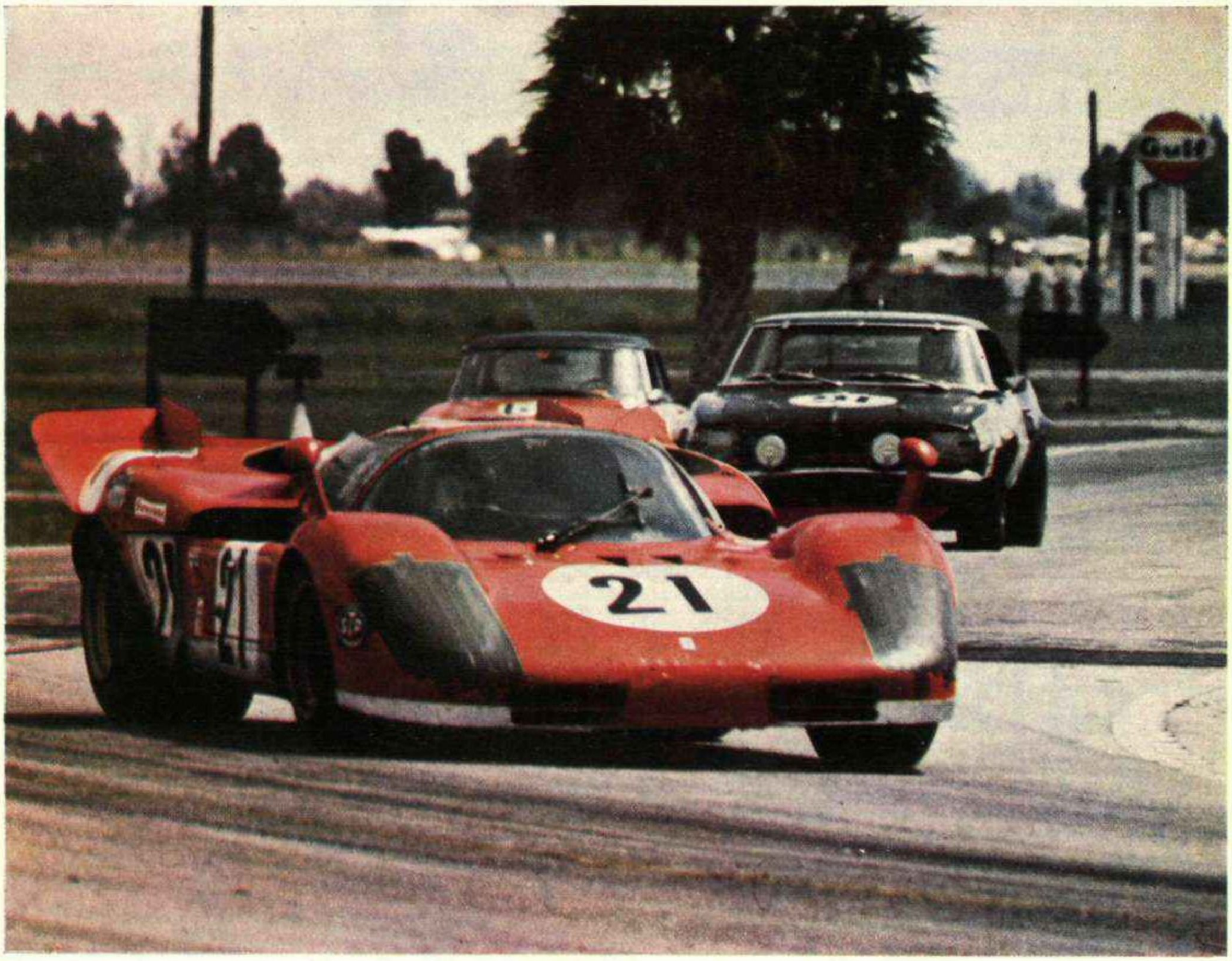
Vol. XLVI No. 5 TWO SHILLINGS AND SIXPENCE May 1970

MOTOR SPORT

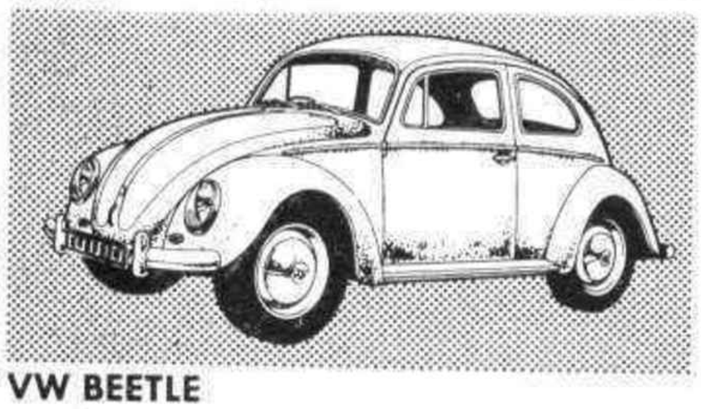
FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



Rust kills cars.

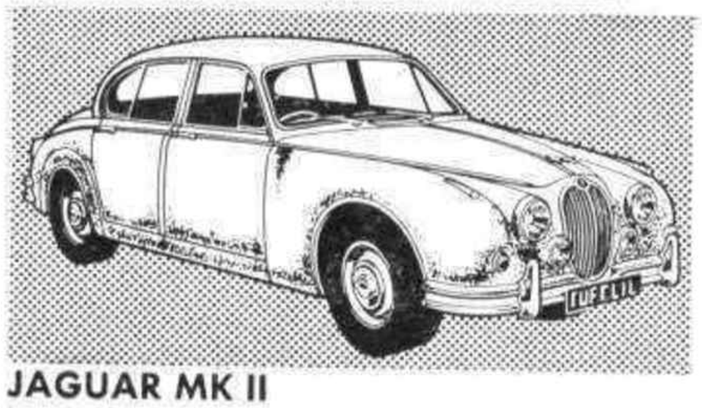
Where will it attack yours?

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VW BEETLE

Look for rust in water traps like the spare wheel well in the luggage compartment, door bottoms, front and rear lids and along door sills.



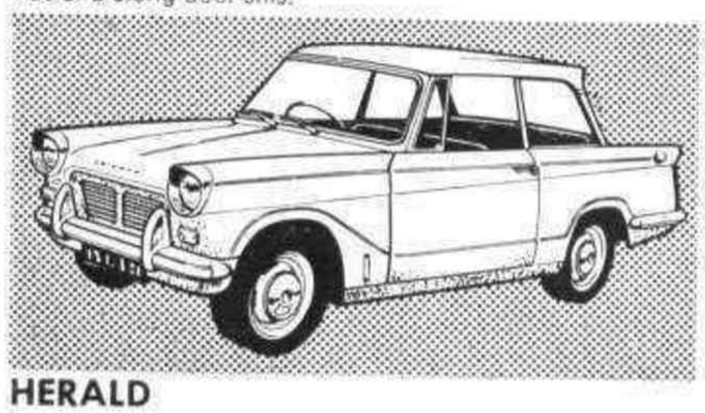
JAGUAR MK II

Rust is the number one enemy of earlier Mark II models especially along the sills. The underside should be regularly checked for tell-tale signs.



CORTINA

In addition to the usual places such as sills and lower wings watch out for flaking around the boot lid and opening.



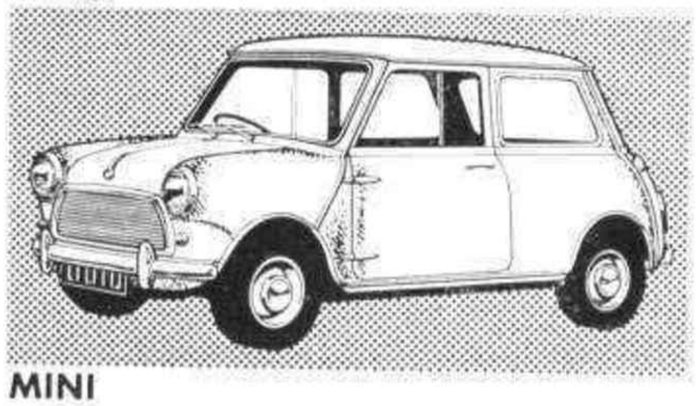
HERALD

Later models show much improved rust resistance but sills are still prone to rot. Beware of cracks on top of the door and stone chips on the grille.



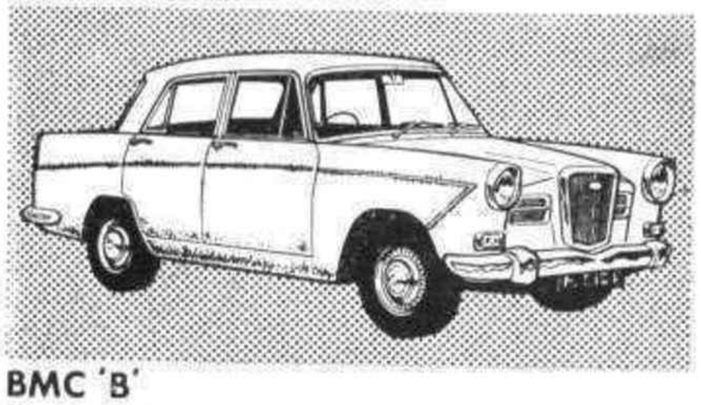
SPITFIRE

A few rust spots occasionally appear resulting from chipping around the grille and also on the body sill panels behind the wheels.



MINI

Rust attacks many Minis along the front edge of the door and on the wings near the headlamps. On van bodies check for rear door leaks.



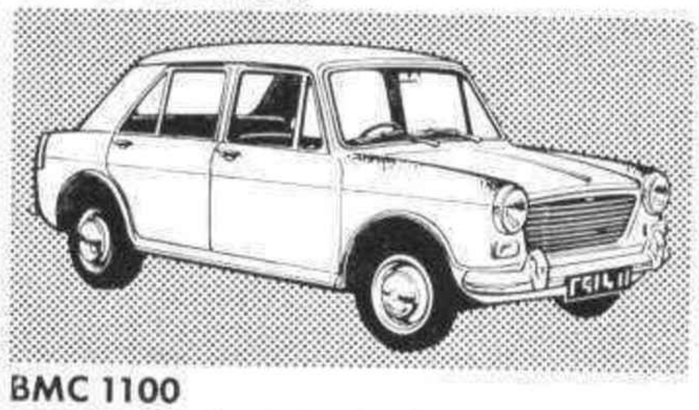
BMC 'B'

The big BMC saloons usually winter well but the sills and door bottoms can trap water. Chipping can also cause rusting on the sides along the rim strips.



RILEY 1.5

A fairly well protected car but keep an eye open for tell-tale rust spots on the boxed side chassis members, front floor pans and at the front wings.



BMC 1100

The danger spots to watch out for here are the tops of the front wings nearest the windscreen, around the headlamps and also the rear cab frame.

Fight back with new anti-rust Autobrite CAR WAX

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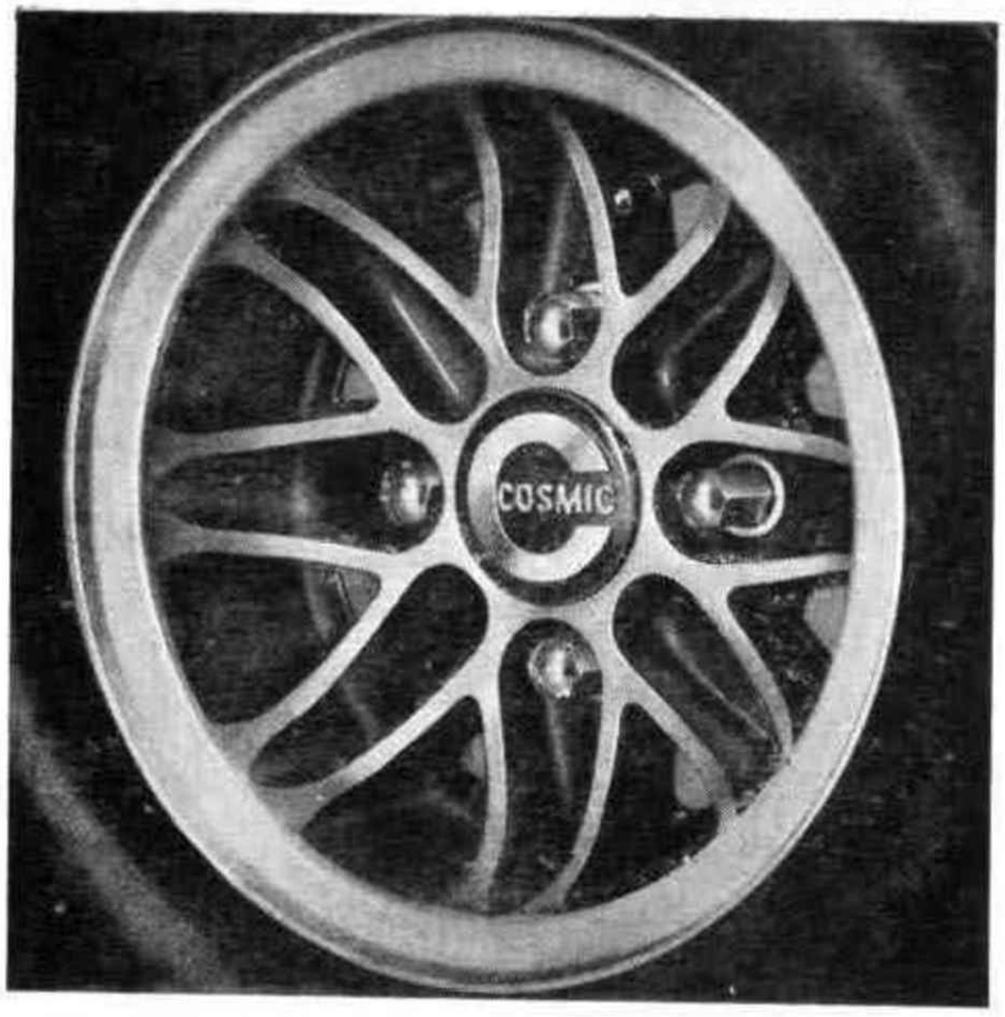


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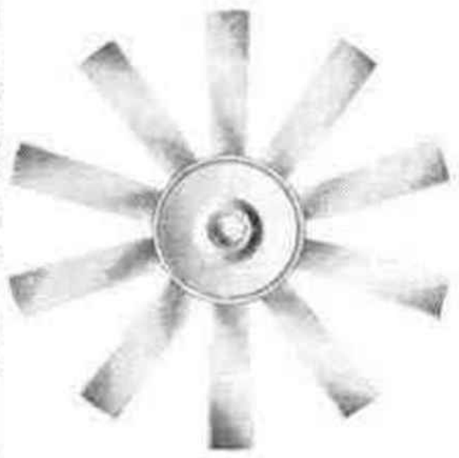
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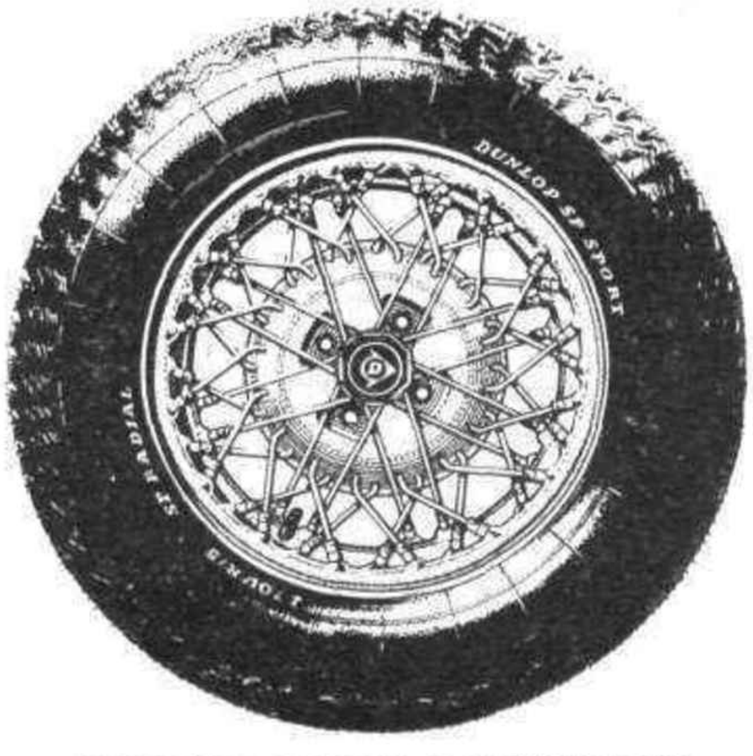
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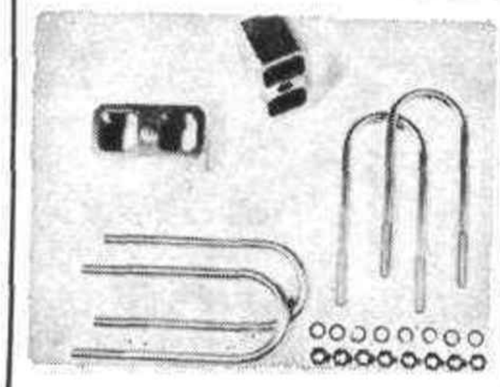
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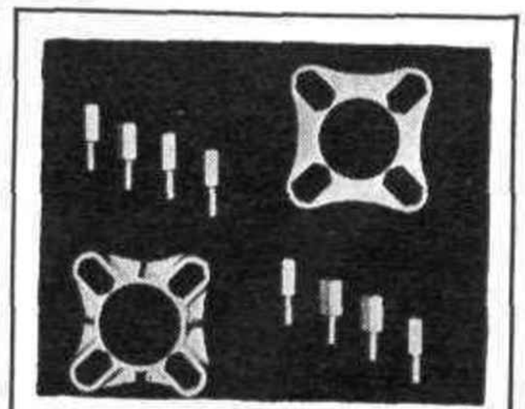


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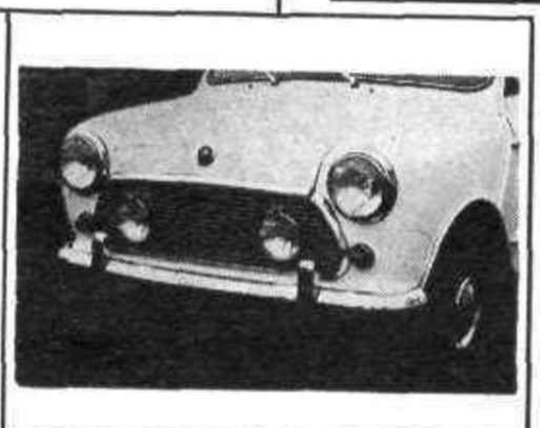


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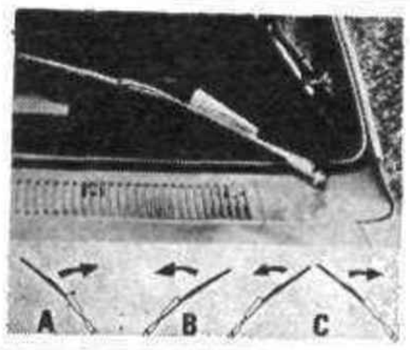


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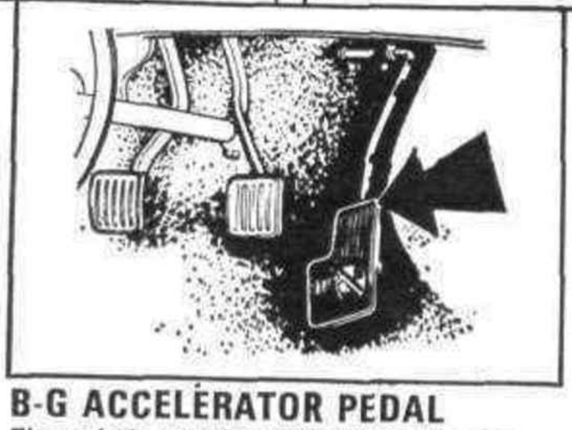
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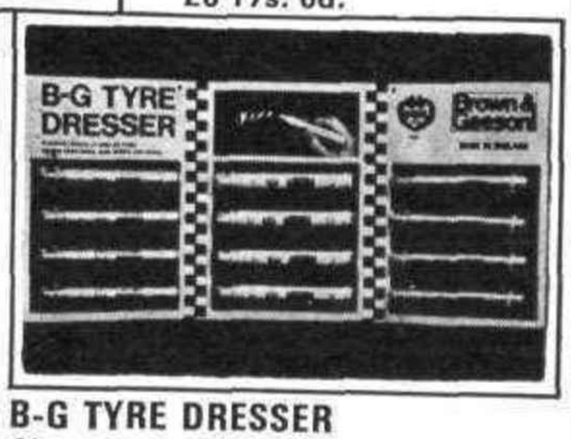
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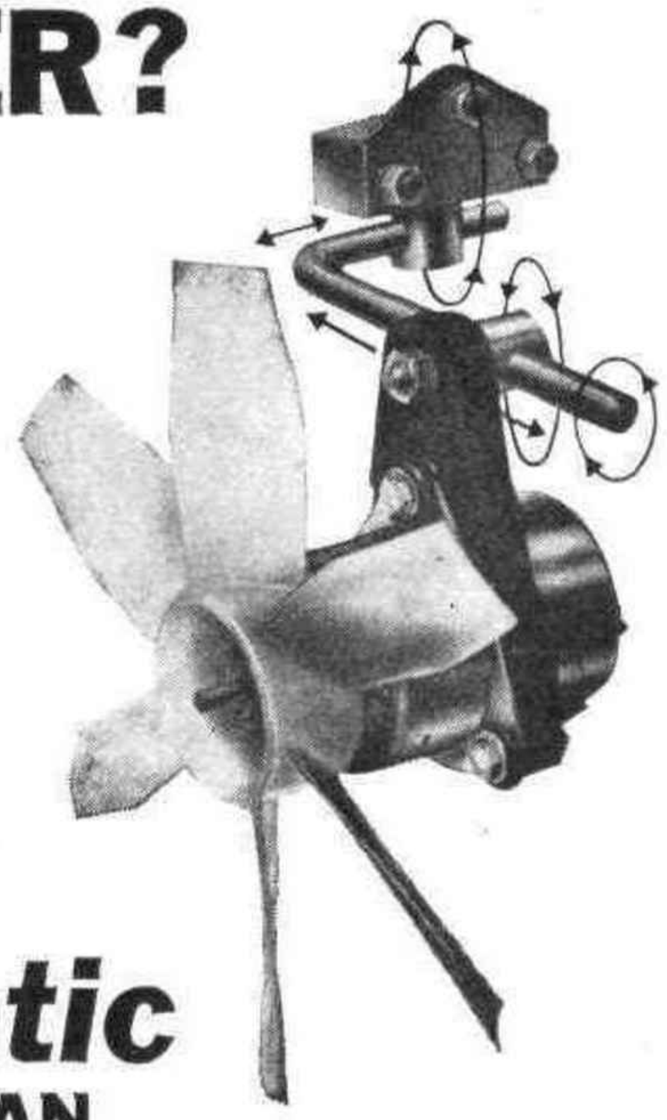
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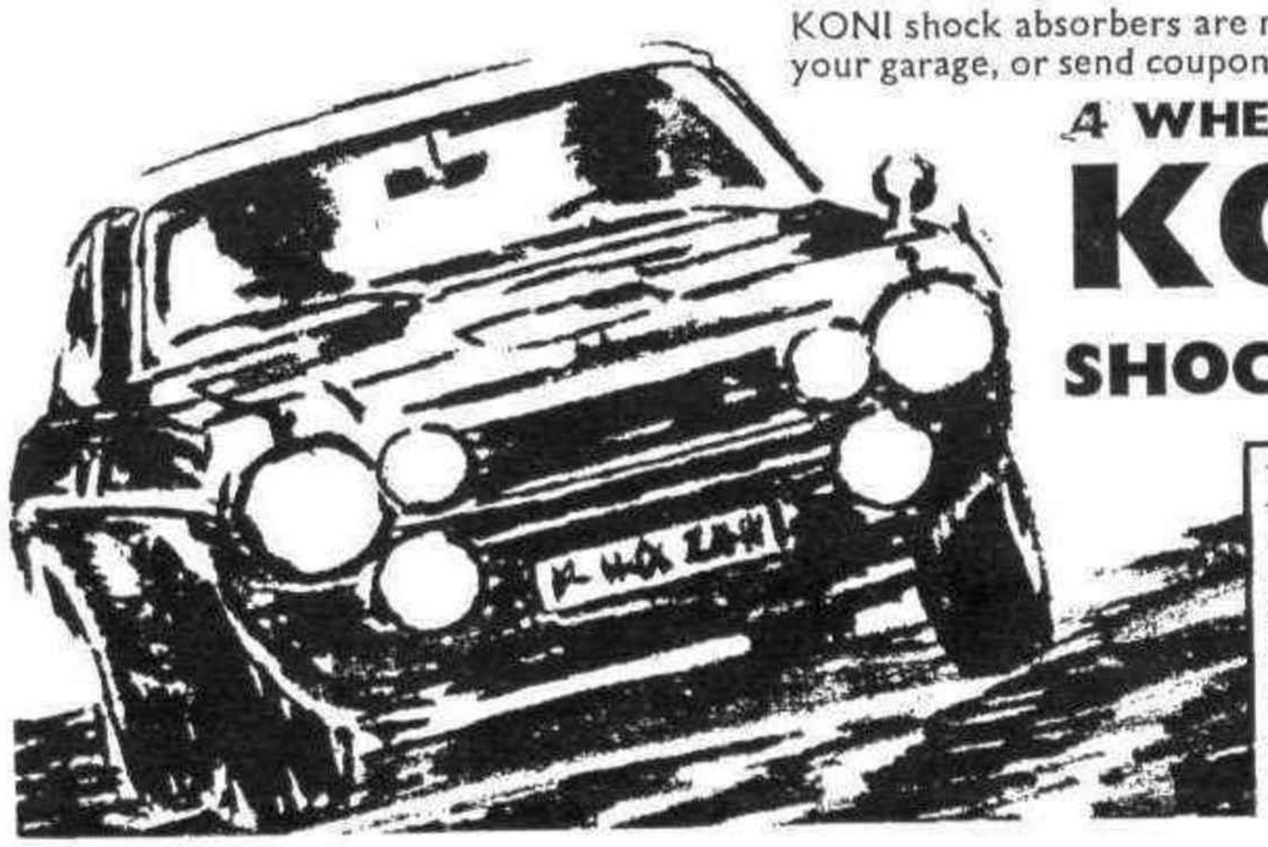
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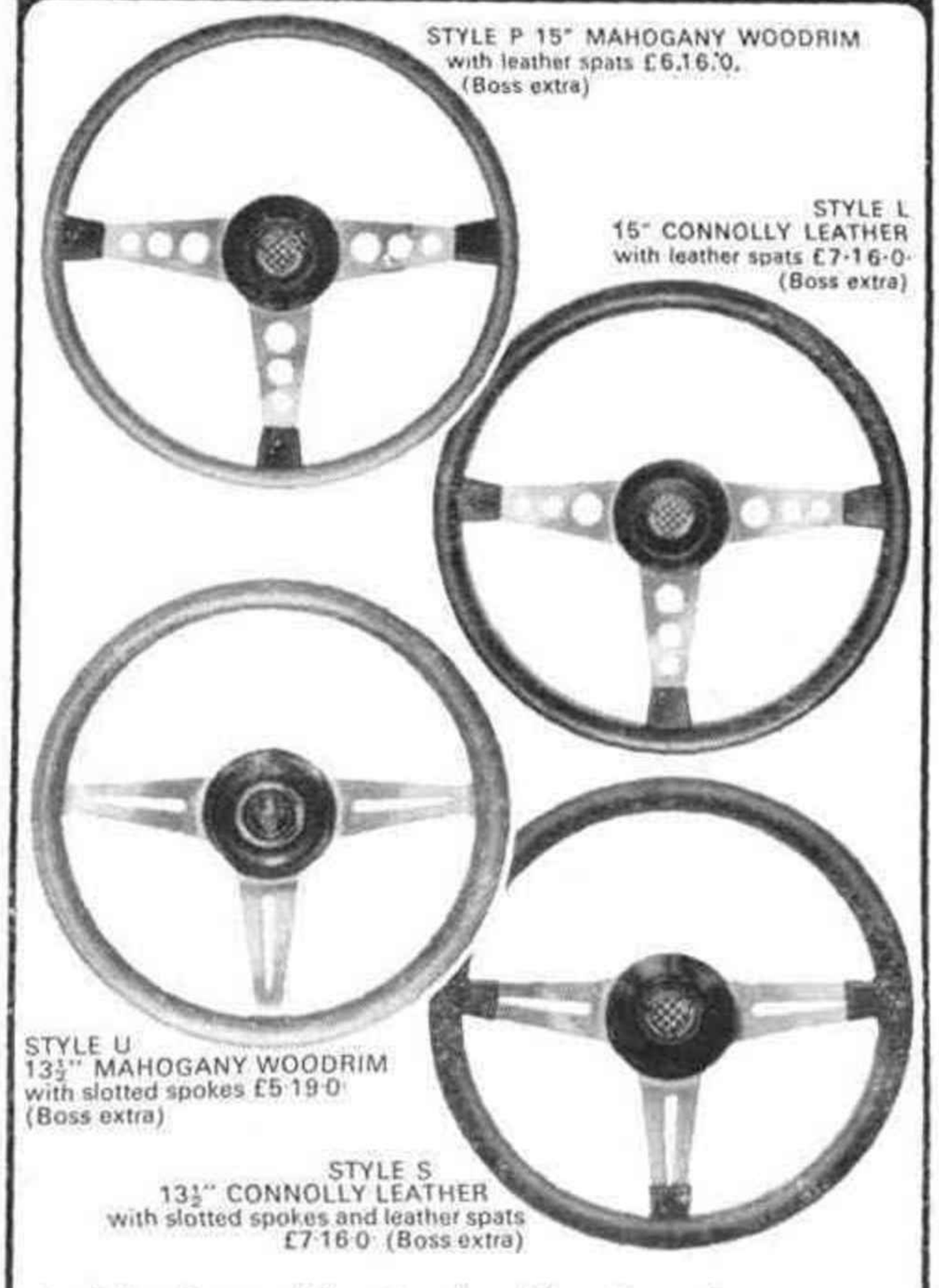


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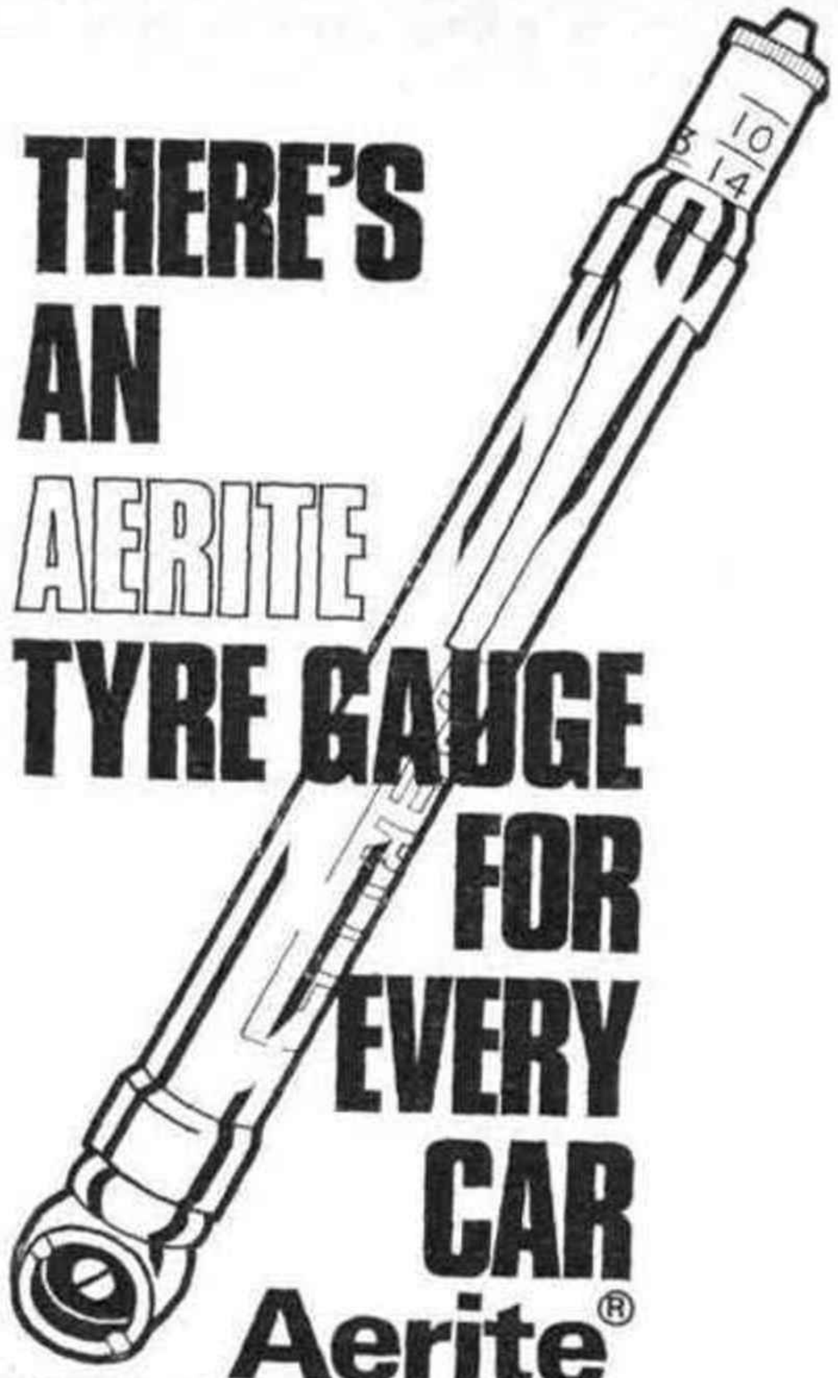
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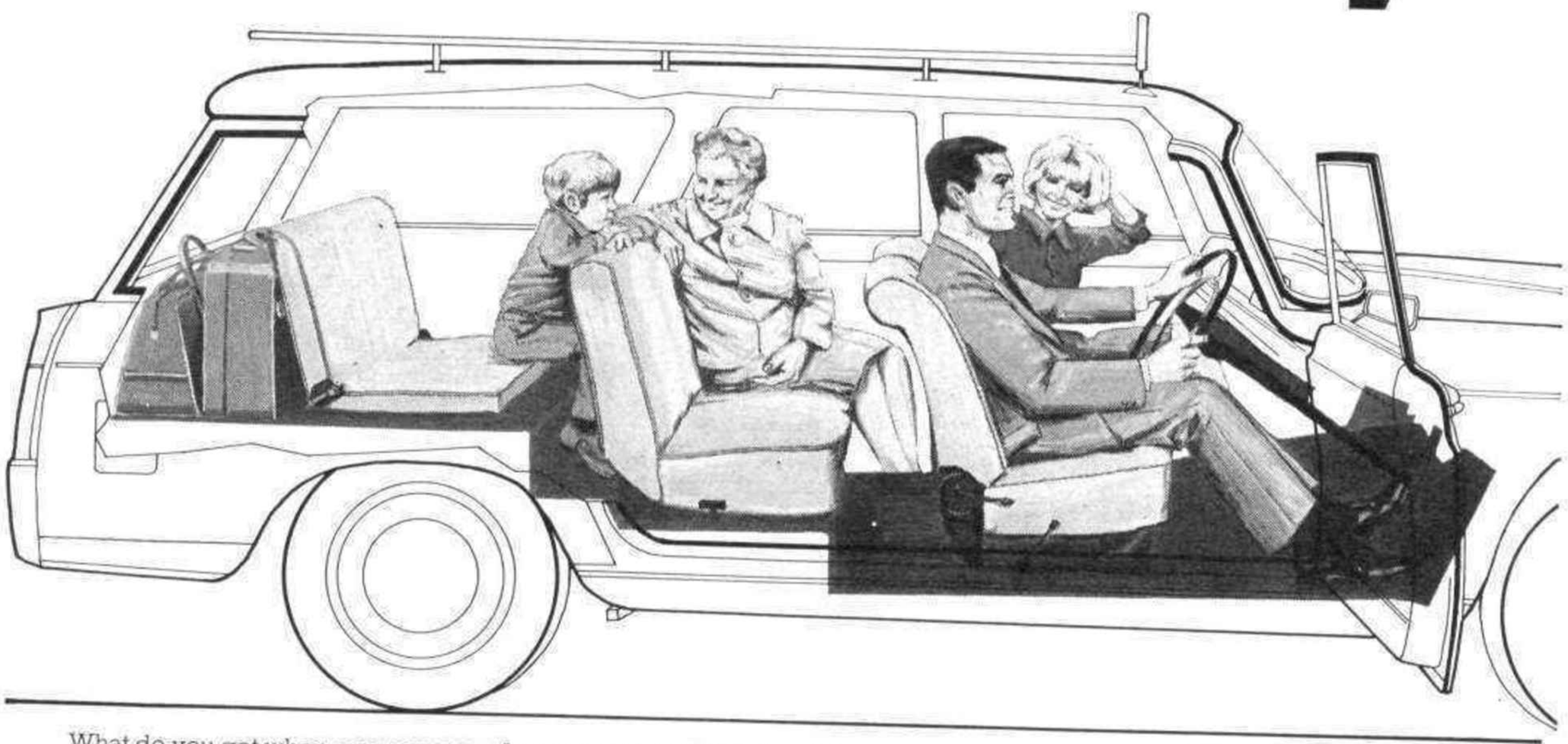
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Please send me the details about joining the Royal Navy as a helicopter pilot or observer.

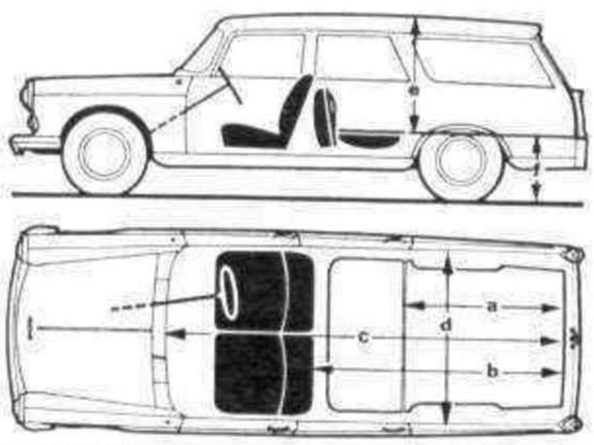
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404 Estate Car

This car has 3 rows of seats. 7 to 8 people can travel in complete comfort. With space for all their luggage behind.
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So it's not just a 'stretched' saloon. It's a purpose built vehicle with superb handling under all load conditions.

In similar style Peugeot have also produced an Estate Car version of the 404. Brilliant design allows quick conversion from a 5/6 seater to a large goods carrier. Just have a look at those vital statistics opposite.

(a) 4′ 3″ (1,300 m) (b) 7′ 0″ (2,136 m) (c) 9′ 9″ (2,930 m)
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PEUGEOT 204 404

This man is buying four extra safety belts

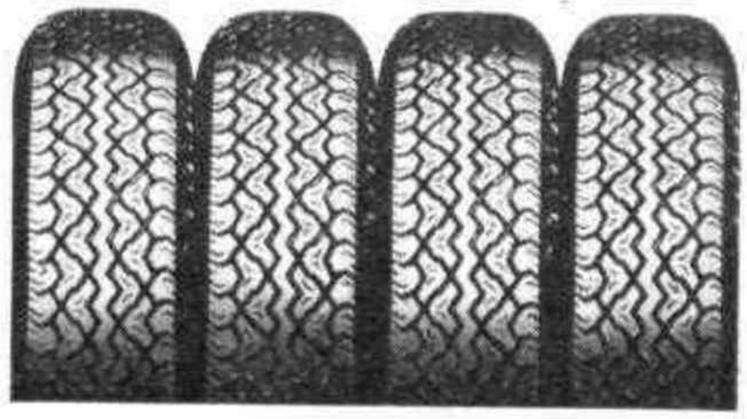


with SEMPERIT stamped on each

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.

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Driving high-performance rally cars gives you a real respect for precision. And a very special sense of time. That's why the watches made by Sicura of Switzerland have won the respect of the racing world. Perfect finishes. Rugged cases. Self-winding. Fly-back stopwatch action and rotating bezels to count and record laps, compute speeds with absolute accuracy. And not at runaway prices. Sicura's secret is matching Switzerland's brilliant design to quality manufacture. The result: the highest precision at the lowest price. If the watch *you* wear can't compare, it's time you changed to Sicura.

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Jackie Stewart



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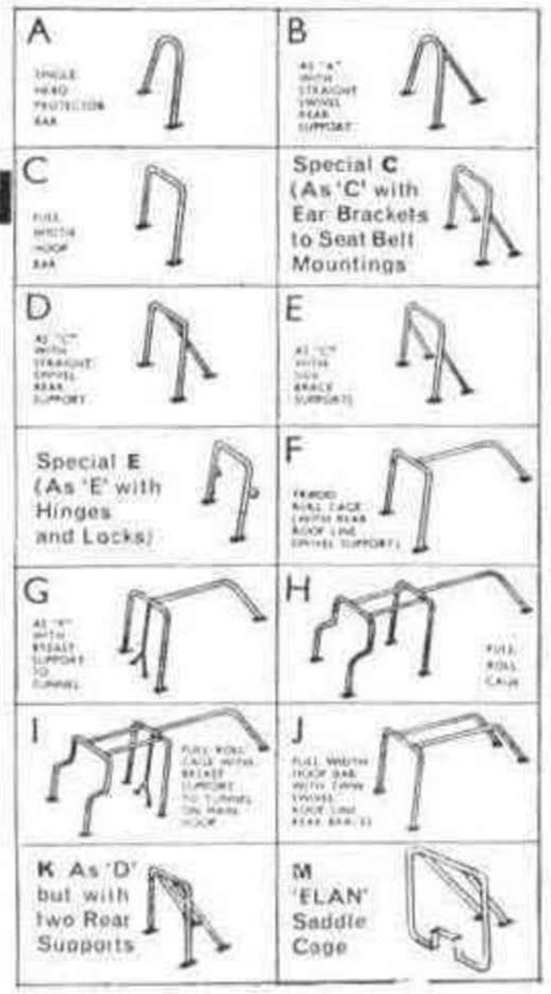
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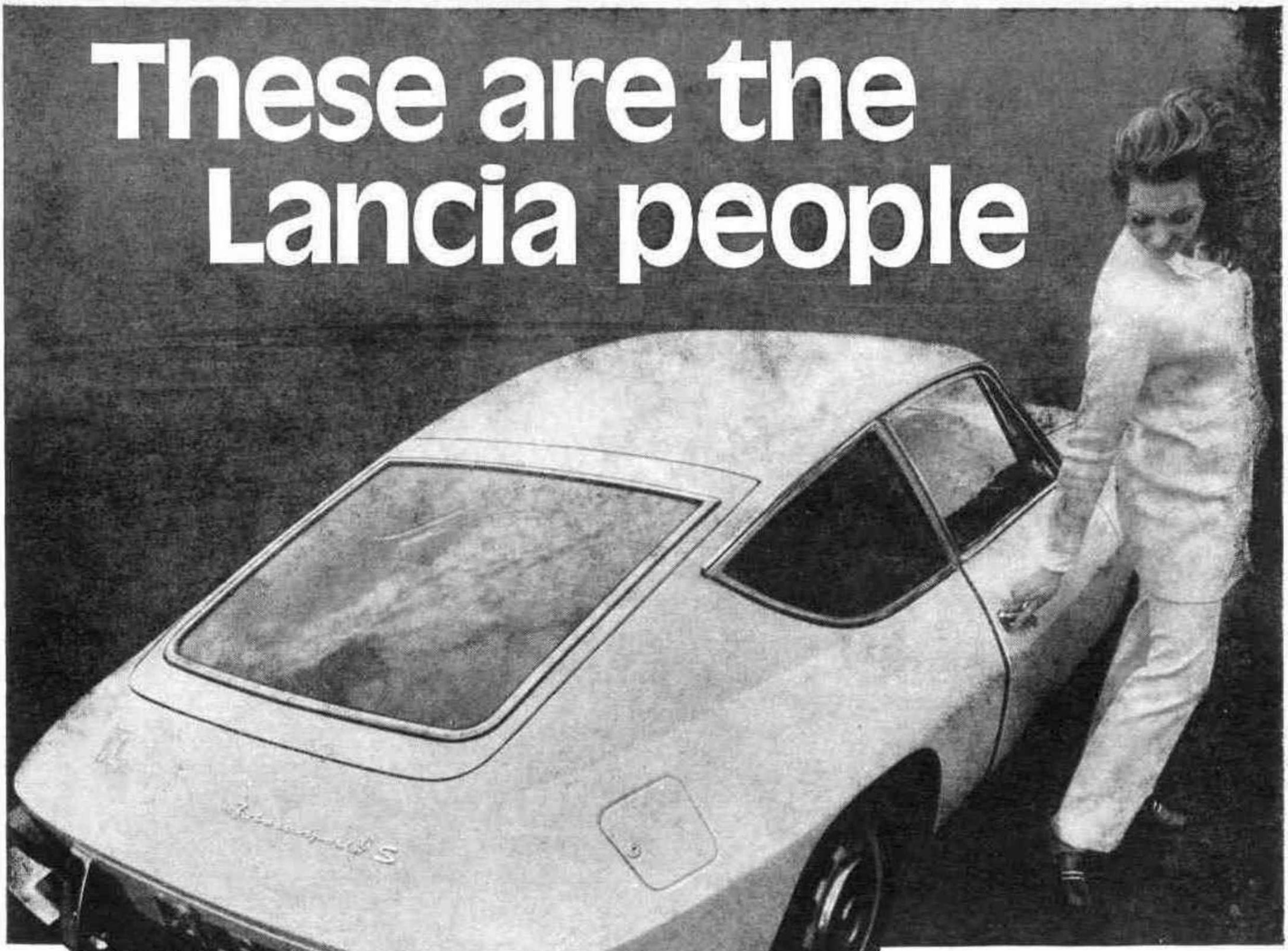
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A body that's not only beautiful but safety-built on progressive collapse principles. Disc brakes all round. Full sound insulation. A one year (or 10,000 miles) warranty that includes 3 free scheduled services.



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.

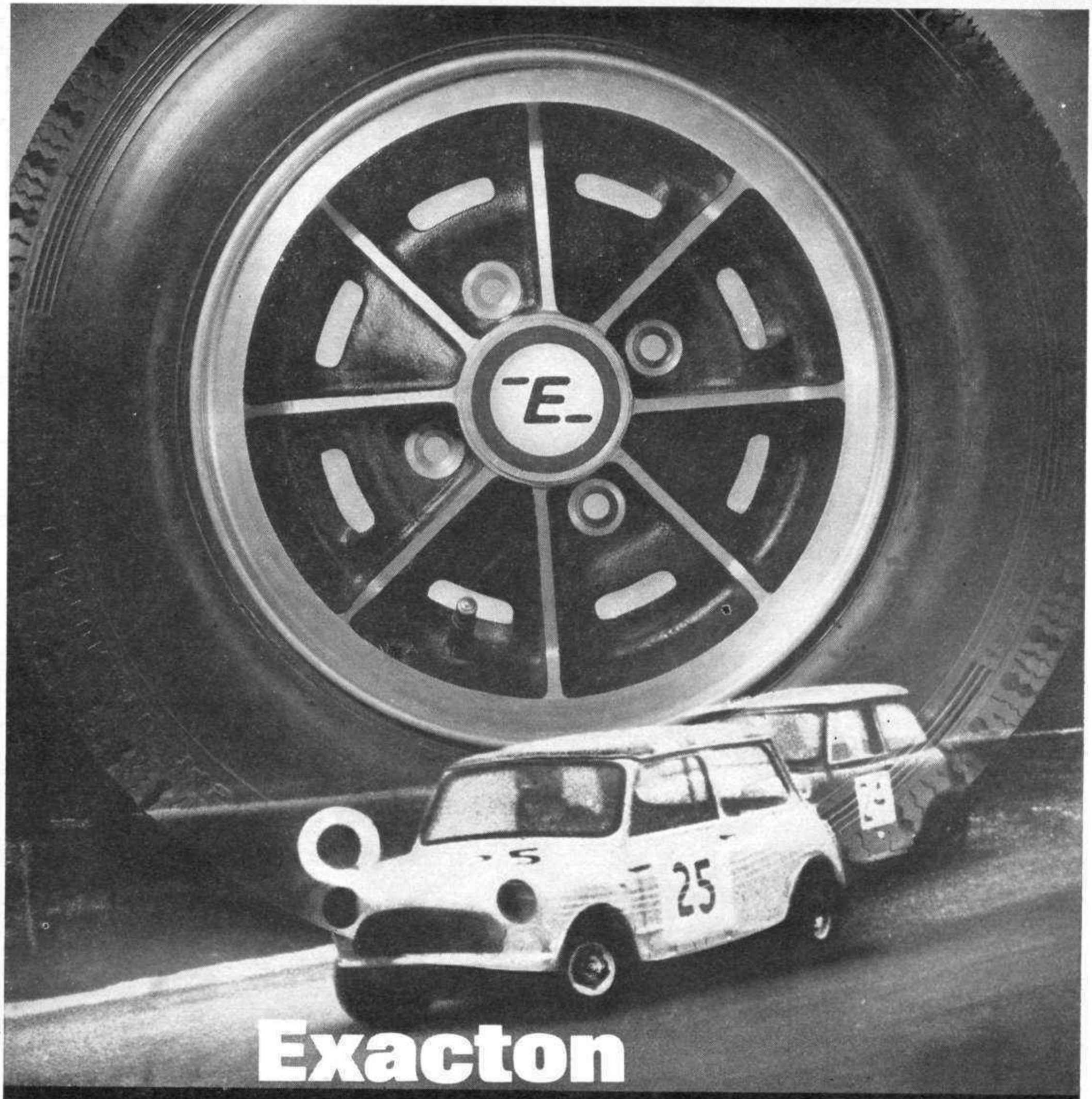
Likes to know her Lancia engine and gear box have been bench run, road-tested in Turin and Alperton. Chose the Zagato body on her Sport 1.3 'S' as being *her* sort of thing.

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.

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Machine finished highlights with recessed segments in black.
Two sizes now available: 5 × 10 £8 7. 6.
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The Exacton road wheel is designed in a low pressure die cast in aluminium alloy (LM 25 heat treated) by Aluminium Bronze Co. Ltd., major suppliers of precision alloy die castings to the automotive industry.



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*ADDRESS*_____

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*My car is*_____

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"at last it's here- the fantastic New power increasing, petrol saving, noise abating 'FOTHERGILL'... Sshhh!

...Silencer"

The Fothergill silencer produces a remarkably low level of exhaust noise. To achieve the same level using conventional silencers–without engine modification–would have adverse results. Loss of power and increased petrol consumption.

Due to the totally new concept of the Fothergill, performance is not only maintained–it's improved. Fothergill units have been fitted to full race Group 2 saloons & F3 cars, showing an increase in power. **The Fothergill** *is* **power increasing**–*giving up to 5 mph extra on your top speed!*

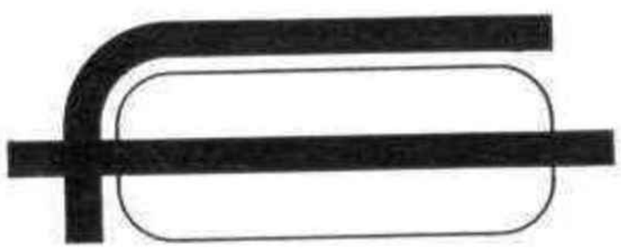
You may be able to live with loss of power–but increased fuel costs? In order to maintain engine performance, careful study into the effects of conventional gas-flow techniques was necessary before incorporating our own designs into the Fothergill; in so doing fuel consumption has been improved. **The Fothergill** *is* **petrol saving**–*giving up to 5 miles extra per gallon!*

The Fothergill silencer is internationally acceptable. It complies with vehicle noise level restrictions anywhere in the World. Without any modification to your engine, the Fothergill will attain noise levels of up to 5 decibels below the legal limit and will comply with all new, currently announced, legislation. **Noise abating?** *We're trying not to shout about it!*

This silencer is the product of 5 years research into the problems associated with silencing motor vehicles. The designer, Lionel Fothergill–a physicist specialising in acoustics, is also the designer of many universally acclaimed medical acoustical appliances. His knowledge of the acoustical problem has produced, not merely a box of baffles but, a scientifically designed unit which is an integral part of the engine.

Stringently tested over the past few years on a variety of vehicles-on race circuits as well as for normal road usage–it has proved to be an efficient, reliable, robust and extremely long-lasting unit. Its fantastic durability has been achieved by new constructional methods. **Durable?** *It might even outlast* **your** *car!*

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Tick where applicable:
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VEHICLE: Saloon ☐ Estate ☐ Cooper ☐ Van ☐
Year of Model:
Name:
Address:



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

says Mr. Bishop of Enfield

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



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



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



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

Get good mileage for your money with Shell Economy

SHELL

MOTOR SPORT

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

VOL XLVI No. 5 MAY 1970

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

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

Telephone: 01-628 4741

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CONTENTS

	Page
Matters of Moment	445
Fixtures for May	446
Spanish Grand Prix	448
American Comment	450
Formula Two Review	453
Rally Review	454
Continental Notes	456
BOAC 500 at Brands Hatch	458
Letter from Europe	461
80,000 Miles in Two MG-Bs	462
Veteran—Edwardian—Vintage ...	463
Race of Champions	470
Road Test : Cosworth-Ford Escort—Part I	472
Book Reviews	476
Rumblings	478
White Elephantitis No. 11 : A Tale of Two Panhards	481
First Impressions of the VW-Porsche 914	493
Road-Test Recap.: 3.3-litre Vauxhall Ventora	494
The Sebring 12-Hours	496
The MOTOR SPORT/Shell Formula Three Championship	497
Tuning Topics : A Blydenstein Viva 1600	498
Letters from Readers	501

FRONT COVER PICTURE : FERRARI WINS.—Ferrari reversed the Daytona results at Sebring by winning the 12-hr. Endurance Race after a long battle with the JW Porsches. Both leading teams switched their fastest drivers to other cars as the race developed and a Ferrari success was mainly due to the consistently fast laps put up in the closing hours by Andretti.

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MATTERS OF MOMENT

■ THE FUTURE OF THE SPORTS CAR

It used to be said that in the Spring a young man's fancy lightly turned to thoughts of love. In this permissive age their minds dwell almost continually on sex. But as May Day has arrived, when the fresh air without should be getting a little warmer, it is opportune to contemplate open-car motoring, as provided by the sports-car.

Young men sooner or later seek the company of young women and for this reason they have no use for single-seater transport. From the very early days motorcycles were converted into forecars or had trailers or sidecars attached to them for this very reason. Solo motorcycles acquired "flapper-brackets" or Tansads on which the girls of the 'twenties perched. *Monopostos* have never caught on, away from the race-circuits. In the air the Comper Swift may have been a splendid racing aeroplane but once the competition was over, owner-pilots of the period sought Gipsy Moths or, better still, Blackburn Bluebird side-by-side-seaters so that they could fly, literally, with the Birds. Perhaps this was how the two-seater sports car was born and why it has persisted for so many decades? These days there are definite signs that *homo sapiens* has become soft and doesn't much like God's fresh air. For gone are the open-top 'buses, the openable tourers and London taxicabs, and when they ask you at the Aero Club to come for a "flip" (now called a "trip") you do so in lounge suit in a covered, heated cabin, while the pilot starts up with a press-button. Sidcots and fur-trimmed flying helmets are these days for the hardy minority, a dying race. Nevertheless, the sports car, which harks back to a tougher, healthier past, has survived, even if, in this umbrella-land, one encounters them mostly with hoods up or hard-tops in place, and they have discarded fold-flat windscreens.

However used (and when MOTOR SPORT sampled an Austin-Healey Sprite in 1967 we found it could conveniently be used open on 20 days out of 33) the sports car, and by this we mean the openable two-seater, not the fixed-top coupé, has survived. Just after the war the Abingdon MGs represented one of Britain's most profitable exports to America and today, apart from the Honda S800 and a few exotics like the Alfa Romeo Spiders, Zagato Lancias, etc., and the expensive AC 428 and Aston Martin Volante which come more in the category of soft-top GT cars, the sports cars which are available on the Home Market are all British-made. This market is the preserve of Austin-Healey Sprite, Jaguar E-type, Lotus Elan S4 and Lotus 7, MG Midget and MG-B, Morgan 4/4 and Morgan Plus 8, and Triumph Spitfire and Triumph TR6, ranging in price from £838 to £2,351. These cars offer fun, fresh-air and a sense of controllability and zest not imparted by many saloon cars, even if most of the sports car's components derive from the latter, so that their performance is not necessarily all that much more impressive. Not only have these sports cars survived, but last year their home sales were up over those of 1968, British Leyland selling 6,541 MG-Bs and Cs, 5,343 sports Triumphs, 3,725 "Spridgets" and 991 Jaguar E-types (some of these were presumably coupés, as the SMMT, from whom these interesting statistics come, do not give precise details). Moreover, there are some significant sports-car developments pending. The Continental Correspondent has hinted that Mercedes-Benz are working on a revolutionary super sports car, though this may well be a coupé, but we may expect interesting British moves in the sports-car or soft-top 2+2 field in the foreseeable future. For this reason, and motivated by the surprisingly large Triumph TR correspondence recently received by MOTOR SPORT, we propose to have something of a sports-car bias in the next two issues, with a leading article on such cars in June, and an account of what it is like to road-test and live with a Mk. 4 Lotus 7 together with other sports-car material, in July. We are convinced that the future of the true sports two-seater is secure, that it will continue to be in demand while motoring means, to enthusiasts, something more than mundane transportation.

■ DATSUN DOMINATION

Having taken Nissan-Datsun to task in February for their dishonest advertising of the East African Safari Rally results of 1969, it is only fair to recognise their impressive domination of the 1970 Safari, in which Datsun finished 1st, 2nd and 4th, and took the coveted Team Prize in this incredibly tough rally, in which 72 cars failed even to complete the course. Datsun lost third place to another Safari-famed breed, Peugeot, and the only other makes to finish in the first six places were Volvo and Triumph. This convincing Datsun success should help to sell lots of Japanese cars and must surely indicate to British Leyland, Ford and Rootes that they cannot afford to relax

Continued on next page

Motor Sport Fixture List For May

★ **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
May 6/10th	**OAMTC**	**Monichkirchen**	**Vienna, Austria**	**Austrian Alpine Rally (INT)**	—
May 8/10th	**South Wales AC**	**Howell's Garage**	**Cardiff, Wales**	**FRAM Welsh Rally (INT)**	**22.00**
May 9th	**AC de Monaco**	**Monaco**	**Monaco**	**Race Meeting (F3) (INT)**	—
May 9th	Ulster AC	Bishops Court	Downpatrick, Co. Down	Race Meeting (*R*)	14.15
May 9th	BRSCC (SW)	Castle Combe	Chippenham, Wilts.	Race Meeting (*NO/NB*)	14.00
May 10th	Mid-Cheshire MRC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.30
May 10th	**AC de Monaco**	**Monaco**	**Monaco**	**Monaco GP (F1) (INT)**	—
May 10th	Nottingham Sports CC	Croft	Darlington, Co. Durham	Race Meeting (*R*)	14.30
May 10th	Sheffield & Hallamshire CC	Pinch Mill, Wickersley	Rotherham, Yorks.	Autocross (*R*)	13.30
May 10th	Huddersfield MC	Baitings Dam	Ripponden, Yorks.	Speed Hill-Climb (*R*)	14.00
May 10th	Cirencester CC	Park Farm, Ampney-Crucis	Cirencester, Glos.	Player's No. 6 Autocross (*R*)	14.30
May 10th	East Surrey MC	Puttenden Manor	Lingfield, Surrey	Autocross (*R*)	14.00
May 10th	Sporting Owner DC	Santa Pod Raceway	Wellingborough, Northants.	Sprint (*R*)	13.30
May 10th	Vintage SCC	Curborough	Lichfield	Speed Trials (*C*)	14.00
May 16th	Aintree CC	Aintree	Liverpool	Race Meeting (*R*)	13.30
May 16th	The Eight Clubs	Silverstone	Towcester, Northants.	Race Meeting (*C*)	11.30
May 17th	Romford Enthusiasts' CC	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.00
May 17th	Bentley DC & Lagonda Club	Curborough	Lichfield, Staffs.	Sprint Meeting (*R*)	—
May 17th	**RAC de Spa**	**Spa**	**Spa, Belgium**	**1,000 kms Race (INT)**	**13.00**
May 17th	BARC	Brands Hatch	Dartford, Kent	Race Meeting (C)	14.30
May 17th	BRSCC	Cadwell Park	Lough, Lincs.	Race Meeting	14.00
May 17th	Scottish MRC	Ingliston	Edinburgh	Race Meeting (C)	14.30
May 17th	BARC (Yorkshire)	Stockton Farm	Harewood, Leeds	Hill-Climb (*C*)	14.15
May 17th	Ashford (Kent) MC	Orchard House Farm	Great Chart, Ashford	Autocross (*R*)	14.00
May 23rd	BRSCC	Rufforth	York	Race Meeting	14.00
May 24th	**Belgian RAC**	**Zolder**	**Zolder, Belgium**	**Limbourg GP (F2) (INT)**	—
May 24th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting	14.00
May 24th	BARC (Yorkshire)	Croft	Darlington, Co. Durham	Race Meeting (*R*)	14.30
May 24th	BARC	Thruxton	Andover, Hants.	100 km. Race Meeting (*C*)	14.30
May 24th	BARC (SW)	Gurston Down	Salisbury, Wilts.	Hill Climb (*C*)	14.30
May 24th	Chelmsford MC	Montpelier Farm	Writtle, Essex	Player's No. 6 Autocross (*R*)	14.00
May 24th	Liverpool MC	Corner House Farm	Willaston, Wirral, Cheshire	Player's No. 6 Autocross (*R*)	14.00
May 25th	**BARC**	**Crystal Palace**	**London**	**Race Meeting (F2) (INT)**	**12.30**
May 25th	BRSCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*NO/NB*)	14.30
May 25th	Nottingham Sports CC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.00
May 25th	BRSCC	Snetterton	Thetford, Norfolk	Race Meeting	14.30
May 25th	BRSCC	Oulton Park	Tarporley, Cheshire	Race Meeting	14.00
May 25th	BARC (SE)	Lydden	Canterbury, Kent	Rallycross (*R*)	—
May 28th/June 2nd	**Greece ATC**	**Athens**	**Athens, Greece**	**Acropolis Rally (INT)**	—
May 30th	**USAC**	**Indianapolis**	**Speedway, Indiana**	**500 Mile Race (INT)**	—
May 31st	**ADAC**	**Nurburgring**	**Aachen, Germany**	**1,000 km. Race (INT)**	**10.00**
May 31st	**ASAC Normand**	**Rouen**	**Rouen, France**	**Race Meeting (F2) (INT)**	—
May 31st	BARC (N. Thames)	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.45
May 31st	TEAC	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.00

MATTERS OF MOMENT—continued from previous page

their competition activities in any way. Indeed, the Vauxhall section of General Motors might be well advised to enter the stern field of competitive motoring in an endeavour to eclipse the Rising Sun.

MINIATURES NEWS

THE latest Lesney "MATCHBOX" miniature we have received is their 54-to-1 scale Porsche 910, with chrome "Superfast" wheels for running on a "Superfast" track, this three-inch Porsche, Ref. No. 68, selling for 2s. 6d. It is finished in metallic red and carries the competition number 68.

Corgi have brought out several interesting car miniatures recently. There is, for instance, their Rolls-Royce Silver Shadow Mulliner-Park Ward saloon, modelled on the real car which costs £11,550. The 4¾ in. model sells for 12s. 6d. and is beautifully finished, as befits a Rolls-Royce. Doors, boot and bonnet open, to reveal simulated facia, spare wheel, and the V8 engine and the "Silver Lady" rides above the classic radiator. The whole detail is excellent, but I was disappointed that the R-R badge has not been reproduced. However, the front seat squabs tip forward to give access to the back of the two-door body and all four headlamps are jewelled. This miniature is No. 273 in the Corgi series.

Then there is a stirring replica of Roger Clark's rally Ford Capri 3000 GT, in correct finish and numbering, with nine transfers of the publicity decals to stick on it. The tip-up seat backs and special wheels add to the realism of this 4 in. long model, Ref. No. 303. The price is 9s. 11d. This Ford Capri has "Whizzwheels" for friction-less running and the Rolls-Royce has Corgi's jacking system and detachable wheels—examination of this will bring appreciation of the ingenious simplicity of the system and the manner in which the wheels are secured, yet instantly removable if the jacks are operated.

There is a fascinating 3¾ in. long Lamborghini Miura, with the transverse multichoke rear engine nicely detailed and many other details incorporated. This one comes with a miniature Miura fighting bill, for 11s. 6d., under Ref. No. 342. Finally, there is a new Corgi Massey-Ferguson farm tractor with circular saw (No. 73, 3½ in. long, 14s. 6d.) for farming collectors. Lesney have a DAF car transporter. So there is plenty to shop for this month.—W. B.

* * *

Lord Montagu, no doubt wishing to enjoy the merits of the Jaguar XJ6 with the Daimler traditions associated with the second Baron Montagu, has taken delivery of a new Daimler Sovereign.

ROVER'S CHALLENGE TO FORD

THE Rover Company, makers of fine cars at Solihull, has had a number of spasmodic but successful excursions into the realm of competition motoring, such as that single-seater Rover Special made by Peter Wilks and Spencer King, the turbine "Auntie" which took records, the rally 2000TCs, and the experimental Rover-BRMs which ran so convincingly at Le Mans. Now British Leyland have commissioned Bill Shaw to prepare a Rover for Group 2 saloon-car racing, to be driven by R. Pierpoint. It is a 3500 V8 with the light-alloy engine "stretched" to 4½-litres and modified by Traco, using four carburetters, to give a claimed 345 b.h.p. It drives *via* a modified 4-speed 2000 gearbox and the standard suspension has been lowered and stiffened. The weight is down to approx. 20 cwt. and 15-in. Dunlop racing tyres are fitted. After the advance publicity it was disappointing that at Mallory Park on April 19th the Rover lasted only five laps before the prefabricated front suspension broke up; it had already been trounced by an enlarged Ford Escort and a 3.8-litre Jaguar-powered Anglia.

The new 4½-litre Rover V8 racing saloon.



You always hurt the one you love

O.K. So you went a little faster a little further. Your engine got a little overheated. And what are you left with? Broken rings. Some oils just can't give enough protection under heat and pressure. They always cost you in the end.

Stick with GTX. It's high-quality. It's reliable. It stands up to extra heat. It means you can enjoy your motoring a little more. So maybe you enjoy seeing to piston rings. But not when you've promised that dolly a ride.

If you see to your engine yourself, see you give it the best. Castrol GTX.



The Engine Protector

THE GRAND PRIX OF SPAIN—Olé

JARAMA, MADRID, *April 19th.*

AFTER MORE than a reasonable amount of confusion, caused in part by misinterpretation of decisions, lack of unanimous agreement among team managers, a willingness by the organisers to change decisions that created even more confusion and an untimely intervention by the FIA representatives, the twenty-two drivers who turned up for practice got through two days of practice and sixteen of them eventually lined up for the start. First practice was on Friday, more or less from 10.30 a.m. to 2 p.m., and when it started the pits seemed to be knee-deep in March cars, the way it used to be with 250F Maseratis in the mid-1950s. The Tyrrell team had three blue ones, the STP-March works team had a red one and two Dayglow red ones, and the STP Corporation had their car now painted in Dayglow red colours. Stewart was driving 701/2, with 701/4 as a spare, Servoz-Gavin had the new 701/6 and in the works team Amon had 701/1, with the new lightweight 701/7 as spare, and Siffert had 701/5, while Andretti had 701/3. There were five Lotus cars, the brand new 72/2 for Rindt, the prototype 72/1 for Miles, the old 49C/R10 on loan to Soler-Roig, the other works 49C/R6 as a spare, and Hill in Walker's 49C/R7. McLaren Racing fielded three cars, M14A/2 for Hulme, the completely rebuilt M14A/1 for McLaren and the new Alfa Romeo-engined M7D/1 for de Adamich. BRM also had a three-car team, with 153/01 for Oliver, 153/02 for Rodriguez and 153/03 for Eaton, while the rest were two-car or single-car teams, comprised of Matra with Beltoise in MS120/01, and Pescarolo in MS120/02, Brabham with himself in BT33/2 and Stommelen in BT33/1, Ferrari with 001 and 002 for Ickx, De Tomaso-Williams with 505/38/1 for Courage, and Surtees with his McLaren M7C/1.

The first day of practice was divided into four sessions, the third one being reserved for the number two drivers of each team, who had to qualify for the starting grid, the number one drivers and World Champions being automatically elected for starting. This qualifying group comprised McLaren, Courage, Siffert, Oliver, Servoz-Gavin, Andretti, Miles, de Adamich, Eaton, Pescarolo, Soler-Roig and Stommelen, and it was at this point that confusion really got under way, for while the times recorded in this half-hour were going to select the fastest six for places on the grid, they were not going to count for *positions* on the grid. Due to a misunderstanding practice should have finished at this point but the shop steward of the team managers stamped his foot and demanded another half-hour of practice for everyone, the times to count for the grid, but everyone did not know this, so quite a number of drivers who had already made good lap times did not go out again, thinking it was an untimed session.

Apart from these organisational troubles there were also mechanical troubles, for the first Ferrari made an awful ticking noise in the engine, which was the latest version of the flat-12 with lots of new parts in it, and the March mechanics were busy completing their latest kit of parts. Stewart was having to work awfully hard to keep his March going in the direction he wanted, and the Lotus 72s were suffering from too much roll on corners and their Cosworth engines were giving bother with electrics. The Matras were on great form and bringing a joyous new song to Grand Prix racing, and both drivers were taking joy from harrowing Stewart in his March if he was not trying really hard. The Alfa Romeo-engined McLaren was surprising a lot of people and going well.

As it is two years since Formula One cars have been at Jarama in any serious form, last year's GP being at Barcelona, the lap times were all well under the old record and by the end of the day even the slowest driver was well under the official 1 min. 27.9 sec. that was the fastest practice lap in 1967, set up by Amon (Ferrari). Fastest of all was Hulme with 1 min. 24.1 sec. and he had been quietly getting on with the job, and not even looking particularly fast, a sure sign of a professional driver.

Overnight an announcement came out from the FIA representatives present that there would be a change in the practice times rule and that only those recorded during the two half-hour periods of Friday would count for the grid. This really put the fertiliser into the ventilator, and provoked immediate protests from McLaren's team and Surtees, for neither had taken part in the final Friday session, thinking it was untimed and that their earlier times were good enough. While practice went on from about 4 p.m. to 6.30 p.m. on Saturday there were union officials, team-managers, organisers and FIA officials running in all directions, and so many decisions being made that the whole thing was indecisive. Meanwhile drivers were driving hard, cars were breaking and accidents were happening. The first Ferrari had been fitted with a new engine but it was having electrical troubles, the second one was having fuel-feed troubles, BRM were in dire trouble with front stub axles breaking, Oliver having to abandon his car just before the pits, Courage lost control of the De Tomaso and hit a guard-rail really hard, which did the car a lot of damage, and Hill spun off into a wire-netting catch-fence and bent the rear of Walker's Lotus. The Lotus 72s just would not run properly, and the BRM engines were misfiring and giving the Lucas people some electrical headaches. Eaton's BRM was robbed of front stub axle parts to keep Oliver on the go, and Rodriguez was well in the running, using some new super low-profile Dunlops. For all the impression that Andretti was making with the STP Oil Treatment Special he might not have been there, and Stewart was really perspiring in his effort to keep near the front. Amongst it all wily old Brabham was quietly pressing on and when all the confusion died down he had clocked 1 min. 23.9 sec., a clear leader of the day. Before everything ended there were 30 minutes for the "also-rans" to have another go at qualifying for the grid, which was when Courage crashed, and this caused the session to be stopped short, so after a pause there was a final 10 minutes for them, in which Andretti, Oliver, Stommelen, Pescarolo, Soler-Roig, Miles, de Adamich, Servoz-Gavin and McLaren took part. By this time confusion over what was going to count and what wasn't had reached its height, and Ferrari was protesting about the Constructors' Association (he is not a member) changing the rules, everyone was complaining about the FIA decision on qualifying, and tempers were getting very short. The result was that the last 10-minute thrash saw some really inspired driving, which was exciting to watch, for everyone let their

ENTRY

No.	Entrant	Driver	Country	Car	Engine	Gearbox	Tyres	Petrol	Car Colour
1	Tyrrell Racing Organisation, England	J. Stewart	Scotland	March 701	Cosworth V8	Hewland	Dunlop	Elf	Blue
2	SEFAC Ferrari, Italy	J. Ickx	Belgium	Ferrari 312B	Ferrari flat-12	Ferrari	Firestone	Shell	Red and white
3	Gold Leaf Team Lotus, England	J. Rindt	Austria	Lotus 72	Cosworth V8	Hewland	Firestone	Shell	Red, white and gold
4	Equipe Matra-Elf, France	J-P. Beltoise	France	Matra-Simca	Matra MS120	Hewland	Goodyear	Elf	Blue
5	Bruce McLaren Motor Racing, England	D. Hulme	New Zealand	McLaren M14A	Cosworth V8	Hewland	Goodyear	Gulf	Orange
6	Rob Walker Racing, England	G. Hill	England	Lotus 49C	Cosworth V8	Hewland	Firestone	Shell	Blue and white
7	Motor Racing Developments, England	J. Brabham	Australia	Brabham BT33	Cosworth V8	Hewland	Goodyear	Esso	Turquoise and yellow
8	Team Surtees, England	J. Surtees	England	McLaren M7C	Cosworth V8	Hewland	Firestone	BP	Red and white
9	March Engineering, England	C. Amon	New Zealand	March 701	Cosworth V8	Hewland	Firestone	BP	Red
10	Owen Racing Organisation, England	P. Rodriguez	Mexico	BRM Type 153	BRM V12	BRM	Dunlop	Shell	White and gold
11	Bruce McLaren Motor Racing, England	B. McLaren	New Zealand	McLaren M14A	Cosworth V8	Hewland	Goodyear	Gulf	Orange
12	Frank Williams "Racing Cars", England	P. Courage	England	De Tomaso Type 38	Cosworth V8	Hewland	Dunlop	—	Red
14	March Engineering, England	J. Siffert	Switzerland	March 701	Cosworth V8	Hewland	Firestone	BP	Dayglow red
15	Owen Racing Organisation, England	J. Oliver	England	BRM Type 153	BRM V12	BRM	Dunlop	Shell	White and gold
16	Tyrrell Racing Organisation	J. Servoz-Gavin	France	March 701	Cosworth V8	Hewland	Dunlop	Elf	Blue
17	—	—	—	—	—	—	—	—	—
18	STP Corporation, America	M. Andretti	America	March 701	Cosworth V8	Hewland	Firestone	—	Dayglow red
19	Gold Leaf Team Lotus, England	J. Miles	England	Lotus 72	Cosworth V8	Hewland	Firestone	Shell	Red, white and gold
20	Bruce McLaren Motor Racing, England	A. de Adamich	Italy	McLaren M7D	Alfa Romeo V8	Hewland	Goodyear	Gulf	Orange
21	Owen Racing Organisation, England	G. Eaton	Canada	BRM Type 153	BRM V12	BRM	Dunlop	Shell	Green and gold
22	Equipe Matra-Elf, France	H. Pescarolo	France	Matra-Simca	Matra MS120	Hewland	Goodyear	Elf	Blue
23	Garvey Team Lotus, Spain	A. Soler-Roig	Spain	Lotus 49C	Cosworth V8	Hewland	Firestone	Campsa	Red, white and gold
24	Auto Motor und Sport, Germany	R. Stommelen	Germany	Brabham BT33	Cosworth V8	Hewland	Goodyear	Esso	Turquoise and white
25	UTA Racing Organisation, Germany	W. Bickel	Germany	BRM V12	NON-ARRIVALS				
26	Pete Lovely, America	P. Lovely	America	Lotus 49	NON-ARRIVALS				

hair down and became real racing drivers for a brief moment, instead of trying to be "Pop-Stars". As darkness fell confusion was in full swing and it only needed a full orchestral backing for the whole production to have scored a hit at Covent Garden Opera House.

