

MOTOR SPORT

Founded in the year nineteen twenty-four





Monte Carlo, Silverstone, Monza: They're all tough on oil.

But city traffic is tougher.

Jams. Lights. Stopping and starting. Short journeys that never give your engine a chance to warm up. Traffic jams that can raise the engine temperature suddenly.

That's city driving. It's tougher than any rally, and it needs a tougher oil.

BP have developed such an oil: Super Visco-Static. It fights the sludge build-up you get with low speed driving.

It makes cold starting easier. It reduces



engine wear in low temperature running.

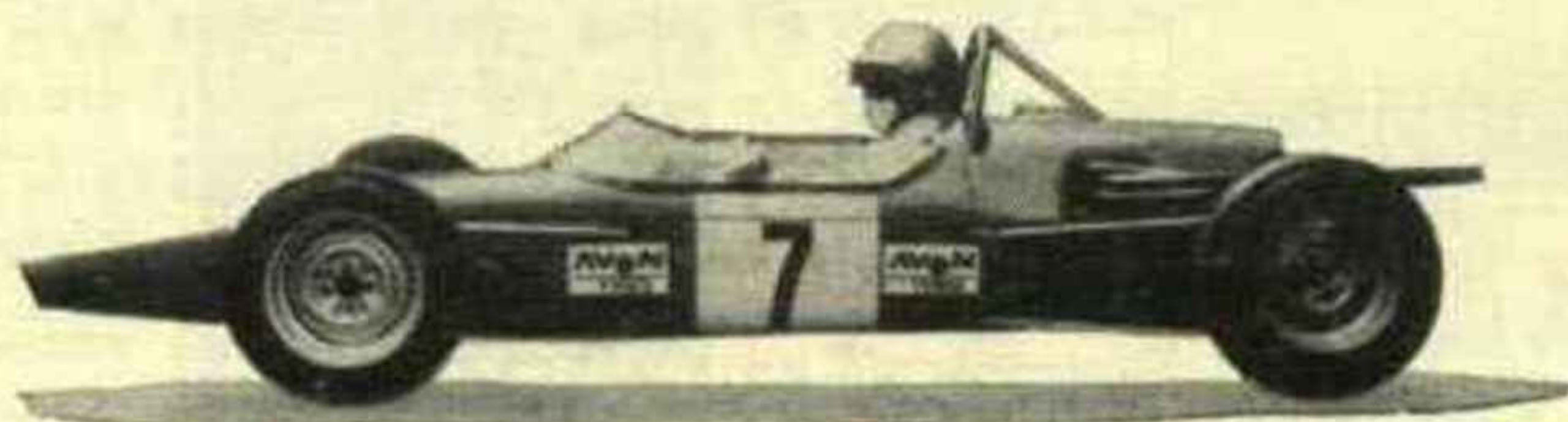
And BP Super V is not only tougher for city traffic. It's better too for high performance motoring.

So if you do make Monte, you won't need to change your oil: Super V can cope with anything.

Find out more about BP Super V 20w-50. Write for leaflet to—BP Retail Division, SP&A/QAL, P.O. Box 148, The Strand, London WC2.

Use BP Super V 20w-50 on the strength of it.

**Name one tyre
other than the
Avon Wide Safety GT
that was designed
exclusively for the
general motorist,
yet good enough
to win every
Formula Ford
European
championship race
this year.**



Tricky isn't it?



When the Fuzz comes knocking at your head or your body, it can slow you down.

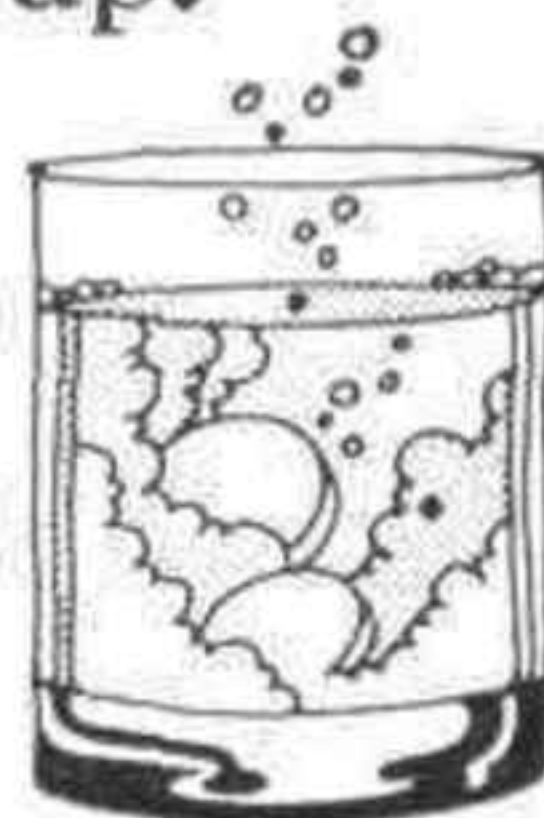
It's that all-over rotten feeling that comes from an upset stomach and headache, or from a cold.

At the first sign take Alka-Seltzer*.

It has alkalisers to unfuzz the stomach, pain-killer to unfuzz the head, and a fizz to refresh you all over.

So when you feel down, fill up.

Alka-Seltzer
unfuzzes you fast



* Alka-Seltzer Reg. Trade Mark.

**ZIP
UP
A
MINI!**



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

<p>ST 47A  oval straight-through silencer with twin chromed tails. Supersedes existing models.</p>	<p>ST 57  oval straight-through silencer with twin chromed ends. Supersedes existing models.</p>
<p>ST 47C  heavy gauge straight-through silencer with large central bore, chromed tailpipe. For centre fitting.</p>	<p>ST 57C  oval, chromed, single tail straight-through silencer. For centre fitting.</p>
<p>ST 47D  oval straight-through silencer with twin chromed tails. For centre fitting.</p>	<p>ST 57D  oval straight-through silencer with twin chromed tails. For centre fitting.</p>
<p>ST 47E  oval straight-through silencer with single chromed tail. For centre fitting.</p>	<p>CE-LAST Silencers (Bolton) Ltd., Lever Street, Little Lever, Bolton, Lancs, BL3 1BB. Tel: Farnworth 73835/7.</p>

SR 243

CAR HOOD

MOTORISTS!

SEE HOW YOU SAVE ON OUR WIDE RANGE OF TOP QUALITY MOTORING PRODUCTS

- CAR HOODS from £6.10.0
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- RALLYE SEATS from £8.19.6
- SUNWAY ROOFS from £15 deposit
- FASTWAY SEAT SHELL 67/6
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We also have a wide selection of Leathercloth and professional coachtrimmers' materials for the D.I.Y. man.

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Southern House, 73 Southern Row, Ladbroke Grove, London, W.10. Tel: 01-969 7148
Please send me details of Hoods/Tonneau Covers/Seats / Sunway Roofs / Fastway / Leathercloth LuMo Roofs/Ashley Hardtops*
*Delete where necessary MS1
Name
Address



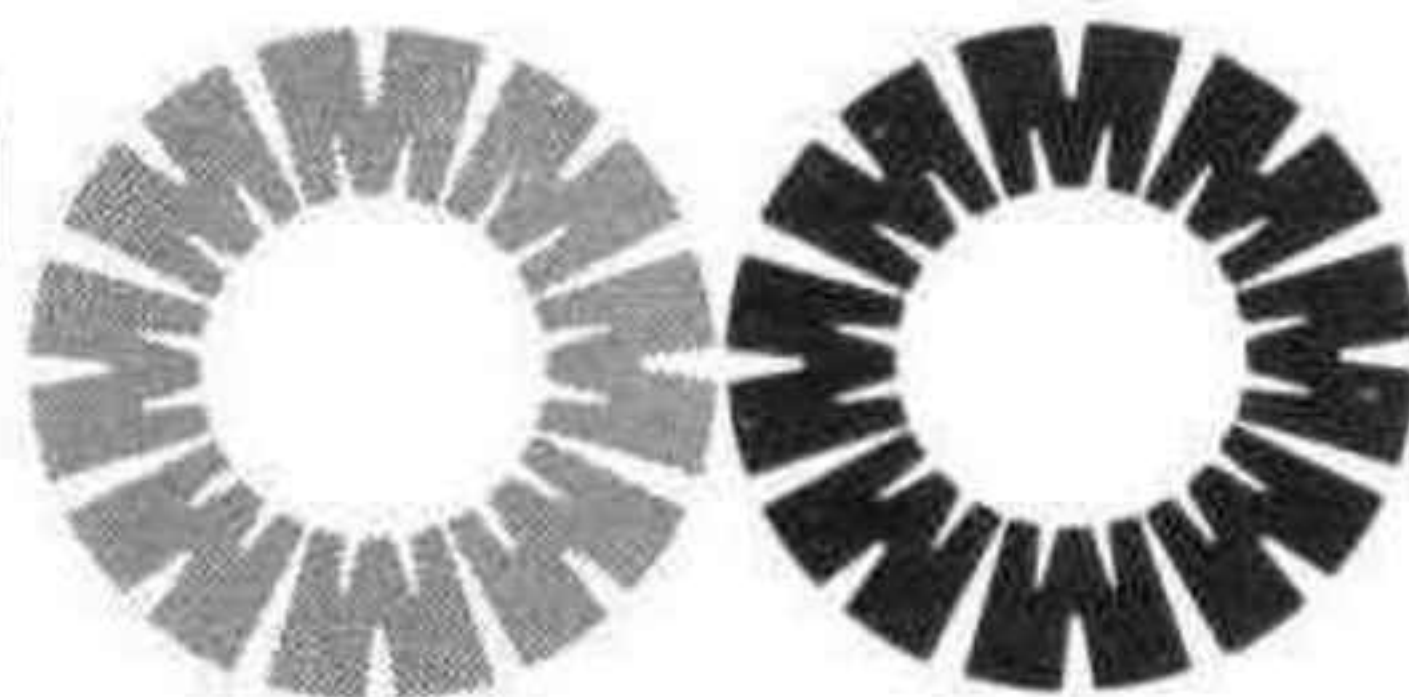
DUNLOP FORMULA 'D' WHEELS

give your car real personality!

Irresistibly eye-catching with highly polished, polyurethane coated webs and rims, scintillating spinners and contrasting matt black finish. Made from corrosion-resistant aluminium alloy. Cadmium plated nuts already exposed for less delay in wheel changing. Wheel widths increased for better road holding and most sizes accept fat tyres. Built to rigorously high safety standards

and will fit most popular cars. Available on no deposit 9 months-to-pay credit scheme with full fitting and balancing services. See them soon at your nearest Marsham tyre distributors or send for free colour brochure. And don't forget Dunlop Radials—fitting partners for all Formula 'D' Wheels.

**marsham
service**



The Marsham Tyre Company Limited
Terriers House, Terriers, High Wycombe, Bucks.
Telephone: 0494 26240

