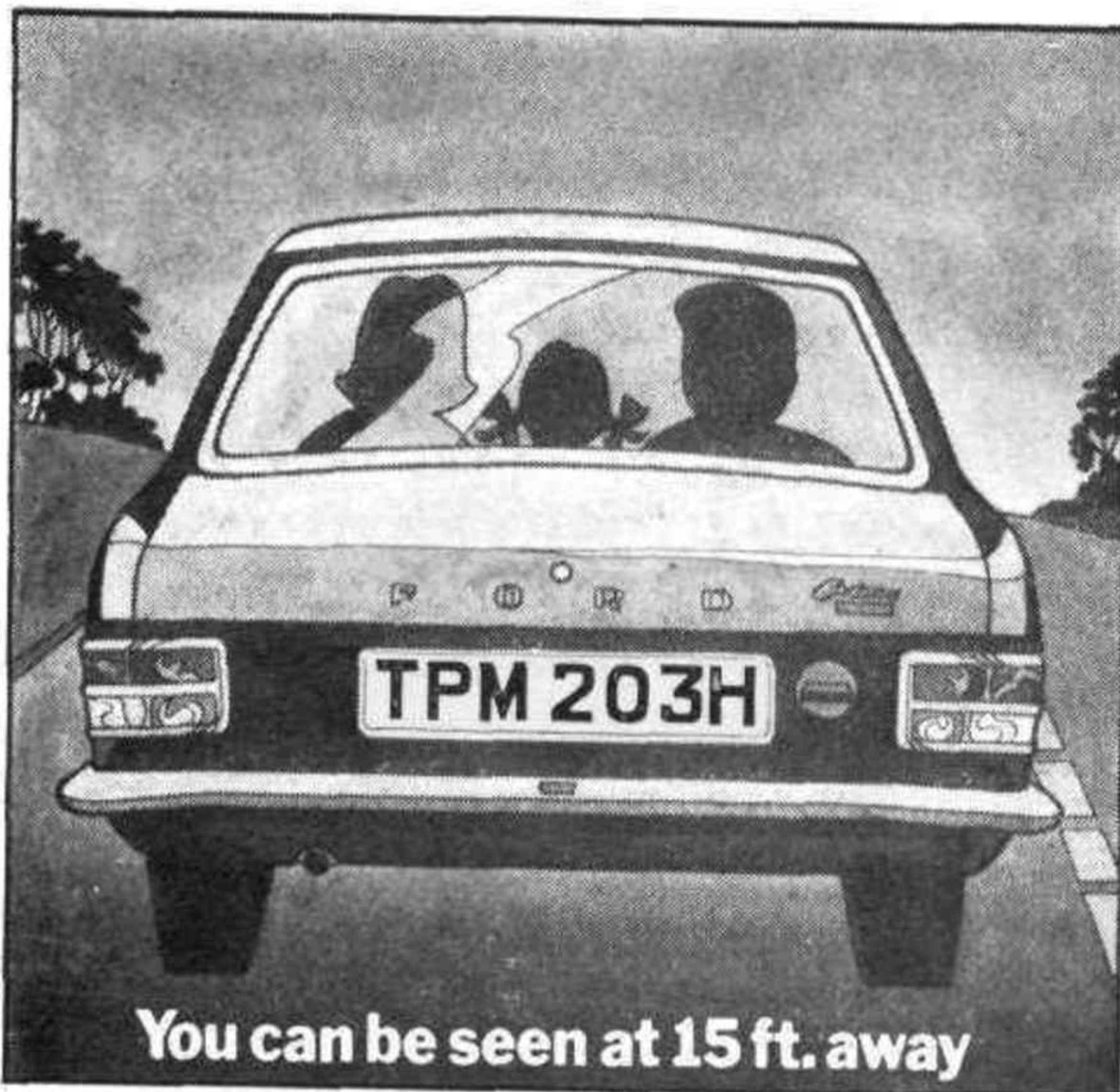


MOTOR SPORT

Founded in the year nineteen twenty-four



Put your family in a safe car by fitting reflective yellow and white safety plates



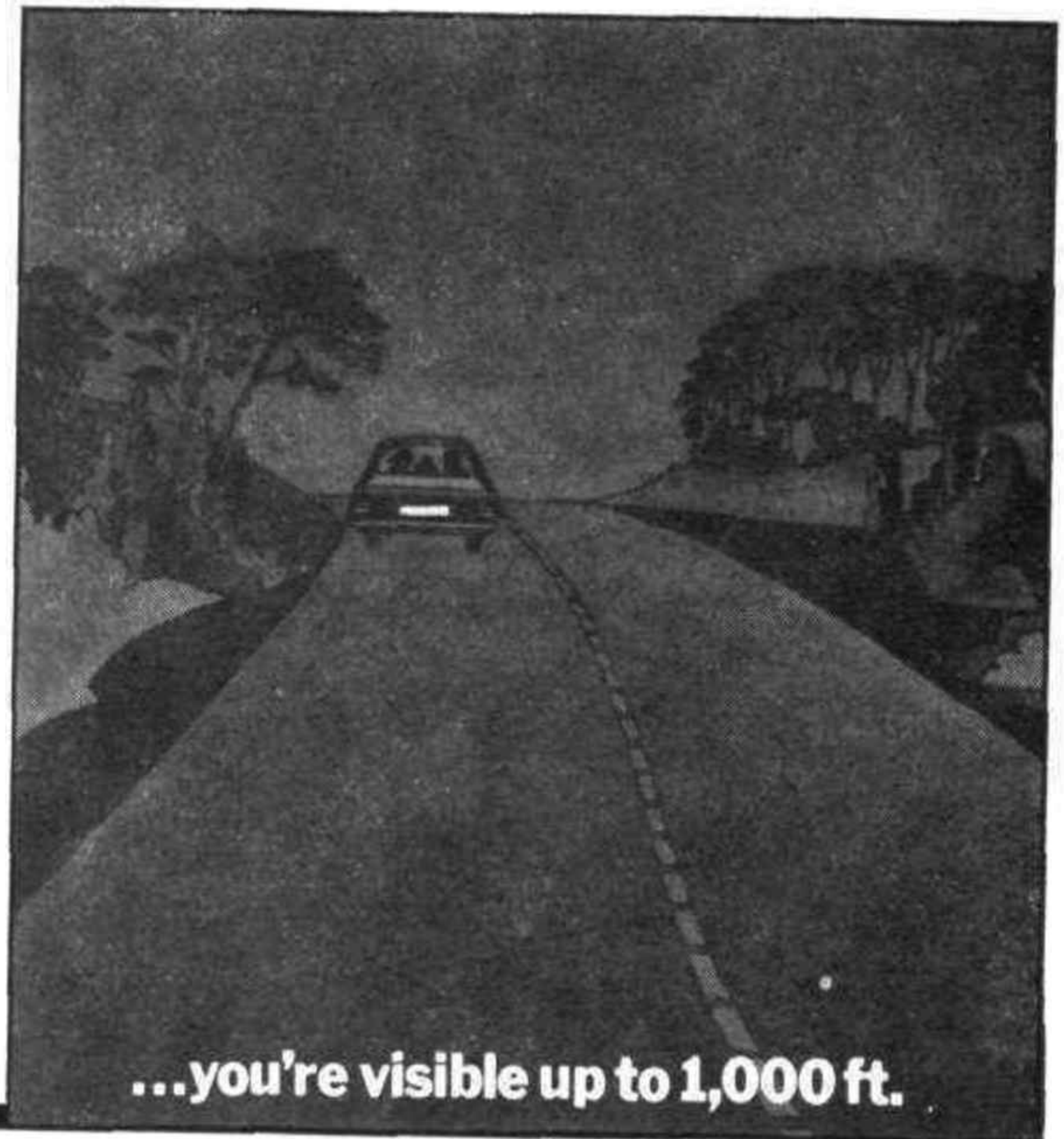
You can be seen at 15 ft. away



50 ft. away



150 ft. away



...you're visible up to 1,000 ft.

Your car will be seen at all times – in bad weather and even if your lights fail during a breakdown.

Give other drivers a bright warning and allow them vital time to react safely.

Buy Reflective Safety Plates from your garage, car showroom or accessory shop.



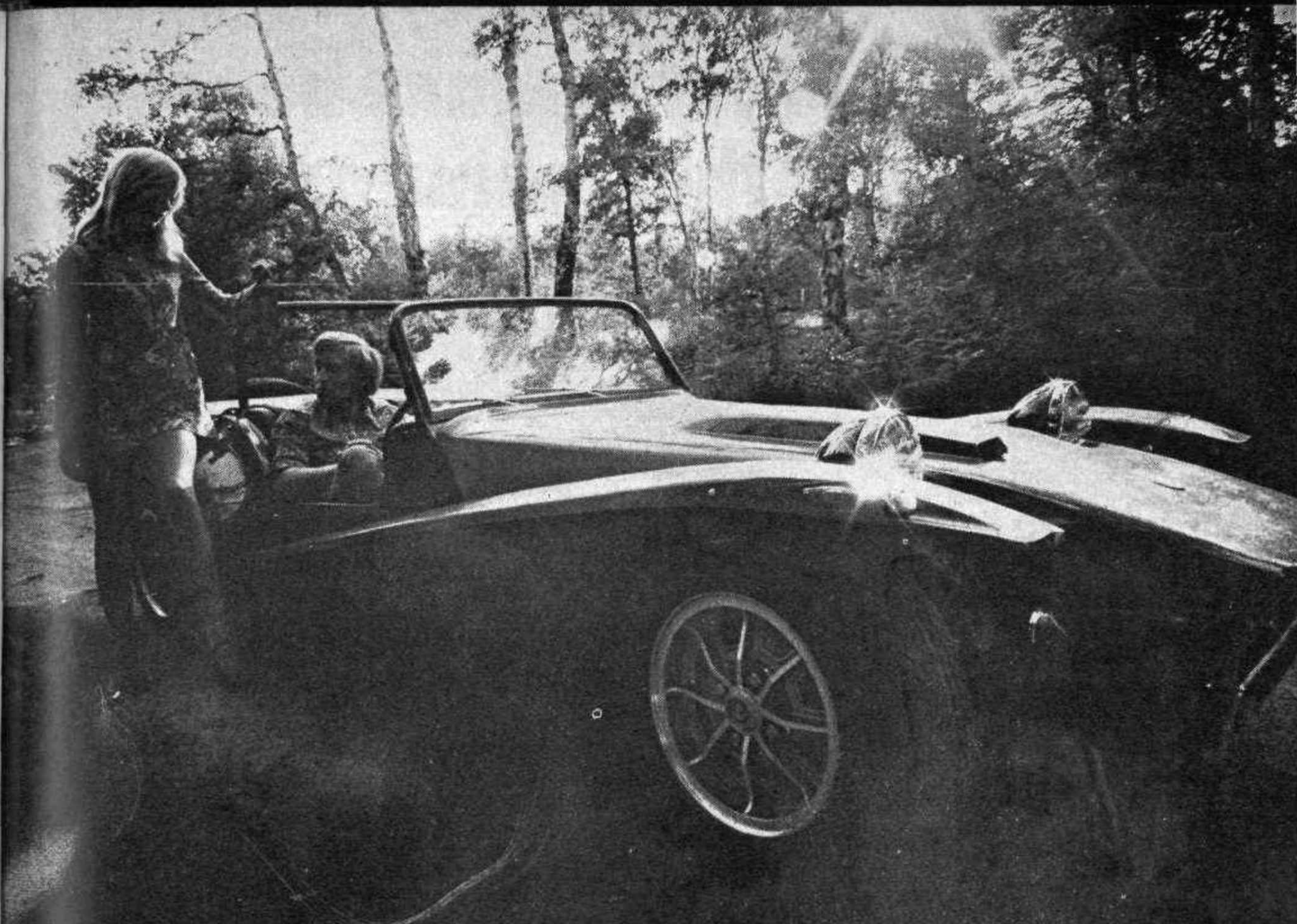
Fit ' Reflecto-lite' safety plates

(Made to British Standard BS AU145)

Be safe. Be seen in the dark



'Reflecto-lite' is a trademark of 3M Company.



the Individualist



Available from all Lotus 7 main dealers
Details from Lotus Components Ltd
Norwich NOR 92W Norfolk Tel: Wymondham 3411

Caterham Car Sales, Town End, Caterham, Surrey. Tel. Caterham 46666
Harrop Motor Company Ltd., Trafford Garage, Alderley Edge, Cheshire. Tel. Alderley Edge 2239
W.B. Sports Cars, 1 Evans Road, Bristol. Tel. Bristol 35759
John Sprinzel Ltd., Lancaster Mews, Craven Terrace, London, W.2. Tel. 01-723 1478
(East Anglia) Lotus Components Ltd.

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.)

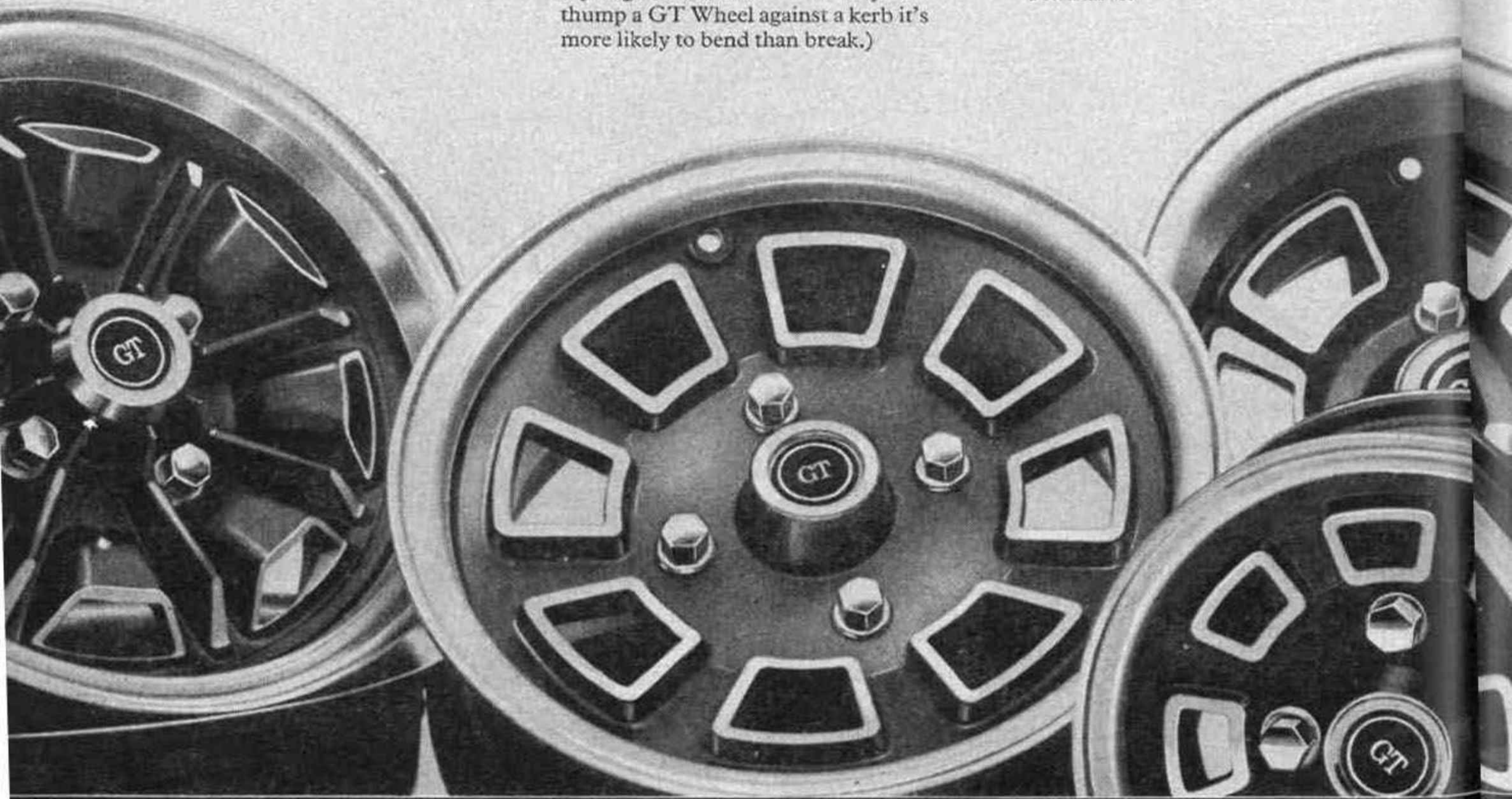
This aluminium is also ideal for low-pressure die casting. We use this way of casting because it ensures a consistent density of metal throughout the wheel.

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
1600 Super 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
1300/1600

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

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

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

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

While we're checking for the tell-tale reds we also give the wheel a general look over. And if we find anything wrong we toss 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.

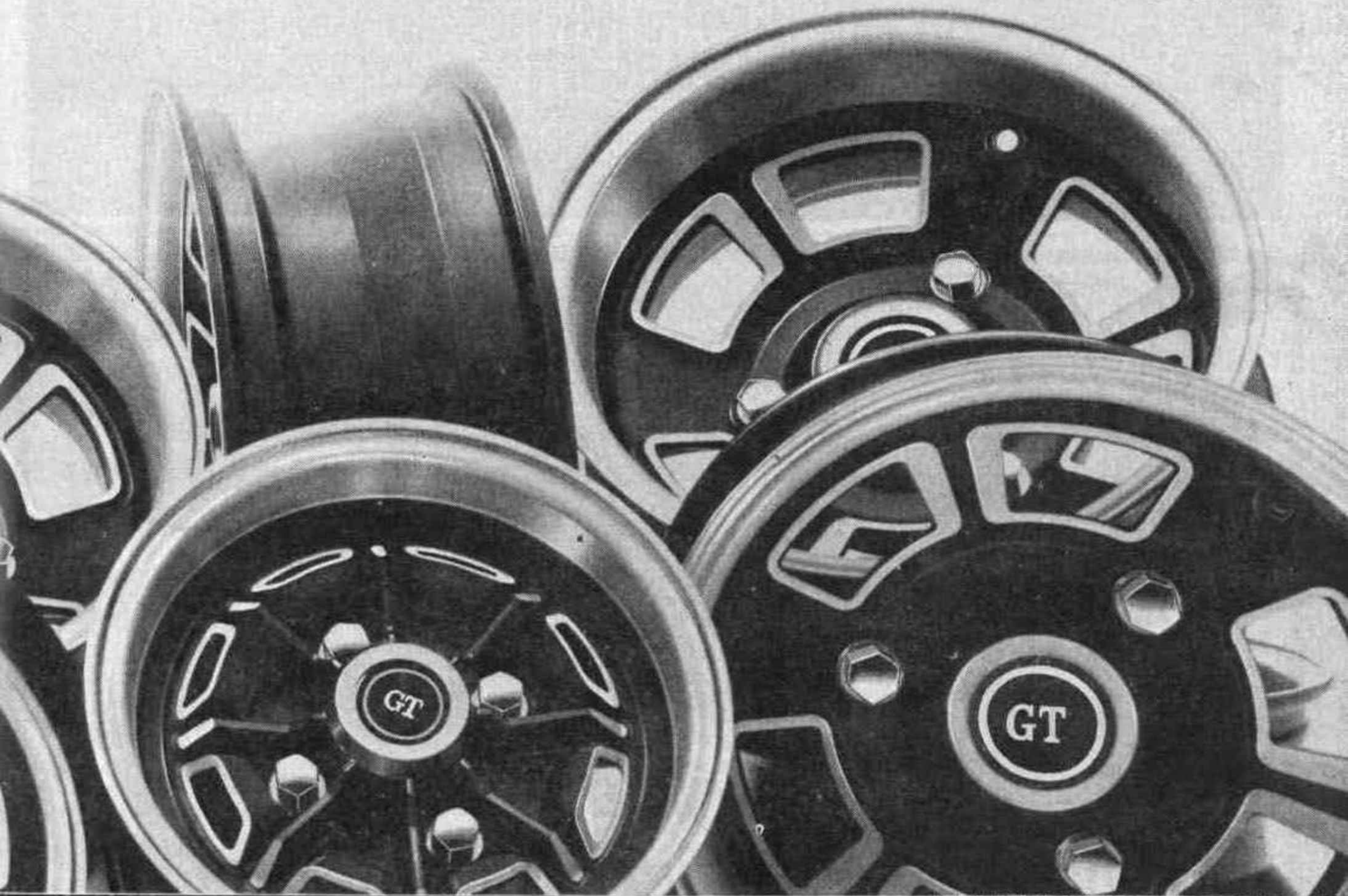


G.T. Wheels.

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



A MAG product.



Fimca
2000
1000/1500/1301/1501
Toyota
Corolla
Corona
Crown
Triumph
1000/2500 & P.I.
 Spitfire/Herald
 TR4/5/6 series
 tag

Vauxhall
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.
If you'd like to talk to Paddy about the wheels he'll be on Stand 23 at the Motor Show and he'll be pleased to chat about home or export sales.

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 _____ Year _____

The Birthday Car

Make our birthday year a treat for yourself or your favourite son. We've been hand-building Morgans for sixty years, taking the best contemporary mechanics and transforming them into our sort of sports car. Your sort too? Like the 1970 Morgan 4/4 1600. Disc brakes, vivid acceleration,

positive control, a little comfort and a lot of fun. Just £1200 buys the 4/4 competition Model or there's our unique 4-seater version available. Then there's the 3½ litre Morgan Plus 8—a fantastic story only a few have heard. There's no faster car on the market around £1700.



Morgan Motor Co. Ltd Malvern Link, Worcs. Tel: Malvern 3104

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GILBERN
Invader

Express yourself in the Individual Invader

Designed to be different. Gilbern Invader—four-seater sports coupe. Startling acceleration, magnetic roadholding, effortless cruising, positive steering and powerful brakes. Built by craftsmen for the driver who wants to get away from the crowd.

3 Litre V-6 140 b.h.p. 0-60 in under 10 seconds. 115 m.p.h. top speed. Optional overdrive or automatic. Supplied any colour you like! Price £1,599 (in component form). Assembled £1,649 plus £503 17s. 2d. P. Tax. Phone now for fully illustrated literature. Test drives arranged anywhere at short notice.

London & Home Counties Distributors **ACE MOTOR CO** 20-23 Radley Mews, Stratford Street, London W.8. Tel: 01-937 5691

**MORE
B.H.P.**

KENLOWE ACCESSORIES & COMPANY LIMITED KENLOWE ACCESSORIES & COMPANY LIMITED

**MORE
M.P.G.**

THE KENLOWE GUARANTEE

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.

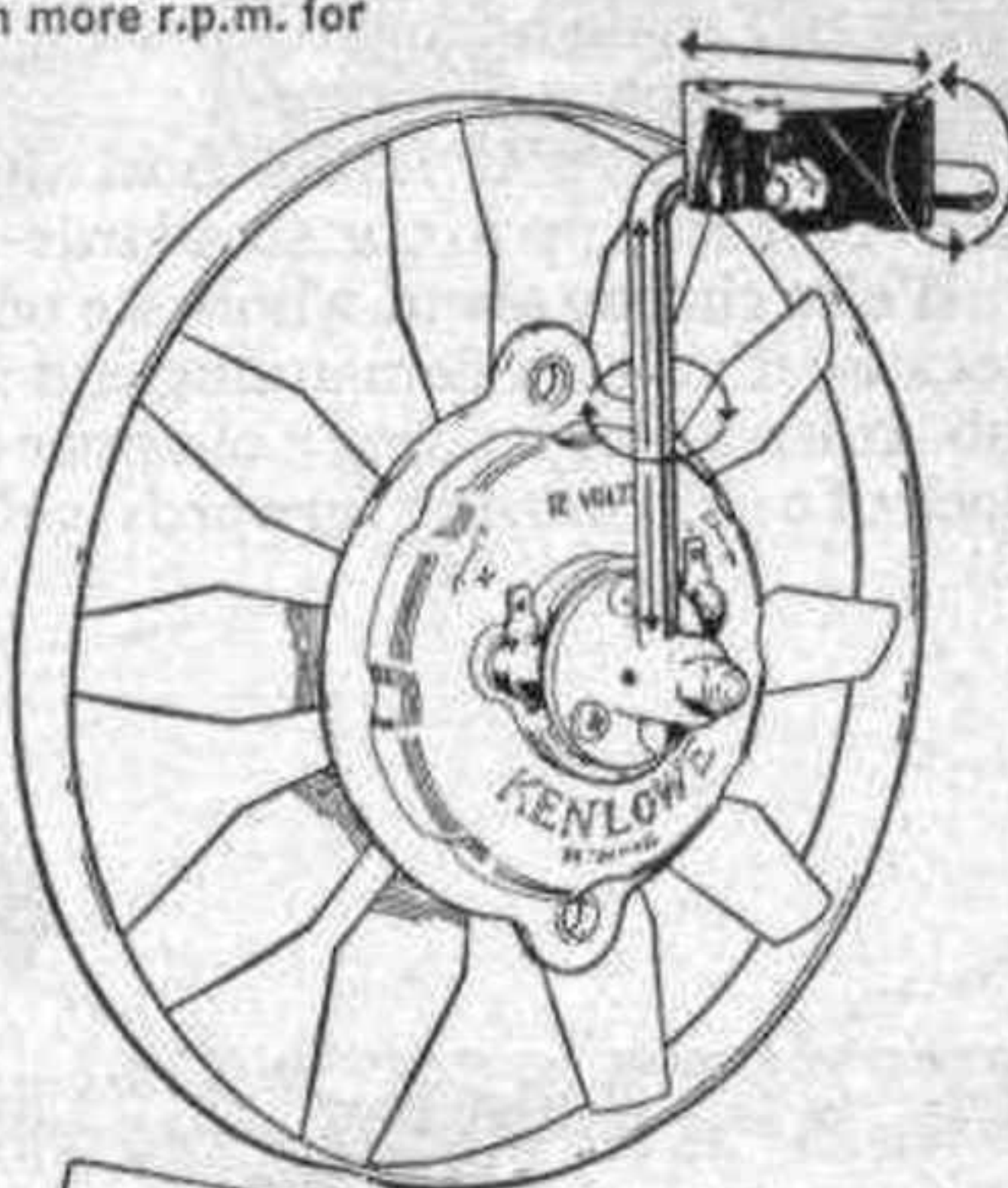
The Kenlowe Thermomatic Engine Cooling Fan is electrically driven and needs no engine power to drive it (mechanical fans absorb up to 18 b.h.p. from the engine). Fully automatic, the Kenlowe is controlled by the patented Kenlowe 'Variomatic' Thermal Control which enables the motorist to set, by dial,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

ing unit. This saved power then becomes extra power for more exciting road performance with more r.p.m. for a given throttle opening. If extra power is not required then the same performance as obtained with a mechanical fan will be given for a smaller throttle opening, so reducing fuel consumption.

The Kenlowe Fan has been proved on every popular car in the world for more than 12 years. Price: £18.0 including 'Variomatic' control, the Kenlowe is unconditionally guaranteed for 12 months ('Variomatic' control 24 months). Full fitting instructions with every Fan; can be fitted by the average private motorist or garage.

No special tools, and no holes in radiator needed. Obtainable direct from the manufacturers or through garages, service stations and accessory depots. Fitted as standard equipment on Alvis, Bristol, Facel Vega, Ford G.T.40, Gordon Keeble, Lotus, Marcos, Saab Sonett, Savage, T.V.R. etc.



MOTOR SHOW
Earls Court Oct. 14-24
Working demonstration
can be seen on
STAND 42
(Ground Floor, near
West Brompton entrance)

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FAN
NOISE**

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HERON



MG-B/C GTB from £74



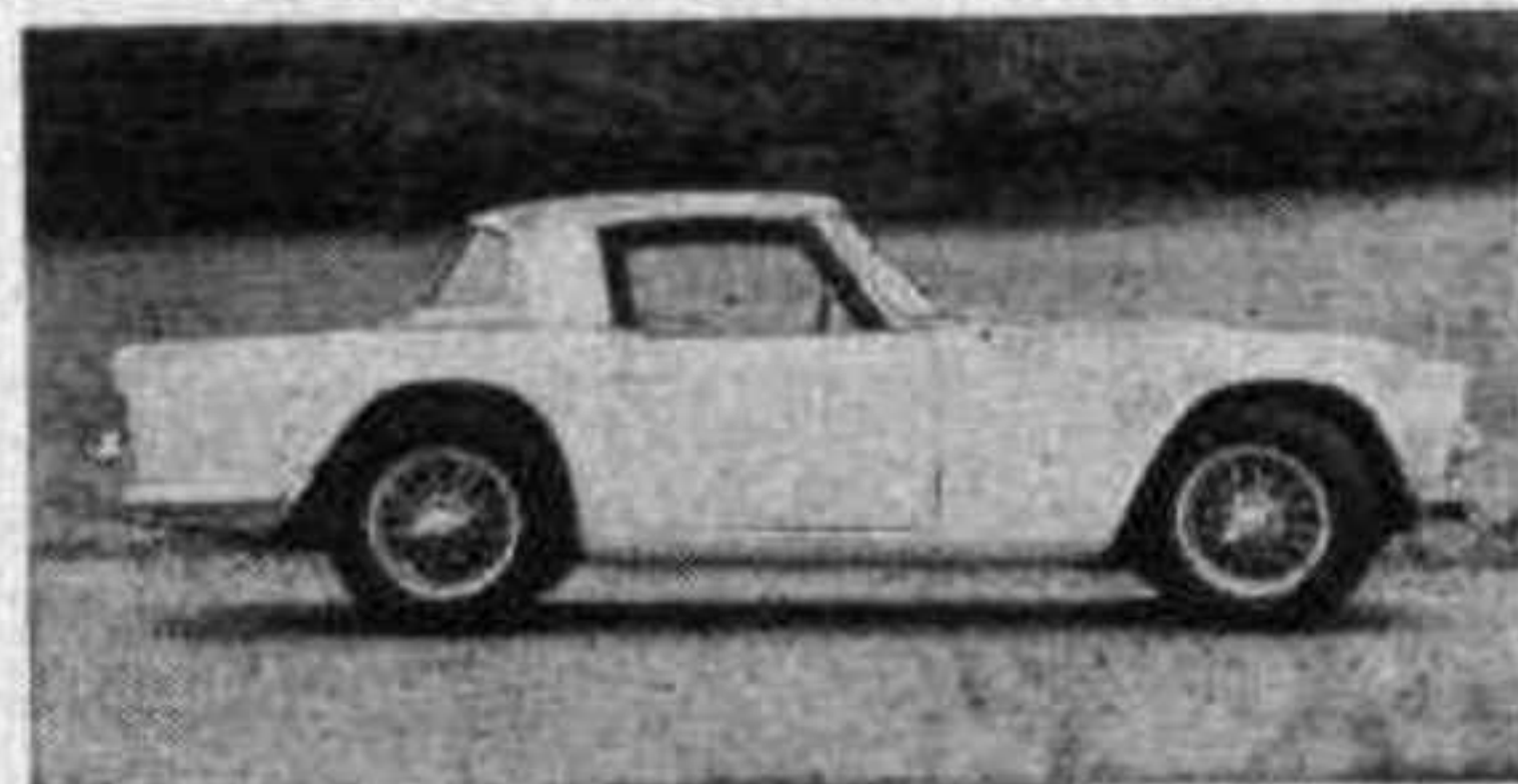
MG-B/C CARIBBEAN from £60



'E'-TYPE CARIBBEAN from £80



HERALD/VITESSE from £40



TR4, TR4A, TR5, TR6 from £40

SPITFIRE CARIBBEAN

We were unable to have an illustration by copy day but please write for details which are now available.

SPITFIRE price to be announced

Heron now manufacture hardtops for most British sports cars. All our hardtops are hand crafted to order and therefore a much wider range of colours and interior finishes are available than one would normally expect. Where possible, we prefer to see our clients at our works to discuss their individual requirements and fit the hardtop at no extra cost. Heron manufacture a very large range of glassfibre products, from our successful Mini roof console (unfortunately not illustrated — but send for details) to power boats and even large structural components for the building industry. Nevertheless, we are a comparatively small firm, ensuring personal attention. Our price structure is competitive taking into account the specification and quality of the product being purchased. Our car interests do not lie only in hardtops as we manufacture glassfibre centre consoles for the Mini, Escort, Cortina, Capri as well as MG-B, MG-C, Sprite, Midget and Spitfire.

Write or telephone for details of any product, we would appreciate a stamp if you are writing to us. Remember that we are open during normal business hours so that our products may be inspected and purchased direct, or these can be ordered through the post and supplied normally by return depending on the item.

We would be pleased to obtain enquiries for export orders and will give any assistance which may be required.

HERON PLASTICS LTD. CALVERT RD. GREENWICH 01-858 0081

5 'O' levels? Now graduate in helicopters.

By the time you're 21 you could be flying in a naval helicopter. As a fully qualified pilot or observer.

You need five 'O' levels. And then you need to match up to our standards.

We're choosy about whom we take on, because it's a very demanding and skilful job. It isn't easy landing a chopper on the deck of a ship moving forwards, sideways

and up and down.

Nor is it routine work. One day you're landing commandos. Next day you might be chasing submarines.

In between you could be saving somebody's life.

You'll be a naval officer. That means travel, responsibility and, as a lieutenant of 26, a salary of nearly £3,000.

If you're keen to fly, think about it. Meanwhile send in the coupon.

Short Service Commission. You can serve for 8 years - with tax-free gratuity of £2,190; 12 years - with tax-free gratuity of £5,000, or 16 years (or to age 38) with a pensionable commission. You must be over 17 and under 26, with at least 5 'O' levels (including Maths and English Lang.) or equivalent.

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



Name _____

Address _____

Date of birth _____

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Officer Entry Section (894AB1)
Old Admiralty Building, London SW1
Please send me the details about joining the
Royal Navy as a helicopter pilot or observer.

RN
ROYAL NAVY

The Rust Fighters.

Metal is precious. For a few shillings you can protect and save metal in your home, garage, garden, your car, caravan, boat - everywhere!

Ask your Garage or Ironmonger or write for nearest stockist to:

PLUS GAS COMPANY LTD.,
Stirling Road, Acton, London, W.3.

PLUS-GAS Telephone:
01-992 0093/7



This man is buying four extra safety belts

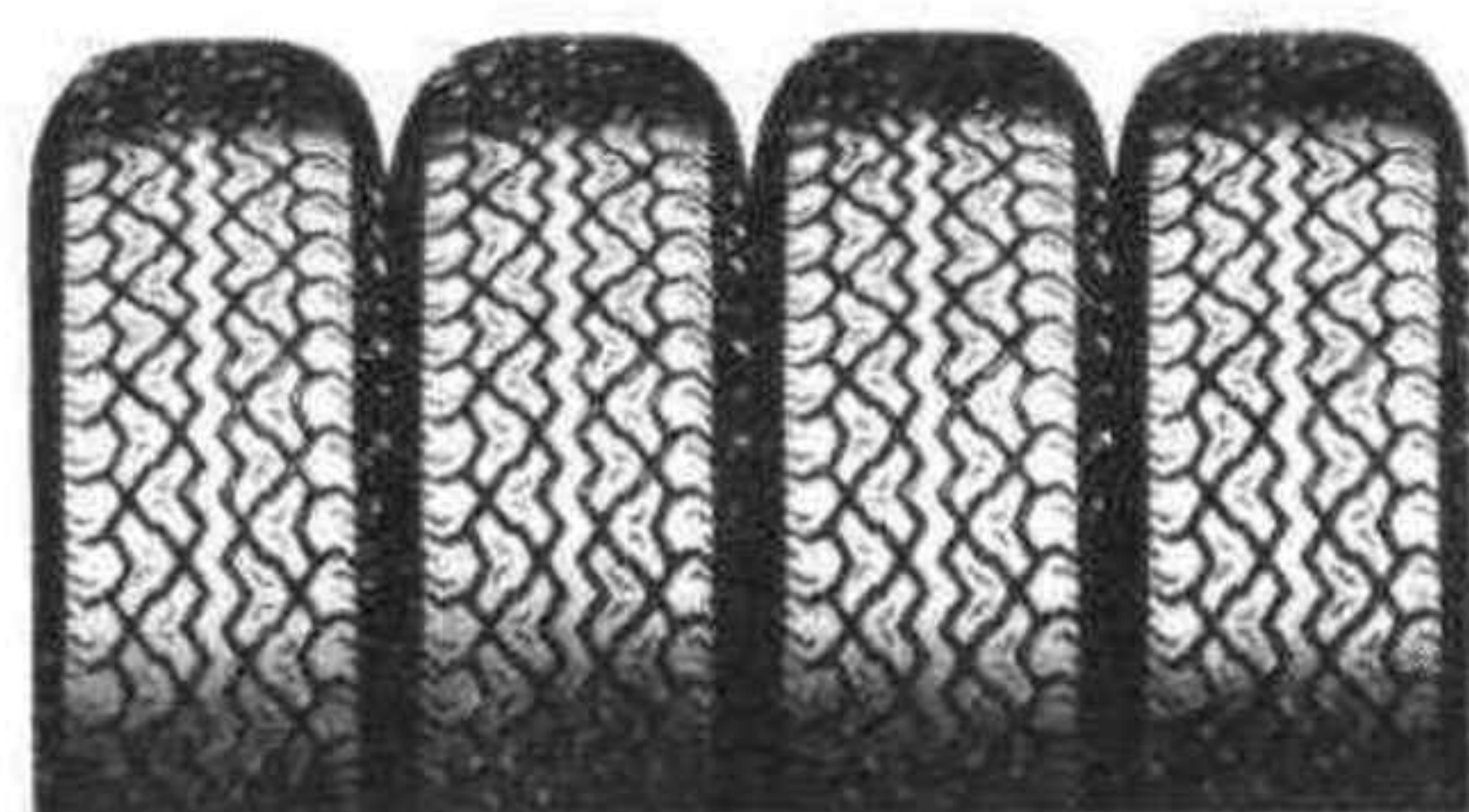


with **SEMPERIT** stamped on each

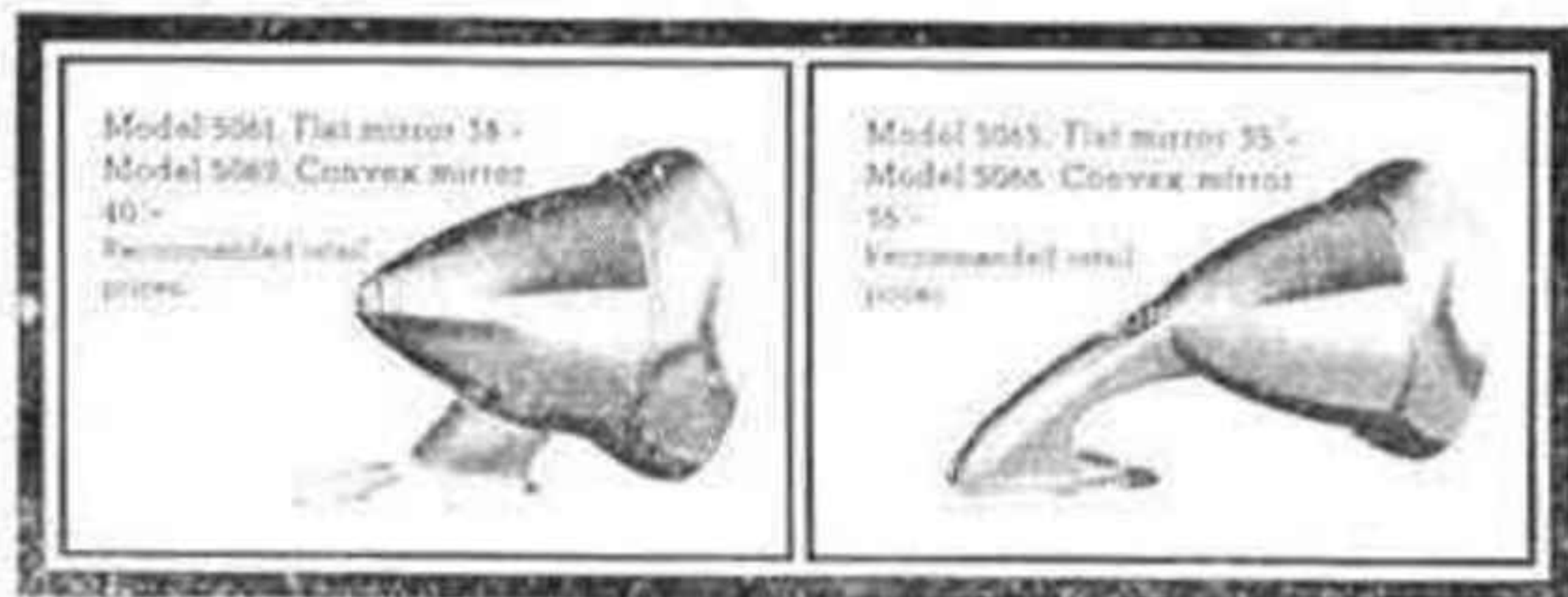
This man wants tyres as safe and reliable as safety belts no matter how tough the going. He wants tyres that will last him a darn sight longer than the ones he's replacing. For him second best won't do. He plumps for the Semperit M301, the Safety Belt Tyre. Why did we call it the Safety Belt Tyre? Because it has tough fabric bands locked together in a belt, bracing the tread, countering distortion. Keeping all the tread on the road *all* the time. It's a chunky tread, too, and deep-biting. Drains water out like a suction pump, gives miles of extra tyre life. And on the side walls, kerbing ribs protect against accidental scuffs, keeping your M301's as good looking as the day you bought them.

The cost of such a good tyre? We'll let that come as a very pleasant surprise from your Semperit dealer. If you don't know who he is, ask us. We'll send you a leaflet too. Semperit Tyres, Wexham Road, Slough, Bucks. Tel: Slough 31737.

SEMPERIT The Safety Belt Tyre



Good looking all round – and sensibly with it!



WINGARD FLOW-LINE MIRRORS
Race-styled for super-charged appearance, there's absolutely no nonsense about Wingard Flow-Line Mirrors. They're aerodynamically designed — ideal for high-speed sports cars and sports saloons. And vibration-free, even when your foot's hard down.

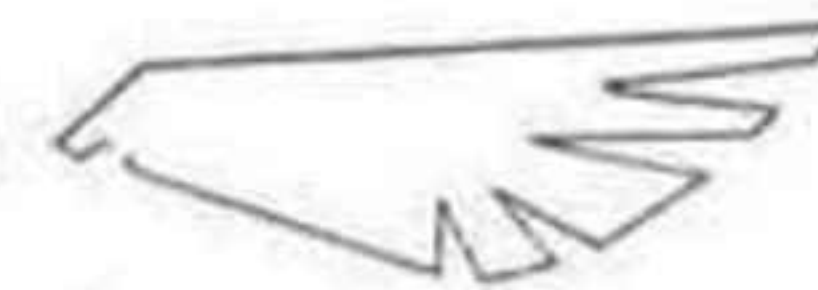
You'll find them simple to fit and easy to adjust so they give you precisely that rear view you want. Well-protected, too, by heavy chrome plating on steel for a long brand-new looking life.

Put a pair on your car and you'll never look back — except to glance in your Flow-Line Mirrors to see who you've left behind!

Both models available with flat or convex glass. Ask to see them at garages or car accessory shops today.

WINGARD

Wingard Limited Chichester Sussex



WINGARD FLOW-LINE MIRRORS

These are the Lancia people



People who appreciate things like

A body that's not only beautiful but safety-built on progressive collapse principles. Disc brakes all round. Full sound insulation. A one year (or 10,000 miles) warranty that includes 3 free scheduled services.



How much do you think she knows about torque and bhp?

Quite a lot. Peta works hard and drives hard.

Demands more than a glamorous chariot. Expects high standards of safety, reliability and sheer engineering.

Likes to know her Lancia engine and gear box have been bench run, road-tested in Turin and Alperon. Chose the Zagato body on her Sport 1.3 'S' as being *her* sort of thing.

Says her Lancia is 'friendly'. With power-operated tailgate to let her Labrador bitch in and out.

Enjoys the easy, firmly-controlled acceleration up to 112 mph!

Yes (says Peta), it's the car for the age of Aquarius, it's the car for me.



Fulvia Sedan £1399.4.9. Fulvia Coupe £1871.17.0. Fulvia Sport £2251.15.4.
Flavia Sedan 2000LX £2303.19.9. Flavia Coupe 2000 £2989.8.1. See these models on STAND 95
(Recommended price inc. p.tax)

Lancia (England) Limited, Ealing Road, Alperon, Middlesex Tel 01-998 5353



Some motor sport is only fu

A little bump and a big argument can provide a lot of fun for the crowd.

But in a real emergency, unreliable brakes are no laughing matter. If you stamp on your brakes and the car doesn't stop as it should,

you might do more than kick yourself for not realising the brake pads had worn thin.

They all do wear thin, of course. But the new friction material developed by Ferodo and manufac-



n for the spectators.

ured under stringent quality control means that Ferodo Formula Two-Four pads go on giving you good-as-new braking every time you put your foot down.

So put your foot down again and

insist on Ferodo Formula Two-Four pads. You can see them on our stand, No.253, at the Motor Show.

Available from garages, Halfords and all good accessory shops.



Only Miller gives you such a brilliant choice

CHOICE OF PRICE From 48/- to 66/- for BPF and from 72/- to 119/- for quartz halogen. All complete with switch and cable.

CHOICE OF SHAPE Round or 'square', Miller have the lamp you're looking for.

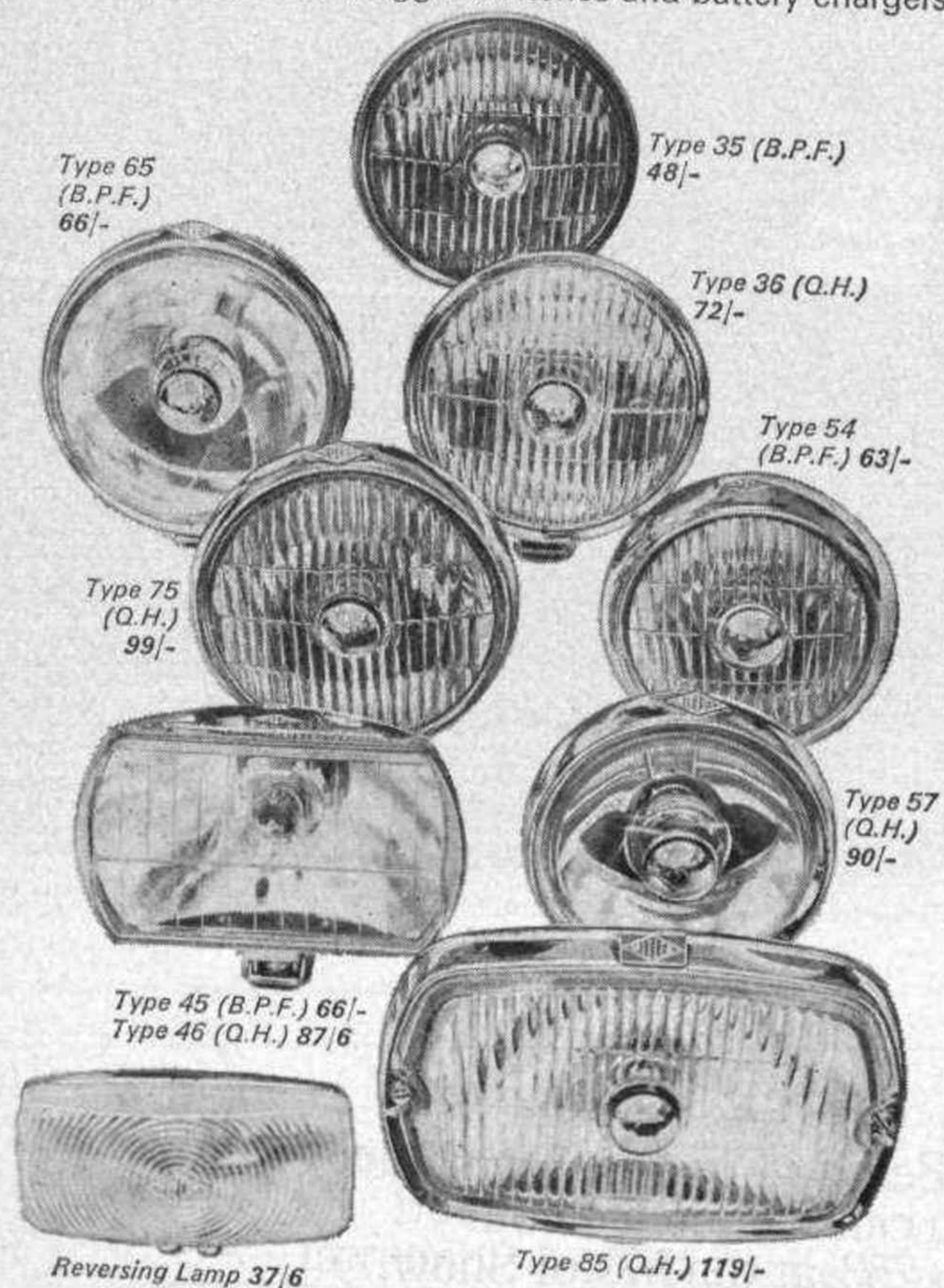
CHOICE OF BEAM Wide-angle, flat-topped foglamp or long-range, narrow-angle spotlamp.

CHOICE OF LENS Clear or amber foglamp lenses — the choice is yours.

CHOICE OF POWER Inexpensive BPF or brilliant white quartz-halogen.

Whatever kind of auxiliary lamp you want, you'll find it in the Miller range. Miller have specialised in vehicle lighting since the dawn of motoring and their skill and know-how is reflected by today's superb range. To find out which of Miller's brilliant performers is exactly right for you, write for the latest range leaflet.

Choose Miller, too, for reversing lamps, chrome fixing brackets, badge bars, toggle switches and battery chargers.




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You can't buy a better brand of hose clip.

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GO, with the Lotus look

The design and engineering know-how of both G.K.N. and Lotus are brought together to bring you **BRAND LOTUS WHEELS** for strength, performance, and sheer good looks.



Cast, using high purity aluminium and high strength alloys, **X-RAYED AND TESTED TO AVIATION SAFETY STANDARDS**. A complete list of sizes for most British and Continental cars available from all Lotus and Ford main dealers.



Lotus Components Ltd., Norwich, NOR 92W, Norfolk. Tel: Wymondham 3411



Your tyres. Their safety. Our valves.

If you value your own and your family's safety, you make sure your car has good tyres.

But if they're fitted with leaky valves, or not kept properly inflated, even the best tyres are potentially dangerous. They wear out faster, too. So it makes good sense to insist on top quality tyre valves. Schrader valves.

And don't forget to have them replaced when you replace your tubeless tyres.



These are a selection from the range of Schrader quality tyre accessories. Packed for easy selection. They make the ideal gift and ensure your tyres are always safe.

say **Schrader**® and your tyres are safer

SCOVILL A. SCHRADER'S SON, TYBURN ROAD, ERDINGTON, BIRMINGHAM 24

IS YOUR WRIST WATCH COMPETITIVE ?

Is an ordinary watch all you need? Is the time of day all the information you want from a watch? Will your watch match the standards of those who have to rely on what's strapped to their wrists? Does your watch come up to your own standards? If the answer is negative, check with Chronosport: Our new catalogue contains the worlds largest selection of sports watches and timing equipment, including famous brands Heuer, Breitling, Enicar, Seiko, G. L. G. Curra, and many more, ALL at prices well below retail.



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!



FREE!! With every copy of the new Chronosport colour catalogue—(containing over 100 brilliant designs each one illustrated in detail)—you get a free copy of the Chronosport timing manual. Specially written by a leading timing expert, you can learn things about watches and timing you never knew existed. Big section on Motor Race Timing. Remember when you buy from Chronosport you save

Mail the following watch I enclose E : : d. + 5/- post, packing and insurance.
I enclose 8d. stamp, Mail catalogue and timing manual.

Name _____
Address _____

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



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says Mr. Bishop of Enfield

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MOTORSPORT

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INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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FRONT COVER PICTURE: ITALIAN GRAND PRIX.—After Rodriguez dropped out with a broken engine, Oliver took up the challenge for the Yardley-BRM team and led for many laps until his engine overheated and expired. This telephoto photograph, which drastically fore-shortens the Monza back straight, shows Oliver leading Regazzoni (Ferrari), Stewart (March), Hulme (McLaren), Stommelen (Brabham), Ickx (Ferrari), Cevert (March), Beltoise (Matra) and Brabham (Brabham) into the South Curve and illustrates the closeness of the racing.

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MATTERS OF MOMENT

■ BLMC QUILTS COMPETITION MOTORING

Last month Lord Stokes, boss of British Leyland, was in the hot-seat for chiding customers who buy foreign cars of anti-British motives and for turning aside publicity for British cars. Now he has astonished the motoring world by pulling out of competition events. The Rootes Group, before Chrysler UK engulfed it, did this, but when you are in financial straits there is some excuse. Dunlop are quitting Formula One and Two racing after this year. Now BLMC has quit.

The disease seems to be catching; it could prove fatal. British Leyland's excuse, put out over the wires on August 24th, was not lack of money to spend on its Competition Team at Abingdon. It was, in brief, that this vast Corporation is so short of design and development key personnel that its new model programme would be adversely affected were any more management man-hours to be devoted to preparing cars for competition sorties which can provide the finest product publicity there is.

Mercedes-Benz said the same thing, but only at a time when the German Company had proved itself to be at the pinnacle of Grand Prix and sports-car racing domination; and it could be that they are now suffering from this competition withdrawal, with BMW and others increasingly active therein. Jaguar of Coventry got out of racing, after their superb showing at Le Mans and elsewhere, some years ago and we think this make, too, has lost useful prestige thereby.

Before the chop, British Leyland were doing very well in the competition field. But they were not at the top. Can they afford to quit now, with Ford challenging so successfully and a host of their sales rivals, in Europe, Japan and Russia, well established on the lucrative rally and race bandstand? In some quarters the BLMC bombshell is thought to have been fused from the moment Lord Stokes heard that Ford had won from Triumph the strongly-limelighted World Cup Rally. The official BLMC announcement from Berkeley Square House refers to their former interest in "events from which maximum marketing and publicity benefit" accrued. There have been significant successes in important International rallies by the Peter Browning Minis from Abingdon-on-Thames, making that department an extremely valuable prestige, development and publicity cog in the BLMC empire. The unconventional aspects of the Sir Alec Issigonis Mini required lots of Press persuasion before the little things were accepted by the public; it was competition prowess which endorsed the praise we bestowed on them and their Jaguar-baiting on the circuits which sold 'em like the proverbial hot buns. Moreover, it cannot have passed unnoticed by hundreds of thousands of those who follow the Sport that had not Ford been able to modify the rear-ends of their Escorts before the World Cup Rally ended—admittedly all quite fair, as the rules of this rally were constituted—the Triumph 2.5 PI of Culcheth and Syer might well have won the coveted first prize, putting Stokes instead of Batty under the cameras. Anyway, surely Lord Stokes wouldn't have had the nerve to sack Browning for losing the Cup, with Triumph in second and fourth places overall and an Austin Maxi, which badly needed this publicity boost, taking the Ladies' Prize?

Another aspect of the BLMC withdrawal centres round the Corporation's intention to, we quote, "continue to operate and expand the excellent facilities of the Special Tuning Department at Abingdon". Some authorities are asking how long this section of BLMC can hope to last, now that the incentive of competition testing and development (and the resulting sales impetus) is denied it?

In spite of the assurances that it is shortage of skilled technicians and not scarcity of money which has axed the fine BLMC Competitions Department (a department responsible for more successes than any other manufacturer has achieved over the past 16 years, on the admission of George Turnbull, Deputy Managing Director of British Leyland himself), this latest cautious if not economic performance on the part of Lord Stokes is in danger of being misconstrued, especially when coupled with the knowledge that at the end of this year BLMC will axe its house magazine "High Road", whereas here and abroad most manufacturers—Ford, Vauxhall, Alfa Romeo, BMW, Mercedes-Benz, Porsche, etc., etc.—can afford this little luxury.

In the first six months of this year British Leyland's production, compared with the same period in 1969, fell by 33,775 cars, according to the SMM & T's informative statistics. (In the same period

Continued on next page

Motor Sport Fixture List For October

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Oct. 1st/5th	TAP	London start, Crystal Palace, Sydenham	London, SE19	TAP Rally (INT)	—
Oct. 3rd	BRSCC	Crystal Palace, Sydenham	London, SE19	F3 Race Meeting (NB)	14.30
Oct. 3rd	BARC	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.30
Oct. 4th	SCCA	Watkins Glen	Watkins Glen, NY, USA	F1 United States GP (INT)	—
Oct. 4th	BARC (E. Midlands)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.30
Oct. 4th	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.15
Oct. 9/11th	RAC Morocco	Casablanca	Casablanca	AGIP Moroccan Rally (INT)	13.00
Oct. 10th	Shenstone & Dist. CC	Bull's Head Inn	Shenstone, Lichfield	Buxton Trophy Rally (R)	07.30
Oct. 10/11th	Knutsford & Dist. MC	Border Garage	Welshpool	Plains Rally (R)	22.21
Oct. 10/11th	Chelmsford MC	Britvic Factory	Westway, Chelmsford	Tenth Britvic Rally (R)	18.01
Oct. 10/11th	Singer OC	City Motors	Oxford	Millimar Rally (R)	23.01
Oct. 10/11th	RAF MSA	RAF Lyneham	Chippenham, Wilts.	Galaxy Rally (R)	22.01
Oct. 10/11th	Kirkby Lonsdale MC	Crossley's Garage	Pentham, Lancs.	Devil's Own Rally (R)	22.31
Oct. 11th	STMSC	Osterreichring	Zeltweg, Austria	1000 Kms. Race, (INT)	—
Oct. 11th	AvD	Hockenheim	Frankfurt, W. Germany	F2 Race Meeting (INT)	—
Oct. 11th	Scottish MRC	Inglinton	Edinburgh	Race Meeting (NB)	14.30
Oct. 11th	BRSCC (E. Anglia)	Snetterton	Thetford, Norfolk	Race Meeting (R)	14.30
Oct. 11th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (C)	14.00
Oct. 11th	BARC	Thruxton	Andover, Hants.	Race Meeting (C)	14.30
Oct. 11th	Yorkshire SCC	Castle Howard	York	Gunter Trophy Hill-Climb (R)	14.15
Oct. 11th	Howden & Dist. MC	Sandholme	Brough, E. Yorks.	Autocross (C)	14.00
Oct. 11th	Guildford MC	Hawbridge Farm, Binsted	Alton, Hants.	Autocross (R)	14.00
Oct. 11th	Falcon MC	Milk Hall Farm	Chesham	Production Car Trial (C)	12.00
Oct. 17th	BARC (NW)	Oulton Park	Tarporley, Cheshire	Race Meeting (R)	14.00
Oct. 17th	BRDC	Silverstone	Towcester, Northants.	Race Meeting (R)	13.45
Oct. 17/18th	2300 Club	Main Street	Tobermory	Castrol Tour of Mull (R)	16.00
Oct. 17/18th	White Horse MC	Pensford Garage	166/619/635	Rally (C)	—
Oct. 18th	SCCA	Laguna Seca	Monterey, California, USA	Can-Am Race Meeting (INT)	—
Oct. 18th	ASACIF	Montlhery	Paris, France	1,000 Kms. Race (INT)	—
Oct. 18th	BARC	Brands Hatch	Dartford, Kent	Motor Show 200 (INT)	11.30
Oct. 18th	Hagley & Dist. LCC	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	13.45
Oct. 18th	BARC (Yorks.)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.30
Oct. 18th	London MC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.00
Oct. 18th	Cosmopolitan CC (Portsmouth)	Chalton	Petersfield, Hants.	Autocross (R)	14.00
Oct. 18th	Berwick & Dist. MC	Municipal Car Park	Hawick	19th Border Rally (R)	11.01
Oct. 18th	CSMA Leeds	Ministry of Public Building & Works	Leeds	Autumn Rally (C)	13.30
Oct. 24/25th	Dukeries MC	Atkey's Ltd., Lenton	Nottingham	Dukeries Rally (NB)	20.01
Oct. 24/25th	Crane Valley MC	Esso Motel	Maidenhead, Berks.	Ronray Trophy Rally (C)	22.31
Oct. 25th	CO de GP Mexico	Ciudad Autodrome	Mexico City	F1 Mexican GP (INT)	—
Oct. 25th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting	—
Oct. 31st/Nov. 1st	Torbay MC	Hughes of Exeter	Exeter	16th Torbay Rally (R)	23.01
Nov. 1st	SCCA	Riverside Raceway	Riverside, California, USA	Can-Am Race Meeting (INT)	—
Nov. 1st	Surrey Sporting MC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.00
Nov. 1st	Cambridge CC	Snetterton	Thetford, Norfolk	Sprint	—

MATTERS OF MOMENT—continued from previous page

Vauxhall and Reliant were also down, respectively by 15,696 and 244 cars, but Ford increased their output of private cars by 8,917, Chrysler UK theirs by 24,496, Lotus were up by 237 cars. These figures require to be read in the context of overall output, agreed, but, even so, the position of our largest producer of motor vehicles is not exactly scintillating.) Lord Stokes has spoken of a sales challenge from foreign competitors, while withdrawing his challenge to domestic and foreign rivals on the fierce proving ground of rally and race track. To us, it seems a most unfortunate move, in the vital game of motor pawns. Apart from anything else, the cars which have found themselves engulfed successively in the BLMC grasp have been those with some of the finest, most meritorious competition records in British history. Before the war Austin, and MG (from the unique all-sports-cars Abingdon factory), Wolseley and Riley wrote prestige for this country into motor racing history. There followed those indomitable Austin Healeys, the conquering Mini Coopers, the adequate BMC 1800s, and more recently the rugged Triumph 2.5s, even that rapid Rover V8 which, if it had a 4.3-litre engine and not the 3500 of one wishful-thinking scribe, showed the Porsches the way for so many hours before retiring, in the recent Marathon de la Route at the Nurburgring. Now, all the accumulative benefits have been cast away, in a single, short statement from Eerkeley Square, where nightingales may still sing for all we know, but no longer about competition-proud BLMC motor cars. The decision seems to have been hastily arrived at, for not all that long ago there was Bob Berry, Jaguar's popular PRO, saying in the *Daily Telegraph* that the success of Jaguar in Overseas markets was largely due to their excellent racing record—which makes him look a trifle two-faced, in view of BLMC's present policy. Meanwhile, Ford is pressing on with an overwhelming competition programme, with the Escort 1600RS seeking homologation. Nearly all the leading European makes are at it, and American publicity is being

geared closer and closer to a performance/competition/race-bred image. The Japanese Motor Industry is snapping at our heels and now come these interesting new American sub-compacts. How is Lord Stokes going to proclaim the excellence of all his Stokesmobiles as the results of all those important rallies, the Monte Carlo, the Swedish, the Acropolis, the RAC, the 1,000 Lakes, and of saloon and sports-car races, are flashed round the World with never a mention of BLMC works teams? Remembering that sales tend to go ever more readily to race- or rally-bred cars (if favourably reported on in MOTOR SPORT!).

If Britain ever becomes like Bolivia, where vintage cars pass as everyday transport and modern cars are almost unknown, with living standards to match, it may well date back to 1970, when our largest producer of mechanically-propelled road vehicles (122,497 by BLMC in June alone, the SMM & T informs us) decided not to fight the opposition in open competition. Aided, of course, by some more crippling strikes and go-slows. . . .

No wonder poor Peter Browning resigned (before he was sacked) from sheer frustration! Shame on you, Lord Stokes, sir. Your kiss goodbye to your Competitions Department is shabby thanks to one of the finest rally teams ever brought together and to Marcus Chambers, Stuart Turner (another thing BLMC lost to Ford) and Peter Browning.

NB—Of the World Cup Rally Harry Liddon, who drove a Ford Escort into third place, said that it brought the buying public in their thousands to watch the cars—and that was a good thing in itself. In Sofia loud-speakers in the street told the crowds about the efficacy of the competing Russian Moskvitch cars. We apologise for returning to this particular rally, but it may well be that Lord Stokes' decision that British Leyland should drop competition motoring activities was made when he knew his entries therein had been beaten by FordMoCo. That he has decided not to fight back in future competitions is, we hope, not the beginning of overall defeat. . . .



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THE STAG— AT LAST

The Editor Belatedly Road-Tests
British Leyland's New V8 3-litre
Triumph Stag Convertible

The Triumph Stag photographed outside the Buckley Arms Hotel at Dinas Mawddwy, not far from Bwlch-y-Groes, the once-popular 1-in-6 test hill. It was here that members of The Autocar's staff stayed 46 years ago, when reporting the RAC Small Car Trials. They naturally tried their 12/50 Alvis up the famous pass, ascending it in 1st, 2nd and 3rd gears. (The Stag went up fast in 2nd and 3rd gears.) This Welsh hotel still serves trout fresh from the Dovey river but its tennis court and private golf course have gone with the passing of the years.



LAST MONTH I felt obliged to explain in an editorial why MOTOR SPORT had not published a report on the controversial new Triumph Stag convertible. I have since driven this new Coventry car, but it was touch and go, inasmuch as on the appointed Friday when I was to drive it, the telephone rang just before 1 p.m. and Simon Pearson of the S-T Press Office enquired when would I like my Stag? "Oh, by 3 p.m., to beat the traffic congestion, would be fine", I replied, "or 4 p.m. if that would be more convenient." "I'm afraid it will be more like 5.30", said the distant voice, "because there has been a hitch and we are still working on it." "Where is this stricken Stag?" "In Coventry." Apparently a lock had failed. I said I practically never lock a car, especially other people's. But it wasn't that kind of lock which had gone wrong; apparently either you could have ignition but couldn't steer, or could steer but not run the engine. . . .

I felt they had left it rather late to discover this, the test having been agreed some three weeks beforehand; eventually I left London at 10.30 p.m., arriving home in the early hours of the Saturday morning. It's all part of this road-testing job, of course, but I wonder how often the BLMC PROs hang about of an evening waiting for motor cars which haven't arrived? If Lord Stokes thinks my September editorial was spiteful, he should now think again! As I waited I contemplated testing a Saab 99 instead, which would at least be driving behind half a Stag power unit, and I wondered how this Coventry Alfa/Mercedes-eater would impress one who has named the Stuttgart products as the best-engineered cars in the World and who enthuses over those from Milan, although I have yet to drive an Alfa Romeo with power steering.

The late arrival of this long-postponed Stag at least enabled me to have a good preliminary thrash in it over empty night roads. But taking over an unfamiliar car in the dark isn't the most pleasant of motoring experiences, especially when you discover that, because of changed arrangements, you haven't sufficient money to fill the tank. However, I contrived to get the petrol tank about $\frac{3}{4}$ -full, sank gratefully into a reasonably comfortable but spongy driving seat, was faced with a generously-stocked fascia and a multiplicity of controls, found the

wiper blades worthless, cleaned the screen with my handkerchief, and set off. Very powerful Lucas dual quartz-halogen headlamps were obviously going to make light of my darkness but the cut-off was an alarming contrast. I found substantial left and right stalks, the right one doubling up for turn-indicators, flashers, a muted, shrill horn, and the lamps-dipping, which I don't altogether approve of on expensive cars, and which on this one had a long reach when in the full-beam setting. The 16-in. dia. steering wheel had a laced-on leather-covered rim, a gale of air blew at me from universally-adjustable central fresh-air grilles, until I later discovered how to turn them off, when the dribble of air from the additional gimbaled vents at the fascia extremities was quite inadequate. Interior trim is in non-dazzle black and the screen sill has a tray for picnic cups.

I thrust my way out of night-life London and was skirting Oxford satisfactorily soon, without seeming to have driven very hard. The Stag's V8 2,997-c.c. five-bearing engine is very reasonably smooth, but without the exhaust "wuffle" characteristic of its type. No need to discuss why a two-plane instead of a single-plane crankshaft is used, but worth noting that it is drastically over-square, at $86 \times 64\frac{1}{2}$ mm., and that it develops 145 (net) b.h.p. at its peak speed of 5,500 r.p.m., which is only 8 b.h.p. more than Ford's push-rod o.h.v. V6 gives at 750 fewer r.p.m. There is a chain-driven overhead camshaft above each cylinder bank, and twin sidedraught Zenith-Stromberg 1.75CD carburetters. An 8.8-to-1 c.r. provides for 4-star fuel.

Fumbling about in the dark I found a slide on the gear-lever knob which brings in, or cuts out, overdrive in 3rd and top gears (it is an optional extra). Later I found that this slide uncovers legends "In" and "Out", which would be appropriate to some cars which have to be rowed along on the gear-lever but not to the Stag which, although it is outpaced by almost all the comparable GT cars such as the Ford Capri 3000 GT, Reliant Scimitar GTE, Alfa Romeo 1750 GTV, Porsche 911T and Mercedes-Benz 280SL, somehow feels faster than it is and decently disposes, smoothly and quickly, of the slower-moving traffic. In fact, a 0-to-60-m.p.h. time of 10.7 sec. and a s.s.

A TELEGRAM FOR LORD STOKES FROM A READER

To: Lord Stokes. Disgusted no road test Stag September issue MOTOR SPORT. Are you ashamed of Stag? Dare not order until Boddy reports. Am currently owner of five BLMC vehicles, all bought new.

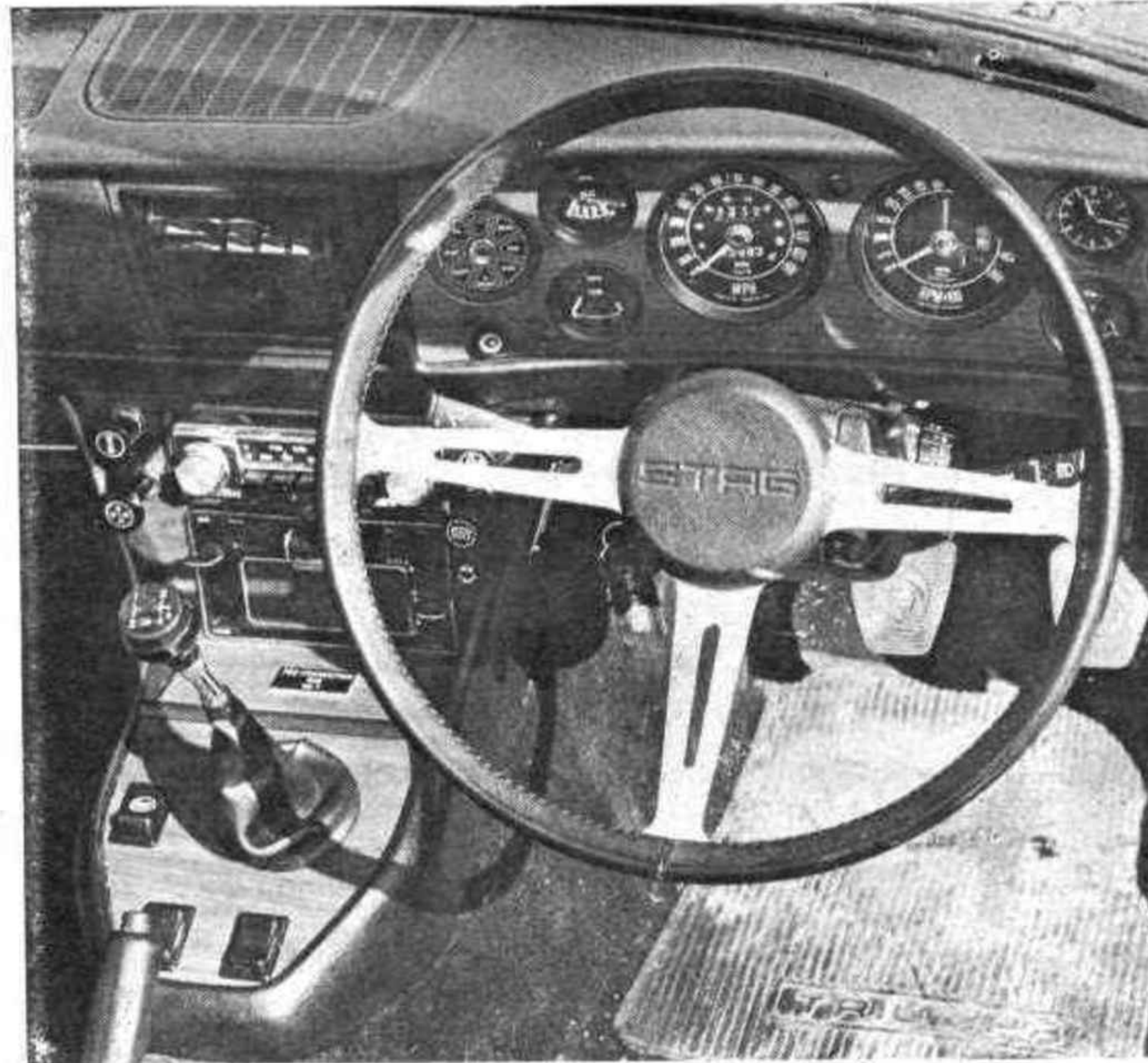
4-mile time of just under 18 sec. is not impressive for a 1970 3-litre car; the product of 145 b.h.p. and a kerb weight of 26 cwt. puts the Stag in the fast-tourer rather than the GT category.

As the traffic thinned out I was able to go faster and it was then that I added a third dislike to two others already evident, and one which makes the Triumph Stag quite unacceptable to me in its present form. The too-notchy gear-change controlled by a tall central lever I had put down as typically Triumph, and an irritating rattle coming from my left was traced later to free movement on the part of the empty passenger's front seat. This third misfortune relates to the power steering. The action is fairly light and smooth but with no feeling whatsoever of what the front wheels are doing, to the extent that they feel all the time to be about to break away their road grip. This prompts the driver to apply correction, and as the steering then becomes lighter, to over-correct, with the result that cornering becomes a very ragged business, feeling as uncomfortable as it looks. I tried to get used to this inconsistent power-assisted steering and in sober driving it is just about acceptable and reasonably geared (2½ turns, lock-to-lock), with a very small turning circle. But as soon as I drove fast, or anticipated having to chuck the car about, the lack of positive feel to the steering became horrid. The sensation of the front wheels tucking in as lock is applied to combat what is actually understeer, is most disconcerting. Another peculiarity is that when the throttle is backed off after accelerating hard, as when changing gear, the back-end of the car gives a slight lurch.

Power-assisted rack-and-pinion steering is standard on the Stag—there is no option. This was presumably deemed necessary to woo the American customers but it is a great pity that something better isn't used. I would put up with strong-arm parking for precise manual control. I recall how the 4-litre Rolls-Royce-engined Vanden Plas Princess was ruined by light/heavy/light power-assisted steering, and the unfortunate Stag seems to have inherited something of the same sort. There is no excuse, for ZF and others have shown how effective good power steering can be. The column is adjustable to suit different requirements.

The Triumph Stag sent for appraisal was Pre-Production Car No. 7, but I assume catalogue cars are identical. The horrid steering apart, what can one make of it? It is a convertible after the style of a Mercedes-Benz 280SL, with very nice Michelotti styling reminiscent of a Fiat Dino, and it was conceived for release in 1968. It is nicely finished, is a reasonable 2+2 coupé for which an optional hard-top is available to cover the fully-disappearing hood which has the protection of an elaborate (detachable) roll-over frame and would have been an excellent substitute for the late-lamented Sunbeam Alpine which Chrysler UK had to put down because of its 4.2-litre Ford V8 engine. It is, alas, not an easy hood to stow or erect—see pictures.

The interior of the Stag is essentially Triumph, which I have never much liked. The simulated dull-wood facia has a rather restricted lockable cubby on the left, complete with map-cum-interior lamp, dials to the right. The latter comprise expensive-looking, closely-calibrated Smiths speedometer and tachometer, a clock, fuel gauge, water thermometer and voltmeter but, curiously, no oil-pressure gauge. As my early-morning journey progressed I had not only a blue full-beam light shining in my weary eyes but an intermittent flashing from Triumph's all-services-light-up cluster, saying "Fuel". As petrol supplies scarcely exist in darkest Radnorshire after dusk and I was skint anyway, this ruined what pleasure I was trying to obtain from flinging the Stag in untidy lines round the corners. I need not have worried, for this unwelcome warning starts when the tank has nearly seven gallons in it—and is consequently ignored, dazzle apart, until the thing runs dry with the fuel gauge indicating just above empty! The lamps are switched on by a rotary switch to the right of the steering column, as if Spencer King or one of his team had been driving a Hillman Avenger, although the Stag's rotator is smaller and provides for parking lights as well as side- and headlamps. The controls are well endowed with symbols or lettering; there was one small knob with a mysterious inscription on it, which turned out to be the rheostat panel-lighting control. Down on the console you get



"The office" of the Stag, showing leather-rimmed, padded steering wheel, layout of instruments, long central gear-lever and press-buttons on the console for the electric window-lifts and interior lights.

the tumbler switches for the window lifts, rather close set to the central hand-brake, with its man-sized grip, when this is off; a similar switch which brings in two forward-facing interior lamps, and on the upright wall of the console there is a Triumph press-button radio, some well-contrived heater controls, and a pull-out ash-tray. The facia has a brake-failure warning light directly before the driver and other lights, in the cluster, for brake on, choke in use, high temperature, etc. Big knobs on the console wall pull out to bring in the choke, effective Triplex rear-window heater (with tiny in-use light), cigar-lighter and 2-speed fan. The l.h. stalk control provides for two-speed screen wiping and washing. The electric window lifts are excellent in themselves but as they require the ignition to be on before they will function, and the ignition key is needed to open the fuel-filler flap, the uncomfortable situation arises where the driver has to wait in driving rain with his window down while the car is refuelled.

British Leyland have really tried to make this the Mercedes-Benz/Alfa Romeo slaughterer they claim it to be. The doors have convenient grabs-cum-arm-rests, locks actuated by convenient small handles below the door-opening handles, knob-operated quarter-lights, and red warning lights on the doors. Opening them brings in courtesy lights, one each side of the transmission tunnel. The external lift-up handles, however, were stiff and not pleasant to use. The rear compartment side windows have good toggles for opening them as vents. The three-spoke steering wheel has a padded boss. The front-seat passenger has an under-facia shelf and there are elastic-edged pockets on the doors and backs of the seat squabs. The front seats have conveniently-placed release knobs for tilting them to give access to the deeply-welled back seat, and they can be raised by winding a crank handle, as well as possessing squabs easily adjustable by operating the long, plated side levers. These seats are of decidedly generous size but the upholstery is, alas, p.v.c. The doors have effective "keeps". The very deep, if shallow, 9 cu. ft. boot has a clear floor and is illuminated. Reversing lamps, and the heated back window if a hard-top is ordered, are fitted as standard. There is a

A LETTER TO LORD STOKES FROM A READER

As a small shareholder in BLMC may I say how interested I was to read the attached editorial from last month's MOTOR SPORT. I will be interested in your comments and whether you intend to reply to what appears to be very constructive comment on behalf of the Editor of MOTOR SPORT.

wobbly anti-dazzle mirror. The wheels have stainless-steel trims and are shod with 14-in. Michelin XAS tyres. There are two keys, the long one for ignition/steering lock, the fuel-filler flap and the doors, the smaller one for the boot and glove box. An instruction book covered in imitation leather has been prepared for the Stag. The shape of the back seat well suited the Motoring "Dog", who, after having had her first puppies at the age of nine is now travelling again, and far more comfortably in the Stag than on the bouncy shelf of a Triumph TR sports car in which she once rode. But for adult humans head-room is somewhat restricted.

The conservative iron-block, alloy-heads, cross-flow engine of the Stag fires up promptly if given a little choke and runs smoothly from idling speed to its peak of 5,500 r.p.m. It will pull away from 500 r.p.m., or 10 m.p.h., in the 3.1-to-1 top gear and, trying to conserve fuel on my initial nocturnal acquaintance with it, I used top and o/d top gear satisfactorily for most of the journey. At 2,500 r.p.m. in top gear the accurate (at this speed) speedometer shows 50 m.p.h., or 60 if o/d is engaged, and at the legal maximum permitted on British roads the engine is running smoothly at less than 3,000 r.p.m. It will give just over 100 m.p.h. in o/d 3rd gear, and achieve 117 m.p.h. flat-out in its highest ratio. Two tail-pipe extensions which look like something from a battlefield probably assist in muffling the exhaust note so that Stag motoring is accomplished quietly, yet with a satisfyingly purposeful exhaust note when you open up. A good deal of exhaust heat is exuded under the car.

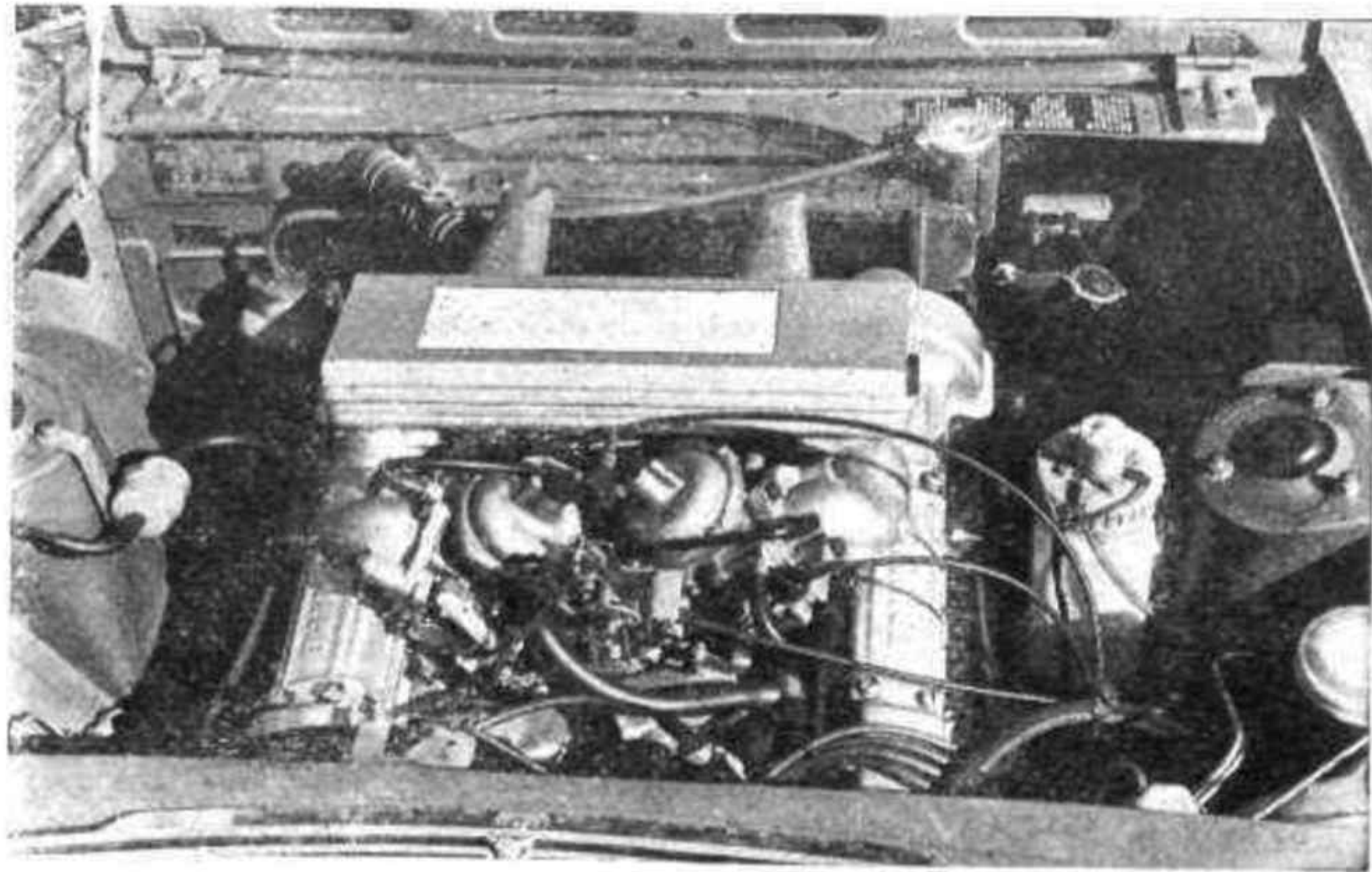
The gear-lever has weak synchromesh and a long travel, the clutch is heavy and a trifle sudden, and the servo-assisted disc/drum brakes are satisfactory without being outstanding; they tended to squeal under light pressures. The ride is soft but well-damped, roll being well controlled except when cornering very fast. Rear-wheel adhesion is apt to be lost on slippery surfaces when accelerating, but the ultimate cornering ability is high.