STARTING GRID

↑

7 J. Brabham (*Brabham-Cosworth V8*) BT33/2 1 min. 23.90 sec. (1 min. 24.30 sec.)	5 D. Hulme (*McLaren-Cosworth V8*) M14A/2 1 min. 24.10 sec. (1 min. 28.10 sec.)	1 J. Stewart (*March-Cosworth V8*) 701/2 1 min. 24.20 sec. (1 min. 24.40 sec.)
4 J-P. Beltoise (*Matra-Simca V12*) MS120/01 1 min. 24.46 sec. (1 min. 27.00 sec.)	10 P. Rodriguez (*BRM V12*) 153/02 1 min. 24.50 sec. (1 min. 31.80 sec.)	
9 C. Amon (*March-Cosworth V8* 701/1 1 min. 24.65 sec. 1 min. 35.00 sec.)	2 J. Ickx (*Ferrari V12*) 002 1 min. 24.70 sec. (—)	3 J. Rindt (*Lotus-Cosworth V8*) 72/2 1 min. 24.80 sec. (1 min. 29.80 sec.)
22 H. Pescarolo (*Matra-Simca V12*) MS120/02 1 min. 24.90 sec. (1 min. 27.10 sec.)	15 I. Oliver (*BRM V12*) 153/01 1 min. 25.00 sec. (—)	
11 B. McLaren *McLaren-Cosworth V8*) M14A/1 1 min. 25.00 sec. (1 min. 25.70 sec.)	8 J. Surtees (*McLaren-Cosworth V8*) M7C/1 1 min. 25.20 sec. (1 min. 25.90 sec.)	12 * P. Courage (*De Tomaso-Cosworth V8*) 505/38/1 1 min. 25.40 sec. (—)
16 J. Servoz-Gavin (*March-Cosworth V8*) 701/6 1 min. 25.46 sec. (1 min. 25.90 sec.)	6 G. Hill (*Lotus-Cosworth V8*) 49C/R7 1 min. 25.54 sec. (1 min. 26.20 sec.)	
18 M. Andretti *March-Cosworth V8*) 701/3 1 min. 25.70 sec. (1 min. 25.70 sec.)	24 R. Stommelen (*Brabham-Cosworth V8*) BT33/1 No time given (1 min. 27.50 sec.)	

* *Did not start* : P. Courage (De Tomaso).

Did not qualify : A. de Adamich (McLaren-Alfa Romeo).
J. Miles (Lotus 72/1).
J. Siffert (March 701/5).
A. Soler-Roig (Lotus 49C/R10).

N.B.—Lap times in brackets are fastest race laps.

On Sunday morning the Spanish skies were clear and blue and the FIA officials had made their decisions, over-ruling any Club rules or Association rules, or protest sheets or unanimous proposals from drivers or entrants. The sixteen starters for the 90-lap Spanish Grand Prix would consist of the ten seeded drivers and the six fastest qualifiers, which were Pescarolo, Oliver, McLaren, Courage, Servoz-Gavin and Andretti. If the De Tomaso was not repaired and Courage could not start then Stommelen would be the next one in. In spite of this declaration there was still a song and dance in the paddock and a petition was got up to let everyone start, with some side issues about whether they would be classified or get prize money. The race was due to start at 4 p.m., thankfully without any supporting races beforehand to add to the confusion. While one club official agreed to the petition no-one consulted the FIA Stewards and twenty-one cars assembled on the grid. At the last moment the Stewards saw what was happening and ruled the last four cars out-of-court and they were pushed back in the paddock.

The sixteen cars did a warm-up lap, formed up on the "dummy-grid", moved forward to the starting grid, and got away splendidly when the flag fell. Stewart made a superb start and led Hulme and Brabham into the first corner, with the pack following. Round the slow twists and turns it was follow-my-leader, and as they came to the downhill hairpin after the esses, Oliver's BRM was in trouble and rammed the Ferrari of Ickx amidships on the apex of the hairpin. The Ferrari side tank was split right open and both cars went off the road and caught fire. Oliver escaped unhurt and Ickx was taken out of the damaged Ferrari by the fire-marshals, but not before he suffered some nasty burns on arms and legs, and one of the firemen was also slightly burnt. While the race went on the two cars burnt furiously, having full petrol tanks, and both were completely gutted. With water, foam and marshals all over the road the pace was naturally slowed down, but Stewart was well out in front. The BRM pit flagged Rodriguez in and withdrew his car, fearing the accident had been caused by a recurrence of the front stub axle trouble they had experienced in practice. At the back of the field Amon was in trouble with a very flat-sounding engine and was soon in the pits. When Rodriguez was withdrawn he was in fourth place, and his going left a gap until Pescarolo and Beltoise arrived in the crisp-sounding Matras.

Hulme and Brabham were not losing contact with Stewart, but were not closing on him and it looked as though the Scotsman's superior driving ability was overcoming anything the March car or Dunlop tyres lacked. Almost before things were settled down Hulme came to a stop just as he was starting the back part of the circuit on lap 10. The rotor arm in the ignition distributor had broken and though a mechanic took another one out to him, and he got restarted, he only managed to complete that lap before the same thing happened, so obviously there was something very much amiss in the distributor and that was the end of his race. As this was happening Pescarolo's Matra lost the sharp edge off its sound and he dropped back, but Beltoise began to close on Brabham. The tail-enders were scrapping away merrily, Surtees pursuing McLaren, and Andretti having Hill and Stommelen pressing him hard, while Servoz-Gavin brought up the rear, so Tyrrell March cars were first and last. Rindt had dropped out with ignition trouble before he could show the paces of the new Lotus 72, and with the race barely started it was virtually all over. Stewart was driving hard, not accepting any demoralising like he did in South Africa, and he was getting more out of a March than anyone else would ever be likely to achieve, his car running with the pannier tanks in view of the race distance. Beltoise was on great form and the Matra sounded terrific, and after pursuing Brabham he finally got by into second place on lap 16, and proceeded to maintain the gap between himself and Stewart, even though Stewart was trying really hard.

At twenty laps the order was Stewart (March), Beltoise (Matra), Brabham (Brabham), Beltoise (Matra), Surtees (McLaren), McLaren (McLaren), Andretti (March), Stommelen (Brabham) and Servoz-Gavin (March), the Frenchman having already been lapped by the leader. Apart from the little group at the tail of the field stalemate had set in, and the cars were all taking on a grey colour from the fire-fighting foam that was running across the track, for the Ferrari had rolled down to the inside of the hairpin and both cars were still burning. On lap 29 Beltoise lost a lot of ground to Stewart, having maintained a steady 6½ sec. gap, and as the Matra completed lap 31 the engine seized and Beltoise coasted to a stop as Brabham went by into second place. Only three laps later Pescarolo skated to a stop at the top of the Pegaso Ramp as a con.-rod broke and locked up the engine, so that was the end of the Matras, but they had shown good promise. The race was nowhere near half-distance and already there were only nine cars running and then Stommelen's engine went flat, and though he struggled on with a few pit stops he was doomed to retire. As a race it was not the most exciting, but one had to admire Stewart's driving and Brabham's perseverance for he was only 5 sec. behind at half-distance. Surtees was just on the same lap, and the remainder had been lapped. After being lapped by Stewart the gearbox on Surtees' McLaren started to give trouble and he dropped back, being passed by McLaren, then Hill and then Andretti, and a few laps later Hill also had trouble finding gears in his Hewland box and was passed by Andretti, the American not shining as expected but just keeping going steadily. Meanwhile Brabham was closing up on Stewart and got right on his tail as the race approached two-thirds distance, but out of two of the hairpins Stewart pulled away as Brabham was broadsiding on opposite-lock. This was just enough for Stewart to maintain his lead and at the height of this brief battle he recorded his fastest lap, on lap 60, Brabham having made his fastest on lap 19. Although Stewart was fighting hard it looked inevitable for Brabham to take the lead, but how and where was another matter for Stewart was not giving in this time. The battle resolved itself when Brabham's Cosworth engine went bang and that was that, he coasted into the pits and his mechanics did not even bother to look at it.

It was now all over, McLaren was in second place, Andretti third, Hill fourth, Surtees fifth (but not for much longer) and Servoz-Gavin sixth. Stewart had a full lap lead on the second man and he reeled off the remaining laps at his leisure, bringing the Tyrrell March home to its first World Championship Grand Prix victory in only its third race, while two victories and a third place speak wonders for the Tyrrell team organisation and preparation by the mechanics, compared with other teams, and on top of victory their second car finished as well, albeit in last place.

Never has a Grand Prix been so fraught with wrangles and complaints, a disease that used to affect sports-car racing, when Grand Prix racing was good clean sport. Since the introduction of big-business interests and the formation of this Association and that Association, with busy little "shop stewards", Grand Prix racing has gone to the dogs. Let us hope it does not sink any lower, or Formula Ford will be the blue-eyed sport.—D. S. J.

Results on page 452

AMERICAN COMMENT

FOLLOWING Bobby Isaac's victory in a Dodge in the final race of the 1969 season and Pete Hamilton's victory at the Daytona 500 in a Plymouth, Chrysler's resurgence in NASCAR's major Grand National stock car races has continued with further wins by Richard Petty in a Plymouth at the Carolina 500 at Rockingham, NC, by Bobby Allison in a Dodge in the Atalanta 500 and by Hamilton again in a Plymouth at the Alabama 500. Ford, in fact, have scored only one major victory this year—when A. J. Foyt won the Motor Trend 500 on the Riverside road circuit—and following the massive cutback in their racing budget it is obvious that this year they will not achieve the virtually complete domination of NASCAR's major races that they did last year—when they won all but two of the 17 races over 300 miles. Quite apart from the large reduction in their racing budget, Ford is handicapped by the fact that their 1970 model cars proved to be far less aerodynamic than their 1969 models and they are therefore racing with the older models. Dodge's 1970 winged Daytonas are little changed from their 1969 models, but Plymouth's Superbird is an improved and even faster version of the Daytona. Ford's most successful driver this year has been Cale Yarborough, whose Mercury finished second to Petty in the Carolina 500 and was very unlucky not to win the Atlanta 500. In the latter race Yarborough was leading by one lap with only 10 laps to go when he made a quick insurance stop for a few gallons of fuel. As he was leaving the pits a NASCAR official held up one finger as a signal that he was still leading, but Yarborough misinterpreted the signal to mean that he had committed an infraction and was to return to the pits the next time around. He did, and this extra stop cost him the race—by half a second!

* * *

Running special tests conducted by Chrysler Corp., Buddy Baker, in a winged Dodge Daytona, roared through three laps at 200.096 m.p.h., then 200.330 m.p.h. and finally 200.447 m.p.h. to establish world closed course speed record at the high-banked, 2.66-mile Alabama International Speedway. The Daytona was prepared by Chrysler engineers, not by Baker's usual car owner and chief mechanic, Cotton Owens, but it was in all respects a legal NASCAR stock car powered by a 7-litre Chrysler Hemi engine similar to that used by all other Chrysler competitors. This engine, which has been in production (and on sale to the public) for more than four years, produces over 600 h.p. when all the production parts have been carefully matched and tweaked by a good NASCAR mechanic. Power of this magnitude is obviously necessary to propel a 3,900-lb. car over 200 m.p.h., but the achievement of the 200 m.p.h. mark really lies in a combination of factors: the engine, the very slippery and aerodynamic shape of the car itself, the steady improvement in tyres, and the fact that the angle of the banking and the radii of the turns at Alabama International Speedway were specifically designed to enable cars of this size and weight to achieve speeds of this magnitude. Baker gave much of the credit for the record run to the aerodynamics of the car, which has a sharp, shark-shaped, 18-in. extension to the nose, an under-nose spoiler to prevent too much air getting under the body, and a car-wide wing mounted on fins above the boot. "I could not believe the car was handling so well," Baker said. "It stuck to the track beautifully and I ran around the inside grove the first two laps. The car did not feel like it was airborne but was unusually stable, not bouncing around as most do." Baker's 200.447 m.p.h. record run broke the previous mark of 199.466 m.p.h. established by Charlie Glotzbach, also in a Dodge Daytona, shortly after the Alabama track opened last year. It is a record that may stand for some time because in all future races Grand National cars will run with the window glass removed (as a safety measure), which will obviously increase the drag, and next year the maximum engine size for Grand National cars will be reduced from 7-litres to 6-litres.

USAC's 23-race Championship Trail opened last month with a

Continued on facing page

150-lap race over the 1-mile oval at Phoenix, Arizona, and resulted in a family victory for the Unser brothers, younger brother Al, driving a turbo-Ford-powered Colt (a modified Lola), winning by 28 seconds from Bobby, who was at the wheel of a turbo-Ford-powered Eagle. Lloyd Ruby in a turbo-Offenhauser-powered Laycock, A. J. Foyt in a turbo-Ford Coyote and Mike Mosley in a turbo-Offenhauser Watson finished in that order, one lap behind the Unsers, with Jim McElreath sixth in a turbo-Offenhauser Gerhardt. Mario Andretti, who had won the pole position with a lap of 28.00 sec. (128.556 m.p.h.), soon dropped back, and later retired, with valve trouble in his turbo-Ford-powered Hawk, and Al Unser, who had qualified second fastest only 13/100 of a second behind Andretti, was never seriously challenged after he took the lead on the 14th lap. Although it was the first race of the year, it gave little indication of the prospects for the season because, as usually happens, most teams do not bring out their new cars until practice for the Indianapolis 500 starts in May. The winner's Colt, for example, which is owned by Parnelli Jones and prepared by chief mechanic George Bignotti, is basically a modified version of the four-wheel-drive Lola that the Jones team ran last year (although this year, of course, 4-w-d has been banned). Bignotti is building two new Colts for Indianapolis and, although they incorporate many of his own ideas, he does admit to calling them Colt LTDs—for Lola-type designs.

The second USAC Championship race was run over 60 laps of the 2.5-mile Sears Point International Raceway and Dan Gurney, who was the most successful driver in USAC road races last year, again proved his mastery of road circuits by scoring a thrilling victory over Andretti. Mark Donohue, driving Roger Penske's Lola-Chevrolet, won the pole position in 1 min. 36.34 sec. (93.384 m.p.h. and a circuit qualifying record), which was over a second faster than Andretti's 1 min. 37.70 sec. in his Hawk-Ford, but Donohue's engine ingested some foreign matter late in practice and he retired after only one lap of the race. Andretti, too, was in trouble, having lost his clutch late in practice, and he ran the entire race with it out of action. Gurney, whose Eagle was powered by a stock block, 5.25-litre Gurney-Eagle-Ford compared with the 4.2-litre d.h.o.c. Ford in Andretti's car, qualified third fastest at 1 min. 37.76 sec., with Al Unser's Colt-Ford fourth at 1 min. 37.89 sec. and John Cannon's Vollstedt-Chevrolet fifth at 1 min. 38.21 sec. With Donohue crippled from the start, Gurney soon passed Unser and the clutchless Andretti and quickly opened up a comfortable margin. Behind him, though, Cannon seized the opportunity to show the potential of the stock block Chevrolet engine and for half the race he fought a tremendous duel with Andretti for second place. He was actually in second, and chasing Gurney, when he was forced to retire with vapour lock problems brought on by several very slow laps behind the pace car, which had been sent out to control the field during a caution period. Before he retired, though, Cannon, who won the Continental Championship race at Sears last year, pressed Gurney to a new lap record of 1 min. 37.0 sec. (92.523 m.p.h.). The slow laps behind the pace car also wiped out Gurney's lead and in the more slippery conditions prevailing in the second half of the race he had Andretti hounding him all the way to the chequered flag, which he reached just 1.5 sec. in front. Al Unser's Colt-Ford was third, 5.5 sec. behind Andretti, with Gordon Johncock's Eagle-Ford the only other car on the same lap as the winner. Johnny Rutherford's Eagle-Ford and Dick Simon's Vollstedt-Chevrolet were fifth and sixth, two laps down. There is just one more Championship race, at Trenton, NJ, before the USAC contingent settles into Gasoline Alley at Indianapolis to begin their month-long preparations for the 54th annual 500-mile race on May 30th.—D. G.

Results :

ATLANTA 500—NASCAR Grand National Championship

500 miles over 328 laps of 1.522-mile Atlanta International Speedway

1st	B. Allison (1969 Dodge)	328 laps—139.544 m.p.h
2nd	C. Yarborough (1969 Mercury)	0.5 sec. behind
3rd	P. Hamilton (1970 Plymouth)	326 laps
4th	L. R. Yarbrough (1969 Ford)	325 laps
5th	R. Petty (1970 Plymouth)	321 laps
6th	J. Hylton (1969 Ford)	320 laps

Fastest qualifier : C. Yarborough, 34.269 sec.—159.929 m.p.h.

You won't see it on Tom's car. Or Dick's. Or Harry's.

We really wish we could make our SP Sport tyre in larger numbers.

But we can't.

It is a very specialised tyre, embodying just about everything we know about high-performance motoring. Including some very sophisticated water-shedding devices called Aquajets.

We built it with loving care, checking it for precision at every turn, because it needs to be perfectly suited to the needs of finely-tuned, high-powered cars.

There is no way that we can do this on a mass-production basis. We have to keep it to limited runs.

So sometimes you may find our SP Sport tyre a little hard to get. And when you've got it, you're entitled to boast a little.

It's made for the privileged few.

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The number of ribs and centre channels in the tread pattern of the SP Sport vary according to tyre size.

NOTES ON THE CARS AT JARAMA

THE 1970 season of GP racing continues to be full of mechanical interest, and brightest star on the scene is undoubtedly the Lotus 72, two of which made their *debut* in Spain. The Lotus 72 is entirely new and also breaks new ground in current Grand Prix car design, at a time when a design-doldrum was perilously near. It is the result of knowledge gained from the Lotus 49, the Indianapolis cars and the 4-w-d Lotus 63, along with a lot of radical new thinking by Colin Chapman and his chief designer Maurice Phillipe. Fundamentally the car comprises a monocoque aluminium cockpit section, with the Cosworth V8 and Hewland gearbox forming the rear of the car, but there the similarity to any other GP car ends. The cooling of the engine is done by two radiators, one on each side of the cockpit rear-bulkhead, with 6-in. long water pipes from the front of the engine to the radiators, thus doing away with the many yards of piping and water that are normally employed when using a radiator in the nose. The two radiators are in ducts that catch the air flow along the cockpit sides, a system employed on many Group 5 Sports cars and Group 6 Prototypes, where the all-enveloping bodies encourage this layout. By reason of this radiator positioning the nose of the car is formed in an accentuated chisel shape, as on the Indianapolis turbine Lotus cars, and apart from giving the driver a much better view forwards it also means he does not have to sit in the flow of hot air from the radiator, nor suffer the heat of hot water pipes on each side of the cockpit. This is particularly advantageous to Rindt, who suffers badly from cockpit heat and breathing hot air. On top of all this the body shape of the 72 follows certain aerodynamic theories of increasing cross-sectional area towards the centre of the length. Suspension front and rear breaks entirely new ground in today's GP racing, for coil-springs have been discarded and in their place torsion bars are used, these being of the compound type with a solid bar inside a thin-wall tube, the bar and tube being splined together at one end and free at the other end. The free end of the bar is splined to a link mechanism joined to the wheel supporting wishbones and the free end of the torsion tube is splined to a short lever anchored to the car, this lever having a screw adjustment for setting the suspension level. As the road wheel rises the link mechanism twists the torsion bar, which in turn twists the torsion tube, the load being absorbed in the anchor point on the small framework around the engine bell-housing that carries the rear suspension, and on the bulkhead at the front end, the fore and aft systems being similar. The advantages of the compound torsion bar and tube are that it halves the required length of a single bar, and all the loads are fed into the car at a single point, rather than applying a twist along the car. This compound system was used on the 1938 Vanwall Ten, on the independent front suspension on the Dubonnet system. Torsion bars give different springing characteristics to coil-springs, which Lotus feel are more desirable with their new thinking on suspension geometry, which employs anti-dive characteristics under heavy braking, as on the Jaguar XJ6, and anti-squat characteristics at the rear under violent acceleration, all this aiming for a flat and level ride which will not affect wheel camber angles under suspension movement, and thus upset tyre characteristics. The front suspension, which is of the double wishbone type, is mounted on a light framework of square-section tubing attached to the front of the monocoque and a light tubular link mechanism runs inwards from the top wishbone to the torsion-bar linkage, the bars themselves projecting rearwards into the monocoque, among the petrol tanks and more or less parallel with the driver's legs. At the rear the hub carriers are supported on an upper wishbone, with its apex on a pivot on the bell-housing cross-member, with a single forward-facing radius rod. At the bottom there are very wide-base wishbones, the base pivoted on a framework on each side of the gearbox, with the apex on a ball-joint on the hub carrier. A link from the top wishbone runs down to the torsion-bar linkage, the bar on each side sticking out the back under the exhaust pipes.

Taking a leaf from the 4-w-d Lotus, all four brakes are mounted inboard, to save great lumps of unsprung weight, and have the rear calipers mounted on the gearbox. At the front the discs are carried on cast magnesium carrier plates on each side of the footwell in the nose of the monocoque, with the calipers hung underneath, and tubular shafts, similar to those at the rear, join the discs to the hubs. Ducts in the tapering nose scoop air on to the brakes and it is then centrifuged out of slots in the body above the discs. Battery, fire-extinguisher and brake and clutch fluid reservoirs are concealed in the nose of the car, which has no opening in its leading edge. Another Lotus innovation is the triple-bladed rear aerofoil, the lower one being attached to the car while the upper two are adjustable and exert their downthrust through the magnesium side-plates joining them to the lower blade. A major problem arose in testing in Spain when the front brakes overheated and melted the Tufnol distance-pieces between the discs and the inner universals on the front shafts. Replacing the very light solid brake discs by heavier ventilated ones cured this problem, by lowering the overall temperature, and metal distance pieces replaced the Tufnol.

Another brand new car was the McLaren-Alfa Romeo, built for de Adamich by McLaren Racing, this using a 1969 M7A monocoque, with the 3-litre V8 Alfa Romeo engine joined to a Hewland gearbox acting as the stressed rear part of the car, the suspension layout being as on the Cosworth-powered M7A cars. The four-overhead-camshaft Alfa Romeo engine is as used in the Group 6 Tipo 33-3, and fits very neatly into the layout, taking up no more space than a Cosworth V8. The exhaust system from each bank of cylinders runs under the suspension and ends in a megaphone, and an alternator is driven off the back of the Hewland gearbox, while Lucas fuel injection is used, mounted in the centre of the vee. The car is designated M7D/1.

Other new cars, rather than new designs, were a third Type 153 BRM, for Eaton, to replace the Type 139 he has been using, his car retaining BRM green with gold nose fins and rear aerofoil, and two new March 701 cars. The Tyrrell team had their third car, 701/6, and the STP-March had a third car, number 701/7. This last car was built of 20 s.w.g. aluminium, instead of the standard 18 s.w.g., a saving of 20 lb. on the monocoque, and was designed with revised rear suspension. In order to reduce unsprung weight at the rear the brakes are mounted inboard, on special Hewland side-plates for the gearbox, as on the McLaren M14A, and this has entailed the use of a parallelogram tubular bottom suspension member, to clear the disc at the mounting points. The geometry of the suspension has been altered to try and overcome the rather twitchy rear-end steering of the first layout. The other STP-March team cars, 701/1 and 701/5, were also modified to this new rear end, as were the new Tyrrell car, 701/6, and the Stewart car 701/2, while 701/4 was left with the old layout. All the new rear ends use standard universally-joined, sliding ball-splined drive-shafts with no rubber "doughtnut" drive joint. The STP-Oil Treatment Special, or 701/3 driven by Andretti, retained the old suspension and brake layout, but used a new type of American drive shaft with enclosed universal joints and no "doughnut". The Tyrrell cars had modified nose fins which were adjustable, in direct opposition to the standard March arrangement of fixed fins and adjustable trim tabs.

The remaining cars in the entry list were those seen in South Africa, the De Tomaso having undergone some revision to its suspension geometry, with a wider rear track, the two BRM team cars having undergone the Yardley perfume treatment, as seen on Oliver's car at Brands Hatch, the 12-cylinder Matras being the same pair, as were the two Ferrari 312B models that Ickx had the use of. McLaren had to build another M14A after his Brands Hatch accident, though Hulme kept his same car, and Brabham and Stommelen had the two works BT33 cars. Soler-Roig was loaned the works Lotus 49B/R10 and R6 was a spare, which Miles used in practice while his 72 was being modified. The second Lotus 72 should have gone to Rob Walker for Hill to drive, but the factory did not consider it ready for release to a private team, so used it themselves. The STP-March team were using the new lightweight car as an experimental spare car for Amon to drive, and Tyrrell let Servoz-Gavin bed-in his new car, keeping 701/4 as a spare for Stewart.—D. S. J.

THE GRAND PRIX OF SPAIN

Results :

XVI SPANISH GRAND PRIX—Formula One—90 laps—306.388 km.—Very hot

1st : J. Stewart (March 701/2) .. .. 2 hr. 10 min. 58.2 sec.—140.362 k.p.h.
2nd : B. McLaren (McLaren M14A/1) .. 1 lap behind
3rd : M. Andretti (March 701/3) .. .. 1 lap behind
4th : G. Hill (Lotus 49C/R7) .. .. .. 1 lap behind
5th : J. Servoz-Gavin (March 701/6) .. 2 laps behind

Fastest lap : J. Brabham (Brabham BT33/2) on lap 19, in 1 min. 24.3 sec.—145.381 k.p.h. (*new record*).

Retirements : J. Oliver (BRM 153/01) on lap 1, accident; J. Ickx (Ferrari 002) on lap 1, accident; P. Rodriguez (BRM 153/02), 4 laps, withdrawn; J. Rindt (Lotus 72/1), 9 laps, ignition; C. Amon (March 701/1), 10 laps, engine; D. Hulme (McLaren M14A/2), 10 laps, distributor; J-P. Beltoise (Matra-Simca MS 120/01), 31 laps, engine; H. Pescarolo (Matra-Simca MS120/02), 33 laps, engine; R. Stommelen (Brabham BT33/1), 43 laps, engine; J. Brabham (Brabham BT33/2), 61 laps, engine; J. Surtees (McLaren M7C/1), 76 laps, gearbox.

16 *starters* — 5 *finishers*

FORMULA TWO REVIEW

ANOTHER Formula Two season, three races in as many weeks, but *mutatis mutandis* the man to beat is still Jochen Rindt. The Austrian led the 46-lap final at Thruxton on Easter Monday to give the latest Lotus 69 its first victory, followed it up with another victory at Pau on the following Sunday and a week later he was in the lead (albeit briefly) before being pushed off the Hockenheim circuit on the first lap.

The Thruxton win, Rindt's third in a row at this now traditional British Easter venue, was accomplished in the all-conquering style to which we have become accustomed from the Austrian. At Pau, however, there was a thorn in Rindt's flesh in the form of none other than Jack Brabham. The thrice World Champion, invited to take Stewart's place in John Coombs' new Brabham which Stewart had used in unavailing chase of Rindt at Thruxton, was fitted with Goodyear tyres (as seen on the latest Formula One Matra) in place of Stewart's Dunlops and went straight into the lead while Rindt made a poor start. The stage was set for perhaps this year's most interesting confrontation and certainly Rindt fairly flung the Lotus around to make up the lost ground on Brabham. Pau, a true round-the-houses venue where Formula Two cars are at their best, is not the easiest of places for overtaking, while the Goodyear-shod Brabham proved unusually wide. Sadly, there was no moment of truth, because Brabham's fuel-metering unit belt broke on the 21st lap and the race was handed to Rindt. He said afterwards that he had been waiting to pass; observers who saw the angles at which the Lotus was being thrown round might have disagreed.

The arrival at Hockenheim the following week of the Jochen Rindt Racing Ltd. truck (and of Rindt himself) was something of a surprise, especially when it was discovered that certain promised safety alterations, among them the erection of *chicanes* to slow down the cars on the very long straights, had not even been started.

Rindt's last appearance here, in 1968, provided him with a win, but he firmly refused to return in 1969, saying that the slipstreaming type of racing, involving large bunches of cars with drivers of very mixed ability at high speed, was too risky.

Before race day there were grumbles of a similar tenor from many of the newcomers to Hockenheim, and on the first lap of the two-part race the incident which many had forecast took place. Mercifully, the cars had slowed down to 80 m.p.h. or so, or were in the process of doing so, as they prepared to enter the slow speed bends inside the packed stadium section of the track, when there was a collision. The culprit was undoubtedly the Argentinian Formula Two Champion Carlos Reutemann, having his first-ever race in Europe. Having succeeded in outbraking half a dozen cars, Reutemann's new Brabham pushed Rindt's Lotus out of the lead and caused a couple of damaging accidents behind. Nobody was hurt but three cars were out of the race and Rindt elected to make a couple of stops to rectify minor damage.

Reutemann, ironically, was able to continue after only a short delay and catch up with the leading bunch. In the second heat he made a determined bid for the lead and on occasion got in front of the pack, but on the last lap he again made himself decidedly unpopular by spinning (again on one of the slow corners), causing more damage and forcing one well-placed car out of the race. When the results of the two parts were put together it was found that the experienced Swiss Clay Regazzoni (Tecno) and Japanese newcomer Tetsu Ikuzawa, both of whom had won one of the heats, were first and second, only 0.1 sec. apart. It was Regazzoni's first win after three years in the formula, while Ikuzawa had previously been unimpressive in the Thruxton and Pau events.

The success of the Tecno at Hockenheim proves that this space-frame design, which has been little altered since it first raced in 1968, is sound if not advanced. Regazzoni was well up in the group which battled over third place at Thruxton before being eliminated by a spin, and he again crashed while fighting his way into second place behind Rindt at Pau after an earlier indiscretion.

Without Brabham cars, Formula Two racing would be in a sorry plight, and although customers had to wait for their 1970 cars almost until the last minute, because of the short supply of the necessary "bag" fuel tanks, the slightly revised version of the 1969 BT30 proved to be well sorted out. No fewer than 15 of these distinctively-shaped cars were delivered for Thruxton and Bell drove his orange Wheatcroft Racing-entered BT30 into third place to take maximum points in the European Trophy for non-graded drivers. At Pau (a non-championship round), he finished fourth with gear and clutch trouble, but scored more points by finishing third at Hockenheim. He and Regazzoni, both former members of the Ferrari F2 team, now lead the Championship score after two rounds with 13 and 11 points respectively.

Although there is no official Brabham Formula Two team, two Formula Three "finds" of last year, Tim Schenken and François Mazet, have been teamed together by Manchester garage owner Rodney Bloor in works "blessed" cars. At Thruxton they both ran into footling difficulties, while at Hockenheim their brand-new engines both failed, but at Pau Schenken was promising and finished third after being delayed by Regazzoni's second-lap spin. But for this setback the Australian might well have been racing with Pescarolo, who took a good second place in yet another new BT30, Bob Gerard Racing's new car which was driven by Peter Gaydon at Thruxton and Hockenheim.

For March Engineering's Formula Two team, run in its first year by Malcolm Guthrie Racing, the season has started badly. The cars were ill-prepared for racing at Thruxton, but both finished, albeit with their glassfibre noses disintegrating. Chris Amon found the handling of the car alarming at Thruxton, but by the time it got to Hockenheim (where Ronnie Peterson drove it) the suspension was being sorted out. The bulky side fuel tank containers are thought to be a handicap on top speed, but nothing conclusive could be decided there because Peterson was enmeshed in the first-lap accident.

The BMW team arrived with four cars, two of them driven by Jo Siffert and Jackie Ickx, at Thruxton. Ickx was late starting the final but moved up the field into sixth place at the end, while Siffert retired with fuel injection trouble. Very few modifications have been carried out since 1969, but at least the cars are finishing races, for in their second race of the year (Hockenheim) Hahne finished a close third in one heat.

In spite of the excellent Brabham/Goodyear performance at Pau, every entrant except Stewart and BMW has put his faith in Firestone tyres this year. The development of a small Firestone tyre especially for high-speed circuits has resulted in a significant reduction in lap times at Hockenheim, where Rindt lapped faster in practice even than the best 5-litre sports car record. Advances in engines are not so great, for the latest Cosworth FVA differs little from the 235 b.h.p. 1969 version, yet still proved to be slightly faster in a straight line than the latest BMW at Hockenheim.

In spite of Cosworth and Firestone domination the 1970 Formula Two season has started promisingly. Nevertheless, it will take a good man indeed to topple Rindt from his throne, although there are those who hope that Brabham will have another opportunity.—M. G. D.

Results :

March 30th, 1970.

W. D. & H. O. WILLS TROPHY—Formula Two—Thruxton—Final—46 laps 108 miles—Dry and sunny

1st : J. Rindt (Lotus 69-Cosworth FVA) .. .. 57 min. 41.0 sec.—181.42 k.p.h.
2nd: J. Stewart (Brabham BT30-Cosworth FVA).. 57 min. 53.4 sec.
3rd: D. Bell (Brabham BT30-Cosworth FVA) .. .. 45 laps
4th : R. Widdows (Brabham BT30-Cosworth FVA) .. 45 laps
5th : A. Walker (Brabham BT23C-Cosworth FVA) .. 45 laps
6th : J. Ickx (BMW 270) .. .. 44 laps

Fastest lap : J. Rindt (Lotus 69), 1 min. 14.0 sec. (184.46 k.p.h.) *(equals existing circuit record).*

28 *starters* — 17 *finishers*

April 5th, 1970.

30th GRAND PRIX DE PAU—Formula Two—Pau—70 laps—193.2 kms. Dry but overcast

1st : J. Rindt (Lotus 69-Cosworth FVA) .. 1 hr. 33 min. 37.6 sec.—123.8 k.p.h.
2nd: H. Pescarolo (Brabham BT30-Cosworth FVA) .. .. 1 hr. 34 min. 21.7 sec.
3rd : T. Schenken (Brabham BT30-Cosworth FVA) .. .. 1 hr. 34 min. 55.8 sec.
4th : D. Bell (Brabham BT30-Cosworth FVA) .. 69 laps
5th : F. Mazet (Brabham BT30-Cosworth FVA) .. 69 laps
6th : F. Cevert (Tecno-Cosworth FVA) .. .. 68 laps

Fastest lap : J. Rindt (Lotus 69), 1 min. 19.5 sec. (77.64 m.p.h.).

14 *starters* — 9 *finishers*

April 12th, 1970.

2nd JIM CLARK GEDACHTNIS-RENNEN—Formula Two—Hockenheim Two 20-lap heats—270.72 kilometres—Dry

1st : G. Regazzoni (Tecno-Cosworth FVA) 3 pts. (2 + 1), 1 hr. 22 min. 01.3 sec.—198.1 k.p.h.
2nd: T. Ikuzawa (Lotus 69-Cosworth FVA) 3 pts. (1 + 2), 1 hr. 22 min. 01.4 sec.
3rd: D. Bell (Brabham BT30-Cosworth FVA) 7 pts. (3 + 4), 1 hr. 22 min. 03.1 sec
4th : H. Hahne (BMW 269) .. .. .. 10 pts. (7 + 3), 1 hr. 22 min. 16.2 sec.
5th : E. Fittipaldi (Lotus 69-Cosworth FVA) 11 pts. (6 + 5), 1 hr. 22 min. 17.4 sec.
6th : R. Stommelen (March 702-Cosworth FVA) .. .. 12 pts. (5 + 7), 1 hr. 22 min. 16.9 sec.

Fastest lap : D. Quester (BMW 269), 1 min. 58.7 sec. (205.3 k.p.h.).

23 *starters (two heats)* — 11 *classified*

EAST AFRICAN SAFARI

FINISHERS

1st	E. Herrmann/H. Schuller (Datsun 1600SSS)	395
2nd	Joginder S./K. Ranyard (Datsun 1600SSS)	446
3rd	B. Shankland/C. Rothwell (Peugeot 504 Inj.)	489
4th	J. Din/A. Mughal (Datsun 1600SSS)	509
5th	L. Robinson/Miss C. Michaelides (Volvo 122S)	670
6th	K. Mandeville/S. Allinson (Triumph 2.5 PI)	670
7th	M. Kirkland/J. Rose (Datsun 1600SSS)	698
8th	R. Harris/P. Austin (Peugeot 504 Inj.)	762
9th	A. Esposito/R. Randall (Alfa Romeo Giulia)	810
10th	N. Nowicki/P. Cliff (Peugeot 504 Inj.)	866
11th	P. Shah/T. Singh (Datsun 1600SSS)	905
12th	A. Kuner/H. Suleman (Datsun 1600SSS)	919
13th	Davinder S./S. Dhanji (Saab 96)	946
14th	Z. Remtulla/N. Jivani (Peugeot 404)	946
15th	S. Hangit/S. Manmohan/S. Mangat (Peugeot 404)	955
16th	J. Allen/P. Hechle (Peugeot 504 Inj.)	966
17th	R. Barbour/M. Doughty (Peugeot 504)	968
18th	K. Kalsi/R. Chagga (Datsun 1600SSS)	1,031
19th	P. Shah/A. Patel (Toyota Corolla)	1,317

Team Prize: Datsun.

91 *starters* 19 *finishers.*

IT WAS never really doubted that one day a Datsun would win the East African Safari Rally. For several years the Japanese team has put all its efforts into this tough event, only tackling the odd European rally when available time happened to coincide with the inclination.

During those years Datsuns have proved to be strong and reliable, qualities which are vital on the Safari, but not quite fast enough yet to be a serious threat to the more powerful machinery currently rallying in Europe. Last year they were able to win the Manufacturers' Team Prize in Britain's RAC Rally and they have done this in the past in Africa.

Rallying in Africa is fast, rough and highly unpredictable. It is not possible for the organisers to fix a route and stick to it no matter what happens. A hot, sunny morning can give way to an afternoon of torrential thunderstorms which, at best, can turn a dirt road into a ribbon of sticky mud or, at worst, can wash it away altogether.

For this reason the organisers have to keep pre-surveyed alternative routes ready to be used at short notice and they have to take the precaution of phrasing their regulations in such a way that maximum permitted lateness can be extended at any time. Lateness is always penalised, of course, but there is always a maximum time beyond which the penalty of exclusion is applied. In Europe, this maximum is frequently 30 minutes, but on the Safari it can be as high as 14 hours. This year it went up to 16½ hours at one stage. These variables introduced by the organisers to combat natural hazards have given rise to a feeling that the Safari is no more than a game of chance. This is certainly not the case. It is a difficult, strenuous rally which only the strongest survive.

For the first time, the Safari was this year a qualifying event in the International Rally Championship for Constructors. As such it should have attracted a fair proportion of the European rally circus, but some of them had their sights on the World Cup Rally and the kudos of possible success on the long road to Mexico. Consequently the only European teams to take part in the 1970 Safari were Lancia and Ford of Germany, with a lone works Porsche entered privately by Sobieslaw Zasada.

There was a strong team of Datsuns, four 1600SSS saloons being driven by local men. A fifth had been entered for a Japanese crew, but one of them was sadly killed in practice and no other crew was nominated. It was this accident which caused the Japanese to end their team's practice sorties before some of the crews had completed their notes. During the rally this manifested itself when Simonian and Neylan, using their 1969 notes on a section which they had not covered during reconnaissance, encountered a bridge which had been changed since their notes were made. They crashed through the parapet and rolled into the almost-dry river bed below. Even though the Datsun was badly damaged, the engine having jumped right out of its mountings, they were able to retrieve the car and continue, only to retire a thousand miles later when oil was lost through a filter casing which unscrewed itself.

The Lancias had a very unhappy rally. In the first 100 miles Lampinen and Davenport collided at very high speed with a non-competing car and almost demolished their car. There are no special stages on the Safari; consequently none of the roads are really closed to other traffic, although the organisers do recommend that spectators, service crews and others keep away from certain difficult sections.

Soon after Lampinen retired, Kallstrom and Haggbom also dropped out when oil was lost through a cracked sump. At the same time Munari and Drews clocked in too early at some time controls and the penalty of exclusion was later applied. Maximum earliness was 30 minutes, and it was possible to be in advance of this on some of the few easy sections. Rather than wait outside the controls until their time came up, they chose to go straight in. Later there were protests and appeals, and the car was allowed to continue pending the result of an appeal by the Lancia people. Munari put up some good times, showing that local knowledge is not all that is needed on the Safari, but their Lancia later crashed, Drews sustaining facial injuries and Munari contracting bronchitis after walking around in the rain.

The Ford team fared no better. Their Capris were fitted with 2.3-litre V6 engines, Kugelfischer fuel injection and lightweight bodies. The result was a team of powerful cars indeed, shown by the lead taken by Aaltonen and Huth in the early stages. But a broken oil pipe delayed their car and, though it was repaired, the damage had been done and they were later forced to retire when the main bearings ran. There was an amusing interlude when officials found that a passage control stamp was missing from Aaltonen's time card. In the heat of the moment a control officer had banged his rubber stamp against the door of the car instead of the card, making the imprint on the white figure "3". The imprint remained, and careful use of adhesive tape and a sharp knife later transferred the mark to the time card, to the amused satisfaction of the organisers.

Last year's winners, Robin Hillyar and Jock Aird, were also driving a works Capri, but they had a succession of troubles, including a broken rear spring, a broken valve and a broken cam follower. Their engine needed frequent attention, but it was the ingress of mud into the clutch housing which later caused their retirement. The mud cooked hard and prevented the clutch plates meeting. It was thought that the gearbox had failed and it was not until after this unit had been removed that the presence of mud was discovered. Their teammates, Glemser and Kaiser, retired when the forward coupling of their propeller shaft broke, and then the gearbox.

Zasada's Porsche, although not a particularly good car for the mud, was making dramatic headway on the dry roads and the two Poles were pulling out a commanding lead. The weather had been varied, and it could be said that the 1970 Safari was both wet and dry. Half of it was akin to European special stages and the other half was through characteristic African mud and various degrees of flood. But midway through the second leg the Porsche succumbed to the pounding, losing its oil through a cracked sump. This let the Datsuns of Herrmann/Schuller and Joginder/Ranyard into the leading positions which they maintained to the end.

Peugeots have always been reliable cars in Africa and they have won the Safari several times, in recent years with the 404. This year the East African distributors (with little or no help from the factory, I may add) were using 504 saloons with Kugelfischer fuel injection. These cars were all but standard, there being no formidable list of homologated competition parts to help in their preparation—a direct contrast with the enormous choice open to the Ford team.

A late entrant among the Peugeot team was the 504 driven by Shankland and Rothwell, winners in 1966 and 1967. These two live in Tanzania and it was not until long after the draw for starting positions had taken place that the Tanzanian government lifted its ban on residents taking part in the Safari. You will remember that last year there was a showdown when both Tanzania and Uganda wanted a share of the publicity which Kenya gets by having the start and finish in Nairobi, Tanzania banning the rally from its territory and its residents from taking part.

The situation continued into this year, when it was resolved by starting and finishing the rally at Kampala, Uganda's capital. Administrative headquarters were retained at Nairobi, at least for the first part of the rally, but the duplication of control caused many problems for the organisers, some of them coming to a head when local pressmen complained that the information service was inadequate. Personally, I found it completely adequate; far superior, in fact, to any which can be found in Europe. MOTOR SPORT likes to supplement official information by first-hand facts from competitors and mechanics, whereas reporters of the non-motoring press seem to prefer remaining in the information room waiting for facts to be fed to them.

Continued on page 460

"...knew I'd lost Henry for hours, the moment I saw the other Alfa. He'd be in a corner talking cars..."



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Continental Notes

THINGS SEEM to be happening in France in a rather fast and furious fashion and on all manner of fronts. It would seem that 1970 may well go down in the history books as a turning point in French sporting motoring. The French Grand Prix was to have been held on the rather flat, dull aerodrome circuit at Albi, but that idea has been dropped. While the circuit is pathetic, especially for a Grand Prix, the town of Albi and that part of France are very pleasant, but it seems that the proposed organisers were a bit optimistic and under-estimated the cost of putting on the French GP. There was no money coming from the local council so the claim to the Grand Prix has been dropped and it looks as if Clermont-Ferrand will take over and run the race, as last year, when it proved very popular with most people, especially the spectators for Matra were first and second.

In the north of France the road circuits of Reims and Rouen are both having difficulties with local governments over the question of closing the public roads for motor racing. The general rise of "the people" all over the world is gradually ruining all those things the minority enjoy. At Reims the opposition is to closing the main Reims-Soisson road, so if racing is to continue in the district of the Marne a new road will have to be built to cut out the long Thillois straight. Rouen have similar trouble, for the very fast back leg of the circuit uses the main road south out of Rouen. Meanwhile, way down in the South of France a new permanent circuit has been opened, between Marseilles and Toulon just off the N8. This is the Paul Ricard Circuit, financed by the Ricard group of aperitifs manufacturers, and the intention is to utilise this new circuit continuously for all forms of racing, running it as a commercial enterprise. This is in direct contrast to the way motor racing has been run in France since 1895, for circuits such as Reims, Rouen, Albi, Clermont-Ferrand, Pau, Le Mans and all the others that have long since disappeared, have been used only once a year, occasionally twice a year, but not every weekend. Because of this utilisation in limited amounts it has been possible to get away with closing public roads, but no one would have put up with it every month. As it is becoming more and more difficult to keep real road-racing alive, the French are becoming more interested in permanent tracks on private ground, as we have had to do in England since 1925, and, of course, they are finding that the financial outlay involved means that the circuit must be kept in use at all times, to try and pay for itself. At present there is plenty of enthusiasm for racing among the French and they have all sorts of club-type classes as we do in England. They may find, as England has found but won't admit, that racing *en masse* is all very well but it does encourage some pretty mediocre standards. The Paul Ricard circuit has a length of 5.8 kilometres, with one very long straight and a winding, twisty leg with complicated 180-degree turns at each end. The whole affair is pretty vast and includes a landing strip and flying school. With smaller races already being held this year the organisation have their eye on the French Grand Prix for 1971.

Unusual in the Le Mans entry this year is the absence of any Renault Alpines, for the Regie-Renault have told Alpine that there will be no more racing, and all the little sleek blue coupés have been put away in a store-room. Production Alpine cars are continuing, and Alpines are still active in rallies, but the 3-litre V8 Prototypes will not be seen. This looks as though Matra have won the day in France, which is good for them, but hard on the Alpine people who were always very keen and tried very hard, but with little success. Although the little four-cylinder Renault-based Alpine engines were good, the 3-litre V8 was never powerful enough and now Renault have decided to pull out rather than go on suffering defeat. It means that poor old Amedee Gordini just could not produce the horsepower to combat the more modern engine designers. The 3-litre V8 Alpine-Renault engine was a nice unit, but very dated rather like the Aston Martin V8, which is good vintage-style engineering but not in the same class as Ferrari, Porsche, Cosworth or Matra, whose racing activities are keeping them well advanced on power-producing techniques.

Just as Le Mans is introducing an innovation in the 1970 race by doing away with the traditional driver-running-across-the-road circus act, and substituting the new arrangement of driver-in-car and co-driver doing the running, Monaco are altering their traditional scene of qualifying for the starting grid of the Monaco Grand Prix. Most years at Monaco there are more entries than the permitted 16 and the final places have been decided by practice times. This has often meant that there has been some pretty desperate driving among the also-rans during the final practice session, as the last few places are decided by mere tenths of seconds. Nobody has been very enamoured of this system, for timing on European circuits is fairly primitive and not really up to such close decisions and it also meant that some of the cars got a pretty severe thrashing before the race even started. If the organisers merely said "These are the 16 entries we want" and told the rest to go home there was great umbrage and cries of "Favouritism", which of course was true. The latest plan, which is being used in the forthcoming Monaco GP, is that a certain number of drivers have been accepted as definite entries and the remainder have to take part in a qualifying race on Saturday afternoon, to decide who gets into the Grand Prix on Sunday. The select ten have been decided by the organisers, the choice going to World Champions (what a farce!) which comprise Brabham, Hill, Hulme, Surtees and Stewart, plus the number one driver from some of the teams, these being Amon (STP-March), Rindt (Lotus), Beltoise (Matra-Sports), Ickx (Ferrari), and Rodriguez (BRM). The remaining six places on the grid will go to the first six in the race that will be held on Saturday, over 23 laps of the circuit. The entry for this race will be made up from all the non-World Champions who are also not number one team drivers, and this includes Siffert (STP-March), Oliver (BRM), McLaren (McLaren), Andretti (STP-March), Stommelen (Brabham), Courage (De Tomaso), Miles (Lotus), Servoz-Gavin (March), Pescarolo (Matra-Sports) and any other hopefuls who want to join in Grand Prix racing.

I cannot imagine how this idea came to be accepted by the Grand Prix "circus", nor can I visualise what a farce this qualifying race is going to be. If Siffert or Oliver or Andretti go all out to win the chances are they will blow up, so that not only will they not get on the grid for the Grand Prix, but their teams will have a wrecked car. If they "pussyfoot" round and are gentle on the cars it will still mean they have taken 23 laps off the life of the engine or the gearbox, which can't be a good thing for the race proper. I can't help feeling that they will all get together and "rig" the qualifying race, if you can seriously call it a race.

Apart from this excitement at Monaco, on the day after the Grand Prix there is an Auction Sale of old cars, and before the Grand Prix, just down the coast at Nice, there is a racing car exhibition. Called Auto-Expo 70 this exhibition opens on May 6th in the Palais des Expositions at Nice, and stays open until May 12th, the Grand Prix being on May 10th. In the middle of all this the participants in the annual Paris-Nice commemoration run, for cars built between 1925 and 1936, will be arriving in Nice, and to top it all off Nice will be full of long-distance luxury motor coaches on their annual rally. The first part of May on the Cote d'Azur is going to be a splendid place for motoring enthusiasts to be.

* * *

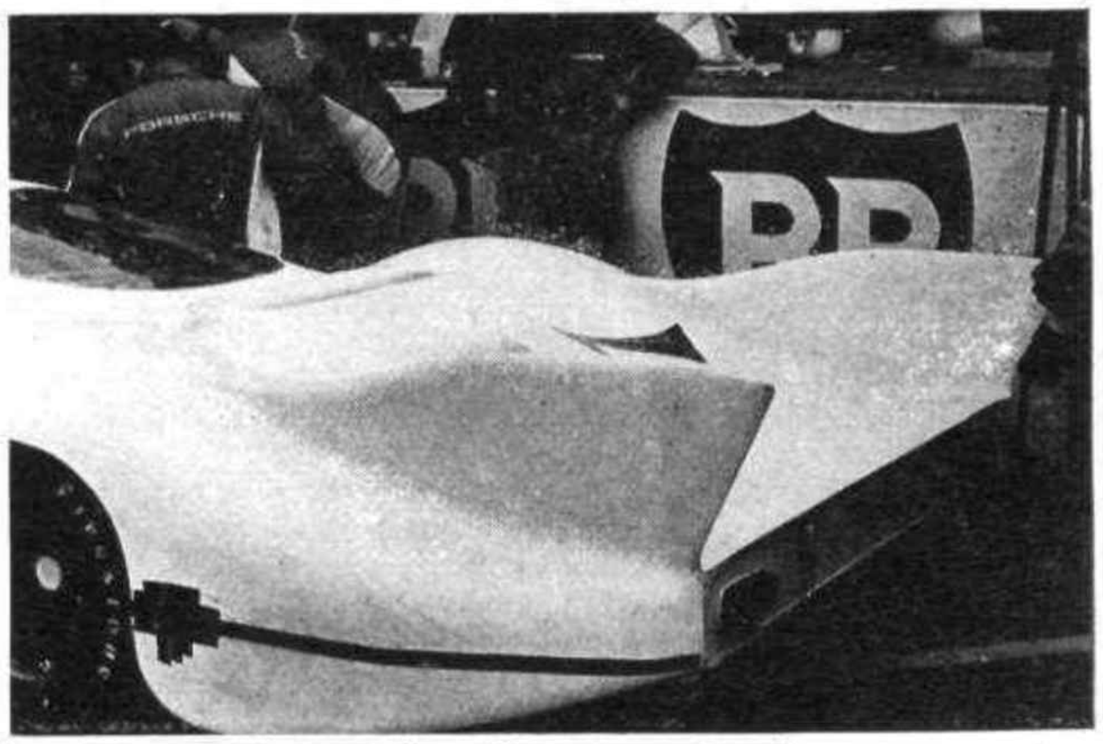
It is not only France that is in the throes of change, for there are ominous signs in Sicily. It seems that some politicians in Milan have "discovered" the Targa Florio and in order to butter-up some high government official, or grease somebody's palm, or collect a decoration, the populace of Sicily are going to be "saved" from the ravages of the Targa Florio. There are mutterings afoot to prevent it being run through habited areas, which means the towns of Cerda, Collesano and Campofelice. The talk is of building new roads to avoid these towns, and shortening the circuit to a paltry 22 kilometres or thereabouts. All this is very disturbing to those of us who have come to know and love the traditional Targa Florio, but more so to the inhabitants of the three towns concerned. The Targa Florio is their great day of the year, and I know from personal experience what it means to the people of Campofelice. The thought of the Targa Florio going somewhere else is not possible, and yet some "Empire Builder" up in Milan wants to alter it all, and by "doing good for the people" he no doubt hopes to become a Commendatore or Cavaliere, and have people kiss his hand. I doubt very much whether a referendum has been taken in Cerda, Collesano and Campofelice, but I am certain I know what the result would be. At the time of writing Ferrari has just announced that he will probably be entering two 512S cars for the Targa Florio. I know one small town that will be bubbling with excitement in anticipation of seeing and hearing the 5-litre V12 for the first time, for these people in Sicily are unable to travel vast distances to motor races, like some of us; it is once a year for them when the Targa Florio comes down the High Street. The first sight of the low red 5-litre coupé is going to be greeted with screams of

delight, and the noise it makes between the old Sicilian walls of the town is going to keep everyone happy for weeks afterwards. And some "do-gooder" out for a medal is trying to stop all this.

It seems that Belgium still has its circuit problems, though they are not from politicians or outside influences, their problems are on the starting grid. It will be remembered that last year the Belgian GP at Spa-Francorchamps was cancelled because of some double-dealing between the Grand Prix drivers and the organisers. Then in August the drivers announced *en bloc* that they wanted to race at Spa, with one or two reservations. Another deadlock has arisen because the drivers want the starting time of the race to be controlled by the weather and not the organisers. In other words the drivers say they will not start if it is raining, or if it looks as if it is going to rain. The organisers point out that this idea may be all right for the drivers, but what about the spectators, who, after all, do pay the drivers' wages. Do you ask them to turn up at 9 a.m. and wait hopefully until darkness falls, with the chance of no race, or do you tell them to come at 2 p.m., and then explain that because the sun was shining the race took place at 11 a.m.? It does not sound to be a practical idea at all.

* * *

The practice weekend for the Le Mans 24-hour race proved to be a complete washout in more ways than one, for apart from clashing with the BOAC 1,000-kilometre race at Brands Hatch it rained for the whole two days. It is difficult to appreciate the mentality behind the planning that allows these two events to happen on the same weekend, for the BOAC race is now an accepted long-distance classic, and the chance to do some serious testing on the fast Le Mans circuit is all important. Porsche, Ferrari and Alfa Romeo divided their activities, while Matra concentrated on Brands Hatch, presumably because they can always arrange to use the Le Mans circuit privately. The continuous rain prevented much serious work being done, even though Redman for Porsche and Ickx for Ferrari flew to France on the Saturday and then back for the BOAC race on the Sunday. There were two 917 Porsches at Le Mans, one with the 1970 short tail body and the other with a new long streamlined tail, the former being fitted with suspension movement indicators which the driver could watch as he went along. There was also a driver-to-pits radio contact, with the mechanism in the driver's crash-hat. Helping with the driving was Hailwood for the JW Gulf team and Linge for the factory team. Alfa Romeo had one 3-litre V8 car on test, driven by Zeccoli and Galli, and this car was also fitted with radio, in this case the transmitter in the car sending information to the pits automatically on all the instrument readings, such as r.p.m., oil pressure, temperatures and so on. When tested on a single car on their private circuit at Ballocco the system worked perfectly, but at Le Mans they found there was a lot of interference from other cars. Ferrari had one 5-litre 512S, which Ickx, Giunti and Schetty drove, and they



Streamline tail for the 917 Porsche.

experimented with two types of long tail, one covered in slots, flaps, spoilers and all the usual aerodynamic stuff and the other completely smooth. By the end of testing the smooth tail had grown aluminium spoilers and fins. There was also a brand-new 512S being delivered to the Spanish Escuderia Montjuich, this having an open cockpit, and it was painted bright yellow with a central green stripe.

It is the intention of Solar Productions Ltd. to make a film of the 1970 Le Mans race, starring Steve McQueen, who shows the ability to be as good a racing driver, with second place at Sebring, as he is an actor. His 908 Porsche is entered, to be driven probably by Ginther and Jonathan Williams, and it has cameras built in under cowlings, to take action shots during the race. McQueen was to have shared a 917 Porsche with Stewart, but it now looks as if that idea has fallen through, for the film company have put the clamps on McQueen actually competing, or, to be more precise, their insurance company have done so. Apart from the small number of factory cars on test there were some private entries with 911 Porsches, 910 Porsche, a Chevrolet-Corvette, and a Lola T70 from the Belgian VDS team, as well as Guy Ligier's new Group 6 coupé that he is manufacturing at Vichy, along British constructional lines using a Cosworth 1,800-c.c. FVC engine and Hewland gearbox. It ran well, driven by Ligier himself, though there were some problems, but nothing very serious.

All told, the Le Mans test weekend was a bit of a wasted effort, but as the main reason for it all was for the annual motorcycle races on the full circuit, it was not entirely wasted and a surprisingly large crowd poured into the circuit, especially on Sunday, in spite of the rain.—D. S. J.

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200 M.P.H.

I HAVE always considered 100 m.p.h. to be fast, though just how fast depends on the vehicle you are in or on, and 200 m.p.h. is doubly fast. I have been driven at 175 m.p.h. and that seemed very fast, and I have driven myself at 150 m.p.h., which was more than fast enough for my eyesight and skill. I have watched 7-litre Fords and 917 Porsches doing over 200 m.p.h. at Le Mans, and was impressed, though I did not see the 240 m.p.h. that some Porsche drivers "thought" they were doing. I saw Art Arfons, in his Green Monster jet-car, going faster on land than anything I have ever seen, but all these were academic, imaginary or calculated speeds. I saw American Dragsters at that memorable Woodvale meeting in Lancashire, doing a timed 201 m.p.h., but it was "instant speed" through the traps at the end of a standing-start quarter-mile. Hagon was timed at 206 m.p.h. on his supercharged Hagon-JAP motorcycle over an eighth of mile, which like a Dragster was "instant speed": 200 m.p.h. for any reasonable measured length has always been confined to record-breakers, such as the Germans with Mercedes-Benz and Auto-Union in the 1930s, Daytona Beach record-breakers and Bonneville record-breakers.

A new standard has been set in Alabama, USA, for Buddy Baker has been officially timed, by certified electronic equipment, to lap the Talladega Superspeedway at more than 200 m.p.h. He was driving a 1970 Dodge Daytona NASCAR racing saloon and he did three laps at 200.096 m.p.h., 200.330 m.p.h., and 200.447 m.p.h., and was reaching 220 m.p.h. down the straights of the 2.66-mile speedway, running on Goodyear tyres. At the recent Daytona Speed Week the fastest qualifying lap was 194 m.p.h., but this recent NASCAR driver's effort has started a new era.—D. S. J.

ARGENTINIANS RETURN

WHEN the motor racing-mad Argentinians decided late in 1968 to devote their occasional Temporada to Formula Two, they invited two of the European teams over on condition that cars were provided for local drivers. One of the most promising was Carlos Reutemann. His British-prepared Tecno failed to finish the Temporada well-placed for various reasons, but he went on to become Argentinian F2 Champion in 1969, using (of all things) an Italian BWA chassis (ex-F3) fitted with a 1,600-c.c. Fiat twin-cam engine.

Reutemann is now back in Europe with sponsorship from the nationalised YPF petrol company and moral support from none other than the great Fangio. The second-placed man in the Argentine Championship, a former motorcyclist named Benedicto Caldarella (who appeared in Europe with his bike some years ago), is also on the team. They have been provided with two new Brabhams, painted white and yellow, together with a vast quantity of spares and a transporter which has its own workshop. They decided not to run at Thruxton, but Reutemann qualified fairly easily at Hockenheim. He made himself thoroughly unpopular by initiating two separate incidents, one in each heat, but nevertheless finished eighth overall. Both his and Caldarella's progress will be watched with interest.—M. G. D.

BOAC 1,000 km. RACE

THE 1970 International Championship of Makes for Sports Cars moved from its two opening contests in the USA to Brands Hatch on April 12th with the promise of an exciting battle between Ferrari and Porsche round the 2.65-mile Kent circuit.

The entry was naturally headed by cars from both manufacturers but was also well backed up by some good Group 6 3-litre machinery, as well. In fact the race was split up into four classes, Group 5 up to 2 litres, Group 5 over 2 litres, Group 6 up to 2 litres, and Group 6 over 2 litres.

There were a few non-starters, including the Porsche 917 of Piper. Its engine swallowed a stone, with dire results, and the Martini Porsche 908, which Dean crashed heavily. Until recently he actually owned this car and ran successfully throughout the Can-Am series with it.

Race day was abysmal, with the rain pouring down from dawn, but despite this 20,000 people arrived to see the only decent British sports-car race of the year. The race was scheduled to start at midday and half-an-hour beforehand the cars were allowed three exploratory laps. Loos decided to non-start as he did not have any wet weather tyres available, so there was a total of 34 cars, which is still pretty crowded at Brands Hatch.

When the flag dropped it was Elford who pushed the white Austrian Porsche into the lead ahead of Ickx, Siffert and Brabham. The torrential rain was really going to play havoc with ignition systems and one of the first to suffer was the Finno-Dutch Porsche of van Lennep, which stopped at the end of the first lap to be dried out. It ran perfectly from then on, eventually to climb up to fifth place overall. Lanfranchi stopped at the end of the first lap to fit the rain tyres which weren't ready at the start and Smith in Taylor's Lola wished he had done the same. In the appalling conditions the slick dry-weather tyres on the T70 had no grip, and he crashed heavily on the top straight at the end of the first lap, coming to rest outside the Press box. He was, fortunately, uninjured.

On lap two Ickx took the Ferrari past Elford into the lead, while fate seemed to strike the JW team. Rodriguez was observed to overtake several cars on the yellow flag and was black-flagged for a warning he ignored for a couple of laps. Eventually signalled in by his own team, he was duly reprimanded and set off from the pits well sideways with the bit now firmly in his teeth. Siffert had possibly also been affected by the accident for his 917 sustained a flat tyre. His was a quick pit stop just before Rodriguez came in, but it dropped him down the field.

There was more excitement on the top straight when Courage had a huge spin and just touched a barrier, so had to stop for the bodywork to be patched up. Soon afterwards his progress was further halted by a flat tyre.

However, the leading Ferrari was not in a happy position either for Ickx was having a terrible time trying to see, due to a defective windscreen wiper, and he made a couple of stops for new blades before he finally stopped for a new wiper motor.

So it was Elford out in the lead once more with Amon challenging him hard, while Rodriguez was making tremendous progress and fully justifying his reputation as one of the best wet weather drivers. By lap 15 he was up into third place again and meanwhile Amon was all the time trying to force his way in front of Elford. He finally succeeded on lap 16 and two laps later Elford was relegated to third place by the press-on Rodriguez. On lap 20 the Mexican took the lead by diving in on the inside at Paddock—you can watch every club race at that point throughout the season and not see such a skilled manoeuvre. Immediately he started to pull out a lead by lapping five seconds faster than anyone else on the circuit.

Just after being overtaken by Rodriguez, Amon had the galling experience of colliding with a Chevron-BMW and thus had to make a pit stop to replace a damaged tyre. Meanwhile quite a lot of the other 2-litre cars seemed to be suffering from water in the works, although the Nomad-BRM and the Irish Porsche were notably going well, as was Walker's Chevron B16.

By lap 30 Rodriguez was over half a lap ahead of Elford, while Brabham was up to third with the Matra, and leading the Group 6 category ahead of Siffert, Merzario who had taken over early from Amon, Pescarolo and Bonnier. Astoundingly, Mike Walker had the 2-litre Chevron up to seventh place overall at one stage, but then a gear stripped and the Chevron lost a lot of time in the pits. Like a lot of other cars the Craft McLaren-Cosworth had stopped with water in the ignition and was never really in the running.

By lap 50 of this 235-lap 1000 km. event the leading order was Rodriguez, Elford, Siffert, Brabham, Attwood, Amon/Merzario, Servoz, Bonnier, Larrousse and van Lennep, who was now starting to come through well. The leading 2-litre car was the Irish Porsche, as most of the prototypes had run into one trouble or other, while the Astra of Nathan led the smaller prototype category.

A few laps later the Autodelta Alfa Romeo driven now by Andrea de Adamich had a repeat of its previous spin, but this time it hit the pits barrier hard enough to put it out of racing, and 11th place, for the rest of the day. So the Group 6 class was now a straight fight between Matra and Porsche. Retirements included the Hine/Skailes Chevron, he Richardson/Brown Daren and the Craft/Taylor McLaren, all witht drenched ignitions, and the De'Udy/Gardner Lola with a holed sump.

The pace was naturally slow and it looked as if the race would last for over seven hours and run into dusk if the rain didn't subside. Furthermore, the big cars were a lot more economical in these conditions and the race was 1 hour 40 min. old when Rodriguez came in to take on more fuel and continue with the driving. The second and third place Porsches also made stops for fuel, but changed drivers as well.

Continued on page 460

Results :

THE BOAC 1,000 Km.—Group 6 Prototypes and Group 5 Sports Cars—235 laps, 1,000 kilometres—Brands Hatch full circuit—Very wet, drying

* **1st**	P. Rodriguez/L. Kinnunen (Porsche 917 12-cyl.—4.5-litre)	Group 5	Entrant: JW Automotive Engineering Ltd.	235 laps—6 hr. 45 min. 29.6 sec.—148.3 k.p.h. (92.15 m.p.h.)
2nd	V. Elford/D. Hulme (Porsche 917 12-cyl.—4.5-litre)	Group 5	Entrant: Porsche Konstruktionen KG, Salzburg	230 laps—6 hr. 45 min. 56.4 sec.
3rd	H. Herrmann/R. Attwood (Porsche 917 12-cyl.—4.5-litre)	Group 5	Entrant: Porsche Konstruktionen KG, Salzburg	227 laps—6 hr. 45 min. 36.8 sec.
* **4th**	H. Laine/G. van Lennep (Porsche 908 8-cyl.—3-litre)	Group 6	Entrant: Racing Team AAW, Finland	227 laps—6 hr. 46 min. 26.2 sec.
5th	C. Amon/A. Merzario (Ferrari 512S V12-cyl.—5-litre)	Group 5	Entrant: Ferrari SpA Sefac	225 laps—6 hr. 45 min. 39.4 sec.
6th	G. Koch/G. Larrousse (Porsche 908 8-cyl.—3-litre)	Group 6	Entrant: International Martini Racing Team	217 laps—6 hr. 46 min. 17.2 sec.
7th	J. Bonnier/R. Wisell (Lola T70 Mk. 3B-Chevrolet V8-cyl.—5-litre)	Group 5	Entrant: Ecurie Bonnier	217 laps—6 hr. 46 min. 19.0 sec.
8th	J. Ickx/J. Oliver (Ferrari 512S V12-cyl.—5-litre)	Group 5	Entrant: Ferrari SpA Sefac	213 laps—6 hr. 45 min. 55.2 sec.
* **9th**	J. L'Amie/T. Reid (Porsche 910 6-cyl.—2-litre)	Group 5	Entrant: John L'Amie	211 laps—6 hr. 46 min. 37.6 sec.
10th	J. Lepp/G. Silverwood (Chevron B8-BMW 4-cyl.—2-litre)	Group 5	Entrant: Central Garage (Mirfield) Ltd.	211 laps—6 hr. 46 min. 38.4 sec.
11th	N. Gold/M. Beuttler (Porsche 910 6-cyl.—2-litre)	Group 5	Entrant: Nick Gold	201 laps—6 hr. 46 min. 19.2 sec.
12th	J-P. Beltoise/J. Brabham (Matra-Simca 650 12-cyl.—3-litre)	Group 6	Entrant: Equipe Matra Elf	201 laps—6 hr. 46 min. 28.6 sec.
13th	M. Parkes/H. Muller (Ferrari 512S V12-cyl.—5-litre)	Group 5	Entrant: Ferrari SpA Sefac	197 laps—6 hr. 45 min. 37.4 sec.
14th	A. Clydesdale/M. Franey (Chevron B8-BMW 4-cyl.—2-litre)	Group 5	Entrant: Intertech Steering Wheels	197 laps—6 hr. 46 min. 34.2 sec.
*15th	A. Mylius/G. H. Birrell (Gropa CMC-Cosworth FVC—1.8-litre)	Group 6	Entrant: AM Graphics Racing Organisation	195 laps—6 hr. 45 min. 58.0 sec.
16th	R. Nathan/M. Beckwith (Astra RNR2-Cosworth FVC)	Group 5	Entrant: Roger Nathan Racing Ltd.	193 laps—6 hr. 46 min. 31.6 sec.
17th	J. Bridges/P. Lawson (Chevron B16-Cosworth FVC 4-cyl.—1.8-litre)	Group 6	Entrant: Chevron Racing Team	189 laps—6 hr. 46 min. 11.6 sec.
18th	T. Lanfranchi/M. Konig (Nomad Mk. 2-BRM V8-cyl.—2-litre)	Group 6	Entrant: Mark Konig	185 laps—Not running at end
19th	A. de Cadanet/G. Del Rio/C. Craft (Porsche 908 8-cyl.—3-litre)	Group 6	Entrant: Ecurie Evergreen	179 laps—Not running at end
20th	J. Siffert/B. Redman (Porsche 917 12-cyl.—4.5-litre)	Group 5	Entrant: JW Automotive Engineering Ltd.	176 laps—Not running at end
21st	H. Pescarolo/J. Servoz-Gavin (Matra Simca 650—3-litre)	Group 6	Entrant: Equipe Matra Elf	161 laps—Not running at end

* *Class winner.*

Stopped racing : Smith/Ganley (Lola T70 Mk. 3B), crashed, on lap 1; Hine/Skailes (Chevron B16), wet ignition, on lap 10; Richardson/Brown (Daren Mk. 2-Cosworth FVA), wet ignition, on lap 13; Craft/Taylor (McLaren M8C-Cosworth DFV), wet ignition, on lap 26; De'Udy/Gardner (Lola T70 Mk. 3B), low oil pressure, on lap 27; Courage/de Adamich (Alfa Romeo T33/3), crashed, on lap 55; Blatzheim/Kraus (Porsche 907), crashed on lap 57; Martland/Lucas (Chevron B16-Cosworth FVC), wet ignition, on lap 70; Vestey/Pike (Porsche 910), engine trouble, on lap 74; Twaites/Smith (Chevron B8-BMW), valve trouble, on lap 74; Purley/Skeaping (Chevron B8-BMW), oil leak, on lap 89; Burton/Walker (Chevron B16-Cosworth FVC), misfire and gearbox trouble, on lap 102; Bamford/Creasey (Chevron B8-BMW), ignition trouble, on lap 113.