Please send free colour brochure on
Dunlop Formula 'D' Wheels

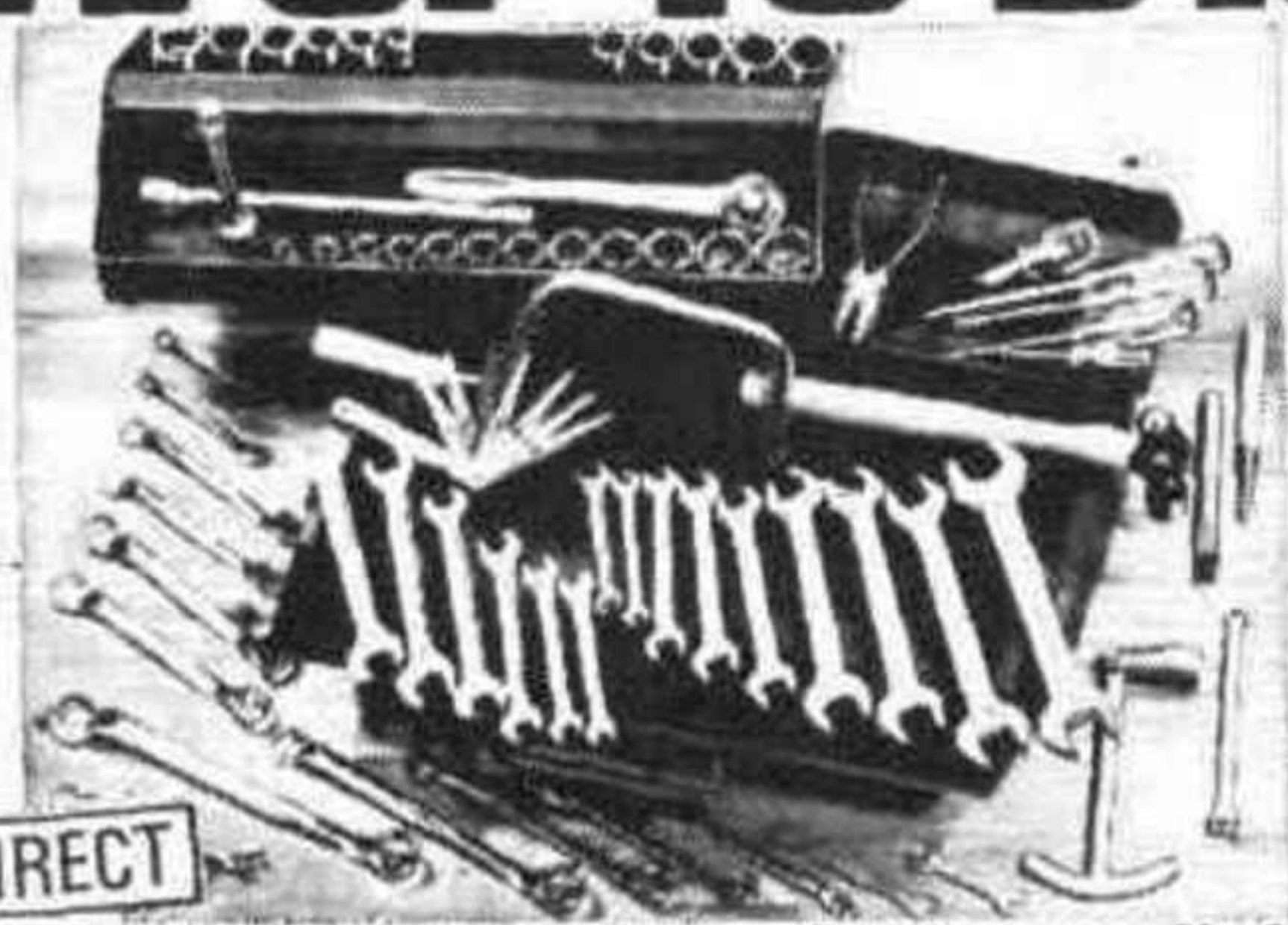
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MAKE OF CAR.....

TYPE..... YEAR..... MS 64

SAVE UP TO £10!



BUY DIRECT

Finest chrome vanadium & chrome finish tools TOOL SETS

70 piece set HC05 (A/F, Whit. Metric)

70-piece Tool Set Whit/AF/MM Comprising 23 Vanadium Sockets: Whit. $\frac{1}{2}$ " - $\frac{3}{4}$ " AF $\frac{1}{2}$ " - $1\frac{1}{8}$ " Metric 17 - 27 mm, 10" Ratchet, 5" and 10" Extensions, $\frac{1}{2}$ " D. x 10" T/Bar, 17" Speeder 12 Ring Spanners: Whit. $\frac{1}{2}$ " - $\frac{3}{4}$ " AF $\frac{1}{2}$ " - $\frac{3}{4}$ " Metric 8 - 19 mm, 16 D/E Spanners: Whit. $\frac{1}{2}$ " - $\frac{3}{4}$ " AF $\frac{1}{2}$ " - 1" Metric 6 - 19 mm, $\frac{1}{2}$ " x $\frac{1}{4}$ " AF Sq. Brake Adjuster, 2 O/E Spanners: OBA x 2BA and 4BA x 6BA, 5 Screwdrivers: Phillips No. 2, 4" and 6" Plain, Radio and Chubby, 6" Plier, 3lb Hammer, Feeler Gauge, Chisel, Pin Punch, 14 mm, Plug Tool, 4-tray Metal Tool Box.

HIGHEST QUALITY SELECTED BRITISH AND GERMAN TOOLS

Only 20/- deposit and 20 weekly payments of 27/6 or 5 monthly payments of £5.10.0. (includes 10/- carriage charge). Cash price £28 plus 10/- carriage. Write or return this advertisement with your name and address and only £1 deposit for quick delivery. All tools unconditionally guaranteed—money refunded if not completely satisfied. Other sets from £11.15.0. Write today for complete price list.

Average Retail Value £38

Set HC05 our price

£28

FREE CREDIT
NO SERVICE CHARGE



C.H. HICKMAN LIMITED

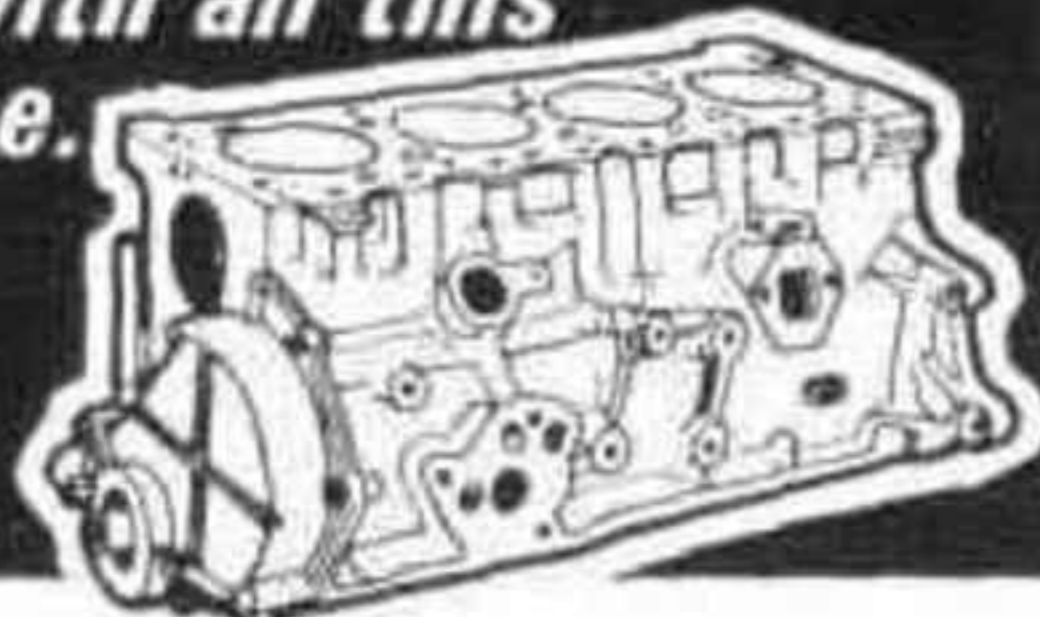
DEPT. MS.11, HICKMAN AVENUE, P.O. BOX 45, WOLVERHAMPTON

Now Tipler gives you superior precision machining in just 24 hours

Cylinder Boring & Sleaving.
*
Crankshaft Grinding.
*
Camshaft Reprofiling.
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Re-metalling.
*
Valve Seating & Inserting.
*
Valve Refacing.



Or a craftsman-built recon., with all this work done.



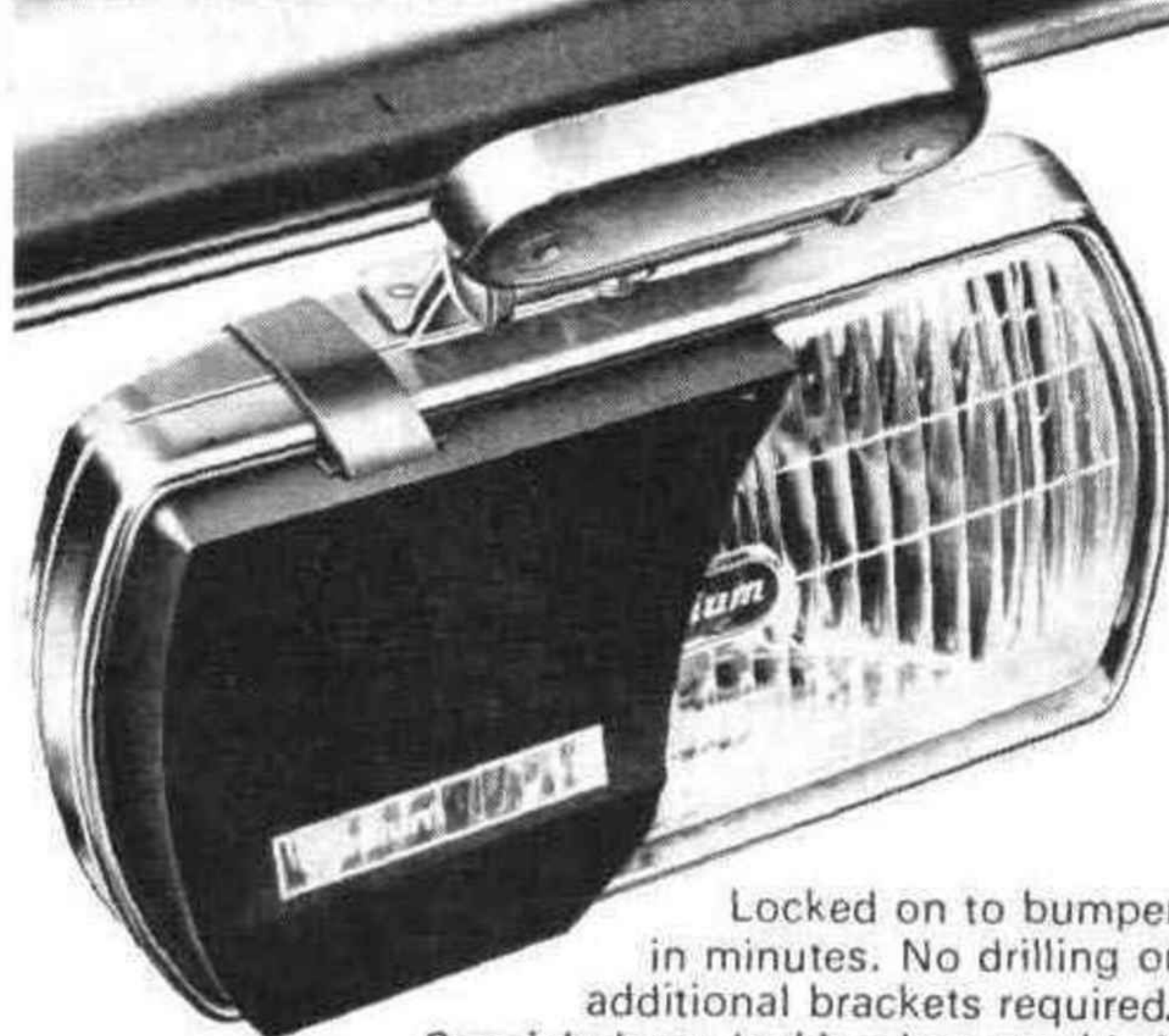
Complete engines, short blocks or cylinder heads at sensible prices. Our aim is not to produce the cheapest recon. on the market.

With the amount of work we put into them, that would be impossible. But compare the quality of our workmanship with any other recon firm and we know you'll agree we give unbeatable value.

Let us quote you on any Ford or popular BMC and see for yourself.

TIPLER ENGINEERING COMPANY LIMITED, (MS3)
636 Old Kent Rd, London, SE15. 01-639 3181/01-732 8806

CLAMP ON LAMP ON



Locked on to bumper in minutes. No drilling or additional brackets required. Special clamp locking key provided. Clamp designed to meet M.O.T. regulations covering positioning of lamps.

STADIUM SATELLITE



Powerful Quartz halogen bulb plus high performance, sealed lens and reflector, give extra brilliant clear cut beam. Bulb replacement is easy. Rigid slip-on cover protects against dust and stones.

Fog or Spot £5.17.6
complete with bracket and cover



The SATELLITE is also available with the unique Vario control unit which allows the light to be dimmed in five stages to reduce light dazzle in fog conditions. The unit is easily fitted by colour to colour terminals.

