miles ago, Stage 3 head, Ford rally camshaft, Kenlowe fan, windhorns. Within the past six months new carbs., front suspension mountings and carpeting fitted to bring this car into excellent condition. £1,000 o.n.o. Tel.: 051-428 4164 (evenings). (6575)

**BENTLEY 3 1/2, 1934, M-E SPORTS saloon,** £700; Ace 18 in. wheel discs, £30 set of five; Ace spare wheel cover, 650 x 19, £12. T. C. Clarke, 2 Kings Rd., Horsham, Sussex. Tel.: Horsham 64473. (6576)

#### FOR SALE—continued

**TC M.G. RESTORED TO ORIGINAL** from chassis up; resprayed, retrimmed, rechromed; immaculate, tuned Stage 2/3; mechanically perfect. Serious offers to: 16 The Parklands, Droitwich, or telephone 021-445 2269 (Barnet Green). (6577)

**MK. VI BENTLEY, EXCELLENT BODY** and appearance. Mechanically perfect. Sale because of storage problems. Fair offers. Tel.: Bradford 682141. (6578)

**MINI CLUBMAN 1275 GT, "J" REGIS-** tration, Red, black interior; 600 miles only. Cost new £922. Will accept nearest offer. And M.G. TF, 1,250 c.c., 1954, Superb condition; completely rewired, rechromed, etc. £465. Overseas posting forces sale of both cars. Tel.: 01-898 2297 (Whitton) (after 6.30 p.m.). (6579)

**THREE-LITRE BENTLEY, 1927, OPEN** tourer; big sump engine; a very outstanding car. £3,500. 13 Park Drive, Dagenham, Essex. Tel.: 01-592 4654. (6580)

**SCOTTISH MASERATI, 1962, 3500 GT1,** r.h.d. Magnificent four-seater fixed head coupé with Webasto sun roof and electric windows. This car is in excellent condition, the body being of aluminium and total mileage being 35,000; cruising speed in 5th gear 125 m.p.h.; Lucas fuel injection recently overhauled at a cost of over £100. Circumstances indirectly connected with the breathalyser test force very reluctant sale. Offers over £1,600 to: K. Taylor, 4 Allankbank Rd., Larbert, Stirlingshire, or telephone Larbert 2838. (6581)

**1958 JAGUAR XK150 F.H.C. 3.8, "S"** specification engine, chrome wire wheels, overdrive; very sound order, £450 o.n.o. A. E. Birch, 24a Headstone Rd., Harrow, Middlesex. Tel.: 863 4808. (6582)

**CONTINENTAL BENTLEY BY H. J.** Mulliner. Fastback sports saloon, 1954. All-aluminium bodywork, beautifully finished in silver metallic paintwork. £2,550. More details at Denham 2794. (6583)

**1933 ROLLS-ROYCE PULLMAN LIMOU-** sine. Excellent condition; private owner; 71,000 miles only; full history with original invoice. 87 Grove Rd., Southampton. Tel.: 72384. (6584)

**HUMBER HAWK WITH DIVISION, 1967.** Black with red trim; one owner; low mileage. 87 Grove Rd., Southampton. Tel.: 72384. (6585)

**LAGONDA 4 1/2-LITRE FOR RESTORA-** tion. Section IV. No body, but includes wings, bonnet and instruments. Offers. Tel.: 01-650 9316. (6586)

**LOTUS ELAN S4, SEPT., 1968; 21,000** miles; immaculate; extras. £1,100. Tel.: Sevenoaks 56351. (6587)

**BENTLEY, 1954, "R" AUTOMATIC.** James Young four-door saloon; low mileage. 19 Oakleigh Park North, London, N.20. (6588)

## Central Sports Cars



- 1968 TRIUMPH TR5 P.I., blue, black trim, o/d., radio; low mileage; immaculate throughout .. **£1,065**
- 1967 TRIUMPH TR4A, white, black trim, o/d., wires; fine example **£885**
- 1968 TRIUMPH Spitfire, white, black trim, o/d.; fantastic condition throughout .. **£715**
- 1968 TRIUMPH Spitfire, red, black trim; low mileage .. **£695**
- 1964 TRIUMPH TR4, Surrey, blue; fine example .. **£495**
- 1968 AUSTIN HEALEY Sprite IV, white, black trim; low mileage; immaculate .. **£635**
- 1966 JAGUAR 'E'-Type 4.2 f.h.c., silver, blue trim, chrome wires, radio; low mileage; immaculate .. **£1,295**
- 1968 LOTUS Ford Cortina, white/green, black trim, radio; immac. **£825**
- 1968 M.G.-B Mk. II, red, black trim, o/d.; very low mileage, mint condition .. **£965**
- 1967 M.G.-B GT, blue, black trim, o/d., wires, radio, sunshine roof; immaculate .. **£895**
- 1965 M.G.-B, B.R.G., black trim, wires, radio; exceptional cond. **£585**
- 1966 SUNBEAM Alpine GT, blue, blue trim, o/d., radio; one owner; fantastic condition .. **£599**

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**FOR SALE—continued**

**FACEL VEGA, HK500, 1961, 6.2-LITRE** Chrysler, B.R.G. Discs, electric windows, radio, etc.; breathtaking performance, around 20 m.p.g.; paintwork excellent; in daily use; M.o.T., etc. Nearest £600. Tel.: Cirencester 3046. (6943)

**FOR SALE: FROG-EYE SPRITE, NEW** engine, gearbox; condition as new, £300. Lane, 32 Station Rd., North Walsham, Norfolk. (6944)

**KK1905 D.H.C. C.W.W., CINTS., HORNS,** interesting number, I.A.M. owner, £750 cash. Consider exchange M.G. or Rover 2000, etc. Serious enquiries. Box 2570 (N. London). (6945)

**BENTLEY MK. VI, 1949, GREY ON** black. Good condition for year. Recent engine overhaul. £275. Nicholls, 6 Pine-ridge Close, Spital, Bebington, Cheshire. (6946)

**MORGAN 4/4 IMMEDIATELY TWO-** seater, 1969/1970, immaculate condition. Cash. Write, preferably, Gerrard Peat, 11 Ironmonger Lane, E.C.2. Tel.: Borough Green 2559. (6947)

**A.C. ACE, JAGUAR ENGINE AND** gearbox, new 15-in. wheels and Cinturatos, specially lowered suspension; very good condition, £685. Also another probably the finest available: £1,000 recently spent. Candy apple blue; 6K wires. Full specification on request. £1,100 o.v.n.o. Tel.: Burgh Heath 50202, 65 Parsonsfield Rd., Bostead, Surrey. (6948)

**LAGONDA 2.6 SALOON, 1950, BE-** lieved fitted with DB2 engine and box, hence floor change; recorded mileage 12,943. Offers, Richard Odell, The Old Kings Head, Market Sq., Stony Stratford, Bucks. (6949)

**XJ6, 2.8 AUTO, DE LUXE, "J" REG.** Dark blue, grey trim; P.A.S., h.r.w., p.b.r., inertia belts; under 500 miles. Invoice price. Tel.: Havant 5980. (6950)

**1952 A40 SPORTS; GUARANTEED 32,000;** virtually one owner; new hood, etc.; beautiful in red. Sensitive offers please. Tel.: St. Annes (Lancs.) 21382. (6951)

**KK150 F.H.C. EXCELLENT MECHANICALLY,** new clutch, gearbox, brakes, wires, Cinturatos; good bodywork. £375. Tel.: Rugby 2736. (6952)

**1948 MK. VI BENTLEY, LIGHT GREY** with blue upholstery; well above average and c/w tools, maintenance manual, current licence and M.o.T. £375. Tel.: Loughborough 2209. (6953)

**MAGNIFICENT 1952 2½-LITRE RILEY** saloon. One fastidious owner for 17 years and genuine 11,000 miles from new, supported by service records. In wax polished black cellulose, the car is absolutely immaculate throughout and mechanically faultless; new tyres, seat covers, tools and handbook. £520. Genuine enquiries only please. Tel.: Loughborough 2209. (6953)

**KK150 ENTHUSIASTS, WHY PAY** 800+ for a car. My 1960 TK150 d.h.c. is an exceptional rust-free condition; has excellent mechanics, three owners and 38,000 recorded miles, chrome wire wheels, red coachwork, tan interior; needs a little tidying up. It's yours for £495. No offers. Sharp. Tel.: Mansfield 22522. (6954)

**AH 3000 MK. II, 1963, HARD/SOFT-TOP,** tonneau, boot rack, overdrive, woodrim, etc. Mk. II cockpit. £350 spent last 18 months; respray gold; decoke, new carbs., gearbox, overdrive, tank, pump, pads, shoes, m/cylinders; too much more to mention. £550. Harding, Cherry Tree Farm, Barthomley, near Crewe, Cheshire. (6955)

**LOTUS EUROPA MK. II, 1969, MAG.** wheels, electric windows, etc.; excellent condition. £1,290. Accept cheaper "E"-type, etc., and cash. Tel.: Eaglescliffe 3075. (6956)

**BENTLEY, 1948, MK. VI FULL-FLOW** 4½ SS saloon. Black, tan interior; original tools, handbook; third owner; well maintained; health forces sale. £400 o.n.o. Metcalf, Tel.: Epsom 21254. (6957)

**LOTUS ELAN 54 S/E, 1970, RED,** D.H.C.; 8,000 miles only; immaculate. £1,320. 1c Regent Parade, Harrogate. Tel.: 0423 2412. (6958)

**LOTUS ELEVEN, COVENTRY CLIMAX** Stage 5 tune engine, mag. alloy wheels; unusual blue coupé body, reg for road. A gift at £250. Moor End, Stavely, Yorkshire. Tel.: Copgrove 329. (6958)

**BENTLEY MK. VI SPARES (4¼), GOOD** mechs., body rotted. Tel.: Barcombe (Sussex) 451 (evenings). (6959)

**HOTCHKISS PROVENCE, 1948, PARIS-** Nice (3½-litre) for restoration; complete; new hood fitted; spares available if needed. £125. Tel.: Barcombe (Sussex) 451 (evenings). (6959)

**GILBERN, 1962, THREE OWNERS;** 70,000 miles; M.G.-A 1,622 c.c. mechanics; M.o.T. April. An exceptionally well-designed and constructed car in fine condition. Seen London or Eastbourne. £350 o.n.o. Tel.: Eastbourne 25965. (6960)

**N.S.U. WANKEL SPIDER, JULY, 1965,** M.o.T., taxed; recently overhauled, new rotor tips, seals and block; 41,000 miles. Offers, J. E. Bailey, Tel.: Aldridge 52288 (office), 021-353 7542 (home). (6961)

**ALLARD M DROPHEAD COUPE, 1949,** Genuine 85,000 miles; two owners; new engine 78,000 miles. M.o.T.; excellent condition. £350 o.n.o. Tel.: 021-440 1407 (Birmingham). (6962)

**RILEY STELVIO, 1933, VERY HAND-** some sports saloon. Will meet prospective purchasers half-way. Details: Lawrence, Brewery House, Mid Calder, Midlothian. (6963)

**MARCOS 1600, "G" REG, YELLOW** ochre. New Avons, Minilites, radio, sun roof; one owner. No reasonable offer refused. £1,095. Tel.: Hitchin 52951 (daytime). (7052)

**FOR SALE—continued**

**TR3A, 1968, OVERDRIVE, W/WHEELS,** hard- and soft-tops, tonneau, radio, G800s. M.o.T. Oct. 1971. White with black trim. Overhauled and maintained for last five years by TR enthusiast. £325. Greenwood, Tel.: Burnley (Lancs.) 29654. (6965)

**M.G. LENHAM GT, MARIGOLD, BUILT** 1968. Road-tuned FJ-type engine just reconditioned. Competition brakes/suspension 5½ J.s. leather steering-wheel, carpeted, belts. Eye-catching, fast, economical, safe. Work forces sale. Also many Spridget spares. Tel.: 0621-3340. (6966)

**HILLMAN HUNTER, 1967, FAST, COM-** fortable ride. Clean. Low mileage. £215 o.n.o. Tel.: 0621-3340. (6966)

**SPRITE MK. I, SEBRING BONNET, DARK** blue. Hard/soft-tops, new tonneau, Cints., s/belts, V.G.C. £200. Gregg, Tel.: 01-623 6969 (9 a.m.-5 p.m.). (6967)

**VOLVO PV544, 1963, RED, RADIO, CINTS.,** seat belts. £225. Tel.: 0702 524645. (6968)

**M.G. YB, VERY ORIGINAL AND NOT** bodged up. Impressive appearance with usual refinements, including heater, sun-roof. Professionally rebuilt engine and new clutch. Completely reliable and well worth £165. Tel.: Slough 41373. (6969)

**M.G. J2, 1934, B.R.G. REBUILT, NEW** hood. Resprayed, rechromed, new tyres, spares, Ford engine. M.o.T. MG registration. Taxed. Price £225, no offers. Tel.: Swindon 21455. (6970)

**ROLLS-ROYCE SILVER WRAITH, HOOPER** body. First registered December 30th, 1949. Mileage 105,800. Complete mechanical overhaul, including replacement engine at 82,017, by Rolls-Royce Ltd. £1,200. Hagerty, 4 Oxford Rd., Southport. (6971)

**MASERATI 3500 GT 2+2, DARK GREEN,** 1963 Show car, ex-Count Trossi. 32,000 miles. R.H.D. Five-speed gearbox. 140 m.p.h. New fuel-injection unit, alternator and battery. Alloy Borrani wheels, Cinturato tyres, 5-band radio. Taxed, M.o.T. Beautiful-looking car with tremendous performance. £1,750, H.P. available. Tel.: Sevenoaks (Kent) 54102. (6972)

**M.G.-C ROADSTER, 1968, RED, OVER-** drive, wires, radio; excellent condition. £775. Write: 16 Selso Rd., Bywell Rd., Dewsbury, Yorkshire. (6973)

**ALVIS TA21, 1952, SALOON, SUNSHINE** roof. V.G.C. New tyres. Also TA21 drophead, complete and towable, needs reassembly. Many spares. £200 the lot. Tel.: Dunstfold 425. (6974)

**DAIMLER BARKER S/S, RECENTLY RE-** sprayed two-tone Rolls-Royce grey, rechromed, re-varnished, new carpets, new hood. Engine rebuilt, in all round excellent condition. £675. Tel.: 01-476 7885 (daytime). (6975)

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**M.G. MAGNETTE ZA, 1955, VERY GOOD** condition. M.o.T. March 1970. £100. Tel.: Buntingford (Herts.) 574. (6978)

**£150 O.N.O.—JULY 1955 M.G. MAGNETTE,** Good condition, new silks, flashers. M.o.T. Aug. 1971. Very reliable; few spares. Lloyd 95 Oxstall Lane, Gloucester. (6979)

**RILEY MONACO BIARRITZ, 1931, 95%** restored, interior needs slight attention. Very original, very rare, perfect running order. M.o.T. £350, no offers. Tel.: 01-894 1905 (evenings). (6980)

**PORSCHE 912, 1966 MODEL, ONE OWNER,** Red, black interior; seat belts; Motorola, M.o.T. October 1971. Bodywork and engine beautiful. Naggig wife forces sale. £1,285 o.n.o. Tel.: 01-399 6033 (Surbiton). (6981)

**1937 AUSTIN CAMBRIDGE SALOON,** Excellent maroon bodywork, leather upholstery, carpets. Fine running condition. M.o.T. March. £125. Tel.: Stratford-on-Avon (0789) 4350. (6982)

**1948 TRIUMPH ROADSTER 2000, RE-** sprayed and extensively reconditioned since March 1970. Taxed and M.o.T. £315 o.n.o. Tel.: Wokingham 614 (evenings). (6983)

**AUSTIN HEALEY 3000 MK. III, 1965, WHITE,** Overdrive, many extras; low mileage; taxed, long M.o.T. This car is for the enthusiast requiring a truly immaculate example. £775. Tel.: East Horsley 2346. (6984)

**TERRIER FALCON FORD, O.H. INLET,** s.v. exhaust 100E. Twin S.U., Woolper gears. Engine overhauled but not replaced. Offers. Armstrong, Tel.: Knockholt 2226 (Kent). (6985)

**1936 MORRIS EIGHT OPEN 2-SEATER,** Hood, curtains. Last 19,000 miles trouble free. New tyres. M.o.T. Major operation selling reason. £125 o.n.o. Many spares negotiable. Major Harvey, Wingham (Tel.: 508), near Canterbury. (6986)

**1936 BENTLEY 4, ATTRACTIVE COACH-** work by Mann Egerton in good original condition. Engine requires extensive rebuild. £250. 1936 Austin Ascot, excellent original condition, one owner. £150. Tel.: Winkleigh 485. (6987)

**JAGUAR XK140, 1955, F.H.C., RACING** green, lawn interior; mechanically excellent, recent decoke, new clutch and electrics. £375. Tel.: 01-736 2072 (evenings) or Ringwood 3832 (weekends). (6988)

**1961 TR3A, RED, WITH HARD/SOFT-** tops, tonneau, overdrive, heater. Very reasonable condition. £300. Tel.: Warrington (Lancs.) 63121 (before 8 p.m.). (6989)

**MARCOS LE MANS GT FASTBACK,** Built for Le Mans in 1968 and now converted for road use. Fitted 1,650-c.c. Cosworth engine, twin 42DCOE Webbers, oil-cooler, electric fan. A6 cam, full harness belts, mag. wheels, etc. This fast and attractive car in black/yellow is offered at £395 o.n.o. H.P. possible. Tel.: High Wycombe 36012 (Bucks.) (evenings). (6990)



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LEFT-HAND DRIVE M.G.-B GT. SEPT., 1968. Yellow/primrose; radio, wire wheels, undersealed; very good condition; one careful owner. 1880. Tel.: Waterlooville 53376 (after 5 p.m.). (6664)

WANT A SPORTS CAR, BUT NEED A removal van? Try my compromise! "H" reg. Cortina GT Estate. Dragon red with black trim, black leather cloth roof, sun roof, twin n.l. spots, reversing light, twin wing mirrors, black leather steering wheel, push-button Motorola; fast and economical and in as new condition throughout after only 9,000 miles. £1,050 o.n.o. buys the prettiest Cortina on the road. Tel.: Leicester 737860 (after 5.30 p.m.). (6665)

WHAT IS PROBABLY THE MOST powerful Healey 3000 is for sale. Fitted with a full-race 4.7-litre Chevrolet V8 engine, producing in excess of 300 b.h.p. The price at 1950 includes a fully enclosed Bedford transporter. Consideration given to the part exchange of a roadgoing 3000 or similar. G. Stout, "Trent", Spy Lane, Loxwood, Sussex. Tel.: Loxwood 797. (6666)

LOTUS ELAN S4 COUPE, 1969. WHITE; 10,500 miles. As new. £1,280 o.n.o. Tel.: Bletchley (Bucks) 2068 (evenings). (6667)

RILEY 1 1/2-LITRE, 1947. VERY GOOD condition. Enthusiast's car in everyday use. M.o.T. £225. Tel.: Walton-on-Thames 29632. (6668)

ASTON MARTIN DB5 CONVERTIBLE. One owner; overdrive. Dark blue. Registered CMV 1A Sept., 1963. Exceptionally desirable high-performance car in superb condition. £1,100 or best offer. Duncan Gray, Kilm Cottage, Wigmore Farm, Elmsted, Tel.: Wye (Kent) 305. (6669)

1935 M.G. PB, RECONDITIONED ENGINE, new radiator core, sound, original, complete; good mechanical order, needs detail finishing; sweet wings, paintwork fair; sound body, hood, sidescrims. Highest offer over £250. Seen Kent. Musselwhite, Flat 200, Pullman Court, Streatham Hill, London, S.W.2. (6670)

RARE "E"-TYPE 3.8 F.H.C. FITTED with the 4.2 gearbox. This car is bodily and mechanically very good. Nose-to-tail overhaul, including new cylinder head. Makes it excellent value. 1835. Tel.: 01-686 4133 (evenings). (6671)

1956 HEALEY 100/4. ENGINE 10,000 miles; overdrive wire wheels, four new Cinturato tyres, hard- and soft-top. Racing Green; M.o.T. Aug., 1971. £210. Redfern, Old School House, Stokesay, Craven Arms, Shropshire. (6672)

1930 AUSTIN SEVEN. NON-ORIGINAL open mahogany body; M.o.T.; unusual car in running order. £145. Tel.: 01-647 7182. (6673)

VINCENT RAPIDE, SERIES "C". Excellent condition and appearance. New 9 to 15; large-bore monobloc, carbs, stainless exhaust pipes, guards, domed nuts, etc. £275 or exchange, plus cash for Alfa or similar. Tel.: Brigham (Cumberland) 373 (evenings). (6674)

LAGONDA TICKFORD COUPE. Excellent condition. Spare engine, gearbox, back axle and suspension. £450 o.n.o. Tel.: 272 9881 (weekends). (6675)

1962 BLUE SPRITE. SERVO, COOLER, modified 1100, radials; very attractive. Haggie, £250. Aldrick. Tel.: 01-478 3311 (day), 01-989 8611 (evenings). (6676)

1954 BENTLEY "R"-TYPE. MANUAL. Black with red hide. Excellent tyres; agent maintained. Offers around £500. Aldrick. Tel.: Hadleigh (Suffolk) 2169. (6676)

1952 RILEY 1 1/2. VERY GOOD CONDITION. Original black coachwork; one previous owner. £200 o.n.o. Tel.: Ascot 21585. (6677)

M.G. ZB, IMMACULATE, BLACK, NEW M.o.T.; battery clutch. Tel.: 021-772 7312 (office hours). (6678)

1963 LOTUS ELAN 1600. SHAPECRAFT f.h.c. body, Duplex braking systems, etc. Sensible offers around £600. Tel.: Horsham 60756. (6679)

TRIUMPH TR4A, 1965. THIS EXCELLENT motor car has overdrive, radio, new Cinturatos underseal; new M.o.T.; taxed. Negotiations around £610. Tel.: 0293 32191 (office). Lingfield 3485 (evenings). (6680)

M.G. TF, 1954, 1,250 C.C. RECENTLY rebuilt engine, new tonneau, hood, full M.o.T.; taxed; very fine condition. £435. 75 Blenheim Walk, Corby, Northamptonshire. (6681)

JAGUAR XK1505 DROPHEAD, SEPT., 1959. White with black trim; M.o.T.; excellent condition. £475. Tel.: 01-368 2857 (North London). (6682)

MK. VI BENTLEY, 1948; MULLINER razor-edge saloon in very good condition. Rustless aluminium body with unmarked silver/black cellulose, excellent chrome, mechanically sound. M.o.T. 19/8/1971; taxed; new tyres. Worthwhile investment at £375. No offers. J. Fennell, 2 Foist Close, Wantage, Berks. Tel.: Wantage 2317. (6683)

M.G.-A 1600 MK. II, 1961 IN EXCELLENT condition; recent respray; good engine, 6800s fog, spot. M.o.T. £350. View either S. Wales or Bucks. Tel.: Llandovory 540. (6684)

THREE-LITRE RED LABEL BENTLEY, 1926, open four-seater by Park Ward. Completely original; runs well but needs tidying. £2,200. Ross. Tel.: Great Ayton (Middlesbrough) 2168. (6685)

ALFA ROMEO SPIDER, 1960. 5/HARD-top; l.h.d.; red; enthusiast's car; fair condition; baby Mk II forces sale. £300 o.n.o. Tel.: Orpington 37339. (6687)

### FOR SALE—continued

1931 AUSTIN 7 SALOON. SHORT wheel base; engine rebuilt, including rebore, new bearings, valves, etc.; body good but needs completing. £120 o.n.o. Chester, Croft Lane Croft, Wainfleet, Lincs. Tel.: Wainfleet 347. (6686)

M.G.-B, NOV., 1968. MINERAL BLUE. Wire wheels, XAS shod, extras; well maintained; one owner. 1850. Babbage, 9 Calstone, Calne, Wilts. (6688)

ASTON MARTIN, 1962. CONVERTIBLE. Excellent mechanically; new tyres. £1,300. Part exchange. Tel.: Brightlingsea (Essex) 2275. (6689)

HEALEY 100/6, 1957, 2 + 2. COMPLETELY rebuilt from scratch. All undersealed and resprayed, q.l. headlights, separate flashers, etc.; works hard-top and original soft-top. £390. Wyatt. Tel.: Kings Langley (Herts.) 64168. (6690)

JENSEN 541R. BEAUTIFUL CONDITION. In silver grey, with wire wheels, overdrive; one previous owner; only 64,000 miles. £575 o.n.o. Tel.: 01-499 7944 (day), 01-794 9264 (after 6.30). (6691)

HEALEY 1000 MK. I, BT7, 1961. H/5-tops, tonneau, new valves, flywheel, clutch, steering overhauled. Must be one of the best Mk. I's around, hence £375. Tel.: Dursley 2087. (6692)

BRISTOL 403. £525. 405 MOD. ENGINE. servo, disc brakes. Reutter seats, walnut dash, 1st and 2nd places B.O.C. Concours. Tel.: 01-594 8001. (6693)

TALBOY TEN 1937. PILLARLESS saloon. Gunmetal grey; paint, chrome excellent; new roof lining; good example; rare car. Offers. Tel.: Canterbury 65886. (6694)

MORGAN F SUPER, 1947. COMPLETELY original and in superb condition. Light blue. Outside chromed exhaust system. Good offer considered from genuine enthusiast. Tel.: Hayle (Cornwall) 2298 (evenings). (6695)

TRIUMPH TR3A, CARMEN RED. LONG M.o.T. Rear seat, Michelins; very fast and reliable. £245 o.n.o. Moke or van considered in part exchange. Tel.: Lee-on-Solent 79770. (6696)

LAGONDA RAPIER. EXCELLENT mechanics; narrow 2/3-seater, sports racing body, slab tank, outside selector lever, etc.; all-new ash frame, needs panelling and trimming; very attractive; ideal for V.S.C.C. events. £295. Tel.: Woburn Sands (Bucks) 2371. (6697)

M.G.-C, 1968. TARTAN RED. OVER-drive, wires, ZXs. £820. R. Gilson, 22 Meadow Rd., Shrivvenham, Swindon, Wilts. Tel.: Shrivvenham 330. (6698)

ROLLS 1939, 25/30 SPORTS SALOON by Rippon Bros.; 87,750 miles; grey, fawn upholstery; major engine overhaul at 85,445 miles; new tyres; condition overall excellent. £1,500 o.n.o. Tel.: Tadworth 2058. (6699)

LOTUS ELITE 52, 1962. GOOD CONDITION; ZF box, Stage 3 engine; yellow bodywork. £600 o.n.o. Mr. Platt, 16 Thorsby Close, Brant Rd., Lincoln. Tel.: Stamford 4501, extension 292 (office). (6700)

RILEY 1 1/2-LITRE, 1952. GOOD CONDITION throughout; new roof; taxed. M.o.T. £180. Stevenson, 47 Lightburne Ave., St. Annes, Lancs. Tel.: 22631. (6701)

1947 JAGUAR 1 1/2-LITRE SALOON. Black. Outstanding condition throughout. M.o.T., taxed. £200 o.n.o. Tel.: Welwyn 5581. (6702)

M.G.-B COUPE, 1967; 20,000 MILES only; overdrive, wires, XAS tyres, radio, many extras; immaculate condition; dark blue. £830. Hurrion. Tel.: 01-262 8733 (office hours). (6703)

1937 RILEY KESTREL SPRITE. RUNNING nicely; used daily; good tyres, battery, chrome, etc.; ideal winter transportation for the enthusiast; taxed and tested. £145. Tel.: Woburn Sands 2371. (6704)

MORGAN +4 FOUR-SEATER. LATE 1959. Wire wheels, disc brakes, high port TR3A engine, heater, good weather equipment; taxed and tested into 1971; paintwork tired, hence £425. Tel.: Woburn Sands (Bucks) 2371. (6705)

1935 ROLLS-ROYCE 20/25 RIPPON Saloon. Good original condition. £750. Tel.: Halifax 31475. (6706)

1927 ROLLS-ROYCE 20 H.P. SHOOTING brake, plus open tourer body frame if required. Tel.: Halifax 31475. (6706)

1959 JAGUAR XK150 F.H.C. GREY. overdrive; mechanically sound; new batteries, good tyres. £500 o.n.o. 21 Devonshire Rd., Liverpool L8 3TX. Tel.: 051-727 1502. (6707)