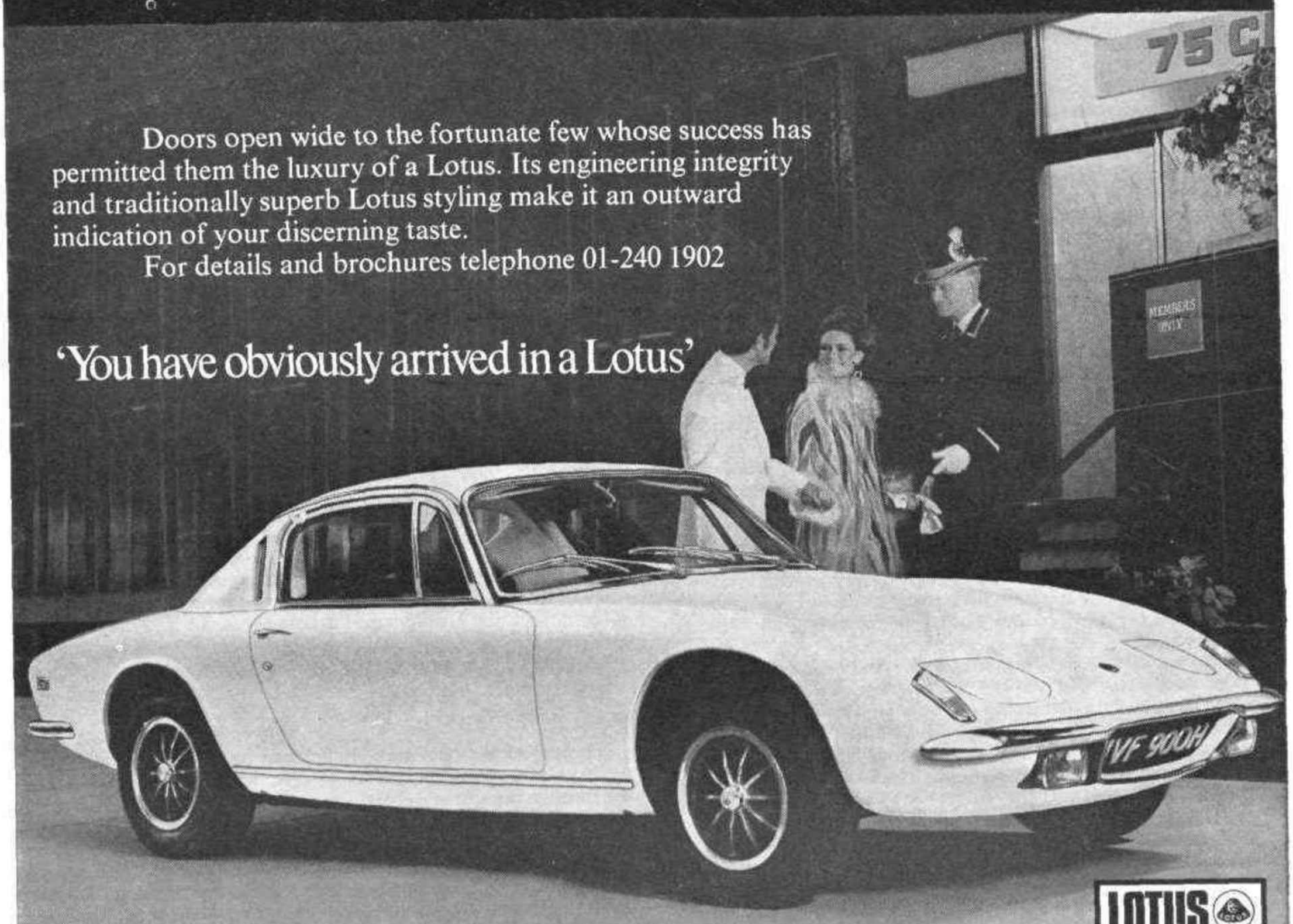
34 *starters* — 17 *finishers* — 21 *classified by distance.*

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BOAC 1,000 km RACE—continued from page 458

The Matra pits seemed poorly organised and a lot of time was wasted undoing the unnecessarily complicated front bodywork sections to get at the clutch master cylinder, which needed attention.

By the 100-lap mark the rain at last seemed to be slowing down and Rodriguez had moved two laps ahead of team-mates Siffert/Redman, with Elford/Hulme third, although the New Zealander didn't have a very high opinion of a Porsche 917 in the wet. Ferrari were out of the hunt now with the Amon/Merzario car fourth, but six laps down. The young Italian Merzario had done a good job, keeping his end up well. Fifth was the steadily-driven Attwood/Herrmann car, while van Lennep/Laine had moved the AAW Porsche up to sixth place to head the Group 6 class, but with Beltoise/Brabham hotly in pursuit.

The Wisell/Bonnier Lola was still going well in eighth position ahead of Pescarolo/Servoz and Koch/Larrousse. Chris Craft had taken over the Ecurie Evergreen Porsche 908 and had already moved it up to 11th spot just ahead of the Reid/L'Amie class-leading Porsche 910, although the Lepp/Silverwood wasn't very far behind. The Nomad-BRM seemed to have the Group 6 2-litre class in the bag if it kept going, while the Astra and the Gropa were neck and neck for second place, young Birrell being particularly impressive in the Gropa, which was being raced for the first time.

The field was thinning, with Blatzheim rolling his 907 in spectacular manner at South Bank, and the Chevrons of Martland/Lucas, Skeaping/Purley, Twaites/Smith disappearing with a selection of mechanical problems.

The first 100 laps had taken almost three hours, which was expected to be half distance, but speeds were still down, although the track was possibly starting to dry. At 3.24 p.m. Rodriguez came in after his marathon drive and handed over to Kinnunen, who now had a big responsibility on his hands.

The next hour or so was fairly uneventful, for the first seven positions remained unaltered during the next 50 laps. However, during the period, Siffert closed up some 30 seconds on Kinnunen, while the Elford/Hulme car more or less held station in third place. The Matra of Beltoise/Brabham lost further time in the pits with clutch trouble, while Craft moved his Porsche up to ninth place. The Ickx/Oliver Ferrari was still going, but in 14th place. Both the WRA cars of Burton/Walker and Bamford/Creasey had ground to a halt with gearbox and engine problems, but most of the others were still going until Pescarolo's engine exploded in the biggest possible way and left a huge smokescreen.

The race had speeded up now, and Merzario, who had gone so well in the wet, was having to fight for his fourth place, and indeed, was overtaken first by Attwood and then by van Lennep. He was called in and Amon took over, soon moving the car back to fifth place. Then he caught Redman on the road, although actually four laps ahead, and the pair started a spirited battle. Sadly for some reason or other this ended rather suddenly when Redman lost control at Westfield and left the course. The Porsche clouted the bank, fortunately without too much damage, but was out of the race.

So at the 200-lap mark it was still a Porsche 917 trio at the front, but with the Rodriguez/Kinnunen car (Rodriguez back at the wheel) five laps ahead of Hulme/Elford with Attwood/Herrmann a further three laps down. The van Lennep/Laine car was now up to an astounding fourth ahead of Amon/Merzario. The Koch/Larrousse car was sixth, only just ahead of the Bonnier Lola. Craft had handed the Porsche 910 back to de Cadanet, who promptly spun and then retired a few laps later with a broken gearbox. However, at the 200-lap mark he was still classified eighth ahead of the L'Amie/Reid Porsche and the Lepp/Silverwood Chevron, which was now starting to close on the Irishmen.

The closing minutes were kept alive by Amon stopping for fuel and he moved the car into third place by passing Herrmann just half an hour from the end. About the same time Lanfranchi crashed the Nomad heavily on the entry to Clearways and thus lost the 2-litre prototype category. This gave the class to the Mylius/Birrell Gropa, which at last had pulled away from the Astra, which was in trouble and kept boiling. The battle for the other 2-litre class was still on, for British sports car Champion John Lepp was closing on Tommy Reid at quite a pace.

The closing minutes were kept alive by Amon stopping for fuel and dropping back to fifth, and then taking fourth place again only to start to suffer from a fuel feed problem of some sort or another.

At the end of 6¾ hours of gruelling motor racing Pedro Rodriguez came in to take the flag no less than five laps ahead of the two Porsche Salzburg 917s. The van Lennep/Laine car took a fine fourth place just ahead of Amon/Merzario Ferrari. Then came Koch/Larrousse, Bonnier/Wisell, and Ickx/Oliver finally managed to work up to eighth place overall. In ninth spot the Irish Porsche led the chasing Chevron by only a couple of lengths.

Another Porsche 910, driven steadily by Beuttler and Gold, was 11th ahead of the Brabham/Beltoise Matra which limped clutchless into 12th spot ahead of the Parkes/Muller Ferrari which seemed to spend most of the race in the pits drying out its electrics. The Clydesdale/Franey Chevron-BMW was 14th despite wet ignition trouble early on, while the Birrell/Mylius Gropa won its class ahead of the remaining pair of finishers.

Every so often Pedro Rodriguez really rises to the occasion and puts in a terrific performance and this was one of those occasions. The BOAC 1000 was a sweeping success for Porsche as, at last, the JW cars were more than admirably backed up by the second string Porsche Salzburg team. The next round in the championship is the Nürburgring which Ferrari needs to win to keep in the championship hunt.— A. R. M.

PATHETIC

ON the Sunday when America was celebrating the safe return of the Apollo 13 astronauts, a tremendous technological achievement, the World Cup Rally started from Wembley. Within a few miles of the start, British police stopped some of the competitors for "offences under the Road Traffic Act," presumably that of exceeding the town speed-limit, as tens of thousands of solid citizens do every day. They were absolutely within their rights in doing this. Nevertheless, the word that occurs to us is—pathetic. And a very poor piece of Police public-relations.

THE THINGS THEY SAY....

"ARE you old enough to remember the first Morris Minor? Food, clothes and petrol were on ration. The National Health Service was taking its first faltering steps. The average wage packet for an industrial worker was under £6 a week."—From an Editorial in the *Sunday Express* of April 19th. In fact, the first Morris Minor appeared in 1929 and had achieved £100-car guise by 1931 ....

A reader is anxious to trace the history of his 1952 Tojeiro-MG, chassis RMS 1, Reg. No. LOW 77. It has i.r.s., using an MG TF differential and a 2-seater body believed to be by Williams & Pritchard. Anyone who can help is asked to contact R. M. Roberts, Wardhedges, Flitton, Bedford.

RALLY REVIEW—continued from page 454

Because of his late entry, Shankland had to take a number at the back of the field, number 94 in fact, but his tenacity is such that he quickly began the process of overtaking. In the final list he was placed third. The 504 is a heavy car, and the mud which clung to its underside didn't help at all, often affecting steering, handling and traction. Shankland's progress along a muddy road gave the impression that he couldn't control the car, but all he was doing was seeking out every possible pool of water so that splashing through it might wash off a little more of that mud.

That the Safari is hazardous cannot be denied. There were several cases of collision or departure from the road. One Datsun went too close to the rear of a lorry and a projecting part of its bodywork shattered the windscreen and struck one of its crew in the chest. A Peugeot was washed away and its Ugandan driver tragically drowned when he attempted to negotiate a fast-flowing washaway—a river which rises suddenly during a cloudburst and begins flowing over a spot where once a road used to be. Another driver took a thirsty swallow from a Lucozade bottle only to become in dire need of a stomach pump when he found that it contained windscreen washing fluid.

Although there have been fewer finishers in past years than the 19 who completed the course this year within the time allowance, it would be perfectly true to say that the 1970 Safari was probably the toughest yet. There were certain problems which were brought about mainly by the effects of championship conformity on a unique event, but what competitor thinks of those when he is driving at high speed on murram roads.

Again the myth of local supremacy has been perpetuated, for although Edgar Herrmann is a Bavarian he has lived in Kenya for many years. The prize for the first overseas crew to win the Safari has been held over for another year. What European team can possibly resist that challenge?—G. P.

LETTER FROM EUROPE

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

Dear W. B.,

The British accessory manufacturers managed to avoid any more strikes and kept Jaguar Cars supplied with vital bits and pieces for the E-type production line, so the new car duly arrived for me on the day prescribed. I collected it from Coventry, after a 100 m.p.h. train ride up from London, and returned through snow, fog, rain and darkness which took the glamour of newness off the car very quickly, pausing at Robert Betteridge's place in London, SW7 (Advert!) to have a tonneau cover made while I waited. I was then off to Le Mans for the practice weekend and my running-in trip. There have been quite a few raised eyebrows over the fact that I have replaced my faithful 1965 Jaguar E-type coupé with a 1970 Jaguar E-type, and even more over the fact that the new one is an open two-seater roadster. After 120,000 miles of E-type motoring all over Europe some people thought I would have had enough, but it is not so. I did draw up a list of possible replacements and whittled it down to three in the end, these being a Lotus Europa, because I admire Lotus and Colin Chapman, and feel they are progressive thinkers and the Europa is the right conception of car, an NSU Ro80, because it is such an advanced car mechanically, and the recent confirmation of their faith in the Wankel engine by the announcement that oil changes are now a thing of the past, and a Porsche 914/6, because if you appreciate motoring you must appreciate Porsche and the new mid-engined six-cylinder must be right. After all that I settled for another E-type 4.2-litre Jaguar, the decision having a very mixed reception all round. I went off the Europa mainly because it lacks top-end performance, but also because it is a bit small and light, and I could not see myself motoring about Europe from April until October without using it up. The Ro80 was technically appealing and I like the look of it as a family four-seater, but I don't want a family four-seater, also it lacks serious performance over 100 m.p.h. The Porsche 914/6 really had me worried for a time, for it obviously has adequate performance, its road-ability must be terrific and it was born of European motoring. When I finally got around to looking at one closely and sitting in it I just could not bring myself to accept its looks and character, for you must remember that I have got to live with my car and not just use it for fun. After trying a 911S I got back into the old Jaguar and realised that I enjoy a big, lazy, flexible engine. Once you have become accustomed to torque and capacity you are spoilt for anything else. As you know, recently I have been trying numerous high-powered motorcycles and the other day I had a short blast on a 1,000-c.c. Egli-Vincent vee-twin and it made all the 750-c.c. bikes seem like fussy toys. Running-in the new E-type at 2,500–3,000 r.p.m. is no strain and it just lollops along on its seven-league boots. I decided on an open two-seater, as I wanted some sort of change to my motoring, and I got it, for after the first day in France the rain started coming down, and three days later it is still coming down, but I am getting used to the drips of water and am getting very skilful with a sponge. A strange thing about the open E-type is that Jaguar do not supply a tonneau cover, as they are not prepared to turn out a car whose finish is spoilt by "Lift the Dot" fasteners and press-studs. If and when the sun appears, especially in Spain or Sicily, my Betteridge tonneau is going to make it possible to get back in the car after it has been parked in the paddock, without all the drama and finger pains of erecting the hood to keep the sun off the interior.

Needless to say, when heading towards Le Mans, I made a detour to Cleres to the Pichon family's Hotel du Cheval Noir and their motor museum. Unlike some museums, which gather dust, the Cleres museum seems to have an ever-changing scene and there is now a French high-wing monoplane hovering over the cars in the main building. On the terrace outside the front door of the Hotel is a supercharged 1,100 c.c. Amilcar single-seater, and along the corridor upstairs are photos of the Mathis team in the 1907 Kaiserpreis race, the Talbot-Darracq 200-mile race team at Brooklands, Chiron with a Le Mans 2.3-litre 8C Alfa Romeo, and many more. It is no wonder we all like stopping off at Cleres as soon as we reach French soil, especially as it is very close to Dieppe. Arriving at Le Mans I was horrified to see that the main square had disappeared completely behind enormous wooden fences covered in advertising. The whole thing has been dug up, the monuments and flower beds have gone, and a super underground car park for 800 vehicles is being constructed. When it is all finished I feel the new face will be a bit efficient and hygienic, not at all in character with the surroundings and I cannot see the Saturday morning being the same. It looks as though the



. . . . the first day in France . . . .

"Grand Prix" round the square on Friday night before the 24-hour race is finished, as well as the amusement of seeing someone's car being surrounded by poles and canvas as the traders erect the market on Saturday morning, oblivious of any cars that had been left in the square overnight. I suppose progress must come, even to Le Mans, and really we are to blame, for it is our enthusiasm for the motor car that has caused parking and congestion problems. If there were not so many of us enjoying the motor car as part of our life there would be a lot fewer civil problems to solve, although I suppose we would be interested in something else which could bring worse problems.

The French *Autoroutes* are spreading steadily and following a very Italian pattern, which is good, especially for the day when you can drive from Paris to Palermo on *Autoroute* and *Autostrada*. Whereas the Italians use a man to collect the fee for using the motorways, in France they have automatic machines with a large plastic bucket stuck out of the side. You hurl two one-franc pieces, or whatever is required, into this bucket from the window of your car and they rattle down the sides of the bucket into the mechanism and a green light gives you the O.K. to pass through the barrier and on to the motorway. Habitual *Autoroute* users keep a pocketful of coins, for it is useless offering the machine a 10 franc banknote. Another interesting motoring sidelight I noticed the other day, which I must have seen before but do not recall, was a "saw-tooth" parking arrangement in the centre strip of a dual carriageway in a town, with the cars parked obliquely at 45 degrees to the traffic flow. Instead of the saw-tooth angle being in the direction of the traffic flow it was in opposition, so that you were forced to reverse into the slots, but it meant that you were then pointing the right way to rejoin the traffic stream. This seemed to make sense to me, for if you park in the daylight and leave in the dark it must be easier and safer to drive forwards into the traffic while becoming accustomed to the changed conditions and equally it must be better when it is raining. This ties in with a phobia I have for parking in hotel and restaurant car parks so that the car is ready to leave. It may take a little longer to shuffle about, turn round, or reverse, but it pays off when you are ready to leave, especially if conditions have changed. To me this seems like motoring logic, yet you can see people trying to reverse out of parking places when they cannot see properly and the engine is cold.

[Interesting, this, because I was once refused overnight accommodation in an English hotel because I insisted on parking a Frazer Nash nose outwards—the Manager leapt up and down, saying only nose-in was allowed!—Ed.]

Some while ago I suggested that racing cars were not developing character when they were known as chassis number 0017/4/MC2, and it might be more fun to give them individual names such as "Wee Haggis". The Alfa Romeo team have come to the same conclusion and at the Le Mans test weekend the Tipo 33-3 had the name ALDEBARAN on the side, Italian for a certain star. They have got tired of trying to remember that this car is 33/3–0014/2 or that one 33/3–0001/7, so all the works cars have been christened with individual names. In *Autocar* their columnist "The Scribe" was recently on a similar idea, taking the system from horse-racing, where the parentage is incorporated, and I thought his best suggestion was the Grand Prix car called "Gone Public" by Norfolk Turkey out of Chunky Marmalade, while "Taken for Granted" by Brer Fox out of Irish horse Tauranackery wasn't bad.

Am now heading off into the rain once more, sponge at the ready.

Yours. D. S. J.

80,000 MILES IN TWO MG-Bs

FOLLOWING recent correspondence about the Triumph TR range, it may be interesting to relate the experiences of two staff MG-Bs over a period of some 80,000 miles, being a similar, if perhaps more sedate, kind of car.

The first example, FJB 535 C was a black MG-B sports, having the five-bearing crank engine and overdrive fitted. It proved to be incredibly reliable, and during the 45,000 miles it was used by a member of our staff, suffered no major fault whatsoever.

Initially it was supplied with Dunlop C.41 tyres. These produced a pronounced oversteer characteristic in the handling, with resultant rear tyre wear. At 18,000 miles the rear tyres were replaced with G.8s which increased the oversteer. Consequently, at 24,000 miles, the whole set was replaced with Avon Radial tyres. These proved to be absolutely perfect for the car, and made the handling completely vice free. In the dry, it was impossible to cause loss of adhesion under normal hard driving conditions on the road. It would need the freedom of a race circuit to do so. In the wet they gave plenty of warning of impending loss of grip under extremity, but this was so perfectly controllable that the car could be steered almost entirely with the throttle, backing off to induce a trace of oversteer or adding power to provoke understeer. It seemed that Avon Radials suited the "B" like Michelin "X"s suit a "deux cheveaux". One front shock-absorber needed replacing due to a leaking seal at 12,000 miles, and the exhaust system suffered damage due to its lowness and the use of the car following rallies. Two or three welding sessions at various times held this together until 25,000 miles, at which time it was replaced by an excellent custom-made bottom pipe from JanSpeed. This lasted until the car was passed on to another member of the staff at 47,500 miles.

An early improvement had been to replace the standard sealed-beam headlights with Marchal Asymmetric units, which not only had an improved output but could be switched to Continental dipping. At the same time, the original neoprene rubber wiper blades and arms were replaced with Trico wire frames and natural rubber blades. These did not lift at speed and in conjunction with the Trico "add-on" electric washer motor provided much improved windscreen cleaning. Marchal twin-horns replaced the original inaudible and heavy ones.

Some trouble was experienced with front disc roughness, which did not respond to skimming, so the discs were replaced at 15,000 miles. Other expenditure was only the odd bulb, plugs and points, and the dipswitch.

When the car was passed on to a further member of the staff at 47,500 miles the tyres were still in good condition and even now, some 36,000 miles from new, they have about 3 millimetres of tread left all round.

The new owner handed the car to Bill Nicholson for a check-up and rectification as necessary, and this commenced with front suspension overhaul, replacement of all bushes and the dampers. New discs and pads were needed and the rack and pinion needed adjustment. The cylinder head required some new valves and seat grinding. These rectifications seemed reasonable after nearly 50,000 miles of hard use including rally coverage and fast Continental driving.

The original twin 6v. Lucas batteries are still in good order now, despite being five years old. Possibly their position under the rear floor sitting in the cold has helped in this respect, even though this dreadfully inaccessible site tends to let them be forgotten.



The exhaust needed replacement again at 50,000 miles and Brian Muir at Brabham Conversions fitted one of theirs 12,000 miles ago, which shows no sign of deterioration. The appearance of this car was enhanced by the fitting of a new hood by the Car Hood Company at 52,000 miles.

Striking a fallen object burst a tyre and, as was later discovered, also cracked a universal joint, and now at 60,000 miles the 2nd gear synchromesh is rather worn, but the engine is as crisp and powerful as ever. It still shows 60-70 p.s.i. oil pressure and sounds fit for another 40 or 50,000 miles without worry.

FJB 535 C had proved so fine a motor car that its original owner opted for the GT version when the open one was passed on. This was also ordered in black as the other looked so well, a fact which probably contributed to the delivery being six months after the order was placed. Unfortunately, WLT 550 G was not to prove nearly so reliable as its predecessor and a succession of faults began to develop early in its life. The first item to go was the expansion box on the exhaust system. This was a different pattern from the older car and was formed from a cylinder with crimped ends. At 3,500 miles the whole of the underside of this cracked due to resonance and blew out a piece about 4 in. × 3 in. Fortunately, this happened near to a BLMC agent at Machynlleth in Wales and was replaced under warranty in a very short time.

Uneven braking then began to make life difficult and it took several visits to the London main depot to eliminate the possible causes of this and discover that the discs were at fault. Subsequently, failure of the rear-wheel brake slave cylinder rubbers, both sides at different times, caused further braking bothers and in one case destroyed the axle oil seal as well. This, of course, necessitated replacement brake liners. The next bother was a blown cylinder-head gasket at 12,000 miles, despite careful checking of nut tightness with the appropriate torque setting on a wrench.

Later the engine developed a subtle rattle at certain revs. This was one of those hard-to-trace but insistent noises that promise ill for the future, and it took a great deal of time and replacement parts at the factory to eliminate this.

Since that time the car has been behaving itself, with the exception of one of the slave cylinder jobs referred to earlier, but the engine still seems rather noisier than that of the original car and produces less confidence in its future behaviour.

WLT 550 G was supplied with Pirelli Cinturatos on its wire wheels and while these provide good handling and reasonable adhesion in the dry, they do not compare so favourably in the wet with the characteristics of the Avons fitted to the open car. Perhaps this is a question of "horses for courses" and the Pirellis would be more suited to an independently-sprung car. Their wear rate seems rather higher than expected, and at 20,000 miles they are almost finished at the rear.

Perhaps WLT 550 G was a "tea-break" car and is not representative of the *marque*. Hopefully, all the early bugs have now been sorted out and it will now live up to the fine example of its predecessor. It is hoped that this is the case, for in GT form the MG-B is a roomy and rapid means of transport and is ideally suited for the sort of long-distance assignments that MOTOR SPORT entails.

Both MG-Bs have provided many enjoyable motoring miles, combining a reasonable standard of comfort with good performance, considering the engine is only 1,800 c.c. Fuel consumption has been at the rate of 28-30 m.p.g. on distance runs, dropping to 23-25 around town. With overdrive gearing at 22 m.p.h. per 1,000 r.p.m., it is comfortable to cruise at 4,000 revs., representing 88 m.p.h., for long spells, with the odd 500-1,000 r.p.m. in hand which can be used to snap out of overdrive to accelerate when needed.—L. A. M.



VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



CORNER THE UNCONQUERABLE.— The Grand Prix Aston Martin of Neil Corner in process of winning the VSCC Allcomers' Scratch Race. Behind are Simpson's Cooper-Bristol (No. 9), Curtis' Cooper-Bristol (No. 10), Hutchings' AFM (No. 21) and a pre-war ERA. The other winners are shown overleaf.

VSCC SILVERSTONE RACE MEETING (April 11)

ALTHOUGH practice was delayed by fog, racing at this first VSCC Silverstone Meeting of 1970 took place in thin sunshine. Neil Corner was the star driver, winning two races without opposition, in his GP Aston Martin and the famous 4-litre V12 supercharged Sunbeam "Tiger", while another of his cars, the ex-Crowther/Vessey 2.9-litre Tipo B *monoposto* Alfa Romeo once owned by Powys Lybbe, driven by P. Waller, won a 5-lap handicap at this pleasant no-accidents afternoon's sport.

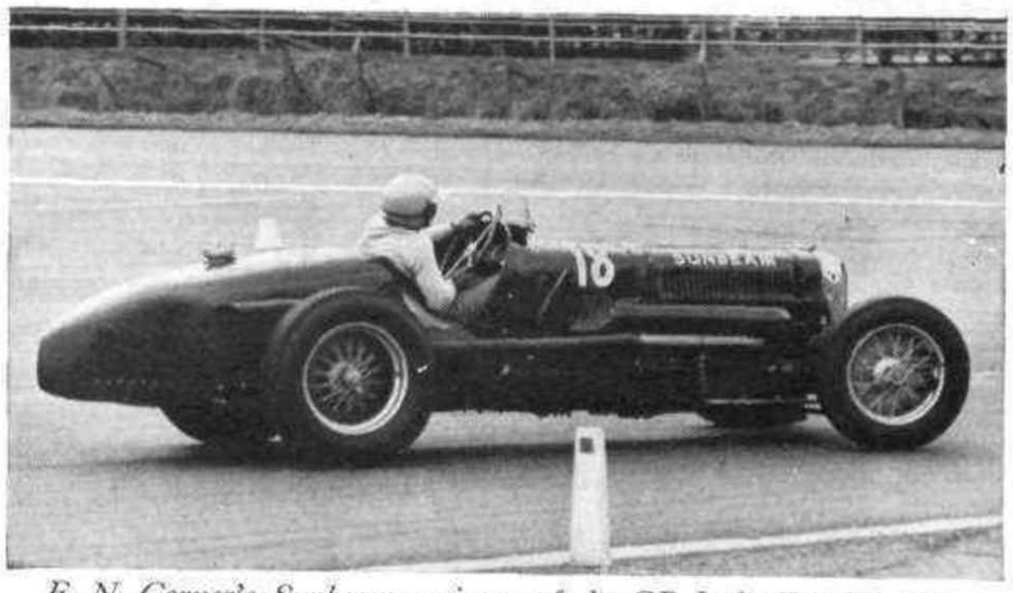
Racing commenced with a 5-lap handicap in which Dowley's "limit" MG, a neat metal-bodied M-type with original tail, made the most of its 75-sec. start and was never caught. For three laps Portway's Lea-Francis held second place, but it was eventually passed by the back-markers, Trainer's 1934 TT Replica Frazer Nash, which had lapped Glover in Philips' smart and original 1927 Amilcar, taking second place, with Tovell's Treen Riley Nine third. Mrs. Russell in a blown 1750 Alfa Romeo two-seater contrived to hold fourth place in spite of being overtaken on the inside by Cameron's Balilla Fiat on lap 4. As was right and proper, Mather's long-wheelbase Frazer Nash, from the scratch mark, set up fastest lap, at 63.06 m.p.h., but Woodbury's Frazer Nash went sick.

There were 11 non-starters in the next 5-lap handicap, some of the more interesting cars unfortunately being absent from this opening meeting. Brooking, in a white Talbot which was once a team-car with "Double-Twelve" associations but has since been re-engined, again led from the first lap, in spite of emitting smoke. Russ-Turner's 4¼-litre pvt Bentley got into second place on the third lap and stayed there, lapping fastest, at 69.08 m.p.h., with Nutter's 6½-litre Bentley, which started life as a saloon but is now a most imposing sports car, coming home third. Gunn's very nice 1935 Q-like MG single-seater with TB cylinder block unhappily retired. In the third 5-lap handicap, which had ten non-runners, Mrs. Russell's Alfa Romeo was out in front for two laps, until Crocker's Lagonda Rapier Special caught it and pulled out an increasing lead, Fitt's Riley Nine also coming up well to take second place, although the lady driver kept ahead of Fleming's insect-tailed 12/70 Alvis Special. The winner made fastest lap, at 68.26 m.p.h., Tooth's Riley Nine was being driven with enterprise, Nice ran his Ulster Austin 7 fully road-equipped, and Clark's Meadows HRG retired before half-distance. Morgan's Lagonda Rapier Special made the most noise but was slow, its customary blower pressure down from 15 to 10 lb./sq. in.

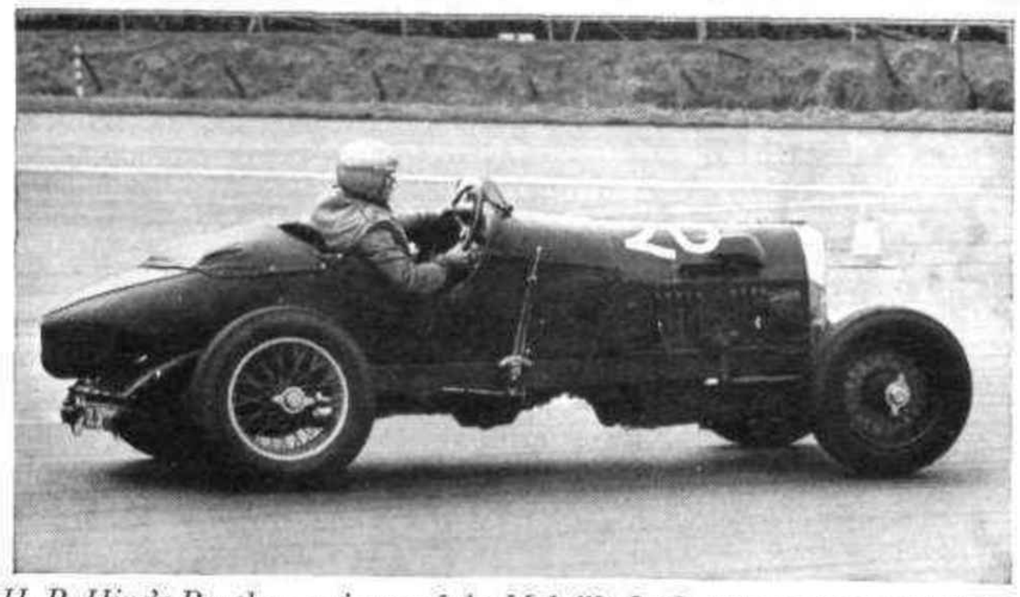
After this overture came the 10-lap Melville and Geoghegan Trophies Class Handicap. Barry Clark was going very well in his racing Ulster Austin until it expired with a rod out, at Becketts, leaving the race to the 4½-litre Bentleys, in the absence of 30/98 Vauxhall and blown Sunbeam opposition, Densham and Howell being non-starters. The finishing order was Hine, Collings, Barraclough and Spencer, the winner lapping at 73.09 m.p.h. The big race of the day followed, 15 laps of Allcomers' Scratch Race, but these days it lacks sufficient entries and interest waned further when the luckless Wilks found the fuel pump of his Lotus 16 to be faulty as he came out to the start and was unsuccessful in replacing it in the 15 minutes that remained. Corner drove splendidly but all alone, ahead of the others in his 3-litre 1959 GP Aston Martin. Crabbe's 250F Maserati held a discreet second place, out of sight of Pilkington's 1953 Cooper-Bristol, which retired on lap 8, giving this place to Hutchings' BMW-powered AFM, which has never run better. The first three finished in that order, the AFM a lap behind the Aston Martin and Maserati. Waller, in spite of appearing to lose his prop. coming into Woodcote on lap 10, was fourth, also a lap behind the leaders, in Corner's 1934 2.9-litre *monoposto* Alfa Romeo which Corner had made available to him on hearing that Waller's ERA had broken its crankshaft. Next in was Brewer in his 2-litre ex-Mays ERA R4D, cornering at a crawl, but contriving to keep ahead of Abson's Lagonda Rapier, which was cornering much quicker. All told, a disappointing race. The Hon. Patrick Lindsay made a welcome reappearance after his accident at Thruxton last year, but his ERA "Remus" retired.

The other important race, the 10-lap 1908 GP Itala Trophy Race for vintage racing cars, would have been another dull one were it not for the fine driving display put up by Corner in the V12 4-litre Sunbeam "Tiger", as he went on to win this race for the fourth year in succession in a car which won in 1965 and 1966 when driven by

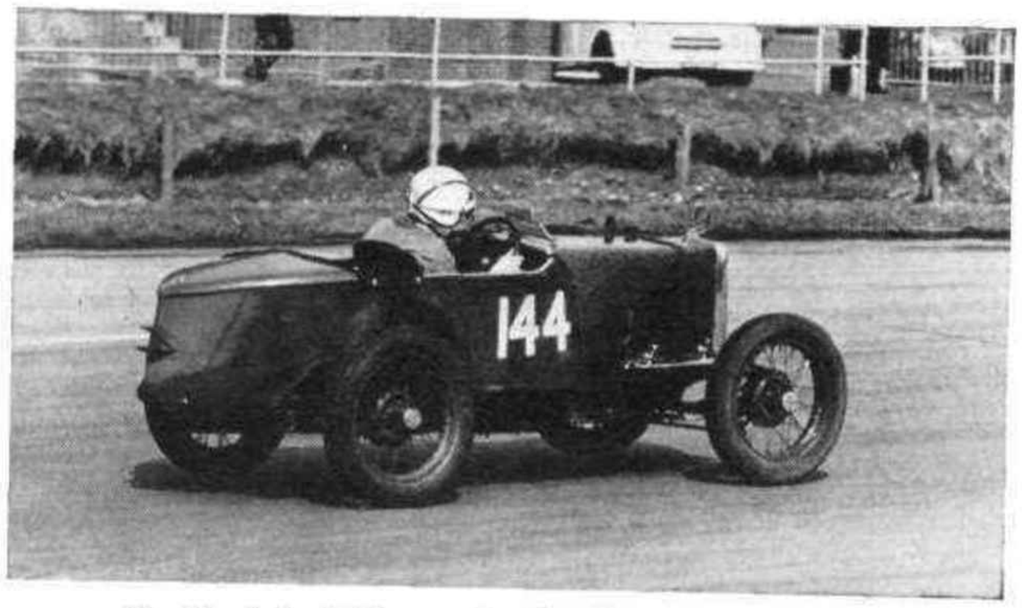
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E. N. Corner's Sunbeam—winner of the GP Itala Trophy Race.



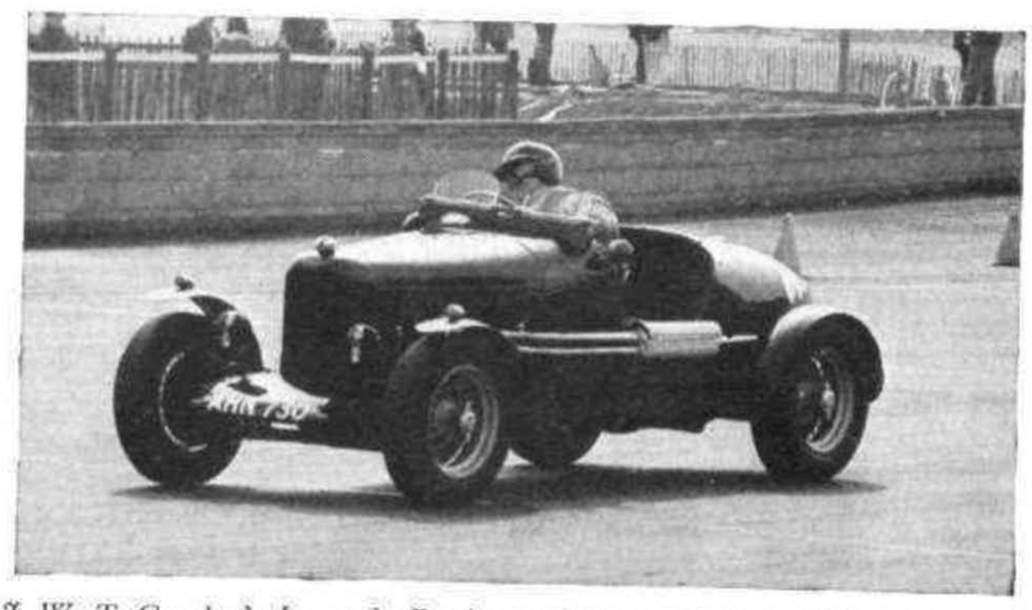
H. P. Hine's Bentley—winner of the Melville & Geoghegan Trophies Race.



N. Dowley's MG—1st in the First 5-lap Handicap.



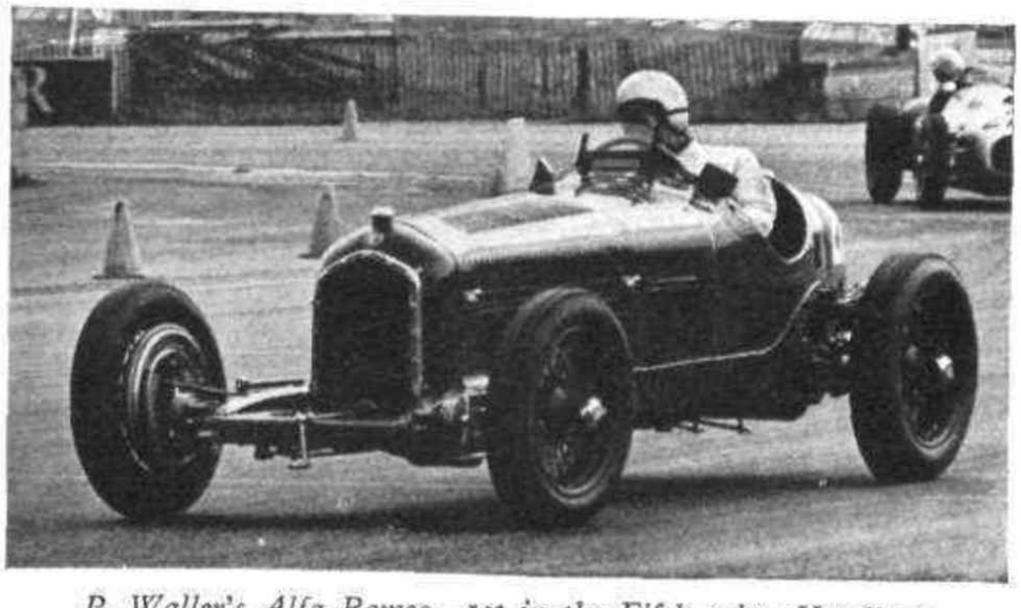
A. H. Brooking's Talbot—1st in the Second 5-lap Handicap.



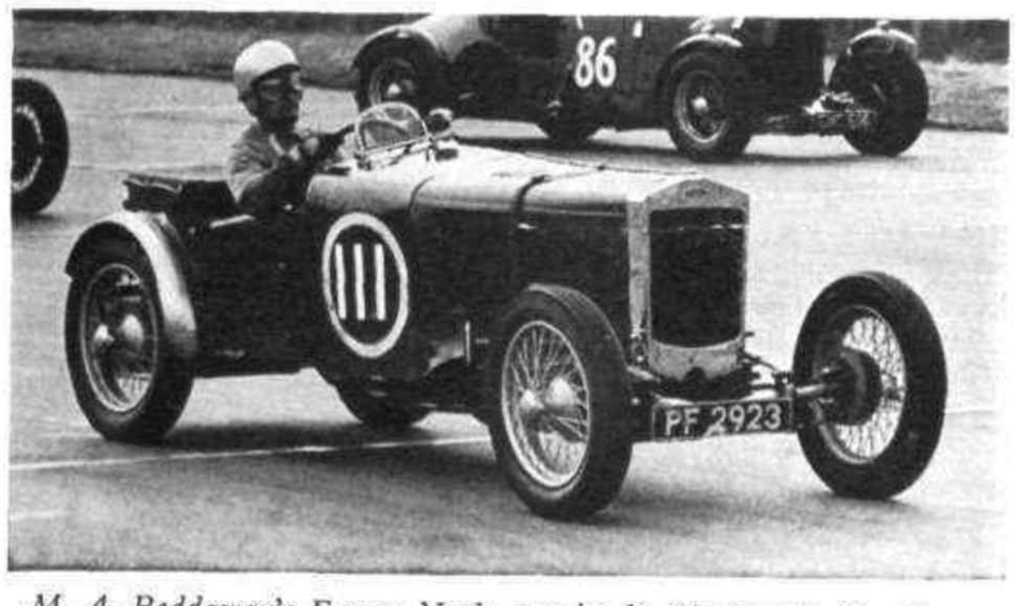
J. W. T. Crocker's Lagonda Rapier—winner of two 5-lap Handicaps and leading in the MOTOR SPORT Brooklands Memorial Trophy Contest.



S. H. Saunders' Bugatti—which dead-heated with the Lagonda Rapier in the Fourth 5-lap Handicap.



P. Waller's Alfa Romeo—1st in the Fifth 5-lap Handicap.



M. A. Reddaway's Frazer Nash—1st in the Sixth 5-lap Handicap.

VSCC SILVERSTONE—continued from page 463

George Burton. Corner was "miles" ahead at the finish and lapped at a rousing 79.3 m.p.h. Llewellyn's blue 8-litre Bentley two-seater with faired-over "gas-works" went well but was no match for the supercharged Sunbeam. A long way behind came Hine's Bentley and no one else was really in the running, Kain's 1926 Type 35B Bugatti not being on form, although it was fourth, ahead of Collings' Bentley.

If the big races lacked excitement, this was retrieved in the next 5-lap handicap, in which Crocker's Lagonda Rapier and Saunders' Type 35A Bugatti dead-heated, the first time, I think, that this has happened in a VSCC race. They had started ten seconds apart but the Lagonda caught up, having made fastest lap, at 67.94 m.p.h., to the Bugatti's best of 64.78 m.p.h., a triumph for the handicappers, Messrs. Ridley, Bowler and Teague. Winder's spidery Lea-Francis Special was third. Race 8, another 5-lapper, suffered from no fewer than 17 non-runners and was a victory for Waller, who seemed well suited to Corner's Alfa Romeo. He made it lap at 80.4 m.p.h., headed off the AFM, and caught Knight's fast 1½-litre Riley Special. Wood's Maserati was absent, having damaged its clutch, and Readey's TT Riley Sprite had, alas, broken its crankshaft.

So to the last race, the usual 5-lap handicap, which saw Reddaway's 1926 Frazer Nash catch Portway's Lea-Francis after three laps and go on to win from Edwards' Ulster Aston Martin and Cann's Aston Martin, although Posner's Bugatti made best lap, at 64.9 m.p.h.

The whole thing was as much fun as ever, with an inimitable "atmosphere", but more entries and some "new" cars are needed to sustain spectator interest. Incidentally, not a single Edwardian racer was entered for this meeting; these are a major attraction and one hopes one will not for long have to ask—where are the giants of yesteryear ?—W. B.

* * *

An inspiring sight—Russ-Turner using the outside hand-brake of his ex-Birkin blower-4½ Bentley on the approach to Woodcote corner in the Itala Trophy Race.

* * *

Rippon startled everyone with his bright yellow Bugatti, painted thus after he had been captivated by the charm of Mme. Junek, who used to race Bugattis of this hue. It apparently startled the Bugatti, too, for it retired from one race and failed to start in another !

* * *

Present at the racing were Charles Lytle from America and A. Whale, who raced a single-seater Calthorpe, ultimately with 4ED Meadows engine, at Brooklands, in the 1920s.

* * *

Results :

Allcomers' Scratch Race :
1st : E. N. Corner (1959 3-litre GP Aston Martin) .. .. 87.15 m.p.h
2nd : C. Crabbe (1956 2½-litre Maserati 250F).
3rd : R. A. Hutchings (1948 2-litre AFM).

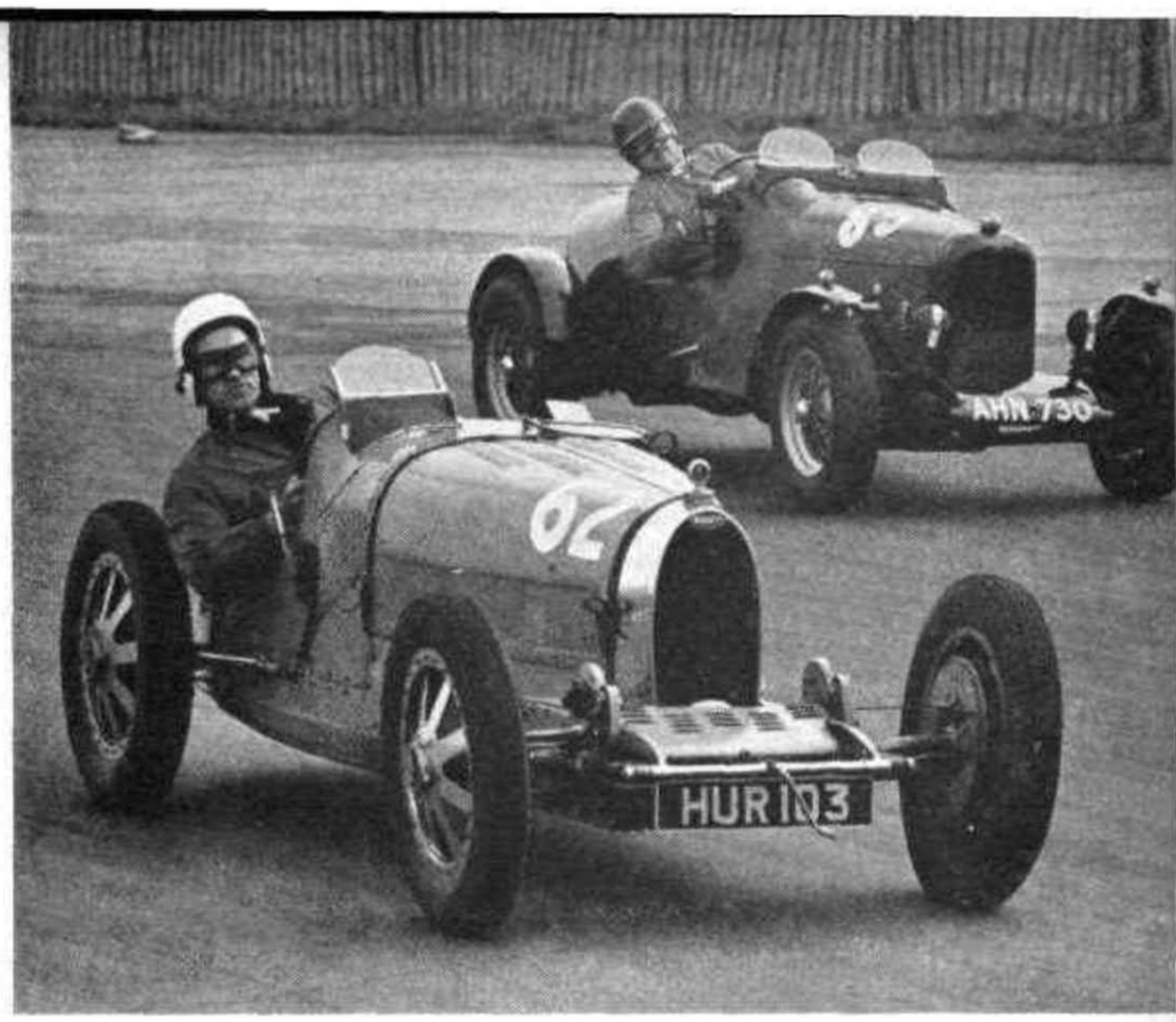
1908 GP Itala Trophy Race :
1st : E. N. Corner (1924 4-litre s/c Sunbeam) .. .. .. 78.1 m.p.h.
2nd : D. W. Llewellyn (1926/30 8-litre Bentley).
3rd : H. P. Hine (1924/8 4½-litre Bentley).

The Melville and Geoghegan Trophies Race :
1st : H. P. Hine (1924/6 4½-litre Bentley) .. .. 71.7 m.p.h.
2nd : R. A. Collings (1928 4½-litre Bentley).
3rd : J. E. Barraclough (1924/8 4½-litre Bentley).

First 5-lap Handicap : N. Dowley (1931 847-c.c. MG Midget) 55.34 m.p.h.
Second 5-lap Handicap : A. H. Brooking (1930/4 3.4-litre Talbot) 63.84 m.p.h.
Third 5-lap Handicap : J. W. T. Crocker (1934 1.2-litre Lagonda Rapier) .. .. 66.78 m.p.h.
Fourth 5-lap Handicap : Tie — J. W. T. Crocker (1934 1.2-litre Lagonda Rapier) .. .. 66.78 m.p.h.; S. H. Saunders (1927 2-litre Bugatti Type 35A) .. .. 64.78 m.p.h.
Fifth 5-lap Handicap : P. Waller (1934 2.9-litre s/c Alfa Romeo) 77.18 m.p.h.
Sixth 5-lap Handicap : M. A. Reddaway (1926 1¾-litre Frazer Nash) .. .. 60.0 m.p.h.

Fastest lap of the day : Corner (Aston Martin), 88.79 m.p.h.

Leaders to date in the MOTOR SPORT Brooklands Memorial Trophy Contest : J. W. T. Crocker (Lagonda Rapier), 36 points; H. P. Hine (Bentley), 26 points; N. Dowley (MG), A. H. Brooking (Talbot), E. N. Corner (Sunbeam), S. H. Saunders (Bugatti), P. Waller (Alfa Romeo) and M. A. Reddaway (Frazer Nash), 18 points each; I. G. Trainer (Frazer Nash), B. M. Russ-Turner (Bentley), D. V. Fitt (Riley), R. A. Collings (Bentley), D. W. Llewellyn (Bentley) and D. J. P. Edwards (Aston Martin) 13 points each; P. Tovell (Riley), J. R. Nutter (Bentley), Mrs. Russell (Alfa Romeo), J. E. Barraclough (Bentley), C. A. Winder (Lea-Francis Special), K. Knight (Riley) and M. Cann (Austin) 8 points each. **Next round :** Oulton Park, June 20th.



THAT PHOTO-FINISH.—There were three deadheats at Brooklands and now the VSCC can boast of one. J. W. T. Crocker's Lagonda Rapier is seen coming up on S. H. Saunders' Bugatti to this dramatic finish of a 5-lap Handicap.

V-E-V Miscellany.—A 1930 Buick hearse in very good order is reported to be languishing behind a Surrey garage. Bradford's *Telegraph and Argus* published a piece recently about Hepolite Scar, the freak hill up which Jowett cars and Scott motorcycles, amongst others, used to perform. In *Blackwood's Magazine* for March there is an extract from a forthcoming book about Lionel Rothschild's early motoring, from which we learn that he had a 10/12 Orleans during his last year at Cambridge and that in 1903 he undertook a tour to Monte Carlo and Rome in his 40-h.p. Mercedes, purchased from J. E. Hutton of Shaftesbury Avenue. Mr. Deeprose, who used to travel all over the country, from 1906 to 1914, in a Panhard-Levassor van containing a lathe, forge, etc., servicing cars of this make for the British Concessionaires, died recently in Teddington, at the age of 90. The new Hon. Sec. of the Austin Ten Drivers' Club is P. D. Martin, The Lees, Highlands Road, Seer Green, Beaconsfield, Bucks. It caters for 10-28-h.p. 1930-39 Austins.

It is rumoured that a Minerva is in retirement somewhere in Buckinghamshire and in the same county a 1931 Essex with truck body and spare engine is looking for a new owner. Is it coincidence that the franking stamp on Brighton and Hove envelopes depicts the outline of a veteran car? The Alvis OC/12-50 Alvis Register 50th Anniversary Tour of Britain, from May 31st-June 7th, has BP sponsorship and is expected to attract some 150 Alvis cars of all ages. It will conclude with a reception at Alvis Ltd., Coventry. Prior to this, the well-established National Alvis Day takes place at the Crystal Palace, London, on May 3rd.

Apart from the Panhard-Levassors referred to elsewhere in this issue, there is apparently another being offered in the Monaco auction sale, which we believe to be a 14/20 saloon. A 1924 14/40 DI Delage tourer, imported to England from Australia, has been sold to a collector in Italy. One of the 11.9 Lagonda light cars once owned by A. Jeddere-Fisher has turned up and is to be restored. Incidentally, Jeddere-Fisher is back in this country and motoring in his E-type 30/98 Vauxhall. The next VSCC fixture is the Curborough Speed Trial, near Lichfield, on May 10th, and vintage and historic cars are due to race at the Aston Martin OC St. John Horsfall Race Meeting at Silverstone on May 2nd, which starts at 1.30 p.m. Those interested in three- and four-wheeler Morgans will find plenty of them (100 are hoped for) at Prescott hill-climb, near Cheltenham, on June 6th-7th, taking part in a cavalcade to mark this make's 60th anniversary. Morgans will race at the aforesaid AMOC meeting. Abroad, the *Coupes de l'Age d'Or* happens at Montlhéry Track on May 2nd-3rd and the replica Paris-Nice Trial from May 7th-10th, a number of drivers from this country, including a girl driver of a 1932 3-litre Lagonda, having entered for the latter.

VSCC LIGHT CAR SECTION RALLY (March 21st/22nd)

THE thriving section of the Vintage SCC which encourages pre-1931 lightweights was almost coerced into staging a one-day replica of the 1924 RAC Six Days Small Car Trial (won by Chinnery's Gwynne Eight) but as the Mobil Economy Run had usurped a tiny portion of the proposed 150-mile route in wild wet Wales a substitute was arranged by Jeremy Collings and Keith and Jane Hill.

On the Saturday morning those vintage light-carists who proposed to compete were bidden to fill their fuel tanks to the brim and their starting mileage was taken on trust. They rallied to a Welsh garage where their tanks were topped up and the mileage recordings taken by marshals, to give a fuel consumption figure. Notably economical were Tuckey's Swift Ten coupé, at over 36 m.p.g., and Weeks in Collings' 1921 Star, at over 33, which is better than the contemporary catalogue claims. Competitors then went a bit cross-country, looking for answers to conundrums along the by-ways, before taking four timed tests on private ground, heavy with Welsh loam.

The restart-without-rolling-back test on a steep gradient merely proved the efficiency of vintage hand-brakes, but a circle-in-a-field called for good traction on mud, where the astonishing low-speed torque of the Star's long-stroke 2-litre engine offset its beaded-edge tyres. After this a timed wheel change saw some improvised jacks pressed into service, Collings' 1913 Brixia Zust posing a problem as it had a spare tyre but no spare wheel. The full crew of Diffey's 9/20 Humber tourer, those in the tonneau in reversed caps and goggles, all the baggage tied on the luggage grid in typically vintage touring style, did a good job, which the Humber wasted by being a very reluctant starter, on the compulsory hand-wind.

By now the muddy and damp competitors, their numbers diminished because Jarrett's s.v. Riley had thrown a rod in its garage that morning (he turned up to marshal) but augmented by Arnold-Forster's Frazer Nash (until told it wasn't a light car), had only one further test, that of braking on a down-grade. Other non-starters were Pam Arnold-Forster's GN, which was awaiting new cylinder heads, and Riddle's GN. The remainder of the entry survived to clock in at Llandrindod Wells, as RAC Small Car Trial drivers had done 46 years ago.

The next morning some of them elected to follow an unwashed but game just-vintage Sunbeam heavy-car on a scenic tour, which involved climbing out of Rhayader by the mountain road (Unsuitable for Motor Coaches), the Swift scarcely living up to its name, but everyone completing a route which embraced some of the Elan Valley dams and artificial lakes and a tough by-ways route back to Cross Gates *via* Abbeycwmhir, after which the intrepid light-carists, who included several Austin 7 drivers (Coates' Chummy most commendably rebuilt from a pile of parts), Templeton's bull-nose Morris-Cowley two-seater, Condon's handsome AC, and Still's artillery-wheeled Riley Nine tourer, dispersed until next year. The only "casualty" was an approaching Mini which took fright at the sight of the cavalcade coming down a mountain and quite unnecessarily tried to commit suicide under the Sunbeam's radiator, but thought better of it and was immediately lifted back onto the road by the crew of the Humber.

When the results were worked out the only Edwardian, the 4.7-litre Brixia-Zust, which calmly did the tests and almost as quickly returned to Cardiff, close to where it used to run in pre-war hill-climbs, was seen to have made the best showing.—W. B.

Results :

Trophy for Best Performance : R. A. Collings (1912 Brixia Zust). *First Class Award :* J. A. Griffiths (1930 Austin 7 Chummy). *Second Class Award :* A. Templeton (1925 Morris Cowley). *Third Class Award :* P. Diffey (1926 9/20 Humber).

VMCC FIXTURES

THE Vintage Motor Cycle Club, which now has more than 2,500 members, has two important events pending. The first round of their 1970 National Grass Track Championship happens at Sibley Circuit, Iver, Bucks., at 11 a.m. on May 10th. It is open to pre-1943 machines and might well appeal to those spectators who have not seen this form of racing since the days when the machines which will be competing this month were made.

The 22nd Banbury Run takes place on June 21st, starting from the Castle Gardens Car Park, Banbury, Oxon., at 10.30 a.m. This now-classic event is open only to pre-1931 two- and three-wheelers, divided into four categories, pre-1910, 1910-1914, 1915-1924 and 1925-1930. The routes are arranged accordingly, ranging from 22 to 70 miles, at average speeds of 12 to 24 m.p.h. Entries close on May 15th.

The VMCC agreed, at its 1969 AGM, to admit machines of up to 25 years of age in its post-vintage category and while we regret this creeping lower of the dating of old vehicles, it certainly broadens the scope. The Secretary of the VMCC is E. E. Thompson, 28, Glover Road, Pinner, Middlesex. An excellent printed Club magazine is published monthly, and the Club's regional branches have, between them, a very full 1970 calendar.—W. B.

MARTINSYDE ANNIVERSARIES

TO mark the 50th anniversary of Martinsyde motorcycles and the 60th of Martinsyde aeroplanes the Martinsyde Committee is holding an exhibition of appropriate products, photographs, trophies, models, etc., at the Brooklands Technical College, Weybridge, on July 18th. This will be open to the public (ample parking) and any cash surplus from the sale of souvenir programmes will go to charity. Members only will be admitted to Brooklands and the old Martinsyde sheds and they will then ride to Woking on some of the surviving 20 Martinsyde motorcycles (out of 2,000 made between 1920 and 1923) to take tea at the old Martinsyde factory, by courtesy of James Walker & Co. Ltd., who have supplied many excellent gaskets to old-car rebuilders and whose extensive "Lion" jointing factory now embraces the old motorcycle works.

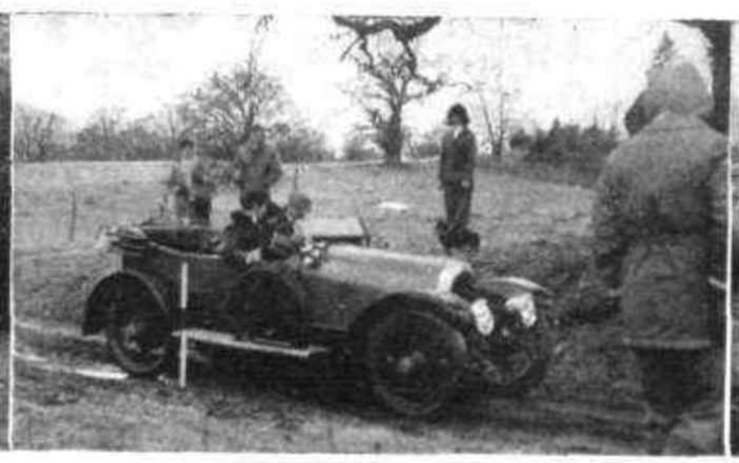
The Brooklands connections with this make include their Team-Prize in the once-only 500-Mile motorcycle race in 1921, a year after their Semiquaver aeroplane had won the Aerial Derby at 161.45 m.p.h. Sir Sydney Camm was a Martinsyde draughtsman and went as mechanic in the Martinsyde F.6 in the 1922 King's Cup Race; he designed the Hawker Hurricane of Second World War fame. The smaller rallies can be as much fun as the big ones and we wish these nostalgically-motivated Martinsyders a good day and fine weather. Unfortunately, the date clashes with the VSCC Silverstone Race Meeting.—W. B.

HCVC BRIGHTON RUN

THIS takes place on May 3rd, starting from Battersea Park between 7.30 and 9.30 a.m. and arriving at Brighton's Madeira Drive around 11 a.m. to 1 o'clock. Nearly 200 historic commercial vehicles are due to take part, including one of the only two surviving Yorkshire steam waggons, rebuilt from parts rescued from a scrap yard. Sponsorship is by National Benzole and programmes will be sold along the route.

Light cars, and an Edwardian, at Llwyn-barried, l. to r.—Austin 7s and a Humber lining up for the Wheel-Change Test, the winner, Collings' 1912 Brixia-Zust at the finish of the Traction Test, and Diffey's 9/20 Humber having a wheel changed.







FACTORY METHODS OF THE VINTAGE ERA

No. 12 : CROSSLEY

IF ANY readers have sufficiently long memories they may tell me that I have slipped up, because the Crossley was covered in No. 5 of this series. Then, however, we were concerned with what went on at Gorton in the late-vintage (1929) period, whereas now we are about to take a look at the same factory as it was in the summer of 1920.

Crossley had had, as it were, a good war, supplying cars and tenders to the armed forces, particularly to the RFC and RAF. In the difficult post-Armistice times, when money was scarce and car production seriously curtailed and delayed by the moulders' strike, Crossley continued to do well. Indeed, they claimed to have achieved almost their optimum output, of 60 chassis a week, whereas a decade or so later they were down to 35 to 50 a week. This compared to approximately 50 Singers, 45 each of Rover, Standard and Calthorpe and 40 Angus-Sandersons being produced in the same period in 1920, when only the Austin Motor Company at Longbridge was claimed to be doing better, by making their new post-war Twenty at the rate of 100 every week.

To manufacture 3,000 Crossleys a year with a staff of only 3,500 men a degree of mass production was required, although this was a term not uttered at Gorton, in spite of their output being probably third largest in the UK, after Ford and Austin. The machinery was in sections, and controlled electrically, in a works divided into manufacturing and assembly halves, the latter including erecting and fitting. Machined parts were conveyed on small electric wagons with trailers, to be stored in bins and pigeon-holes, eight or ten foot high, in the finished-parts store, a red disc hanging from a bin indicating to the storekeeper that it was empty and required immediate replenishment, from the machine shop.

Crossley still preferred grinding for finishing cylinder bores to rolling or broaching and an unfortunate experience with some cars turned out in 1919/20 with aluminium pistons had caused cast-iron pistons to be standardised. Great care was taken to ensure quiet gearboxes. The boxes were mounted on a bench and electrically driven, after which the pinions were taken out and examined for bright spots, which were removed by hand with a carborundum stone, after which the gearbox was reassembled and run-in with a fine mixture of emery and oil, until unnecessary noise disappeared, whereupon it was cleaned out and assembled in a chassis.

Each Crossley chassis was given a rough test body and driven for 100 miles in the Derbyshire hills, after which the sump was dropped and pistons, valves and con.-rods removed for inspection. After reassembly the chassis was deemed ripe for the body builders. Crossley were ready to meet export orders in Holland and Spain.

W. B.

THE VCC OF GB 1,000-MILE TRIAL ANNIVERSARY EVENT

TO celebrate its 40th birthday and the 70th anniversary of the historic 1,000-Mile Trial the Veteran CC is staging a very exciting and strenuous event, which commences on May 1st. It is a reasonable approximation to the pioneer Trial but whereas that event was obviously confined to pre-1901 autocars, the 1970 event will include cars of up to 1914, the most intriguing of which is Philip Mann's just-resussitated 1914 GP Mercedes. Mr. W. R. Randolph, one of two surviving participants in the original 1,000-Mile Trial (the other is Mr. St. J. Nixon), will take Lord Montagu's 1899 Daimler away from the RAC at 8.30 a.m. on May 1st, but the rest of the competitors will leave from the BOAC Speedbird Club at Hayes, Middlesex. The routes will be :—

May 1st : Hayes–Marlborough–Cheltenham.
„ 2nd: Cheltenham–Lichfield–Buxton.
„ 3rd : Buxton–Preston–Windermere.
„ 4th : Windermere–Carlisle–Peebles.
„ 5th : Rest Day.
„ 6th : Peebles–Berwick-on-Tweed–Gosforth.
„ 7th : Gosforth (Newcastle-on-Tyne)–Northallerton–Harrogate
„ 8th : Harrogate–Lincoln–Nottingham.
„ 9th : Nottingham–Northampton–London.

There are bound to be incidents and adventures *en route* and we hope to recount what transpires next month. If you want to see the veterans, they stop for lunch each day at the "middle" towns in the above-listed routes. Please, however, give them a wide berth when they are under-way and park sensibly if you stop in any of these towns.—W. B.

A CHANGE OF HEART

SOME years ago St. John Nixon, the well-known motoring historian, expressed the opinion that the earlier veteran cars are far too precious to be subjected to active usage, and condemned such events for them as the annual Brighton Run, etc. At the time this seemed droll, because Mr. Nixon had done his share of long-distance motoring in "priceless heirlooms", having taken the 1899 Wolseley voiturette, then owned by the Nuffield Organisation, on a self-imposed replica of the 1,000-Mile Trial of 1900 in 1950, which he repeated, in spite of his "museum" dictum, in 1960. This involved the ancient Wolseley in some 2,400 miles' driving in a total of 24 days. (Not subscribing to Mr. Nixon's views we greatly admired his tenacity and the car's reliability and the Editor of MOTOR SPORT gladly acted as one of the Observers for one of these replica journeys.) What is even more droll is that, having expressed his intention of never again submitting old machinery to such an ordeal, Mr. Nixon and the 1899 Wolseley are at it once more ! On April 23rd he is due to leave London and drive his third replica of the historic 1,000-Mile Trial. He has some reason to be interested, as he rode with S. F. Edge on a Napier in the original Trial, and he intends to adhere as closely as possible to the correct route (for details of which consult Wolseley's distributor's showrooms) ignoring the fact that on May 1st the Veteran CC of GB is holding its own idea of how the 70th anniversary of the 1,000-Mile Trial should be commemorated, with an ambitious nine-day event. This will involve the 71-year-old Wolseley and its courageous veteran driver in the equivalent of some 19 consecutive Brighton Runs.

In spite of Mr. Nixon having burned his boats, we hope his enterprising adventure was a great success—and that no serious harm befell the historic Wolseley.—W. B.

VINTAGE POSTBAG

Campbell's "Blue Birds"

Sir,

"People in glass houses," etc. ! In spite of your caustic comment, the 59.6 Vanderbilt Cup Darracq *was* the first car Campbell named "Blue Bird", if one is to believe his own statement in his book "My 30 Years of Speed", published in 1935 and which, by the way, does not read as if it were ghosted.

His first Darracq, a Four-Inch-Race car, appears to have had no name. He then had a Peugeot which he named "The Flapper". He had no luck with this car and changed it for another Darracq, and this he named "Flapper II". He had endless trouble with it, sold it, and bought the Vanderbilt Cup car, which he was about to name "Flapper III" when a friend suggested that, as the name seemed unlucky, why not call it "Blue Bird", after the Maeterlinck play which was having such a successful run in London. He did so, and this, as you know, was the car in which he had the famous accident at Brooklands during the 1912 August Bank Holiday Meeting. I was there and remember it quite well.

Crowborough. R. BAILLIE.

[I am prepared to accept this, but would add that my "caustic comment" was directed at the unnecessary mystery over age and type of the big Darracq rather than its name, which was, in fact, "The Blue Bird". Nor can I find any reference to "Flapper II" being registered by Campbell with the BARC. His 34 h.p. Darracq of 1911 was simply "The Flapper". Incidentally, when was Maeterlinck's play last performed and is it possible to see it today ?—ED.]

* * *

Crossleys and Rapsons

Sir,

Your recent article prompts this letter; you may be interested in the connections between the enterprising Mr. Rapson's products and Crossley Motors Ltd., Gorton, in the early vintage period.

The fleet of 25/30 Crossleys supplied for the Prince of Wales' Indian Tour (1922) was shod with Dunlop "Magnum" Cord Tyres, although when, later that year, the Prince himself ordered a 19.6

Crossley (the post-war-introduced model) cabriolet he specified Rapsons. Interestingly, the bodywork was by Barker & Co. and a Rapson dipping headlight system was incorporated—is there a connection here ? This car was exhibited on the Crossley Stand at the 1922 Olympia Show.

In April, 1924, another Crossley was delivered to the Prince of Wales, this time a seven-seater 25/30 saloon-limousine with Gorton body, and Rapsons again were specified, also a second clock and speedometer in the rear compartment. In addition Rapsons were fitted (920 x 120) to the six 25/30 Manchester tourers prepared for the Prince and his staff for his South African visit, but by this time a "perfectly standard" 19.6 Crossley tourer (similar to the RAC Technical Department's own car purchased in May the previous year for testing fuels, tyres, accessories, etc.) had completed its 20,000 miles RAC-Observed trial, claimed as a World's mileage record, again Rapson equipped and with no mechanical or tyre trouble. Apparently early in the trial, running in company with a Napier saloon, one of the Rapsons sustained a nasty cut but the patent deflector-tube prevented deflation and it was vulcanised and refitted.

The test was then extended for a further 5,000 miles on April 21st, which the car completed with a speed check at Brooklands and with only routine adjustments throughout, by early the following month, three of the Rapson tyres running the full distance—25,035 miles—the fourth having survived till 23,473 maximum wear being quoted as 4.9 mm. We should then be able to expect at least similar performance on today's Dunlop equivalent, surely ?

Amongst others by this time "converted" to the superiority of these Rapson Cords was "Owen John", to whom reference has been made before in MOTOR SPORT, regularly enthusing over his own large Crossley in "On the Road" in a weekly journal until a front wheel came off ! But Mr. Lionel Rapson had gained also the confidence of the Court-Treatt's who stipulated his tyres for their Cape Town to Cairo expedition in September, 1924, two specially equipped 25/30 vehicles being supplied with twin rears.

The journey lasted till June, 1926, comprising 13,000 miles, the first ever lengthwise traverse of the African Continent as documented by Mr. Nicholson and amazingly only eight punctures were sustained, one tyre completing the whole trip with no attention at all. Uncharacteristically Mr. Rapson appears not to have exploited this, his product's greatest achievement, as he might, but you suggest the Company were by this time in financial difficulties.

Finally, can I take this opportunity to announce the re-establishment of the Crossley Register and request that all existing and new owners of Crossley models contact the undersigned. In return they will receive a copy of our "as complete as practicable" Register of all existing cars. An example of the Sports 20/70 h.p. has been located, although we are anxious to hear from owners of the smaller pre-RFC 12-20 cars in particular.

Ruislip.

G. LEE,
Crossley Register.

* * *

Big Mileages in Austin 7s

Sir,

This is a letter putting in a word for people who really do use Austin 7s, and certainly do far in excess of 8,500 and even 12,200 miles a year, as quoted in last month's "Cars In Books".

My own 1929 saloon has been in use *daily* for the last 12 years (yes, it does show) and in the last six years has covered 122,400 miles, consuming three engines and four half-shafts, three sets of king-pins and four Dunlop Sidecar Mayor 350 x 19 tyres, the last of which is now on the spare, with approximately 3 mm. of tread left and 92,000 miles under its belt.

Petrol consumption has varied between 32 m.p.g. to 62 m.p.g., according to how well I've been able to keep the tank fuel tight. Oil consumption from 30 m.p.p. to 700 m.p.p.

So for this year the Bristol Austin Seven Club organised two runs (as opposed to rallies), one to the Brecon Beacons, where the snow was cold, especially on Sunday morning, when it was discovered that another three or four inches had fallen on our tents during the night. Eight cars turned out and we covered 246 miles in the weekend.

The second was somewhat more ambitious and consisted of a run to the Lake District over Easter. Fourteen Austin 7s made the trip north (only two the same, incidentally) and all traversed the ghastly slopes of the Wrynose and Hard Knott passes in a fairly stiff blizzard, also the Honister and Kirkstone, and any other rockfaces that appeared to threaten the mountaineering ability of our slightly underpowered machines. Total mechanical failures amounted to two broken half-shaft keys, one blown head gasket, one burst radiator (which thoughtfully sealed itself up after it stopped boiling) and one non-charging dynamo, all of which were corrected in a maximum of 30 minutes.

The oldest car was a 1926 Chummy, and three other vintage, and ten post-vintage 7s made up the numbers : 710 miles were covered in the four days. Most of the participants own and use no other cars (except perhaps another A.7).

Believe it or not, most of our members enjoy using these cars, more than winning cattle market rosettes at *Concours*, although some of them manage to keep their cars looking prettier than mine, and have cups to prove it.

Frampton Cotterell.

IAN DUNFORD.

"A Day With a Silver Ghost"

Sir,

I read with interest your article "A Day With a Silver Ghost". Perhaps you would permit me to make one or two comments. You refer to a petrol gauge on the dashboard marked 0.1.2.3. This does not represent quarters of the petrol tank but refers to pounds pressure in the fuel-feed system. Before starting the car it is desirable to work up 1½ to 2 lb. pressure by the fuel pressure air pump to which your article referred. No further pumping by hand is necessary as soon as the engine is running. The petrol gauge, which I think you will find reads to a maximum of 18 gallons, is mounted on the tank itself and can be seen in the last photograph of the article. Incidentally, these gauges are calibrated in gallons and litres. Assuming it to have been overhauled, the inaccuracy of the speedometer is difficult to explain because I believe the AT instruments to be extremely accurate. Perhaps it is something to do with the fact that the car is now fitted with 21-in. wheels and 700 × 21 tyres when originally it would have been fitted with 23-in. wheels shod with 33 × 5 straight-sided tyres. No doubt the mathematicians will shoot me down in flames on this point.

R. BROOKS,
Section Hon. Sec., R-REC.

Woodstock.

[The tank gauge was blanked off on the Triplex car. Otherwise I stand corrected.—ED.]

Sir,

I was pleased to read your article about a day out with the Triplex Rolls-Royce Silver Ghost. You obviously had an enjoyable time, and the rebuild is a credit to all concerned.

As the part owner of a very close relative of the subject of the article, chassis No. 107EM, I would like to make a number of comments on points of detail.

EM series Ghosts were not in fact originally fitted with FWB. I believe that they were all recalled in about 1925 to have FWB fitted, as I believe that R-R had not got them completely sorted out at the beginning of 1924. I may be maligning R-R here, and if so I apologise. Earlier cars were also fitted with FWB at the owner's request. This was an extensive and expensive modification, £200 or so. The work entailed the fitting of a new gearbox with servo drive, complete new front axle, new exhaust system and a lot of other bits.

The hand-brake shoes should be lined with cast iron, not Ferodo, but I don't know if c.i. linings are still available. In any case I expect Ferodo works better!

I believe new king-pins are still available from R-R. I fitted a new pair to 107 EM about six years ago. I think they were £9 each. I hope Triplex have not left out the Woodruff key which prevents the king-pins turning in the axle eyes.

My preference is to have the battery box by the driver's door, where it provides a convenient springboard for leaping into the driver's seat over the side, when making a rapid getaway.

The dashboard-mounted petrol gauge is unusual. Normally one had to make do with the gauge mounted on the tank. This is just discernible in the photograph on page 248. This gauge, incidentally, is calibrated in quarts(!), and also in litres.