£7.10.0

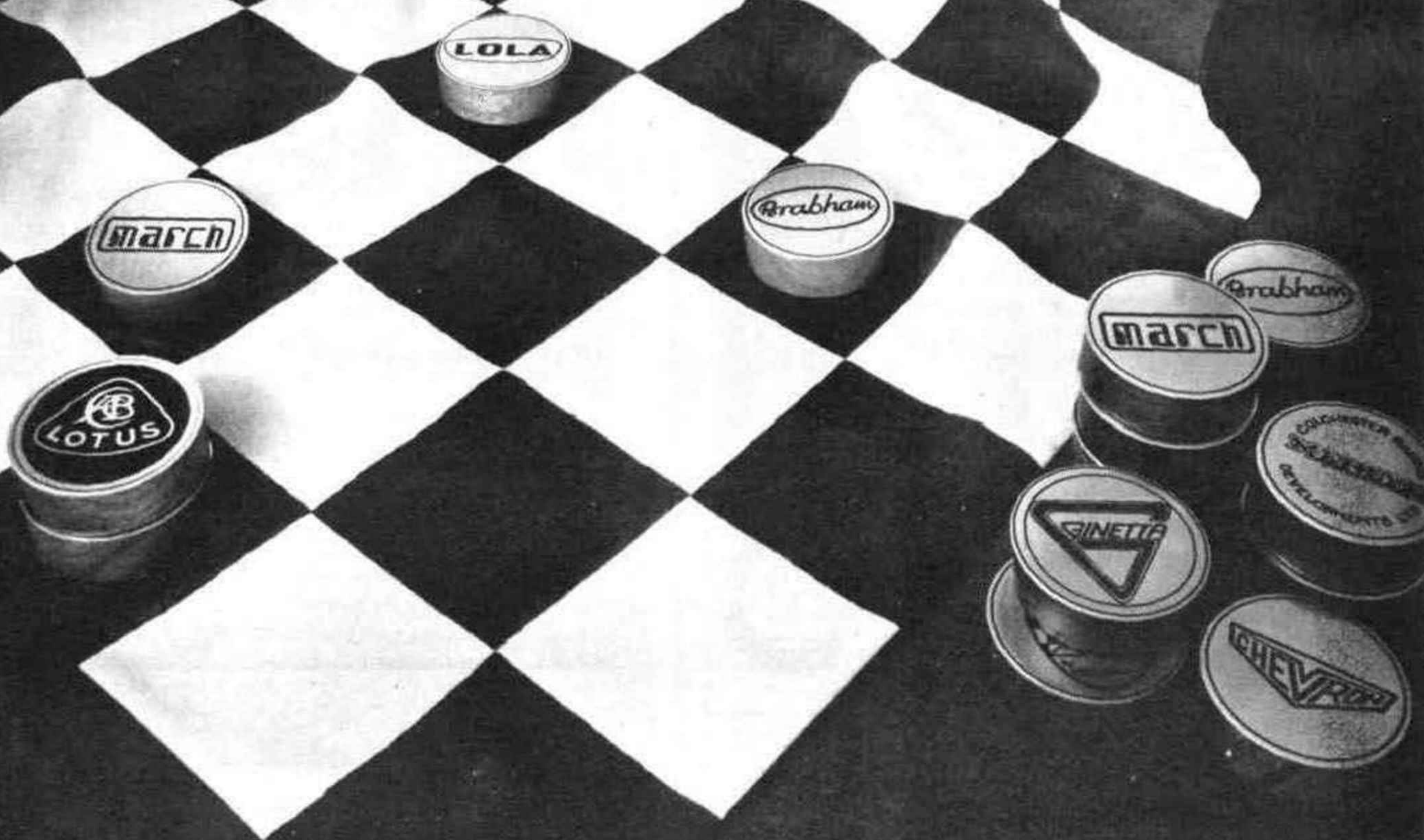
For free colour brochure giving full details of Stadium Satellite lamps and an outline of Ministry regulations, send to Stadium Ltd, 31 Queensway, Enfield, Middlesex.

Stadium

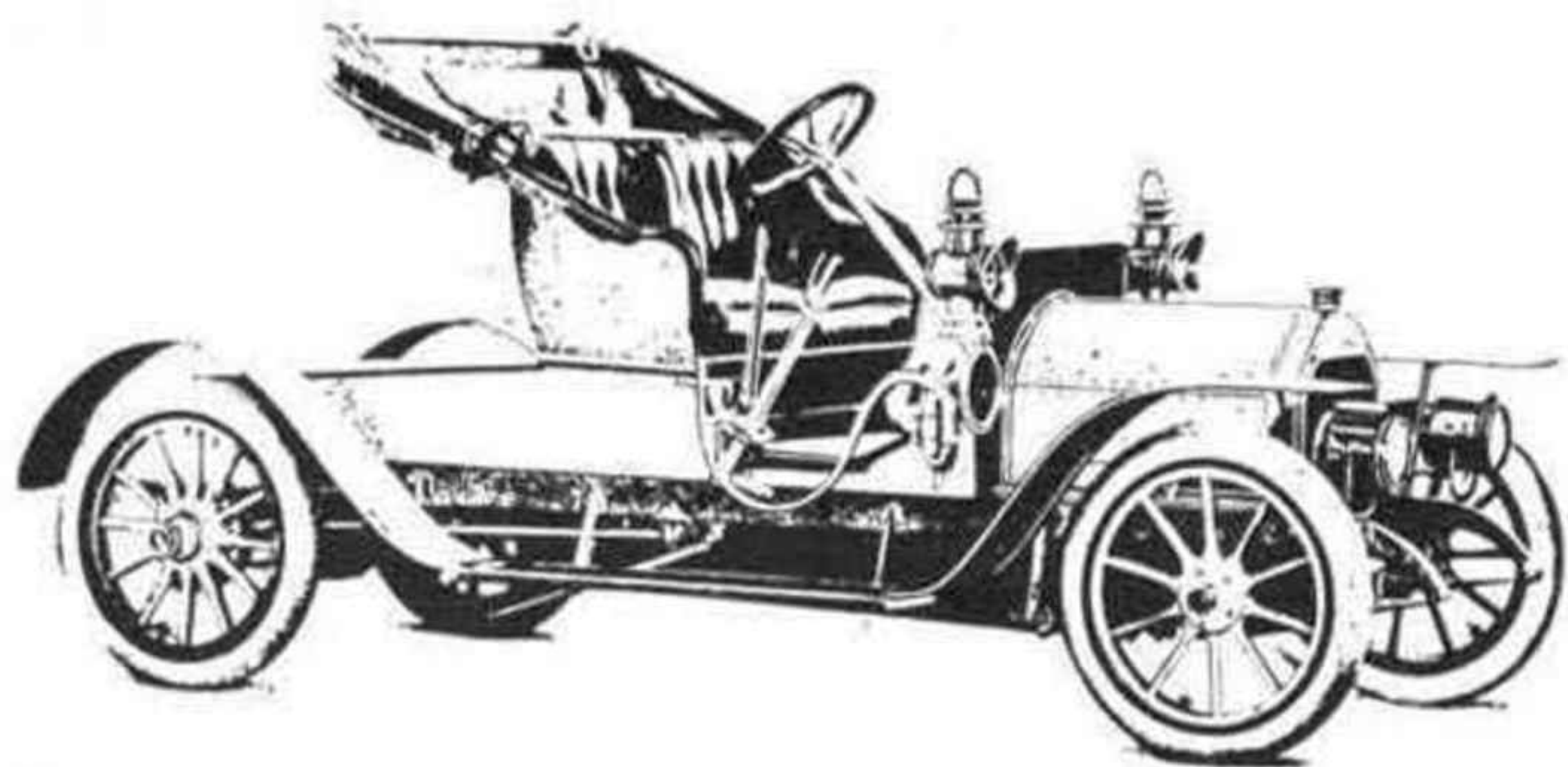
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Your move...



Lotus Racing Ltd Norwich NOR 92W Norfolk Tel: Wymondham 3411



**Its suspension
is terribly rough.**

IS YOURS?

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

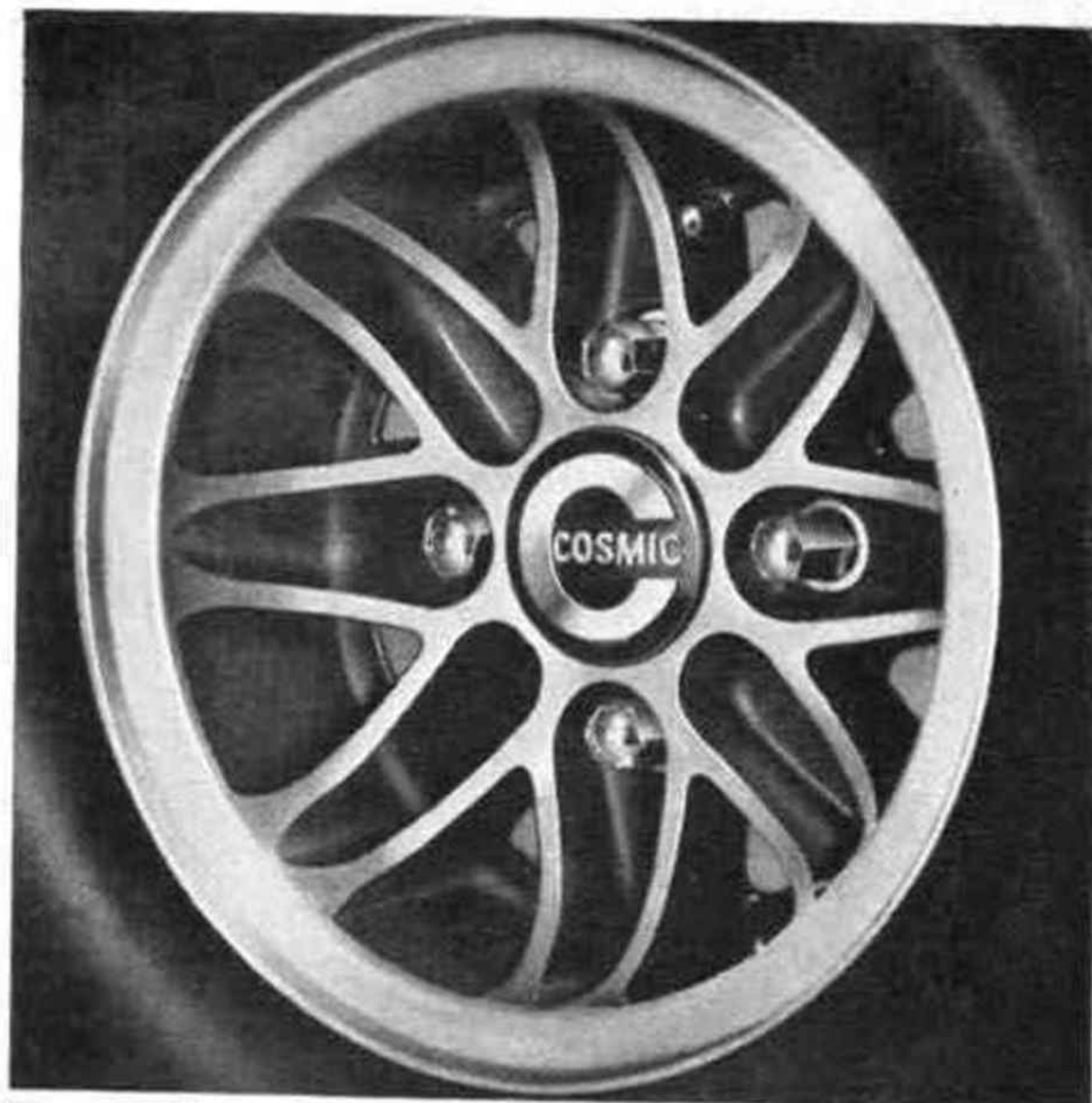
In a car equipped with Koni Shock Absorbers the shocks in a road are absorbed by the Konis. There's no violent up and down movement in a Koni car. No suspension judder. No feeling that you're driving a boneshaker. Konis smooth out all roads because every Koni is factory tuned to each specific car model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

KONI
SHOCK ABSORBERS
give 4 wheel stability



To: J. W. E. BANKS & SONS LTD. (Dept. K15), Crowland, Peterborough.
Tel: Crowland 316.
London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-589 1166.
Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

Make of Car _____ Model _____ Year _____
Name _____
Address _____



**The Cosmic
experience**

has beautiful side-effects



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

The biggest range of any. To fit the following:

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

Wheel Sizes:

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

Prices from £5.10.0

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

Trade and Export enquiries invited

Send off the coupon for fully illustrated literature and prices.

Please send me your latest literature on Cosmic Quality Accessories and name of my nearest stockists.