AUSTIN NIPPY, 1934. COMPLETELY rebuilt as original. £300 o.n.o. 2a Clark Rd., Wolverhampton. (6708)

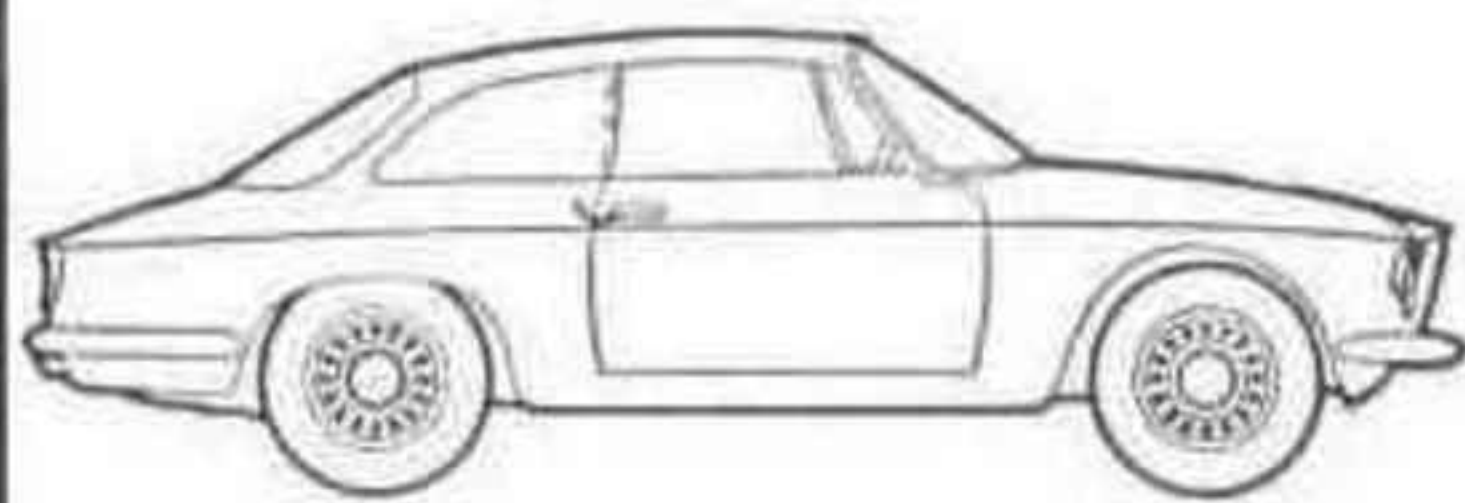
HEALEY GENUINE WORKS HARD-TOP, fits 3000 Mk. I BN6. Excellent condition. £30 o.n.o. Tel.: Wellesbourne (Warcs) 580. (6709)

1934 RILEY KESTREL GREY/BLACK, maroon interior; special series engine; 99 per cent original condition and in extremely good order throughout; three owners from new; M.o.T. tested; taxed; £300 o.n.o. For full details telephone Bideford 4330. (6710)

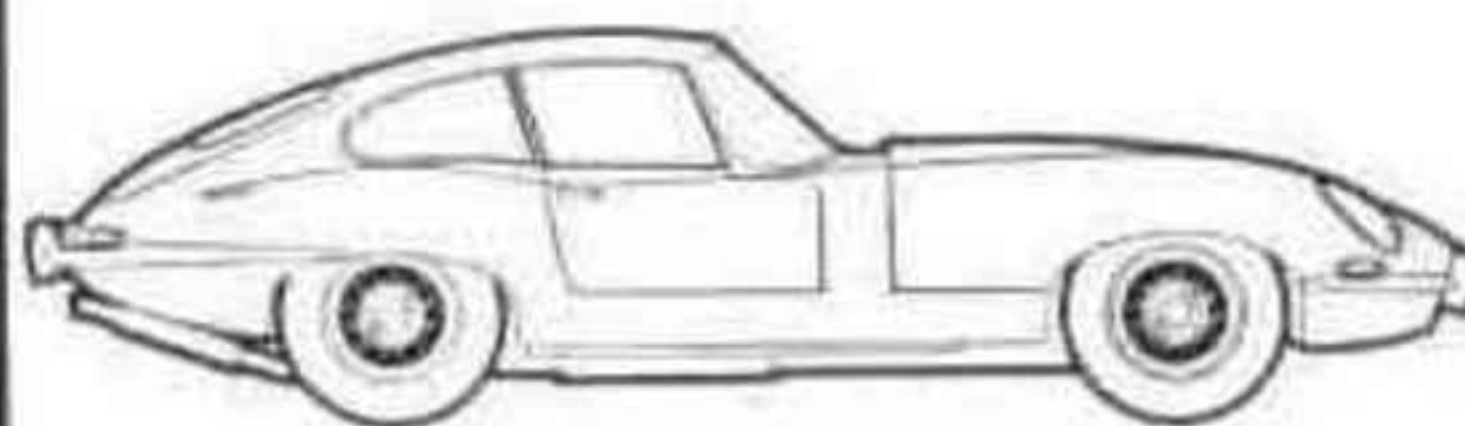
B.M.W. 2002, "F" REGISTERED. RALLY prepared; Mangolets Group II head, twin Weber carbs, sports cam, etc.; mechanically good, but body slightly tatty. Best offer, interesting part exchange taken. H.P. arranged. Tel.: Wolverhampton 731479 (business hours) or 754992 (evenings). (6711)

CABRIOLET, FIAT, 1600S, 1965. UN-used two years; one previous titled owner; superb condition; low mileage. Offers. Further information Crisp. Tel.: 01-953 3311, extension 39 (Boreham Wood). (6714)

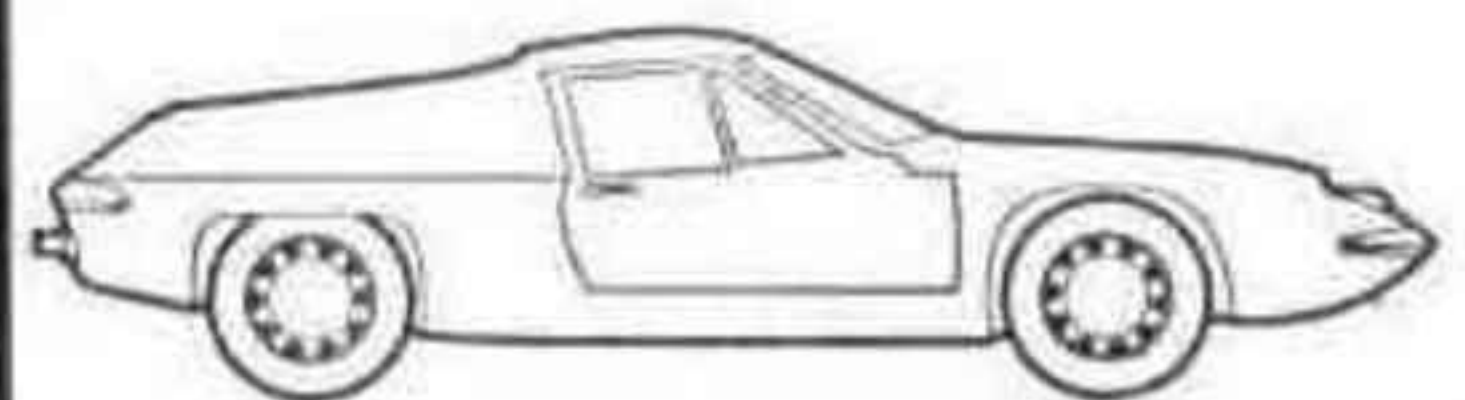




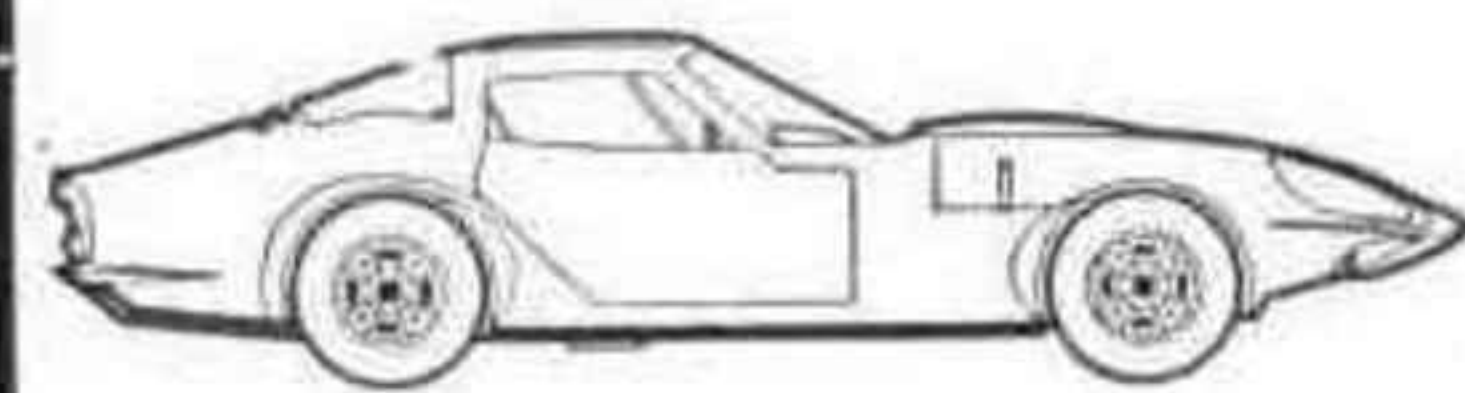
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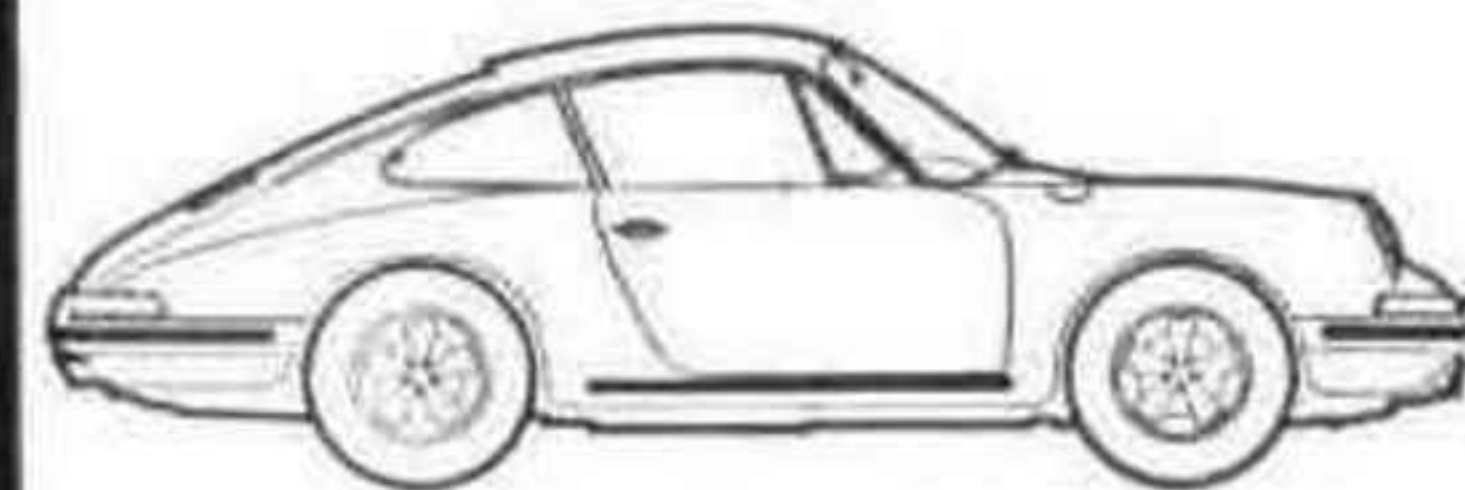
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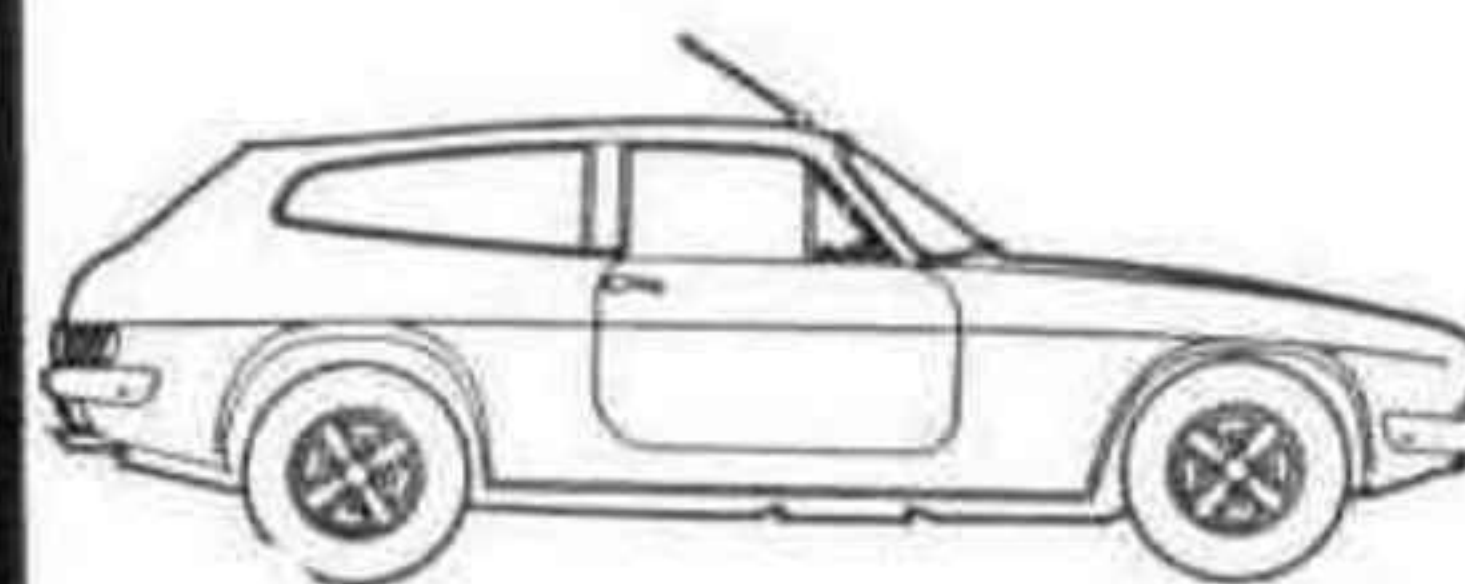
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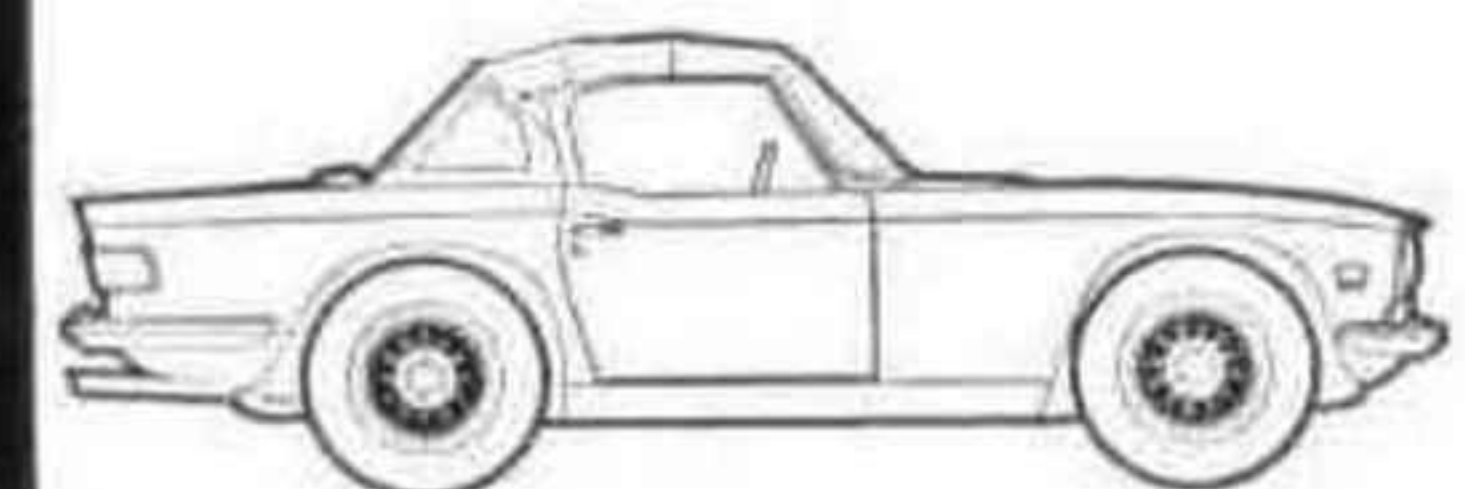
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- 1968 (Dec.) JAGUAR 'E'-Type 2+2.** Specially finished in marigold with black trim. Chrome wires, heated rear window, Motorola radio. 25,000 miles. **£2,095**
- 1960 JAGUAR XK150 3.8 'S' f.h.c.** Pale grey with blue leather interior. Overdrive, wire wheels. £200 recently spent. A.A. report available. Exceptional. **£795**
- NEW LOTUS +2 'S'.** Choice of colours for earliest delivery. **List**
- NEW LOTUS Europa.** Choice of colours for earliest delivery. **List**
- NEW LOTUS Elan.** Special Equipment drop- and fixed-head coupes. Earliest delivery. **List**
- 1970 LOTUS +2 'S'.** White with black trim. Sundym screen, heated rear window, chrome wheels, radio. **£2,095**
- 1970 LOTUS Elan S/E f.h.c.** In Carnival red. Chrome wheels, 5-push-button Radiomobile. As new. **£1,445**
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- 'G' reg. 1968 LOTUS Elan fixed-head.** In white with black trim. Heated rear window and Radiomobile. Genuine 17,000 miles. **£1,295**
- NEW MARCOS Mantis.** London's leading distributors offer the earliest possible delivery. Demonstration car available. Please phone for full details.
- NEW MARCOS 3-litre Volvo.** Immediate delivery, choice of colours. Demonstration car available. **List**
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- NEW MARCOS 2-litre.** One available in chrome yellow for immediate delivery. **List**
- 'H' reg. 1969 MARCOS 2-litre.** Chrome yellow. Sunshine roof, wire wheels. 8,000 miles, quite unmarked. **£1,445**
- 'H' reg. 1969 MARCOS 1600 GT.** Yellow with black trim. Cosworth head, magnesium wheels, electric windows, sunshine roof, radio, air horns. **£1,345**
- MERCEDES-BENZ 300SEL 6.3 V8, 1969.** Finished in metallic olive green with ivory leather interior trim. Automatic, P.A.S., air-conditioning, Sundym glass, Becker self-seeking radio with electric aerial, 8-track stereo unit. Chauffeur-driven, one owner, 18,000 miles. Maintained by Mercedes-Benz, full service history available. **£6,295**
- 1969 M.G.-C GT Automatic.** Tartan red with black trim. Fitted wire wheels, reclining seats, Q.I. headlights, Cibie spotlights, heated rear window, Moto-Lita steering wheel. One owner, 7,200 miles. **£1,295**
- 1969 M.G.-C GT.** Sandy beige with red trim. Overdrive, wires, radio. 5,000 miles. **£1,295**
- 1969 M.G.-C convertible.** In mineral blue. O/d., w/w., burglar alarm. Choice of two. **£1,045**
- 1968 M.G.-C convertible.** In white. Fitted overdrive and wire wheels. **£945**
- A very Special 1960 M.G.-A Twin-cam roadster.** £500 spent on rebuild less than 4,000 miles ago. Finished in blue, with 5½J k.o. wheels. Full details on request. **£695**
- MONTEVERDI.** We are pleased to announce our appointment as sole U.K. distributors for what is surely the world's most exclusive make of car. We have a demonstrator available, and can offer immediate delivery of a 375 'L' in Prussian blue.
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- NEW RELIANT Scimitar GTE.** London's leading distributors offer earliest possible delivery of both manual and automatic versions. Demonstration car available.
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- 1969 SCIMITAR GTE.** Manhattan blue with black trim. Manual transmission with overdrive, fitted Radiomobile, latest rear screen-wiper. One owner, 14,000 miles. The finest we have seen. **£1,745**
- 1970 TRIUMPH TR6 coupe hard-top.** White with black interior. Overdrive, Radiomobile, XAS tyres. Low mileage, quite as new throughout. **£1,595**
- 1970 T.V.R. Vixen.** Latest version with Tuscan bonnet, magnesium wheels, high-back seats, Moto-Lita wheel. Genuine 3,300 miles. Unmarked. In metallic silver with black trim. **£1,195**

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- 1969 TVR Tuscan V6**, in green, fitted alloy wheels, seat belts, etc.; one owner **£1,345**
- 1969 TVR Tuscan V6**, in red, fitted alloy wheels, overdrive, leather steering wheel; one owner; excellent **£1,425**
- 1969 TVR Vixen 1600 S2**, in Sherwood green, fitted alloy wheels, leather steering wheel, seat belts; one owner **£1,095**
- 1969 TVR Vixen 1600 S2**, in flame red, fitted alloy wheels, leather steering wheel, seat belts; one owner; excellent **£1,095**
- 1967 TVR 1800 Mk. 4**, finished in yellow, fitted wire wheels, radio, MG-B engine and gearbox. Bargain at **£775**



**1965 SUNBEAM Tiger**, in white, fitted radio, new hood, radial tyres; first class condition **£575**



**JAGUAR XK150 fixed-head**, in blue, fitted steel wheels, overdrive, radio, excellent tyres and mechanics. Superb investment at **£495**



**'J' regd. 1968 model PORSCHE 911L Targa**, finished in green with black trim; radio, special seat; L.H.D. Excellent example of this rare sought after model; opportunity for enthusiast to purchase at a realistic price of **£2,999**. Terms, exchanges, considered.

**1970 TRIUMPH GT6 Mk. 2**, in blue, fitted radio, heated rear window, wide wheels; excellent condition, one owner **£1,095**

**LAND ROVER**, S.W.B. Soft-top. Petrol. Excellent condition. Finished in Miura green **£375**

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**VICTORIA LANE BARNET, HERTS.**

**FOR SALE—continued**

**TR3A, 1960, TR4 ENGINE, SOFT-TOP**, tonneau, overdrive on all four gears, wires, Cinturatos, luggage rack, towing bar, rear seat, wing mirrors, reversing light, washers, heater, alarm switch; resprayed Scabring white, new front suspension, brakes, battery, taxed, M.o.T. Aug. 1971. £310 o.n.o. Tel.: Woking 5533. (6782)

**PORSCHE CARRERA 2. RARE CABRIOLET model**. Grey body, hide interior. All offers to: 54 Brazzle Ave., London, W.3. (6783)

**RARE OPPORTUNITY TO PURCHASE** very unusual Riley. This is a 1937 Kestrel model, with the rare six-cylinder engine—one of only a handful remaining. Two previous owners only; beautiful car with six light coachwork and swept lines. Whole car in exceptional condition and very original; bills for considerable work done; genuine reason for sale. £575 o.n.o. Photographs available. 61 Wellington Rd., Bournemouth. Tel.: Bournemouth 25072. (6784)

**RADBOURNE 1300 COUPE. DO YOU** have one? See "Wanted" column. Box 2550. (6785)

**UNIQUE ROAD OR RACING HIGH-** performance engine for any Jaguar after Mk. V. Wide angle head, etc., special bearings, three 45 DCO3 Webers fitted, but petrol injector adapter is provided; over 300 b.h.p. on test after complete rebuild and renewal by leading specialist regardless of cost, unused since; all data available; showroom finish; perfect example. Box 2551. (6786)

**1071 "5", TAXED APRIL, 1970; 731 CAM**, 41.5 front; sound body. £240 Vigar, The Avenue, Langport, Somerset. (6787)

**DROPHEAD! PORSCHE 356 CABRIOLET**. Super condition; hood replaced and relined, also carpets and trim, wide wheels and German SPs; resprayed white; blue leather upholstery; maintained by Porsche specialist garage; private sale. Investment for enthusiast. £399 o.v.n.o. Tel.: 01-352 9181. (6788)

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**SEE PAGE 1270**

**TONY COSGROVE**  
**Mach I MUSTANG fastback 351 V8**. Auto. power steering, brakes, Sundym glass, radio, full air-conditioning, chrome wheels. In fact, every available option fitted. Immaculate in metallic jade green. Cost £4,400 new; normal mileage; full history **£2,795**  
**1968 'G' MUSTANG 5-litre fastback**, R.H.D. (£450 conversion). Sundym glass, wide wheels, modified suspension, Shelby mods, air horns, radio, and many more extras; full further history from new (1 owner). Absolutely unmarked metallic green **£1,895**  
**1967 ROVER 2000**, Arden green, beige interior; beautiful example **£895**  
**269 HIGH STREET SUTTON, SURREY**  
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**FOR SALE—continued**

**1947 SUNBEAM TALBOT 10. ALL ORIGINAL** and immaculate. M.o.T. £85. 1947 M.G. Y for spares: Gold Seal engine, good brakes, steering, tow. £25. 1949 Talbot 90 for spares; M.o.T.; tow. £30. Four knock-on wire wheels with discs, fitted 700 x 18 in. Fort tyres for Daimler, about 1935. Offers, Andrews, 50 Napier Rd., Eastville, Bristol 5. (6790)

**ORIGINAL BLACK DE LUXE JAVELIN**. OKP 902; superb condition; tools, belts, radio, spots, muff. £285. Short (Portsmouth). Tel.: Cosham 74133. (6791)

**RILEY 1½ R.M.E., 1955, BLACK/BEIGE** trim; superb condition; unlikely you will find one to equal this anywhere. roof, interior, etc., virtually as new. Offers. Consider part exchange, prefer sports. D. Jones, Christchurch, Hants. Tel.: Christchurch 3416 (office hours). (6792)

**TIGER, 1965. GOOD CONDITION**; taxed and tested; competition clutch and suspension, twin-brake servo, 51/25, roll bar, hard-top; fantastic performance with reliability at £550. Tel.: Rhyd (Flintshire) 50853. (6793)

**1962 ALFA ROMEO GIULIETTA TI**. Enquiries and/or offers to: Smith, 25 Leece Lane, Barrow-in-Furness, Lancashire. £6794  
**M.G. TC. PRIMROSE/RED. EXCEPTIONAL** condition throughout; fitted 7 in. disc wheels, servo brakes, heater, etc.; complete nine-year history; host of spares, including four brand-new tyres. £295. Also nearly new beige vynide TF hood, welded seams. £5. Tel.: Southport 78454. (6795)

**BRISTOL 406. NOW THIS CAR HAS** been kept in absolutely first-class order throughout and is a delight to drive. £750 o.n.o. I've also a very nice 403 and a lot of spares; reconditioned and second-hand, to dispose of. Tel.: 021-429 2220. (6796)

**VANDEN PLAS PRINCESS, 1952**, S.W.B.; superb throughout; radio, electric division; much recent work carried out; taxed and M.o.T.; quality motor car. Bargain. £245 o.n.o. 123 Bournbrook Rd., Birmingham 29. Tel.: 021-472 2350. (6797)

**JAGUAR MK. 7M. BLACK, RED TRIM**; manual; overdrive; fully overhauled; low mileage; specimen. 3.8 Jaguar, Dec. 1963. Sand, red trim; manual; overdrive; immaculate; 125 m.p.h., 25 m.p.g. Offers. Tel.: Doncaster 3564. (6798)

**BENTLEY 52, 1962. TWO OWNERS**; full history; maintained by J. Barclay; fitted electric windows, h.r.w., radio, etc.; recently completely checked and resprayed by Bentley specialist. £1,850. Tel.: Ascot 23018. (6799)

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**SPECIALISTS IN CLASSIC CARS OFFER:**  
**JAGUAR XK150** Special Equipment fixed-head coupé. Bills for full engine rebuild. M.o.T. Taxed. Radio. **£350**.  
**RILEY 2½-litre, 1949**. Excellent mechanical condition. Body scruffy but sound. **£45**.  
 Spares available for most pre-war Alvis models.  
**WANTED**  
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**J. K. SPORTSCARS**  
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*We can accommodate any type of QUALITY repair, i.e., mechanical, hoods, trimming, but structural bodywork repairs and re-painting especially.*  
**1960 regd. Maserati A6G, 2,700-c.c.** Farina coupé, £600. **1930 Armstrong Siddeley** tourer. **1940 BMW 327/80** coupé, £495. **1924 Fiat 501** tourer, concours. **1948 Rover 16 h.p.**, £250 bills—**£95**. **Two Morris Minor o.h.c. cabriolet**, and saloon, £125 the pair.  
 Wanted urgently. Vintage or Classic cars in any condition.  
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**£3,495: 1968 ASTON MARTIN DBS**. One owner, Auto., P.A.S., like new.  
**£2,150: 1967 ASTON MARTIN DB6**. A superlative example.  
**£1,995: 1964 FERRARI 330GT**, 22,000 miles, best in existence.  
**£1,795: 1966 MASERATI Quattroporte**. Metallic gold with tinted glass. The most magnificent Grand Tourer.  
**£1,395: 1964 ASTON MARTIN DBS**, 30,000 miles from new; silver; the best in existence.  
**£850: 1964 ALVIS 3-litre, Auto.**, P.A.S., chrome wire wheels.  
**£450: 1961 ALVIS 3-litre**, deep carriage green, exceptional.  
**£695: 1967 ALFA ROMEO Giulia SS**, special rare body by Bertone, low mileage.