The starting procedure is unnecessarily complicated by the mucking about with the power pump selector, which is in fact known as a four-way cock. This should normally be left in the "Both pumps" position. The tank can safely be left under pressure provided the petrol is turned off when the car is not being used. The only time I release the pressure is if I have to park the car in a position where the

Continued on page 503

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RACE OF CHAMPIONS

A Dramatic Finish

BRANDS HATCH, *March 22nd*

AN unfortunate clashing of dates with the Sebring 12-hour race robbed the Race of Champions of such drivers as Siffert, Andretti, Servoz-Gavin, Rodriguez, Courage, Pescarolo and Stommelen, so that the BRSCC were hard put to assemble a strong field, and two practice accidents reduced the starters to 12. Most of the cars had only just arrived back from South Africa so there was only time for hasty preparation and any faults that had shown up at Kylami could not be rectified properly. In spite of the difficulties the entry was very competitive and an enormous crowd poured into the Kentish stadium in spring sunshine on the Sunday morning of race day. Their appetites were whetted by a Formula Ford race which saw a great battle between newcomer Vandervell (Merlyn), son of Tony Vandervell, who pioneered Britain's supremacy in Grand Prix racing, and the experienced Formula Three driver, Trimmer (Lola), victory going to the former after a race-long battle, with the Lola driver going off the track on the last lap. This was followed by part one of a saloon car event which was dominated by Gardner in a Ford-sponsored Boss Mustang of fearsome demeanour. The second part followed the Formula One race and the Mustang broke its shock-absorber mountings and let Craft win with a 1,600 c.c. Broadspeed Escort.

The Formula One practice had begun on Friday afternoon, when the *Evening News*, who sponsored the meeting with the *Daily Mail*, gave 100 bottles of Champagne to the driver making fastest practice lap during the afternoon. Although Oliver set the pace in the 1970 BRM, wearing its new Yardley-perfume colours for the first time since the £50,000 advertising tie-up, it was Brabham who collected the bottles with his South African GP winning car, though he would probably have preferred the money. His lap time was 1 min. 26.0 sec., which improved on the existing record held by Rindt at 1 min. 26.8 sec., but most people were slower than last year's record, which puzzled the designers of the new cars, new engines and new tyres. Some of this was put down to the circuit deteriorating and becoming bumpy, while a brand-new section of resurfacing on the main straight by the pits was too new and shiny and in consequence was slippery. On Saturday morning practice continued and disaster struck, for Bell crashed Wheatcroft's Brabham-Cosworth V8 beyond immediate repair, and Beltoise spun off in the lone Matra and tore off both left-side suspensions and crinkled the monocoque. The Matra team had only the one car with them, hurriedly fitted with the latest front suspension uprights which incorporate the brake caliper and using large-diameter hollow-front stub axles, these being fitted since the return from South Africa, and the crash did more damage than could be repaired so the car was posted a non-starter. Brabham had trouble with rear wheels that were not fitting properly, even though they looked all right, and one came off, sending him bouncing over a kerb and damaging the suspension. Although repairs were effected he had to miss the final practice on Saturday afternoon and, ironically, on the previous day he had Stommelen's car with him as a spare but left it behind on Saturday. Nobody approached Brabham's time of Friday, but Hulme showed improvement and Gethin was doing well in his first Formula One drive, using the McLaren that Hulme had raced in 1969.

The much-vaunted March cars were not proving to be the wonder machines that the popular press imagined, and Stewart was discovering that its limitations were not so much the Dunlop tyres, as he thought in South Africa, but an inherent instability of the back end, due to geometry that was not sympathetic to Dunlop or Firestone tyres. What a pity the tyre companies control Grand Prix racing, for it would have been interesting to see what a March 701 would have done on Goodyear tyres. Neither Stewart (March-Dunlop) or Amon (March-Firestone) were at all happy with their cars, and it was all the more frustrating because Oliver (BRM-Dunlop) was still going very quickly. On Saturday afternoon the BRM was really singing round and Oliver was making full use of his local knowledge, and equalled Brabham's best time. With practice almost finished Stewart went out in desperation and managed 1 min. 25.8 sec., to take pole position, but it was Stewart who did it rather than the March car, and it was a fine demonstration of World Championship character.

STARTING GRID

11 J. Oliver (*Yardley-BRM V12*) 153/01 1 min. 26.0 sec.	16 J. Brabham (*Brabham-Cosworth V8*) BT33/2 1 min. 26.0 sec.	1 J. Stewart (*March-Cosworth V8*) 701/2 1 min. 25.8 sec.
5 D. Hulme (*McLaren-Cosworth V8*) M14A/2 1 min. 26.4 sec.	8 J. Rindt (*Lotus-Cosworth V8*) 49C/R6 1 min. 26.2 sec.	
9 G. Hill (*Lotus-Cosworth V8*) 49C/R7 1 min. 27.4 sec.	3 C. Amon (*STP-March-Cosworth V8*) 701/1 1 min. 27.0 sec.	4 B. McLaren (*McLaren-Cosworth V8*) M14A/1 1 min. 26.6 sec.
7 J. Surtees (*McLaren-Cosworth V8*) M7C/1 1 min. 27.8 sec.	6 P. Gethin (*McLaren-Cosworth V8*) M7A/2 1 min. 27.6 sec.	
10 P. Lovely (*Lotus-Cosworth V8*) 49B/R11 1 min. 31.0 sec.	12 G. Eaton (*BRM V12*) 139/02 1 min. 30.8 sec.	

It was not Brabham's weekend, for as he drove round on the warming-up lap a tyre punctured and there was a hurried change of wheel while the cars were lining up for the start. As a precaution Stewart had practised in Tyrrell's second March 701, but on race-day it remained in the paddock. Oliver shot away from the start and the BRM took the lead, but in its new colours of white with a Yardley Y across its nose many people probably did not realise it was a car from Bourne and it did not get the patriotic cheer that the BRM used to get when it led a race. Stewart and Brabham were right behind Oliver in the opening sprint, and Rindt was back in fourth place with the rest trailing along behind. For eight laps Oliver kept the BRM in front, and it was very obvious that both Stewart and Brabham wanted to get by, but the twisty nature of Brands Hatch did not allow any opportunities. Oliver had no intention of giving way and the scene recalled Ginther in a similar situation at Zandvoort with the V12 Honda and Hawkins in the BOAC 500 in a works prototype Ferrari, when both drivers were obviously holding up those behind, but not badly enough to justify a blue flag. Stewart had so little reserve of road-holding in the March that he could not apply forcing tactics, so Brabham took the initiative, moved up into second place on lap 8 and next lap forced his way by Oliver and motored off into the middle distance, relatively speaking. On lap 13 the BRM expired with a broken rear hub-shaft and Stewart was left chasing Brabham in vain, while Rindt was quite close in third place thanks to the opening laps hold-up. As Brabham reeled off the laps at his leisure, Stewart was driving all he knew to keep pace, the March 701 looking a real handful on some parts of the circuit and the Scot's determination was admired by everyone. While he could not gain on Brabham he was keeping pace and staying ahead of Rindt, the Lotus 49C beginning to look rather antiquated. Hulme had made a slow start but when he got going his brand-new 70 series Cosworth engine started misfiring, it having been installed the night before the race and not tested, so all he could do was to hold on to a rather dreary fourth place. McLaren was in trouble with low fuel pressure, but Gethin in the third works car was doing a nice job and keeping out of trouble. Surtees was never in the picture, suffering from sticking throttle slides, on his McLaren, and Eaton's BRM was having electrical trouble. Lovely crashed his Lotus when his mind wandered from the job in hand, and when McLaren rejoined the race he, too, suffered a moment of inattention and crashed at Clearways, a most unusual happening for the New Zealander. Amon had gone out early on with an engine breakage in the works STP-March and Hill was slowed by a troublesome Hewland gearbox on Walker's Lotus 49C.

The whole thing had developed into a rather uninspiring procession, enlivened only by the grim determination that Stewart was showing with the poor-handling March car. With "old man Brabham" out in front one wondered what was wrong with everyone else and the thought occurred that perhaps the standards of Grand Prix driving have fallen, for Brabham, while always good, was never a great Grand Prix artist. With three laps to go the rather dreary procession seemed all over, when suddenly Brabham's engine went rough and he slowed right down. A surprised Stewart swept by into the lead, his determined struggle with the March paying off unexpectedly. Brabham limped into the pits, knowing that the coil ignition unit in the vee of the Cosworth engine had gone wrong. A new unit was fitted in

Continued on page 476

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Taunton. Tel: Taunton 5632

STAFFORDSHIRE Parade Service Garage (Wolverhampton) Ltd., St. George's Parade,
Wolverhampton. Tel: Wolverhampton 26405

SUFFOLK Cars Continental (Suffolk) Ltd.,
159 London Road, Ipswich. Tel: Ipswich 52221
St. Christopher's Service Station,
Leaven Heath, Colchester. Tel: Nayland 275
J.F.French & Co. Ltd.,
Station Road Garage, Eye. Tel: Eye 268

SURREY Langley Motors of Thames Ditton Ltd., Portsmouth Road, Thames Ditton,
Tel: 01-398 3435
Central Garages (Surrey) Ltd.,
Portsmouth Rd., Cobham. Tel: Cobham 4282
Jack Playford, Purley Garage, Russell Hill Rd.,
Purley. Tel: 01-668 5482
Chris Williams (Sales) Ltd.,
Shere. Tel: Shere 2051
Willis Autos Services,
Wellington Avenue, Virginia Water.
Tel: Wentworth 3149
Inkerman Car Company,
Hermitage Road, St. James, Woking.
Tel: Brookwood 4234

SUSSEX Normand Garage Ltd., (in Surrey),
Hookwood Garage, Reigate Road, Horley.
Tel: Horley 2257/8/9
Chandlers Service Station (Broadway) Ltd.,
339 Brighton Road, Lancing, Nr. Worthing.
Tel: Lancing 3509
Seven Dials Motors Ltd.,
Melville Road, Hove 2. Tel: Brighton 684921

WARWICKSHIRE Smithfield Garage Ltd.,
Digbeth, Birmingham Tel: 021-643 7341
David Prophet Ltd., 57 Walkers Heath Road,
Kings Norton, Birmingham 30.
Tel: Kings Norton 2405
Green Lane Garage, Kenpas Highway, Coventry.
Tel: Coventry 67771
Swanswell Garages Ltd., Sponend, Coventry.
Tel: Coventry 25365

WESTMORLAND Bateman Motor Works,
Lindale Corner, Lindale, Grange-over-Sands.
Tel: G-over-S 2282

WILTSHIRE Dick Lovett Specialist Cars,
Fairwater House, High Street, Wroughton.
Tel: Wroughton 387

WORCESTERSHIRE Black & White Garages (Continental) Ltd., Harvington,
Nr. Evesham. Tel: Harvington 456
Dave Gossage Motor Co.,
Chaddesley Corbett, Nr. Kidderminster.
Tel: Chaddesley Corbett 227
Amblecote Garage, York House,
9/11 High Street, Amblecote, Stourbridge.
Tel: Stourbridge 72390

YORKSHIRE Normand Garages Ltd.,
Hall Ings, Bradford. Tel: Bradford 33077
Seacroft Motor Centre,
York Road, Seacroft, Leeds 14.
Tel: Leeds 643772
J. G. Allison Ltd.,
Station Yard, Pocklington. Tel: 2021
South Grove Garages (Auto Engineers),
Moorgate, Rotherham. Tel: Rotherham 2859

WALES
GLAMORGAN S. F. Bowsher & Son Ltd.,
6 Bessemer Road, Grangetown, Cardiff.
Tel: Cardiff 3793

MONMOUTHSHIRE Wyedean Motors (Watts of Lydney Co.) of Gloucestershire,
12 High Street, Coleford.
Tel: Coleford 2056

MONTGOMERYSHIRE Border Garage,
Newton Rd., Welshpool. Tel: Welshpool 2155

SCOTLAND
ABERDEENSHIRE Stanley Street Motors,
116/124 Stanley Street, Aberdeen.
Tel: Aberdeen 20911

DUMFRIES Southern Garage (Dumfries) Ltd.,
Annan Road, Dumfries. Tel: Dumfries 2711

LANARKSHIRE Callanders Garages Ltd.,
597 Great Western Road, Glasgow, W.2.
Tel: Western 8585

MIDLOTHIAN Western Automobile Co.,
116 Colinton Road, Edinburgh.
Tel: Craiglockhart 2065

NORTHERN IRELAND
Isaac Agnew Ltd., 46/52 Grosvenor Road,
Belfast, BT12 5AR. Tel: Belfast 26484

CHANNEL ISLANDS
JERSEY Jacksons Garages Ltd.,
60/63 Esplanade, St. Helier. Tel: Central 20281

GUERNSEY Jacksons Garages Ltd.,
St. Peters Port, Guernsey. Tel: Central 23916

BMW Conessionaires GB Ltd., Victoria Rd., Portslade, Brighton, BN4 1YG. Tel: Brighton 47814. London Showrooms, N.A.T.O., Diplomatic & Export Office: 56 Park Lane, London W.1. Tel: 01-499 6881

ROAD TEST:

Cosworth-Ford Escort

Part one of a long loan assessment



OFFICIALLY the latest Escort variant is to be called the Rally Special 1600. The test car still wore Twin-Cam badges, which puzzled even the initiated when the engine was running, most acquaintances being convinced a turbocharger was fitted.

THOSE who read last month's editorial will be aware that we have had some difficulty in laying our hands on a Cosworth four-cylinder, 16-valve, d.o.h.c. power unit as installed in an early batch of Capris and the recently announced 1600 Rally Special. Now that we have an Escort so equipped, registration number GNO 420 H, we will be testing it for some time, so this report, like W.B.'s first instalment on the Alfa Romeo saloon, is a preliminary one. We have taken a full set of performance figures, including top speed, acceleration and fuel consumption, but as none of these are up to our expectations, subsequent performance data can be expected after the car has visited Ford's patient magician, Alf Belsen, who looks after the Press fleet. A quick glance at the performance panel should demonstrate that, in spite of the foregoing remarks, this is a very rapid little saloon with the ability to leave anything but Lotus Elan or the exotic GTs a very long way behind. It is also a saloon of considerable character with a unique engine sound similar to that of a supercharged unit, a delightful gearbox (probably the best in any saloon made today), and very agile handling. These qualities, combined with adequate if not inspired braking from a disc/drum arrangement, must put it near the top of the list for the man who must get around Britain in the quickest possible times, without attracting attention.

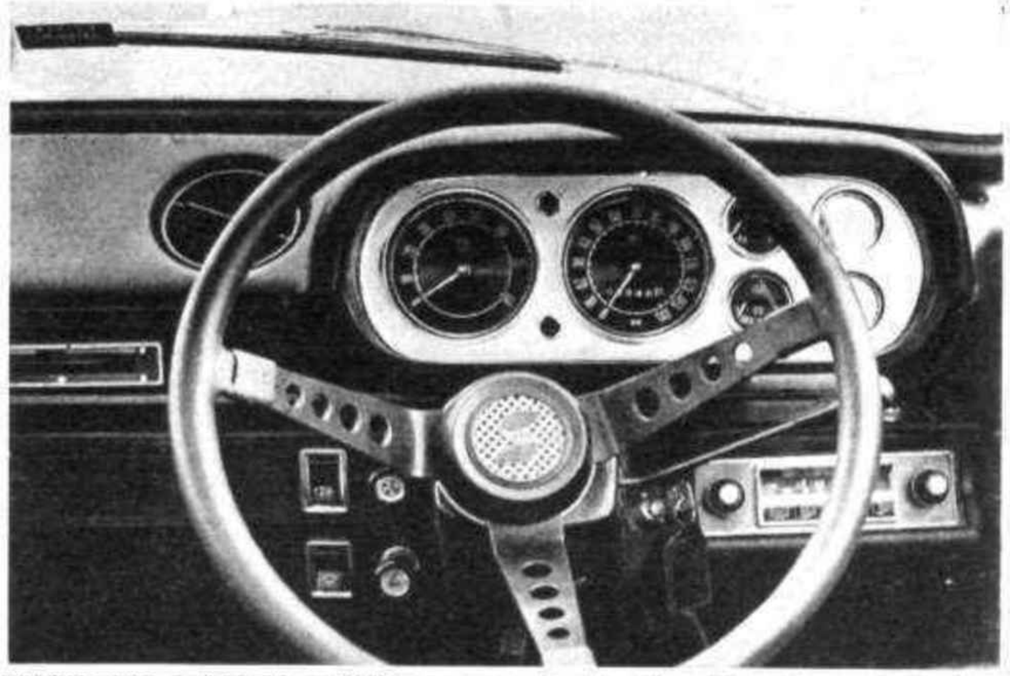
Aside from the Cosworth engine we found that there was little to set this Escort apart from the Lotus-propelled Twin-Cam models. In performance the Lotus and Cosworth Escorts are practically identical at present, the point being that the Belt Drive A-series engine is in its lowest state of tune with 120 b.h.p. and can relatively easily be boosted to 130/140 b.h.p. for road use, or over 180 in racing trim. The main reason for not using a 130-plus horsepower variant of the BDA at present is that the standard T-C suspension is not really up to this sort of performance when driven by any member of the general public, and Ford are stressing that this car is for sale to anyone with approximately £1,450.

A Group 6 (prototype) 1,800-c.c. BDA has already scored the first success for this type of unit in the Circuit of Ireland Rally, winning outright. The driver was Roger Clark, co-driver Jim Porter, and their Weber-carburated model is said to have 180 b.h.p. The 1,000 examples necessary for the car's acceptance into Group 2 will be homologated at 1,601 c.c., which takes into account any production tolerances which could embarrass those running in Club events with a class division at 1,600 c.c. The production capacity variations are 1,599-1,602 c.c. and it seems probable that when the initial run of cars has been sold we will see more BDA variants with capacities approaching 2-litres.

Back in the land of reality "our" car has only three non-standard items: a mock leather-rimmed steering wheel, push-button Ford radio and inertia reel safety belts. The rest, apart from the engine, is as the T-C with modified Macpherson strut front suspension, including an anti-roll bar and 1½ degrees of negative camber, a live rear axle located by twin trailing arms, 9.6-in. front disc brakes and 9-in. diameter drums aft, all synchromesh four-speed gearbox with the same ratios *et al* as the Corsair 2000E and Escort single rail selection, an identical interior to the Escort GT, except for the provision of a 140-m.p.h. speedometer, and even Twin-Cam badges were retained for the test car.

Although we conscienciously wrote twice in one issue about the Cosworth in-line four-cylinder engine in the March issue, a brief resume follows, including some material that was not available at the time. The aluminium crossflow cylinder head has two sections, the top tier carrying twin overhead camshafts. Each combustion chamber has two inlet and two exhaust valves with a centrally mounted sparking plug; compression ratio is 10 to 1. Carburation is by twin sidedraught Weber 40DCOEs, each with two chokes mounted on a separate inlet manifold, unlike the Lotus Twin-Cam on which the inlet manifolding is integral with the cylinder head. The exhaust manifolding is nearly twice the size of that used on the Lotus T-C, and a suitably rorty note is a feature of the car.

The block, connecting-rods and five main bearings are all as fitted to the Cortina/Capri 1600 GT crossflow unit. However, different pistons are used of the flat-top variety, giving a bore and stroke factor of 3.188 in. × 3.06 in. The crankshaft is a Tuftrided 1600 GT component fitted with a two-piece pulley at the front to drive a rubber-



TRIPLEX LAMINATED screen is standard, unlike the mock leather-rim steering wheel, on which the small thumb spats have already loosened.

toothed belt which operated the overhead camshafts and the standard push-rod shaft, which in this case operates the distributor, oil and fuel pumps. The outer belt is a conventional one working the dynamo (one might reasonably have expected an alternator on such an advanced engine), water-cooling fan and water pump. At present a Twin-Cam sump is used, slightly relieved to allow for the extra throw given by the Cortina crankshaft; the oil pump is an uprated one giving 60 lb./sq. in. at normal running speeds.

Keith Duckworth finished the production plans of the BDA in 1968, basing much of the engine's theoretical layout upon the all-conquering FVA Formula Two engine, albeit loosely for the FVA has gear-driven overhead cams, while the BDA has the same sort of toothed belt used on Pontiac, Fiat and Vauxhall o.h.c. engines. None of the major components are interchangeable. In January 1969 Ford had a very small number of BDA-powered Capris manufactured in case the 3-litre version was not developed in time to satisfy public demand for a more powerful "Mini-Pony". Those who went on the Cyprus Press "Jolly" did not seem over impressed with the car's performance, and while admitting that the engine was perfectly tractable, most found a distinct lack of torque. The 16-valve Capri never did come into general circulation, or even for detailed Press appraisal, mainly because Ford triumphed over strikes and internecine warfare to bring the Zodiac 3-litre V6 device out on time. At present the BDA engines are assembled by Harper Engineering of Letchworth in Hertfordshire, with part of the Halewood plant set aside to make the complete motor cars, exactly as they have done with the Twin-Cam Escorts.

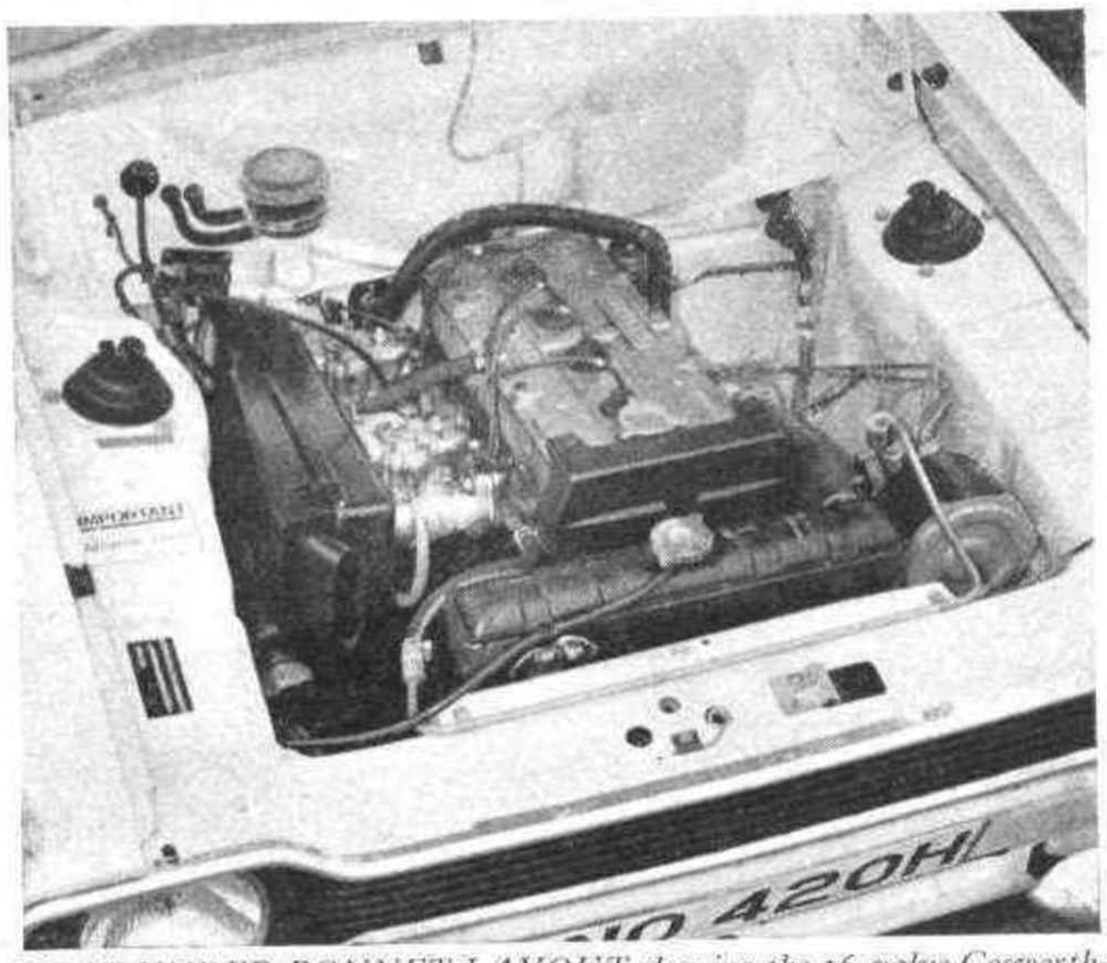
And so, returning to Ealing after an extremely depressing day when two other road-test cars had packed up, I found outside my home a smart white (the company still operate a limited policy of "you can have any colour you like, so long as it is . . .!) Escort parked neatly. After a pause for food, I could no longer resist the urge to try the car and see if I could change the day's run of poor luck.

From the outside only the quarter bumpers *à la* original Lotus-Cortina, round headlamps (for which we were very thankful) and the squat look of the car perched on 5½-in. rims, make it look any different to the standard GT. The really sharp-eyed will notice the angle of the front wheels as well, but that is really beyond the realms of most observers.

The controls are all conventional, though as with all twin-choke Weber-carburated cars, it is best to ignore the choke completely and dab the throttle to fill the combustion chambers, before turning the ignition key. As soon as the engine catches (which can be on the sixth or seventh attempt, if "ours" is anything to go by), you know that a new era in Ford power is waiting for action.

At low r.p.m. the sounds reaching the driver are mainly from the Webers garging 5-star fuel, but from this point on the shrill whine catches on the imagination and the tachometer needle flies round the dial until the ignition breaker spoils the fun at anything from 6,200-6,600 r.p.m.; the official red-line is 6,500 revs. Peak power is claimed at 120 b.h.p., 500 r.p.m. below the red line, while maximum torque is 110 lb. ft. at 4,000 revs. Both outputs are slightly above those achieved by the latest Lotus T-C units fitted as standard to the Plus 2S and the Escort.

The ignition breaker's erratic cut-out operation made a farce of our acceleration runs, though mainly because of the slightly faster gear-



NEAT UNDER-BONNET LAYOUT showing the 16-valve Cosworth-designed engine and efficient air filter. The servo-assistance pipe for the disc/drum braking lies in front of the radiator.

change (compared to the T-C's old standard Cortina arrangement), we were able to knock a mere half second off the 0-60 m.p.h. time returned by the Escort T-C tested in August last year. Top speed was some 4 m.p.h. down on the T-C when run in two directions and averaging the runs. It is fair to point out though that when I handed the car over to our Production Editor, M. J. T., it was going a lot better than when these figures were obtained; on one glorious occasion it even managed to roar all the way up to ignition cut-out point in top gear; a speed of 115 m.p.h.

The fuel and oil consumption with around 3,000 miles on the speedometer were heavy. We put in four pints of GTX and a fraction of Mr. Duckham's Q20-50 over 1,000 miles of mainly hard motoring; fuel consumption varied from just over 27 m.p.g. in legal motoring, down to under 21 when taking performance figures. You may remember that we said some time ago that the prototype BDA, installed in a Cortina, ran happily for 20,000 miles on 2-star grade petrol. After a short talk to Ford's Press office we abandoned any such ideas and stuck to the best fuel; we also agreed to routine servicing every 2,500 miles, the same as the Lotus engine. The 9-gallon fuel tank allows a range of 190 miles, according to the fuel gauge.

Boredom is something not encompassed by this car, for the superb gearbox, light precise rack-and-pinion steering and the shrill engine note, coupled to adequate braking and handling, make this small saloon a very exciting conveyance. We found our cross-country times were astonishingly good, for with a modest appearance and compact exterior measurements, we could take the fullest advantage of the outstanding acceleration to nip through any of the light traffic encountered on our mainly B-road route to Thruxton over the Easter holiday.

On dry roads the road-holding limit is good on the wide section tyres and the car can be hustled through country roads with very little breakaway at either end. There is plenty of understeer at first, followed by a short period of neutral steer as the power is applied, continuing into a tail-out attitude when really trying hard on slow bends. The ride is surprisingly good, though on the bouncing side for country surfaces.

Wet and greasy roads show up the basic limitations of the front engine, rear-drive layout coupled to nearly 150 b.h.p. per ton power output. All those TR addicts would find the arm-twirling to their taste, and we certainly enjoyed power sliding the car away from slippery roundabouts and the like. This "sideways" approach can be used at higher speeds, but it really is quicker to push through a corner in the same way as one would power a motorcycle through with a minimum of tyre scrub. In the dry this can cause a front wheel to lift slightly but this seems to have no undue effect on the driver's chosen line.

On open stretches of road the car jinks around under the influence of crosswinds, and this combined with the invigorating, but on a long run tiring, engine noise, mean that the best place for this Escort (and the

Continued on page 497

PERFORMANCE

Acceleration :

0-30 m.p.h. ..	3.1 sec.	0-70 m.p.h. ..	12.4 sec.
0-40 ,, ..	5.1 ,,	0-80 ,, ..	16.6 ,,
0-50 ,, ..	6.4 ,,	0-90 ,, ..	24.7 ,,
0-60 ,, ..	9.3 ,,		

Speeds in the gears :

1st	39 m.p.h.
2nd	58 ,,
3rd	82 ,,
4th	110 ,,

Speedometer : Accurate at 70 m.p.h., over-reading by 2 m.p.h. at an indicated 90 m.p.h.
Petrol consumption : 21.2 m.p.g. overall.
Sales enquiries to : Advanced Vehicle Operation, Aveley, South Ockendon, Essex.
Provisional price : £1,450.

WE'LL PUT 50



Simoniz Limited are offering 50 drivers the chance of a lifetime. Find out your potential as a racing driver! With the professionals of Motor Racing Stables to do the assessing. *And with a full racing-driver's course awarded FREE to the five who show most promise.*

How would you shape up? To find out we are asking you to go in for the Simoniz Racing Driver Contest. Fifty successful entrants, men or women, will be awarded a free trial and analysis conducted by Motor Racing Stables. First in a GT Capri or Cortina, with an instructor. Then on your own in a single-seater!

Plus 5 full Racing Driver's Courses Full Racing Driver Courses will then be awarded by Simoniz Limited to the five who show the most aptitude in the initial trials. Imagine – full professional tuition which brings you to the point where you are eligible to race a single-seater before the public!

And if you're good enough, you may then be asked to race for a team–with all expenses paid. After that–the sky's the limit!

Brands Hatch, Silverstone, Mallory Park Motor Racing Stables are an international racing drivers' school. They are the originators of the Formula Ford concept, and operate at Brands Hatch, Silverstone and Mallory Park, where the tests and courses will be held. MRS also help a really outstanding discovery to progress in the sport and gain recognition.

MRS have already helped to develop the driving ability of men like Tony Lanfranchi, Harry Stiller, Tetsu Ikuzawa and Vic Elford. Enter the Simoniz Racing Driver Contest – and maybe you'll be wearing the laurel wreaths too!

RULES

1. Entrants must complete the standard entry form in Block Capitals and in legible ink or ball-point pen, stating where G.T. Wax was purchased and forwarding a tracing from the "GT" on the G.T. Wax can.
2. Competitors must be over 17 years of age, hold a current driver's licence and reside in Great Britain.
3. All entries will be examined and prizes awarded to the 50 competitors who have, in the judges' opinion, listed the features in their most important order and provided the best reason for selecting the most important.
4. Only one entry per competitor is allowed.
5. The judges' decision is final and no correspondence can be entered into.
6. All entries will be the property of Simoniz Limited, who are unable to accept responsibility for postal delays, damaged or lost entries.
7. The prizes will be as specified.
8. Prizewinners will be notified by post, and a list of prizewinners will be available on application to Simoniz Limited.
9. Employees or relatives of Simoniz Limited, Motor Racing Stables Ltd., or their publicity/advertising agents, are not eligible for this competition.
10. Closing date for entries is 30th June, 1970.

SIMONIZ RACING DRIVER CONTEST STARTS NOW!

WHAT TO DO

1. Buy a can of Simoniz G.T. Wax (paste, aerosol or liquid). Write the name and address of the retailer where you bought G.T. Wax on the entry form and send in a tracing from the "G.T." on the can: this entitles you to enter the Simoniz Racing Driver Contest. Simoniz G.T. Wax is the wax that won't wash off, because it's detergent resistant. (Try the X-test as seen on television.)

2. Complete the Entry Form Using your skill and judgement as a driver, list in order of importance 8 of the following features of a good racing circuit. For instance, if you think 'Hills' are most important, write the figure 3 in the first space provided, then follow with your second choice and so on. Then complete the sentence "I have chosen . . ."

3. Send Entry Form to SIMONIZ COMPETITION, 175 HOOK ROAD, SURBITON, SURREY, to arrive not later than 30th June 1970.



Obtainable from Halfords,

DRIVERS IN THIS SEAT FREE! AND ONE AT A TIME



cing stables

1. CHICANE
2. FAST STRAIGHT
3. HILLS
4. HAIRPIN BEND
5. SAFETY VERGES
6. TARMAC PADDOCK
7. ADVERSE CAMBER
8. HIGH-SPEED BANKING
9. SLIP ROAD TO PITS
10. CRASH BARRIERS

☐☐☐☐☐☐☐☐☐☐

SIMONIZ RACING DRIVER CONTEST ENTRY FORM

MS4

I have chosen .....as the most important feature because (not more than 15 words)

.....

.....

NAME .....

ADDRESS .....

TOWN.....

COUNTY .....

I bought Simoniz G.T. Wax from:

NAME OF RETAILER .....

ADDRESS .....

TOWN .....

COUNTY .....

BOOK REVIEWS

"Airspeed Aircraft Since 1931", by H. A. Taylor. 206pp. 8¾ in. × 5⅝ in. (*Putnam & Company Ltd., 9, Bow Street, Covent Garden, London, WC2.* 50s.)

We have reviewed many of the technical aviation books published by the House of Putnam and each one has been much appreciated for the vast amount of pictorial and textual information contained therein, and for the high quality of the paper, printing and block making.

This new volume in the series, the history of the small, brave and ambitious Airspeed Company, is especially readable because, perhaps on account of the author having been employed by Airspeed for a period of five years, it goes into much intimate detail about many of the aeroplanes and gliders for which they were responsible.

After a detailed history of the Company the standard Putnam treatment is followed, that of individual histories of each machine, from AS.1 Tern glider to AS.69, with copious pictures and 3-view scale drawings. Many uncompleted but highly interesting Airspeed projects are included, and appendices cover Type Summaries, Individual Aircraft Histories, RAF Serials by Manufacturers and Marks of Oxfords and Horsas, and Aircraft Resulting from Recommendations of Second Brabazon Committee (1943).

Some fascinating stories are to be found in this excellent book, from which we learn what it was like to fly a towed Horsa glider, of the first down-payment on an Airspeed Ferry by the late John C. Sword being his 6½-litre Bentley, valued in 1933, at £900, but fetching only £700, of the quite remarkable fail-safe self-landing aids built into the pilot-less Queen Wasp a quarter-of-a-century before automatic control down to the actual landing became an accepted accomplishment, and of the remarkable landing of an Ambassador by Ron Clear after it had shed its two engines, which resulted in Chief Test Pilot George Errington arranging for his colleague to be presented with a miniature ship's telegraph with its signal set to "Finished with Engines". All told, a book aviation enthusiasts and historians are going to greatly enjoy.

W. B.

Some time ago we published a review of a fascinating book, "Great Mysteries of the Air", by Ralph Barker (Chatto & Windus, 1966). There is now a similar book, "The World's Greatest Air Mysteries", by Michael Hardwick, published by The Hamlyn Publishing Group Ltd., Hamlyn House, 42, The Centre, Feltham, Middlesex, at 25s. The author pays tribute to the earlier book on the same subject and admits that his book repeats five air mysteries covered by Ralph Barker. This leaves 16 fresh chapters, covering a very long period of aviation, from ballooning over the North Pole in 1897 to UFOs, although much of the information is to be found in Barker's book. The book runs to 254 pages, plus some mediocre illustrations.

* * *

With so many fine annuals devoted to reporting, in text and picture, motor racing and the competition scene season by season, and the bound volumes of the motor journals, it is difficult to see any real necessity for a full-scale book about motoring sport in 1969. But author Anthony Pritchard saw a need for it and wrote a 240-page work about it. "The Motor Racing Year" is published by Pelham Books Ltd., 52, Bedford Square, London, WC1, at 45s.

* * *

Intended mainly for children, Music for Pleasure, Astronaut House, Hounslow Road, Feltham, Middlesex, have issued an LP record, "Sing a Song of Motor Cars", which sells for 14s. 6d.

CARS IN BOOKS

A READER, Mr. J. C. Horne of Leeds, sends the following extract from "Adventurers' Paradise", by Alastair Scobie (Cassell) :—

"In this category was my experience in Tanganyika with a Mission Lady. I dare be no more explicit because of the sad end to this tale. On this occasion I was travelling with two fellow-adventurers in a Fiat truck which we called 'Hotel Fiat' because we always seemed to sleep in it. We went off on a long and fairly hazardous safari (from the motorist's point of view only) from Dar-es-Salaam to Mombasa and back *via* the coast. There isn't much of a coast road at all for most of the way—one is supposed to loop up through Central Tanganyika and then join the main Mombasa road. From Bagamoyo on, the coast is more or less impassable to motor cars. So we went.

"We came to little harm, except for a little minor damage to the truck, like turning it over twice, smashing the oil cooler that lives under the sump, breaking the rear axle and hitting the radiator with a large and irate cow. This latter accident was entirely the fault of the cow. We drove, hauled, pushed and ferried that poor truck over impossible native cattle tracks, through loose sand, over fields of solid hippo spoor cast in black cotton soil that was like concrete, across rivers and creeks and inlets. Hotel Fiat had a hard time. Once we drove straight through the middle of a huge elephant herd simply because oil was leaking so fast we dared not stop. We found a village in the end where there was a blacksmith making spears. He had some solder and we soldered the sump. Any Fiat representative reading this has my permission to shudder. And he need not think this an adverse commentary on the performance of Fiats—we have a little 500 van now that has done 75,000 miles WITHOUT OVERHAUL (but will not do much more). However, I am taking that little van from Nairobi to Cape Town before these words are dry in the print-shop because I dare not take my big Lancia or my hunting car as the rains have set in. Many English cars are equally good. I like Lancias myself, but I by no means despise the Ford Anglia and some of my toughest motoring has been done in one, whilst the Austin A.40 has the Yanks licked for tough work as long as you strengthen the front suspension and give the poor little devil an overhaul from time to time. To demonstrate that I am not Italophile in the motoring sense, I have been unlucky with a Fiat 1100 because of its light construction and have had excellent service from a Fiat 1400 and an ancient Alfa Romeo. But that is by the way."

RACE OF CHAMPIONS—continued from page 470

double-quick time, but Rindt and Hulme had gone by and all the luckless Brabham could do was to rejoin the race and finish fourth. Stewart brought the blue March 701 home to victory in only its second race, albeit a lucky victory but it illustrated the old adages that a race is never won until the chequered flag falls, and that it pays to keep trying until the bitter end, because you can never know what is going to happen. As I remarked earlier, it was not Brabham's weekend.—D. S. J.

Results :

THE DAILY MAIL "RACE OF CHAMPIONS"—Formula One—50 laps 212.4 kilometres—Dry

1st : J. Stewart (March 701/2) .. .. 1 hr. 12 min. 51.8 sec.—175.591 k.p.h. (109.11 m.p.h.)
2nd : J. Rindt (Lotus 49C/R6) .. .. 1 hr. 13 min. 28.0 sec.
3rd : D. Hulme (McLaren M14A/2) .. 1 hr. 14 min. 14.2 sec.
4th : J. Brabham (Brabham BT33/2) .. 49 laps
5th : G. Hill (Lotus 49C/R7) .. .. 49 laps
6th : P. Gethin (McLaren M7A/2) .. 49 laps

Fastest lap : J. Brabham (Brabham BT33/2), in 1 min. 25.8 sec.—178.939 k.p.h. (111.19 m.p.h.) (*new record*).

Retirements : J. Surtees (McLaren M7C) on lap 11, sticking throttle mechanism. C. Amon (STP-March 701/1) on lap 11, engine breakage; P. Lovely (Lotus 49B/R11) on lap 12, accident; J. Oliver (Yardley-BRM 153/01) on lap 12, broken rear-hub shaft; B. McLaren (McLaren M14A/1) on lap 22, accident; G. Eaton (BRM 139/02) on lap 24, electrical trouble.

Non-starters : J-P. Beltoise (Matra MS120/01), accident in practice .. 1 min. 27.6 sec
D. Bell (Brabham BT26/4), accident in practice .. 1 min. 35.4 sec

12 *starters* — 6 *finishers.*

Supporting Events

FORMULA FORD—10 laps—42.7 kilometres :

1st : C. Vandervell (Merlyn) .. .. 17 min. 56.2 sec.—142.669 k.p.h. (88.65 m.p.h.
2nd : I. Foster (Merlyn) .. .. 18 min. 00.8 sec.
3rd : R. James (Lotus) .. .. 18 min. 03.6 sec.
4th : R. Allen (Royale) .. .. 18 min. 04.0 sec.
5th : E. Sharp (Merlyn) .. .. 18 min. 04.6 sec.
6th : T. Belso (Hawke) .. .. 18 min. 16.4 sec.

Fastest lap : C. Vandervell (Merlyn) and T. Trimmer (Lola), in 1 min. 46.0 sec.—144.841 k.p.h. (90.00 m.p.h.).

SALOON CARS—Two Heats of 20 laps each—Total 170.6 kilometres

1st : F. Gardner (Boss Mustang Ford V8) .. 1 hr. 11 min. 54.0 sec.—143.363 k.p.h. (88.46 m.p.h.)
2nd : C. Craft (Ford Escort 1,600-c.c. Broadspeed).
3rd : J. Hine (Ford Escort 1,600-c.c. Vegantune).

Fastest lap : F. Gardner (Mustang), in 1 min. 45.0 sec.—146.225 k.p.h. (90.86 m.p.h.).

Class Winners :

Up to 1,000 c.c.: M. Freeman (Hillman Imp).
1,001 c.c. to 1,300 c.c.: R. Longman (BMC-Mini).
1,301 c.c. to 2,000 c.c.: C. Craft (Ford Escort TC).
Over 2,000 c.c.: F. Gardner (Boss Mustang).

For the first time this season a new racing formula will be exciting crowds at circuits all over the country. The formula is called F100.

The new category is named after the Firestone F100. This tyre is a family car radial but due to its amazing performance has seized the imagination of racing drivers. In the last few years it has dominated Formula Ford racing.

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And they still call it 'the family tyre?'

Firestone

RUMBLINGS

■ **EASTER 1970.**—Last year we had quite a lot of motoring to do over Easter, in the comfort and security of a Rover V8. This year the Editorial Easter egg, as recounted elsewhere, was a Vauxhall Ventora II, but in England one does not venture out on the over-crowded roads unless one has to. So the Editor contented himself with checking up on some vintage cars on Good Friday, returning hastily from Surrey to Hampshire when it became evident that the week-end commuting wheeled-sitting-rooms were at large and travelling at their customary 40 m.p.h. or less. The Saturday was occupied with a family wedding and watching Cambridge beat Oxford in the Boat Race. It seemed prudent to do only local driving on Easter Sunday but on the Bank Holiday we went to Thruxton to see some motor racing.

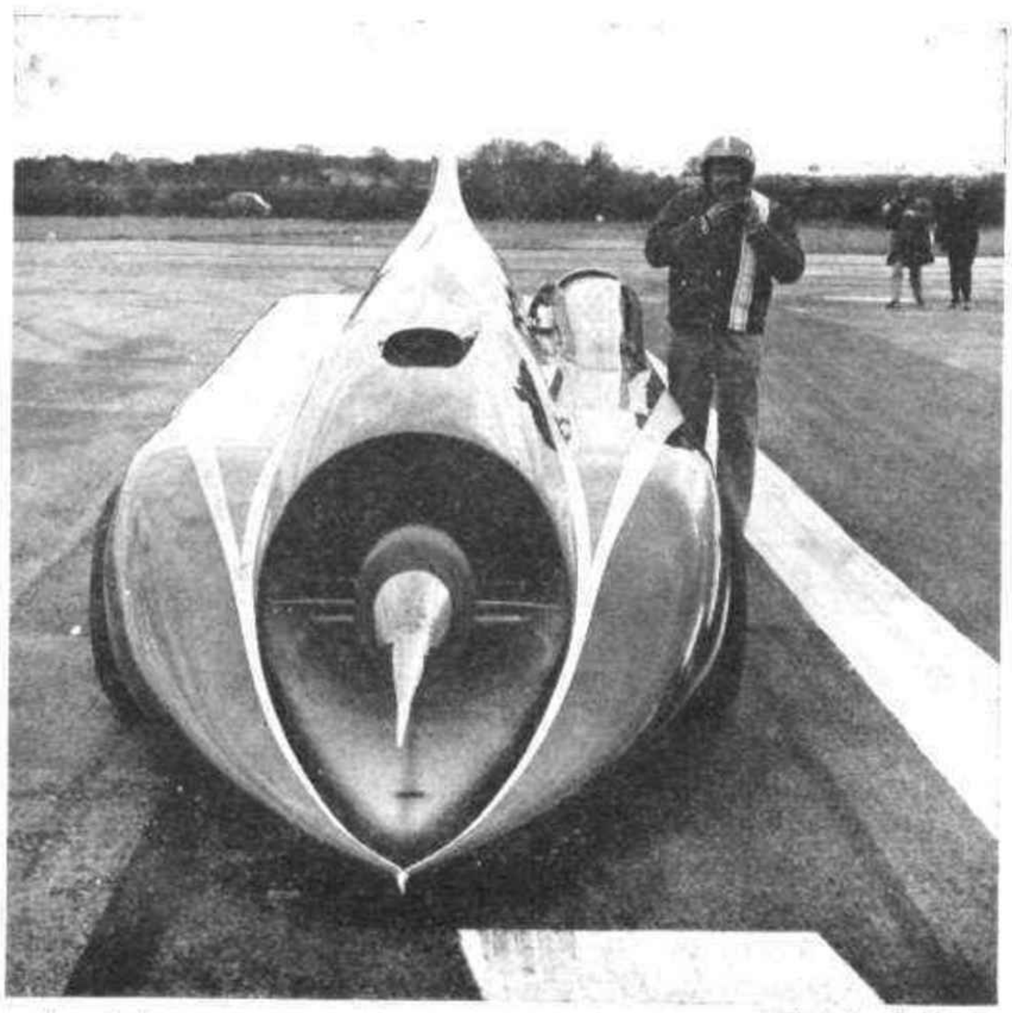
Some of MOTOR SPORT's staff departed by flying machine and there were other winged machines in the Paddock, running on garden rollers, perhaps with the idea of grass-clipping round the Thruxton lawn. The meeting was slickly run, as it should have been with upwards of 200 officials to help it along, and the doggies must have enjoyed it; they are allowed in on leads but there was one labrador loose and collarless in the Paddock, apparently. The BARC also issued a very complete news service at this W.D. & H.O. Wills Trophy International Meeting—a sort of done-for-you-in-advance Press reporter's kit, from which we were amused to note that among the reasons for cars non-starting in the Sports-Car race were that one hadn't any bag tanks, another lacked that rather necessary item, an engine, and one hadn't been completed by race day . . . In the absence of incidents, the unavoidably dull but scientific cornering, and very little close racing this event seemed rather too long. Its outstanding feature was the splendid drive by Redman in the little Chevron B16 FVC—to finish 4.2 sec. behind Siffert in a 4½-litre Porsche 917 after 25 dry laps amply emphasises this driver's prowess and must have done the makers of these nicely-proportioned cars a power of good. Incidentally, there were 15 Chevrons entered; almost mass-production!

The F2 Final was a satisfactory bit of motor racing, the battle for third place so close most of the time that it held one's interest after it had become evident that Stewart wouldn't catch the flying Rindt. But if there had been a *Concours d'Elegance* as well as a race between them—as there was at Brooklands 36 Easters ago, won by John Cobb's Napier-Railton—John Coombs' blue and white Brabham BT30/2 would surely have won the prize? It was too much to expect that in the Saloon-Car Race anything could stay with Gardner's Boss Mustang, but it was good to see some General Motors opposition for the Ford, although the Chevrolet Camaros of Pierpoint and Muir are about a year in arrears in respect of stiction, if larger in engine capacity by one c.c.

What of Thruxton as a venue? Well, those loo lorries are no substitute for proper lavatories and the absence of a tunnel made itself felt in getting traffic away from the inside car parks after the racing. It took an hour before we got out, but thereafter the Andover by-pass was a great help in keeping the traffic flowing. When it bogged up again beyond the junction of the Andover and Winchester roads those in the know, bound for London, merely turned left and drove through some very nice country along deserted roads, to resume the A30 the other side of Basingstoke. The congestion wasn't bad enough to discourage keen racegoers, who will doubtless be at Thruxton again on May 3rd for the 100 km. Osram Trophy Meeting. Easter, of course, with the exception of Piper's big Porsche, was a "Powered-by-Ford" benefit, with Cosworth FVAs serving Rindt and Stewart, Redman using a 1.8-litre version of the F2 Cosworth engine in the Chevron, and Gardner having nearly 5-litres of Ford Mustang power with which to win the saloon-car event.

■ **ARFONS IN ENGLAND.**—Over the years we have seen some brave men and some impressive sights, but recently Firestone took us on a trip to Hurn Airport near Bournemouth to see the best yet. The American World Record ex-holder and contender, Drag racer and Hot Rod enthusiast Art Arfons was running his latest Jet-driven car for purposes of some film-making. It all happened in a bit of a rush, for the "Green Monster", as the car is called, was more or less on its way back to America after a series of appearances in European Racing Car shows by courtesy of the Firestone Tyre and Rubber Co. Ltd., who back Arfons in his record attempts and provide him with special wheels and tyres for his 600 m.p.h. runs. The first Arfons "Green Monster" we recall was a rear-engined drag-racing machine powered by a V-12 Liberty aeroplane engine, and then later he gave drag-racing exhibitions with a jet-engined propelled car called "Cyclops", that he ran in the dark with a large headlamp on the front. From this drag-racing and hot-rod activity Arfons progressed to serious attempts on the World Land Speed Record, and along with Craig Breedlove took the mickey out of the FIA rules so badly that the old gentlemen in Paris had to re-write the regulations. While trying to get the record back from Breedlove, and travelling at well over 610 m.p.h. on Bonneville Salt Flats Arfons had a lurid accident when a front stub axle broke. Although he was unhurt, the "Green Monster" was a wreck, so a new one has been built and plans are set to make another attempt on the record this Autumn.

The car consists of a J-79 jet engine, as used in the American Starfighter, and this is mounted in a simple space frame with a rigid front axle suspended on air struts, and an independent rear end of Grand Prix-type layout, except that there are no drive-shafts as the car relies on the thrust from the jet engine for its propulsion. The J-79 develops 17,500 lb. thrust and is normally used in an aircraft weighing about 35 tons; the car weighs a mere three tons, so the performance can be imagined. Arfons sits in a tiny cockpit on the left of the jet engine, his vision to the right side being nil, while that to the left is open space, only a thin layer of aluminium keeping him in the cockpit. Well forward and sunk into the side of the "fuselage" is a speedometer, driven from a rear wheel, and it reads up to 750 m.p.h. The vehicle is steered by the front wheels, controlled by an aircraft-type two-handed column, on each side of which is an electric firing button to release the two main braking parachutes. A lever on the floor operates a third parachute for emergencies, this being by a simple wire control. To bring the car completely to rest there are hydraulically-operated Airheart disc brakes, and these are used very extensively when starting off on a run. The turbine is started by a portable starter coupled to a shaft sticking out of the nose of the car, and while the engine is run up to get the temperatures up to full working limits, the brakes are kept hard on. To see the whole three-ton vehicle give a great rotational twitch as Arfons "blips" the turbine, all the while keeping his eye on the all-important temperature gauge in the middle of the instrument panel, is to see something out of this world. With the turbine up at its peak, with scorching heat coming out of the great orifice in the tail, a long plume of white



Art Arfons and the "Green Monster". [Photo by A. Hewitt.

smoke pours out the back as the after-burner is set in motion, and when all is set Arfons fires off the after-burner, flames yards long pour out of the back, the whole vehicle begins to slide forward with locked wheels, and then he lets it all go. The noise, smoke, acceleration, and general confusion create more impression than a whole season of Grand Prix starts put together. It was memorable. This projectile ran for about a quarter of a mile and then Arfons switched it all off and put out the parachutes to bring it all to rest before the end of the short runway. He estimated that his speedometer was reading about 275 m.p.h. in the space of just over six seconds, and who are we to argue?

Having seen American Dragsters cover the quarter-mile in just over eight seconds, with timed terminal speeds of 200 m.p.h., we have a sense of proportion, and the "Green Monster" was accelerating and travelling faster than anything ever seen before, on land as far as Great Britain is concerned. Arfons is aiming to reach the speed of sound with this latest vehicle, some 720 m.p.h., but the most significant thing is that on its first run through the sound barrier it will run empty, guided by radio and with preset controls. This is just in case any strange reactions to shock waves come from being on the ground. If all is well Arfons will then drive the car himself on an official Land Speed Record Attempt, the existing record standing to Breedlove at 606 m.p.h. It is interesting that when Donald Campbell crashed his Proteus turbine-powered Bluebird at Bonneville many people considered it was a "cockpit error", and Lucas engineers were particularly upset as they had wired and programmed the car to be run by remote control. The day of the racing driver would surely be doomed if the boffins were given a free hand.

■ **AN HISTORIC MG.**—Just before Brooklands finally closed in 1939 two young amateurs began sharing the running of a single-seater MG Magnette, taking turns at racing it on the artificial road-circuits within the precincts of the banked track. They were Mike Edmondson and Tony Hurst, and when Brooklands-type racing did not resume after the war they did not renew their partnership. Hurst emigrated to Australia and Edmondson became involved with the organisation of the BARC. When Hurst returned from "down under" he got in touch with his old friend and they decided to relive their youth once more in the harmless and uninhibited fun that VSCC racing provides. They enquired around for their old MG Magnette only to find that it had been butchered almost beyond redemption, so they looked elsewhere feeling that they ought to acquire a racing MG of some parentage. They were very lucky in finding a rather special MG Midget that had once been in the famous Bellevue Garage racing team of the Evans family. This was a special sprint car that Dennis Evans and his wife used to race, particularly in speed-trials and hill-climbs, and was well remembered for its short, stumpy tail, narrow nose cowling, large Zoller supercharger and highly-tuned engine which came from an R-type MG, although basically the car had started life as a C-type or Montlhéry Midget. Over the years the original bodywork was destroyed, but a replica has been built, and it may reappear in the Bellevue colours of blue with a yellow line along the side and yellow wheels. Anyone who has 1938/39 Brooklands programmes will see entries of J. M. A. Edmondson and A. B. Hurst (MG Magnette) and soon we shall see in VSCC programmes the same names once more with an MG.

■ **A HILL-CLIMB McLAREN.**—British hill-climb activities take place all over the country, from Wiscombe Park in Devon to Doune in Stirlingshire, but the last place you would expect to find a hill-climb car is in Piccadilly, in the centre of London. The occasion was a small gathering at the Criterion Restaurant when Bruce McLaren officially handed over a brand-new McLaren M 10 B to David Good, ready for this season's hill-climbing and in particular the Shell-RAC Hill-climb Championship. Good has been hill-climbing for many years, coming to the fore in the days of the 1,100-c.c. Cooper-JAP, but last year he more or less retired from competition for top honours, and merely enjoyed himself with a Chevron-BMW in the sports class. However, the urge to win was too much, and this year he is in with the best of them to try and win the championship.

As hill-climb enthusiasts well know, Good has a deformed right arm so that all his driving is done with his left arm, the right stump being used merely to steady the steering wheel while he changes gear. This necessitates a special cockpit layout, and the M 10 B McLaren has been built to his particular requirements by McLaren-Trojan Ltd. The lying-down driving position has been brought much more upright, the windscreen has been reduced to the minimum to give more elbow room, the steering column has been lengthened and the gear-change has been moved over to the left side of the cockpit. A 5½-litre Chevrolet engine powers the car, and this will be the third big McLaren to be seen in hill-climbing this year, the others being driven by Sir Nicholas Williamson and Miss Patsy Burt, so the expression "thunder in the hills" will be very apt. In line with Grand Prix-type outside sponsorship the Good car will be carrying advertising for Ski-Yogourt, a product of Eden Vale Ltd., of which Good is a director.

■ **ANOTHER McLAREN.**—While at practice for the Race of Champions at Brands Hatch a crowd was seen in the paddock, and in its centre was a low red mid-engined coupé, with the name McLaren on the front. This naturally called for more investigation, especially as it had registration plates on it and was taxed. Bruce McLaren had arrived in it from his factory at Colnbrook, and was going back to his home in Weybridge in it. There was no one in the passenger seat so we took the opportunity to accompany him, even though it was Friday evening and rush-hour time. The McLaren-Trojan business tie-up that manufacture the production racing McLaren cars were going to produce a Group 6 coupé version of the Can-Am McLaren a short while ago, but changes in FIA regulations caused the project to be still-born, though one car was delivered to Tony Dean, who later converted it to an open Group 6 car to the new regulations. Although McLaren racing activities would appear to be only for the purpose of making money, McLaren himself thinks that ultimately there should be an end-product to all the activity at Colnbrook, and visualises a specialist GT car as the outcome, perhaps taking over where the GT40 Ford left off. The one-off coupé that we rode in is the first probe into the idea, one of the unfinished M6GT cars being finished off, trimmed and prepared for road use, even to the extent of fitting a radio. The engine is basically a standard Chevrolet Camaro, of 5.9-litres, coupled to a five-speed ZF gearbox, and McLaren is using the car on the road for evaluation purposes, it being registered OBH 500 H.

Born of Can-Am parentage the cockpit is very cramped in width, though it is all right for length, the reclining position being very exaggerated, but with the sharply falling nose forward visibility is very good. Rearwards it is negligible. Such roadgoing details as luggage room, cockpit cooling, spare wheel space and cockpit space have not yet been tackled, the reason for the car at present being to find out about the mid-engined racing layout for roadgoing purposes. Like all race-bred mid-engined cars, the ride and road-holding make everything else seem obsolete, and while it was not possible to go much over 100 m.p.h. McLaren reports that it is a very refined comfortable car cruising at 120 m.p.h. With its good traction and low weight the acceleration is terrific, but naturally with such a racing look about it the reaction of the other people on the road is mixed, from joy to incredulity, while some people appear to not believe what they are seeing and hope it will go away. With a quiet engine and exhaust note the noises that become obtrusive compared with a racing car are interesting. The noise of the air passing through the radiator, the mechanical sound of rose-joints on the suspension working, the rumble from a semi-solid engine mounting at tick-over are all problems that will have to be solved.

The car should have been used as a course-car for the Race of Champions, but a Customs and Excise legality prevented this. A manufacturer is permitted to register and tax an experimental car without paying purchase tax providing it is not displayed publicly or used for advertising. To drive the car round a circuit in front of the paying public would have made McLaren liable for purchase tax, and as that could amount to some thousands of pounds for this one-off car the BRSCC had to find an alternative course-car. Loopholes in the law were sought, but none could be found, unfortunately for the enthusiast spectators, but no doubt more will be heard of the McLaren road-car in time to come.

■ **FOUR-ROTOR C 111.**—When Daimler-Benz let us see the new experimental Wankel-engined C 111 Mercedes-Benz mid-engined coupé last summer we could not help noticing that there was a large space between the front of the three-rotor Wankel engine and the bulkhead of the cockpit. When asked about this we were politely asked to admire the special steering wheel and instrument layout, and it was explained that the gull-wing doors were like those on the old 300 SL. During another visit, while having an unofficial look round the Wankel engine experimental department with Rudolf Uhlenhaut we were discussing the simplicity of the crankshaft of a multi-rotor Wankel engine, likening it to a very large camshaft,

Continued on page 497

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WHITE ELEPHANTITIS

A TALE OF TWO PANHARDS



"These big, heavily-built sleeve-valve sporting Panhards were very fast, but it seems well nigh incredible that one should have beaten a 36/220 Mercedes in the aggregate of two sprints and a hill-climb"—David Scott-Moncrieff reporting on the 1927 Boulogne meeting in his book "Three-Pointed Star".

I HAD not been on Safari since 1966, when I stalked a magnificent specimen of low-chassis Daimler Double-Six 50 in distant Somerset. But my interest in automotive white elephants has not abated. Consequently, try as I did, I could not suppress my curiosity when rumour had it that species of the family *Société des Anciens Etablissements Panhard et Levassor* had migrated to this country. This massive breed has never been particularly prominent in Britain, but used to be found fairly frequently in the more affluent areas of its native France. It moves silently rather than swiftly, although when pursued the larger specimens have been known to gallop quite fast. It is a peculiarity of these now rare animals that they leave in their wake a faint blue haze, by which they can be identified as one of the poppetless group. These were the beasts I was after but by the time I had checked up, they were already safely in captivity.

One was described as a 5.3-litre four, "same as holder of World's one-hour speed record, driven by George Eyston at 115 m.p.h.", and the other Panhard was apparently one of the biggest of them all, in the form of a 40/50 chassis. Clearly, if this were the case, the wires were a bit crossed, because Eyston used a bored-out straight-eight of nearly 8-litres capacity to set the coveted hour record to 130.73 m.p.h. in 1933. So I decided to investigate. What was clear was that both cars were *sans-soupape, i.e.*, had sleeve-valves, as several others included in this series have had; this could be significant and perhaps has some bearing on their "White Elephant" status . . . ?

Be that as it may, this oldest of motor manufacturers, originating from a family wood-working concern and dating back to 1889, fell under the spell of the American Knight double-sleeve-valve system in 1910, a year later than Daimler of Coventry, and had abandoned poppets completely by 1922. They built cars with such engines in a variety of sizes from 1.2-litres upwards, with four, six and eight cylinders, adopting Ettore's reversed-¼-elliptic rear springs for their smallest model. And by using light steel instead of cast-iron sleeves they made some of them go very quickly. It was a couple of these illustrious motor cars that I was stalking. The first one was located, not in Burma, as the heading to this article might lead you to believe, but adjacent to a Burmah filling station in Surrey. With it was a Panhard puppy, and a fine pair they made.

By my reckoning a "White Elephant" has to exceed 5-litres and this light green Panhard tourer with aluminium bonnet qualified, being described as a 110 x 140 mm. (5,321 c.c.) sports 30/150 model, as introduced into this country in 1928/29. "Bentley Boy" Dr. J. D. Benjafield had intended to drive one in the 25-mile Gold Star Handicap at the 1928 BARC Meeting but, objecting to his handicap, as well he might, for he was on the same mark as Malcolm Campbell's supercharged 2.3 Bugatti and Dudley Froy in the 21½-litre Benz, he withdrew. The aforementioned confusion with Eyston's bigger and faster car probably arose because Breton had used one of these 5.3-litre Panhards, bored out to 112 mm., to break Class B records at nearly 140 m.p.h. at Montlhéry in 1926.

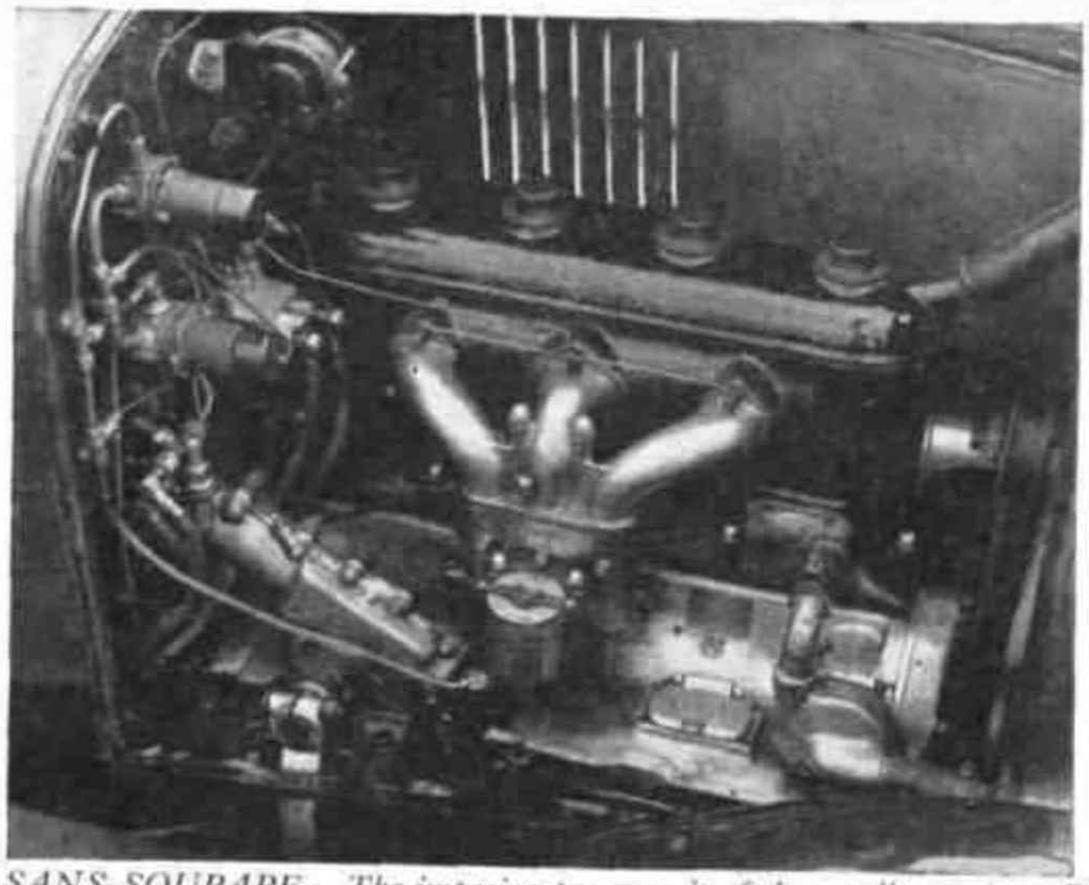
The history of the big four-cylinder sporting Panhard I had located is interesting. Mr. Lock, of Lock Brothers of Armadale, imported a couple of these chassis to Australia and the example which now confronted me had been sent to the Victoria Carriage Co. (T. D. Erskine) of Windsor, Australia, to have the handsome two-door body, rather like those seen on sporting 24/70 Sunbeams, made for it. It was then sold to a Newport railway engineer who kept it for many years, making a 1,400-mile trip in it shortly before selling it to its present keeper, Murray Rainey. Mr. Rainey brought it, and its puppy, to England and it has appeared at two vintage-car *concours d'elegance*, in one of which it won the premier award. Incidentally, he also has some parts of Mr. Lock's other 5.3, which was broken up, and instruction manuals for both cars.

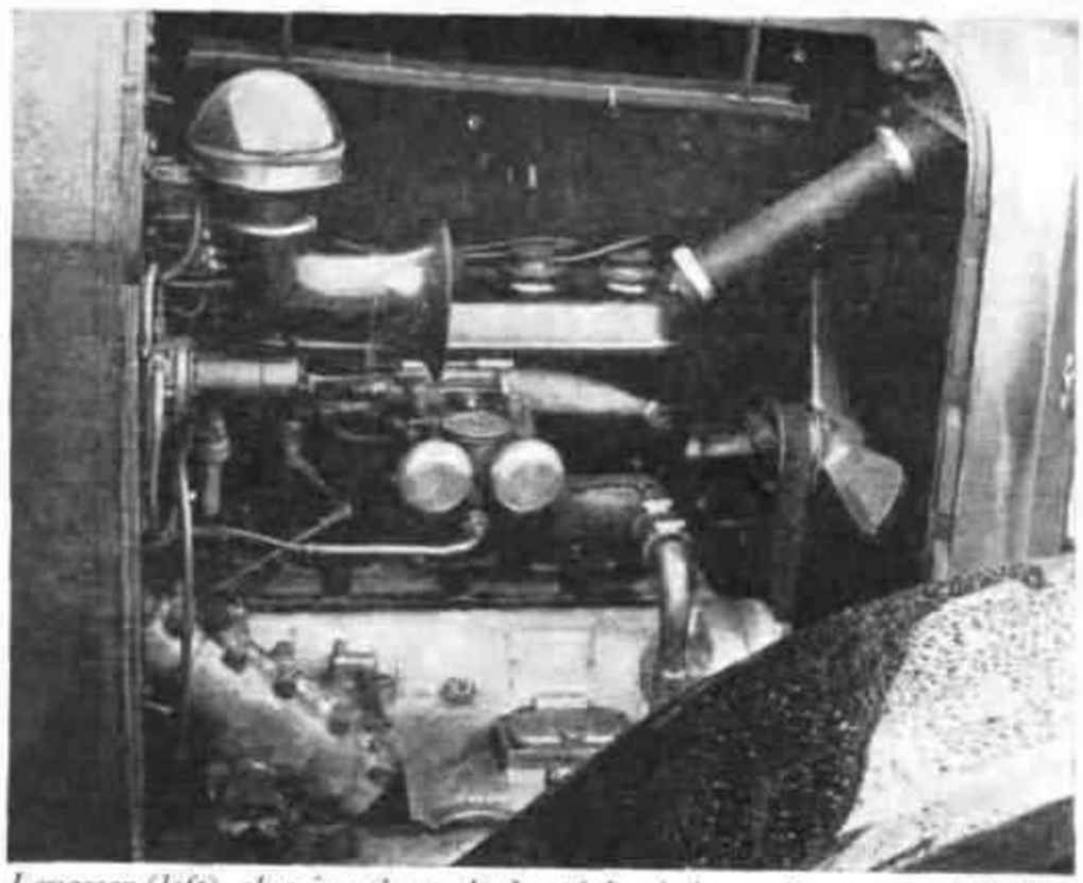
The bigger of these two cars is a 1928 model, typically Panhard-Levassor in its honest construction and considerable individuality. When new, P-L of Gt. Portland Street sold these 5.3-litre sports chassis for £850, complete cars from £1,150. The engine is an imposing affair, typical of a sleeve-valve power unit, with a huge Panhard-Levassor updraught triple-choke carburetter feeding into a big-bore three-branch brass (or bronze) inlet manifold on the o/s. At the front the chain driving the sleeve-operating shaft carries buckets which pick up the sump oil and deliver it to troughs, which feed it to bearings and sleeves. The sump has oil-filler "trap doors", with filter gauges, on each side and there is a metering valve whereby the further the carburetter throttle is opened, the more copious the oil supply to the sleeves—hence that blue haze! Two breathers on the n/s of the crankcase and five sump drain-plugs are incorporated.

Transversely at the front there is a cross-shaft, which drives a water pump from its o/s extremity, a Bosch ZU4 magneto on the n/s, where the imposing heavily-ribbed exhaust manifold with rear off-take is situated. The type LR30 Ducellier dynastarter on the nose of the crankshaft originally had an ingenious sliding armature which, in conjunction with epicyclic reduction gearing, provided an 8 to 1 starting gear but direct drive when serving as a dynamo. This has now been locked in the latter position and hand cranking is no longer indulged in. The massive vee radiator with its "S P-L S" insignia has a belt-driven three-bladed fan behind it and fuel feed from the 26-litre rear tank is now by means of two bulkhead-mounted SU electric pumps. There is a Bosch electric horn under the bonnet, with town and country notes. The engine number is 54177.

The chassis is sprung on ½-elliptic springs, innocent of shock-absorbers. The wire wheels, with split-rims except for the well-base spare wheel at the rear, have centre-lock hubs to which ears have been welded, and are shod with Dunlop 90 tyres, 6.50 x 20 at the front, 7.00 x 20 at the back. The enormous headlamps are Bosch, with Monogram lenses from a 1928 De Soto adapted to them to comply with Australian lighting regulations. Beneath them are the Bosch spotlamps. The petrol tank has a glass-topped level gauge, and the batteries now live in the toolbox on the o/s of the car.

Climbing up into the Panhard (there is a foot-board on the n/s, but not on the o/s) I was confronted by a big 4-spoke, thin, wood-rimmed steering wheel, with a small knob controlling the hand-throttle in its hub. The deep metal instrument panel is impressively endowed. There is a gaping hole on the extreme left, from which I imagine a clock has been purloined. Next to this is the vertical advance-and-retard control (moving up to advance the spark), with a Hoyt voltmeter below it. Next, an 80 m.p.h. speedometer with trip odometer, a Ki-gass pump, and in the centre the characteristic tower-like P-L switch-box, with incorporated ammeter, to the right an eight-day





SANS-SOUPAPE.—The imposing power unit of the 5.3-litre 30/150 Panhard-Levassor (left), showing the maker's triple-choke carburetter and (right) the scaled-down engine of the 2.3-litre car, with smaller dual-choke carburetter.

clock, a Le-Nivex fuel gauge registering to 15 gallons, oil and water temperature dials (the latter a later addition) and the "essence" tap. There are, in addition, a switch for the fuel pumps, adapted from some other function, and a magneto button; two Bosch dash lamps light the panel.

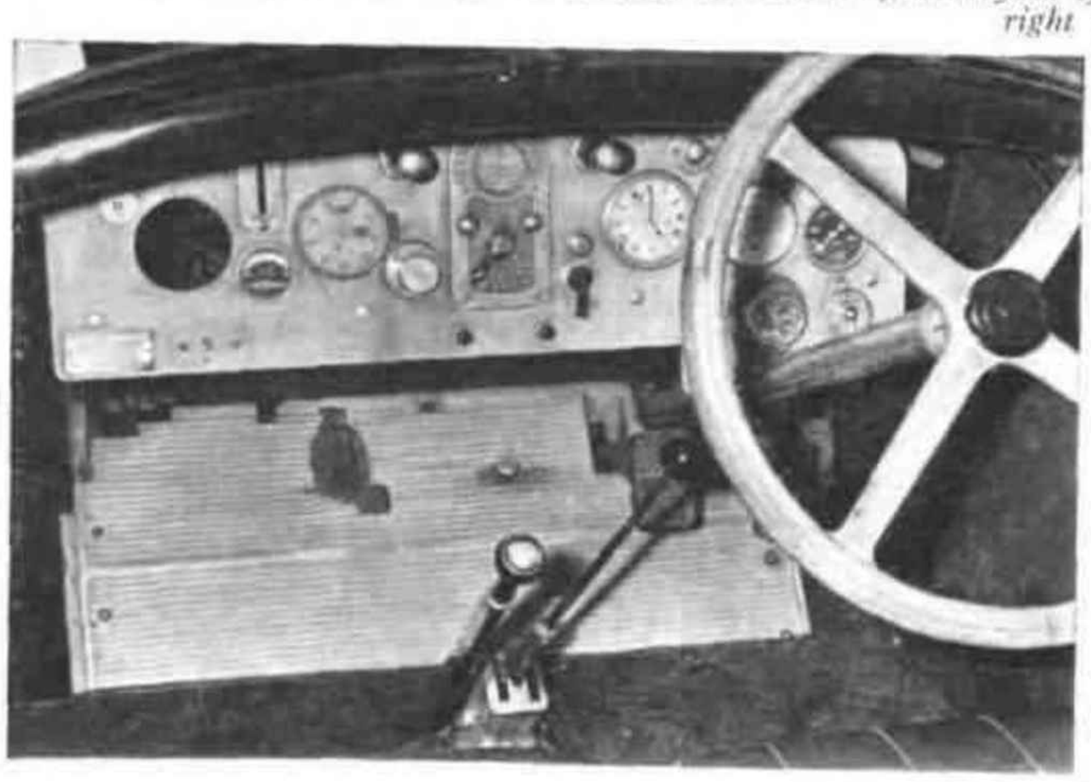
Having heard of distinctly odd gear gates on these cars, such as 1st and 2nd at the top, 3rd and 4th at the bottom, necessitating U-movements of the lever, or even an X arrangement, I looked with interest at the slender central gear lever, only to discover that it works in a conventional gate on an alloy pedestal, except that the movement between 3rd and top, which are on the left, is notably shorter than that from 1st to 2nd. To the left of the gear lever there is a typical girder-like P-L brake lever, very long and substantial, with a big button in its knob for releasing its ratchet. The accelerator is r.h., the big brake and clutch pedals had unworn rubbers, and there is a foot-dipper, a small rocking pedal which once actuated the exhaust cut-out, and a starter button out of sight up under the toe-board, where it cannot be trodden on inadvertently. You sit on comfortable seats, adjustable by removing wing-nuts under the cushions, behind a vee screen. The I-section front axle, above the springs, has an unusual king-pin inclination and brakes with unribbed drums are operated by rods as heavy as the steering drag-link, the cam-linkage being within the king-pins, a neat layout in keeping with Panhard's impeccable engineering.