NAME _____

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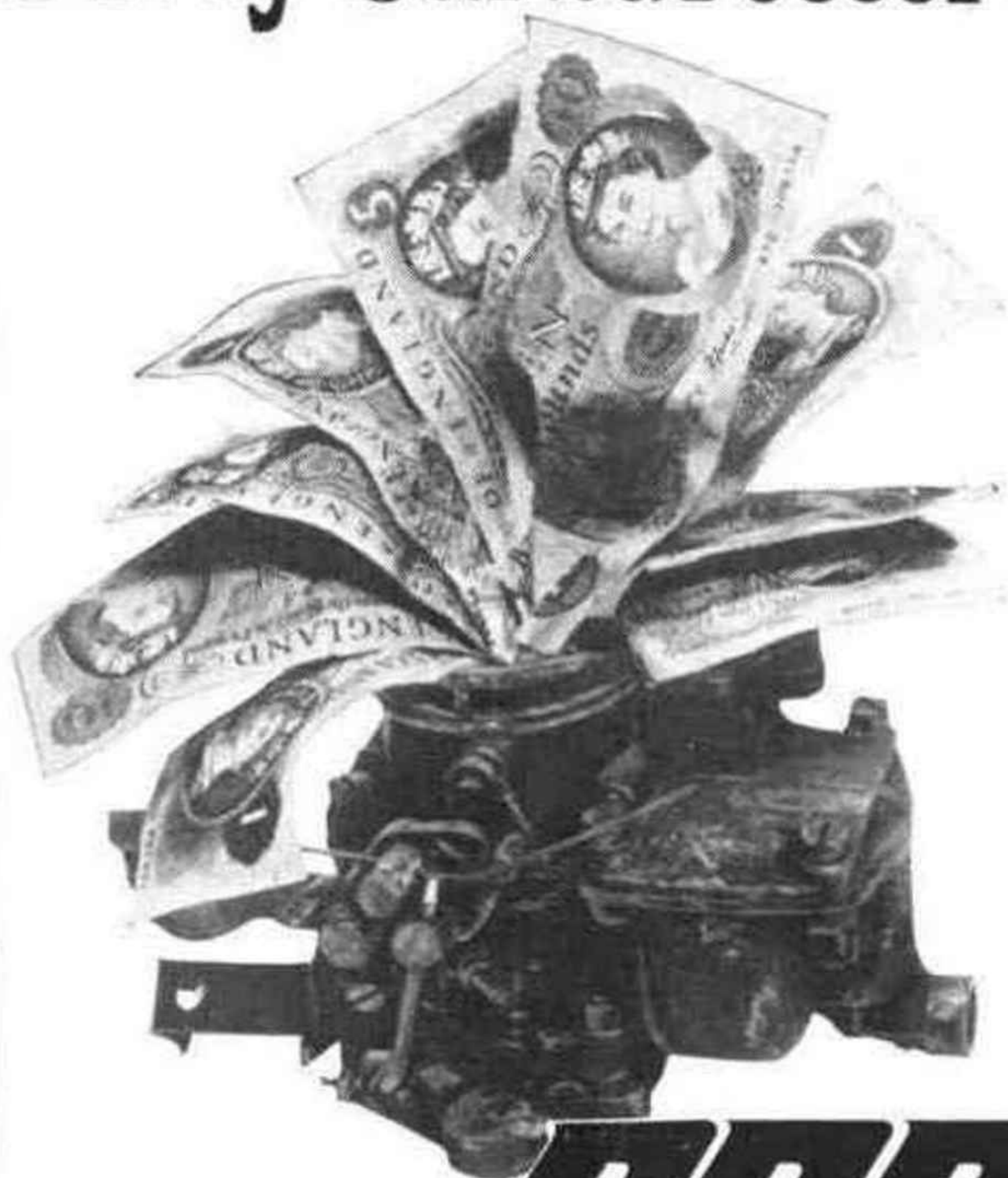
MS 12/70

Cosmic Car Accessories Ltd.,
Mount Street, Walsall, Staffs. Phone: 27188



Attention Motorists

Can you really afford a Dirty Carburettor?



REVOLUTIONARY

PDR
(PETROLEUM DEPOSIT REMOVER)

REMOVES POWER KILLING & MONEY WASTING, GUM & RESIN DEPOSITS

Revolutionary P.D.R. (Petroleum Deposit Remover) is a brand new product that keeps that "brand new feeling" in your engine.

PDR gives you:

- * Faster, Easier, Starting.
- * Smooth, Powerful Acceleration
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- * Greater economy and more M.P.G.
- * Easy to use — can be poured simply into the tank.

Now available at your garage or accessory shop. In case of difficulty in obtaining P.D.R. please write to:

CADULAC CHEMICALS (Research & Development Ltd)

Old Boston Trading Estate, Penny Lane, Haydock, St. Helens, Lancashire, England
Telephone: Ashton-in-Makerfield 75311

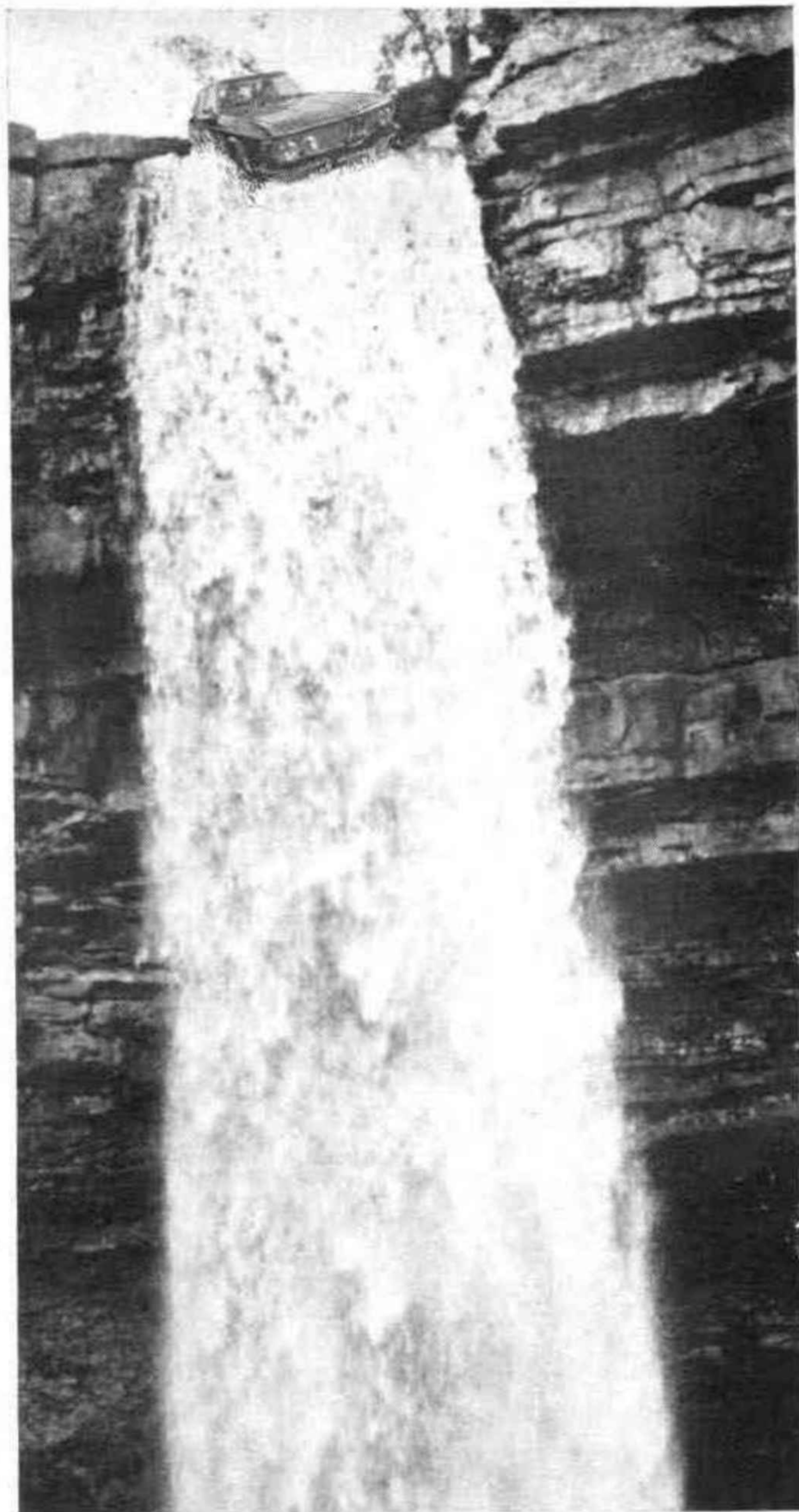
In case of difficulty in obtaining P.D.R., please write to the above address for the name of your nearest stockist.

Obtainable through your local Halfords Branch, or other accessory shops and garages.



only **15!**

for Forcepack P.D.R. or Regular P.D.R.



Well there's one good thing he's sprayed the electrics and other working parts with **ROCKET WD-40!**

Lets hope you never have his problem but at least he took the precaution of making sure his engine was completely waterproof.

ROCKET WD-40 works in many ways

- * It starts wet engines first time
- * Displaces and repels moisture
- * Stops squeaks
- * Penetrates and frees
- * Kills rust before it starts
- * Lubricates with ease and without mess.

Available through all Halford branches, accessory shops and garages. Look for the famous blue and yellow aerosol — 10/- and 17/- recommended retail price.

Distributed by **CADULAC CHEMICALS LIMITED**
Old Boston Trading Estate, Penny Lane, Haydock, St. Helens, Lancashire, England.
Telephone: Ashton-in-Makerfield 75311



Only Miller gives you such a brilliant choice

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

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

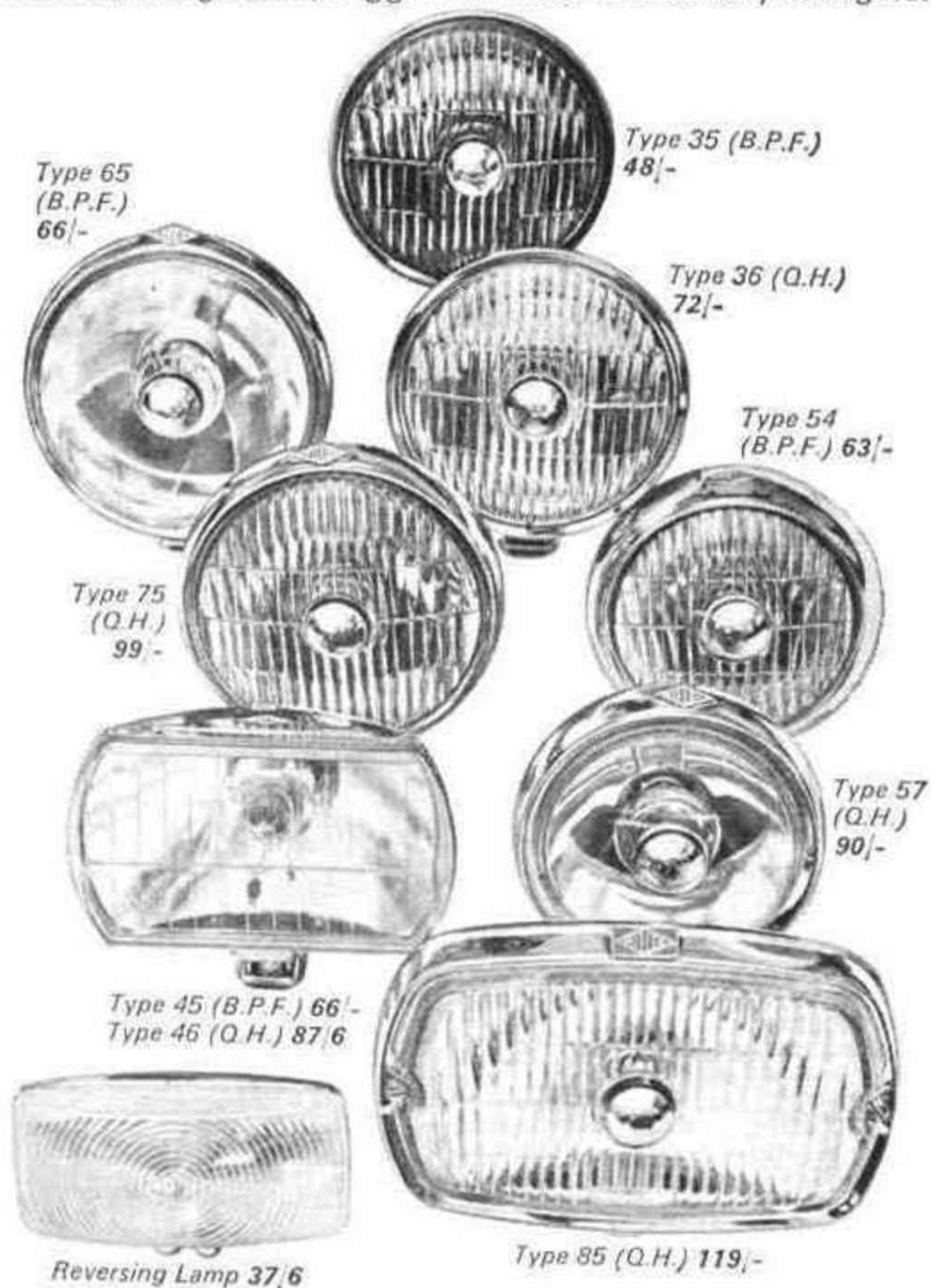
CHOICE OF BEAM Wide-angle, flat-topped foglamp or long-range, narrow-angle spotlamp.

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

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

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

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



look for the Miller diamond
at leading garages, accessory shops
and all Halfords branches.

H. MILLER & CO. LTD., ASTON BROOK ST., BIRMINGHAM B6 4SB

You have to be serious about driving to spend £93 on your chronograph.

Breitling specialise in making chronographs for specialists.

We make them for sportsmen, navigators and technologists. And if you're serious enough about your driving, we make a special one for you, too.

The one shown here is one of the few self-winding, water-resistant, chronographs in the world. It would take too much space to tell you all that it does. So just let us say it does all that you could ask.