**COLLECTOR'S CLASSICS**



**Lumsden/Sargent 1964 Le Mans factory Lightweight 'E'-TYPE**. Alloy block, ZF 5-speed box and diff. Lots of money spent on rebuild to concours.  
 Also:—  
**ASTON MARTIN DB4 GT**. Restored regardless of cost. California sage with all white interior. Short chassis, 12-plug head, etc.  
**FRAZER NASH Le Mans Replica** f.h.c. Rare and original. **£750**.



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**SOLID STATE LIMOUSINE LUXURY**  
**£825: 1965 DAIMLER Majestic Major** saloon, one owner, chauffeur maintained, 30,000 m. Absolutely like new.  
**£525: BENTLEY 'R'-Type**, black over shell grey; exactly like the ones advertised at £300 or more.

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 To all those awaiting our P. III, it has now arrived.



The car was commissioned and built for the Maharajah of Jaipur in 1937. It is totally original and has covered little more than 20,000 miles. Finished in the most beautiful shades of blue with tinted glass to the rear. Highly ornate interior, upholstered in blue velour. To complete the stable we have the most beautiful and totally original **HJM 20/25**. Winner of the Earls Court Concours in 1931, believed the only one in existence.



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1966 ASTON MARTIN DB6 (Vantage) grey/red, chrome wire wheels, radio, reclining seats, recorded mileage 39,974 ..... £2,245  
 1966 model ASTON MARTIN DB6 automatic (illustrated), Goodwood green/black, Webasto sun-roof, head-rests, reclining seats, Motorola, chrome wire wheels, Avon Turbo Speeds, Sundym glass, Aston Martin owned until 1967, one private owner since, recorded mileage 39,470 ..... £1,995



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1959 ASTON MARTIN DB3 convertible, blue, overdrive,  
 wire wheels, radio; rare model ..... £645  
 1965 AUSTIN HEALEY 3000 (illustrated), red/red, wire  
 wheels, Cinturatos, overdrive, fog/spot, heater, tonneau,  
 Cibie h/lamp conv, recorded mileage 40,092, beautiful  
 condition ..... £845  
 1958 AUSTIN HEALEY Sprite Mk. I, red, radio ..... £195  
 1969 Oct. FORD Transit diesel automatic 12-seater bus,  
 blue/black, Radiomobile, heater, side door entrance, one  
 owner, 11 487 miles ..... £945  
 1967 HUMBER Super Snipe, silver grey/black; one  
 owner, low mileage; P.A.S.; luxury car ..... £645  
 1965 JAGUAR 'E' 4.2-litre l.h.e. (illustrated), white/red,  
 usual 'E' extras; condition above the average ..... £925  
 1956 JAGUAR XK140 l.h.e., L.H.D., salmon pink, wire  
 wheels, Blaupunkt radio, 'C'-type engine; very rare, ex-  
 cellent investment, ex-royalty ..... £495  
 1970 LOTUS Holbay Super 7, 1600 GT, Holbay race-  
 tuned engine, twin Webbers oil cooler, roll-over bar  
 3,500 miles ..... £975



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We can offer the following M.G.s for immediate delivery:  
 1971 (model) B-GT, bronze yellow, wire wheels, £1,388;  
 1971 (model) B-GT, midnight blue, wire wheels, o/drive,  
 £1,463; Midget Mk. III, pale primrose, wire wheels,  
 tonneau, A.R.B., £895; B-roadster, flame red, wire wheels,  
 o/drive, folding hood, tonneau, £1,282; C-GT, sandy  
 beige, wire wheels, £1,415 (can be negotiated); and one  
 1969 MORRIS Mk. II Mini Super, tartan red £648 (can  
 be negotiated).

1963 MERCEDES-BENZ 300SE saloon (illustrated),  
 black/grey, ex-Embassy of . . . . . fuel injection, power  
 steering, discs all round, automatic, Becker radio; cost  
 around £4,000 new ..... £795  
 1970 June (1969 model) M.G.-B roadster, blue/black  
 certified mileage 4,827, overdrive, leather wheel, Blau-  
 punkt radio ..... £1,125  
 1969 M.G.-B, green/black, expensive radio, reclining seats,  
 flasher, heater, XASs, wire wheels, stage 1 Downton, one  
 owner ..... £1,045  
 1969 'H' M.G.-B roadster, primrose/black, overdrive,  
 wire wheels, chrome rack, tonneau cover, reclining seats,  
 flasher, one owner, 16,311 miles ..... £1,025  
 1969 M.G. Midget Mk. III, primrose/black, one owner,  
 confirmed mileage 9,652, wire wheels, G800s, tonneau,  
 flasher, radio, reclining seats, quite immaculate ..... £725  
 1969 'H' M.G. Midget, B.R.G./black, one owner, con-  
 firmed mileage 11,720, wire wheels, Cinturatos, reclining  
 seats, tonneau, heater, belts; quite unmarked ..... £725



1968 (Oct.) M.G.-B, mineral blue, chrome wire wheels,  
 overdrive, radio and tape recorder, tonneau, air horns,  
 flasher, fog and spot, Waso lock; one owner, confirmed  
 mileage 21,733 ..... £975  
 1968 M.G.-C GT, silver blue, overdrive, heater, Motorola,  
 leather wheel, flasher, oil cooler, Motorola 8 track stereo,  
 beautiful condition ..... £945  
 1968 M.G.-B Mk. II, mineral blue/black, o/drive, heater  
 foldaway hood, tonneau; one owner; beautiful car ..... £895  
 1966 M.G.-B, green/black, one owner, wire wheels,  
 Cinturatos, radio, tonneau, new clutch; average ..... £595  
 1954 M.G. TF 1250, pure white/black, original log book,  
 'Ace' wheel trims, 'X' tyres, tonneau; we sold this car in  
 March 1969 (approx. 450 miles since), not quite 'con-  
 cours' but in excellent shape ..... £650  
 1954 M.G. TF 1250, green/green, last owner for 7 years,  
 original log book, wire wheels, Cinturatos, rack, heater,  
 new hood; engine rebuilt 1,000 miles ago, body dis-  
 mantled and repainted approx. 3 months ago ..... £850

Why not come along  
and see us sometime?

1968 MORRIS Mini Minor 998-c.c. Mk. II Super d/luxe,  
 almond green, wood wheel, heater, one owner, very  
 exceptional ..... £495  
 1969 PIPER, white/black, 1,500 c.c., alloy wheels, G800s,  
 Motorola; 3,000 miles ..... £1,095  
 1969 'G' RILEY Elf Mk. III automatic, Damsk red/red,  
 one Lady owner, 15,927 miles only; beautiful ..... £665



1966 SUNBEAM Alpine Mk. V GT, blue/black, over-  
 drive, heater, reclining seats, recorded mileage 34,588,  
 fantastic condition, very recent radials ..... £595  
 1969 TRIUMPH TR6 (illustrated), white/black, radio-  
 heater, tonneau, SP sports, leather wheel, 18,610 miles,  
 one owner ..... £1,295

1967 (Oct.) TRIUMPH Spitfire Mk. 3, red/black, radio,  
 tonneau, G800s, bonnet locks (most useful), reputed  
 23,084 miles, lady owner ..... £575  
 1967 ('66 model) TRIUMPH Spitfire Mk. II, white,  
 Ashley front; two owners only reputed low mileage ..... £425  
 1948 WOLSELEY 14/60, sun-roof saloon, one owner until  
 May 1970; certified mileage 33,918; quite unique ..... £295



Too late for classification :-

1966 ('65 model) RELIANT Scimitar, white; load of  
 extras ..... £745  
 1969 (Oct.) BOND Equipe Mk. II saloon, blue; one  
 owner, confirmed mileage 7,798 ..... £925  
 1964 TRIUMPH Spitfire, red/red hard-top ..... £315  
 1963 M.G.-B, red, wire wheels, Motorola, other  
 extras ..... £445  
 1965 SUNBEAM Tiger, white; one owner since 1966 ..... £595  
 1966 VOLKSWAGEN 1300 de luxe, grey; excep-  
 tional ..... £445

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on page 1264.

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**MORRIS STAPLETON MOTORS LTD.**  
**Reece Mews, London, S.W.7** Tel.: 01-589 6894  
**The Racing Morgan Agents**

The Stapleton Brothers are still alive and well after their annual party. As you will see from the picture we have an amazing road wheel to fit any Morgan with steel wheels. The vibrations this month are being caused by the following little heart throbs. Two 1969 +8s in orange, and one white with brown wings. The two-tone colour being a remembrance of the car's performance. Two 1969 4/4s, both with wire wheels and four seats, in blue and white. To make the colour right we have a 1967 4/4 competition in red. The car in the picture is in fact a 1968 4/4 competition in blue. A 1969 4/4 in green clashes with a 1968 4/4 in yellow but are separated by a 1968 +4 in blue with many extras. Of the +4s we have a 1965 with a new engine just fitted and a 1953 flat rad. coupe also in blue. A 1966 4/4 in yellow with wire wheels is next to two 1965 4/4s in green and white. Miss Sheila Hancock: "Who else but us could have a Morgan in Baby pink?" We have also broken up our +4 coupe, bits for sale. The Brother with the Mother-in-law has her 1964 Mercedes 220SE for sale which she has had from new. Probably selling it in celebration of daughter's catch. Last on wall is a 1959 4/4 in red with four new plugs.



**FOR SALE—continued**

**ASTON MARTIN DB2/4, EX-WORKS** team car, including Monte Carlo. Every extra, including radio, reclining seat, four spots, Alfin brakes, woodrim; M.o.T., one year; taxed Dec. Absolutely original and in first-class condition. 1555, Tel.: 01-769 8208. (6712)  
**SUNBEAM ALPINE, 1964, WHITE, IM-**maculate; radials, new hood, genuine reason for sale. Tel.: 061-633 4612. (6713)  
**ALFA ROMEO GIULIA SPRINT GT, 1964.** Red/blue interior; excellent condition bodily and mechanically; marriage forces sale, complete new front suspension fitted and paid for by Alfis. S/steel bumpers, latest Alfa grill, radio, s/belts, undersealed. 1665 o.n.o. Mr. Ellender, Tel.: Sittingbourne 4444 (day), Boughton 565 (home). (6715)  
**BENTLEY MK. VI, 1950; 93,000.** Exceptional condition bodily and mechanically; all original tools and handbook. Black with beige interior; radio and many other refinements (which all work) fitted. 1450 o.n.o. Might exchange. Tel.: Formby 72778. (6716)  
**TR4A, 1967, CONVERTIBLE, VALENCIA** blue/tan interior; overdrive, radio; excellent condition. 1875, Terry Bubeur, 42 Fieldway, Lindfield, Sussex, Tel.: Lindfield 2217 (evenings). (6717)  
**ASTON MARTIN DB5 CONVERTIBLE,** Vantage, 1964; 15,000 miles; Sundym electric windows, c.w.w., metallic blue, hard-top, many extras; two owners; excellent condition. 1,595 o.n.o. Tel.: Dumfries 61248 (day) or Klppford 272 (night). (6720)

**FOR SALE—continued**

**MORRIS ESTATE WITH GOOD M.o.T.,** RAB 3 Reg No. Drive away. What offers? Tel.: 021-440 1491. (6718)  
**BENTLEY MK. VI (1949), ILLNESS** causes sale. Reliable, very quiet full-flow engine, in daily use by present owner (last five years, during which over £300 spent; taxed; M.o.T. 1400, 16 Moseley Rd., Choadle Hulme, Cheshire, Tel.: 061-485 2821 (evenings, weekends). (6719)  
**ASTON MARTIN DB MK. III SALOON,** 1958. Blue. Engine rebuilt 20,000 miles ago, recent front suspension overhaul, five good Cinturatos, dual exhausts, radio, overdrive, twin spots; general condition good. 1575, J. C. Raynor, 5 Cherwell Lodge, Water Eaton Rd., Oxford, Tel.: 53587. (6721)  
**LANCIA FLAVIA CONVERTIBLE WITH** hard-top, radio. 1750 o.n.o. Bailey, Millford House, Chobham, Tel.: Chobham 8473 (after Nov. 15th). (6722)  
**1929 SUNBEAM 16.9 SALOON, MOST** original and unspoiled; running very well; unusually good body; M.o.T. 1385. Tel.: Bagshot 2162 (Surrey). (6723)  
**ROLLS SILVER CLOUD I, 1959,** Finished in silver over moss green. New gearbox, with 12 months' guarantee. A first-class example of this ever-popular car. 1,795, Tel.: 01-690 5075. (6724)  
**1931 AUSTIN 12/6, ORIGINAL CONDI-**tion. Recent engine overhaul; well shod. 1160 o.n.o. or will exchange for interesting Rover, Tel.: Limpley Stoke (Bath) 2574. (6726)

**FOR SALE—continued**

**BENTLEY "R"-TYPE CONTINENTAL** fastback, 1955, automatic, 4.9 engine, finished in duo-blue by H. J. Mulliner; in superb condition; Rolls maintained. One of the rare opportunities to acquire this most sought-after car at a realistic price. 12,495, Tel.: 01-690 5075. (6724)  
**1954 RILEY 1 1/2 R.M.E. NEW ROOF,** head lining, carpets, respray—cost 1150. Mechanically perfect; spares, engine, gearbox, axle, manual; 84,000 miles with full history. 1250 o.n.o. 39 Melbourne Grove, Horwich, near Bolton. (6725)  
**ALFA ROMEO SPRINT SPECIALE, NEW** Cinturatos, Carello halogens, "G" registration, new power servo and top overhaul Sept. As illustrated page 1147 October's "Motor Sport". Too fast for my island habitat. 1750 or exchange Citroen, Box 2543. (6727)  
**1939 ROVER 20 SPORTS SALOON,** Black, Sun roof, good mechanics, taxed, M.o.T.; needs some attention. Offers, Zabbar, Cotswold, Heol-y-Parc, Pentyrch, Glamorgan, Tel.: Pentyrch 722 (evenings). (6728)  
**LOTUS ELITE TWIN-CAM, THE ONLY** factory-developed car; fitted k.o. Minilites; full interior trim; first registered 1967; actual model tested by "Car". Delivery of glider forces sale. Must be seen, 1895, Tel.: 01-935 9928 for full description and history of most beautiful car ever produced! (6729)  
**BUGATTI T23, VERY GOOD ORDER** mechanically and bodily. Well known in Bugatti Club, 1,900, Box 2544. (6730)

**FOR SALE—continued**

**BENTLEY D.H.C., 1937, 4 1/4, BODY AND** trim perfectly restored, tyres new, mechanics and chassis excellent. Outstanding collector's piece, Box 2545. (6730)  
**BENTLEY 4 1/4, 1938, PARK WARD** sports saloon. Good paintwork; original interior in good condition; excellent mechanics; M.o.T.; bills for extensive work over past four years. 1650, Baldock, Sycamore Cottage Igham, near Sevenoaks, Kent, Tel.: Borough Green 2606 (evenings). (6731)  
**RARE MERCEDES 300, R.H.D., 1953.** Original excellent condition; radio; slight big-end knock. 1300 o.n.o. Also 1948 Bristol 400; original; radio; suit restoration or breaking. 175. Tel.: 01-607 7643 (mornings), 01-455 4365 (evenings). (6732)  
**AUSTIN HEALEY 3000, 1960, RED;** 2 + 2. Excellent mechanics, soft-top, tonneau, hard-top, overdrive, wires, new Cinturatos, new exhaust, Motorola; new M.o.T. 1320 o.n.o. Tel.: Northampton 39966 (office), Market Harborough 4749 (evening). (6733)  
**JAGUAR MK. VII, 1953, VERY CARE-**fully maintained, in outstandingly good condition; M.o.T. Sept., 1971. 1120. 22 Norham Rd., Oxford, Tel.: 0865 55766. (6734)  
**400 BRISTOL, BODY AND MECHANICS** restored, interior next, but marriage forces sale. 1500. Also Bristol's Show Car 405. Special axle, brakes, engine, 1700. Tychenne 19 Freeman Court, Barnes Ave., Chesham, Bucks, Tel.: 5773, P.S.—Good Scimitar wanted. (6735)

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**KINGHAM 319 or 209 SUNDAYS** 01-723 2731  
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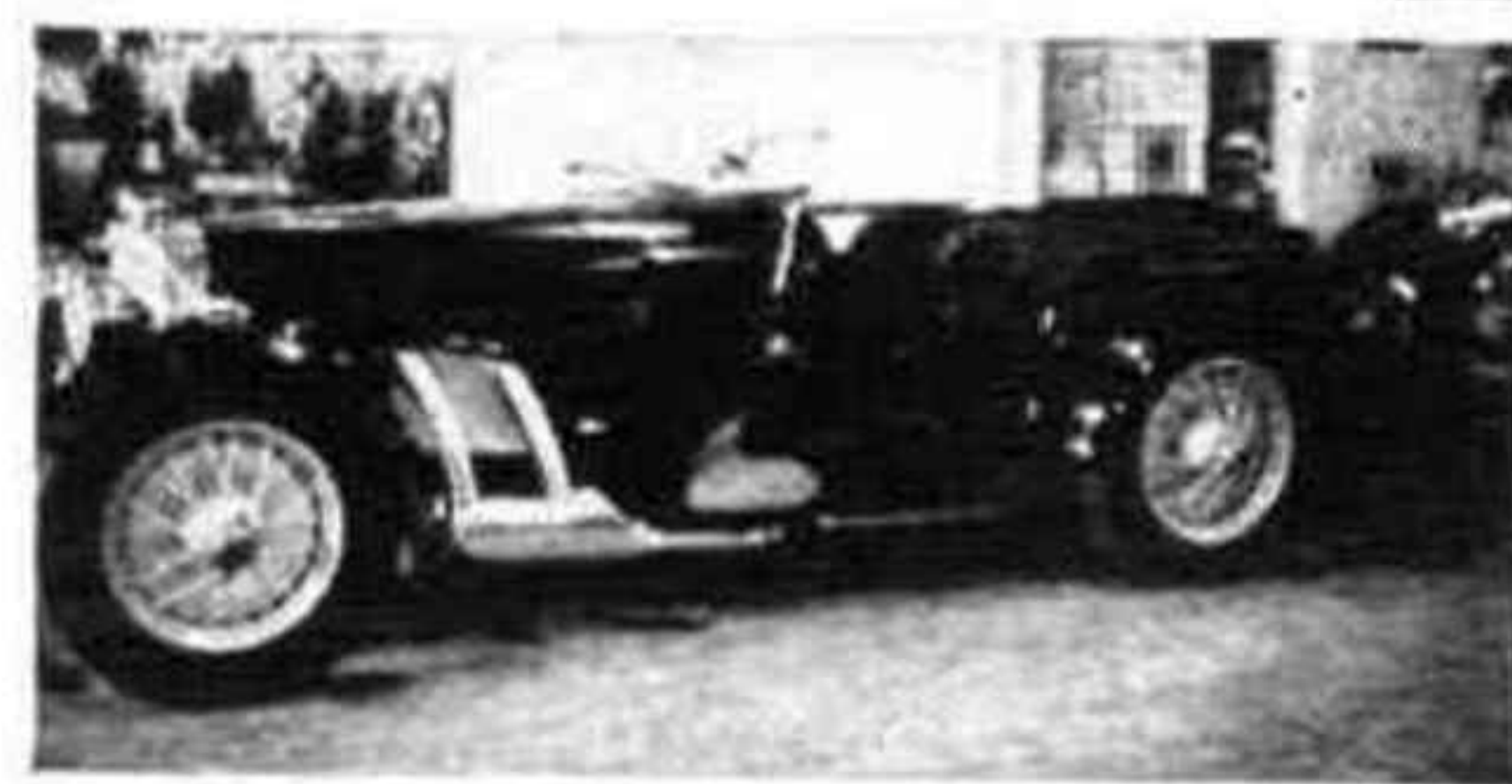
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**1930 ROLLS 20/25** all-weather cabriolet by Barker. Recent full restoration (engine, chassis, coachwork, etc.).

**1934 Aston Martin 1 1/2-litre "short chassis"** 2/4-seater. Recent full restoration (engine, chassis, coachwork, etc.).

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At the time of going to press (Oct. 12th) I am negotiating the purchase of, or restoring, the following cars. By the time you read this advert., most should be in stock—all will be in restored condition

- BENTLEY, 1935, 3 1/2 sports saloon by Hooper.
- BENTLEY, 1952, sports saloon by F. & W.
- BENTLEY, 1953, R-Type, one owner, low mileage.
- ROLLS, 1929, 20 sedanca de ville by Barker.
- ROLLS, 1929, P.I limousine by Hooper.

- ROLLS, 1934, 20/25 sports saloon by H.J.M.
- BUGATTI, 1936, Type 57 convertible by V.D.P.
- SUNBEAM, 1926, 20 open 4-seater.
- ALVIS, 1936, Speed 20 d.h. coupé.
- DELAGE, 1937, convertible by Ficoni & Falaschi (being restored).

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**We have only 6 Doubles left for Xmas.** £6 per person per day inclusive of all meals, wine, champagne (Xmas Day), entertainment, daily horse-drawn tours, etc., etc. (3 days minimum from 24th/27th.) The Discotheque is open every night over Xmas.

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# JOHN BRITTEN



Abandon your mobile sardine tin, and alienate both kith and kin. Our new 1971 MGs have started to come through; stars of Earls Court with their new central horn buttons. Midgets and Sprites in Glacier white, Blaze, Bronze yellow and Midnight blue; MG-B GTs in Bronze yellow and Glacier white. MG-Bs in Bronze yellow: perhaps Mrs Holland will let us have some more by November. Austins as well, including a couple of Minis at the old price.

Motolita leathers rim, heater, tonneau, £1,080. Austin Healey Sprite Mk II, 1963, 1098 engine, disc brakes, blue, £290. Morgan 4/4 Comp. model 2-seater, 1968/69G, red, one owner (sorry to bore you with all these Morgans, by the way), £1,030. MG-B, 1967, tartan red, black trim, there is only one thing I can say about this car and that is "£765". Swallow Doretto, 1955, 99% sold. Arkley SS kits to fit any year Sprite or Midget from stock, three ready-built

who are late with their adverts; he rang up my secretary Christine today and I hid under my desk. Ultimate phase of gigantic winter tonneau cover sale; £3 post free for most models, serviceable condition, cash with order. Set of new Rostyle 4 1/2 J Midget wheels with new ZX radials 33 1/3% discount. Set of 5 1/2 wire wheels for MG-B and GT with oversize Cinturatos, £42. New and used Midget front end body panels from Arkley's cars; also complete



Have a 1970 Mini 1275GT in Flame red for which no reasonable offer will be refused since I wish to use the money to build a big-engined Arkley SS. We also have the new 1971 TVRs, with detail improvements which have not increased the price. Also a couple of new 1970 TVRs are available at very special prices, details of which will be confidentially divulged to genuine enquirers. Please speak through a folded handkerchief! We have an immense number of new Morgans on order, nearly but not quite all of which have been earmarked for people. Suggest you enquire now if you want a new Morgan in 1971. We have a newly licensed demonstration model Plus Eight which is the nearest you will get to seeing a new one on show. MG Midget, 1966, BRG, Classic Bermuda hardtop, softtop, sold by us to pleased previous owner about 2 years ago, £485. Austin Healey Sprite Mk I, late 1960, Cherry red, G800s, Gold Seal engine, £265. Morgan Plus Eight, 1969 June, Crimson, black interior, Blaupunkt radio, many other etceteras, £1,580. TVR Vixen S1, I ordered this car in the special shade of Lavender grey and supplied it new to its one owner, 1968, 6L rims, wire wheels, radio, £925. Morgan 4/4 Comp 4-seater, 1970, every extra you can think of and would cost £1,480 new; one owner, derisory mileage, £1,325. MG Midget, 1967, 1275cc, BRG, wire wheels, radio, £550. Lotus Elan FHC, 1969H, semi special equipment, SP Sport tyres, blue, one owner, £1,210. Morgan Plus 4, 1965, TR engine, flame with black leather, SP Sports, chrome grid, spotlamps, £795. MG-B GT, 1967, Tartan red, black leather, overdrive, wire wheels, radio, £920. Triumph Spitfire Mk III, 1968, Dark blue, £650. Austin 6cwt pick-up, Morris 1000-style, 1969H, bought new by us and worked hard but serviced on the nail every 3,000, £310 which is £85 less than you'd pay a commercial vehicle dealer but it will be a case of caveat emptor. MG-B GT, 1968, no details known. Ditto, 1967F, overdrive, wires, Cints, BRG, £970. MG Midget, 1962, red, fitted with Restall seats to give a kind of Mini driving position, great for 5ft 5" and under, £220. Morgan 4/4 Comp, 2-seater, 1969, Broken white, black leather, wire wheels, SP41s, chrome grid, 1 owner, can't remember the price of this but ask Paul Moxley at Moscow Road, he probably knows. TVR Tuscan V6, 1970, metallic green, black trim, overdrive, alloy wheels, one owner, £1,440. Lotus Elan, 1967, drophead, silver, radio, knock-ons, F100s, one owner, £1,020. MG Midget, 1968, white, wire wheels, £665. Regret many cars this month, therefore little space, no jokes. MG-B, 1967, primrose, overdrive, wires, Cints, radio, £865. TVR 1800S, 1967, regal red, black trim, wire wheels, radio, £840. Austin Healey Sprite, 1970, latest model (except for that '71 breakthrough beep button), glacier white, black trim, five push-button radio, electric aerial, £845. Morgan 4/4 Comp, model 2-seater, 1968/69G, indigo blue, wire wheels, much else, £1,075. MG-B, 1969H, tartan red, black leather, reclining seats, push-button radio, SPs, wire wheels, £1,030. Austin Healey

Arkleys based on used chassis with new body hood, wheels, tyres, in the pipeline but must buy some more suitable cars for conversion, dull paint or superficial dents/scratches ideal, sorry no crashed cars wanted. Our Man will be in California in late November on a lightning 7-day Arkley SS sales tour; if you have any leads for him phone our Arkley office by November 4th latest. The (moving) Arkley in

sets of parts (bumpers, grille, etc.) to make your car into a 1970 replica. Steering wheel from 1970 Midget, £2. Badge bars 10s each. Five new ZX tyres, 145-13, 25% discount, can't split. Ancient caravan wanted to keep things in. Fruit machine, 100% working order, £28. Mavitta miniature drafting machine on 1-imperial board, trestle, 360-deg. head, £11. Ilford/MPP portable 35mm enlarger with Ektar



the picture has been shipped out to L.A. for him to pick up. We had a new car cleaner start work at Arkley this week in a permanent pensionable job; he is leaving this week as Father has found him a better job. Car cleaner wanted



for permanent pensionable position. I am very late with the Motor Sport copy this month, so please pardon typos/spelling mistakes; there is a man at Motor Sport called Martin Prevette who is a good fellow but very hard on people