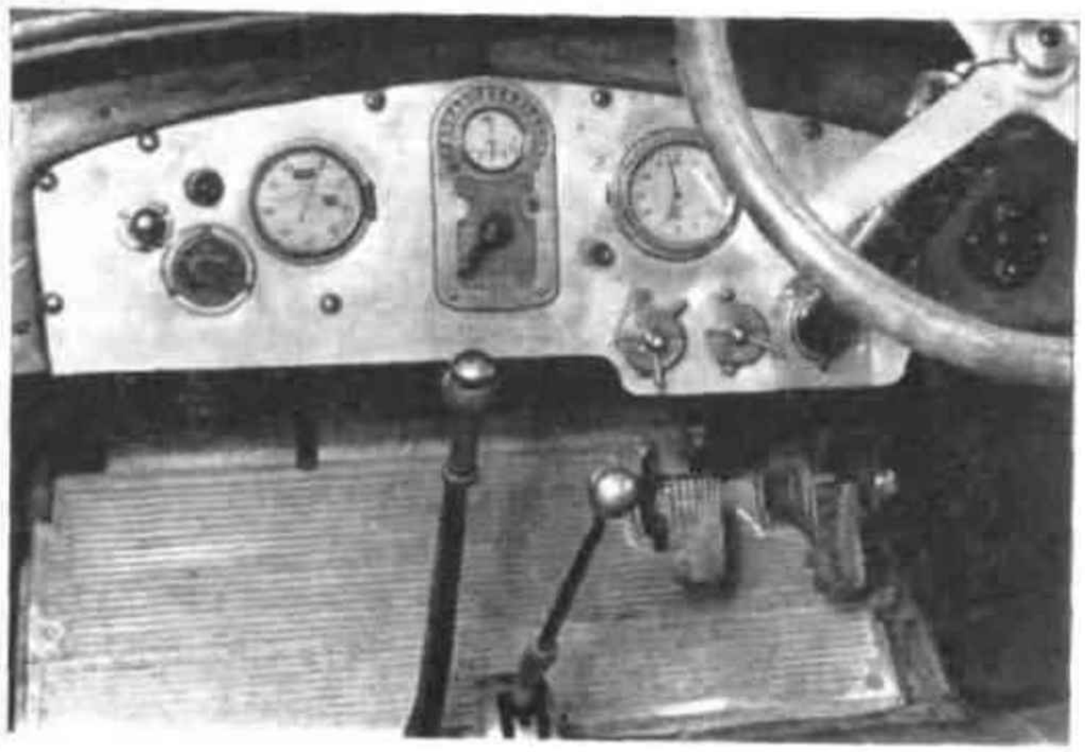
Having tracked down this Panhard, I set off in a snowstorm, on April Fool's Day, to see how it runs. I was pleasantly surprised. From the start the taut steering and effective brakes inspire confidence, and although the long, high bonnet, stretching to the big radiator cap, cuts off all view of the n/s front mudguard, there is no need for anxiety when driving this big vintage tourer. Another surprise was the facility with which the gear lever controlled the gearbox; the change from 3rd into 2nd is particularly easy, after which the lever, normally apt to flop about as if it is a ball change, and liable to flirt with reverse unless constrained, nestles shyly against the driver's left leg. There is a modicum of movement sensed rather than experienced from the body, but no vibration or kick-back at the steering wheel.

Geared lower than that on the majority of vintage cars, the steering is quite light, even for parking the Panhard. As soon as I thought it decently warmed-up, I extended the old car, and saw the speedometer needle go to 65 m.p.h., although the pacing MG-B calculated this to be slightly less than the mile-a-minute gait. At this speed the car felt not only relaxed but eminently solid and safe. It is a fine specimen of a now very rare motor car and is (or was) looking for a good home. Apart from a few departures from original and aluminium paint on its silencer, it seemed to be in sound, workaday condition; it has a shapely hood and, although never registered in this country, a current MoT certificate.

The companion Panhard-Levassor, although not a "White Elephant" by my definition, made a splendid stablemate for the 5.3, until it was sold to an Italian sportsman who promptly shipped it to Europe for a rally. It is a 1926 14/20 with the 75 x 130 mm. (2,298 c.c.) engine, and is virtually a scaled-down version of the bigger car. It was owned from new by the aforesaid Mr. Lock until he died about three years ago, when Mr. Rainey acquired it. It is a blue four-door tourer with black mudguards, on a mixture of Olympic and Dunlop 6.00 x 21 tyres, the body being by Martin & King of Malvern.

SUBTLE DIFFERENCES will be observed between the facia layout of the 5.3-litre Panhard-Levassor (left) and that of the smaller Panhard, on the right of the page.







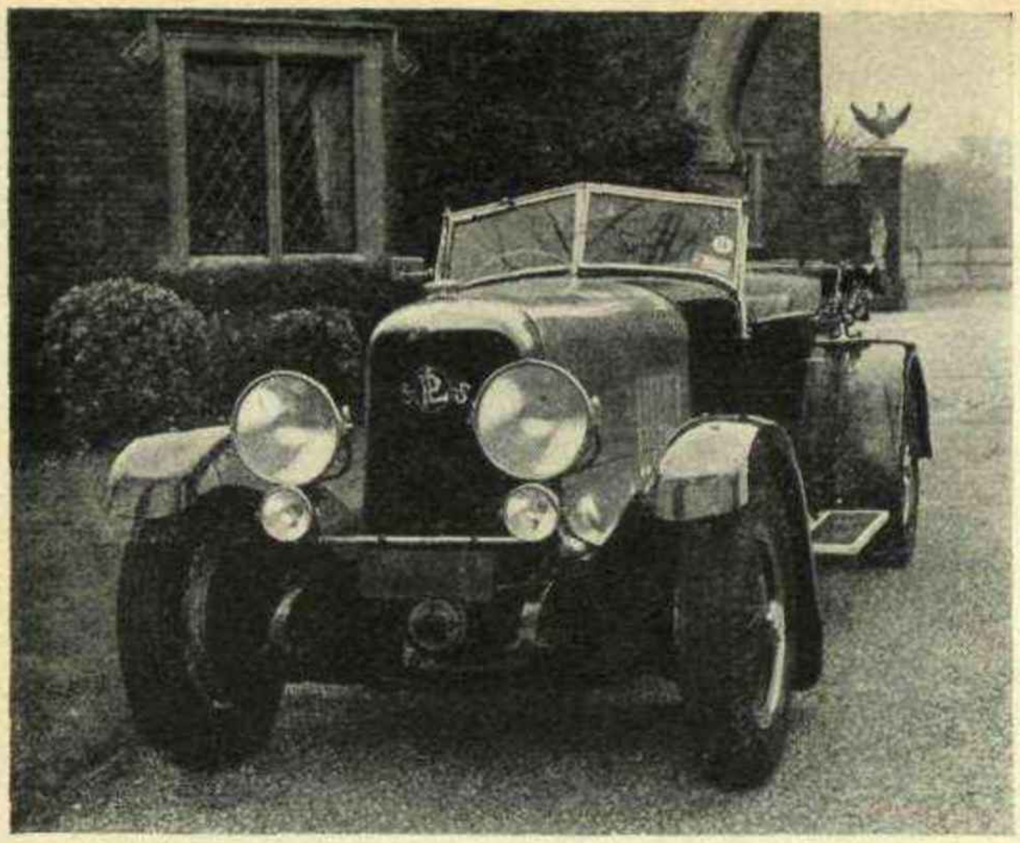
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BELONGING TO ANOTHER AGE.—The big sporting sleeve-valve Panhard-Levassor, imported from Australia and unregistered in this country, seen in a picturesque setting at Ripley, in Surrey.

Australia. The main differences from the other Panhard consist of a small horizontal dual-choke carburetter bolted directly to the block, friction shock-absorbers all round, and a direct-running dynastarter on the crankshaft nose.

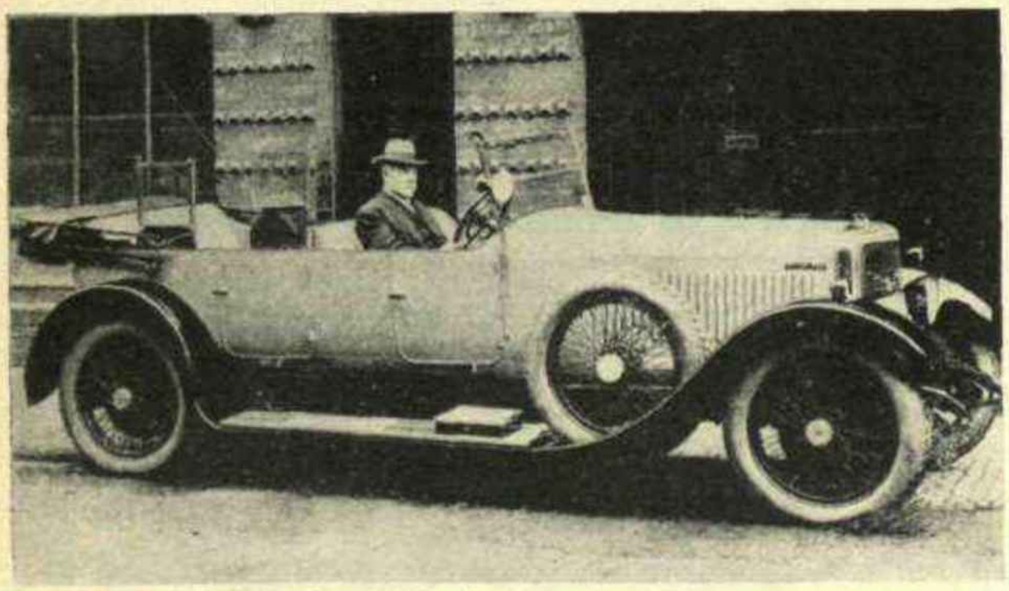
I had a drive in this one, too, but naturally it seemed very pedestrian after the 30/150. There is a good deal of play in the steering, the indirect gears are extremely noisy, acceleration is negligible, the foot-brake had some free movement, and the screen-wiper wouldn't work, which was awkward in the snow. But it was fun to be in a little vintage Panhard, its instrument panel, controls, gear-change and the view over the bonnet (the n/s mudguard hidden) the same as those of its illustrious parents, and it felt just as solid and indestructible.

That almost completed this particular Safari, but not quite. For not far away, in the dark corner of a cave near Guildford, I sniffed out an even more imposing specimen of the Panhard family. I was permitted to approach it at close quarters by its Curator, Rodney Clarke. It turned out to be one of the great Type SK 40/50 straight-eights, with the 85 x 140 mm. (6,358 c.c.) engine, which Ortmans and Eyston used so effectively for record-breaking in 95 x 140 mm. form. It was purchased late in 1925 by that great enthusiast, the late Mr. A. F. Smith, then of Mottingham, Kent, from Frank Hallam of Birmingham (who raced Alvis cars at Brooklands). It seems that it cost £1,304 1s. 9d. to import through P-L's London depot, with such specified special items as straight-sided tyres, a tachometer, etc. It was given a smart open body, was nicknamed "Peter Pan", and on the 30th of November, 1925, Mr. Smith took his new possession to the Track and did some personal performance checking. He clocked the Panhard over the f.s. half-mile at 84 m.p.h., carrying three passengers, and it did a lap at 77.8 m.p.h. The half-mile speed was, perhaps, incorrectly timed, as the speedometer was apparently reading 89 m.p.h.—another attempt recorded 85½ m.p.h. So this Panhard was no sluggard!—not many cars would exceed 80 in road-trim on Brooklands 45 years ago . . .

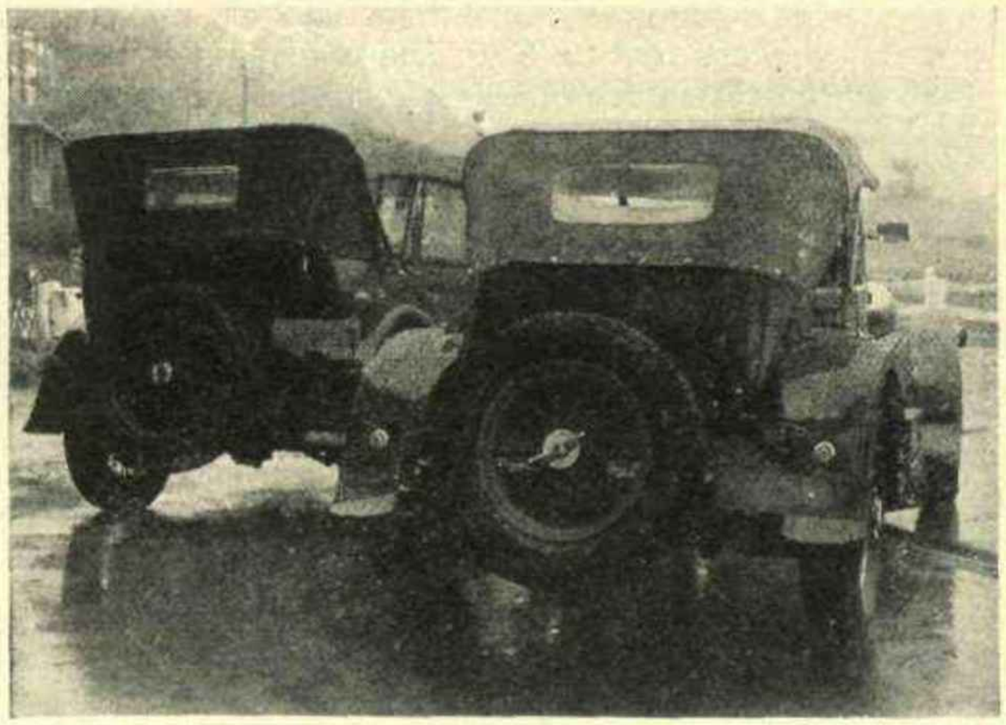
By 1931, however, this one had served its original purpose and was converted into a laundry van, in which guise it was used at its owner's business in the East India Dock Road. I wonder how many Londoners realised that their clean linen came to them in a straight-eight van with a racing pedigree? I only hope the driver was young enough to enjoy it!

After Mr. Smith's death his collection of cars was sold by auction, the Panhard laundry van fetching £680. Today it awaits resuscitation, a grand but rather sorry sight, the body gone, the chassis partially cleaned up. The big vee radiator is through to the brass, the unpainted bonnet, with Yale docks, covers the great engine, which is a bi-block edition of the "four" described above. Twin magnetos are mounted where one suffices on the 30/150, the exhaust manifolds are like "handed" versions of those on the four-cylinder car, feeding centrally into a Y-off-take pipe. The impressively loftly chassis stands on 35 x 5 Dunlop Reinforced tyres. The brake gear is like that of lesser Panhards, but the massive rods from cross-shaft to front axle are divided. The long torque tube is stayed to the back axle, which is damped by friction shock-absorbers set transversely behind the axle tubes. On this Panhard the gear lever is r.h. and spring-loaded to neutral, like that of a Silver Ghost Rolls-Royce, but again the gate pattern is conventional. The "signal-box" hand-brake is outboard of it. There is a roller r.h. accelerator, the hand-throttle knob in the centre of the four-spoke steering wheel is numbered 0-9, there is a small horn-ring outside it, and the batteries, if there were any, would go in boxes flanking the torque-tube. The fuel tank gauge reads up to 27-litres and the instruments are a miscellaneous collection—a Cambridge thermometer, a Jaeger of Paris tachometer, an AT 100 m.p.h. speedometer, and a Roller-Smith Co. (American) ammeter, with two holes empty. The imposing P-L electrical switchbox apparently hadn't appeared by 1925, for there is merely a rotary switch labelled OFF, NEUTRAL, START. The oil is metered to the sleeves as on the 30/150 but fuel feed is by Autovac and the dynastarter is at the back n/s of the engine, with a chain drive. The water pump is similar but two non-original horizontal SU carburetters, looking minute against the expanse of the straight-eight cylinder block, are found on the o/s. The engine and chassis numbers are both 59319.

These interesting Panhard-Levassor motor cars seem to be emerging from hibernation; apart from the trio I tracked down, there is apparently another eight-cylinder in Hungerton, an alleged 1930 27 h.p. saloon (a model I cannot identify) in Essex, a 1912 example is hiding not far from the captive specimens I have described and a 1906 10-litre poppet-valve model is thought to be convalescing in Lincolnshire. To conclude with an intriguing thought, if anyone craves a couple of the more exciting sleeve-valve versions, the two bigger ones dealt with in this article are available, or were at the time of writing, for somewhere in the region of £4,250; but you will need a body and some mudguards for the 40/50.—W. B.

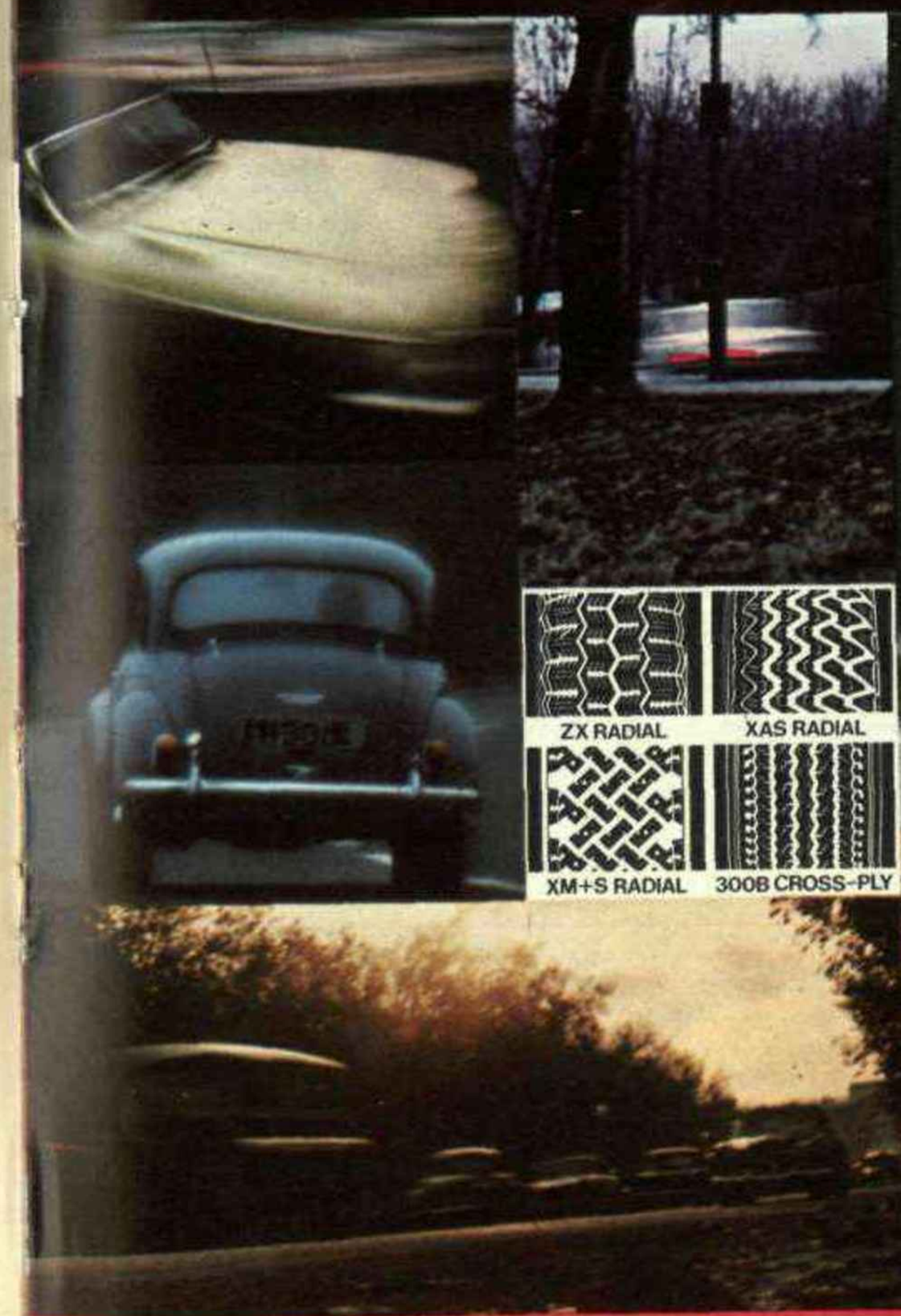


Mr. A. F. Smith at the wheel of his fast 40/50 straight-eight Panhard-Levassor, "Peter Pan", which he purchased new in 1925.



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PICTORIAL REVIEW

RACE OF CHAMPIONS

SEBRING 12 HOURS

MOTOR SPORT FORMULA 3 CHAMPIONSHIP

THRUXTON F2







RACE OF CHAMPIONS

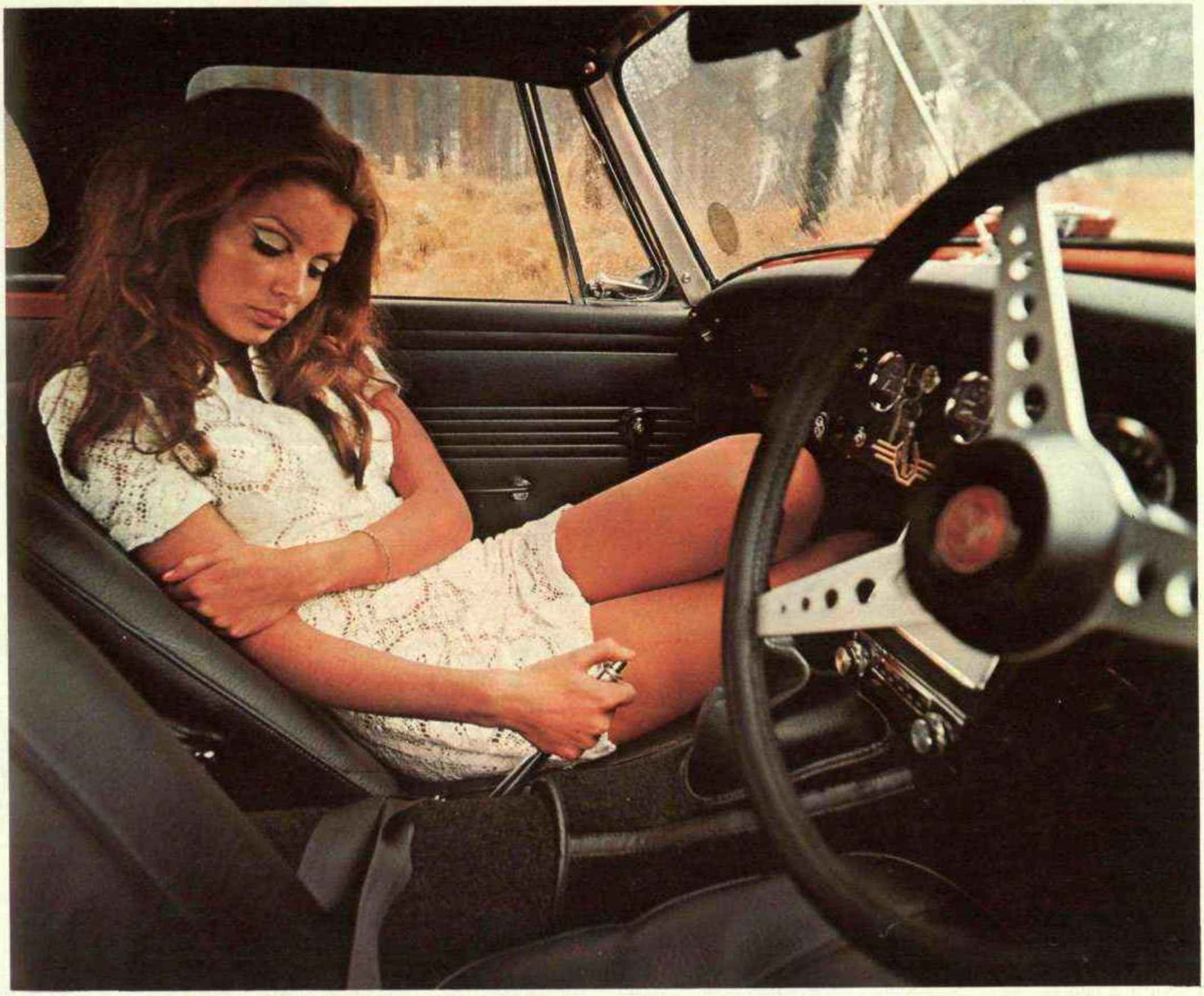
(*Top left*): Stewart (March), Brabham (Brabham), and Rindt (Lotus) are seen in pursuit of Oliver in the new coloured BRM V12 in the opening laps.

(*Above*): Hill (Lotus) leads a close follow-my-leader group into South Bank Bend, comprising Amon (STP-March), McLaren (McLaren), Gethin (McLaren), Surtees (McLaren) and Hulme (McLaren).

(*Left*): In spite of inferior road-holding Stewart kept his March in sight of the leader by dint of some heroic driving and is seen plunging down Paddock Hill Bend.

(*Below*): This view of the Goodyear sponsored Brabham car taking South Bank Bend, shows the interesting trim-tab on the rear aerofoil.





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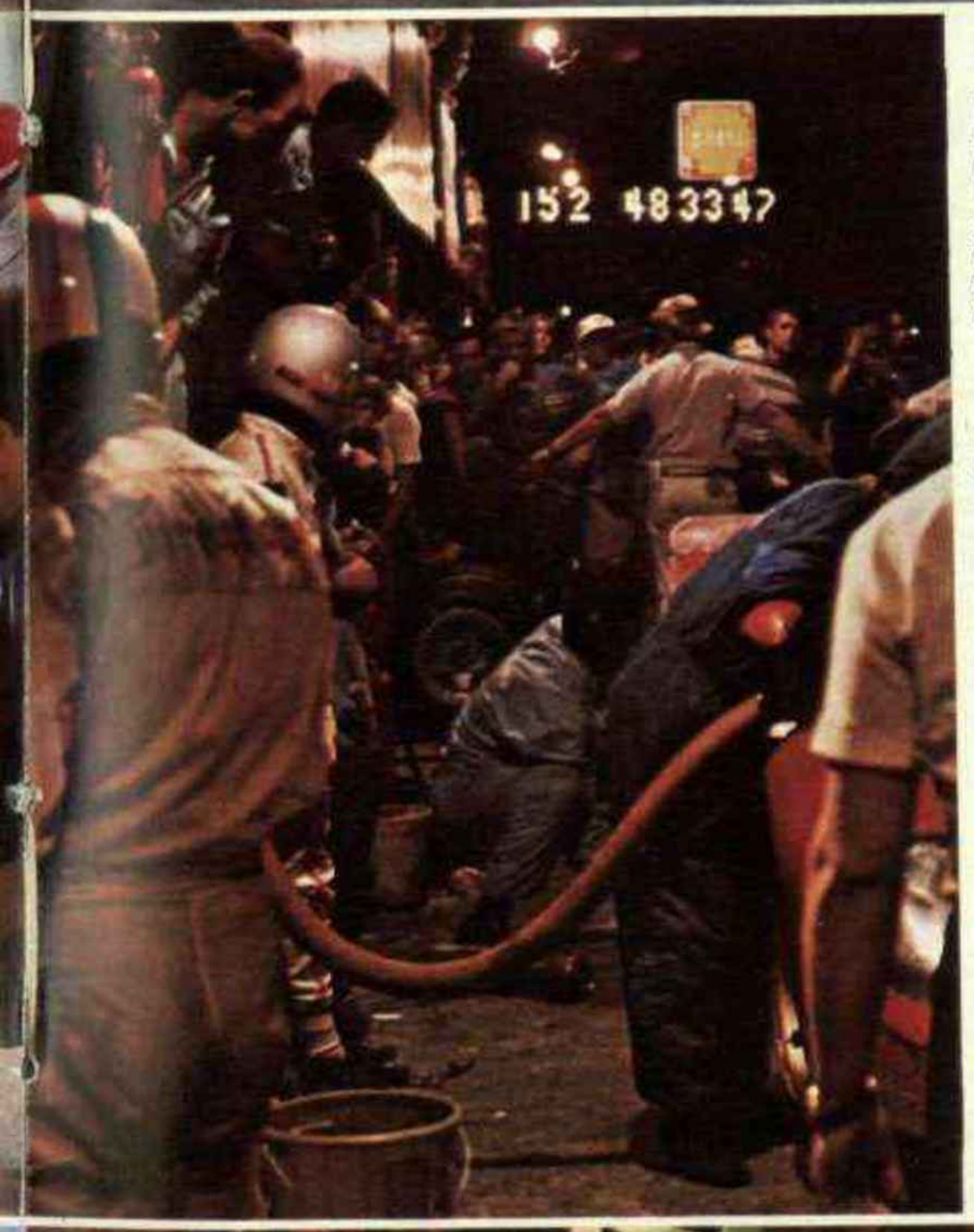
SEBRING 12 HOURS

EARLY LEADER.—Andretti's Ferrari 512S lifts a wheel as the Italian-American swoops under the MG bridge on Sebring's airfield/road circuit. Also carving his way through the back-markers is Siffert in the pale blue JW/Gulf Porsche 917.

PIT EXCITEMENT.—As usual, the Alfa Romeo pit stops, even for routine maintenance, were exciting to watch. This year the mechanics had compressed air-operated wheel nut removers with which to play: these had a disconcerting habit of blowing off their air lines with a loud bang. Engineer Chiti can be seen behind the car controlling the pit staff.

FILM STAR ACE.—Steve McQueen proved that he is more than a celluloid hero by helping Revson co-drive his Porsche 908 into second place overall, on the same lap as the winning Ferrari.





MATRA'S CALIFORNIAN.—After trying his hand at Daytona with a 5-litre Ferrari, Gurney paired up with Cevert in a works Matra at Sebring. Although troubled by a misfire for much of the race, the car eventually finished in 12th place. Following the blue French car is the Stommelen/Galli Alfa Romeo T33/3.

PIT PANIC.—With two cars in at once, there was naturally near-panic in the Ferrari pit.

BATTERED.—Elford's Porsche-Audi 917 after it had been pushed out of third place by an errant Porsche 911.

BEWILDERING.—Rumour had it that the bolts in the front suspension uprights were changed on instructions from a computer in Stuttgart from titanium to more normal steel. Whether the tale is true or not, the weaker bolts let the team down badly, and here a mechanic is seen working furiously to change the entire suspension part on the leading car, only 45 minutes from the end of the race. This eight-minute task dropped the Siffert/Rodriguez 917 back to fourth place.





THRUXTON F2

OUT IN FRONT at Thruxton in the Lotus 62 is Jochen Rindt. The Austrian has dominated the 1,600 c.c. Formula, since it commenced in 1967, and looks like continuing to do so this year in the much revamped and purposeful Lotus. Jackie Stewart drove a new Brabham into second place but couldn't stay with Rindt.

FORMULA TWO RACING IS CLOSE.—This bunch at Thruxton are contesting fifth or sixth place and there seem to be no less than 14 cars in a very small piece of road. The group is led by Clay Regazzoni's Tecno with the Brabhams of Robin Widdows and Peter Gaydon either side. Behind Regazzoni in the orange helmet is Rolf Stommelen in a March with the similar car of Chris Amon also coming through the middle.

"... then I dashed up the valley to meet them after their ride."

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MOTOR SPORT
FORMULA 3 CHAMPIONSHIP

THE MOTOR SPORT/SHELL FORMULA THREE CHAMPIONSHIP got under way at Snetterton on Good Friday. He
the grid, headed by the front row of Dave Walker (works Lotus), Richard Scott (Brabham) and Brazilian Carlos Pac
(Lotus), accelerate away at the start of the final which had to be stopped and re-started due to a communications failur

WINNER of the first heat at Snetterton was the Gold Leaf-Team Lotus car of Australian Dave Walker. Here he leads the Chevron of Bert Hawthorne from New Zealand.



DRIVING the works backed Brabham F3 this year is Scotsman Gerr
Birrell. Last year he was European Formula Ford Champion and was 196
British Formula Vee Champion. He did not score any points at Snetterton



FIRST IMPRESSIONS OF THE VW-PORSCHE 914

THROUGH the courtesy of AFN Ltd. of Isleworth I was able to borrow a mid-engined VW-Porsche 914 for an enthralling week-end. As MOTOR SPORT has frequently emphasised, the mid-engined concept is bound to develop, because anyone who has handled a car with this weight distribution will not wish to accept any lower standards of road-holding. Road-clinging, coupled with a splendidly level and well-damped ride, are the outstanding attributes of the 914. Volkswagen were well placed to introduce a mid-engined car, having such a compact power pack which they are well accustomed to burying beneath the floor of their estate cars. With Porsche to mix-in the necessary suspension set-up and other requirements of fast motoring, something really notable could hardly fail to materialise.

Driving the 914 on dry roads, I was quite unable to reach optimum break-away; you corner faster and faster, in unbelief that the little car will get round. But it always did, so that, once convinced, cruising speed became also the pace at which open bends and corners were negotiated. It is handling to competition-car standards. Here it is opportune to say that the red 914 I tried was on Michelin ZX tyres, which are popular wear on many fast cars these days. In view of what has been written about the shortcomings of central-engined cars, let me report right away that the VW-Porsche conception is free from them. The seat squabs are vertically upright without adjustment, but the seats are nevertheless amongst the most comfortable I have experienced. The sales literature tries to kid one that this is a three-seater, sitting abreast, and there is an "extra" in the form of a little pad to put in the well between the two main seats. This would accommodate a child but for all practical purposes this is a *two-seater* motor-car—and why not? There is no undue noise, no heat transfer from the central power pack, perhaps because it is set so compactly low down in the car. As for driver vision, forward it is excellent, the thick screen pillars scarcely intruding; the non-dazzle rear-view mirror is rather cut off by the shallow screen, but I found I had an excellent rearwards view in the external mirror of this l.h.d. car. AFN are experimenting with a Delodur heated rear window, which worked well. An occasional glance over the right shoulder and in the aforesaid mirror was all that was needed, and reversing wasn't difficult, but the hooded rear window reflected the body colour, and the instruments acted as facial mirrors. The mid-engined layout as conceived by VW incurs no obvious snags and normal doors with VW-Porsche-type releases-cum-locks permit conventional entry.

The interior of the car is austere, in black trim, with knobs and a l.h. stalk as controls, but all is well contrived, except that the small steering wheel tends to blank the more interesting sector of the speedometer. There is also the luxury of two luggage boots, with a combined capacity of 16.1 cu. ft., one in the nose, one behind the "engine room", although rather shallow luggage is advisable.

On the road, as I have said, the outstanding enjoyment is that of an impeccable ride and astonishingly safe cornering powers, conferred by the weight distribution, low build, and a "wheel at each corner". The suspension, torsion bar in front, coil-spring at the back, is so well damped that the wheels follow surface irregularities faithfully and hump-back bridges cause no discomfort. So unyielding is the springing that some mild rattle is conveyed to the obviously rigid body, but the clean undertray treats rough lanes with disdain. The central gear-lever controls a five-speed box but whereas it can be said that an Alfa Romeo has a ratio for every purpose, it is kindest to remark that the modern Porsche gear-change is an acquired taste. Once one of the best gear-changes in the World, initiates are now never really sure which cog they are in, or are going to select, and even neutral is a trifle vague. As to performance, I saw the speedometer register 100 on occasions but the VW 411 1.7-litre, electronic fuel-injection power unit, poking out only 80 b.h.p., does far less than justice to this remarkable car. Moreover, there is unlikely to be a r.h.d. version and as the high cost of the Karmann body, allied to Import duty, etc., has inflated the GB price to £2,261, sales are not likely to be exactly brisk in England. Even in Germany the prospect of the 914 being the poor-sportsman's Porsche, at around £1,500, has, I gather, tarnished. The VW engine peaks at about 4,900 r.p.m. but can be taken in short bursts towards the warning mark on the tachometer, at 5,600 r.p.m. However, this futuristic car in £3,475 914/6 form with Porsche flat-six engine, must be a very exciting proposition indeed, a sort of land-bound light 'plane from the A to B average speed aspect, with the "dodgeability" of a good motorcycle (just over three turns of the steering



Sleek lines characterise the new VW-Porsche 914. Note the concealed headlamps.

wheel, lock-to-lock), and we hope later to do a full road-test in one. AFN Ltd. are concessionaires for both models—VW Motors do not sell the 914.

Whether you have it in four- or six-cylinder guise, the VW-Porsche has some unusual features. The r.h. hand-brake, for instance, pulls on in the normal fashion but then drops to the floor. This is to give unimpeded exit to the driver. To release the brake the lever is again pulled up until resistance is felt, its button depressed, and the lever moved down. The need for a brake warning light, provided as a segment of the warning-light cluster, is even more essential with such a system than with less elaborate hand-brakes. Another peculiarity is that to comply with German requirements, the normally-concealed Hella headlamps become erect if the sidelamps are switched on. As there is growing use of dipped headlamps even in built-up areas this is no great disadvantage, but AFN talk of introducing a diode in the circuit for neater use of sidelamps in this country. Incidentally, the dipped beam is poor, but there are inbuilt Hella spotlamps. A further unique item is that the hard-top detaches and will go in the rear boot, so that the VW-Porsche is a true convertible, without the need for a flexible hood—it is, indeed, a sort of *coupé de ville*. An unintended peculiarity is that the turn-flashers reflect in the headlamp backs, nor was I enamoured of the turn-indicator warning lights on the facia winking in my line of vision. The passenger gets a door grab-handle and a felt-covered foot rest, the latter anchored with a short strap to prevent it intruding on the driver. As well as from a tool roll, a big screw-in tow-hook is provided.

The fuel tank in the front boot has a catchment well and is also fully vented to US and Canadian requirements. It takes its fuel slowly but when full gave a range of 328 miles before the low-level warning light came on fixedly, after which there is about 1.3 gallons remaining, so the former VW attribute of infrequent refuelling has been achieved. A rough check of consumption showed approx. 26½ m.p.g. of 4-star.

So much, then, for preliminary impressions of one of the great new cars of the 1970s. The VW-Porsche, officially, I believe, the Type 47, is a motor-car which the connoisseurs will soon be discussing with enthusiasm.—W. B.



A motoring contrast—forty years separate this Sunbeam and the VW-Porsche 914, both of which were driven on the same day, variety being the spice of life.

ROAD-TEST RECAP

Looking Again at the 3.3-litre Vauxhall Ventora



The Editor's Easter-egg . . .

ONE Friday evening, earlier this year, my wife and I, instead of watching the Forsyte Saga, drove to the Savoy to meet Mr. David Hegland, the new Chairman and Managing Director at Vauxhall Motors of Luton, and hear him deliver a speech explaining how Government restrictions and strikes were crippling the Motor Industry of this country, causing Vauxhall's profits to sag—and, he might have added, British Leyland to declare no-profits for four depressing months.

This otherwise enjoyable evening reminded me that I had let much time elapse since I last tested a Vauxhall car. So it came about that my 1970 Easter egg consisted of a Ventora II—an egg of Goodwood Green Starmist, lined in gold. Ignoring sarcastic enquiries from those who had previously seen me in an Alfa Romeo as to whether I had given up real motoring for Lent, I set about re-discovering what the Ventora is all about. I had previously tried this Victor-size six-cylinder push-rod 3,294-c.c. four-door four-seater saloon in 1968, when I had been issued with one having an abnormally noisy engine. Since then better instrumentation and more interior stowage have been contrived for this unique Vauxhall. Moreover, the Ventora II I used over Easter had a notably quiet power unit and this big, low-stressed engine in a compact car (just over 140 gross b.h.p. at a calm 4,800 r.p.m. on an 8½-to-1 c.r. for a kerb weight of approx. 23.2 cwt.) gives it a very good performance on the 3.09-to-1 top gear—quite "30/98", if the VSCC will pardon the simile?

In other respects this Vauxhall Ventora was a bit of a bad egg. It became tiring over the rougher roads because of its lively ride and excessive vibration and kick-back at the steering wheel. It does not hammer from the back-end like an Avenger or Cortina, does not undulate like an Alfa Romeo, but it shakes the occupants up and down to a considerable degree; the steering, asking 4⅓ turns, lock-to-lock, from a small, rather high-set leather-covered wheel, is somewhat heavy, is affected by road irregularities, and is not particularly accurate, although of rack-and-pinion type. The turning circle is notably compact, however. The central, gaitered gear-lever controls a notchy gear-change, the lower gears whine, and although reverse is protected by a lift-up catch on the lever, as used by Rover, it is one thing to slide this up and move the lever *backwards* with the palm of the hand, another matter to have to do this while *pushing* the lever forward, as one has to on the Ventora. The clutch needed some care for a smooth start.

The Ventora's Ambla front seats are big but only moderately comfortable; squab-rake is easily adjusted by lever. There is a grained Vynide facia and a Vinyl-covered roof, and the styling is imposing, particularly in frontal view.

Instrumentation includes a speedometer and tachometer (labelled TACH) with clear white figures (but a flickering speedometer needle), backed up by separate small dials for oil pressure (approx. 45 lb./sq. in.), water heat (about 75°C), fuel contents and battery charge. The horizontal heater/defroster quadrant is clearly labelled. The facia fresh-air vents function well and the flick switches down on the console, behind the gear-lever, controlling two-speed wipers, auxiliary lamps if fitted, and main lighting, must be considered well positioned now that we are more accustomed to this location; screen washing is achieved electrically by a neat little press-button behind the wipers' switch, and the soapy liquid it squirted was most effective. A r.h. stalk controls flashers, horn, and lamps' flashing and dipping. The hand-brake is between the seats and the servo disc/drum brakes work well. There is a "tinny" but lockable cubby-hole of useful size and moulded under-facia shelves. Unfortunately the latter, like the divided rear shelf, tend to spill their contents. The lockable boot is extremely commodious (25.8 cu. ft.), with the spare wheel upright on the o/s. A heated rear window, wing-mirrors, twin exhaust tail-pipes, sill interior locks, etc., are standard equipment and the test car was on Firestone F7 tyres. These tyres broke away quite early, but gently, in the wet. The Lucas four-lamp lighting is effective on both full and dipped beam, the facia lighting embraces the console-switch symbols, and there are reversing lamps. The Vauxhall radio appeared to be u/s. The engine, which started promptly on auto choke, was protected by Vauxhall anti-freeze. There are two keys, that for ignition locking the steering; the external door locks are incorporated in the push-in buttons. Rear window demisting is only partially effective due to the considerable area of glass; it switches off with the ignition, but the wipers do not. There is a rather too dim fuel-level light and the fuel gauge was about one gallon on the pessimistic side. The top of the control stalk came off, depositing its internals on the floor. The prop-up bonnet opens to reveal the very flexibly-mounted slender engine and has sound-damping material on its underside, cut away to clear the air-cleaner. Plugs, dip-stick and the Exide Supreme battery are accessible on the o/s and the last-named is immune from proximity to engine heat.

The in-line-six-cylinder engine of the Ventora, borrowed from the Cresta, intrigues me, because this 92 × 82.5 mm. 201 cu. in. power plant, GM's answer to Ford's V6 3-litre, while of modern over-square bore and stroke, and having aluminium pistons, to my mind has a worthy ancestor in Chevrolet's very durable "Stove Bolt Six" or "Cast-Iron Wonder". It has a modest peak speed of 5,000 r.p.m. and develops maximum torque, 185.7 lb. ft., at 2,400 r.p.m. Unlike Ford, GM use a forged-steel crankshaft.

It is as a useful workhorse, disguised by a smart, well-finished body, that the Vauxhall Ventora II should be judged. Luton makes much of its eight-coat body protection, its "Magic Mirror" acrylic paint, its factory-applied underbody seal, its quality control (of such factors as pistons matched and balanced in sets to a 2½-tenths of a thousandth of an inch tolerance, and micro-honed cylinder bores) and its 645 assembly-line inspectors. And now Vauxhall has its own 700-acre proving ground at Lidington, 18 miles from Luton. The heavy carpets on the floor of the Ventora are a visible measure of its quality. . . .

In respect of handling and ride this Ventora was a disappointment but its accelerative qualities are good—from rest to 60 m.p.h., for instance, it was only 0.3 seconds slower than the Alfa Romeo 1750 I had been driving immediately prior to becoming a Ventorist. (Top speed is said to be 108½ m.p.h. but I was not venturesome enough to try for this—anyway, Easter was spent in speed-restricted England.) I got 21.2 m.p.g. (of 4-star) from the well-established six-cylinder engine, which used no oil in 600 miles.

As a big-capacity "compact" with the easy-running quality of an American automobile, the Vauxhall Ventora II is in a class of its own and at its best on easy main-road routes. It sells for £1,268 13s. 7d., and is opposed in the Ford range by the more sporting Capri 3000GT at £1,341.—W. B.

SPRINTING

THE recently formed Elvington Hundred Club, whose objects are to encourage short-distance record-breaking, held a practice day at Greenham Common Air Base and provided timed runs over a standing-start mile, with a speed-trap on the final quarter-mile. Hobbs on a supercharged Triumph 500-c.c. sprint motorcycle clocked 144 m.p.h. through the flying quarter, a Vincent-1000 unblown did 135 m.p.h., a Triumph 650 road-equipped Bonneville 113 m.p.h., and a production Honda four-cylinder 108 m.p.h. An Aston Martin DB4GT did 127 m.p.h. and our Road Test Ford Escort with 16-valve BDA engine did 97.1 m.p.h. All these runs were into quite a strong head-wind, with three-quarters of a mile for acceleration before the timed-section.

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The Sebring 12 Hours

(March 21st/22nd)

FERRARI'S DRAMATIC VICTORY

AS SPRING follows winter so the Sebring 12-hour race follows the Daytona 24-hour race and the field at the 12 hours is often a reflection of the earlier 24-hour race. Not quite so this year, for in addition to the three-cornered Porsche/Gulf, Ferrari and Matra challenge, there was also a full team of three Alfas.

The obvious favourites after their Daytona 1–2 victory were the two JW-Gulf Porsche 917s driven by Siffert/Redman and Rodriguez/Kinnunen. Both cars were virtually unchanged and with a training car the team was as immaculate as usual. Supporting the works-backed cars were the Porsche Audi 917s driven by Elford/Ehrens and Herrmann/Lins. Both were well prepared and Elford was hopeful of very competitive times.

The Ferrari team had put in a lot of work since Daytona to overcome the fragility of their cars' rear suspension. Two of the works 512s were fitted with new open Spider bodies with a more rounded nose section for Andretti/Merzario and Ickx/Schetty. The third car, a coupé, was in the hands of Giunti/Vaccarella. A fourth private 512 was entered by NART and driven by Bucknum/Posey. The Matra team had the two 650s they used at Daytona, the only major differences being that the long streamlined tails had been cut off just behind the rear wheels. To correct any possible change in handling caused by this, there were adjustable spoilers right across the rear of the car. Two driver changes were caused by Brabham and Beltoise being entered in F1 cars at the Race of Champions, so the team consisted of Pescarolo/Servoz-Gavin and Gurney/Cevert.

A welcome return to racing was made by the Autodelta team with three Alfa Romeo T33/3s for Courage/de Adamich, Stommelen/Galli and new team members Gregory/Hezemans. Although similar to last year's car, the rear brakes are now outboard and the water radiator is now in the nose with twin oil coolers amidships ahead of the engine. The chassis has been lightened and the engine is reputed to be giving 424 b.h.p. Unlike previous years, the cars were clean and immaculately turned out.

Backing up the works teams there were a number of potential winners among the rest of the large entry. Four 908 Porsches were entered in the prototype class in the hands of McQueen/Revson, Laine/Van Lennep, Dechent/Koch and Larrousse/Attwood. The car entered by Solar Productions Inc. and managed by former Lotus team manager Andrew Ferguson for Steve McQueen (to get his initiation into International sports-car racing prior to the epic to be filmed at this year's Le Mans) was causing considerable interest, especially as the film star was driving with his left foot in plaster because of a motorcycle accident during a desert race. NART had two 312s entered for Parkes/Parsons and Chinetti Jr./Adamowicz. Two Lolas, several GT40s and of course the usual moving *chicanes* which every year add to the hazards of the airfield/road circuit, made up the 68 cars which were to start the 20th 12-hours of Sebring.

Thursday's day and night practice did not count for starting positions, so it was Friday's qualifying session which was the most serious part of the pre-race excitement. The Siffert/Redman Porsche 917 started setting the pace and with a final time of 2 min. 34.47 sec., six seconds faster than last year's best qualifying time, the Gulf Porsches were wheeled away for race preparation. After the departure of the pale blue cars, Andretti, who had been trying harder and harder to get the Ferrari round at the speed of which he felt sure it was capable, put in a very fast lap of 2 min. 33.5 sec. to give him pole position. Also in the last hour, Elford got the Porsche Audi going well and did a lap which put him third on the grid. Altogether ten cars were under 2 min. 40 sec. for the first time, which indicated many race records falling. Both Matra and Alfa were experiencing problems with fuel feed and overheating and the Alfas were nowhere near as quick as in earlier tests.

Race day was dry and the forecast was for 12 hours of continuing dry weather. The Sebring start (which has always followed the Le Mans pattern) was changed this year, as will be the start of Le Mans, on the directions of the FIA. The cars lined up in grid position and then proceeded to complete one pace lap before getting the green flag. Andretti, who is an expert on this type of start, took an immediate lead from Siffert. Within three laps the leaders were in amongst the tail-enders and Andretti was able to open the gap between himself and the Gulf 917. The race developed as was expected into a battle between Ferrari and Porsche. However, the luck which was on the side of Porsche at Daytona was lacking. The first Porsche to drop back was the Siffert/Redman car which lost 11 minutes when leading, with an electrical fault. The next to go was the Herrmann/Lins 917 which had a broken, over-revved engine. Then the Rodriguez/Kinnunen car had a puncture whilst leading. The Elford/Ahrens car was well placed in the first three when out of the hairpin a Lancia put Posey off the road. As the Ferrari was rejoining the race a Fiat driver, not knowing what Posey was doing, jammed on his brakes right in front of Elford. In avoiding the Fiat the 917 hit a 911 and wrote off the left rear suspension.

At one-third distance the first four places were filled by Ferraris and to everyone's astonishment the fifth car was the McQueen/Revson 908 Porsche. Matra had problems which kept the cars from the front; one car was overheating and the other had gone on to eleven cylinders. The Siffert/Redman Porsche 917 dropped back even further when the bolts holding the stub axle to the upright broke and it was half an hour before a new one could be fitted. Then a few laps later the fan disengaged and sailed 150 ft. into the air. More delays, and Andretti built up even more lead. Then it became Ferrari's turn for problems. First the Ickx/Schetty car blew a head gasket and retired, then the second placed Ferrari of Giunti/Vaccarella came in with a blown rear tyre and the rear suspension again pulled away from its mounting, causing considerable delay.

Andretti/Merzario now had eleven aps lead and looked all set for a comfortable win. When darkness settled the leading car came into the pits and Andretti predicted that the gearbox would break while Merzario was driving. This happened and Ferrari followed the lead of Porsche who had replaced Kinnunen with Siffert in their best placed car. Andretti moved in with Giunti/Vaccarella to speed up this car.

The dramas of the last hour kept everyone on their toes. The Kinnunen/Redman car came in with the bolts through the front

Continued on foot of facing page

PRACTICE TIMES

M. Andretti/A. Merzario (Ferrari 512S)	2 min. 33.50 sec.
J. Siffert/B. Redman (Porsche 917)	2 min. 34.47 sec.
V. Elford/K. Ahrens (Porsche 917)	2 min. 35.42 sec.
J. Ickx/P. Schetty (Ferrari 512S)	2 min. 36.23 sec.
P. Rodriguez/L. Kinnunen (Porsche 917)	2 min. 36.31 sec.
R. Bucknum/S. Posey (Ferrari 512S)	2 min. 36.48 sec.
I. Giunti/N. Vaccarella (Ferrari 512S)	2 min. 36.60 sec.
D. Gurney/F. Cevert (Matra 650)	2 min. 37.44 sec.
P. Courage/A. de Adamich (Alfa Romeo 33/3)	2 min. 38.47 sec.
H. Pescarolo/J. Servoz-Gavin (Matra 650)	2 min. 39.50 sec.
H. Herrmann/R. Lins (Porsche 917)	2 min. 40.43 sec.
R. Stommelen/N. Galli (Alfa Romeo 33/3)	2 min. 40.78 sec.
M. Gregory/T. Hezemans (Alfa Romeo 33/3)	2 min. 41.37 sec.
M. Parkes/C. Parsons (Ferrari 312P)	2 min. 42.19 sec.
S. McQueen/P. Revson (Porsche 908)	2 min. 42.75 sec.
L. Chinetti/T. Adamowicz (Ferrari 312P)	2 min. 43.10 sec.
H. Laine/G. van Lennep (Porsche 908)	2 min. 44.17 sec.
G. Larrousse/R. Attwood (Porsche 908)	2 min. 46.43 sec.
M. de'Udy/M. Hailwood (Lola T70 Mk. 3B)	2 min. 50.71 sec.
P. Forester/A. Hedges (Ford GT40)	2 min. 52.20 sec.

Results

THE SEBRING 12 HOURS—Groups 6, 5, 4, 2—Sebring Airfield/Road Circuit—5.2 miles—Hot and dry

1st	I. Giunti/N. Vaccarella/M. Andretti (Ferrari 512S—V12 5-litre)	Group 5	Entrant : Ferrari S.p.A., Italy	247	(1,289.6 miles—107.29 m.p.h.)
2nd	S. McQueen/P. Revson (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant : Solar Productions Inc., USA	247	
3rd	M. Gregory/T. Hezemans (Alfa Romeo 33/3—V8 3-litre)	Group 6	Entrant : Autodelta S.p.A., Italy	246	
4th	P. Rodriguez/L. Kinnunen (Porsche 917—12-cyl. 4.5-litre)	Group 5	Entrant : J.W. Engineering, England	243	
5th	H. Pescarolo/J. Servoz-Gavin (Matra 650—V12 3-litre)	Group 6	Entrant : Equipe Matra-Elf, France	241	
6th	M. Parkes/C. Parsons (Ferrari 312P—V12 3-litre)	Group 6	Entrant : North American Racing Team, USA	239	
7th	H-D. Dechent/G. Koch (Porsche 908—8-cyl. 3-litre)	Group 6	Entrant : International Martini Racing Team, Germany	235	
8th	P. Courage/A. de Adamich (Alfa Romeo 33/3—V8 3-litre)	Group 6	Entrant : Autodelta S.p.A., Italy	230	
9th	R. Stommelen/N. Galli (Alfa Romeo 33/3—V8 3-litre)	Group 6	Entrant : Autodelta S.p.A., Italy	229	
10th	De Lorenzo/R. Lang (Chevrolet Corvette—V8 7-litre)	Group 4	Entrant : Troy Promotions Inc., USA	218	
11th	B. Johnson/B. Johnson (Chevrolet Corvette—V8 7-litre)	Group 4	Entrant : Doug Bergen Racing, USA	213	
12th	D. Gurney/F. Cevert (Matra 650—V12 3-litre)	Group 6	Entrant : Equipe Matra-Elf, France	212	

Fastest lap : J. Siffert (Porsche 917), 2 min. 33.11 sec. (122.265 m.p.h.) *(new record).*

MOTOR SPORT/SHELL F3 Championship

SNETTERTON, *March 27th*

MOTOR SPORT's Formula Three Championship, organised in association with Shell, could not have had a more exciting start than it did at the BRSCC Snetterton International Meeting on Good Friday. The record books show that after two eliminating heats Tony Trimmer, the 27-year-old former racing mechanic who last year received the third Grovewood Award, won by 0.2 sec. from Gold Leaf-Team Lotus member, Australian David Walker.

But there is far more to the result than that, for on the previous day Trimmer had virtually destroyed the Brabham BT28 which he has been driving for his team-mate and sponsor, Irishman Brendan McInerney, since the end of last season. Apparently the throttle stuck open on a fast bend and, although Trimmer climbed out shaken (but otherwise unhurt), there seemed little likelihood of him racing on Friday. A series of phone calls then followed, in the course of which Trimmer was offered a Lotus 59 by the factory and, although this particular car is the oldest 59 of them all, Trimmer's mechanics embarked on an all-night session to fit the car with his Holbay-Ford engine and bring it to the line in trim for racing. The point was not lost on Gold Leaf-Team Lotus that this enabled Trimmer to beat one of the Team Lotus drivers and put himself in an early lead for the 12-race Championship !

Weather conditions on race day were far from pleasant, with a cold, dank mist hanging over the featureless circuit. Nevertheless, there was a good International entry for the first Championship round, including drivers from Brazil, Sweden, Italy, New Zealand, Australia, Ireland and from throughout the length of Great Britain. In fact, it was a Scot with the appropriate name of Richard Scott who demonstrated that a couple of seasons spent learning about racing with less up-to-date cars are more than useful by taking the first 15-lap heat from Californian Steve Matchett, who is returning to F3 after a period in Formulae Ford and Vee. The second heat was delayed by a serious power failure : undaunted by a long wait for the start Brazilian sports-car champion Carlos Pace took his Lotus into an early lead, only to lose a couple of places to fellow Lotuseer David Walker and then recover to take second. Trimmer's Lotus was placed fourth as its driver scrubbed in a new set of tyres.

The racing had been uncomfortably close at times in the heats and it promised to be even more so in the final. The first lap was completed without incident, with Trimmer and Walker narrowly leading the unruly pack. Incidents abounded, one of which involved heat 1 winner Scott, Pace and Gerry Birrell, who was keeping his end up well in his first drive with a works-backed Brabham, on the second lap. Before that same lap was over a second power-cut again occurred and in order to maintain communications it became essential to stop the race. In such circumstances the correct flag signal for a re-run is to show the black and chequered flags together, but unfortunately the start-line officials barely had time to unfurl their flags as the howling pack sang past the pits, and very few of the drivers saw or understood the signal.

After a rather exciting moment spent stopping the F3 traffic, there was another delay while the power was restored, but with the sun rapidly disappearing the race had to be cut by ten laps to 20. With several gaps at the front of the grid it was two Chevron-mounted Northerners, Norman Foulds and Barrie Maskell, who got away particularly well to head the works Lotus 59s for a brief period. Maskell's engine promptly blew up and Walker was through with former Brabham Formula Two mechanic, New Zealander Bert Hawthorne, holding a hard-fought second place. But while Walker successfully edged away in the lead, Trimmer was making a great effort to come through from the rear of the field, making up places left, right and centre in a rare display of fierce but controlled driving in his much-raced borrowed Lotus.

Both Foulds and Hawthorne spun early in the race and Hawthorne later left the track spectacularly when his new Chevron rolled at the hairpin, so Trimmer had the red and gold works Lotus in his sights. The Lotus pit kept Walker informed, but Trimmer left his great effort right to the end and got past the Australian on the last lap. Walker lost a moment trying to slipstream his opponent and when the flag came out Trimmer crossed the line to win amidst considerable applause by a car's length.

Walker's team-mate Bond spun when well placed and others to fall by the wayside were Mike Beuttler, who took a couple of wheels off his Brabham, and Gerry Birrell, who lost a nosecone damaged in the earlier incident. So third after a long battle was Keith Jupp (Brabham BT28) from the similar cars of Swede Ulf Svensson and Mancunian Cyd Williams. The other Gold Leaf Lotus, Bev Bond's, was not far behind in sixth.

Trimmer is doing a great deal of racing this year, for on the Monday after Snetterton he was in Holland winning the first round of the Formula Ford Johnson Euro-Trophy and the week afterwards he came second at Pau in the F3 race which annually supports the round-the-houses F2 event.—M. G. D.

Results :

GUARDS TROPHY—Snetterton—Formula Three—20 laps—54.2 miles
Cold and misty

MOTOR SPORT/Shell Formula Three Championship—Round 1

1st	T. Trimmer (Lotus 59-Holbay Ford)	..	32 min. 14.6 sec.—100.86 m.p.h.
2nd	D. Walker (Lotus 59-Holbay Ford)	..	32 min. 14.8 sec.
3rd	K. Jupp (Brabham BT28-Holbay Ford)	..	32 min. 45.6 sec.
4th	U. Svensson (Brabham BT28-Lucas Ford)	..	32 min. 45.8 sec.
5th	C. Williams (Brabham BT28-Lucas Ford)	..	32 min. 46.2 sec.
6th	B. Bond (Lotus 69-Holbay Ford)	..	32 min. 48.4 sec.

Fastest lap : Trimmer (Lotus), 1 min. 34.2 sec. (103.57 m.p.h.) (*equals class record*).

THE SEBRING 12 HOURS—continued from facing page

upright broken; this left only two uprights, one for a left and a right fitting. As David Yorke thought he might need one or other for the leading car now being driven by Siffert and Rodriguez, the 917 was retired. Andretti was catching McQueen and as he passed him they both swept by Rodriguez who was creeping into the pits with the upright bolts gone. The change took only eight minutes, but with Andretti and McQueen on the same lap, the leader was third in only a few seconds.

Andretti was pulling away from McQueen in the dying laps, but everyone got a shock when Andretti screamed into the pits for a few gallons of fuel and McQueen was within seconds of the Ferrari as it went off for the last laps. The order remained until the end with the Ferrari winning by a mere 22 seconds from the 908 Porsche. All the leaders lost much time during this race with various pit stops except the McQueen/Revson car, whose creditable second place came through steady, consistent driving.—M. J. T.

RUMBLINGS—continued from page 479

saying it looked like a gigantic one for a racing engine with rather strange shaped cams. We then realised that the "gigantic camshaft" we were looking at had four lobes on it instead of three. "We didn't see that, did we?" we said, and Uhlenhaut grinned and replied: "No, you didn't."

At the recent Geneva Motor Show Daimler-Benz displayed the latest version of the C 111, with four-rotor Wankel engine, thus increasing the engine volume by 33% and the power proportionally. As with the three-rotor Wankel engine, the unit still runs to 7,000 r.p.m. and the estimated speed has been upped from 165 m.p.h. to 188 m.p.h. The body shape has been improved from the aerodynamic point of view and so has rearward visibility, while luggage space details are under continual revision, as are suspension details. Although the Daimler-Benz Research and Development department are having a lot of fun with the various Wankel-engined cars they are building, we can rest assured that they are not doing it for fun. Engineers like those in Stuttgart are working with a very definite end in view, and among them would appear to be the ultimate death of the reciprocating-piston engine, while the production of a super sports car in the 300 SL class is high on the list of priorities.

ESCORT BDA TEST—continued from page 473

T-C) is off a Motorway providing enjoyment along Britain's byways.

Our initial assessment of the car is tempered by the price which still leaves the Lotus Twin-Cam-powered model as the best choice for the enthusiast who has no competition plans, because it is approximately £209 less and goes at least as well as "our" car in practical terms. However, it is obvious that Ford can improve both the chassis and power output of the BDA fairly easily, but is it worth it for the small run envisaged ?

In the meantime the Editor will doubtless enjoy the car and another report will appear in due course, probably with some more performance figures.—J. W.

All-Round Improvement from a Blydenstein Viva 1600



THE PROPRIETOR puts his Vauxhall to work at Silverstone. Judging by the registration number the Viva was formerly a press car.

VAUXHALL'S 1,600-c.c. s.o.h.c. engine, fitted to the Viva and Victor, seems unlikely to find a place of affection in the memories of British motorists. Both economy-minded and enthusiastic Viva drivers tend to be disappointed by heavy fuel consumption allied to average acceleration and a top speed of less than 90 m.p.h. Definitely not what one would expect from a modern overhead-camshaft 1.6-litre installed in a small and reasonably light car. In 2-litre GT form the Viva weighs approximately 1½ cwt. more than a Twin-Cam Escort.

However, from the conversion specialist's viewpoint there are a number of points in the Vauxhall's favour: in fact all the basics for a sprightly saloon are there, the all-round coil-spring suspension (a dead axle system of rods similar to an Alfa Romeo is used at the rear), disc/drum braking and accurate rack-and-pinion steering all being quite up to the addition of extra power in standard form. The 1600 version is especially attractive at £890 to an enthusiast who cannot wait for, or afford, the GT at £1,086 but is prepared to spend some time working on the car to make it perform and handle rather better than the men of Luton had envisaged . . . this sort of activity could be construed as competitive, and we all know that word is worse than a four-letter Anglo-Saxon epithet to General Motors, Detroit.

In spite of the officially frosty attitude there are two firms in Britain who, with some help from well-hidden sympathisers inside Luton, actually compete and sell some of the results of their labours in the form of performance parts for road cars. The persistent Vauxhall competitors are Coburn-Ison Ltd. and W. B. ("Bill") Blydenstein. The latter concentrates on circuit racing with a Shaw & Kilburn Viva GT in Group 2 International saloon-car events for this year, while Chris Coburn participates in all sorts of loose surface events, also with a GT. Naturally this reflects in the equipment they sell, Coburn-Ison's exclusive lines being equipment like sumpguards and reinforced suspensions, while Blydenstein looks after the speed side, both in straight line and cornering parts.

The Blydenstein car we tried was a 1966 SL which had covered over 60,000 miles acting as a test bed with both a 1,159-c.c. engine and the current 1,559-c.c. s.o.h.c. unit giving an extra 18-20 b.h.p. over the standard product. Although this improved the car immensely it was the £47-worth of suspension improvements which gave us the most pleasure, making the car almost foolproof in its behaviour even when driven in a plainly suicidal manner.

The engine work consisted of throwing out the standard Zenith carburetter and fitting a Weber twin-choke 28/36 DCD of the type fitted to the 1500 GT Cortina prior to the advent of crossflow models; it fits on the standard inlet *via* an alloy plate adaptor. A modified cylinder head with 9.5-to-1 c.r. is matched to both manifolds (£35). Prototype tubular steel exhaust manifolding was also used for our test in the pattern of four branches into two and then a single pipe underneath the passenger compartment; the production price for this revised plumbing seems immodest at £28. The Weber carburetter complete with all linkages and an effective air-cleaner costs £34 15s.

The suspension modifications were comprehensive with new Spax adjustable, by a screw, shock-absorbers (£17), redrilled Ventora top wishbone arms at £17 a pair to give negative camber angle of just over one degree at the front wheels, and a Viva GT anti-roll bar (£15), also fitted at the front. Wider, 5J Cosmic aluminium wheels were also supplied with Michelin XAS tyres; the wheels are £8 each, but Dunlop steel ones are available in the same rim width at nearly half the price of the attractive Cosmic design.

The only other extras fitted to the car were a comfortable bucket seat and an instrument binnacle containing an oil-pressure gauge, reading 75-80 lb. above 3,500 r.p.m. because an uprated Viva GT pump was installed, an ammeter and an 8,000-r.p.m. Smiths electronic tachometer.

Labour charges for installing all the equipment we have described at Blydenstein's clinical Hertfordshire railway station premises would be £33.

It was fascinating to walk around this four-year-old Vauxhall and see that, in spite of obvious loving care (all the bodywork nooks and crannies had been cleaned), there were unsightly areas of rust appearing in its light blue paintwork. Driving away in the car we quickly found that this hadn't affected the bodyshell unduly, for there was a remarkable absence of creaks and groans while driving along a bumpy country lane.

A movable red pointer on the tachometer was set for 6,600, but we were told to use 7,000 r.p.m. to get the best performance figures. In fact we tested the car with both a 4-10-1 final-drive ratio and a 3.9-10-1, after the latter differential seized during an acceleration run, breaking the propshaft close to the axle casing. So far as we know this is a freak failure, as the racing Vivas with close to 200 b.h.p. have had only one similar breakage, using the same components.

More to the point in our case was that we conducted the entire public road testing and fuel consumption measurements on the 3.9-10-1, plus some acceleration figures before the propshaft broke and the 4-10-1 was substituted to record a new set of performance figures, which were in fact better in acceleration and top speed respects than the earlier times. Our fuel economy measurements were all taken using the 3.91 drive. The gear speeds in both cases were around 35 m.p.h. in 1st, 50 in 2nd, and the lumbering legal limit in 3rd.

The engine needs the use of half choke, plus a couple of dabs at the throttle to start it on a cold morning; the choke can very quickly be dispensed with but the car always tended to run cold no matter



INSIDE the bucket seat provides a firm and gripping perch for the driver while extra instruments, mounted in the central pod, are easy to read.

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how hard we "Viva'd". Even in modified form the 1600 engine is not a unit to send the r.p.m. needle soaring round the dial. Normally one would expect the euphemism ". . . a lusty puller" applied, but since this nearly always means the writer considers the engine a rough old nail, we will refrain because the engine buzzes away giving plenty of torque from 2,000-5,000 r.p.m., getting progressively smoother between 6,000 and 7,000 r.p.m. Much more impressive is the way that the car will cruise on the Weber's primary choke until an honest 85 m.p.h. is exceeded, or more with a favourable breeze. An honest 100 m.p.h. can be exceeded with a tailwind or downhill.

The engine is nothing like as rough as the BL Maxi unit when extended, but it does have that charming ability to cruise at 65-70 m.p.h. on a practically closed throttle, which is one reason for the Blydenstein-modified Viva managing an average 25.3 m.p.g. and a lowest of 24.2 compared to the standard car's 20-ish figure.

Standard brakes proved to be good enough for all but the hardest country lane driving, and even under these conditions it is the smell emanating from the overworked friction materials that deters the driver, not fade—though doubtless that characteristic would quickly set in if the warning was ignored.

We derived a great deal of pleasure from spirited cornering as the car has a much better contact with tarmac than even a Twin-Cam Escort. The rear wheel lifts slightly under hard acceleration from a hairpin, or on faster curves if the car is pushed to its limits—but this is probably a good thing because the consequent loss of power brings even the tightest situations back under some semblance of control!

On dry roads the rear is unlikely to swing out with the application of power and the appearance of greasy or wet roads doesn't reduce the road-holding abilities as much as is the case with the Avenger and Escort family boxes. Anyone who has driven a Fiat 124 will find that the Vauxhall is very similar in respect of traction and handling characteristics; in Blydenstein form the car merely stays on the road for longer to exhibit less understeer than the production Fiats and Vauxhalls. Body lean is noticeable only by its absence, while the ride is quite suitable for family outings along Britain's lesser lanes.

The noise level inside the car is not exhilarating or unduly tiring. just gargling sounds from the large carburetter air filter and an occasionally pronounced hum from the camshaft drive belt.

I think it was D. S. J.'s wish that I should test ". . .something like a Viva with a noisy exhaust", and except for the Blydenstein car being quieter than the standard 1600, which in my view ranks as one of Britain's most insipid and greedy cars, I have now complied and can recommend the Blydenstein conversion as improving all aspects of performance, which is what all tuners should aim for with their milder road kits . . . fewer than 12 of them actually manage it! Worse still, is that there are two firms to my knowledge actually producing cars that are slower than standard on a regular basis. The trouble is how does one prove that every single car that firm has modified is no good? And until we can prove that, MOTOR SPORT readers will have to go without sensational name disclosures!

Performance*

0-30 m.p.h. ..	3.7 sec.	0-60 m.p.g. ..	12.1 sec.
0-40 ,, ..	5.4 ,,	0-70 ,, ..	17.5 ,,
0-50 ,, ..	8.6 ,,	0-80 ,, ..	25.1 ,,

Gear speeds :

1st ..	35 m.p.h.
2nd ..	50 ,,
3rd ..	68 ,,
4th ..	99.3 m.p.h. (4-to-1 final drive)
4th ..	98.3 m.p.h. (3.9-to-1 final drive)

Overall m.p.g. : 25.3

Converters : W. B. Blydenstein, Station Works, Nr. Shepreth. Herts.

** Two runs in each direction using a fifth wheel.*

PERFORMANCE NEWS

SINCE the Ford Capri was announced the manufacturers have made sure that nearly every individual whim is catered for, straight from the production line. X, L and even R packs, plus a choice of engines ranging from 1,300 c.c. to 3,000 c.c. have all made it difficult for the specialists to find a hole in the Ford defences and make some money.

However, as the car is such a success more people are beginning to discover the truth about living with an appalling standard lighting system (the optional Wipac Rallypack accessories are an insult in terms of finish and illumination too). Our staff Capri now has four lamps on the front, tacked hither and thither, and we could still ask for more !

In April WATS (Wembley Auto Transport Supply Co.) of 199 Ealing Road, Wembley, Middlesex, announced a quicker version of the 3-litre V6 model, which also has four round headlamps where just one unhappy rectangular unit nestled before. Customers can opt for either Lucas or Cibie $5\frac{3}{4}$-in. diameter units, with or without quartz iodine in the case of Lucas equipment. Prices start at £46 fitted up to £57 complete for the Cibies.

Like Broadspeed the company also offer a number of parts to give a distinctive touch to the front, including a new number plate mounting, quarter bumpers and indicators installed either side of the grille.

For £338 WATS will supply a 3-litre Capri with the 170 b.h.p. Weslake-Ford motor (revised heads, camshaft, inlet manifold and carburetter), twin-pipe exhaust system with one branch on either side of the car (instead of the Peco-style standard effort), leather rim steering wheel, thermostatically controlled electric fan (many road tests complain about the standard mechanical fan's noise), quarter bumpers and built-in number plate mounting, electric screen washers, side mounted indicators, sleek wing mirrors (called racing style of course), matt black paintwork—including the bonnet's Trans-Am style stripe, and many of the features found on production Capris with the R pack. Total cost of a car so equipped (with safety belts and an electric rear window) is £1,742 15s. 8d.