If you are interested, then you will find a good jeweller and see it for yourself. But remember what we say: you have to be serious to pay our prices.

Breitling chronographs start at £27/10/-. This one goes up to £93. At that price you have to be very serious indeed.

NAVITIMER
Self-winding
Swiss chronograph.
Water-resistant.
Rotatable bezel.
Totalizers, Calendar.



BREITLING

Write for free full-colour
catalogue of Breitling Swiss chronographs to:
H. Gokay & Son Ltd, 101 Bell Street, Reigate, Surrey.

From: Janspeed Engineering Ltd., Southampton Rd., Salisbury, Wilts.
Tel: Salisbury 22002/22181

To: Motor Sport readers

Subject: 1971 DEVELOPMENT PLANS

Following the establishment of a successful series of conversions for the BLMC range we are now extending our development facilities to undertake a wider variety of equipment for the ESCORT, CORTINA, AVENGER and TOLEDO. These will be available in either kit form or as individual components and conversions will range from Stage-I through to optimum power development.

These cars will soon be offered to the Motoring Press for road testing and we will let their unbiased comment speak for the effectiveness of Janspeed equipment — as they have done in the past.

The full catalogue has recently been updated, listing all conversion equipment and kits, apart from the above which will be separately detailed. Modifications for the Lotus Ford twin cam engine will include Stage-I and full race heads, cams, Steelcranks, bearing caps (and line boring after fittings), dry sump pumps and manifolds for Escort, Cortina and Capri. Copies of the catalogue are available at 3s. refundable on all orders over £5. Production of high performance manifolds will be stepped up to meet demand.

Actually, it might be an idea to publish this memo as an advertisement...

Estate your case

Gilbern. Now in Estate-ly splendour.
Price in component form £1,699.
Fully assembled £1,749 plus P. Tax £529.3.10.
Total £2,278.3.10.
Full list of optionals,
including Automatic transmission.
Test drives arranged anywhere
at short notice.
You be the judge!
Telephone now for a demonstration.

GILBERN ESTATE

Gilbern, m'lud.

Indubitably, m'lud, 0 to 60 m.p.h.
in 9 seconds...

Top speed of over 115 m.p.h.

magnetic roadholding, precise
steering, supreme comfort, surging
3-litre power, safe sure brakes, good
looks - not to mention alloy wheels,
padded steering wheel, recessed
switches, quick-action electric
windows, padded visors...

GILBERN?

INCREDIBLE!

FANTASTIC!

SAY NO MORE. THE CASE
FOR GILBERN IS WON.

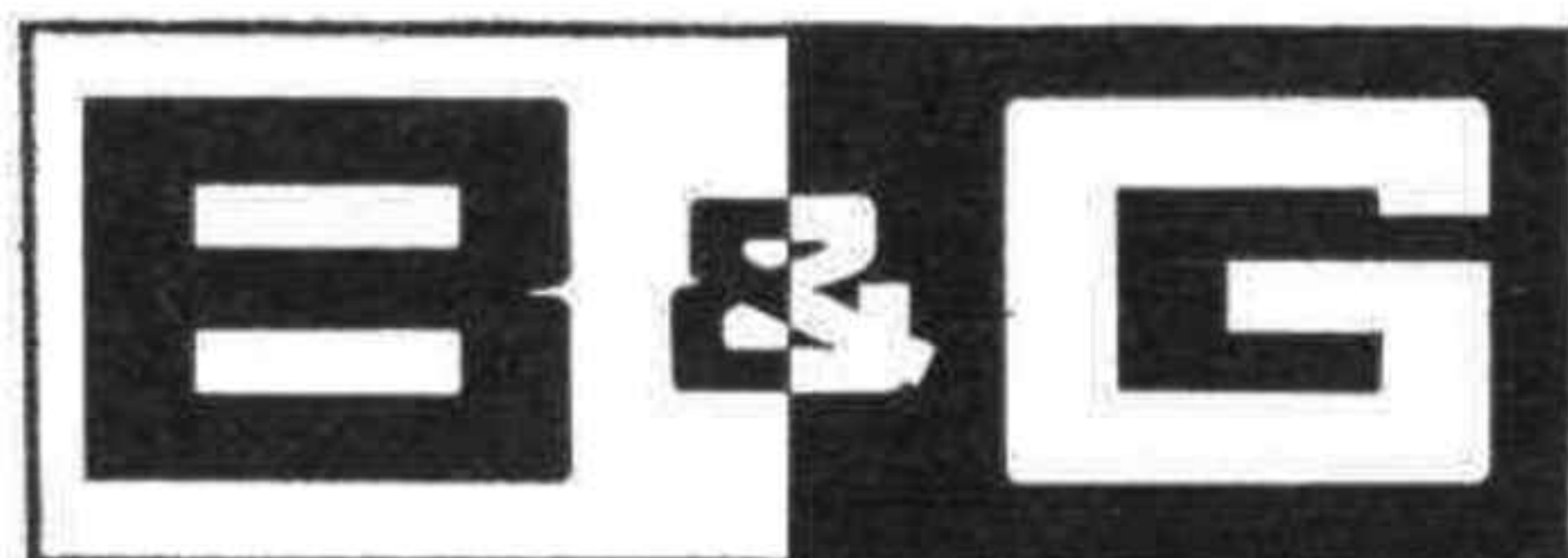


London and Home Counties Distributors

ACE MOTOR CO.

20-23 Radley Mews, Stratford Road, London W8. Tel: 01-937 5691

FOR QUALITY ACCESSORIES THE PEOPLE TO SEE ARE



B-G LOWERING KITS

Rear of Anglia, Cortina, Corsair 1½" or 2". Escort 1" only. Viva HA (to 1966) 1½". Two alloy blocks, four plated U bolts, nuts and washers, plus simple instructions. Lowers rear. greatly improves cornering and road holding.

PRICE 59/6d all types.

Special Shortened Front Springs

Anglia, Cortina, Escort. Chrome vanadium steel, lowers front by up to 2". PRICE 89/6d pair.

B-G CLOTH BADGES

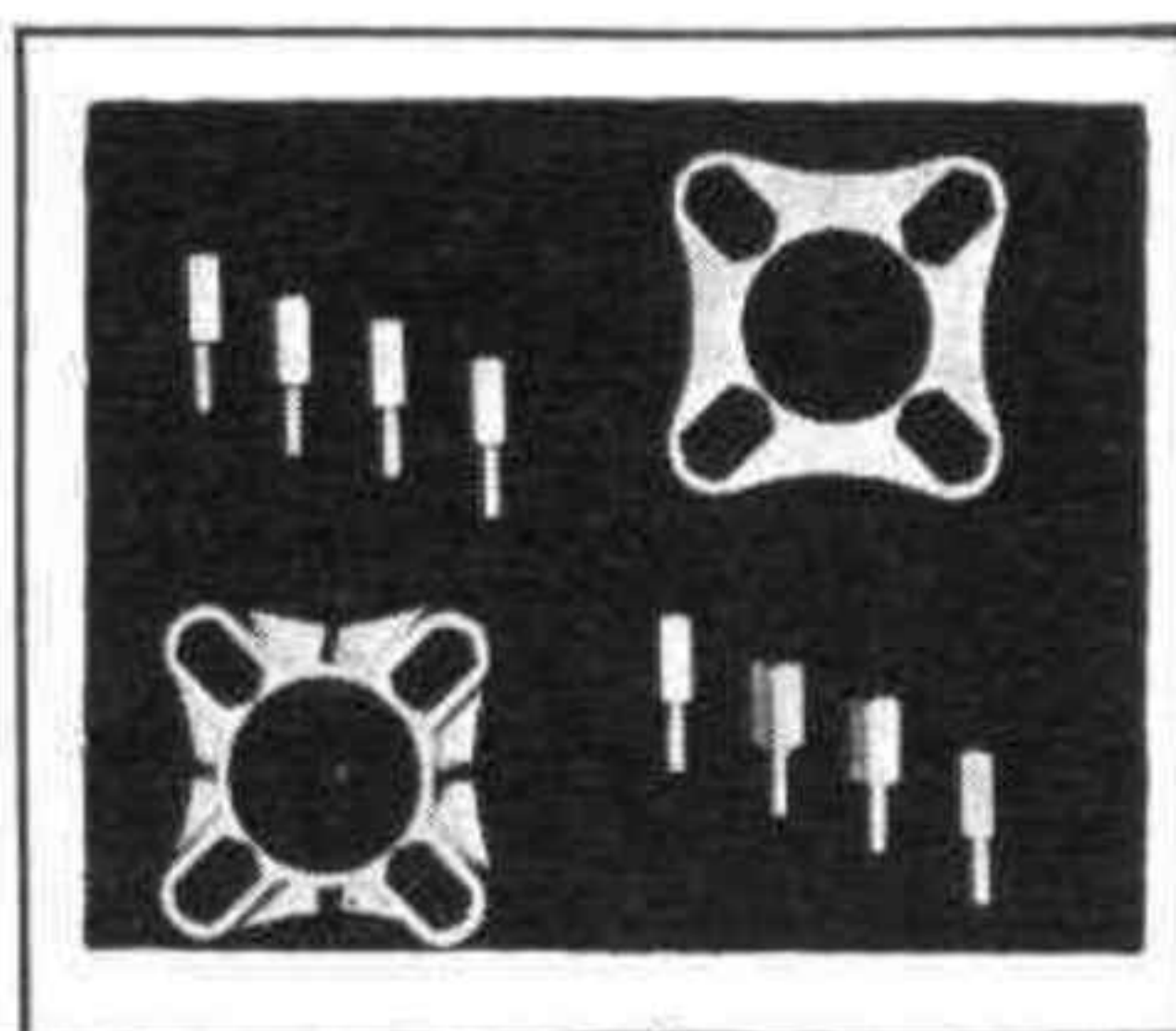
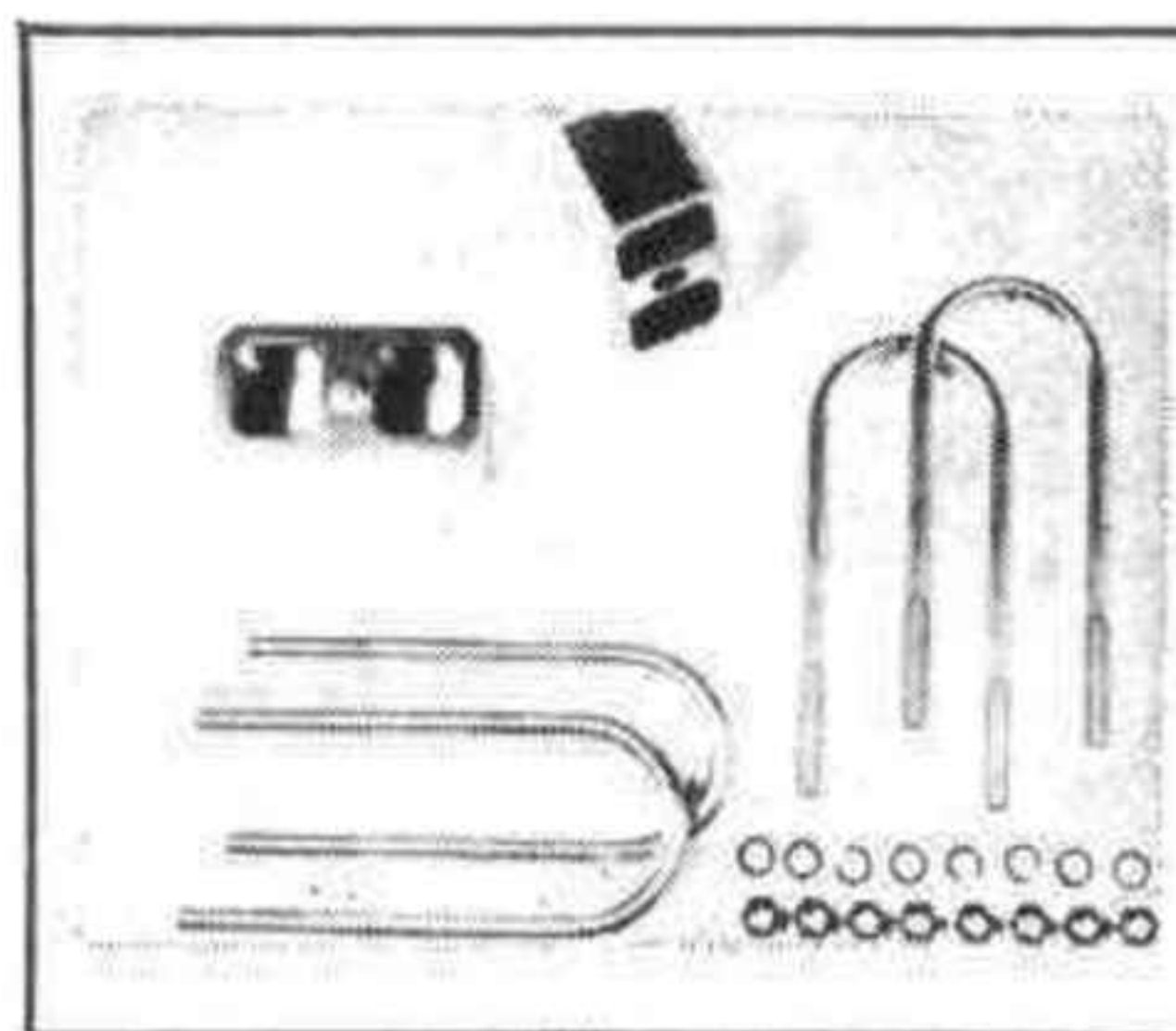
Silk embroidered in full colour on stout backing. Racing Team, Rally Team, Fiat, Racing X Flags.