The fuel tank holds 14 gallons and in fairly gentle motoring I obtained a m.p.g. figure of 22.5 m.p.g. Driving harder, this decreased to 20.8 m.p.g., an overall figure of 21.4 m.p.g. The petrol gauge is unhappily optimistic.


The exterior *decor* of this handsome, compact fast-tourer is confined to the name "Triumph" in the rubber-tipped bumpers and a stag badge, although zoologists will not recognise the depicted animal as a stag, with its unnatural, overweight antlers. The name "Stag" is engraved on the steering-wheel boss, and name and motif appear on the sides of the tail. A clever feature is angling of the o/s wiper blade so that it sweeps right to the edge of the screen.

Turning to details, some of the luxury aspect of the Stag rubs off when gear-lever rattle between about 3,300 and 4,300 r.p.m. in 3rd gear (I thought this was a thing of the past, but met it again recently on the smallest Opel and now on the Stag) and wind noise, even with the hard-top in use, intrude. The pedals, labelled "L" for Leyland, are large but off-set to the o/s, which brings the brake pedal rather close to the accelerator, but gives room for a clutch-foot rest. There is not a lot of elbow-room and the padded anti-dazzle vizors are rather tricky to clip back; the driver's carries the five-stage sequence for lowering and raising the soft-top. The self-propping forward-hinged bonnet is light and lifts to reveal the V8 engine with its Stanpart

Views of the Stag's V8 power unit and, right, its luggage boot.



THE TRIUMPH STAG CONVERTIBLE



Engine: Eight cylinders in a 90° vee, 86 × 64.5 mm. (2,997 c.c.). Overhead valves operated by single overhead camshafts. 8.8 to 1 compression ratio. 145 b.h.p. (net) at 5,500 r.p.m.

Gear ratios: 1st, 11.08 to 1; 2nd, 7.77 to 1; 3rd, 5.13 to 1; o/d 3rd, 4.2 to 1; top, 3.7 to 1; o/d top, 3.04 to 1.

Tyres: 815 × 14 Michelin XAS, on bolt-on steel wide-rim wheels.

Weight: 26 cwt. 0 qtr. 0 lb. (Empty, but ready for the road with hard-top on and approx. half-a-gallon of petrol.)

Steering ratio: 2½ turns, lock-to-lock (power-assisted).

Fuel capacity: 14 gallons. (Range approx. 300 miles.)

Wheelbase: 8 ft. 4 in.

Track: Front, 4 ft. 4½ in.; rear, 4 ft. 4½ in.

Dimensions: 14 ft. 5½ in. × 5 ft. 3½ in. × 4 ft. 1½ in. (high—hood up).

Price: £1,602, plus £491 15s. 10d. purchase tax. Total, as tested, £2,173 18s. 5d.

Makers: Standard-Triumph International Ltd., Canley, Coventry, England.

Performance Data

Acceleration:

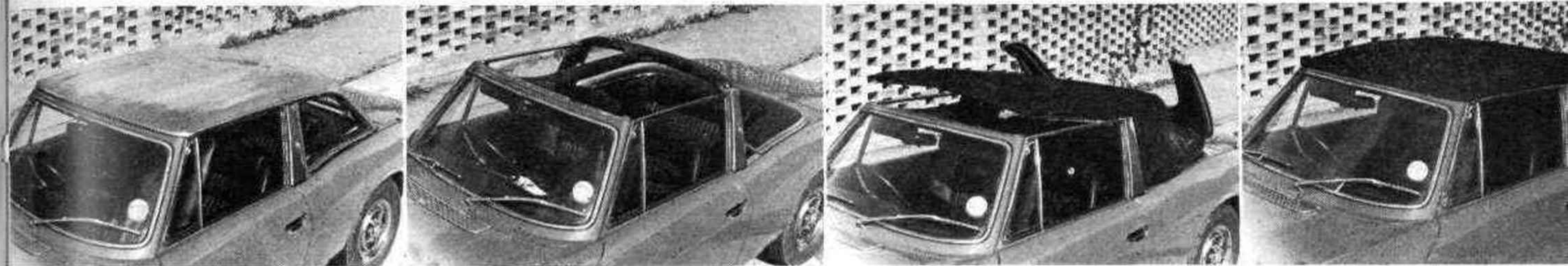
0-30 m.p.h. ...	3.8 sec.	0-70 m.p.h. ...	14.2 sec.
0-40 " " " "	5.5 " "	0-80 " " " "	18.2 " "
0-50 " " " "	7.5 " "	0-90 " " " "	23.4 " "
0-60 " " " "	10.7 " "	0-100 " " " "	33.9 " "

Speeds in the gears:

1st	41 m.p.h.	O/d 3rd	101 m.p.h.
2nd	60 " "	Top	114 " "
3rd	92 " "	O/d top	117 " "

Overall fuel consumption: 21.4 m.p.g.





Hard-top to soft-top in 1 min. 36 sec. L. to r.: hard-top fitted; top off, hood down showing roll-over structure (42 sec.); erecting the previously hidden hood (54 sec.); soft-top erect.

alloy manifolding, the angled plugs accessible with the right tool, as is the dip-stick, which showed that the sump had lost none of its eight pints of oil in more than 1,100 miles. Oil changes are scheduled very 6,000 miles and there are no greasing chores. Visibility forward is good but reversing is less easy.

I tried to like this Triumph Stag, to please Lord Stokes of Leyland, T.D., D.L., LL.D., D.TECH., D.SC., C.ENG., F.I.MECH.E., M.S.A.E. It needs better steering, power or otherwise (say ZF), a better gearbox, for those who do not specify the automatic transmission, and more poke—

like Eartha Kitt's Englishman, the Stag takes time to get going. (The makers quote a 0-to-60-m.p.h. acceleration time of 9.5 sec. and one journalist got 9.9 sec. but mine is closer to the average figure.) Given these changes, and a more easily erected top, the Stag could be a great success, for although its engine isn't quite as silky as I anticipated, vibration being felt through the gear-lever, the Stag is a very nice-looking 2+2 coupé/convertible, reasonably priced at £2,173 (as tested) for an eight-cylinder car having (save the mark!) power-assisted steering, electric windows, a concealed hood and Italian styling.—W. B.

CAN-AM 1970

LEXINGTON

AFTER an interval of four weeks, the Can-Am circus returned to the United States for the fifth round of the series at the Mid-Ohio Sports Car Course. All the usual entrants were in attendance, though with a number of significant changes to their cars. Both works McLarens were using their larger 7.6-litre Chevrolet engines, the overheating that has plagued these units in previous races having been cured by the modified radiator outlet tried for the first time in the previous race at Edmonton. The rear suspension of George Eaton's BRM had been redesigned to eliminate the rear-wheel steer that produced such diabolical handling characteristics. This was accomplished by eliminating the lower radius arms and replacing them with shorter arms running back diagonally from the base of the uprights to a plate attached to the rear of the transmission. The radical AVS Shadow, which had not run since the second round at St. Jovite, reappeared with Vic Elford at the wheel but Elford soon found that there were far more drawbacks to the ultra-low design than there were advantages. The severe overheating which afflicted the car in the first two races had been overcome by moving the twin radiators from their position inside the wing to exposed locations on top of the rear fenders. Unfortunately, this exposed position location, combined with the extreme angle of a new wing (which made it more of a spoiler than a wing) almost doubled the frontal area of the car and completely negated the original concept of a car with such low frontal area that its high speed down the straights would more than offset any cornering disadvantages imposed by the miniaturised suspension. Two drivers joined the series for the first time this year, Pedro Rodriguez in a NART-entered, open-cockpit Ferrari 512S and former US road-racing champion Chuck Parsons in an older but well prepared Lola T160. The car was updated with a T163 body but it was handicapped in the power department by having only a 6-litre Chevrolet engine.

Qualifying developed into the usual battle between the McLaren team and "the rest" and this time "the rest" did quite well. Not well enough to win the pole position, which went to Denny Hulme quite comfortably, but well enough to keep Hulme's team-mate Peter Gethin back in fourth place. Lothar Motschenbacher qualified second fastest in his ex-works McLaren M8B and Peter Revson was third in his Lola T220. Rodriguez was fifth fastest, just ahead of the similar, semi-open cockpit Ferrari 512S driven by Jim Adams, while Elford and Parsons occupied the fourth row.

The Mid-Ohio circuit crams 15 turns into its 2.4 miles and is really much too tight for the big Can-Am cars because there is virtually no room to pass except on one medium length straight. As a result the race tends to become a procession and it is vitally important to make a good start. Hulme certainly realised the importance of this as he jumped into the lead at the first corner and then pulled away relentlessly to lead every single lap of the 80-lap, 192-mile race. Behind him, however, there was a real dogfight between Motschenbacher, Revson and Gethin (whose engine went sour with a worn camshaft lobe before

the start and proceeded to get worse and worse as the race went on). Motschenbacher had a slight edge on Revson and was able to hold down second place for the first one-third of the race but then he began to lose his brakes and dropped to fourth behind Gethin. Revson then pulled away easily from Gethin's ailing McLaren and he held second place to the chequered flag, which he reached 77 sec. behind Hulme. His Lola was the only car not lapped by the winner. Gethin's engine became progressively worse and he was passed by Motschenbacher before it finally quit for good with eight laps to go. Motschenbacher then finished third, one lap down, with Parsons fourth in his older Lola. Eaton's BRM had started from the back of the grid as a result of engine trouble during qualifying but he really flew when the race began, climbing from 26th to seventh in seven laps before he retired with a sudden loss of fuel pressure. Elford went only nine laps before retiring the Shadow with at least one front wheel badly out of balance.—D. G.

Results :

CAN-AM—Round 5—Buckeye—Lexington

1st	: D. Hulme (7.6 McLaren M8D-Chevrolet)	2 hr. 1 min. 03.3sec.—
		95.163 m.p.h.
2nd	: P. Revson (7.6 Lola T220 Chevrolet)	2 hr. 2 min. 19.3 sec.
3rd	: L. Motschenbacher (7.6 McLaren M8B-Chevrolet)	79 laps
4th	: C. Parsons (6.0 Lola T160/3)	77 laps
5th	: G. Wilson (7.0 Lola T163)	76 laps
6th	: R. McCraig (7.0 McLaren M8C)	75 laps
7th	: D. Durant (7.0 Lola T163)	74 laps
8th	: J. Adams/B. Bondurant (5.0 Ferrari 512S)	72 laps
9th	: P. Gethin (7.0 McLaren M8D)	71 laps
10th	: B. Nagel (7.0 Lola T70-Ford)	70 laps
Fastest lap: D. Hulme (7.6 McLaren M8D-Chevrolet), 1 min. 28.8 sec.—		
97.30 m.p.h.		

ROAD AMERICA

WITH only a week between the fifth and sixth rounds (and less than that to overhaul the machinery), a number of cars appeared at the Road America circuit in Wisconsin in far from perfect mechanical condition. The Shadow did not appear at all, although Elford did obtain a ride in an older but unsorted Lola T70. Another English driver making his second Can-Am appearance of the year was David Hobbs, who was invited to drive the ex-Chaparral McLaren M12 now owned by Canadian Terry Godsall.

There was considerably less practice and qualifying time than usual at Road America and among the victims of this shortened timetable were Peter Revson and Peter Gethin. Revson had only one hour on the Friday to qualify his Lola before flying out to the Ontario Motor Speedway to qualify the works McLaren for the California 500 on Saturday (report in American Comment) and then returning to Road America for the Can-Am race on Sunday. Nonetheless, he quickly got down to the job at hand and at the time he left for California his Lola was on the front row next to Denis Hulme's pole-winning McLaren M8D. Motschenbacher's M8B was the third fastest qualifier but Gethin was a victim of the very short interval since the Mid-Ohio race. His M8D lost almost all its oil pressure as soon as it went out and he had to wait while the mechanics changed the pressure relief valve before he had another go. When the oil pressure again disappeared almost immediately, the mechanics knew the entire plumbing system

was probably still fouled by the contamination that built up during the engine's slow death at Mid-Ohio and they set about a more thorough cleaning and flushing operation than they had undertaken earlier. As a result, Gethin missed most of the first qualifying session and his hopes of starting near the front were completely dashed when it rained for most of the second session. The rain ensured that Hulme, Revson and Motschenbacher were safe in the first three places on the grid, and it was Hobbs who claimed the fourth position in his McLaren. Former Shelby and Ferrari driver Bob Bondurant was next in an older but well prepared Lola T160 (though with only a 7-litre engine), and Gethin had to be content with sixth place. Still, he was a lot better off than Eaton, who was unable to start his BRM when a cylinder head gasket failed during a pre-race warm-up session.

Revson caused something of a sensation when he came around in front on the first lap of the 50-lap, 200-mile race, but when both Hulme and Gethin swept past him on the second lap it was apparent that the Lola's moment of glory was really by courtesy of the McLaren team. Hulme held the lead for a few more laps but then decided to "put on a show" for the crowd by turning the lead over to Gethin and dropping back to run just in front of Revson, Motschenbacher and Bob Brown, whose McLeagle (a Gurney-modified McLaren M6B) had rocketed up from 12th place. Revson retired after only 14 laps when a halfshaft failed but Hulme, still trying to put on a show for the spectators, then dropped back to third place behind Motschenbacher. He only stayed there for a few laps before setting out after Gethin, who by this time had built up a lead of over 25 sec. While Hulme was busy catching his team-mate, Motschenbacher crashed heavily when his left rear hub failed and although he was uninjured, the McLaren M8B was a write-off.

Hulme caught and passed Gethin on lap 30 but eight laps later he was involved in a donnybrook when he spun and stalled his engine trying to avoid one of the mobile *chicanes* that should never be allowed into Can-Am races. Marshals quickly appeared to push him out of his dangerous position and while being pushed, and while Hulme had his finger on the starter button, the car started. Gethin meanwhile slowed down almost to a crawl to allow Hulme to catch up and the two McLarens took the chequered flag less than a car length apart, with Hulme leading. After listening to Hulme and the marshals involved (who said that Hulme popped the clutch while being pushed), the stewards then ruled that Hulme had received an illegal push start and that he would only be credited with 37 laps (the number completed before the infraction). Team manager Teddy Mayer then entered an appeal against the severity of the penalty, but meanwhile Gethin was declared the winner. Bob Brown, who was running unchallenged behind Gethin, was hit by a slower car three laps from the end and as a result Bob Bondurant finished second, one lap behind Gethin. Dave Causey and Gary Wilson in newer Lola T163s were third and fourth, Tony Dean fifth in his 3-litre Porsche 908 and Brown sixth.—D. G.

Results :

CAN-AM—Round 6—Road America—Elkhart Lake

1st :	P. Gethin (7.6 McLaren M8D-Chevrolet)	..	1 hr. 54 min. 16.1 sec.—
			105.016 m.p.h.
2nd :	R. Bondurant (7.0 Lola T160-Chevrolet)	..	49 laps
3rd :	D. Causey (7.0 Lola T163-Chevrolet)	..	48 laps
4th :	G. Wilson (7.6 Lola T163)	..	48 laps
5th :	A. Dean (3.0 Porsche 908/1)	..	48 laps
6th :	R. Brown (8.0 McLaren M6B)	..	47 laps
7th :	P. Rodriguez (5.0 Ferrari 512S)	..	47 laps
8th :	G. Lawrence (7.0 McLaren M12)	..	47 laps
9th :	R. Durant (7.0 Lola T163)	..	46 laps
10th :	R. Goldleaf (7.0 McLaren M6B)	..	46 laps

Fastest lap : D. Hulme (7.6 McLaren M8D), 2 min. 12.4 sec.—108.761 m.p.h.

ROAD ATLANTA

AS a result of financial difficulties experienced by the Bridgehampton circuit on Long Island, the seventh round of the Can-Am series was held at an entirely new circuit, Road Atlanta, about 50 miles north of Atlanta, Georgia. It was the first Can-Am race ever held in the southeastern part of the country and it proved to be one of the most remarkable in the five-year history of the series. The circuit itself is 2.52 miles in length, 32 to 40 ft. in width and very much an uphill and down dale affair. There was considerable criticism about several blind corners, but the more the criticism grew, the more one suspected it was an excuse for having to work much harder than at most other American circuits. Vic Elford, for one, liked the course and said that, "for once, someone has really used their head in designing it".

Elford, indeed had good reason for liking the course because it proved ideal for Jim Hall's Chaparral 2J, which he had been invited to drive following the car's first and only previous appearance at the

Watkins Glen Can-Am. Since that time the car has been fitted with larger, Hurst/Airheart brake calipers; the auxiliary Rockwell JLO engine has been converted to Lucas fuel injection to eliminate vapour lock trouble; and the drive for the two suction fans has been moved outside the rear body so that it cannot be fouled by stones and other debris flying around the "vacuum chamber" under the rear body.

The modifications certainly proved effective because by the end of the first day of practice Elford was half a second faster than Hulme's McLaren, and very enthusiastic about the car's potential. "You get to the stage of thinking that it's just not possible that the car can go around any corner at that speed," he said, "and adapting to it mentally is the most difficult approach because no other car has ever gone around corners as quickly as this one . . . Another great thing about the suction is that it doesn't allow the car's handling characteristics to change as you go through a corner . . . Whichever way it's set it remains like that at all times whether it's a slow corner or a fast swerve—it remains absolutely constant". Elford also said the braking is almost "frightening because it allows you to go into the corners so much deeper".

He backed up his enthusiasm during qualifying when he put the Chaparral on the pole position over 1½ sec. faster than Hulme's McLaren. It was the first time since 1967 that a McLaren team car had not sat on the pole for a Can-Am race. Gethin was the third fastest qualifier, followed by Revson, Eaton and Brown, but this upset in qualifying was to be followed by even more stunning upsets in the race itself. Unfortunately they weren't provided by the Chaparral because on race day the auxiliary engine, after being cleaned the night before, refused to run properly.

Hulme and Gethin took the lead from Elford, Revson, Brown and Eaton, but within 10 laps Hulme had crashed into the back of a car he was lapping and wrinkled the chassis of his McLaren. While Gethin took over the lead, Elford lost seven laps in the pits having the Chaparral's auxiliary engine attended to, but on the 20th lap of the 75-lap race Gethin spun and damaged his front body section. It was quickly replaced in the pits but not before he fell to sixth place. It was Revson's turn next but he led for only nine laps before a tyre became unseated on its rim and the Lola crashed heavily into an earth bank. Brown should then have taken over, but he crashed into Revson's car and it was George Eaton's BRM in the lead! Gethin, by this time had recovered to second place, with Tony Dean's 3-litre Porsche 908 about to take over third from Dave Causey's 7-litre Lola T163. Eaton held the lead for longer than anyone else before him (20 laps) but then his engine suddenly expired and sent him into a bank—putting Gethin back in front again, with Dean second and Causey third. The carnage was still not over, however, for on the 67th lap, just as he was being black-flagged for ignoring a yellow flag, Gethin suddenly found a gearbox full of neutrals and had to park the car. No one was more surprised than Tony Dean when his little Porsche 908 running like a clock all through the race, swept under the chequered flag first. It was, perhaps, the end of an era, for it marked the first time in 19 races that the McLaren team had been shut out of the winner's circle in a Can-Am race. The last occasion was in 1968 when John Cannon won at Laguna Seca in pouring rain.—D. G.

Results :

CAN-AM—Round 7—Road Atlanta—Atlanta

1st :	A. Dean (3.0 Porsche 908/1)	..	1 hr. 49 min. 45.88 sec.—
			103.45 m.p.h.
2nd :	D. Causey (7.0 Lola T163)	..	1 hr. 50 min. 57.9 sec.
3rd :	L. Motschenbacher (7.6 McLaren M12)	..	72 laps
4th :	O. Koveleski (7.0 McLaren M8B)	..	72 laps
5th :	R. McCraig (7.0 McLaren MSC)	..	72 laps
6th :	V. Elford (7.6 Chaparral 2J)	..	69 laps
7th :	P. Gethin (7.6 McLaren M8D)	..	66 laps
8th :	R. Durant (7.0 Lola T70)	..	66 laps
9th :	G. Lawrence (7.0 McLaren M12)	..	62 laps

Fastest lap : P. Revson (7.6 Lola T220) and P. Gethin (7.6 McLaren M8D) 1 min. 18.05 sec.—116.40 m.p.h. (new record).

IN THE IMAGE OF ROLLS-ROYCE

TO celebrate the Jubilee of 50 years' production, Aston Martin cars delivered after July 11th have a golden radiator badge instead of the silver one they had before that date. This will commemorate 50 years of Aston Martin production.

AC OWNERS' CLUB

AN exhibition of AC cars will be held by the ACOC at 137, Piccadilly, during the early part of October. The new Secretary of the Armstrong Siddeley Club is J. D. Hubbuck, 6, Chiltern Close, Westbourne, Bournemouth, Hampshire.

AMERICAN COMMENT

THE MOST interesting event on the American scene in the past month has been the opening of Ontario Motor Speedway, about 50 miles east of Los Angeles, and the running of its first race, the California 500 for USAC Championship cars. The speedway itself is an entirely new concept in racing circuits and reflects the builders' belief that in order for motor racing to compete effectively with all the myriad other forms of entertainment available, the spectator must be given the very best of everything. Built at a cost of \$25 million, the Speedway certainly achieves its objective. It actually contains two courses: a 2½-mile oval track (or more correctly a rectangle with rounded corners) that is patterned very closely after that at Indianapolis, and an infield road circuit which utilises the same start/finish straight and pits as the oval track. The back stretch of the oval is approximately 30 feet higher than the front stretch and as a result every one of the 140,000 spectator seats has an unobstructed view of the entire track (or road circuit, as the case may be). Two further steps have been taken to please spectators. The public address system has a power of 28,000 watts—8,000 watts more than the Cape Kennedy space complex in Florida and double that at the Indianapolis Motor Speedway. In addition, \$5 million is being spent on a completely computerised scoring system that will provide almost instantaneous information on virtually any aspect of the race (lap rundowns, corner and straightaway speeds, length of pit stops, the speed at which one car is catching another, etc.) and all this information will be visible to spectators on huge, lighted scoreboards.

Because the two short straights are banked four degrees (unlike Indianapolis) the Ontario track is noticeably faster, and this was shown in practice when Joe Leonard, in one of Parnelli Jones' turbo-Ford-powered Colts, lapped the track at 177.2 m.p.h.—over 5½ m.p.h. faster than his own existing lap record at Indy, which was set in 1968 in a Lotus turbine car. However, although Leonard and his team-mate, Indianapolis 500 winner Al Unser, dominated practice, it was the hard-luck king of Indy, Lloyd Ruby, who put his turbo-Offy-powered Mongoose on the pole with an average speed for the four-lap, 10-mile run of 177.567 m.p.h. Dan Gurney's 1970 turbo-Offy Eagle and Johnny Rutherford's 1966 turbo-Offy Eagle joined him on the front row. Al Unser and Leonard occupied the second row on either side of Gary Bettenhausen, with A. J. Foyt, Mario Andretti and stock car veteran Lee Roy Yarbrough on the third row. Yarbrough took over Jack Brabham's turbo-Offy Brabham at short notice when Brabham decided to compete in the Italian Grand Prix instead. In the fourth row were Peter Revson in the works turbo-Offy McLaren, Gordon Johncock in his similar ex-works car, and Bobby Unser in his turbo-Ford 1967 Eagle, while Mark Donohue could only make the fifth row in his turbo-Ford Lola.

The first 90% of the race was very much a procession as Al Unser appeared well on his way to repeating his overwhelming victory at Indianapolis. He took the lead from Ruby on the ninth lap and then stayed solidly in command as Ruby fell back (and later retired) with piston trouble, leaving Gurney second, Leonard third, Bobby Unser fourth, Revson fifth and Yarbrough sixth. For 166 of the first 186 laps Al Unser kept his Colt in front as Leonard fell back as the result of a brief refuelling fire, Bobby Unser retired with a blown piston and Gurney crashed near the half-way mark when a tyre was punctured by debris on the track. Revson did get the lead briefly during Al Unser's third refuelling stop, but only briefly, and with 30 laps to go Unser had over a lap lead on the McLaren, with Yarbrough third. Revson's chances died on the 175th lap when he, Unser and Yarbrough all made a quick "insurance" stop for fuel under a yellow light brought out when Leonard crashed. The McLaren's engine stalled and refused to restart, and nine crucial minutes were lost replacing the ignition transformer. This moved Yarbrough up to second and on the 187th lap the race was suddenly thrown wide open when Unser's engine quit and the blue Brabham was in the lead, two laps ahead of Art Pollard's turbo-Ford Scorpion and Jim McElreath's turbo-Ford Coyote. It would have been fascinating if a stock car veteran, driving a road racer's car, had won one of USAC's major races, but it was not to be for on the 192nd lap, with just eight to go, the Brabham's turbo-Offy engine expired in a cloud of smoke as a piston let go. Pollard, the second slowest qualifier, then took over the lead but on the 196th lap he was passed by McElreath. The positions reversed briefly on the 198th lap but at the chequered flag it was the veteran McElreath by just two seconds over Pollard, with road-racing driver

Dick Simon third in his turbo-Ford Vollstedt. Johncock and Revson in their McLarens were fourth and fifth and were the only other drivers to go the full 500 miles. (Only McElreath and Pollard were on the same lap at the finish but, as at Indianapolis, the race continued for five minutes after the winner took the chequered flag.) A crowd of over 170,000 watched this dramatic finish and first impressions are that Ontario Motor Speedway will have no difficulty attracting even larger crowds for future races.

* * *

Although Al Unser did not win at Ontario, he has continued his domination of USAC's Championship trail by winning virtually everywhere else. He scored his fourth victory in 10 races when he won a 100-mile dirt track race at Springfield; made it five out of 11 by winning a 200-miler at Milwaukee the next day; picked up number six in a 100-mile dirt track race at DuQuoin the day after the California 500; and then made it seven out of 14 when he won another 100-mile dirt track race at the Indianapolis Fairgrounds.

* * *

There have been three more races in the SCCA's Continental Championship for Formula A cars since George Follmer's Ford-powered Lotus ended Chevrolet's virtual monopoly at St. Jovite and at all three David Hobbs has been the dominating factor (though not always the winner). In a two-heat, 150-mile race at Donnybrooke, Hobbs' Surtees TS5A won both heats from John Cannon's McLaren M10B and Gus Hutchison's Lola T190. In the next event, at the short Lime Rock circuit in Connecticut, Hobbs took the pole position, led every lap, and set a new lap record on the way to a comfortable 29-second victory over Follmer's Lotus 70, with Cannon in third place but about to be lapped. In the next event, at Mosport, near Toronto, a new factor entered the scene in the form of Mark Donohue, who was driving Roger Penske's long-wheelbase Lola T192 in his first Continental race of the year. Hobbs was more than two seconds under the Formula A lap record in winning the pole position but his obvious edge was completely wiped out by almost continuous rain throughout the race. Donohue, using a new Goodyear wet weather tyre, had a tremendous advantage over Hobbs' Firestone-shod car and the Lola led every lap to win comfortably from Canadian racing champion Eppie Wietzes' Goodyear-shod McLaren M10B and Hobbs' Firestone-shod Surtees. Despite Hobbs' recent victories, however, the fact that he missed the first five races of the series makes it impossible for him to catch John Cannon, who has led the points standings since the third race. With only two races remaining, Cannon has 114 points. Hutchison 81 and Hobbs 71.

* * *

In last month's report on the SCCA's Trans-Am series it was mentioned that Vic Elford "will be driving for Hall in the remaining three races and a win is by no means out of the question". It is always nice to be proved right and "Quick Vic", always an obliging driver, went out and did just that in the very next race, a two-hour event at the Watkins Glen circuit. (The track, incidentally, had been repaved since it broke up so badly during the July Can-Am race and the new aircraft runway-type asphalt mix was more than equal to the heavy pounding of the 3,200-pound Trans-Am cars. Parnelli Jones established himself as a slight favourite when he put his Mustang on the pole with a time of 1 min. 13.7 sec., with Donohue second at 1 min. 14.0 sec. in his Javelin, Elford third at 1 min. 14.1 sec. in Hall's Camaro, Sam Posey fourth at 1 min. 14.2 sec. in his Dodge Challenger and Swede Savage fifth at 1 min. 14.3 sec. in his Plymouth Barracuda. For the first one-third of the race it was a battle between Jones and Donohue, with Savage third and Elford, as he was to admit later, quite incapable of running with the leaders. Shortly after that, however, it began to rain and Elford's great experience was brought to bear as he climbed from fifth place to first in 17 laps. When the rain stopped the Camaro was more than one minute ahead of the field and he was able to make his final refuelling stop without losing the lead. Elford then eased off and won by 9.8 seconds from Donohue, who had caught and passed Follmer's Mustang on the last lap just as both cars were about to run out of fuel. It was the first victory for one of Hall's Chaparral Camaros in the nine races this year and with two races remaining the standings are Ford 60 points, American Motors 49 and Chevrolet 39.—D. G.

Continental Notes

THERE ARE so many occasions when I get sick and tired of the Drivers' World Championship, and a lot of other Championships as well, but at Monza I had to be very short with a lot of people. They were not saddened by the death of Rindt or the loss to Team Lotus, all they were worried about was whether the rules allowed a dead man to be World Champion. I get equally short with people who ask me who I think is going to be World Champion immediately after the first Grand Prix has been run, and my answer to them is that I'll tell them who I think ought to be World Champion at the end of the season, after I have analysed all the races, and it probably won't be the one with the most FIA points. There have been years when I personally would not have awarded a World Championship to any driver, and other years when the choice has been obvious, irrespective of the points scored under the FIA rules. The fact that Rindt was killed while he had an almost unassailable lead in the points race for the title of World Champion, put so many people into a flutter that it was really sickening. I still think that the reason for motor racing is for the combination of car and driver, coupled to the rest of the team that operate out of the limelight, to beat all the opposition and win the race for which they are entered. At Monza the job in hand was to win the Italian Grand Prix, at the beginning of the season the job in hand was to win the South African Grand Prix and at the end of the season it should be to win the Mexican Grand Prix; a car and driver combination, backed by his team, that wins all the Grand Prix races would not need any points system to prove he was the best. To win a Championship by scoring more points than the next man is a bit like winning the football pools. To win all the races is much more impressive. So, dead or alive, Champion or Posthumous Champion, let's not forget that in 1970 Jochen Rindt had a record that read 1st Monaco GP, 1st Dutch GP, 1st French GP, 1st British GP, 1st German GP. A worthy Grand Prix driver, if not among the great artists of the sport of motor racing.

* * *

One of the few attributes of the Le Mans 24 Hours Race is that it goes on for much longer than most races, but this year the local inhabitants must be feeling that someone is exaggerating, for the Le Mans race is still going on. Hollywood is in the throes of making yet another epic about motor racing. Will we ever forget the Frankheimer film "Grand Prix" that was destined to end all motor-racing films, and very nearly did? The latest epic is a film about the Le Mans 24-hour race, and production has been going on since June, with the full Le Mans circuit in use, on and off, ever since then. The locals are making a fortune, for one thing that Hollywood does is to spend money, but just as Monte Carlo got very tired of motor racing after Frankheimer and his crowd had been there for a week, the people round the Circuit of the Sarthe must be getting equally tired. However, this film is being controlled by Steve McQueen (or was at the time of writing), and apart from being a very convincing actor, McQueen is a chap who does as much as he says. Whereas Frankheimer took lessons at the Carroll Shelby School of Racing Driving before embarking on his epic, so that he would know what racing was all about, McQueen races anyway and his performances with a 908 Porsche in open competition were no disgrace. Consequently he is trying to present a film about Le Mans that bears some resemblance to reality, but he is having a hard time for his backers think that blood, fire, crashes, bitterness and mean-mindedness are reality. They can't see that such things are there but only are a small part of reality, they want to enlarge them out of all proportion, just as Frankheimer did in "Grand Prix".

An interesting sequence that McQueen wanted to capture on film, and managed to arrange to do, was the view that the leader of a race has on the opening lap. He did this by sending his GT40 Ford camera car round the Le Mans circuit at 3.45 p.m. on race day, driven by Servoz-Gavin, so that the camera mounted on the nose filmed the Le Mans circuit completely empty of other racing cars, but with all the "effects" such as marshals, fire crews, ambulance men, police, and the crowds, all at the ready and expectant. The fact that only one man ever sees a racing circuit in that condition had never occurred to me until McQueen's crew pointed it out, but looking back into the distant past I recalled such circuits as Berne, Francorchamps, Monza, Zandvoort, Mettet, Floreffe, Lugano, Locarno and so on, when I was riding passenger to Eric Oliver on his Norton sidecar outfit, and we

always led from the flag fall. The view we had of those circuits, all teed-up and prepared for the race, was unique. We used to practise starts so assiduously that to see another sidecar outfit in front of us was unique! McQueen is a great actor for visual expressions and actions saying more than words, as anyone will agree who saw him in "Bullitt", but the word from Le Mans is that he is having trouble with his backers who want to add a lot of corny trash as dialogue, as happened in "Grand Prix". In that awful film there was some marvellous genuine film footage taken during racing, and who will ever forget the view the camera captured of racing in the rain at Spa? The year before Frankheimer started making the film he told me he knew all about "race-driving" and was not going to have any of that rubbish of drivers "sawing away at the wheel"; Bonnier had told him that the "lean-back-arms-rigidly-stretched-out" was the real thing. To my mind the best sequence in that film was the view from the helicopter of Surtees in the rain in a Ferrari, driving on a knife-edge and "sawing away" at the wheel with delicate fingers and thumbs. The car never deviated a fraction from its line, yet Surtees never stopped moving the steering wheel, it was beautiful to watch. If McQueen has his way the Le Mans film should be pretty authentic, but the trouble is we can't be sure he's going to get his way. The rot started way back when he had every intention of taking part in the 1970 race as a serious competitor, but his backers found out and because they think that Le Mans and motor racing is the most dangerous thing in the World (they must have seen "Grand Prix"! they put the clamps on McQueen and forced him to withdraw. He was quite honest about the whole thing, saying that he needed their money to make the film, so he had to agree. Whereas Frankheimer used faked-up Formula Three cars to represent Formula One cars, McQueen has hired a whole lot of genuine Le Mans cars, such as Porsche 917, Ferrari 512S and Porsche 908 and used Le Mans type drivers, like Redman, Parkes, Siffert, Attwood, Bell and many more to do the driving. The only fake would appear to be a Ferrari that is demolished in an accident, which is actually a T70 Lola-Chevrolet disguised to look like a Ferrari. As a mean-minded friend said "Not a bad use for a T70 Lola-Chevrolet anyway". If personal wrangles can be held off, and the money holds out, and McQueen remains in control, this film, which is due in 1971, could be a good thing.

* * *

The day after the Austrian GP the Ferrari team did not return in triumph to Italy, but stayed at the Osterreichring to test some new tyres. These were not the usual Firestones on which they race, but were Michelin tyres, and in the paddock were three very plain Citroën vans, in one of which was tyre-mounting and wheel-balancing equipment, while the other two were stuffed with wide-tread racing tyres. Not only did the three vans have Clermont-Ferrand number plates, but so did all the sleek DS21 Citroëns and 504 Peugeotts that were parked in the paddock. It was lovely "cloak-and-dagger" stuff that all came to light after most people had gone home. Unfortunately the tests were spoilt because it poured with rain all day, but just as Elf petrol and Gulf petrol moved into Grand Prix racing as Esso and BP pulled out, it looks as though Dunlop's withdrawal may be followed by Michelin's entry, and Pirelli and Continental still make sniffing noises around the racing circuits.—D. S. J.

IMOLA 500 KMS

IMOLA, a little way south of Modena and Bologna, used to host non-Championship Formula One races, and recently a good deal of money has been spent on improving facilities at the pleasant park-land circuit. Last month the third in an annual series of Groups 5 and 6 sports-car races was held, only a few days after Commendatore Ferrari dedicated the name of the track to his son Dino. Fittingly, a works Ferrari 512S driven by Merzario/Giunti headed the field, opposing a pair of "intruder" Porsche 917s entered by John Wyer for Rodriguez and Redman. The only other works car present was an updated Alfa Romeo 33-3 for Galli/de Adamich.

As expected, the race developed quickly into a close contest between the Ferrari and two Porsches, with the Alfa Romeo an outclassed fourth. Merzario led initially, indeed the opening 20 of the 100 laps provided some excellent motor racing, but he fell back first with gear-linkage derangement, then with fuel-pump trouble. Rodriguez then led Redman, but on the 35th lap the Mexican driver touched an Armeo barrier while avoiding a spinning Chevron and deranged the rear suspension. Thus Redman was able to score a very comfortable 3-lap victory over the Alfa Romeo.—M. L. C.

Results:

1st	: B. Redman (Porsche 917 12-cyl.—4.9-litre)	2 hr. 43 min. 53.5 sec.— 183.79 k.p.h.
2nd	: N. Galli/A. de Adamich (Alfa Romeo 33-3 V8—3-litre)	97 laps
3rd	: K. Ahrens/H. Marko (Porsche 908 8-cyl.—3-litre)	95 laps
4th	: G. Larrousse/R. Lins (Porsche 908 8-cyl.—3-litre)	95 laps
5th	: F. Kottulinsky/N. Lauda (Porsche 908 8-cyl.—3-litre)	94 laps
6th	: C. Manfredini/G. Moretti (Ferrari 512S V12—5-litre)	93 laps
Fastest lap	: P. Rodriguez (Porsche 917 12-cyl.—4.9-litre)	1 min. 34.5 sec.— 191.05 k.p.h.

FORMULA TWO REVIEW

STARTING with the fifth round of the European F2 Trophy for non-graded drivers on August 23rd, Formula Two cars once again went through a period of extended exercise. The first race of August/September "series" took place at the superfast speedbowl around the Lago Pergusa in the heart of Sicily. Once again—despite annual howls from the drivers that never again will they return—a good class field of cars (including works entries from BMW and Tecno) was there in search of Trophy points.

An attempt had been made to modify the circuit in accordance with what the Sicilian organisers had decided were the drivers' wishes: they had inserted a *chicané* with two right-angled bends of such acuteness that only one car at a time could pass through! Attempts were made both during practice and the race to disprove this dictum, inevitably culminating in wheel-to-wheel contact and flying glassfibre fragments.

The race was an exciting battle during both of its constituent heats between the Tecno of Clay Regazzoni and the very fast BMWs of Jo Siffert and Jacky Ickx. Regazzoni won the first heat by 0.3 sec. from Siffert and managed to hang on to the Swiss BMW team-member in the second. Their credited second heat times were identical, so Regazzoni took an overall heat win with Ickx third, only a further 0.3 sec. behind.

Siffert is a traditional Enna favourite (the circuit was the scene of a couple of victories for him over Jim Clark in the days of the 1½-litre Formula One), but both Ickx and Regazzoni have expressed their distaste for this type of racing. It is nevertheless interesting that they are prepared to take part, and to race competitively, when required to by their teams. In winning the race, Regazzoni took the lead in the European F2 Trophy for non-graded drivers; although his Formula One performances with Ferrari have assured him of graded status for 1971, the Swiss values the Trophy and his win put him ahead of Derek Bell for the first time this year. Bell, who had burned his face the previous week during an unplanned Ferrari-burning stunt while making a motor racing film, only took two Trophy points, by coming seventh overall.

The following weekend offered a choice of Formula Two venues. A late addition to the calendar was a race in Sweden which attracted several good entries, including the Tecno. They had travelled all the way from Enna (the most southerly circuit used for F2) to the new Mantorp Park track, which is the most northerly on the F2 schedule. Again the race was run in heats: Regazzoni was delayed in the first by several incidents, including a puncture, but he won the second from his French team-mate Francois Cevert. On the combined results Cevert was declared the winner, beating the Brabham BT30s of Rolf Stommelen and Tim Schenken.

The alternative race took place at another recently built circuit, the very fast Salzburgring in Austria. In spite of criticisms against the guard rails which surround the Salzburgring (these make several of the corners almost completely "blind"), there was a fine entry which included three works BMWs and both of Jochen Rindt's Lotus 69s.

Although the event overall was won by Ickx, the day will be remembered by the Austrian spectators as a triumph for Rindt. His engine was obviously sick on the warming up lap for the first heat and when a mixture of oil and water was found where it should not have been, the car was hurried away for a rapid engine change in readiness for the second heat.

Ickx's BMW was fitted for the first time with a revised engine. In place of the staggered inlet/exhaust ports (which make the previous 4-valve engine look almost like a V8 from the outside), the new cylinder head has a conventional layout with all the fuel injection trumpets on one side and the exhaust pipes on the other. The camshaft profiles are recalculated to give more torque and mid-range power, but the reduced top end performance was no handicap to Ickx, who beat the Italian dare-devil driver Vittorio Brambilla into second place in the first heat, with Emerson Fittipaldi a close third.

Rindt's car was ready for the second heat and the Austrian put on a display which left him thoroughly elated. Sadly, it was his last race, for Monza was only a week away. Battling closely with Ickx and dropping back several places after being baulked while third by a back marker, Rindt commanded the heat from start to finish, although he had no hope of a good overall result.

Vittorio Brambilla (the younger brother of the former Ferrari driver) took second place overall, just ahead of Dieter Quester, BMW's Aust-

rian driver, while Fittipaldi was fourth ahead of Graham Hill, both with minor engine deficiencies.

Two weeks later, the F2 cars were back in Austria in force. This time they gathered at Tulln-Langenlebarn, the military airfield near Vienna where the sixth round of the Trophy was to be contested. Among the entries was John Coomb's Brabham BT30 for Brabham himself, having his third F2 race of the season.

Again the race was in two heats. The first fell convincingly to Regazzoni, who beat Brabham in his very confident style, aided by the extremely powerful Tecno-modified Cosworth FVA engine. Tecno-built engines can be revved to 11,000 r.p.m. (1,000 r.p.m. higher than more normal FVAs), but the Italian team's calculations misfired when a connecting rod found its way through the sump of Regazzoni's engine while he was leading the second heat.

After a lot of shuffling involving Cevert's similar Tecno, Ickx's BMW (again with the "FVA-type" cylinder head) and Brabham, the Frenchman gave the Italian firm another heat win. But the overall result was to be disputed by Brabham's BT30 (on Goodyear tyres) and Ickx's BMW (running as always on Dunlop). Brabham had got the measure of the German machine until—with one lap to go—Brabham's engine went off song as an injection trumpet fell off. Ickx slipped through to seize a very narrow victory. Brabham hardly looked downcast, for he is not an emotional person, but he did admit that he would have been much happier (for the third time this year) if the race had been one lap shorter!—M. G. D.

Results :

JOCHEN RINDT GEDACHTNIS-RENNEN—Formula Two Aggregate of Two 35-lap Heats—200.2 kilometres—Dry

1st :	J. Ickx (BMW 270)	1 hr. 13 min. 45.82 sec.— 163.150 k.p.h.
2nd :	J. Brabham (Brabham BT30-Cosworth FVA)	1 hr. 13 min. 49.68 sec.
3rd :	F. Cevert (Tecno-Cosworth FVA)	1 hr. 14 min. 17.33 sec.
4th :	D. Bell (Brabham BT30-Cosworth FVA)	1 hr. 14 min. 39.12 sec.
5th :	R. Peterson (March 702-Cosworth FVA)	1 hr. 15 min. 05.94 sec.
6th :	V. Brambilla (Brabham BT30-Cosworth FVA)	69 laps

Fastest lap : F. Cevert (Tecno-Cosworth FVA), 1 min. 01.6 sec.—167.11 k.p.h. (new outright circuit record).

19 starters — 10 finishers.

IX GP DEL MEDITERRANEO—Formula Two—62 laps—300.39 kilometres Aggregate of Two Heats—Enna Pergusa—Very hot

1st :	G. Regazzoni (Tecno 70-Cosworth FVA)	1 hr. 28 min. 03.5 sec.— 204.68 k.p.h.
2nd :	J. Siffert (BMW 270)	1 hr. 28 min. 03.8 sec.
3rd :	J. Ickx (BMW 270)	1 hr. 28 min. 04.1 sec.
4th :	P. Westbury (Brabham BT30-Cosworth FVA)	1 hr. 28 min. 10.0 sec.
5th :	E. Fittipaldi (Lotus 69-Cosworth FVA)	1 hr. 29 min. 18.6 sec.
6th :	R. Stommelen (Brabham BT30-Cosworth FVA)	1 hr. 29 min. 28.0 sec.

Fastest lap : G. Regazzoni (Tecno 70-Cosworth FVA), 1 min. 23.5 sec.—208.89 k.p.h. (new circuit record).

40 starters — 12 finishers.

MANTORP PARK F2 TROPHY—Formula Two—Two 25-lap Heats Mantorp Park—127.5 kilometres—Sunny

1st :	F. Cevert (Tecno 70-Cosworth FVA)	3 pts. (1+2)—Total elapsed time 1 hr. 10 min. 45.1 sec.
2nd :	R. Stommelen (Brabham BT30-Cosworth FVA)	5 pts. (2+3)
3rd :	T. Schenken (Brabham BT30-Cosworth FVA)	7 pts. (3+4)
4th :	I. Ikuzawa (Lotus 69-Cosworth FVA)	11 pts. (6+5)
5th :	G. Regazzoni (Tecno 70-Cosworth FVA)	13 pts. (12+1)
6th :	P. Westbury (Brabham BT30-Cosworth FVA)	14 pts. (8+6)

Fastest lap : G. Regazzoni (Tecno 70-Cosworth FVA), 1 min. 26.4 sec.—172 k.p.h. (new outright circuit record).

20 starters — 11 finishers.

FESTSPIELPREIS VON SALZBURG—Formula Two—Aggregate of two 25-lap Heats—Salzburgring—212.8 kilometres—Dull

1st :	J. Ickx (BMW 270)	1 hr. 03 min. 24.0 sec.
2nd :	V. Brambilla (Brabham BT30-Cosworth FVA)	1 hr. 03 min. 25.8 sec.
3rd :	D. Quester (BMW 269)	1 hr. 03 min. 30.3 sec.
4th :	E. Fittipaldi (Lotus 69-Cosworth FVA)	1 hr. 03 min. 31.2 sec.
5th :	G. Hill (Lotus 69-Cosworth FVA)	1 hr. 03 min. 40.8 sec.
6th :	X. Perrot (March 702-Cosworth FVA)	1 hr. 04 min. 17.1 sec.

Fastest lap : J. Rindt (Lotus 69-Cosworth FVA), 1 min. 13.8 sec.—206.7 k.p.h. (new F2 record).

17 starters — 12 finishers.

MOTOR SPORT/Shell Formula Three Championship

Leading positions following the Cadwell Park meeting :

1st :	T. Trimmer (Lotus 59-Holbay and Brabham BT28-Holbay)	33 points
2nd :	B. Bond (Lotus 59-Holbay)	30 "
	D. Walker (Lotus 59-Holbay)	30 "
4th :	M. Beuttler (Brabham BT28-Lucas)	26 "
5th :	C. Pace (Lotus 59-Holbay)	20 "
6th :	J. Hunt (Lotus 59-Holbay)	18 "
7th :	G. Birrell (Brabham BT28-Lucas)	15 "
8th :	J. Dubler (Chevron B17-Nova)	12 "
	U. Svensson (Brabham BT28-Lucas)	12 "
10th :	W. Fittipaldi (Lotus 59-Holbay)	7 "
	R. Scott (Brabham BT28-Lucas)	7 "

RALLY REVIEW

RALLY OF THE THOUSAND LAKES

GENERAL CLASSIFICATION

1st	H. Mikkola/G. Palm (Escort TC)	16,612
2nd	T. Mäkinen/H. Liddon (Escort TC)	16,798
3rd	S. Lampinen/J. Davenport (Fulvia HF)	16,802
4th	H. Majander/J. Ahava (Volvo 142)	17,228
5th	E. Soutulahti/P. Keskitalo (Volvo 142)	17,247
6th	J. Lusenius/S. Halme (R8 Gordini)	17,545
7th	P. Kärhä/T. Alanen (Isuza 1600)	17,711
8th	V. Pääkkönen/M. Tiukkanen (Imp)	17,749
9th	H. Valtaharju/J. Paalama (Kadett)	18,001
10th	E. Nuutila/E. Nuutila (Kadett)	18,174

Team prize : Opel (Valtajarju, Nuutila, Halonen),
93 starters — 47 finishers.

I ONCE heard the Rally of the Thousand Lakes described as a British club rally in another country with a whole field full of drivers with tongue-twisting names.

That is a most unfair description, for nowhere in the World is there an event which tests the car controlling skill—and bravery—of drivers quite like Finland's premier event does. Finnish roads are so undulating that blind brows and crests as violent as pyramids are as common as the lakes and trees.

Road surfaces are generally smooth but loose, with a top dressing of sand sprayed with a sealing compound. It would therefore appear that the rally, which uses special stages on closed forest roads just as the RAC Rally does, is not particularly hard on motor cars. This is not the case, for those crests are so frequent and violent that cars spend a great deal of time in the air. Whilst airborne, there is the tendency to over-rev the engines and everyone knows the danger of that practice. What is more, landings send such shocks through suspensions and bodyshells that there is more pounding than on an event many times as rough.

The Thousand Lakes is the only event in Finland which permits practice beforehand. But legislation guards against public annoyance by creating a 50 k.p.h. speed limit on all roads to be used as special stages from the time the route is announced to the time of the rally. Naturally, the restriction is lifted once the rally starts!

The technique of driving sideways on the loose roads has been mastered by the Finns. It is indeed an experience to watch a car leaping into the air from the apex of a crest, and at the same time turning slowly sideways in order that it may be set up properly for the bend which follows. There are skills involved in such high-speed driving over natural obstacles that no mere racing circuit practitioner would ever dream of. The people of Finland realise this and turn out in hundreds of thousands, no matter what the weather, to watch in the forests. Rarely are they unrewarded.

The inherent skill of the Finns is one of the reasons for the absence of a truly international character. Drivers from many European countries have matched themselves against the locals at various times during the 20 years the event has been running, but only twice during that time have the Finns failed to produce the winner—and even on those occasions the winners were from neighbouring Sweden where the talent is equally high.

This year, factory-entered cars were only three in number, two British Escorts for Mikkola and Mäkinen and a Lancia Fulvia for Lampinen—all three Finnish. But their respective co-drivers were Palm, Liddon and Davenport, a Swede and two Englishmen. For the two Englishmen, at least, it was their first experience of the Thousand Lakes. In past years Finnish drivers had to use co-drivers from their own country or they would not qualify for points in the Finnish Rally Championship. That regulation has now been amended, which gave each of the three works drivers the chance to take their regular partners. Both Liddon and Davenport are very experienced professional co-drivers, and it takes a lot to impress them. It was therefore interesting to witness their unconcealed enthusiasm for the event when it was over. Both were full of praise and it was obvious that they had enjoyed every moment of it.

There were teams of works Trabants and Wartburgs, of course, as there always are on the Thousand Lakes, but not the customary quartet from the Moskvitch factory. It seems that the team's prepared cars were fitted with the new twin-cam engines, and they were nowhere near homologated. Rather than change engines, the team decided to give the event a miss.

In addition to the actual works cars there were teams of Opels, Renaults, Hondas, Isuzus, Volkswagens, Imps and various others all entered



Over Finnish rally routes, jumps of this height are commonplace, and this picture shows nothing exceptional. The driver of this Escort was Timo Mäkinen who said that although it would be wrong to deliberately slow down approaching a crest, remaining airborne for too long after it results in an obvious loss of traction.

and supported by enthusiastic Finnish concessionaires in much the same way as factory teams operate.

Unlike 1968, when Castrol made the memorable film called "Flying Finns", the weather was fine and there was none of the sandy mud which spreads itself as a film over the roads. Instead there were loose surfaces and dust, the former being ideal for the techniques of driving sideways and jumping over sharp crests.

All three works cars had their minor problems, but they all finished, Mikkola gaining his third successive outright win on his country's premier event. Lampinen spent much of the time in second place, but dropped to third before the end when a determined effort by Mäkinen coincided with some front suspension trouble on the Lancia.

Heavy landings after jumping have caused more retirements in the Thousand Lakes than any other factor, and it was undoubtedly a recommendation by Mikkola and Mäkinen which kept the two Escorts going to the finish. To prevent excessive engine movement, they suggested fitting suspension bump-stops in front of the block. Furthermore, they also asked for reinforcing on the sumpguards. This took the form of cross-members across the back of the guards, but not bolted to the car's frame so as not to offend the Group 2 regulations.

These were wise measures, for engine movement has been the cause of many Escort problems in the past, not only with fan entering the radiator, but with sump coming into contact with steering rack.

It is unfortunate that as a result of a good selection of events and rules for the International Constructors' Championship, and a complex jumble for the Drivers' Championship, the latter series has degenerated into a sort of poor relation. Since the Thousand Lakes is a Drivers' qualifier, it has suffered a sort of rubbing off, and the sooner the CSI introduces its expected amendments to the various championship rules the sooner the Drivers' series will be restored to its proper status and the sooner events such as the Thousand Lakes will get the support they so richly deserve.

* * *

As we go to press, we hear that the number of works teams taking part in November's RAC Rally might be further supplemented. It is certain that there will be cars from Ford, Alpine-Renault, Lancia, Porsche, Saab, Datsun and Skoda. There is also strong talk that Volvo will soon be making a return to the Sport—although perhaps not in time for this particular rally—and there will also be a team from the Wartburg factory.

Furthermore, interest is also being shown by Porsche Salzburg, and that could be very well materialise into a team of three Porsche 914/6s. An enquiry has also been received from none other than the Fiat factory, and not on behalf of Lancia either. Fiat has been making under-the-counter excursions into the Sport for some time, and it would be very nice if the RAC Rally saw the company bring their competitions activities right out into the open.—G. P.

1971 CARS

TO THE strains of the National Anthem and the fluttering of unused sales literature floating down from the first floor gallery, the 1969 Earls Court Motor Show came to an end, and it hardly seems possible that 12 months have passed and the 1970 Show is upon us, bringing with it several new models which will be on view to the general public for the first time. One model with many variations, which of the new cars on view will be the best-seller of the coming year, cannot be written about yet as the release date of this car has been arranged to coincide with the opening of the Motor Show, and another model which has been officially made known to the public, the Volkswagen K70, will not be exhibited on the Volkswagen stand as the water-cooled front-wheel-drive car will not be available in this country until later next year. By the time this issue has gone to press we will, however, have driven the K70, and our impressions of this model will appear in the near future.

Given below are brief details on some of the new cars to be seen at Earls Court, and we take this opportunity of welcoming to our stand both readers of *MOTOR SPORT* and our many advertisers, who will find us on stand No. 4 on the ground floor adjacent to the Gilbern Cars and BMW Concessionaires' exhibits.

The Ginetta G21

The brothers Walklett of the Witham, Essex-based company Ginetta Cars Ltd., have for many months been burning the midnight oil in order to complete their brand new two-seater fastback sports coupé—the G21. The G21 will be of tubular steel construction with a fibreglass body section. Unlike their current model, the G15, the engine will be mounted in the conventional manner at the front of the car, with two engine options available. Either the 3-litre V6 Ford unit can be installed or the 1,600 c.c. Ford cross-flow engine to Ford GT specification, with a Salisbury "Diff-Lock" back axle, the ratio of which will be 2.88 (the back axle as used on the Jaguar E-type), although there will be five back axle ratios available. Independent suspension on all four wheels is utilised with disc-braking fitted as standard, the rear brakes being mounted inboard. The 5½ x 13 in. wheels will be of the magnesium-alloy type, shod with radial-ply tyres, and the G21 will be a little over 8 in. wider than the present G15. A tuning-pack costing approximately £60 will be offered as an optional extra on the 3-litre version, which will also offer Borg-Warner-type automatic transmission, with overdrive being available on the manual variant.

Interior comfort has been well catered for with full instrumentation, reclining seats, electric windows and air-flow ventilation incorporating face-level vents, whilst the windscreen is of the laminated variety. Tentative prices of the G21 in component form are £1,795 for the 3-litre-engined model and £1,395 being the price of the 1,600 c.c. version. The Hillman Imp-engined G15 will still be available, and we understand detail modifications are being made to this car, which will be announced later. Ginetta Cars Ltd. can be found on stand No. 88.

The Gilbern Invader Estate

The largest and only Welsh car manufacturer, Gilbern Cars Ltd., will be exhibiting an estate version of the Ford V6 3-litre-engined Invader. The estate version has a modified bodyshell as well as a new chassis, which a spokesman for Gilbern Cars informs us improves the roadholding considerably, and also leaves provision for the installation of a much "beefier" engine if necessary. Gilbern Cars Ltd. are on stand No. 98.

The Simca 1204 Special

A better equipped and more comfortable version of the Simca 1100 can be seen on stand No. 96—Simca Motors (GB) Ltd. The 1204 Special features an engine increased to 1,204 c.c., with the output raised to 75 b.h.p., which has been obtained by the use of twin Weber carburettors on new manifolds. The 1204 is available in either three- or five-door versions which have servo-assisted brakes and a load sensor on the rear wheels, a heavy-duty clutch, an alternator, electric fan and radial-ply tyres fitted as standard equipment.

Internal standard equipment includes a mock wood-rim steering wheel, reclining front seats with built-in headrests, and the prices of

the two versions are £999 for the three-door model and £1,039 for the five-door.

The Volkswagen K70

Some three months ago, and quite suddenly, Volkswagen announced their new K70 model which to all intents and purposes was to have been released back in 1969 as the NSU K70. As Volkswagen own a large interest in the NSU-Audi company internal politics featured very strongly in this announcement which sees the introduction of the first VW with a water-cooled engine, and the first with front-wheel-drive. The NSU Ro80 influence is plain to see and indeed the chassis is a shortened version of the aforementioned model using the same front and rear suspension, and the same transmission layout which features the engine sited directly over the front wheels. The four-cylinder in-line water-cooled single-overhead-cam engine is entirely new, the 82 x 76 mm. engine giving a capacity of 1,605 c.c. which develops 90 b.h.p. (DIN) at 5,500 r.p.m. The mainly die-cast aluminium engine is canted over at an angle of 30 degrees and has the manual low-speed gearbox mounted at the rear.

Independent MacPherson strut suspension is used at the front, whilst the rear suspension layout is also independent with a coil spring/telescopic damper arrangement with trailing arms and an anti-roll bar. Brakes are of the disc/drum variety with a vacuum-type servo fitted to the dual circuit system.

This car will not be featured on the Volkswagen stand as deliveries of right-hand-drive models are not expected to commence in this country until later next year, although the new factory at Salzgitter is already producing the K70 for the German market.

Vauxhall Vivas

At the time of going to press Vauxhall Motors intend to release to the World their new range of Viva cars at the Paris Show. However, with a change in the companies' top management and positively no wheels and other vital parts forthcoming from GKN-Sankey, we shall stand corrected if it does not appear. We have had a brief look at all seven models, which include two-door and four-door saloons and the estate versions, plus badge-swapping. The completely new body design is still very much Vauxhall, even Viva, with the look of a bigger car. The large steering wheel and greatly improved all-round visibility (no quarter-lights), gives the driver the feeling of a big car. There is, in fact, more room for the driver and all passengers, although a six-foot-tall driver's head does touch the roof. Semi-bucket-type seats at the back are comfortable but make it difficult for even a small third passenger in the back. It is quite easy to get into the rear seats of the two-door variety and the release mechanism to collapse the front seats for access is most sensibly located at waist height about half-way up the outside edge of the seat backs. The facia is finished in non-reflecting vinyl trimmed with safety padding and the three rocker-type switches for headlights and wipers are sensibly placed in the dial recess.

During our 200-mile run over some fairly mountainous roads the gearbox behaved very smoothly, but in the left-hand-drive models 3rd and 4th gears were uncomfortably beyond arm's length on the floor gear-lever. The doors shut reasonably quietly and confidently, however; the manufacturers are very proud of the completely new lock which they say should not allow the doors to burst open if you experience a head-on collision. The brakes on all models seem adequate; drums on the standard version, replaced with discs on the front of the other models. Some models have vacuum-servo assistance all round, all models have a hydraulic system with a tandem cylinder which will isolate a fluid leak to enable either the front or back brakes to continue to operate.

The engines are the same as before; the 1,159 c.c. four-cylinder engine has larger inlet valves and a twin outlet exhaust manifold, the overhead cam version is an optional extra. Also optional is the GM automatic transmission for £104, and the "1600" overhead cam engine for £31. The basic price of the standard version of the Viva is £783 0s. 4d. (including tax)—this is a £30 increase, but the Viva SL90 four-door is £995 16s. 6d., so with a few necessary optional extras it is over £1,000. Perhaps with the impending price increases that are bound to come this is not too much. The Viva is a family car, it's not exciting—0 to 60 m.p.h. in 24 seconds with a top speed of 75 m.p.h. It is predictable, safe, gives a reasonable ride, fairly quiet, much improved on the present HB range (the new range coded HC), and it should more than satisfy the present Viva owner if he can afford the increased price. It can be seen on stand No. 113.

41st ITALIAN GRAND PRIX

Regazzoni Saves the Day

MONZA, ITALY, September 6th
AFTER the sweeping victory in Austria the whole of Italy was behind Ferrari for the Italian Grand Prix, to be held over 68 laps of the Monza road circuit, and even on the day before official practice began there were enough spectators, to watch the testing that was going on, to keep a lot of race organisers happy. Ferrari had done all their pre-race testing the previous week, during which Giunti had had a nasty moment when a tyre deflated at full speed through the Ascari curve on the back of the circuit. Although the car was damaged it was mended in time for the official practice on the Friday before the race, so that the vast crowd that turned out to watch on the Thursday before race day had to be content with the BRM team, the new Tyrrell car, the Matra team and the Bellasi, with Stewart having to go in a works Matra-Simca V12. There were 28 entries on the official list and as the Italians are not party to the Geneva Agreement which guarantees 10 entries for named drivers, their accepted 20 cars for the Monza grid was to be the fastest 20 irrespective of name or stature; if you were fast enough you were in, if not you were out, World Champion or no World Champion. The Tyrrell Racing Organisation had entered Stewart in a March, entry number 18, and the new Tyrrell car, entry number 16, so that there were in fact 27 entries vying for the 20 places, and with the grid being a two-by-two affair, instead of the more usual three-two-three arrangement, battles for both ends of the grid could be expected to enliven practice.

After the Austrian race the general feeling was that the Ferrari team would set the pace and everyone else would try to hang on to the "tow" provided by their slipstream. Matra even announced that they were prepared to let Beltoise and Pescarolo go 500 r.p.m. over the limit in order to benefit from any slipstreaming, though they did not say "to keep up with the Ferraris". There was an additional feeling that Enzo Ferrari would run four cars and a certain amount of relief when it was known that Andretti was tied-up in America with USAC racing and "Nanni" Galli was having a second McLaren-Alfa Romeo to support de Adamich. As practice got under way on Friday afternoon, due to run from 3 p.m. to 6.30 p.m., with a one-hour break in the middle, one of the largest concentrations of first-time Grand Prix cars was assembled in the paddock. Ferrari had his four cars, two for Ickx and the others for Regazzoni and Giunti, these being 001, 003, 004 and 002, respectively, while the Yardley-BRM team also had four cars for their three drivers, two for Rodriguez and the others for Oliver and Eaton, being 153/06 with the new V12 engine with improved cylinder heads, and 153/05 for the team leader and 153/04 and 153/03, respectively, for the others. Surtees had two of his own cars to experiment with, TS7/001, the successful Gold Cup winner, and TS7/002, a brand new car, differing only in details such as shock-absorbers, rear suspension geometry and material specifications. Stewart had the choice of the new Tyrrell car or his usual March 701/4 and Cevert had March 701/7 as usual, and Gold Leaf Team Lotus had three Lotus 72 models, all to the latest specification, Rindt and Miles in their usual cars, and Fittipaldi in R5, a brand new one. Supporting the works trio of Lotus 72 cars was Hill with R4, the Brooke Bond Oxo Lotus 72 that made its debut at Oulton Park in August. The McLaren team had arrived with just about everything they possessed, the two Cosworth-powered cars M14A/2 and M14A/1 for Hulme and Gethin, the Alfa Romeo-powered M14D/1 for de Adamich and the old M7D/1 resurrected with another Alfa Romeo engine for Galli. The Matra team, the March team and the Brabham team were unchanged from the Austrian race, the pairs of drivers and pairs of cars being as then. To complete the entry were Schenken with the works De Tomaso, Peterson with Crabbe's March, Moser with his Bellasi and Bonnier with the ex-Surtees McLaren Cosworth V8 M7C/1, though the last entry missed the first day of practice. The weather was superb and as everyone anticipated it was the Ferrari team that set the pace, with Ickx well below the existing lap record of 1 min. 25.2 sec, set last year by Beltoise with an MS80 Matra. However, the true standard was the 1 min. 24.8 sec. set up by Elford with the first of the 5-litre Porsche 917 sports cars back last April, and in the first practice period Ickx was the only one to improve on this, with 1 min. 24.61 sec. Matra were experimenting with extra fuel tanks mounted on the ledges on each side of the cockpit on their cars, to try and solve the problem that lost them third place in the Austrian

Grand Prix, and the Brabhams had air boxes, with forward-facing intakes, on the top of the intakes of their Cosworth engines, that looked remarkably like those on the Lotus 72. In an effort to keep pace with the Ferraris most people were removing nose fins and rear aerofoils, to reduce air drag and gain speed on the straights even if it did make the cars a little bit twitchy under braking and rather "nervous" on the corners. The Ferraris were rather rubbing in their power superiority by running in full aero-dynamic trim, as raced all season, while Stewart's March and even Rindt's Lotus 72 were stripped off and looking very unfinished and strange. The new Tyrrell car was missing for the first part of Friday afternoon, but appeared after the hour break, and had not gone far before it died and Stewart came running back to the pits to continue practice with the March. The spare BRM with the new engine had the wrong gear ratios to begin with and these were changed during the interval and Rodriguez was soon out when practice resumed, but he showed a preference for his old car. Fittipaldi was out in the third of the works Lotus 72 models for the first time and while still learning his way along in it he got involved with a bunch of more experienced drivers and tried to stay with them on braking for the South Curve and lost control, going straight on into the bank, escaping unhurt but damaging the Lotus beyond immediate repair.

The Ferrari team continued to dominate the scene, both Regazzoni and Giunti joining Ickx with laps below the existing GP record and the outright record, while Ickx got down to an all-time fastest of 1 min. 24.14 sec. It was rather reminiscent of 1961 when Ferrari had his 1½-litre V6-engined cars and the rest were struggling with obsolete Coventry-Climax-powered machinery, with drivers lurking around the circuit waiting for a passing Ferrari to give them a "tow" in its slipstream. In the first part of the afternoon Ickx had used 312B/003 and for the second part he used 312B/001, which seemed to have a better engine. At one point during the latter part of the afternoon two of the BRMs were circulating in close company, one in the slipstream of the other, when Ickx passed them both along the pits straight, crossing through the slipstream as he did so, in order to be placed nicely for the entry to the *Curva Grande!* It was significant that the only driver to be in with the Ferraris at the end of the day was Stewart, with the Tyrrell-March 701/4, no one else even looking like getting below 1 min. 25 sec., and only Rodriguez being near the GP lap record. Unaided by Ferrari "aspiration" Stewart had done 1 min. 24.75 sec., which put him in third place between Regazzoni and Giunti, and this caused the people who think that driving ability does not enter into it at Monza to say that Stewart had a special Cosworth engine. Those who think that all Cosworth engines are equal gave Stewart credit, while the ability of the March 701 was left unsaid to avoid embarrassment to the works STP-March cars and the new Tyrrell car.

On Saturday, still in superb weather, practice ran non-stop from 3 p.m. until 6.30 p.m. and it was to be everyone's last chance to be in the fastest 20 and for the fast ones to try and get amongst the Ferraris. The Tyrrell-Cosworth had been abandoned as there was something radically wrong with the fuel system design, the main tanks not feeding into the collector tank fast enough, and this could not be modified on the spot. Bonnier actually produced the ex-Surtees McLaren M7C and set out to justify his position as a Grand Prix driver, while Surtees was busy comparing his two new cars and looking quite satisfied, that is until near the end of practice when a rear suspension lug pulled away from its mounting on the sub-frame under the gearbox on the first car. The works McLarens had removed the rear aerofoils and mounted in their place the two small fins from the nose, fixed to a crossbar, while Stewart had his March still shorn of its aerodynamic aids and Peterson's March had had the nose fins actually sawn off. Rindt's Lotus 72 appeared devoid of aerodynamic aids and with the air ducts leading to the front brakes covered up, but he was not keen on this idea so Chapman agreed to remove the covers. Matra had settled for two types of fuel system, Pescarolo's car having the extra external tanks and Beltoise not having them. As it was very hot there was not a great deal of activity, the Ferrari team more or less resting on the Friday results, while others were experimenting and preparing for the cool of the evening and the last-minute battle for both ends of the grid. Suddenly the pit area was conscious

of an air of quiet descending and a complete lack of activity, and news arrived that Rindt had crashed badly on braking for the South Curve while in close company with Hulme. As always happens on these occasions, the rumour-mongers were soon spreading stories, but it was ominous that Team Lotus packed up and disappeared into the paddock, to be followed by the Rob Walker team with their new Lotus 72, and eventually confirmation came through that Rindt had been killed in the accident. Hulme reported that he had seen the Lotus swerve about under the heavy braking from 190 m.p.h. and then turn sharp left into the guard rail amidst a cloud of dust, a wheel broken off by the impact coming out of the dust cloud and bounding across the road in front of him.

Practice stopped completely while the wreckage of the Lotus 72 was brought in by a breakdown lorry and impounded in the paddock and the resumption of practice was very lethargic and without enthusiasm. Eventually things got going again, but without any of the Lotus entries, and Stewart went out in his March and put in a cracking 1 min. 24.73 sec. unaided by any faster cars. The afternoon seemed to drag on interminably but just before 6.30 p.m. there was a mad rush and all the fast cars were out in a bunch, during which time Rodriguez and Oliver got down into the select group who had times under 1 min. 25 sec., the Mexican making fastest time of the day at 1 min. 24.36 sec., using the older of his two cars. The death of Rindt in such suspect circumstances took all the fire out of the meeting and whereas practice should have ended on a high note of enthusiasm and anticipation for the race, it was quite the reverse.

Sunday morning saw the start of a brilliant day, with cloudless skies and a scorching sun and a record crowd had filled the Monza Autodromo by midday, even though the Grand Prix was not due to start until 3.30 p.m. The Ferrari team had all four cars prepared for the race, with the number 2 for Ickx on 312B/001 and 312B/003, his choice finally falling on 001, while Regazzoni had 004 and Giunti 002. In the BRM team Rodriguez had elected to take the older of his two cars, so the new engine was installed in Eaton's car in order that it should have some race testing. Matras had not been too impressed with their practice performances so had installed rebuilt engines in both cars and the Surtees team had finished a major rebuild combining the front half of the original car and the rear half of the second car, to replace the damaged rear suspension. With the different geometry of 002 coupled to 001 the handling was going to be an unknown quantity, but the only thing to do was to race it and try it. All the four Lotus 72 cars had gone, two of the works cars and the Walker car being on their way home and the remains of Rindt's car being locked away in a garage. This withdrawal of four top-line cars meant that there would only be three non-starters, and these were Bonnier, Galli and Moser, but the GPDA President was sadly affected by the death of his Geneva neighbour and did not bother to wait, even though he was first reserve should anyone not start. This put "Nanni" Galli as first reserve and the McLaren team prepared the McLaren-Alfa Romeo and took it out to the pits with the other cars. One by one the competitors went off on a warming-up lap and then took their places on the "dummy grid" and it was seen that Surtees was missing, so Galli was sent off on a warm-up lap as the replacement, but before he completed



NAKED.—Stewart, in company with most other drivers, tried his car with both wings and spoilers removed.

PRACTICE TIMES

No.	Driver	Car	Friday	Friday	Saturday
2	J. Ickx	Ferrari 312B/001—flat-12 003—flat-12	1. 24.61	1. 24.14	1. 24.37
4	G. Regazzoni	Ferrari 312B/004—flat-12	1. 25.63	1. 24.33	1. 23.28
6	I. Giunti	Ferrari 312B/002—flat-12	1. 25.85	1. 24.79	1. 24.74
8	J. Oliver	BRM 153/04—V12	1. 25.91	1. 27.46	1. 24.77
10	P. Rodriguez	BRM 153/05—V12	1. 25.92	1. 25.23	1. 24.36
12	G. Eaton	BRM 153/03—V12	1. 27.42	1. 27.27	1. 27.15
14	J. Surtees	Surtees TS7/001—Cosworth V8	1. 26.83	1. 26.15	1. 25.56
16	J. Stewart	Tyrrell 001—Cosworth V8	—	1. 26.81	—
18	J. Stewart	March 701/4—Cosworth V8	1. 25.14	1. 24.75	1. 24.73
20	F. Cevert	March 701/7—Cosworth V8	1. 26.03	1. 26.33	1. 25.56
22	J. Rindt	Lotus 72C/R2—Cosworth V8	1. 29.97	1. 25.71	1. 26.75
24	J. Miles	Lotus 72C/R3—Cosworth V8	1. 28.54	1. 26.51	—
26	E. Fittipaldi	Lotus 72C/R5—Cosworth V8	—	1. 28.39	—
28	G. Hill	Lotus 72C/R4—Cosworth V8	1. 26.38	1. 25.65	1. 32.02
30	D. Hulme	McLaren M14A/2—Cosworth V8	1. 29.03	1. 27.59	1. 25.47
32	P. Gethin	McLaren M14A/1—Cosworth V8	1. 30.31	1. 29.13	1. 26.19
34	A. de Adamich	McLaren M14D/1—Alfa Romeo V8	1. 27.91	1. 25.91	1. 26.86
36	"Nanni" Galli	McLaren M7D/1—Alfa Romeo V8	1. 31.78	—	1. 28.59
38	J. Bonnier	McLaren M7C/1—Cosworth V8	—	—	1. 28.07
40	J-P. Beltoise	Matra-Simca MS120/03—V12	1. 27.55	1. 27.02	1. 26.01
42	H. Pescarolo	Matra-Simca MS120/02—V12	1. 26.75	1. 27.25	1. 26.04
44	J. Brabham	Brabham BT33/2—Cosworth V8	1. 26.61	1. 26.37	1. 25.39
46	R. Stommelen	Brabham BT33/3—Cosworth V8	1. 27.38	1. 26.60	1. 27.53
48	C. Amon	March 701/1—Cosworth V8	1. 28.57	—	1. 26.67
50	J. Siffert	March 701/5—Cosworth V8	1. 27.59	1. 26.63	1. 25.29
52	R. Peterson	March 701/8—Cosworth V8	1. 28.30	1. 26.69	1. 25.93
54	T. Schenken	De Tomaso 505/38/3—Cosworth V8	1. 28.24	1. 28.22	1. 26.67
56	S. Moser	Bellasi F1/1/70—Cosworth V8	—	1. 34.81	1. 28.61
10T	P. Rodriguez	BRM 153/06—V12	No time	1. 27.42	No time
14T	J. Surtees	Surtees TS7/002—Cosworth V8	—	No time	No time

the lap the Surtees TS7 appeared, having been delayed by a leaking fuel bag and in consequence having to have two of them changed. Poor Galli did his warm-up lap, happy in thought of being able to start in his own Grand Prix, only to be directed back into the paddock.

STARTING GRID

2	J. Ickx (Ferrari flat-12) 312B/001 1 min. 24.14 sec.	10	P. Rodriguez (BRM V12) 153/05 1 min. 24.36 sec.	↑
4	G. Regazzoni (Ferrari flat-12) 312B/004 1 min. 24.39 sec.	18	I. Stewart (March-Cosworth V8) 701/4 1 min. 24.73 sec.	
6	I. Giunti (Ferrari flat-12) 312B/002 1 min. 24.74 sec.	8	J. Oliver (BRM V12) 153/04 1 min. 24.77 sec.	
50	J. Siffert (March-Cosworth V8) 701/5 1 min. 25.09 sec.	44	J. Brabham (Brabham-Cosworth V8) BT33/2 1 min. 25.39 sec.	
30	D. Hulme (McLaren-Cosworth V8) M14A/2 1 min. 25.47 sec.	14	J. Surtees (Surtees-Cosworth V8) TS7/001 1 min. 25.56 sec.	
20	F. Cevert (March-Cosworth V8) 701/7 1 min. 25.56 sec.	34	A. de Adamich (McLaren-Alfa Romeo V8) M14D/1 1 min. 25.91 sec.	
52	R. Peterson (March-Cosworth V8) 701/8 1 min. 25.93 sec.	40	J-P. Beltoise (Matra-Simca V12) MS120/03 1 min. 26.01 sec.	
42	H. Pescarolo (Matra-Simca V12) MS120/02 1 min. 26.04 sec.	32	P. Gethin (McLaren-Cosworth V8) M14A/1 1 min. 26.19 sec.	
46	R. Stommelen (Brabham-Cosworth V8) BT33/3 1 min. 26.60 sec.	48	C. Amon (March-Cosworth V8) 701/1 1 min. 26.67 sec.	
54	T. Schenken (De Tomaso-Cosworth V8) 505/38/3 1 min. 26.67 sec.	12	G. Eaton (BRM V12) 153/03 1 min. 27.15 sec.	
Not qualified :		J. Bonnier (McLaren M7C/1)	1 min. 28.07 sec.	
		"Nanni" Galli (McLaren M7D/1)	1 min. 28.59 sec.	
		S. Moser (Bellasi F1-1-70)	1 min. 28.61 sec.	
Withdrawn after practice :		J. Rindt (Lotus 72C/R2)	1 min. 25.71 sec.	
		J. Miles (Lotus 72C/R3)	1 min. 26.51 sec.	
		E. Fittipaldi (Lotus 72C/R5)	1 min. 28.39 sec.	
		G. Hill (Lotus 72C/R4)	1 min. 26.38 sec.	
		J. Stewart (Tyrrell 001)	1 min. 26.81 sec.	

Lined up in pairs the 20 cars made an impressive sight, with the three Ferraris one behind the other on the left and a BRM, the Tyrrell March 701 and another BRM on the right, only Stewart being among the 12-cylindrical cars with a V8. As Ickx and Rodriguez moved up

towards the starting line, followed by the rest, Surtees was sitting with his arm raised, unable to start his engine because of a flat battery. Before the start Stewart had lost all enthusiasm for the race, affected like Bonnier by the death of his close friend and neighbour, but once on the starting grid the "racer" in him overcame his personal emotions and as the flag fell he was right in amongst the Ferraris and BRMs as they screamed away towards the *Curva Grande*, leaving the unfortunate Surtees to be pushed into the pit lane to have another battery fitted. The clamour from the public left no doubt as to who was leading at the end of the opening lap, and Ickx had Rodriguez (BRM), Stewart (March), Regazzoni (Ferrari), Giunti (Ferrari), Oliver (BRM), Siffert (March), Brabham and the two Matras in a string behind him. Next time round Regazzoni had moved ahead of Stewart and as the cars streamed by Siffert raised his arm as his Cosworth engine went "bang" in a big way and he coasted towards the *Curva Grande* with the rest of the field dodging by on each side. In the pit lane Surtees got his engine started and joined in to a great round of applause from the enthusiastic spectators, but he only did one lap and went straight into the pits to retire as the car was far from being right. With the race in only the third of its 68 laps and the two cars out of the 20 gone already, it looked like Monza was once more going to sort out the strongest and fittest. On lap 4 there was a great cheer from the British contingent, and a lot of Italians as well, as Rodriguez got his Yardley-BRM into the lead and next lap saw Stewart leading with the Ferraris in third, fourth and sixth places. It was all going wrong according to the form book, for a Ferrari 1-2-3 procession had been anticipated, with the others trying to keep pace. From the back of the grid Stommelen had made a superb start and was galloping up through the slower cars, being at the end of the leading bunch on lap 5 and about to pass Brabham, whose engine was misbehaving. Stewart still led on lap 6, with Rodriguez right behind him, and they had Regazzoni in their draught, the Swiss having put aside team orders when he saw Ickx lose the lead.

Usually the field at Monza breaks itself up into groups of varying speeds, but this time there was one big group going by in line-ahead formation almost without a break, from Rodriguez (back in the lead on lap 7) to Brabham in 12th place, with Gethin (McLaren), Eaton (BRM), Peterson (March), Schenken (De Tomaso), Amon (March), and de Adamich (McLaren-Alfa Romeo) straggling along at the rear. Rodriguez had two laps as leader and then it was Stewart's turn for a lap and then Regazzoni went ahead for a lap. Having weighed up the situation and realised he could not get away from the rest, Ickx was content to sit back a bit and let the race take its inevitable mechanical toll, as he does not enjoy the Monza type of wheel-to-wheel racing, whereas Regazzoni, Rodriguez and Stewart were happy to fight it out every inch of the way, the three of them taking turns in the lead. On lap 12 Regazzoni was in front again, but Ferrari hopes of complete domination had gone, for Ickx was down in seventh place and Giunti was in the pits with a misfiring engine. Next lap a white and gold BRM appeared in the lead, but it was not Rodriguez, it was Oliver having jumped up from third place, and the BRM team leader was missing. After they had all gone by the missing BRM was seen coasting into the pits, trailing oil from a big hole in the side of the engine and with a flat rear tyre, probably punctured due to running over some of the bits that came out of the side of the engine. Stewart was not amused to see Oliver out in front and took the lead on laps 14, 15, 16 and 17, at which point there was a share-out of some of the prize money, as there was to be on laps 34 and 51. Having won himself 590,000 lire for being first across the line on lap 17, Stewart dropped back to third place and let Oliver lead from Regazzoni. The race average was very nearly 234 k.p.h. and rising all the time as no-one was easing up, and Ickx now moved up to review the situation, taking the lead on laps 19 and 20, followed by Oliver, Regazzoni, Stewart, Stommelen and Hulme. Still keeping pace with the leaders were Cevert (March 701/7) and Beltoise, but the other Matra had fallen by the wayside with a sick engine, thought to be valve or valve-spring trouble. From the back of the field the De Tomaso disappeared and Schenken came walking back to the pits to report a blown-up engine and Giunti had gone out after struggling to get his Ferrari engine to run properly. The pace was certainly telling and at 20 laps six cars had fallen by the wayside, while Brabham's engine was not well, nor was de Adamich's Alfa Romeo engine.