Useful Goody Emporium

An unusually useful speed shop opened in London a few months ago: owned by John Stanton and trading under the name of J. & J. Stanton at 55 Goldhawk Road, Shepherds Bush, London, W12, it offers not only many bolt-on parts, but also items such as brake linings, fan belts and other bread-and-butter items. Stanton was an unusually active sponsor of racing cars last year in club events (among the men he backed was Redex class winner Michael Darrieulat of Talon Engineering and Gerry Birrell, the European Formula Ford Champion), but for this year he has cut back to a share in Birrell's F3 Brabham and an ex-factory Alpina-tuned BMW 2002TI, driven by his business partner, Colin Youle, in international Group 2 Saloon Car meetings.

Cooler and Wider Avengers

Cosmic Wheels Ltd. of Walsall in Staffordshire and a division of the Serck radiator people (Car Plates in Nottingham) have both gone into the market for Rootes' "make or break" model. The Cosmic wheels are in their current spoked pattern with 5 in. wide rim and 13 in. diameter, costing £9 each. More information from the makers at Bridgeman Street, Walsall, Staffs. The same company also make aluminium wheels to fit Alfa Romeos, BMWs, Vauxhalls (as tested in this issue), Saabs, Toyotas, Hondas, Opels, Lancias, NSUs, Simcas, Datsuns and Fiats (excellent for the 124), as well as the more popularly catered for Fords and British Leyland models.

A press release on behalf of Car Plates, Greasly Street, Bulwell, Birmingham, informs us that the firm are marketing an oil cooler kit for the Avenger at £17 to fit either 1,250 or 1,500 c.c. models. What the release does not say is that the kit is of the thermostatically controlled type which Taurus Performance Ltd. were selling a few years back, before their amalgamation with Lloyd's Industries. However, we think this Avenger cooler is probably along these lines as the hand-out notes " . . . . ensuring that oil temperature never exceeds 100°C. and never falls below 75°C."—J. W.



A REAL TAILPIECE!—We found this late model Sprite lurking outside a staffman's West London flat recently; the owner is obviously a keen follower of American speedway racing. Ugly reversed scoops on the front wings contain built-in mirrors.

LETTERS FROM READERS

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

TRIUMPH *versus* FIAT

Sir,

When I wrote my letter regarding the Fiat 125, I little realised what I was starting. I purposely did not compare the Fiat too closely with my previous cars which, incidentally, were three Triumph 2000s, as basically my letter was about the Fiat, but since Mr. J. A. Evans singles me out as the arch critic of the 2000, I will attempt to be a little more specific.

I cannot rule out reliability and therefore I must enthuse over it. The parts for my decoke following a cylinder-head gasket failure were kindly paid for by Fiat (which is more than I can say for the similar parts at 25,000 miles that required replacement on one Triumph), but it was primarily the amount of time that the Triumph spent off the road for maintenance and its resultant cost that prompted me to buy the Fiat and I have not been disappointed.

When mentioning that the "chuckability" of the Triumph was irrelevant, I feel that Mr. Evans completely missed my point. I will accept that the ride of the Triumph is superior, but certainly not its general handling or road-holding. There is very little doubt that a great deal can be done to redress the balance in favour of the Triumph which, on paper, apart from the push-rod unit, is in many ways a more advanced design, but what can be done, or has been done since November, 1968, when I parted with my last Triumph, is totally irrelevant to this matter.

My Triumphs suffered considerably more body roll, were more tiring to drive, and were certainly more inclined to cause distress to "tickle-tummied" travellers than ever the Fiat is. The harder ride, with optional power steering and the other improvements that are available on the Mark II Triumph 2000 probably cover most of these criticisms, but the Fiat 125S is, I am told, a further improvement on the 125, and therefore we must, when discussing design, bear in mind that a car of advanced specification can only be superior to the less advanced one if development is such that the full potentiality of that design is reached.

If, Mr. Evans, you wish further proof, try a 2.5 BMW which is right first time.

Kidderminster. J. NEVILLE R. HAY.

[Yes, but a Triumph 2.5 PI costs £1,636, the Fiat 125S £1,347, and the 2.5 BMW £2,996. Fiat seem to win them all, these days, when comparisons are made!—ED.]

* * *

NON-CLASSICS

Sir,

I have become annoyed at having to read more and more drivel on the subject of so-called "desirable cars", which, in the eyes of the proud owners, MUST become classic. I cannot understand why the following horrible cars have been submitted for recognition as desirable. Triumph TR, Sunbeam-Talbot and Citroën Lt. 15.

Let us, first of all, accept that all were designed for planned obsolescence, and share, along with most other modern cars, one notable feature, i.e., inherent body rot. This includes even the pre-war designed Citroën. I have not owned ST or TR, but the examples I have driven have all been in very good condition, and have one outstanding feature in common, that is, a complete lack of finesse. The ST (and all the other Rootes cars I have driven) with a feeling of soggy rubber in the steering box, and its pathetic gear-change, was only remarkable for a complete lack of interior space.

The TR3 I drove was, I think, the most brutal apology for a motor car that I have ever driven, with steering almost as bad as that of the ST, and appalling rear suspension, in fact, I think it had the worst "cart" springing I have experienced. Also, shoddy seating and interior. The only improvement noted in the TR4 was the adoption of rack and pinion steering. The fact that they don't GO seems to apply to all TRs.

As an ex-Citroën fanatic, in reply to the letter from Mr. Isbell, I can only say "Dear Mr. Isbell, you don't know what you are talking about, you are completely deluded, or you have never driven any other motor car?" The first two points you mention are well known, as to the third, well, I can distinctly remember the engines (which have been described as agricultural by more than one so-called authority) of both my Lt. 15s, rumbling to and fro on their clockspring mountings, despite the alleged sound proofing. While I would be the first to agree that it WAS a car years ahead of its time, and having steering, braking, and suspension (IFS only Mr. Isbell) second to none IN ITS DAY, these features have now been equalled and surpassed by several cars.

As to high speed, if I remember rightly, according to the road tests of the time, the Lt. 15 could not manage much over 70 m.p.h. Both of the Big Sixes I owned ran out of steam at 80. As to ease of maintenance, well honestly, Mr. Isbell, it is obvious to me that you have not had to overhaul the transmission driveshafts of a Lt. 15. As these are pre-packed with grease on assembly, and no provision for further lubrication has been made, other than the splined coupling, these require frequent expensive overhauls. This not only involves dismantling the lower steering swivel ball joints, but trying to obtain the tools for removing the outer hub bearing, and the inner bearing retaining lockring, both of which are special to the Lt. 15 and which Citroën Cars disdain to make easily available.

Please, W.B. let us have more interest articles in MOTOR SPORT, such as those on "Cars I Have Owned" and "White Elephants", etc. And a little less racing?

London, N16. E. C. WELLS.

[This reader votes for his P4 Rover, which he says "is so despised by W. B. and D. S. J."; not so—see footnote to following letter.—ED.]

* * *

PRAISE FOR THE ROVER P3s —

Sir,

I feel it is time, with everybody praising their particular favourite car, to make a mention of the P3 Rovers. The original "Aunty" Rovers.

I have owned one of these superb cars for the last two years. My particular model is a r.h.d. export "Sixty" made in 1948. This car has done 91,000 miles without a major overhaul and is still capable of exceeding the 70 m.p.h. limit.

It is a joy to drive, with its short remote-control gear-shift, and seats adjustable for height and rake, as well as the normal forward and backwards movement. The steering column is also adjustable for rake, which means most people can find a comfortable driving position. The comfort and room is amazing, I am 6ft. 2 in. tall and with the seat right back am unable to reach the pedals. Even in this position there is room for me to stretch my legs out straight in the back!

It incorporates such modern refinements as self-cancelling indicators and a lighting switch similar to that amazing discovery now used on the big Mk. II Triumphs. There are odd refinements not found on modern cars, such as a dipstick for the gearbox and a plate under the rear seat to facilitate checking the rear axle oil. There is also a gauge for the sump oil level and a blind for the rear window.

During my ownership this car has started first time whatever the weather and gives me trouble-free motoring, for which I am most grateful. Spare parts are still available, although one cannot always get "over the counter" service. I hope this letter will do a little to bring the attention (which it deserves) of motoring enthusiasts to a long-neglected car which deserves all the praise it gets.

Newcastle-upon-Tyne. PETER M. JONES.

[Not neglected by us—see comprehensive article on the "perpendicular aunts", admittedly the P4 range, in MOTOR SPORT dated May 1967.—ED.]

— EVEN FOR THE LAND-ROVER

Sir,

Don't do it, please don't do it! Don't waste valuable space in your excellent magazine by publishing another account of driving a non-sporting car around our non-sporting roads. I refer, of course, to your declared intention of reviewing the Hillman Avenger, yet another in the endless procession of uninspired little boxes designed for the non-sporting family man. (Although I suppose he must have been sporting once, in order to become a family man in the first place.)

Turn your attention to more inspiring vehicles. For example, I own one of the most sporting conveyances built in the last twenty-odd years, and yet I have not seen an account of it darken your doorstep in the last year or so. Think of it, 2¼-litres, four-wheel-drive, majestic appearance, rustproof body, engineered to last for years and years, choice of many body styles and hosts of optional extras, and yet you ignore it as if it did not exist. The Land-Rover.

Now at this point you will probably be tempted to consign this epistle to the waste bin, but do not be hasty. Consider first the sporting potential of this machine.

Today's roads are becoming more and more crowded, so that the enthusiastic driver has to seek elsewhere for his thrills. Where can he go? Well, as you pointed out in last month's issue, he could take to the air, but it is still rather expensive for the majority of folks; he could take to the water, but that is becoming as crowded as the roads. Or he could buy himself a Land-Rover and take to the open moorland, where the thrills come at zero m.p.h.

What can compare to a happy Sunday afternoon digging yourself out of a bog in the tranquility of a wind/rain/sleet/hail-swept moor? And as you dig you are filled with the happy knowledge that if you had stuck with your road-bound buggy, you could not have possibly got yourself within miles of this place. Or join a Land-Rover Owners' Club, like me, and spend a happy Sunday getting stuck in a bog with a dozen others of similar inclination. (Actually, last time it was deep snow on top of Stanage Edge in Derbyshire, and it took two and a half hours to get out of that lot!)

Besides its sporting potential, the Land-Rover deserves mention from time to time for its services to motoring sport in general. Towing to and from race meetings, recovery, acting as guide dog for aged autos intent on ploughing from London to Scotland and back (on that occasion there was only a small piece of front wing allowed in the photo), even blazing the trail through the snow for the RAC Rally, and never a mention or a review in sight!

Once you are bitten by the Land-Rover bug, there is no turning back. I have a friend who owned three (not all at the same time, I hasten to add) and declared himself a confirmed addict. Then he had a mental upheaval, sold his Land-Rover and bought one of those horrid Mini-Cooper things. Well, that didn't last long. He started being bullied by Volvo owners and other motorists, so he saw the error of his ways (no-one bullies a vehicle carrying a large steel girder where the bumper-bar ought to be) and is now waiting for Land-Rover number four to roll from the assembly line.

There is no escaping from the bug; even my wife has grown to like our new vehicle. She became rather attached to our previous car, a Singer Chamois, and was a little upset when it was sold, but now she no longer leaps like a startled deer every time the canvas roof gives out its thunderous crack and rumble; she might even start speaking to me again soon.

So do not disregard the faithful Land-Rover. Remember, it can out-accelerate an E-type (over a ploughed field, or up a 60 degree earth bank) and if you buy one with a canvas body, the drop-head model, you do not have to pay the government for the privilege of parting with your money. How does that grab you, taxation lovers?

Well, there you are, you TR and Morgan fans; the last of the real sports cars is the Land-Rover, without question. As D. S. J. said last month, it's all a matter of keeping things in proportion.

Southwell. TERENCE S. GILL.

* * *

THE MOTORISTS' LOT

Sir,

I was interested to read the comment on police behaviour in the West Riding, the technique is now used in various parts of the country. A police Cortina marked only on its sides is unrecognisable when driven at a distance of 10-12 feet from your rear bumper at 60-70 m.p.h. with its headlamps on main beam, and can put on a very realistic imitation of a thoroughly drunken driver about to have an accident inside your boot. The method works even in slightly failing daylight. I, too, fell for the above trick on a summer evening last year, on the A11 between Quendon and Newport.

I was then involved in one of those "one-sided" conversations so beloved of the police, which consists of a somewhat biased opinion of one's driving, and may last for ten minutes or so, the idea is that by this time you will be brainwashed into thinking that it is you, not them, who were driving dangerously. However, do not be tricked into saying anything silly; it will be read out in court!

My particular policeman suggested that I had twice overtaken dangerously (not true) and had entered a 30-m.p.h. restriction at 60 m.p.h., slowing down only gradually (true, trailing throttle—dare not apply power-assisted brakes). Eventually, the tirade stopped.

Policeman: "What have you to say?"

Myself: "I thought I was being followed by a drunken driver . . . etc."

Policeman (getting very excited): "Never mind what I was doing, we are talking about what you were doing."

Myself: "I can assure you that my driving was a product of your provocation."

Policeman (after long deliberation): "Will you accept a verbal warning?"

Myself (like innocent civilian signing confession to escape from Red China): "Certainly, Sir."

Does anyone believe that this farce has contributed anything to road safety? I shall add that I have been driving 22 years, vehicles fast and slow, about 250,000 miles in all, and have never caused an accident. I have had one fine for exceeding a 40-m.p.h. limit in 1958.

I currently run two ageing motor cars, in each of these I have invested three years of my life to restore them to good and safe condition; therefore, I, too, am interested in road safety. If my cars are damaged I have to repair them myself.

As long as speed is the scapegoat no progress will be made. The amount of damage done in car parks at speeds of less than 5 m.p.h. make it obvious that a great many people will never have the ability to avoid causing accidents.

R. K. SUGG, *Technical Secretary*,
London, E13. Association of Healey Owners.

Sir,

Nobody, except yourself, has to my knowledge bothered to mention that, with regard to road accidents, it is a miracle that there are not a ten-fold more than there already are. With the average motorist putting up enormous yearly mileages I am amazed that we do not have more deaths on the road. One naturally clarifies this by expressing the horror that mounts each year, and as things are it can only get worse.

Auntie BBC seems to be waking up to the situation and gets positively breathless about it all; this last week we had Michelmoritorium in the form of a "driving test" thing, which leant heavily upon the confines of the TV screen, and positively toppled-over by reason of the content matter.

Then we had "Man Alive", which was really "Man A-Dead", with Dr. Stephen Black delivering a fine grand-slam at the Motor Manufacturers and the Reps. from Rover and Ford in particular. The entertainment value was highlighted by a bleating "Road Engineer" who kept murmuring "More money for roads" like a damaged gramophone record, and a very strange species of Policeman, who spoke, I thought, with reserve and sound common-sense.

I have, I find, a deep distrust of Motor Manufacturers as a general view, for their terms of reference deem it necessary for them to make gigantic profits at my expense; and when almost all those profits go overseas, it hurts—Boy, how it hurts!

Of course "More money" is needed for road works and improvements, but in heaven's name, will it be the motorist all over again who has to pay? Surely no other facet of Society is so harshly taxed and bled; but I think Authority will increase it, and make it a permanent arrangement. Like Purchase Tax and SET, further increases will arrive in a supposed temporary form, and quickly become a fixed situation.

But this accident thing gets me; for I think it's you and me, dear Sir, who cause accidents, no matter what the roads have or have not in their design or favour. Bad manners carried to the steering wheel, temperament and character twinges—all the spectrum of the Human animal are conveyed to the car and its progression in public. The chap who walks into you in a Supermarket because he didn't look, because he didn't give a damn anyway, is just as likely to do the same thing with his car. Trouble is, there's not much use in apologising to either a corpse or a write-off; it's too late then, to say the least.

An "improved" or more stringent driving test won't be any more than a palliative either; it's only when you've removed the brain and put a handbook in its place—as in the Guards—that things get sorted-out a bit. Only then can cold-blooded consideration for others be applied to the road, and even then, one thing's missing; you can't "make" a driver who is fully aware of what is going on beneath and around him.

But when the head-shrinkers are brought into it, I don't want to be around; they'll take the guts out of it all, as usual.

Meanwhile I'll continue to shout abuse and utter Anglo-Saxon oaths at Motor Manufacturers who spend millions on advertising and utterly fail to reduce the appalling prices of their nasty little dreams on wheels.

Down here in Dorset, we used to get cars with the odd dent or so on their wings; now they've "improved" the roads, we have to sweep up what's left of car and occupants. What price "progress"? God, what a mess it all is.

Swanage. JOHN T. DEAN.

VINTAGE POSTBAG—continued from page 468

sun can shine on the petrol tank. The sun's warmth causes a considerable rise in tank pressure.

I am glad to know someone has successfully counted the oiling points. I have made a number of abortive attempts at this. It should be noted that these are oiling, and not greasing points. Enots make the correct type of screw-on oil gun for the nipples fitted to the Ghost.

An oil pressure of 24 lb./sq. in. is a little on the high side. The handbook recommends not less than 3 and not more than 20. The handbook also states, in the event of failure of oil pressure, "So long as some pressure is showing on the gauge occasionally, the journey may be continued (but at slow speed) if absolutely necessary.

It may be that the governor is out of adjustment. I don't profess to be able to perform all the tricks which are claimed for it, but I do know that it does work as a governor. Try this on a stretch of clear and hilly open road: Having got the car moving, and in top gear, put the governor to "Fast". This should accelerate the car to about 45 m.p.h., and the car will then continue at this speed up hill and down dale without any human intervention. The throttle will open automatically when ascending hills, and close again when the top is reached. One word of warning: put the governor back to slow before you attempt to stop the car; otherwise the throttle will open wider and wider in an attempt to overcome the effect of the brakes.

The governor is also useful in low-speed manoeuvring as it renders the use of the accelerator unnecessary, and provided the operation of the clutch is delicate the engine will not stall, even at idling speeds. Gear-changing can be done smoothly, with practice. I manage it nine times out of ten anyway, though I must admit that I found the gearbox a bit of a pig at first.

The Midland R-R Club can muster a number of members who would be willing to demonstrate, including myself, our President, P. J. Taylor, and our Technical Adviser, L. Fisher, who was employed by R-R at Derby, and probably worked on the car when it was new.

Other details apparent from the illustrations are: spring gaiters should be black rather than tan, the horn should be a klaxon, mounted on the three studs visible on the aluminium casting which is in the centre of the bulkhead, the starting handle should be strapped to the off-side and not the near-side. (Aren't we finicky!)

Has the rake of the steering column been checked? Many Ghosts were converted from owner-driver to chauffeur's rake when they were fitted with hearse bodies. This happened to 107 EM, and also to my other Ghost, 49 HG, which still sports its hearse body, though this is due to come off shortly.

The original rake is stamped on the flange where the steering column enters the steering box. The rake is indicated by a letter. "A" or "B" were chauffeur's rake, "C" or "D" were owner-driver. "D" is the most desirable one to have.

The speedometer probably reads slow because I think that the outside diameter of 7.00–21 tyres is slightly greater than the 33 × 5 straight-sided tyres which were originally fitted.

I trust that you and Messrs. Triplex will accept these comments in the spirit in which they are intended. Midland R-R Club members would be glad to give any help and advice they can, and we would, of course, be pleased to welcome them into membership! Let me once again express my congratulations to Triplex for a magnificent piece of work.

Moseley. DONALD PAYNE.

* * *

Steam Launches

Sir,

I read with interest your reference to the book "The Lakes", by W. Heaton-Cooper, especially the bit about the salvaged steam launch.

I'm afraid I know nothing about this particular boat but I do recollect there being two steam launches at Bowness on Lake Windermere. One of these had been salvaged from the bottom of the lake and was similar in shape, though not in size, to the steam tea-boats which ran from India to England in the middle and late nineteenth century. The older one was a magnificent oil-heated launch that was about 35 feet in length and had a large copper boiler and funnel. I'm afraid my recollection is only vague because I was quite young at the time, but one thing that has remained very firmly is that there was a kettle-heating ring through which hot water from the boiler would run. This ring was reputed to bring a full kettle of water to the boil in no more than 10 seconds! The hull of this boat was heavily varnished wood, and even in the dim light of the boat-house it was a magnificent sight.

I believe the owner has some more of these fascinating boats and he could well be the owner of the afore-mentioned boat that was salvaged from the bottom of Lake Ullswater. The Bowness boats are, I believe, to be seen skimming across the lake in blissful silence during the summer months.

Lastly, I would like to thank you and the editorial staff for producing such an interesting magazine; which I have read since the age of six.

Bruton. R. A. INGRAM (17).

* * *

The Late "Nobby" Spero

Sir,

It was with nostalgic regret that I read your obituary on "Nobby" Spero, whom I knew so many, many years ago.

In the 1925-6 era there existed a little coterie of teenagers (I was 16) who used to meet at the side of the Grange Cinema, Kilburn, of an evening. I had one of the latest EW Douggies, Nobby an OEC Temple; we both bought them from C. F. Temple of record-breaking fame, who had a shop in the Edgware Road near Marble Arch (did you ever know his Jap mechanic, Kato?). There was also a New Enfield, Norton, AJS, Moggie and a Rudge, and over the road from the Grange was a Triumph dealer whose son, Reg Bounds, used to join us and extol his father's bikes.

Our usual dress, Bedford cords, trench boots, Fair Isle pullover and goggles slung round our necks, in the winter a leather coat from Lewis's of Carburton Street (I wonder if that shop exists today?). We must have looked a crowd!

We used to meet of an evening and once there was a few of us off we used to go, Nobby usually leading, and promenade Kilburn High Road down to the Maida Vale Cinema, prospecting the talent. If it was a quiet night we'd stay round the side of the Grange until the law eventually turned up and told us to shove off; one policeman actually showed us his little list that had been given him with all our numbers on it; mine, YN 3455, being well to the fore.

Anyhow, we then used to clear off through the back doubles of Kilburn to the Finchley Road, up Netherhall Gardens (last one up a cissie) and on to the Heath, where we joined the Monkey Parade of the Spaniards, up and down until we got a popsie, and then it was usually off to Brockley Hill, Stanmore, where we used to hold our own little speed trials from Canons Park, end of the tramways, to the top of Brockley Hill. In those days (unlike later in life) Nobby never used to make full use of his gears, and after my well-tuned EW had, to his surprise, passed him on Brockley Hill we changed over bikes and had another go. We used to have to make sure the boys in blue weren't lurking behind the bushes with their clean hankies in their ever-ready hands. Anyhow, I changed down very early and that bike, it really was a beauty, swept up the hill at such a bat that when I heeled over at the top to avoid that dangerous stone water trough (I wonder if that is still there?) I shaved the welt of my trench boot off. My dear old mother never could understand how it wore like that!

Then Nobby started to turn up in the old man's car (I believe he was an antique dealer in a big way). There was a Rolls open tourer, then an early MG; it was a bull-nosed Oxford with a four-seater body, finished in stippled silver and a couple of motor-boat type ventilators on the scuttle.

Then one evening Nobby pipped us all in the eye, he appeared in a Gordon England "Boy-racer" Austin Seven; there used to be a showroom of them in Oxford Street. This was to our eyes a lovely car, "ali" body, huge strap over the bonnet, cycle-type guards, and the passenger seat was offset to the back (Nobby said it was very useful!). Of course we spent that night all having rides in it until the law stepped in again; only snag was that before Nobby had it a fortnight the crankshaft went, whether due to the previous owner or Nobby we knew not. He'd got it from a firm at Highgate and I know there was quite a fuss before they compromised.

Soon we went our different ways and I never saw Nobby again, but I can well remember that in those far-off days we had many a good run together and some good times. I can just dimly remember his mother.

I later started with an Austin Seven fabric-bodied Wydoor, bought from that gentleman who seemed to have cornered every second-hand Austin Seven in London and who operated from a mews at the back of Maida Vale. I believe he later moved to Brondesbury and went in for boats.

When I retire in a few years' time and if I am still alive and you still Editor of my favourite journal, I'll write you a "Cars I have Owned". It should interest you and a lot more of your elderly readers.

Cheam. LEONARD FREWER.

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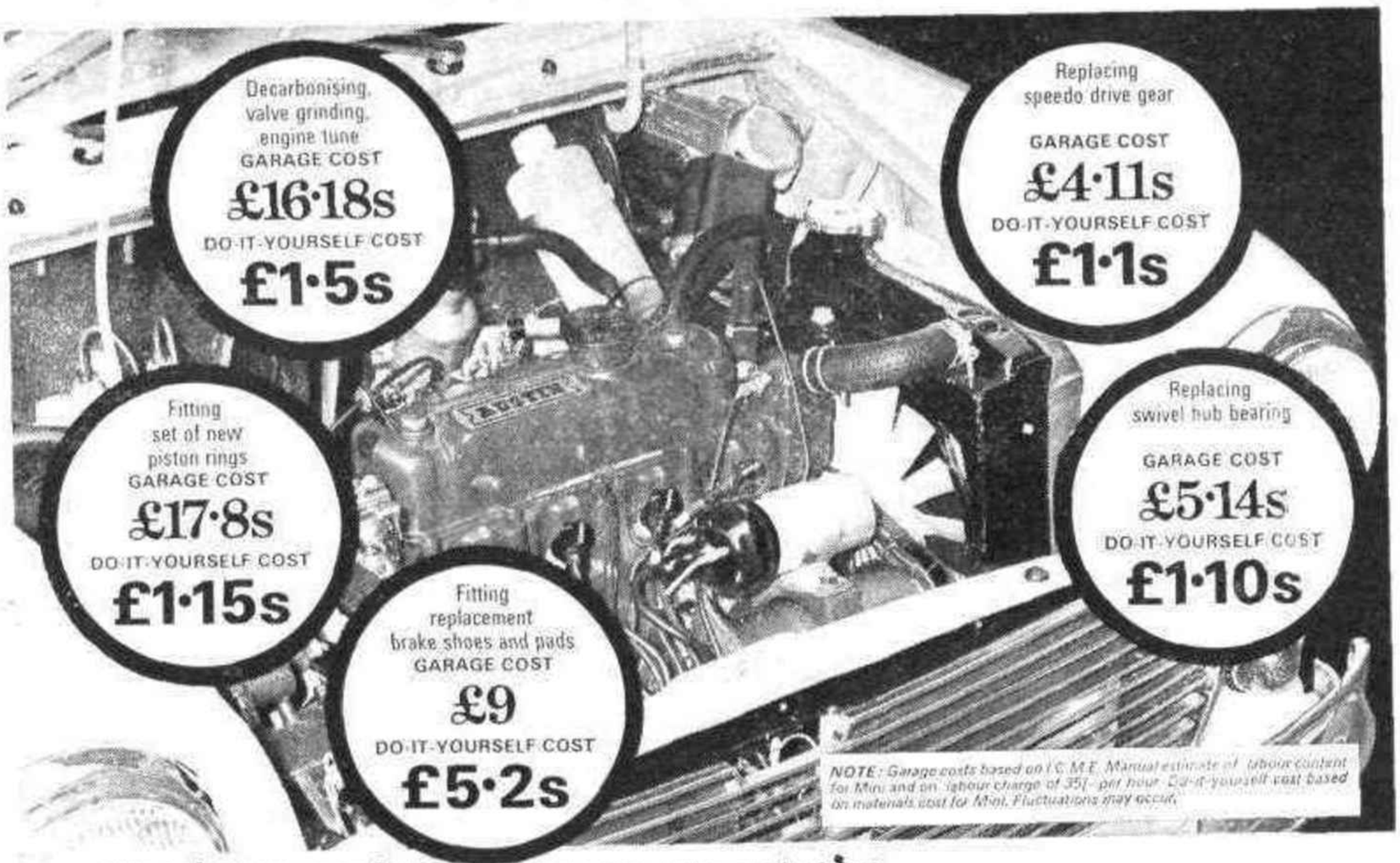
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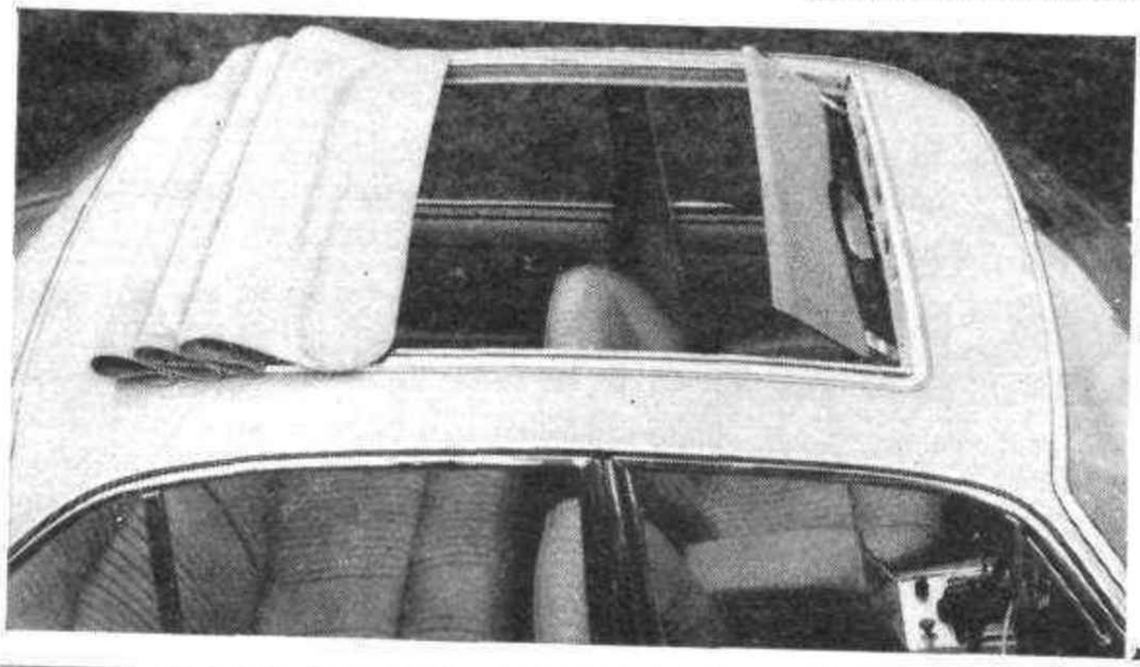
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M.G. TC, 1949. RESPRAYED, REtrimmed, new hood, new parts too numerous to mention, including the rebuild of the framework. £400 o.n.o. Morris, 2 Manor Rd., Caddington, Luton, Bedfordshire. (2491

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LAGONDA, 1935, M35R 3½-LITRE OPEN four-seater. Special body; M.o.T., taxed; new hood, £700. Also large quantity Lagonda spares, Alvis 12/50 shooting brake body, £10. Tel.: Watford 41006. (2498

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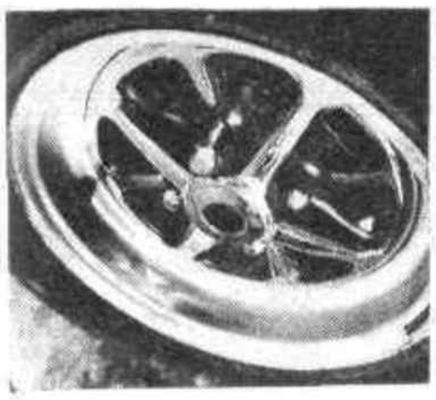
FIAT 500 TOPOLINO, 1955, RECONDItioned engine and good running order except gearbox; M.o.T. Aug. £50. Preston Farm, Milverton, Taunton. (2502

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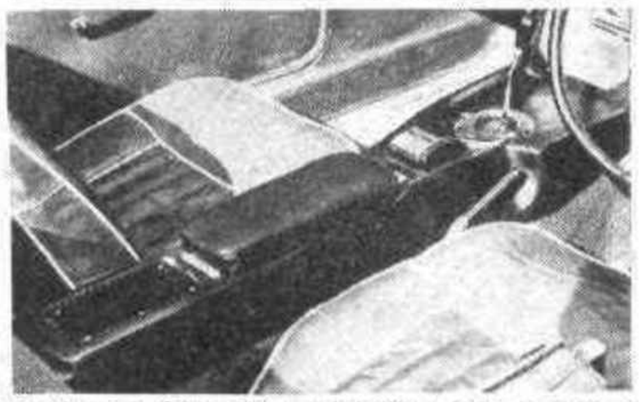
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TR4A-IRS, 1965. CONIFER GREEN. Surrey top, wire wheels, overdrive, servo, heater; M.o.T. £590 o.n.o. Tel.: Minerva (Teesside) 353. (2518

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LOTUS ELAN D.H.C., 1965. £695. BLUE. Recent overhaul, brand new clutch, steering, hood, Motorola, Inertia belts, tonneau, k.o. wheels, Pirellis, servicing record, manual. Tel.: South Cockerington 375 (evenings). Flying Officer Thurlow, Officers' Mess, R.A.F. Manby, Louth, Lincs. London weekends. (2519

EYE-CATCHING 1500 GT ANGLIA Super. Recently built; very fast, sports cam., lowered and stiffened, 5½Js, spots, radio. £300 or exchange, plus cash, for 1963 M.G.B. 206 Oxley Moor Rd., Oxley, Wolverhampton. (2520

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DAIMLER SP250, 1961, AUTOMATIC, Series "B", Alpine blue. Hard/soft tops; M.o.T. £495. Tillett. Tel.: 01-504 4030 (home), 01-504 7084 (office). (2523

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Constructed from 100% terylene webbing with high quality metal fittings. Designed specifically for single seaters, sports G.T. and prototypes. 4 way release buckle specially developed by Britax for strength and simplicity. NOT suitable for saloon.

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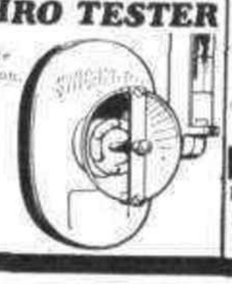


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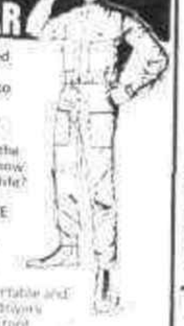
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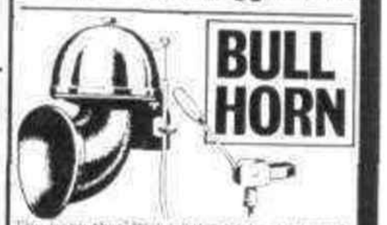


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Max speed	81.3 m.p.h.	(77.0)	Max speed	83.0 m.p.h.	(76.6)	Max speed	82.0 m.p.h.	(72.0)
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THIS KIT OFFERED AT THE VERY LOW PRICE OF £15.12.6 *(P/Post 7/6)*

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1937 ALVIS 12/70 OPEN SPORTS tourer. Very rare body by Cross and Ellis; recently completely rebuilt. Readers may have seen my wife driving this pretty little car in V.S.C.C. events. Thoroughly practical car for everyday use; fitted heater, flashers and double dip lights. Taxed, M.o.T. £750. Cairnes. Tel.: Leigh-Sinton 418. (2532

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1963 ALFA ROMEO GIULIA 1600TI saloon; r.h.d.; M.o.T. for year. £225 or will exchange for two-seater sports car of same value. Pearston, 80 Manor Rd., Manor Estate, Alton, Hants. (2538

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ATTENTION ALL HEALEY ENTHU-siasts. I have a specimen 1962 3000 Mk. II in gleaming black with red leather interior; overdrive, wires, Cints., etc; *recent comprehensive engine overhaul, in-*cluding new synchromesh. Never pranged and genuinely one of the nicest you will find. Issue of company dungcart forces regrettable sale. Offers around £435. Pete. Tel.: Fareham (Bournemouth) 45675. (2552

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M.G.-A 1600 MK. II, 1962, ROADSTER. O.E.W., black leather, servo, grid, new B.M.C. hood, etc.; Concours wins; Kellons *television car.* £395, *Crummie.* Tel.: Bedford 67422 (office). (2557

1914 ROLLS-ROYCE SILVER GHOST. Peter W. Neale offers for sale his immaculate 1914 car. Landaulette coachwork by Barker of London, finished in bottle green and black. Driving compartment trimmed in dark green leather, passenger compartment in beige Bedford cord with silver-plated fittings. Entirely original; winner of many Concours. Current holder of coveted Captain Symmons Trophy awarded for best overall car at R.R.E.C. Meeting, Blenheim Palace, 1969. Tenders to: Briary House, North Piddle, Upton Snodsbury, Worcs. Tel.: Upton Snodsbury 358. (2559

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ZB MAGNETTE, 1957, PRIVATE SALE of very fine specimen. Rare car, outstanding condition. Substantially original and definitely not rotten (all wings, sills, door interiors galvanised and undersealed professionally). *During past 12 months extensive* chrome work replaced, new carpets, leather reconnollised, new clutch, ring gear, decoke (new valves), new crankshaft (1970), fitted radio, electronic rev-counter, seat belts, twin spots, mirrors. £300. Tel.: Staines 51059 (after 6.30 p.m. weekends). (2560

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LANCIA AURELIA B20, SERIES V, 1957, White, GB registered 1967. £400. Tel.: 01-727 9790 (p.m.) (2564

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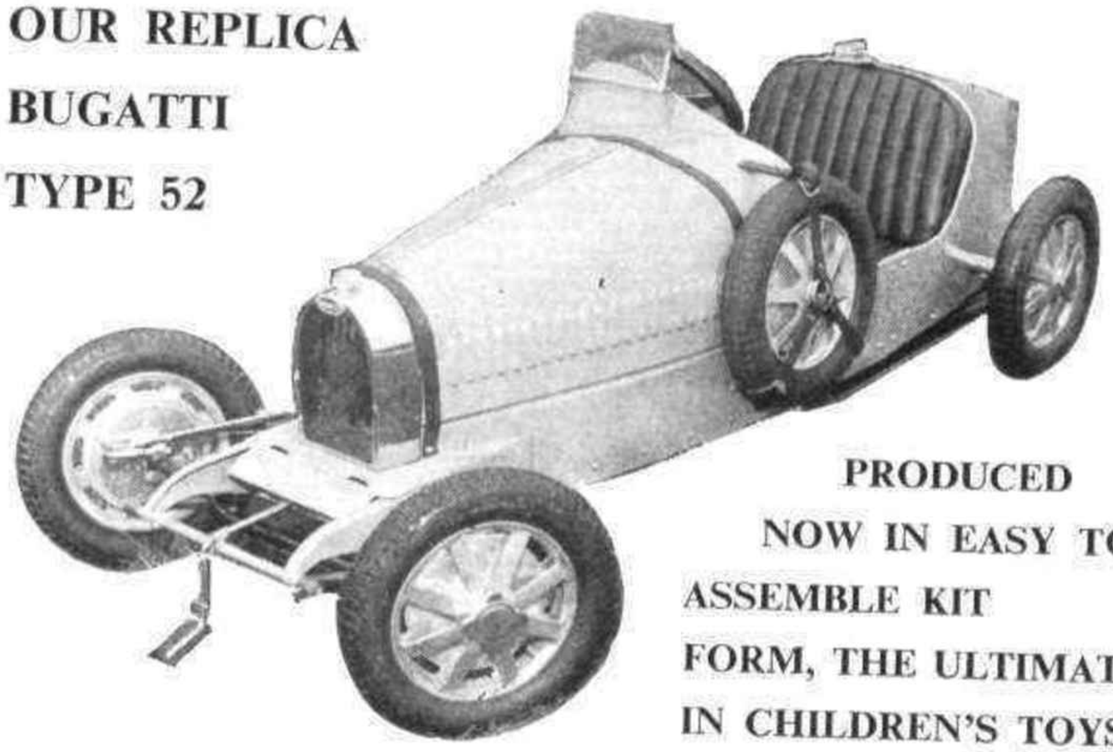
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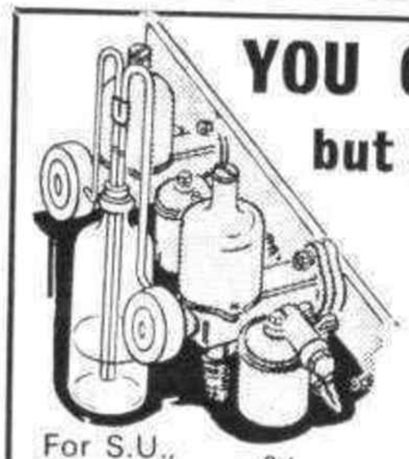
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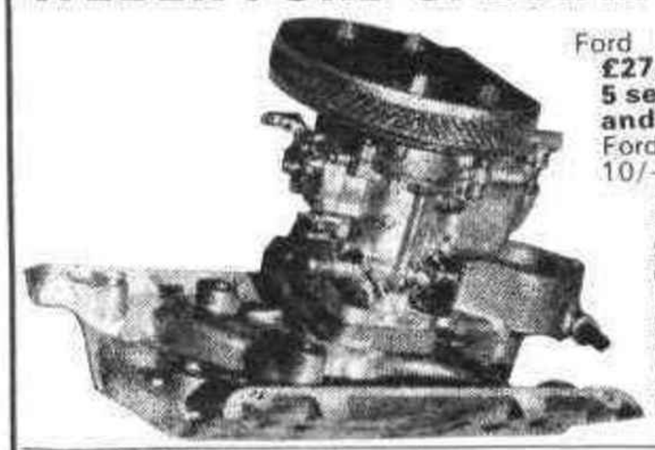
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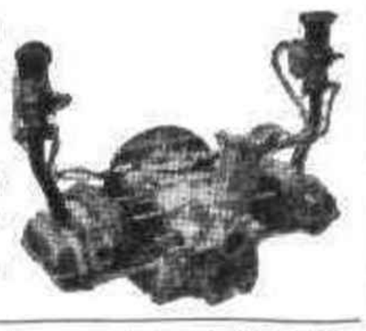
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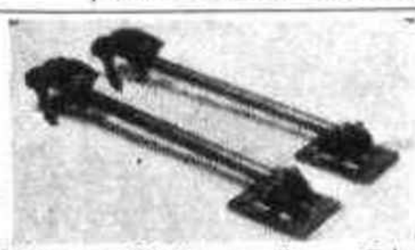
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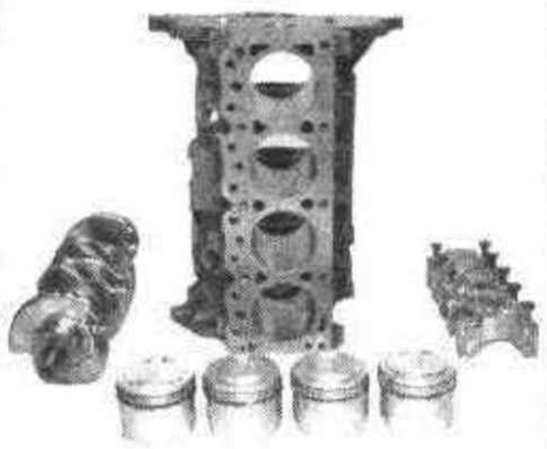
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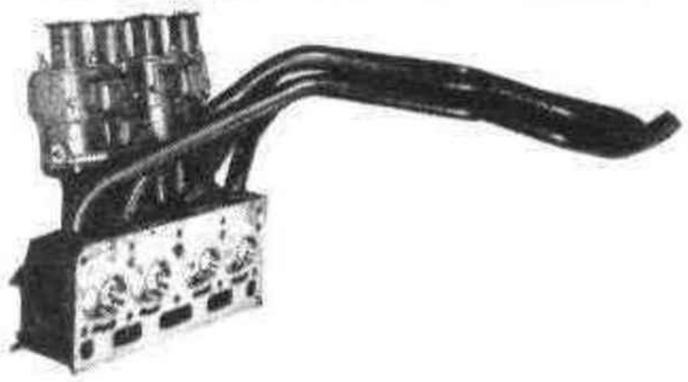
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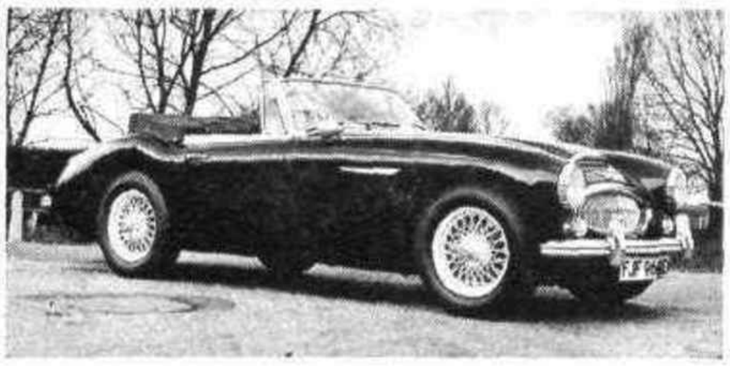
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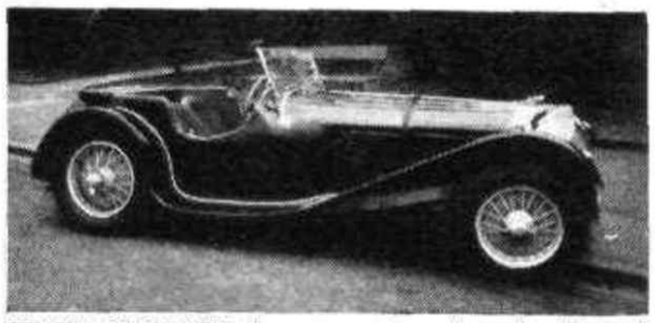
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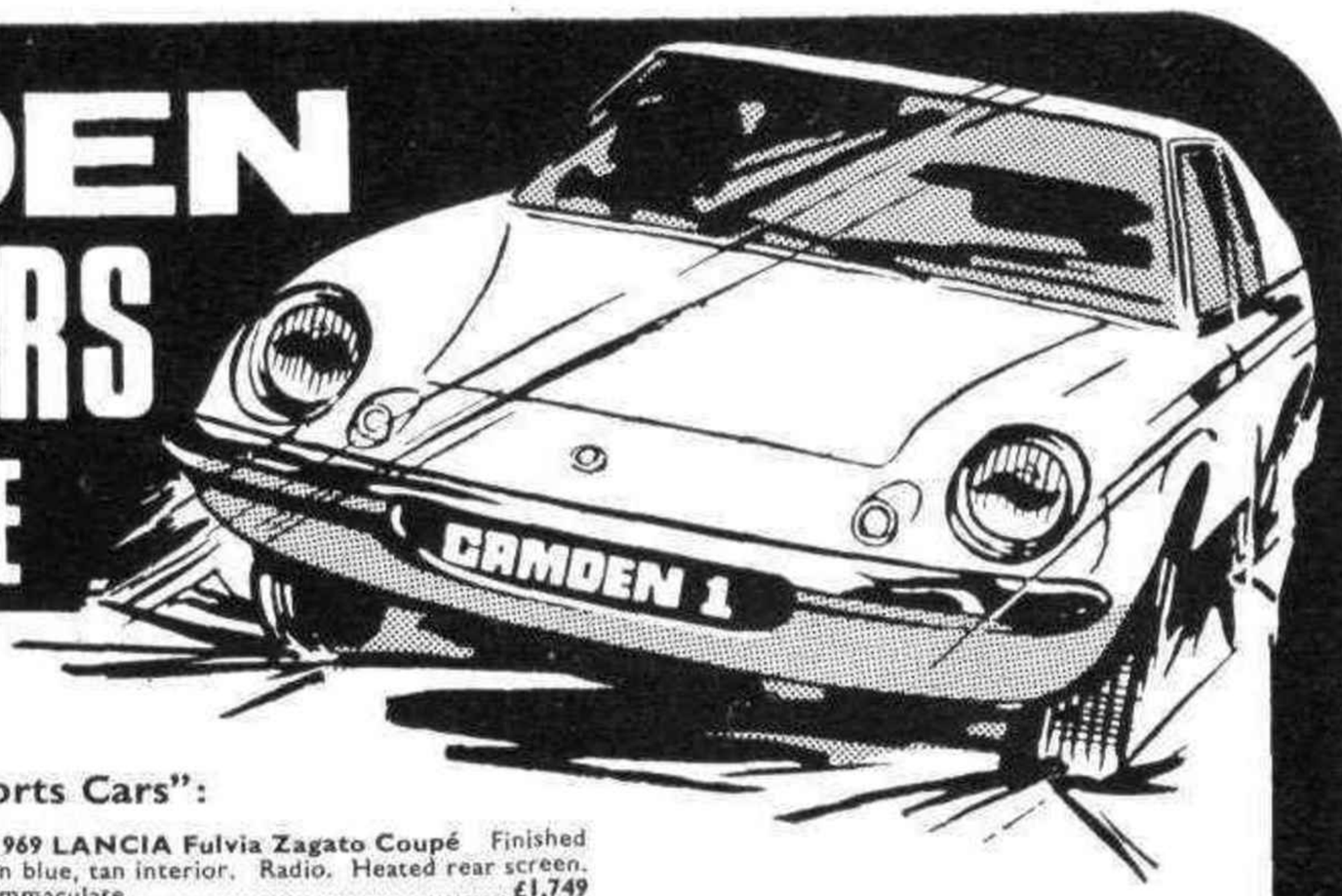
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300SL GULLWING, 1956. EXCELLENT condition throughout; one owner nine years. £3,500. Tel.: Wentworth (Surrey) 3399. (2673

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FOR SALE—continued

RILEY 1½-LITRE R.M.E., 1953, SUPERB original condition; perfect roof, excellent chrome and interior; free from rust. Excellent runner. Many spares, including manuals; one owner 16 years. £185 o.n.o. (2672

PORSCHE, 1960/1961, 356B SUPER 90 coupé. Ivory with black leather interior. Genuine small mileage; magnificent condition. Best offer over £500. Tel.: Sileby (Leicestershire) 2291 (evenings or weekend). (2674

Y-TYPE M.G. ONE OWNER; NON-runner. New tyres, twin S.U.s, excellent chrome, body and interior good. Best offer secures. Tel.: Farnborough (Hants.) 42957. (2676

ELVA COURIER, 1959, M.G.-A 1500 EN-gine with H.R.G. cross-flow head, comp. pistons, weather equipment, new ZX tyres, radio, extras; repainted, M.o.T. £250. Lucas, Tel.: Ashtead 5629. (2677

TRIUMPH 2000, 1964, OVERDRIVE, gunmetal underscaled, front belts; M.o.T. to Feb., 1971; brakes relined Feb., 1970; genuine 45,000 miles. £485 o.n.o. Sprong. Tel.: Clandon (Surrey) 547 (evenings). (2678

XK150, 1961, 3.4, RED/BLACK F.H.C. Wire wheels, overdrive, 120 m.p.h. Good mech. and body condition. £450. Tel.: Lymm 4306. (2679

300SL GULLWING, 1956, MERCEDES. Genuine and original condition; 86,000 recorded miles. £2,950 o.n.o., or interesting part exchange possible. Tel.: 01-499 0271 (day), 01-937 4303 (evenings or weekends). (2680

LANCIA AURELIA SPIDER, 1956, AN immaculate red example. New clutch, exhaust, battery; believed 49,000 miles from new; r.h.d. Must sell. £485. Tel.: 01-856 1306, or 01-764 2073. (2681

BEAUTIFUL BENTLEY S1, 1956, WILL be for sale after May 18th. It has been chauffeur maintained from new and is superb. Black on sand. New car ordered, so only £900. Tel.: Hightown (Liverpool) 2641. (2682

S3 ELAN F.H.C., SEPT., 1966. B.R.G. Specimen condition. Maintained by Lotus specialist; low mileage, recent thorough overhaul, taxed and radio. £895. Poulton. Tel.: Bloxwich 76307. 9 Five Oaks Court, B'ham Rd., Walsall, Staffs (2683

IMMACULATE ALVIS, 1961, DROP-head. Peony red, grey hide; bodywork, chrome in incredibly new condition; chassis overhauled, new brakes, exhaust. Fastidious owner must sell. £700 o.n.o. Tel.: 01-387 4313. (2684

MK. III SUNBEAM TALBOT, 1956. Floor change. Black; many new parts; excellent order mechanically and bodily. £120 o.n.o. Tel.: South Benfleet 54258. (2688

SPORTS CAR DIVISION

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1965 M.G.-B. Iris blue. Radio, 5-bearing engine with oil cooler, wire wheels, tonneau. Exceptional **£595**
JAGUAR 3.4 Mk. II, 1963. Wires, overdrive; new radio, reclining seats, etc. Real value at **£295**

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1964 M.G.-B. Dark blue. Wire wheels, 5 newly new Cinturatos, tonneau, Motorola radio ... **£499**
1965 TR4A. Wire wheels, overdrive, radio, wing mirrors, racing wheel, etc. A really first class example **£595**
AUSTIN-HEALEY 100/6. Blue. Radio, hard/soft tops and tonneau. Good looking and mechanically excellent. Overdrive 3rd and top **£245**
1966 AUSTIN-HEALEY Sprite Mk. III. B.R.G. Wire wheels, tonneau, 4 new ZXs, racing mirrors, elec. s/washers. Excellent ... **£475**
1966 Mk. II TRIUMPH Spitfire IV. Conifer green, black interior. Hard/soft-tops, G800s, Maserati air horns, radio. Beautiful ... **£495**
1965 M.G.-B. White with red interior. Wire wheels, Xs, overdrive. Convertible hood, tonneau. Immaculate... ... ... **£615**

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1967 Mk. III SPRITE. B.R.G. Low mileage. Unmarked inside and out **£485**
1966 M.G.-B. Wire wheels, radio, new Cinturatos. An extremely nice car **£650**

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1953 A.C. Ace-Bristol, black/silver, hard-top soft-top, wire wheels, tonneau; lots of bills available. Very few of these left..... **£865**

1965 ALFA ROMEO Giulia Sprint Special coupe, R.H.D., first regd. 13/2/67 (not imported); dark blue, radio, heater; two owners..... **£765**

1962 ASTON MARTIN DB4 Superleggera saloon, pale blue, chrome wires, radio, heater; £95 brake overhaul just completed..... **£995**

1969 AUSTIN HEALEY Sprite, red/black, heater, tonneau, undersealed; one owner, certified mileage 11,000. Fastidious owner..... **£665**

1962 AUSTIN HEALEY Sprite, red, tonneau, exchange engine/clutch—Feb. 1968; two owners; taken in p/ex. for new Midget..... **£265**

1968 BOND Equipe 2-litre GT, blue, overdrive, G800s, heater; one owner, certified 5,544 miles; stored since March 1969..... **£845**

1965 BOND Equipe GT4S '2+2' 1300 coupe, red/black, heater, h.r.w.; one owner. Sports-car roadholding and performance with saloon-car comfort, plus four seats..... **£595**

1966 **FORD Cortina 1500 Estate,** blue/white finish; two owners..... **£445**

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W. H. COCKS & SONS (EALING) LTD., South Ealing Road, W.5 (Opposite South Ealing Tube Station (Piccadilly Line)). S.U. Carburetter Distributors, Crypton Tuners, Repco Dynamic Wheel Balancers, Koni Distributors and Fitters. Many other specialist services for sports-car enthusiasts. Jaguar repair and service specialists. **01-567 0535**

1963 HUMBER Sceptre, blue, o/drive, heater, discs; well-made family car..... **£295**

1965 JAGUAR 4.2 "E"-type f.h.c., white, sun-roof, chrome wires, radio, heater, record player; two owners, 31,721 miles; known history..... **£1,095**

1965 JAGUAR 3.8 "S"-type, grey/blue, overdrive, h.r.w., radio, reclining seats; two owners. We have just spent £130 engine/clutch..... **£795**

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**

1968 (Sept.) LOTUS Elan, 2+2 red/black, Blaupunkt self-seeker radio, heater, servo, discs' Maserati horns, G800s; two owners only, recorded mileage 22,429; quite unmarked..... **£1,495**

1966 (Aug.) LOTUS Elan d.h.c., white/black, expensive radio, heater; well above average **£845**

1962 (Oct.) LOTUS Elite, Coventry-Climax engine, red/silver top, ZF box, Cints., wire wheels, discs, heater; good all round condition.... **£645**

1969 ('68 Model) M.G.-C GT, Automatic, black/red, chrome wire wheels, expensive radio SP68s, heater; one owner, certified mileage 15,572; absolute showpiece..... **£1,095**

1969 M.G.-C GT, mineral blue/black, slot-stereo, wire wheels, reclining seats; one owner, certified 14,000 miles. Always garaged..... **£1,065**

1968 M.G.-C GT, Automatic, Snowberry white/black, expensive radio, heater, fog/spot; one owner, certified mileage 18,090; always garaged.. **£1,045**

1968 (Sept.) M.G.-B GT, Mk. II, sandy beige, wire wheels, h.r.w.; one owner, 9,980 miles **£995**

1968 M.G.-B, mineral blue/black, one owner (taken in for new "B"), certified mileage 24,368; wire wheels, wood wheel, heater, flasher, Cints., tonneau, foldaway hood; fastidious owner.. **£925**

1967 M.G.-B, mineral blue/black, wire wheels, Cints., foldaway hood, flasher, heater, Radiomobile, tonneau, Waso steering lock; one owner.. **£845**

1966 (Model) M.G.-B, B.R.G./black, new 5½Js, with new XASs, Motolita wheel, Radiomobile; new clutch just fitted by us..... **£625**

1965 M.G. Midget, blue/blue, radio, heater, tonneau; superbly maintained by one owner.. **£425**

1954 M.G. TF. We have dreamed about a car like this and at last we have one; one lady owner since new, fantastically low mileage of 47,354; 1,500-c.c. engine fitted at 28,000 miles; fitted wire wheels. Must be the last original TF to be offered; M.G. enthusiasts are welcome to see this car.... **£950**

1968 SUNBEAM Alpine GT, holly green/black, overdrive, heater, hard-top, servo brakes; recorded 15,964 miles; one of the last, impeccable.. **£795**

1967 SUNBEAM Alpine Mk. V GT, white/red, o/drive, rack, wire wheels; one doctor owner **£645**

1969 TRIUMPH Spitfire, pale blue, heater; one owner. Another in red..... **£725**

1968 TRIUMPH TR5 PI, white/black, o/d., XASs; one owner. Quite unmarked..... **£995**

1968 (Oct.) TRIUMPH Spitfire Mk. III, white/white hard-top/soft-top; one owner, certified mileage 8,794..... **£665**

1966 TRIUMPH Spitfire Mk. II, light blue, fastback GT hard-top/soft-top, radio, heater, SP68s; one owner, 31,697 miles..... **£475**

1966 TRIUMPH 12/50, sun-roof saloon, gun-metal/blue, recent G800s, heater; one family owner; super for the summer..... **£415**

At the time of going to press we are expecting the following:—

1968 (November) TVR 1600 Vixen S2, silver-fox/black. Two owners, one since April 1969; recorded mileage 20,255; chrome wire wheels, tinted rear window, heater. Exceptional value **£945**

1967 M.G.-B GT, green/black, basic example. We have just spent £135 on the engine/clutch **£865**

1966 HILLMAN Imp de Luxe, Loch blue, radio, heater; two owners only..... **£295**

1960 JAGUAR XK150 3.4 f.h.c., Cotswold blue, wire wheels, heater, overdrive, reclining seats, Cinturatos..... **£545**

1967 TRIUMPH TR4A, heater, overdrive. Further details to follow..... **£775**

SELLING??? Please see our advertisement on page 521.

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FOR SALE—continued

XK150S DROPHEAD, 1959, DARK green. Overdrive, wire wheels, radio; recorded 62,000 miles. Far above average condition. £650 or offer for quick cash sale. Tel.: 021-743 2254, or 021-705 2074 (home). (2685

M.G. TC, 1949, NON-RUNNER; requires work but original and complete, £55; gearbox and bell-housing, £10. M. H. Wright, 3 Buttermere Ave., Bidston, Birkenhead. Tel.: 051-677 4264. (2686

AUSTIN HEALEY 3000 MK. II BT7, EX-ceptional condition; new tyres, brakes, most extras, including brake servo, radio, wire wheels, hard-top. Stork causes reluctant sale of outstanding car. £390. Tel.: Slough 45270. (2687

XK150 3.8, 1960, D.H.C. RUST FREE. Bills for over £330 with new crankshaft and bearings (50 p.s.i. hot at 2,000 r.p.m.), steering, timing chains, pads (discs skimmed), road springs, main gasket, silencers and batteries, radio, heater, overdrive and two spare wheels; pearl grey with red leather; exceeds 150 m.p.h.; tested until March, 1971. A very fine and clean example. £650 o.n.o. Tel.: 748 7167. (2689

1955 BRISTOL 403, VERY GOOD CON-dition; M.o.T. until 1971. £295. Tel.: Garston 75438. (2690

LANCIA APPIA, THIRD SERIES, 1962. Registration "F". One careful owner; l.h.d.; excellent throughout; recently spent £160 newly resprayed, new carburetter, petrol pump, exhaust system, battery, seat covers. Many extras include winter tyres and Philips radio. Must sell following arrival company car. Reasonable offer accepted. Tel.: Northwood (Middlesex) 23182 (evenings). (2691

BRISTOL 405 SALOON, MAINTAINED in excellent condition. New tyres; taxed, M.o.T. £675. Tel.: 01-428 1335 (evenings). (2766

RILEY 1½-LITRE, 1953, VERY NICE original condition; M.o.T., tax, £175. Riley 2½-litre R.M.F. body shell, very sound, excellent roof. Offers. Riley 1½-litre, 1946, sound mechanics and body. M.o.T. £65. 33 Church St., Saffron Walden, Essex. Tel.: Saffron Walden 2330. (2767

TARA KING'S ("AVENGERS") FIAT 125 Samantha for sale. In metallic gold; 10,000 miles. £1,850. Tel.: 01-229 8616. (2768

1934 PLYMOUTH PF SIX IN MAROON/ black with original spare tyres mounted each side of bonnet; two owners; perfect condition; genuine 42,000. £575. Photos and further information from: 102 Prospect Rd., Walmer, Port Elizabeth, South Africa. (2769

JAGUAR XK150, 1958, GREEN, WELL above average condition. Owner posted overseas. £625. Lieutenant Holloway, R.A.F. Church Fenton, Yorks. Tel.: Tadcaster 3881. (2774

FOR SALE—continued

LOTUS ELAN D.H., 1963, REG. 1 LPO; one owner; professionally tuned and maintained. £600. Tel.: Eastergate 2349 (Wednesday, Thursday, Friday evenings). (2770

1953 M.G. TD IN GOOD ALL-ROUND condition; bodywork recently dismantled for respraying in original M.G. red and rechroming; new hood and tonneau tailor-fitted; new hub bearings, master cylinder, clutch, brake shoes, kingpins, etc., and tyres; retrimmed and about to be reupholstered. Please telephone Kegworth 2533 (evenings) for full details. Price £350 (min.). (2771

1952 SUNBEAM TALBOT 90, BLACK, red interior. Excellent original condition; taxed and M.o.T. until Dec.; three owners. Only £165 o.n.o. Tel.: Frome 2874. (2772

AUSTIN HEALEY 3000 MK. II, 1963. Metallic blue. Overdrive, wire wheels, recent overhaul includes new battery, clutch brake shoes, discs, tyres, suspension. Owner going overseas mid-June. Price £450. Pemberton, Well Cottage, Park Lane, Pickmere, near Knutsford, Cheshire. Tel.: Pickmere 664. (2773

MK. I SPRITE (1959) WITH MK. II M.G. front; reconditioned engine, recent battery, starter, hard-top, soft-top, tonneau. £185 o.n.o. Taxed, M.o.T. Consider part exchange. 20 Berry Hill Rd., Cirencester. Tel.: 4527. (2775

1937 AUSTIN 7 TWO-SEATER DROP-head. Rare and very attractive little car. £225. Box 2217 (Essex). (2776

DAIMLER, 1951, BARKER SPECIAL sports drophead coupé; twin S.U.s, overdrive. Price £450. Kenyon, Tel.: Hornchurch 41599. (2777

T.V.R. VIXEN S2, NOV., 1968, FLAME red; 11,000 miles; wire wheels, push-button radio, ported and polished head, sports camshaft, belts, leather wheel. £1,085 o.n.o. Tel.: Eaglescliffe (Yarm, North Riding, Yorkshire) 28222 (after 6 p.m.). (2778

1963 ALFA ROMEO 2600 SPIDER, RED/ black. Hard- and soft-tops, tonneau cover; body very good, tyres good, engine fair; l.h.d.; second owner only. £330 o.n.o. Tel.: Ropley (Hampshire) 3392. (2779

SINGER ROADSTER 4AB. IMMACU-late condition, engine overhauled 4,000 miles ago, new tyres. Extras include Brooklands aeroscreen, spot and external horn. Stored winters. Open to serious offers around £200. Contact Sqdr./Ldr. Gzybouski, Grey Cottage, Tollerton, York, or before 6 p.m. Tadcaster, R.A.F. Church Fenton. (2780

TRIUMPH TR3A IN EXCEPTIONALLY good condition. First-class mechanics, maker's oil pressure, overdrive on 2, 3, 4. Excellent hood, tonneau, sidescreens and tyres. Many extras; M.o.T., taxed. £260 o.n.o. Gravatt. Tel.: Downland (Surrey) 55164. (2783

FOR SALE—continued

MAGNETTE VARITONE ZB. BIRCH grey, red interior; one owner since new; 1958; genuine 41,000 miles; oil consumption negligible. In excellent condition. M.o.T. Jan. this year; licensed to end of year; instruction book, spare parts list and workshop manual. £150. 16 Castle Rd., Tipton, Staffs. Tel.: 021-557 3639. (2781

SUNBEAM ALPINE, HARRINGTON 2+2. Series III. Blue. Wire wheels, Cinturatos, overdrive, servo disc. £330. Tel.: Harpenden 61340. (2782

ALFA GIULIETTA SPRINT. IMMACU-late condition; "G" registration; one owner. Offers. Tel.: 994 7184 (Chiswick). (2784

1932 MORRIS MINOR O.H.C. TWIN seat O.T.; recent rebuild. M.o.T. £125 minimum. 86 Warren Hill Rd., Great Barr, Birmingham. Tel.: 021-373 4954. (2785

"E"-TYPE SPORTS ROADSTER, 1962M. Suitable for the most exacting and meticulous connoisseur. Looks and drives like brand new. Stripped and Brabham balanced unit, many expensive extras. £725. Tel.: Exeter 73774 (after 6 p.m.). (2786

INVICTA 4½, 1929, N.L.C. ORIGINAL Carlton tourer. Fast, reliable, beautiful. £1,350. Dr. Graham, 50 Crouch Hall Rd., London, N.8. Tel.: 01-340 6110. (2787

TRIUMPH SPITFIRE, 1964, NEEDS work! Bargain. £165. Tel.: Redbourn (Herts.) 2343. (2788

ALVIS TD21 D.H.C. SERIES II WITH Series III engine/gearbox; 49,000 miles; new tyres, etc; good condition. £880 o.n.o. Moss. Tel.: Tewkesbury 2419 or Knowle 2033. (2789

TRIUMPH GT6, 1967 (F), GREEN. Overdrive, wire wheels, radio, belts, wing mirrors, Selmar alarm, undersealed; only 9,000 miles; like a new car. £685 or nearest offer. Tel.: 01-460 8972. (2790

JAGUAR 3.8, 1961. USUAL EXTRAS with overdrive and radio; 62,000 miles. Carefully maintained second car. Excellent value at £225. Tel.: Derby 59000. (2791

SPRITE III, SEPT., 1965; 44,000 MILES. Excellent condition. Never raced, crashed or rallied; original paint; twin S.U.s, wire wheels, Cinturatos, tonneau. Selling due to incipient offspring. £380 but willing to have optimism shattered slightly by haggling. Tel.: 363 7126 (Enfield) (evenings). (2792

M.G. YB 1¼ SALOON, 1952. RECENTLY rebuilt, spotless chrome, bodywork. New brake system, clutch, assembly and GB00s, gearbox and battery under guarantee; 10 months' M.o.T. £300 o.n.o. Riches, 40 Adelaide Rd., Chislehurst, Kent. (2793

M.G.-B, 1965, RED. JUST RESPRAYED. Overdrive, radio, tonneau, leather wheel, luggage rack, laminated windscreen; M.o.T. A superb example. £560 o.n.o. Tel.: Camberley 0276 27078. (2803

FOR SALE—continued

TRIUMPH GT6 MK. I. SHOWROOM condition. £620. 4 Smedley Court, Egginton, near Derby. Tel.: Etwall 2891. (2794

BARKER SPECIAL SPORTS DAIMLER, 1952. Good condition, tyres, hood, battery; M.o.T., Nov. £135. Tel.: Weybridge 43576. (2795

VINTAGE TOURER, 1925, FIAT 502. Restored; many spares; needing space. Sensible offers. Tel.: Huntingdon 4671. (2796

1908 V.C.C.-DATED DE DION BOUTON for sale. Good runner; Concours condition. Tel.: Wakefield 55184 (evenings). (2797

XK150 D.H.C. 3.4 SE, 1960, OWNED BY one titled woman (and a number of ordinary blokes). Many extras; good condition. Much money spent. J. T. Billson, Officers' Mess, Houndstone Camp, Yeovil. (2798

TR4A (I.R.S.), 1965, SURREY TOP. B.R.G. Not used during 1966; 29,000 miles. Company maintained; garaged. Spare full hood and tonneau, radio, heater; taxed Sept. Never raced or rallied. £595. Tel.: 589 1326 (day), 778 5469 (evening). (2799

1964 (OCT.) PEUGEOT 404L FAMILY Estate. Blue with red trim. Roof rack, Blue Spot radio, nearly new tyres. £435. Also 1961 Ford Zodiac convertible. Maroon. Front discs, power hood. Radiomobile, nearly new tyres; under 40,000. £115. Tel.: Odiham (Hants.) 2225. (2800

M.G. TD2, COMPLETELY OVER-hauled by specialists, rebored, repainted B.R.G., rechromed, new hood and tonneau. Must be one of the best TDs anywhere. Illness forces sale. £395. Penny Farthing bicycle, £90. Edwardian leather coat, small size, £10. Ripley, Downlands, Talland Rd., St. Ives. Tel.: St. Ives (Cornwall) 6012. (2801

BRISTOL 403, A BEAUTIFUL UNIQUE model but in need of bottom end overhaul. Offers. Tel.: Chandlers Ford (Hants.) 2528. (2802

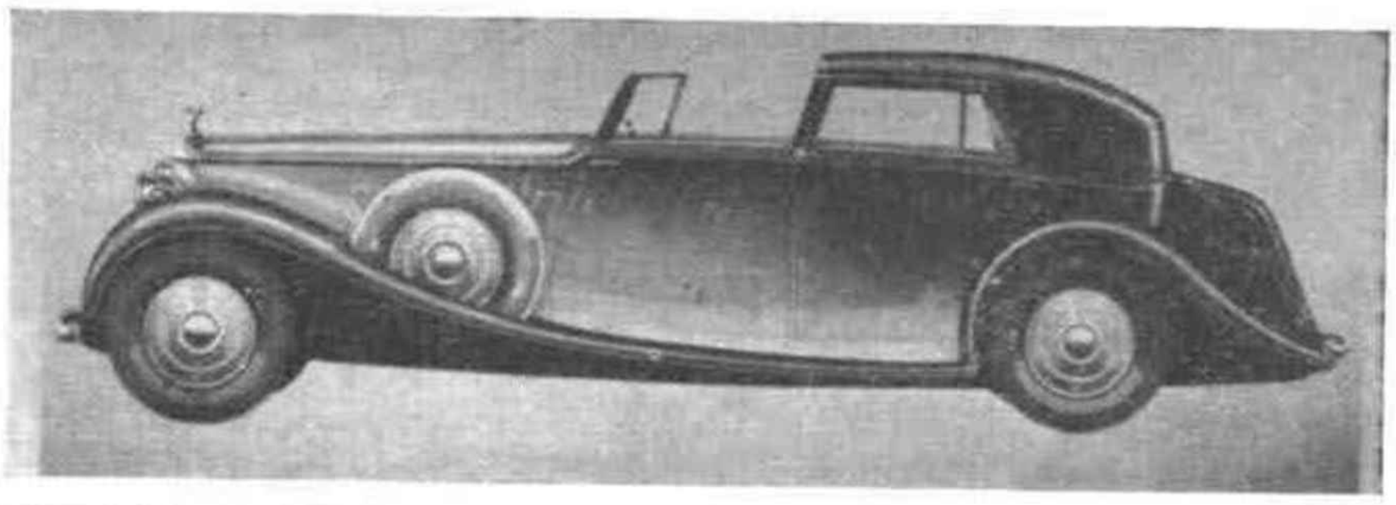
A REALLY BEAUTIFUL EXAMPLE OF a 1925 Riley 11/2 tourer completely restored to its original character—new hood, upholstery, etc. Anyone interested in becoming her third owner? Write: Banham, West Lodge, The Priory, Burnham, Bucks. (2804

MIDGET MK. II, 1965, IMMACULATE but Stork forces sale. Heater, tonneau, excellent GB00s; taxed Sept., 1970, M.o.T. Jan., 1971. £375 o.n.o. Tyler. Tel.: 01-636 5891 (business hours). (2805

LOTUS 7, REG. NO. 7 TPE, SPECIAL body, chronometric tachometer, modified Sprite engine; very neatly finished. £460. Mr. Newbery, Flitwick (Beds.) 2868 (evenings), Toddington (Beds.) 315 (day). (2806

M.G. 1¼-LITRE YB SALOON, 1953. Unique opportunity to acquire superb example. One previous owner; 32,000 miles only. Best offer over £400. Tel.: Sevenoaks 52633. (2811

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1936 ROLLS-ROYCE Phantom III Sports Sedanca de Ville by Gurney Nutting. Chassis fully reconditioned. All original. Bodywork in process of complete and thorough restoration. Burgundy and black cellulose with beige hide trim. Electrically-operated disappearing division with cocktail cabinet. This magnificent dual-purpose car with low raked steering was designed primarily for fast Continental touring and is entirely suitable for use as an owner-driven or as a chauffeur-driven car.