PRICE 5s.

Manufacturers badges: Austin, Austin-Healey, Austin-Healey Sprite, British Leyland, BMC Rosette, BMW, Citroen, Cobra, Cooper, English Ford Line, Ferrari, Ford Escort, Ford Oval, Ford Mustang, Honda, Jaguar, Lotus, Mini Cooper, M/Benz, MG Black, MG Red, Morgan, Morris, Opel, Pentastar (Chrysler, Rootes, Simca) Peugeot, Renault, Saab, Simca, Triumph TR, Union Jack, VW, Volvo.

PRICE 7/6d.

Alfa Romeo, Abarth, Ford USA, Porsche.
PRICE 12/6d



B-G WHEEL SPACERS

Universal: Cast alloy spacers; heat treated h/tensile alloy steel studs. Two spacers, eight studs, instructions, per kit. 1½" increase per wheel. Most Ford, BLMC, Rootes, Vauxhall, Fiat, BMW, Opel, Simca 1000. PRICE 59/6d kit complete

Renault: Two spacers, six studs. 1½" per wheel. Renault R8,

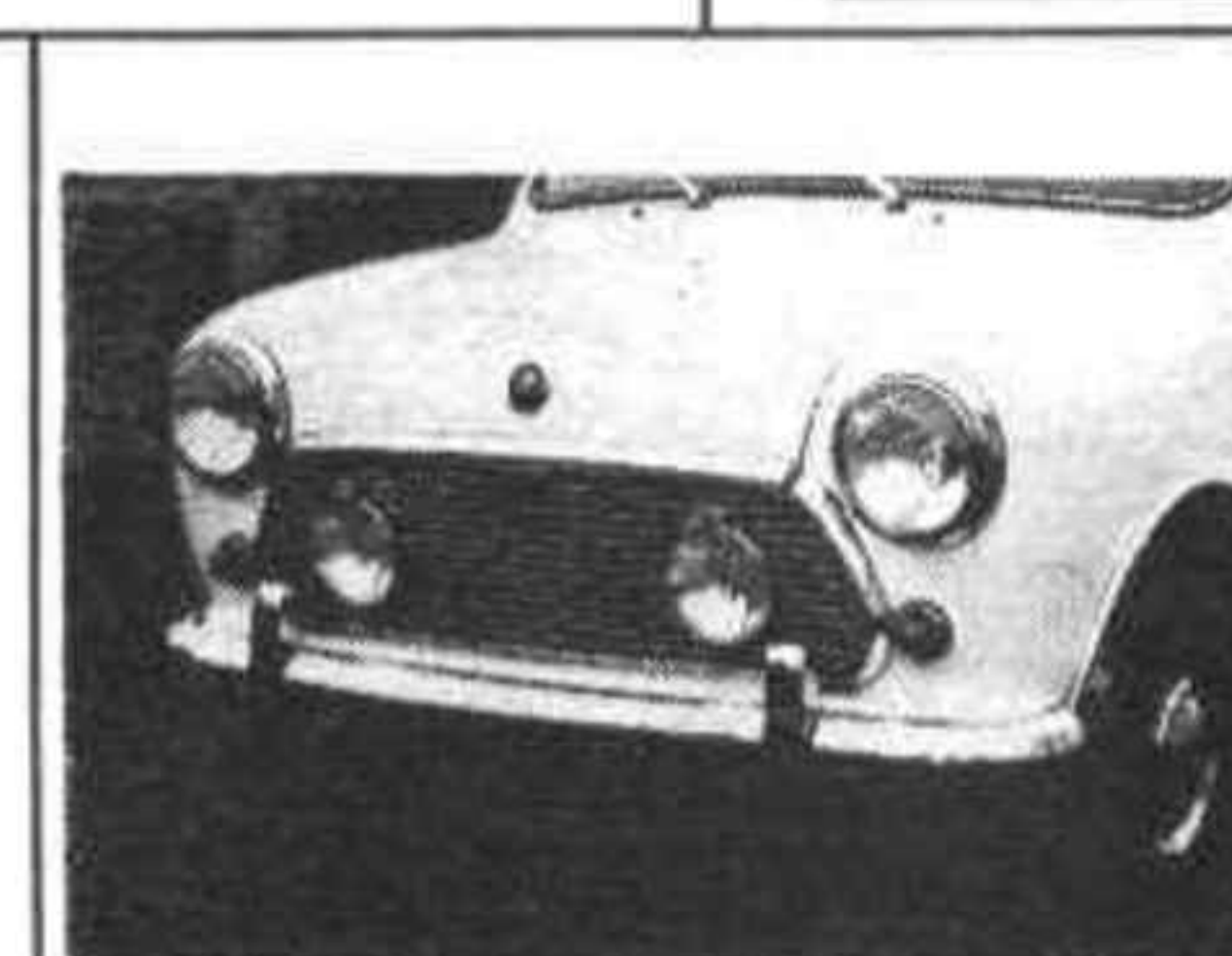
R10 and Dauphine. PRICE 59/6d.

BMC/FORD Two spacers, eight studs. A Series ¾", Fords ¾" per wheel. PRICE 45/-.
VW (4 Stud) Volvo 122/144, 1" per wheel
PRICE 79/6d VW (5 Stud) 99/6d.



IMPORTANT - PLEASE NOTE!

When ordering please clearly state, make, model or year, size and colour required, where appropriate.

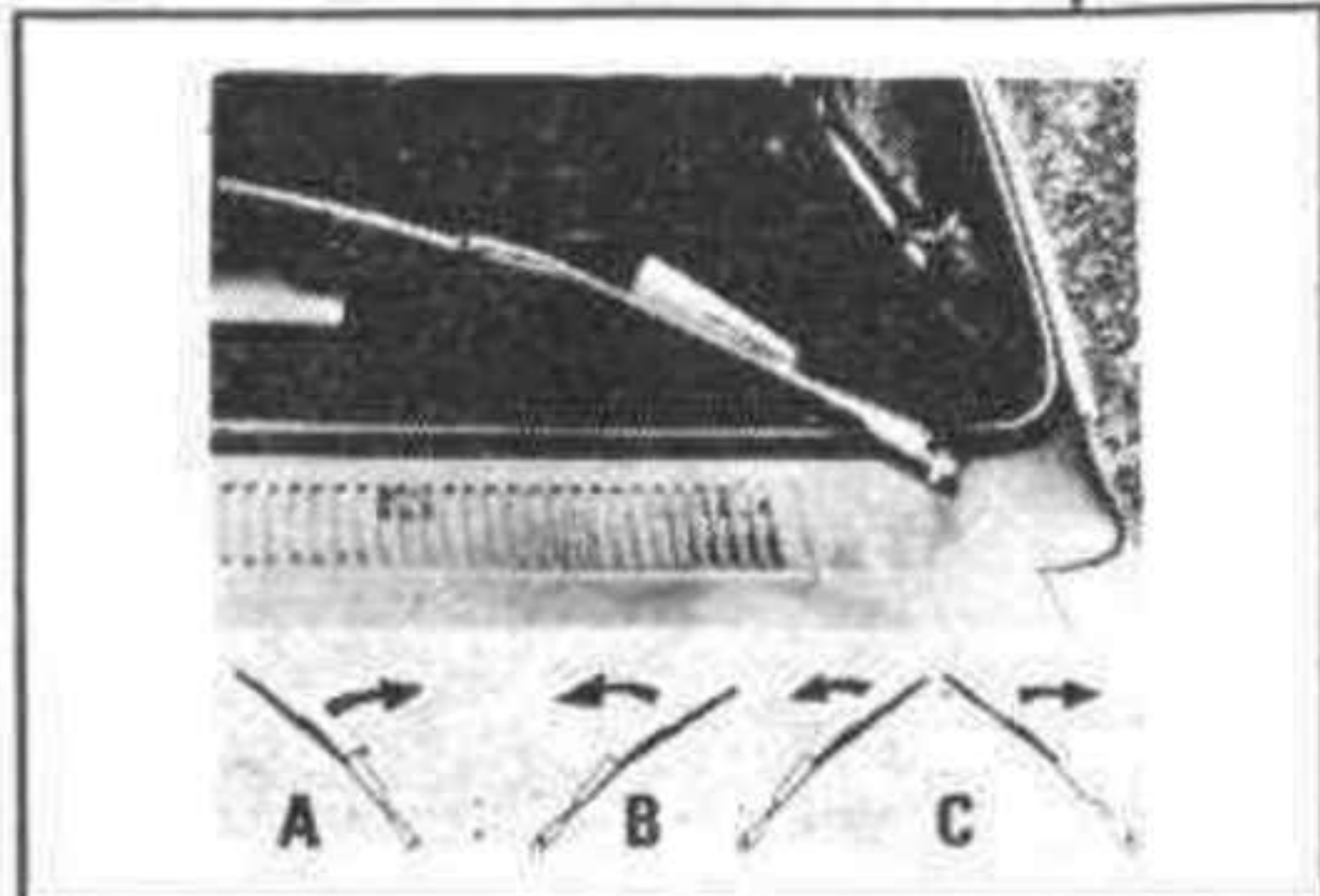


BENELITE GRILLES

Add a distinctive touch. Now accepts most 5 to 6 inch rear or upright mounted lamps or supplied without lamp cutouts. Instructions included.

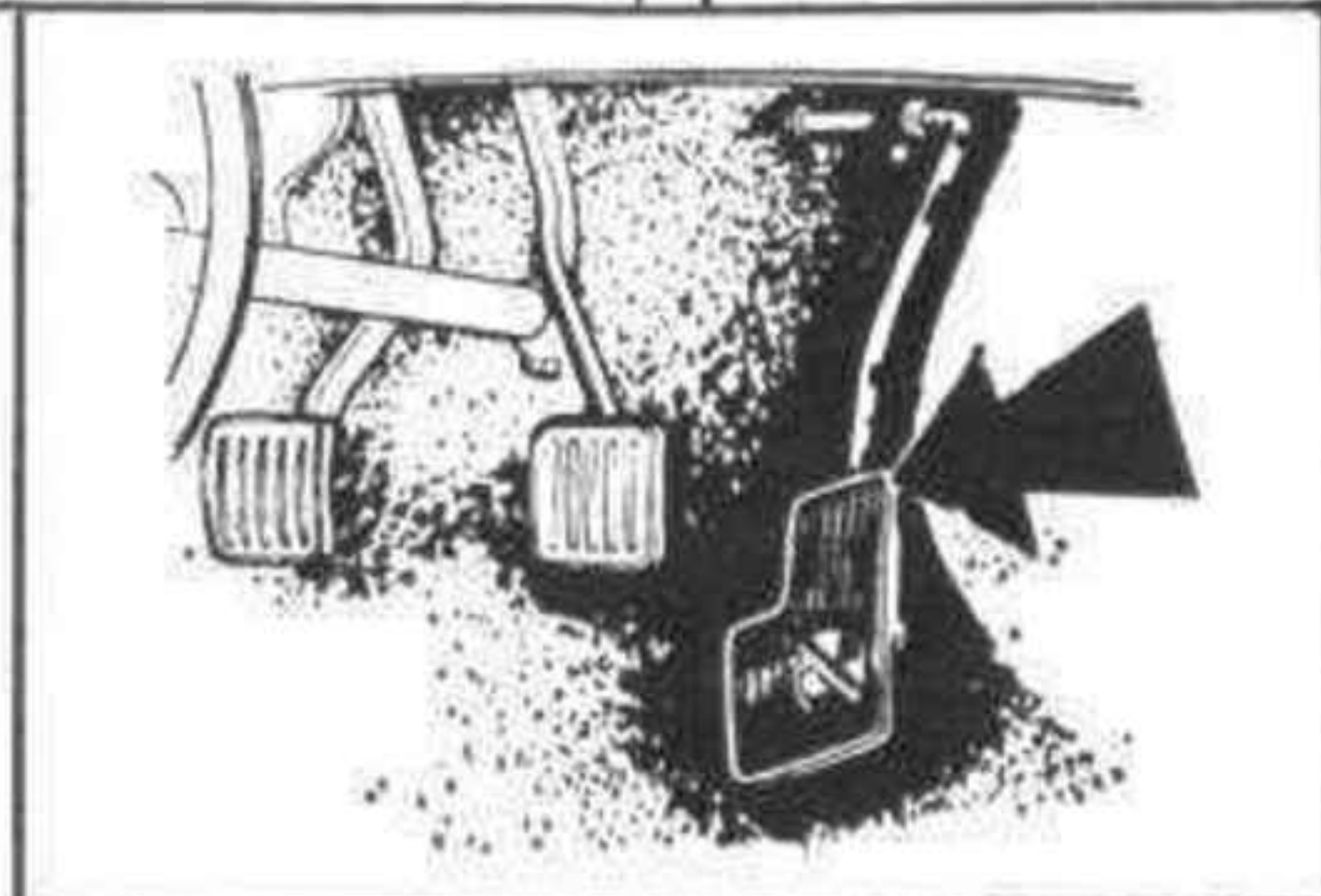
MINI (to Sept 66), MINI (from Oct 66) PRICE £6 6s.