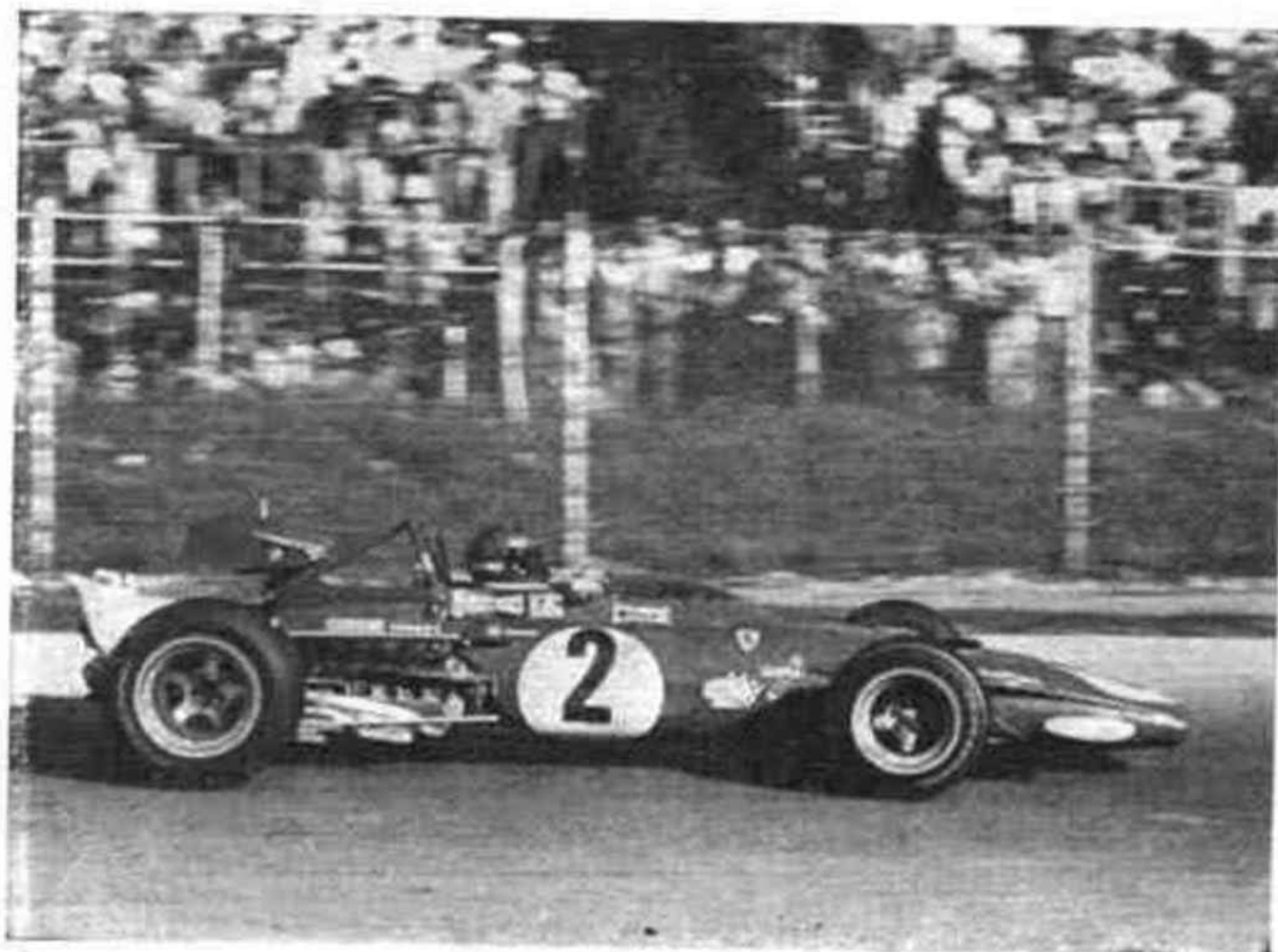
On lap 21 Oliver was back in the lead and he held it for five laps, with Stewart and Regazzoni changing places behind him, which was some consolation for the Yardley-BRM team for Eaton had to give up due to losing all the water from his BRM cooling system due to porous heads on the new engine. While in the lead Oliver enjoyed

being able to drive through the known patches of cement dust and throw it back at Stewart and Regazzoni, as they had been doing to him when he was behind them; all in good-natured sporting fun, of course. Ickx was back in sixth place and keeping to one side of the nose-to-tail scrapping, and on lap 26 he coasted into the pits with his clutch having disintegrated so that the whole of Italy's hopes now rested on Regazzoni, who was sitting in fourth place, for Hulme had decided he ought to see what it was like up front. On lap 27 Oliver and Stewart were side-by-side, with the orange McLaren behind them. Next lap it was between them and on lap 29 it was leading, but only briefly for next time round it was back in third place, with Oliver leading once more. Stommelen was holding a steady fifth place, well in the draught of the ever-changing lead, and Cevert and Beltoise were keeping up, with Brabham there providing his engine did not play up. Amon, Peterson and Gethin were bringing up the rear, apart from de Adamich who had lost a lot of time at the pits. With the next monetary share-out due at lap 34 Regazzoni moved up and took the lead on lap 32, holding it until lap 35 when Stewart virtually dead-heated with him. As the Ferrari took the lead there was a great commotion down at the South Curve for Brabham's engine had decided to cut out completely and then cut in again at a most inopportune moment and the Australian went sailing off the track, ripping off both left wheels and damaging the monocoque on the barrier. He was quite unhurt and two laps later could be seen walking back to the pits. Stewart and Regazzoni finished lap 35 wheel-to-wheel, with Hulme and Oliver behind them, and at the tail of the runners Peterson's Cosworth engine broke as he passed the pits and he coasted to a stop on the left of the main straight. He had barely got out of the car when the leaders reappeared, with Regazzoni in the last remaining Ferrari in the lead, and Oliver crossed the line in sixth place with his arm raised as his BRM engine had overheated. He coasted off to the right and stopped opposite the Antique Automobiles' stricken March, receiving a loud and appreciative ovation as he left the BRM and walked back to the pits. It was certainly proving to be a case of the survival of the fittest, with all three BRMs gone, two Ferraris, one Matra and three Cosworth engines broken.

Beltoise in the screaming Matra now began to move up, passing Stommelen, and as Cevert had been using his compatriot for a "tow" it meant that he lost touch with the leading group, and once out of the suction of the cars ahead he rapidly fell back. The scene became almost settled for a few laps, with Regazzoni leading Stewart, Beltoise, Hulme and Stommelen in line-ahead formation, sometimes up the main straight on the left, sometimes up the middle, and on one lap right over against the pits wall. The average speed had crept up to 235 k.p.h., but the track was slippery in places, which prevented any new lap records being set up, and in fact the race was being run at an almost identical pace to last year.

It now became clear that Regazzoni was setting the pace and he led from lap 44 to lap 50, dodging from one side of the track to the other on occasions to weigh up what those behind could do. As it was

Continued on page 1074



POLE POSITION.—Fastest practice lap was set by Ickx, much to the approval of the huge crowds that turned out for both training sessions.

REFLECTIONS IN THE MONZA SUNSHINE

GRANDSTAND.—The Ferrari transporter becomes a grandstand for excited fans in the paddock.



THE REFLECTIONS left by the Italian Grand Prix at Monza are a mixture of joy and sadness, for the Ferrari victory by Regazzoni and the Lotus loss in the death of Jochen Rindt. On Saturday afternoon, even when it was known that Rindt was dead, there was an air of unreality about the pits and no-one seemed to believe it was true, while certainly no-one wanted to believe it to be true. The whole affair seemed so unnecessary and totally unbelievable; to anyone remembering all the drivers who have had big moments at the South Curve and got away unscathed it seemed impossible that Rindt could have been killed in an accident at that point of the Monza circuit. Had the Lotus been seen to go end-over-end in the Curva Grande, or at the Lesmo corners, or even in the very fast Ascari curve, everyone would have thought "Poor Rindt, he must have bought it". But to swoop off to the left into the guard-rails when braking for the South Curve seemed no sort of accident in which to get killed. When Rindt first started driving fast cars he looked decidedly accident prone, until you realised he had remarkable judgement and feel, and lightning-quick reflexes, so that he could drive on the verge of an accident and never actually have it. The thought in the minds of many people on Saturday evening was that fate could be very strange, that a driver who has looked to be about to have a fatal accident for at least four years, should be killed in an accident that was probably not his fault, for though nothing can be proved it would appear that something may well have gone wrong with the Lotus braking or stability at a crucial moment. There were those who pointed an accusing finger at the Lotus 72 design, but they completely overlooked the fact that the Lotus 72 had just won four Grand Prix races in a row; doubtful designs do not do that.

The Ferrari victory, while expected, was not expected to be at the cost of two of the team cars, but it was complete justification for those people in Italy who have been attacking Ferrari for running only one car in past years. They kept saying he could not hope to beat the Cosworth stranglehold with one car, the odds were far too great, and it looks as though they were right. However, Ferrari's reply was always to the effect that a three-car team needed three good drivers; there was no point in running a slow driver. He certainly seems to have found a strong trio at the moment, but whether he will keep them is another matter. The red Ferraris made an impressive sight as they were wheeled out to the start in line-ahead formation, not only in order of practice times but by coincidence in team order and number order, with Ickx first (2), then Regazzoni (4) and Giunti (6). The grid was formed in pairs, with the three Ferraris on the left one behind the other, a sight to enthuse any Italian. It is no wonder that the Italians get wildly excited for they are united at a Grand Prix race, the Scuderia Ferrari is virtually their national team (they don't count the De Tomaso as being Italian), just as at the French Grand Prix the Matra team have the support of the whole nation as representing France. The British enthusiasts cannot enjoy this singleness of purpose; our enthusiasm has to be divided a number of ways, between BRM, Lotus, McLaren, Brabham, March, Tyrrell and Surtees and between BRM V12 engines and Cosworth V8 engines, and there is not a sign of British Racing Green amongst them, we have to cheer for cigarettes, perfumes, tea-bags, oil or aluminium. There are times when I envy Italians, and when Ferrari wins a motor race this is one of them. There was some small

consolation in seeing the Yardley-BRMs of Rodriguez and Oliver on the right of the grid, the Mexican alongside Ickx and the Englishman in the third row alongside Giunti, while between them was Stewart in the Tyrrell March, the only Cosworth-powered car in the first six. I am one of those who believe that all Cosworth engines are more or less equal and that the March is not the "wonder-car" of 1970 that last winter's popular-press journalists would have us believe, and the way Stewart took off when the flag fell and got in amongst the 12-cylindered cars was wonderful to see.

It is interesting that exactly twelve months before this race the first flat-12-cylinder 312B was on test at Modena and we all waited at Monza anticipating its arrival for practice. The word from Modena previous to this was that it was a very exciting car, with its horizontally opposed engine hung below a backbone extension from the rear of the cockpit, and that it was producing a lot of horsepower but kept going "pop" as bits broke in the engine with monotonous regularity. Eventually Chris Amon arrived at the 1969 practice to say that the new Ferrari would not be coming as it had gone "pop" again, and that he would not be starting in the race with the old V12-engined car as he did not consider it competitive. What he omitted to say was that he had more or less made up his mind that he was finished with Ferrari as he was going to join the March set-up as soon as his contract with Ferrari terminated, presumably because he felt he was never going to win a Grand Prix with a Ferrari. It is worth recalling that Rodriguez stepped into the vacant cockpit for that race, and finished 6th, not as good as winning I'll admit, but much better than not racing at all. In twelve months the Ferrari engineers have taken the 312B from a non-starter to a winner, which is not bad going when you remember that they designed the whole car, chassis, engine and gearbox, and have also been developing the 512B sports car, production cars, and the big Can-Am engine as well. They must work very hard down at Maranello.

Stewart spent practically the whole race battling against 12-cylindered cars. If it wasn't a Ferrari it was a BRM, and if they weren't there it was a Matra, so that he must be getting fed-up with the sound of 12-cylinders on full song. After the race he said he had been fighting really hard, but was out-numbered and needed help, being nice enough not to say that his Tyrrell-chosen team-mate was not in the same league. What he did say was that he badly needed the help of Hulme, who was up there with them, but he could hardly expect a rival firm to help. Pity it wasn't a National Cosworth V8 team against the V12s from Bourne, Velizy and Maranello. Before the race someone asked me what the most important requirement was to win the Italian Grand Prix and I told them it was a strong and powerful engine. There are people who don't like the Monza race because of this, but I am glad there is one race in the calendar like it; I would not like to see all Grand Prix races run as flat-out blinds. The fascination of Grand Prix racing has always been the variety of conditions under which the drivers compete so that those at the top cannot be said to be there merely because they "specialise". While Grand Prix racing is held on such varying circuits as Monza, Monte Carlo, Nurburgring, Silverstone and Francorchamps any car or driver that can win them all must be good.

Last year Beltoise made the fastest lap in the race at 1 min. 25.2 sec.

with a Matra-Cosworth V8, which he did on the sixty-fourth lap. This year Regazzoni made the fastest lap in the race with a 312B Ferrari in exactly the same time and on the sixty-fifth lap. Stewart's winning time for the 68 laps last year was 1 hr. 39 min. 11.26 sec., an average speed of 236.522 k.p.h. with a Matra MS80-Cosworth V8 and this year Regazzoni won in 1 hr. 39 min. 06.88 sec., an average speed of 236.698 k.p.h., so it looks as though Ferrari is about where he intended to be in 1969. This year Stewart was second with his March-Cosworth V8 in 1 hr. 39 min. 12.61 sec., 1.35 sec. longer than his winning time last year with the Matra-Cosworth V8. Last year Beltoise was third in a Matra MS80-Cosworth V8 in 1 hr. 39 min. 11.43 sec., this year he was third in a Matra MS120-V12 in 1 hr. 39 min. 12.68 sec. It all looks as though the 3-litre Grand Prix Formula is beginning to stagnate technically and is due for a change. It is certainly time for Chapman to introduce his turbine-powered Lotus, or for a Wankel-powered car to come from Stuttgart or Japan, or even an air-cooled car from Zuffenhausen.

To anyone sitting high up in the main grandstand at Monza awaiting the start of the race two things were outstanding: one, the size of the crowd and, two, the view of the mountains over beyond the Lesmo corners. That all the grandstands were full was known well before race-day, for the organisers had sold all the reserved seats almost immediately after the Austrian Grand Prix victory by Ferrari. By mid-day on the Sunday of the race Monza was so full that not only were some of the regular advertising hoardings festooned with spectators, but many of the lesser ones as well. Firms like Gulf, Agip, Esso, Pepsi Cola and so on pay to have vast wooden structures erected carrying their adverts, and they make splendid grandstands for Italian enthusiasts, who climb up inside and punch a hole in the plywood or hardboard through which to stick their head and shoulders, while the braver ones continue up and sit on the top, fifty feet or more from the ground. By the end of the race these advertising stands are a complete wreck and have to be rebuilt for the next race. It is not hooliganism or wanton destruction, the way British youths wreck trains or telephone kiosks, it is sheer enthusiasm to get a better view of the racing and is good publicity for such advertising stands are often featured in papers, magazines and on television as part of the racing scene, whereas a firm whose advertisement is not used as a temporary grandstand probably never gets featured. The view of the mountains this year was outstanding, for the air was so sharp and clear that they looked as though they were just at the end of the circuit, whereas they were actually some 60 miles away and some of the peaks were nearly 100 miles away. Such visibility in Northern Italy is rare and only happens at Monza race time about once in five or seven years, so it is a scenic view to enjoy, only made possible by the height of the vast concrete grandstand and the flatness of the plains of Italy north of Milan that

run right up to the very foot of the Alps.

On the infield at Monza are numerous non-racing features, from permanent fixtures like the motor-museum to temporary ones like the fairground with its swings and roundabouts and dodgem cars. A regular feature at Grand Prix time is the Racing Car Show featuring competition cars from all categories of the Sport and looking around you realise that while certain firms and industries give great support to various factories or teams, they also do a great job for the ordinary spectating enthusiast. Among the exhibits were three widely varying vehicles that enthusiasts could see close-up, that were directly, or indirectly due to the support of sponsors. These were the Porsche 917 of the Gulf team, the dragster of Don Garlits of Wynns Friction Proofing and the Andretti Hawk USAC/Indy car, with turbocharged Ford V8 engine of STP Oil Treatment. Naturally, Fiat, Ferrari, Maserati, Alfa Romeo, Abarth and all the other Italians were there.

When the first Lamborghini Miura, with its mid-engined V12 layout was seen in the paddock and later in the car parks, it caused a stir. Now people hardly bother to look, it has become so common-place, and cars of similar layout are no longer unusual at Monza, so that a De Tomaso Mangusta in the paddock did not attract undue attention, nor did a somewhat similar mid-engined coupé that turned out to be the one-off Serenissima, with its own V8 engine. There must be a next step forward, but it is difficult to see what it is going to be. It would appear that Italy is going through another motorcycle phase, for the volume of motorcycles around the place, from 50-c.c. whizzers to 750-c.c. Honda 4-cylinders was staggering, and in the glorious sunshine and vast traffic jams in and out of the circuit the motorcyclists were laughing. It could be that traffic density has become such in and around Milan that young Italians are realising that buying a Fiat 500 and joining the stationary queues is a dead-loss; a single-track two-wheeler is a much better bet.

The Monza race wound up the European Grand Prix season, and as usual on a high note, with a glorious flat-out win-or-bust blind, and lots of cars did "bust", some like BRM in glory, others almost unnoticed, while Ferrari came through it all scathed but victorious. Before the race the Yardley-BRM team were wondering what would happen if Rodriguez or Oliver were to win the Italian Grand Prix, the feeling being that the Italians would explode and hurl the whole outfit into jail. When Rodriguez led the race and then Oliver led, the BRM mechanics wondered if they ought to start spraying everything red in the hope of staving off the inevitable onslaught from furious Ferrari enthusiasts. It was a foregone conclusion that Italian enthusiasm was going to burst its bonds if Ferrari won the Italian Grand Prix, and if Ferrari didn't win, something else was going to burst. Regazzoni saved the day.—D. S. J.

ITALIAN GP—continued from page 1072

Stewart in his wake he could not shake him off as easily as that, and Beltoise, Hulme and Stommelen were right in his tyre tracks, but Cevert was now way back and a very lonely Amon was almost in sight of being lapped. Gethin and de Adamich were still running, but had been delayed by pit stops. On lap 51 Stewart snatched a brief lead, and collected another 590,000 lire and next time round Regazzoni had a practice run at coming up in the slipstream of the blue March and "jumping" it as they crossed the timing line, judging it to a nicety. He had another go on the next lap and misjudged it by inches, but he had obviously got the March weighed up. Beltoise now got into second place and on lap 55 Regazzoni let the Matra take the lead and did another practice "slipstream jump" as they crossed the line, but as it was all at a lap time of 1 min. 28 sec. it looked as though he was merely playing with the opposition. Sure enough he then put in two laps at 1 min. 26.2 sec., followed by a run at 1 min. 25.8 sec. and motored away in what must have been a demoralising manner to Stewart, Beltoise, Hulme and Stommelen. At 60 laps it was all over, the Ferrari pulled away at half a second a lap, leaving the others floundering in its wake. On lap 65 Regazzoni recorded the fastest lap of the race, in 1 min. 25.2 sec., equal to the Formula One lap record, and on lap 66 he lapped Amon's March. As he started his last lap way out on his own, more than 100,000 Italians held their breath in case the Ferrari should break, but as he appeared from the South Curve, able to coast to victory even if the engine had fallen out, pandemonium broke loose and Monza seemed to explode, so that few people saw Stewart, Beltoise and Hulme racing for the finish to claim second place, the decision going to the March by seven hundredths of a second. The whole finishing straight disappeared under a seething

mass of Italian and Swiss spectators, 12-ft.-high wire fences being no barrier to a Ferrari enthusiast, and Ferrari flags, Swiss flags and Italian flags flew from the multitudes like banners in a medieval battle. As Cevert came out of the South Curve, heading for the finish and a worthy sixth place he was confronted by a sea of cheering, waving, running humanity and had to cross the line at a walking pace.

We thought the finish scenes in Austria were wild, and the end of the 1969 Le Mans race chaotic, but they were nothing by comparison. Regazzoni was carried shoulder high to the winner's rostrum, the Swiss National Anthem and the Italian Anthem were played and the 41st Italian Grand Prix ended in scenes of jubilation, tinged with sad thoughts by those who remembered the tragedy of practice.—D. S. J.

Results :

41st ITALIAN GRAND PRIX—Formula One—68 laps—391 kilometres—Hot

1st	: G. Regazzoni (Ferrari 312B/004)	..	1 hr. 39 min. 06.88 sec.—236.698 k.p.h.
2nd	: J. Stewart (March 701/4)	..	1 hr. 39 min. 12.61 sec.
3rd	: J-P. Beltoise (Matra-Simca MS120/03)	..	1 hr. 39 min. 12.68 sec.
4th	: D. Hulme (McLaren M14A/2)	..	1 hr. 39 min. 13.03 sec.
5th	: R. Stommelen (Brabham BT33/3)	..	1 hr. 39 min. 13.29 sec.
6th	: F. Cevert (March 701/7)	..	1 hr. 40 min. 10.34 sec.
7th	: C. Amon (March 701/1)	..	1 lap behind
8th	: A. de Adamich (McLaren M14D/1)	..	7 laps behind
9th	: P. Gethin (McLaren M14A/1)	..	8 laps behind

Fastest lap : G. Regazzoni (Ferrari 312B/004) on lap 65, in 1 min. 25.2 sec.—242.957 k.p.h.

Retirements : J. Surtees (Surtees TS7/001), assorted troubles, on lap 1; J. Siffert (March 701/5), engine, on lap 4; P. Rodriguez (BRM 153/05), engine, on lap 13; I. Giunti (Ferrari 312B/002), engine, on lap 15; H. Pescarolo (Matra-Simca MS120/02), engine, on lap 15; T. Schenken (De Tomaso 505/38/3), engine, on lap 18; G. Eaton (BRM 153/03), loss of water, on lap 22; J. Ickx (Ferrari 312B/001), clutch, on lap 26; J. Brabham (Brabham BT33/2), accident, on lap 32; R. Peterson (March 701/8), engine, on lap 36; J. Oliver (BRM 153/04), engine, on lap 37.

20 starters — 9 finishers.

VETERAN— EDWARDIAN— VINTAGE

A Section Devoted to Old-Car
Matters

ALL SMILES.—Neil Corner with the MOTOR SPORT Brooklands Memorial Trophy, and £75 cheque, presented to him at Thruxton by the Editor's daughter, Mrs. Fox, with the Editor about to award James Crocker the second prize of £50.



A WET VSCC THRUXTON (September 12th)

THE FINAL Vintage SCC Race Meeting of the year, at Thruxton, was wet for most of the time the wide variety of cars were racing. I used to wonder whether the Farnborough Air Display organisers had special meteorological information, because they seemed invariably to pick the best of the September weather, but this year two of the public days were rained out, and the Beaulieu Auto-Jumble again suffered a drenching, as did the VSCC at Thruxton.

Enthusiasm, however, was unimpaired, as drivers came out at 1 p.m. for the first four-lap handicap. Following their progress was rather complicated because some of the vintage light cars, whose event this partially was, had to do only three laps. The front row of the starting grid was occupied by three Chummy Austin Sevens, with two more Chummies behind them, one of this group being the Rev. Robin Newman's 1928 Chummy which recently went from Land's End to John o' Groats in under 36 hours, to earn money for the restoration of his church in Monmouthshire. At the other extreme there was Johnny Williamson in the 1908 12-litre Itala on the scratch mark, its engine bigger than those of all the ten light-car competitors lumped together! This was especially true, as unfortunately Barry Clark's 1912 Singer Ten was a non-runner—instead he drove Lord Montagu's 1907 7.7-litre Napier. Never before had we seen Barry Clark so elevated, but he seemed troubled by the gearbox and was no doubt itching to get back into his Ulster Austin. Riddle's GN Vitesse beat the 4.7-litre Brixia-Zust on initial acceleration, Barbet drove a long-tailed Austin Seven reminiscent of old Brooklands, the n/s of the Vicar's bonnet jumped open, Newton proved that this race wasn't to the Swift, and Philip Mann, having his first race in that Mercedes, and Williamson in the Itala, postponed changing-up after the *chicane* until they were nearly past the pits.

In the end the so-frequently successful Tony Griffiths won in his everyday Austin Chummy from David Kergon in Lord Montagu's 1913 Prince Henry Vauxhall, which took the Napier Trophy, and Jeremy Collins in his immaculate two-seater Star. Griffiths naturally netted the Light Car Award and the Itala took the Edwardian Racing Trophy. But do not overlook Mrs. Fleming, whose Alvis made fastest lap on a miserably wet course.

The next race, of the same dimension, was watched by red-faced handicappers, because from lap 2 Mather simply raced away from the field in his AC-engined Frazer Nash with its long-wheelbase K3 MG chassis. Blishen's fabric tourer Alvis Speed 20 and Crocker's Lagonda Rapier chased forlornly after the winner. Morgan's blown Lagonda Rapier Eccles Special Replica was a non-starter, having a burnt out exhaust valve.

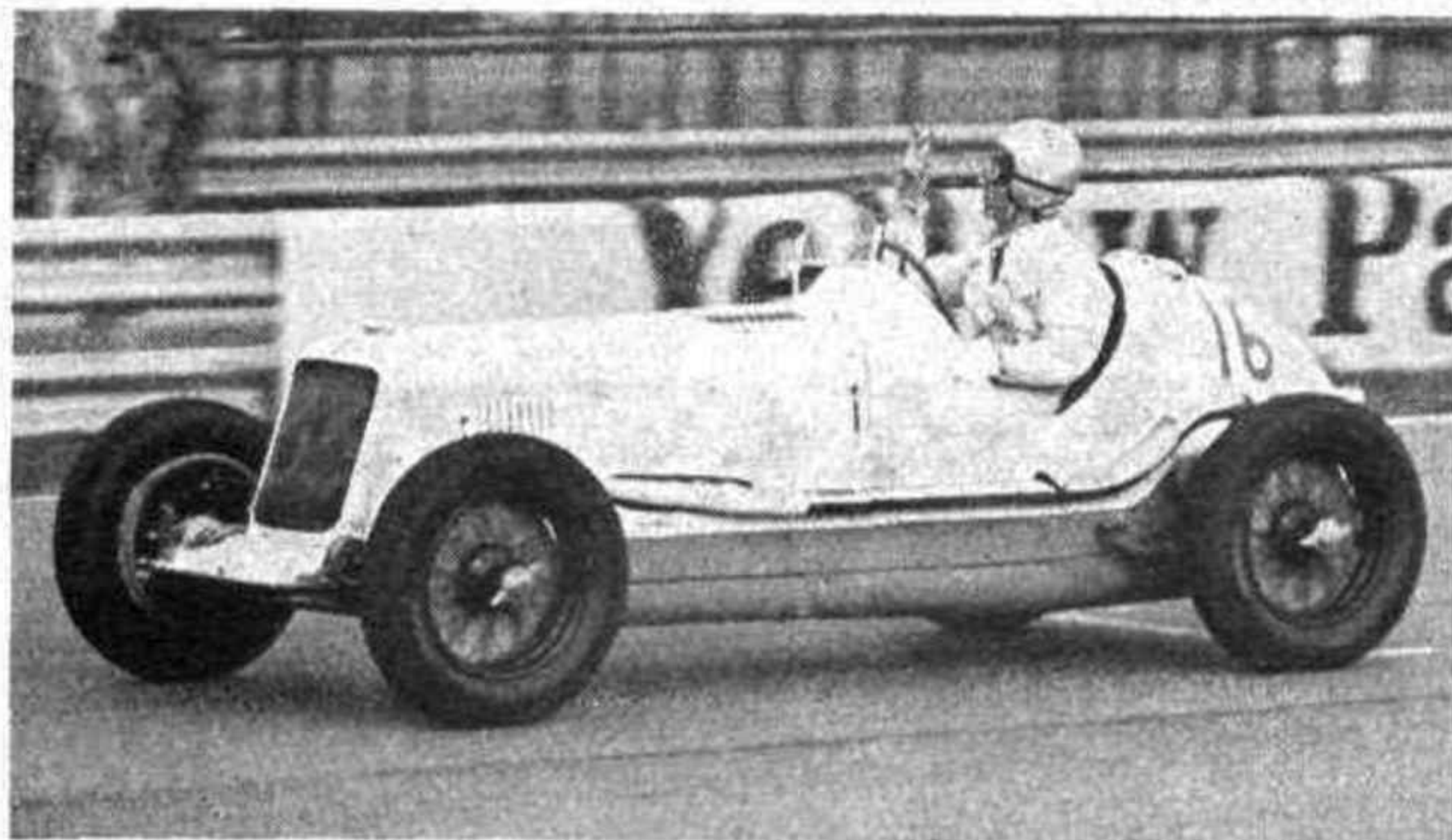
The 8-lap Spero and Voiturette Trophies Scratch Race for cars up to 1,100 c.c. aroused more interest among the sodden spectators, because after the supercharged J4 MGs of Cole, father and son, one slab-tanked, the other well streamlined, had run 1-2 to half-distance, Nev. Farquhar, in Melville-Smith's Brooklands-model Riley Nine which won the Index of Performance at Le Mans, in 1933, driven by van der Becke and Peacock, divided this *père et fils* contest. Not only

that, but a lap from the finish the Riley passed the faster MG, to win the Spero Trophy for the blue diamond *marque* for the first time since its domination from 1961 to 1965. Only a length separated the two MGs in the run-home, so this was an excellent race. Barry Clark's Ulster Austin Seven expectedly took the Voiturette class, but Fletcher-Jones' Lagonda Rapier retired and Geary's Riley was in trouble. Peter Binns was making a reappearance in his once well-known Riley and, after getting hemmed in on lap 3, was well up at the finish.

Still in pelting rain another four-lapper saw Gibbs' 1932 Frazer Nash come through nicely from the 5 sec. mark to win from fastest-lapper Marsh, in his oddly-constructed but effective Alvis Special, third place going to Comber's blown 1929 1½-litre Alfa Romeo with replica body. This time the Rev. Newman retired (which is what our printers did in August to a clergyman correspondent on the letters pages, whose "Rev." in his signature was rendered as "Retd."). Our apologies to the Rev. Paddy Stanley).

So to the John Holland Memorial Trophy Race, over 8 laps, for vintage racing cars. The field was unfortunately reduced when Moffatt's Type 35 Bugatti, which had been flinging lubricant and losing compression in practice, was banished from the starting grid for dropping oil and Brooke retired the Vauxhall-Villiers at the same time, as it lacked the requisite air-pressure. Neil Corner got away splendidly in his immaculate Bugatti and led from start to finish, soon pulling out a lead of four to five seconds over the second car, Elliot-Pyle's blown 1929 Hyper Lea-Francis, which was motoring magnificently. Thus they crossed the line, with Williamson in the big V12 Delage taking third place a lap from the finish after a spirited chase after Collings' 1929 6½-litre Bentley built for him by Hofmann and Burton. Boyce understeered his Frazer Nash into the *chicane* barrier on lap 5, to the detriment of its frontal appearance. The weather remained beastly, which is probably why Bergel's Bugatti racer and Densham's 30/98 Vauxhall racer kept their mudguards on. There was mild speculation as to why Corner's Bugatti faltered on lap 6, the solution being that the ignition lever protruding from the fascia above a recently-fitted temperature gauge had retarded itself, as at Silverstone, only at Thruxton Corner caught it in time. His car, which is a Type 35B Bugatti, built in 1930, with twin fuel fillers and a radiator cap as on the Type 51s, was used by Williams, alias Grover, in the Monaco Grand Prix. At Thruxton it averaged 70.86 m.p.h. and made fastest lap of the race, at 72.62 m.p.h.

After Sir Francis and Lady Samuelson had driven a lap of honour in the 1914 TT Sunbeam to celebrate Sir Francis' long motor-racing career, which commenced 60 years ago, the 10-lap Allcomers' Scratch Race for Historic Racing Cars was contested. Non-runners included the AFM with a broken drive-shaft, Potter's ERA Delage with fuel in the sump, and Venables-Llewelyn's ERA with water in the oil. Corner ran away with this one, too, in his 1959 DBR4/250 Aston Martin, followed in procession by Pilkington's Cooper-Bristol, Martin Morris' ERA and Wilks' Lotus, until lap 6, when Wilks got past the pre-war car. They finished like that, Corner never challenged. He



Peter Waller in Bill Summer's 2.9-litre 8CM Maserati.

gained no points in the MOTOR SPORT Brooklands Memorial Trophy Contest for this fine, well-judged drive, as it only applies to pre-war cars, but his previous win had added 18 further points to the 70 he had already amassed this season in the Bugatti and his Sunbeam "Tiger" (now being completely rebuilt), to give him an unassailable lead, which the PA commentator apparently didn't appreciate, in spite of the programme's promise to keep the public informed.

The sun was now shining to improve conditions for the three 4-lap handicaps which completed the afternoon's sport (the Alvis Parade failed to happen due to a paucity of suitable Alvis cars—which the Alvis Register and AOC will surely find difficult to live down?).

In the seventh race Upston's AC-engined Frazer Nash shed a snaking chain in time-honoured fashion as it accelerated away and it was Batt, driving Wood's normally-temperamental supercharged Lagonda Rapier, who made the running, winning very easily indeed (oh, handicappers!) from the Chawner-GN, another car which has found reliability. Crocker's Lagonda Rapier was third, thus moving ahead of Marsh in the Brooklands contest. In the next handicap, which was to have been a Riley race, 19 of these Coventry-built cars were not enough to satisfy the organisers, who threw in two Lea-Francis, five Aston Martins and the Amilcar-Riley (which at least has a Riley engine), which spoilt the whole conception. However, it was a Riley which took the chequered flag, Colin Readey's 1935 1.8-litre six-cylinder ex-works car coming through the field in splendid style from the scratch mark, while behind him Russell's 1936 1½-litre Riley Special with Sprite chassis and the body from Mike Hawthorn's car, just, but only just, took second place from Peter Binns' Brooklands-model Riley Nine. So honour was upheld.

Neil Corner's Bugatti leads Williamson's Delage (No. 34) away to win the Vintage Racing Car event at Thruxton, and win unassailably the MOTOR SPORT Brooklands Memorial Trophy Contest. Elliot-Pyle's Lea-Francis which finished so well in second place is seen immediately behind the Delage.



It was fitting, too, that as another VSCC racing season ended, with the chill of autumn stealing over the Thruxton plain, two 30/98 Vauxhalls, those of Densham and Quartermain, which had both left from the limit mark, ran first and second almost to the end of the concluding handicap, which was an enormously stirring event, with the intrepid Bill Morris having the race in his grasp, until he spun the ERA "Hanuman" at the *chicane*, enabling Pat Marsh in the ex-Seaman 1½-litre ERA to come home first, ahead of both the Vauxhalls. But this was, nevertheless, the drive of the day, the 1936 1½-litre ERA lapping at 83.81 m.p.h., compared to Corner's 81.87 m.p.h. on the wet track in the 1959 3-litre Aston Martin. Martin Morris was baulked a bit at Campbell corner on lap 2, but in three laps he had made up 25 sec. on Peter Waller in the white 3-litre Maserati—it was driving the equal of his Oulton Park form.

All that remained was for the Editor's eldest daughter, Mrs. Fox, to present the MOTOR SPORT Brooklands Memorial Trophy to Neil Corner, who thoroughly deserves to have won it again, as much for his splendid presentation of the right sort of motor cars as for his skilled driving of them. A wet but satisfying day was over.—W. B.

Results:

Spero & Voiturette Trophies Race (8 laps):

- 1st: A. N. Farquhar (Riley), 62.70 m.p.h.
2nd: G. V. Coles (M.G.).
3rd: M. G. S. Coles (M.G.).

John Holland Memorial Trophy Scratch Race (8 laps):

- 1st: E. N. Corner (Bugatti), 70.86 m.p.h.
2nd: R. Elliot-Pyle (Lea-Francis).
3rd: J. T. Williamson (Delage).

All-Comers' Scratch Race (10 laps):

- 1st: E. N. Corner (Aston Martin), 80.72 m.p.h.
2nd: R. A. Pilkington (Cooper-Bristol).
3rd: W. E. Wilks (Lotus).

- First 4-lap Handicap: J. A. Griffiths (Austin), 51.73 m.p.h.
Second 4-lap Handicap: B. Mather (Frazer Nash), 64.67 m.p.h.
Third 4-lap Handicap: M. W. Gibbs (Frazer Nash), 62.25 m.p.h.
Fourth 4-lap Handicap: J. A. Batt (Lagonda Rapier), 73.02 m.p.h.
Fifth 4-lap Handicap: C. Readey (Riley), 75.83 m.p.h.
Sixth 4-lap Handicap: C. P. Marsh (ERA), 78.39 m.p.h.

Fastest lap of the day: W. R. G. Morris (ERA), 83.81 m.p.h.

1970 MOTOR SPORT Brooklands Memorial Trophy Contest:

- 1st: E. N. Corner (1925 Sunbeam and 1930 Bugatti)—88 points—using Dunlop tyres, Duckhams "R" (Sunbeam) and Castrol GP oil (Bugatti) and Newton methanol fuel at Thruxton.
2nd: J. W. T. Crocker (1934 Lagonda Rapier)—52 points—using Avon tyres, Duckhams oil and Shell fuel at Thruxton.
3rd: J. A. E. Marsh (1936 Silver Eagle Alvis with Speed 20 engine)—49 points—using ordinary road tyres, Duckhams oil and any *two-star* fuel.

THRUXTON THINGS

The Hon. Patrick Lindsay, who had flown in in a Stampe biplane, and Martin Morris were using Dunlop Road Speed tyres as rain-wear, with excellent results.

* * *

A period sight—G. S. Hartley adjusting an oil drip-feed on the dashboard of his splendid supercharged Anzani Frazer Nash replica, before going out to race. And a weather note—K. Knight had a mudguard over the o/s rear wheel of his Riley Special, to keep his right shoulder dry.

* * *

C. Clifford's V8 Riley was again going well. It transpires that its engine is a Riley V8, not an Autovia V8, as it consists virtually of two Nine cylinder blocks, adding up to 2,174 c.c., whereas the Autovia engine was formed from 12/4 blocks. There were 14 of these engines—one went to Australia, it is thought, one was destroyed. Clifford possesses the remaining dozen! Incidentally, whereas many cars came on trailers, this Riley Special put on road equipment and was driven away, towing its owner's camping trailer . . .

Looking Back on the Outcome of the MOTOR SPORT Brooklands Memorial Trophy Contests in VSCC Races

1966:	B. Kain (Bugatti)	..	..	..	..	..	88 points
	R. Jardine (Bugatti)	..	..	..	..	..	} 57 points each
	P. Carmichael (BMW)	..	..	..	..	..
1967:	C. Rogers (AC Special)	..	..	..	..	..	55 points
	B. Kain (Bugatti)	..	..	..	..	..	52 points
	H. Barr (Alvis Special)	..	..	..	..	..	49 points
1968:	G. Footitt (AC/GN)	..	..	..	..	..	65 points
	P. Cobb (Frazer Nash)	..	..	..	..	..	55 points
	J. Abson (Lagonda Rapier)	..	..	..	..	..	54 points
1969:	E. Corner (Bugatti and Sunbeam)	..	..	..	..	..	54 points
	C. Readey (Riley)	..	..	..	..	..	49 points
	R. Adnams (Frazer Nash)	..	..	..	..	..	44 points
1970:	See above						

SOME THRUXTON WINNERS—



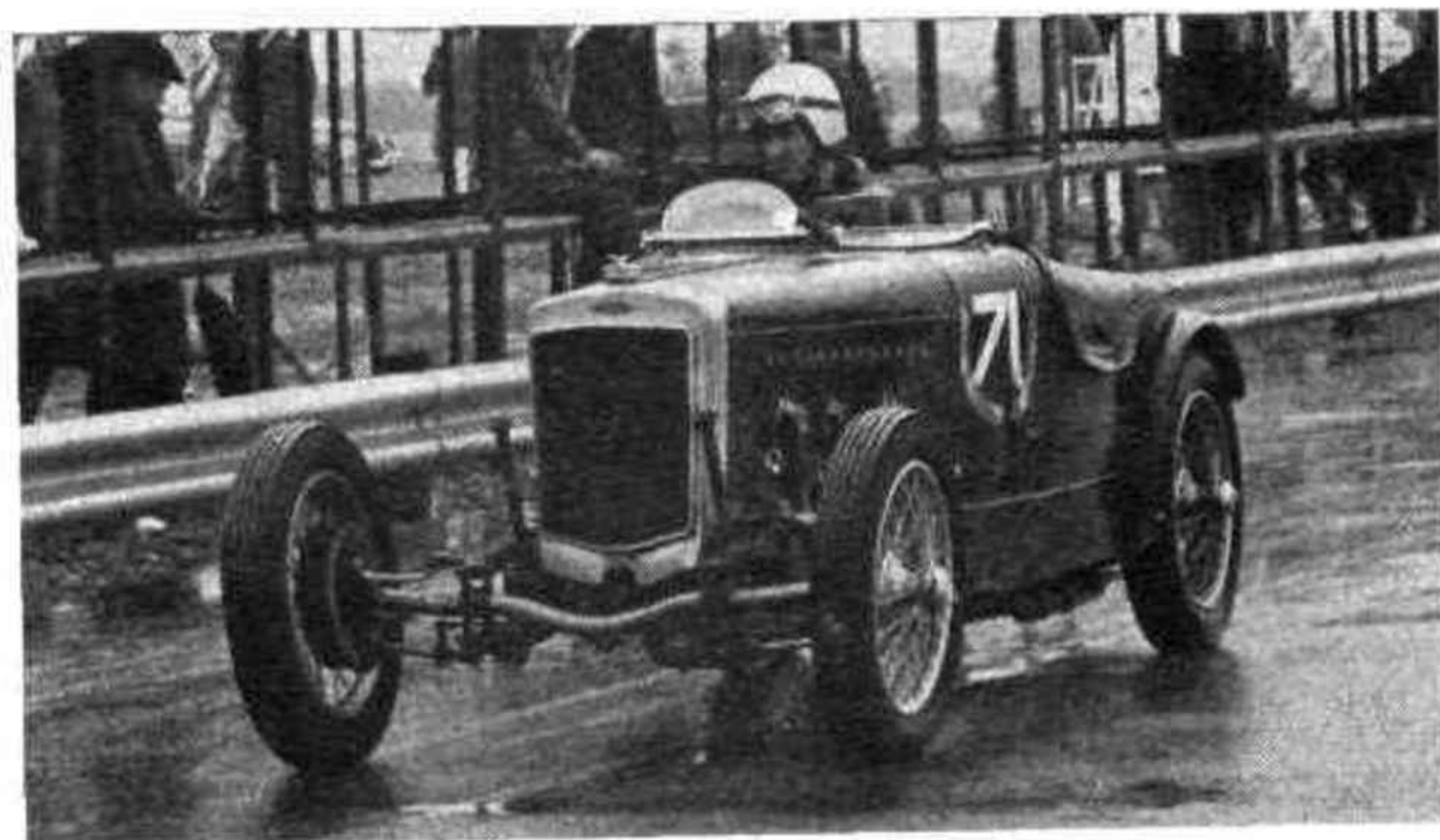
E. N. Corner (Aston Martin)—winner of the All-Comers' Scratch Race.



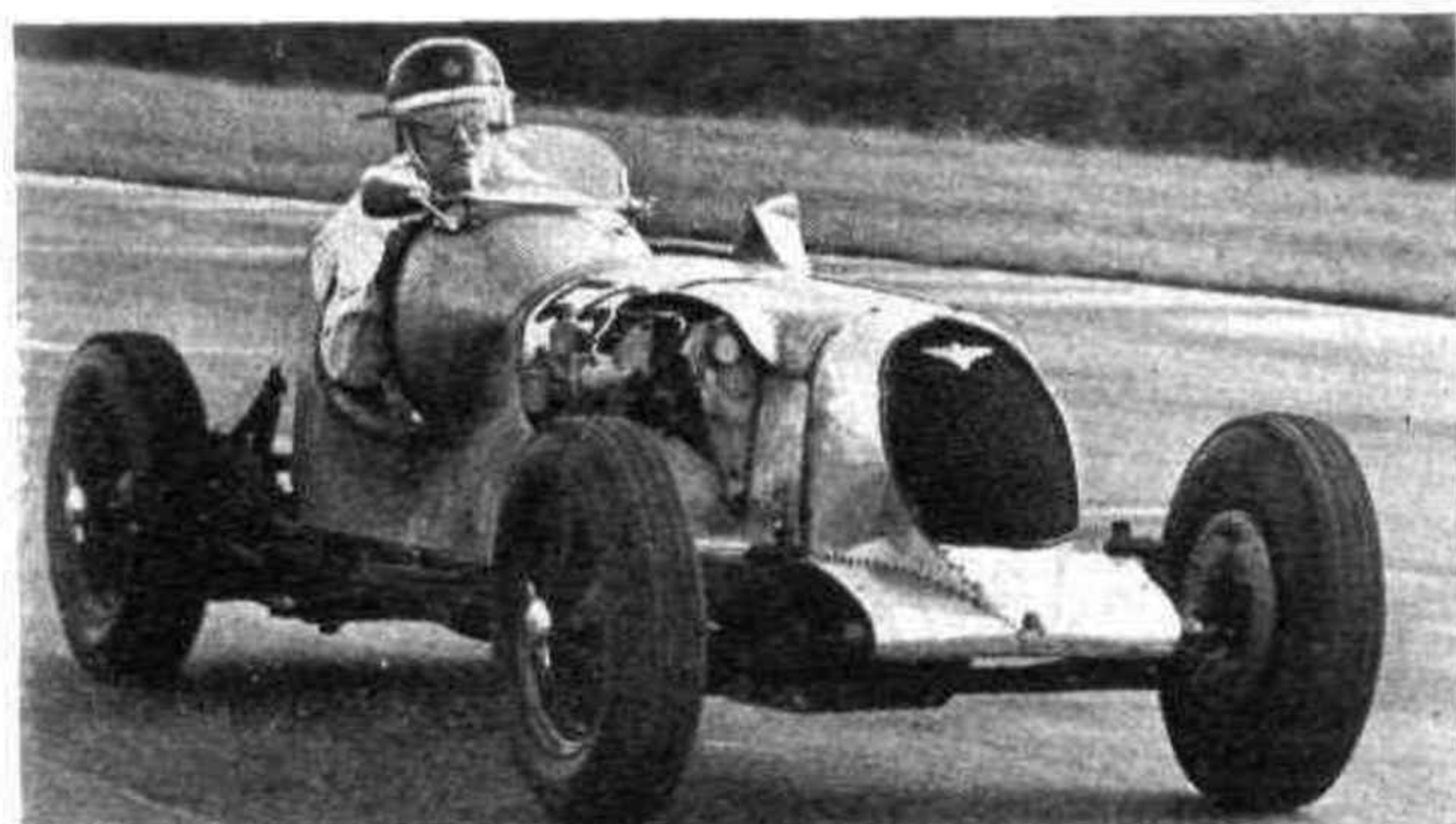
A. N. Farquhar (Riley)—winner of the Spero Trophy.



B. Mather (Frazer Nash)—winner of the second 4-lap handicap.



M. W. Gibbs (Frazer Nash)—winner of the third 4-lap handicap.



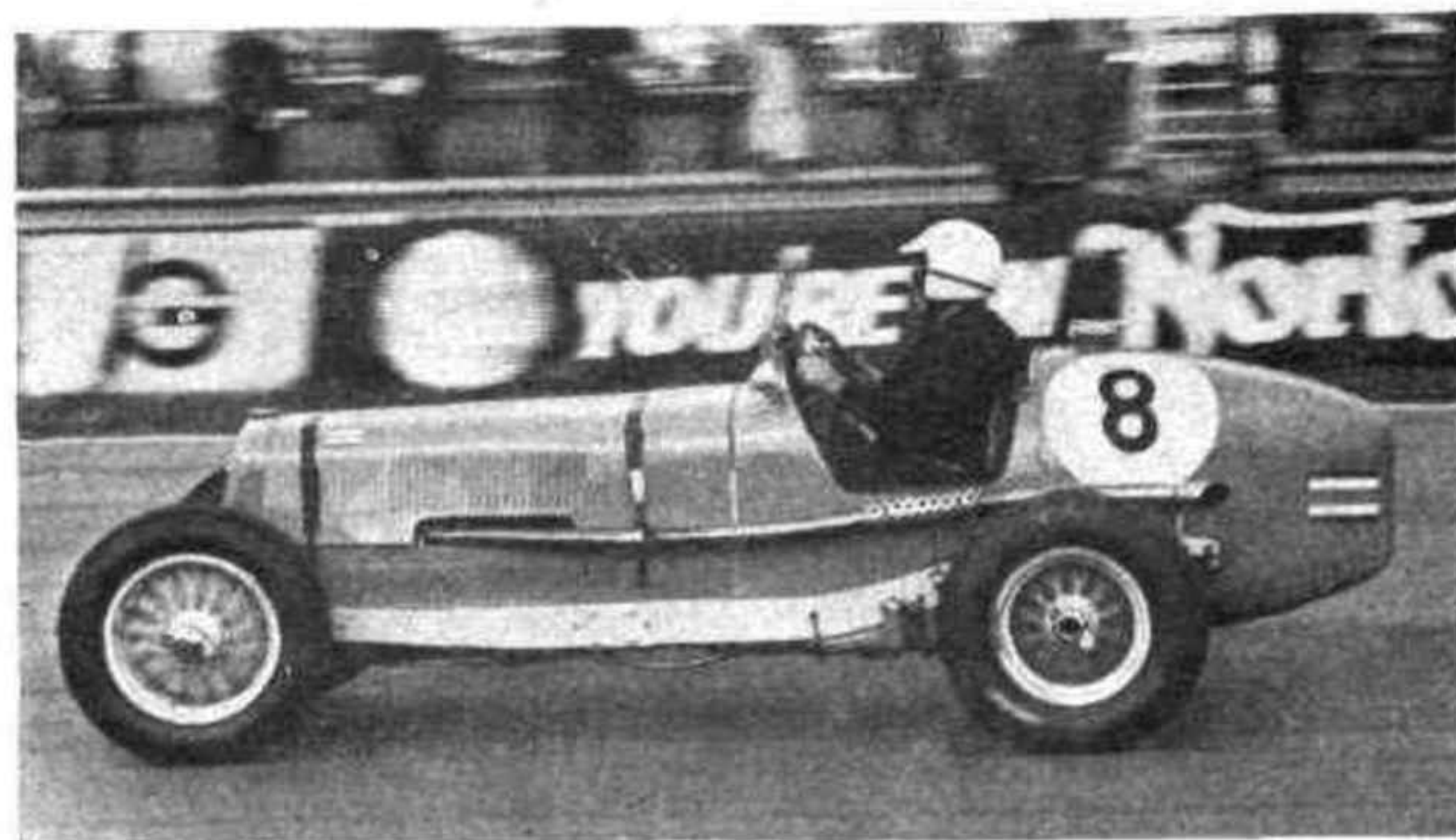
J. A. Batt (Lagonda Rapier)—winner of the fourth 4-lap handicap.



C. Readey (Riley)—winner of the fifth 4-lap handicap.



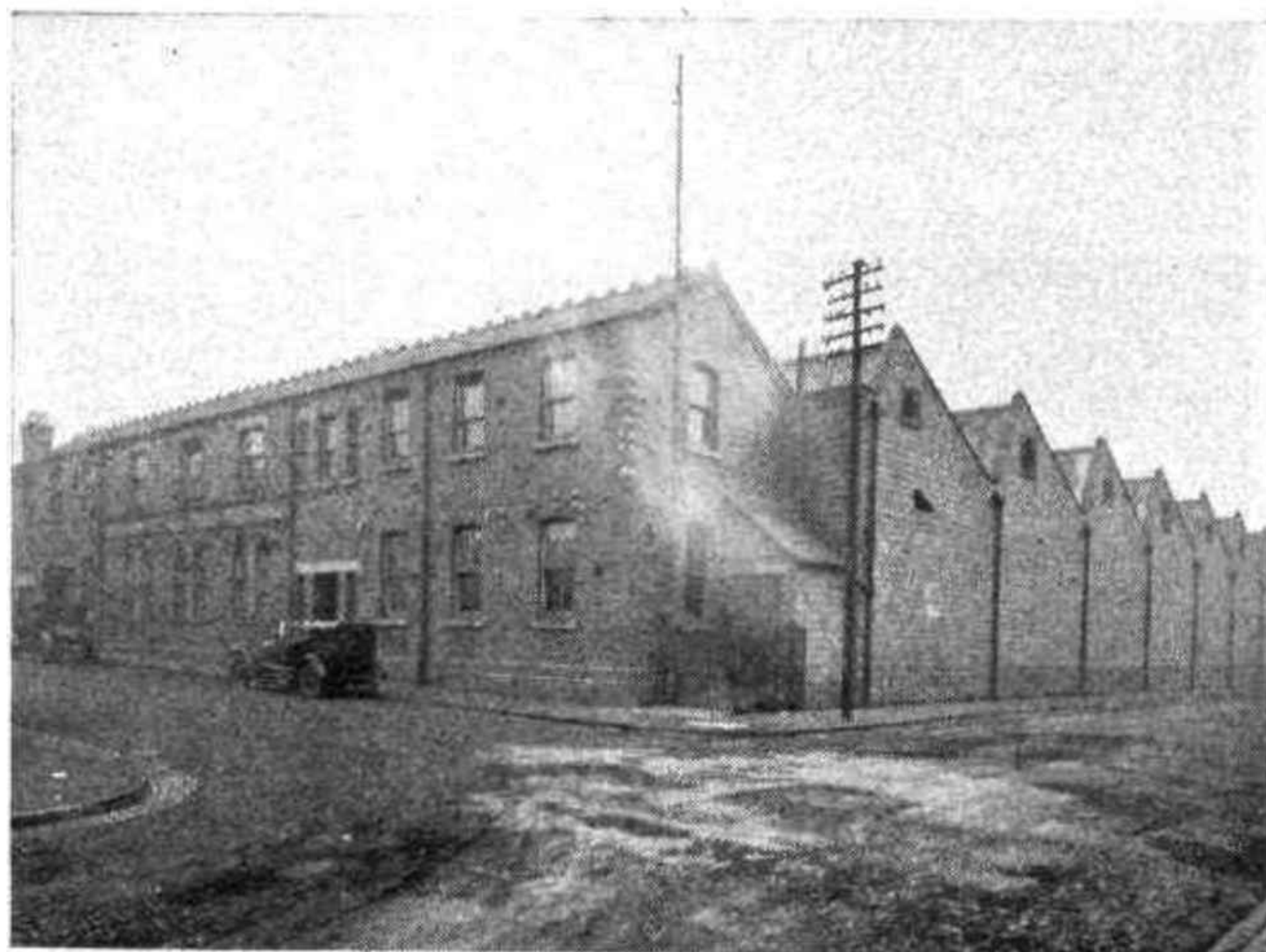
C. F. Marsh (ERA)—winner of the sixth 4-lap handicap.



Bill Morris (ERA)—fastest lap of the day.

Factory Methods of the Vintage Era

No. 14: Clyno

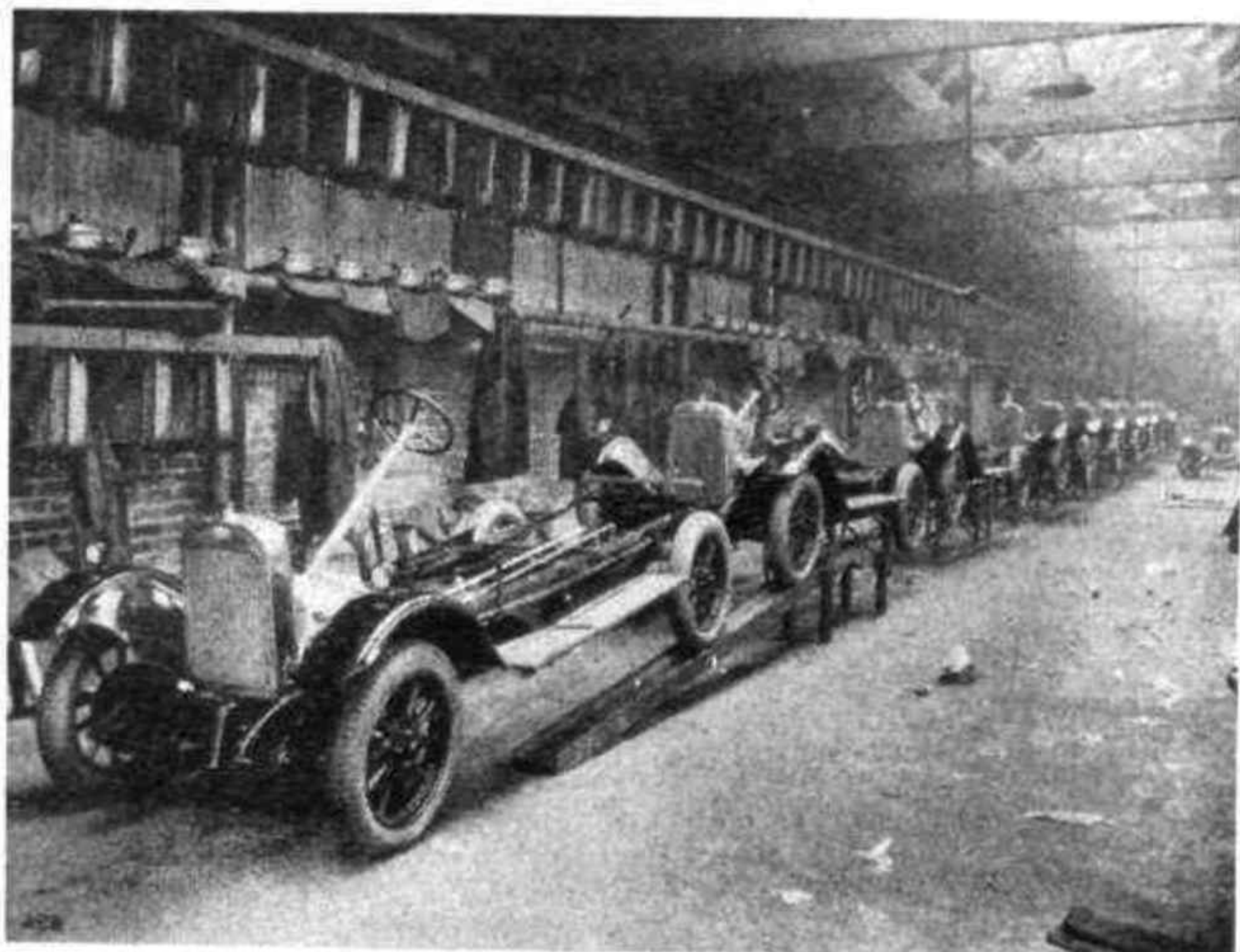


The original 1910 Pelham Street Clyno factory, in Wolverhampton, which became the machine-shop after the war.

THE STORY of Clyno has been well told elsewhere—the start with motorcycles and a prototype small car before the 1914/18 war. The success of the 5/6-h.p. combination, which was widely used by the Allied Forces as a machine-gun carrier during the war, although a 2½-h.p. two-stroke was also made. How the motorcycle business of Frank Smith and his cousin failed financially but was re-formed as The Clyno Engineering Company (1922) Ltd. to concentrate on cars, with Cocker as Sales Manager.

How these Coventry-Climax-engined 1,368-c.c. Clynos with ½-elliptic springing and solid back axles challenged Morris sales, with some 50,000 disposed of by 1928. The 10.8 Clyno was designed by A. G. Booth, who later created the Singer Le Mans. The Rootes brothers looked after sales and Overseas distribution, Cocker and others drove Clynos in trials, and in 1924 Clyno came out with their own 13-h.p. engine. This was followed by an improved Clyno Eleven with ½-elliptic back springing and by de luxe "Royal" models. They even toyed with a sports model, with four-speed gearbox if required, a car finished in Chinese white paintwork with green mudguards. The Clyno became one of the World's most respected small cars, with commendably smooth steering and effective four-wheel-brakes.

But by 1928 Rootes had withdrawn their support and Clyno were in a bad way. They brought out Booth's Nine in an attempt to capture a part of the new baby-car market but panicked into making it a near-£100 car, named the Clyno Century, which cynics called the Clyno



Clynos coming off the assembly line during the boom period of their mass-production.

Cemetery. The end came in 1929, with a receiver appointed and no takers for a Clyno straight-eight.

While all had been going well, Clyno of Wolverhampton had one of the busiest mass-production factories in the Industry. As has been said, the story started with motorcycles, made at Thrapston in Northamptonshire, with a move to Pelham Street, Wolverhampton in 1910, the original factory being enlarged in 1911 and combined with another factory at Brickkiln Street in 1913. Not only was the aforesaid Clyno-Vickers Machine Gun Outfit supplied to the British Machine Gun Corps but large orders for them were obtained from the Russian Czarist Government. The Clyno Company also manufactured 300-h.p. ABC Dragonfly aero-engines during the war years.

The car side of the business was centred on the same Pelham Street factory in Wolverhampton, the original 1910 building being used as a machine-shop and the floor space being increased by nearly six times the area occupied in 1923, by extensions at Brickkiln Street during 1924 and 1925. During this time sales showed a phenomenal rise. Those of 1924 over 1923 were up by over 720%, the following year's increase exceeded 260%, and from 1925 to 1926, in spite of the General Strike (which Clyno and Star were among the last in the country to join), the upward trend exceeded 210%. This represented 3,000 cars in the first six months of 1924 and by the close of the following year the weekly output equalled the entire 1923 production, 150 Clynos being made in an average week, rising to 350 on a good week during the peak of the 1925/6 boom.

At the Pelham Street factory Clyno made their own gearboxes, machined on Ward's capstan lathes, with Herbert's automatic machines making brake drums. In the Brickkiln Street machine-shop, overhead belting drove the machine tools in 1925. Capacity ran out and in 1926 the foundations were laid for a new factory at Bushbury, not far from the Guy and Star factories, which was opened in 1928.

Here shops of two- and four-acre floorage were erected to cope with line assembly of chassis and engine manufacture, Pelham Street becoming the Service Department, although the gearboxes were still made there. At Bushbury there was a spacious saloon-car despatch bay and another where chassis prepared for export by Rootes were stored, spare wheels attached to their wooden boxes of components. The machine-shop contained Barber-Colman hobbing machines and centre lathes, their overhead shafting slung from Rubery Owen girders, and a Carrier enamelling plant with electrically-heated drying chambers. Vast Lumsden surface grinders, batteries of grinding machines, and Natco multi-spindle drilling machines with enormous hand-wheels, were installed. Over 100 complete engines would be stacked on the floor awaiting transport to the chassis assembly line and the bodyshop might contain more than 30 tourer bodies in course of manufacture by the wood-working shop.

Alas, Clyno failed to maintain its meteoric rise to full capacity and the Bushbury factory was taken over by Alfred Herbert Ltd., some of whose machine tools had been installed therein by Clyno in their heyday.—W. B.

VINTAGE TAILPIECE



TEST CONCLUDED!—A 1930 Simbeam tows away the stricken 1970 Ford Escort 1600RS—see page 1096.

STEAM AT BISHOPS CASTLE (August 31st)

I LIKE to go to at least one traction-engine rally and one flying display a year, if the opportunity arises. This is good for one's sense of proportion, apart from the obvious contrast between such events. This year it came to the late summer Bank Holiday and I'd not done either, when I remembered that the County of Salop Steam Engine Society's Rally involved me in only an hour's drive.

So I went, in the Alfa Romeo 1750. The A44 was a bit traffic-boggy on this holiday Monday, not because of the density of cars but due to the very slow speed their drivers were maintaining, although strapped firmly to the insides of them. It was the same along that fine, winding road from Penybont to Knighton, but after that, through the remote village of Clun, congestion disappeared. The rally had brought so many spectators to the field bounded by grass-clad low hills, that the car parks were very full, but arranged in commendably orderly fashion.

The first thing which caught the eyes was the very big display of stationary engines put on by the Midland Oil Engine Club. There was a 1923 1½-h.p. Petter M-type two-stroke, saved from the scrap-heap, a 2-h.p. American Witte of the early 1920s which had for years powered a local cross-cut saw, a 1914 2½-h.p. engine rejoicing in the name of "The Hired Man", and a very busy twin-flywheel 1913 Bentall, this one bought just after the Second World War by a Penybont blacksmith, who took it home in a pony and trap but never used it.

Others included a 1929 2½-h.p. Blackstone, a vast 1928 3HF 6-h.p. Gardner heavy oil engine weighing a ton, once used to drive the lighting set at a house at Crickhowell but saved in a very derelict condition, a 1917 2½-h.p. Lister which had spent its entire working life on a Redmarley farm, a 1920 7-h.p. Blackstone which ran on lamp oil, requiring a blowlamp to get it going, a Duz-Go (which wasn't going), a Bamford with hit-and-miss governor, an enormous 1917 12½-h.p. Blackstone, Crossleys and Ruston Hornsby's in various sizes including a 1921 5-h.p. Crossley used to drive a Newtown printing press until 1926 and a sawbench in the same town until 1963 and restored by its present owner last year, a Fairbanks Morse, an Amenco and many more. [These engines have the same fascinating histories as veteran cars did forty years ago and if any more remain to be salvaged I would be glad to hear of them.—Ed.]

A grand array of traction engines and steam waggons took the rally arena to the tune of Elgar's "Pomp and Circumstance", headed by two fine Fowler Showman's road locomotives. The rest were well paired, and I noticed that Foden's had sent their 1916 5-tonner, Robert Wynn (about whom MOTOR SPORT readers are aware) their 1920 Fowler which hauled their heavy loads up to 1932, and that a local entrant of several engines, Michael Salmon, had his 1914 RNAS Foden 5-tonner, on solids, with centre-pivot steering, towing an authentic Foden trailer.

In view of the number of people who threaten to build practical steam cars but never do, I was intrigued by Mr. Harding's very practical example, which had been driven to the rally from Leicester. It consists of a Bradford van equipped with a cab, canopy and funnel, and propelled by an early vertical two-cylinder simple-acting steam launch engine of unknown make, supplied from a lagged vertical boiler, this silent-functioning vehicle aptly named "The Novelty". As the various steamers paraded at a slow walking pace the commentator bravely read some verses in their honour, nearly causing us to weep for the nostalgia of it and the very British scene, the crowd so well behaved, the engines so beautifully presented. Some are still working, a 1929 Sentinel still being used commercially, a Fowler ploughing



The steam-driven Jowett Bradford, "The Novelty", one of the few home-built steam cars we have encountered which is actually used on the road.

engine of 1918 vintage being employed for dredging and a 1931 Fowler roller being on holiday from working at the Long Mynd Gliding Club.

To back up the steamers there was a display of veteran cars, consisting of a blue 1913 15-h.p. Napier doctor's coupé, 1911 and 1912 Turners, two 1912 40/50 Rolls-Royce tourers, a model-T Ford of the same age, owned from new by a local Colonel until his death in the mid-1950s, 1911 8-h.p. Renault, 1910 Daimler 15-h.p. two-seater, 1903 Clement, 1904 Turner-Miesse steamer (by R. Hampson who collects this make), 1899 Star and 1899 De Dion Quad. There was also a big concourse of vintage motorcycles, from 1913 Williamson flat-twin to 1930 V-twin BSA and 350-c.c. Sunbeam, and some vintage commercial vehicles, which included a very fine 1914 X-type Thornycroft 3-ton platform lorry which lay derelict from 1940 until 1962 but has been splendidly restored, even to the name "Thornycroft" engraved on its inlet manifold, an ex-RAE 1939 Leyland fire-engine, a 1927 Dennis 30-cwt. platform truck used by Gloucester Co-op until after the war and by a farmer until 1964, and a 1935 Leyland Hippo platform lorry which was in use by a Lancashire flour company as recently as 1964.

Altogether, the Bishop's Castle Steam Rally is an event not to be missed—next year.—W. B.

VINTAGE POSTBAG

Talbot Ambulances

Sir,

J. Saner enquires whether there are any Talbot 25, MAB and Roesch Talbot ambulances surviving. So far as the STD Register is aware no 25s or MABs have made the grade, but the London Ambulance Service apprentices keep a 1935 Talbot 95 and a W & G of 1927 in very presentable condition. Both these vehicles are to be seen on the Annual Commercial Run to Brighton and no doubt at other events. The Talbot was brought to our London Rally in 1969. The Register is also intending to rebuild a 1930 Talbot 70 ambulance to use as a mobile office. Another 95 was reported to be in Berkshire but this remains unconfirmed, and remains of one lie in a certain yard in Wandsworth as is widely known. We know of a source of double reduction back axles and also of a field where lies a complete axle.

It would be very interesting to read an informed account of the comings and goings of W. & G. Du Cros Ltd. A letter sent to Australia to the only survivor of the family, according to our information, has remained unanswered and very little seems to have been recorded so far.

Wimbledon.

K. J. FIDGEN

* * *

Petrol Cans

Sir,

Do we have an authority on Pratts among our readers?

Well, what I mean is, can someone kindly supply information regarding Pratts two-gallon petrol cans? One sees a good number on vintage cars these days and all cans seem to vary in their colour scheme. I think it fairly safe to say that they were originally basically green, but what colour was the lettering? The examples I have cleaned seem to have been green all over except for the last, which had a silver top! In one publication I read some time ago it instanced "Pratts famous green and red cans". Green cans and red cans or green cans with red lettering? Others have suggested that the lettering should be in gold, however, one sees modern reproductions in black with "Pratts" gold transfer.

In dating these cans, the legend, i.e., "Valor 10 24" embossed on the underside, indicates in this case, I presume, October, 1924, produced by The Valor Co. Ltd., of Birmingham, who, incidentally, seem to have been turning out these cans for something like 30 years or more and may still do to this day?

I always thought that the earliest examples had the name lettering in the well-known script, but on cans which I have, the early one, dated "10 24", has block capitals "PRATTS PERFECTION SPIRIT", whilst an example dated "7 30" carries the stylised "Pratts" script and a further specimen dated "5 33" has just "PRATTS" in block letter-

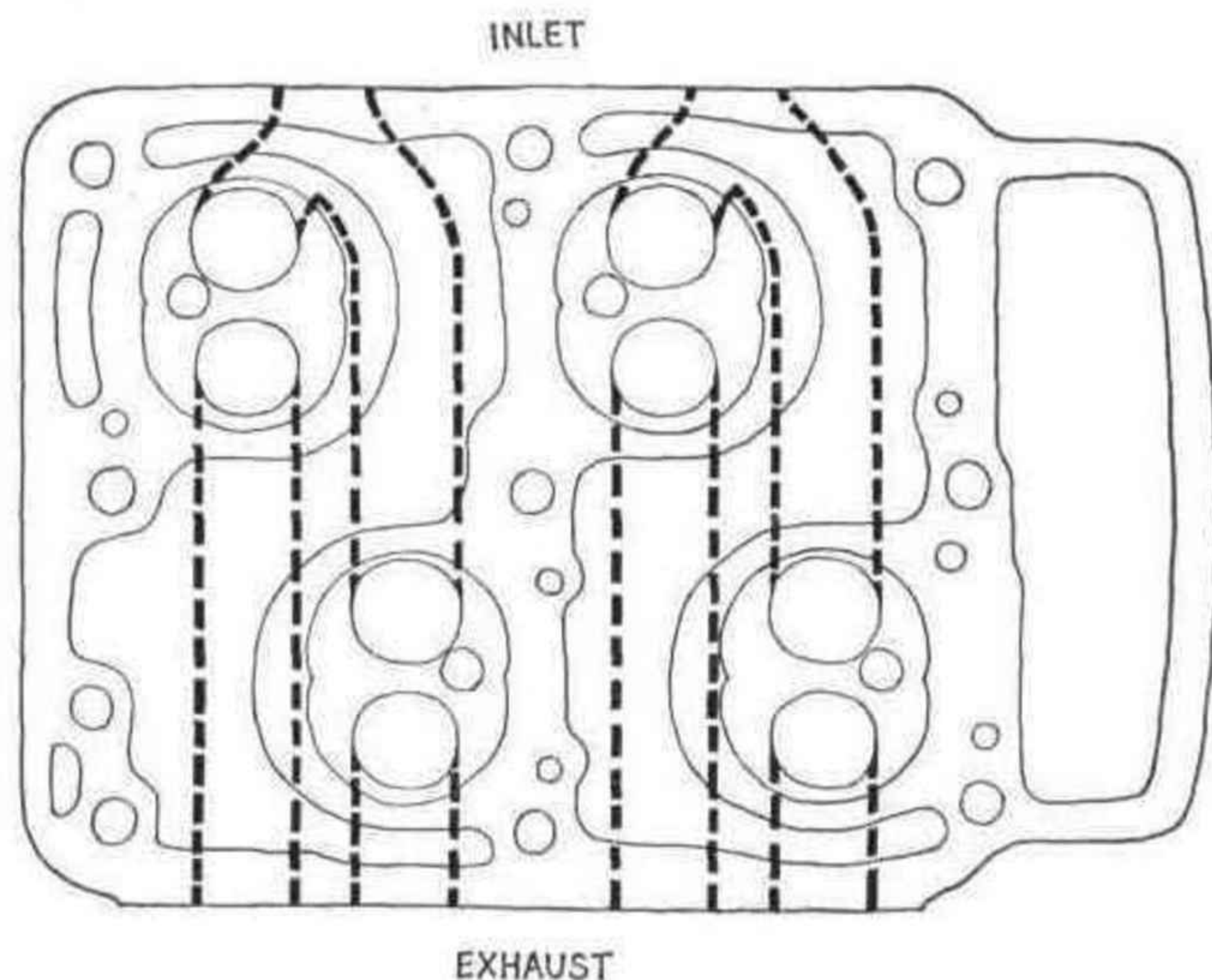
ing between horizontally parallel lines bisecting a circle. One two-gallon can, by the way, even has an apostrophe "PRATT'S" on its top—surely an ungrammatical odd man out?
Oxford.

P. F. G. WRIGHT.

* * *
Cross-flow—Who Was first?

Sir,

Surely you are mistaken in stating that Peugeot were the pioneers of cross-flow heads in 1955 (MS September p.964). What about the excellent head of the Aprilia designed in 1936, a diagram of which I enclose showing the arrangement of the ports, looking up into the head from below.



To the best of my knowledge, Lancia have never claimed to be first to introduce this form of head, so possibly there were others even before this.

London, N6.

GRANT GIBSON

[A twin-cam head and T-head were always "cross-flow" and there may well have been others, not using these valve locations, which pre-dated the Lancia Aprilia. Any views anyone?—ED.]

* * *
Masked Plugs

Sir,

I was very interested to read the paragraphs entitled "Full Circle" describing the positioning of sparking plug points in the Riley Nine and Chevrolet racing engines.

It may interest readers to know that this was a standard feature of Lea-Francis engines, I believe, from 1926. Their twin-cam designs do not allow for the plug points to reach the combustion chamber, since the bottom $\frac{1}{4}$ in. or so is not threaded. This engine was in quantity production from 1926, and fizzled out in 1929 despite the fact that the second series, designated LFS 2, were excellent. Similarly in the blown Hypers a short reach plug is used, and was specified in the instruction manual. This also fails to reach the combustion chamber by about $\frac{1}{16}$ in. In the Ace of Spades engine, which came out in 1929, the spark is delivered to the combustion chamber from a small spherical ignition chamber by a hole of about $\frac{1}{4}$ in. diameter. This design features a hemispherical combustion chamber with inclined valves driven by an OHC.

The feature was continued in the Rose-designed Leaf engine of the late thirties which was almost identical to the Riley 12/4 and which was subsequently developed to such effect by Connaught & Co. Perhaps Mr. Rose was impressed by the performance of his earlier experimental design for Riley, and incorporated as a standard feature when he changed to the Leaf camp. On the other hand he may have been guided by previous Lea-Francis experience.

In my own experience of the Meadows engine in a Hyper Leaf I have found that there is no advantage to be gained from using long reach plugs, and that if a standard cylinder head is used in which the plugs are at an angle of about 30 deg. pump petrol causes excessive knocking above a compression ratio of 5:1 (supercharging at the

standard rate). If the plugs are brought into a horizontal position the c:r can be raised to 7:1, but only using short reach plugs.
Robertsbridge.

ROBERT ELLIOT-PYLE.

* * *
Chic

Sir,

Having recently been transferred by my employers from Sydney to Adelaide, I was particularly interested in your "Fragments on Forgotten Makes" dealing with the Chic in your August 1969 issue. I am sure you would be interested to know that there are at least two examples of this rare make still in existence. One is owned by a local member of the Vintage Sports Car Club of South Australia and I have been encouraging this body to write to you regarding details of this car.

The second one I have found is in the Birdwood Museum situated some 30 miles out of Adelaide, and is a chassis complete with four-cylinder Henry Meadows engine, which in fact has never been put on the road. It has only been a display chassis all these years. Talking to the Curator, he told me that some years ago Mr. Chick paid a visit to the Museum, not knowing the chassis was on display. One can imagine his surprise and pleasure. It is not known whether Mr. Chick is still alive but apparently he was a man of considerable abilities. He made one comment that he always felt his company should have gone into production with the six-cylinder rather than the four-cylinder with which they launched the project and which made up practically their entire output. In fact, I understand, only some half-dozen or so sixes were ever put on the market and the public's response to them was more enthusiastic. The project died soon after the introduction of the sixes owing to fierce competition from the mass production coming from the big names of the time.

Glen Osmond, S. Australia.

JOHN L. PHILLIPS.

[This correspondent has since confirmed that Mr. Chick, at 73, is alive and well in Sydney.—ED.]

V-E-V Miscellany.—The Vintage Sports Car Club of Australia celebrated its 25th Anniversary last month with an anniversary dinner, to which the Editor of MOTOR SPORT, as an honorary member, was invited to attend, but unfortunately found too distant! The VSSC of A was the first club of its kind to be founded in Australia, in 1945, and it follows closely on the lines of our own VSCC. The Hon. Sec. is A. J. Elliot, 144, Canterbury Road, Heathmont 3135, Victoria, and a regular *Bulletin* is issued of the Club's activities. A 1928 Ford Tri-motor air-liner has been completely rebuilt by the Harrah Museum in Reno. It is believed to be one of only seven survivors. The 12-seater "Tin Goose" was equipped with three new Pratt & Whitney radial engines during the rebuild, and given the old TAT—Transcontinental Air Transport—lettering on its corrugated aluminium fuselage. It was flown recently to Crissy Field for a charity display, its first outing following the five-year rebuild. It is believed that two Ford Tri-motors are still in regular passenger service to islands in Lake Erie. Radnorshire CC's 10-ton Aveling & Porter steam roller No. 11208, Reg. No. EP 3339, has been at work on the Penybont-Llanbister road.

Public comment has been aroused on excavation work which has blocked the entrance to Nailsworth Ladder, the famous trials hill, one-time 1 in 2.5, up to Minchinhampton Common, where Hampton cars were once demonstrated. Hearing that Pat Moss-Carlsson was in S. Africa for the Total Rally, Capt. D. M. K. Marendaz invited her to drive a Marendaz Special, a make favoured by her mother for her trials career but which Pat had not previously tried. The *Chorley Guardian* recently carried a picture of two taxis used in Chorley in 1910, one a Vulcan, the other a Crossley. One of the two brothers who drove them recalls that the Vulcan was the better vehicle; they were kept in a large garage in Friday Street which had formerly been used to house the two buses which ran a railway company service from Chorley Station to Bamber Bridge. Another historic landmark has gone—the oldest Rolls-Royce establishment, Lille Hall in Seagrave Road, Fulham, has been the subject of a compulsory purchase order. It was acquired in 1902 by the Hon. S. S. Rolls as a service depot for Panhard-Levassor and Minerva cars and this one-time skating rink was absorbed by Rolls-Royce Ltd. in 1906, and became a chassis distribution and car testing centre for coachbuilders making bodies for Rolls-Royce cars, which was still the function of this little-altered building when the end came. The late Lord Hives started at Lille Hall as a tester. The functions of the old building have been transferred to the R-R London Service Station at Hythe Road.



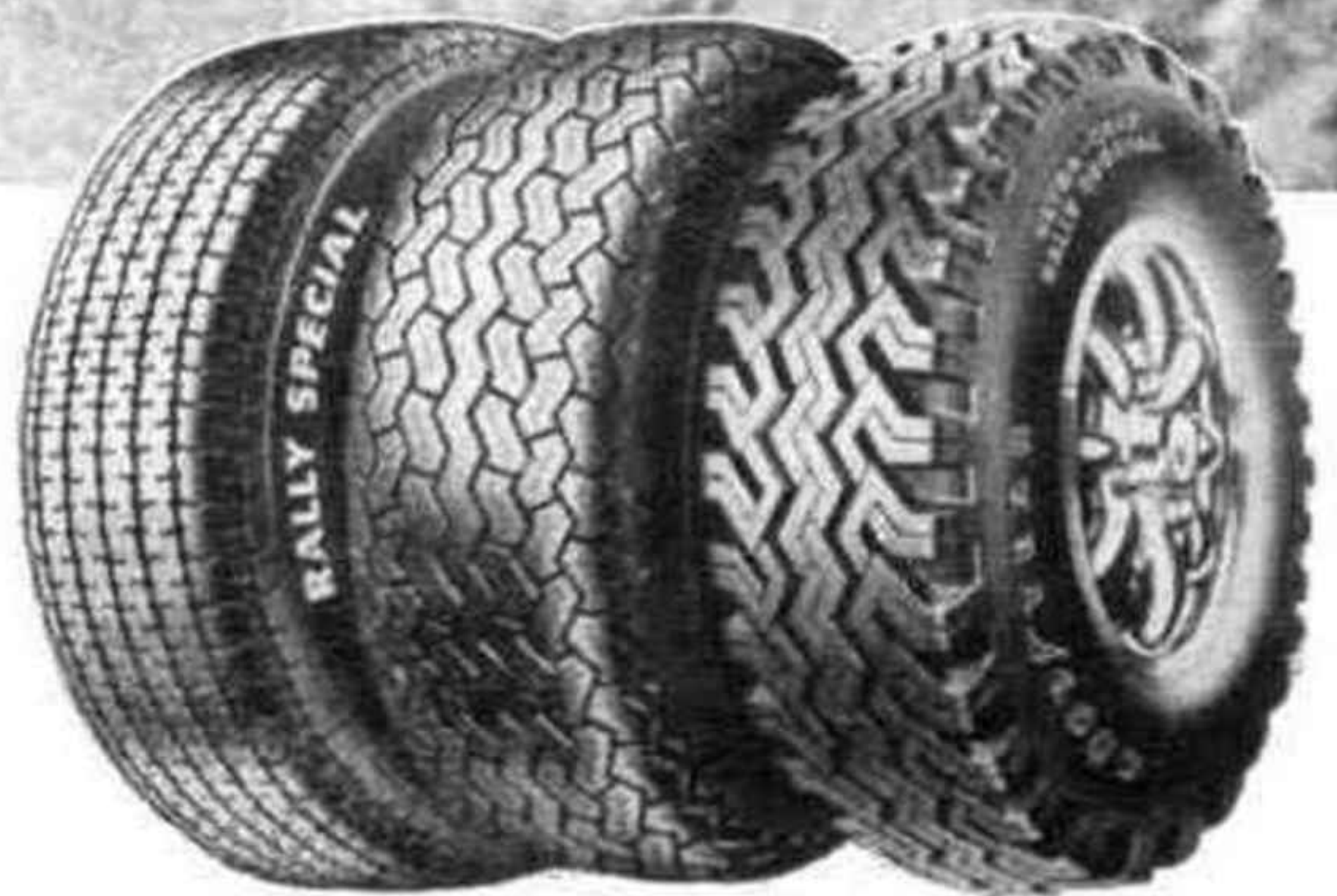
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BOOK REVIEWS

"The Woman and The Car", by Dorothy Levitt. A Hugh Evelyn reprint. 127 pp. 7½ in. × 5 in. (Hugh Evelyn Ltd., 9, Fitzroy Square, London, W1. 25s.)