## FOR SALE—continued

**FRAZER NASH TARGA FLORIO**, IN absolutely immaculate condition, having been restored at great expenditure of time and money. Bristol B51 Mk. III engine. Blue with black upholstery. This is probably the best Frazer Nash offered for sale for some time. Tony Brown, Tel.: Miserden (Glos.) 349. (6736)

**PANHARD LE MANS COUPE, 24CT.**, 1964. Fitted new engine, tyres, etc.: 100 m.p.h., 40 m.p.g. Blue/white, £425 or H.P. poss. 1 Ewood Ave., Mytholmroyd, Yorkshire. Tel.: Calder Valley 2196. (6737)

**1929 ROLLS-ROYCE 20 H.P. WIND-OVERS** cabriolet-de-ville. Good condition; attractive as tourer or sedan; new hood, upholstery and tyres. £1,850. Prestwich, 12 Tirza Ave., Burnage, Manchester 19. Tel.: 061-224 2519. (6738)

**RILEY 2 1/2, BREAKING HEART TO LET** it go, but need space: 1948; M.O.T.; insured, taxed; engine good, tyres excellent, body reasonable. Sell to enthusiast, £70 o.n.o. Tel.: Hurstpierpoint 2312. (6739)

**ALVIS PARK WARD SALOON TD21**. Good condition; taxed and M.O.T. £395. No offers. Tel.: Brierley Hill (Staffs.) 78400. (6740)

**1937 VAUXHALL 14/6 CONVERTIBLE**. Coachbuilt by Grosvenor; M.O.T. £150. Nevill House, Norwood Lane, Meopham, Kent. Tel.: 01-834 0075. (6741)

**JAGUAR "E"-TYPE CONVERTIBLE**, 1966. Chrome wire wheels (5), push-button radio, mobile, hard/soft-tops. This car is well above average condition throughout; recoloured in original Carmen red with as new black interior. £1,175 o.n.o. Tel.: 642 1824 (after 8 p.m.). (6742)

**M.G. TF 1250, TRULY SHOWROOM** condition. Renovated chassis upwards. £850 o.n.o. Tel.: Sunbury-on-Thames B4930. (6743)

**ROLLS-ROYCE SILVER CLOUD S. 1**, 1958. P.A.S. Radio, safety belts. Two owners; shell grey over Tudor grey, red hide trim; in very lovely condition throughout; 100 per cent. mechanically. £1,950. Tel.: 01-467 4568. (6744)

**BENTLEY "R"-TYPE, 1955, AUTO-**matic, sports saloon, 4 1/2-litre, full-flow, radio, sliding roof; showroom condition; 100 per cent. mechanically. £850. Tel.: 01-467 4568. (6744)

**RARE OPPORTUNITY, 1965 L.H.D.** Mustang convertible. Electric top, manual gearbox (19 m.p.g.); new radio, clutch, brakes (disc), XAS tyres; average mileage. Immaculate white cellulose with white hood; fantastic condition. Bargain at £950 o.n.o. Part exchange may be considered. Box 2546. (6745)

**XK150 D.H.C., 1960, WHITE, RED IN-**terior; overdrive, wire wheels; good condition. £495. Tel.: Stubbington 2588. (6746)

**LOTUS CORTINA, 1968; 28,000 MILES.** Radio, spots; 10-year metallic underbody protection; taxed Feb., 1971; never raced or rallied; showroom condition. £775. Dawson, 2 Ryburn Ave., Blackburn. Tel.: 59970. (6747)

**1959 XK150 JAGUAR D.H.C. 3.4, OVER-**drive, chrome wire wheels. Carmen red. £1,475. Tel.: Walton-on-Thames 40281. (6748)

**AUSTIN 7 SALOON, 1927, FABRIC** body; excellent condition throughout; various spares. £300. Apply: Alexander, Priory Cottage, Much Wenlock, near Shrewsbury, Shropshire. (6749)

**1936 ASTON MARTIN MK. II SHORT** chassis, 98 per cent. restored. £1,550 o.v.n.o. Box 2547. (6750)

**TRIUMPH GT6 MK. II, NOV., 1968.** Jasmine. Undersealed, 5 1/2 Js; immaculate condition; only 13,000 miles. Offers. Tel.: Stonehouse (Glos.) 2564. (6751)

**SUNBEAM TIGER, 1965, ONE PREVIOUS** owner; 50,000 miles; outstanding mechanically; 25.6 m.p.g., 1,750 m.p.p., 55 p.s.i. Renewed: 4 s/as, o/s, fan belt, hoses; bargain; family increasing. £395. Robinswood, Greenacres, Hurn Rd., Ringwood, Tel.: 2298. (6752)

**RILEY R.M.E., 1954, RECONDITIONED** engine, belts, wipers, new tyres, exhaust, carburetter; excellent interior, roof; taxed 1971. £200. Tel.: 01-959 6478 (N.W.7). (6753)

**VINTAGE RILEY ADELPHI, IMMACU-**late order; long M.O.T. Sensible offers. No timewasters. Tel.: 01-478 7009. (6754)

**MERCEDES-BENZ, 1961, 300D AUTO-**matic pillarless saloon. White with red hide interior. £450. Tel.: 01-658 6049 (Beckenham) (evenings). (6755)

**LANCIA FLAMINIA COUPE, ALU-**minium coachwork by Touring of Milan. Blue with beige interior; "E" registration, outstanding value. £725. Tel.: Northwood 25435. (6756)

**MERCEDES 220S, 1959, VERY HAND-**some car in superb mechanical condition. Gleaming grey/midnight blue coachwork, good chrome, new Xs: 71,000; every extra; taxed, tested. £195 for quick sale. Fennell, 2 Foliat Close, Wantage (Berks.). Tel.: Wantage 2317. (6757)

**1935 HILLMAN SPORTS TOURER, VERY** impressive; just rebuilt, needs finishing. £150. Tel.: Caterham (Surrey) 44127. (6758)

**1957 LAGONDA 3-LITRE SALOON.** Coachbuilt aluminium body by Tickfords of Newport Pagnell. Vantage engine, sliding sunshine roof, radio, etc.; a two-owner car in exceptional condition; attractively finished in bottle green with contrasting red leather interior; taxed to Feb., 1971. Registration No. TXK 1, £545. Tim Frost, "Dellfield", Castle Farm Lane, Wickham, Hants. Tel.: Wickham 3031. (6759)

**M.G.-B GT, 1967, RED, OVERDRIVE,** wire wheels, radio; 37,000 miles; excellent condition. £825. Waddington, 1 All Saints Rd., Thurcaston, Leicester. (6760)



3000 Mk III, 1967, mist blue, dark blue leather, G800s, overdrive, wire wheels, one of the last assembled, £1,040. Triumph Spitfire, 1965, green, Cinturatos, £350. Austin Healey Sprite, 1969, primrose yellow, radials, £720. MG-B, 1967, mineral blue, radio, spotlamps, wire wheels and one of two other things, £825. Morgan 4/4 Comp, 2-seater, 1969, lime green,

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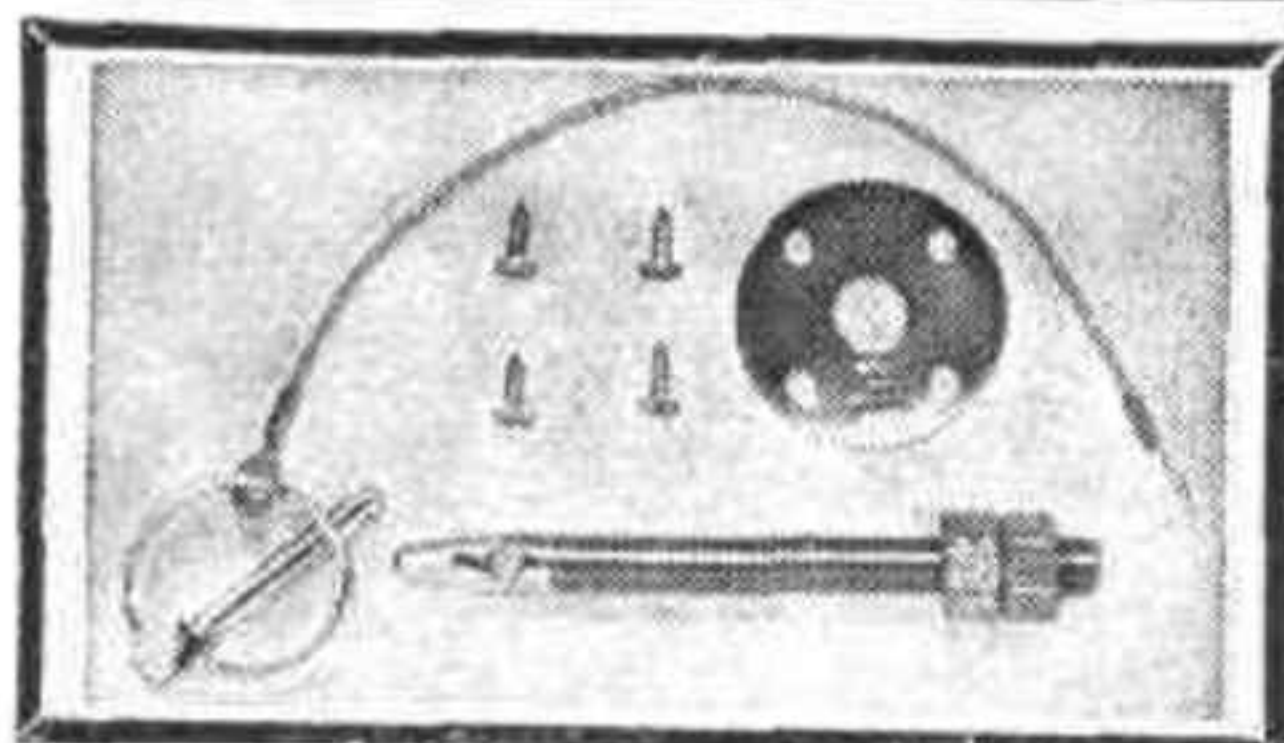
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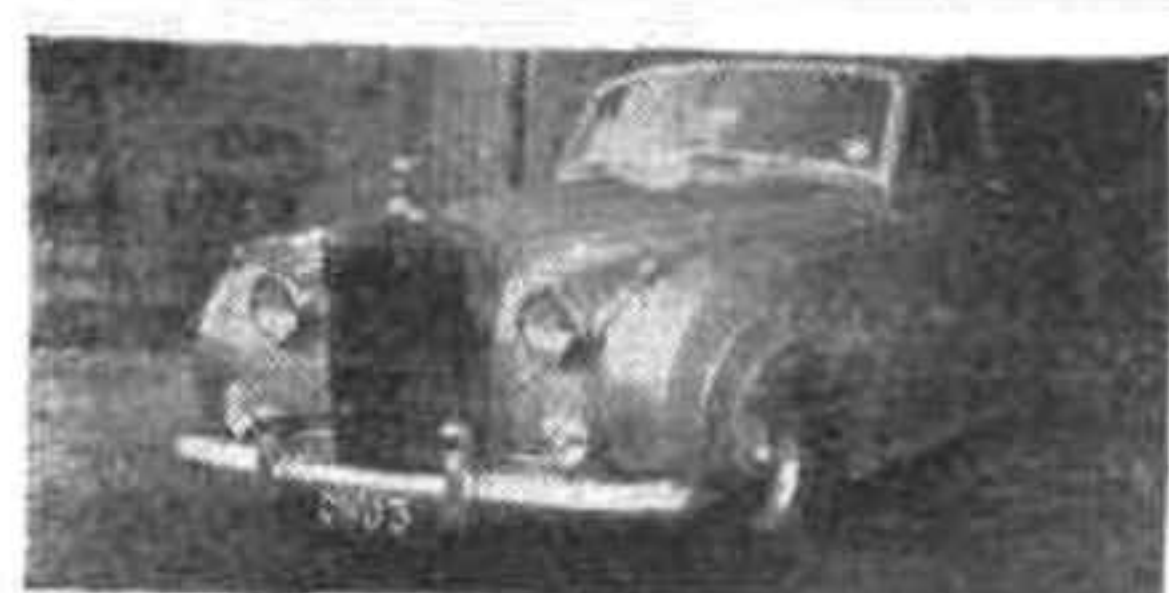
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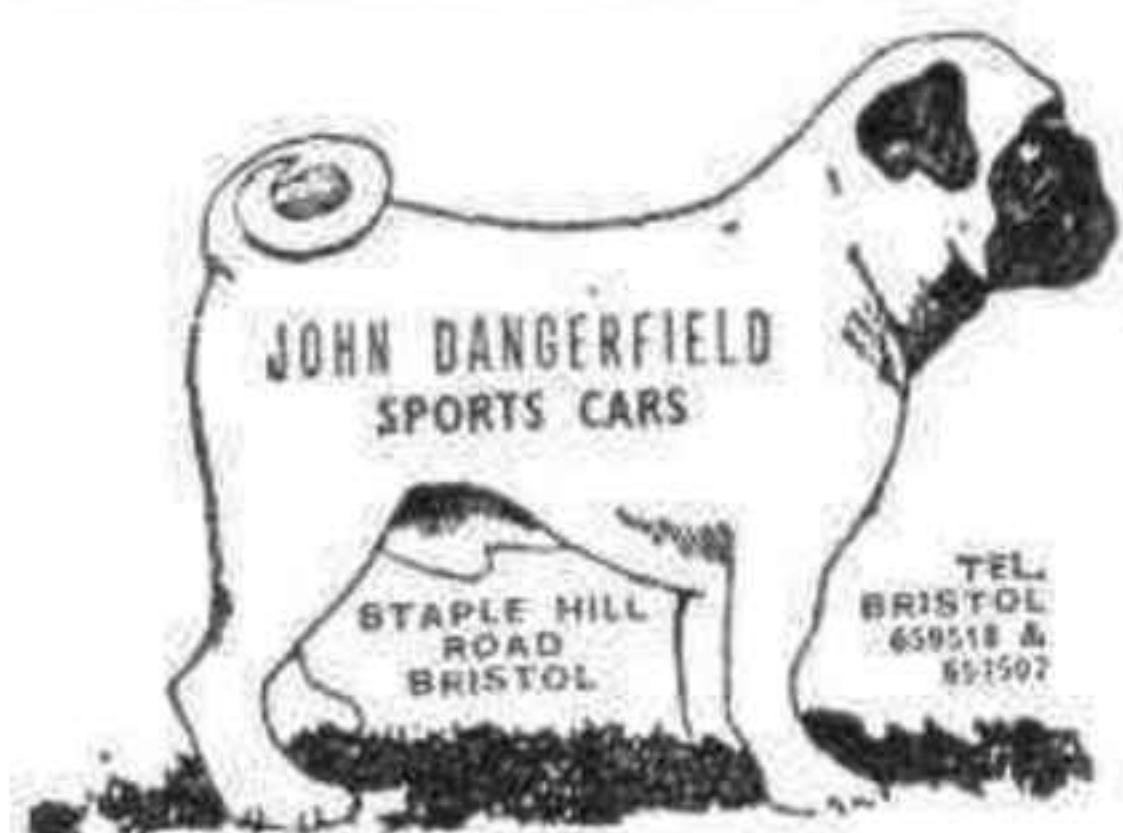
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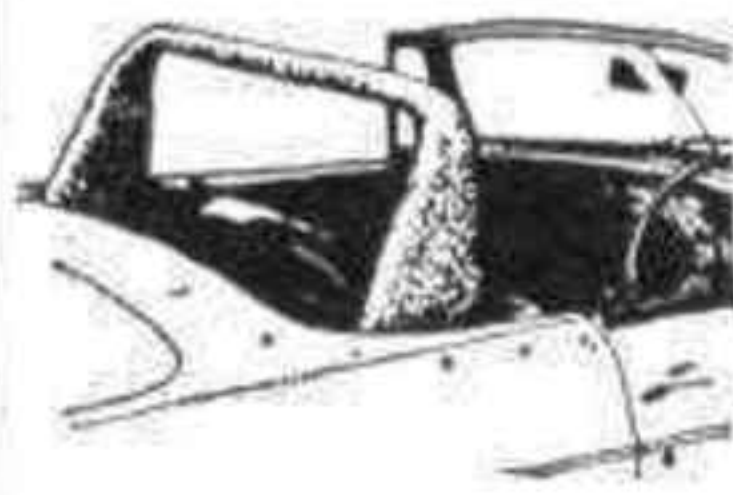
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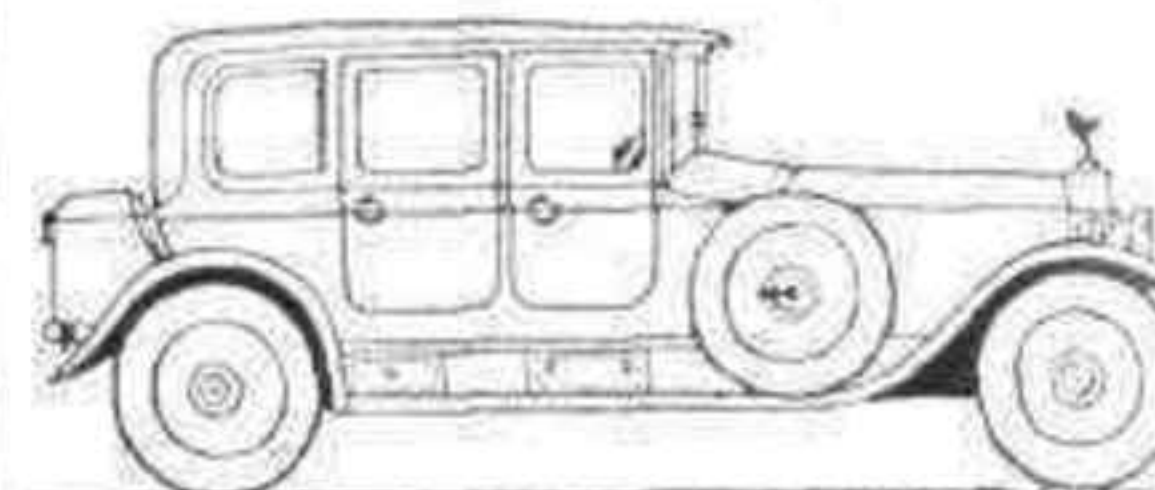
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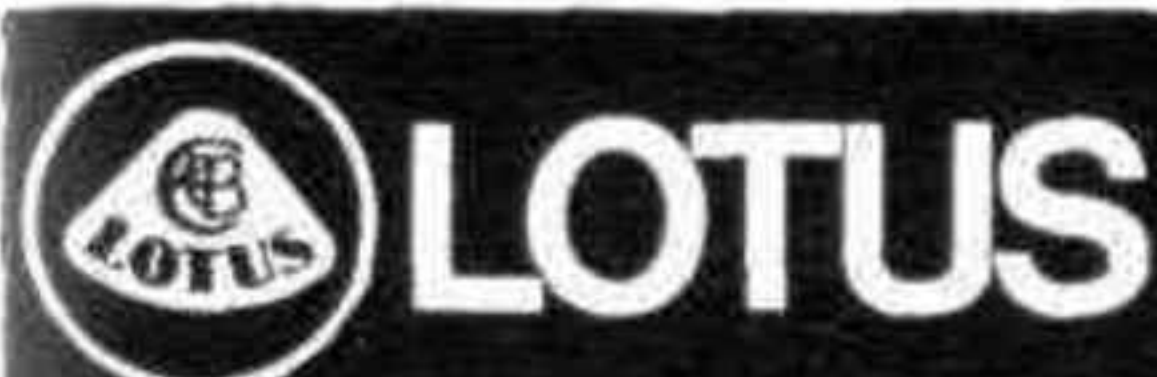
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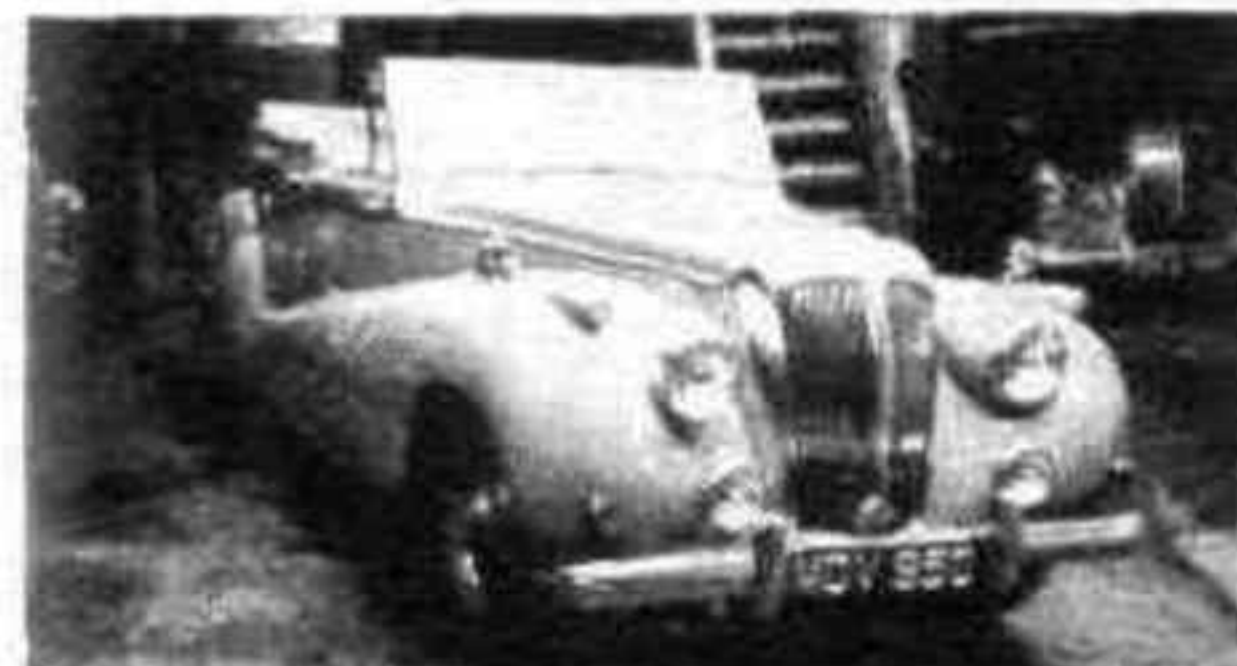
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**1939 ROVER 12. VERY GOOD CONDITION:** seven good tyres; M.O.T.; used daily; needs a good home. Sensible offers. Please telephone Maldon (Essex) 3548 (after 5 p.m.). (6764)

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**DOWNTON STAGE 2 M.G.-B. THIS** very well cared for 1967 car with overdrive, twin spots, electric fan, air horns, heater, undersealed, seat belts, leather wheel, Cinturatos and only 34,000 miles for £770. Tel.: Kings Langley 65104. (6766)

**TWIN-CHOKE WEBER CARBURETTOR** complete with manifold and air cleaner, suitable for Cortina 1300 or 1600 cross-flow; six months old. Tel.: Henfield 2772. (6767)

**BENTLEY CONTINENTAL 51, 1957.** Almost certainly the best of the handsome and much sought after Mulliner fastback in existence. Power steering, automatic, Continental refinements and luxury; almost as new; a connoisseur's car to drive and look at, yet I will not refuse any reasonable offer. Tel.: Prescott (near Liverpool) 5815. (6768)

**SUNBEAM IMP SPORT, 1967. TAXED.** M.O.T.; brakes, gearbox and clutch overhauled; good condition. £400. Fish, 27 Branston Rd., Clacton-on-Sea, Essex. Tel.: Clacton 22886. (6769)

**BENTLEY, 1953, "R", MANUAL.** Finished in two-tone grey, pale blue upholstery; supplied and serviced by main dealers since new; full history; outstanding condition. £625. Tel.: 061-427 2985. (6770)

**1969 BOND EQUIPE 2-LITRE GT MK. II.** Bahama yellow. Overdrive, h.r.w., heater, sunroof. Only asking £950 because new car due Nov. Tel.: Bolton 20605 (Monday/Tuesday). (6772)

#### FOR SALE—continued

**ROLLS-ROYCE 51, OCT. 1956.** Finished in midnight blue, champagne upholstery; new white wall tyres just fitted; all R.-R. refinements; full history; beautiful condition. £1,625. Tel.: 061-427 2985. (6770)

**BENTLEY 4 1/4 MX (OVERDRIVE** chassis), 1939, Mulliner razor-edge saloon. Superb specimen bodily and mechanically—extremely sound body structure. Identical to 1938 Motor Show car fitted Perspex front roof panelling, razor-slim front pillars, electric rear blind, mascot, handbook, wheel discs, original tools/spares kit. Probably most elegant and attractive saloon body ever fitted to Derby Bentley. £950. 25 East Hill, Ashford, Kent. Tel.: 20552 (evenings). (6771)

**MERCEDES-BENZ 180A, GME 213B; L.H.** drive. Light grey. In excellent condition throughout; M.O.T. and taxed until Aug. 1971; superb ride. £165. Reply: Sargent, 91 Bloxham Rd., Banbury, Oxon. (6773)

**PEERLESS, 1959. NEW CLUTCH, CALI-** pers, discs; M.O.T. £260. Tel.: 01-878 2050 (after 6 p.m.). (6774)

**RILEY 2 1/2 ROADSTER 2/3-SEATER,** 1949. Retrimsed, resprayed. £265. Tel.: Redbourn (Herts.) 2343. (6775)

**JAGUAR "E"-TYPE, 1961, MAROON** F.H.C. Konis, radio, recent new clutch, dynamo, fuel pump, four new radials in last two months. £580. Tel.: W. Chiltonington (Sussex) 3275 (any time). (6776)

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ANSALDO FOUR-CYLINDER O.H.C., 1924, open four-seater taurer. Almost identical Alfa Romeo; 19,000 miles; completely rebuilt; new upholstery, hood, side curtains; finished in Italian red; enough spares for another car. Nuvolari raced a similar car from 1921 to 1923. £1,500. Tel.: Clendon (Surrey) 628. (6838)

BRISTOL 400, ONE OWNER 16 YEARS. Reconditioned engine (just run-in), new differential, gearbox overhauled. Very good specimen of this rare model. Sensible offers. Tel.: Leire (Leicestershire) 204. (6839)

SUNBEAM TIGER V8 4.2L, 1965. ABSOLUTELY mint condition; fully documented pedigree. £645. Tel.: Oglethorpe (Leeds) 208. (6840)

1960 PORSCHE 1600-356B FIXED HEAD coupé, left-hand drive; registered 1970. White with blue interior; absolutely first class and original condition; 12 months' M.o.T. H.P. may be possible. £395. Tel.: 01-948 0035 (Richmond, Surrey). (6841)

LEA-FRANCIS, 1951, 14 H.P. SALOON. Black. Well looked after and worthy of further restoration. £180. Also new and used spares. Tel.: Burgess Hill 41294. (6842)

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BUICK, 1947, RIGHT-HAND DRIVE, EX-Embassy car; respray black; radio, etc.; immaculate inside and out; year's M.o.T. and taxed; eligible Pre-1950 Club. £325 o.n.o. E. Moody, 37 West Rd., or exchange pre-war American. Must be good. Bourne, Lincs. Tel.: 2641. (6843)

M.G. TC, 1947, REPAINTED B.R.G. NEW hood; very original, including engine, £295. Tel.: Rhooze 432. (6844)

ROLLS P. III SPARES, MOSTLY ENGINE, including two very good heads, £250 the lot. No offers. Buyer collects. Tel.: Rhooze 432. (6844)

1922 BUGATTI BRESCIA, EARLY model, with hand-pressurised fuel tank and S.E. wheels. Illustrated in H. G. Conway's book and in superb condition bodily and mechanically. £1,950. Tel.: Norcott Brook 411. (6845)

M.G. TF 1500, 1955, METALLIC GREEN. One of the last made; exceptional condition. £650. Exchange considered. Cash either way. Tel.: Bradford 43210. (6846)