1100 (Mk 1 only) COR-TINA MARK 2 PRICE £6 17s. 6d.



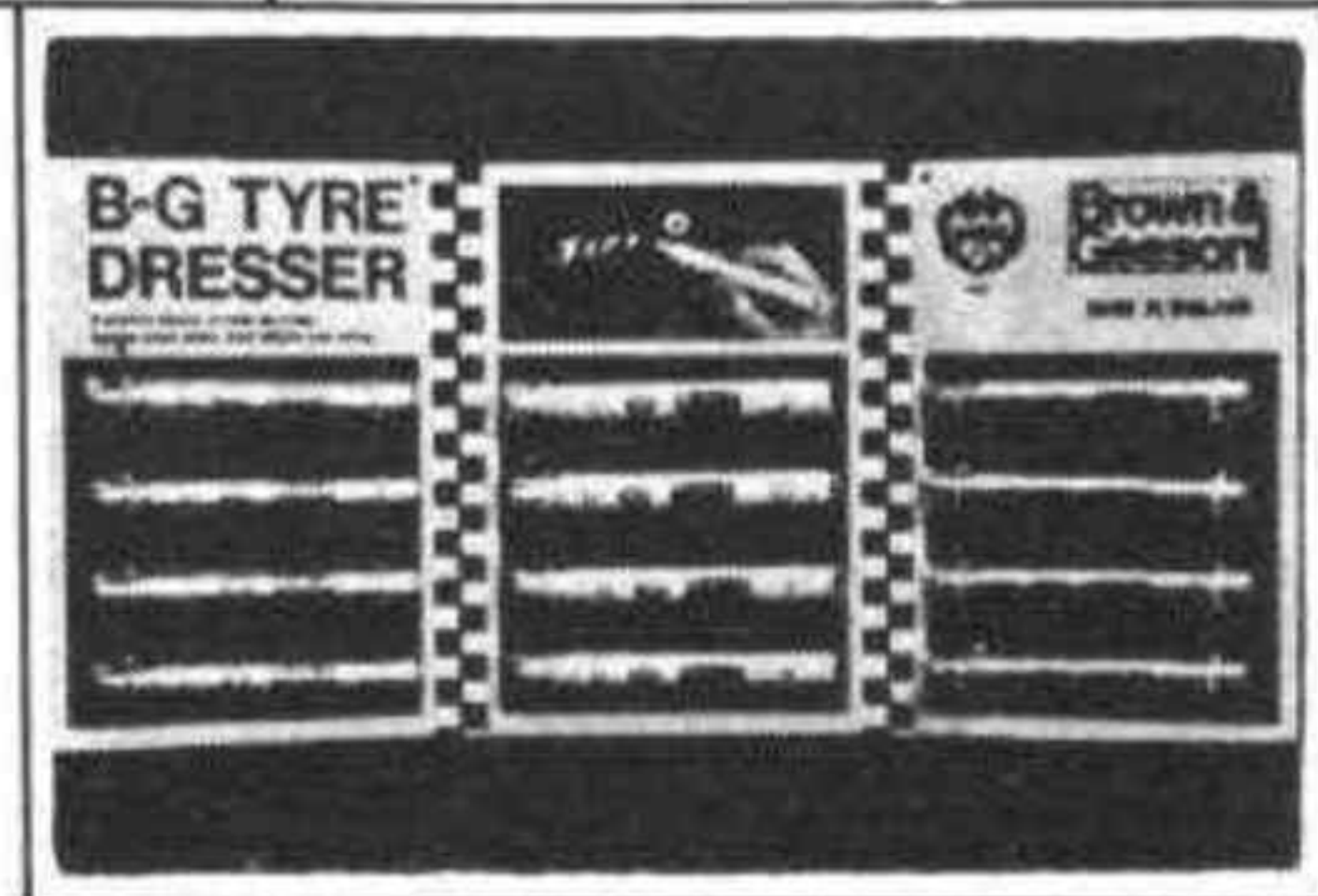
B-G SPEEDWIPERS

Road tests prove wiper blade lift at speed counteracted. Made in special sprung stainless steel. Three types for wiper movements shown. Specify type A, B or C with order. PRICE 9/11d pair.



B-G ACCELERATOR PEDAL

Fits existing pedal without mods. For heel and toeing, improved control. Engineered in light alloy. For BMC Mini, 1100, MGB, Cortina 1, Escort, all Imps, Viva, (except 67 on SL and SL90) PRICE 16/6d complete.



B-G TYRE DRESSER

Gives every wheel that sports car appeal! Accents the raised lettering on tyres. Packed in handy plastic containers for easy use. Colours available gold, silver, white. State colour required. PRICE 4s. each.



THIS IS THE ONE! The finest motoring equipment catalogue published! Lots of full descriptive colour. 36 product packed pages! Send just 2/- (refunded on first purchase over £1) Motoring equipment? The people to see are B & G!

BROWN & GEESON LTD. 777/779 High Rd., Goodmayes, Ilford, Essex. Tel. 01-599 3001

South Africa: sole agents Moport Distributors, PO Box 39288, Bramley, Tvl. Telephone: Jhb. 706-2555.

**MORE
B.H.P.**

THE KENLOWE GUARANTEE

**MORE
M.P.G.**

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

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

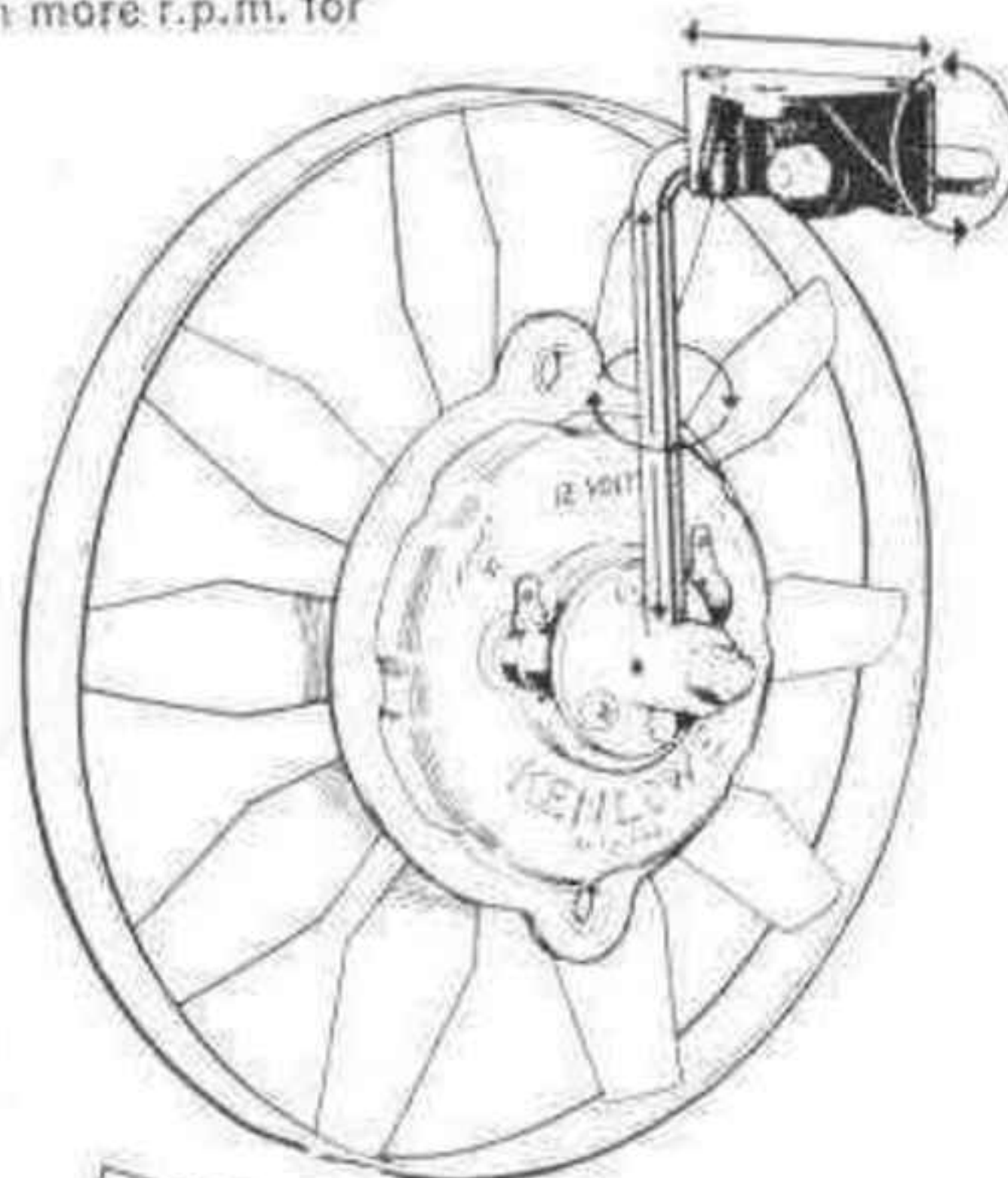
The Kenlowe Fan cuts in automatically when the engine temperature rises above the 'Variomatic' dialled temperature and reduces the temperature to that set on the dial. The Kenlowe then automatically cuts out.

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

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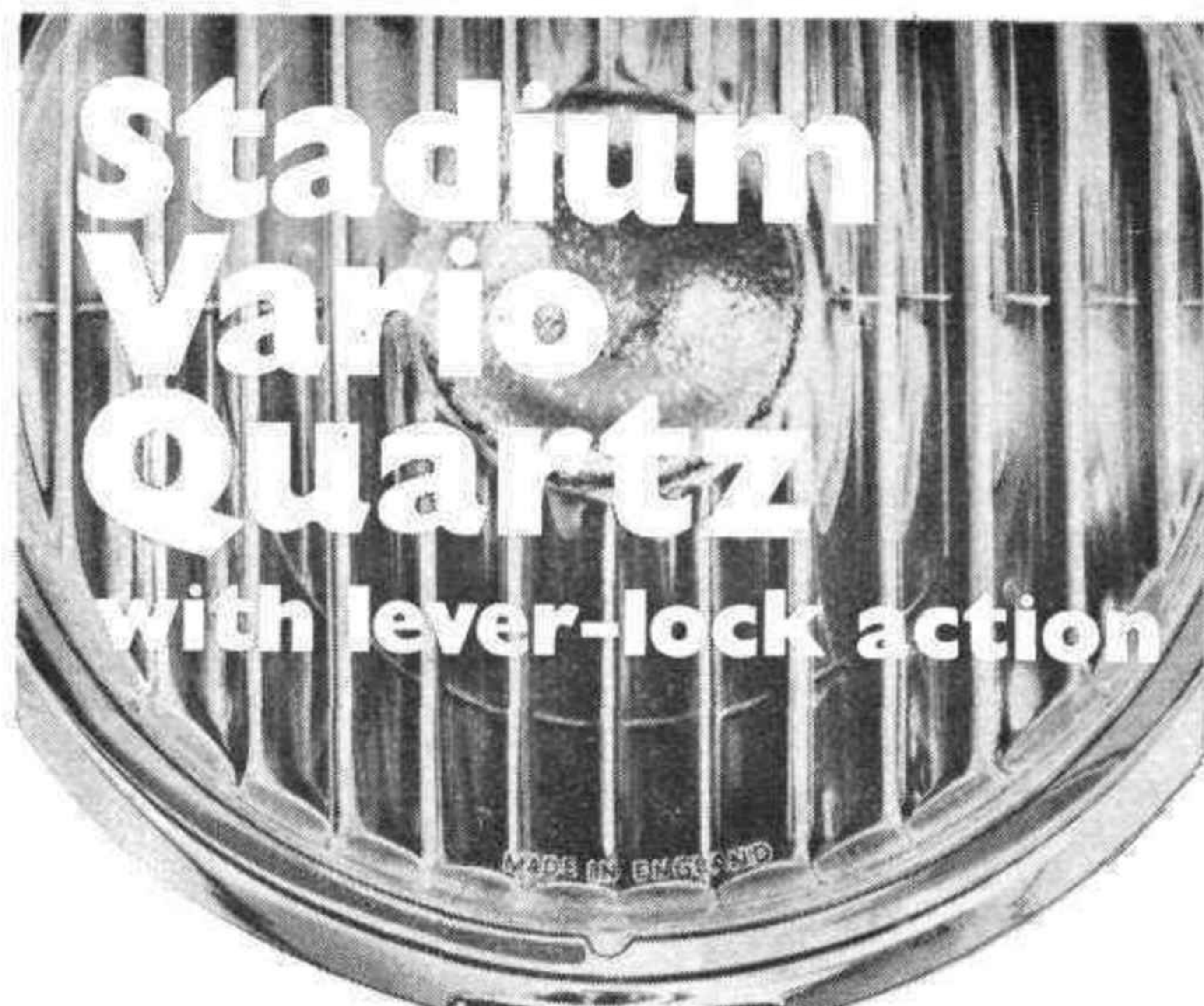