We are not in favour of reprints. They repeat material already available, beg the copyright of other publishers, and render original editions less desirable than they would otherwise be. These are the selfish objections. The other is that the repeated material is often poorly reproduced, sometimes with important items chopped off and/or illustrations massacred.

These objections do not apply to Hugh Evelyn's reprint of a 1909 book sufficiently scarce not to have been seen previously by very many of the present motoring generation. It is also nicely presented, with a witty Foreword by Frances Howell.

The joy of the thing is that it makes quaint reading in 1970, although it was deadly serious when it was first published. It aimed then to tell ladies how to enjoyably run a motor-car. Much of the information given centres around the small de Dion Bouton, as do many of the pictures, so the book is to some extent a guide to these cars. The statement that a new battery for one costs 15s. 9d., however, should not be taken literally! (Though modern ones last more than 2,000 to 3,000 miles).

Even more interesting than Miss Levitt's helpful hints is the anonymous "Personal Sketch" about her, from which we are reminded that she had driven a 90-h.p. Napier at 91 m.p.h. at Blackpool in 1906. She motored some 20,000 miles a year and raced motor boats. She lived the life, we are told, of a batchelor girl. Quite a miss, in Edwardian times!

This little volume is worth having, if expensive. We hope, however, that it will not induce this publisher to embark on a massive reprint programme.—W. B.

"Miles Aircraft Since 1925", by Don L. Brown. 420 pp. 8½ in. × 5½ in. (Putnam & Co. Ltd., 9, Bow Street, Covent Garden, London, WC2. 105s.)

This is another of Putnam's prolific spate of first-class aviation history books, in their well-known standardised format and quality. However, it is especially readable and worthwhile, for not only does it contribute the story of one of the more adventurous aircraft concerns to the growing Putnam library of such histories but it is more absorbing than most for having been written by someone who was employed by Miles almost from the beginning.

All these Putnam one-make histories are accurate and extremely comprehensive but this one seems even more so, because Don Brown, C.ENG., F.I.MECH.E., M.I.C.E., F.R.A.E.S., was present at almost all the Miles' undertakings and is fully appreciative of what a remarkable character F. G. Miles was.

Before embarking on a type-by-type account of Miles aeroplanes, from the Southern Martlet to the Century Project, with all the expected data, Reg. Nos., performance figures and scale plans, the last-named supplemented by some artist's impressions of Miles' projects, the author gives his readers two chapters, on the goings-on at Shoreham and at Reading. These are quite delightful to anyone who likes to read about the carefree pre-war days of the Aircraft Industry, especially so because, with Blossom and F. G. Miles around, almost anything could happen, and frequently did!

These reminiscences alone make this a great aviation book. There is plenty of intriguing detail, even to mention of the aged Calcott car which Miles used to take newspapers, flown to Shoreham by Imperial Airways during the General Strike of 1926, into Brighton. Some of the things which happened to Miles and Brown during their joy-riding days and in the early years of building Miles aeroplanes are almost unbelievable and exceedingly well recounted. Would you credit that not one but two Miles aeroplanes were safely landed after the entire engine had fallen out? Yet it was so, and there is a photograph of one of them to prove it.

Because the author flew these aeroplanes his notes on how the different types handled are particularly well done and the hair-raising demonstration tactics used by Miles are also faithfully recounted. The advent and development of the famous Miles Hawk are fully covered but the book also emphasises that this Company made much larger aeroplanes. Its activities, from 5s. joy-rides with an Avro 504 to building some 7,000 aeroplanes of great merit and variety are on record in word and innumerable rare pictures in these fascinating pages. Many

of these Miles machines were raced and this is well brought out, with a separate Appendix of such activities.

Perhaps the most frightening story is of how Miles happened by chance to get airborne in a type-1918 Martinsyde F4 with its controls not fully connected and then found its 300 h.p. Hispano Suiza engine impossible to stop, except by experimenting with its complex system of petrol cocks. Running it close, however, are the accounts of landing the joy-riding Avro 504 at night by an improvised flare-path of casual petrol fires and of the Hon. Mrs. Victor Bruce flying her Miles M1 Satyr into telephone wires, to be bounced into a backwards landing (Incidentally, where is the keenly anticipated book she had hoped to write?).

The most pathetic stories in the book are about the stupid lack of understanding and nil-co-operation on the part of the Air Ministry to some of Miles' later projects.

Nearly 100 Miles' designs are comprehensively dealt with (over 6,000 of the aeroplanes he built were more than 700 h.p.), supplemented by details of production runs, racing successes, contractor's numbers, civil registrations, dates of first flights, and, where known, the ultimate fate of individual aircraft. The Whitney Straight series are naturally included and some other racing motorists, Bira and Fontes for instance, figure in this splendid book.

I have said before, but must regretfully say again, that these aviation histories are much superior to most one-make car histories; moreover those scheduled appear on time (the only Putnam title we seem to have missed is "British Racing and Record-Breaking Aircraft" by Peter Lewis) but what has become of A. J. Wyatt's Austin History, J. A. Blight's great Roesch Talbot and sports-car racing tome, etc., etc.?

The second account of the World Cup Rally has reached us—"The Great Rally", by Brian Robbins, who followed the event for the BBC. This is a 111-page soft cover *Daily Mirror* publication, with colour pictures, a full list of entrants and awards, etc., which provides excellent coverage of this much-publicised rally, as distinct from a competitor's view thereof. The fact that Ford had to re-design as well as re-build the sagging back axles of their special Escorts *en route*, and had they not done so, the BLMC Triumph 2.5 PI could well have won, seems to have escaped Brian Robbin's full awareness, but otherwise this is a good record of the First World Cup Rally. It sells for a modest 8s., from the *Daily Mirror* Rally Dept., 4, Arne Street, London, WC99, postage and packing 1s. extra.

W. B.

CARS IN BOOKS

I WAS able to borrow recently, from a reader, Mr. G. K. Mirylees, of Cobham, a travel book I had heard of but had never read. It is "To Venice and Back in a Two-Seater", by E. Halford Ross (Cassell, 1924). It is about a man and his wife—"My wife drives better than I do; she changes gear better"—who bought a car in 1921 and after a summer vacation roaming Britain in it, decided in 1923 to take it on a Continental holiday. They were advised against this, as Shackleton, Slocum and Mark Twain had been. But they ignored this advice and had a trouble-free journey, the 2,400 miles or more on Continental roads being accomplished with nothing worse than punctures, for an expenditure of £120. The result was this 235-page book, illustrated by the author's own sketches.

The make of two-seater used for this vintage tour is not disclosed but no doubt some of our readers may recognise it from the technical details which are given—if so, I will publish their names next month, if they drop a p.c. to this column. The author publishes a page from the car's catalogue or instruction sheet. It reads: "TWO-SEATER, Ready for the Road. This is the standard Two-Seater Car complete ready for the road, delivered at our works. The body is an open two-seater fitted with a comfortable double dickey seat, adjustable windscreen, one-man hood, tool kit, jack and pump, dynamo lighting and starting set, five lamps, and spare wheel with tyre. Dimensions of chassis: Wheelbase, 10 ft. 6 in.; Track, 4 ft. 6½ in.; Overall length of chassis, 14 ft. 1 in.; Width over axle caps, 5 ft. 3 in.; Width of frame, 2 ft. 2 in.; Body building space, 8 ft. 1½ in.; Ground clearance, 10½ in." That may not provide sufficient clues but on the reverse of the page, says Mr. Halford Ross, it was stated that "there is a 16-20 h.p. chassis, a four-cylinder monobloc engine casting with detachable head, bore and stroke 80 by 140 mm., 2,815 c.c., dynamo lighting and starting set (Rotax), Smith single-jet carburetter, and four forward speeds and reverse." So there you are.

It was in this 1921/22 car that the pair set off, to immediately encounter two difficulties. The maker's leaflet did not say where the engine number was, or disclose the weight of what the author describes rather oddly as "the instrument". A telephone call to them elicited the information that there was a brass plate inside the bonnet but the weight "was found to be considerably short" when tested at Southampton—as it is still often underquoted today. When asked what spares they should take the makers answered: "Take our telegraphic address, and our best wishes. Good luck." So the toolbox went empty and the dicky was filled with luggage. Michelin provided a useful list of hotels . . .

Much of the book is touring material but I have endeavoured to sort out the items of motoring interest. There is a description of driving through London and down to Southampton, fascinating to one who knows the same terrain today—the Zeppelin bomb that fell near Swan and Edgar's in 1917 is remembered, Sackville Street is referred to as "the longest in London that has no turning, and is devoid of lamp-posts" and the junction where St. James' Street and Albemarle Street cross Piccadilly as "notorious for the number of motor engines which used to stop inadvertently and block the crossing traffic, and the many swearing and perspiring men, heavily coated, who were wont to wind and grind at starting-handles, while their lady companions tried to look unconcerned from the body of the car". There is mention of a hill in Piccadilly "which causes many cars, cabs and buses to change gear, which is often done grindingly". The trams began at the top of Kingston Hill but ended at Long Ditton; 1923 seems a long time ago . . .

Presumably the owner of the two-seater had been to Brooklands, for he describes the stance of the stevedore who sat in the car as it was pushed alongside the s.s. *Normannia* "as if he were about to start a race at Brooklands". He also refers to Calshot as a place of motor-boat racing and flying-boat excitements. In those days petrol had to be drained from cars being shipped across the Channel; they were replenished from cans, at the same price as in England. French roads were bad in 1923 and the speed along GC81 was down to 17 m.p.h. and less. A steam band was playing in Chartres, at Varennes-sur-Allier petrol was obtained from a grocer's, and the car was lubricated with mobiloil (with a small "m")—1923 is a long time ago!

However, Paris was accomplished from London in 48 hours, most enjoyably, and at Amboise, where three young Englishmen on motor-cycles (makes not disclosed) had also arrived, the author stayed at the Hotel de France et du Cheval Blanc and dined in the open, which prompted him to ask: "Have you tasted the trout fresh from the river cooked lightly in paper as Barrie suggests? Does cold asparagus served in a sauce made of vinegar, melted butter, oil, French mustard and pepper appeal to you? Does the idea of a *gigot* with new potatoes and peas boiled in cream touch your heart? If so, go to Amboise. Coffee followed and a glass of *Vielle Cure*, a liqueur which an old man of France knew and loved. Upstairs your bedroom window is open, the linen is spotless, the floor polished, carpetless, clean. Below stands the car which has so faithfully carried you . . ." It seems different now, when you can get from coast to coast in a short day, in a constant stream of traffic.

Chenonceau, whose proprietor was M. Meunier, the chocolate king (his son had a 1913 GP Peugeot before the war), produced a Ford containing a party of French people heavily dressed for motoring despite the heat, even to goggles, which Ross and his wife found quite unnecessary, and "a new bright yellow six-cylinder Hispano-Suiza, driven by a Spanish beauty on her way to Paris. Attached to this car was a trailer consisting of a large cupboard in which the lady's frocks were hanging upright". That must have curbed the speed of what must have been a 37.2 Hispano-Suiza rather frustratingly, one would think. RN 7 had ASC/USA plaques on its telegraph poles and a poor surface. It was avoided but the car went well, third gear being needed for the first time on a hill, out of St. Etienne, and the 1-in-10 Mont de Lyon was taken at 25 m.p.h. At Teil by the cement works roads were so bad speed was 10 m.p.h., at Nimes much aviation was in evidence, and so the tour progressed, the car obviously having a good top-gear performance and proving very reliable. Daily runs now averaged about 70 miles, to allow for sightseeing, but eventually the Mediterranean was reached, a Daimler being raced on to the Promenade des Anglais at Nice, to its chauffeur's amusement. At Monte Carlo the faithful car was worked on at a Delaunay-Belleville agency, the engine being decarbonised, the valves reground and the oil replenished. Here may lie a clue as to its identity, for the efficient French and Italian mechanics "were lost in admiration for its revol-

ing valves . . ." a feature which, curiously, was the subject of an obtuse article in a weekly motoring paper only the other day.

In 1923 a speed of "20, 25, 30, 35 m.p.h." was thought worth mentioning and "43, a great speed for us". But they made Venice and went on through Italy, noting the wreck of an aeroplane near a bridge at Sesto (perhaps the pilot had tried to fly under it, as Harry Hawker did at the Byfleet bridge at Brooklands?), and by train, the passes being closed, into Switzerland, where bad petrol caused pre-ignition. A 150-mile drive brought the tourists to Geneva. At the French Customs there was an argument as to whether the car was a two- or a four-seater (won by the Britishers, of course, thus saving 50 francs duty), but the tour went on with the first mishap to the car on the incline down to Pont de l'Arche when nearly home—two tyres puncturing. But two spare wheels were carried, so all was well. In something like a month's holiday, that was, if the book is to be believed, as I am sure it is, the only trouble experienced. Send MOTOR SPORT a p.c. if you have discovered the make of this reliable vintage two-seater and I will publish the names of the knowledgeable next month.

Another reader recommended "In My Time", by Anthony Gibbs (Peter Davies, 1969), which, apart from its motoring references, is one of the most enjoyable and entertaining autobiographies I have read for a long time. And there are a great many cars which the author, son of Sir Philip Gibbs (whose patriotic novels enthralled me in my early 'teens but soon afterwards made me sick), recalls.

There is the AV monocar he had while up at Oxford, which evinces the sentiment "A really fast single-seater is something everybody ought to have, and I cannot imagine why somebody doesn't manufacture the thing today and sell it in millions". Gibbs refers to doing over 60 m.p.h. in this crude AV so it must have been a fast one. He attributes it to the aviation pioneer, A. V. Roe, whereas it was actually related to Sir John Carden's original cyclecar, although Roe did introduce a sort of monotrack cyclecar and his Company later brought out an Avro car.

The author makes the interesting point that in spite of the nostalgia of the Brighton Run and the Genevieve film, "there were no really good cars in the early days". He is thinking of the London of little Renault taxis, National, Vanguard and General omnibuses, and of Sir Thomas Lipton's pair of gigantic Mercedes, in which he used to set out from his house in Southgate to distribute Lipton's chocolates to poor children, but which suffered from constantly collapsing tyres and stretched driving chains. He recalls his future father-in-law's Panhard, which could only get from Grosvenor Gardens into Hyde Park by reversing up the hill, and of an uncle who had a single-cylinder wicker-bodied forecar, and another uncle, a rather close relative of the Duke of Richmond, who owned a "very gentlemanly, not to say ducal, carriage called an Argyll". Even this is portrayed as very unreliable.

He is rude about the contemporary Delaunay-Bellevilles, and the Sheffield-Simplex which "imitated them exactly". The war-time Vauxhalls are remembered but, continues Gibbs, "only the Rolls and the Daimler and the dead Napier had in them the seeds of the exquisite, fleet, lean and lovely things for which the world had to wait until the 'thirties, and which in turn it will never see again". (He is not strictly correct about the *dead* Napier, which was made down to 1925, but one understands what he means.) The after-war cars are recalled as the Rolls with aluminium bonnet, "which was immediately copied by Albert here, and Roamer and Moon in the United States". There is mention of an Oxford friend, "who was rather rich", dashing about in an all-aluminium AC, and later in an all-aluminium Vauxhall Velox. And some amusing remarks about his parents' vast Daimler, which was driven by a tiny chauffeur and did 6 m.p.g., ascended the steepest hill in top at 7 m.p.h., its 7-litre engine moving it in complete silence, and which did 50 m.p.h. all-out, achieved on one occasion . . .

I like especially Gibbs' description of 1921 American cars as "revolting black hunks of shapeless tin with flapping side curtains", for I, too, recall the days when a Chevrolet looked just like a Dort, a Dodge or a Durant. Around this period Sir Basil Zaharoff's brother is depicted as using in Monte Carlo a very splendid Minerva coupé-deville, driven by a chauffeur in pale grey with a strap under his chin. At about this time Gibbs had an Amilcar.

There is a graphic and amusing description of flying the Channel in an Imperial Airways air-liner with one engine on fire and of how Alexander Korda's peasant parents knew he had made good when he

Continued on page 1092

RUMBLINGS

■ **THE BDC MUSEUM.**—We don't know what made us think about the private museum of the Bentley DC unless it was driving a Ford Escort RS, which, like a vintage Bentley, has a four-cylinder sixteen-valve engine. Anyway, the Editor realised that he had never visited it, although he passes through the pleasant village of Long Crendon, above Thame, where the Club's offices are situated, on his back route from Hampshire to Silverstone. A telephone call to Sir Anthony Stamer, Bt., the BDC Executive Director, and the visit was on, with Lt.-Col. C. H. D. Berthon as our mentor.

The exhibits all have a Bentley association and are proudly preserved by a Club which favours this make of motor-car. In a show-case are the big racing numbers, 38 and 32, respectively from the blower-4½ of Sir Henry Birkin's 1930 500-Mile Race car and the first blower-4½ to be raced. One of these numbers, on the fabric of the car's racing body, came to light when a later owner, Alec Pitts, cleaned off the layers of subsequent paint. They are accompanied by the Union flag from Birkin's 1930 TT Bentley.

Rows of hour-glass pistons and various crown wheels and pinions catch the eye. There is a 3-to-1 straight-cut c.w. & p. from the Birkin No. 9 Le Mans team-car, standard ones for 3, 4½ and 6½-litre Bentleys, and a 2.87-to-1 diff. case and crown wheel thought to have been made for the Montlhéry record-breaker 3-litre, and perhaps used also at Brooklands.

There are experimental steel and dural blower-4½ con-rods, and a rod broken when Bradley put his c.r. up to 11 to 1, the KLG plug which oiled-up on the starting line, losing Clement his first Brooklands race, and a selection of standard con-rods, for 3, 4½, 6½, Speed Six and 8-litre engines, to off-set those literally "out" of unfortunate competition engines. The aforesaid pistons include a lightened one from Harry Bowler's 3-litre, weighing 10½ oz. An early fishtail emphasises that the "proper" exhaust pipe diameter for a 3-litre is 1½ in. Rather special exhibits are "Old No. 7's" log book and a notice from the Welwyn Garden City racing shops, from which the Reg. Nos. and other data can be correctly attributed to various famous blower-4½s.

Then you come upon the ex-aircraft propeller-driven pump which used to reside within the radiator cowl of the Barnato Hassan in 1935 to maintain pressure in its fuel tank, and brake shoes from Le Mans-winning 4½ and the first Speed Six Bentleys. The wooden dashboard block of pit signals from the 1922 TT car, workshop tools, the late Frank Clement's crash-hat and stop-watch, switchgear from old No. 7, and that Bentley's hand pressure pump (along with an unused Enots pump of the same sort), a Smith-Bentley 5-jet Type 45BVS carburetter for the first 6½-litre, a wheel-locking ring for the brakeless front axle, the No. 10 racing number disc from a 1929 Le Mans car, and a tool used to impress the winged-B and "S" for service on sealed parts of vintage Bentleys, are other fascinating items.

Two unusual exhibits are a pack of Jack Withers' Bentley playing cards, given to his favoured customers, and a badge of the obscure Bentley Mechanics' Motor Club, the formation of which "WO" was unaware! Much prized are the registration plates from the historic Bentleys—XT 1606 from the 1924 Le Mans victor, MT 3464 from a Speed Six team car and GF 8511 from a 1930 Speed Six team car. A separate case contains the different Bentley radiator badges, for all models, the black 4½-litre, green Speed Six, blue 8-litre, etc. George Daniels has contributed a fully-equipped 3-litre dashboard and there is a captivating model of a 1922 3-litre chassis made by Mayo, who was at the works from 1924 to 1926. Most of the parts of this little model function, including the steering, brakes, etc., the wheel rims having been made from exhaust-pipe tubing and the wheel spokes from domestic pins.

Apart from the foregoing and a number of other small parts, the Club holds the Bentley Company's written records for every Bentley made up to the 4-litre and also the Press-cuttings books of the late Woolf Barnato, the latter presented by his daughter. There are also catalogues for various models, lubrication charts, the Le Mans presentation books given to Barnato, Rubin, etc., and some fine framed paintings. We liked particularly a framed photograph of a 4½-litre Bentley sideways-on on the Members' banking at Brooklands, apparently without a driver. The occasion was Jack Barclay's furious skid during the first 500 Mile Race, which he won with Bernard Rubin, the driver being invisible because Barclay had ducked down under the scuttle expecting the car to dive off the Track. When it didn't he sat up, straightened it out, and continued with the race . . .

It is nice to record that the BDC has been given these souvenirs and so appreciatively preserves them. A museum need not embrace



[Photo by J. Acuti]

full-size cars to be of absorbing interest, as the Editor of MOTOR SPORT well knows. If any other Bentley items of this nature are available the BDC would be glad to hear about them, as we would interesting relics of other makes. We need hardly add that this is a private Club museum, not open to the public. If you feel you *must* see it, the correct procedure is to acquire a Bentley, join the Club, and make an appointment by telephone. . . .

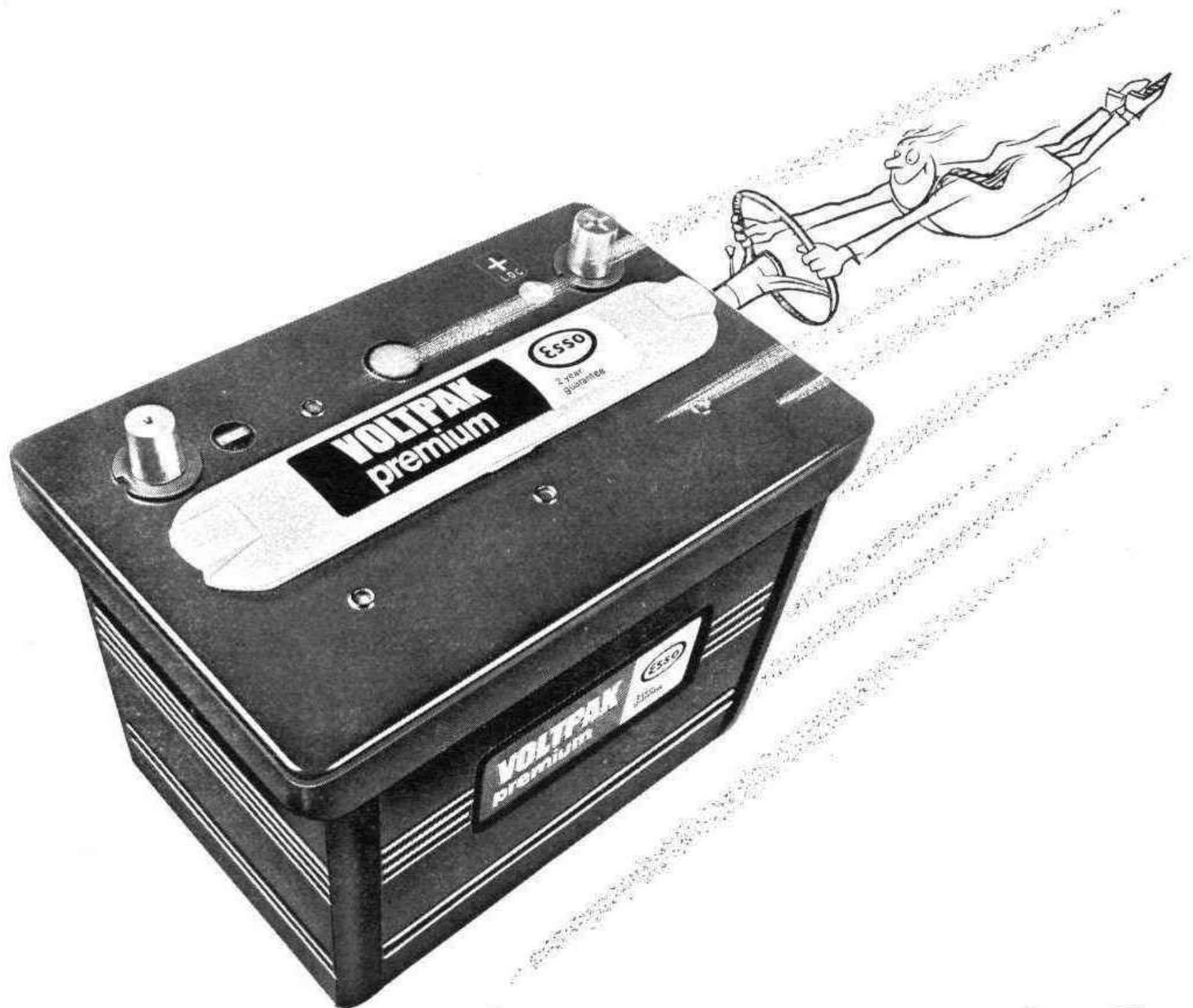
■ **THE OTHER HALF.**—Noticing an advertisement for the Opel Kadett XE which referred to a petrol economy of up to 40 m.p.g. of two-star fuel and a speed of 80 m.p.h. we decided to continue our researches into how the other half motors. Soon, we reflected, with the ever-rising price of petrol, this might be the very sort of car we shall all be forced to use.

But we hope not! For this two-door Opel saloon, while roomy, nicely finished, and well-equipped, handles oddly, has heavy and weak brakes which make the steering kick ferociously when you tread hard on them, and it refuses to much exceed an indicated 65 m.p.h. unless given its head on a very lengthy stretch of road. Moreover, we never did see this 40 m.p.g., only 32.5, and the engine was apt to pink on 91-octane fuel. It is difficult to read the fuel gauge, the two facia fresh-air vents blow powerful jets of cold air but only onto the passenger, both being directed to the n/s, the ride, on transverse leaf-spring front and coil-spring rear suspension, is vivacious on bad roads, with the back axle wanting to help the rack-and-pinion steering, and the screen-washers' knob is divorced from the wipers' press-button which, is alarmingly close to a similar button for putting on the "panic-fire-works" as an accident alarm.

The clutch is heavy and jerky, the gear change mediocre, with a rotating knob that makes a mockery of the gear locations inscribed thereon, and a rattle from the long lever, and one heater-control had all but seized up. The boot is endowed with that rough metal which is murder to good suit-cases but the 1,078-c.c. engine idles quietly, used practically no oil in 600 miles, and can be taken up to speeds of 23, 40 and 63 m.p.h. in the gears. It is not of the Opel o.h.c. family, albeit the camshaft is mounted high in the block to shorten the push-rods. The 100 m.p.h. speedometer and combined Temp./Tank gauge are matched by a big Kienzle clock, there is a big lidded cubby hole, nice pull-out internal door handles, and the ½-windows have thief-foiling catches. The recommended price here is £778.

■ **SUCCESSFUL CAR.**—When Gold Leaf Team Lotus arrived at Monza for the Italian Grand Prix they had three Lotus 72 single-seaters with them, which meant that as far as the factory team was concerned the Lotus 49 had been finally abandoned. Added to this was the appearance of Graham Hill with the dark blue Lotus 72 of the Brooke Bond Oxo racing team, in place of their well-worn Lotus 49. A reader from Stonehouse in Gloucestershire prompts us to recall the impressive history of the Lotus 49 in its brief life span of four years, pointing out that since its *debut* in the Dutch Grand Prix in 1967 the Lotus 49 and its B-series and C-series variants have won twelve major Grand Prix events and seven others. The Lotus 49 was designed exclusively for the Cosworth V8 engine in 1967 and started a new design trend by using the engine as the rear part of the car, so that

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Esso The Action Station

SIX HOURS FOR LUNCH

AT THE AUTOMOTIVE PRODUCTS' JUBILEE.—This rare 1925 Triumph Fifteen saloon, brought to Silverstone for the parade by H. M. C. Cooke, had the external-contracting Lockheed hydraulic front brakes (see insert) pioneered in this country by this maker and supplied to Triumph by AP Ltd.



NO, NOT for the meal. This was the time it took me to drive to and from Silverstone for the Automotive Products' party to celebrate the 50th Anniversary of this flourishing Industrial Complex. An important part of it was a Cavalcade, over two laps of the GP circuit, of cars in which AP products have figured down the past five decades. A fine parade of 55 vehicles, ranging from a Rickman Métisse Police motorcycle to a 1971 Bond Bug driven by Miss AP, duly took place. If some of the cars included were, one felt, hardly worth recalling, presumably AP considered that, whatever the shortcomings, the parts they had supplied were not a contributory factor! Mostly these were Borg & Beck clutches, Lockheed brakes, steering parts, Purolator filters, etc., and knowing what a tough job the clutch has in today's traffic and how much punishment brakes and steering joints take from road grit, mud and salt, all credit to AP for making these parts so well. The Leamington Spa Company also makes that clever 4-speed automatic transmission which renders Minis suitable cars for morons. . . .

I drove from Wales to Silverstone, *via* such delectable places as Kington, Leominster, Worcester, Pershore, Evesham, Chipping Campden, Shipston-on-Stour, close to which a glider had come down in a ploughed field, Banbury (which isn't delectable, at rush-hour time) and Brackley, in that new American car, the Chrysler Avenger GL. I wish to revise my earlier, rather hastily-formed, lukewarm opinion of this latest Hillman model. With an excellent gearbox, light steering, convenient controls, comfortable seats and a willingness it seems to have inherited from the Imp, the Avenger is an excellent family car, with good low-speed torque and acceptable performance in 1,498-c.c. form, while even on Dunlop Gold Seal C41s it contrives to cling to the road and it gives a thrifty 31.9 m.p.g.—so I hope our Performance specialist will soon be telling you about hotted-up Avengers.

Having parked this likeable Hillman (an appropriate car, with its Borg & Beck clutch!), I was able to enjoy the AP Cavalcade—the aeroplane-pack lunch, eaten against the deafening background noise of the saloon-racers practising, was a less memorable experience. First, "Lofty" England drove round in a smart XK120, to com-

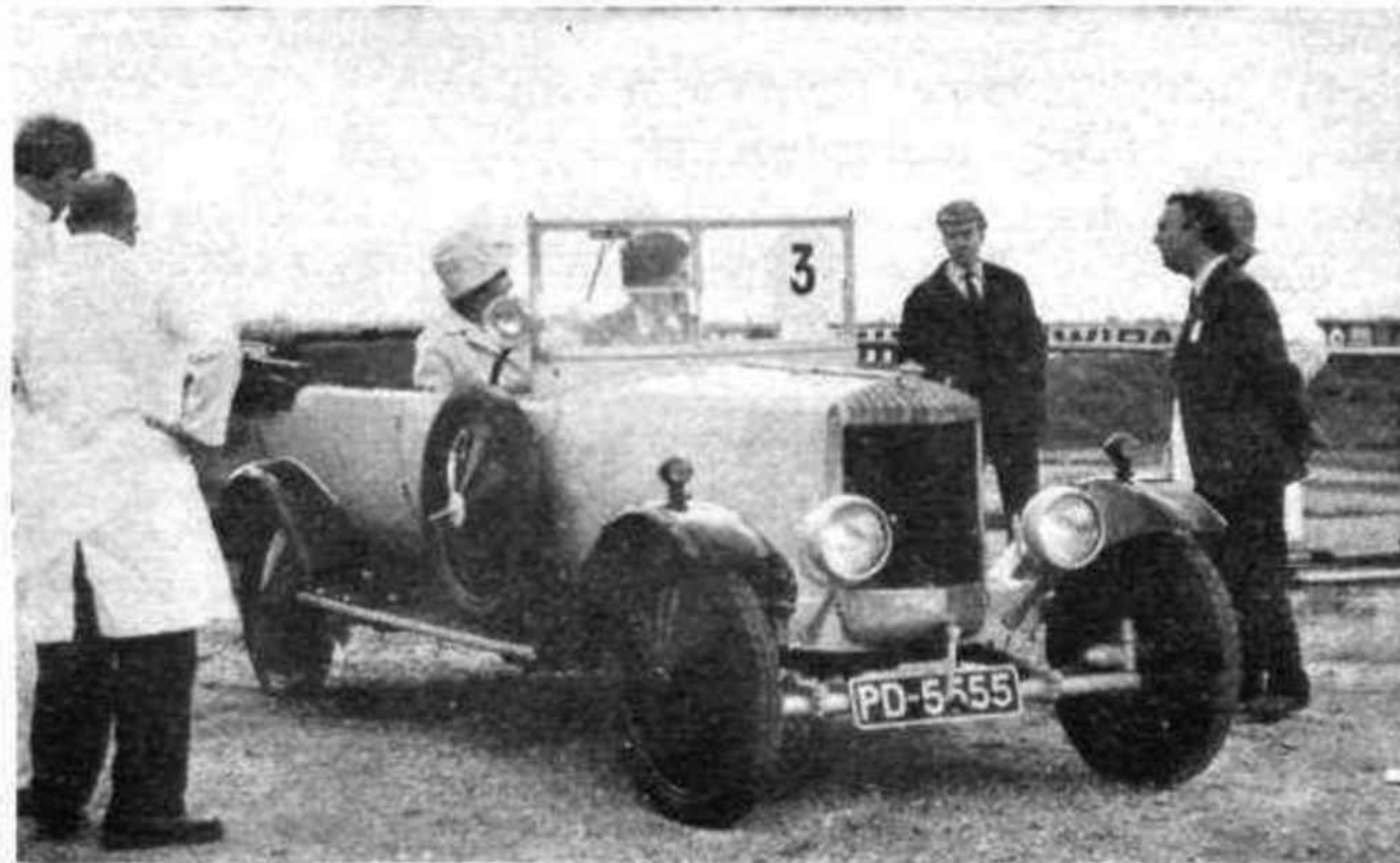
memorate the 21st race anniversary of this famous sports-car. I must not embarrass the advertising chaps by publicising Jaguar in these pages, but I found myself wondering why this XK120 was busy demonstrating itself to all those keen types who were at Silverstone if, as the Company tells us, Jaguar do not generally sell cars to the sort of enthusiastic drivers who read MOTOR SPORT. . . .?

The Cavalcade which followed was most comprehensive. There were the obvious vintage cars, like two Rolls-Royce Silver Ghost tourers (and what AP parts, pray, did a 1920 Ghost use?), a 1921 Morris-Cowley two-seater, BLMC's 1923 Austin 7 (we can forgive it a push-start but why doesn't someone clean its chassis?), a 1927 fabric-bodied Anzani Frazer Nash and a 1929 Riley 9 tourer, the last-named entered not by an individual but by the Riley Register, which was a nice gesture. There was a rare 1924 Singer 10/26 tourer and I was glad to see two Triumphs, because this make pioneered Lockheed hydraulic brakes on British cars. The 1925 Fifteen saloon had its pedals labelled "Clutch" and "Brake" but, by the time the 1929 Seven was made, Triumph had apparently decided that drivers should have learned not to cross their legs or lift them up to peep at the pedals in moments of stress, because these helpful inscriptions do not appear on the smaller car. . . . The star-turn was Mrs. K. M. Horstmann, driving her 1922 Horstmann tourer, the closest link present between person and car, even if Syd Enever *did* drive Mr. Sash's MG-B.

Other interesting cars were a 1933 six-cylinder Marendaz Special, Singer Le Mans, V12 Lagonda, Bean 14, Armstrong Siddeley Hurricane d.h., 20/90 British Salmson two-seater, SS 100, Lea-Francis 14, KI Allard, and a Morgan 4/4 with blown 1,098-c.c. Coventry-Climax engine. Then they had found good examples of 21/60 Wolseley, Austin Ten Cambridge, Healey Elliot, J-type Vauxhall 14, Standard Vanguard I, Riley RMA, Jowett Javelin, Hillman Minx Manumatic, 3½-litre Bentley, Sunbeam Mk. III, Aston Martin DB2, Bristol 405, etc., all with AP associations, right down to the moderns, ending up with a 1970 Rolls-Royce Silver Shadow. Had this been a beauty show the Judges would have had a very difficult task awarding the accolades.

Continued on page 1092

Three more rare ones at the AP party—on the left, a 1922 11.9 h.p. Horstmann tourer, the more welcome because it was driven by Mrs. K. Horstmann, wife of the designer, seen here starting out on the parade accompanied by her daughter and, right, J. H. Shaw's 1933/4 Marendaz Special 13/70 and T. J. Freeborn's 1933 Rover Ten drophead coupé, all cars supplied with essential components by Automotive Products of Leamington Spa.



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AN AVENGER WITH SPARKLE



AS YOU will have gathered from this month's issue, the Hillman Avenger is currently very much on the minds of our editorial staff. My interest naturally lies in improving the basic product, by which I mean not only straight-line acceleration but also its road manners in terms of adhesion and enjoyable handling. It was with these thoughts in the back of my mind that I accepted Mr. Ralph Denne's, of Davenport Vernon, offer to try their £60 Master Avenger engine kit, installed in an early Grand Luxe 1,500-c.c. car. The smart gold demonstrator also had a number of extras including 5½ in. alloy wheels and appearance items such as a sporting steering wheel. We used the car solidly for just one day in the wilds of the Berkshire Downs and for quite a bit of traffic work in the surrounding towns, being lucky with the weather from a testing point of view as we experienced torrential rain, followed by an afternoon of sunshine for performance testing.

The engine modifications are very simple, a pair of 1½-in. choke Stromberg 150 CDS carburettors being supplied on fresh tubular steel inlet manifolding, working in conjunction with a high-lift camshaft. On the latter subject Denne is somewhat reticent as when his company first became interested in the conversions market they sold a machine known as the Master Hunter; it had a Sunbeam Rapier camshaft and the Press scrupulously noted same, with the result that Davenport Vernon & Co. (a big Rootes dealership outside High Wycombe in Buckinghamshire) suddenly found a lot of potential customers doing their own Master Hunter conversions! In fact, two camshafts have been tried for the demonstrator, one being a high winding effort with power between 4,000 and 7,000 r.p.m., and the second, which we tried, had a shaft ground to give excellent breathing between 2,000 and 6,000 r.p.m. Quite honestly we would not have known that the camshaft had been changed from standard, except for the spirited way in which the engine ran to 7,000 r.p.m. in the gears! Tickover speed is an even 1,000 r.p.m., but unless one stands outside and listens to the exhaust note, the Master Avenger sounds as would a normal production model.

Perhaps the most significant extra was the Kenlowe electric fan at £17 10s.; Denne commented that this was fitted entirely to cure mechanical noise at high r.p.m. when the more vigorous camshaft was fitted. Incidentally, Avenger owners who want the modified engine parts fitted to their cars will probably find that it costs an extra £5 over the £60 charge that we quoted earlier. This is because the cam followers will have to be replaced in an engine that has already covered a fair mileage.

Other extra cost items on the test car included four 5½J Cosmic alloy wheels at £29, a set of 165 × 13-in. radials costing £12, a dished and black synthetic leathercloth-rimmed Formula steering wheel (£9 19s. 6d.), the factory-fitted tachometer which retails for £9 15s. for the GL and £14 7s. when attached to the De Luxe and Super versions and a body stripe that is charged out at £5.

The tyres on the car we borrowed were Goodyear G800s, but quite a few Master Avengers have gone forth on Michelin ZXs as these have been easier to obtain in recent months.

The car starts readily, and with a few words from Mr. Denne on the non-standard seat finish and accelerator linkage on this their first demonstrator car which has covered nearly 15,000 miles, we slithered

away into the murk surrounding High Wycombe. The author's previous experience of a standard Avenger was limited to under 50 road miles and rather more than that taking performance figures, but the kick-back-free rack-and-pinion steering, excellent brakes and adequate, if not inspiring, gear-change, all felt familiar.

During the damp morning we found the car ran strongly and undisturbed through the deep puddles surrounding the roadside. The wider tyres certainly made a difference to the dry surface adhesion, but on that streaming Berkshire tarmac the MA was wiggling its bottom at all and sundry, *albeit* tidily, for one can catch any rearward motion instantly at moderate speed. Stepping up our pace and running regularly at over 50 m.p.h. in 2nd and nearly 80 in 3rd, made us respect this golden converted Avenger even more as it safely coped with whatever foolishness we cared to hand out. One moment stands out particularly clearly, this being when we entered one half of the car into a particularly good imitation of a roadside lake, only to see through a wall of water that a modern Ford truck wanted that piece of road. Shuddering at the recollection of previous motorcycling experience, the driver applied more lock and blessed the lively 3rd-gear acceleration. Now a standard Avenger would doubtless have got through this sort of situation unscathed, but I am willing to bet it would have snaked a little, whereas the Davenport Vernon car whistled through in an unruffled manner.

Reflecting that this sort of thing was perhaps not in the style that our readers adopt, we took to changing gear at a comfortable 4,000 to 4,500 r.p.m. and used 3rd gear above 3,000 r.p.m. to push us round most sharp curves. Driven in this manner the converted car is quite restful, whilst covering the ground at a deceptively respectable pace. As witness to that fact I would instance the grinning gentleman who had the hood down in his Sprite whilst the wind and rain tore the twigs from the trees!

Apart from the rather jiggly coil-spring suspension, just as it left the production line, we found that the Master-badged machine was an extremely enjoyable and efficient way of covering by-roads. So after lunch we switched our attention to broader things. We noted that the converters had supplied a picture of the car traversing rough ground and so headed for the Downs to find a convenient photographic spot. The Avenger romped up the track which leads up to the rolling chalk Downs (soon to be covered by the M4?) and quickly settled any doubts we may have had over its robustness, the well thrashed car scrabbling over loose surface without rattles or groans. Traction is on a par with any light car employing front engine live axle rear drive, but the wide tyres probably saved us from ever having to get out and push, even though their treads were quickly rendered into a slick mass.

A dry private road soon sorted out both performance queries and handling under these conditions. The acceleration figures are good by just over 17 cwt. of Avenger GL standards, but we would be the last to stop you saying "but a standard Ford 1600E does X and the 1300 GT from BL has Y performance figures in production form". The truth is that the Master Avenger is not particularly quick off the mark to 60 m.p.h., but the 0-70 and 0-80-m.p.h. figures and top speed are competitive by both the standards of price and actual performance.

There is plenty of torque too, judging by the way that the car will

pull away from the middle of its rev. range in 3rd and top gears. In fact just over 1½ seconds are saved on the 50-70-m.p.h. time in 4th gear and nearly 10 seconds is taken away from the 60-80-m.p.h. top-gear acceleration. The converted car is in fact more pleasant to live with in terms of everyday demands, a quality which we applaud in any modified car intended for general road use. Unfortunately the fuel consumption suffered during a 100-mile period in which we checked it, working out at just under 24 m.p.g. Although we did drive hard for a lot of the time, we find that our experience is not unusual and other tests show a loss of 2-3 m.p.g. on the overall figures for the standard GL.

We found that the handling on dry roads was unusual by modern saloon-car standards as the rear will move outwards under the pressure of body roll. This is especially pronounced on fast curves where one must maintain a smooth entry, for any attempt at twitching the car on to line will quickly call for corrective lock. Personally we found this a pleasant change for one soon adapts to using body lean as a method of neutralising any understeer.

Judged overall the Master Avenger looks like a very good idea indeed and our only complaint about the seemingly unburstable 1,498-c.c. engine, which will run at 7,000 r.p.m., in production form, though nothing like so readily as this converted car, was a boom period on approaching 5,000 r.p.m. So long as the customer is not plagued with this trait, we have no hesitation in saying that the Davenport Vernon kit offers a worthwhile improvement to the Avenger—and these remarks will still apply during and after this Motor Show month.—J. W.

PERFORMANCE

0-30 m.p.h.	..	..	4.0 (4.1) sec.
0-40 "	..	..	7.0 (6.6) "
0-50 "	..	..	10.0 (9.6) "
0-60 "	..	..	15.4 (13.5) "
0-70 "	..	..	22.8 (18.3) "
0-80 "	..	..	39.6 (25.8) "

Gear speeds:

1st	..	34 m.p.h.	3rd	..	84 m.p.h.
2nd	..	56 "	4th	..	89 (94) m.p.h.

Fuel consumption: See text.

Converters: Davenport Vernon & Co. Ltd., High Wycombe, Buckinghamshire.

Prices: Engine parts, £60. Complete cars with badges and converted power units: De Luxe 1500, £899 15s. 9d.; Super 1500, £943 8s. 4d.; Grand de Luxe (as tested), £1,022, plus extras detailed in text.

PERFORMANCE NEWS

HIGHLANDER CONVERSION FOR AVENGERS

ROOTES success with the conventional Hillman Avenger has encouraged some of the tuning companies to take an interest, and there are now three firms producing complete conversions or parts for the Pentastar product. With any luck, and the patience of our printers, we will have squeezed in a road test of one this month (the Davenport Vernon machine) and we have already recorded that Team Hartwell are interested in the subject. Unfortunately the latter company have been unable to produce a car which they feel is suitable for MOTOR SPORT's readership, mainly on grounds of performance. However they do offer some very mild modifications—more extensive work being held up by component suppliers.

This leaves us with Minnow Carburetters' latest offering (the company formerly traded under the MPG & H Engineering banner), which is a £250 job. The carburettor employed is said to give at least a 20% power boost at the rear driving wheels, without harming overall fuel economy. We will record all the details below, pointing out before we do so that most of the items are available separately if desired.

The 1,500-c.c. engine is first stripped down and rebuilt after "dynamic balancing (shades of Harold Wilson?), plus lightening and crack testing of the reciprocating parts". The camshaft, cylinder head and exhaust system are also modified, the latter by fitting four-branch



FRONTPIECE.—At present the German works Capris, managed by Jochen Neerpasch and driven on occasion by such notables as Rolf Stommelen and Rauno Altonen, have proved themselves too competitive with the best of Continental saloon cars. Their front air dam is interesting in not only providing extra stability, but also acting as a home for two oil coolers hidden behind that protective mesh.

tubular plumbing. Naturally one of the company's Minnow Fish carburetters is installed. The result of this work is said to be 90 m.p.h. cruising speeds and a maximum speed of over 100 m.p.h.

Also included in the price we quoted earlier are six-inch rim alloy wheels with Michelin XAS tyres, lowered and stiffened suspension (the Avenger utilises coil springs all round) and a reshaped boot-lid to give a fashionable "lip" at the rear. Incidentally the car's name is in honour of the company's move to Minnow House, Lochgilphead, Argyll, in Scotland. An after sales service centre is to be maintained at their old address—Soho Mills, Hackbridge, Wallington, Surrey.

JANSPEED PRICES

ONE OF the firms who stand out in the tuning industry today are Janspeed Engineering at Southampton Road, Salisbury in Wiltshire. Under the genial but determined former Hungarian refugee, Janos Odor, they produce a wide range of equipment for pretty well all popular modern cars, though their reputation was founded on British Leyland products and a very high standard of workmanship on engine manifolding. They have now made exhaust systems varying from the traditional 848-c.c. Mini up to one-off and extremely complicated racing V8s, currently supplying most of the V6 specialist builders with revised pipework.

There are now two spacious workshops/factories working on the firm's speed equipment and the parts they make have now been brought fully up to date and detailed in their latest catalogue, which costs three shillings and is available from the address we gave earlier. This booklet makes interesting reading for those about to convert a Rootes, BL or Ford car, and much of the impressive performance data can be backed by independent road test reports.

DISSOLVED MERGER

TODAY'S news stories are usually about ever bigger company mergers to the point where the Monopolies Commission start to get agitated, but in the smaller world of speed equipment we find that one link has

Continued on page 1092



TAILPIECE.—The Minnow-Fish Highlander sports this aerodynamic aid styled into its boot-lid. Together with comprehensive engine modifications and attention to the suspension the car costs an extra £250, offering a claimed maximum of over 100 m.p.h.



The gentle art of

You may have seen a film called 'The Italian Job'.

Michael Caine 'scarpered' with four million dollars in gold bullion.

And this led to some incredible antics with Mini-Coopers driven by the Remy Julienne stunt team.

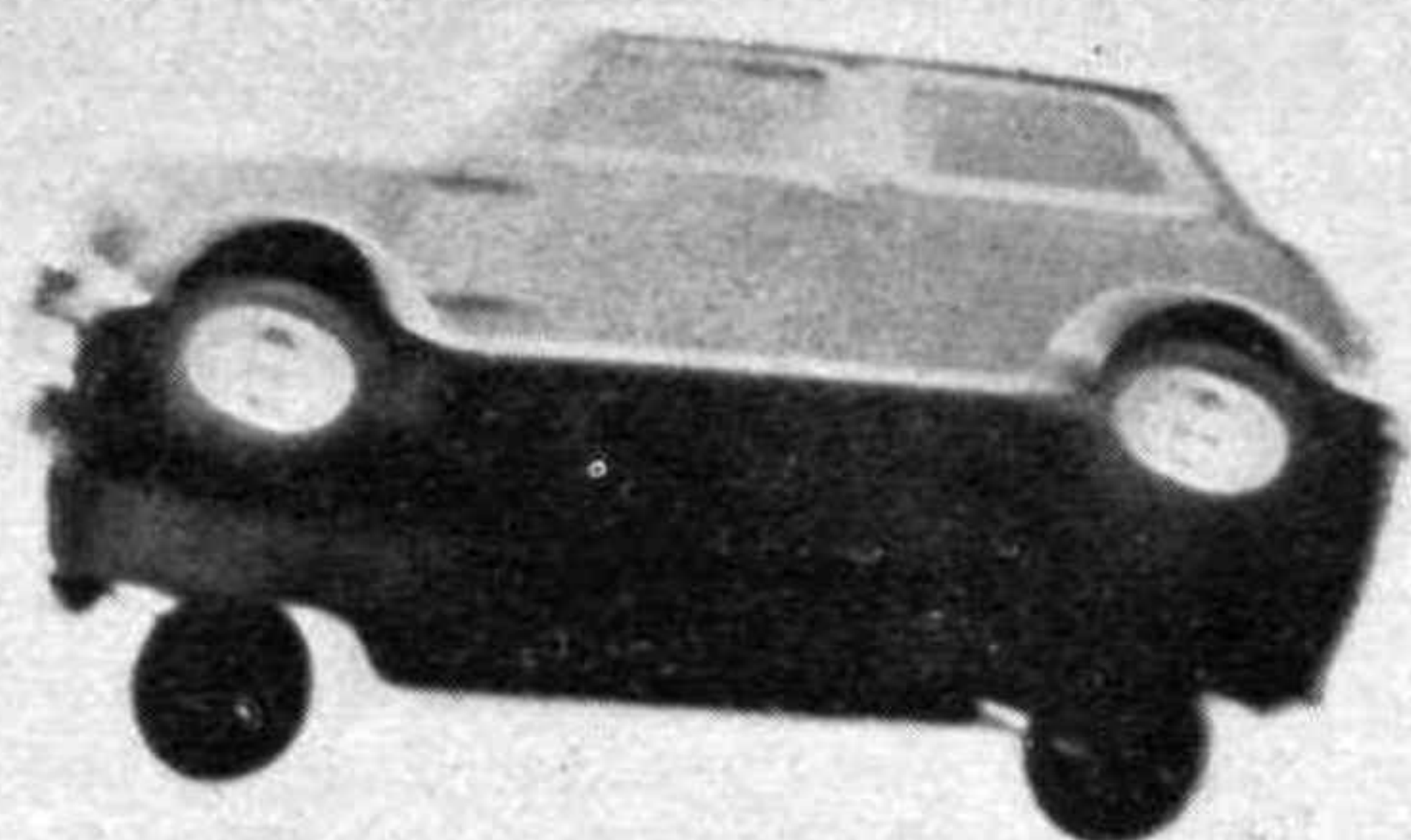
They 'scarpered' through a palazzo, down sewers, up on pavements, over roofs, across the waters of the River Po.

They swung up to the top of a shellback concert hall, and down again.


They did all this on Dunlop radials. On Dunlop SP Sport, to be exact.

In fact we design all radials so that they're capable of a lot greater performance than you'll tend to ask for, in the course of ordinary motoring.

Dunlop's work on wet-grip, and the SP Sport Aquajet system of water-



scarpering with the ackers



clearance, helped Remy Julienne considerably in the startling river and sewer sequences. He says 'When I first read the script, I saw a lot of it took place in wet places, so I asked for the Minis to be equipped with Dunlop SP Sport radials. We also needed very precise braking in the scene where three Minis climb at speed into a moving bus with less than 3 feet of

space between them. Amazingly, we got through all the scenes without a single accident.'

Now if you do buy a set of Dunlop radials, we don't encourage you to commit gold robberies.

But we do like you to know you've a little extra performance in hand.

 **DUNLOP RADIALS**
Get Dunlop confidence under you.

recently been broken. The people concerned are Chris Coburn and David Ison, Coburn having resigned from Coburn-Ison Ltd. He is now back at Netherall Gardens in Hampstead, London, NW3, directing the activities of his original company which is known as Coburn Improvements. This firm concentrate much of their energy on rallying and selling suspension, engine and bodywork modifications for Vauxhall Vivas, as well as continuing with bread-and-butter work on British Leyland products.

A MORE SOPHISTICATED PERCH?

AT A casual glance Autovita, 17, Birmingham New Road, Wolverhampton, is just another speedshop—perhaps more fully stocked than most, but still a speedshop. However the magic words are VITA, the shop being part of British Vita Group who, apart from their mass production interests in car seating, have also backed BVRT the well known Lancashire racing and conversion company. This should mean that most of the good things that have been proven by Messrs Ratcliffe and Goodliff in racing and hill-climbing can be at least ordered in Wolverhampton, which always used to be associated with works Mini driver John Rhodes as well, but the controlling interest is now with BV. Their latest product is a very attractive glassfibre bucket seat known as the Competition 2. It has a main seating area panel in matt black brushed nylon which should leave the driver less clammy after a hard summer's day drive. Total weight is said to be just 10 lb. and it looks like good value for £15, plus £2 19s. 6d. if universal runners are needed.

TACHOMETER CHOICE

GONE are the days when enthusiasts wanting a bolt-on tachometer for a saloon car could have any design they wanted, so long as it was a Smiths! Now there are a number of engine r.p.m. indicators using electricity as the motivational source, many of them from Japan. However prices have not dropped much, if one wants a decent sized counter, for most seem to be around the £10 mark.

The latest of the breed to catch our attention (though we are not certain if it comes from Japan) is marketed by the large Essex concern of Brown and Geeson. It is priced at £10 19s. 6d. with a mounting cowl, or 10s. less with a dashpanel adaptor. A shaded "danger zone" between 4,500 and the maximum reading of 8,000 r.p.m. is provided for direct attachment to the instrument's face. The counter is guaranteed to be accurate within 2%. It is on this point that most enthusiast comment is directed nowadays, being split equally between a school

CARS IN BOOKS—continued from page 1083

returned home to Hungary in a very big Mercedes.

In those nineteen-twenties Gibbs apparently changed his Amilcar for a yellow Renault he ran in London and, moving to Tite Street, acquired "a Daimler. One of the old sleeve-valve Daimlers. What a good car that was, as silent as a tomb. I cannot understand why they stopped making them". He had this car ("I threw away my cigarette, started up the Daimler, and set off in a cloud of smoke") in the 1930s, by which time electric pylons had appeared on the Croydon horizon, he says. This particular journey was to a nudists' camp, where Gibbs meets a red-headed woman racing motorist, who drives Bentleys—"short chassis. Six-litre. Double o.h.c. with eccentrics". We know he means 6½-litre and single o.h.c. but work out, if you can, who the lady was—when small boys climbed the pylon to peep she dashed away to put on black lace panties. She had "the most beautiful red curly hair. And her breasts were pointed".

Just before war again engulfed Europe Gibbs went to Germany with his father in a grey Delage, in which he later returned from Munich to Paris in a day and drove slap into a small Fiat full of nuns at the gates of the Hôtel du Cap. Just before another war broke out Gibbs met several influential Germans at Shamley Green, including Prince Friedrich von Hohenzollern, who had a job with Ford of Dagenham.

Incidentally, Gibbs says that a few days before we declared war on Germany the roads out of London were closed to incoming traffic to permit cars to leave, very fast and sometimes four abreast. "For the first time in over 850 years there were refugees on the roads of England." I do not know about that, except that on the Saturday night before war came I got into London from North Wales, where three of us had been on holiday in an Austin 7 Ruby, being stopped only to be

that says, "British counters are hopeless", and one that says much the same about Japanese products. It is fair to point out that both have been extensively used in competition, though the ultimate is usually reckoned to be a chronometric Smiths installation, as used on most F1 cars. The snags to the latter are finding a convenient way of supplying the necessary mechanical pick-up point and cost.

After all that we would just add that the B & G instrument is a good looking one and can be obtained from them at 777/779 High Road, Goodmayes in Essex. The same company specialise in Nikki carburettors, which are now sold to fit just about every British car and some of the less-well-catered-for foreign machines as well, including Fiats, Renaults, Opels and Simcas of varying shapes and sizes.—J. W.

AIR SPORT

WE hear that Douglas and Peter Hull had some exciting adventures when they flew from Blackbushe to Rouen and back, to visit the Clere Museum, in an ancient Piper Cub with 65 h.p. Continental engine, cruising at 65 m.p.h. They had to cope with fog, with no radio and a minimum of instruments, not even a turn-and-bank indicator and, after landing at Berck, had to do their own repairs to a broken under-carriage bungee.

On a more professional note, we are pleased to hear that Sheila Scott has set two new Trans-Atlantic records for single-engined aeroplanes, by crossing in 20 hrs. 5 mins. 47 secs. in a Piper Comanche, a speed of 277.221 k.p.h.

SIX HOURS FOR LUNCH—continued from page 1086

(but I did notice the quite immaculate 1932 Hillman Minx of Mr. Adams). Rover was represented by a 1933 Ten coupé and a 2000, Humber by "Monty's" 27-h.p. Staff Car (which may, alas, have been lost to this country after the forthcoming auction sale) and Mr. Hilton's 1931 16/50, which *does* have a Borg & Beck clutch, albeit one made in Michigan, not in Leamington. I had a pleasant post-luncheon ride round in this comfortable saloon, in this altogether most commendable Cavalcade, which was supported by a fine colour programme. So I would like to say thank-you to this £50-million, 11,000-workforce Company for so appropriately commemorating its well-deserved Golden Jubilee. It had also laid on some BRSCC FF, F5000 and saloon-car racing for those of its guests who had either never seen a motor race or who were avid followers of this class of racing. As neither applied to me I drove home after the Cavalcade was over.—W. B.

told we must cover our lamps with paper. All was blacked-out, so that vivid blue flashes from the trams were mistaken for aerial bombardment; but the roads, as I remember them, were quite open.

About a book so comparatively recently published—and it is one you must certainly read, its popularity such that I had to wait seven months to obtain a copy from the local library—it would be improper to quote too freely. Suffice it to say that Gibbs' extraordinary adventures, in publishing, the war and travel, are delightfully and amusingly recounted, even if his flippant concluding chapter, about a close friend who committed suicide, seems to me to be in poor taste. Cars continue to figure—the largest sort of Chrysler used as a taxi in Holland during the war, Princess Marie Louise's "ancient sleeve-valve Daimler" of the same period, which would leave Kensington Palace in a cloud of blue smoke, and the author's old Rolls-Royce which took part in a ludicrous pursuit by Police concerned with the author trying to release Guy Burgess from Moscow. During this chase the Rolls was aided on one occasion by "the lithest and quietest leap from a standstill, probably in the history of motoring", which foxed the two Police Wolseleys, Fords, Morris and a Police vehicle disguised as a laundry van, which were following it. But all this never did lead to the armoured Opel Kapitän garaged in Nice.

There are even references to flying, from early cross-Channel attempts (but I thought Bleriot used an Anzani, not a Gnome, engine?) to the Farnborough Air Displays, to one of which the author went on the pillion of his son's motorcycle from Peaslake, on the occasion of John Derry's fatal crash in the sonic DH 110.

* * *

Finally, don't forget to send us a postcard if you know the make of that two-seater which went to Venice and back.—W. B.

LETTER FROM EUROPE

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

Dear W. B.,

No matter where you motor in Europe you come across a road-racing circuit, either extinct or still in use, which to me is the whole essence of motor racing, even though the under-nourished, milk-fed enthusiast of today views a stadium or super-speedway as the essence of motor racing. Whenever I am near to the Nurburgring, to Spa, to Rouen, to Monte Carlo, to Pau, to Chimay, to Reims, I make a detour to savour the joys of real motor racing. Near Berne, Pescara, Naples, Albi, St. Gaudens, Floreffe, Mettet, Peronne, and countless other places I enjoy savouring what used to be. When near Vallelunga, Hockenheim, Castellet, Karlskoga, Zandvoort, Jarama, I just motor on. Looking in at the Nurburgring the other day I found myself in the middle of the Belgian-organised Marathon of the Route, a rather pathetic substitute for what originated as the Liège-Rome-Liège rally, became the Liège-Sofia-Liège rally, and because the increase of affluence in the world allowed every peasant in Europe to change his donkey-cart or bicycle for a Fiat 500 or Volkswagen (or Mini?), had to disappear from the roads of Europe and be held on the Nurburgring. The pleasantly informal atmosphere allowed one to spectate freely at numerous points around the famous track which is impossible at Grand Prix time. Watching the Rally-type saloons circulating to a regular schedule, which went on for 86 hours, the thought occurred that it would be much more exciting and realistic if the organisers let a few cars and lorries, belonging to the public, circulate in the opposite direction. They could even offer lap money and compensation as an inducement. A Rally-type saloon on the closed circuit seemed very tame and unrealistic, compared with the once famous Liège-Rome-Liège event.

Crossing Belgium I detoured to Stavelot and Francorchamps for a belt round the Spa circuit, the E-type pulling 5,000 r.p.m. in top down the Masta straight, and then heading for Liège I came up behind a black Peugeot 404. It was hustling along in a very efficient manner and being driven in a manner we would call enthusiastic, and in the back window was a Yardley BRM team sticker of the type that the perfume company have been distributing all over Europe at race meetings. This in itself was not significant or interesting, but the driver was, for he was wearing a Belgian Gendarmerie flat-topped hat, and was obviously on his way to work in Liège, the Peugeot being privately registered. Without doubt he had been on duty at Francorchamps at the time of the Belgian Grand Prix when Rodriguez won for the Yardley BRM team, and may even have had some connection with the team at the circuit or in the village of Francorchamps where they were based. I followed him for quite a long way at a spirited speed, until he dived off down a side turning, taking a short cut to the Gendarmerie headquarters, no doubt.

While in London recently, I took the opportunity to explore the new Motorway that crosses the western inner suburbs of Paddington and Shepherd's Bush, and marvelled at being able to zoom across the conglomeration below at a legal 60 m.p.h. In Paris a similar elevated Motorway now rings the whole of the eastern side, so that you can enter on the Motorway from Lille and leave on the Motorway to Orly in a matter of minutes with no traffic problems. As a school-boy in 1935 artist's impressions of such elevated roads in *The Motor* and *The Auto-car* used to bring forth cries of derision from Edwardian grown-ups. As from October 1st, new laws will affect the Paris elevated ring-road, and good laws at that. Tanker vehicles carrying inflammable or explosive liquids will be banned from using the elevated roads, and heavy vehicles will be forbidden to use the third, or outside lane. The first ban is in case a tanker should catch fire, for it would be impossible for a fire-engine to reach it, due to the traffic volume carried by the road, and the second ban is to prevent the slow lorry races with one struggling to overtake another and reducing the traffic pace to a crawl. Already thought is being given to a second-storey elevation for "light vehicles".

It being a glorious sunny day on the return trip from Monza I decided to take the Mont Cenis mountain route instead of the Mont Blanc tunnel, for since the opening of the tunnel the Mont Cenis route is almost traffic-free. The same applies to the road over the Grand Saint-Bernard pass, for that tunnel has taken 95% of the traffic, especially the commercial vehicles and the dreaded caravans being towed behind Dauphines and Opels. Charging up the Susa-Mont Cenis road I was recalling the mountain hill-climb that used to be held annually, until traffic density made it impossible to close the pass for a whole day, and wondering if the time was coming to re-open such events; Aosta-St. Bernard was another. As I started the final mass of tight hairpin bends, I came across the Yardley BRM team transporter being backed into the side of the road with three BRM mechanics looking very apprehensive. The huge Leyland truck containing three BRM racing cars, two spare engines and all the racing paraphernalia amounting to an all-up weight of 11 tons, had come to a grinding halt through lack of power and a fluid-flywheel drive that was being too fluid. Various suggestions were made, such as giving it a tow with the E-type, and unloading the racing cars. Unfortunately all three BRMs had blown-up at Monza, otherwise we could have had a lot of fun driving them over the mountain. Assistance from a breakdown lorry was obviously required, so I took one of the BRM chaps in the Jaguar and we went on up to the frontier. The only help there was a tired jeep so we were recommended to go on down into France where there was a Land Rover, or 30 kilometres further on where we would find a heavy-duty six-wheeled breakdown vehicle. We set off and on the long undulating bit on the top of the pass we saw the Dunlop articulated Ford transporter full of tyres. Catching it up took no time for Dunlop's "Bill" to unhitch his semi-trailer in a lay-by and return with us to the stricken Leyland with the tractor part of his outfit. In the ditch near the BRM transporter we found a great length of wire hawser left over from some road workings, and soon the Ford was towing the Leyland up to the top of the 7,000 ft. mountain pass. Monza having been Dunlop's last Grand Prix race in Europe this was a fitting end to the BRM/Dunlop partnership that has existed since 1947. Needless to say this little trouble put everyone's schedules way behind, and we laughed all-round at the thought of Team Manager Tim Parnell's greeting when the lorry arrived late. "You're late, wher've yer bin". The poor old Leyland was looking very sorry for itself, grossly over-loaded and very tired and now in its eleventh year of European Grand Prix travel. Perhaps Yardley Perfumes will buy the lads a nice new one for next year.

Yours, D. S. J.



"... and soon the Ford was towing the Leyland up to the top ..."

THE INTERNATIONAL GOLD CUP RACE

OULTON PARK, ENGLAND, August 22nd

THE annual Gold Cup race at Oulton Park is the only opportunity for enthusiasts in the North of England to see Grand Prix cars and Grand Prix drivers in action, so that even if the entry of star turns is small it is always appreciated by a large proportion of spectators. To those lucky enough to witness all the Formula One races, and to the *blasé*, the appearance of five Grand Prix cars at the pleasant Oulton Park circuit may have seemed inadequate, but it is worth remembering that at every race meeting there must be some spectators seeing the cars for the first time. The entry may have been small but it was very select, consisting of Rindt with the works Lotus 72C/R2, Surtees with his own TS7/001, Oliver with the works BRM 153/04, and two brand new cars, the Rob Walker Lotus 72C/R4 for Hill and the newly-announced Tyrrell-Cosworth V8 for Stewart, with his March 701/4 as a stand-by. The rest of the field was made up with Formula 5000 cars and drivers, the quantity and quality of which can only be described as miscellaneous.

The event was run in two heats of 20 laps each, the winner of the Gold Cup being decided on aggregate times, a strange and rather unsatisfactory way of running what was once a small classic motor race. Rain in practice made a complete nonsense of lap times and the grid for the first heat, as some drivers managed a lap in the dry and others did not. The new Tyrrell car was plagued with engine bothers and right up to the time of the warm-up lap Stewart was undecided whether to start in the second row with the March, or from the back of the grid with the Tyrrell with which he had not recorded a time. The weather was warm and dry for the race so he chose to drive the Tyrrell from the back of the grid, and though there was little hope of winning he could at least learn something useful about the new car under racing conditions.

From pole position on the grid Surtees dominated the first heat, Oliver being unable to challenge him, while Rindt was handicapped by having a top-gear ratio that was too low so that he could not match the speed of the others on the straight down to Knickerbrook. On the opening lap Stewart had his accelerator stick open as he was passing some of the slow F5000 cars going into Knickerbrook, which kept him very busy indeed, and again approaching Lodge Corner, so he switched off and went into the pits. The trouble was cured and he rejoined the race a lap behind the leader and proceeded to give an inspired display of Grand Prix driving, during the course of which he lowered the lap

record from 1 min. 28.6 sec., which he set up last year with the MS8 Matra, to 1 min. 26.6 sec. Getting away from the start Hill found he could not open the throttles on his new Lotus 72, in contrast to Stewart, and when he did get going it was only for three laps as the oil pressure in his Cosworth V8 engine began to sag and he gave up an altogether miserable and pathetic *debut*. Although the *debut* of the new Tyrrell car was also fraught with troubles, the result was impressive for Stewart flung it round the Oulton Park circuit with great confidence, displaying the artistry of driving that has been lacking with the March car recently.

For what they were worth the Formula 5000 cars pounded round in the wake of Surtees, Oliver and Rindt, and those that did not fall apart finished and qualified for the second heat. Gardner, Ganley, Hailwood and Wissell being to the forefront. Stewart coasted in at the end of the first heat, his Cosworth engine having blown up, so that the Tyrrell Team and the Rob Walker Team were on their way home when Surtees, Oliver and Rindt lined up for Heat 2 with what were left of the Formula 5000 cars. The top-gear ratio had been raised in the Lotus 72 and Rindt was able to demonstrate the car to its full worth while winning this 20-lap race from Surtees and Oliver, but he could not get enough lead to compensate for his time deficit in Heat 1, nor could he approach Stewart's new lap record. Oliver made a super start and had four laps of glory in the lead with the Yardley BRM, but first Rindt forced his way by and then Surtees, and though it was not an exciting race it was an admirable demonstration of Grand Prix drivers in action, especially as they lapped the slow Formula 5000 cars, the skill and judgement of the three works drivers being there for all to see.

The overall victory by Surtees was exceedingly popular and as he did his "slowing-down" lap to a great ovation from the crowds, Rindt was getting out of the Lotus 72 just past Old Hall Corner and getting into an aeroplane to fly off to a hill-climb in Austria, leaving his mechanic to drive the Lotus round for the remainder of the "slowing-down" lap, which was exceedingly unpopular with the racing enthusiasts.—D. S. J.

Results :

OULTON PARK GOLD CUP—Two 20-lap Heats—177.7 kilometres total

Warm		
1st :	J. Surtees (Surtees TS7/001)	59 min. 48.2 sec.—177.02 k.p.h.
2nd :	J. Rindt (Lotus 72C/R2)	59 min. 51.6 sec.
3rd :	J. Oliver (BRM 153/04)	60 min. 08.4 sec.
4th :	H. Ganley (McLaren M10B/F5000)	62 min. 30.2 sec.
5th :	T. Taylor (Lola T190/F5000)	2 laps behind
6th :	F. Saunders (Crossle 15F/F5000)	4 laps behind
Fastest lap : J. Stewart (Tyrrell-Cosworth V8) in Heat 1 in 1 min. 26.6 sec.—184.72 k.p.h.		

A SEASIDE SPEED TRIAL

A SPEED trial in the best tradition of seaside sprints will be held at Weston-super-Mare on October 3rd, this annual event of the Burnham-on-Sea MC being held over a half-kilometre of the Marine Parade, by co-operation of the Borough Council. The sponsors are Guards cigarettes and there will be eleven classes, from touring to racing cars. As the famous Brighton Speed Trials, although revived this year, are now held over a mere ¼-mile course, the Weston-super-Mare event has grown in stature. Practice starts at 10 a.m., the event proper at 2.15 p.m. There is free car parking on the sands.

RUMBLINGS—continued from page 1084

when the Cosworth V8 became available to other racing teams in 1968 they inevitably followed the general design of the Lotus 49. Using the engine as a structural member for the chassis was not a Lotus innovation as such, for Lancia did it on their front-engined D50 Grand Prix car in 1955 and BRM did it on their H-16-cylindered car in 1966, but with the Lotus 49 being designed jointly by Lotus and Cosworth, the successful V8 engine was designed and stressed to be used as a structural member, so that Matra, McLaren, Brabham, De Tomaso and others followed the obvious trend.

For 1967 Lotus had the exclusive use of the Cosworth V8 engine and they coupled this to a ZF gearbox, having arranged a near-monopoly with the German firm for supply and assistance, while other racing-car constructors were queuing up for gearboxes at the English Hewland factory. The Lotus 49 made motor-racing history by winning its first race, joining the ranks of the *élite* like the 250F Maserati and the W196 Mercedes-Benz, which both won the first race in which they took part. It was not long before Lotus realised that the Hewland

gearbox was a better racing proposition than the ZF and in 1968 the 49B series began, using the English gearbox, a layout it retained for the rest of its life. In 1969 it was intended that the 49 should be superseded by the 4-wheel-drive Lotus 63, but various problems delayed this project so the 49B was up-dated to 49C and kept the Lotus flag flying with wins at Monte Carlo and Watkins Glen, the third version of the original car having revised front hubs and smaller wheels with wider tyres, the road-holding through tyre development having been the exclusive work of Firestone in conjunction with Lotus. When the Lotus 49 first appeared it was green with a yellow stripe, the old Team Lotus colours, and these changed to the red, white and gold colours of John Player, the cigarette manufacturer, when they sponsored Team Lotus, changing the name to Golf Leaf Team Lotus in 1968.

During its life the Lotus 49 passed through numerous aerodynamic phases, from the long flat tray-like bodywork derived from Indianapolis cars, through the vast variable incidence aerofoils front and rear, to the final triple layer rear aerofoil borrowed from its successor, the Lotus 72. At the beginning of this season when the Lotus 72 was not ready the 49 was pressed into service again and won at Monaco. Drivers who took the Lotus 49 to victory were Clark, Hill, Siffert and Rindt.

A COWES-TORQUAY MOTORING LINK

NEARLY a quarter of the finishers in this year's Cowes-Torquay-Cowes Powerboat Race were Fairey Marine production diesel cruisers and the boat which finished second in the Production class of this 236-mile race was "Seven-o-Seven" owned by Alex Moulton of BMC suspension and bicycle fame. It has twin Ford Sabre diesel engines and was piloted by Peter Twiss.

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LONG-DURATION ROAD-TESTS

Reports on the Ford Escort RS 1600
and a Hillman Avenger GL.

WOLF IN SHEEP'S CLOTHING.—The BDA Escort looks tame enough but its performance is exhilarating.



Ford Escort 1600RS

I PUBLISHED an interim report on this formidable BDA 16-valve twin-cam Cosworth-engined Escort 1600RS in July, in which this very accelerative, road-clinging Ford was compared, not altogether favourably, with the other twin-cam saloon, an Alfa Romeo 1750, which we were long-term testing concurrently. I concluded the comments on the Escort RS with the words: "Only time and more mileage will tell which is the more dependable and satisfactory overall."

Well, after my initial 1,900-mile stint in this exhilarating multi-valve Ford it was used by other drivers over a considerable mileage, including a journey to Zandvoort for the Dutch GP, so that when I took over again the mileage was 10,680. The white Escort looked much as before, apart from a mangled radio aerial and funny plastic valve caps on its India tyres. It went just the same, too, which meant that after I had re-accustomed myself to the fierce clutch and the rather long pedal movement before the brakes worked, it proved both a very quick car for long runs and a docile shopping vehicle. Acceleration, hard, purposeful and very quick, is the Escort RS's best feature, because in normal 120-b.h.p. form its speedometer is none too willing to go over the 100-m.p.h. mark in the sort of space available on my habitual off-Motorways routes. But rapid regaining of cruising speed, coupled to sure-footed handling, makes this little Ford a very quick car indeed. Yet its expensive and complex engine, like those that won for Cosworth the British, European and French Formula Two Championships every year since they commenced in 1967, is quite unconcerned at comparatively modest revs, nor, at the opposite extreme, is there any need to "stick it in the red" when motoring quite quickly. The gear-change, too, is excellent, the precise-functioning lever lying curiously far to the left even when in top gear, and the lowest gear in the box is quite often used, thanks to good synchromesh.

At 11,892 miles the car went to Ford's Brentford depot for routine servicing, Alf Belsen's ever-helpful staff turning it out in spotless condition, tank full. It ran 274 miles before going dry and a later check showed that I was now getting 27.2 m.p.g., whereas before servicing the consumption had fallen to 24 m.p.g. A sense of roughness around 80 to 90 m.p.h. had vanished and the engine idled normally and started quite easily. I noticed that the n/s window winder seemed to be secured by Sellotape but otherwise this Escort RS was like new and I anticipated a long spell of enjoyable fast driving in it.

Alas, it was not to be! Taking its cue from the troubles which recently beset Cosworth V8 Grand Prix engines, it made a noise as if the starter bendix had chewed up, while I was warming it up carefully in 2nd gear one morning while coming down the drive. It locked up momentarily and inspection showed the starter to be free from blame—it was quite ready to turn the engine but only the crankshaft and fan (which is not free-running) went round, the camshafts and distributor remaining stationary. The sump was full of oil. . . . I was obliged to write "test concluded" (or in abeyance) in the log-book. The Ford had done 12,282 miles, the equal, I suppose, of four Continental rallies (though it hadn't been thrashed anything like so hard), but it wouldn't have completed the World Cup.—W. B.

Hillman Avenger GL

Feeling that perhaps I had not done full justice to the Hillman Avenger Super 1500 reported on earlier this year, the new family saloon which was to save the Rootes Group from Chrysler avarice

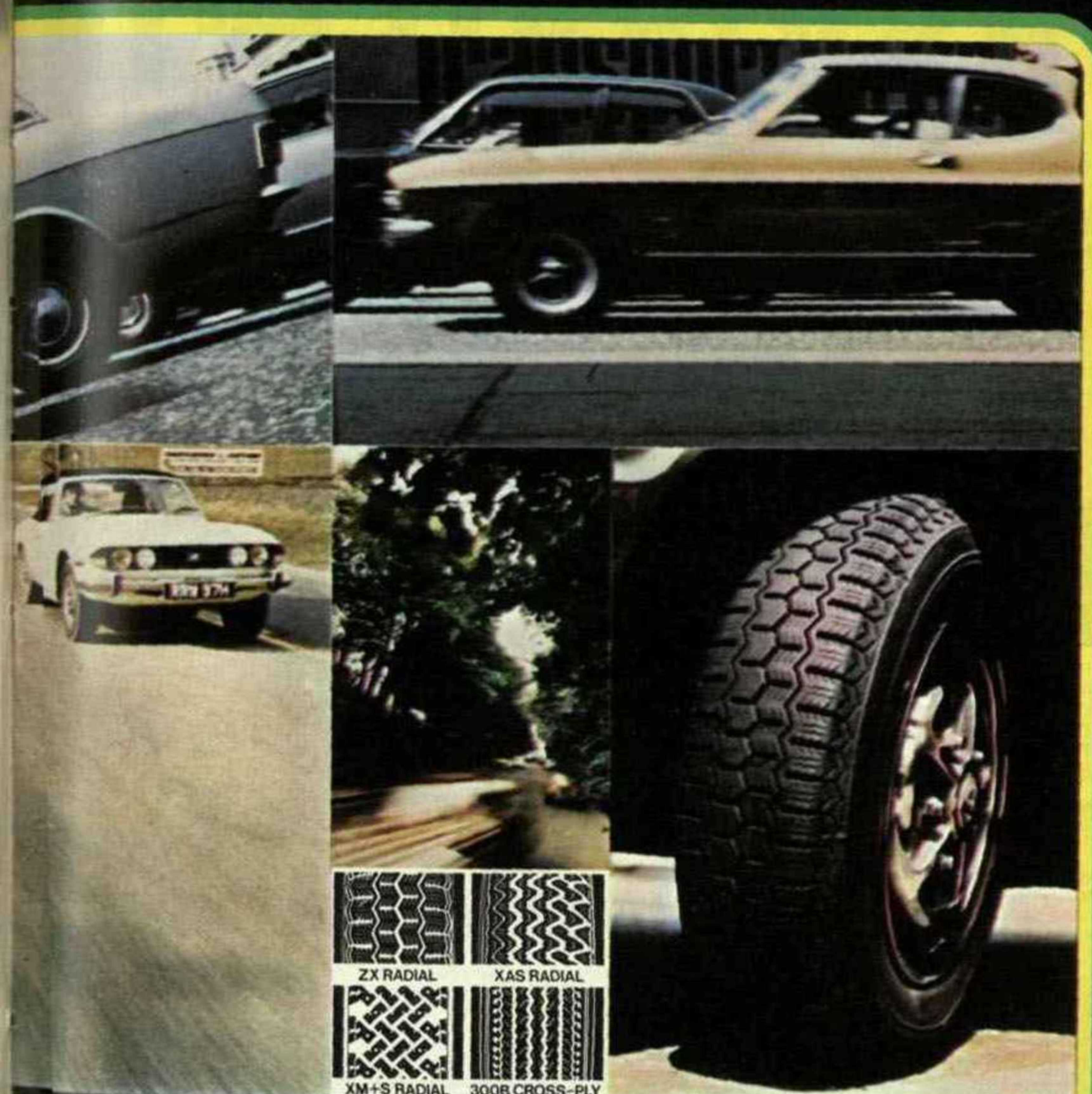
(only it didn't!), I asked the always-obliging John Rowe of Chrysler UK if I could try the car again. The outcome was the loan of a smart Plymouth Cricket, sorry, Avenger GL for more than a month. During this time I, and daughters who decided they approved, drove the car some 400 miles a week. It proved completely dependable until, with a startling loud report, a stone flew up and damaged the silencer, the exhaust note becoming decidedly sporting, although no part of the piping appears to be adrift.

My own feelings about the Avenger appear on page 1086. To enlarge on a favourable report, the rear-end thump I had experienced in the Super seemed to have diminished on the GL. It gave nearly 32 m.p.g. and its very accessible dip-stick recorded an oil consumption as low as 2,800 m.p.p. Starting was instantaneous, although the throttle tended to stick open, momentarily, if the choke was used. The body finish is smart, with "executive-style" paint lining but the tail treatment is ugly. The lockable cubby-hole is even big enough to accept a Rolleiflex camera, which, if it is rather weighty for the under-facia lid, can also be accommodated in the big door wells. The interior is rather plain, but comfortable; the very light gear-lever can be too easily poked inadvertently into reverse by casual manipulators.

Altogether, this Avenger is a sound family car, which should make money for Chrysler UK in their British factories. The youngest driver complained that the steering-wheel spoke obscured the fuel gauge and was very annoyed when the speed did not want to rise above an indicated 80 m.p.h., so there is room for the coming souped-up version, perhaps with stiffened suspension. It is interesting that while Ford, GM and AMC in America are frenziedly introducing their new Pinto, Vega and Gremlin sub-compacts, when you might have thought that the first two giants have them already, in Escort/Cortina and Viva/Victor, Chrysler are to sell Hillman Avengers to their US customers, suitably re-equipped for American requirements, as Plymouth Crickets, by the end of the year. Which, to my lay-mind, makes economic sense.—W. B.

HOT PAINT

WITHOUT doubt the most successful advertising is that done through personal recommendation, so that while rebuilding a vintage engine and wondering about paint for the cylinder block a friend who restored vintage engines said "I always use Summit". When he mentioned it was made by Hermetite Products I thought he had got it wrong, for Hermetite to me was red jointing compound and notable for being its own advertiser, for there are an awful lot of mechanics who slop Hermetite on with a spoon, tighten the joint and leave all the squeezed out residue all round the joint, a messy way of finishing off a job but a splendid free advertisement for Hermetite products. To revert to heat resistant paint, a tin of Summit was tried and found to be very easy to apply and gave a good finish, and since that casual introduction to it a remarkable number of people in the mechanical world have said "Oh yes, we use it, good stuff it is, too", which is far more convincing than any advertiser's written words. It comes in a variety of colours and there is a special variant for exhaust manifolds, and it can be obtained from the usual accessory and hardware shops along with Hermetite jointing compound that has spread beyond the red jollop, to green and gold variations for special purposes. Hermetite Products Ltd. are at West Drayton, Middlesex, and will solve any jointing or hot paint problems.—D. S. J.