**FOR SALE—continued**

SUNBEAM TALBOT 90 MK. I (1950). Good engine, sound body, good tyres; requires repaint and attention to steering—drivable. Offers please to: Murphy, 18 Court Farm Ave., Ewell, Epsom, Surrey. (6847)

SUNBEAM TALBOT MK. III, DEC., 1956, with overdrive; all mechanical units in excellent order. Can be driven and tested. M.o.T. Jan., 1971; body has extensive rusting on wings and bottom of doors; excellent car for either spares or restoration. £50. Might consider selling parts separately. Tel.: Himbleton (Worcs.) 220. (6848)

STANDARD 9, 1936; 35,000 MILES; Concours condition; original tools, handbook, outside spare wheel, sliding roof; M.o.T., taxed. £250. Ford, Fort Villa, Millerton, Somerset. Tel.: 556. (6849)

RILEY 2½, 1951, VERY GOOD CONDITION; new roof, spare engine. Tel.: Ilkeston (Derbyshire) 6298. (6850)

FOR SALE: BRISTOL 400, TYPE "A", chassis number 400-1-178; fitted with 404 crown wheel and pinion, new brake linings, servo-assisted drums, Kenlowe fan, new radiator. Also fitted: 3.4 Jaguar engine and auto. box. Positano yellow. £450. Photos on request. Johnson, Tel.: Braunton 626. Current M.o.T. in daily use. (6851)

AUSTIN HEALEY 3000 MK. I, RED. 1961. Overdrive, radio; good condition. £275. Tel.: 01-989 2870. (6852)

BENTLEY BODY, 1929, 4½-LITRE WEYmann Mulliner. Complete original, needs restoration. Tel.: Nottingham 254417. (6853)

ALVIS TG12/50, 1927, NARROW-BODIED four-seater three-door taurer. Immaculate throughout. £1,000. Box 2558. (6854)

MORRIS 8, 1932, TWO-SEATER taurer. Enthusiast's dream for restoration. Harrowitz, Tel.: Oxford 56233. (6855)

A.C. ACECA, 1960, MAROON, 100D2 engine, radio; immaculate; over £700 spent in last 2½ years. £750 o.n.o. Consider TR3A + cash in part exchange. C. Hodges. Tel.: 01-672 1068. (6856)

ROESCH TALBOT 95, 1934, SALOON. Presetor gearbox, traffic clutch; excellent all-round condition; stored last three years. Seen Teddington. £200. Clark. Tel.: 01-399 3110. (6857)

A.C. ACECA, 1959, BRISTOL 100 D2 engine, overdrive, new interior trim and paintwork, rechromed suspension recently overhauled, new tyres, radio. £775. Tel.: Watford 32707 (evenings). (6858)

BENTLEY, 1939, 4¼ D.H.C. V.D.P. Good mechanically; in grey primer; new tyres, chrome, stoved wheels; all complete; needs some bodywork and trim to make most desirable, rare overdrive car. Best offer over £1,000 to enthusiast. View by appointment. Toft, Old Croft, Kingston Blount, Oxford. Tel.: 316. (6859)

RILEY 1½-LITRE R.M.E., 1954, CON-naught green. This car has been completely restored bodily and mechanically and must be one of the finest in the country. Offered at a realistic price for quick sale. £375. Tel.: Chesterfield 2574 (day). (6860)

M.G.-B ROADSTER, OCT., 1969, BLUE. Overdrive, wire wheels, tonneau; one owner; 14,500 miles. £1,015. Rendall, 5 Park Crescent, Abingdon. Tel.: Abingdon 389 (preferably after 7.30 p.m.). (6861)

RILEY PATHFINDER, 1955; M.o.T. 1971; 68,000 miles; Avon Turbospeeds, new battery, fuel pump, exhaust, etc. Very few Pathfinders equal this. £100. Tel.: Potters Bar (Herts.) 57863. (6862)

MORRIS 8, 1936, SUPERB CONDITION. Complete with original invoice, guarantee and manual, radiator muff, spare wheel muff. Has to be seen to be believed. Sold through death. Offers. A. J. King, Blackford Hall, Stoke Holy Cross, Norwich. Tel.: NOR 54W. (6863)

A.C. COBRA, 1965, RED, BLACK interior. One owner since new and maintained entirely by the factory. Hard-top, soft-top, tonneau, radio; in the superb condition one always dreams of finding a car but almost never does. £1,995. Tel.: Byfleet 47853. (6864)

**FOR SALE—continued**

TR5, 1968, ELDERLY ENGINEER'S PET from new. Late type injection equipment, undersealed, wire wheels, overdrive, hard-top with Webasto roof, special grille with oblong quartz spots; 15,000 miles. £1,100. Tel.: 01-449 5134 (Barnet). (6865)

1967 MIDGET, B.R.G. IMMACULATE; 33,000; oil cooler, wire wheels, heater, console. £490 o.n.o. Tel.: ORP 30711 (day), Otford 2093 (evenings). (6923)

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TRIUMPH TR1A, 1966, MODEL, B.R.G. Exceptional condition; moderate mileage; overdrive, wire wheels, tonneau. £645. Tel.: 01-462 4083. (6928)

FERRARI, RED 250 GT, SCAGLIETTI competition lightweight Berlinetta, with works specification documents, Ex-Seldel & Nocker car. First in GT class Nurburgring May, 1962. Rebuilt in Germany after racing career and registered 1962, mileage under 10,000 since; road-tested "Autocar" 29.5.1964; 0-100 m.p.h. 13.7 secs. Superb specimen of the classic Ferrari. Frank Wall, Healey Mouldings Ltd., Wolverhampton Rd., Oldbury. Tel.: 021-552 2731, 021-454 0867 (home). (6929)

V8 M.G.-B (YES, M.G.-B), FANTASTIC performance; 3,500 c.c. alloy engine, alloy wheels, special tyres, folding hood, GT hard-top, air horns; many extras; genuine sale. Will accept £1,000. Tel.: 01-300 6978 (day only). (6930)

THIS BEAST IS A BEAUTY, M.G.-B GT. Special Vanwall green. Overdrive, wires, q.l. heads, electric aerial, Cibies, klaxon, fully guaranteed engine. All for £800. Tel.: Harpenden 62160. (6931)

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**FOR SALE—continued**

ZAGATO FIAT-ABARTH 750, R.H.D. Ex-Franklin D. Roosevelt, Jnr.; immaculate; new tyres, battery, etc.; very fast; M.o.T.; full history. Tel.: Wilmslow (Cheshire) 29140. (6933)

SEDANCA DE VILLE, 1937, 25/30 Rolls-Royce, G.U.L. Series, special-bodied saloon; immaculate coachwork, tidy interior, rear-mounted spare wheel; unusual and attractive car; mascot. £975. Also 1934 20/25 sports saloon; sliding roof; two owners; very good condition; full documented history from Rolls-Royce from new, giving all servicing and speedometer readings; unused 11 years. Price £850. Talbot, 18 Myra Rd., Lytham, Lancs. Tel.: Lytham 6487. (6934)

ROLLS-ROYCE CHASSIS P. II, RUNNING, £650, P. I similar 20 h.p. £345. Horner. Tel.: Andover 3643. (6935)

"E"-TYPE 2 + 2, CARMEN RED, BLACK trim. Over £200 has been spent chromium plating almost every part under the bonnet, bringing this car to Concours standards. Chrome wire wheels, Motorola radio, heated rear window, Astral wheel, Bulldog alarm, etc.; bodywork, chrome and mechanics are in the highest possible order. This is a private sale and I invite any inspection. Comprehensive history available. An investment at £1,750. Tel.: Cambridge 64462. (6936)

"E"-TYPE CHROME WIRE WHEELS (four). £40 o.n.o. Good condition. Tel.: Cambridge 64462. (6936)

TR4, 1962, WHITE, OVERDRIVE, radio, belts; reconditioned engine 7,000 miles; new carpets, all new wings and sill (Stanpart), respray, new G800s; beautiful; rust-free and sound. Well worth £395. Tel.: Oundle (Northants) 2579. (6937)

SPITFIRE MK. II, OCT., 1966, BLUE. One owner; full service record; 36,000 miles; underseal; hard-top, soft-top, overdrive, S.A.H. rebuilt engine, Kenlowe fan, ZX tyres; excellent condition. £475. Richards. Tel.: Watford 26940. (6938)

M.G.-A F.H.C., 1959, B.R.G. EXCELLENT bodywork and mechanics; taxed, M.o.T.; many new parts. Extras include seat belts, push-button radio, chrome rack. £265. For details and photograph write: Downey, 12 Chater Rd., Wittering, near Stamford. (6939)

TRIUMPH 12/50, 1964, RED, FITTED twin Strombergs; w/r steering wheel, 5½J wheels, hand spot; immaculate condition; £100 spent 1970. Offers around £290. Tel.: 977 6871 (Kingston). (6940)

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- 1963 ALFA ROMEO Giulia 1600 Sprint coupé. Exceptional £295
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**M.G. TF, 1954, IMMACULATE CONDITION** with new weather equipment, Gold Seal engine and white bodywork. £525. Tel.: 01-857 3110. (7003)

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**BENTLEY S.1, MECHANICALLY GOOD,** radio, M.o.T., £675. Vanden Plas Princess 1100, blue, grey interior; 30,000 miles; service history; £525. Tel.: High Wycombe 28350 (Buckinghamshire). (7034)

**ACE, A.C. ENGINE, 1955, METALLIC** green; w/rim wheel, new carbs, tonneau, water pump, carpets, brake hoses, exhaust; in last year 3,500 since new clutch, rear end rebuild at factory; all bills; immaculate condition. £750 o.n.o. Brown, 57 Bassett Rd., W.10. Tel.: 01-969 3620 (evenings), 01-589 0091 (day). Serious enquiries only please. (7053)

**FRAZER NASH, MILLE MIGLIA** model, in pristine condition; complete with authentic brand-new Bristol engine. This fine sports/racing car has been cared for by an ex-racing driver and maintained regardless of expense. For further details write: M. Tweedie, Lawn Cottage, Church Lane, Whittlesford, Cambs. (7054)

**FOR SALE—continued**

**1962 AUSTIN HEALEY SPRITE, MK. 2,** 948 c.c., Black, red hard-top, soft-top, many extras. £280. Tel.: Dartford 20973 (after 7.30 p.m.) for lengthy specification. (7035)

**TRIUMPH SPITFIRE MK. III, 1967** (May). Red with black trim; radials; one owner. £505 Mr. Nathan. Tel.: 01-600 1200 (day), 01-789 7323 (after 6.30). (7056)

**BUGATTI, TYPE 37, RACING CAR.** Absolutely complete chassis with original carburettor, shocks, fuel system, etc. Need new body. Only offers will be answered. Box 2579. (7073)

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**AUSTIN 16/6 BURNHAM SALOON OR** 16/6 tourer. Both pre-1930. Cash. Tel.: 041-772 2215 (Glasgow) (after 6 p.m.). Lloyd, 12 Rannoch Gdns., Bishopbriggs, Glasgow. (6638)

**WANTED: HOOD AND FRAME FOR** Daimler Dart SP250. Any colour or condition considered. Tel.: Ascot 24501. (6533)

**LAGONDA 2-LITRE, 3-LITRE OR M45.** H.R.G. 1½-litre, standard body. Frazer Nash, chain gang, Invicta 4½-litre-tourer. Bentley (Derby) 3½- or 4¼-litre tourer or drophead, Morgan 3-wheeler, Aston Martin 1½- or 2-litre. One of the above wanted by enthusiast. Pay fair price. Immediate payment. Box 2530. (6538)

**WANTED—continued**

**ASTON MARTIN, COMPLETE ENGINE** wanted for 1934 Mk. II to replace original one extensively damaged. Also require oil tank. Will pay fair price for correct or suitable engine. Box 2529. (6538)

**JAGUAR "D" OR "C"-TYPE ENGINE.** Genuine Jaguar competition engine required to replace damaged unit in Lister-Jaguar. Will consider competition components, including 3-carburettor manifold, with or without Webers, competition swept-type exhaust manifold, and competition sump—wet or dry. Also interested in "D"-type all-synchromesh gearbox. Please supply details and price. Box 2531. (6538)

**AR OR AAR REGISTRATION NUMBER** wanted with any number, low or distinctive preferred. Tel.: Field 328 or write Box 2536. (6607)

**BENTLEY OR ROLLS-ROYCE WANTED,** preferably with unusual coachwork, sedanca, two-door, coupé or similar. View anywhere, good price offered. Harper, Stretton House, Stretton (via Warrington), Cheshire. Tel.: Norcote Brook 411. (6608)

**UNUSUAL MOTORCYCLES WANTED,** e.g., Scott, Vincent, Ariel Square Four or anything very old, particularly square-tank machines. Harper, Stretton House, Stretton (via Warrington), Cheshire. Tel.: Norcote Brook 411. (6608)

**JEEP WANTED URGENTLY, FORD OR** Willys only. Tel.: 01-348 2226. (6609)

**SCOTT WANTED—ROUGH, DIS-** mantled, any condition considered. Write: Green, 37 Thornham Lane, Middleton, Manchester M24 2RE. (6610)

**WANTED: ALVIS 12/50, PREFERABLY** early duck's back sports or tourer. Full details, price, photo, if available, P. Stevenson, 669 London Rd., Coventry. Tel.: 0203 301738. (6611)

**SP250 ORIGINAL PARTS, BUMPERS,** steering wheel, hard-top, manual, spare parts book. W.H.Y.? Tel.: Welwyn Garden 23291. (6612)

**1750 SPIDER REQUIRED, HARD-TOP.** Greenhow. Tel.: Shrewsbury 6119. (6613)

**WANTED: PRE-1930 CHUMMY, ANY** condition but complete and original. Box 2537. (6614)

**REGISTRATION WITH LETTERS KM** or KEN with low or distinctive number before or after. Will buy for cash car with acceptable number. Write: Montgomerys, Charlotte St., Birmingham, or telephone 021-236 8101, 021-705 3903 (after 7 o'clock). (6615)

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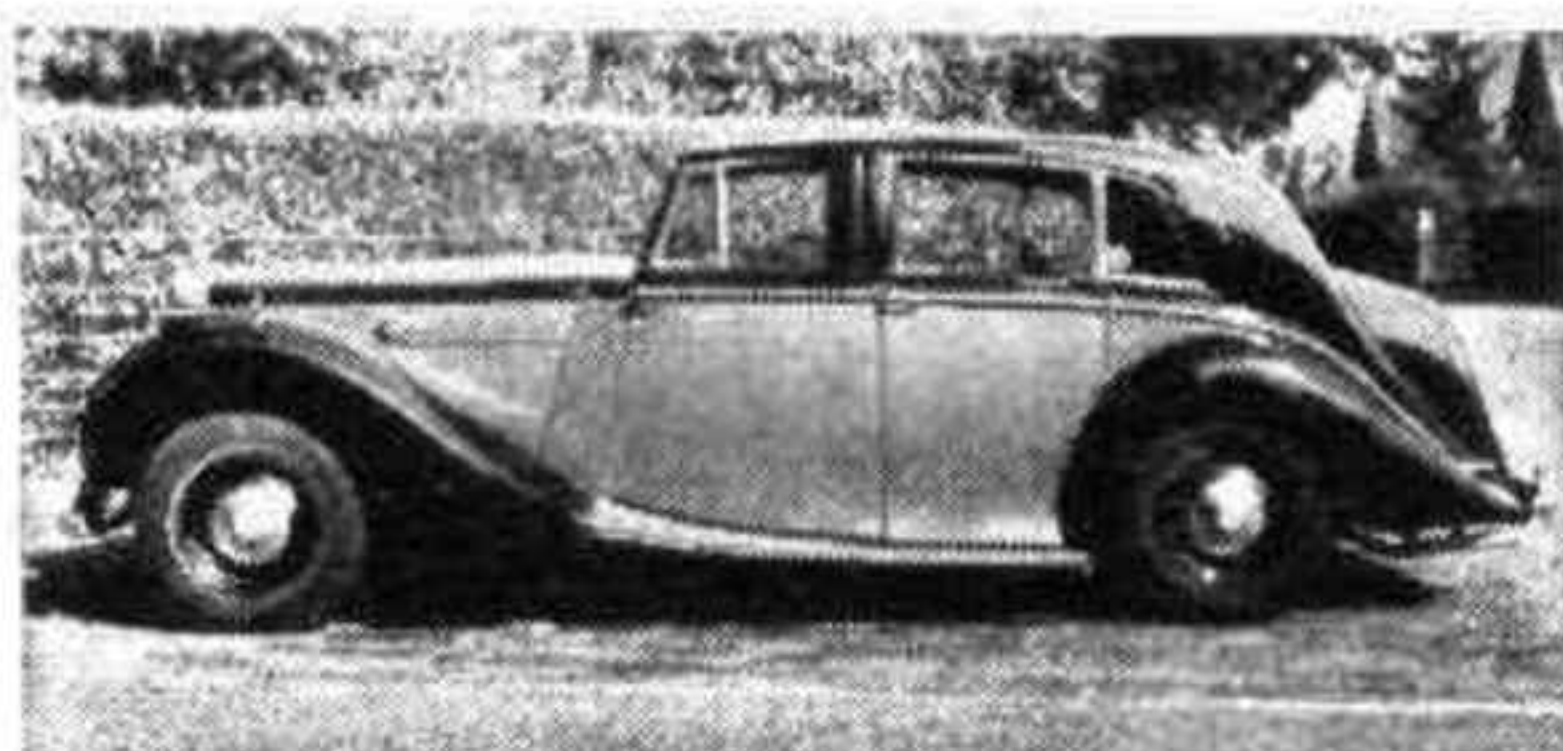
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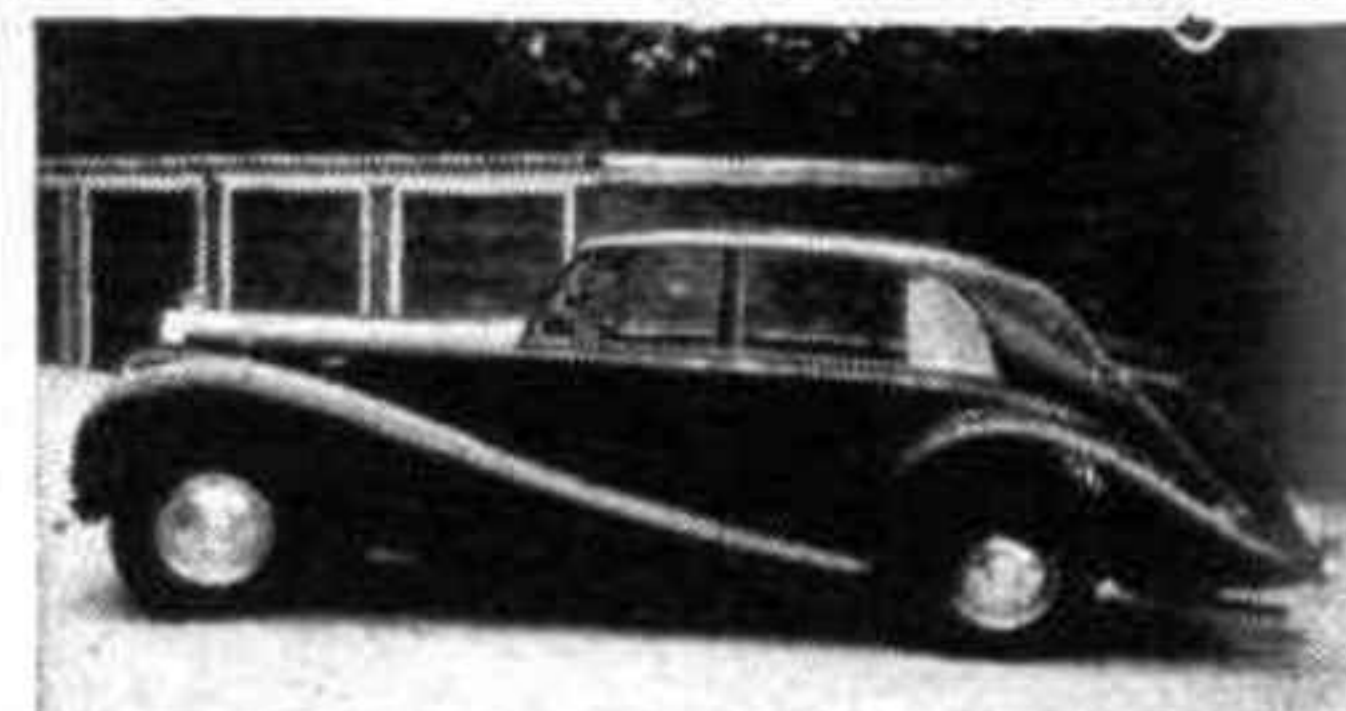
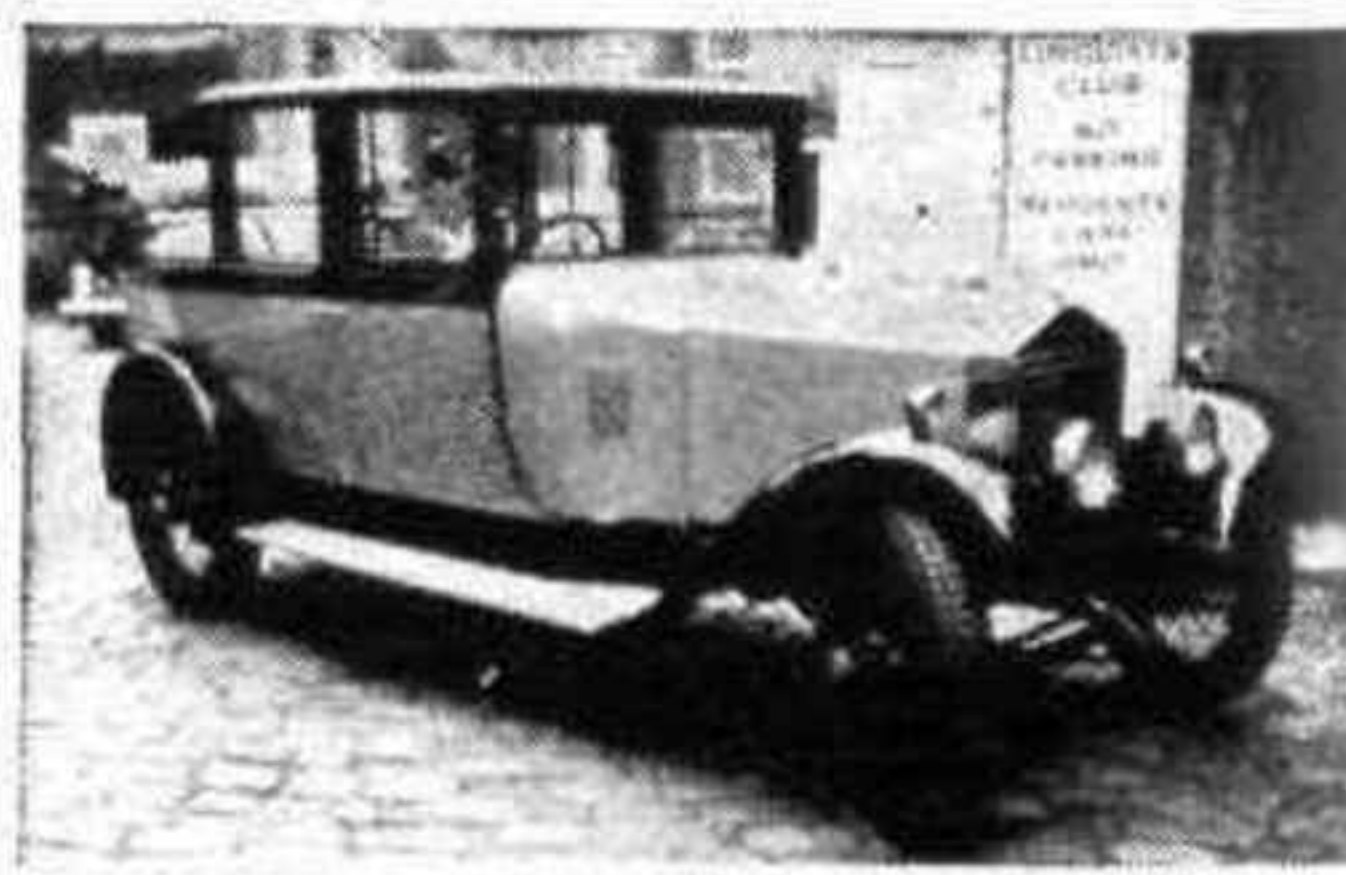
(Left) **1954 ROLLS-ROYCE Silver Dawn** automatic sports saloon, unmarked. Embassy black coachwork, all original grey hide trim; extremely fine specimen both mechanically and bodily, all tools and handbook. Must be one of the crispest and most original Dawns currently available.

(Right) **1925 ROLLS-ROYCE 20-h.p.** landaulette by Barker. Small upright saloon of great character and charm, fitted centre gate-change, rear wheel brakes, 32 x 4 1/2 split-rim wheels, new tyres. Recent major mechanical overhaul, coachwork black over Mediterranean blue, lined in gold. Outstanding 'vintage' Rolls and extremely original in all respects.



(Left) **1959 FACEL VEGA HK500 V8** 2-door sports coupé. Confirmed 18,000 miles from new. All synchromesh manual transmission. Fitted electric windows, Sundym glass, tinted screen, p.b. radio. Finished in Mistrale blue with powder blue trim, entire car can only be described as being in pristine and absolutely original condition.

(Right) **R-Type BENTLEY** automatic Standard Steel sports saloon, first registered 1954, 44,000 miles. Coachwork in embassy black lined in gold. Interior trimmed in brown hide, all in original and virtually unmarked condition. Mechanically superb throughout. The entire car is in unique order and its overall condition can be readily compared with a 1965 S.III of similar mileage. Complete with all tools, mascot and handbook. Just fully serviced.