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Arkley Assegais

I've told you before and I'll tell you again, we've got sports cars on the brain. New MGs from stock or within days: MG-B GT, Glacier white, overdrive, wire wheels; MG-B GT, Flame red, overdrive; MG-B GT, Glacier white, no extras; MG-B, Bronze yellow, overdrive, wire wheels; MG-B, Glacier white, overdrive, wire wheels; MG-B, Blue Royale, overdrive; Midget, Glacier white; Midget, British Racing Green; Midget, Bronze yellow; Sprite, Blue Royale, wire wheels; Sprite, Bronze yellow. Usually one or two saloon cars hanging around: Flame red Clubman; Blue Royale Mini 1000; Bronze yellow Mini 850; Antelope Austin 1300 2-door; Glacier white Austin 1300GT, not to be confused with the 1275GT, which I've got in Flame red. The novel Clubman Countryman expected quite shortly. Most of the cars we have in stock can be supplied tax-free for personal export; LHD and USA specification cars usually have to be ordered several weeks in advance, as they are built to special order. Personal Exports are our big speciality, and we really do have all the snags ironed out, and can gen you up not only on buying an export arc but also on costs and procedures of shipping it abroad and importing it into various countries. We have a booklet which will be despatched with pleasure. Arkley SS: have sold out of ready converted used cars but two more ought to be completed by the beginning of May, and the kit (from £185 including wheels, tyres and hood) is now usually available from stock. Show cars can be seen at both branches. The Arkley SS looks difficult to build as it's so different from the Sprite or Midget you start off with, but you will be surprised how few man-hours it takes compared with other component cars. Triumph TR4A, 1966, Surrey top, overdrive, radio, £695-ish. All prices are a bit ishey this month, by the way. Austin Healey 3000, 1967, black, overdrive, £960. MG Midget, 1966, BRG, Michelin ZX, £445. Triumph Spitfire, 1968/9G, Valencia blue, radial tyres, overdrive, £720. MG Midget Lenham GT, 1966, black, wire



wheels, works built and fully trimmed, £495. TVR 1800S, white, 1967/8F, wire wheels, Cinturatos, radio, £850. Expecting a 1969 Vixen S2 soon. Austin Healey Sprite 1098, 1963, red, £290. MG Midget, 1961, Tartan red, hard- and soft-tops, wood-rim, chrome luggage grid, twin spotlamps, £250. Austin Healey 3000, late 1965, overdrive, wire wheels, £720. Morgan Plus 4, 1967, TR4A engine, Michelin ZX tyres, £825. MG Midget, 1966, white, red trim, black hood, wire wheels, £465. Austin Healey Sprite, 1964, winding windows, BRG, hard- and soft-tops, don't know how much yet. MG-B, 1964, BRG, black leather, overdrive, wire wheels, radio, £555. Triumph GT6, dark blue, 1967, radials, black interior, £660. Sunbeam Alpine Mk IV, 1964, red with black trim, overdrive, wire wheels, heartbroken owner has bought new TVR Vixen to console himself, £415. Triumph Spitfire, 1968, dark blue, July regd. (had no nasty '68 winter salty slush), radio, new radials, £670. Austin Healey Sprite, 1963, white, hardtop, about £290. MG Midget, 1964, BRG, winding windows, radio, £360. 1956 Triumph Spitfire, Midnight blue, hard/soft-top, wire wheels, £510. Expecting shortly: 1968 MG-B, 1966 MG-B, 1964 TR4 and numerous others. I forgot we had a 1967/8F MG-B GT in BRG with wire wheels, radio, etc. The first time I drove this car I noted with interest that it had a pink-tinted driving mirror; half a mile later I realised that the side windows were pink too! Imagine my surprise when it was explained to me that actually the car has a *green* tinted windscreen, the mirror and windows being of purest natural crystal. The price is somewhat over £900. One set of TVR alloy wheels (15in. diameter) at reduced price. 7J × 13 offset steel wheels for Spridget/A40/Morris 1000 in stock, no spacers required, also 5½J. The 7J are as used on the Arkley SS, and the best tyres are Goodyear Rally Specials 195/70-13. My personal transport whenever the thermometer exceeds 70 is an Ariel 600cc motorcycle with monoposto sports sidecar, but would really like to find a new home for this at £45, also for my very original Ford Pilot with radio and heater. We have one MG Midget which would turn into a good Arkley SS given a little time and money. Classic Bermuda hard-top for MG-B, £50. I am anxious to see Arkley SSs in club racing as soon as possible (in Special GT up to 1,150cc) and will encourage any aspirants with a bonus scheme. There may also be a works-prepared car for sale ready to race. All our used cars have thorough service and workshop inspection, new brakes, exhausts, batteries, etc. where required, and are sold with a comprehensive guarantee. Except the cheapest, that is. Have a 1965 Chamois for sale, would like to use it as currency to purchase a sports car. One of our salesmen may be going to USA to sell the Arkley SS, might never come back, therefore we may have a vacancy soon.

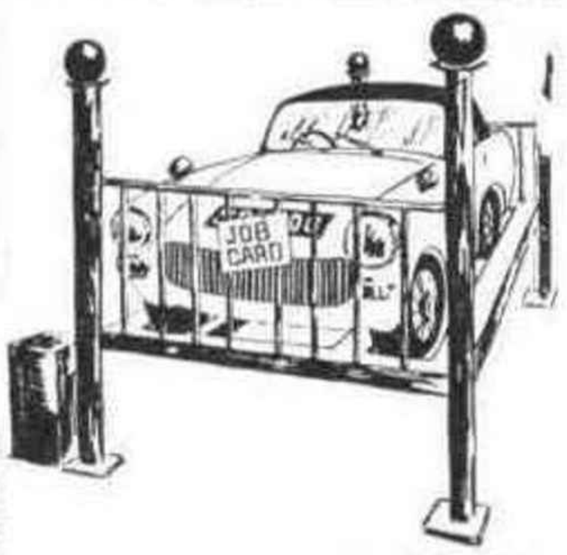


Moscow Road Machetes

London distributors for TVR, we are, and almost sold out (one Vixen S2 at the time of writing). Vixens on the way include light orange (three cars), white, bronze, lime green, Sahara yellow, etc. as well as a brace of Tuscans. TVRs are a way of life, y'know, with many of our customers on their second or third. A near and dear friend of mine sold her TVR, and now not very long after, MG-C, June 1968, Snowberry white, overdrive, chrome wire wheels, 15, yes 15, push-button radio, console, computerised burglar alarm, electric aerial, Lucas hazard warning lamps, carpeted boot, spare unused,

TVR RELIANT

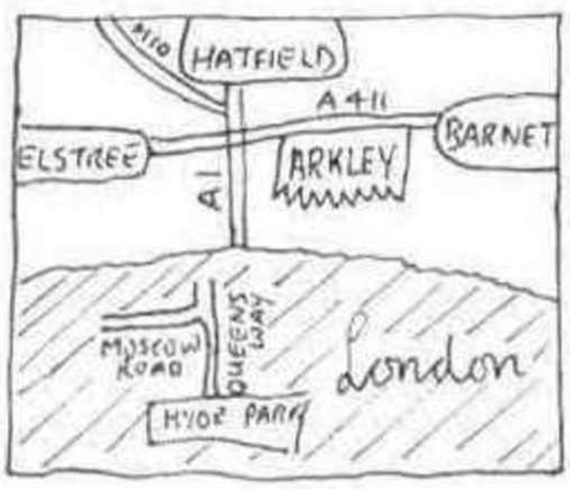
chrome grid, one owner, £930. Austin Healey 3000 Mk. III, black, the ultimate Big Healey



overdrive, wire wheels, radio, £1,040. Arkley SS, new. We want to buy several 1967-ish Spridgets for conversion into Arkley SSs and will pay a little more than the normal price. Open to 7pm at both branches, closed Sundays.







complains incessantly that the alphabet only contains 23 letters. We are also retail dealers and hope shortly to be appointed distributors for the Reliant Scimitar. Three GTEs are on their way in the not ridiculously distant future, colours are Caribbean green, white, and silver. We've also ordered an automatic in green, and one other GTE is coming but our order copy seems to have taken a brief vacation. A lovely used 1968 Scimitar 3-litre GT in Golden Sands, black trim, overdrive, radio, heated rear window, £1,180. Two 1969 Morgans should be in by May 1st, and possibly one or two new ones

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

FOR SALE—continued

1936 ALVIS SILVER EAGLE SALOON needing completion. Bargain for enthusiast. £225 o.n.o. Also 1951 Lanchester Ten Barker body saloon in very nice condition. £135, Langley, 12 Bilford Rd., Worcester. Tel.: 52592. (2807

FERRARI 250 GT LUSSO BERLINETTA, 1964. Fully restored to perfect condition regardless of expense. Azzuro blue, black interior. The most beautiful *Ferrari* made and in superb condition. £3,200. Frank Wall, Healey Mouldings Ltd., Wolverhampton Rd., Oldbury. Tel.: 021-552 2731. (2808

FERRARI 250 GT SCAGLIETTI LIGHT-weight Berlinetta, registered 1962. Works documents, full history, ex-Seidel and Nocker car. Tested "Autocar" 29/5/1964; 13.7 secs. to 100 m.p.h. and "Cars and Conversions" Dec. 1965. Perfect in every respect; probably finest example existing of the classic road racing Ferrari but civilised. £3,200. Frank Wall, Healey Mouldings Ltd., Wolverhampton Rd., Oldbury. Tel.: 021-552 2731. (2809

LOTUS ELITE, 1962. MUST BE ONE OF the most genuine Elites left in existence (two owners since new). Beautifully finished in Bentley Opal and recently retrimmed. Never raced, rallied or crashed. £530 for quick sale. Tel.: Ingatestone 2810 (office hours). (2810

M.G. TA, CHASSIS TA 3249 (MAY 9th, 1939). XPAG. Mostly new or reconditioned throughout car. Used daily. Only car. Taxed, M.o.T. April, 1971. Army posting, Garnier. Tel.: Byfleet 45360. (2812

ROLLS-ROYCE PHANTOM III, BARKER low line sports, solid tappets, engine overhauled. £2,000. 20/25 Freestone and Webb sports, original, tools, suitcases in boot. Last owner from before war. £1,000. Stepps Farm, Harvington, near Kidderminster. (2813

DAIMLER BARKER SPECIAL SPORTS alloy-bodied coupé. Very good condition, bodywork excellent, recorded mileage 48,000. Can also be viewed at Manchester. £330. "Little Kaledna", Garras, Helston, Cornwall. Tel.: Mawgan 220. (2814

ASTON MARTIN DB5, SILVER, RED IN-terior. Many extras, new tyres, part exchange considered. H.P. possible. £1,350. Tel.: Farnham 2209. (2815

1955 TR2, GOOD CONDITION, NEW hood and respray. Allocation of company car forces sale. £150. Brittain-Jones, Todenham Manor, Moreton-in-Marsh, Glos. Tel.: Barton-on-Heath 232. (2816

ROLLS-ROYCE, 1927, 20 H.P. FITTED in 1935 with Atchcrley saloon body, running order. £500. H. P. Smallbone, 123 Bournbrook Rd., Birmingham 29. Tel.: 021-472 2350. (2817

LANCIA ENTHUSIAST'S FLAMINIA saloon V6, 2,458 c.c., l.r.s., inboard discs, as new X tyres. Rare car. Bargain at £250. H. P. Smallbone, 123 Bournbrook Rd., Birmingham 29. Tel.: 021-472 2350. (2817

TR4, 1963, SURREY TOP, BLUE, OVER-drive, radio, ZX, leather wheel, new dampers, front suspension, discs, battery, hood; M.o.T., tax May, 1971. £450. 47 Hawksworth Drive, Formby (77126, evenings), Liverpool. (2818

ALVIS TA14 D.H.C., 1949. IN EXCEL-lent order throughout. Photo and full details sent to all enquirers. £195 o.v.n.o. Tel.: 061-439 6305. (2819

1966 AUSTIN HEALEY SPRITE, B.R.G. Hard- and soft-tops. Value £450. Straight swop for Cortina GT or similar. Tel.: Bexhill 944, 110 Turkey Rd., Bexhill, Sussex. (2820

TRIUMPH SPITFIRE, 1964. DARK green. Hard- and soft-tops, new radials. Body excellent, engine reconditioned 15,000 miles ago. Owner emigrating. £325. Tel.: Bridgwater (Somerset) 2412 (evenings). (2821

1923 CITROEN TWO-SEATER BOAT-tailed tourer in Concours condition and appearance. The finest of its kind in Europe. Winner of nearly every rally it enters. Upset price £650. E. A. Ewart, 7 Corlteferry Park, Eskbank, Midlothian. Tel.: 031-663 3647. (2822

1967 FIAT 850 COUPE; 31,000 MILES. Slate grey/tan; radio. £575 o.n.o. Thomas. Tel.: Walton-on-Thames 23173. (2823

1962 PORSCHE 356B SUPER 90, L.H.D.; 40,000 kilometres. Ball blue; superb, many extras. £600 o.n.o. Thomas. Tel.: Walton-on-Thames 23173. (2823

1967 MARCOS 1500 GT, WIRE WHEELS, new Cinturatos, radio, Strombergs, bars, etc. £1,095, or exchange + cash for M.G.-B, TR4A or similar. Tel.: 01-642 1824 (after 8 p.m.). (2824

DAIMLER SP250 "B" SPEC., 1961. Hard-top, reconditioned engine, steering, respray last year. £480. 46 Hythe Rd., Dymchurch, Kent. (2825

ROVER 90 CONVERTIBLE BY PININ-farina Mulliner. Needs renovating. £195. Tel.: Dorking 3017. (2826

TWO DROPHEAD COUPES BY TICK-ford: 1951 Alvis TA21, well shod, re-sprung, lined hood, sheepskin carpet. £300. 1940 Rover 14. Very rare and worthy of restoration; well shod. £50. Bryer, 6 The Close, Winchester 4392. (2827

RELUCTANTLY MUST BE SOLD. Jaguar Mk. V convertible. One-family owned. Genuine mileage under 35,000. All as more fully advertised on page 395 April "Motor Sport". No reasonable cash offer refused as space desperately needed. Seen London Box 2218. (2828

TRIUMPH 2.5 PETROL INJECTION saloon, "G" registration, one owner, low mileage; several sensible extras, beautiful condition; taxed; complete service records. Rare opportunity to acquire one of these fine high-performance cars very reasonably priced at £1,295. Tel.: Guildford 64250. (2829

Barnet Motor Co. Ltd.



We are England's leading TVR distributors and can offer from stock for immediate delivery a choice of Vixens in flame red, green or light orange. Owing to demand there is a slight delay on Tuscans but we should have one finished in yellow by 1st May.
We carry a selection of guaranteed used TVRs at all times, and have on offer this month :

1968 TVR Tuscan V8 S/E, fitted every possible extra, one owner; excellent condition; tremendous performance. Excellent value at **£1,695**

1969 TVR Vixen 1600 S2, finished in light orange, fitted alloy wheels, radio, burglar alarm, seat belts, leather steering wheel and tinted rear screen; as new condition, ex-property of Pop Star. Tremendous value at **£1,095**

1969 TVR Vixen 1600 S2, finished in metallic poly-mauve, very attractive car, fitted Tuscan bonnet, alloy wheels, leather steering wheel, polished wood facia. Excellent condition. First class value at **£1,075**

1968 TVR Vixen S1, in Sahara yellow, fitted wire wheels, radio, seat belts, leather steering wheel; excellent condition ('G' reg.). Bargain .. **£895**

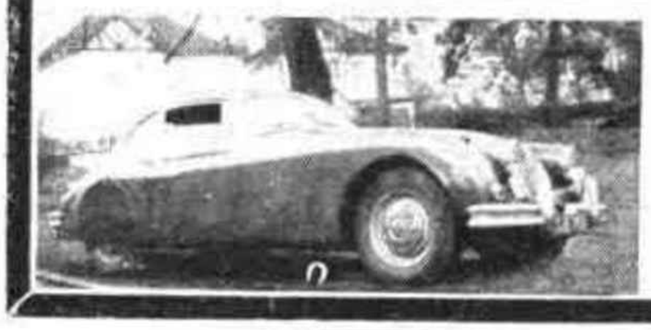
1967 TVR 1800 Mk. 4, S/E, finished in Malibu gold and fitted overdrive, close-ratio gears, 110-b.h.p. MG-B engine; excellent performance and handling. One of the Factory supplied S/E models, excellent value at **£845**

1964 FORD Cortina GT 2-door, finished in green, usual extras. Very good condition **£355**

1960 Frog-eye SPRITE, finished in light blue, as new condition, hard- and soft-tops, radio. Very desirable car **£295**

Telephone: 01-449 4269 01-449 5169

Victoria Lane Barnet Herts.



XK150 JAGUAR fixed-head, finished in metallic blue. This rare model fitted with fully enclosing rear wheel spats and bolt-on steel wheels is in truly excellent condition both bodily and mechanically, and has to be seen to be appreciated; drives like a new car. Excellent value and an investment at **£495**

ROLLS-ROYCE

1938	25/30 Park Ward owner-driver sports saloon	£1,500
1935	20/25 4-door hearse	£695
1934	20/25 sports saloon by Hooper	£1,250
1924	Silver Ghost estate	£3,450
1924	20-h.p. tourer	£2,450
1921	Silver Ghost chassis	£2,850
1928	20 chassis	£650
1939	Wraith sports saloon	£1,400
1954	L.W.B. Silver Wraith.	

BENTLEYS

1956	S.1 saloon	£825
1953/4	R-type, automatic	£895
1954	WG series R-type	£785
1951	Mk. VI, standard steel	£850
1951	Mk. VI, standard sun-roof	£475
1951	Mk. VI, sun-roof saloon	£500
1947	Mk. VI sun-roof saloon	£295
1951	DAIMLER 4-litre	£285
1948	JAGUAR 1½-litre	£125

TYRES

WE CAN SUPPLY EX-STOCK NEW AND REMOULD TYRES FOR MOST ROLLS-ROYCE AND BENTLEY CARS FROM 1930-1965.

EXHAUST SYSTEMS

We can now supply **new** exhaust systems for the following models :—
Rolls-Royce Phantom I, Phantom II, '20', 20/25, 25/30, Pre-war Wraith, Post-war Wraith, Silver Dawn, Silver Cloud I.
Bentleys 3½, 4½, Mk. VI, Mk. VI Big Bore, 'R' and S.I.

HIRE AND LEASE REPURCHASE — For Post-war Cars

Readers are reminded that if they make reservations three months in advance, delivery to London Airport or docks is made without charge. In any case we were very heavily booked last year and it is advisable to make an early reservation.

SPARES

Large supplies of new and secondhand in stock. Please give chassis number when writing for quotation.

BRIEF GUIDE TO ROLLS-ROYCE AND BENTLEY CARS 1925-1955.
Available now. United Kingdom ... ... **8s. 6d.**
Overseas surface mail ... ... **9s. 6d.**
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If you feel daft enough to visit our caravan at Thruxton, you could enjoy the company of our mini Marcos birds and quench your lust with a pint of best bitter.

You could even end up

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DISTRIBUTORS FOR HAMPSHIRE



A happy Marcos owner

Early delivery on the new 2- or 3-litre steel chassis cars. Our demonstrator will be pleased to call at any hostelry of your choice during opening hours.

We can offer from our range of used cars

1966 Triumph Vitesse convertible. Absolutely immaculate in cherry red. **£475.**
1966 Triumph Spitfire Mk. II. Two local owners, well maintained. Conifer. **£475.**
1935 Alvis Speed 20 Charlesworth saloon. Incredibly original condition. Finished in black with faded red leather. Believed only 77,000 miles from new. Stored many years. **£675.**
1926 Hispano Suiza. Barcelona drophead body fitted by works in 1932. Now being restored at our Stockbridge garage.

SALES AND SERVICE

KING'S WORTHY, WINCHESTER

Tel.: 2983

FOR SALE—continued

TRIUMPH ROADSTER 2000, 1949, DARK blue. Excellent condition. Engine reconditioned; good chrome; three owners. Present owner last nine years. £290 o.n.o. Pearse. Tel.: East Grinstead 22161. (2884

MK. I AUSTIN HEALEY SPRITE, 1960. Very good condition. M.o.T. April, 1971. Radio, roll bar, fogs. £220. Tel.: Welwyn Garden City 24749. (2885

BRISTOL 401, MANY RECENT BILLS. £175 o.n.o. Tuck, Y.W.C.A., Altrincham, Cheshire. Tel.: 061-928 1881, extension 13. (2886

AUSTIN HEALEY 3000, 1967, BLACK. One owner; overdrive, wire wheels; in good condition, open to any inspection. Offers to: Bedworth, 21 Church Lane, Birmingham 20. Tel.: 554 8827. (2887

1968 CHAMOIS SPORT, METALLIC RED. Mint condition. First to see will buy! Very low mileage; taxed. £510 o.n.o. Tel.: Redhill (Surrey) 65891. (2888

PORSCHE, 1960 SERIES, 356B 2/4-SEAT coupé. Showroom condition. One previous owner. £475. Tel.: Lulsgate (Bristol) 792. (2889

RILEY R.M.E., 1954; 50,000 MILES; complete documented history; virtually mint. Enthusiast with about £425 telephone Berkhamsted 3929 (evening) for details. (2890

LOTUS SUPER 7, "F" REGISTERED; 125 b.h.p., Cosworth balanced 1500 engine, close-ratio gearbox, magnesium wheels, brand new tyres, neat roll-over bar, rear axle location by twin-trailing links and Panhard rod; engine 2,000 miles from new. £565. H.P. possible. Part exchange considered. Mr. Poole. Tel.: 061-428 8685 (daytime), 061 485 5631 (home). (2891

M.G.-B, 1964. B.R.G. OVERDRIVE, WIRE wheels, XAS tyres, alarm, recent hood. £495. Tel.: Wivenhoe (Essex) 3612. (2892

TR3A, 1962. BEAUTIFUL. £400 O.N.O. Griffiths, 4 Leasway, Bedford. Tel.: Bedford 67422, extension 338 (business). (2893

JAGUAR MK. VII, 1952. WONDERFUL condition. Pearl grey; radio; M.o.T., tax. £325 o.n.o. Exchange considered. Sewell, 23 Farlands Grove, Great Barr, Birmingham. Tel.: 021-358 1270. (2894

TC M.G., 1948. IMMACULATE. RE-build to original from road springs to clock. Stripped and sprayed metallic plum. New black upholstery and carpets. Unused by owner. Current M.o.T. £575 o.n.o. 525/650 x 19 Dunlops, two, used 200 miles, £15 pair o.n.o. Penguin House, West End Way, Lancing. Tel.: Sussex 09063 3762. (2895

XK140 F.H.C. RESPRAYED CARMEN red. Maker's oil pressure; excellent R55s; new M.o.T. Reg. 9 JMV. Must sell—going abroad. £210 o.n.o. Johnson, 154 Newton Nottage Rd., Porthcawl, Glam. (2897

FOR SALE—continued

M.G. TC, 1949. BODY IMMACULATE. Just been coachpainted, rebored 2,000 miles ago, new tappets, big-ends, push-rods, kingpins, silencer, four new tyres, stained dash, recent hood and sidescreens, partly reupholstered; enthusiast owned; completely original. £325. D. Moorhouse, 113 Chester Rd., Helsby, via Warrington, Cheshire. Tel.: Helsby 2928. (2876

BRISTOL 403, VERY GOOD CONDI-tion. £350 o.n.o. Also Bristol 400 parts. Tel.: 01-953 4470. (2898

1959 A/H SPRITE, H/S-TOPS, REBORED motor, 5½J rears, five Cinturatos. £200 o.n.o. Jenkins. Tel.: 01-622 9061. (2899

BENTLEY MK. VI CONVERTIBLE. RE-cent complete engine overhaul, including crankshaft, pistons, full-flow oil modification. An unusually pretty example of this rare model in excellent order. £1,050 o.n.o. Forge. Tel.: 01-437 3915, 01-385 9876 (evening). (2900

MODEL T FORD, 1927. IN ORIGINAL running order, gearbox rebuilt, interior retrimmed, exterior original, not repainted. South American registration. £600. Box 2223. (2901

ROLLS-ROYCE, 1932. ATTRACTIVE small shooting brake, good running order, good all-round condition. £250 o.n.o. Full details: Tel.: Rayleigh (Essex) 71127. (2902

ALFA ROMEO 1600 GIULIA SPRINT GT for sale privately, 1966. Dark blue; 31,000 miles; radio, seat belts; in splendid condition. £875. Tel.: 01-659 6825. (2903

AUSTIN RUBY, 1936. VERY SOUND body, new tyres and battery, rebuilt front axle; £40, including spares. Leighs, 38 Grosvenor Rd., West Wickham, Bromley, Kent. (2904

FORD T, 1921, COACHBUILT LANDAU-let. Body excellent condition. Complete overhaul of engine (rebored, new pistons, mains, big-ends), transmission, steering, etc., new tyres. £975. Burchall, Hunters Lodge, Theydon Bois, Essex. (2905

JAGUAR "E"-TYPE 2+2, 1966; 25,000; new tyres; immediate sale required. First person with £1,000 to me will acquire this beauty. Tel.: 021-559 1792 (daytime), 021-444 5380 (evening, after 7 p.m.). (2906

LOTUS SHAPECRAFT ELAN 1600, 1963. Silver-grey f.h.c. Offers of around £650 are invited for this delightfully individual motor car, which successfully combines both beauty and character with dependable high performance and immaculate handling qualities. An oil cooler and dual braking systems are fitted, but for further information please contact: Horsley, 19 Chestnut Gdns., Horsham, Sussex. Tel.: 60756. (2907

LIGHT 15, CHARCOAL GREY WITH IM-maculate red upholstery. Really exceptional condition. £170. Tel.: Cosham 74487. (2911

Modern Classics



1966 Model LAMBORGHINI GT. Silver. Low mileage; Sundym, all-electric. Like new condition. L.H.D. **£2,395.** looks worth treble.



1964 FERRARI Lasso. Beautiful example of one of the prettiest Ferraris ever. Just had major mechanical overhaul, all bills available. **£2,395.**

Also :

1967 Aston Martin DB6	**£2,395**
1966 Aston Martin DB6	**£2,195**
1964 Aston Martin DB5	**£1,095**
1967 Porsche 912	**£1,595**
1969 Lancia Fulvia Zagato 1.3	**£1,450**

Full details on request.

50's Classics



1953 JAGUAR 'C'-Type—full details on application.



1953 MASERATI A6GCS, almost completed concours rebuild; ex-Salvadori, XEV 601. Details on request. *Also* **1955 Lotus 6; 1955 Lotus 8,** ex-Steed; **1953 Alpine** sports, **£50;** HWM 1, ex-John Heath **HWM** sports/racing car.

Rolls & Bentley

1956 model S1, Regd. VTU 1, two owners; immaculate **£895**
1963 model ROLLS Silver Cloud III, silver; mint **£2,895**
1950 Mk. VI, Freestone & Webb **£395**

Sundries

1967 Honda 350 sports motorbike	**£150**
E-type Racer	**£895**
Titan F3 car	**£1,350**
Really heavy-duty trailer ...	**£75**
1964 Mercedes 230SL	**£1,595**
1961 Ferrari 250GT	**£895**

EXCHANGES, OFFERS, W.H.Y.

to :

BRIAN CLASSIC
061-445 5142
(MANCHESTER)

FOR SALE—continued

TRIUMPH GT6, JUNE, 1967. B.R.G./black. Wire wheels, etc.; 28,000 miles, excellent condition. £640. H.P. possible. Tel.: Weaverham (Cheshire) 2582 (evenings). (2908

1937 OLDSMOBILE STRAIGHT EIGHT 33 h.p. saloon, one owner from new. A most desirable pre-war American which is in beautiful original condition throughout. £395. Also interesting horse-drawn vehicle, rally trap (approximately 60 to 70 years old), complete with lamps; good condition. £125. G. Stephens, "West Ludworth", Lewis Rd., Neath, Glam. (2909

M.G.-B, 1967, "F" REGD. BLACK WITH silver works hard-top, chrome wire wheels, overdrive, Radiomobile, leather wheel, brake servo, centre console, folding hood, tonneau; engine rebuilt 4,000 miles ago, balanced, Stage 2 head, 1¼ in. S.U.s, ½ in. race cam. Exceptional condition. £875 J. K. Wilyman. Tel.: 021-308 1238 (home), 021-236 5188 (work). (2910

CRAYFORD CONVERTIBLE CORSAIR 2000 de luxe, "F" registration; automatic; one owner; radials, undersealed, spot, fog lamps. Silver fox; unmarked, beautiful and perfect. £780 o.n.o. Tel.: 01-455 4315. (2912

M.G.-B GT, 1967, WIRES, OVERDRIVE, plus host of extras; immaculate condition. £875 o.n.o. Tel.: Hastings 4866. (2913

M.G.-A 1600, 1960, WHITE, BODILY, mechanically sound; soft-top, tonneau, luggage rack, ZXs; taxed, M.o.T. March, 1971. £310 o.n.o. Ireland, 4 Winchester Crescent, Sheffield. (2914

FOR SALE: ROLLS-ROYCE PHANTOM II Continental engine only, No. 0X35. About to be overhauled professionally; c/w dynamo, magneto and already reconditioned replacement steel head, no carburetter. Offers for as is or reconditioned to: Smith, c/o Anderson, 31 Queens Crescent, Edinburgh 9. (2916

FOR SALE—continued

DAIMLER CONSORT 2½-LITRE, 1952. V.g.c.; daily use; present owner 10 years; M.o.T. Dec., 1970, taxed Jan., 1971, good tyres, battery, radio, brakes relined, lots of spares—even doors. Splendid opportunity for enthusiast. £140. Hansard, 84 Harlow Ter., Harrogate. (2915

TR4A, 1965, SURREY TOP, SOFT-TOP, overdrive, wire wheels, good condition. £550. Tel.: 01-328 0574. (2917

ROLLS-ROYCE 20 H.P. OPEN TOURER body frame. Offers. Tel.: Halifax 31475. (2918

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BENTLEY "R"-TYPE, 1953, MANUAL. Black over grey. Excellent condition. £650 o.n.o. Tel.: Danbury (Essex) 2488. (2921

M.G.-B, NOV., 1965, METALLIC BLUE. W/w, h/r, c.r. gearbox, Cints., etc. £575 o.n.o. Tel.: Newport (Mon.) 66676. (2922

ALFA ROMEO GIULIA SPRINT, 1964. Webasto roof, Motorola, spot/fog lights; taxed, M.o.T. £425 o.n.o. Tel.: Wraysbury 2529. (2923

1935 ALVIS FIREBIRD 1270 TWO-seater racer. Green; 16 h.p.; featured in "Monte Carlo or Bust". Unique model; engine and g/box rebuilt. Offers over £650. Thompson, Stanley Hall, Bridgnorth 2420, Salop. (2924

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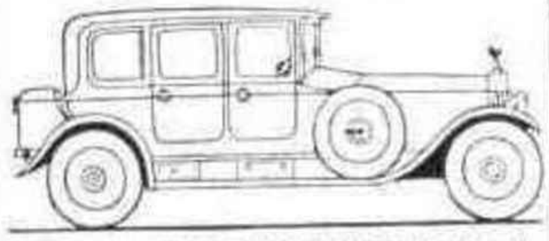
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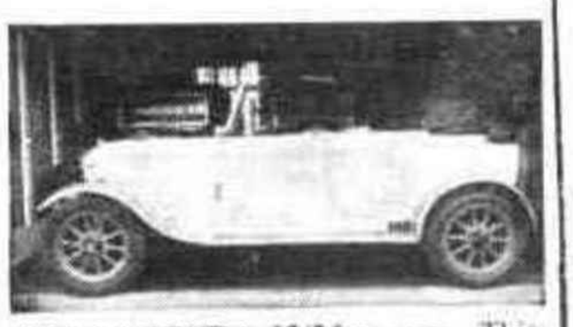
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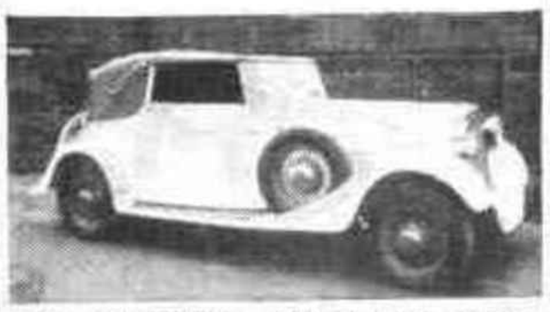
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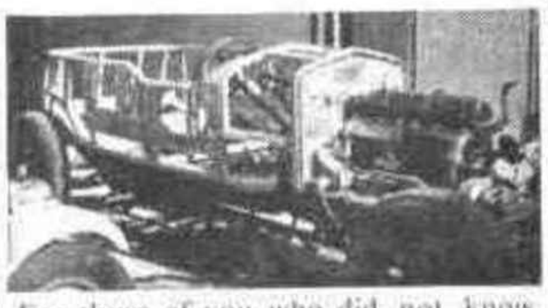
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COLLECTORS ONLY. TWO UNIQUE cars: 1925 Beardmore tourer, ex-Sword collection, and 1928 Marquette saloon, wooden artillery wheels. Offers over £2,000 the pair, or would separate. Tel.: Dunbar 2231. (2831

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LOTUS ELAN, 1965, CONVERTIBLE. Immaculate; M.o.T.; radio. Tel.: 01-954 2356, extension 45 (day), 01-428 4276 (evenings). (2834

UNIQUE ALFA ROMEO THREE-SEATER sports. Centre steering, mid-engined, believed only one in the world; sound but needs some restoration. An opportunity to purchase a very rare and unusual sports car. Gilt-edged investment. Offers over £1,500, or exchange exotic modern sports/GT. Tel.: 061-224 4987 or 5878. (2833

777 BOO MK. I LOTUS CORTINA, March, 1963; ex-works; believed to be No. 16. Exceptionally fast and good body condition. £675 o.n.o. Tel.: Rothwell (near Leeds) 6033. (2835

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1966 ALPINE, MIDNIGHT BLUE; 25,000 miles; lovingly cared for. £600 o.n.o. Tel.: Crowborough 3888 (weekends), or 01-242 6660 (Monday-Friday). (2838

1952 LANCHESTER; 39,000, MOTOROLA radio, immaculate, £175; 1953 Daimler Consort, 38,000, exceptional, £145; 1957 Daimler Century, excellent condition, £125; 1954 Daimler Century, bargain, £95. 25 Lyndhurst Rd., Worthing, 39735. (2839

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M.G. TD2, 1953, RECENT RESPRAY, new hood, tonneau, engine overhaul. £350. 6 Bray Court, Plantation Rd., Amersham, Bucks. (2842

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1965 4.2 "E"-TYPE FIXED HEAD coupé. Red, black interior. Five new Dunlop VR Sport tyres, heated rear window, racing mirrors, radio, nudge bars, Abarth exhaust; 32,500 miles. Outstanding condition. £1,195 o.n.o. Tel.: Crudwell 273. (2847

TR4A. I.R.S. ("F" REG.); 18,000 MILES. Wire wheels, overdrive, boot rack, extras. Offers. Tel.: Coventry 466777 (Sat. 12 a.m.). (2848

M.G. TD2, 1953. RECONDITIONED ENGINE and new carbs.; 6,000 miles; good tyres; excellent overall condition; taxed, M.o.T. £345 o.n.o. Tel.: Reading 54954 (evenings). (2851

T.V.R. VIXEN S2, 1969. METALLIC blue; 12,000 miles. Genuine immaculate car with all desirable extras. £1,050. Tel.: Camberley 23382 (evenings, weekends). (2852

ROVER 2000, 1965. EXCELLENT CONDITION; low mileage; well maintained throughout; extras, including radio. £620. Tel.: Ascot 23018. (2853

**1955 XK140 "C"-TYPE F.H.C. BEAUTIful condition, hardly used. Perfect mechanically. £850 or exchange. Tel.: Todmorden 3600. (2854

SPRITE, 1968, "G", BLUE. CAREFULLY maintained, undersealed, excellent condition. £630 o.n.o. Tel.: 01-568 8023 (Isleworth). (2855

1970, MARCH, GILBERN GENIE GT, six weeks old; 1,000 miles only. Must sell. £1,575. Tel.: 061-764 2570 (9 a.m.-5 p.m.). (2856

"E"-TYPE F.H.C. ONE PREVIOUS owner; genuine 38,000 from new. Handbook, bills, history; unrepeatable. £600. Tel.: Wrexham 52360. (2857

1937 ROVER 16 SALOON. MILEAGE 56,300. Lady owner. £500. Tel.: 051-342 3269. (2858

**HILLMAN HUNTER, 1966. GREEN, EXcellent condition; 29,000 miles. £535 o.n.o. Lea, Tel.: 01-560 6465 (daytime). (2859

**AUSTIN HEALEY B.N.I., 1954. OVERdrive, wire wheels, complete car. £40. Cooper, 1 Old Court Green, Potten End, Berkhamsted, Herts. (2860

**AUSTIN HEALEY 3000 MK. III, DEC., 1964. B.R.G. Black leather; overdrive, wires, new RSSs. £585. Or part exchange 1964/1965 Mini. Tel.: Crayford (Kent) 22527. (2861

RILEY NINE, 1935. MERLIN SALOON. Wilson gearbox. Two owners since new. Taxed Aug., M.o.T. certificate. £135. Apply: 18 Yeomans Acre, Bognor Regis. Tel.: 24727. (2862

XK150, 1959. D.H.C. METALLIC BLUE. Overdrive, 54,000 miles, new suspension, hood, clutch; excellent condition throughout. £400 o.n.o. G. D. Henderson, Waverley Castle Hotel, Melrose, Roxburghshire, Scotland. Tel.: Melrose 2244. (2863

1965 (LATE) MINI-COOPER SPECIAL 1275S. Full Radford-type interior conversion, with every conceivable refinement. Balanced, tuned engine. £550 nearest. Cheaper car taken in part payment. Sandawne House, Woodland Rd., Stanton, Burton-on-Trent. Tel.: Swadlincote 7280. (2864

**MK. I SPRITE. £150 O.N.O. OR EXchange for Minor 1000 Countryman. Tel.: Southport 78101. (2865

DIFFERENT CAR. 1937 B.S.A. SCOUT f.w.d. drophead, all original, plus many spares. Tel.: 01-368 5487 Box 2221. (2866

"F" REGD. 160 B.H.P. GILBERN Genie. Lightened and balanced engine, H.C. pistons, 0-70 9 sec.; overdrive, wires, S.P. Sports; recent metallic maroon respray; twin Oscars, Motorola, electric aerial. £250. Bills last six months. Quick sale. £1,150. Tel.: Walton-on-Thames 20527. (3012

**1946 SUNBEAM TALBOT. ONE PREvious owner; needs restoration. Offers. Tel.: Brighton 738760. (3017

FOR SALE—continued

ALVIS TD21, DEC., 1961. BEIGE WITH black top. Engine in exceptional condition; body good; automatic; wire wheels. Impeccably maintained by good garage. Only two owners. M.o.T. test and licence. £525. Tel.: Ombersley 396. (2868

RILEY 15-6 ADELPHI, LATE 1936. FIRST registered May, 1937. Black, original leather interior; laid up since 1959. Pre-selector requires attention; mechanics and body basically sound; spare set rear springs, handbook. Regret no time to restore. Rare car, ideal subject for Riley enthusiast. Seen S.W. London. Best offer secures. Box 2222. (2869

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1962 LOTUS ELITE, TWIN CARBS. Bristol-built body in red. Much time and money has recently been spent in improving the mechanical condition of this car. A very good small-mileage example. £650 or £700 with a mountain of spares. Sant, 15 Maillcot Close, Lichfield, Staffs. Tel.: Lichfield 3720. (2872

MERCEDES-BENZ, 1966, 300 SE DROPhead coupé. Absolutely outstanding, without fault; one owner; 21,000 miles. Maintained only by Normand; new tyres; £3,000. Tel.: Ascot 23018. (2873

1963 ZODIAC 3 ESTATE. GREEN. SEAT belts, radio, etc. £225 o.n.o. J. Yates, Cornercroft, Lonsties, Keswick 72197. (2874

M.G. TF 1250, 1954. M.o.T. 1971. DARK green. Mechanically overhauled, good condition. £295. Freer, 2 Abbots Close, Datchworth, Herts. Tel.: Knebworth 3712 (after 6 p.m.). (2875

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**1928 RILEY OPEN TWO-SEATER. MERlin, capable 95-100 m.p.h. Averaged 70 m.p.h. Silverstone, 65 m.p.h. Oulton Park 1969. History available. £450. Ferguson, Old Stables, New Rd., Ham, Surrey. Tel.: 01-940 9611. (2880

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1967 Triumph Spitfire, white with black interior, G800 tyres; low mileage **£595**

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1967 Ford Mustang, registered 1969, metallic blue, fitted 7-litre engine **£1,995**

1967 M.G.-B GT, Grampian grey with red interior; one owner; overdrive, wire wheels, radio. **£895**

1969 Alfa 1300 TI, one owner; finished in green with beige interior **£995**

1970 Lombardi Fiat 850 coupe, "Grand Prix Special", 1,800 miles only, 1 owner **£995**

1969 Lancia Fulvia Rallye S coupe, one owner; finished in metallic blue, fitted radio and in superb order **£1,545**

1969 Morris-Cooper S, one owner; white, black interior; excellent condition .. **£785**

1965 Gordon Keeble, metallic blue with red interior; really first class order throughout .. **£1,595**

1968 Gilbern Genie, one owner; finished in metallic blue and fitted radio and o/d. .. **£1,295**

1965 Mercedes 230SL, Automatic power steering; finished in grey with hard and soft-tops. **£2,395**

1968 Marcos 1600, yellow with black interior; low mileage; fitted radio. Fabulous looking car **£1,295**

1968 Jaguar E-Type roadster, finished in white with black interior and fitted radio; 7,000 miles only; as new condition .. **£1,845**

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1968 Reliant GTE, one owner; 10,000 miles; metallic blue, fitted radio and overdrive. Must be seen **£1,650**

1968 BMW 2002, metallic green with grey interior, twin Weber carbs. Beautiful car .. **£1,295**

1968 Lotus Elan +2, green; one owner, recorded mileage 14,000; unmarked .. **£1,595**

1967 Lotus Elan +2, finished in Bahama yellow; low mileage. **£1,495**

1965 Jaguar 3.4, Automatic, finished in red and fitted wire wheels; outstanding car in every respect **£665**

1966 Jaguar 2.4, manual with o/d., one owner; finished in Sherwood green with beige interior; excellent condition **£695**

1968 Lotus Elan, S.E., fixed-head coupe, Medici blue; one owner; mint condition throughout **£1,295**

1968 Daimler 250, Auto, opalescent silver blue with dark blue interior, fitted power steering, radio, h/r. window; recorded mileage 18,000 .. **£1,495**

FOR SALE—continued

M.G. J2, 1932. REUPHOLSTERED, RE-sprayed and rewired in 1968. Mechanically restored and renovated to original and rechromed in 1970. Body and chassis in first-class condition. £390. Tel.: Great Missenden 2995. (2925

1D19, 1961, HYDRAULICS, ENGINE A1, body smart. Primrose/black; second car. £205. Tel.: Hemel Hempstead 58126. (2926

1935 ROLLS-ROYCE 20/25 SPORTS saloon. Good condition and in daily use. £800 o.n.o. Tel.: 01-647 6139 (Wallington). (2928

1938 M.G. VA 1½-LITRE SPORTS saloon. Solid condition; rebuilt gearbox, spare engine; three excellent, one worn but legal tyre; M.o.T. until April, 1971. Around £150 for this graceful 30s car. Tel.: 021-449 5738 (Birmingham). (2929

AUSTIN COOPER 1275S, 1968, MUSHroom/black. Sunshine roof, bucket seats, rev.-counter, leather rim wheel, wide wheels, twin big-bore exhaust; superb condition. £650. Tel.: Buxton (Derbyshire) 4906. (2930

1956 A.C. ACECA, CRB 777, A.C. ENgine 7.5:1 c.r., 100+ performance with 27 m.p.g. average. Excellent condition. £550. Offers. Bishop, 2 Old Newtown Rd., Newbury, Berks. Tel.: 5471. (2931

AUSTIN SEVEN RUBY, 1935, REQUIRES attention; excellent tyres. £35 o.n.o. Tel.: Tilton (Leicestershire) 611. (2932

LOTUS ELITE. VERY RARE SERIES I, Stage III Climax; 114 b.h.p.; built 1962; history; 4.2 diff.; 135 m.p.h., 35 m.p.g. £650 o.n.o. R. Cartwright. Tel.: 01-228 8182. (2933

XK150S. EXCEPTIONAL MODEL IN well above average condition. 1960; f.h.c.; 3.8 engine with 9:1 comp. ratio, overdrive and high-ratio back axle; excellent mechanical condition; recent engine overhaul. Many useful extras, including push-button radio. Must be sold this month. Offers near £750. Tel.: Hastings 3417. (2934

TORNADO TALISMAN. FITTED lightened balanced Ford 1500 GT engine; rebored, new pistons, rings, con.-rods, bearings, reground crank with steel centre bearing, not yet run-in, reconditioned GT gearbox with 2000E linkage, new clutch, good Cints., just resprayed in Bahama yellow (£50). Will consider cash offers or part exchange. Tel.: Lymm (Cheshire) 4516. (2935

LOTUS ELAN S1; 15,000 MILES ON NEW engine, new tyres, battery, bearings, shocks. Excellent performance. £625. Tel.: 01-994 6104. (2936

1931 AUSTIN 12/6. UNUSED THREE years. Excellent original upholstery with tan cellulose. Running-in after rebore; M.o.T. Offers. Tel.: Nailsea (Bristol) 3275. (2937

AUSTIN HEALEY 3000 MK. III, 1964. Overdrive, wires, Cinturatos, radio, tonneau; 45,000. £550 o.n.o. Tel.: 01-886 9698. (2938

M.G.-B, 1967. OVERDRIVE, BELTS, luggage rack; taxed Oct.; superlative. Urgent sale, hence nearest £675 secures. Tel.: 01-542 0687. (2939

MORGAN SUPER SPORTS BEETLEback. Hundreds spent; perfectionist rebuild cut short by financial crisis. Also KTOR Jap, 1926—same story. Also LTZ Jap, 1932. Best cash offers. Davison. Tel.: 01-346 4800. 63 Etchingham Park Rd., N.3. (2940

1933 M.G. KB TOURER; SIX-CYLINDER 1,286 c.c. S.O.H.C. Mechanically sound, bodywork needs restoring. Complete with spares, £300. Hudson, "Nevadun", River Ash Estate, Shepperton, Middlesex. (2941

BENTLEY, 1935, 3½-LITRE. PARK Ward aluminium saloon in very sound condition. All logbooks available from new. Not running at present. Offered with spare engine at £250. Also 1934 3½ Bentley with unusual and elegant razor-edge saloon body. Stored ten years. Requires restoration. £225. Baldock, Sycamore Cottage, Ightham, Sevenoaks, Kent. Tel.: Borough Green 2606 (evenings). (2942

AUSTIN HEALEY 3000, 1967. ICE BLUE. Overdrive, wires, underseal, Selmar, tonneau, Motorola, adjustable steering, wood rim, leather upholstery, belts, etc., etc. Genuine 25,600 miles; irreplaceable. Offered, sadly, at £985 Poncia. Tel.: 01-606 7080 (day), or 01-878 4200. (2943

SUPERLATIVE SUPERCHARGED M.G. TD. Concours condition; small mileage; only seriously interested parties should contact Mrs. Thorpe, 63 Queensway, Brighton. Tel.: 61716. (2944

XK120 DROPHEAD. IMMACULATE AND just completely overhauled mechanically; brakes, steering, lights, suspension, all renewed. Triple Maseratis, new hood and batteries, dashboard and bumpers unbastardised, rechromed; gleaming white rust-free coachwork; perfect; new M.o.T.; partly retrimmed. 32 Carlisle Mansions, S.W.1. Tel.: 834 9225. (Away until 25th.) £750 o.n.o. Consider vintage part exchange. (2945

M.G. TD, 1951. OVERHAULED; NEW crank, pistons, etc., new hood, recent respray. M.G. red, beige interior; very good-looking specimen. £265. Tel.: Brentwood 4786. (2946

LOTUS ELITE, LATE 1962, COVENTRY Climax engine; ZF gearbox, wire wheels, heater. M.o.T. £585 o.n.o. Terry. Tel.: 01-764 1472 (evenings after 7 p.m. or weekends). (2947

MORGAN PLUS FOUR TWO-SEATER, 1955 body style; TR3A engine (2,500 c.c.) spares; M.o.T. £325 o.n.o. Terry. Tel.: 01-764 1472 (evenings after 7 p.m. or weekends). (2947

ANGLIA 1,500 C.C. GT ENGINE, GEARbox, diff., 5½Js, radials, tramp bars, anti-roll bar, big brakes, £210 o.n.o. Tel.: 01-672 1931. (2952

FOR SALE—continued

SUPERB "E"-TYPE JAGUAR, 1962 model; genuine 34,000 miles; recently serviced; red, black hood, Motorola, Cinturatos; taxed; only needs seeing. Must sell, £665. Tel.: Gerrards Cross (Bucks.) 86026 (evenings), Brighton 48135 (weekends). (2948

TWO BEAUTIFUL BENTLEYS; 1949 MK. VI James Young special aluminium razor-edge bodywork. Black over silver. Excellent condition bodily, mechanically. Sound investment. £495. 1955 "R"-type in Concours condition. Metallic blue over silver. £975. Exchanges considered. Private sales: Tel.: 01-653 4573. (2949

1937 DAIMLER WITH UNUSUAL TWO-door, four-seater fixed head coupé Mulliner body with sun roof. Engine rebuilt 1,000 miles ago, but failed M.o.T. (kingpins). Very good bodywork and interior. £275 or nearest offer by May 16th—space urgently needed. View Sussex. Tel.: 01-734 5412 (office hours), Burgess Hill 3215 (other times.). (2950

ALVIS TC21, 1954. TC 21/100 ENGINE recently fitted. Maroon/silver; recent new tyres, battery, clutch. Whole car in excellent original condition, two spare engines included. A.O.C. member, £300. Tel.: Paignton 57187. (2951

DON'T BUY A TINNY OLD M.G. BUY my rust-proof 1965 Gilbern 1800; 4 seats, oil cooler, radio, overdrive, wire wheels, adjustable seats. £675. Tel.: 01-998 5587. (2953

BRISTOL 405; 16,000 MILES SINCE EXtensive mechanical work, including new engine, clutch, starter, dynamo, headlamps, radiator, brake system, etc. Also respray and interior renovation by Connollys; usual extras. Over £900 spent and now in superb condition. About £775. Dr. M. D. O'Brien, The Pines, Frensham, Surrey. (2954

M.G. TF, 1954; 1,250 C.C. RESPRAYED British Racing Green; new clutch, bottom end, hood, sidescreens, brakes, Cinturatos; good condition throughout and includes radio and heater; taxed. £545. Contact Horsburgh. Tel.: Oxford 41456 or Ramsden 206 (evenings). (2955

COOPER/FORD TRACK ROAD. JUST rebuilt; 1500 Ford/Cosworth, Lotus chassis, Cooper wheels, suspension, oil cooler. Red. Minor items to complete. £350 o.n.o. Homewood, Sandy Down, Lymington. Tel.: Brockenhurst 2179. (2956

1924 BENTLEY 3-LITRE SALOON. Mechanically and bodily very sound; original, rare, Cockshoot body. Offers required. Tel.: Benington (Herts.) 605. (2957

SUNBEAM 90 (SUPREME) MK. III, 1955, saloon, holly green. Body, trim and mechanically in superb condition, low mileage, two owners; heater, radio, many other original extras. Full history. M.o.T. £225 o.v.n.o. Details: Tel.: Peterborough 4788. Doughty, 10 Lynton Rd., Peterborough. (2958

M.G.-A MK. II, 1961. IN VERY GOOD condition. Recent black respray; engine reconditioned 6,000 miles; one careful owner last three years. (M.G. Car Club member.) Photograph on request. £365 o.n.o. Graham, 62 Columbia Drive, Lower Wick, Worcester. (2959

M.G.-B, 1963. GOOD CONDITION, LOW mileage. Stork forces reluctant sale; w/w, radio, l/r/w, belts, new Cints., good hood, unused tonneau, brakes relined, etc. H.P. possible. £420 o.n.o. Tel.: Reading 76351. (2960

MIDGET MK. II. TONNEAU, £4; radiator muff, 15s.; workshop manual, £1. Howell, 49 Griffin Rd., Braybrooke, Market Harborough, Leics. (2961

ULSTER ASTON MARTIN-BODIED Triumph-engined racing tourer; very good condition. Believed one of 12 made 1929. Offers. Teale, Deanlands Farmhouse, Sharpthorne, Sussex. Tel.: Sharpthorne 304 (after 8 and weekends). (2962

RILEY, PRE-WAR; K.O. WHEELS, 17, 18, 19; reconditioned dynamo, spares. Tel.: Walton-on-Thames 25838. (2963

AUSTIN MINI-COOPER, 1966, BLUE. Radial tyres; 45,000 miles; servo, q.h. lamps. £365. Holland, 20 Craigrownie Gdns., Kilcreggan, Dunbartonshire. (2964

LOTUS SUPER 7, 1969. RED, WHITE, alloy; 3,000 miles only; Series 3 cross-flow engine. £650 o.n.o. Tel.: Eastham (Cheshire) 051-327 1782. (2965

JENSEN 541, 1956. EXCELLENT CONdition bodily and mechanically. Maker's oil pressure. Near-new tyres, battery and M.o.T. Two previous owners. £360 o.n.o. 107 Station Rd., Coleshill, near Birmingham. (2966

M.G.-B, 1964, ALE 975B. OVERDRIVE, wires, two new Cinturatos, oil cooler, anti-roll bar, folding hood, tonneau, recent clutch and exhaust. Radiomobile, leather rim, heater, anti-theft device, workshop manual, and one year's M.o.T. In immaculate B.R.G. This car is one of the better examples to be found at £495. G. Dudley, 23 Dicombe Ave., Worcester Park, Surrey. (2967

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ALVIS, 1937. CRESTED EAGLE 25 MAYfair body division, cocktail cabinet, picnic tables. Good condition. Offers. Primrose Cottage, Lyth Hill, Shrewsbury. (2969

3.8 JAGUAR MK. II, 1961 SERIES. Manual, overdrive; low oil consumption; maker's pressure; British Racing Green. Body immaculate; leather upholstery, garaged; M.o.T. 1971. £200 cash. Tel.: Lapworth (Warwickshire) 2948. (2970

ROLLS-ROYCE, 1932 (RED BADGE) 20/25 Thrupp & Maberly sedanca-de-ville, elegant; P80 headlamp. £625. 25 East Hill, Ashford, Kent. Tel.: 20552 (evenings). (2972

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- **Elan S/E, d.h.c.** White.
- **Elan S/E, f.h.c.** Bahama yellow.
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ELAN S4, 1968G, f.h.c. White, fitted with knock-on wheels, radio and brake servo **£1,265**
ELAN Plus 2 'S', 1969H. Rolls-Royce regal red, tinted windows, h.r.w., electric aerial; an immaculate low-mileage car offered at **£2,095**
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1931 M.G. "M"-TYPE MIDGET. A REAL M.G. Good running order and condition. Original o.h.c., three-speed. View Warwickshire end May. £200. Peter West, 64 Brondesbury Rd., Kilburn, London, N.W.6. (2974

LOTUS SEVEN 105E FORD WITH modified head and camshaft, new G800s, lights, tonneau, dashboard. Whole car reconditioned and immaculate in Lotus yellow. £410. Tel.: Welby Tirley (Glos.) 319. (2975

ALVIS TA21, 1951. ENGINE BORED, crank ground 12 miles ago, over £100 spent on spares, but needs new camshaft. Car free if you buy spares in it. Genuine sale—cannot afford further time. Jackson, Bridge Farm, Dulcote Wells, Somerset. Tel.: Bristol 24161, extension 110. (2976

AUSTIN SEVEN TOURER. OPAL. 1936. Engine, brakes, steering, clutch overhauled; resprayed; taxed, M.o.T. Used daily. £145. Drive away. Cheeseman, Tel.: Bridgwater 4321, extension 7262 (office). (2977

M.G. TC, 1949. B.R.G. RECENT RE-build and respray, five respoked wheels, new rear springs, rear hubs, half-shafts, kingpins; steering box, track rear ends, new radiator, fibreglass wings, engine overhaul 10,000 miles ago. M.o.T. until May, 1971. M.G.C.C. regd. £250. Tel.: Portscatho 453, Syrett, "Trecarne", Parc-an-Dillon Rd., Portscatho, Truro, Cornwall. (2978

LANCIA FLAVIA 1800 VIGNALE CON-vertible, 1965. Hard-top; one owner; excellent condition, 40,000 miles. £900. Fittleton Manor, Netheravon, Wilts. Tel.: Netheravon 388 (evenings). (2979

ALFA ROMEO GIULIETTA SPRINT, Bertone, 1957; 1,290 c.c.; new Cints., M.o.T., l.h.d. A very attractive car in good condition. £130. 11 St. Marys Rd., Plympton, Plymouth. (2980

AUSTIN HEALEY 3000 MK. III 2+2, Oct., 1964. B.R.G. Overdrive, luggage rack, full tonneau; specialist maintained and in excellent order throughout. £600. Tel.: Wadhurst (Sussex) 3274. (2981

"E"-TYPE JAGUAR, 1962, F.H.C. CAR-men red. C.W.W. radio, which family has outgrown. Not perfect, but—what a price! £495. Tel.: 01-472 4022 (office hours), or White Roding 205. (2982

MARCOS 2-LITRE, 1970. MID-CHROME, yellow metal chassis. Sun roof, mag. alloy wheels, radio; factory serviced; mileage approximately 4,000; body unmarked; taxed for nine months; manufacturer's guarantee; cost new £1,800. Nearest offer to £1,550. H.P. arranged. G. E. Taylor. Tel.: Lincoln 24197 (office hours, evenings), Waddington (Lincs.) 387 (evenings). (2985

AUSTIN HEALEY 3000 MK. III, 1966. Overdrive, wire wheels, hard-top, l/screen, spots; many extras. Excellent condition. Two owners only. 25 Gilchrist Drive, Birmingham 15. Tel.: 021-454 6340. (2983

LOTUS ELAN S3 F.H.C., NOV., 1965. Recorded mileage 46,500, but new short engine 7,000; top overhaul 15,000; rear wheel bearings 100, new battery, fitted Cosworth cams, servo, Minilites. Blue. Stored since Dec. £825 o.n.o. Viewed Manchester weekends. Write: Hill, 12 Norville Ave., New Moston, Manchester. (2984

SEXY LOTUS CORTINA, 1969. BLACK/ ochre, sun roof, alloy wheels, Cinturatos, Bosch radio, laminated windshield, sound insulated, Beneflte grille with lamps, heavy duty battery. H.P. arranged. Offers over £1,000. Tel.: Reigate 43071 (work), East Grinstead 22100 (home). (2986

A.C. ACE, 1962. COMPLETELY RECON-ditioned, resprayed dark metallic green matching hard-top, new carpets, red hide interior, Cobra wheels, Raymond Mays' head, three S.U.s, radio/tape player. In immaculate condition. £800. Tel.: Claverley 386. (2987

JAGUAR 2.4 AUTOMATIC, 1963. Webasto roof, radio, new battery, new Cinturatos, current M.o.T. £345 o.n.o. Dr. Whitmarch, 1 The Beacon, West Hoathly, Sussex. Tel.: Sharpthorne 389. (2988

LOTUS SIX, 1954, CHASSIS NO. 6/13. Modified 100E engine just rebuilt, c.r. gearbox, new clutch. Immaculate B.R.G. bodywork. £260 o.n.o. Tel.: Marlow (Bucks.) 4768. (2989

1946 SUNBEAM TALBOT 10 SALOON. Original condition; 50,308 miles only. £150 o.n.o. Tel.: Twyford 2562. (2990

TR3A. COMPLETELY OVERHAULED, costing £400 in materials alone. Royal blue; 72-spoke 5½ in. wire wheels, XASs, overdrive, tonneau, hard- and soft-tops, luggage rack, towing bracket, rear seat. Available second week in May. Best offer £300 plus. Reason for sale, have XG150S. David Taylor, 13 St. Helen's Rd., Brigg, 2372, Lincolnshire. (2991

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M.G. MAGNETTE VARITONE. EXCEL-lent body, mechanics. £125. All exchanges considered. Stungo, 54 Halton Lane, Wendover, Bucks. Tel.: Wendover 3587. (2992

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YOU MUST BE JOKING! AUSTIN Sevens at £500? Less money buys 1936 Hotchkiss Paris-Nice six-cylinder 3.5-litre 4/5-seater drophead with boot; r.h.d.; eligible V.S.C.C. events. Recent top overhaul; good battery, tyres—two new. Rugged, straightforward design—six times Monte winners. Goes well; new hood, but body needs attention, respray, etc. Original crossed cannons emblem, many spares. Pleasant, practical open waterproof family motoring in overlooked classic. Reason sale—bought Phantom. Morten—see above. (2995

ASTON MARTIN DB4 SUPERLEGGERA Vantage, 1963 (DB5 body style). One previous owner. Maintained regardless of cost; only 63,000 miles since new and in excellent condition. Sierra blue with white (renovated) upholstery and all possible extras. Recent £400 mechanical overall. Partners jealous, so offered with heavy heart to a fortunate buyer at £1,350. Tel.: 0872 6448. (2996

BENTLEY. FABULOUS WHITE "R"-type automatic. Unblemished coachwork and most major mechanical items taken care of in recent times. Not to be confused with the usual roughish examples available. This is a real eye-catcher and sensibly priced at £750. Tel.: 01-360 2197 (N. London). (2998

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RILEY STELVIO 14/6, 1933. THIS IM-pressive and rare sporting saloon was rescued from a Scottish estate. Mechanically overhauled and run regularly without trouble for the past three years; fabric top tired, otherwise bodily sound. Spares and original handbook. £225. Tel.: 031-664 3088 (Edinburgh). (3005

CLOUD PERFORMANCE, DAWN AP-pearance "R"-type automatic fitted Rolls-Royce radiator. Photographs, details, Tel.: 0632 876662 (Tyneside). (3006

AUSTIN HEALEY 3000 MK. II, BJ7, 1963. Red. All optional extras. Very good condition. Genuine reason for sale. £540. Tel.: Woking 4858. (3007

TR2/3, ROYAL BLUE. EXTENSIVELY rebuilt five years ago; new Cinturato tyres, Cibie headlights, hood, tonneau; excellent condition. £135 o.v.n.o. Tel.: 01-953 5284. (3009

RILEY 1½, 1955. BLACK. NEW ROOF, battery, seat belts, workshop manual, tools; M.o.T., taxed July. Rilcy enthusiast for 30 years. £200 o.n.o. Tel.: Haywards Heath 4679. (3008

AUSTIN HEALEY 100/4 LE MANS, 1955. Louvred bonnet and wings, new batteries, exhaust system. £185. 43 Belvedere Crescent, Wribbenhall, Bewdley 2685. (3010

ROVER 14, 1947. SOUND MECHANICS, good bodywork, recent overhaul, new exhaust, many spares. £50 o.n.o. Tel.: Loughborough 2246. (3011

ALVIS TD21, 1960. COMPLETE ENGINE overhaul by Alvis specialist. Bodywork renovated and resprayed dark blue by coachbuilder; four new wire wheels and tyres, radio; M.o.T. and tax. £650 o.n.o. Tel.: Ardleigh (Colchester) 240. (3014

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1961 PORSCHE 356B, white with red trim, L.H.D., radio, etc.; exchange gearbox just fitted, mechanics A1; fantastic performance, handling **£495**

1964 M.G. Midget Mk. II, red/red trim, tonneau, etc.; extremely well looked after **£360**

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1965 M.G. Midget, wire wheels **£415**

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HEALEY 3000 Mk. II, 1965, convertible in midnight blue with silver grey bottom, black trim. Approx. £300 worth of extras; 5½J wire wheels, highered suspension, overdrive, Blaupunkt stereo radio, chrome luggage rack, chrome exhaust. This is a one in a hundred specimen machine that is in perfect order in every way. At **£749.**

MINI-COOPER 998. In almond green and white, 1965, with S-type braking system, full dish, lowered, etc. Racing rim, loads of spots and reversing lights, balanced unit, air horns and wolf whistle. Almost as quick as a 1275S; must have £150 of extras, at **£385.**

JAGUAR XK140. One lady owner, 1955 XK140 f.h.c. in 100% as per original condition, guaranteed 53,000 miles from new, service history from new. Never driven over 90 m.p.h., always kept under cover. Black bodywork, brown interior; completely original in every way. No extras or modifications at all. Please do not confuse this car. This is original and does not want any attention to anything. Believed only one of its type in England. Certainly only one on offer for sale at **£895.** Any inspection, etc., etc. Exchanges taken. Finance could be arranged to right person.

JAGUAR 'E'-Type d.h., 1966. Red with black soft-top and trim. Chrome wire wheels, p/b radio. A very beautiful motor car with brand new clutch and just fully serviced at **£1,295.**

SPIDER 1600 d.h., 1964. In lemon yellow with red trim. R.H.D. Five-speed gearbox, p/b radio. A very pretty car. Excellent performance with roadholding to match. At **£449.**

1967 R.H.D. BARRACUDA. In metallic light bronze with black trim. Floor-shift automatic 4-litre 230 V8 ex-Chrysler demo. car. 120 m.p.h. 24,000 miles (guaranteed from new). With all the goodies. Chrome alloy wheels, etc. Almost half price at **£1,585.**

CITROEN, 1966. Convertible DS21 Citroen, R.H.D., with black trim and hood. Manual transmission; loads of extras. In mint condition. Believed only one of its kind in the country, costing approx. £4,000 new. Different but practical to run. At **£1,495.**

Frog-eyed Ashley-fronted SPRITE Mk. I. Carmen red, black, 1959. Excellent order throughout for age. Quite a few goodies at **£185** cash.

MASERATI 3500 GT. L.H.D. In white with blue trim; in mint condition. 1959 Motor Show model with three twin choke Weber carbs., Borrani wire wheels (just rebuilt). Engine and transmission recently overhauled at the factory. This car represents £10,000 new on the road today. **Offers** wanted around **£1,200.**

1964 R.H.D. PONTIAC Parissiene d.h.c. Dark blue, white hood/trim, radio, slot stereo, automatic, power steering, etc., etc., at **£695.**

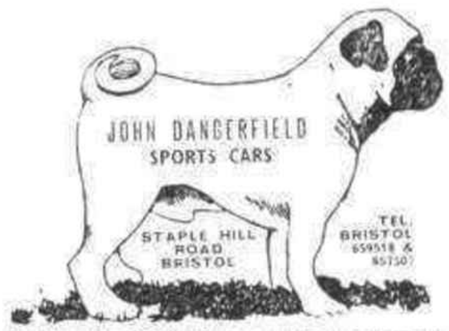
1967/8 BRABHAM Viva. In white with red trim. Immaculate, very quick. At **£499.**

1965 GT CORTINA. Lotus colours, black trim, radio, etc. At **£399.**

1966 MINI-COOPER. Green/white. 100% original, at **£385.**

1965 2600 Spider d.h.c. In red/black trim, recond. engine. R.H.D. Requires respray, hence **£495.**

1965 3.8 Mk. II. O.D. saloon in ice blue, immaculate, low mileage, new tyres. At **£589.**



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1968 (Aug.) TR5, powder blue, o/drive, Surrey tops, XAS tyres, one owner, 20,000 miles ... **£1,060**

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1968 MORGAN 4/4 Competition Model, B.R.G.; one owner; supplied and maintained by us, all extras; 23,000 miles ... **£950**

1968 MIDGET, white; one owner; tonneau, anti-roll bar, leather-rimmed wheel, new tyres ... **£665**

1967 M.G.-B, red, radials; one owner, o/drive, w/wheels ... **£875**

1967 TR4A, dark blue, o/drive, w/wheels, new hood and carpet; 28,000 miles ... **£850**

1966 SCIMITAR 3-litre coupé, golden sand, radio, new gearbox, wire wheels, new SP41 tyres ... **£900**

1966 TR4A, B.R.G., o/drive, radio, Surrey tops, new clutch and G800 tyres, four new shock absorbers, 47,109 miles ... **£775**

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**

1966 Mk. II SPITFIRE, white, hard/soft-tops, radio, tonneau, SPs, etc. **£565**

1965 E-TYPE 4.2 f.h.c., metallic blue, chrome wires, Cinturatos, h.r.w. new tyres, exhaust system and clutch **£1,225**

1965 PORSCHE 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 ALPINE GT; Mediterranean blue, o/drive, new Cints., two owners; 33,000 miles ... **£625**

1964 MERCEDES BENZ 230SL coupé convertible, regal red, leather, manual, radio, known history, 47,000 miles ... **£2,000**

1964 HEALEY 3000 Mk. III; Colorado red, overdrive, wires, new Cinturatos ... **£675**
Another similar in B.R.G. ... **£675**

1964 'E'-type drophead, ivory, new hood, radials and camshafts ... **£1,125**

1964 SPRITE 1100, green, hard/soft-tops, four new G800 tyres ... **£415**

1960 XK150 3.8 f.h.c., full history and details available ... **£800**

1960 HEALEY 3000, red, white hard-top, soft-top, new Cinturatos, starter and clutch engine rebuilt ... **£400**

1960 TR3A, white; hard-top, new soft-top and tonneau, 'X's ... **£400**

1959 M.G.-A 1600, turquoise, new hood, tonneau, works replacement engine with 11 months' warranty; new clutch, gearbox overhauled, nearly new Cinturatos ... **£450**

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165 x 15	£6	11	1	£7	13	6	£8	0	0
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£450 CHRYSLER-DESOTO COUPE, 1931. Sound, running but unrestored.



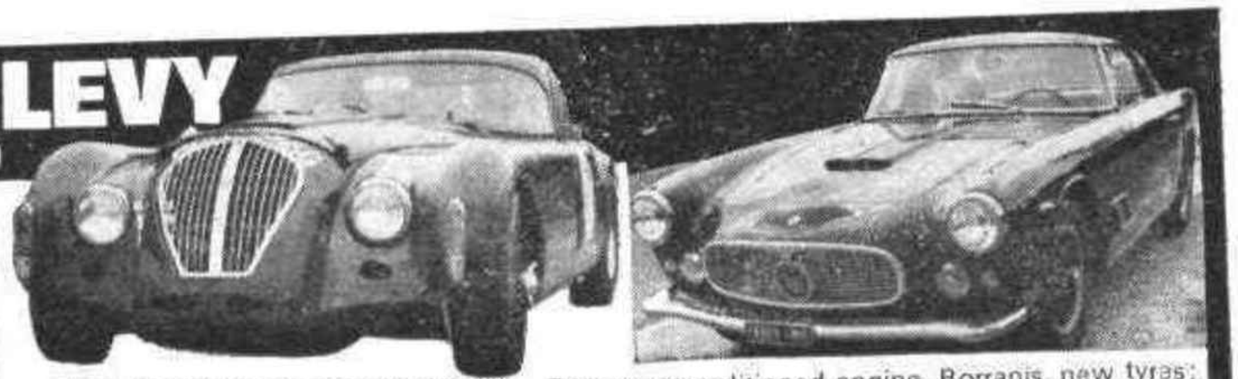
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TD21 saloon, 1959, grey, red interior, wire wheels, Cints.; new engine, gearbox **£450**
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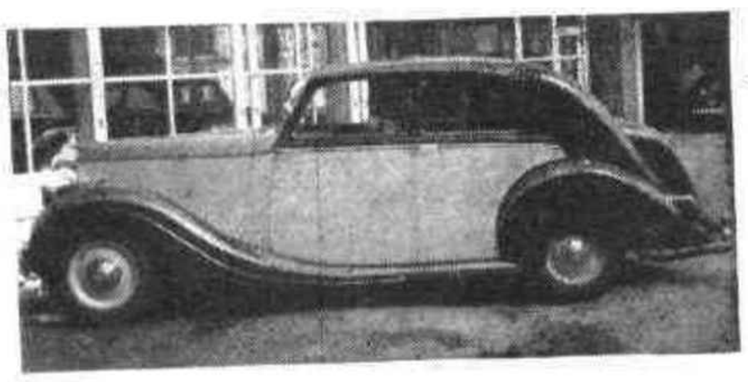


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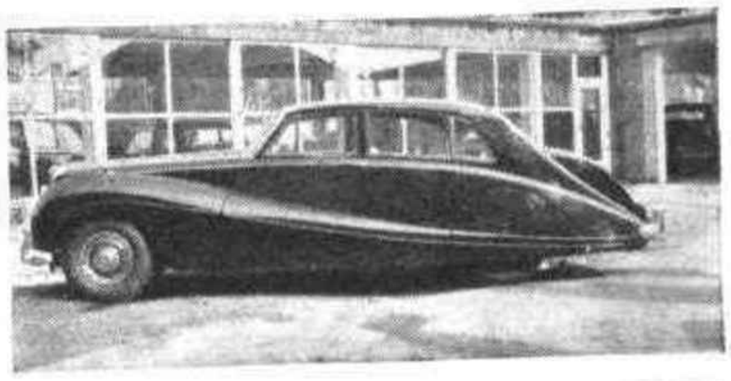
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← **ROLLS-ROYCE Silver Wraith,** 1950, Park Ward owner/driver coachwork, duo-blue, beige interior; total mileage unknown but does not appear to be excessive and car is generally in excellent order; recent brake reline and serviced by ourselves, excellent tyres. **£875**

Outstanding **BENTLEY S.1** by Freestone & Webb, May 1958, power steering, automatic; two owners only, indicated mileage 73,000 believed genuine; deep maroon and black, cream interior; mechanically excellent but we are carrying out a full service and rectifying any minor defects including body blemishes. **£1,675** →



BENTLEY 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 Continental with the rare Hooper light-weight 4-door body, believed to be 1958 Show Car, first registered April 1959; power steering, automatic, present mileage 130,000, of which I have covered 13,000, during which time steering, braking and exhaust systems overhauled, also new rear axle; the car has been repainted in deep Burgundy, bumpers, etc., re-chromed, interior in grey hide is very good and all tyres are new. The engine is a little noisy when cold and uses oil, but is still thoroughly serviceable; however, if time permits we propose to overhaul the unit, after which the price will be in the vicinity of **£2,750**
BENTLEY R-Type, 1954, automatic, black, brown hide interior. Recent considerable expenditure by ourselves on paintwork, plating, transmission, steering, new tyres, etc., consequently a well above average specimen. **£795**
BENTLEY R-Type, Jan. 1955, identical specification to above; bills for recent work include new piston rings but engine slightly suspect, otherwise a very clean car; as we are offering the car on behalf of a customer, we are prepared to put forward offers for the car as seen.
BENTLEY 4¼-litre, 1936, Mulliner (?) all-aluminium semi-razor-edge 4-door sports saloon, biscuit and beige with grey interior; one owner past six years, considerable bills over past 15 years; not immaculate, but a very fair specimen of a pre-war Bentley at a sensible price. **£550**
We shall be taking into stock a most unusual and attractive early **Mk. VI** with 2-door semi-razor-edge coachwork by Freestone & Webb.
TATRA saloon, *circa* 1937/38; the rare 3.7-litre engine V8; engine rebuilt by us and the car is in excellent running order with good interior but shabby paintwork; nevertheless a most interesting vehicle.
JOWETT Javelin saloon, 1952, one owner from new and in quite remarkable order. As we need the space, to clear **£145**
RILEY 1½-litre Adelphi saloon, 1937; very sound car generally, to clear **£135**
Very rare "White Elephant"—**INVICTA Black Prince** chassis, unregistered and believed virtually new, in running order but with no coachwork. Sensible offers please.