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PICTORIAL REVIEW

AUSTRIAN GRAND PRIX



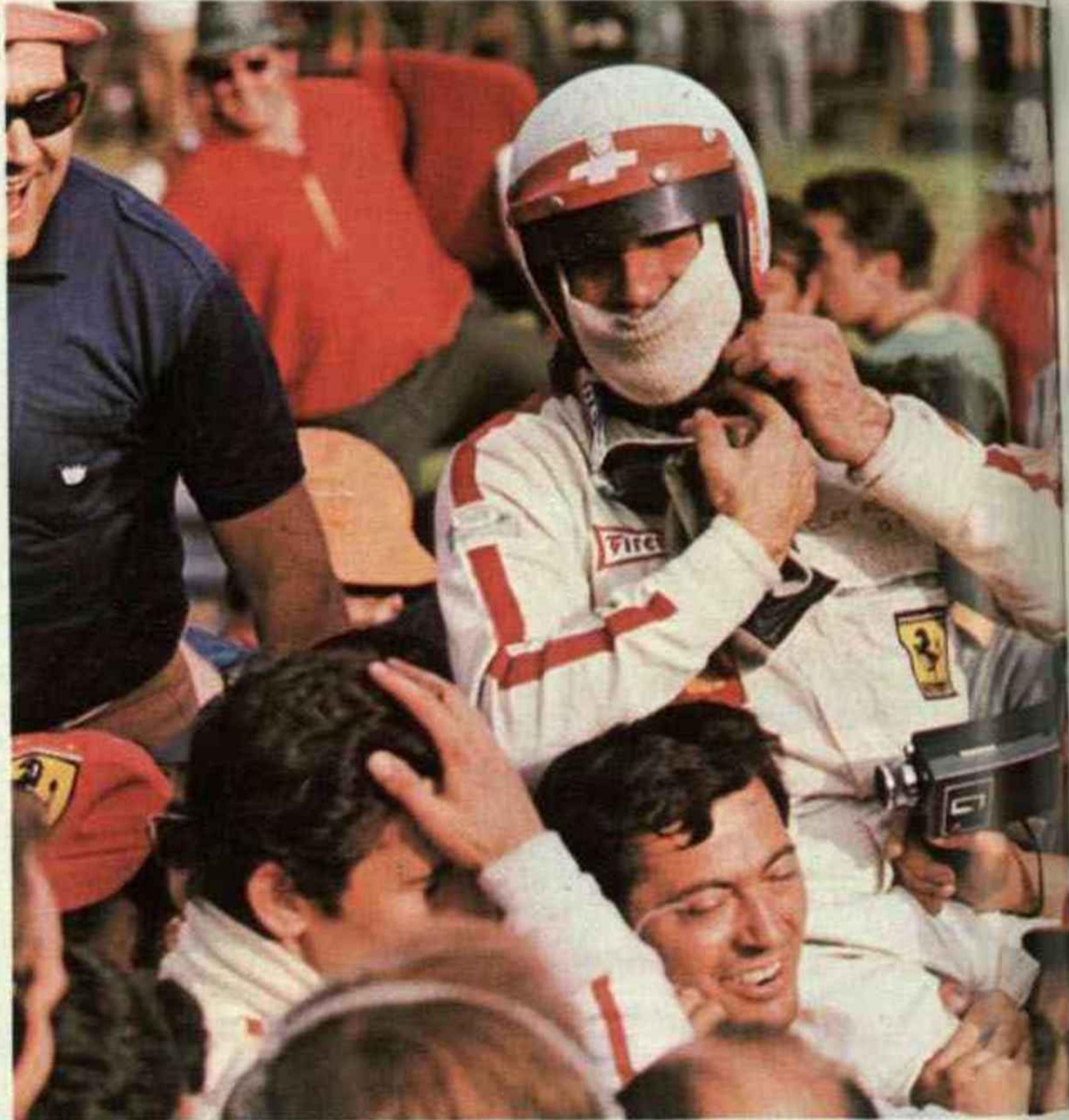
AUSTRIAN GRAND PRIX

WHAT NEXT?—Both Mario Andretti and Jackie Stewart looked unhappy with their Formula One Marches at Osterreichring. Stewart had the secret new Tyrrell waiting for him in England, while Andretti crashed his March very heavily in the race.

FERRARI FANS almost went berserk after the Austrian GP, chiring Regazzoni and almost sweeping Ickx away in the crush.

CLAY REGAZZONI again drove splendidly in the Austrian GP, assuming station behind Ickx on the second lap and remaining a close second throughout the race.

OULTON PARK GOLD CUP



ITALIAN GRAND PRIX



The Thoroughbred

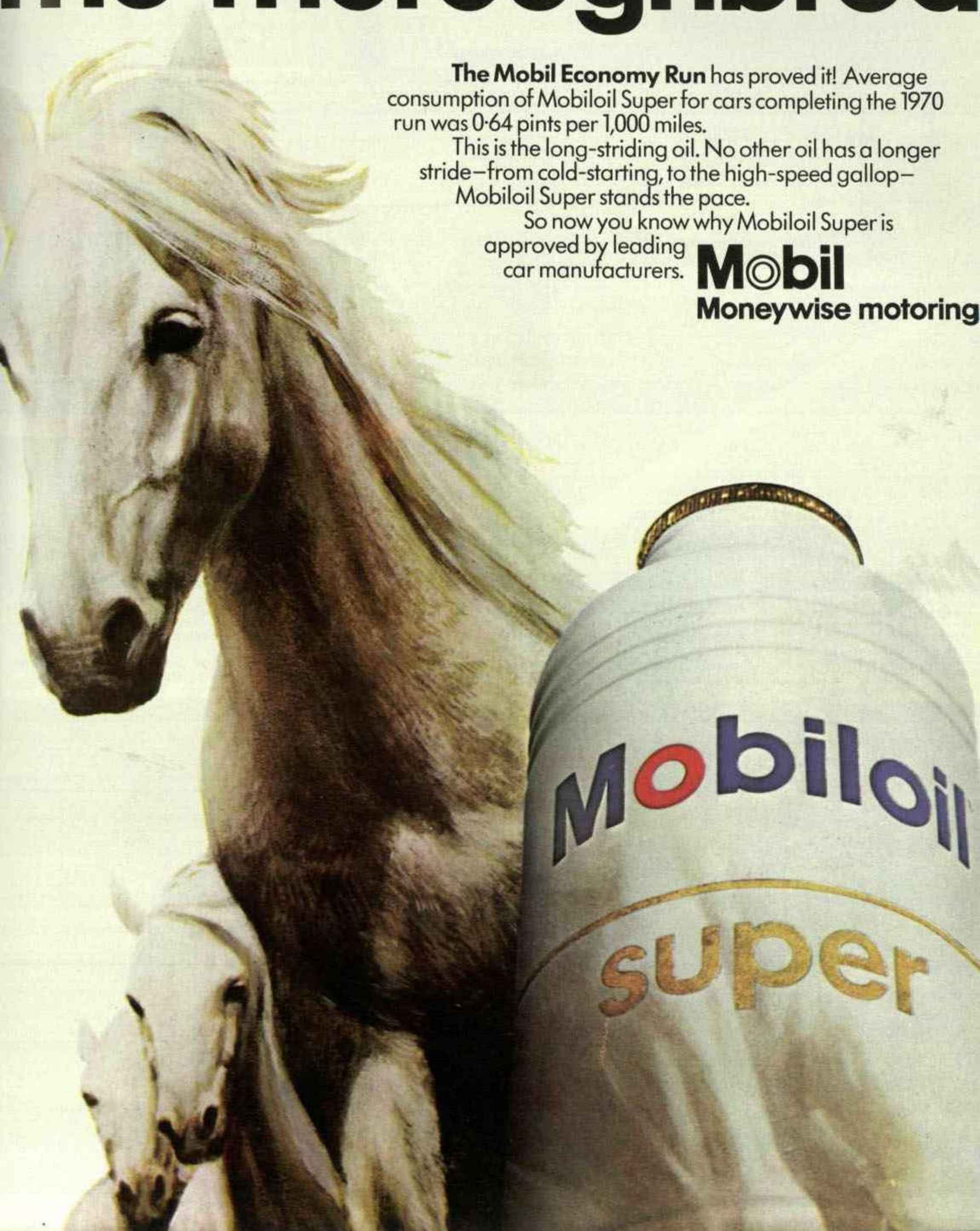
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**OULTON PARK
GOLD CUP**

OULTON STRUGGLE.—Jack Oliver made a fine start in the second heat of the combined Formula One/Formula 5000 Gold Cup race at Oulton Park. Jochen Rindt lost little time outbraking the Yardley-BRM and then Oliver had a good battle with John Surtees' TS7 (following here), which eventually got through to win the two-heat event.

NEW CAR FOR STEWART.—Jackie Stewart, dissatisfied with the performance of his March, appeared in this new car which was built for him very secretly by sponsor Ken Tyrrell. It has a Cosworth engine, runs on Elf petrol, with tyres by Dunlop.





FIRST TIME OUT for Graham Hill in the Rob Walker/Brooke Bond Oxo Lotus 72, which did very few practice laps and then retired after three laps with vanishing oil pressure.

PACE STEPS UP.—Brazilian Carlos Pace (last in this group) fought a tremendous battle in the supporting Formula Three race, coming through from the back row of the grid to win on the last lap.





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ITALIAN GRAND PRIX

EIGHT LEFT.—By half-distance there were eight cars remaining in the battle for the lead at Monza. The winning Ferrari of Clay Regazzoni is about to move up past Jack Oliver's BRM and the leading March of Jackie Stewart. Following are Hulme (McLaren), Stommelen (Brabham), Beltoise (Matra), Cevert (March) and Brabham (Brabham). Brabham spun off and hit a barrier when his engine unexpectedly cut out and Cevert lost time in avoidance.

BRM's new cylinder heads, but not the expected short-stroke engine, were tried on an engine installed in the spare car for Rodriguez during practice. This engine was then used in the race by George Eaton, who retired when the heads leaked water. Both Rodriguez and Oliver led the race until their over-revved engines blew up.

MATRA'S two cars arrived with these glass-fibre fuel pods, the team having despaired of ever being able to get the last 40 litres to pick up properly from the normal tanks. Beltoise stayed with the leading group throughout the race, eventually finishing third behind Stewart; Pescarolo in the second Matra went well before his V12 blew up.

EXPERIENCE AND YOUTH.—Denny Hulme played a waiting game at the start of the race, keeping his McLaren at the back of the bunch in company with Francois Cevert, who drove well in the second Tyrrell March and eventually took his first World Championship point. Hulme might well have been placed even higher had he not missed a gear on the run in to the line.





ENTHUSIASTIC flag marshals signal that Pedro Rodriguez's BRM has blown up round the corner. Ronnie Peterson and Henri Pescarolo take due notice.



JACKIE STEWART decided to drive his normal March at Monza, using a Cosworth engine. He finished a fine second, completely exhausted.

PATRIOTIC ITALIANS flooded over the fences in an unstoppable mass of fervent hysteria after the race. Several cars had to brake heavily before the line and when Clay Regazzoni completed his slowing down lap he was mobbed and chaired, while his Ferrari was virtually trampled underfoot.



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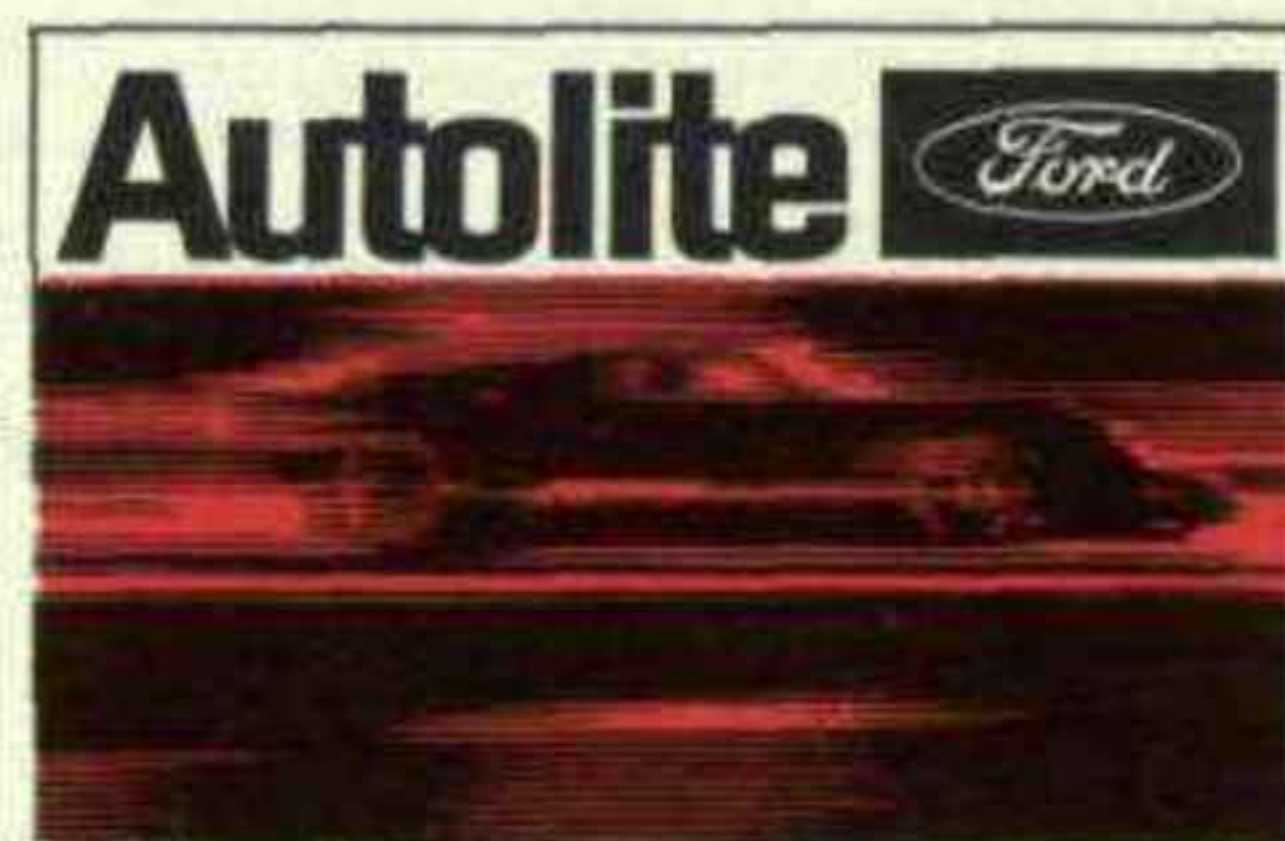
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NEW CARS

MANTIS AND MANTA

THE MARCOS MANTIS

EVERY manufacturer, it seems, wants a share of the blossoming 2+2 segment of the sporting car market. After three years' work Jem Marsh of Marcos Cars has put the Adams-designed four-seat Mantis on to the market. The Mantis is a substantial vehicle at a corresponding price, featuring the Triumph 2½-litre fuel-injected TR6 engine conventionally mounted at the front and a number of luxury features as standard equipment. Much of the new car's equipment comes from Triumph and Marsh says he is delighted with the co-operation received from the BL Division.

Until this year Marcos were always associated with a picturesque factory which appeared to belong to 19th-century West of England. Now Marcos cars, the Mini GT, and that sleek coupé powered either by 2-litre Ford V4, Volvo 3-litre Six (l.h.d. only at present) or the ubiquitous Ford V6 of the same capacity and the new model, are all constructed at a modern factory on a trading estate just outside the fictional-sounding town of Westbury in Wiltshire. This fresh development allows the company to manufacture their own fibreglass bodies, tubular steel space-frames (used for all complete cars nowadays, wood being relegated to the role of strengthening or for hanging trim on), spraying, interior trim, direct customer service and a final assembly area. The whole operation has an air of Lotus about it, but scaled down slightly to meet an even more specialist demand.

The Mantis will initially only be produced at the rate of two a week. The customers will be purchasing a car that weighs in at approximately 100 lb. less than a TR6, with the same lusty 150-b.h.p. power unit and a rather sleeker line than the BL product. The engine is mounted well back in the box tubing space-frame, which is sensibly provided with sturdy outrigger sections, and is attached by self-tapping screws to the fibreglass body. The gearbox (with overdrive for 2nd, 3rd and 4th gears) and clutch also come from the TR6, while the double wishbone front suspension and disc brakes are based on the GT6. The rear axle is from Ford's 3-litre Capri and incorporates a 3.23-to-1 final drive, giving effortless m.p.h. per 1,000 r.p.m. figures with o.d. fitted. The live axle is located by two box-section trailing rods to the underneath and an A-bracket to the top of the differential. Bearing in mind where the axle came from, one naturally accepts the presence of drum rear brakes.

Other useful mechanical details are the adequate boot for a car of this type, 17½-gallon fuel tank offering a claimed range of 350 miles, three turns lock-to-lock rack-and-pinion steering, Marcos alloy wheels, shod with those 185 by 13 radials at present, though Marsh is currently looking into that aspect with a view to a 205 section if at all possible.

Seated inside (unfortunately there was no mobile demonstrator) we found that imaginative and sensible use had been made of the dashboard layout, with its large scooped moulding flowing boldly out from the front scuttle. The rocker switches and instruments are all set in TR6-like wood and it made us think that the whole inside had been conceived as a practical styling exercise for future BL sporting machinery. We found the rear seats too upright for our taste and headroom a little restricted in the rear (the author is 5 ft. 10 in.), but doubtless W. B. will be offered a road test shortly and these points can be more fully discussed.

The Mantis' price is fixed at £3,185 (tax paid).—J. W.



THE OPEL MANTA

IN LAST month's issue of MOTOR SPORT, D. S. J. gave his very favourable and enthusiastic opinion of the Opel GT, which he considered to be an earnest and successful attempt on the part of Adam Opel to impart a sporting image into the name of General Motors. No sooner had he reluctantly returned this model, than we were invited to visit Opel's superb test track in Germany to drive their latest model to be introduced on to the British market, the Opel Manta.

The Manta will be available in this country, when shipments commence in November, in two versions. The Manta de Luxe, powered by a newly developed 1.6-litre four-cylinder overhead camshaft engine, which is basically a variation of the power unit used in the Opel Rekord, and the Manta Rallye, which as its name implies is a fully equipped model using the 1.9 s.o.h.c. engine as fitted to the Opel GT.

The Manta is the latest design to come from the drawing-board of Chuck Jordan, who until recently was Director of Styling at Opel in Germany, and his new baby, as well as being functional in performance and handling, is perhaps one of the best-looking cars produced by General Motors for a long time. In appearance the Manta is not dissimilar to the Ford Capri, which will be one of its biggest competitors in 1.6 form, the actual dimensions of the car being 14 ft. 3 in. in length, 5 ft. 4 in. wide and 4 ft. 5 in. high. Readers of MOTOR SPORT will obviously be more inclined to favour the Rallye version which, with its well-tried 1.9-litre engine, full instrumentation, twin exhaust pipes and the matt black bonnet, together with fatter tyres on 5½J rims, is the more acceptable of the two models to performance-minded drivers.

The interior of both models is quite pleasing without being particularly outstanding, with three large dials directly behind the steering wheel which indicate speed, engine revolutions and a comprehensive "all-go" type dial which gives readings of temperature, fuel, lights, indicators, etc., whilst the three smaller dials situated to the right of the driver and slung under the dash (we were driving l.h.d. cars), indicate oil pressure and amps, with the remaining dial being a clock. Great emphasis is placed on safety both internally and externally with many new innovations all of which are designed to protect the driver and passenger in case of collision, but one of the most important safety aids, the seat belts, falls down badly when a tall person is occupying the driving seat. To obtain a comfortable and safe driving position it is necessary to adjust the seat as far back as possible so that one's legs and arms are at the required distance from the controls, but when this is done and the car is in motion the shoulder strap, anchored below the rear side window, falls off the shoulder, to dangle uselessly half-way down one's arm.

The test track in Germany simulated every conceivable driving surface and the handling of the Manta was indeed excellent in most respects, but above all the factor which impressed us most was the disc/drum brakes which were really superb in halting the car in a very short time without the wheels locking up.

At the time of going to press no prices have been fixed for the Manta, which with the 1.6-litre engine reaches a claimed top speed of 102 m.p.h., and the 1.9 with a 106-m.p.h. top speed, but providing the prices are reasonable then the Manta will be yet another Continental model which should enjoy great popularity in this country.—H. G. W.

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LETTERS FROM READERS

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

THAT PETITION

Sir,

Those people who refused to sign your petition against the 70 m.p.h. speed limit are now boasting of maintaining 80 m.p.h. on the motorways.

Needless to say I do not miss the opportunity to remind them how short-sighted their action was at the time I requested their signature. Sunderland.

C. B. PURVIS.

* * *

ALFA ROMEO ENTHUSIASM

Sir,

I was very pleased to read last month's letters from readers on the pleasures of Alfa Romeo motoring, particularly in the earlier models. The Giulietta was introduced in 1954 and yet still makes British production sports cars seem the fancy-dress versions of dull family saloons which most of them are. I hope more Alfa owners will be writing about the satisfaction these cars give when properly driven and maintained, and I would like to make all Alfa-owning MOTOR SPORT readers aware of the existence of the Alfa Romeo Owners' Club which has hundreds of members owning and enjoying Alfas old and new. The suggestion that owners of new Alfas are too snobbish to exchange a flash of headlights with the earlier models is largely unfounded. More often the closing speed of around 300 k.p.h. does not allow time for the exchange of greetings! Meetings of the AROC provide excellent opportunities to compare and contrast the wide range of models which Alfa Romeo have produced and there is no lack of interest in the earlier cars among owners of the latest models. Details of the Club are obtainable from the Secretary, 27 Goffs Park Road, Crawley, Sussex.

Coventry.

G. L. SWEETEN,
Alfa Romeo OC.

Sir,

I am at one with Oscar Wilde insofar as the temptation to get involved with your Alfa Romeo correspondence is concerned; to give in to the inclination is the only answer.

The chief problem appears to be the question of reliability. Everybody who has driven an Alfa soon understands that two characteristics are almost unique—certainly in its price range—superb feel and movement of controls and the overall balance of the design. By this last phrase I mean the way the margins of braking, cornering, etc., are matched so that one is never left with the feeling (as in so many other makes) "it would be perfect if only the brakes were better, the steering more accurate, etc."

As far as reliability is concerned service your Alfa as prescribed, WARM IT UP *always* and you will never be let down. My own 1956 Giulietta Sprint had done something around 200,000+ miles before the speedo-drive broke in the gearbox and everything works beautifully (even the much maligned 750 series Warner synchro gearbox, admittedly with Veloce floor-change). While 6,000 r.p.m. was my limit with the Sprint, 7,000 is used in hill-climbs on the 1963 T1 with SS "innards" with no ill-effects whatever. (Incidentally, a fully balanced bottom-end almost cures the 4,000 r.p.m. period.) This T1 has now done 74,000 miles and is always driven to and from each event.

Finally, my support to "D.S.J." if driving skill and no "guts" are what motor sport is about then let's all concentrate on driving tests (on TV if the GPDA insists): surely the essence of motor racing is skill being exercised on a metaphorical tight-rope. If there is some worrying feature of a circuit does not the true "champion" make sure that he takes this hazard as he would the rest of the circuit hoping that the "lesser breed" will lift momentarily?

Every year the circuits get smoother, shorter and safer, yet the deaths continue. Surely the sprint-type—"it's-all-over-in-minutes" style of event is largely to blame. Isn't it strange that the race the "aces" shun above all others—the Targa Florio—has the best safety

record of all. Perhaps a return to the Grand Prix Formula of 1931 might be a good thing.

Dublin.

DERMOT S. HUMPHREYS.

Sir,

I am delighted to see Alfa Romeo affairs again being discussed in your, always interesting, columns.

Some six years ago you very kindly published a letter I wrote in the first flush of Alfa-enthusiasm. Since the 1962 Giuliettas, I have driven all the models (except the TZ and SS), and owned quite a few. Of the latter, the only *new* cars were a 1600 Spider, a Super and my present 1750 Spider Veloce. I must have been very lucky with the second-hand ones, for I had little trouble and certainly no major disasters.

Incidentally, when I was not happy about a noise in the back-axle, on taking delivery of the 1750 SV, the local agents—Archway Garage, Longton, Stoke-on-Trent—fitted a complete, new unit the same week—f.o.c. . . . I call that *good* service; after all, it was only a noise. The car was off the road that day, but never since—except for servicing—in nearly 20,000 miles, on all sorts of roads, from Caithness to Corsica.

Where possible (on the Continent) I cruise at a very comfortable 4½–5,000 r.p.m. I have seen 6,600 r.p.m. I think it must be higher-g geared than your Berlina, for 70 m.p.h. shows well under 3,500 r.p.m. I propose fitting Dellorto carbs., to eliminate those irritating flat-spots, which seem to develop on—even constantly tuned—Webers. It is still on the original Kléber-Colombes radials, which I prefer to either Cints. or XASs, but cannot get in this country.

My wife and I think that a Spider is the *only* Alfa, of course, but I must say we were rather tempted by the Berlina; it is so spacious. We are not tempted by the GT; it has no head-room, very little more luggage space, is not as handleable and it is a 2-seater—I don't care what anyone says. The Super was far too noisy, but I believe they have eliminated a lot of that now. True enough, we prefer the looks of the "old" Spider, but the current one is much more comfortable and has more passenger- and luggage-space. In fact, it has nearly three times as much luggage-space as an E-Type Jaguar roadster (for instance).

The hood is marvellous. One could, if necessary, raise or lower it, single-handed, on the move; and, so far, it is absolutely water- and draught-proof. Heating and ventilation are very adequate. Despite considerable wind-roar with the hood up, we find the Alfa less tiring after 450 miles, say, than a Citroën DS (? at least as comfortable as your Rover, or a V-8 ?!). With the hood down, of course, it's sheer exhilaration. I wonder if Carole Landon can be persuaded to contact the Alfa-Romeo Owners' Club (GB), where she would hear lots to her advantage! By the way, I always "flash" another Spider, a Sprint or Giulietta TI, of whatever vintage—and don't always elicit even a raised finger(s) in reply . . . is there, also, some *inverse* snobbery around? Crewe.

R. H. CANTER

* * *

AN ECONOMICAL MG

Sir,

From time to time in your magazine you have expressed the opinion that it should be possible to produce a car which would cruise at 60 m.p.h. and 60 m.p.g. I was interested in this possibility because I was running an MG-B which was costing about £1 per day in petrol to run. This would not have distressed me so much but for the fact that the petrol revenue was feeding the tax-collecting machine which was causing the embarrassment in the first place.

However, to the point. I carried out certain modifications to the MG which included fitting fuel injection, increasing the compression ratio somewhat (to 23:1) and various detail changes which I will not bore you with. The car now has a top speed of around 75 m.p.h. and over the past 25,000 miles has never returned less than 50 m.p.g., whether cruising at 60 m.p.h. or in around-town motoring.

The car is, in fact, fitted with a 1,500 c.c. diesel engine. As would be expected with an engine of this type, there is an increase in noise, which emanates from two sources, combustion "knock" and injector "tick". The former is familiar to anyone who has heard a London Taxi and is noticed more when the engine is idling than when one

is under way, and the latter, caused by the injector needles being forced off their seating by the shot of fuel at a pressure of about 2,000 p.s.i., sounds like tappet noise. I have not carried out any sound-proofing on the car because I haven't found the noise level to be high enough to be troublesome, but normal sound-proofing techniques seem to work quite well, particularly in reducing the injector "tick".

Early morning starting is easier than with a petrol engine, and even when it has been standing out all night covered in snow it will start every time in about five seconds. As soon as it is running it is possible to drive off as there is no choke or other control to fiddle with. The battery has not so far suffered from the higher starting current and no change was necessary to the battery rating or to the charging circuit, but I did fit thicker starter motor leads as the cable run is very long in the MG-B (the battery is in the back).

Performance is, of course, reduced, but where I live the traffic is so dense 90% of the time that this doesn't matter too much. I haven't taken any acceleration figures, but the car seems to fare quite well against the average family saloon, and, of course (like D.S.J.), I still have open-air motoring. As for handling, this doesn't appear to have changed at all, although I have to wait until it snows before I can prod the tail out! The engine is somewhat heavier than the petrol version, this increase being attributable in the main to the flywheel, starter motor and injector equipment. I have endeavoured to offset this by removing various items, including the vast casting which is the exhaust manifold on the MG, also the front silencer and, of course, the carburettors.

Various amusing incidents occur from time to time with this car. For instance, there was the AA man who wanted me to join until he heard the "big-end knock". On another occasion there was the garage which got so used to filling up my red MG-B with diesel fuel that he didn't query the man in a similar car when he pulled up near the derv pump, and promptly squirted six gallons of the evil liquid into the poor unfortunate's tank. Altogether it has been an amusing and instructive exercise and has convinced me that the 60 m.p.h. and 60 m.p.g. landmark is feasible with a bit of development work (which diesels haven't seen—unlike the racing influence on petrol engines) the diesel could become a force to be reckoned with in the domestic car market.

Rayleigh.

D. CONNING.

* * *

MASKED SPARKING PLUGS

Sir,

Until I read the paragraph in the September Rumbings, about the Chevrolet V8 in the Can-Am car and its connection with the 1929/30 Rileys, it had never occurred to me that having the sparking plugs recessed in masked holes would have such a significant retarding effect. To check this, I looked up the ignition timing figures for Alvis's of the 1930s, most of which I believe had their sparking plugs in masked holes, and compared them with a more modern car.

The BTDC figures for the fully advanced position are:

The BTDC figures for the fully advanced position are:	
1934 Alvis Speed 20	43° (28° fully retarded + 15° manual advance).
1935 Alvis Firebird	47° (7° fully retarded + 20° distributor automatic + 20° manual advance).
1937 Alvis 4.3-litre	46° (0° fully retarded + 26° distributor automatic + 20° manual advance).
1961/6 Sunbeam Alpine	About 26° (9° fully retarded + 11° distributor automatic (2,200 r.p.m.) + 6° vacuum advance (8.25 Hg.)).

From the above, even allowing for more modern fuels and better combustion chamber design, it would appear that the masking of plugs has a significant retarding effect. I have found the large range of manual adjustment in addition to the distributor automatic adjustment on the Firebird and also a Speed 25 (similar in this respect to the 4.3) quite unnecessary and only rarely have to touch the manual lever.

It is generally considered among most Alvis owners that the reason for recessing and masking plugs was to give them some protection from the combustion chamber heat and thus extend their lives. Whether it does in fact do so is open to debate. Certainly I have never before heard of any suggestion that it affects the shape of the torque curve, although from the modern example you quote it almost certainly does.

East Horsley.

PETER DANIELS.

BLMH SERVICES

Sir,

What a fuss Mr. Disley made about waiting four or five weeks for spare parts—kid's stuff!

What he really needs to do is to buy a TR6 and let someone buy into his rear trafficator lens. Then the fun will really start!

This unfortunate occurrence happened to me on January 2nd, 1970. A replacement lens was ordered. After numerous telephone calls, letters and wrong lenses the correct lens was fitted on September 2nd. Eight months—how about that!! To put it another way—21 miles of trafficator flashes.

As I was driving to the garage to have the lens fitted I pondered over the possible reason for the delay. Could it be that there are no replacement lenses because no one uses trafficators or lights any more?

Since it was an extremely dark and rainy morning, I decided to put this preposterous theory to the test. I had my lights on (so that they could be seen)—how many other drivers had theirs? After 15 minutes' driving along busy roads in and around Edinburgh I reached the garage. Total number of vehicles with lights on—six, and they were all Edinburgh Corporation buses.

Why not make lights on cars "extras" since very few people seem to want to use them?

Edinburgh.

CHARLES MACMILLAN.

* * *

THE CITROEN L15

Sir,

We've had 'em all! Praise for the VW! Praise for the Sunbeam! Praise for the TRs! Praise for this one . . . for that one . . . Then along comes a letter from Guy Isbell in February, and one from W. J. St. Bruen in July, praising the good old Citroën L15.

Thank you both—I was beginning to think I was the only one who really cared!



I've had my 1955 model for the past 10 years now and after 121,000 miles it is as rugged as the day it rolled off the Slough assembly line. In fact, it still has all its original equipment (barring tyres, battery, generator), still starts almost immediately and is still flung about with gay abandon!

The only major overhaul was around the 80,000 mark when she needed new valves, crown-wheel and pinion and a right-hand wheel assembly.

Oil consumption (BP30) is still only 1½ pints per 1,000. Spare parts and tyres are now a serious problem out here, but although it gets a bit out of breath on hills, with its incredible roadholding over any type of road surface, it is still a delight to drive.

Incidentally, all the instruments are still 100% accurate, to my knowledge (although the clock, I notice, is losing three minutes a day!!).

Kirstenhof, Cape Town.

DAVE TUGWELL.

* * *

ANOTHER CAUSE OF HOLD-UPS

Sir,

Returning from holiday to the Midlands on the A38 some weeks ago, I was not surprised to perceive a traffic jam at Taunton; what did later surprise me was that this stretched through Bridgwater, Wellington and past Burnham-on-Sea, a solid seething mass of sunburn.

Having travelled 25 miles in just over four hours, with mutterings of "last holiday I'm spending in England", and "bet this is the same until we reach the motorway", suddenly lo and behold the cause of our delay! No, not a multi-car pile-up, nor the long-awaited sign "motorway construction works ahead", but a traffic census. A bloody traffic census! Having passed this, the traffic was clear, and we had a trouble-free run home (apart from the customary hold-up on the motorway).

The point I am making is that if the Ministry of Transport (or whoever is responsible) has got nothing better to do with its time and money than this sort of thing (on one of the busiest Saturdays of the summer season), then it's about time it packed up. I don't really believe the Minister was all that interested in where everyone had been—after all, on the A38 it's pretty obvious. It's also pretty obvious that a new road is needed to Devon and Cornwall, and quick—and we don't need a traffic census to tell us that. If the Minister had travelled those 25 miles with me I think he would have come to the same conclusion: when, I ask myself, is this bureaucratic absurdity going to stop and something material be shown for our £25+ per year?

[Name and address supplied.—Ed.]

"JUSTICE."

* * *

"SHOPPING FOR A DAIMLER"

Sir,

Ever since reading your various letters pertaining to "Shopping for a Daimler" I have intended writing this letter. Finally spurred by bricks and bouquets thrown at numerous *marques* to overcome my lethargy I would like to pay a small tribute to the name Daimler.

Having owned my DB18 only one month I decided to drive it from Perth to Sydney and back in my brief three weeks' holiday, 5,000 miles by the shortest route. After work on Friday I packed wife, child, etc., checked oil and water and left.

Monday night found me in Sydney, 2,780 miles away, having averaged 63 m.p.h. with 21 m.p.g. This, I add, included the so-called horror stretch of the Nullabor Desert of London-Sydney fame.

After covering 1,200 miles seeing friends an eventful return was made in somewhat less time! (Had to be at work on Monday.) In 7,000 fast, fatigue-free miles in three weeks I suffered one puncture (using non-recommended synthetic rubber tyres) and numerous unfounded qualms. I plan to go again this year in the Daimler, though my wife would prefer a more reliable car! Could you advise?
S. Perth, W. Australia.

DAVID PARIS.

* * *

IS YOUR AUSTIN A35 ILLEGAL?

Sir,

I had been driving for eight years with no previous convictions, although I had driven many thousands of miles. For five years I have owned an A35 saloon, and have had it regularly serviced. Although it is thirteen years old, it is still in a good roadworthy condition. I have just been convicted at the Sheffield Magistrates Court of "driving a vehicle with inefficient brakes", being fined £5 and having my licence endorsed. This, in itself, may not seem particularly severe but I think the facts of the case should be mentioned.

A month prior to the MoT retest, I endeavoured to get the car serviced at a garage, as a rear spring needed attention, together with other minor jobs, but because of the age of the car I was told they could not do it. Further they said no garage in Sheffield would service old cars, and I would have to do the work myself. After having the same result at one or two other garages, I was forced into the position of *having* to do my own servicing. I have no garage and thus depend on the kindness of friends for a suitable "workplace".

On the day of the offence, as far as I was concerned the handbrake and footbrake were both working adequately. A police sergeant stopped my car and tested it. He found the brakes working perfectly, except on the rear wheels when the car was jacked up. Having booked me, he then said he could fail *every A35 on the road* for its rear brakes. Even when in perfect working condition they are not as efficient as the law requires in respect to the police testing methods, *i.e.* gravity pendulum and roller beds. The law also requires that motor cars must be equipped with either (A) two entirely independent and efficient braking systems or (B) one efficient braking system having two independent means of operating, *so designed and constructed* that the failure of *any part* will not prevent the brakes on two wheels from effectively stopping the vehicle within a reasonable distance.

From the above data it would seem that *every A35* on the roads today is illegal, and can be used as evidence for this same offence, depending

on the whim of the police. When asking for an indication or ruling on this point in the Magistrates Court I was refused. In light of the present wave of motorist persecution by the police and Magistrates I feel all owners should take note of my experience. In conclusion I would like to pose the question: "Are owners of A35s guilty even when having efficient, inefficient brakes, or is it the refusal to acknowledge a now illegal design by the befuddled, bureaucracy of BMC?"
Sheffield.

D. J. REYNOLDS (DR)

* * *

LE GRAND PRIX DE BRUM

Sir,

Picture the scene: early one Thursday morning in July. The sound of Grand Prix racing cars being warmed ready for practice. D.S.J. arrives just as the public roads are being closed.

A car, difficult to see in the early morning mist, "bubbles" away from the paddock up to the Station hairpin and out of sight, its V12 scream ricocheting off the walls.

No, not Monte Carlo—Birmingham!

It is perhaps wishful thinking to imagine a "round-the-offices" race in this country, but it is refreshing to see that racing cars, including the 1962 World Championship BRM F1, are to be driven round our city's streets, untaxed, etc. The Chief Constable has agreed to this, which is part of the Birmingham Motoring Festival.

I think that this attitude is commendable (although the precedent was set in London in 1964), especially after the reams of adverse comment about our "Goons in Blue"! Come on the rest of the country, take Birmingham's lead, and we may yet have that GP in Hyde Park!

Solihull, Warwickshire.

A. J. M. WILKINS.

* * *

NO SERVICE FROM THE SERVICE STATION

Sir,

In your last issue R. Pickering puzzles over why London cars have greasy streaks running from their filler caps. I would have thought that if he was observant enough to notice this then he would also have noticed just how this typical tell-tale of forecourt service occurs.

Hasn't he ever noticed the benign attendant leap to his feet to welcome another customer? Hasn't he observed his deft magic circle fingers as he drops the filler cap to the ground and his contortionist abilities as he tries to retrieve it from under the car whilst carrying on filling? Hasn't he ever admired the accuracy with which he overfills the radiator and puts the remainder into the battery? Hasn't he ever noted the skill with which he spits (and misses) at the leaking tyre valve or that the rag to clean the windscreen and wipe the dipstick are the same? Hasn't he ever had to compensate for the lack of sanitary amenities with his quinto trading stamps? No? Well, he must just be lucky.

I am not surprised at the number of stations that are changing over to self-service. If they convert at the rate that they have around NW London then I expect that "ye quaint olde service with a smile" ones will be in a minority in ten years or so. It's a pity that more of them can't pass on the reduced labour cost in the form of reduced prices and not trading stamps. If they are all going to issue stamps then I would have thought that competition was neutralised.

Having spent six months of last year driving around Northern Italy I am quite aware of the efficiency of Continental filling stations. One man for the fuel and one for the rest. How many readers have had their screen cleaned by a chap using three grades of dusters who then goes over the surface looking for the odd fly he might have missed? That was the sort of service I came to regard as normal and dear, oh dear, did it spoil me. On several occasions I was given free maps which are a damn sight more useful than reject tea-spoons, plastic flowers or nylons!

There are probably many garage accountants who will immediately say that the profit margin on petrol is insufficient to maintain adequate standards of service, but on so many occasions I have had to wait about wondering if they really want to sell the stuff at all. Only the other Saturday at the National garage just before joining the M1 at Mill Hill no less, I hung about for what seemed ages (probably about four minutes), nobody appeared so I got out and nosed around the kiosk. The whole joint seemed to be run by a couple of not-over-enthusiastic 16-year-olds. I hung about for a bit longer whilst others were giving up and taking their custom elsewhere.

I am not sure quite what a "get-up-and-GO" person is, less so whether I am one, but that is what I did.

Ruislip, Middlesex.

TONY SINGER.

JOCHEN RINDT

Sir,

This afternoon I learnt of the death of Jochen Rindt, for two years my favourite F1 and F2 driver. I was very upset to learn of this tragedy which has left little interest for me in F1 save that Jochen or his family receive all the honours a world champion in 1970 deserves. He was plagued with ill-luck in 1969 and now that he leads the field this year by the margin of two wins, or its points equivalent, I hope that his rivals will not manage to topple him from the 45 points leading total he has acquired.

Shoulders would have been the throne of Jochen if he had lived to see the lead materialise. His F2 throne must undoubtedly be any car of the category mentioned.

The name of Jochen Rindt may not join the names of the truly champion drivers but he was a driver, a champion and my and many others' friend.

Cottingham, East Yorks.

JOHN A. SPENCER (aged 13).

[This is but one of a great many similar letters received. We chose this one as it is from the youngest reader to mourn the passing of this great racing driver. Other teenagers have also written, as shocked, obviously, over the news of Rindt's accident as I was when I heard that Parry Thomas had been killed.—Ed.]

* * *

CAMPING AT BRANDS HATCH

Sir,

We noted with regret Mr. J. P. Leighton's complaint about the camping facilities at Brands Hatch for the British Grand Prix in your September issue correspondents' column.

However, I am afraid I can only point out that the provision of permanent facilities for campers is strictly governed by planning regulations and we are not in a position to provide them without committing an infringement.

It is only fair to add that every enquirer who contacts us in advance with regard to camping provisions is informed in writing that there are no lavatory or washing facilities and campers must be completely self-contained with regard to these items and litter disposal.

Within these necessary limits we are glad to provide a bare site for camping, but Mr. Leighton's description of his conduct in sanitary matters is bound to cause us doubts as to the wisdom of making even this provision.

Fawkham.

C. J. D. LOWE,
Brands Hatch Circuit Ltd.

* * *

HOW TO BUY

Sir,

I would like to congratulate you on your outspoken September editorial. For some time I have read the letters of complaint regarding service and reliability of different makes of cars in your magazine and have thought that many of your readers have been under the mistaken assumption that cars are made by enthusiasts for enthusiasts. Admittedly, there are still a few small exceptions, but the hard fact of the matter is that cars are made by businessmen for the general (and often gullible) public. The aim of every businessman is simple—as high a profit as possible.

The overall profit of a car manufacturer depends very largely on the profit per car, which can be increased in three ways:

- An increase in selling price up to the limit allowed by competition.
- An increase in output to spread overhead costs over more cars.
- A decrease in cost per car provided that sales do not drop.

Now service and reliability cost money—inspectors have to be paid, a nut and bolt cost more than a rivet, a metal bracket more than a plastic one, and provided you and I are willing to accept a less reliable vehicle at the same price, it is sound economics for the manufacturer to reduce his costs in this way. So as consumers we must do all we can to stop this, and I suggest that we—

- Don't buy cars which friends and unbiased road-tests tell us are unreliable.
- Shop around for good service and forget make (and national) loyalty.
- Press for freer competition in the form of lower duties on imported cars (or membership of the ECM).

I must confess that I am the proud owner of two imported cars as 20 years living in Africa enabled me to compare the service and reliability of British and foreign cars.

Aberdeen.

R. ANDERSON.

* * *

SAUCE FOR THE GOOSE

Sir,

The correspondence in your September edition on the subject of Lord Stoke's "Buy British" speech prompted me to do a little research into the kind of computers used by British Leyland.

This brief survey was confined to up-to-date general purpose computers used largely for commercial purposes, and the figures compiled from publications easily available within the computer industry. Whilst these figures may not be 100% accurate, they are unlikely to be very far out.

Of the 18 computers installed, 14 are American, and would have been imported. The remaining four are of British origin. I estimate the total value of the machines to be not less than £3,000,000.

It is generally agreed that computers manufactured in the UK are at least as good as those of the American companies, and whilst I have no desire to dictate to Lord Stokes about how he should spend his Company's money on computing, what's that old saying about sauce for the goose?

Sources: "Who Owns Whom", 1969 edition. "Computer Survey", December, 1969, published by United Trades Press Ltd. "The Computer Users' Year Book."

[Name and address supplied.—Ed.]

* * *

LONDON-NICE—BY MARCOS

Sir,

Inspired by the story of a lady driver's London-Nice drive in a day, I decided to attempt something similar in my Marcos 3-litre.

Because of business commitments at the 11th hour, I got only three hours' sleep on the evening of August 19th before leaving for Dover (200 miles) at midnight. The 5.30 boat was an hour late in docking, so that it was 8.45 before my 16-year-old son and I left Calais.

We arrived in Marseille at 6.30 that evening; unfortunately our average dropped badly over the next 80 miles because of the very poor N7, holiday traffic, camions and fading light—also a fair and traffic diversions in St. Raphael. However, we still arrived at Antheor by 8 o'clock. In all, a total of 780 miles, including one minor diversion from our actual route. The day was very hot, but there was a stiff cross-wind on the auto routes. The effect of wind noise and buffeting, driving at 115 m.p.h. for hours on end with windows and roof open, was most fatiguing, and consequently I made at least six stops (not timed) to eat, drink and smoke, quite apart from petrol stops (I had to stop for petrol three times).

No oil was needed to top up and petrol consumption was 22 m.p.g. I was passed by *one* car—a Ferrari!

Returning sedately behind my wife's Cortina, the Marcos returned 31 m.p.g.
Loughborough.

BRIAN WOOLLEY.

* * *

THE COST OF BRITISH CARS

Sir,

Surely if the recent trend of price increases continues in the British motor industry it will not be long before we have basic four-seater family saloons costing at a minimum one thousand pounds. This, of course, must drastically reduce the available market for this, the bread and butter vehicle of the industry. Today manufacturers are aiming at the mass market (this must mean the working man!), but there is a limit to the amount of capital which this section (the largest) of the community can afford, and I am sure that a thousand is above that ceiling. Even at the prices today I know of people who instead of buying a new small saloon up to 1,300 c.c. are looking towards a larger and better class of car on the second-hand market. Until recently most of the major manufacturers announced price increases in the national and specialist motoring press, but I have noticed that certain models have had increases which were not announced, only alterations in the price list. I for one would prefer to know how much I am going to pay for the basic car before entering the showroom.
Richmond.

J. M. ELLIS.

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PLEASE WRITE CLEARLY

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AUSTIN SEVEN, 1933, BLACK SALOON in good condition; M.O.T. and taxed to 1971. £175 o.n.o. Box 2460. (5767)

1960 JAGUAR XK150 3.8 F.H.C. S/E. Rare automatic model. Indigo blue. Fog lamps, push-button Motorola, 81, Powrlok, inertias, wire wheels and discs, new Avons, batteries, disc pads, Astrail wheel, head reworked, new timing chains and tensioners, Burgess twin exhaust, maker's oil pressure and a genuine 70,000 miles. Absolutely immaculate; A.A. inspection welcome, £895 o.n.o. Tel.: Luton (0582) 34992 (evenings). (5768)

LOTUS EUROPA, 1969, NEW TYRES, radio, power brakes; white; immaculate; owner going abroad. Best offer over £1,350. Tel.: Clevedon (Somerset) 5159. (5770)

SPRITE MK. III, 1966, WHITE, RECENT respray. Clutch. Start haggling £400. Tel.: Alsager (near Crewe) 3813. (5771)

ASTON MARTIN DB3 SALOON, 1958, British Racing Green, Absolutely immaculate condition, completely overhauled; 66,000 miles; M.O.T. May, 1971. £895 o.n.o. Tel.: 01-656 1432. (5772)

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RILEY, 1952, 2½-LITRE, R.M.B. SERIES, Bodywork in excellent condition, rebuilt engine, brakes; M.O.T., taxed. £160 o.n.o. Tel.: Tadworth 3074. (5775)

LOTUS SEVEN II, £450, "H" REGD. Immaculate, reliable, fast; yellow; bargain. 66 Stonehill Rd., Derby. (5776)

EXCHANGE GOOD VOLVO P1800S, 1965, for Peugeot, 404 cabriolet, 404 FI, or 404. Cash adjustment. No heaps please. Tel.: 061-973 9824. (5777)

LANCHESTER 10, 1950, SALOON, Barker coachwork. Black and maroon. Taxed, tested. Mr. Attwood, 4 Atherton Grove, Mottram, Hyde, Cheshire. Offers. (5778)

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RILEY, 1936, MERLIN 12 H.P.; 32,000 miles. Very carefully maintained by one owner. Offers over £200. Tel.: East Horsley (Surrey) 2093. (5781)

REALLY RESTORABLE ROVER, 1937 light 12 saloon. Mechanically good. Body tatty in places, chassis good and solid; no M.O.T. Offers around £50. Also astounding rare aluminium-bodied 1947 Rover 12 tourer, practically fully restored. For sale when complete. £500 o.n.o. J. Carne, Tel.: 01-952 4550. (5782)

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MARCOS MINI GT, 1969, MUSTARD, £430 o.n.o. John Dunn, Tel.: Cambridge 51804. (5783)

1BLH ON 1961 GOOD CONDITION Mini. Offers: 17 The Linx, Bletchley, Bucks. (5784)

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BENTLEY, 1952, MK. IV SPECIMEN car. £495; Bentley, 1948, nice condition, £295. Tel.: Nottingham 254196. (5787)

FOR SALE—continued

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BRISTOL 406, NEW CLUTCH, BRAKES; good condition, £650 or will consider interesting car in part exchange. Tel.: Kings Langley 65010. (5825)

PORSCHE 356B, 1961, ENGINE OVERHAULED, complete respray white; luggage rack; beautiful but growing Labrador forces sale. £575 o.n.o. Tel.: Stevenston 5238. (5826)

1937 LANCHESTER, MULLINER SALOON, Excellent throughout; tested; must go this month. Offers, Hamer, 16 Hayward St., Elton, Bury, Lancs. (5827)

LOTUS ELAN, 1964, RED, D.H.C.; 48,000 miles only; S3 interior; electric fan, aquajets. Certainly not the usual tatty affair. £675. No offers. Tel.: Sheffield 366359. (5828)

RILEY 1½-LITRE, 1953, RARE EXAMPLE, Cream and maroon; two owners; mech. and body kept in extremely good condition; roof re-covered, reconditioned gearbox and engine; 10 months' M.O.T., taxed. £225. 8 Hill Brow Ave., Herne Bay, Kent. (5829)

JENSEN INTERCEPTOR AUTOMATIC, 1967, Electric windows and aerial, high-speed Cinturatos, Radiomobile; really exceptional condition throughout. Metallic Riviera blue with black interior. £2,650 o.n.o. Private H.P. may be possible. Tel.: 01-642 1824 (after 8 p.m.). (5830)

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ARRIVEDERCI

Well that's it! The European Grand Prix season is now behind us. What a year it's been. One of the best ever. What can we look forward to now — grey November skies? Probably!

WE CAN SUGGEST HOW TO BRIGHTEN THE NOVEMBER GREY

Come with us to Turin on Friday, November 6th. We have a three-day weekend tour for only 28 gns. (Ref. MR.25)

TURIN SHOW

The number one purpose of the weekend is to visit the Turin Motor Show. The sight of all that exotic coachwork should warm any motor enthusiast's heart! It really is a stylist's paradise. Quite unlike any other motor show.

SPECIALIST MANUFACTURER

It is hoped that a visit will also be made to one of Italy's top specialist manufacturers. In the past we have visited Ferrari and a request has been made for a repeat of this exciting experience.

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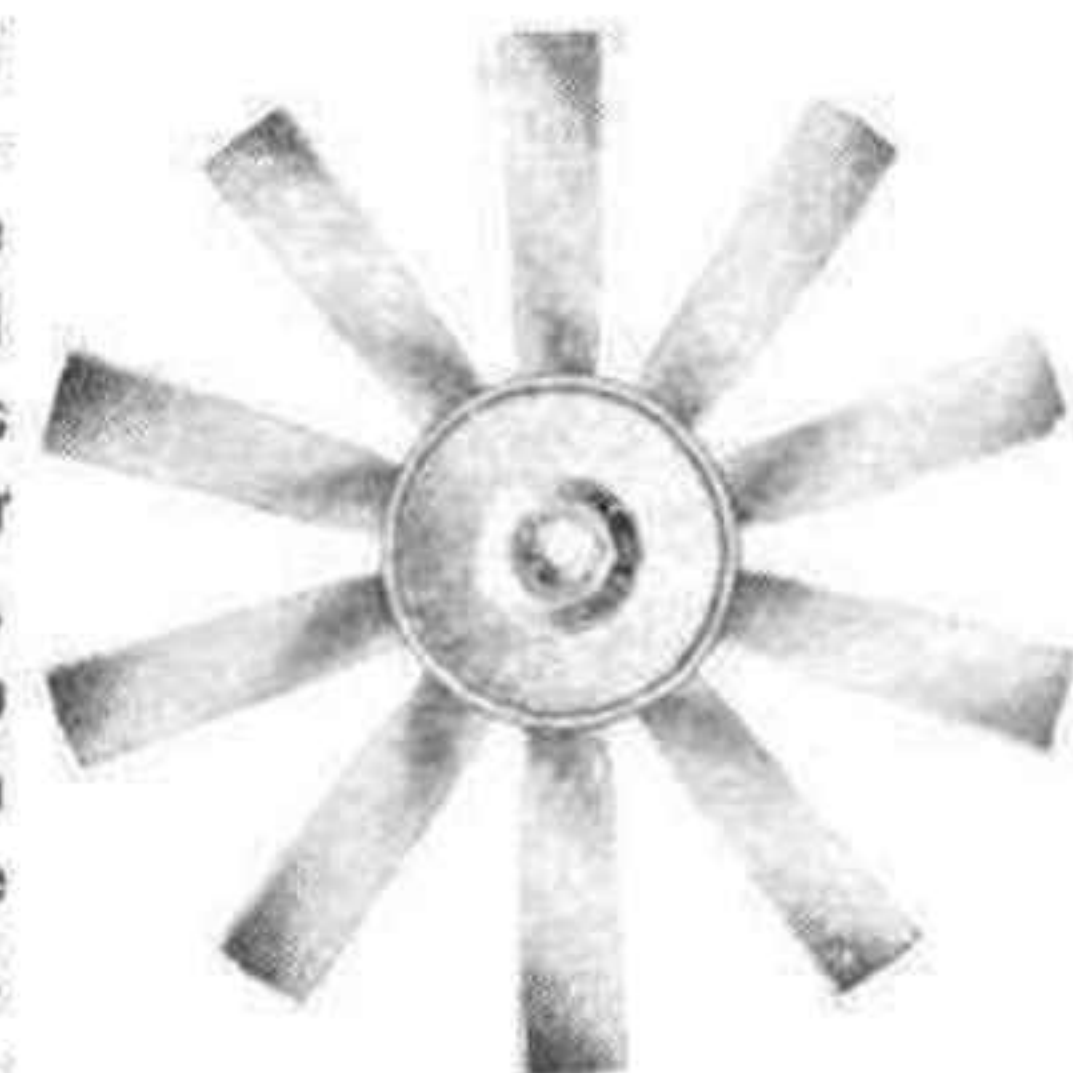
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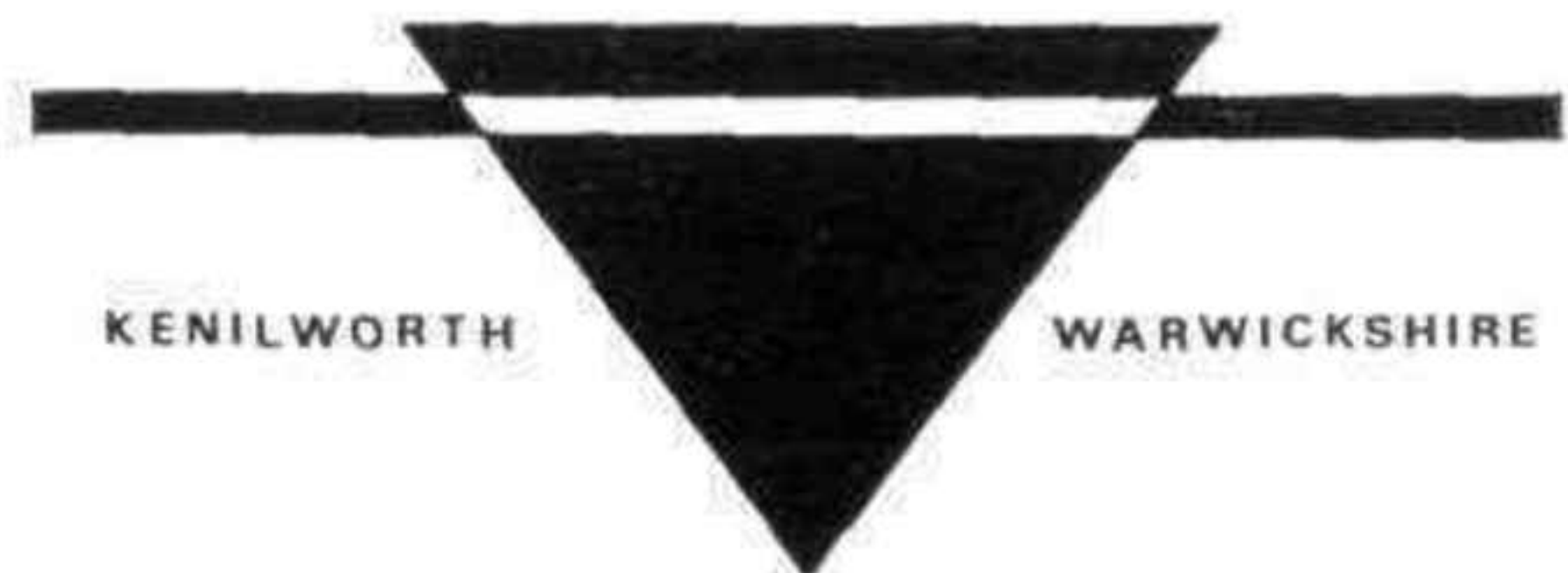
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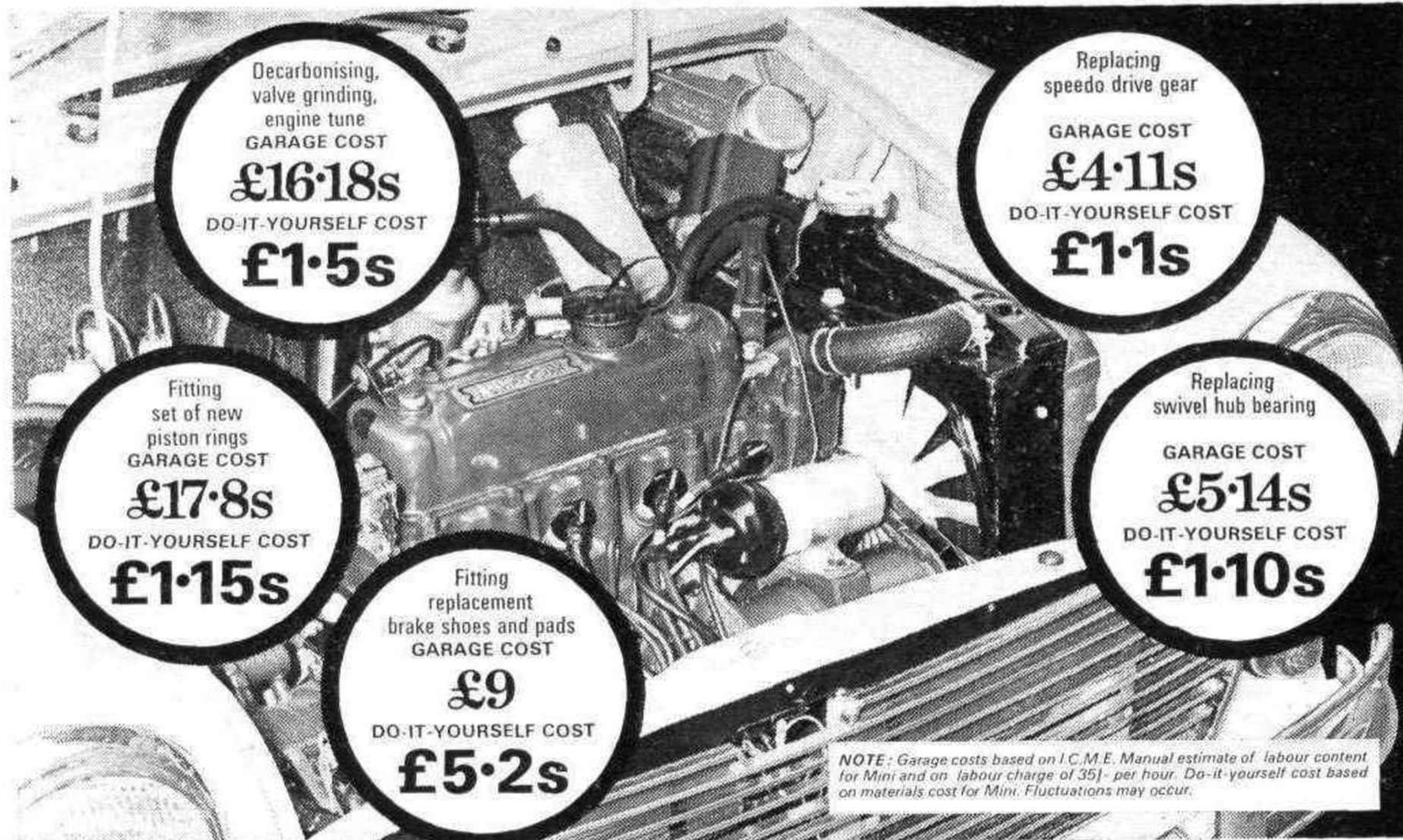
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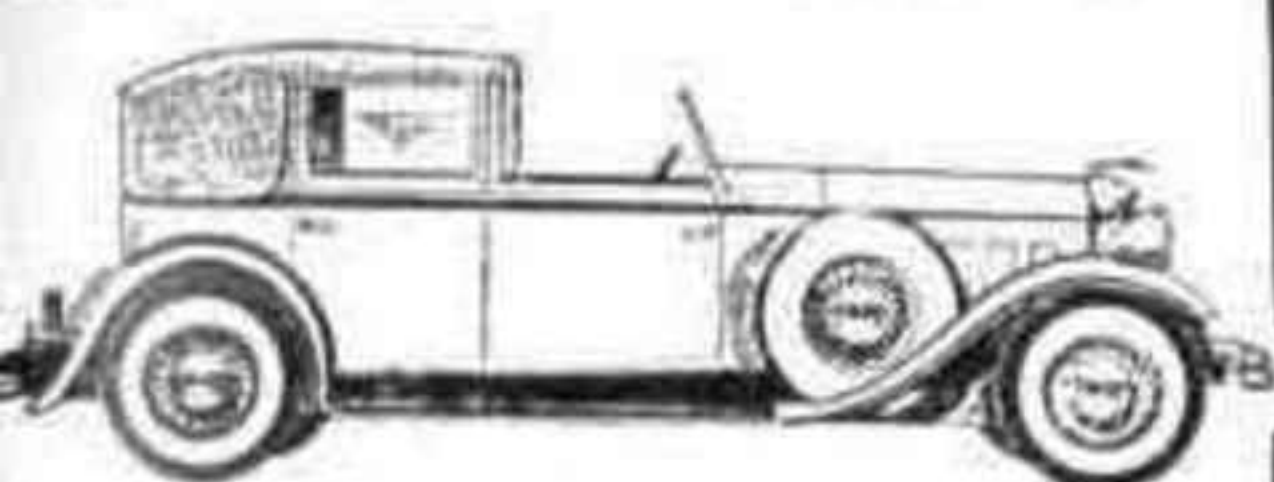


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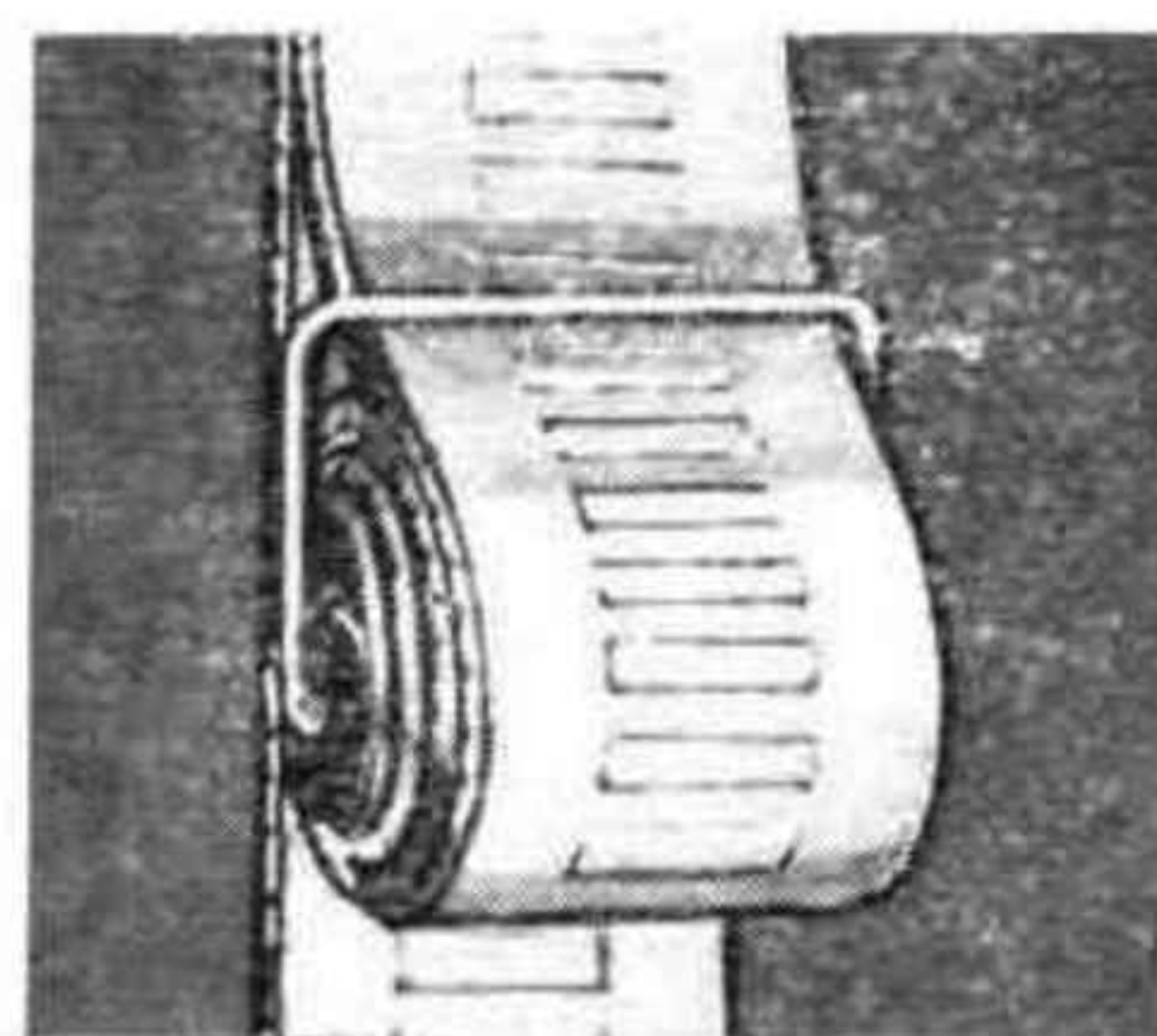
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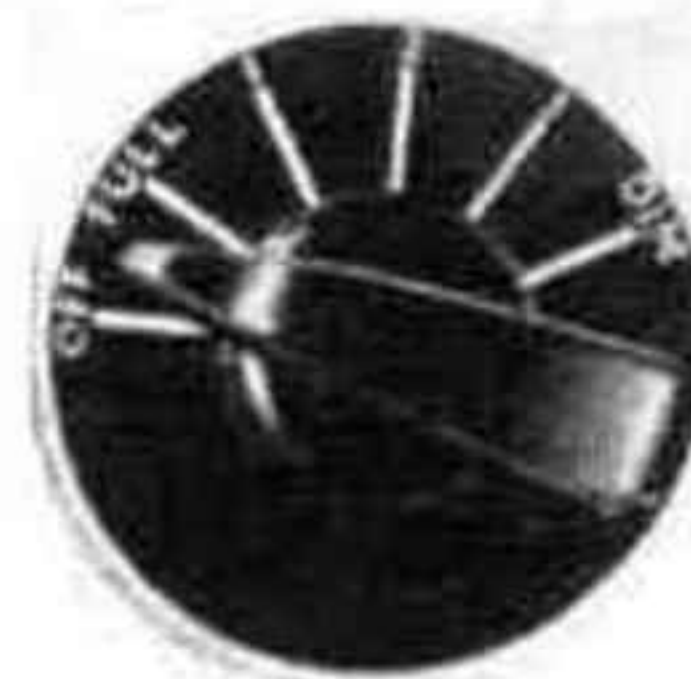
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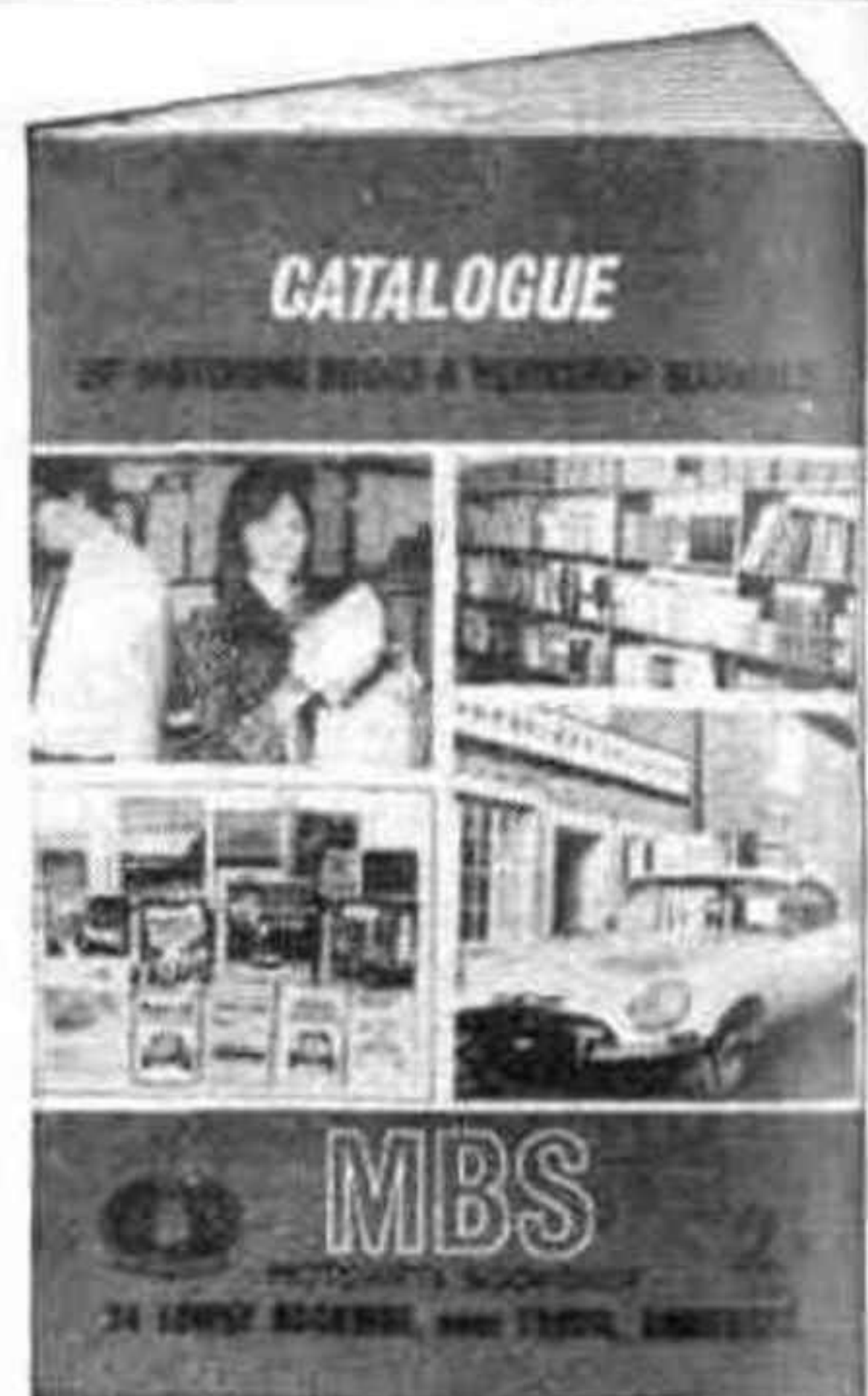


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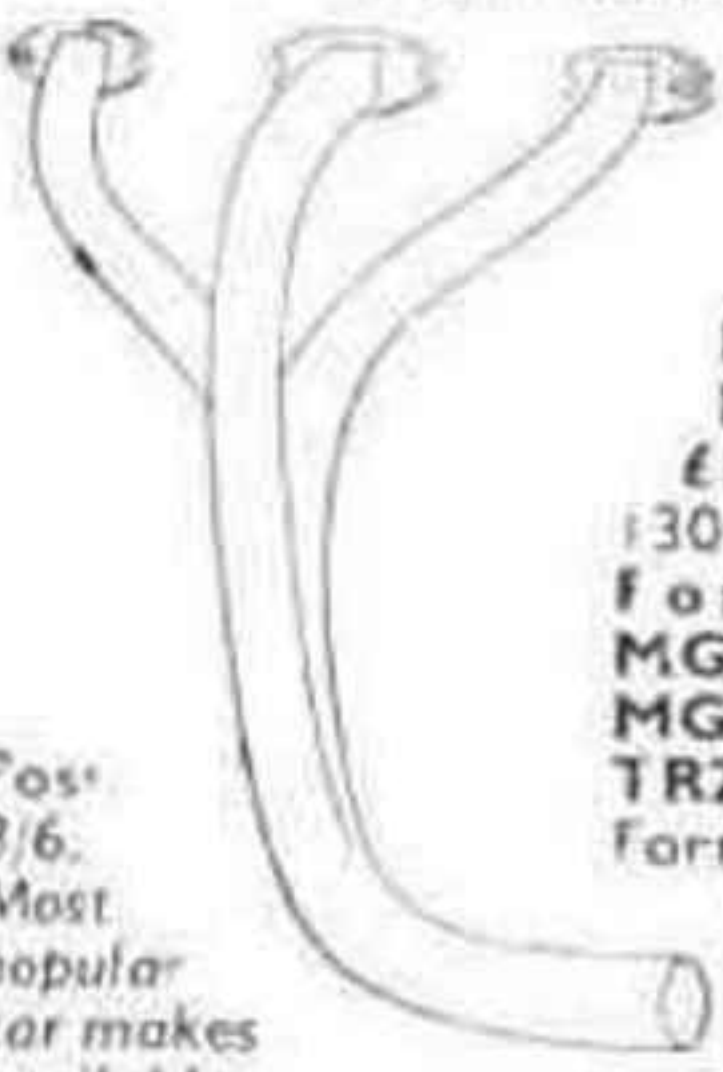
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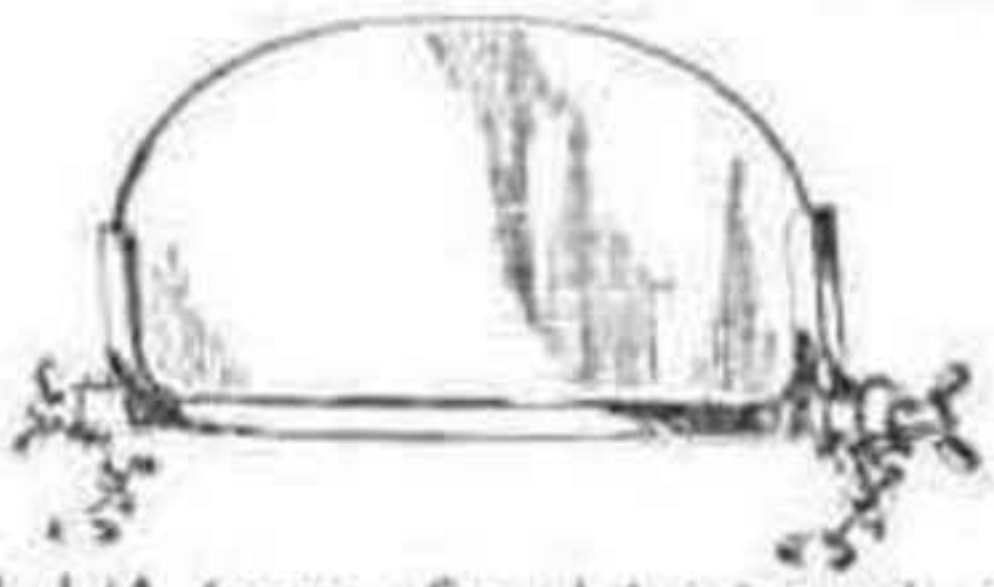
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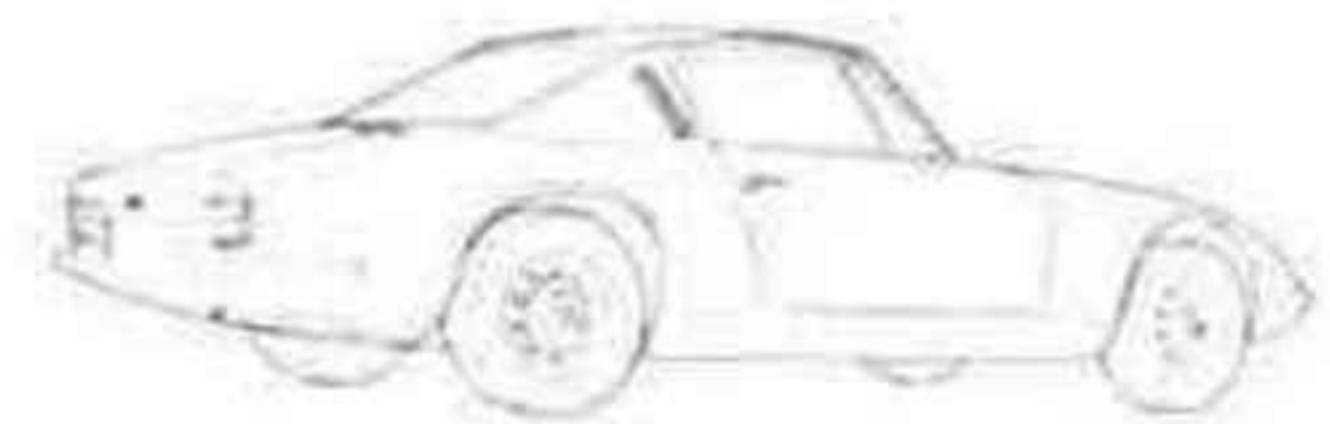
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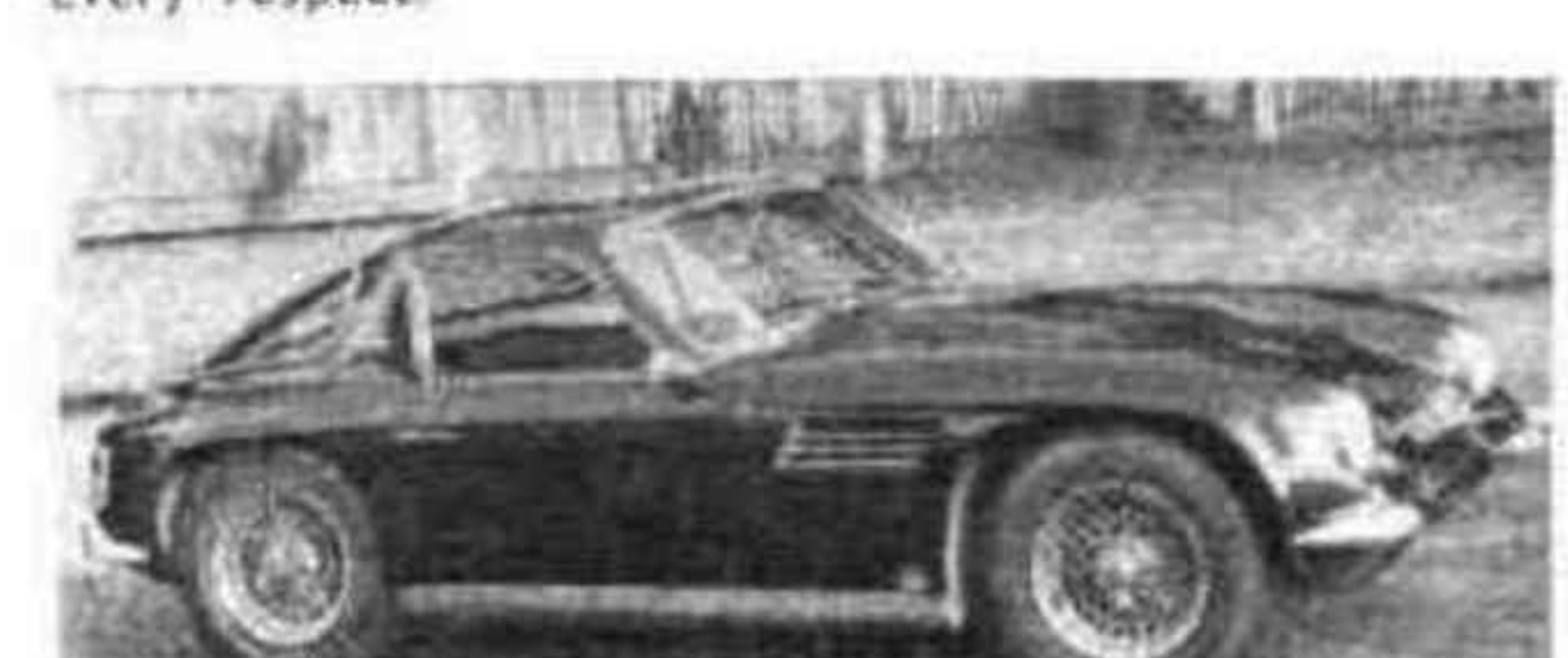
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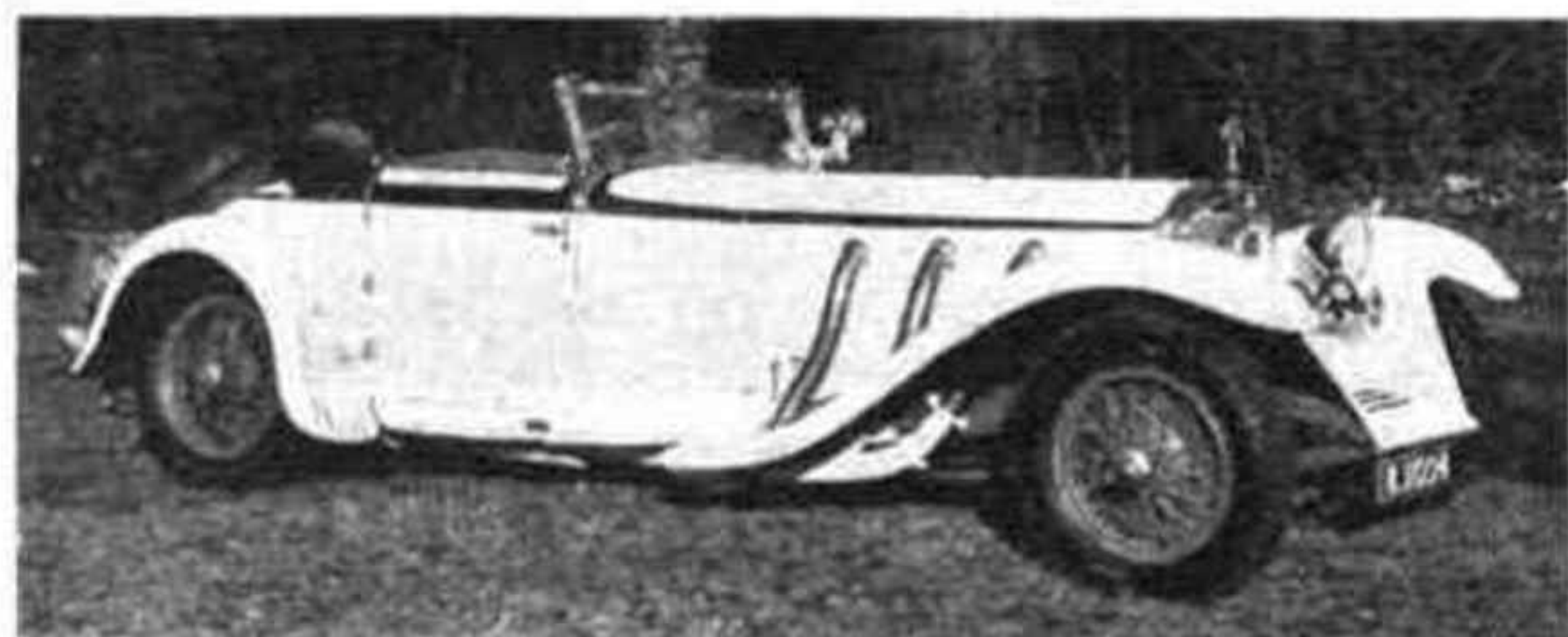