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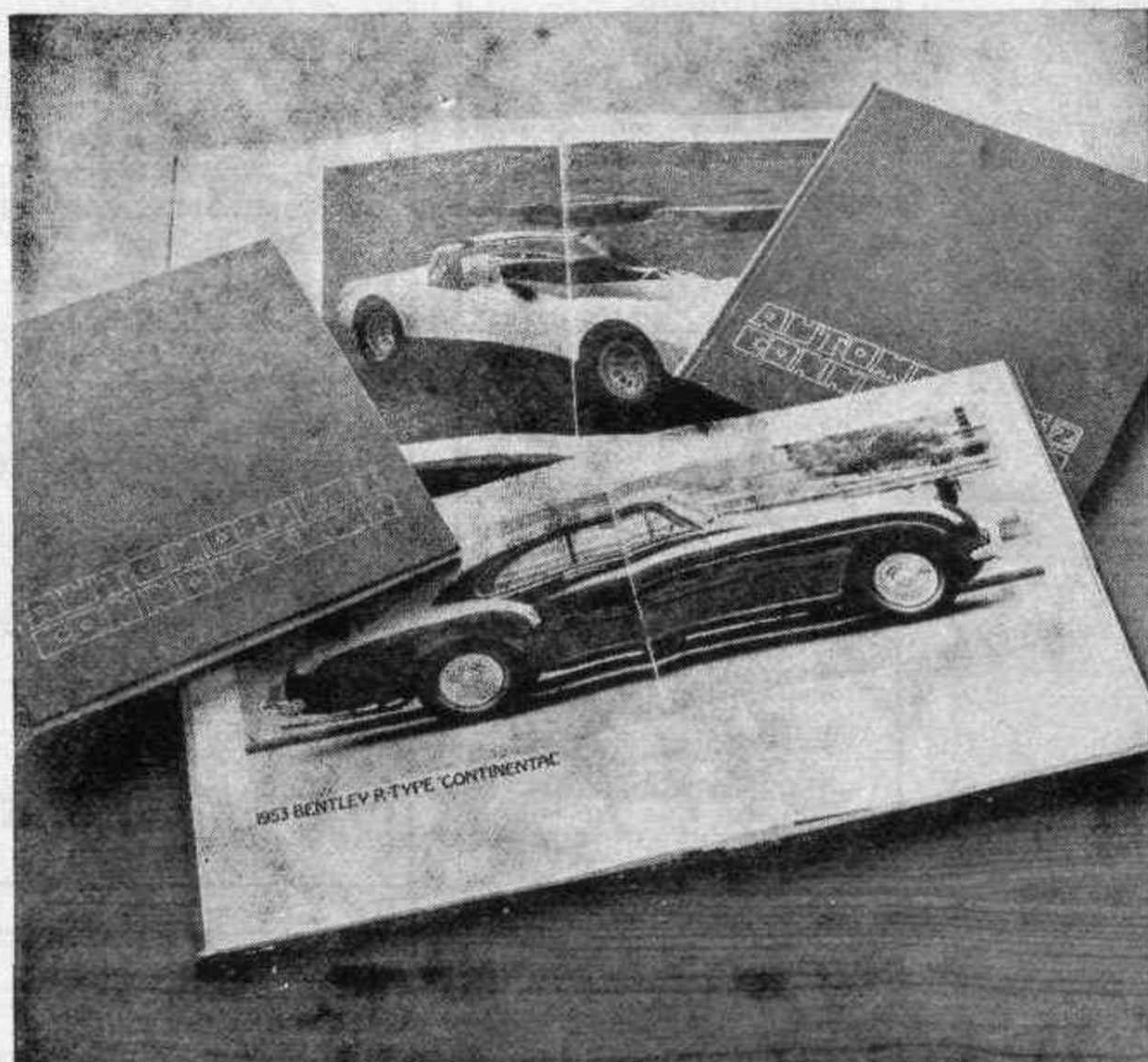
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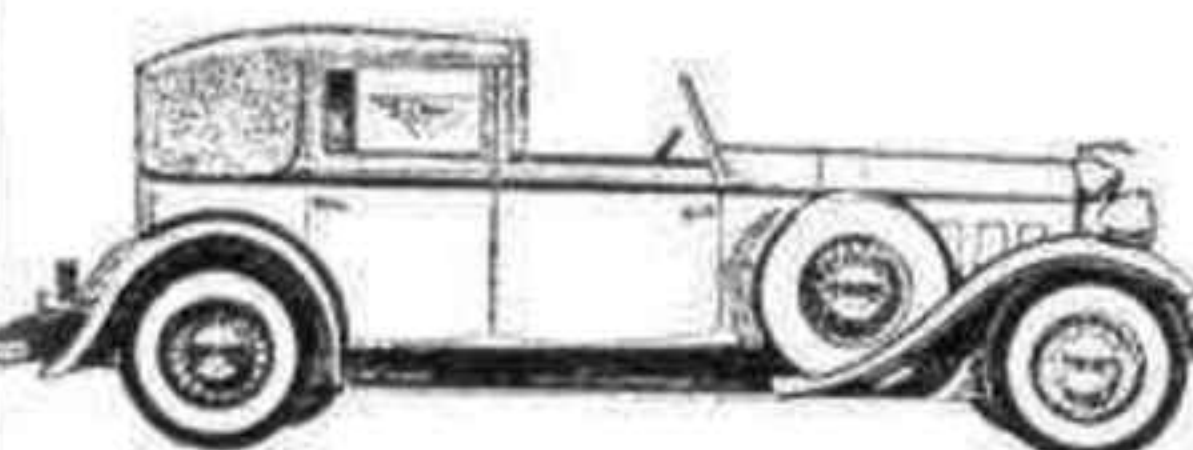
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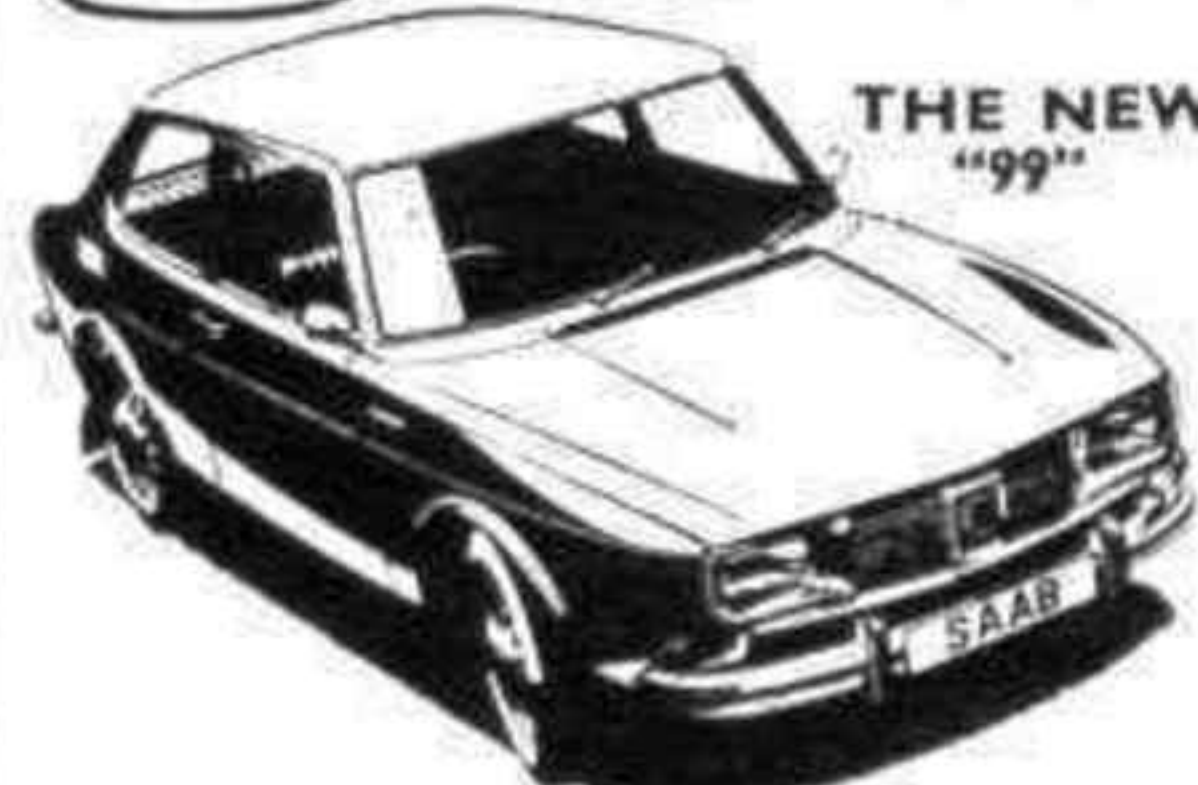
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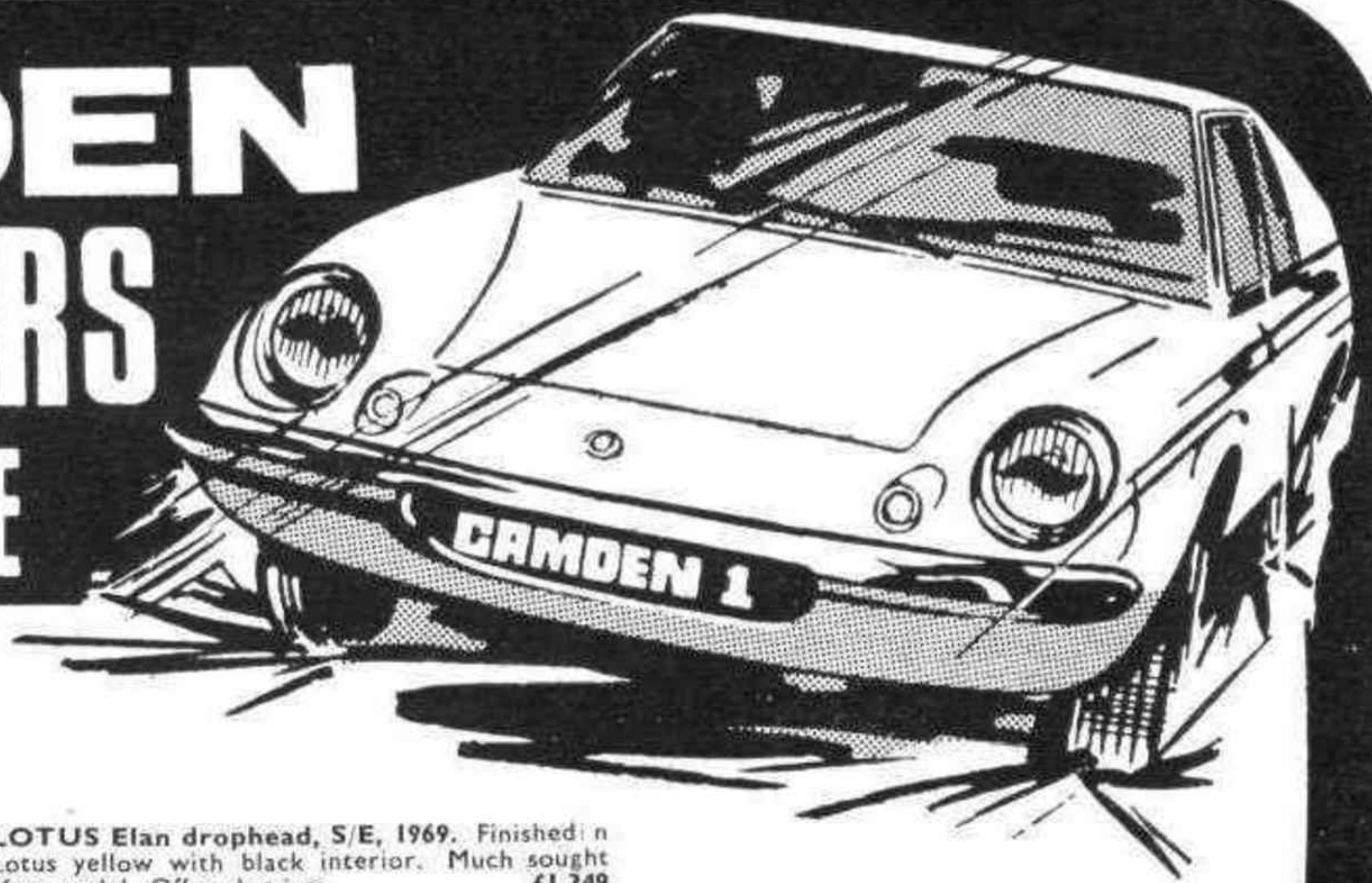
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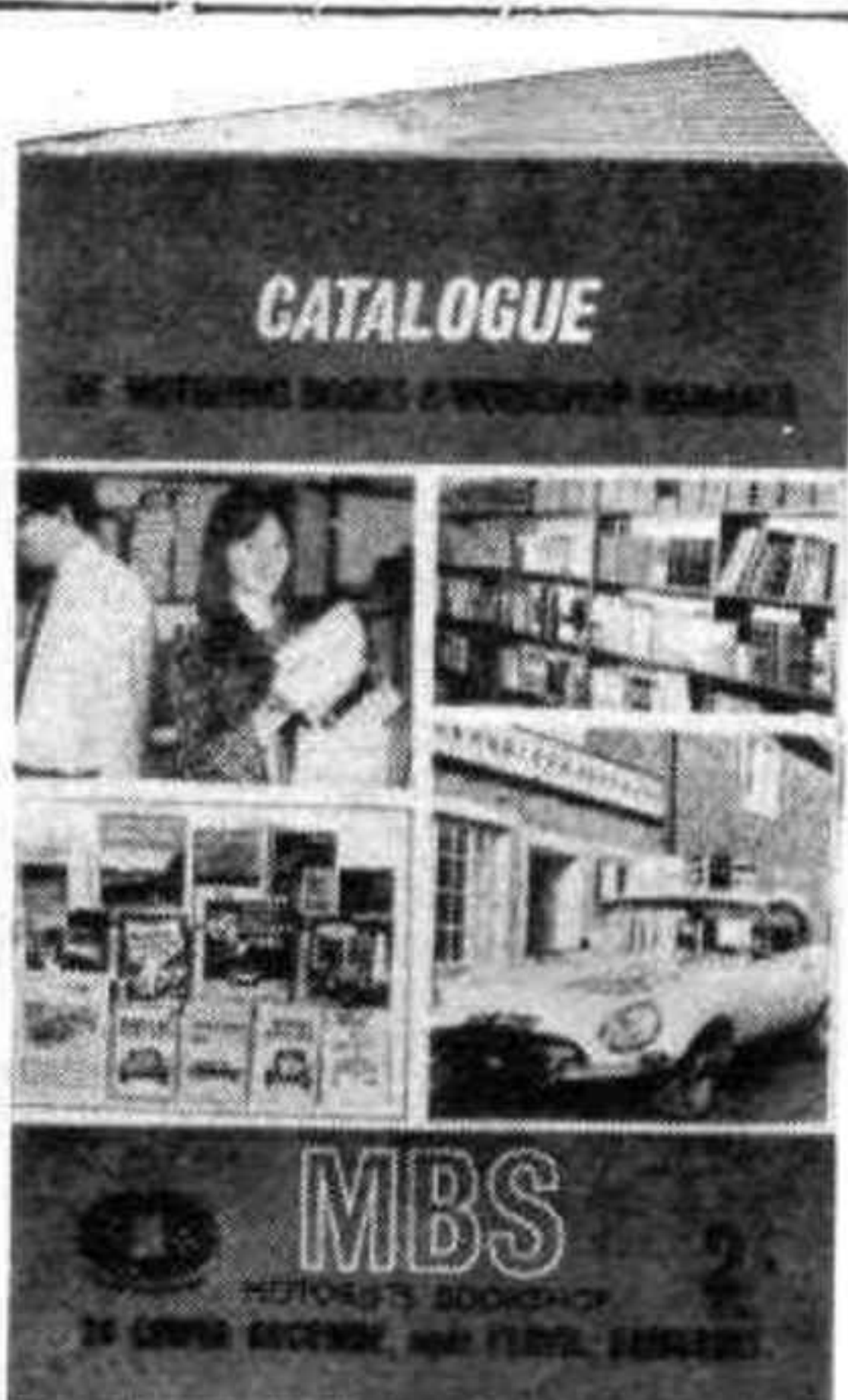
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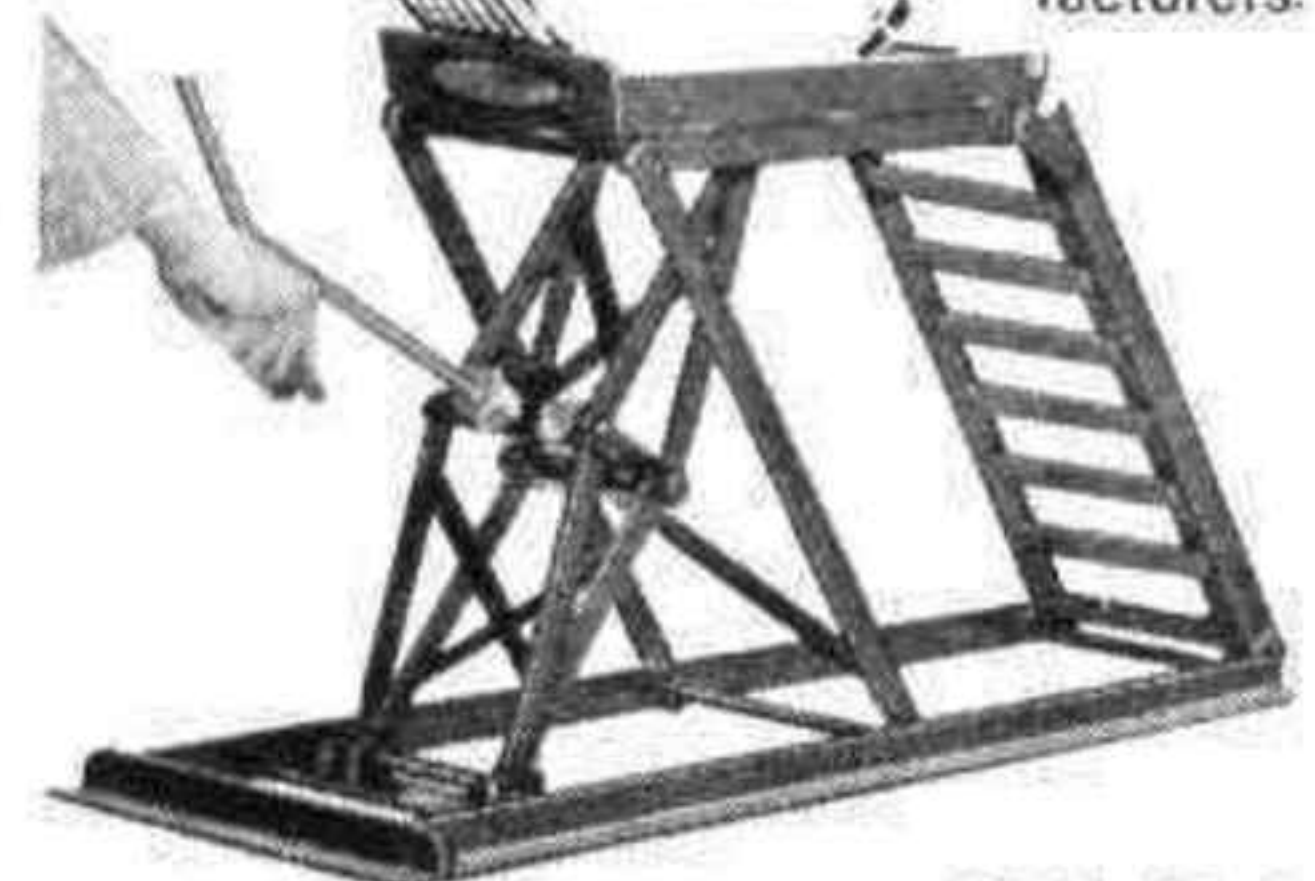
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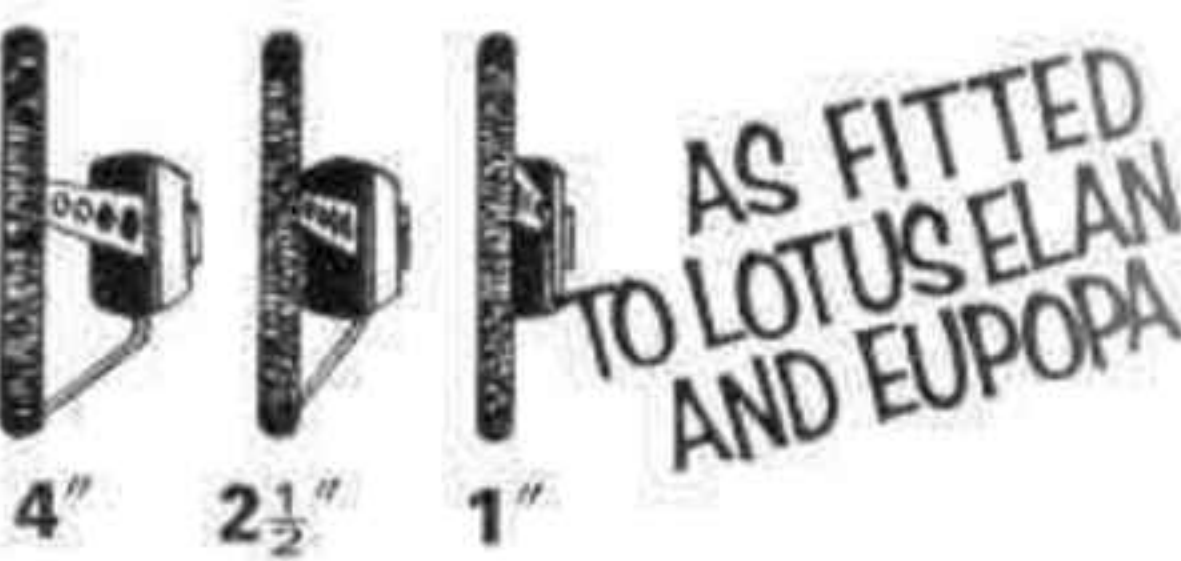
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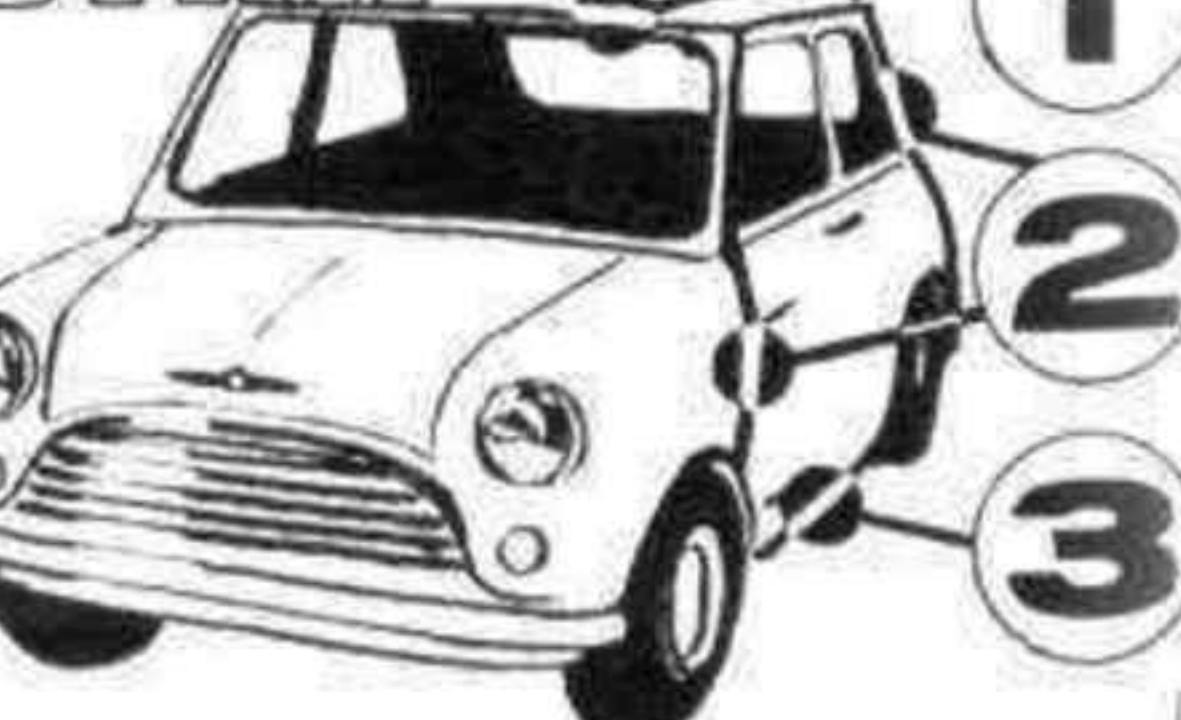
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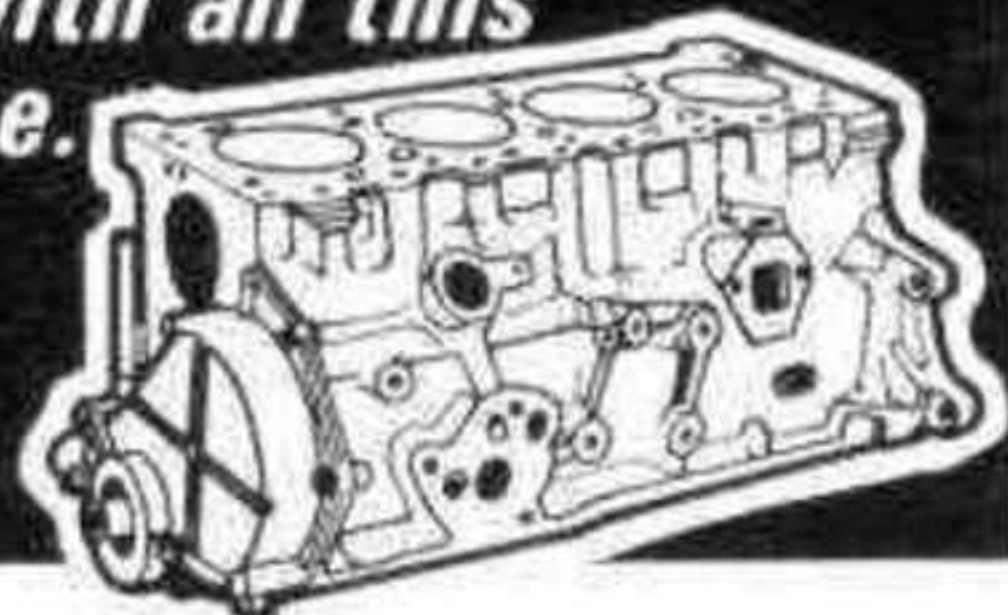


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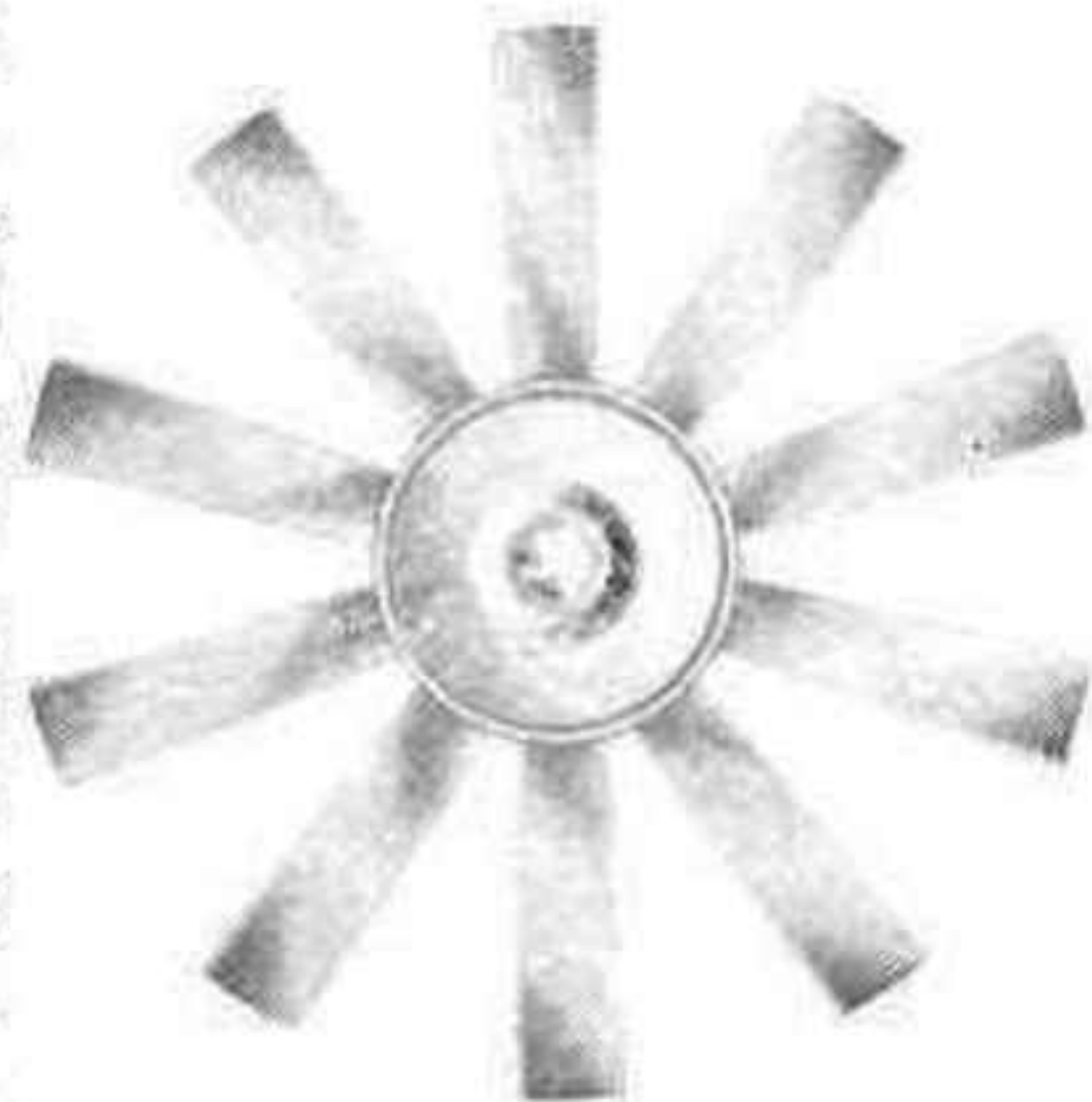
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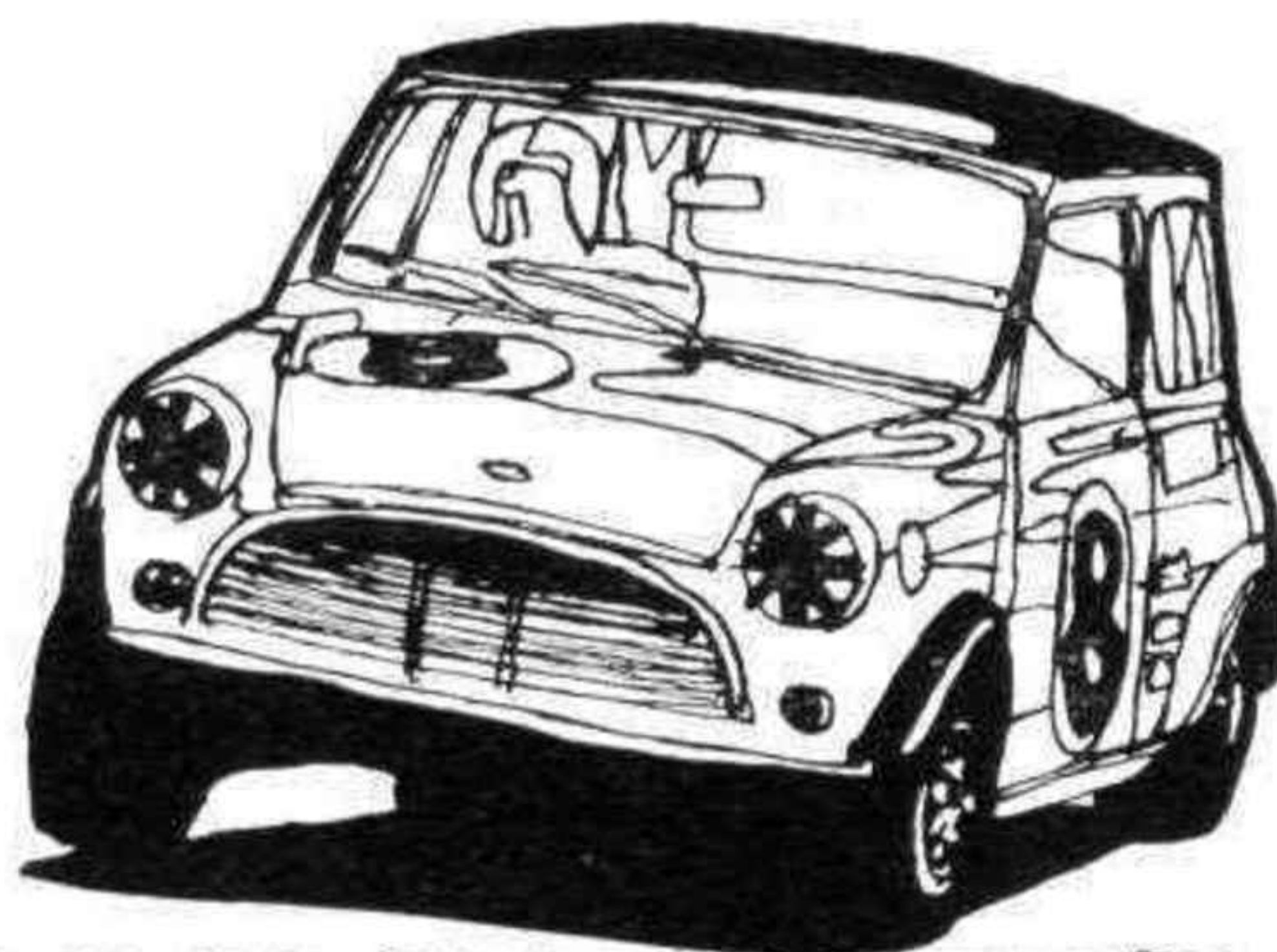