VINTAGE :
BENTLEY—a 95% complete kit of chassis parts up to and including the bulkhead for a long chassis 3-litre *circa* 1923/24. Chassis frame, springs and axles are assembled with 20" wheels and tyres, engine is dismantled but complete; we will endeavour to produce all parts and can arrange delivery, but cannot undertake any actual assembly work at this stage. **£1,000 o.n.o.**
Rare 1921 HUMBER 16-h.p. tourer, side-valve engine, all original lamps, excellent bodywork, but needs paint, trim and hood.
1922 HILLMAN 11-h.p. all-aluminium 2-seater, highly original, very tidy, excellent trim and hood and in running order. **£650**
Very nice 1925 **RENAULT 9/15 Cloverleaf** 3-seater, all original lamps, instruments, etc., new beaded-edge tyres all round, recent repaint and new hood and trim, stored many years and believed possibly two owners from new; has just most successfully completed a Renault Rally in France. **£850**
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. Reduced to **£325**

VETERAN :
A large quantity of **FORD Model T** parts, including a very early, *circa* 1912 or '13 chassis, axles, brass radiator and most of a touring body, wheels, etc., also a more or less complete pre-1918 l.h.d. chassis with correct period engine and transmission, radiator, wheels, etc., and an excellent touring body minus the scuttle, and sundry other engines and bits and pieces. Offers for the lot, or will split into two lots, but will not sell individual pieces. We also have a vast quantity of miscellaneous engines, axles, etc., including a Sizaire-Berwick chassis frame, axles, springs and wheels, *circa* 1931 two new Fiat Type 519 26-h.p. o.h.v. engines (one with gearbox), a Rover Eight air-cooled engine and gearbox, the remains of a rear-engined Trojan tourer and a battered but fairly complete 1934 Riley 9 Monaco saloon.
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BENTLEY MK. VI, 1949. £100 O.N.O., or break. Butler. Tel.: Horsham 5198 (weekends). (3013

1933 AUSTIN 10 SALOON. NEEDS restoring, £37; 1936 Ford 8Y-type four-door saloon, sound, runner, £57; 1938 Austin 10 saloon, original condition, £47; 1954 Lloyd 300, spares or restore, £27; Wanted: 1942-1948 Ford V8 (U.S.A.) r.h.d. Estate. Would exchange 1947 Ford Mercury V8 saloon, r.h.d. Good condition. Tel.: Brighton 44237. (3015

BENTLEY "R"-TYPE, 1955, AUTO-matic Grey Radford seats in good condition but engine requires attention, hence price of £350. Tel.: 01-254 1059 (London) (day), Potters Bar 58531 (evenings). (3016

LAGONDA TICKFORD SPORTS SALOON, 4-door, 1951. 2½-litre Aston Martin engine, all alloy coachwork. Only two owners (15 years with last owner). I do not exaggerate when I say "The finest on offer in the country". £475. Tel.: Southend-on-Sea 72212. (3018

1965 MIDGET, B.R.G. ENGINE/BODY GOOD, carefully used. £350. Tel.: 01-440 1678. (3019

M.G. TF 1250, B.R.G. REBUILT ENGINE— many new parts; retrim; in superb running order. Tel.: Chester 36216. (3020

SUNBEAM-TALBOT 90, 1951. GREEN saloon, approx. 65,000 miles since new. M.o.T. July. Good running order, body and tyres sound, new clutch just fitted. Offers to: Nicholls, 17 Weald Rise, Haywards Heath, Sussex. Tel.: Haywards Heath 51840. (3021

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TR4A. 1967 (F). OVERDRIVE, WIRE wheels. New hood, extras. £795 o.n.o. Tel.: Royston (Herts) 41913 (business hours). (3023

DELAHAYE 135M COUPE, COACHWORK by Henri Chapron, a most glorious specimen and possibly the finest in the world, very expensive. James Harwood, Box 83, Claremont, Western Australia, 6010. (3024

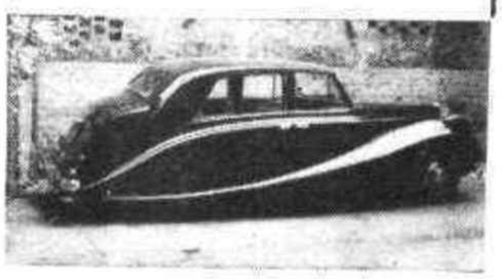
SPRITE MK. IV, 1,275 C.C., 1967. BLUE, immaculate; wire wheels, G800s, spare unused tonneau, Motorola p.b., lockable aerial. If you want reliability, performance and economy this is it. Would you believe 38 m.p.g. Owner has bought house and regretfully cannot afford to keep garage full. Only £475. Tel.: 01-759 7670 (office hours). (3025

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1924 SUNBEAM 14/40 TOURER. GOOD condition. Used by Television. Offers. Dickinson, 15 Cornhill Lane, Liversedge, Yorkshire. Tel.: Heckmondwike 2224. (3034

JAGUAR MK. IX AUTOMATIC SALOON, 1960. Duo blue/grey leather. One owner and 26,000 miles genuine from new (confirmed in writing). Sunshine roof, power steering, power disc brakes, bucket seats. Absolutely immaculate condition. £385. H.P. arranged, exchange considered. Tel.: New Milton 848. (3035

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1967 M.G.-B GT, MINERAL BLUE, IN supreme condition. Under 20,000 miles. Overdrive, wires, oil cooler. £860. Tel.: 01-363 8633 (Enfield). (3038

AUSTIN SEVEN OPAL TOURER, 1936. Good body, hood. Runner. Attractive 2-seater. £95. Butler, 47 Gobions, Kingswood, Basildon, Essex. (3039

FOR SALE—continued

T.V.R. GRANTURA MK. 11A. M.G. 1,622-c.c. engine. Real hairy. £295. Tel.: Prescot (Lancs.) 4857. (3040

RILEY, 1953, 2½-LITRE. NEW ENDS, PIS-tons and roof; body needs attention. Offers. Tel.: 01-998 5267 (weekday evenings). View weekends: 4A Spencer Drive, Melbourn (Tel.: 1226), Royston. (3042

1933 RILEY 9 TOURER, 2/4-SEATER. RE-built body—very good condition throughout. £120 o.n.o. For details write to Colmer, 58 Hill Cres., Finstock, Oxon. (3044

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

£1,245 FIAT 2300S Ghia-bodied coupé, 1966. Having had only two owners from new the car is in exceptional condition, sunroof, electric windows, etc. Dark blue with contrasting interior.

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(Illus. below) **£3,675 ROLLS-ROYCE S III, 1964.** Sand over sable with beige upholstery, electric windows, h.r.w. Whole car in superb condition throughout.



£965 LOTUS Elan S3, 1966. Finished in cirrus white with black trim, knock-on wheels, radial tyres, power brakes.

£945 ASTON MARTIN DB4, 1961. B.R.G. with grey interior, chrome wire wheels.

£895 LOTUS Elan f.h.c. S.3, 1966. White with black interior, knock-on wheels, radio; truly excellent condition.

£895 TRIUMPH 1300 TC, 1969. Slate blue, one owner, low mileage; radio, etc. Immaculate.

£875 M.G.-B GT, 1967. Mineral blue with black trim, wire wheels, radial tyres.

£825 M.G. Midget, 1970. Glacier white with black trim, wire wheels, radio; nominal mileage. A saving of over £100 on list price.

(Illus. left) **£645 JAGUAR 'E'-Type roadster.** Carmen red with black trim; well above average condition for an early 'E'-Type.

£795 GINETTA GT, 1966. A very attractive **f.h. coupé** built mainly of M.G.-B components, wire wheels, radio. Red with contrasting trim. A very well maintained motor car.

£795 MERCEDES 190SL, 1961 (Sept.). Mid-blue with natural beige interior; a superbly maintained car which is in fantastic condition throughout; radio, etc.

(Illus. left) **£895 M.G.-B GT, 1967.** Sandy beige, overdrive, chrome wire wheels, radio, electric aerial, air horns, burglar alarm.

£795 LOTUS Elan S.2, 1965. In Lotus yellow, knock-on wheels.

£795 TRIUMPH TR4A roadster, 1967. Powder blue, one owner; G800s, mag./alloy wheels.

(Illus. left) **£1,065 LOTUS Elan d.h.c., 1967.** Yellow with black trim, radio, tape deck, knock-on wheels.

£765 SUNBEAM Alpine roadster, Mk. V, 1968. One of the last of these popular models to leave Rootes factory. Mid-green with black interior trim, unmarked throughout.



£1,065 CORTINA Twin Cam, 1969. White with Lotus green flash, radio, low-profile tyres.



£1,545 ASTON MARTIN DB5, 1965. B.R.G. with tan interior, chrome wire wheels, 5-speed gearbox.



£1,065 GILBERN Genie, 1968. Maroon with black trim, fitted V6 3-litre Ford eng., w/w and overdrive. A full 4-seater GT car.

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£695 M.G.-B roadster, 1966. B.R.G. with black trim, modified engine, close-ratio gearbox, overdrive, radio, etc.

£695 M.G.-B roadster, 1966. Old English white, wire wheels, overdrive, two owners; folding hood, tonneau, Abarth exhaust, etc.

£695 TR4A, 1966. In signal red with black interior, wire wheels, overdrive; unmarked throughout.

£645 M.G. Midget, 1963. Mineral blue with black interior; 1,275-c.c. engine; one owner from new.

(Illus. right) **£1,765 CHEVROLET Camaro, 1967/1968.** Silver blue with black trim; 5-litre engine, manual gearbox, electric windows, folding headlamps. Superb throughout.

£625 LOTUS Cortina, 1966 (Oct.). Lotus white with green flash, radio, excellent set of Cint. tyres. In very good condition.

£625 M.G.-B, 1965. In mineral blue with contrasting interior, wire wheels, overdrive, etc. In excellent condition.

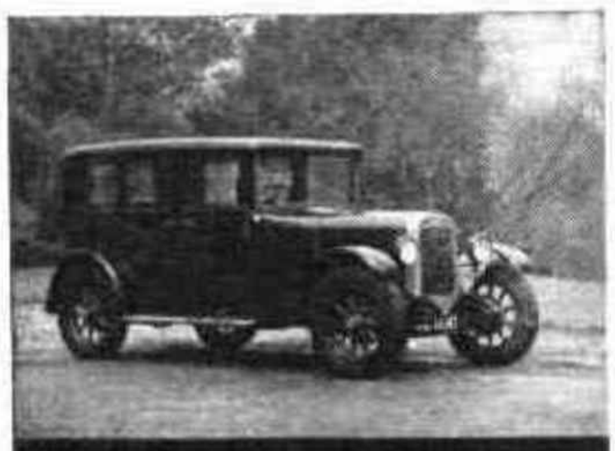
(Illus. right) **£175 TURNER Sports.** 948-c.c. B.M.C. engine; good condition throughout.

£595 AUSTIN HEALEY Sprite, 1967. 1,275-c.c. engine. Dark blue with black trim, wire wheels, fastback hard-top, soft-top, etc.

(Illus. right) **£575 M.G.-A f.h.c., 1959 1500.** Old English white with red trim, wire wheels, radio, luggage rack; two owners, low mileage. Full history from new; whole car in fantastic condition.

£595 TRIUMPH Spitfire, 1967, Mk. III. Valencia blue with tan trim, 24,000 rec. miles.

(Illus. below) **£675 AUSTIN Heavy Twelve saloon.** Very original and superbly maintained, a must for the vintage enthusiast.













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£835 AUSTIN HEALEY 3000, 1966. Old English white with red leather interior w/w, overdrive; two owners from new. Excellent example of this sought-after *marque*.

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£495 HONDA S800 f.h.c., 1967. Silver grey with black trim, roll-over bar, heater, etc.; one careful owner from new, full history available.

£485 AUSTIN HEALEY 3000, 1963, convertible. Dark metallic blue with red leather trim, overdrive.

£485 TRIUMPH TR4 f.h.c., 1963. Red with black hard-top, overdrive on 2nd, 3rd and top gear; excellent car throughout.

£475 FORD Cortina GT 4-door, 1965. Red with black roof and flash, fitted radio, 5½J wheels.

£465 TRIUMPH TR4 roadster, 1963. White with black interior trim, wire wheels, special seats, radio, etc.

£395 FIAT 600D saloon, 1963. Light blue with contrasting trim; one owner; excellent throughout.

£375 TRIUMPH Spitfire, 1964. White with red trim, radio.

£275 AUSTIN Mini-Cooper, 1963. Red and white; recent engine overhaul.

£265 AUSTIN HEALEY Sprite Mk. I. Recent extensive overhaul, bills available. B.R.G. with black trim.

£245 AUSTIN HEALEY Sprite, 1961, Mk. II. Lenham fastback bodywork. Carmen red with black trim.

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TR3A PARTS WANTED. AXLE FROM h/s to brake complete, c/h carbs., 4/b manifold, doors, etc. W.H.Y.? Will collect. C. J. Armstrong, 57 Stonebury Ave., Coventry. (3120

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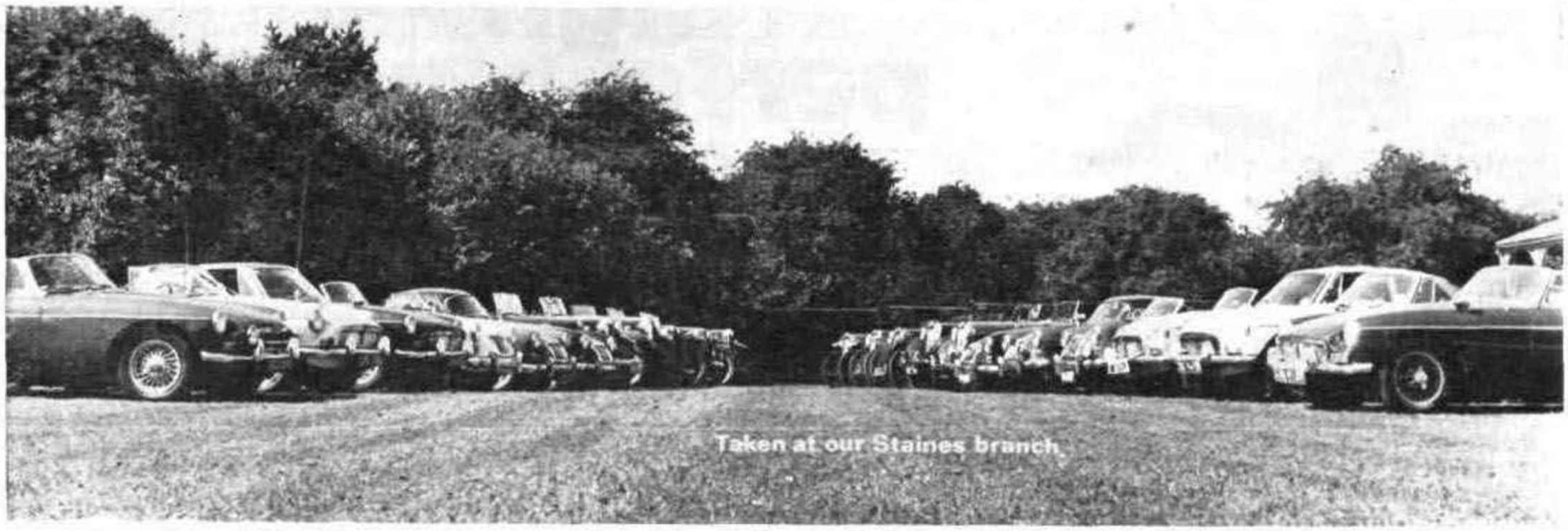
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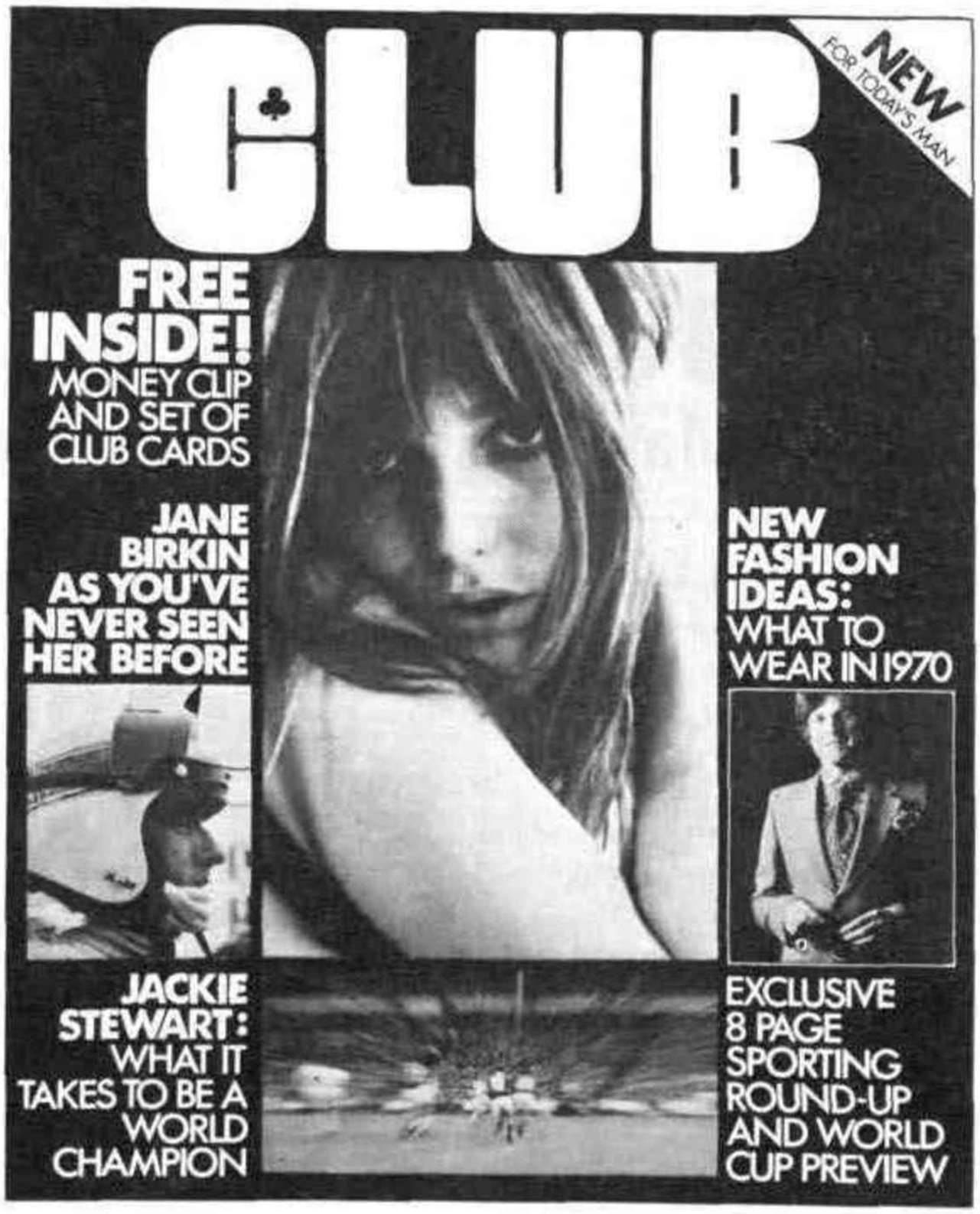
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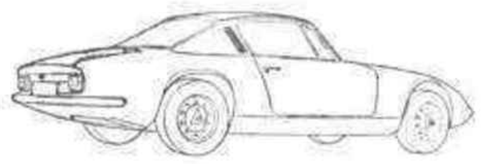




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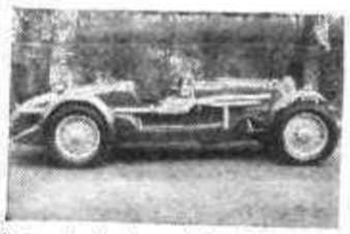
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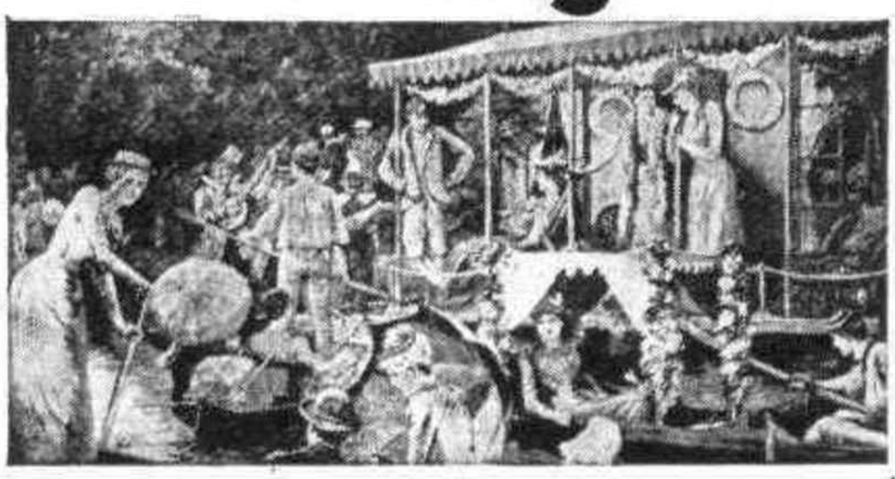
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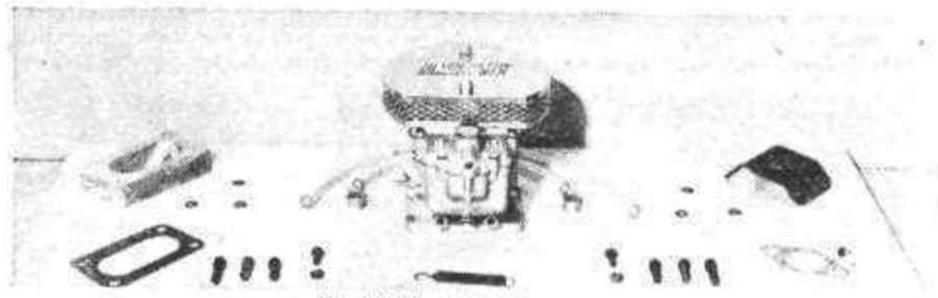


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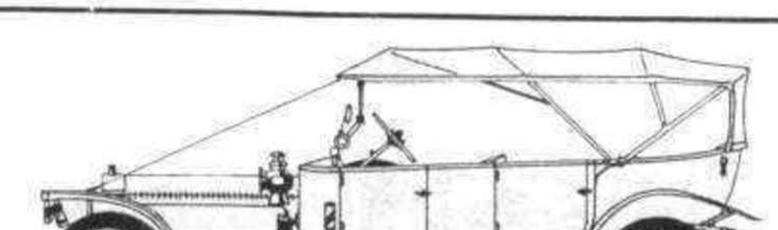
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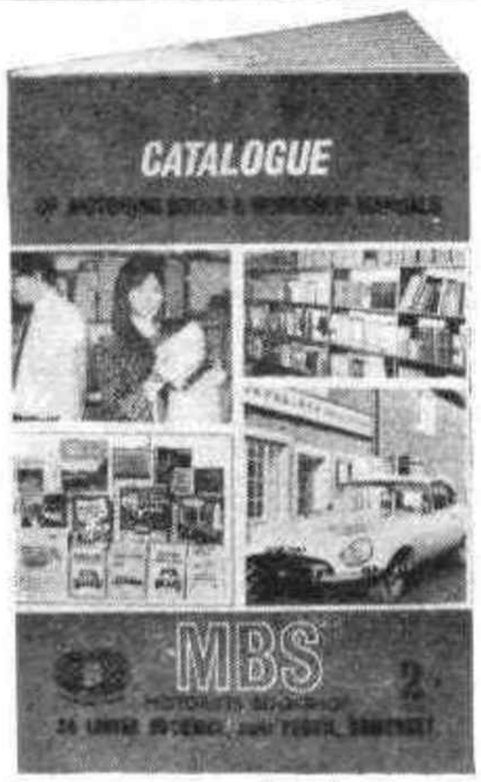
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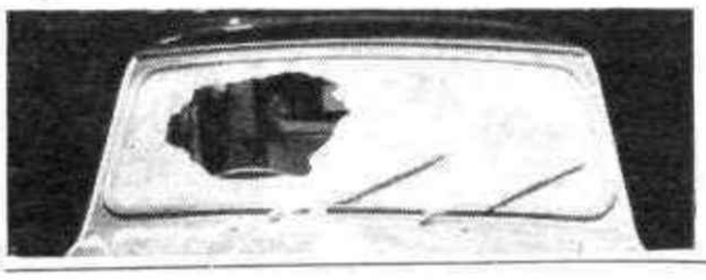
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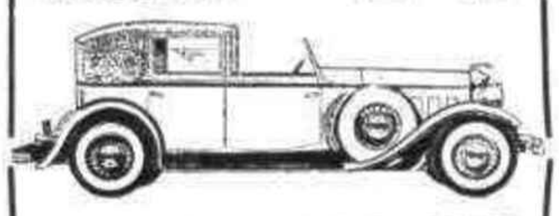
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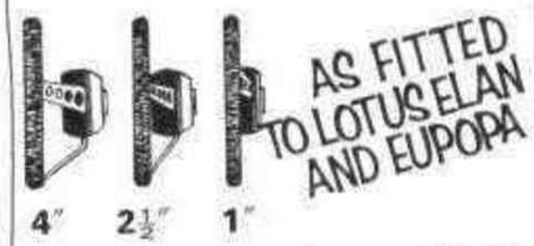
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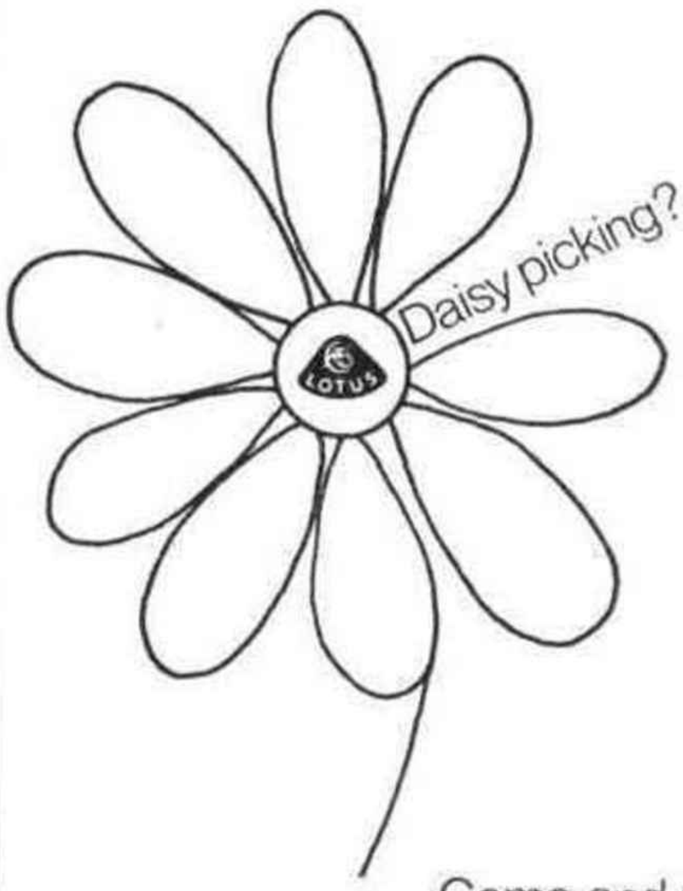
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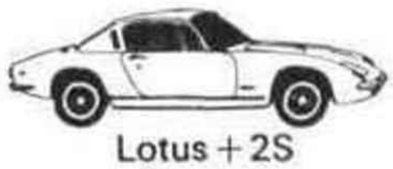
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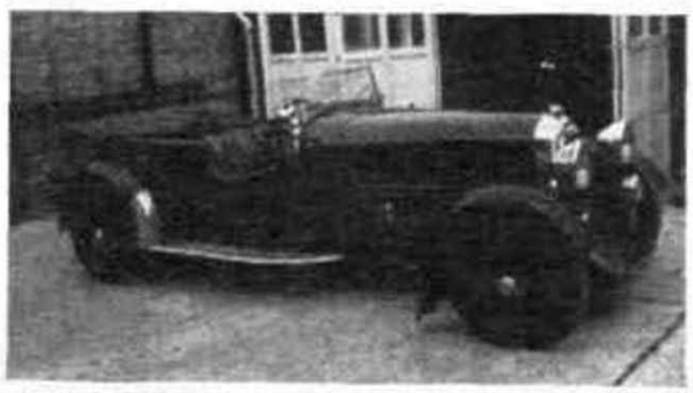
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(*Left*) **1958 BENTLEY S.I** saloon, auto., P.A.S.; one owner; service history; 55,000 miles.

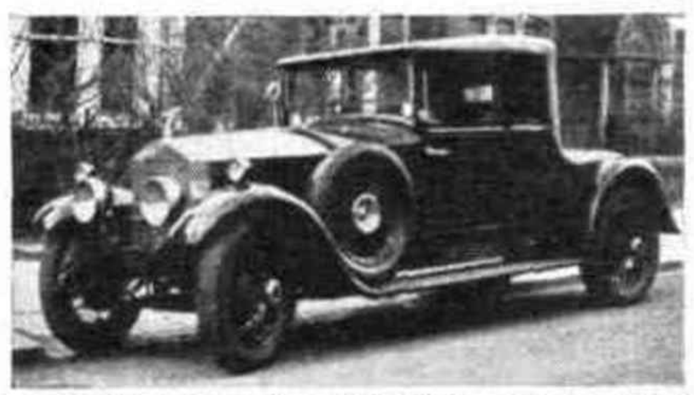
(*Right*) **1959 BENTLEY** 4-door coach-built sports saloon by Mulliner, black over shell, beige hide trim.





(*Left*) **1930 LAGONDA** 2-litre *open* **Continental** tourer, two owners; midnight blue, red trim.

(*Right*) **1927 ROLLS 20-h.p.** 2-seater drophead by Windover. Very original, excellent order throughout.

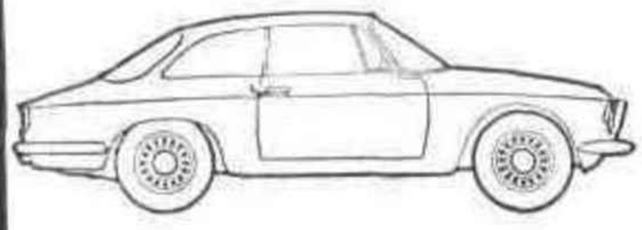


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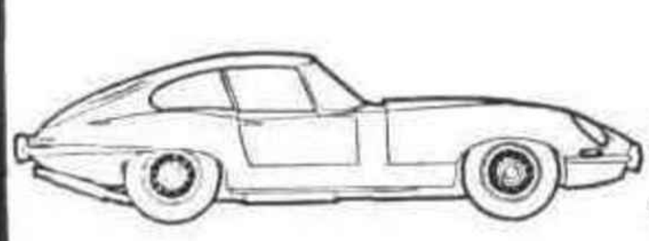
1957 BENTLEY Continental drophead coupé, Automatic, P.A.S., power-operated hood; finished in royal blue, coachlined in gold. Just fully serviced and fitted new tyres.
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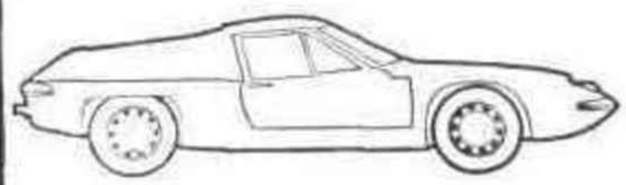
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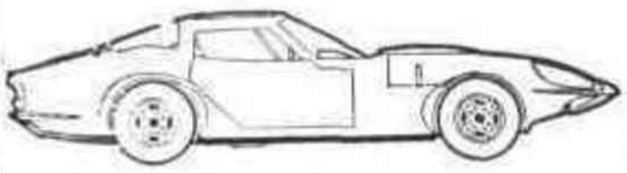
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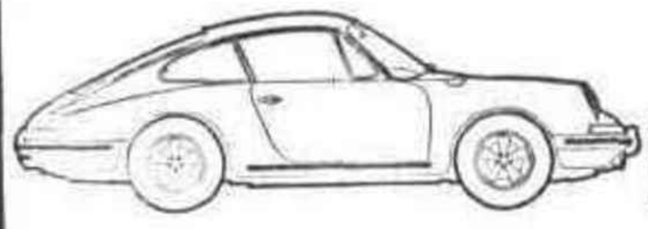
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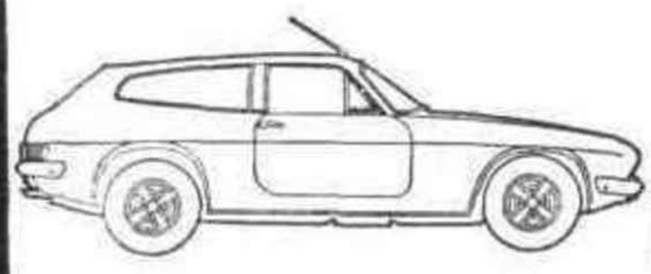
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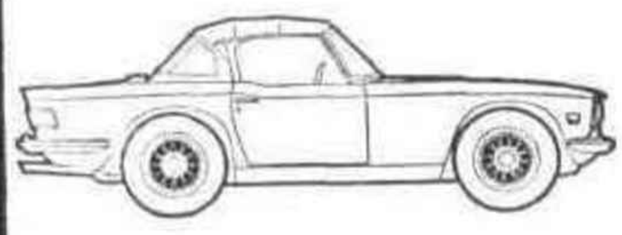
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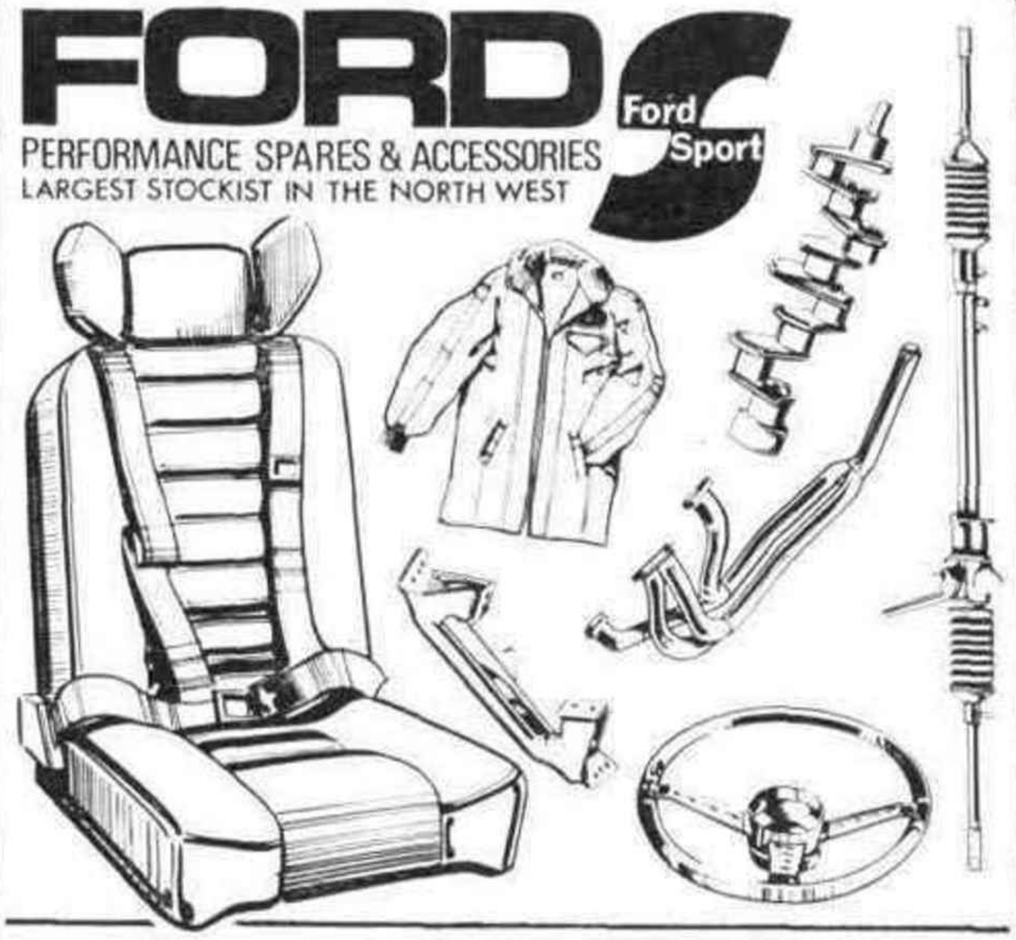
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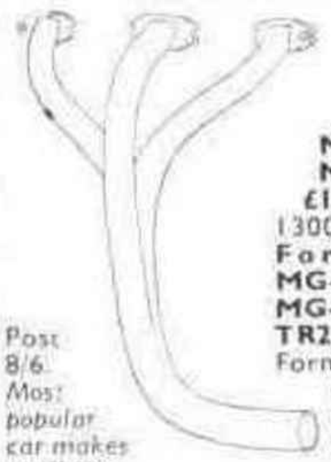
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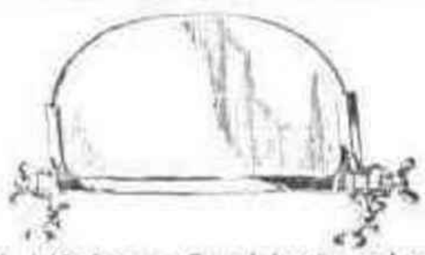
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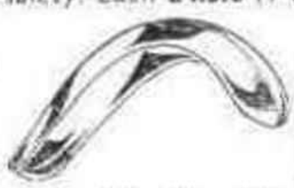
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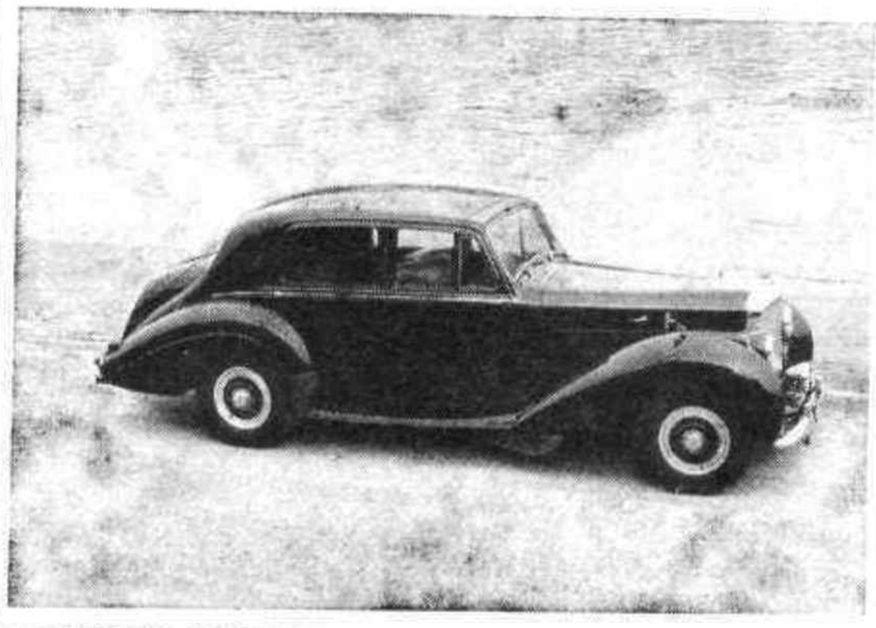
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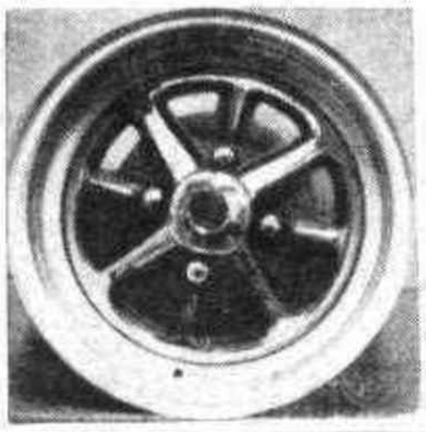
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We offer a combination of reliability and the most competitive premiums available in the motor insurance market today. The following examples are premiums available to a driver aged 23 with maximum bonus for comprehensive insurance.

CAR	COUNTRY	LONDON
Midget, Sprite, Spitfire, etc.	£15	£22
Sunbeam Alpine, TR2/3	£17	£26
Lotus Elan +2, Marcos, Jaguar XK Models, M.G.-C/GT, TR4A/5/6	£20	£32
'E' Type, T.V.R., Sunbeam Tiger, Alfa Romeo Sports	£25	£37

FULL PASSENGER LIABILITY COVER INCLUDED; NO CLAIM BONUS TRANSFERABLE UP TO MAXIMUM 65%. COMPETITIVE TERMS AVAILABLE TO DRIVERS UNDER 21 OR FOR MOTORING CONVICTIONS, ETC.

FOR IMMEDIATE QUOTATION OR COVER PLEASE TELEPHONE OR COMPLETE SECTION BELOW AND RETURN TO US.

NAME ..... AGE .....

ADDRESS .....

*MARRIED/SINGLE OCCUPATION .....

NATIONALITY ..... FULL/PROV.* LIC. HELD FOR ..... YEARS

MAKE OF CAR ..... MODEL .....

CC ..... YEAR ..... VALUE £ .....

CAR GARAGED YES/NO* PLEASURE ONLY/BUSINESS/GOODS* USE

REQUIRE COMPREHENSIVE/THIRD PARTY ONLY/THIRD PARTY FIRE & THEFT*

FOR MYSELF ONLY/ANY DRIVER/MYSELF & WIFE*

I WISH/DO NOT WISH* TO PAY THE FIRST £20/£50/£100*

MY PRESENT POLICY WITH THE ..... INS. CO. LTD.

EXPIRES ON THE ..... WHEN

I SHALL BE ENTITLED TO ..... YEARS NO CLAIMS BONUS

PLEASE DELETE WHERE INAPPLICABLE

Please enclose details of any previous accident or conviction

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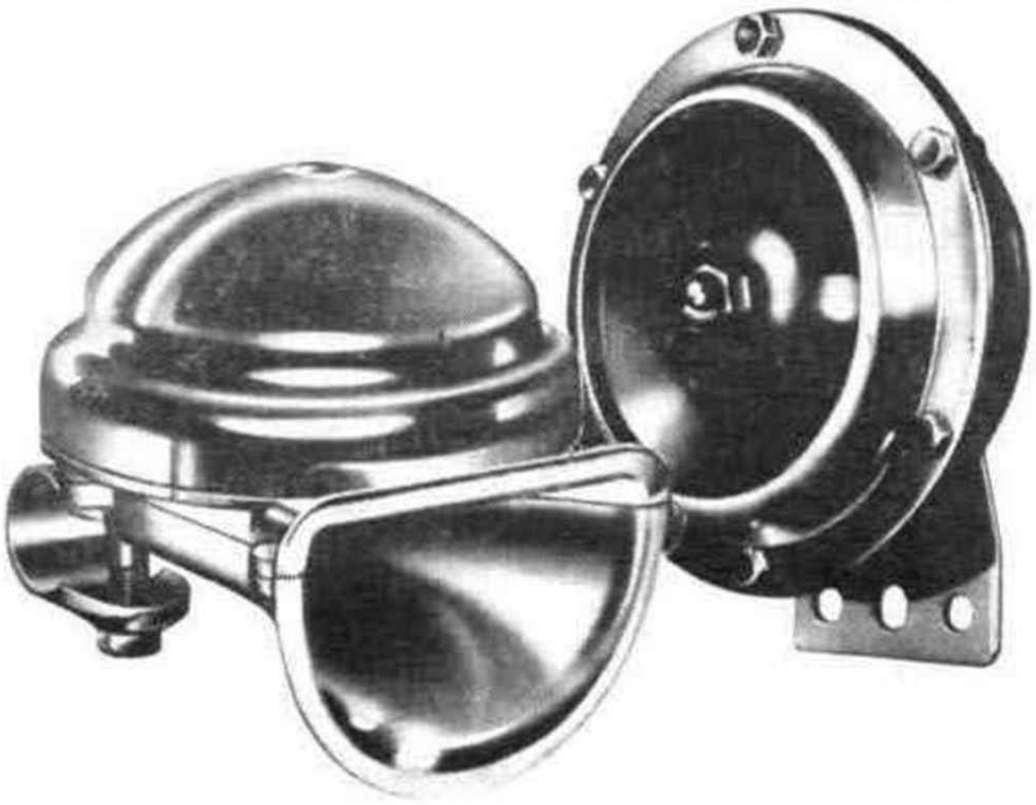
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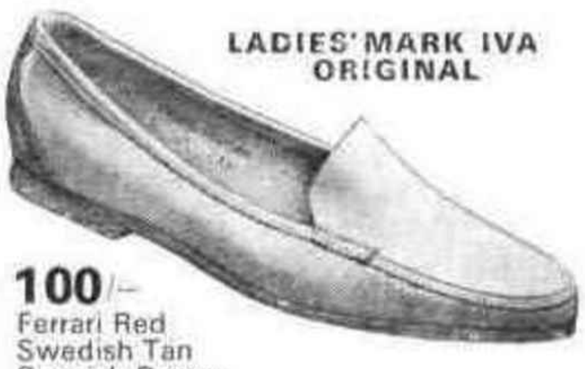
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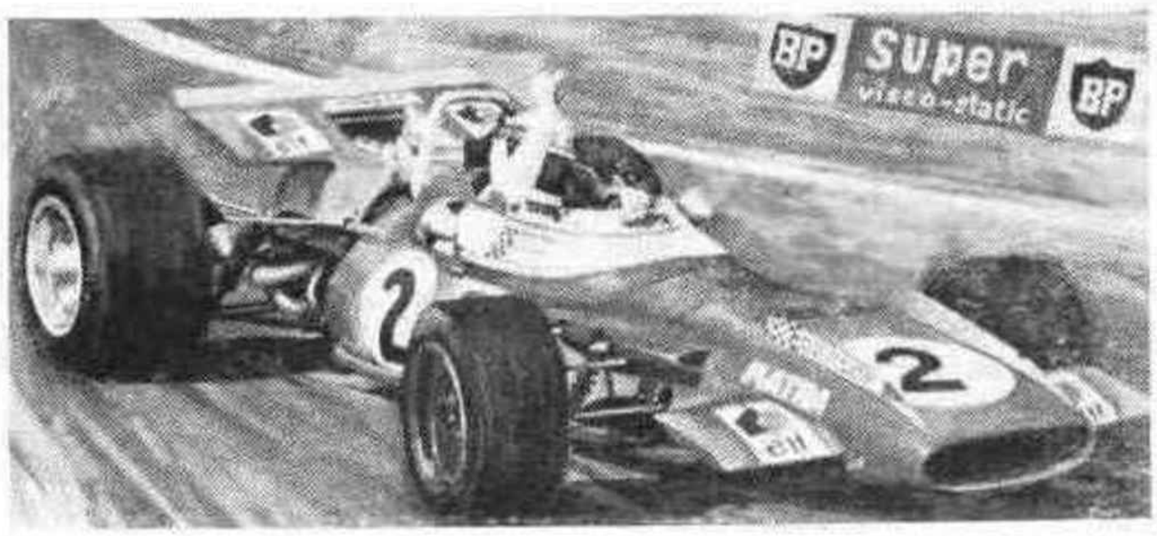
DAVID BAULCH TRAVEL SERVICE,
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PLEASE SEND DETAILS OF YOUR EXCURSION TO LE MANS

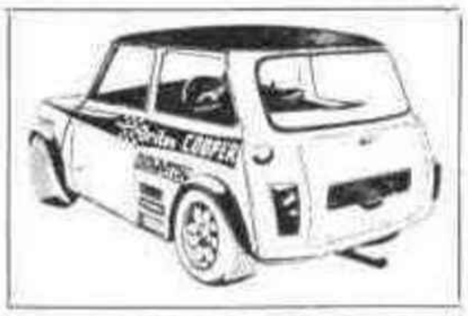
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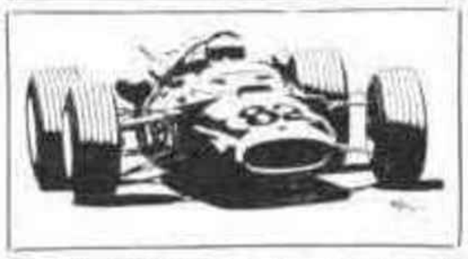
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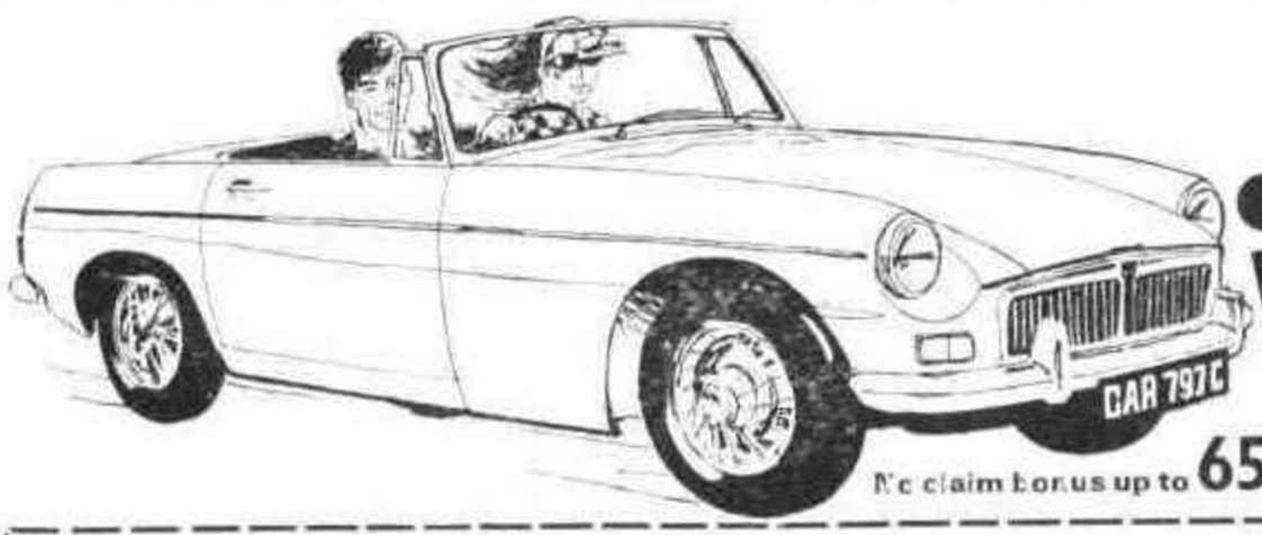
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Year of Make ..... Comp./T.P.F. & T./T.P. only Date Cover Required .....
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1969 Lotus Elan Plus 2. French blue with black trim. Fitted with heated rear window and additional instruments. Recorded mileage 8,500..... **£1,745**

1969 Lotus Elan Plus 2. Burnt sand with black trim. Fitted with heated rear window. Recorded mileage 8,000..... **£1,745**

1968 'G' registered Lotus Elan Plus 2. French blue with black trim. Fitted with all usual extras. Recorded mileage 12,000..... **£1,595**

1968 Lotus Elan Plus 2. Fern green with black trim. Recorded mileage 17,000..... **£1,475**

1967 Lotus Elan Plus 2. Red with black trim. Recorded mileage 21,000..... **£1,395**

1969 'H' registered Lotus Europa. White with black trim. Fitted with servo brakes, radio and wheel trims. Recorded mileage 2,300..... **£1,595**

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1969 Lotus Elan S/E Fixed-head Coupe. French blue with black trim. Fitted with radio. Recorded mileage 8,000..... **£1,495**

1968 'G' registered Elan S.4 Fixed-head Coupe. Burnt sand with black trim. Fitted with knock-on wheels and Pirelli Cinturato tyres. An impeccably maintained example. Recorded mileage 26,000..... **£1,295**

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M.G.

1968 M.G. 'C' GT. Primrose yellow with black trim. Fitted with overdrive, wire wheels, push-button radio and SP Sports tyres. Recorded mileage 20,000.. **£1,085**

1967 'F' registered M.G. 'B' GT. White with black trim. Fitted with overdrive, wire wheels and push-button radio. Recorded mileage 28,000..... **£895**

1967 M.G. 'G' GT. Mineral blue with black trim. Fitted with overdrive, wire wheels and push-button radio..... **£845**

1966 M.G. 'B' GT. White with black trim. Fitted with wire wheels, Goodyear G800 tyres, radio, spotlamps, wing mirrors. An exceptionally well-maintained car in every respect. Recorded mileage 25,000..... **£835**

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1968 Triumph Spitfire. Damson yellow with black trim. Fitted with wire wheels, push-button radio, wood-rim steering wheel, wing mirrors, etc..... **£665**

1968 'G' registered Triumph Spitfire. White with black trim. Fitted with push-button radio, wing mirrors etc. Recorded mileage 27,000..... **£625**

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1967 Ford Savage 2-door Saloon. Saluki bronze with black trim. Fitted with push-button radio, sunshine roof, Rostyle wheels, 3.5 axle ratio, adjustable shock-absorbers, additional spotlamps and long-range fuel tank (18 gallons)..... **£995**

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M.G.

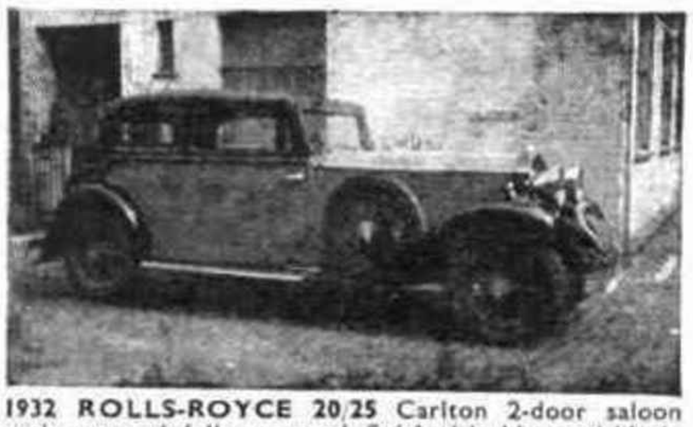
M.G. 'B' GT	Red with black trim. Overdrive. Blue Royale with black trim. Wire wheels, overdrive.
M.G. 'B' Roadster	British Racing Green with black trim. Wire wheels. Blue Royale with black trim. Wire wheels, overdrive.
Midget	Pale primrose with black trim. Blue Royale with black trim. Wire wheels. Bronze yellow with black trim.

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1300 GT	Flame red with black trim. Servo brakes.
1000 Clubman	Blue Royale with black trim.
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1300 2-door	White with black trim.

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1926 SUNBEAM 3-litre Twin-Cam tourer by James Young, undergoing complete mechanical and coachwork rebuild.



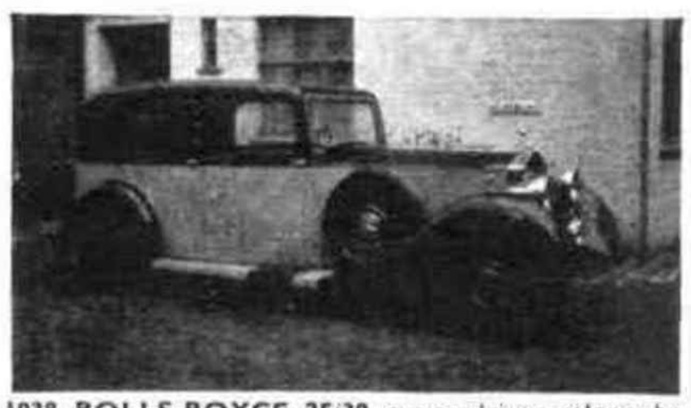
1953 JAGUAR "C"-type, chassis No. XKC044, unmodified, mint condition.



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1949 BENTLEY Mk. VI special coachbuilt saloon by Hooper, electric windows, excellent chassis and interior. **£725.**



1938 ROLLS-ROYCE 25/30 owner-driver saloon by Windovers, excellent original order. **£850.**

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

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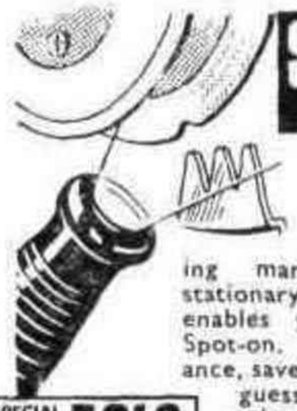
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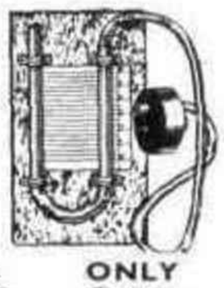


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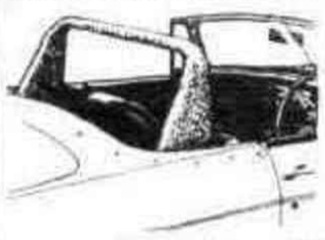
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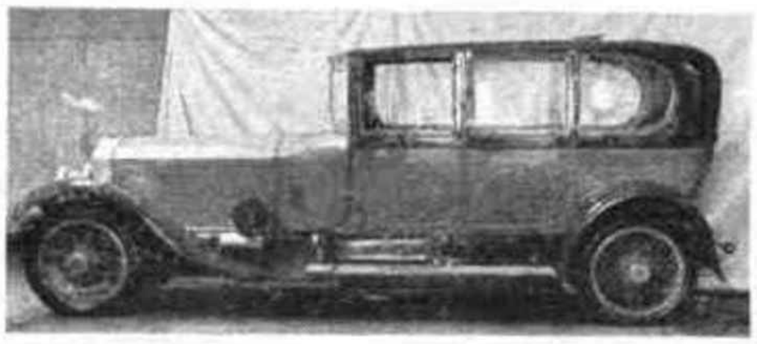
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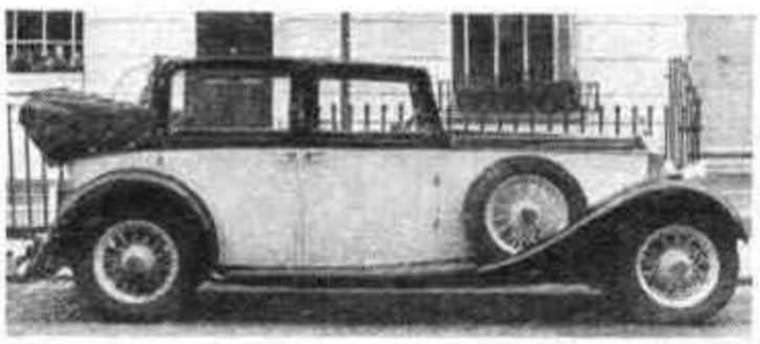
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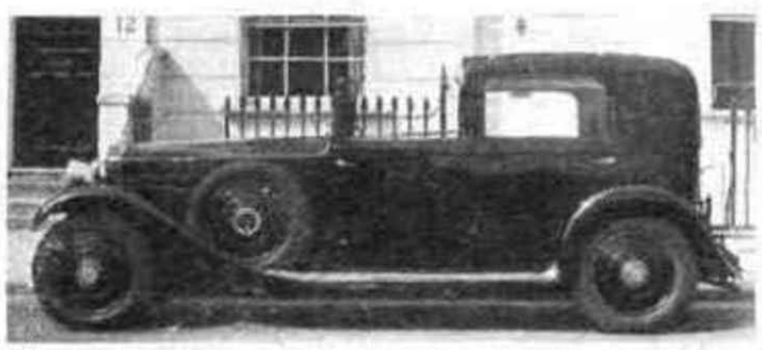
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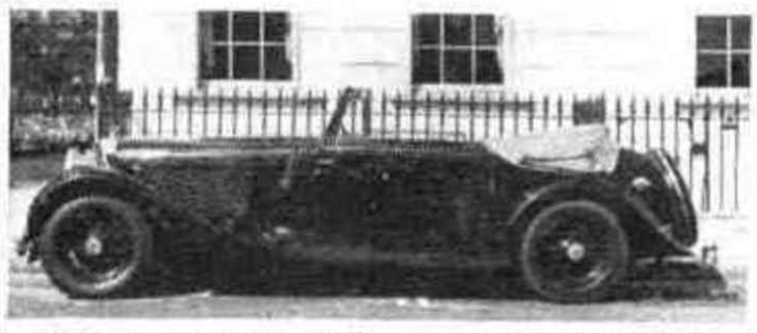
1925 SILVER GHOST saloon by Barker, V-screen; superb order throughout, many refinements.



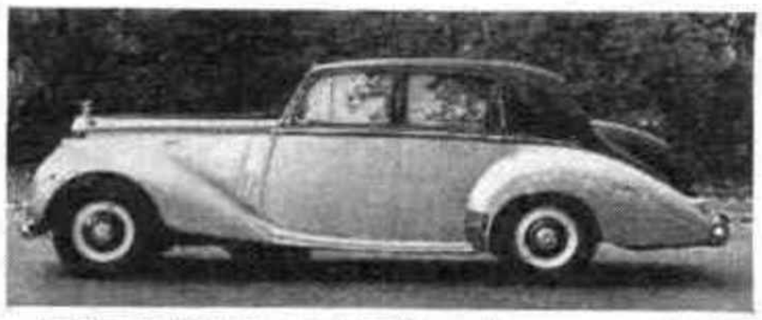
1936 25-h.p. cabriolet by Salmon, painted primrose and black. Excellent chassis.



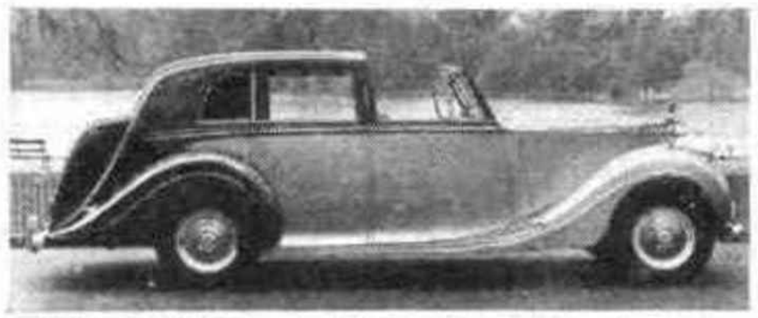
1933 25-h.p. sedan de ville by Barker, in fine original order; Embassy black.



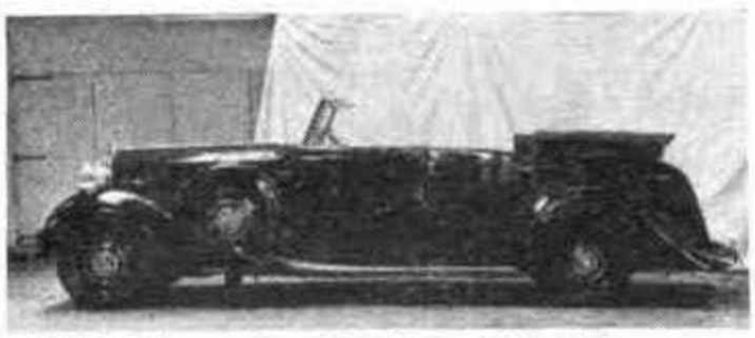
1939 BENTLEY O/D. convertible by V.D.P., B.R. Green; newly trimmed and new hood.



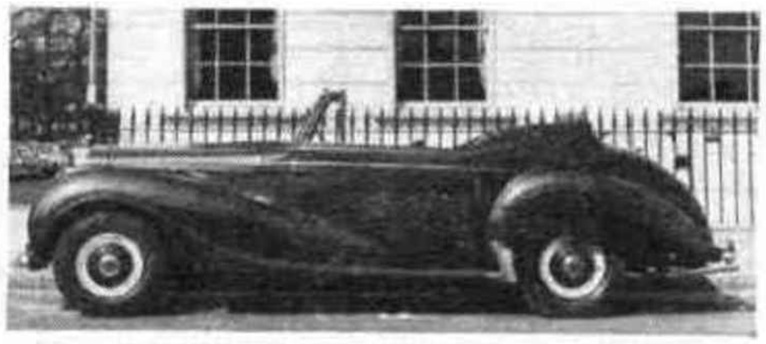
1955 SILVER DAWN saloon, restored, retrimmed, repainted. Choice of two.



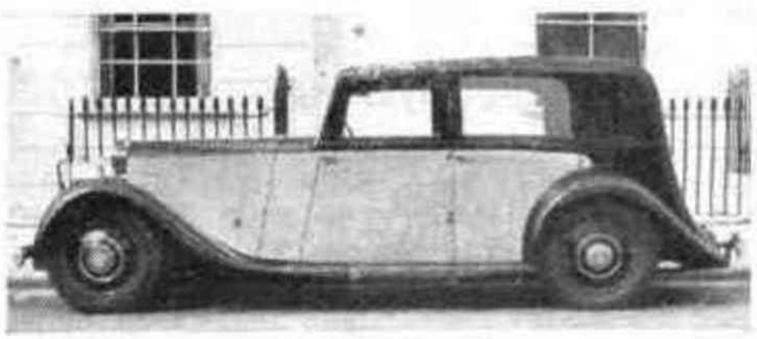
1949 SILVER WRAITH sedan de ville by H.J.M.; recent check for Continental tour.



1939 D.L. series PHANTOM III touring car, reputed by T. & M.; fully r stored, including engine overhaul.



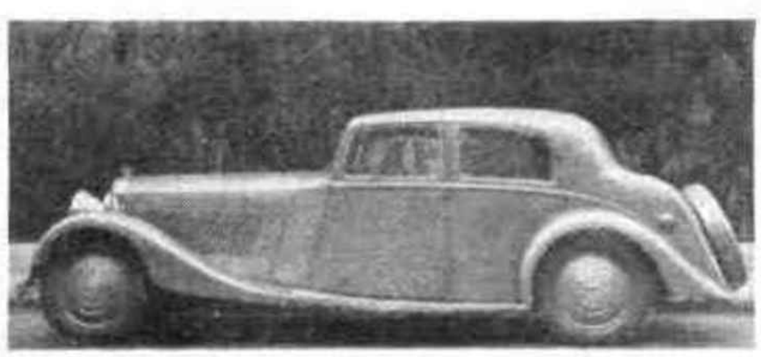
1947 Mk. VI d.h. coupé by V.D.P., very rare coachwork; engine overhauled, in superb order.



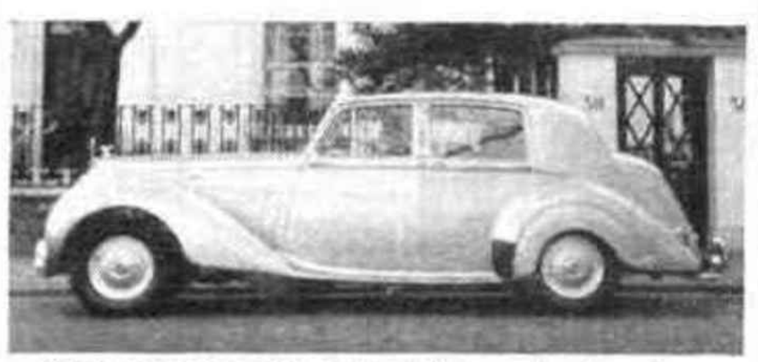
1938 25/30-h.p. coachbuilt saloon by Barker, fine original order.



1967 BENTLEY Mk. VI close-coupled Hooper saloon; P100 headlamps; painted black over garnet.



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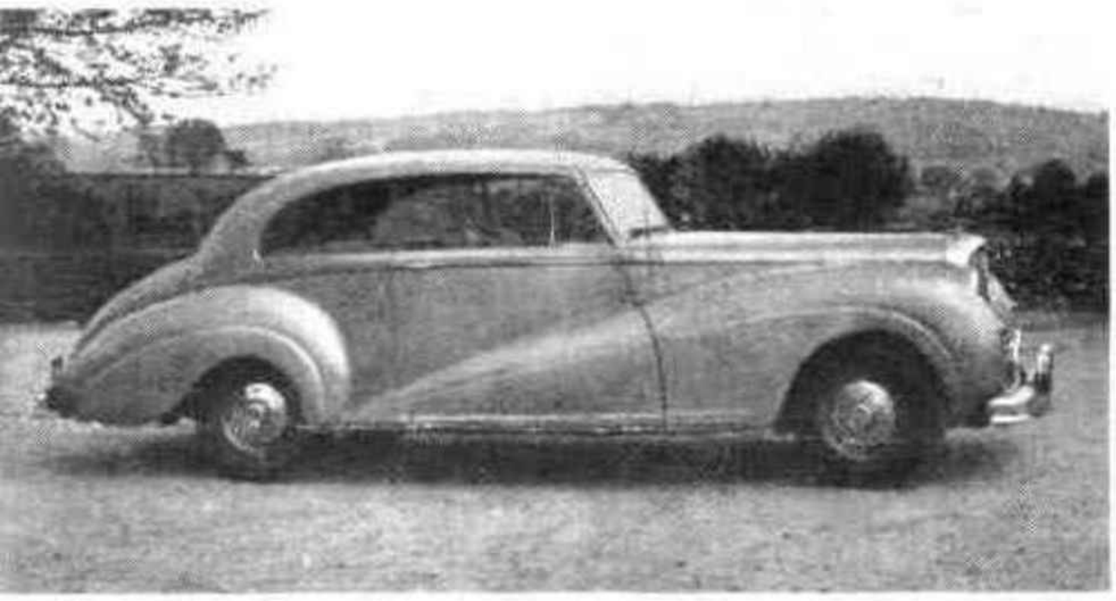
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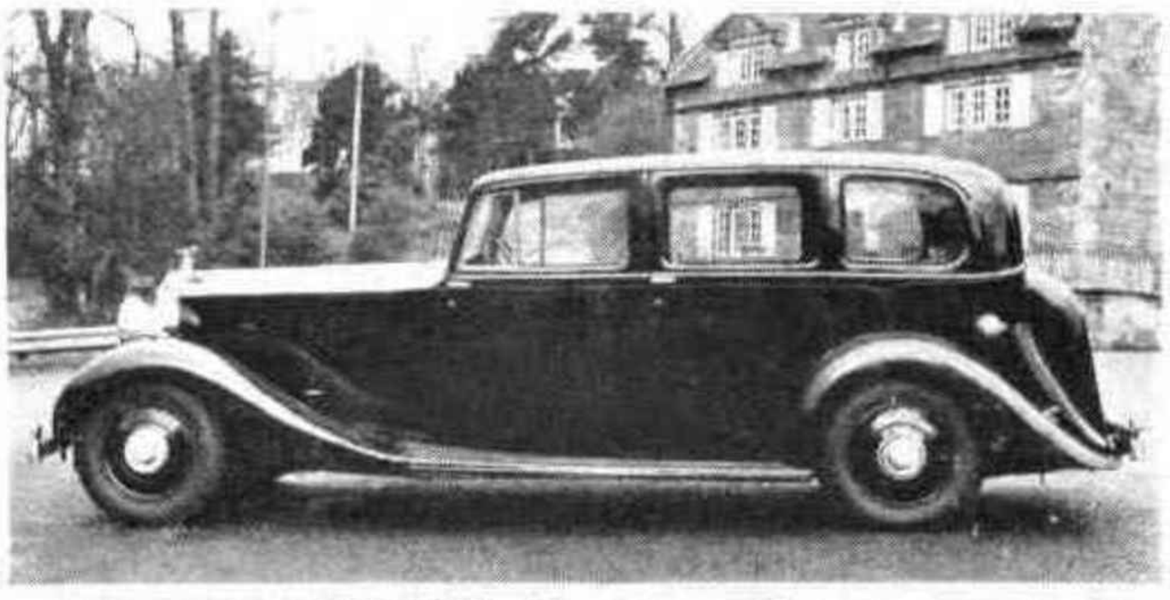
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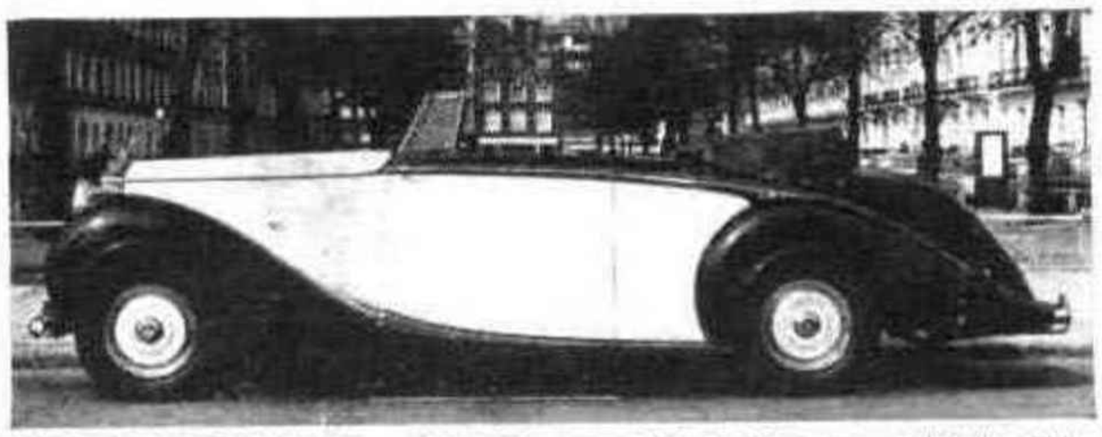
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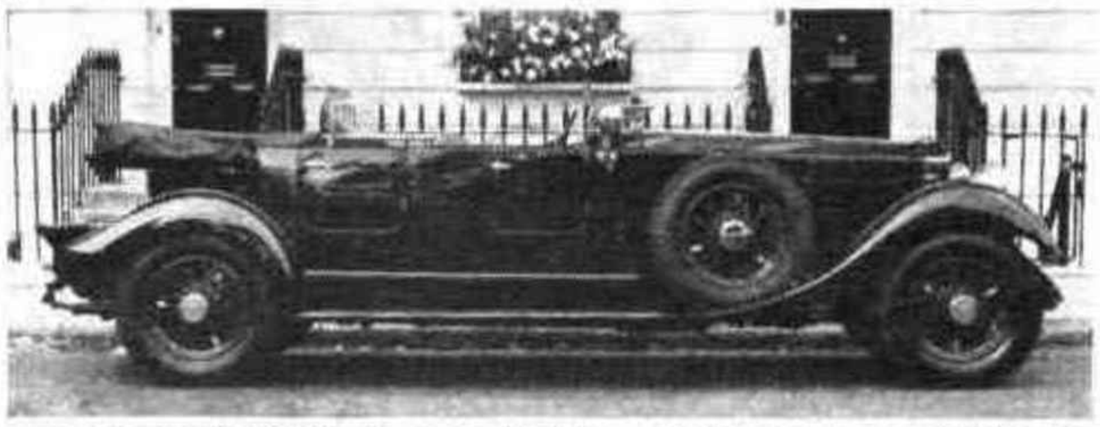
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