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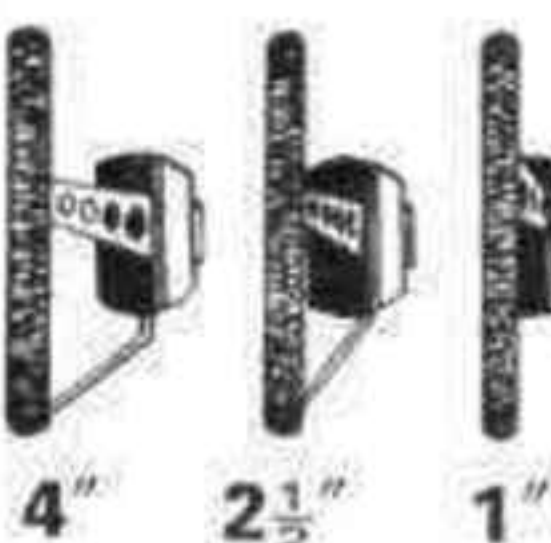
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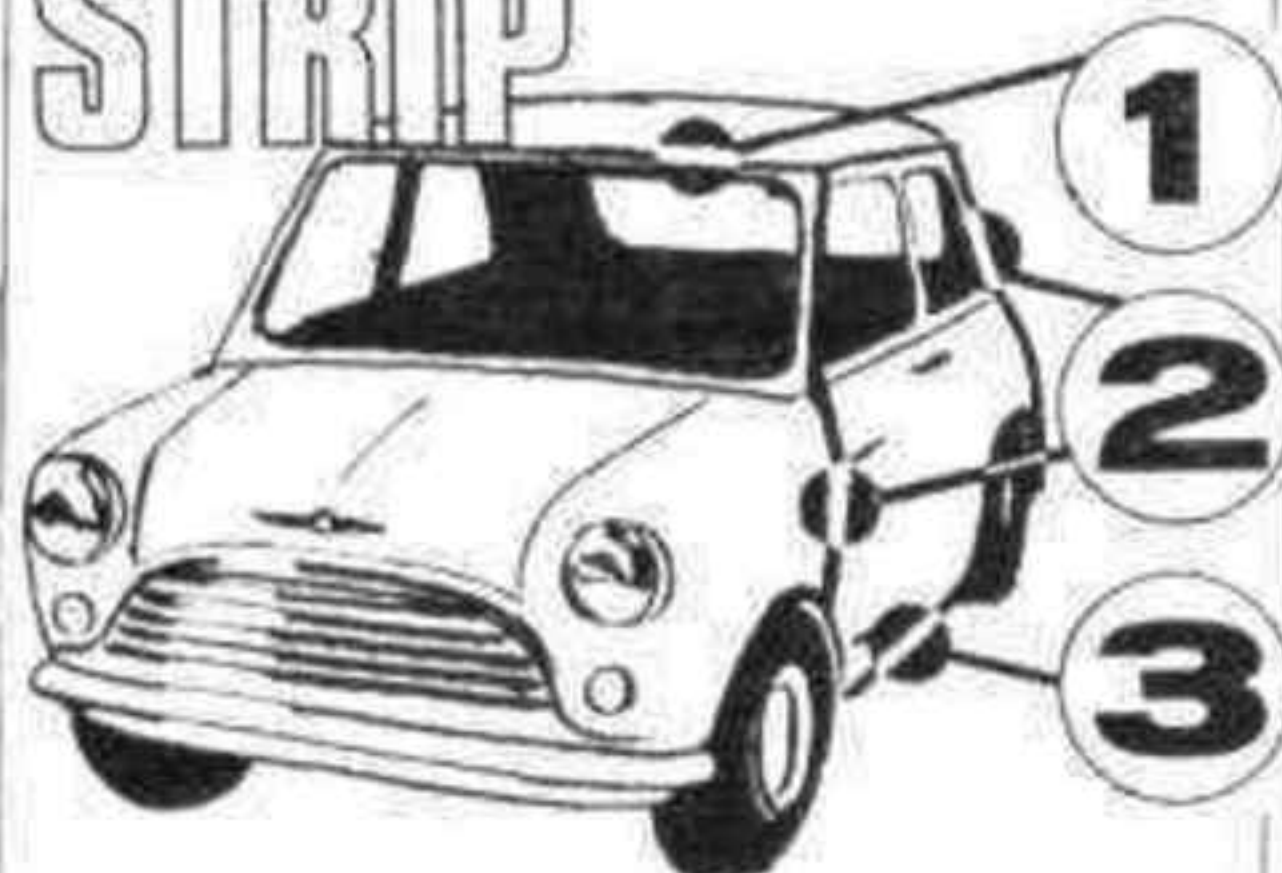
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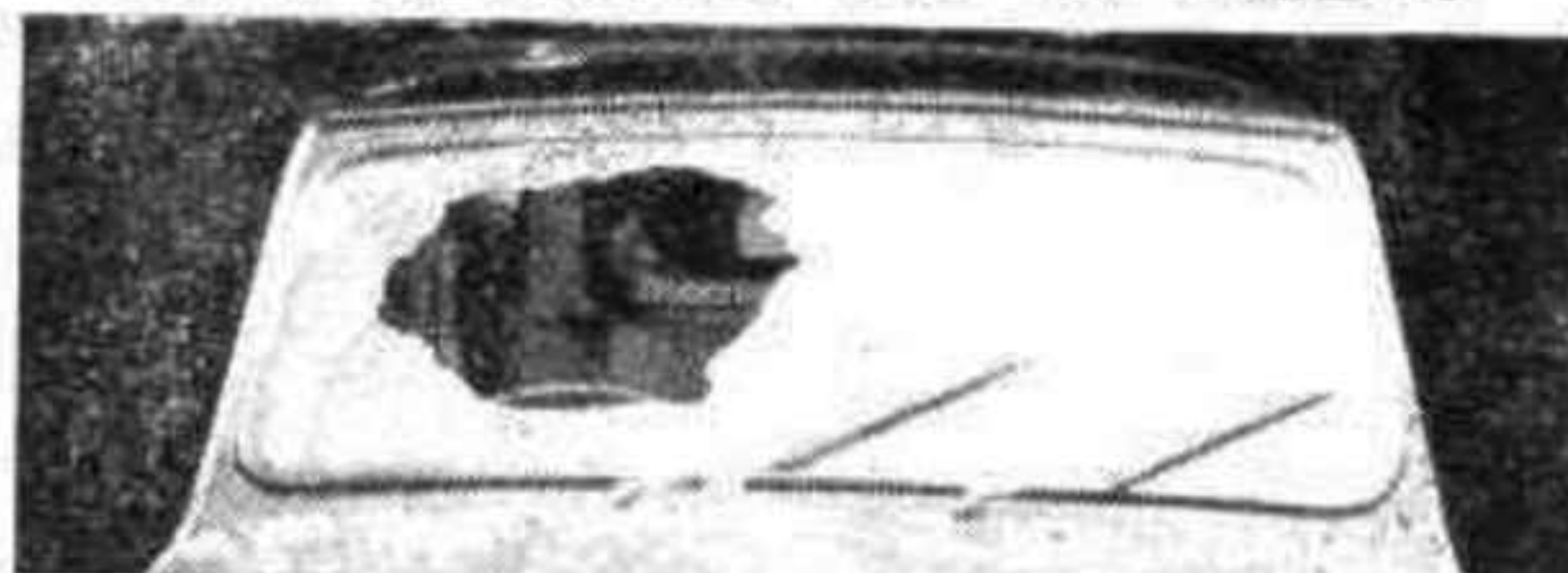
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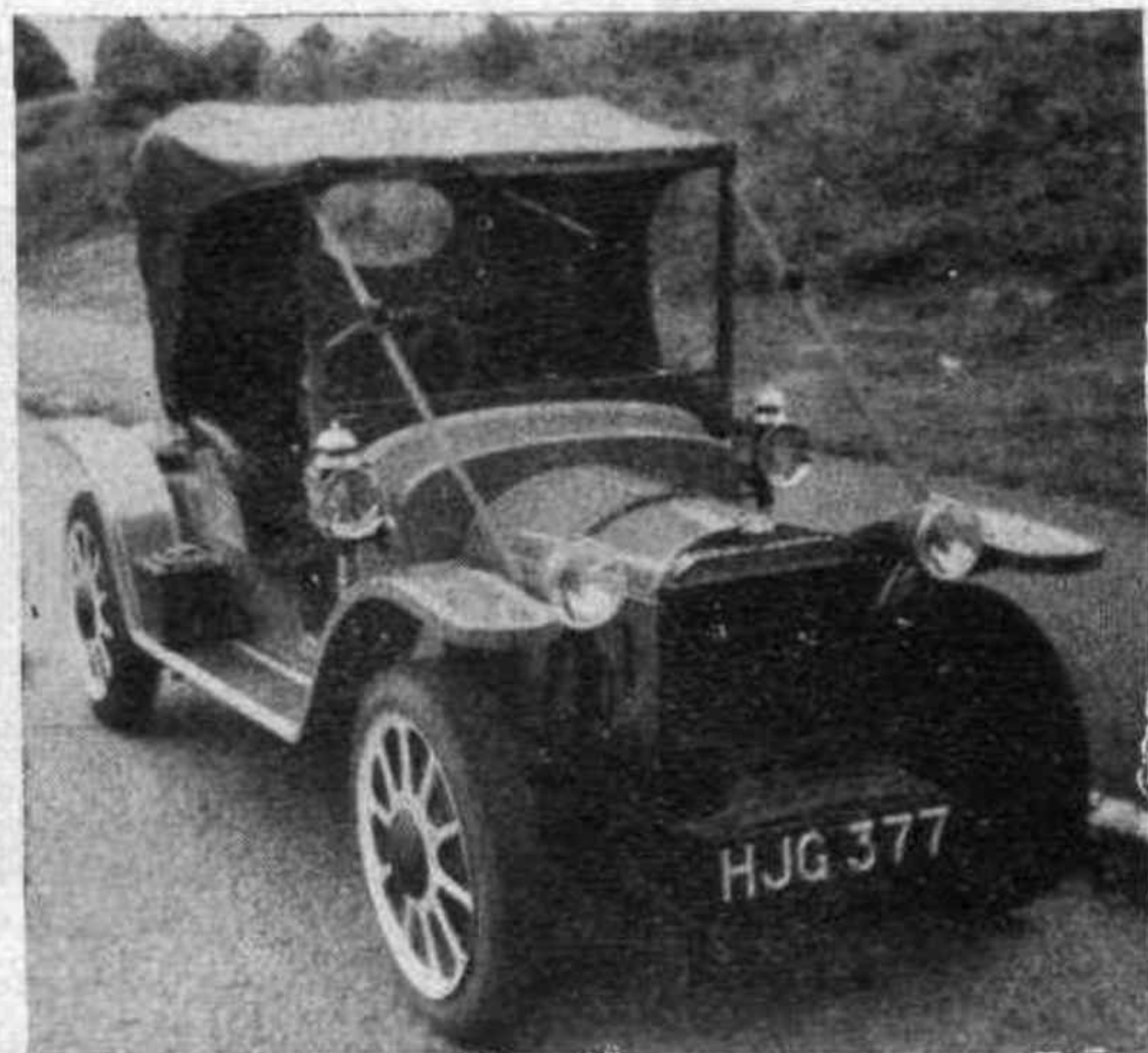
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SPRITE MK. III, DEC., 1964, RED, NEW Cints. all round; many extras; superb condition. £375 o.n.o. Tel.: 01-650 7121 (evenings). (5977)
M.G.-B, 1965, BRITISH RACING GREEN. Overdrive, wire wheels, radio, tonneau, good Cints., leather wheel, air horns; excellent condition body and mechanics; nominal mileage; taxed and M.o.T. £585. Mr. Todd, "Laurelbank", Newmans, Ayrshire, Scotland, Tel.: Newmans 280. (5978)
1968 OPEL RALLY KADETTE, LOW mileage; twin carbs; terrific performer; spotless; refuelling £650 o.n.o. Moul. 51 Qulton Crescent, Earking. (5980)

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- Motoring News* — 'The incredible Ford Popular based Edwardian Dummy handles amazingly well.'
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Phantom II sedanca by Barker. Silver Ghost limousine by Mulliner.*

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FOR SALE—continued

M.G. RARE YT 4-SEATER TOURER, 1952, Green. Excellent condition; 32,000 miles; M.o.T. £265 o.n.o. Leech, 1 St. Mary's Rd., Ash Vale, Aldershot, Hants. (6085)

M.G. TF 1600. THIS TF WAS STRIPPED to chassis and rebuilt with all M.G.-A twin-cam mechanics, including disc brakes all round; genuine 110 m.p.h. immaculate in black; every extra. £700. Offers, Tel. Loughborough 3829 (6088)

190SL R.H.D. COUPE WITH DETACHABLE hard-top, 1962, and only two owners; genuine mileage; service history; white coachwork, red interior; fitted Motorola radio and lots of standard extras. Terms arranged, exchanges considered on 01-800 9613. (6090)

LOTUS ELITE, 52, 1962. GOOD CONDI- tion; 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). (6091)

ROLLS-ROYCE 20/25, 1937 REGISTRA- tion. Chassis GLJ19, Mulliner saloon with boot, no division, clutch/brakes relined, new radiator matrix; mechanically excellent; sound original body requires repaint/partial retrim for Concours. £950. Wilson, 12 Broom Crescent, Tarvin, Chester. (6092)

JAGUAR 3.4, MARCH, 1964. MANUAL, overdrive, chrome wires, reclining seats, push-button radio; 40 lb. hot. Metallic light blue, dark blue interior; M.o.T. July, 1971. No haggling, no offers. £475. 3 Milton Rd., Bedford. Tel.: 0234 68875. (6093)

SP250 DAIMLER. GOOD BODY AND mechanics. Peacock blue. Late 1960. £350. Tel.: Oxford 61233 (6094)

M.G.-C (1968). BEAUTIFUL CAR IN British Racing Green. Fitted de luxe Bermuda hard-top with Sundym panels, soft-top, tonneau cover, overdrive, wire wheels, Motorola radio, air horns, burglar switch, new exhaust, etc.; very good condition. Around £920. Might accept interesting car (e.g. Cooper 'S', Citroën 2CV) in part exchange. Mr. Rose. Tel.: 01-600 1200 (office). (6095)

LEA-FRANCIS SPORTS, 1948, 14 H.P. Blue. Excellent condition throughout; M.o.T. 10 months. £275 o.n.o. Tel.: 01-636 8636 (London), extension 329 (day). (6096)

1275 COOPER "S", 1970; 14,000 MILES; radio, tow bar. £695. Tel.: 01-629 5917. (6097)

FOR SALE—continued

ONE OWNER, 1935 AUSTIN LICHFIELD saloon. This rare vehicle is in superb condition bodily and mechanically and is in absolutely original condition. Fitted sliding sun roof and rear window blind. All parts in first-class working order, including ancillaries, tyres, etc. Must be finest original example. Thorough examination and inspection welcome; photo available. "En-Casa", Albert Rd., Bulphan, Essex. Tel.: Orsett 569 (after 7 p.m.). (6107)

SSI, 1933, FIXED HEAD COUPE. RENO- vated to near Concours condition. £1,500. Austin Ascot saloon, 1935. Excellent mechanical condition and sound original bodywork, needs repaint. £80. Tel.: 01-360 4916 (North London). (6108)

1934 WOLSELEY HORNET SPECIAL. Very good condition; taxed; long M.o.T.; over £200 spent, many bills; 16 in. rear. around £220. J. H. Clayton, The Limes, Hollingbourne, Kent. Tel.: 261. (6109)

BRISTOL 406. BLACK. ENGINE, GEAR- box, steering and brakes completely overhauled; 50,000 miles; all bills available. Appointments to view. £875. Genuine enquiries only. Tel.: 041-883 8536 (evening). (6110)

190SL MERCEDES ROADSTER WITH detachable hard-top. Truly exceptional example in virtually new condition; definitely the finest available for £695. Tel.: 01-897 0159 for more details. (6111)

TALBOT 90 III, 1957, FOR SALE IN near-Concours condition; genuine 40,000 miles. £300 o.n.o. A. Gray, Moat Cottages, Henham, Bishops Stortford, Herts. (6112)

LOTUS ELAN + 2, "H" REGISTRA- tion; 8,000 miles only. White. Radio, etc.; genuine reason for sale. £1,625 o.n.o. Tel.: Leicester 358832. (6113)

LAGONDA 3-LITRE TICKFORD DROP- head. Radio, power-assisted hood, tonneau cover; M.o.T. £400. Also 2.6 saloon suitable for spares. Tel.: Welwyn 5357. (6114)

"E"-TYPE, 1965, 4.2 F.H.C. IN SILVER grey, red interior, chrome wire wheels, heated rear window; in as new condition throughout; any inspection welcomed. £1,095 o.n.o. "Avoca", The Street, Cressing, Braintree, Essex. (6115)

M.G.-B, 1964, TARTAN RED. OVER- drive, heater, radio, tonneau; 33,000 miles; taxed, tested. £475 o.n.o. "Brentwood", Pendleton Rd., Wiswell, near Whalley, Lancs. Tel.: Whalley 2342. (6116)

M.G.-B, 1963. WIRES, MOTOROLA, Bermuda hard-top, soft-top, tonneau; much recent work done. £350 o.n.o. Tel.: 061-427 3410. (6117)

1954 MORGAN + 4. SOUND CONDI- tion throughout; new exhaust; M.o.T. and taxed. £240. Tel.: 675 2891. (6118)

FOR SALE—continued

ASTON MARTIN DB MK. III DROP- head coupé, 1959. Midnight blue. A great deal of money has recently been spent on many major items, including excellent professional rebuilds of engine and gearbox. Exceptional condition throughout. £850. Seen London. Box 2487. (6119)

BEAUTIFUL RILEY ROADSTER, 1951. Very good condition. Around £300. Tel.: 748 9395 (London). (6120)

AUSTIN HEALEY 100-6. HARD-TOP, XAS; bills; M.o.T.; cheap. Tel.: Stratford-upon-Avon 66871. (6121)

1935 MORRIS EIGHTEEN. RARE saloon car in good condition; ready for M.o.T. Must sell. Offers, Tel.: Crawley 22058. (6122)

1928/1929 ESSEX SUPER SIX CHAL- lenger (U.S.A.), registered 1930; really excellent body, interior original; many spares. View Manchester. £1,250 or near. Tel.: 061-766 4967. (6123)

JAGUAR "E"-TYPE 4.2 ROADSTER, 1964 (Dec.). Red; 43,000 miles; Cinturatos; M.o.T. £895. Tel.: Crowthorne 5355. (6124)

MERCEDES 220S, 1958; 81,000 MILES; excellent mechanically, rust in wings; suitable spares. £90 o.n.o. Challis, Stratton-under-Fosse, Rugby, Warwicks. Tel.: Pailton 572. (6126)

M.G. TD, 1952, IN GLEAMING B.R.G. Rewired, rechromed, new hood, screens, tonneau and tyres; Gold Seal engine. £600 o.n.o. View London. Tel.: 01-789 5850. (6168)

A.C. ACE TWO-SEATER SPORTS, 1960; £1,000 recently spent. Candy apple blue, white leather interior, 6K wire wheels with slim red-wall G800s. The ultimate Ace, probably the finest in existence. Full details and colour photo on request. £1,100. Would consider Cobra or XK150 drophead in part exchange, cash either way. Also M.G. TD Mk. II. Interior retrimmed, excellent paintwork and chrome, new tonneau, Cints., aero screens. An investment at £365. Barry Howse, 65 Parsonsfield Rd., Banstead, Surrey. Tel.: Burgh Heath 50202. (6169)

M.G. TD, 1953. B.R.G. RESPRAYED, new hood, X tyres; very sound throughout. £250. Tel.: Nottingham 250520. (6170)

1913 HILLMAN TWO-SEATER/DICKEY. Completely rebuilt 1969. Tel.: Padiham (Lancs.) 72266. (6171)

1927 AUSTIN HEAVY 12/4 WINDSOR saloon, narrow track chassis, long-stroke engine. Requires interior trim but otherwise good. £325. B.M.W. 319 chassis on good tyres. Tim Hallam, The Vicarage, Weeton, Leeds. Tel.: Huby 514. (6172)

ROLLS-ROYCE PHANTOM II, 1930, limousine by Hooper in need of paint and trimming but a very pretty car. £850. R. Horner. Tel.: Andover 3643. (6173)

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1970 Lotus +2S	£2,295
1968 Lotus +2, Graham Hill personal car	£1,645
1969 Lotus Europa	£1,495
1970 Lotus Elan f/h. SE	£1,545
1970 Lotus Europa	£1,675
1969 Lotus Cortina	£1,075
1969 Fiat 125 saloon	£1,075
1968 Fiat 125 sports coupe, green	£1,195
1968 Fiat 125 saloon	£835
1969 Volvo 1800S f/h coupe, green	£1,825
1968 Jaguar 3.4 S Type	£1,299

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HITCHIN 3445



Rare BENTLEY SI Continental, with Hooper lightweight coachwork, believed 1958 Show Model, registered May, 1959, automatic, power-steering, burgundy, grey trim, fairly high mileage but I have owned and used the car for 2 years and much work has been done including brakes, exhaust, rear axle, etc.



SINGER Junior Porlock sports 2-seater, 1929, primrose and black; within past 2,000 miles engine has had complete overhaul, including crank regrind, rebore, new timing gears; steering has been overhauled, virtually new tyres fitted and interior retrimmed; not fast, but reliable, attractive and practical. £575



ROLLS-ROYCE Silver Wraith, Park Ward full 7-passenger limousine, 1950, cloth in rear, leather in front compartment, fair engine and chassis and nearly new tyres, but photograph flatters condition of the coachwork which has a number of minor dents and blemishes and needs a repaint, hence sensible price of £675

ROLLS-ROYCE Wraith, 1940, Park Ward owner/driver razor-edge sports saloon, all-aluminium body, running, basically sound mechanically and bodily, on good tyres, but needs attention to interior and also needs repainting, hence realistic price of £590

BENTLEY S.3 Continental Mulliner Flying Spur, Feb. 1964, all usual extras including radio; silver grey, beige interior; indicated mileage 70,000 almost certainly genuine; new tyres recently fitted, just serviced by us and also checked over at R.-R. Ltd. A very good and virtually immaculate motor car. (For photograph, see last month). £4,600

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

BENTLEY 3½-litre Park Ward aluminium bodied sports saloon, circa 1934, cylinder head off, but everything appears to be there and sound. Coachwork needs considerable attention, glass, paint, etc., but nevertheless at today's prices, the car is worth restoring. As seen £163

DAIMLER 25 h.p. Light Straight Eight, circa 1937, with most attractive Vanden Plas 4-door pillarless sports saloon coachwork; full details not to hand, but car believed generally sound although stored many years and requires generally tidying-up. £250

RILEY 9 Falcon 4-door sports saloon with "gull-wing" doors, 1933, manual box, special series chassis, twin carbs., etc.; in generally very fair order. £250

RILEY 9 Lincock coupé, also 1933 on special series chassis with manual gearbox, also mechanically quite good and body quite structurally sound but needs paint and attention to interior trim, etc. £195

Very rare "White Elephant"—**INVICTA Black Prince** chassis, unregistered and believed virtually new, in running order but with no coachwork. Sensible offers please.

PAYNES PARK, HITCHIN, HERTFORDSHIRE

VETERAN :

CLEMENT-BAYARD 16 h.p. 4-cylinder; unusual French car, Renault-type bonnet, left-hand-drive, restoration partly completed including retrimming front compartment, but wings are badly mounted and rear of body is a badly proportioned dickey, nevertheless, the car runs quite well, has lamps, windscreen, horn, etc., and is on a fair set of tyres and must represent good value at the realistic price of £1,350

VINTAGE :

1930 AUSTIN Heavy 12/4 saloon, believed one owner from new, completely original but badly stored for many years and consequently some rust and needs much attention to trim, roof and a re-paint, nevertheless good value at £150

Rare 1921 HUMBER 16-h.p. tourer, side-valve engine, all original lamps, excellent bodywork, but needs paint, trim and hood. £250

MORRIS-COWLEY bull-nose, circa 1923/24 (no f.w.b.), complete chassis on wheels and tyres with lamps, bonnet, scuttle, windscreen dashboard and instruments. £250

STUTZ Straight Eight Model AA, 1927, converted to break-down in 1944 using original sedan coachwork and retaining all original lamps, instruments, etc.; in regular though infrequent use up to very recently and consequently in running order and on excellent tyres; ideal for rebodging as a "Le Mans" replica. (For photograph, see last month). £1,000

1930 SUNBEAM 18-h.p. coach-built saloon, highly original, stored 19 years; fair paint and interior, good tyres, sound chassis and bodywork; running but needs work on engine. £325

MOTORCYCLES :

A very good 1925 MATCHLESS big twin combination, coachbuilt sidecar, very original and in running order.

NEW IMPERIAL 350 c.c. o.h.v. twin-port, spring frame, circa 1939, dismantled, but believed basically complete. £25

Immediate Hire Purchase and Insurance facilities can be arranged. All types of part-exchange considered.



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The Racing Morgan Agents

The Stapleton Brothers announce their annual Morgan owners' cocktail party is to be held on Friday 16th. Please write for invitations. At the moment we have a Plus 8, and probably another one by the time you read this; a '69 4/4 4-seater in red with only 10,000 miles on the clock; a dark blue 4/4 Competition with hard-top, radio, and bucket seats. Another '69 4/4 with 5,000 miles, and a '68 Plus 4 fitted with new hood, previous owner's dog a bit partial to hoods. We also have a '68 4/4 in yellow with reflective number plates (they do look lovely); a '67 4/4 in dark blue (we always think the best Morgan colour), a remote gear-change and many other extras; another '67 4/4, wire wheels, etc., well known blue around Chelsea (previous owner please note); a yellow '66 4/4 with your actual leather upholstery, and a yellow Plus 4 in really nice condition; a '69 flame red 4/4 Competition known to us for a long time and naturally well looked after. We are as usual desperate to buy all Morgans but more especially late 4/4, 4-seater and 2-seater.



MORGAN KEY FOBS 7/6



MORGAN BADGES 6/6



FOR SALE—continued

BOND EQUIPE GT45, 1966, FORCED home to Kent for quick sale at reasonable price by crazy insurance in Eire. Return late Oct. Details: Collins, 3 Carlisle Place, Monkstown, County Cork. (5979)

AUSTIN HEALEY 3000 MK. II, 1962. Reupholstered, resprayed, new dashboard, good condition. £375. Tel.: Prestbury 89833. (5981)

1968 MORRIS COOPER "S" MK. II. Minilite wheels ZX tyres, radio, steering lock. £675. Prunty, Tel.: Berkhamstead 2123 (office) or Birdham 533 (weekends). (5982)

M.G.-C GT, 1968, "G" REGISTRATION; 12,500 miles; just run-in. Mineral blue. Motorola, £975. Tel.: 01-387 5040, extension 44 (office hours) and Lindfield 3688 (after 7 p.m. and weekends). (5983)

M.G. TD, RECENT RESPRAY, HOOD, screens, tonneau, luggage rack, complete rewiring, heater, carbs. Very good condition. £350. Cash plus car considered. Ken Baker, Ordsall Hall, Retford, Nottinghamshire. Tel.: 2168. (5985)

1933 MORRIS MINOR, COMPLETE, original, stored since 1937; non-runner. Offers over £10. Tel.: Medway 52877. Write: 29 Seaton Rd., Gillingham, Kent. (5986)

1924/1925 MAXWELL TOURER 20.9 H.P. Very rare; completely restored. £775 o.n.o. C. Mills, 74 Southgate St., Redruth, Cornwall. Tel.: 5974. (5987)

FOR SALE—continued

MORGAN 4/4, 1959; 500 MILES SINCE reconditioning; GT head, cam, manifolds, Weber, fibreglass wings, almost new radials and hood. Immaculate metallic blue; second car use only. Genuine reason for sale. £375. Tel.: 0325 67863. (5988)

TR4A, 1967, ROADSTER, "H" REGIS- tered. Conifer / black interior; 20,000 genuine miles; five new G800s, wire wheels, new exhaust, tonneau cover; two owners; taxed June, 1971; no rust. £800 o.n.o. Apply: M. Philpott, 15 St. Vincent Rd., Whitton, Twickenham, Middlesex. (5989)

M.G.-C, 1968, WHITE, BLACK TRIM. Overdrive, underseated, folding hood, twin spots, revs, w/rim, C.W.W. SP68s, chrome rack, wing mirrors, heater, servo, etc.; owner overseas. View at 30 Surrey Rd., Seaford, Sussex. £845. (5990)

LANCIA AURELIA B12, M.O.T.; HOLED piston, £35, or break. Also Aprilia spares. 8 Holly Ter., York, Tel.: 53509. (5991)

ALFA ROMEO 2.3-LITRE SUPER- charged eight-cylinder Mille Miglia two-seater sports, rebuilt throughout to a very high standard. Offers over £6,000. Box 2482. (5992)

1936 MORRIS EIGHT SUNROOF SAL- oon. Superb original condition; one owner until last Sept.; M.O.T. £110 o.n.o. Tel.: 021-354 5765. (5993)

FOR SALE—continued

1963 "E"-TYPE D.H.C. METALLIC blue. Chrome wires, new Cints., Motorola, reclining seats; M.O.T.; £150 bills. £675 or exchange M.G.-B. Tel.: 01-794 5911, 455 4316. (5994)

1969 MORRIS MINI 1000 MK. II, WHITE. One owner; 17,000 miles; new SP tyres. £550. Tel.: 01-794 5911. (5994)

M.G. TD, 1953, RED, PROFESSIONALLY rebuilt, including engine; excellent condition; taxed, tested. £430 o.n.o. Tel.: Chester 28050. (5995)

XK150 D.H.C., 1958, 3.4, RESPRAY B.R.G. Overdrive, w/wheels, twin g.l. spots, new Cinturatos, rear springs, sills, clutch, undersealing, engine and steering overhaul, including chains, etc. 1,500 miles ago, recent new exhaust systems. £650. Tel.: Watford (Herts.) 24891 (evenings). (5996)

JENSEN 541, WIRE WHEELS, NEW clutch, brakes and springs; taxed. £350. High exchange. Tel.: Woking 66510. (5997)

BENTLEY SII, AUG., 1962, OUTSTAND- ing condition; full history; completely resprayed by Rolls specialist; mechanically 100 per cent.; fitted radio, electric windows, h.r.w., etc. £1,800. Tel.: Ascot 23018. (5998)

ALVIS TD21, 1962, WIRE WHEELS, radio, fair order; very cheap at £400. Consider part exchange. Tel.: Pilton (Somerset) 248. (6098)

FOR SALE—continued

1931 TK 12/60 BEETLEBACK ALVIS. Finished in blue with black wings and wheels. £850 o.n.o. Tel.: Wymeswold 880067. (6100)

1949 TRIUMPH ROADSTER 2000. GOOD condition; new tyres, new M.O.T.; original equipment; half-ton of spares. Drive away. £250. Andrews, 50 Napier Rd., Eastville, Bristol 5. (6101)

ALFA ROMEO 1300 GT COUPE, 1967. Immaculate, as new. Blue. £995. Tel.: 01-440 1401 (North London) (evening) or 01-360 8321 (day). (6102)

RILEY ADELPHI SALOON, 1937. COM- pletely restored to original condition. Offers around £275. Tel.: Brentwood 218306 or 01-478 3994. (6103)

SOMETHING DIFFERENT, FIAT 1500 cabriolet sports, 1969, Red; r.h.d.; a rare and beautiful car in superb order. £585 o.n.o. Gibbs, Tel.: 01-629 7633 (day), 01-736 1635 (evenings). (6104)

IMMACULATE METALLIC GREEN "E"- type, Nov., 1966. New hard/soft-tops, new 2.15 XVRs (£100), tuned engine, modified suspension, all extras; very fast; superb handling. Sacrificed at £1,185. Part exchange considered. Harvey, Tel.: Daventry 3452 (office). (6105)

RARE LANCHESTER, 1952; 1968 C.C.; 41,000 only; excellent inside and out. £250. 61 Grafton Rd., Worthing, Tel.: 39735. (6106)

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Based on the Austin 1300 four-door Super De Luxe Saloon. With opening rear door and drop-down rear seat, converting it into a 5-door Estate plus featuring a sporty fast back appearance.

DELIVERY — 6 - 8 WEEKS

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MG TF front wing	£12 10	Spitfire bonnet	£27 10
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MG-A front valence	£3 10	" rear wing	£3 10
" front wing	from £11 10	Big Healey front wing	£9 10
" door sill	£2 4	" door sill	£2 2
" rear wing	£6 10	" rear wing	£6 10
MG-B front valence	£2 18	" boot lid	from £7 0
" bonnet	from £8 10	Sprite Mk. I bonnet	£22 10
" front wing	from £11 10	" rear end	£20 0
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" boot lid	from £5 10	bonnet	from £7 0
TR2/3/3A front wing	£7 10	one piece front	£22 10
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" rear wing	£8 10	door (with s/screens)	£6 18
TR4 front panel	£2 18	door sill	£2 10
" front wing	£7 10	Lotus Seven nose section	£8 15
" bonnet	from £10 10	" front wing	£6 15
		" rear wing	£4 15

Please send 5d. stamp for full list.

Carriage 10/- per panel, although this can be reduced on certain multiple panel orders (Sills 10/- each or per pair, one-piece bonnets 30/-). Most panels can be supplied in manufacturers' popular colours for only 1/- in the £1 extra. Please inquire for panels not listed — large range for popular saloons also available. Quotations gladly given for one-offs or special orders. All panels can be inspected and collected from our works if required — we shall be pleased to see you.

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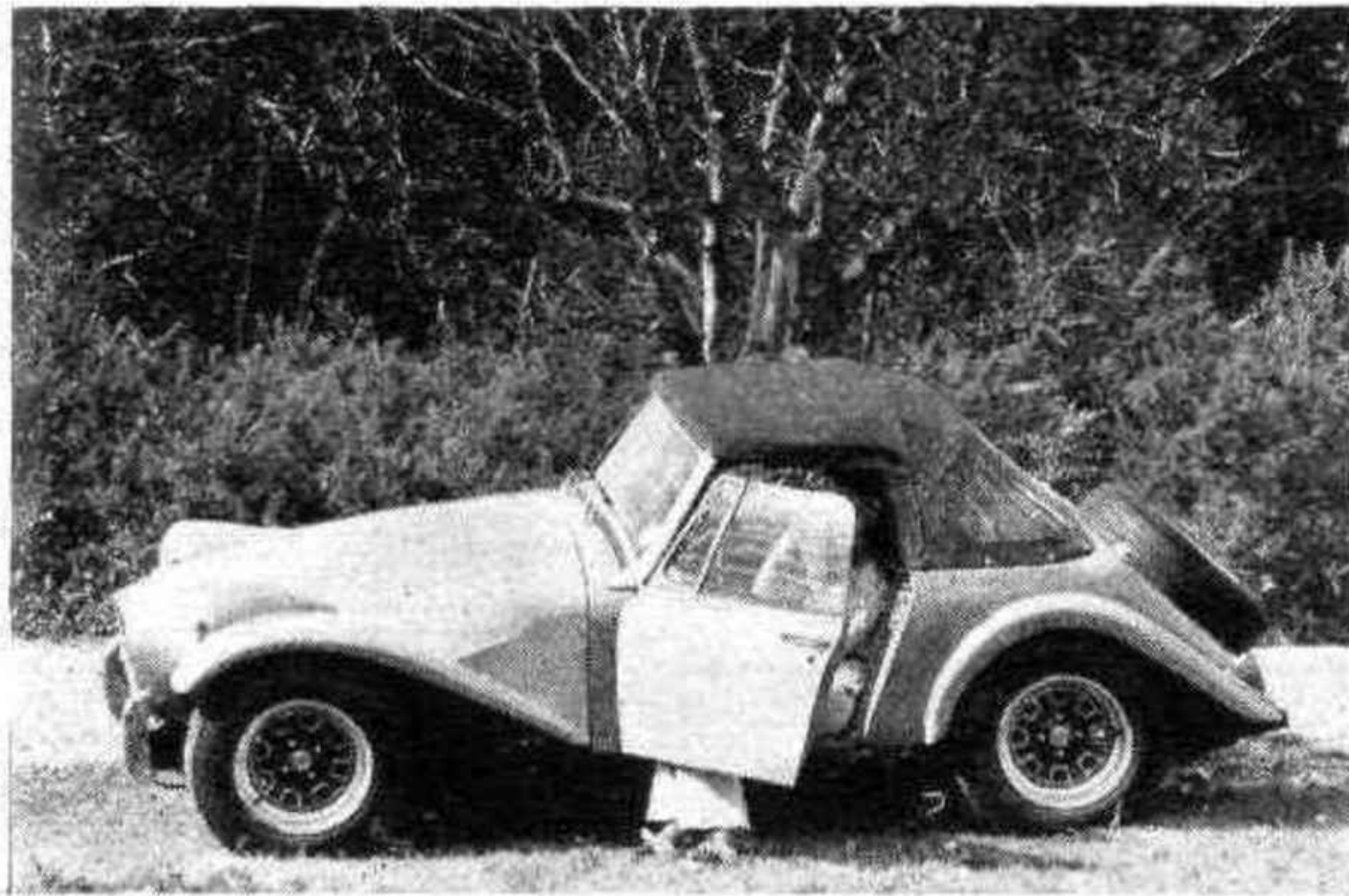
JOHN BRITTEN



Sports cars don't cost much to feed; make one of them your trusty steed. New MGs are few at the time of writing; I have a new MG-B in Glacier white with overdrive, Rostyles, SP68s and tonneau, a Midget in Bronze yellow with wire wheels (wider than last year, did you know?), ZXs, anti-roll bar and tonneau, and an MG-C GT, mineral blue, wires, overdrive, reclining seats; we have been offered a special bonus and will gladly pass it on to you. Rumour hath it that there is a shortage of hood frames at Abingdon due to strikes, but if our persistent pleas have their just reward we will be deluged

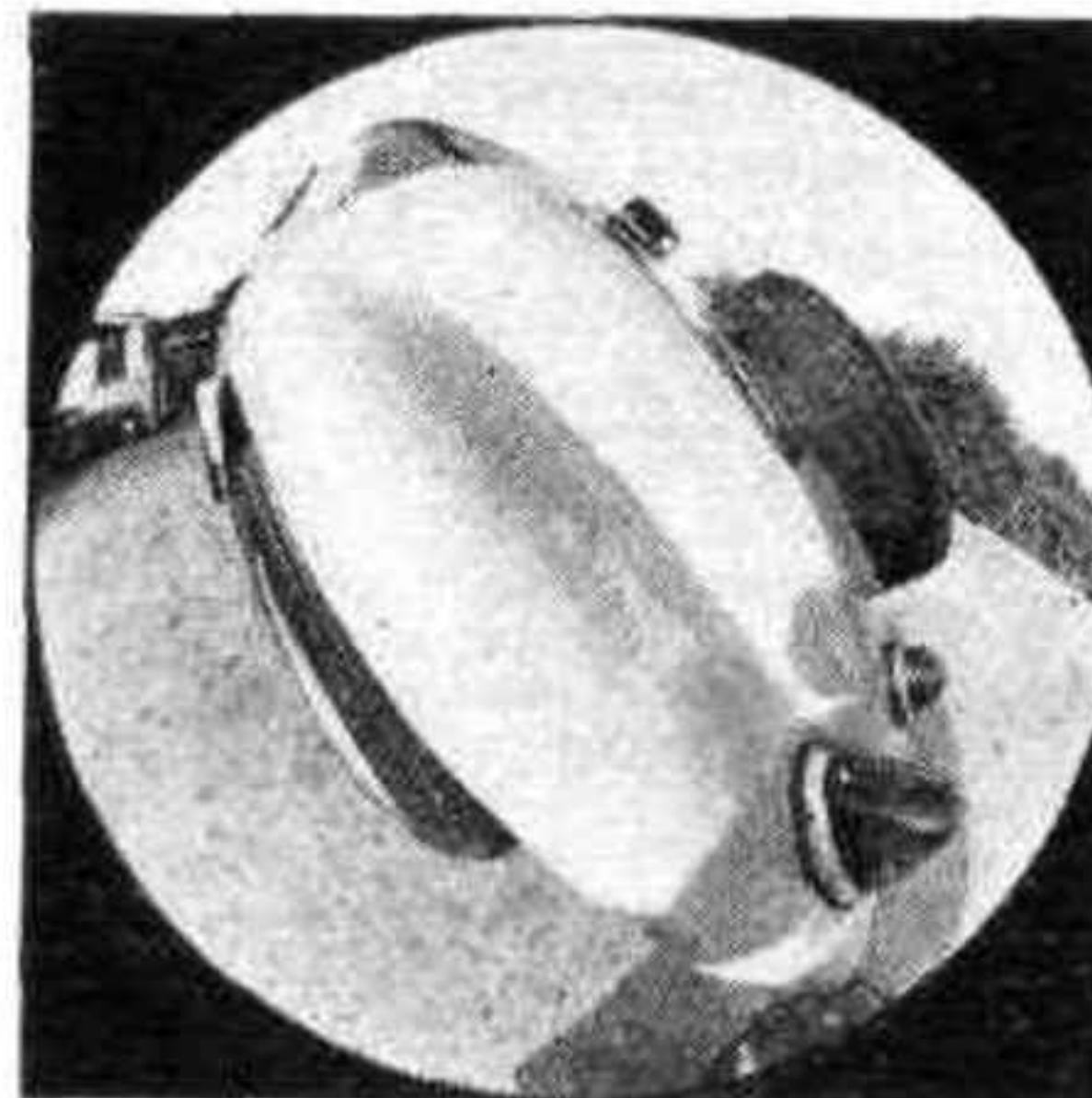
a new body, new hood, new wheels and new tyres; all built on to an overhauled used chassis. Four more have been laid down for completion in October; colours are Laguna lime, Monaco crimson, Jarama orange and Brooklands green. We get an average of 20 letters a day asking questions about the Arkley; some questions are sensible, some are minutely detailed, and some again are perfectly ridiculous. You will understand that only a few of these letters can be properly replied to, and that we're bound to miss out some genuine enquiries. Anyone who is really interested in buying a new or part-used

radials, red with black leather, somewhere around £500. Have got three Spitfires, a '67 Mk II and a '67 Mk III both of which are $\frac{1}{2}$ sold; also a 1968/69G Mk III in Valencia blue, tan interior, wire wheels, new G800s, one owner, radio, £720. MG-B GT, 1966, Mineral blue, overdrive,



with MGs in October. We would be especially interested in taking Sprites and Midgets in part exchange against new MGs or Austins; the fact that we convert a proportion into Arkleys means that we sometimes need them rather badly. TVR Vixens in component form can be delivered without undue delay at £1,242, and I can only say what else can you buy for the same price? Also the TVR Tuscan with V6 engine and overdrive, can't remember the price off-hand, but I believe it works out cheaper per litre than any other sports or GT car. A friend of mine has an S2 Vixen which somehow managed to be supplied new with a 3.27 diff instead of the standard 3.9; he fancies the extra top gear performance of the standard ratio, if any S2 owner would like a semi-overdrive top gear please get in touch. We have recently been appointed Morgan agents, and tomorrow I am going to have the pleasure of going up to Malvern to collect our new Plus Eight demo car, which we are getting in primer as we would rather like an exotic colour and will probably settle for Brooklands Green, a very unripe apple green as used on the Arkley SS. Other Arkley colours are Indy white, Laguna lime, Jarama orange, Hispano yellow, Bugatti blue, Targa red and Monaco crimson. These colours apply to ready-built cars only, the Arkley kit comes in white or grey pigmented fibreglass and requires painting after fitting. To return to the Morgan scene for a moment, if you order a new one there is quite a wait, but we do promise not to forget about your order and to pester the factory if and when we think this is going to do any good. I happen to have in my groaning tool-kit a gadget for punching 5/16 in holes in leather, and turned this to good effect the other day by punching some fresh holes in a Morgan bonnet strap and cutting off the surplus; I am now wearing the ultimate Morgan-lover's belt and will be happy to make up one or two more for

Arkley, or buying a kit to convert a Spridget, would be best off ringing up or calling in for information and advice. One question lots of people ask is whether we sell the body only, without wheels, tyres and hood. The answer is yes, and the body kit costs £90 inclusive of grille, hinges, spare wheel mounting, rubber straps and several other oddments. You retain your own doors, scuttle and floorpan, which is why the conversion is so easy. 1275cc hoods fit earlier cars need a new hood (which we supply



wire wheels, SP41s, pushbutton radio, sheltered life in remote Scottish lair, £825. Morgan Plus 4, mid-1965, surprising orange-red, black leather, numerous extras, impeccable history, as usual unafraid to mention price, £795. TVR Tuscan V6, 1970, Aquatic Jade, alloy wheels, 7,000 miles, overdrive, £1,470. MG-B, 1968/69G Mk II, Mineral blue, Cinturatos, latest bristly carpets, radio, £880. A/Healey Sprite, 1963, blue, about £300 but for heaven's sake buy it before midnight or it will turn into an Arkley SS. MG TD, just wanted you to know it's still around. Morgan Plus Eight, late 1969, 3,000m, radio, lots of other niceties, £1,580. MG-B, 1969H, red, wires, radio and umpteen other extras, £1,030. Lotus Elan FHC, 1969H, Royal blue, knock-on wheels, not priced yet. V8 Pilot, yes... Morgan 4/4 comp. model, 1968/69G, scarlet, wire wheels, one owner, £1,030. MG-B GT, 1967, Tartan red, black leather, overdrive, wire wheels, radial ply tyres and hand cuffs attached to the back seat. Expecting 1963 Alpine for my sins. MG-B, 1968, Tartan red, overdrive, wires, 1 owner, £940. Citroen doox chevoox, pale, 1969G regd but made somewhat earlier, don't know when really but it has the 6-light styling and bench seat, gauche main conduit, £200. MG-B, 1967, red, concealed spotlamps, £765. Expecting a trio of TRs, a brace of "B"s and a sprinkling of Spridgets. "Waiting" for a 1969 Morgan; this is a joke and only two readers will understand it. Things: Midget body panels and hoods at low prices; also bumpers. Midget anti-roll bar kit, £2 used or £3 new. Mk I Sprite gearboxes in unknown condition from £4. Disc wheel Morgan grid £4. Gigantic winter sale of tonneau covers at half usual price, most models from £3 or cheaper still if new zip required. New Mk I Sprite hood 20% off list. New shopped Mk I Spitfire hood 30% off list. TR3A w/w hub and disc £2. Dashboard swivel spotlamp 30/-, Mk I Sprite, new engine, new hood, radials; make excellent Arkley, £165 but we'd buy bonnet and hood back for £25. TR2 gearbox £8. MG-A drivers door £1. TR3A drivers side-screen £2. Dunlop tracking gauge £3. Perkins P3 engine runs 100% £20. JB 6-shift gear knobs 12/6 post free, say model. Many fancy gear knobs are lighter than original, prone to rattle and chatter; ours extra heavy, opposite effect. Part time car cleaners wanted, 'A' level students, Fri. pm and all day Sat. or by arrangement. Also 1 skilled mechanic and might consider a trainee salesman aged 18 to 21, low starting salary. All used cars have yassuh yassuh pre-sales service, written guarantee which covers all mechanical parts except radios and accessories. 1965 Anglia, 1965 Cortina Super, 1963 MG 1100, 1967 Mini; a remarkable price for your sports car against any of these or any new Austin; the cash price will also give you a pleasant thrill if your car satisfies our critical inspection. Open to 7pm, closed Sundays. And by the way: our Personal Export tax-free new car service is the best—example: we often deliver export documents by hand to save you a day on the delivery time for the car. Ring up for full details. Will try and have horse a bit more sorted by next month. Note front over-riders available for Arkley as picture, £12



eccentric enthusiasts. Two inch wide, brown leather, heavy brass buckle, £3 post free. If you're really fat, send only 55/- as the unmodified strap will do, otherwise quote waist size. The Arkley SS has been selling well of late, we are down to our last kit, and have no ready built cars in stock. By ready built we mean



In the complete kit. Morgan 4/4 Competition 2-seater, 1969, Lime green, numerous extras, £1,080. Austin Healey Sprite Mk III, 1965, windy windows, BRG, F100s, £390. Lotus Elan, 1967, silver grey, knock-on wheels, F100s, radio, it's a drophead by the by, £1,020. TVR Vixen S1, 1968, Malibu gold, black interior, extra wide wire wheels, radials, £870. MG-B, 1967F, Mineral blue, wire wheels, quartz iodine driving lamps, radio, £825. Austin Healey 3000, 1963, wind-up windows, overdrive, wire wheels,

ready to fit. Can you see what car is in the little round photograph?

JOHN BRITTEN

Barnet Road, Arkley, Barnet, Herts. 01-449 1144. and at 31 Moscow Road, W2. 01-727 2707.

FOR SALE—continued

- XK140 FIXED HEAD, 1956, RED, OUT-** standing condition. Truly immaculate body-work, beautiful chrome, good interior; first-class mechanics, replacement engine, new tyres, full M.o.T. £450. Tel.: 01-723 5720. (6015)
- XK140 DROPHEAD, 1954, SOUND BODY,** good mechanics; hood, interior only fair, new tyres, full M.o.T. £275. Tel.: 01-723 5720. (6015)
- HISTORIC SPORTS RACING CAR.** Aston Martin DB2 prototype, raced Le Mans 1949/1950, second in class Spa 1949. Subsequently used by works as development car; very good condition, having had much money spent on it recently. 1950, or would consider exchange plus cash for Morgan +4. Williams, 3 Hermitage Rd., Edgbaston, Birmingham 15. Tel.: 021-454 2033. (6016)
- IMPROVE YOUR IMAGE, FIAT 2300S** coupé, 1964, Silver/black. Radio, electric windows, SP Sports, new engine installed which has now been used for 26 miles. £715 o.n.o. and complete the image with my Class 11B offshore powerboat, 17 ft. Levi with Mercury 80 h.p. outboard. Only raced four times; very fast and hairy. Cost over £1,900 when new in July, 1969. £915 o.n.o. For full details and demonstration to serious enquiries please telephone 01-622 4252. (6017)
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- DAIMLER SP250, "B" SPECIFICATION,** 1961. Blue H/s-tops, tonneau £500. Mason, 51 High St., Newport, Shropshire. Tel.: Newport 2122. (6019)
- XK150 D.H.C., 1959, WIRES, HEATER,** automatic, Red, Brand new 3.8 engine and automatic fitted 1964, 51,000 since; body needs further minor restoration, otherwise good condition. £350. Return air fare Britain/N. Ireland refunded to purchaser. 52 Coleshill Park, Enniskillen, N. Ireland. Tel.: 3183, 3131 (business). (6020)
- FOR SALE: 1936 DAIMLER 15 TICK-** ford coupé cabriolet. Salmons bodywork, good running order; stylish easy motoring, sacrifice; certain investment. £375. Tel.: Epsom 21855. (6021)
- SUNBEAM TIGER, 1965; 28,000 MILES** from new. White with black interior, hard-top, chrome luggage rack, Konis. Truly exceptional condition. £695. Peter Lowe, Tel.: 01-858 4638. (6022)
- 1938 MERCEDES 540K (SUPER-** charged eight-cylinder) with the rare and desirable two-seater Cabriolet A coachwork; excellent engine; very good original interior; coachwork excellent except for non-original front mudguards (original available). £3,950. Harper, Stretton House, Stretton (via Warrington), Cheshire. Tel.: Norcott Brook 411. (6023)
- TRIUMPH TR2, VERY GOOD CONDI-** tion. S.A.H. tuned, good Michelin X tyres, M.o.T. and taxed. £230 or near offer. Tel.: Chadlington 392. (6024)
- QUICK SALE: PORSCHE 356B, 1963.** Excellent condition; spot radio, new clutch; full history; serviced by Porsche; spent £200 in last year; 43,000 miles. £695. Tel.: 886 0460. (6025)
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- BENTLEY MK. VI SALOON, BEAUTI-** ful; just resprayed black/Burgundy. M.o.T., taxed; radio, heater. £375. Tel.: 01-834 0075. Nevill House, Norwood Lane, Meopham, Kent. (6026)
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- RENAULT, 1936, RARE ROADSTER** drophead coupé, 17.3 h.p., two-seater with concealed dickey seat, fold-flat windscreen, recent new hood and cover, new tyres, etc.; engineer-owned and maintained in original condition throughout; full M.o.T. Box 2484. (6028)
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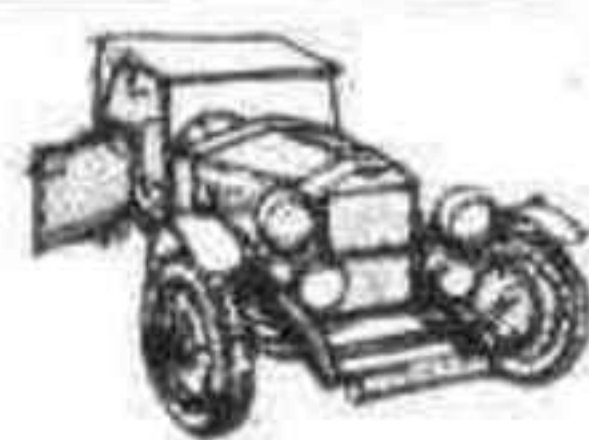
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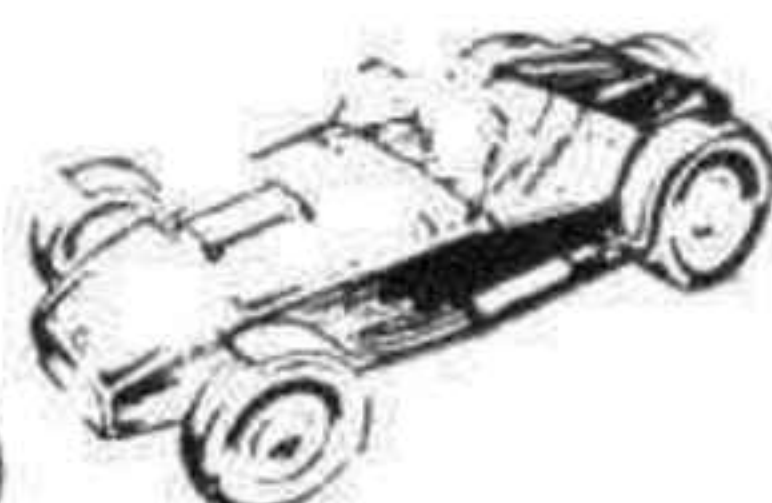
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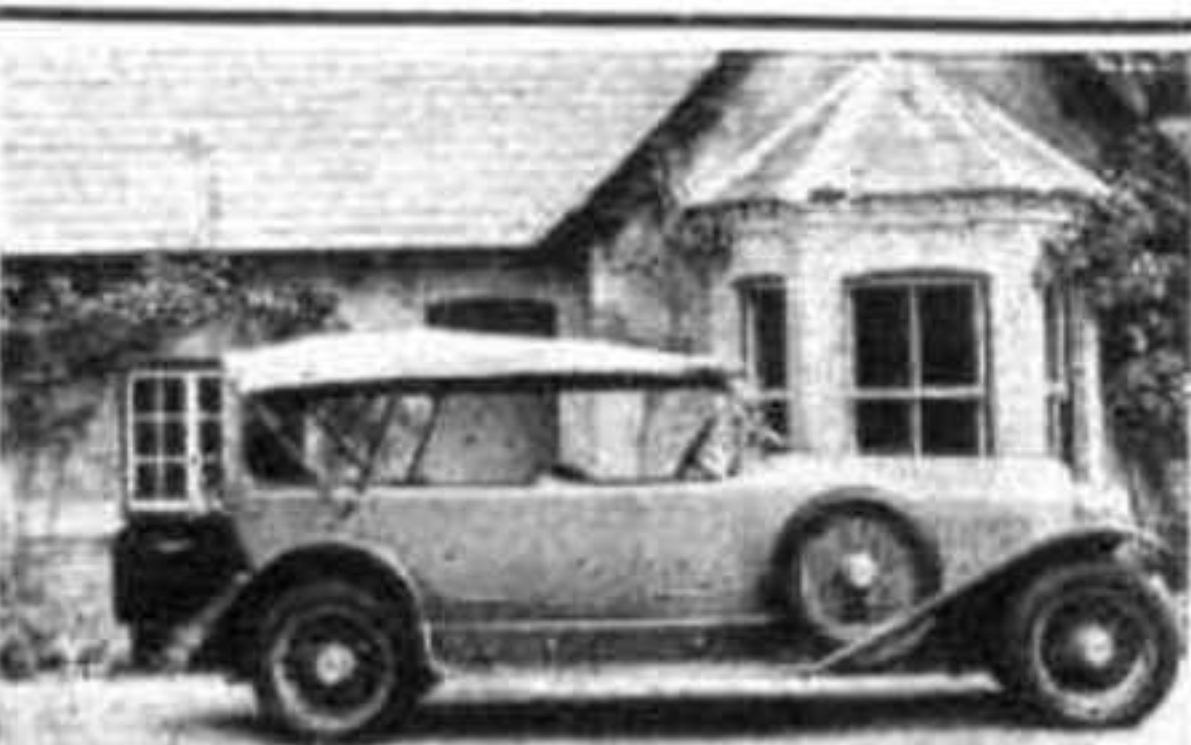
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 1967 M.G. 'B' GT. Mineral blue with black interior. Fitted with overdrive and wire wheels. Recorded mileage 28,000 £925
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 ROLLS 20 DOCTOR'S COUPE, 1927. Excellent coachwork, engine overhauled. £2,650. 35 Charles Crescent, Lane Estate, Taunton. (6050)
 ALVIS TA21, 1951. SILVER AND BLACK and in truly excellent condition; taxed and M.O.T. £155 o.n.o. Tel.: Brackley 2857. (6051)
 1932 STANDARD 9 H.P. FOR RESTORATION. Generally sound condition, good runner; delivery arranged. £60. Lovel, 48 St. John's Rd., Driffield (2232), Yorks. (6052)

FOR SALE—continued

M.G. TC ORIGINAL. CLEAN CAR. EXCELLENT bodywork, recent rebuild. £260. 61 Innsworth Lane, Gloucester. (6053)
 ALVIS SPEED 20 VANDEN PLAS DROPHEAD, excellent throughout. £975. Austin 10 saloon, many spares, £25. Fordson tractor, original, £40. Pendlebury, Fairwater Farm, St. Mellows, Cardiff, S. Wales. Tel.: Castleton Mow 245. (6054)
 1964 ALVIS, SERIES III, TE21 SALOON. Wire wheels, radio; grey. £875. H.P. available. Exchange preferably M.G.-B. Tel.: 051-677 7933 (Liverpool). (6055)
 DAIMLER D27, 1952, EIGHT-SEATER limousine. Best offers over £400. secures. Unusual body styling (believed Freestone and Webb) with twin spare wheels carried on front wings; M.O.T. tested and taxed until Feb., 1971; excellent tyres; electric partition, good bodywork. Offers. Tel.: Kearnsey 2962. (6056)
 MORGAN 4/4 COMPETITION, 1964. Wire wheels, hard-top, bucket seats, aluminium body, new tyres; completely rebuilt bodily and mechanically, as new condition. £690. Berry. Tel.: Nottingham 240256 (office), 43599 (home). (6057)

FOR SALE—continued

SS100, 1937, 2½, UNUSED SINCE 1950. Body, chassis, wheels rebuilt, engine reconditioned to post-war specification; needs completing, i.e., assembling, emigrating. Suggest £1,750. Stephenson. Tel.: Wentworth (Surrey) 2871 (day), Wentworth 2256 (after 6.30). (6058)
 SINGER LE MANS SPORTS, 1934. REBUILD just completed; new tyres, electric, chrome; M.O.T., taxed. £350 o.n.o. Taylor. Tel.: High Wycombe 24608. (6059)
 £495 FOR LATE 1965 SPECIMEN SUNBEAM Alpine roadster with following specifications: Overdrive, wire wheels, Motorola radio; recent expenditure new hood, tyres, engine rebuild and replacement of ancillaries; taxed, tested 1971. Owner going overseas; will demonstrate/deliver anywhere to genuine enquiry. Tel.: Fernhurst (Surrey) 358 (any time). (6060)
 JAGUAR 'E'-TYPE F.H.C., 1964. Radio, seat belts; 58,600 miles; reconditioned engine, etc.; 5,000 miles ago; vinyl roof; many bills for maintenance; M.O.T. nine months; owner had slight heart attack. Spotless inside and out, £800. Old Rectory, Thornham Magna, Suffolk. Tel.: Orcoild 302. (6061)

FOR SALE—continued

LOTUS ELAN CONVERTIBLE, 1966. Medici blue; low mileage; knock-ons, spots, silver works hard-top, Motorola, new shockers, wheel bearings and brakes. Reluctantly selling at £850 (or part exchange) to build a modsports racer. Ward. Tel.: Stoke-on-Trent 29681, extension 3442 (office) (after Oct. 5th). (6062)
 M.G.-B, 1965. RED. OVERDRIVE, HARDTOP, tonneau; two careful owners have kept this car the finest example of its year; bills and service record. £625 o.n.o. H.P. can be arranged. Borman, Dunholme, Lincoln. Tel.: Scothern 250. (6063)
 1962 ASTON MARTIN DB4 VANTAGE; two owners; service history; new engine fitted 1968. French blue. C/W/W; radio. A truly excellent car. £985. Tel.: 399 7401. (6064)
 ALFA ROMEO 1600 SPIDER, SUPERB white bodywork; 36,000 miles from new; Radiomobile. £475. Tel.: Orpington 24380. (6065)
 1929 MORRIS COWLEY SALOON. Superb condition; genuine reason for sale. Offers. Write or call: 5 Trenham Gdns., Burton Joyce, Notts. (6066)

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1934 WOLSELEY HORNET SPECIAL, 12-H.P. Jensen-bodied 2½-seater sports tourer. M.o.T., taxed. Good condition. Used daily. £300 o.n.o. Tel.: Salwarpe (Worcestershire) 534. (6240)

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M.G. 1200. DOWNTON ENGINE, SERVO, reclining seats. Full instrumentation. Motorola, 0-60 10 sec. New M.o.T. £325. Tel.: Hastings 392. (6243)

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1927 RENAULT 9/15 TOURER. A RARE bird reluctantly offered for sale, with restoration nearly complete. Running well. New M.o.T. Photo available. Sensible offers please to R. Orton, "Annapurna", Moss Lane, Moberley, Cheshire. Tel.: 2255. (6244)

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FOR SALE—continued

COOPER 1275 S, "E" REGISTRATION. Blue. Low mileage, never raced. Immaculate. Extras. Selling as no garage. Offers. 40 Oakley Street, London, S.W.3. (6251)

LANCIA FULVIA 1,200-C.C. COUPE, 1966, "G" reg. L.H.D. Low mileage. Private owner. Condition 1969 car. £750. Tel.: Uxbridge 32624. (Exchange possible.) (6252)

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M.G. YB 1½-LITRE, 1953, SALOON, TAXED, M.o.T. £520 o.n.o. Tel.: Ross-on-Wye 3332. (6254)

H.R.G., 1949, 1500. B.R.G. TWIN S.U.S and pumps. Dual hydraulics. New hood. £850. Tel.: Wallop 401. (6255)

M.G. MIDGET. B.R.G., BLACK INTERIOR Cinturatos, wood-rim wheel centre console, tonneau cover and trim, seat belts. Immaculate. H.P. arranged. Tel.: Hambledon (Hampshire) 305 (after 7 p.m.). (6256)

M.G. PB. IN CONCOURS CONDITION. Has extra attraction of never having been restored. Two loving owners in 35 years makes this the finest and most original PB in the country. Tel.: Chester 36216. (6257)

JENSEN 4-LITRE ALLOY DROPHEAD, 1955. Five seats. Hood, tyres and exhaust new. Needs detail work. £400 o.n.o. Studio Antiques, Collingham-Bridge (Tel.: 3696), Nr. Wetherby, Yorks. (6258)

RILEY 1½-LITRE, 1954, BLACK AND CREAM. Beautiful and sound example. £320. Tel.: Comberton (Cambridge) 2629. (6259)

FOR SALE—continued

B.S.A., 1938, 2+2 SPORTS CAR. BODY in very sound condition. Complete but dismantled. £35. Tel.: Durley 307. The Thatched Cottage, Sciviers Lane, Upham, Southampton. (6260)

LANCIA FULVIA 2C SEDAN, 1965—£525. Pale grey, red upholstery. Two new tyres and new clutch in past year. New arrival in family forces sale!! Tel.: 01-934 3506 (day), Watford 35834 (evenings). (6261)

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EUROPA, 1969H. Finished in yellow, radio; one owner **£1,495**
 - 2 **ELAN, 1969.** Finished in Mercedes silver, excellent condition, low mileage **£1,645**
ELAN 1968G, f.h.c., S/E. Yellow, radio, tinted screen; excellent condition **£1,295**
 + 2 **ELAN (Dec.)** Jaguar light blue; engine just overhauled; one owner; supplied and serviced by ourselves, excellent condition **£1,425**
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SPITFIRE Mk. III, 1967. Specially finished in met. silver, fitted with hard-top, soft-top, wire wheels **£575**
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LOTUS Cortina, 1968. White with green flash, radio; excellent value **£795**
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1935 **TRIUMPH GLORIA CLIMAX-EN-**gined 10.8 h.p. saloon. In sound original condition; good running order. £70. Atkinson. Tel.: Ledbury 2578. (6174)
G.N. ANZANI CHASSIS, DISMANTLED; G.N. single-seater, A.C. engine; Aston Martin DB3 drophead, £1,000 rebuild; 1930 Riley racing two-seater. Girard eight plug head; Riley Kestrel 9 (manual box); Bedford converted transporter. Enquiries to Box 2499. (6175)
AUSTIN HEALEY 100 SIX, 1957, GOOD condition. £150. Jones, Connor Downs, Hayle, Cornwall. Tel.: Hayle 2089. (6176)
RARE RILEY 2 1/2 DROPHEAD COUPE, 1950. Condition outstanding; immaculate opalescent dark green metallic coachwork; black hood grey roof-lining and carpets; red trim, excellent mechanics; M.o.T. £625 o.n.o. Tel.: Saffron Walden 2330. (6177)
JAGUAR MK. II 3.8, 1961, METALLIC blue, red upholstery, wire wheels, electric aerial; engine and coachwork in mint condition; new tyres; many extras; dearly loved. Marriage forces sale at £200. Must be seen. Tel.: 01-450 5878. (6178)
1963 SERIES ASTON MARTIN DB4. Silver grey/dark blue interior; chrome wheels; overdrive, h.r.w., push-button radio, Vantage S5 engine—new in 1967; taxed, M.o.T.; one previous owner from new. Immaculate throughout. £1,150. 1620 Chorley Old Rd., Bolton. Tel.: Bolton 41586. (6179)

FOR SALE—continued

VERY SMART, VERY FAST LOTUS Cortina, Mk. II, 1967, "F" reg. Red paintwork with gold flash. Motor is at least Stage 3, lowered, stiffened suspension; fitted Cosmic alloy wheels, latest contour seats. For full details, about £735, telephone 01-800 9613. (6180)
BENTLEY MK. VI, 1951, 4 1/4-LITRE, HIS-tory known from new; resprayed to maker's specification, rechromed; replacement engine fitted; interior in fine condition; new tyres; taxed, M.o.T. Magnificent car. Best offer secures. No time-wasters. Box 2500. (6181)
RILEY PATHFINDER, 1955, BEST-looking car of 1950s; 2 1/2-litre, twin cams, twin S.U.s, r/h gear-change, Avon Turbospeeds, leather seats; good condition. £130. Tel.: Potters Bar (Herts.) 57863. (6182)
1936 RILEY ADELPHI 12/4, IMMACU-late body and sound mechanics. Offers. Tel.: Twyford (Hants.) 3079. (6183)
BENTLEY "R"-TYPE LARGE BOOT standard steel saloon. Black/beige trim; March, 1954; very good condition; radio; taxed Feb., 1971, M.o.T. 1971. £675. Dyke, "Crown Lea House", Barnards Green, Malvern. Tel.: 2441. (6184)
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69 M.G. Midget	£725	65 ALPINE	£475
66 TIGER , 30,000 miles	£985	63 M.G.-B , exceptional	£345
69 M.G.-B , white	£675	64 SPITFIRE , hard-top	£445
67 ALPINE GT , blue	£695	65 COOPER 'S'	£395
69 SPITFIRE , low mileage	£575	64 COOPER 'S'	£395
66 ALPINE GT , red	£545	66 COOPER	£325
67 SPITFIRE , hard/soft-top	£845	62 JAGUAR 3.4	
67 TR4A , o/drive, wire wheels	£695		
66 M.G.-B , wires, o/drive	£595		
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1936 RILEY 9 MONACO, TWIN CARBS. Special series; very good condition; beautiful green and black; used daily; spares and some literature. £200 o.v.n.o. Westmacott, 25 New Croft, Weedon, Northants. Tel.: Weedon 124. (6066)

DAIMLER SP250, "B" SPECIFICATION, July, 1961. In excellent condition; recently resprayed original colour (Daimler B.R.G.); new hood, chrome; v.g.c. This car has been enthusiastically maintained over last three years; genuine 23/26 m.p.g.; lively engine + 45 p.s.i. New parts include s/box and linkage, front suspension and bearings, petrol pump, brakes, large Cints., chrome, etc. Also Motorola radio, workshop manual, reserve tank, etc. Available mid-Oct. £440. Owner emigrating. Miller, Tel.: Burghfield Common (near Reading) 2860 (after 7.30 p.m.), Camberley 264 38 (daytime). (6067)

JAGUAR XK150 FIXED HEAD COUPE. Gordon Yardley, of Woodmanton Manor, Clifton-on-Teme, Worcestershire, sadly seeks a good home for his 1960 XK150. Metallic silver/grey with red trim. Radio: M.o.T. tested, £595. Inspection and trial by appointment. Tel.: Shelsley Beauchamp 295. (6069)

RARE AND BEAUTIFUL SUNBEAM Talbot Alpine sports two-seater, 1954. Just overhauled. Items renewed include gearbox, brakes, steering, exhaust, hood, upholstery, carpets, rechromed and repainted, new tyres. Looks marvellous and drives like new; long M.o.T. £350. Tel.: 01-723 5720. (6070)

1955 TF 1500, RED, Xs, GOOD HOOD and screens. A sound, reliable car at a realistic price. £360. 26 Mackenzie Crescent, Burncross, Chapelton, Sheffield. (6071)

BENTLEY 3½-LITRE, ALL-ALUMINIUM coachwork by Park Ward; excellent original condition. £650 o.v.n.o. Tel.: Forgate (Worcester) 4208. (6072)

ROCHDALE OLYMPIC, 1965, RILEY 1.5 mechanics, interior untidy, so nearest to £300 secures for quick sale. Parker, 4 Redwood Drive, Walnut Hill, Cannock. Tel.: 4438. (6073)

ANSALDO 4C, 1924, O.H.C. OPEN four-seater. Identical to Alfa Romeo, only better; completely restored; Italian red; 19,000 miles since new; almost enough spares for another car. Nuvolari did his first racing in a similar Ansaldo. £1,500. Tel.: Clandon (Surrey) 628. (6074)

PANHARD-LEVAISSOR 5.3-LITRE, THE big one described by W. Boddy in May's "Motor Sport". Must sell. No reasonable offer refused. Tel.: Clandon (Surrey) 628. (6074)

MORGAN, 1957, 4/4, SERIES II, 1,200 c.c. Good condition, new hood, tonneau cover; taxed, M.o.T. £300 o.n.o. Tel.: 061-773 1803. (6077)

FOR SALE—continued

MORGAN 4/4 TWIN-CAM LOTUS-FORD, 1967; 135 b.h.p., close-ratio Lotus gearbox, aluminium body, two sets wire wheels and tyres (road/track), orange chrome, black upholstery, bucket seats; class winner numerous sprints and hill-climbs; Concours winner at Morgan 60th Anniversary in June, 1970. Unique car in immaculate condition. Ideal road/competition car. £1,650. A. G. Duncan, Swan Cottage, Alfick, Worcestershire. (6075)

M.G. TF, BLUE; 1250 GOLD SEAL engine; excellent condition; wire wheels, heater; licensed, M.o.T. July, 1971. Owner going abroad. £525. Bosanquet, Holbrook Park, Horsham; Tel.: Horsham 2425 (evenings). (6076)

LOTUS ELITE, 1962, SUPER 95, BRISTOL body. Yellow, ZF box; registration 5 BWR; good condition. £640. Mike Smith, Selby, Yorkshire. Tel.: 2637, extension 25 (9-5). (6078)

PORSCHE 356A 1,600 C.C. ORIGINAL condition; low number, £350. Tel.: 01-455 0386. (6079)

D.K.W. F102, 1965, GOOD CONDITION throughout. Tel.: Carnforth 2876. (6080)

MINI-COOPERISED, LOWERED, 5Js, excellent radials, spots, reversing lights, all instruments, 1100 engine past its best, discs, all wheel, GT covers, Cooper gear-change. Tel.: 01-954 3497. Ask for Bernard only if you have £100 cash. Sorry. £99 10s; is definitely not enough. N.B.—Hand painted. (6081)

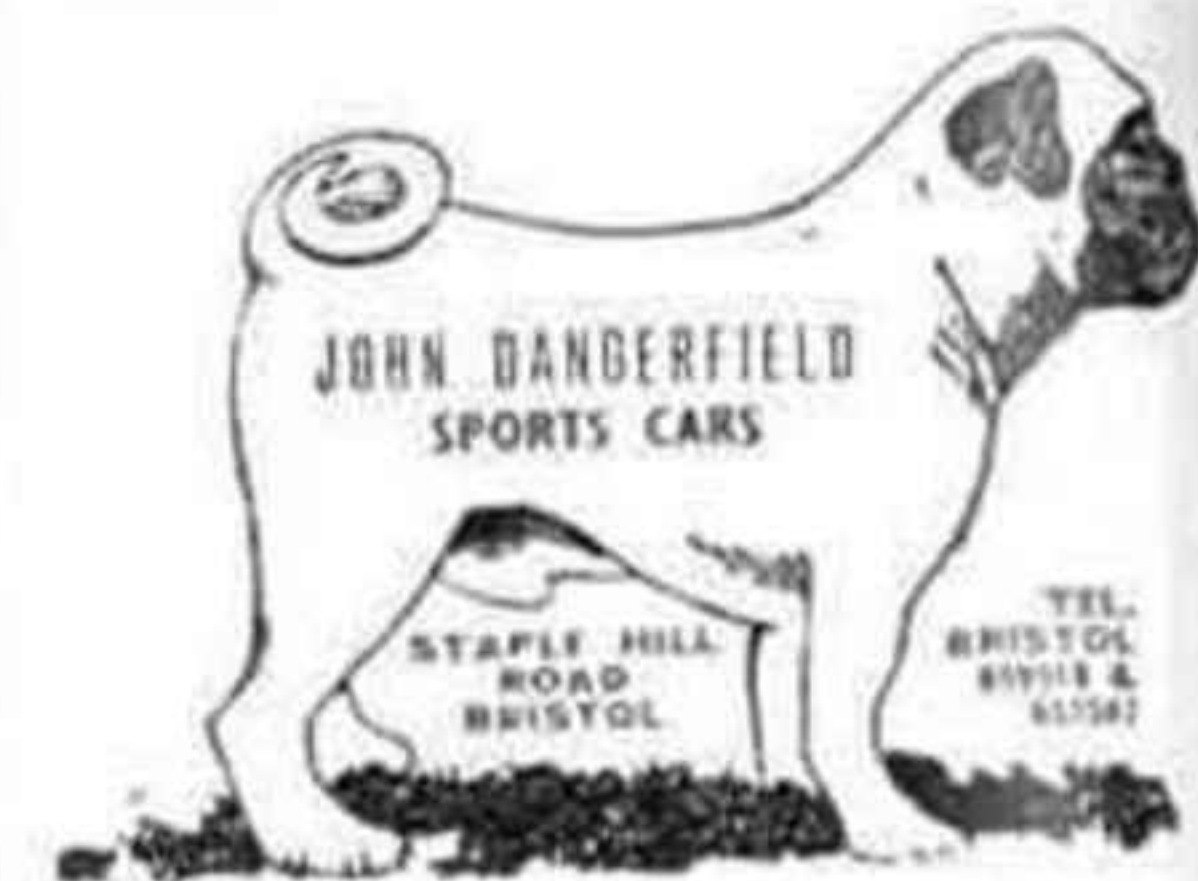
M.G. YB 1¼-LITRE, 1953, SALOON. One previous owner; 32,000 miles since new; fastidiously maintained. A rare opportunity to obtain one of these classic cars. Best offer over £300. Box 2486. (6082)

TANGERINE MARCOS 850, THREE months old. Owner emigrating. Mostly new components, including Gold Seal engine/gearbox. Fitted: radials, rollover bar, laminated windscreen, padded dashboard, full carpeting/soandproofing, 11 in. Astral steering wheel and Bullroarer. Available end Oct. for £575. Write: Nigel Mills, 62 Kenilworth Rd., Coventry. (6083)

1275 COOPER "S", 1964, IMMACULATE condition; low mileage; green/white; £160 extras, including sun roof, radio. Restall seat, oil cooler, twin tanks; 12 months' M.o.T.; taxed Nov. Reason for sale—larger car required. £325 o.n.o. Tel.: 061-432 9842. (6084)

BENTLEY "R"-TYPE, 1955, INDEX JFR 55. After seven years' ownership general manager wishes to sell this good-looking car. Automatic and all Bentley refinements. £695. Tel.: East Horsley 3121. (6086)

TR4A, 1966, WHITE, GENUINE VERY good condition in every way; one previous lady owner; 35,000; carefully driven. Tel.: Kibworth (Leics.) 2905. (6089)



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NEW SCIMITAR GTE, automatic. Choice of Caribbean green or satin silver. For immediate delivery.