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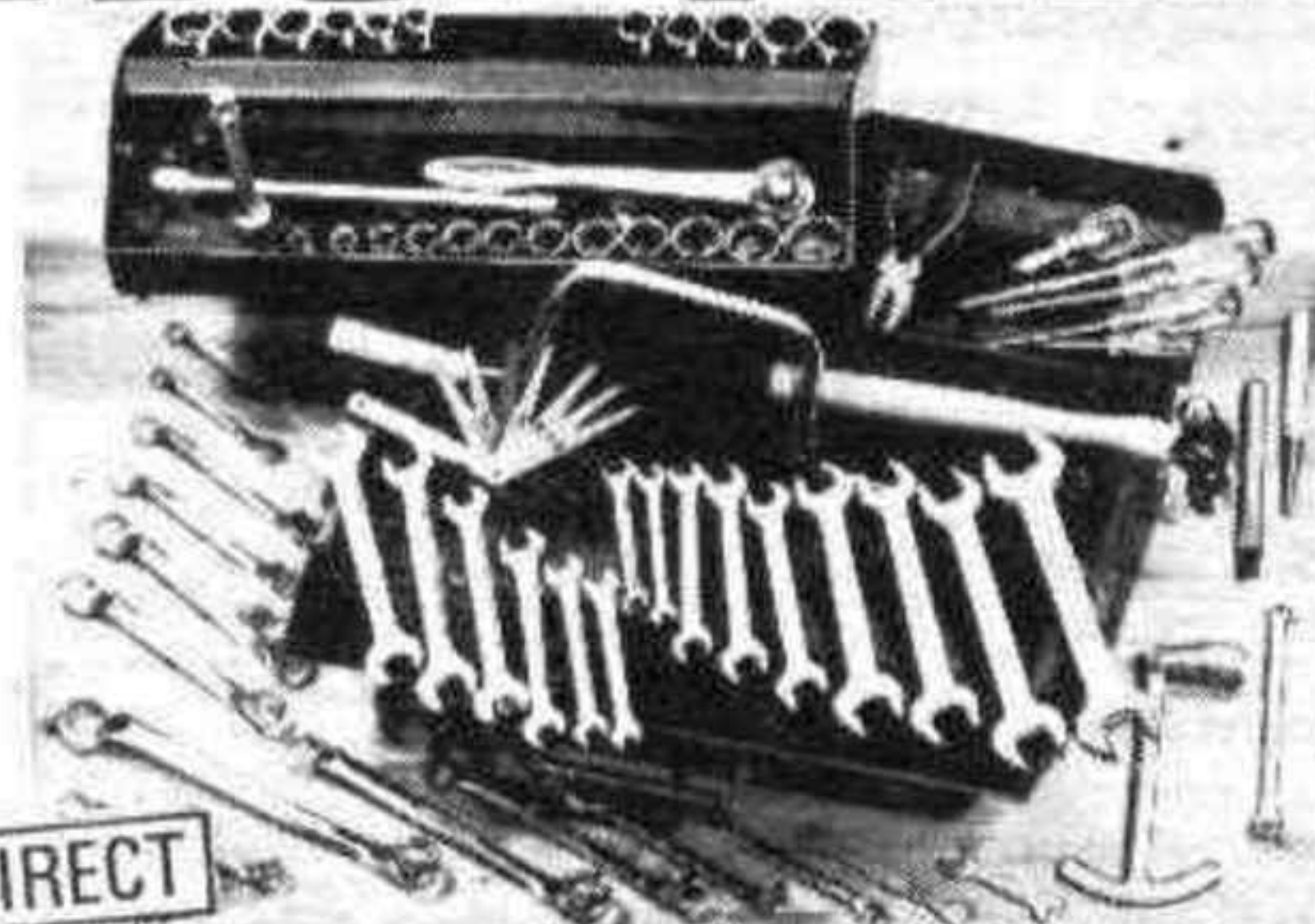
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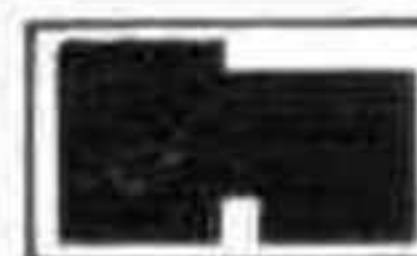
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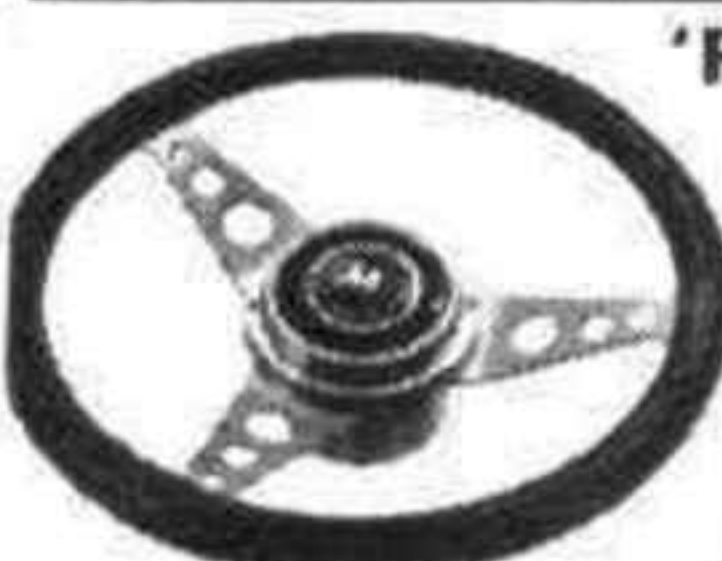
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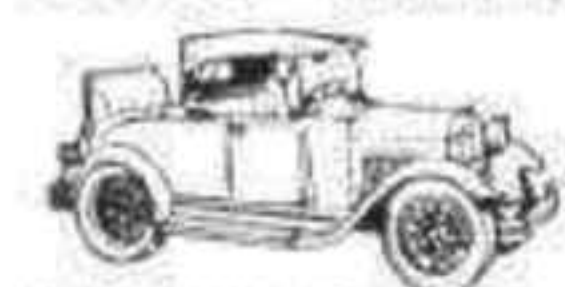
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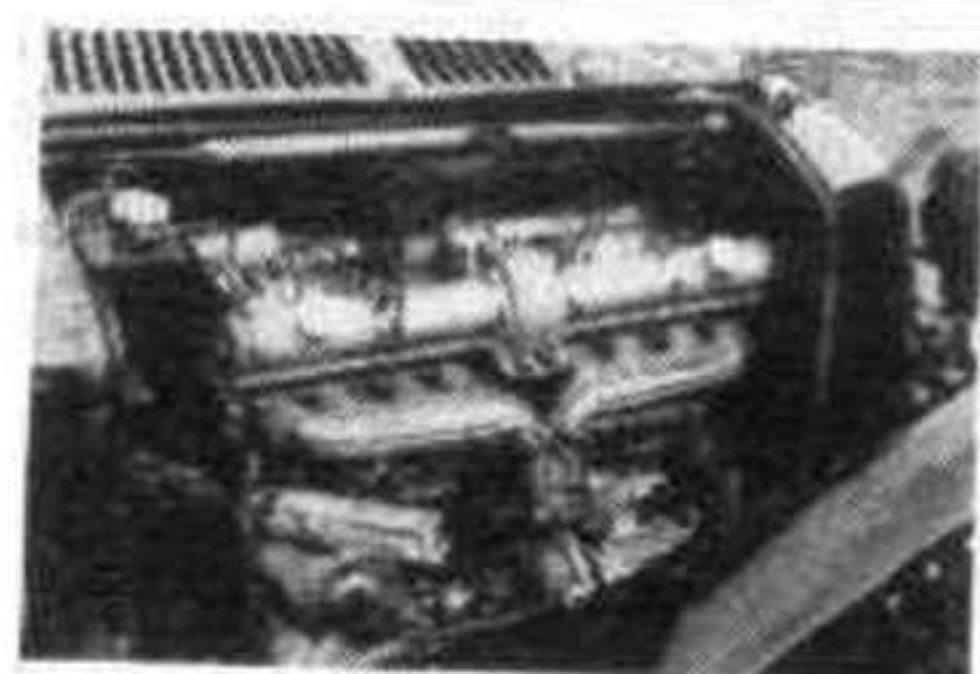
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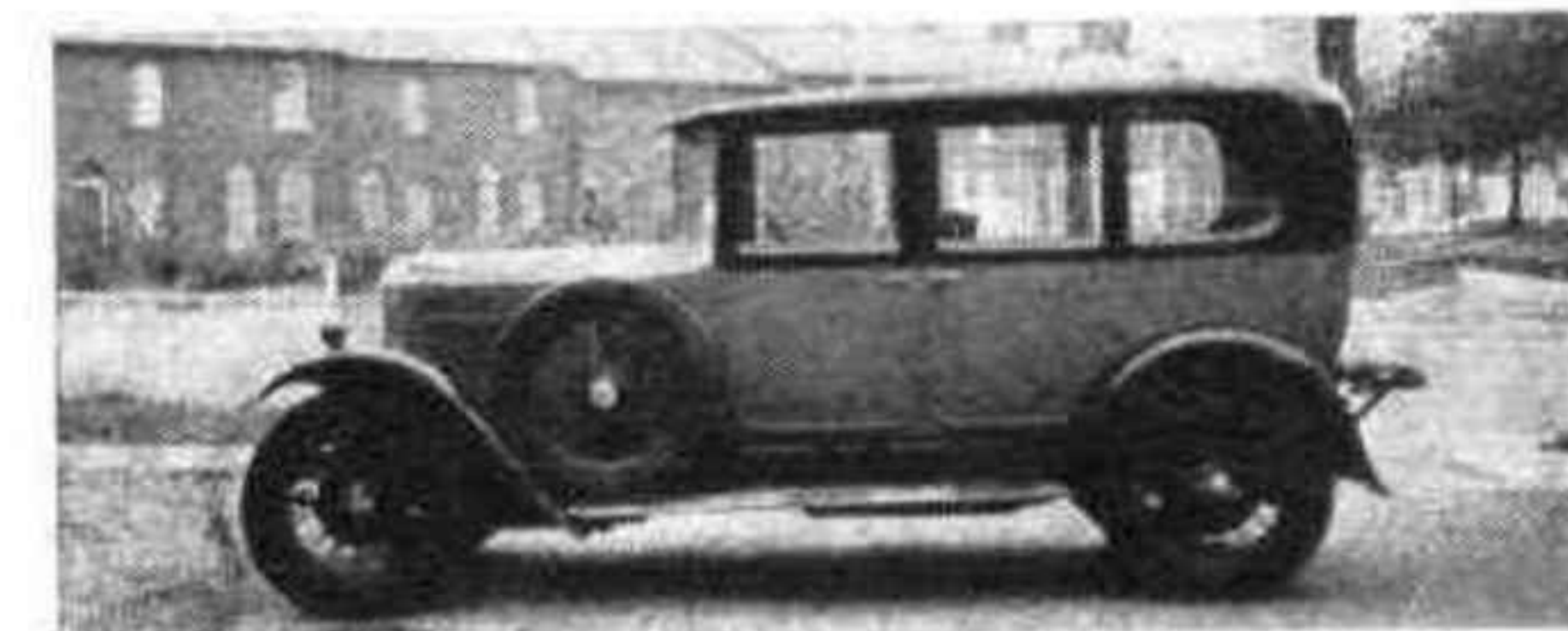
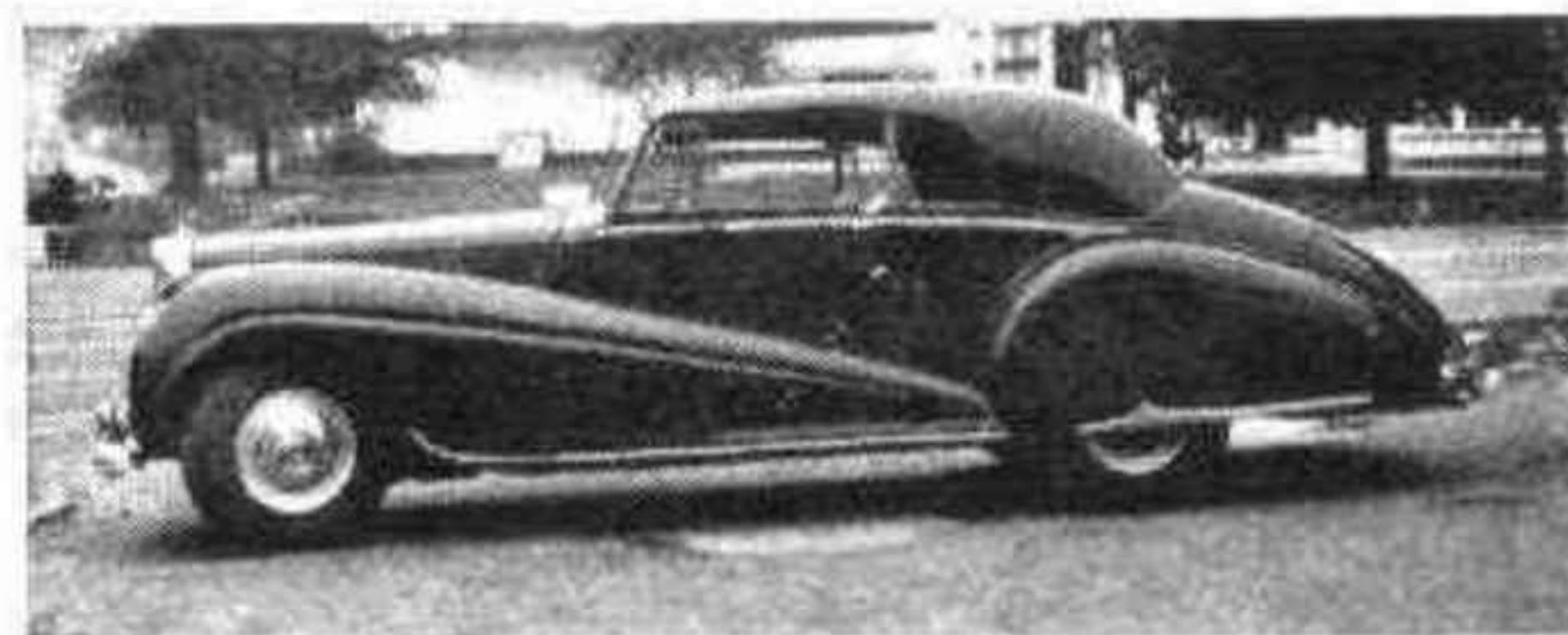


(Left) **BENTLEY S.1 Continental**, Park Ward coachwork, 1956 Series (Reg. 1957), automatic, not power-steering. Regal red with grey trim. Indicated mileage 109,000; recent bills from accredited R.-R. repairers for over £300 covering brakes, suspension, etc., new tyres all round. Interior leather shows some wear, but otherwise car is outstanding in every way for its year and has obviously been well cared for. £2,600

(Right) **BENTLEY Mk. VI special Park Ward** all-aluminium 2-dr. sports saloon, 1950, electric windows; quite a fair car mechanically and bodily but a recent repaint in midnight blue and a general tidy up of the interior (in beige leather) have been done fairly inexpensively, and there is still room for detail improvement; nevertheless an unusual and distinctive car which must appreciate in value. £600

(Left) **BENTLEY S.1 Freestone & Webb** sports saloon, 1956, no power-steering; midnight blue on silver grey, champagne hide interior; nice car both mechanically and bodily—interior woodwork particularly nice, fairly recent repaint is to a good standard; completely serviced by us. £1,425

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



**BENTLEY S.1 Continental**, 1958 Series (Reg. Oct. 1957), 8 : 1 compression, automatic, power-steering, unusual 2-door coachwork by James Young; indicated mileage 103,000. Royal blue with grey interior, nice coachwork. Good mechanically, brakes and steering just overhauled by us, new tyres all round. (For photograph, see last month). £2,250

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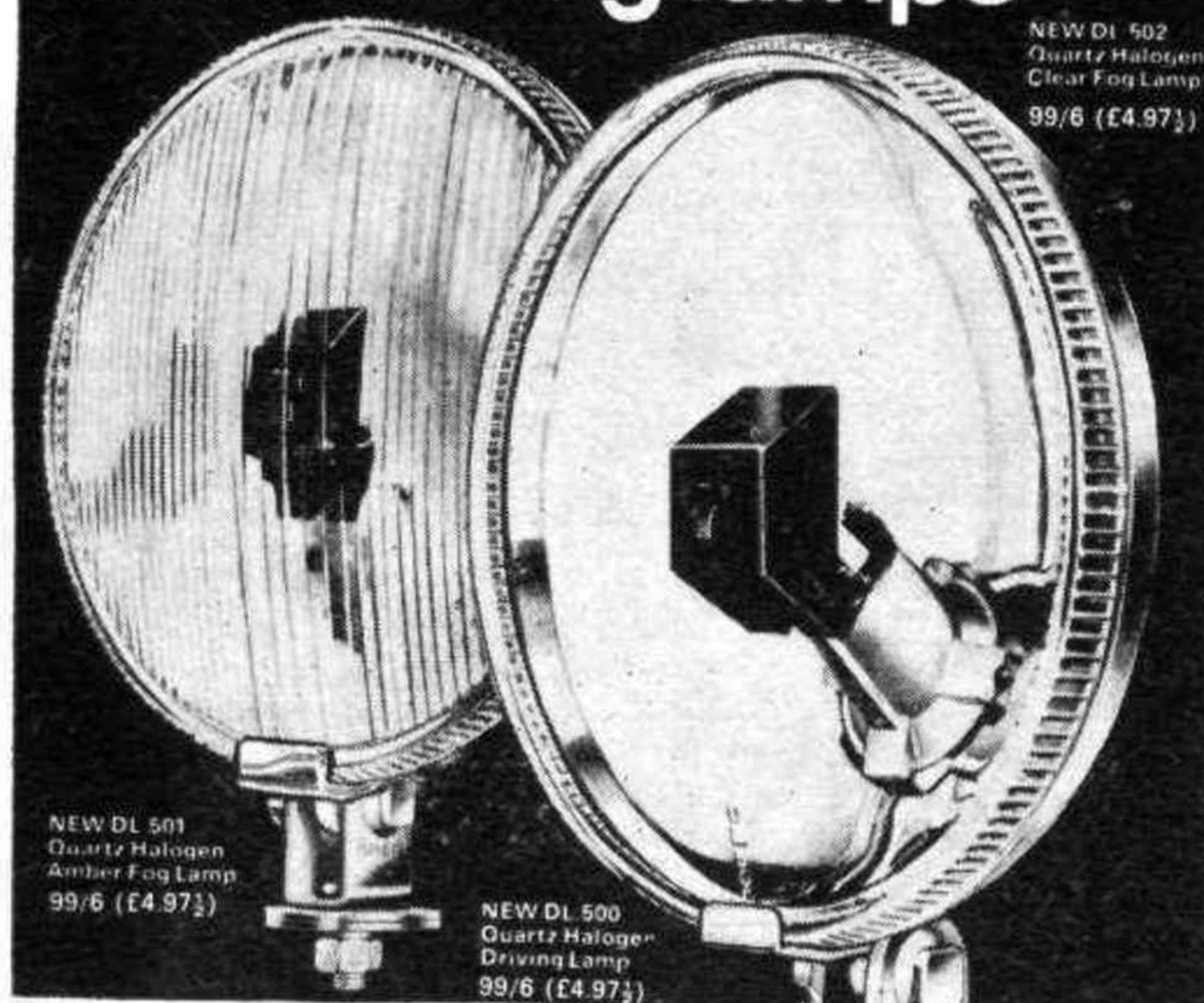
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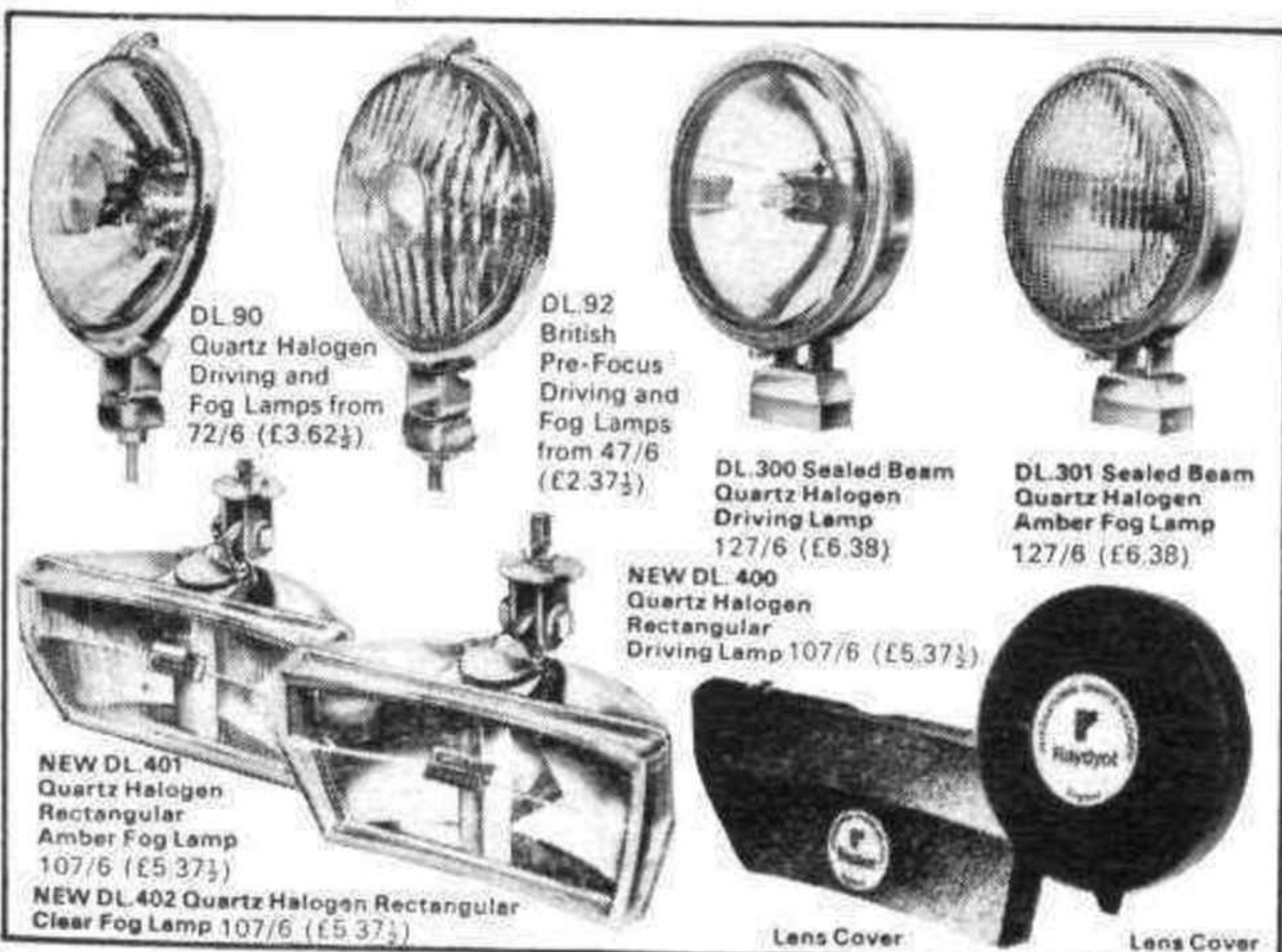
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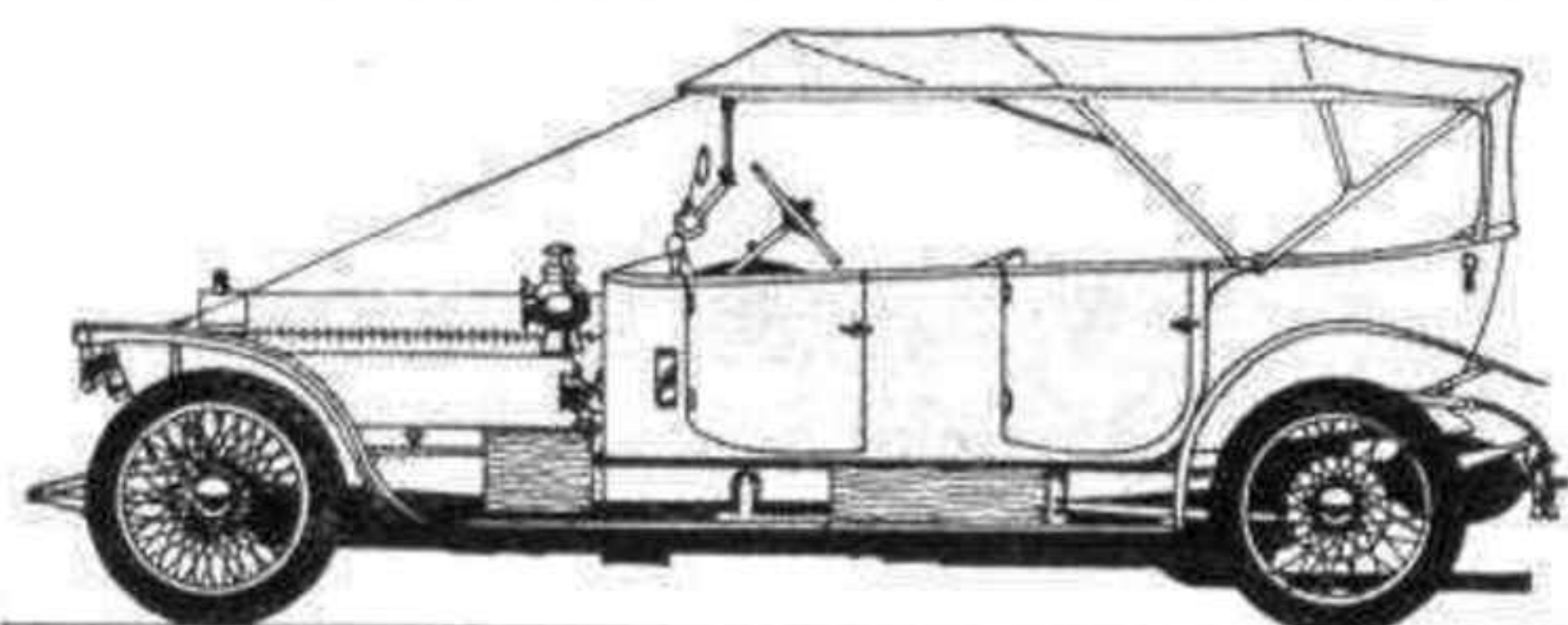
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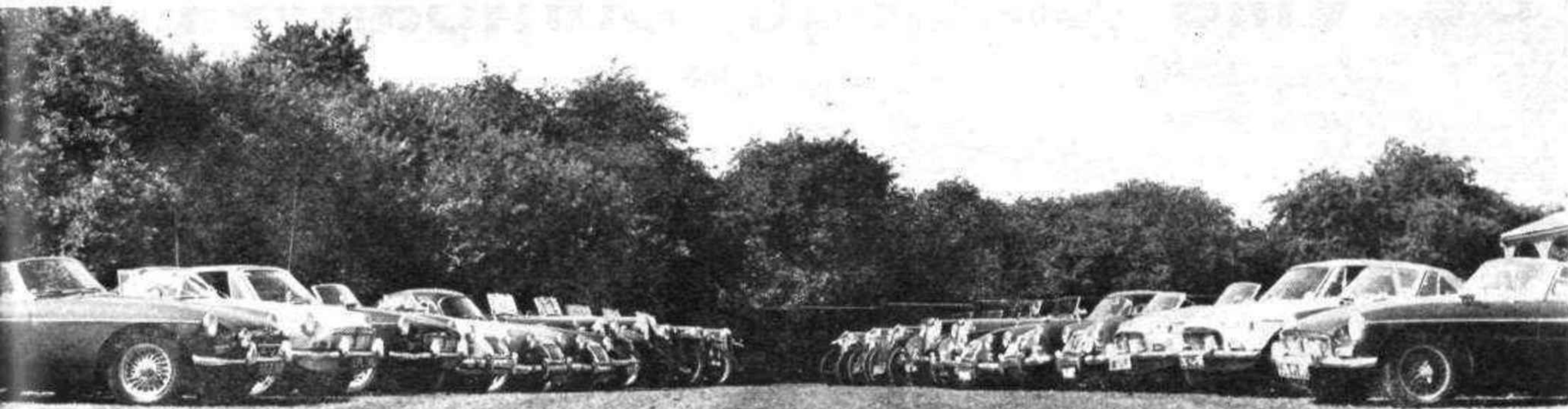