1969 (April) SCIMITAR GTE, satin silver; one owner, 18,000 miles; radio, overdrive, h.r.w. £1,850

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1969 'H' (Oct.) SPITFIRE, white, one owner; o/drive, tonneau, five new radials; 6,000 miles. £815

1969 (April) SPRITE, black, one owner, new tyres, rear seat. £725

1968 SCIMITAR 3-litre coupé, down white, o/drive, radio, safety belts; one careful owner; serviced by ourselves; 20,800 miles. £1,225

1968 TR5, dark blue, 26,000 miles; mag. alloy k.o. wheels, o/drive. £1,075

1967 'F' M.G.-B GT, mineral blue, o/drive, radio, sunshade-roof, works replacement engine and gearbox, ZX tyres, air horns, etc. £1,000

1967 'F' ALPINE GT, white, o/drive, ZX tyres; one owner. £875

1966 SUNBEAM Tiger, white, hard/soft-top; one owner; new radials. £850

1966 ALPINE GT Series V, Mediterranean blue, o/drive, new G800s. £685

1966 M.G.-B, red, wires, o/drive, Lenham fastback hard-top; soft-top, radio, four new G800 tyres, leather rim wheel, spotlights, two owners, 48,000 miles. £835

1965 SPITFIRE Mk. II, red, hard/soft-top, new ZXs, Konis, leather-rim wheel, etc. £500

1965 SPITFIRE, red, hard/soft-top, new Cinturatos, Konis. £500

1965 FORSCHE 356 SC, Irish green, chrome wheels, radio, luggage rack; new battery and oil cooler, engine just completely overhauled at a cost of nearly £300. £1,350

1965 MERCEDES-BENZ 230SL coupé, dark blue, automatic transmission, power steering, new tyres, radio. £2,300

1964 HEALEY 3000 Mk. III, red, o/drive, wires, new battery and hood. £700

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1964 MERCEDES BENZ 230SL coupé convertible, regal red, leather, manual, radio, known history, 50,000 miles. £2,000

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1964 HEALEY 3000 Mk. III; B.R.G., overdrive, wires, new Cinturatos, radio. £700

1964 'E'-type drophead, ivory, new hood, radials and camshafts. £1,050

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M.G.-B sports roadster, 1965. 5-bearing engine model with wire wheels, etc. Delightful example ... £595
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M.G. Midget, 1961. A quite outstanding car in red with black interior, occasional rear seat, etc. ... £265
HEALEY Sprite Mk. III, 1966. Fastback hard-top, soft-top, radio. Previously owned by careful clergyman ... £495
TRIUMPH TR4A, 1967F, Surrey convertible hard-top, soft-top, radio, all-independent suspension, overdrive 2, 4, etc. A first class one-owner example. Thoroughly recommended ... £835
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TRIUMPH Spitfire Mk. II, 1966. A particularly nice one-owner car in white with black interior ... £490
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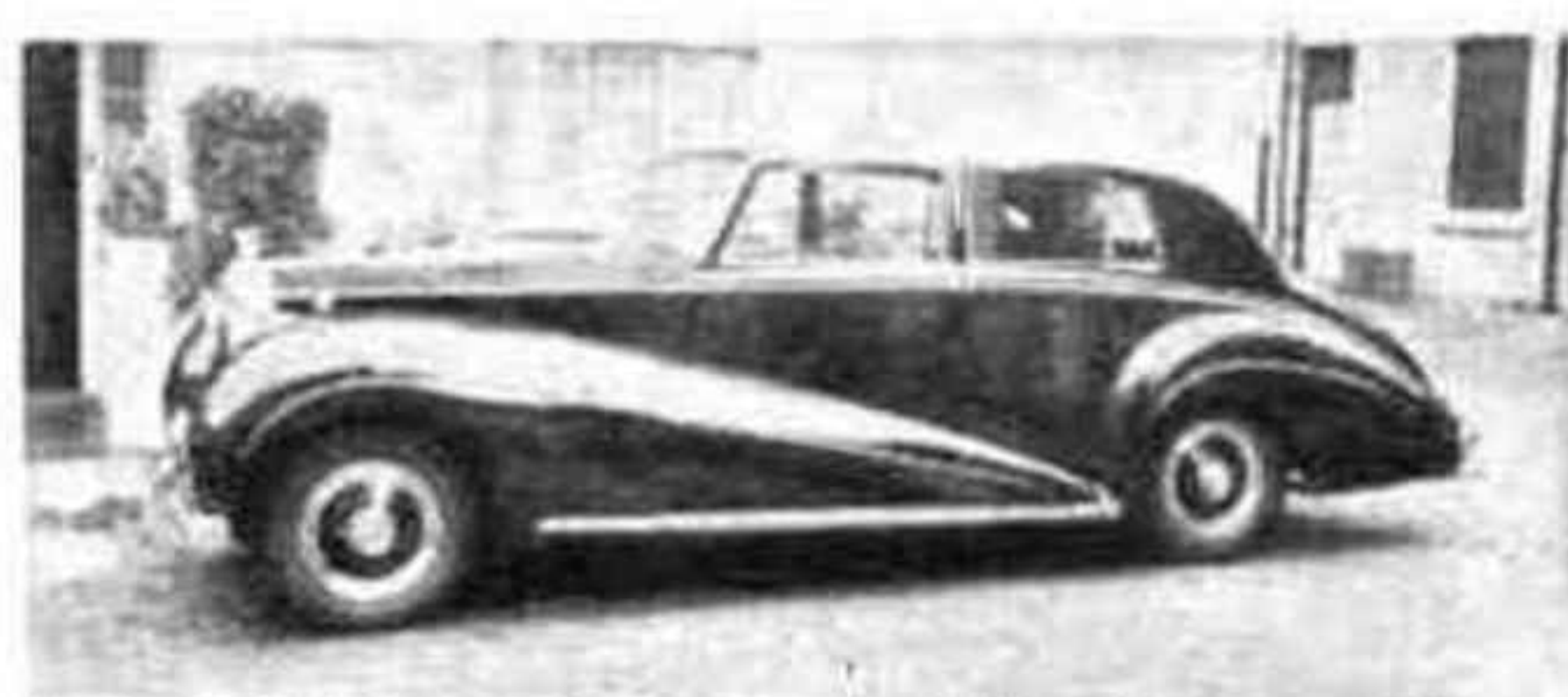
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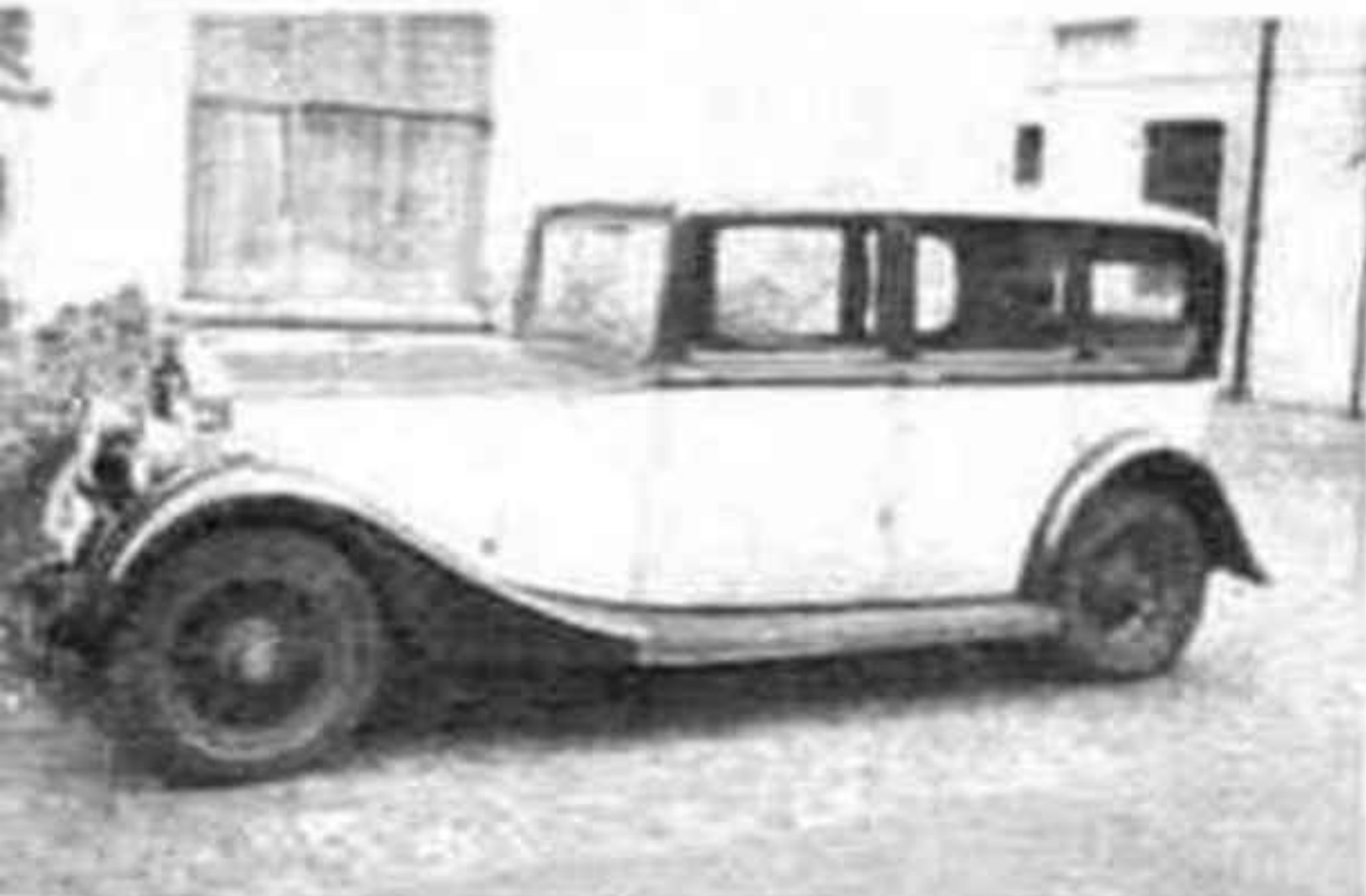
ROLLS-ROYCE 25/30 sedan coupé by Gurney, fully restored.



1952 ROLLS-ROYCE Silver Wraith owner-driver saloon by James Young.



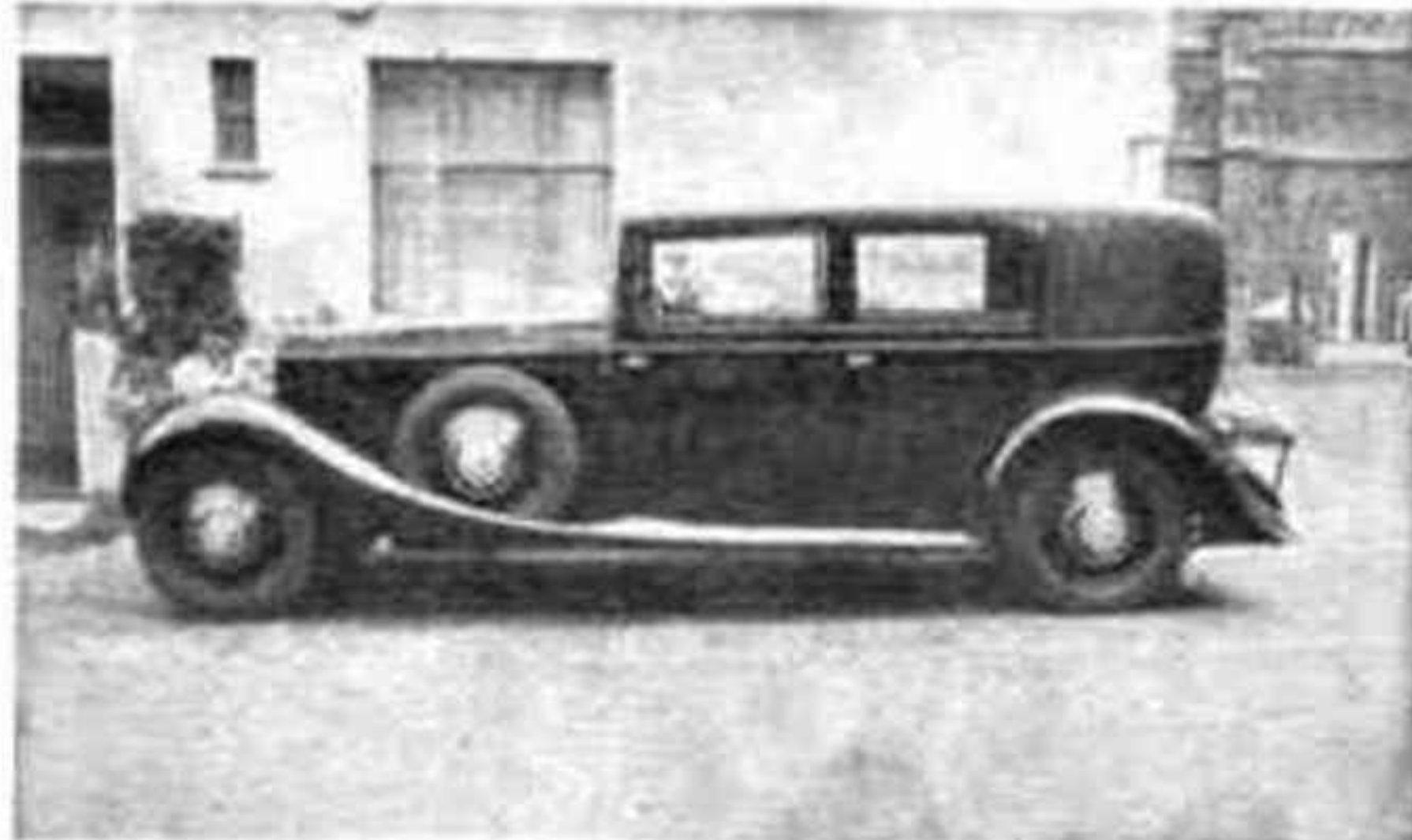
1938 BENTLEY 4 1/2-litre drophead coupé by Vandenberg, undergoing restoration.



ROLLS-ROYCE 25/30 limousine by Barker, good order.



1930 SUNBEAM 3-litre Twin-Cam 2-seater, good chassis, modified coachwork.



1934 ROLLS-ROYCE Phantom II, SK series, touring limousine by Windover.

BENTLEY Mark VI drophead coupé by Park Ward, power hood, history, excellent.

BENTLEY Mark VI coachbuilt saloon with division and sun-roof by Hooper, excellent order.

BENTLEY 4 1/2-litre drophead coupé by Carlton, fully restored.

BENTLEY 3 1/2-litre Gurney Nutting Owen sedan coupé, undergoing restoration, rare example.

ROLLS-ROYCE 20/25 sedan-de-ville by H. J. Mulliner, undergoing restoration.

1933 LAGONDA 3 1/2-litre tourer, coachwork restored, good chassis

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1935 ROLLS-ROYCE 20/25 sports saloon by Hooper, attractive close-coupled coachwork.

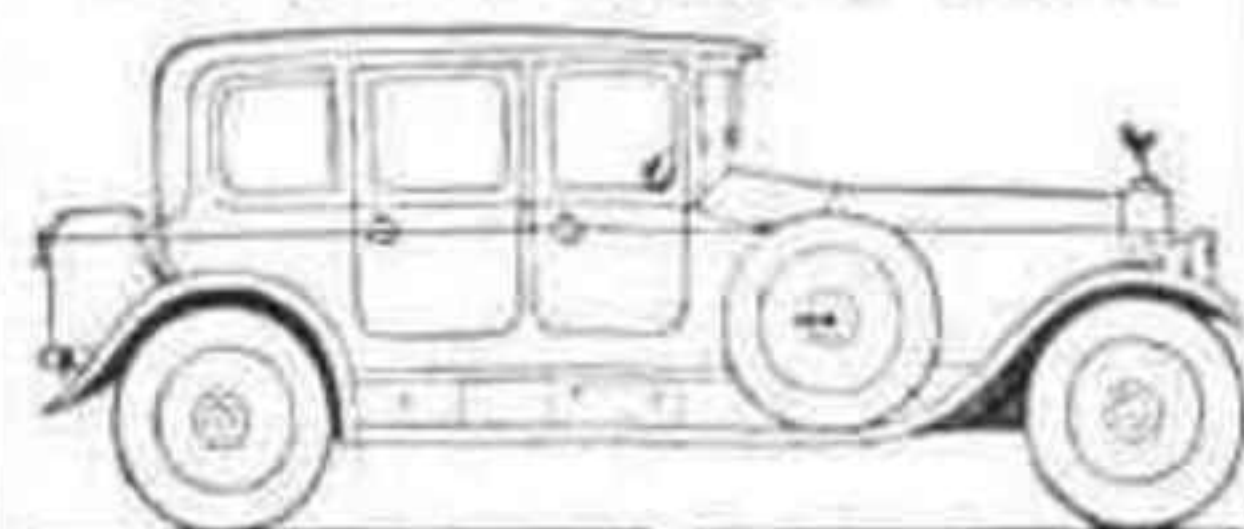
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The above photograph we have inserted just to illustrate some of the other Rolls chassis, saloons, hearses and so on which we have in stock. These vary in price from £150 upwards.

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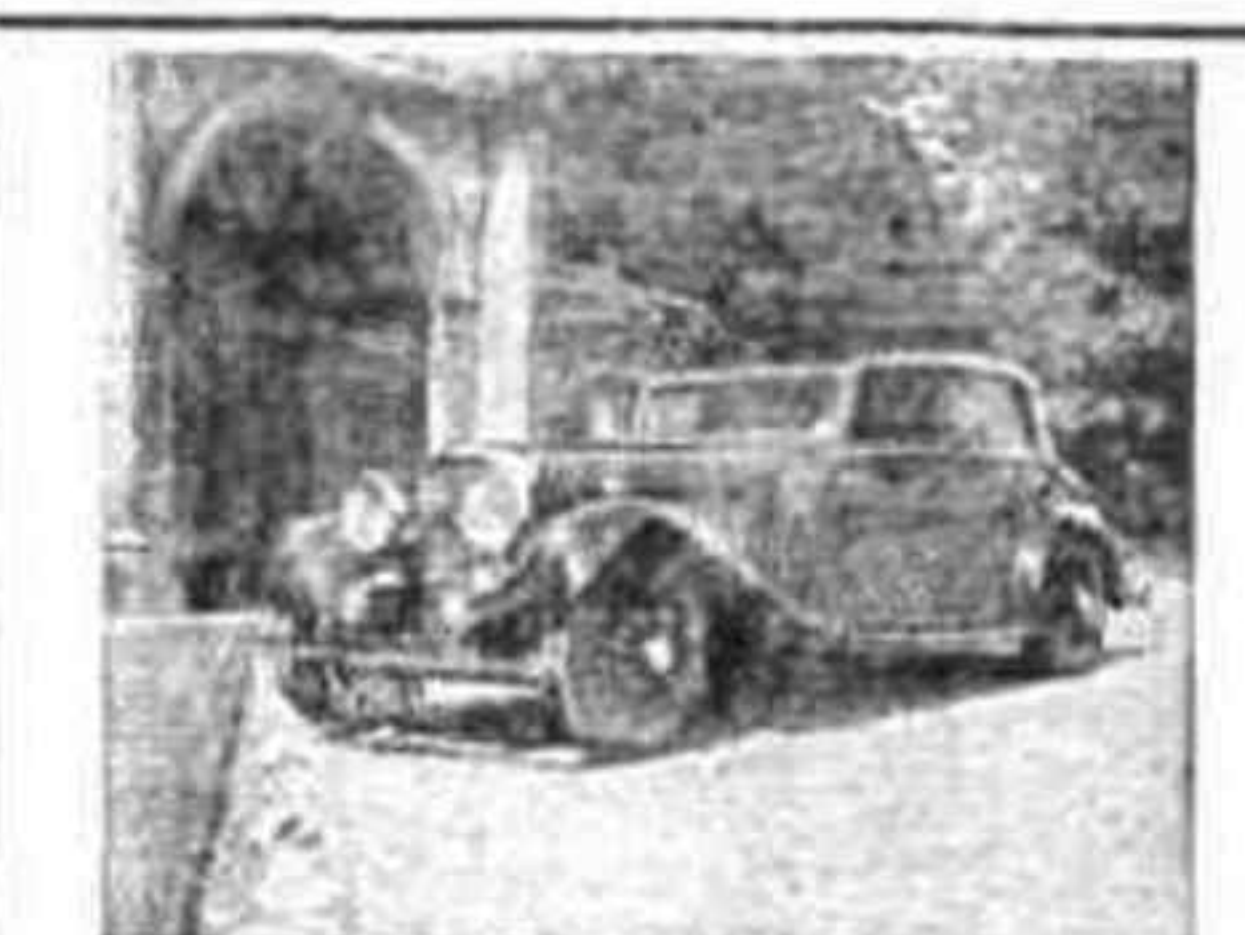
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Plas two-door tourer, first registered
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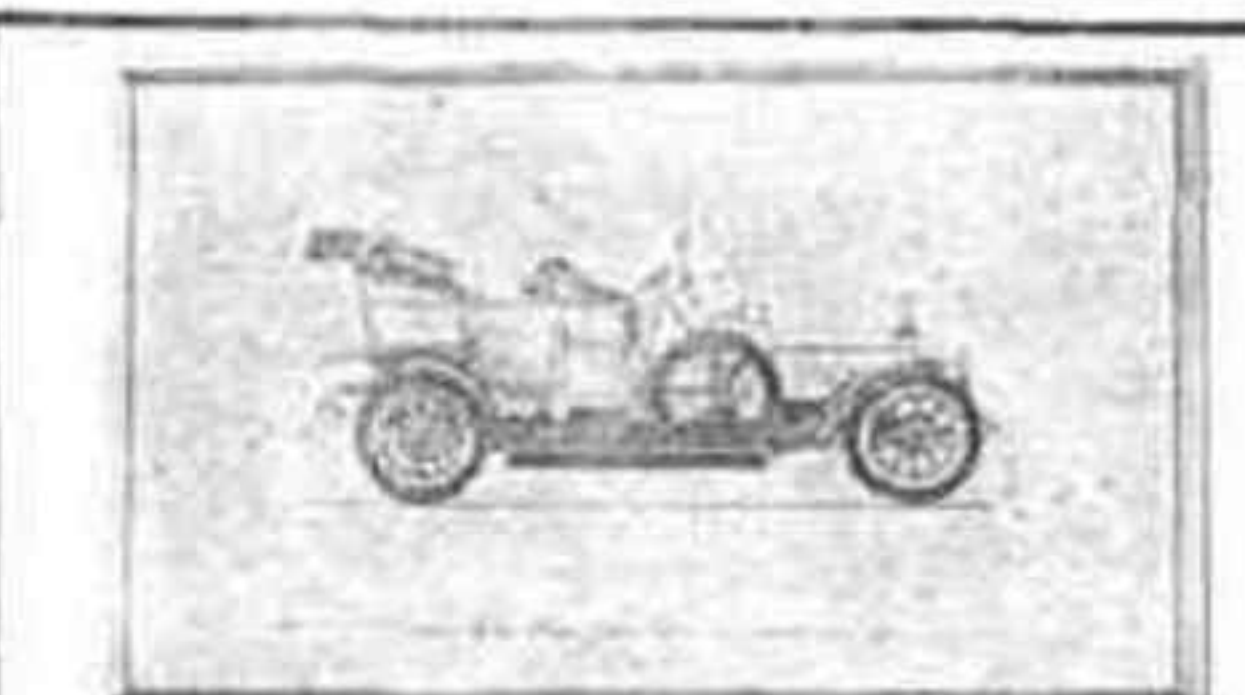


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Three and a half, Four
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Connoisseur's Specimen Example. Similar
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CEDES 220A, WR5 373, GOOD needs tidying; nearest £45. 8 Wom- Hill, Oakengates, Shropshire. (6195)

VO 444, MAKE GOOD RALLY CAR. new tyres, head gasket, radio; one good condition £175 o.n.o. Tel.: row (Worce.) 531. (6196)

GAN 4/4, 1968, RADIO, WIRES, carb. heater; 17,000 miles; good lon. £699 o.n.o. Tel.: Inkberrow (s.) 531. (6197)

TC, 1949, RECONDITIONED EN- gine, gearbox, reupholstered, new hood, new parts fitted. £260. 336 Grimby Northorpes, Tel.: 63336. (6197)

CEDES 1905L, R.H.D. VERY GOOD on. Radio, Maserati; taxed, M.O.T., Huskisson, Tel.: 01-874 4087 (even- ings). (6198)

DELAGE D.I.S. ATTRACTIVE BUT two-seater; bodywork generally good original mechanically. £595. See- ing Tel.: Hagley 5503. (6199)

MPH VITESSE MK. II CON- trol, 1969, Valencia blue, Radio, ton- £825. Guest 4A Deodar Rd., Putney, S. Tel.: 01-789 8525 (daytime). (6200)

ALVIS TE21 3-LITRE SALOON BY Ward, Maroon Automatic gearbox, steering, twin headlamps, wire s, radio; 27,000 miles; two owners; o condition, H.P. available, £1495, Sevenoaks (Kent) 54102. (6201)

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TYPE JAGUAR 4.2 DROPHEAD, Gleaming chrome wire wheels set off superb metallic maroon paintwork; work and carpets are excellent, only 1 miles since new; push-button radio, ing seats, thief lock, LUF 800F has had four new SP 41 HRs and new sts, hood and particularly rear win- are as new, £1,749 for a specimen, Denham 2794. (6203)

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Y 2½, 1952, REALLY EXCELLENT throughout. £175. Fullest details: Richards, Castell Forwyn Hall, Aber- Montgomeryshire, Tel.: Abermule (6205)

IA APRILIA SALOON, 1938, COM- needs restoration. Reasonable offers. Tel.: Kegworth 2778. (6206)

FABULOUS CORTINA GT, DEC., Red/white flash, Piper modified en- lowered uprated suspension, new s/6/s, four i.o. spots on autodio, grille, bumpers, many extras; superb tion, Fast, reliable car for £425, Tel.: Bay 61435. (6207)

*** JAMES * BOND * ASTON,** ent condition. Offers to Box 2524 ephone 01-467 5931. (6208)

IA AURELIA, SERIES 6, GT e first registered 1964, New XASs ditioned carburetter; blue floor e. Tel.: Buckley (Flints.) 2144. (6209)

B "G" REGISTRATION, MINERAL Overdrive, push-button radio, £890, 24 Enmore Rd., S.W.13, Tel.: 01- 525 (daytime). (6210)

S-ROYCE PHANTOM III, 1938, er. Magnificent order throughout, o. Also Bentley 3½ open tourer, origi- ody, needs attention, running £300, e Farm, Hattington, near Kidder- r. Tel.: Chaddersley Corbett 264. (6211)

IN HEALEY 3000 MK. III, 1964, condition, extras. £550. Tel.: Teuro (6212)

IA 1.3 RALLYE COUPE, 1969, "H" ration, 18,500 miles, radio; excellent ion. £1,250 or exchange for low- ge TR5, M.G.-B or similar roadster, ash Write: Beaton, 20 Northcote an Park, Honiton. (6213)

TEAM ALPINE, EXTREMELY New XAS, overdrive, extras; M.O.T., Tel.: 051-426 4857. (6214)

NOV., 1965, SURREY TOP, ive, radio, power brakes; very fine ole, recent respray (£85 spent). Yet- ack, silver wire wheels, faster and now than ever before; regularly ser- director owner, taxed till Aug., Offers around £695, Tel.: Norwich (evenings). (6215)

MS ELITE II, COVENTRY CLIMAX e. Good condition, M.O.T. £345, Tel.: ot (Lancs.) 4857. (6216)

MAGNIFICENT MK. VI BENTLEY e sale just refinished in black and blue, superb interior, big wire, full- engine. Must be seen. Part exchange dered. £650. Scotney, Tarry Hill, ead, Boston, Lincs. Tel.: Swines- 331. (6217)

MPH 2000 ROADSTER, 1949, TWIN etter, Sportsman engine. Just had nd overhaul (2,000 miles ago). Good nd condition, taxed and M.O.T. £225 e. Sale due to totting-up system of e. Bolton 23870. (6218)

Y 1½-LITRE SALOON, 1954, DUO- maroon/black; daily use; M.O.T. £75, Southampton 69582 (evenings). (6220)

FOR SALE—continued

CITROEN C4, 1931, EXCELLENT CON- dition, £299. Mr. Patrice Maisonneuve 19, rue Garnier, 53 Chateau-Gontier, France. (6219)

AUSTIN MINI COOPER, 1962, EXCEP- tionally clean; one owner; 27,000 miles only. £250. Tel.: Southampton 69582 (even- ings). (6220)

SUNBEAM ALPINE MK. I, 1953, GOOD example; sound order throughout; radio, extras; M.O.T., taxed, £220, Shields, Flat 20, Russell Court, Derby Rd., Long Eaton, Notts. (6221)

PORSCHE CARRERA 2 CONVERTIBLE. Fog, spots; grey/tan leather. Bargain at £890. Offers, 54 Brassie Ave., London, W.3. (6222)

PORSCHE 356B, 1961, ACCOMMODATES two adults and two children, but arrival of third child necessitates larger car. £450 or would consider exchange for shooting brake, VW, Volvo, Skoda, etc. Tel.: Shard- low 494. (6223)

AUSTIN HEALEY 100/4, REG. 1955, Superb-looking example in white with black hard-top, w/w, overdrive, good tyres, over- hauled engine, new batteries. A very re- liable and attractive car. Taxed and new M.O.T. Any demonstration given. First to view will buy at £145. Tel.: Badingham (Suffolk) 605. (6224)

JAGUAR MK. VII, 1956; 38,000 MILES; two owners in absolutely beautiful condi- tion throughout. Pastel blue bodywork completely rust-free and red upholstery, unmarked; carpets as new. Drives per- fectly and has just "blown through" the M.O.T. test. Two new tyres fitted, usual extras, including overdrive and radio, £425 or offer please to Sheppard, 25 Barley Ponds Rd., Ware, Herts, Tel.: Ware 451B. (6225)

UNIQUE CAR, ASKING FOR OFFERS. Morris 25 h.p., o.h.v.; genuine mileage under 43,000; in excellent condition, K. E. Ruth, Pixiland, Poundgate, Tel.: 224 or Newton Abbot 3761. (6226)

SUNBEAM 90 MK. III (SUPREME), 1957. Taxed, M.O.T. Floor change, excellent condition, £250. Tel.: Hull 0482 43335. (6227)

SUNBEAM MK. III SALOON, 1956, VERY fine example in two-tone green, with pro- fessionally-fitted floor change; present owner S.T.A.R. member, £210, Barnes, 2 Elm Ave., Littleover, Derby. (6228)

M.G.-A 1600, 1960, SOFT-TOP, TON- neau; good condition; garage maintained; M.O.T. March, taxed, £285 o.n.o. Ireland, 4 Winchester Crescent, Sheffield, Letters answered. (6229)

1948 ROVER 75 SPORTS SALOON; V.a.c.; taxed, tested; good tyres; 82,000 miles, £210 o.n.o. Tel.: 051-489 5261. (6230)

TR3, 1959, BODY, MECHANICS GOOD condition, recent hood, tow bar, taxed to Jan., 1971, £275 Whigley, Tel.: Gateshead 70533 (day), Newcastle (Tyne) 813497 (evenings). (6231)

HEALEY SILVERSTONE "E" -TYPE, Offers Box 2503. (6232)

M.G.-B, 1965, RED SUPERB CONDI- tion, immaculate respray, new engine, clutch, hood with overdrive, wire wheels, servo, belts, etc., new SP o/s. £595 o.n.o. Tel.: Dobby (Leics.) 2328. (6233)

XK150 JAGUAR RECHROMED, Re- sprayed, good tyres; taxed, tested, £450. For details telephone 0242 67 3134. (6234)

M.G. L2 MAGNA, 1933, DISMANTLED; new tyres, £135. 40 Ellistley Ave., Cam- bridge. (6235)

KING HUSSEIN OF JORDAN'S MER- cedes 300C automatic; similar car to that pictured on page 1001 Sept. edition "Motor Sport". Requires restoration; original log book. Offers to: Mr. Jeffery, 7 Overdale Rd., Stockhill Est., Nottingham, Tel.: 293168. (6236)

PEARLESS 2-LITRE GT, 1959, WHITE, black interior, TR3A engine, overdrive 2, 3, 4. Should have M.O.T. to Sept., 1971, when advert. appears. Only three and a quarter pounds per brake horse power, £325 o.n.o. Tel.: West Drayton 5821, ex- tension 35 (office hours). (6237)

TR4A COUPE, 1967/1968F, SURREY h/s-top; superb condition; 35,000 miles; overdrive, wire wheels, radio, burglar alarm, adjustable shocks, boot, interior re- versing lights, new SP Sport tyres. Must be one of finest available. Any trial. Would cost £900+ at garage. Will accept £800 cash for quick sale. Terms available. Tel.: Mansfield 22775. (6238)

BENTLEY "R"-TYPE CONTINENTAL, Chassis BC27D, March, 1955, Manual gear- box; Mulliner two-door fastback saloon, Regal red with beige hide, Only 13,000 miles since engine reconditioned by makers, £3,250, Warwickshire, Box 2594. (6239)

LOTUS CORTINA V6, 1963/4, GENUINE Lotus chassis/body. Usual colours. Absolutely immaculate. Leaf springs. Four new dampers, four new G800s on Minilite wheels, new battery, new pads. Professional conversion small- mileage engine. Any examination. Twelve months' M.O.T., three months' tax. Seen Oxford/Birmingham. Reluctant private sale, £480, Tel.: Curdworth (Warwickshire) 449. (6240)

RILEY 1½-LITRE, 1952, TAXED, M.O.T. Two women owners only. Driven to date, selling owing ill health. Box 2506. (6241)

M.G.-B GT, 1967, 25,000 MILES ONLY, B.R.G. Whole car in excellent order, £750, Tel.: Staines 57983. (6242)

EXTREMELY RARE AND ELEGANT 1954 "R"-Type Bentley, James Young 2-door alu- minium saloon, Black/silver, 80,000 miles, £985 o.n.o. Must sell, Tel.: 01-748 2442 (days) or Camberley 21860. (6243)

RESPLENDENT RED M.G. TA, TC ENGINE and gearbox, new clutch, reconditioned steering £250. Tel.: 01-504 5099, or write, 19 Broadmead Rd., Woodford Green, Essex. (6270)

FOR SALE—continued

ROCHDALE OLYMPIC PHASE I, RILEY 1.5, yellow, black interior, M.O.T., taxed, Cintas, wood-rim, buckets, £260, Clark, 9 Lauradale Wildridings, Bracknell, Berks. Tel.: Bracknell 21570. (6269)

SPRITE 1963, AVAILABLE MID-OCTOBER. Sunflower yellow, fibreglass bonnet, wide wheels, oil cooler, new exhaust system leather steering wheel, new carpets and hood; recent engine overhaul, £260, Drury, Tel.: Sitting- bourne 4411 (office), Box 2507. (6271)

ALVIS GRABER TC21, 1957, FRENCH GREY, Willowbrook body, only 16 in U.K. £275 o.n.o. Tel.: Hemel Hempstead 3080. (6272)

1929 ROLLS-ROYCE PHANTOM II WITH ambulance body, excellent condition, £500, John H. Rundle, Globe House, New Bolingbroke, Boston, Lincs. Tel.: Stickney 260. (6273)

ALFA ROMEO 1750 GTV, NOVEMBER 1968. One owner, 31,000 miles. White, Service records, £1,550 or best offer, Tel.: Ascot 20171 (weekends or evenings). (6274)

DAIMLER SP250, WIRE WHEELS, ETC. Very sound throughout, recent quality respray in mountain blue, £350, Tel.: Horsforth 6315 (Leeds). (6275)

ROLLS-ROYCE 20-H.P., 1928, SMALL limousine by Compton, good all round con- dition, Mascot, £950, Tel.: Tunbridge Wells 28135. (6277)

ASTON MARTIN DB5, 1965, EXCEPTIONAL condition, Tinted glass, Selectaride, chrome wires, etc. Dark blue, matching interior, £1,380. Consider exchange, Tel.: Formby 72778. (6278)

LOTUS ELITE SUPER 95, NOVEMBER 1962. Engine rebuilt, Most extras, Cheap, Tel.: Nottingham 66127. (6279)

SEXY WHITE 1965 MIDGET AND RED- haired bird must part. Perfect inside and out- side. Hagging starts at £360, Tel.: Kempston 2230. (6317)

WANTED

MORGAN REQUIRED JAN./FEB., 1971. Immaculate four-seater; cash payment. Write: Barnes, Box 505, Lusaka, Zambia. (5798)

JAGUAR XK120 ROADSTER, MUST BE in reasonable condition, Cash. Full details please. Tel.: Newcastle-upon-Tyne 810334. (5875)

TRIUMPH ROADSTER IN ROAD- worthy condition. Also address of Roadster Club wanted, Kelsall, 122 Dutchfield Rd., Widnes, Lancs. (5924)

WANTED: PARTNER OR MECHANIC in East Anglia region, Formula Ford or Clubman's, race next season, Box 2474. (5924)

IMMACULATE AUSTIN A105 WITH overdrive. Prefer 1959 Vanden Plas 105 but any superb specimen considered. R. Fuller, Old Bridge House, Porth, New- quay, Cornwall, Tel.: Newquay 3063. (5925)

REGISTRATION NUMBER 686 AUR (Hertfordshire, 1957), Campbell, Tel.: Reading 55981, extension 345 (office). (5926)

WANTED: SERIES II LOTUS ELAN convertible. Must be in good condition. Cash, Mr. Sugar, 4 Woodside, Flackwell Heath, High Wycombe, Tel.: High Wycombe 21124 (office), Bourne End 23432 (evenings). (5927)

ANY STAFFORDSHIRE REGISTRATION number ending with E, Box 2475. (5928)

WANTED: ANY DAMAGED OR UN- bent sports car, saloons, vintage. Any con- dition, Cash, Tel.: 01-658 1003 (any time). (5929)

LAGONDA 2-LITRE LOW CHASSIS PRE- 1933, Condition immaterial if basically original, Tel.: Lingfield 2739 (Surrex). (5930)

"BUGANTICS", VOLUMES ONE TO 11. Complete set or odd copies purchased. Some duplicates for exchange, Box 2418. (5931)

ROLLS-ROYCE MOTOR CAR WANTED, Phantom or 20/25, preferably complete, although condition not important. Please send details. Muflet, New Wood Farm, Bunney, Notts. (5932)

RILEY KESTREL, WOLSELEY, M.G., SS, Singer, Rover, sports saloon, coupé, Mid-thirties, Reasonable, Box 2446. (5933)

SET OF 19 IN. WHEELS FOR R-R. Also clock and temperature gauge, 1934, Williams, P.O. Box, Cape Town, South Africa. (5934)

WORKS HARD-TOP FOR HEALEY 3000 Mk. III, BJB Colour: B.R.G., if possible. Tel.: Totton (Hants.) 3621, extension 28 (office hours). (5935)

GENTLEMAN REQUIRES "D"-TYPE Jaguar condition immaterial. Please tele- phone 0606-88 3557 (evenings). (5936)

WANTED: WORKS HARD-TOP KIT (IN- cluding soft Surrey top) for TR4A. Cash. Write: A. Broadbent, 73 Middlethorpe Rd., Elesthorpes, Lincs, Tel.: Grimby 58791. (5937)

WANTED: PRE-WAR RADIATOR shells, car badges, wheel caps, wooden- spoke wheels, brass lamps. Offers to: Box 2476. (5938)

WANTED: VINTAGE OR VETERAN Rolfs or Bentley in Concours condition. Anything considered between 1915-1931. Please give full details. Box 2477. (5939)

POST-WAR SPORTS CAR WANTED, Jaguar "C", "D" type, Aston DB35; DBR Ferrari; Maserati, etc. Anything con- sidered by genuine collector, Box 2478. (5939)

T.V.R. V8 CAR REQUIRED PRIVATELY for cash, Box 2479. (5940)

REGISTRATION NUMBERS TF, JF, TJF, RF wanted with any interesting or low numbers, Tel.: 01-864 5111 (evenings). (5941)

WANTED URGENTLY: ALPINE HARD- top, Series IV onwards, Tel.: Northampton 44841. (5942)

COMPLETE ENGINE FOR 1934 M.G. PA Patchett, Westlands, Pattingham, York- shire, Tel.: Pattingham 251. (5969)

WANTED—continued

GILBERN 1800 WANTED, 1964 OR near, Cash awaiting. Realistic offer, F. Charles, The Drey, Church View, Ecton, Northampton, Tel.: Cogenhoe 150. (5943)

FOR LAGONDA 2-LITRE, 1930, SUPER- charger and/or gearbox, any other spares considered, Tel.: Ascot 23018. (5948)

TALBOT 105 TOURER OR SIMILAR classic open car, Box 2485. (6039)

DAIMLER DB18 SALOON URGENTLY required. Must be in first-class condition, preferably low mileage, Ward, "Pentre", Station Rd., Darley Dale, Matlock, Derby- shire, Tel.: Darley Dale 3250. (6087)

ASTON MARTIN DB MK III OVER- drive. I want as rear mint an example as possible both bodily and mechanically. Send full details history and price asked. Photo- graphs returned, Robertson, Canal House, Front St., Bedlington, Northumberland. (6099)

ROCHDALE OLYMPIC PHASE II, GOOD price paid, Cash waiting, Tel.: Shoreham (Sussex) 2642. (6125)

WANTED BY V.A.R. MEMBER: VIN- tage Austin 16 or 20 h.p. tourer, two- seater preferred. Must be in good and original condition. Other similar makes considered, G. E. Phelan, "Hillgrove", Leeds Rd., Rawdon, Leeds, LS19 6PB. (6150)

ROLLS-ROYCE, PRE-1930 SALOON OR landaulette preferred. No 20 h.p.s. please. Fair substantial cash price paid. All letters answered, J. T. Harris, 2 High St., Winter- bourne, Bristol. (6151)

LOTUS SEVEN, SERIES III, WANTED. Cash, Livesey, 15 Walker Ave., Bolton, Lancs. (6152)

SPITFIRE WORKS HARD-TOP WAN- ted, Dark blue, black or white, Tel.: 01- 505 2338 (evenings). (6153)

WANTED: REGISTRATION MARKS PS and GB with low or interesting number, Box 2493. (6154)

SILVER WRAITH OR WRAITH, CONDI- tion must be very sound throughout. Nothing to exchange, Cash deal, Box 2494. (6155)

WANTED: GOOD SPORTS RACING car, 1950/1956, i.e., "C" or "D"-type Jaguar, DB4 Zagato, Mercedes 300 SL, Ferrari, etc. Please send details, price, etc., to Mr. B. Fantozzi, Moscar Heights, Man- chester Rd., Hollowmeadows, Sheffield. (6156)

PAIR OF PRE-WAR AUSTIN 7 FRONT seats, Morris B tourer windscreen, Tel.: 01-686 5479 (between 18.00 and 20.00 hours). (6157)

M.G. TD2, ABOUT £200 PAID FOR car with good chassis, Kingdon, 31 Dart Close, Efford, Plymouth. (6158)

M.G. TF, APPRECIATIVE BUYER seeks a truly superb model, preferably having original interior and low verifiable mileage. Enthusiast owned, unadvertised cars, particularly invited, Clarke, Tel.: Nottingham 65219 (evenings/weekends). (6159)

REGISTRATION NUMBER DS19 OR any interesting combination, Tel.: 041-954 7019. (6160)

BUGATTI T30 ENGINE, GEARBOX, front axle, radiator. Some Brescia parts for exchange, Box 2495. (6161)

"MOTOR SPORT", PRE-1961, "BUGAN- tics", pre-1957. Any copies or volumes, Box 2495. (6161)

MOTORCYCLES: CHATER-LEA O.H.C., Velocette K, Rudge TT Replica, Complete or engines only, Box 2495. (6161)

BOOKS, PERIODICALS, SALES LITERA- ture, manuals on pre-war cars and motor- cycles, Singles or collections, Box 2495. (6161)

M.G.-B GT WITH OVERDRIVE WAN- ted privately for cash, 1967-1968 immacu- late low-mileage example preferred, Tel.: Reading 27874 (after Oct. 14th). (6162)

ASTON MARTIN INTERNATIONAL, Any type or chain gang, Frazer Nash. Con- dition immaterial but must be original and complete. Cash buyer waiting. State price and condition to Box 2496. (6163)

M.G.-B GT SPARES WANTED, BODY shell, o/s door, grille, front wings, wood steering wheel, centre console, one wire wheel, W.H.Y. Tel.: 021-327 3359. (6164)

REGISTRATION JCW WITH LOW OR interesting numbers wanted. Please state price, Box 2497. (6165)

HARD-TOP FOR AUSTIN HEALEY 3000 Mk. III, Details to Hoyland (Yorks.) 2239. (6166)

WANTED: DAIMLER CENTURY MK. II saloon, in black with pre-selector box. Must be immaculate car. Other models considered. Full details to Box 2493. (6167)

BENTLEY MK. VI OR "R"-TYPE GOOD condition and realistic price, XK150 drop- head coupé urgently required, Box 2501. (6181)

CONQUEST ROADSTER, ANY CONDI- tion. Consider Barker, XK, Lagonda, TA21, similar (dropheads) A. J. Richards, Castell Forwyn Hall, Abermule, Montgomeryshire, Tel.: Abermule 255. (6205)

VW, VOLVO, SKODA, FIAT, SHOOTING brake or similar. Have 356B Porsche to exchange with adjustment either way. See "For Sale" columns, Tel.: Shardlow 494. (6223)

WANTED: REGISTRATION DM OR DJM, interesting number, with/without car, Moss, 122 Waterloo Rd., Southport. (6292)

ENGINELESS COUPE OR SPORTS saloon to take Jaguar 3.5-litre unit, Aston Martin, Jensen, Flaminia, Bristol, Tooley, Newport, Essex. (6293)

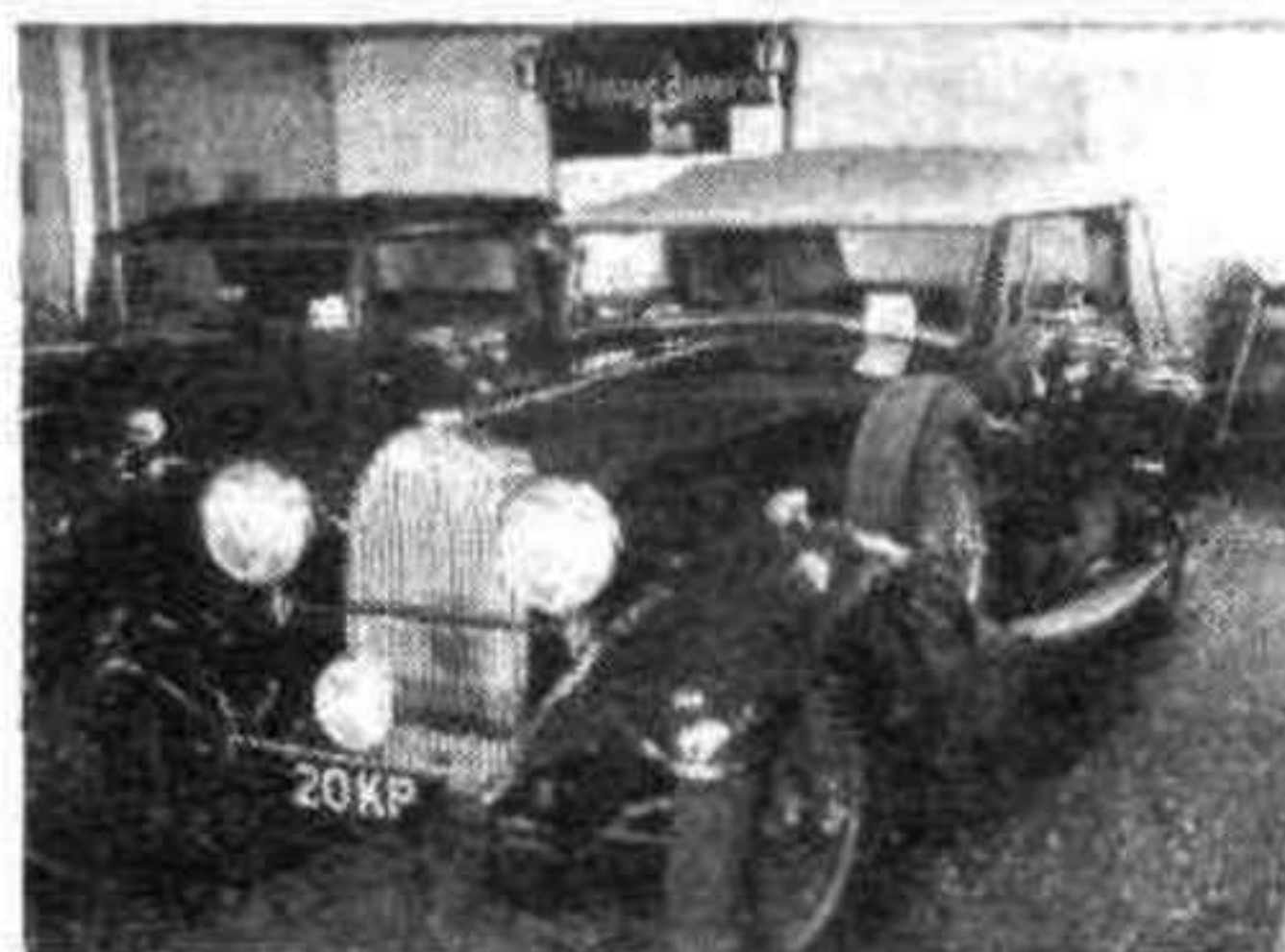
M.G.-A TWIN-CAM F.H.C. FINEST available. Private enthusiast offers generous cash for superb specimen, Murray, 17 Kingston Hill, Kingston-on-Thames. (6294)

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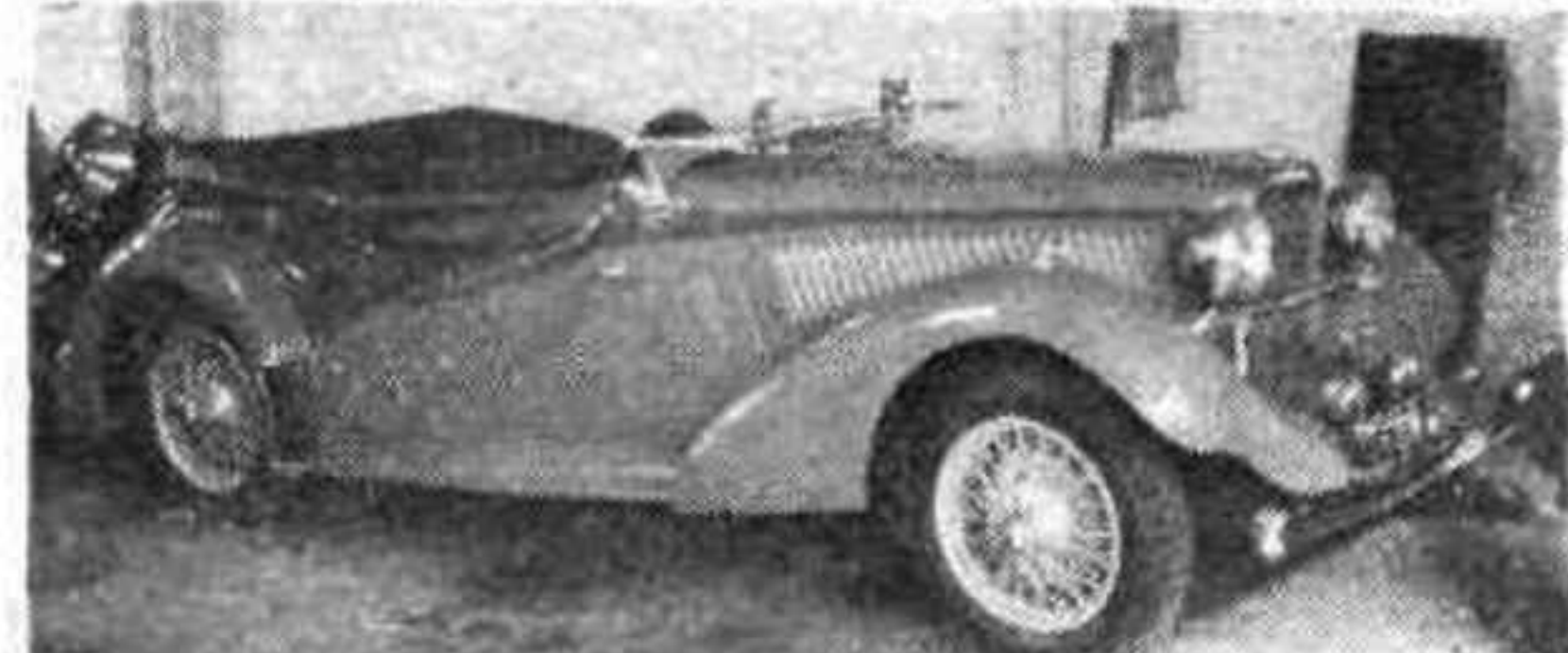


(Left) 1936 BUGATTI Type 57 convertible by V.D.P. Unused since 3-year complete restoration by Rolls Specialists (engine, chassis, coachwork, etc.). The engine has to be run-in and is fitted with a new block and pistons, etc. The coachwork has been restored to Show condition and the front axle and steering tubes, etc., have been chrome plated. This must be one of the finest examples of the now rare and much sought after Type 57.

(Right) 1928 ROLLS 20 7-passenger all weather cabriolet tourer by Hooper, fitted vee-windscreen, original leather 3-position hood. Up to last year it has had only two titled owners since new and the total mileage is only 89,000. It has had a recent coachwork restoration to immaculate original condition.



The Rolls 20 and the Bugatti were sold to the same client last May, who through unforeseen circumstances has been unable to take delivery of them (they had been paid for in full), and are now being re-offered for sale.



(Left) 1938 ALVIS 12/70 sports tourer by Cross & Ellis. Believed the only 12/70 built with this attractive coachwork, which is an exact replica in miniature of the 1938 4.3 short-chassis sports tourer. It has been owned by an Alvis engineer who has completely rebuilt the mechanics. After many months the coachwork restoration is at last completed, and is immaculate in its original colours of grey and red.

I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" EVER BOUGHT, SOLD OR TAKEN IN PART EXCHANGE.

AT THE TIME OF GOING TO PRESS (SEPT. 10th) 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.

1937 ROLLS 25/30 owner/driver saloon by Barker.
1935 ROLLS 20/25 sedanca-de-ville by H. J. Mulliner.
1939 ROLLS Wraith sports saloon by James Young.
1939 BENTLEY Mx Series sports saloon by Park Ward.
1936 ASTON MARTIN 1½ short-chassis open 2/4-seater.
1933 ASTON MARTIN short-chassis Le Mans open 2-seater.

1932 VALE Special sports 2-seater roadster.
1927 SUNBEAM 16.9 open 4/5-seater.
1936 LAGONDA 4½ drophead coupé.
1928 AUSTIN 7 "Top-hat" saloon.
1937 DELAGE D.6/70 convertible by Fioni and Falaschi.
The only one of its type in England. Now being restored.

MARINE DIVISION ALWAYS A SMALL SELECTION OF REFITTED MOTOR YACHTS & CRUISERS. ANY CAR OR BOAT OF THE TYPE I SELL TAKEN IN PART EXCHANGE
Telegraphic address: Concourcar, London, W.2

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2.

JACK BOND invites you to spend a weekend or holiday at his Historic Coaching Inn situated in the glorious Cotswolds, with panoramic views in every direction. It is not the most luxurious hotel in England, but it has a very friendly and informal atmosphere. In the week it's very peaceful, but it really swings at weekends. Dress as you please, drink as late as you like, and stay in bed as long as you wish (breakfast in bed at no extra charge). As long as you don't expect 5-star hotel luxury (we don't charge 5-star prices), we think you will love it (as have over 7,000 satisfied Motor Sport clients). It must be the only hotel of its type, its many unusual attractions making up for lack of 5-star luxury. Commencing next month (November) and for the Winter Season, reduced Weekday (Monday to Thursday) prices for Bed & Breakfast, 30/- Single, 55/- Double (+ 10% service charge). Led & Breakfast £2.2.0 per person, or our cut price package weekend, £4.10.0 single, £8.10.0 double, which includes dinner Saturday night, bed, breakfast and Sunday luncheon, plus admission to the Discotheque and a trip around the countryside in one of our horse-drawn carriages, or on our famous Veteran horse-drawn char-a-banc (as featured on TV, etc.). Horses available for riding.

THE NEW STABLE BAR BISTRO

Open every night. Drink and dine till late in a romantic candlelight atmosphere. Open daily for luncheons, snacks, etc., at reasonable prices.

RANCH ROOM DISCOTHEQUE

Fridays: 9-2 a.m. Bar open till 2 a.m. "The D.J. Disco Show."
Saturdays: Drink till 12.30 a.m. Groups, Go, Go Girls, D.J.s, etc.
Sundays: Drink till midnight. "The Sunday D.J. Show."

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Langston Hotel (FREE HOUSE) and Carriage Stables, Kingham, Oxon.

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060871 209 - HOTEL

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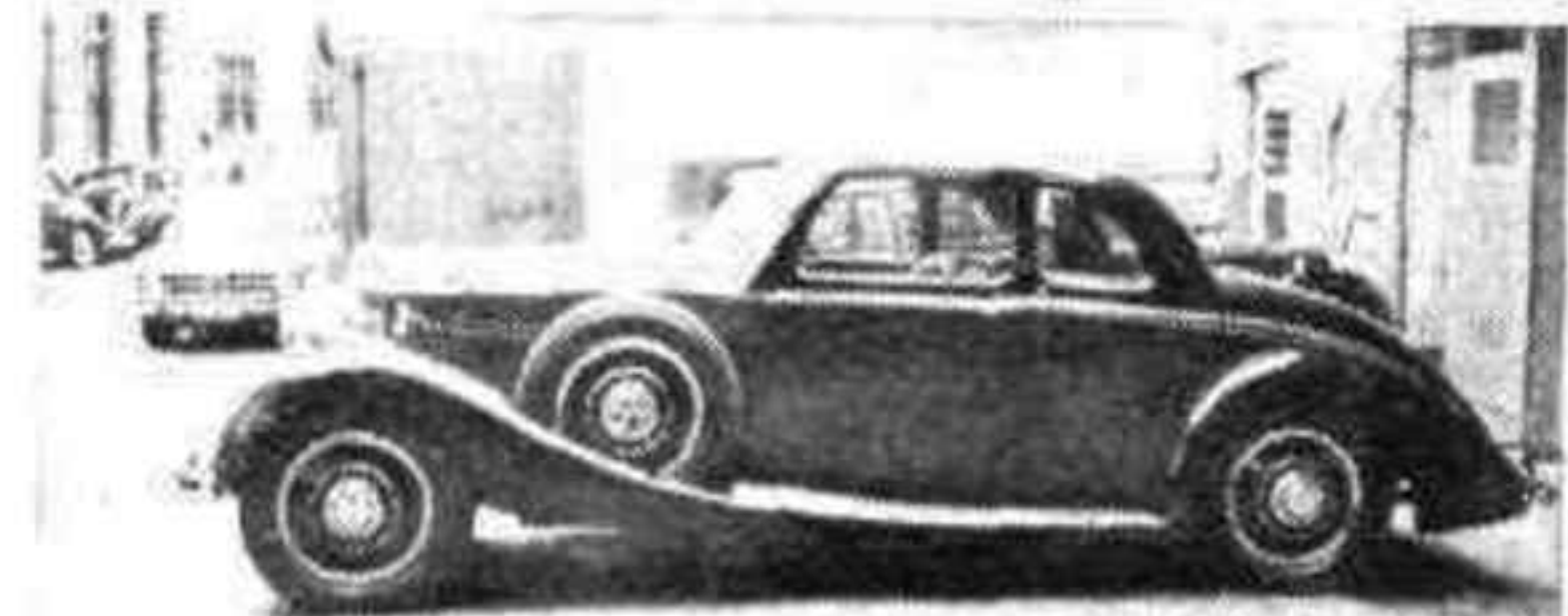
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(Left) 1937 ROLLS-ROYCE 25/30 2-door coachbuilt sporting roadster by Fisher (General Motors), recorded some 50,000-odd miles. Twin side-mounted spare wheels, full bench front seat with two small seats to the rear. Beautifully cellulosed in ebony black over garnet, coachlined in white. Very rakish sports Rolls in outstanding all round condition. Just completely serviced and a'rair in to go.

(Right) 1935 ROLLS-ROYCE 20/25 owner-driver, D-back sports saloon by Windovers, no division but neatly hidden occasional rear seats. Mechanically quite exceptional, very original although somewhat mellowed grey coachwork with brown hide trim. Rear-mounted spare wheel.



(Left) 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) The ultimate in prestige luxury: ROLLS-ROYCE Silver Cloud III, 1965, Mulliner-Park Ward 2-door Continental sports coupé, regal red coachwork, black hide trim, electric windows; recorded 58,000 miles. Superlative condition throughout.



1957 Series ROLLS-ROYCE Silver Wraith L.W.B. limousine, automatic and power steering. Elegant Park Ward 7-seater coachwork. Finished in black with beige trim. Excellent chassis, sound and serviceable specimen ready for chauffeur or hire service.



R-Type BENTLEY automatic Standard Steel sports saloon, first registered 1954. Coachwork in Embassy black, lined in gold. Interior trim 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.

1937 ROLLS-ROYCE P. III limousine by Parker, large extended boot; mileage of 42,000 allegedly correct; all original and in excellent order.

1956 ROLLS-ROYCE Silver Cloud I sports saloon by Hooper. Extremely elegantly styled coachbuilt body finished in dove grey over astral blue, grey trim; electric windows, recent major mechanical overhaul. Much sought after model in pristine condition.

1961 BENTLEY S. II V8, finished in midnight blue over shell grey, electric windows and aerial, new tyres and exhaust just fitted. Two owners, full service history. Outstanding condition.

1935 BENTLEY 3½ sports saloon by Rippon Bros. One owner from new, supplied and maintained by Rippons; not mint but exceedingly original in all respects.

1958 BENTLEY S.I Continental 2-door sports saloon. High-compression engine, automatic transmission and power steering. Full Webasto sun-roof, elegant aluminium coachwork, illustrated bottom picture, page 275 in the Bentley book '50 Years of the Marque'.

1951 BENTLEY Mark VI Standard Steel saloon. Black coachwork, beige trim; just had major brake overhaul and complete service. Absolutely rust-free and realistically priced.

1957 ROLLS-ROYCE Silver Cloud I standard saloon finished in suede over sage green with matching trim. Power steering, new tyres; just completely serviced. Well above average example of this popular six-cylinder series.

URGENTLY WANTED FOR CASH: All models of Rolls-Royce, Bentleys and all other types of Vintage and P.V.T. thoroughbred cars and motorcycles.

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CARS FOR SALE

1964 ALFA ROMEO 1600 Spider d.h. coupe (illustrated), pale blue/black, push-button radio, 5-speed box, discs, heater; nice condition £395

1965 AUSTIN Mini all-metal estate, red/red, two owners only, confirmed mileage 29,215 miles; heater, belts; delightful car, if only we had more like this £325

1966 AUSTIN HEALEY 3000, red/black, o/drive, wire wheels, hard/soft-tops, Cinturatos, new clutch/exhaust; two owners only £845



1965 AUSTIN HEALEY 3000 convertible, red/red, wire wheels, overdrive, Cinturatos, heater, all-over tonneau, fog/spot; recorded mileage 39,344 £795

1958 AUSTIN HEALEY Sprite Mk. I, red, radio £195

1959 ASTON MARTIN DB3 convertible, blue, overdrive, wire wheels, radio; rare model £645

1969 (Nov.) FORD Transit Freedom 4-berth Caravanette (illustrated), one owner, recorded mileage 8,436; complete with gas stove, water, etc. £945

1968 FORD Executive, Venetian gold; one owner; overdrive, sun-roof, radio, heater, twin spots ... £795

1967 HUMBER Super Snipe, silver grey/black; one owner low mileage; P.A.S.; luxury car £665

1965 JAGUAR 'E' 4.2-litre f.h.c., white/red, usual 'E' extras; condition above the average £945

1964 JAGUAR 'E'-Type f.h.c., pale blue/blue, wires, Cints., radio, heater, Motolita wheel; very good example of these fantastic cars, interesting number plate ... £845



1958 (Sept.) XK150 f.h.c., beautiful in red, o/drive, wires, fog/spot, RS5; original log book £565

1956 JAGUAR XK140 f.h.c., L.H.D., salmon pink, wire wheels, Blaupunkt radio, 'C'-type engine; very rare, excellent investment, ex-royalty £495

1970 LOTUS Holbay Super 7, 1600 GT (illustrated), Holbay race-tuned engine, twin Webers, oil cooler, roll-over bar £1,025

1966 (Nov.) LOTUS Elan S3 f.h.c. (illustrated), green/black, recent SP68s, heater, electric windows, two owners only; one of the nicest S3s we have had, can only be described as 'immaculate' £845



1970 M.G.-B GT, green/black, one owner, confirmed mileage 6,471. Rostyle wheels, Radiomobile.... £1,195

1969 'H' M.G. Midget, B.R.G./black, one owner, confirmed 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.-B, Mk. II, mineral blue/black, o/drive, heater, foldaway hood, tonneau; one owner; beautiful car £925

1968 model M.G.-C GT, mineral blue/black, wire wheels, Radiomobile, overdrive, heater; recorded mileage 24,806, two owners £895

1968 ('67 model) M.G.-B GT, green/black, 5 1/2 wires, radio, heater, Taurus large-valve head, C.R.B., half race cam, Weber carb.; very fast £925



1964 M.G.-B, white/black, overdrive, heater, fold-away hood, Cinturatos; two owners only, one since 1966; has the appearance of a much newer car £495

1964 M.G.-B, pale blue, wire wheels, 'ZX' tyres, wood wheel, fold-away hood, radio, heater; tidy one ... £445

1969 MORGAN 4/4 1600 Comp., two seats, red/black, wire wheels; one owner, 7,566 miles £975

1969 PIPER, white/black, 1,500 c.c., alloy wheels, G800s, Motorola; 3,000 miles £1,265

1965 ('62 model) PORSCHE 356B, cabriolet, white/green, radio; R.H.D., rare car £595

1969 TRIUMPH TR6 (illustrated), white/black, radio, heater, tonneau, SP Sports, leather wheel; 18,610 miles, one owner £1,345



1967 (Nov.) TRIUMPH GT6, royal blue/black, one careful owner since new; recent G800 tyres, radio, heater; exceptional example £665

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 £475

1966 TRIUMPH TR4A, white/black, wire wheels/XASs, very well cared for example £695

1965 TRIUMPH TR4A (illustrated), red/black, hard/soft-tops, recent G800s, heater, belts, Waso lock; very rare one-owner example not to be confused with ordinary TR4As £675

1955 VOLKSWAGEN 1200 de luxe, blue. To clear, will suit 'Buggy' builder £79

1948 WOLSELEY 14/60, sun-roof saloon, one owner until May 1970; certified mileage 33,918; quite unique £295

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New cars in stock for immediate or early delivery. Please phone our new car showrooms for an up-to-date list of cars.

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SELLING ??? Please see our advertisement on page 1140.

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SPORTS CARS IMMEDIATELY

WANTED—continued

TRIUMPH GT6 MK. II, EARLY 1969 (white preferred), Cash deal. Tel.: 051-486 2309. (6295)

REASONABLE PRICE FOR PRE-1934 Austin Seven in good condition or consider good Ruby. Box 2509. (6296)

WANTED: RILEY 1½ R.M.E. SALOON. Concours condition; low mileage; original; no resprays; any colour; history. Write Box 2510. (6297)

WANTED: DAIMLER SP250, "C" SPECIFICATION preferred. Must be mechanically perfect and in first-class condition throughout. Unraced, accident-free examples only please. If above not forthcoming, "B" specification car considered. Write, call or telephone with price and full particulars, including history if available. Cash waiting. M. Williams, Darland Stores, Lavister, Rossett, Wrexham, Denbighshire. Tel.: Rossett 373. (6298)

PRE-"T"-TYPE M.G. FOR REBUILDING. Towable. Anything considered. Cash waiting. Tel.: Potters Bar (Herts.) 57871. (6299)

V.S.C.C. ELIGIBLE TOURER REQUIRED for rebuilding. Anything considered, Alvis, Lagonda, Aston, S.S. Box 2515. (6389)

S.S.100 WANTED, COMPLETE OR INCOMPLETE, or parts for restoration. Anything considered and letters answered. Box 2516. (6389)

PRE-WAR I ASTON TOURER WANTED for restoration, also consider S.S.1, tourer or saloon, or S.S.90. No others. Box 2517. (6389)

WANTED: BEACH BUGGY, IMMEDIATE cash available. Details please to Box 2518. (6390)

M.G. L. L. N ENGINE, CRANKSHAFT OR parts wanted. Cranage, 11a New Coventry Rd., Birmingham 28. Tel.: 021-743 5672. (6391)

REGISTRATION NUMBER "E", "TE" OR "TED" with any number. Ted East 501 Bexhill Rd., St. Leonards-on-Sea, Sussex. (6392)

TWO FRONT SEATS FOR RILEY GAMECOCK or 1932 Monaco saloon. Seymour, Rivermead, Battle, Sussex. Tel.: 2002. (6393)

ELAN D.H.C., S3 OR LATE S2. PRICE range £750. Full details to: Skellern, "Willow Bank", Westhoughton, Lancs. (6394)

J2 M.G., REGISTRATION NO. LV 2185, sought by original owner. Last seen few years ago Manchester area. 10 Windmill Lane, Appleton, Warrington. Tel.: 61406. (6395)

VINTAGE OR P.V.T. CAR IN GOOD condition, with M.O.T., for cash. Tel.: Bolton (Lancs.) 33325. (6396)

FERRARI, ANY CONDITION, PARTS, literature, anything Ferrari, wanted by private enthusiast. Tel.: Stubbington 2588. (6432)

EXCHANGES

ROVER 2000 S.C. IMMACULATE EX- ample in grey with red leather; 1964 but looks like 1968; taxed; new ZXs. Exchange for Porsche S.90 or Alfa Giulia or W.H.Y.? Tel.: Rhose (S. Wales) 432. (6046)

WOLSELEY 6/110, MANUAL WITH overdrive for Bristol 406. Trade or private. Alford, 142 Northwick Rd., Worcester. (6127)

1965 1,275 C.C. COOPER "S", WALNUT fascia, tachometer, 4½J wheels, ZXs, wood-rim wheel, etc.; plus cash for 1965/1966 M.G.-B with wire wheels and overdrive, or sell £390. Garland, 18 Kingsholm Rd., Westbury-on-Trym, Bristol. Tel.: 626700. (6128)

VINTAGE OR P.V.T. CAR TAKEN IN part exchange for stable/coachhouse (Victoria 35 minutes). Completely private garaging/workshop/hard standing for minimum of 15 cars. Extensive luxury living accommodation. £13,500. Tel.: Redhill 63822. (6129)

1956 ("G" REGD.) B.M.W. 502. IM- maculate condition; V8 engine; l.h.d.; sun roof, radio, new tyres, unfaultable body, engine, interior; one titled owner this country. Exchange sports car. Sell. Tel.: East Horsley (Surrey) 2074. (6130)

VOLVO P1800S, WHITE, RED IN- terior. Radio, overdrive; registered Dec. 1964. £795 or exchange something cheaper. Anything interesting considered. 15 Highland Rd., Worcester. Tel.: 21667. (6283)

OCT., 1969, MORRIS 1800S, WHITE, black upholstery; 14,500 miles, p.a.s., push-button radio, twin spot lights, twin reversing lights, inertia belts; taxed March; immaculate. £975. Volvo 144 wanted. Tel.: Cardiff 60597. (6284)

50-FT. LLOYD'S REGISTERED DIESEL- engine Motor Yacht, narrow beam, excellent river boat, approx. 19 knots. Galley, toilet, full inventory, including dinghy, outboard. Approx. 70 hours' running since £4,000 refit. Moored Hamble. Accept £2,750, consider car in part exchange. Tel.: Southampton 25921. (6410)

LAND ROVER SAFARI, 12-SEATER station wagon. Sale, but preferably exchange for "something sporty". Box 2521. (6411)

"MOTOR SPORT" FROM VOL. 1 TO 1950 in lovely condition; will exchange for "The Motor" magazine, preferably between 1910 and 1930. Tel.: Market Deeping 3479. (6418)

MISCELLANEOUS

IJYO REGISTRATION NUMBER ON 1960 Humber Super Snipe. Tel.: 01-743 6003. (5901)

ROLLS-ROYCE PHANTOM I CHASSIS. Manor Farm, Castle Eaton, Swindon, Wilts. Tel.: Kempford 242. (5902)

M.G.-A TONNEAU COVER, £4; WOOD- rim steering wheel, 13 in., £4. Tel.: 061-445 7412. (5903)

MISCELLANEOUS—continued

BODY—MARTIN WALTER "WING- ham" cabriolet, Ex-1935 Siddeley Special but would fit Daimler, Lanchester, etc. Dismantled but complete, with wings and running boards. All-aluminium. Any offers? M. Trentham, Tel.: Knowle (Warwickshire) 2094. (5904)

"VINTAGE AND THOROUGHbred", 29 copies, £5; "Motor Sport", 1927-1928, 40s. each; "World on Wheels". Offers. Box 2470. (5905)

ALTA, FOUR USED PISTONS, 83 mm, x 51 mm, comp. HE, 6 Charlton Lane, Brenty, Bristol. (5906)

JAGUAR "E"-TYPE CHROME WIRES, part worn Redwall G800s. Very good condition. Offers over £50. Greenwood, 3 Richmond Rd., Lansdown, Bath, Somerset. (5907)

FOUR TYRES, AS NEW, 4.78-5.00 x 18 on wire wheels. Offers. Tel.: 01-769 5339. (5908)

THE DAIMLER AND LANCHESTER Owners' Club invites owners of post- and pre-war cars, also B.S.A. and SP250 owners, to write for club details to: Mr. M. Cox, 9 Cloister Croft, Walsgrave, Coventry. (5909)

"AUTOSPORT", VOL. 1, 21 BOUND, Vol. 22-26 unbound. All in mint condition. Offers to: Earle, 269 Gloucester Rd., Bristol BS7 8YN. (5911)

CAR ACCESSORY SHOP FOR SALE, Croydon area. Double-fronted shop, main road position; forecourt, etc. Excellent large three-bedroom maisonette; large garden. Rent £12 p.w. £3,250 s.a.v. Box 2471. (5912)

TG3 ON 1968 VAUXHALL VIVA saloon. Offers to: Box 2472. (5913)

"MOTOR SPORT" JULY, 1960-MAY, 1968. Any offers? 89 Janson Rd., Southampton. (5914)

"MOTOR SPORT" BOUND 1962-1969. Offers to: Welch, 5 Drylands Rd., London, N.8. (5915)

FORTY-NINE ASSORTED "MOTOR" and "Autocar", 1967-1970; "Motoring News", Aug., '967-May, 1970—three missing. Offers. Haggie, "Urmston", Wyre Hill, Bewdley, Worcs. (5916)

OXY-ACETYLENE WELDING SET, WITH regulators, gauges, welding torch, nozzles, hoses, goggles, etc. Perfect order, ready for use. Bargain, £20. "Margaret", Chatterton Rd., Stubbins, Ramsbottom, Bury, Lancs. (5917)

JOIN THE A.C. OWNERS' CLUB NOW for the Club's 21st Anniversary Year. Membership Secretary, 33 Linden Ave., Ruislip Manor, Middlesex, England. (5918)

JOWETT CAR CLUB—SURVIVING LINK with the famous marque. All areas catered for. Details, advice, technical information, Secretary: A. N. Wright, The Old Forge, Weston Turville, Aylesbury. (5919)

FOR SINGLE CAR TRANSPORTING, boat towing, etc., anywhere, any time from 1s. 6d. per mile. Contact E. and E. Smith. Tel.: Brighouse (Yorks.) 2074. Also comprehensive vehicle inspections by qualified engineers. (5920)

ALFA ROMEO OWNERS' CLUB RUNS regional centres, monthly magazine, social and sporting events and spare parts service. Details from the Secretary, 27 Goffs Park Rd., Crawley, Sussex. (5921)

INVICTA, 1928, 4½-LITRE N.L.C. HIGH chassis tourer spares, chassis axles, running gear, petrol tank, etc. Invicta, 1933, 1½-litre shortened chassis, running gear, radiator, bulkhead, restored. Daimler 2.6-litre 6-cylinder Scout car engine, ex-Min., reconditioned, suitable car or boat, all acc. Five XK140 wire wheels, sound. Austin Heavy 12/4 28 engine, complete. Dismantled sans mag. and dynamo, new head gasket. Offers invited for any of above—no reasonable offer refused. Buyer collects. Laycock, The Flats, Castle Howard, Welburn, York. (5922)

ENTHUSIAST MUST SELL SPLIT M.G. TC body, all new wood and metal, perfect in undercoat, £40; rear wings, perfect, primed, £12; front ditto, £22; valance ditto, £5; two bonnets, one perfect, primed, £7; another £5; two sets of doors, £5 pair; radiator shell, rechromed, £5; core—good, £4; windscreen, sound, £15; TC seats, excellent, £15; TD, ripped, £10; dash, less instruments, £3; complete set of instruments, rebuilt, rechromed, perfect, £17; two spare wheel carriers, £3 each; floodboards, £2; running boards, £4 pair; door locks, £2; four 16 in. wire wheels and tyres, £22; headlamps and brackets, £5; five 19 in. wires, £10; good hood and frame, £12; two tanks, £6 and £4; transmission tunnel, £2. David Wright, Tel.: Weston-super-Mare 21829. (5785)

M.G.-A TWIN-CAM; TUNED TWIN 42 DCOE Webers on alloy manifold. Perfect. £38. Also complete rear axle with discs. £30. Tel.: Loughborough 3829 (between 6.30 and 7). (6088)

RENAULT FOUR GENUINE FACTORY workshop manual, £2, including postage. Tel.: 026583 2489. (6131)

"MOTOR SPORT", 1955-1970, £5, 5 Robin Close, Wooteys Estate, Alton, Hants. (6132)

"MOTOR SPORT", 1950s AND 1960s. Also "Autosports" through the 1950s, plus many "Motor Racing", 3s. per copy. Write to: Goody, M.Y. Senora, Lady Bee Wharf, Albion St., Southwick, Sussex. (5860)

M.G. TC SPARES, CHASSIS, FRONT axle springs, bonnet, n/s wing, r/wings, radiator without surround, bulk head, doors and odd bits. Tel.: Coventry 464644. (6043)

MISCELLANEOUS—continued

MG SPARES.

MG TA, TB, TC, TD, TF. New. Used, Rebuilt and Exchange Parts. Large stocks. Many rare items. S.A.E. for List/quote. World-wide mail/shipping service.

Octagon Sports Cars Ltd.
19, Grosvenor Park Road,
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Tel.: 01-521 0520

M.G. TF WIRE WHEEL CONVERSION kit, unused, complete with five wheels, adaptors and SP Sports. £100. Tel.: Loughborough 3829 (between 6.30 and 7). (6088)

ENTHUSIAST TO SELL M.G. TC REAR axle, diff., brake drums complete, good, £10; gearbox, clutch housing, remote control, back plate, perfect, £22; carbs. and manifold, £7; engine, good, less accessories, £20; starter, £4; dynamo, £4; prop. shaft, £3; fan and water pump, £3; steering, not clapped, £5; interior trim, £5; distributor, £2; oil pump, £2. All sorts of other things. No dealers or export. David Wright, Tel.: Weston-super-Mare 21829. (5785)

THE ARMSTRONG SIDDELEY OWNERS' CLUB offers members spares, Car Mart service, magazine, library, technical service. World wide. Join now. Write: R. Haines, 290 Sunnybank Rd., Unsworth, Bury, Lancashire. (6133)

DIFFERENTIAL UNIT FROM 1968 COR- sair 2000. Good condition, undamaged, £15. Tel.: Dunstable 66439. (6134)

DE DION BOUTON ENGINE NO. 6962. Single-cylinder 8 h.p. c/w flywheel and clutch. Also De Dion carb. No. 3623 in almost mint condition, £500; Longuemere carb. No. 122690, £25; Claudel Hobson carb., £15; Stewart brass speedo head, 0-50 model 24, £20; ditto, 0-30 model 41A, £20; pair brass square sidelamps, electric, £40; pair silver-plated oper. lights, blue cut-glass dies, electric, £75; Old Bill mascot, £30. View Surrey. Nearest offer to above or might exchange for W.H.Y.? Box 2488. (6135)

"MOTOR SPORT" FOR LAST 15 YEARS. Unbound, good condition, £5. Tel.: Wembley 902 5267. (6136)

XK120 MK. VII, IX WORKSHOP manual, £2; auto. manual, £1; covers 6.00/6.70-16, 30s. Brown, 69 Grange Rd., South Croydon. (6137)

NEAR SHREWSBURY, GARAGE, 34 FT. long x 14 ft. wide, concrete floor. With attractive modernised three-bedroom cottage, storage, eating, large garden, fruit trees and standing room for further four or five cars. Excellent engineering facilities nearby. Apply: Hayward & Wilson, 5 Claremont Hill, Shrewsbury. Tel.: 51017. (6138)

PAIR ROTAX BRASS ELECTRIC HEAD- lamps, pair Bosch horns and headlamps. Also calormeters, bulb horns and other accessories. S.A.E. for prompt reply. Box 2489. (6139)

M.G.-B WORKS HARD-TOPI, BLACK. Excellent condition. £40. Menca, Tel.: Dudley 52050. (6140)

FOR SALE: FOUR PART-WORN 650-19 tyres. Wanted: L.H. side mount bracket for 25/30 R-R. Also Reg. No. RAB, JRB, EMB, SMB, AB, MWB, MBB, BAB with distinctive number. Box 2490. (6141)

PRICED LISTS OF VETERAN, VINTAGE accessories and instruction books 1s., from Cyril Fletcher-Holmes, 133 Nottingham Rd., Nuthall, Notts. (6142)

M.G. 2½ RADIATOR, 1935, RECORDED. Offers. Pepperell, 47 London Rd., Biggleswade, Bedfordshire. (6143)

HAS ANYBODY GOT ANY STALK- mounted 1925/1926 Rotax headlamps? I need urgently three pairs. Any complete lamps or pieces welcome. Also Rotax sidelamps. Banham, West Lodge, The Priory, Burnham, Bucks. Tel.: Burnham 5749. (6144)

M.G.-B SPARES, ETC. GEARBOX/OVER- drive, £25; B.M.C. hood, frame, £15; steering wheel, £2 10s.; new frame springs, £2; new hub caps, £2 set; air filters, £2; B.M.C. workshop manual, £1 10s.; tow bar, £2 10s. Also q.l. spots, £5 pair; Morgan 4/4 front end, £5; boot rack, £2; Kenlowe fan, £4. Tel.: Warsop (Notts.) 2270. (6145)

"MOTOR SPORTS", 1959-1969, COM- plete, good condition, £6. 85 Churchdale Rd., Eastbourne. (6146)

HARD-TOPI FOR M.G.-B. IN EXCEL- lent condition. Tel.: Denham 2794. (6203)

ALVIS SILVER EAGLE MASCOT, TON- neau for TR4, TR4A, as new, inspection light and case from large Flat saloon, 1928 vintage. Hobley, 2 Meredith Rd., Leicester. Tel.: 824197. (6285)

REALLY NICE WHITE S.A.H. HARD- top for TR4, TR4A or TR5. Blue perspex "skylight", flock lined, good condition. Cost new nearly £60. £30. Tel.: Walton-on-Thames 22126 (evenings). (6286)

TRK 16 WITH STANDARD EIGHT. Tatty body, sound engine. Sensible offers. Stuckey. Tel.: Winchester 66098 (evenings). (6287)

ESSEX SUPER SIX WHEELS (TWO), Detachable rims, wood spokes, unused 5.20 x 30 tyres. Also Francis Barnett and A7 bits. Stuckey. Tel.: Winchester 66098 (evenings). (6287)

REGISTRATION RADIO BELONGS TO someone else but equally rare RATIO is available. Would suit enthusiast, engineer or Horatio. Box 2473. (5923)

MISCELLANEOUS—continued

SPORTS CARS FOR HIRE

MGB, MGB GT, and TRIUMPH GT6 for self-drive hire. All cars 1969/70, with radios. Regret minimum age 25.

SPORTSHIRE LTD., 01-789 0757
4a, Deodar Road,
Putney,
London, S.W.15. Hours: 8.30-6.30
Mon.-Sat.

TNW 8 ON 1948 AUSTIN SIXTEEN. IN very good condition. Tested. Sensible offers. 25 Lark Hill, Ripon, Yorkshire. Tel.: Ripon 2009. (6288)

HEALEY 1000 BJS CHASSIS, £60, O/S door, £14. Hood/frame, £15. Cylinder head, £18. Carburettors/manifold, £12. Other parts. Tel.: Southport 57309. (6282)

M.G.-B HARD-TOPI, ASHLEY, ELECTRIC Window. Brand new, never fitted, cost £100. Sell £70 o.v.n.o. Tel.: Crewe 3484. (6278)

M.G., BENTLEY, ALVIS, ALFA ROMEO, wing (offside front) TF (new), TC parts, dismantling 1965 Sprite Mk. III, Alfa Romeo 1900; Bentley Mk. VI motif and cap, foglight, 3½-litre starting handle; Alvis TA21 saloon, £90. Box 2508. (6287)

"MOTOR SPORTS", 1956-1968, COM- plete. Good condition. £5 collected. Tel.: 061-980 7810. (6290)

1925 FAIRGROUND LIVING VAN, 18 FT, long, pneumatic tyres, beautiful mahogany and mirror panelling. Color cooker; sleeps three; suit collector or traction enthusiast. For sale or would exchange quality post-war four-seater drophead in good order. Marsh, Wildgoose Cottage, Frampton-on-Severn, Glos. Tel.: Saul 550 (after Oct. 6th). (6291)

AUSTIN HEALEY 100/6 BREAKING FOR spares. Engine, gearbox, o/d., electrical parts. Body panels, transmission, hard-top, hood, tonneau. Tel.: 01-892 1623 (week-evenings and week-end). 38 Cross Deep, Twickenham. (6313)

TR5, 1968, ELDERLY ENGINEER'S PET from new. Late-type injection equipment, under-seated, wire wheels, overdrive, hard-top with Webasto roof, special grille with oblong quartz spots. 15,000 miles. £1,100. Tel.: 01-449 5134 (Barnet). (6318)

CLASSIC BRISTOL 401, WITH SECOND car for spares or renovation. £285 the pair. Reeve-Black, Langdale, Berrow, Burnham-on-Sea, Somerset. (6318)

REG. NO. 2 JBB FOR SALE ON SCRAP A40. Offers to C. Neal, 45 Savernake Rd., London, N.W.3. (6397)

"MOTOR SPORT", 1953-70, 75 COPIES. "Autosport", 1953-70, 246 copies. Four books by Prince Chula. Three by C. A. N. May. All Francis, Racing Mechanic, and a lot more. Offers: Shaw, 75 Cobham Rd., Moreton, Wirral. (6398)

SHORROCK C75B SUPERCHARGER IN- stallation complete, to suit Escort 1100/1300/1300 GT/Cortina Mk. II Crossflow. 2,000 miles only. £40. 223 Hollinwood Ave., New Moston, Manchester, 10. Tel.: 061-681 7705. (6399)

DUNLOP RACING, NEW: TWO 700 x 17 and 16. One 550 x 18. Horley, Tel.: Roxwell 304. (6400)

M.G.-B WORKS HARD-TOPI, £25. M.G.-B 15-in. Astral steering wheel, £4 10s. TR4 tonneau cover, £4 10s. Boot luggage rack, £4 10s. Tel.: Leighton Buzzard 3312 (office hours). (6401)

"MOTOR SPORT", 1950-70, MOST ISSUES available. Odd copies or complete volumes sold. Also many other motoring books and magazines from 1914 to date. S.A.E. for full list. Coles, 125 Elm Park Mansions, Park Walk, London, S.W.10. (6402)

MORGAN 4+4 COUPE (1955) SPARES FOR sale. Box 2519. (6403)

M.G.-A WORKS HARD-TOPI, BLACK Vinyl-covered fibreglass, fully lined. Immaculate. £38. Tel.: 01-789 5104. (6404)

FIVE NEW DUNLOP TYRES AND TWO tubes, 21 x 600. Tel.: Stoke-on-Trent 48281. (6405)

M.G.-B HARD-TOPI, £30, FIBREGLASS. lined, very good condition, as new. Tel.: 01-920 6095 (daytime). (6406)

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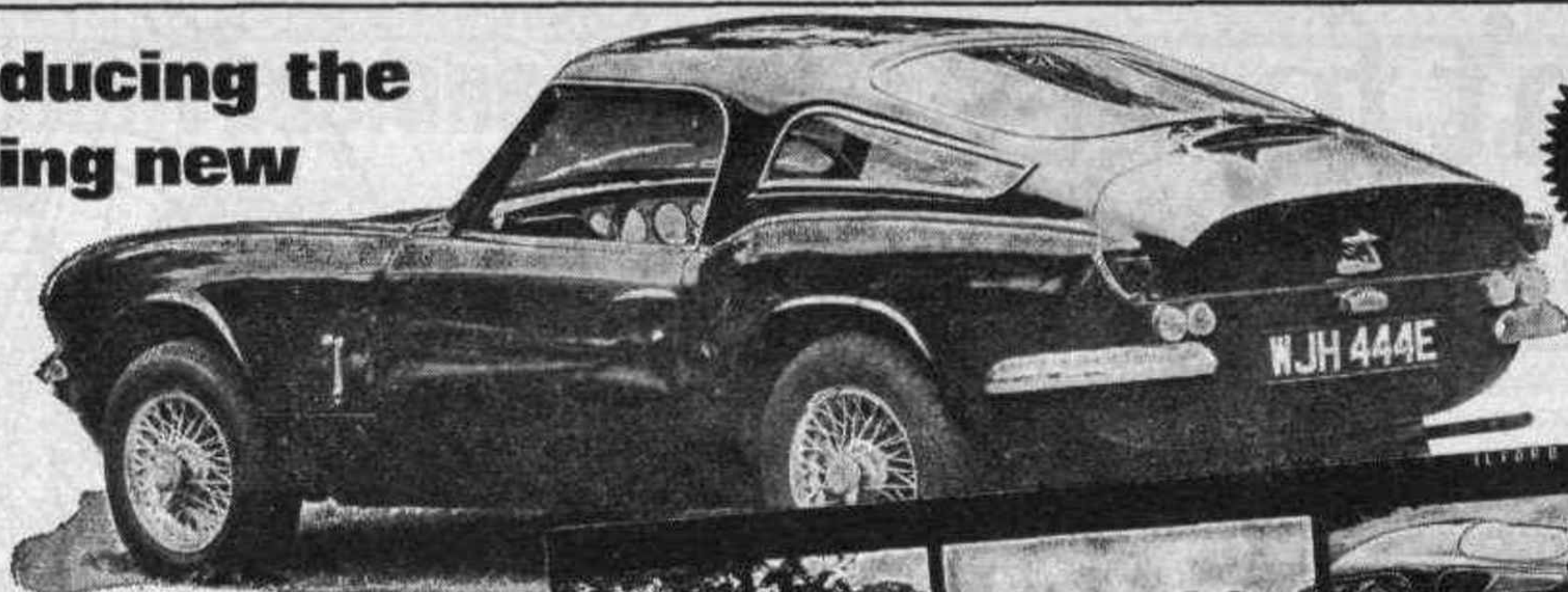
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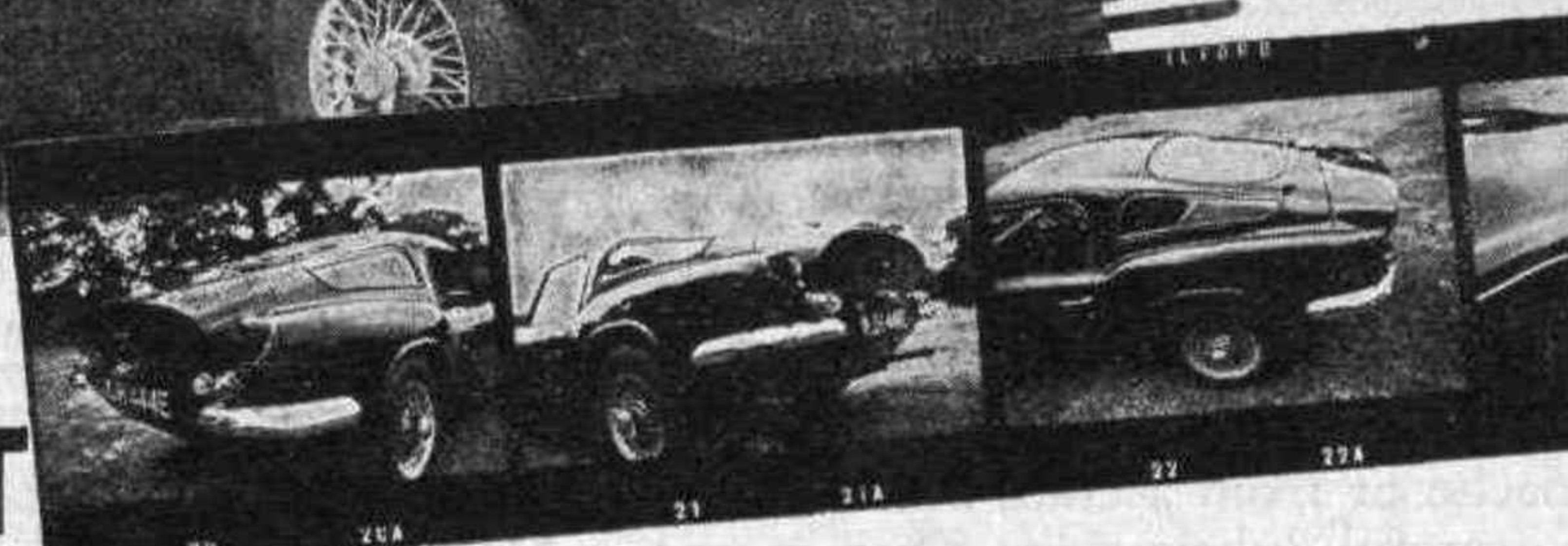
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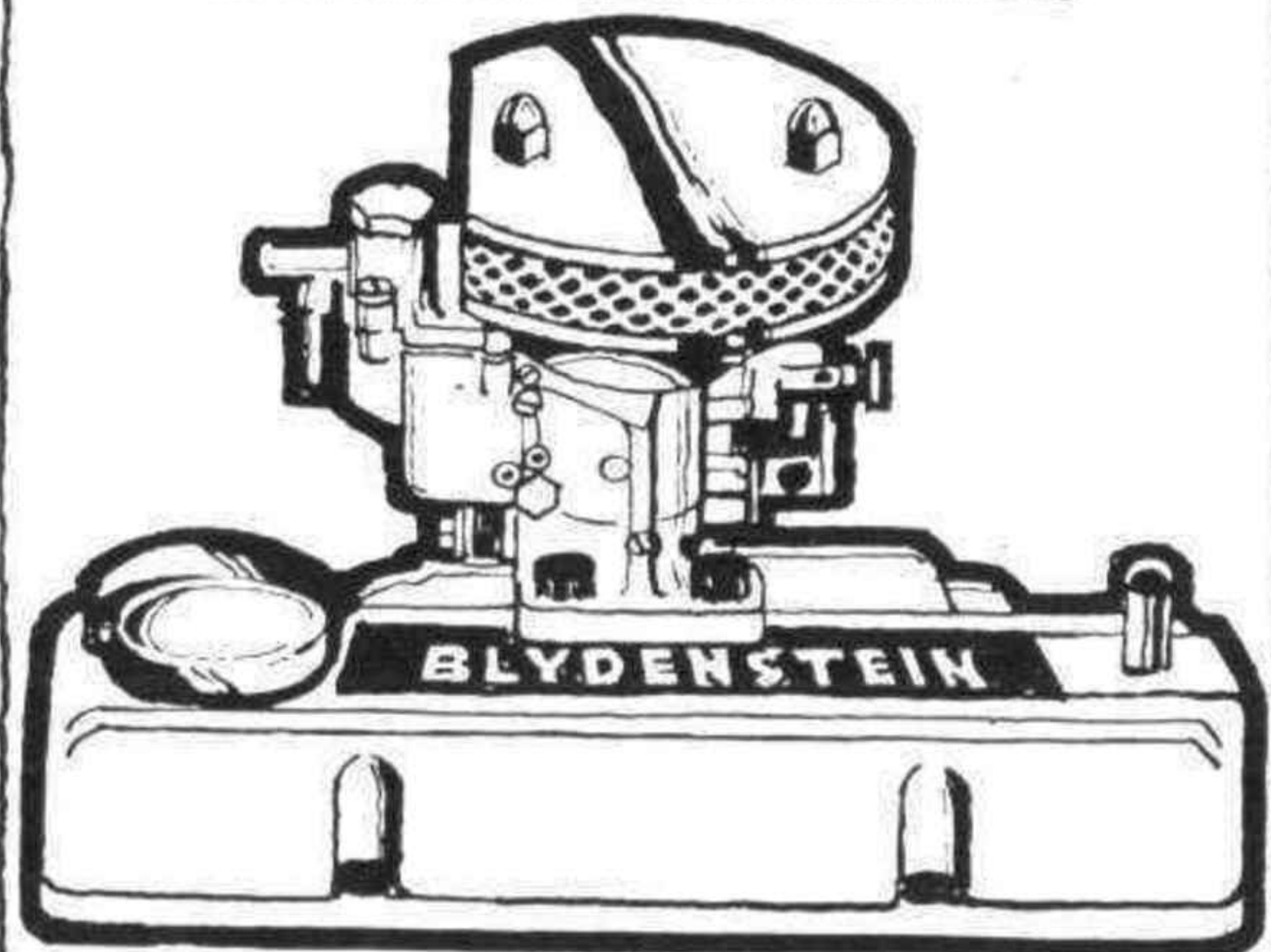
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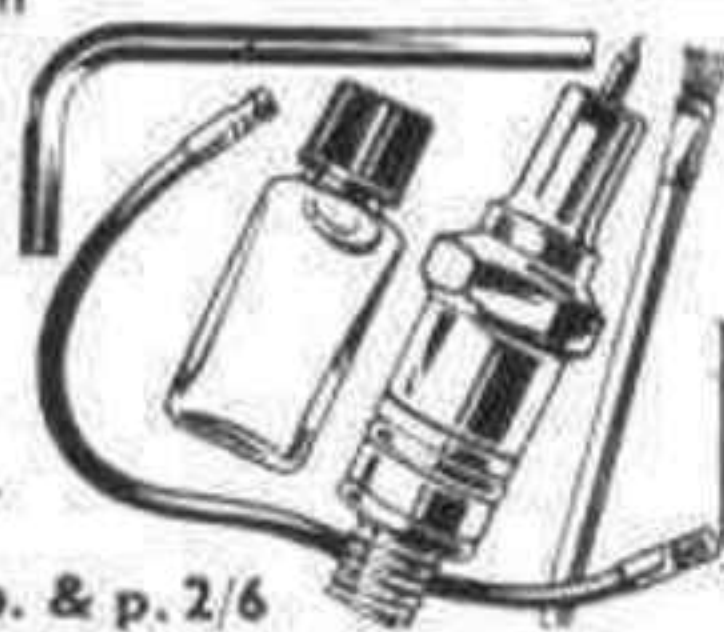
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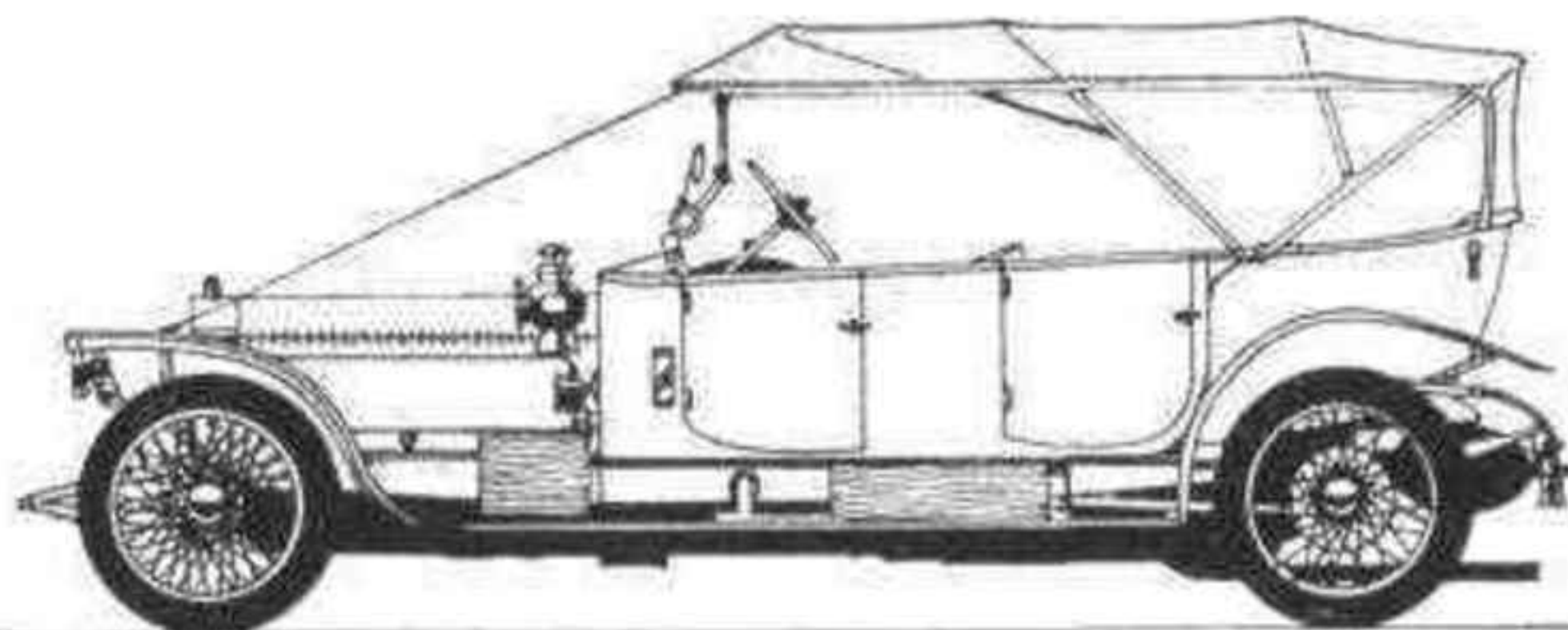
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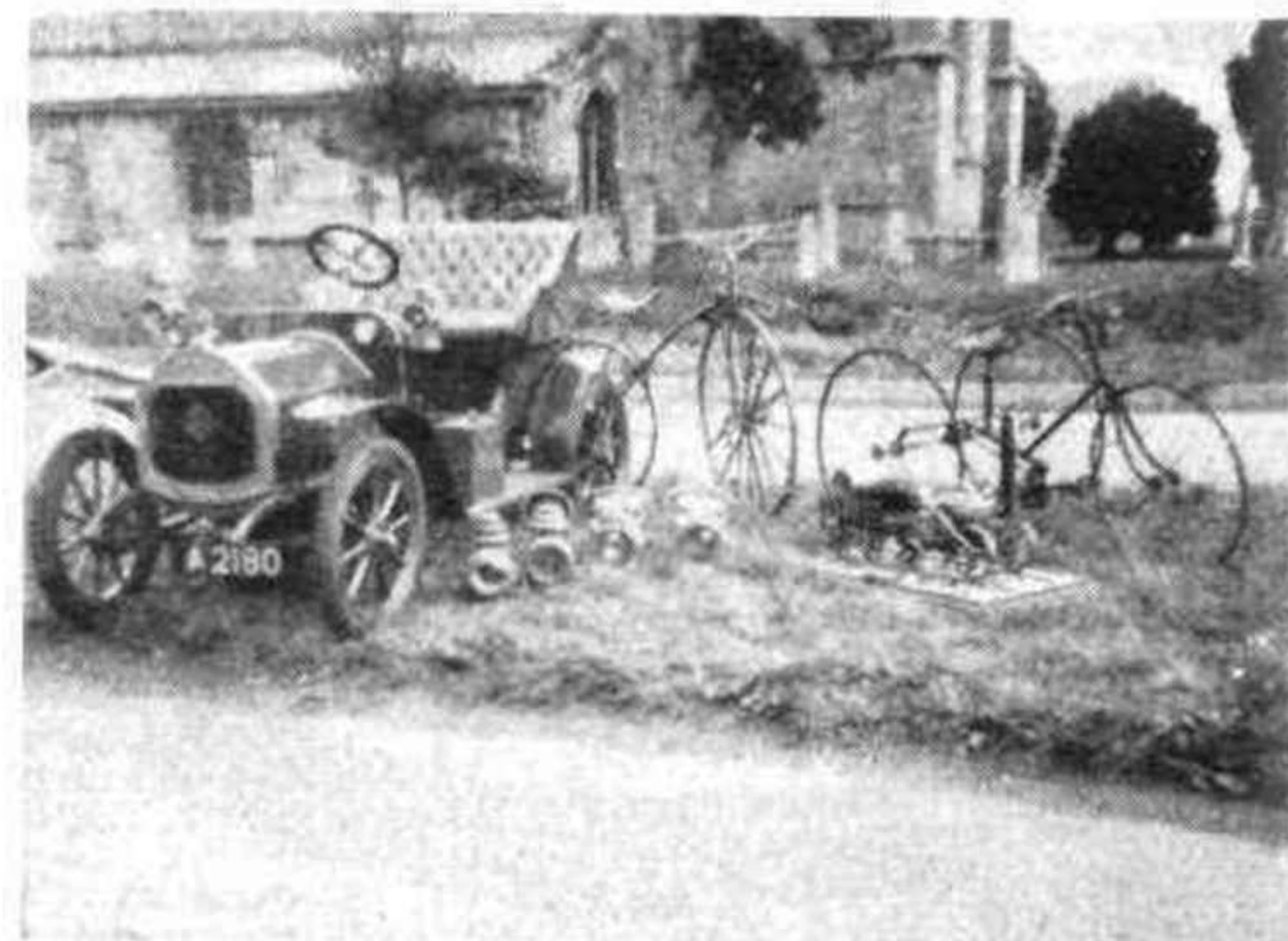
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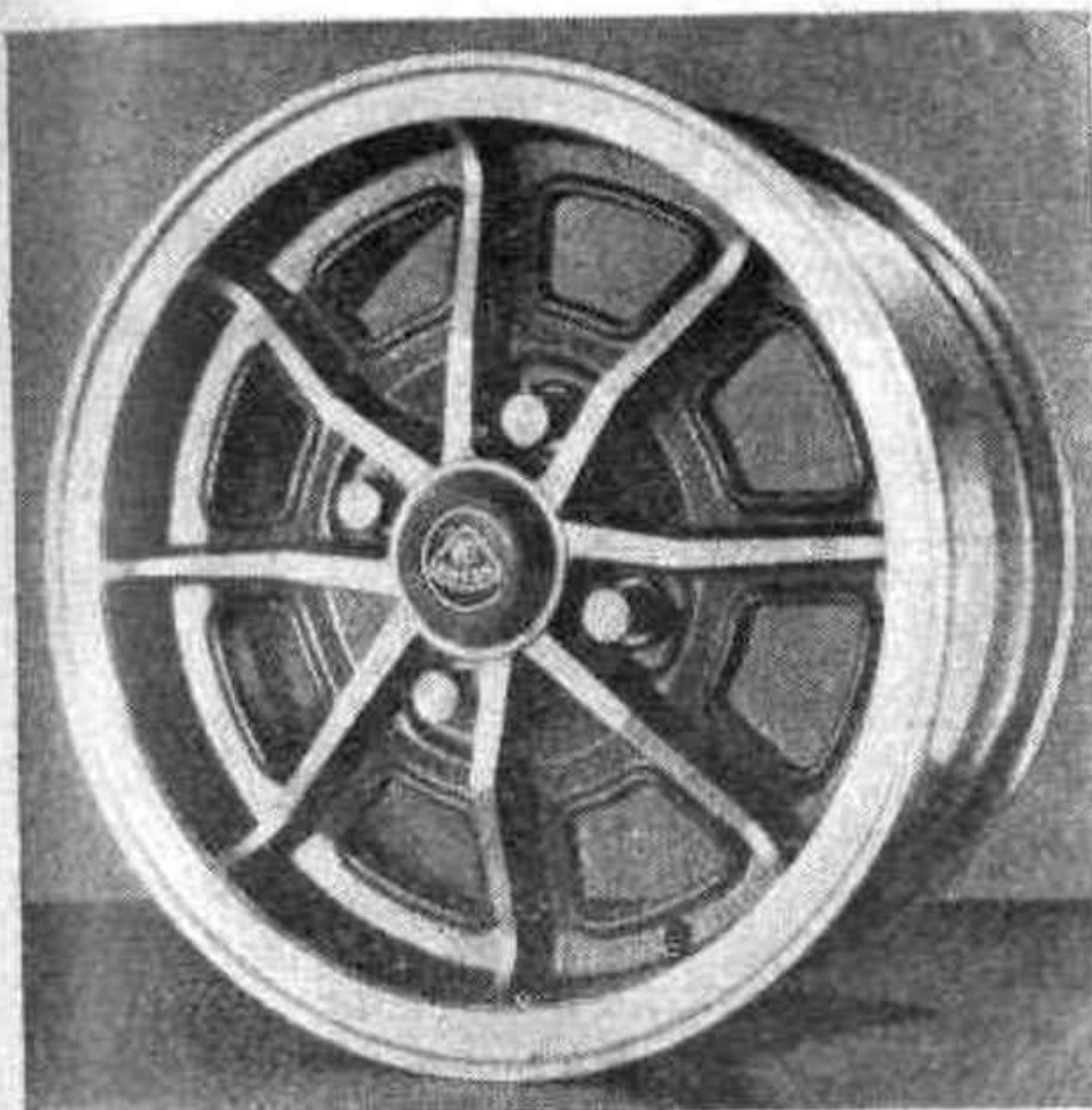
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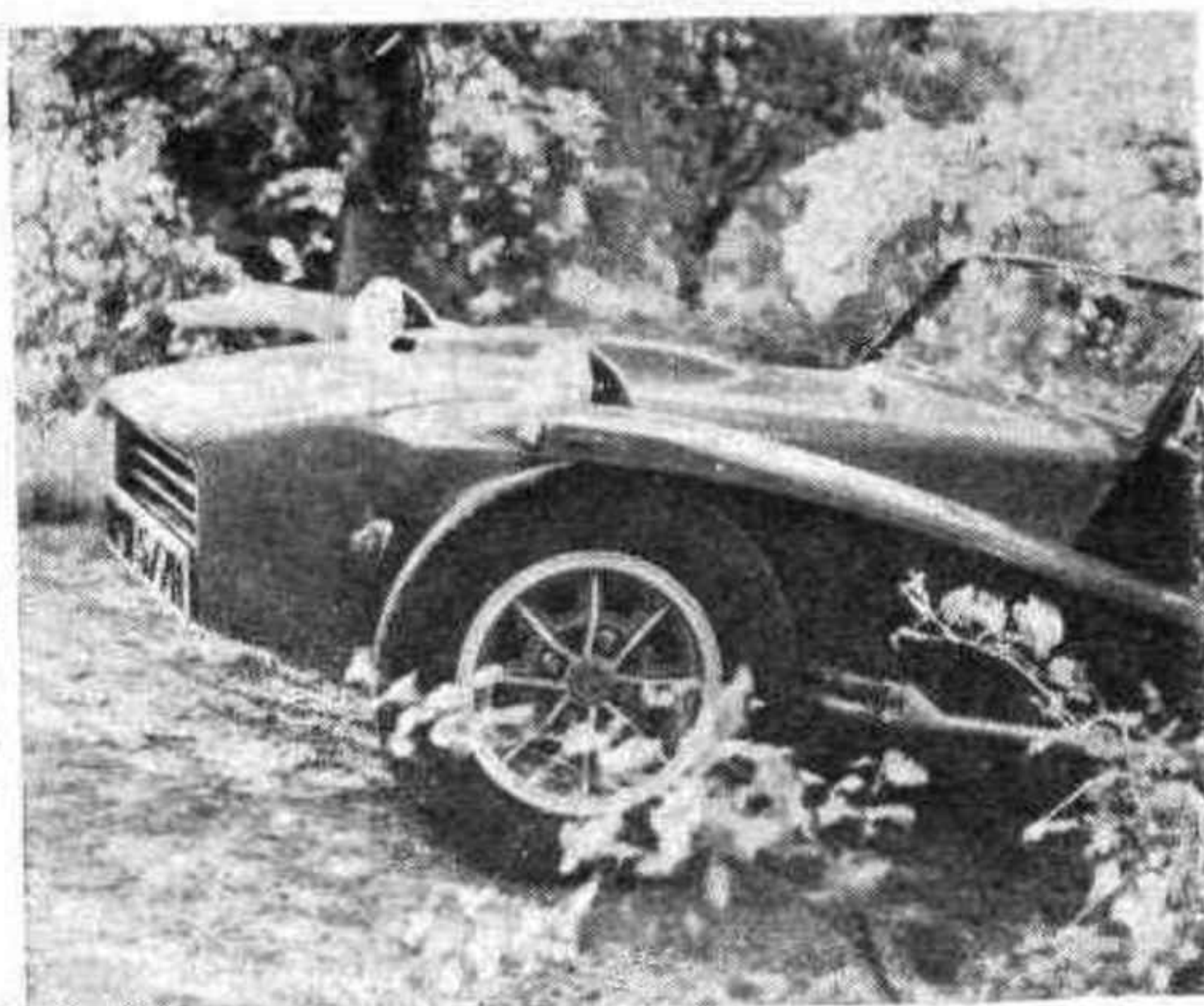


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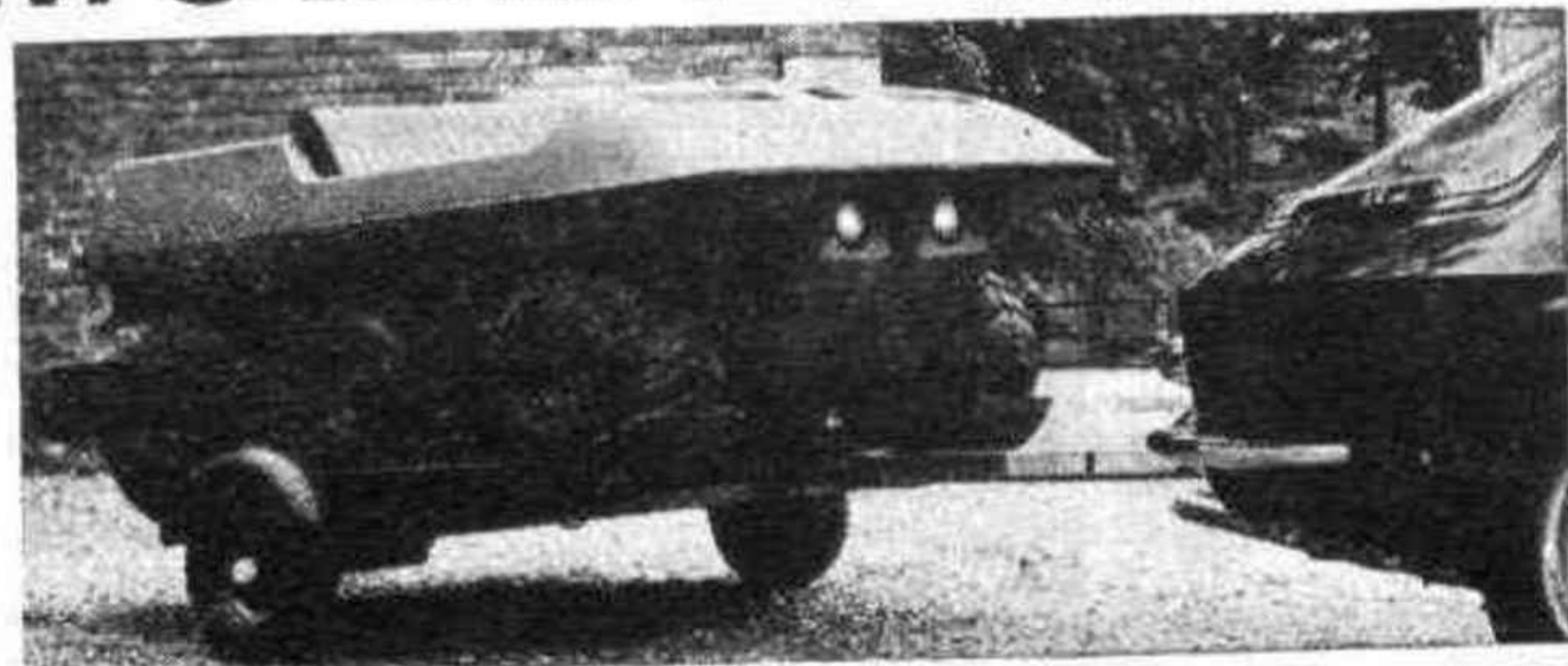
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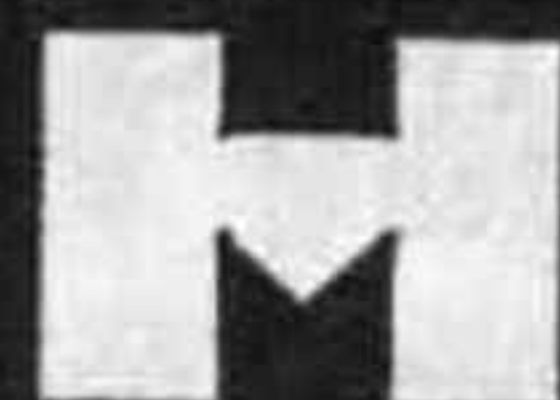
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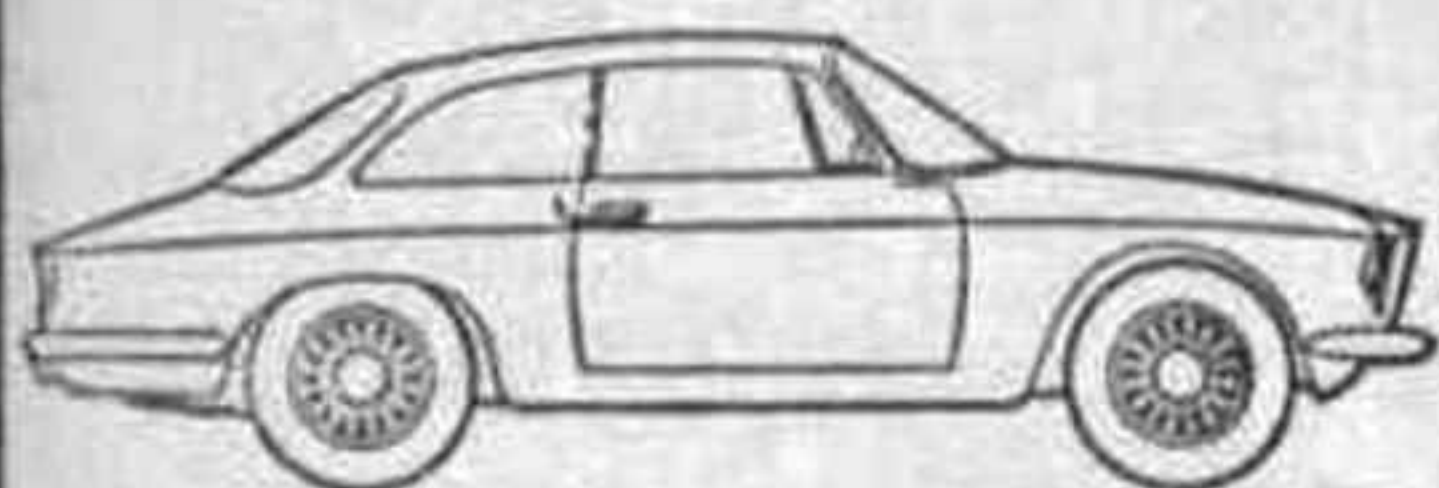
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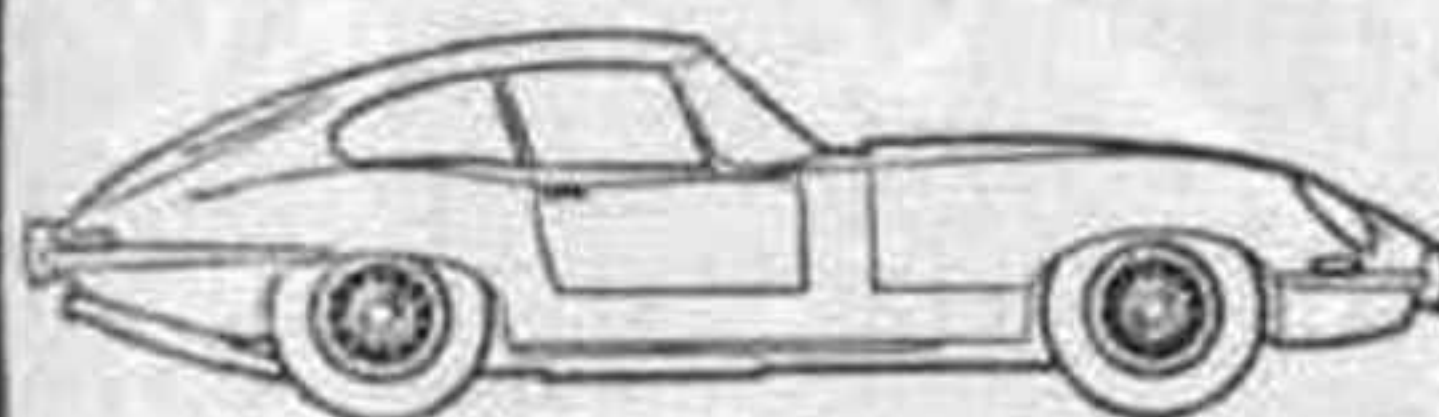
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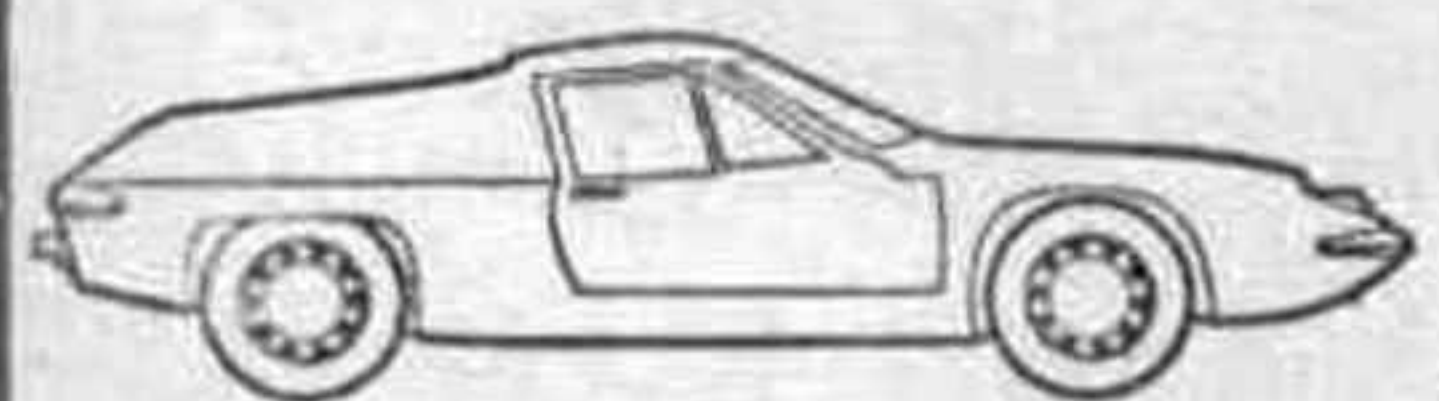
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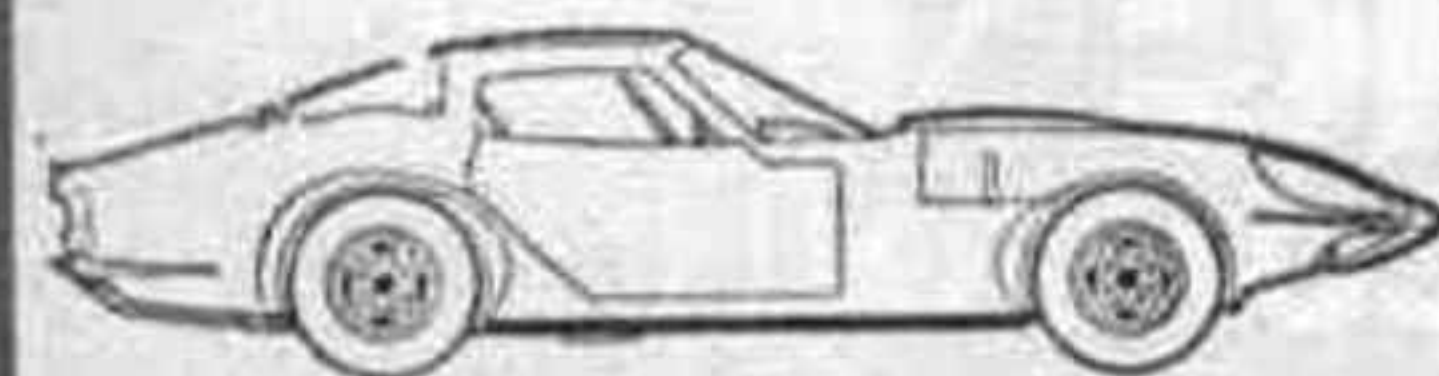
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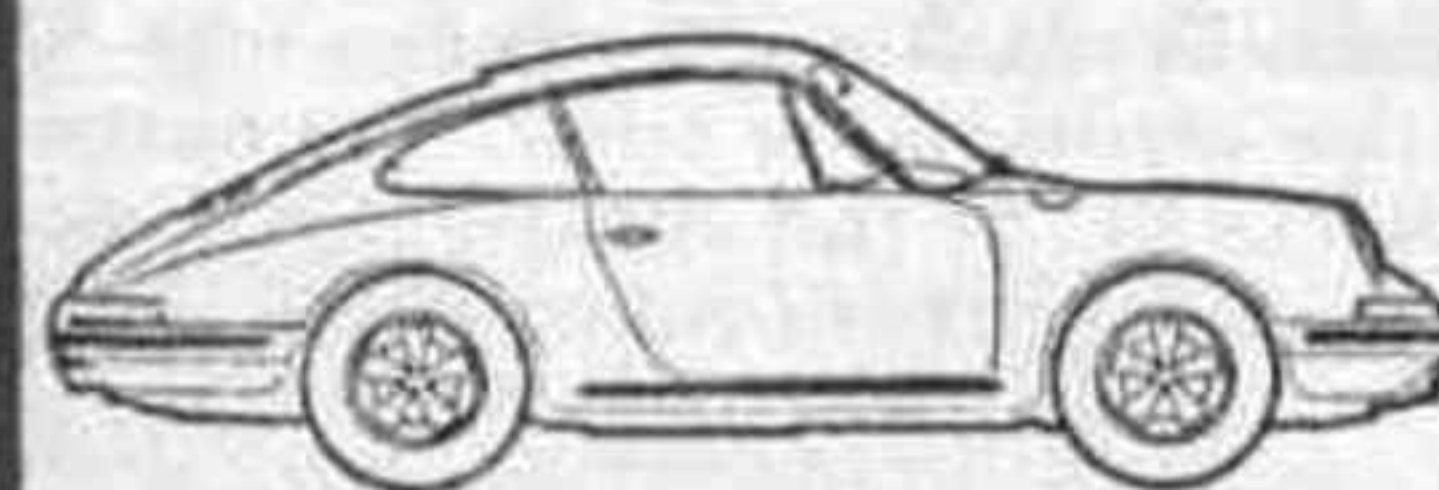
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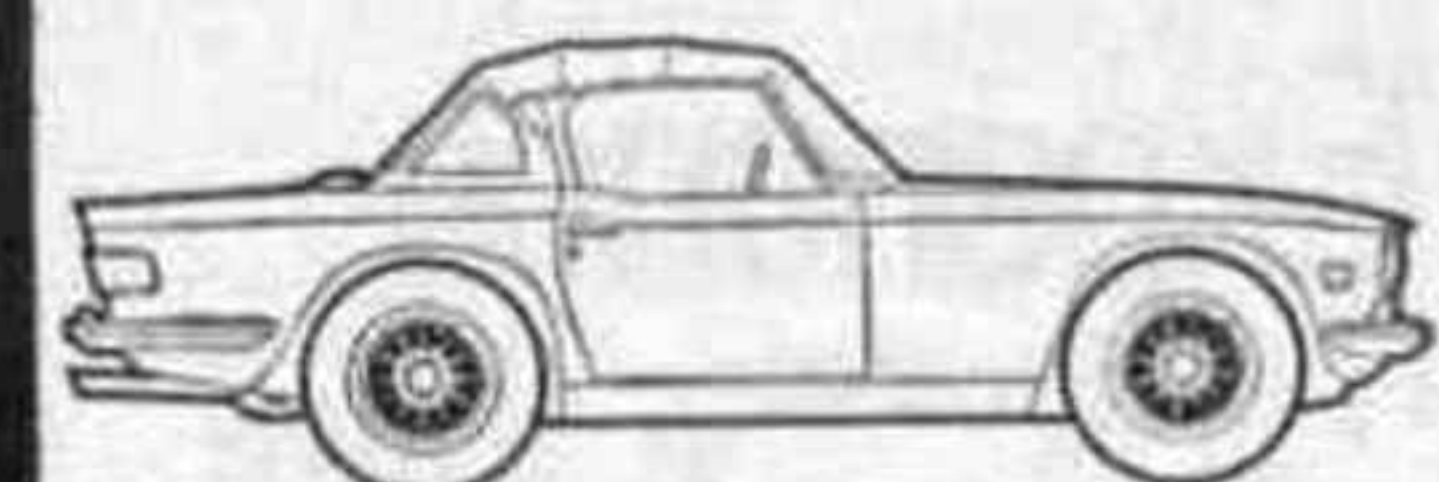
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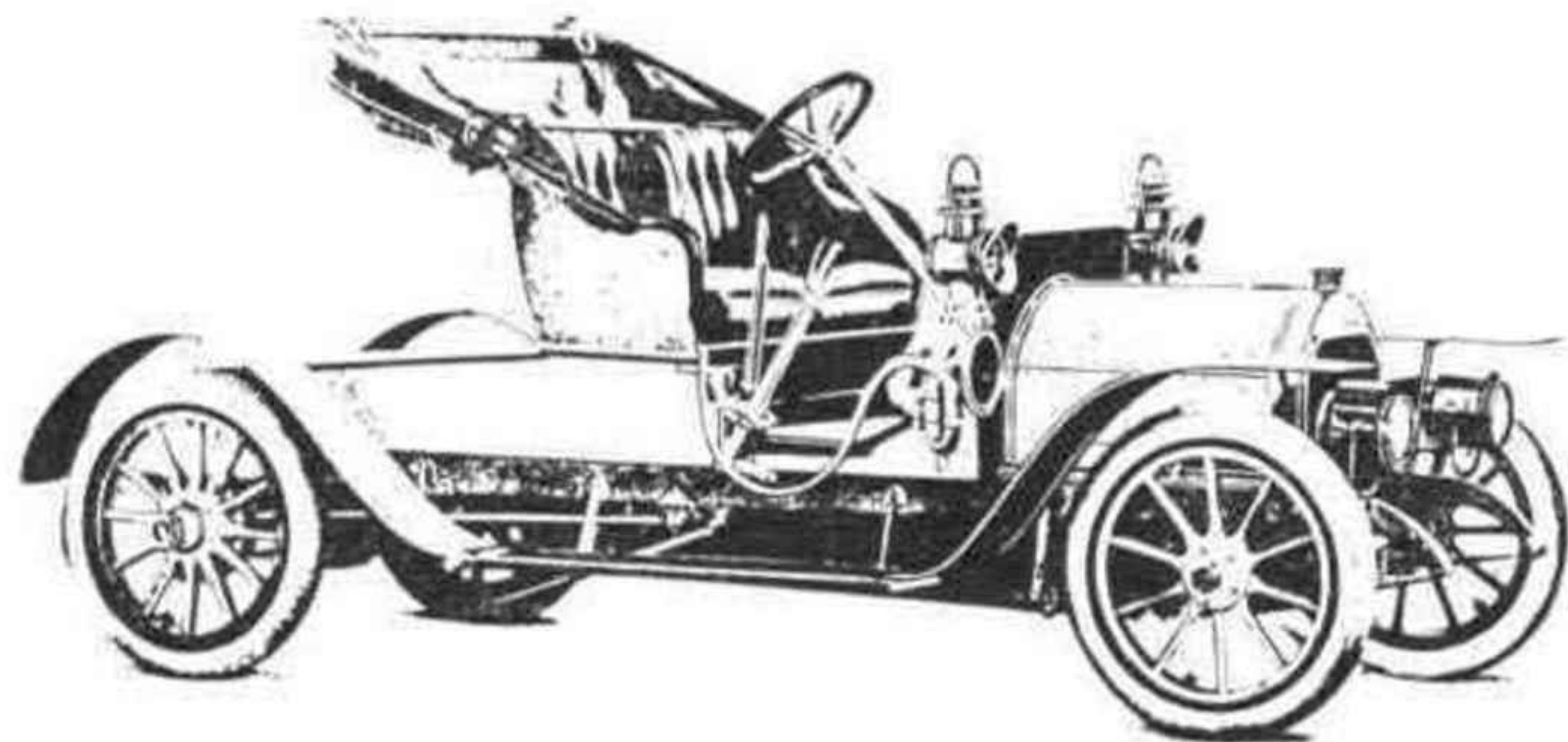
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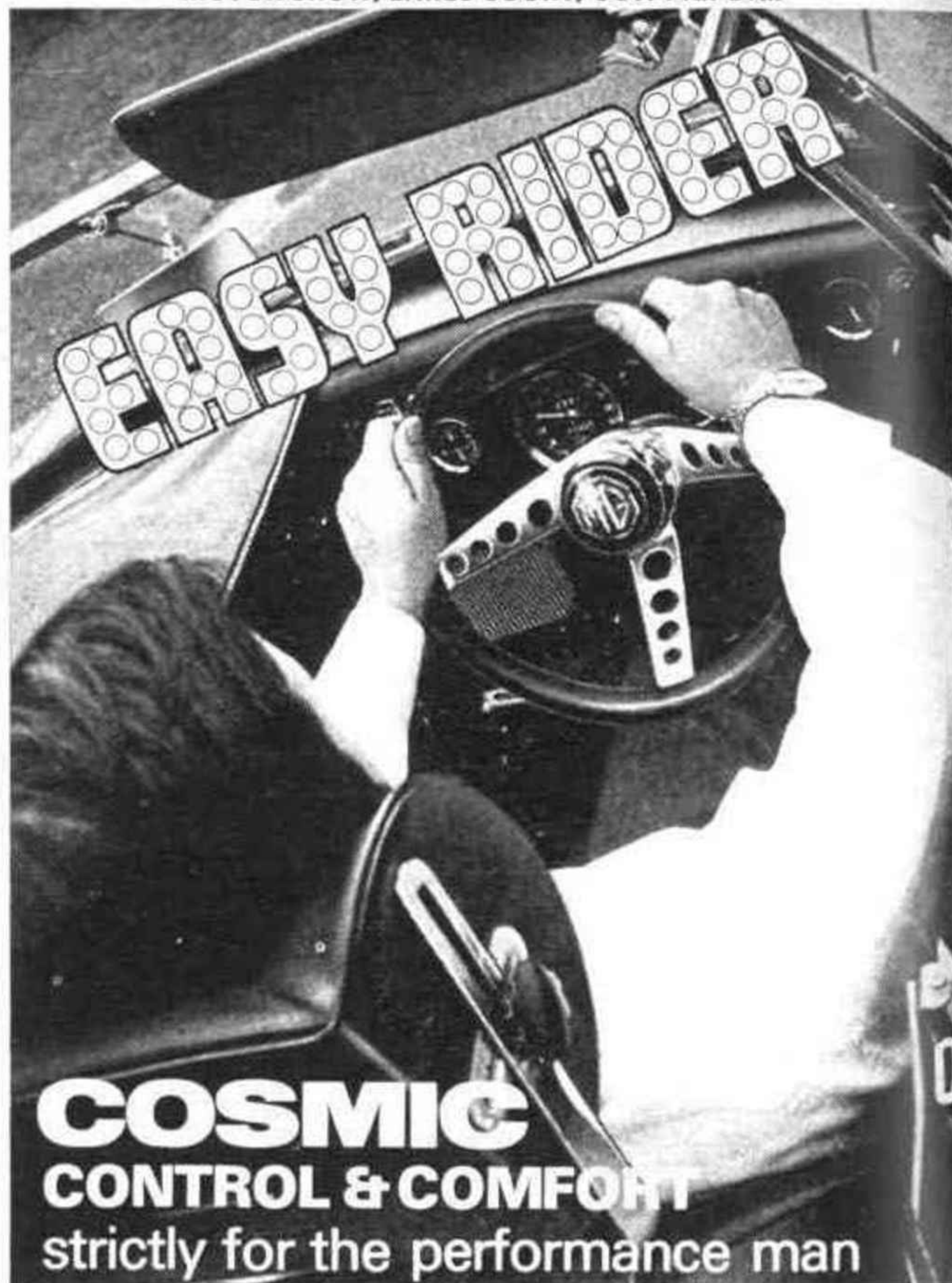


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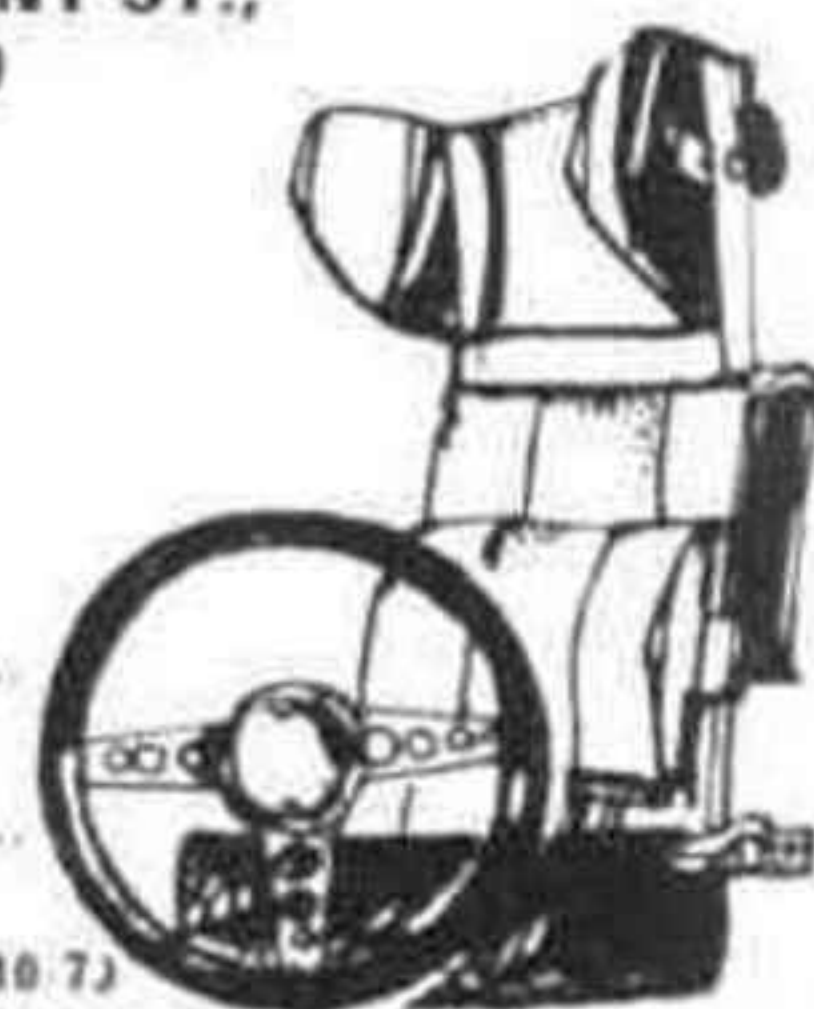
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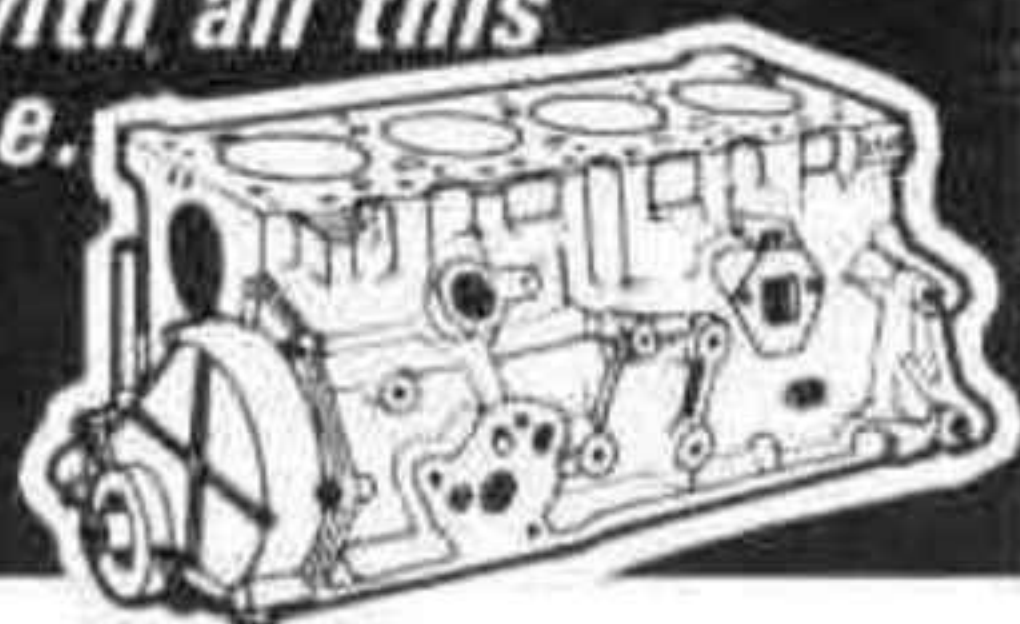


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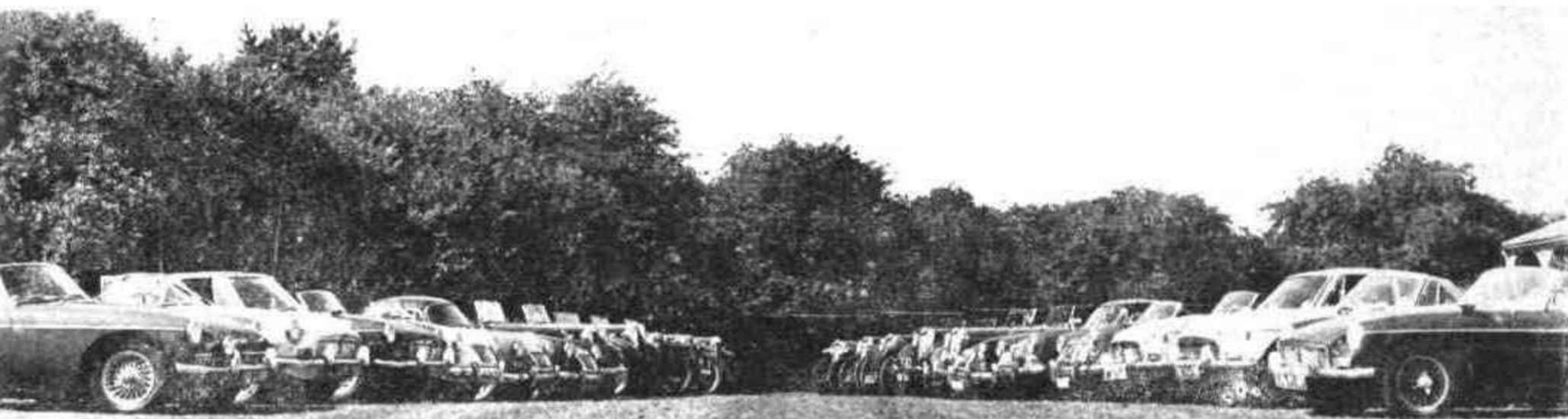
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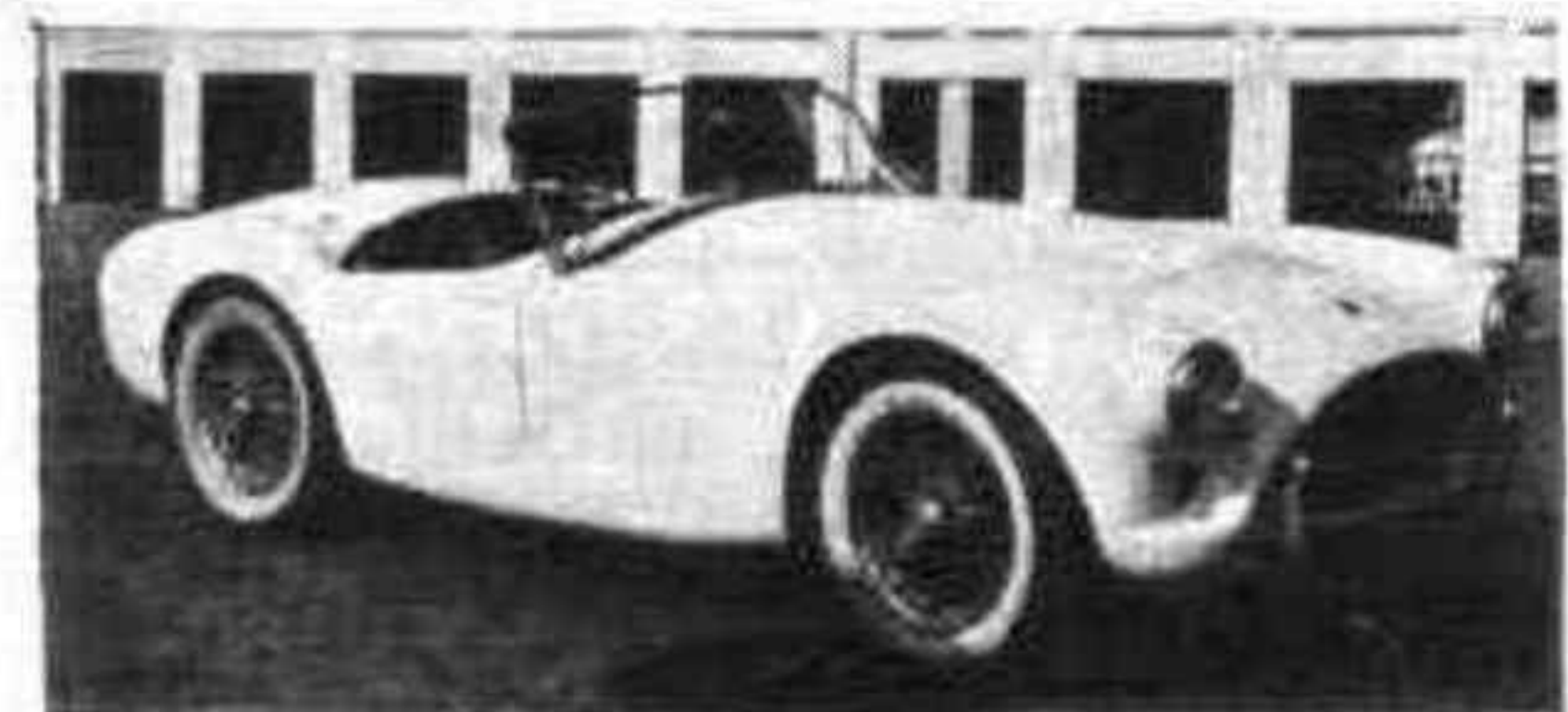
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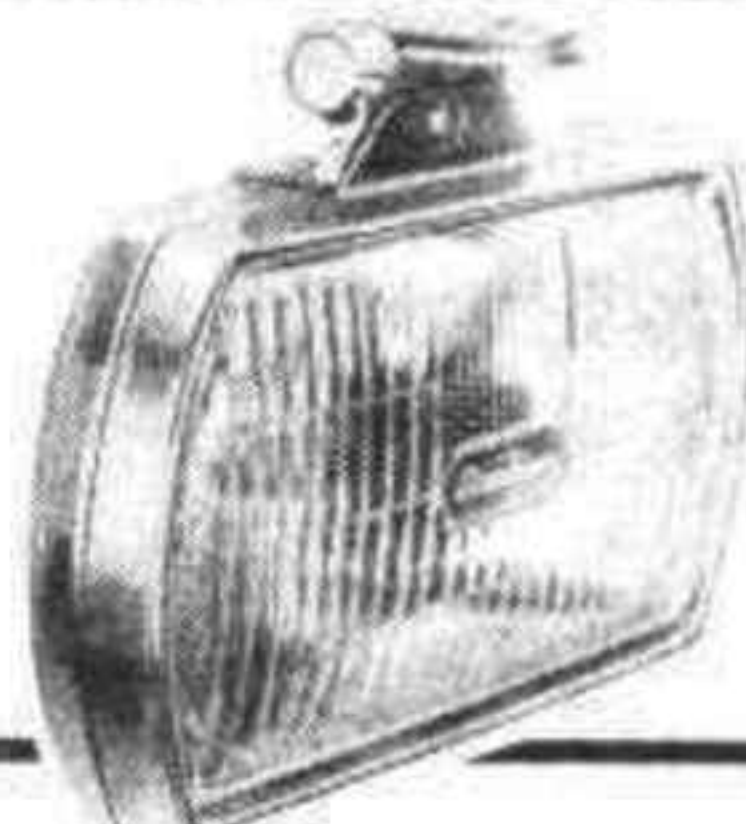
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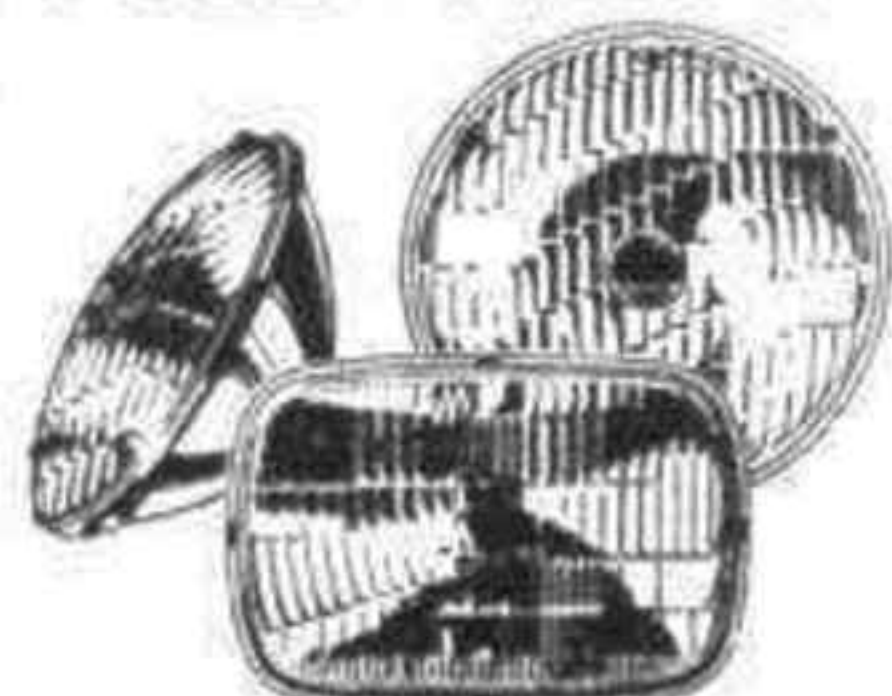
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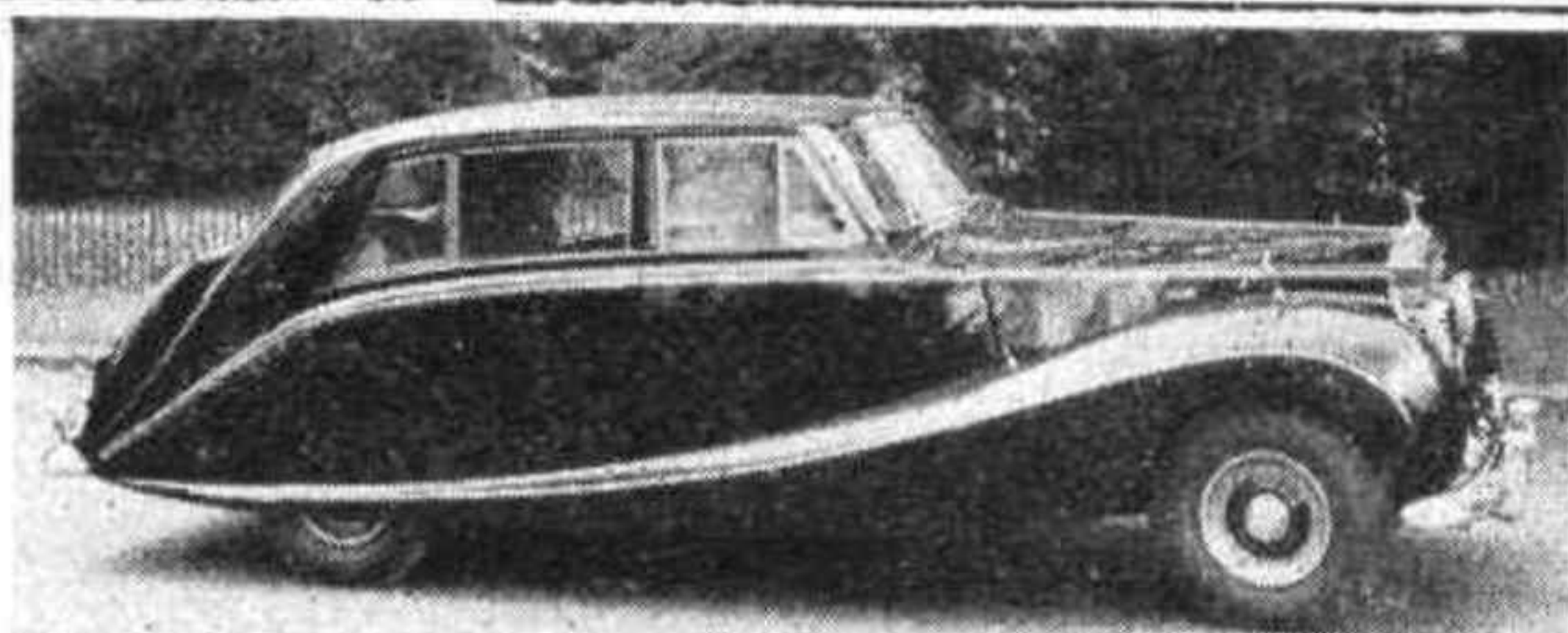
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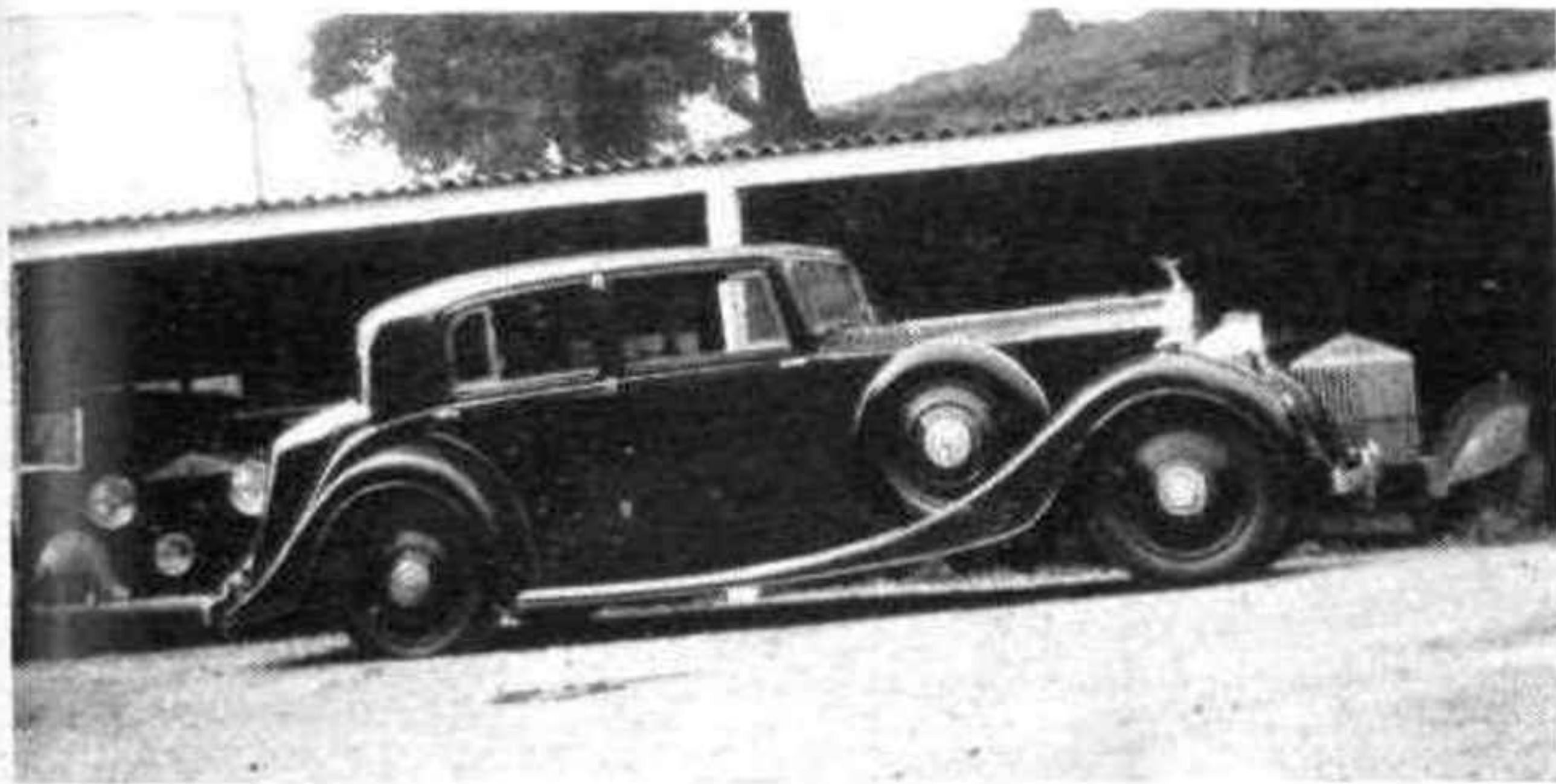
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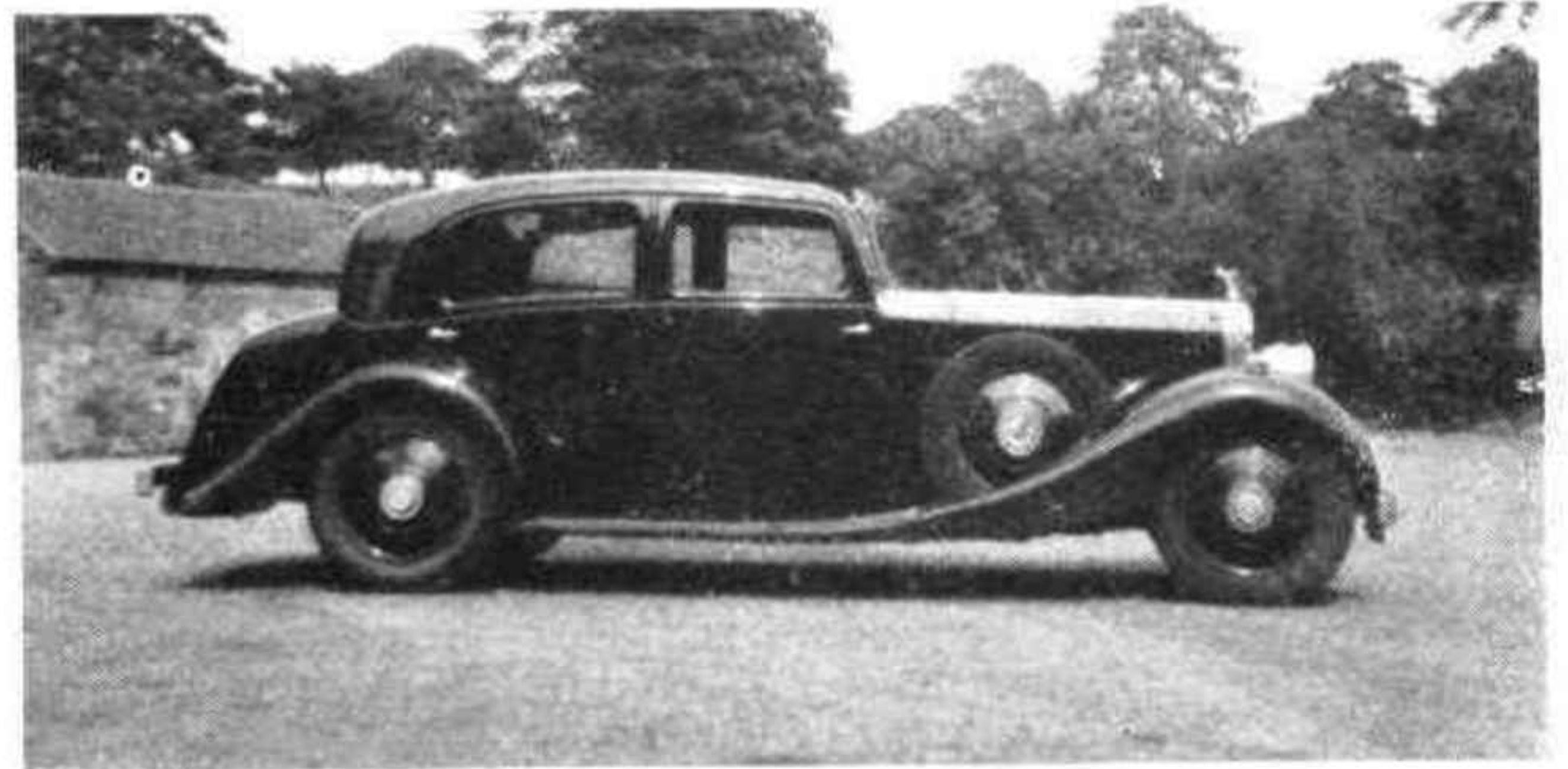
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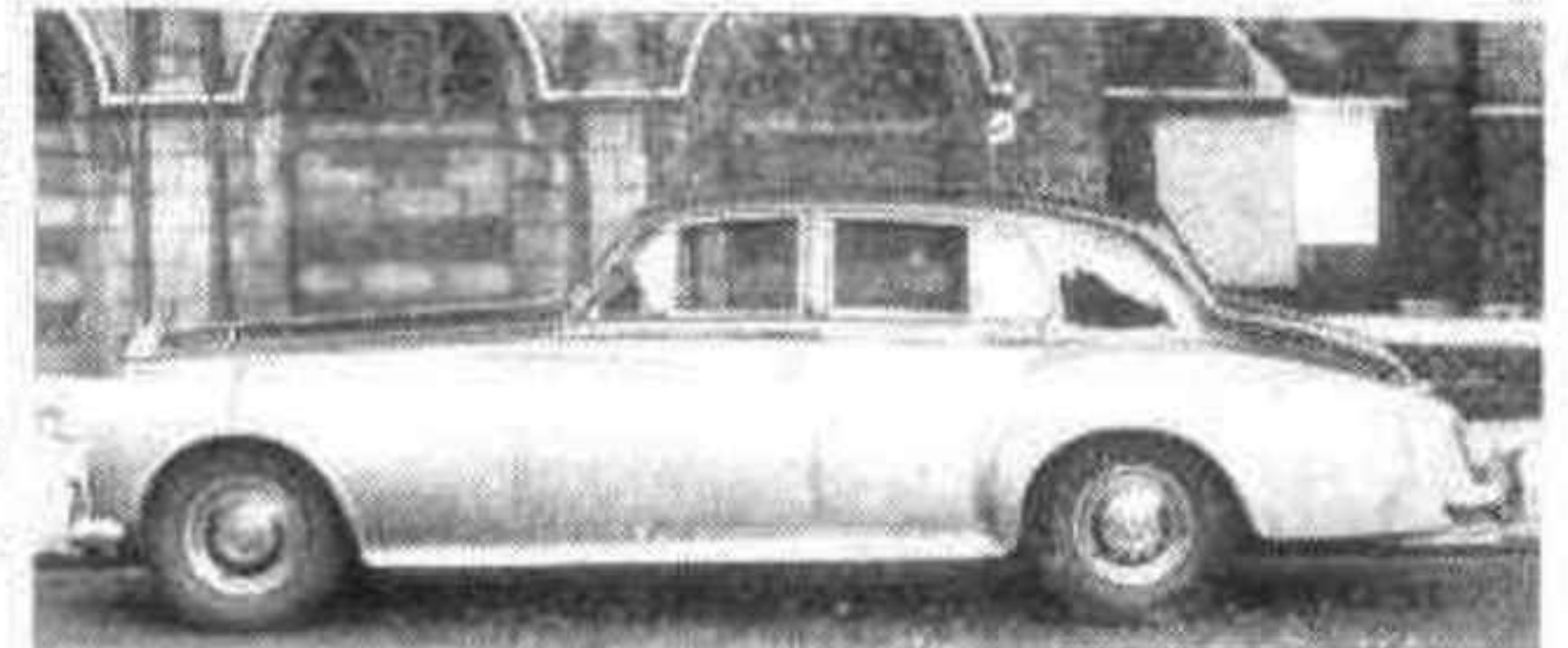
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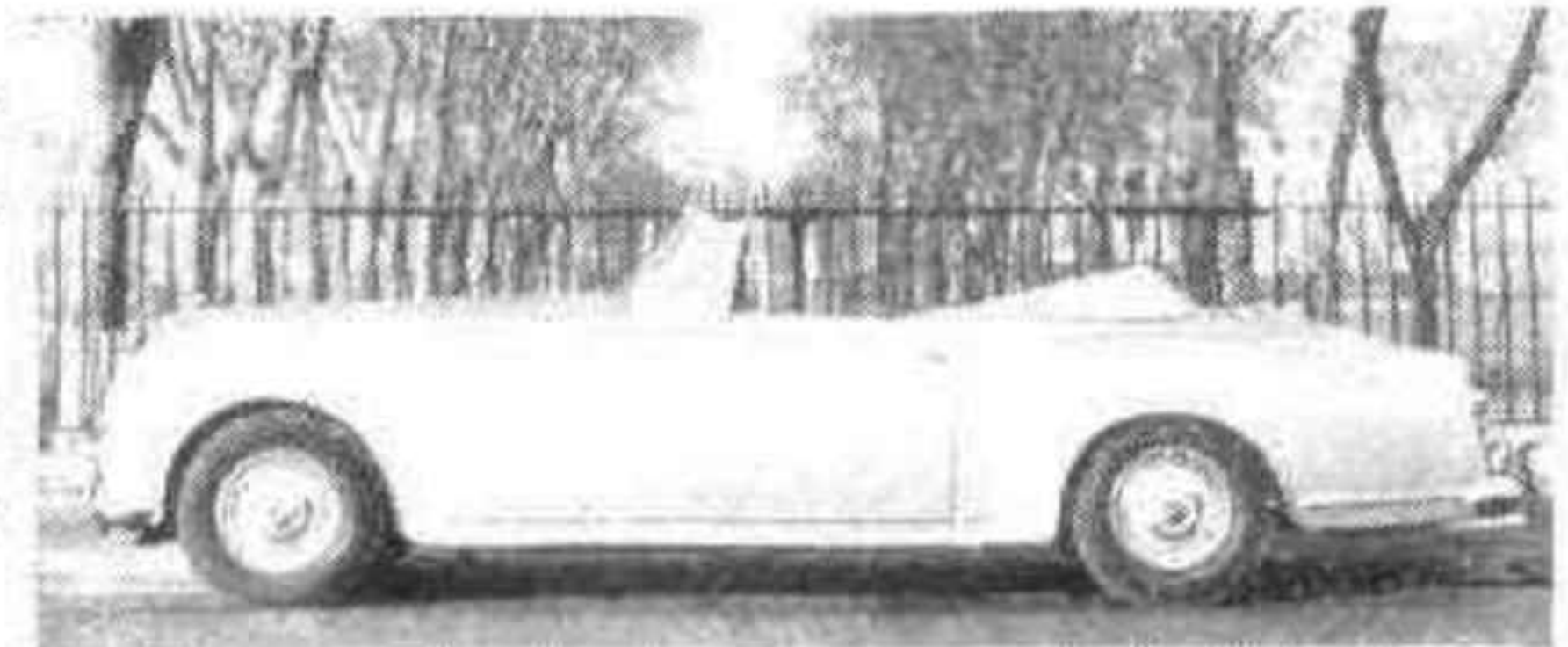
(Left) 1954 ROLLS-ROYCE Silver Wraith sports saloon by Park Ward. Manual transmission. Dawn blue with deep red interior. Fully serviced. Excellent condition throughout.



(Right) 1962 ROLLS-ROYCE Silver Cloud II standard saloon. P.A.S. Automatic. Shell/Tudor grey, deep red interior. Full service history.



(Left) 1953 BENTLEY 'R'-Type standard saloon. Automatic. Black/grey interior. Mohair rugs throughout. Superbly maintained and in outstanding condition.



(Right) 1957 BENTLEY S.1 Continental. F.A.S. Automatic. Drophead coupé, coachwork by Park Ward painted in velvet green, dark green interior. An excellent example of this very rare convertible.

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