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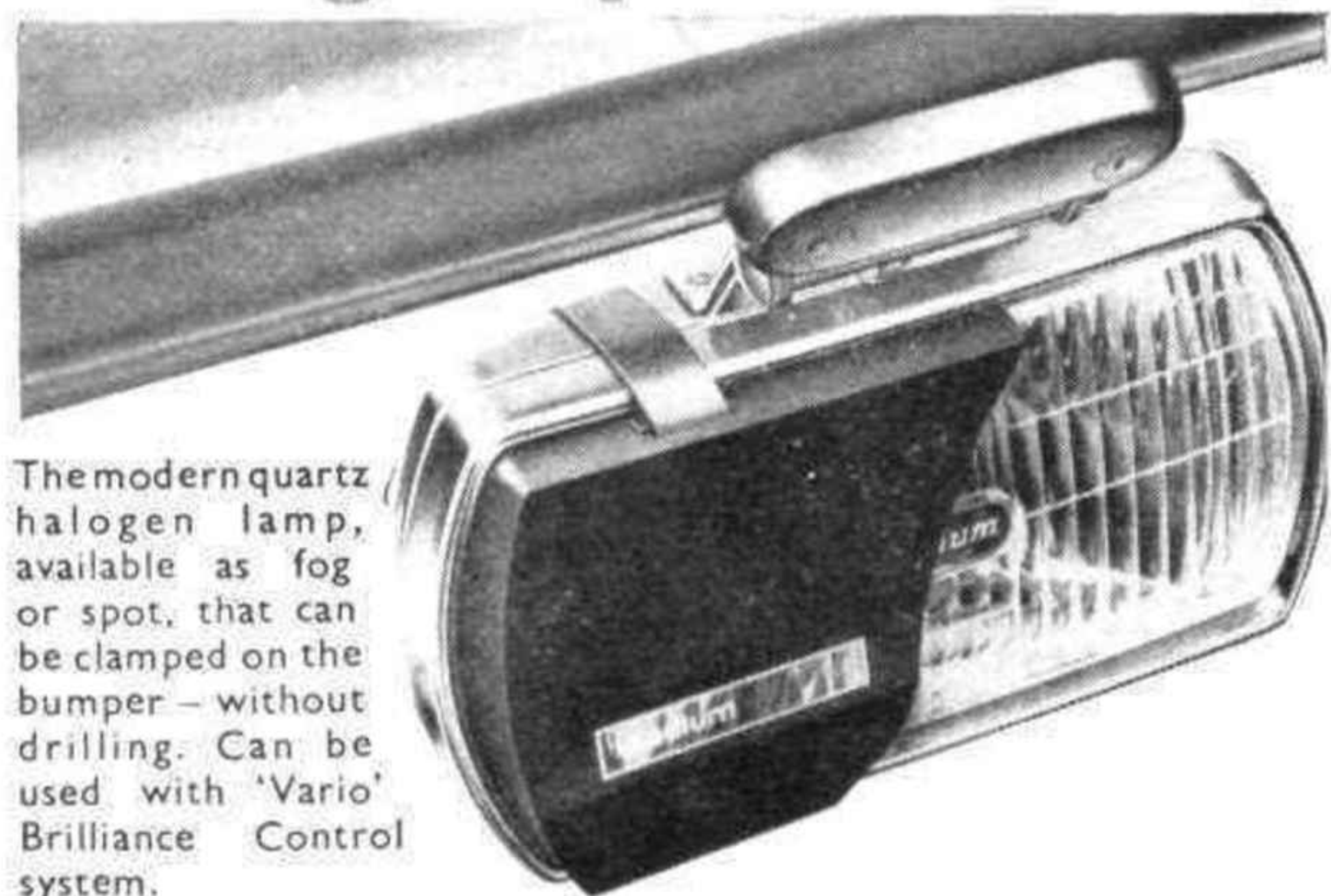
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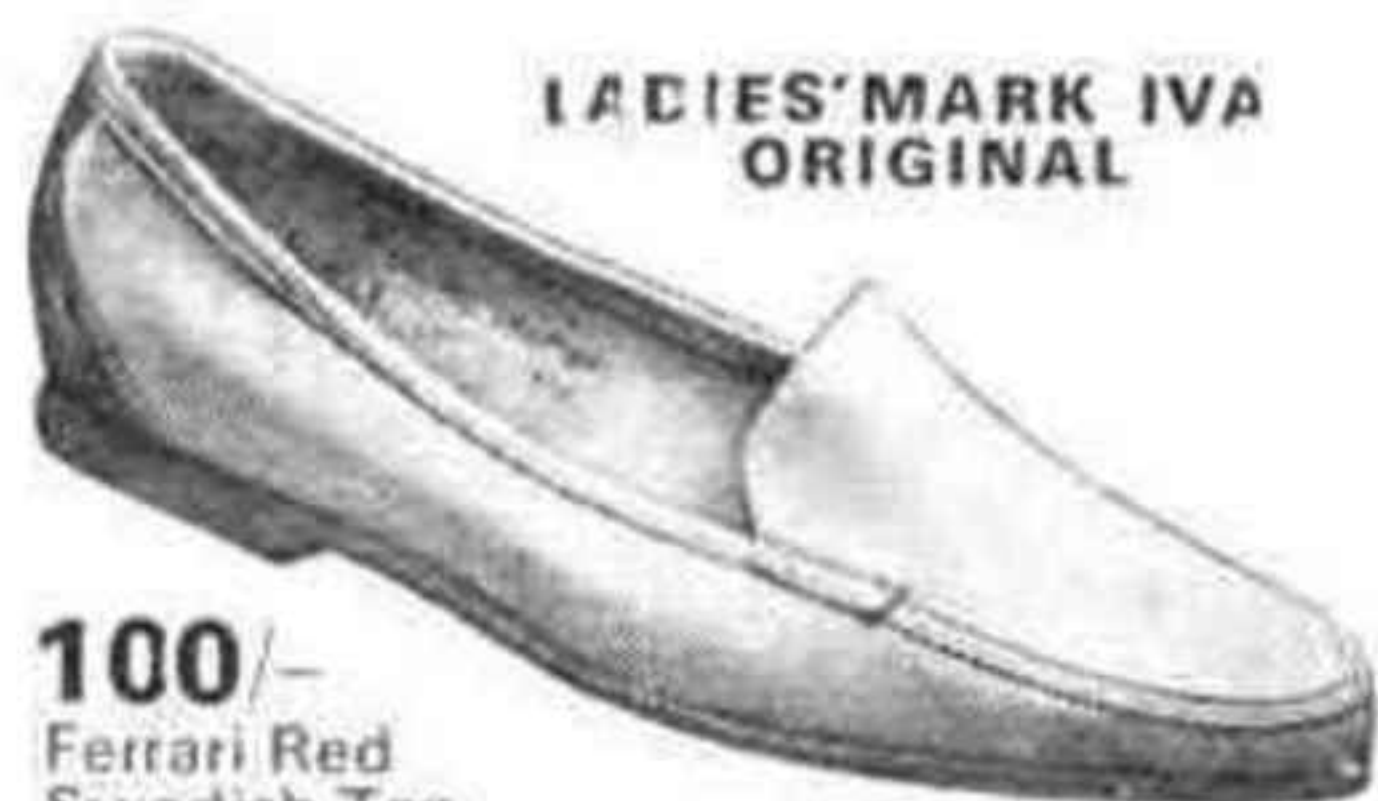
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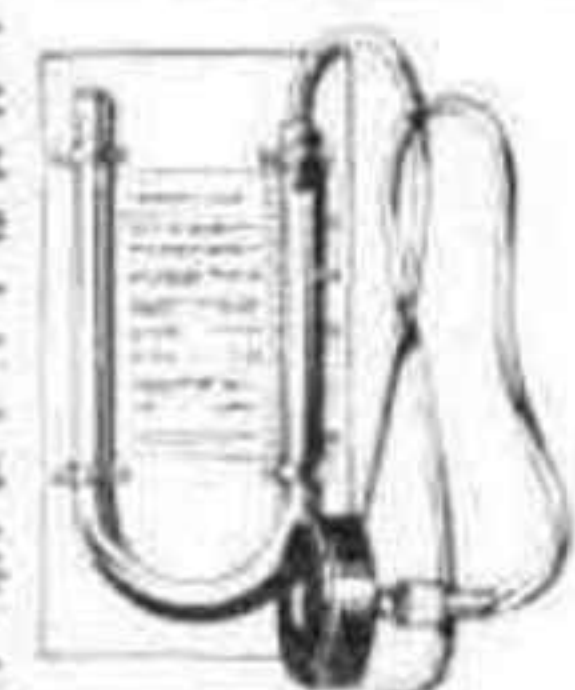
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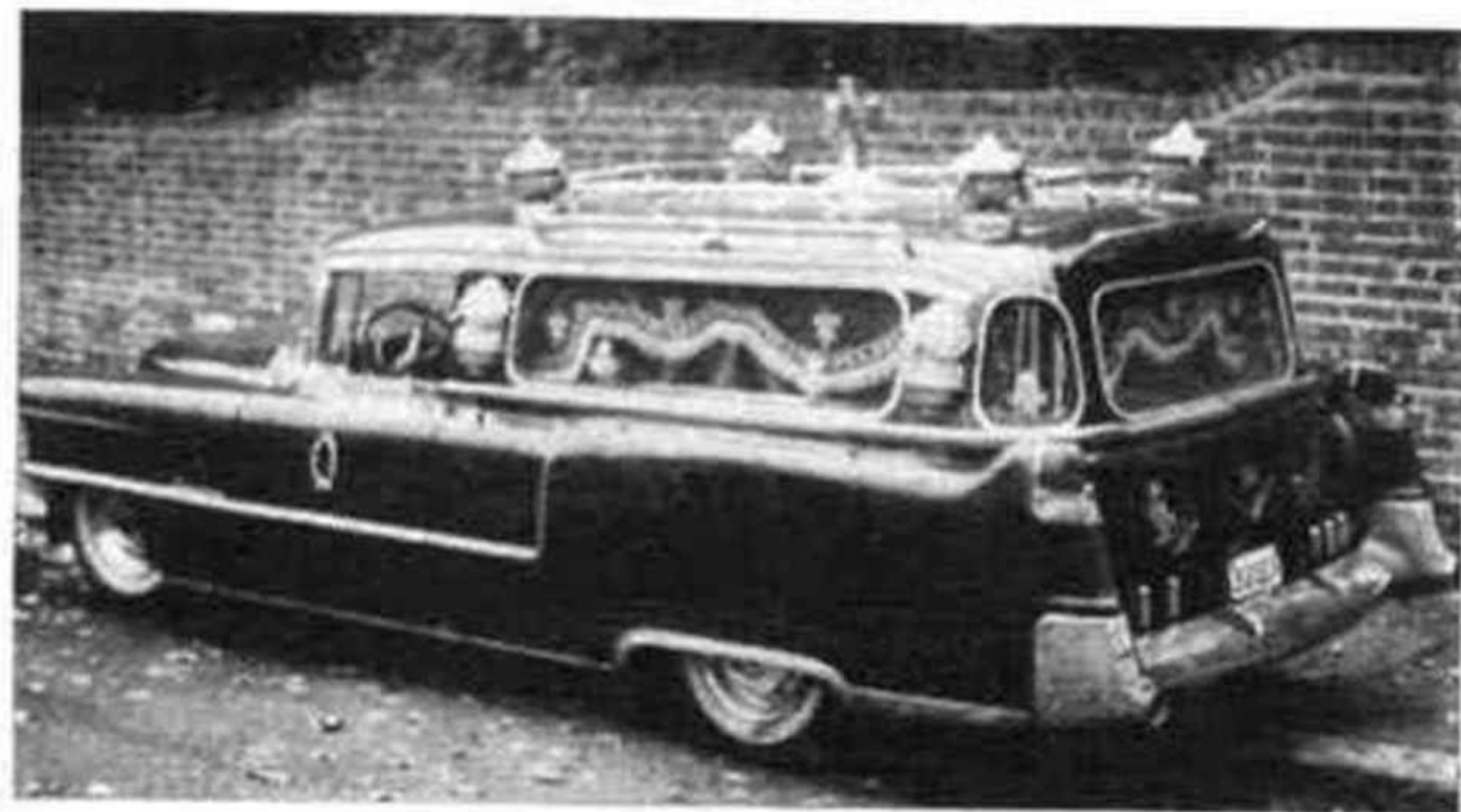
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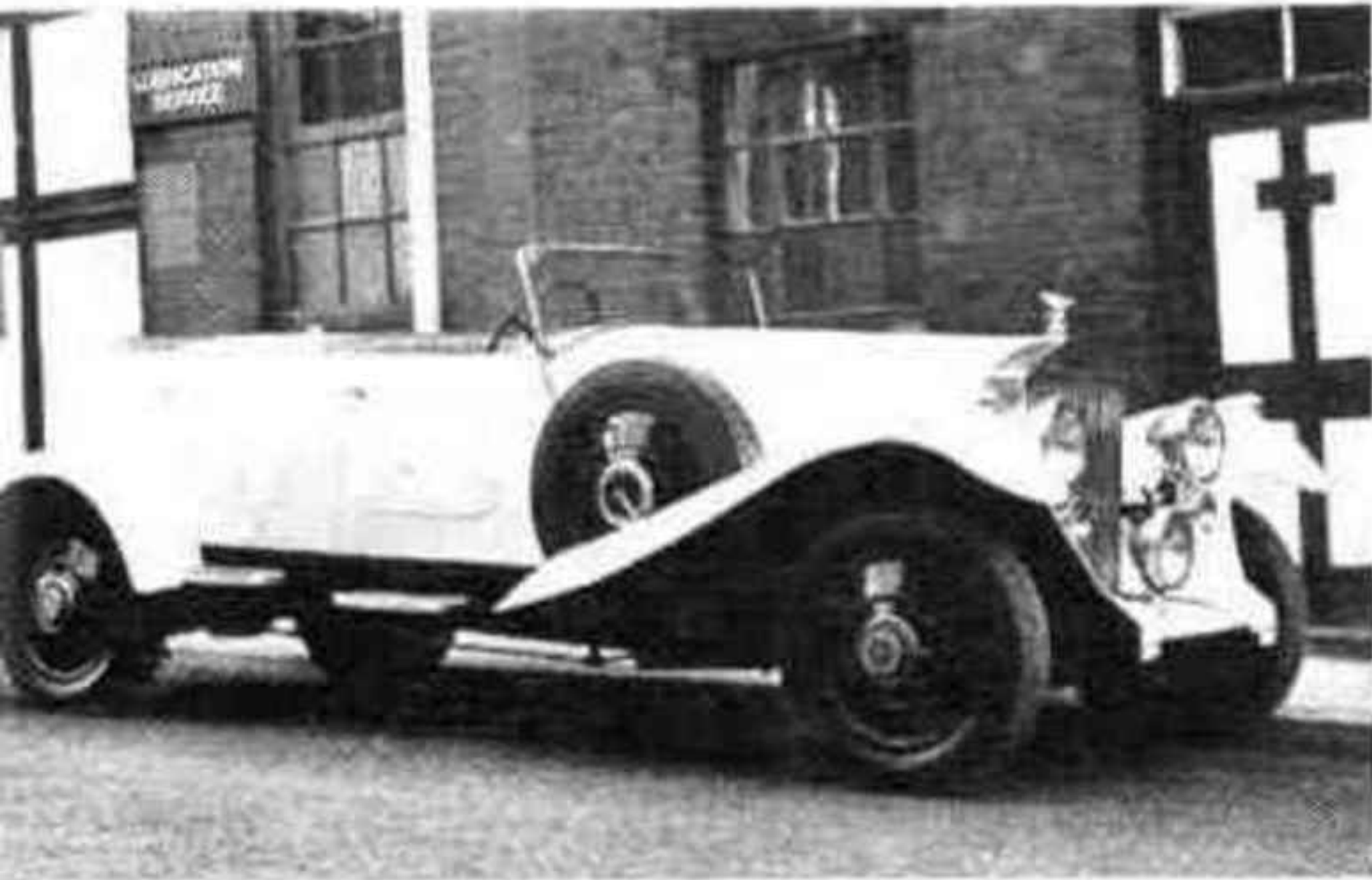
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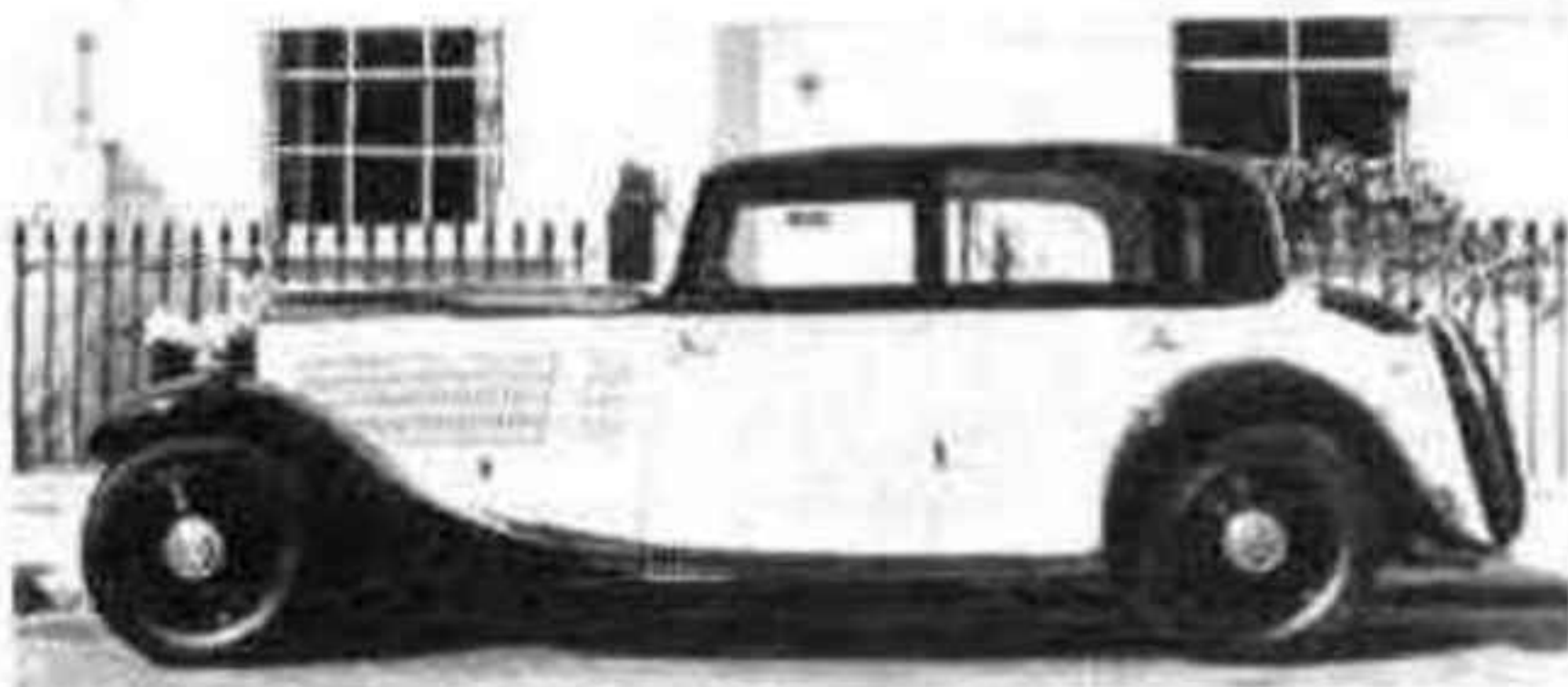
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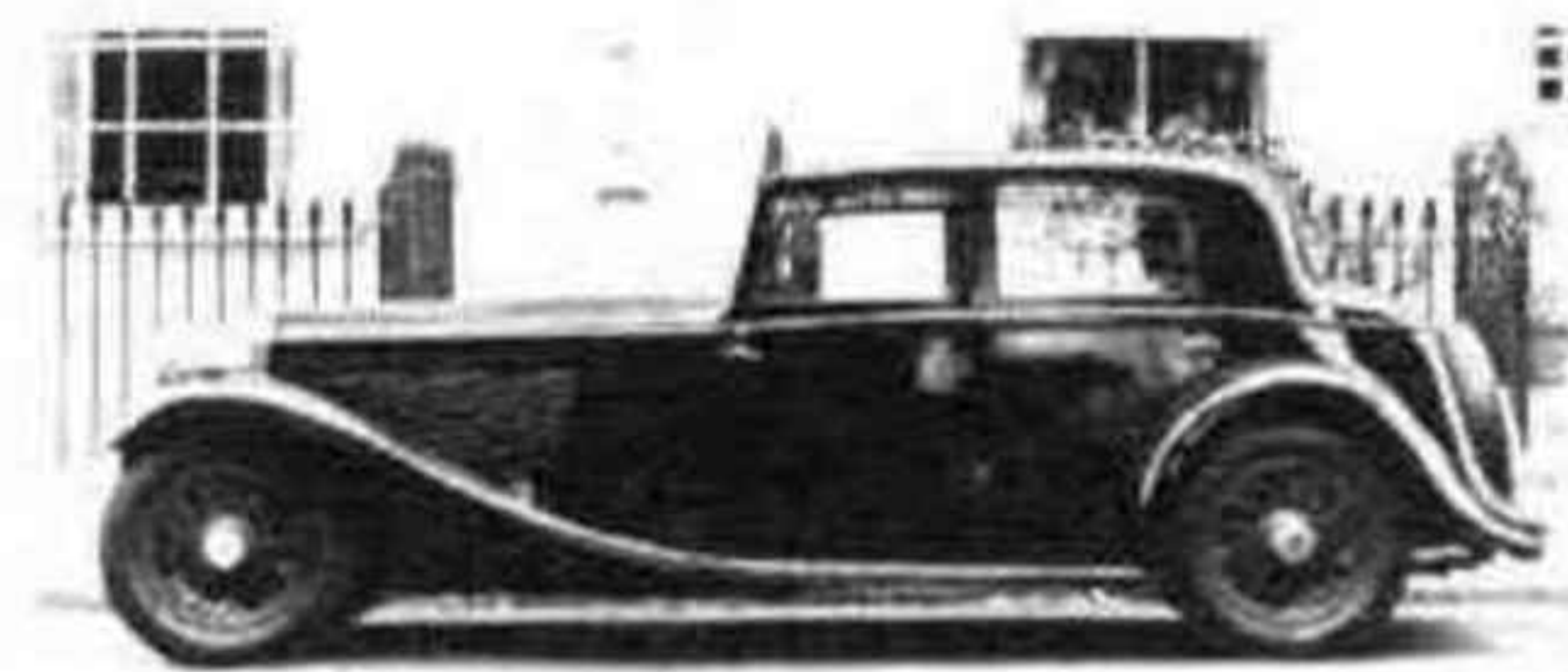
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## Paddy Hopkirk doesn't need to show off

For Paddy, driving is a serious and successful business. His rally victories prove it.

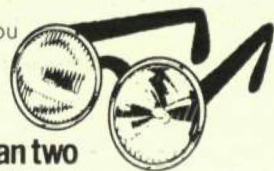
So when he fits Lucas foglamps and spotlamps, it's because he needs them. To see him through fog and mist. And driving rain. And unlit country lanes.

Conditions that headlights can't cope with. Conditions that you meet as often as Paddy.

And need the same Lucas foglamps and spotlamps for safer driving.

Ask your Lucas dealer to show you the range.

And if anyone calls you a show-off, just mention Paddy's name.



**Four eyes are better than two**

**LUCAS FOG AND SPOT LAMPS Silver Sabre** - Round halogen, sealed beam, snap-on-cover £6-15-0 each.  
**Nova** - Slim round tungsten lamps £4-10-0 each. **Silver Spear** - Slim round halogen lamps £5-15-0 each.  
**Square 8** - Rectangular halogen lamps, snap-on-cover £6-6-0 each.

*From your local garage or Halfords. Recommended retail prices including switch and cable - let your garage quote for fitting.*

# LUCAS