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(a print for framing)

Terence Cuneo has recently painted the above picture, which is a reconstruction of a highly improbable scene, when "Babe" Barnato raced the Blue Train in March 1930. They probably never ran neck and neck, but it makes a good picture. Printed the same size and by the same lithographers as "Bentleys at Le Mans 1929", it is a real top quality job. Incidentally the Le Mans print won First Prize in the U.K. Section of the 1969 Excellency in Lithography Competition and was placed Third in the World in the finals in U.S.A. — The best a British entry has ever done and this new picture is just as good.

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A. ASTRO-CHRONO

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B. RALLY CHRONO

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

C. TIME/DISTANCE/SPEED

Another new Swiss model, this watch has a huge technical specification: Two exterior bezels (the outer one rotates), include all calibrations required to make time/distance/speed calculations. Internal 0-60 minute bezel is rotated by external crown. Dial includes automatic calendar, luminous hands and markers. Rugged case is water-resistant (5 ATM tested), and the 21 jewelled movement is shock protected. Complete with tropic strap and introduced by Chronosport at only £7.19.6.

D. MEANGRAF RALLY

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

E. COMPUTER SLIDE-RULE

Highly recommended—in use with R.A.F. aircrew. 17 jewelled Swiss made, shockproof and water resistant (20 ATM tested). Automatic calendar, Computer equivalent to 3 inch slide-rule. Multiplies, divides, calculates ratios, averages, time-distance/speed, etc. (4-page instruction leaflet provided). Black dial, highly legible figures. Complete with stainless steel bracelet. Originally marketed in the U.K. and U.S.A. at £15 but Chronosport price is now right down to £6.19.6.

F. MULTI-SPORT CHRONOGRAPH

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MOTORSPORT

VOL XLVI No. 12 DECEMBER 1970

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

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FRONT COVER PICTURE: FAREWELL JACK BRABHAM.—The Mexican Grand Prix marked the last race in the 23-year career of Jack Brabham. The veteran Australian made his goodbyes in fighting style, being put out of the race by a broken engine when lying third behind the two powerful Ferraris which finished 1-2.

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MATTERS OF MOMENT

■ THE NEW FORD MEXICO

Seven days ago another new Ford came on the market—the Escort Mexico. MOTOR SPORT believes that participation in competition motoring improves ordinary cars and we are pleased when properly developed models are named after well-known circuits or contests. Consequently, we welcome Ford of Britain's latest new model, which is not an ordinary car at all but a potent 98-b.h.p. Escort, made by Ford Advanced Vehicle Operations at Aveley at the rate of about a dozen-a-week and sold through Ford's 66 Rallye Sport Dealers.

The Mexico is based on the Escort RS 1600 bodyshell and suspension but is powered by an 80-bore (actually 80.98 mm.) push-rod-o.h.v. engine, the well-proved 1600 GT power unit (see page 1314). It thus has a cross-flow, bowl-in-piston head and five-bearing crankshaft like the Ford Escorts which finished 1st, 3rd, 5th, 6th and 8th and took the Team Prize in the London-Mexico World Cup Rally. It differs from these rally cars in being of 1,600 c.c. instead of 1,850 c.c., having wet, not dry-sump, lubrication, no overdrive (it pulls a 3.7 back axle), has a steel and glass instead of an aluminium and Perspex body, and 5½-in. instead of 6-in. rims, but it does have the 9.6-in. front brake discs of the World Cup cars. And the Mexico sells for £1,150 4s., inclusive of p.t. and delivery charges in this country. Whereas, even if exact World Cup replicas were available, they wouldn't be sold for that sort of price. Moreover, to supplement a red, white or maize finish you can order your Mexico in World Cup livery.

We drove the Mexico on a wet FVRDE Chobham test track and were driven round it by Roger Clark and Gunnar Palm. The way these Dunlop- and Goodyear-tyred Mexicos hung on through The Snake was highly commendable. So here is an excellent instant-competition car which is also a fast road car, quieter and more practical than the expensive RS 1600. One can almost forgive it retention of the Escort's fumbly lamps' and wipers' switches!

The significant thing is that Ford is so alert to competition cars at a time when British Leyland has virtually turned its back on competition activities, although it makes open sports cars, which Ford does not. This is very satisfactory, if not exactly opportune in a country whose Minister of Transport regards 70 m.p.h. (a speed first officially achieved by a motor car in 1899, and which virtually every production model can comfortably exceed) as quite quick enough in 1970! One wonders whom John Peyton is protecting from whom? Once upon a time, if a Conservative Government had lifted a speed-limit it could have been accused of encouraging the rich men in their expensive toys to harm the poor pedestrian (or, at best, cycling) workers. Today, every class of the community likes cars and factory car-parks are an essential part of the Industrial Machine. So Mr. Peyton would be better advised to try reducing road accidents by encouraging better driving, instead of curbing initiative, lulling the inexperienced into a false sense of safe-70s, with his retention of a Motorway speed-limit which smacks of wishful-thinking vote-saving.

That less money may be spent on roads in an endeavour to pull Britain out of the financial mire is part of the penalty this country is paying for over-spending, strikes and winning two World Wars. What does a few million a year buy, anyway, in terms of roads? A dozen miles of new Motorway or some such. But had successive Chancellors not raided the "Road Fund" there would be money to spare for road schemes instead of which these vital National networks may have to be cut back and once again the car owner has the feeling he always pays.

Which he certainly does, with this new 1d. or 2d. increase on a gallon of petrol, which will ultimately raise everyone's cost of living. With a brand-new Government doing what it can to help Industry, the greedy Oil Barons have acted unfairly in so promptly raising the price of fuel. This time motorists will no doubt take steps to save rather than spend an extra 1d. a gallon, by retarding the ignition so that a grade lower fuel can be used, by driving more carefully to get increased m.p.g., and so on. We confess we are now running the Editorial Rover 2000TC on four-star, although its makers say it should be fed five-star, perhaps to humour its Heron head. It seems to run satisfactorily on a rather cheaper grade, of most brands except Murco, on which it pinked and ran-on fit to snap its crank—but this four-star was supplied from one of those multi-delivery pumps, which we have never really trusted.

If the petrol companies priced their products more competitively, instead of all selling at identical charges, following slavishly any price increases, they could afford to dispense with artificial sales

Continued on next page

Motor Sport Fixture List For December

★ 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
Dec. 5th ..	Vintage Sports CC ..	Silverstone	Towcester, Northants.	Driving Tests	—
Dec. 5/6th ..	Steering Wheel League (Bristol) ..	Hareclive Service Station	Bristol	Hedgehog Rally (C)	20.01
Dec. 5/6th ..	Autoclub 159 ..	City Motors	Oxford	Cotswoldsfahrt Rally (C)	22.31
Dec. 5/6th ..	Clitheroe & Dist. MC ..	Edisford Car Park	Clitheroe	Hall Trophy Rally (R)	23.01
Dec. 6th ..	SCC of South Africa ..	Bulawayo Circuit	Bulawayo	Three-Hour Race, Springbok—4 (INT)	—
Dec. 6th ..	Mini Seven Club (NW) ..	Booth Farm	Longnor, Buxton	Sporting Car Trial (C)	10.30
Dec. 6th ..	Ilkley & Dist. MC ..	Caley Hall Farm	Leeds (A660)	Production Car Trial (R)	10.01
Dec. 6th ..	Castle MC ..	Whaddon Farm	Owslebury, Winchester	Production Car Trial (C)	11.30
Dec. 12/13th ..	Shenstone & Dist. CC ..	Dolgellau	Dolgellau	Shenstone Rally (R)	22.00
Dec. 13th ..	Sevenoaks & Dist. MC ..	Brands Hatch	Dartford, Kent	Sprint (NO)	12.30
Dec. 13th ..	Torbay MC ..	Newton Road Service Station	Torquay, Devon	Economy Rally (C)	10.30
Dec. 19th ..	Lincoln MC & CC ..	Cadwell Park	Louth, Lincs.	Castrol Rallycross (NO)	13.00
Dec. 19/20th ..	Oxford University MDC ..	Gibbs Bros., Sirhowy Bridge	Tredegar	Targa Rusticana (R)	20.01
Dec. 20th ..	Lincoln MC & CC ..	Cadwell Park	Louth, Lincs.	Castrol Rallycross (R)	13.00
Dec. 26th ..	BRSCC ..	Mallory Park	Kirkby Mallory, Leics.	Race Meeting	—
Dec. 26th ..	TEAC ..	Lydden Hill	Canterbury, Kent	Race Meeting	—
Dec. 26th ..	Darlington & Dist. MC ..	Croft	Darlington, Co. Durham	Race Meeting	—
Dec. 27th ..	SCC of South Africa ..	Roy Hesketh Circuit	Pietermaritzburg	Three-Hour Race, Springbok—5 (INT)	—
Dec. 27th ..	BRSCC ..	Brands Hatch	Dartford, Kent	Race Meeting	—
Jan. 2nd ..	SCC of South Africa ..	Welkom Circuit	Goldfields	Three-Hour Race, Springbok—6 (INT)	—

MATTERS OF MOMENT—continued from previous page

stimulants; when you have collected all Shell's historic-car medals and when Boxing Day brings to an end Total's clever free-Christmas-card promotion, remember that Amoco prefer to supply you with clean petrol, in lieu of gimmicks. . . .

JACK BRABHAM

We feel sure all our readers will wish Jack Brabham happiness in his retirement from GP racing—although retiring from F1 racing, the grand old man says he intends to concentrate on Indianapolis-type American racing. Brabham's victory in the S. African GP was his 14th in a World Championship race. He started his racing career 23 years ago, won the World Drivers' Championship in 1959, 1960 and 1966, and is the only driver to have thrice been awarded the GMW's title of Driver of the Year. Engineer as well as competitor, the modest Australian came to the forefront of his profession, in which he retains active business interests, calmly, without fireworks, determinedly but completely without conceit or ballyhoo. He now returns with his wife and family to his native land, but retains businesses here, and the good wishes of all of us accompany him. It is expected that the Brabham GP team will still be active, next season, and our guess is that Brabham-the-Constructor and entrant, as distinct from Brabham-the-Driver, will never be far away.

KYALAMI NINE HOURS

A CHANGE in the regulations for the South African Springbok series for sports car races this year has restricted entry to 2-litre cars such as the new Chevron B19, Lola T210 and sundry Porsches. But South Africans were not denied the opportunity of seeing large capacity sports cars in action, for the organisers at Kyalami ran their usual nine hour event, catering for cars of the bigger variety, on November 7th.

In spite of having to stop every 35 minutes for fuel (the result of petrol pick-up problems), the Ferrari had an easy trouble-free run to victory, two laps ahead of the Martini 917 and several more in front of the same team's two smaller Porsches. Attwood and Love didn't last much more than two hours before a fuel header tank split and their car was withdrawn after holding third place. Their place might have been taken by the little Chevron, but it developed a misfire and its drivers had to be content with fifth place.

For the remainder of the series, nevertheless, Redman must stand favourite, for Hailwood—hoping to redeem his sports car reputation with a works-supported Lola-Cosworth—unhappily crashed and wrecked the car at Kyalami.

Results

RAND DAHL MAIL 9-HOURS—Sports Cars Groups 5 and 6, etc.—Kyalami
 Warm and sunny

1st :	J. Ickx/L. Giunti (Ferrari 512S—5-litre V12-cyl.) ..	370 laps
2nd :	J. Siffert/K. Ahrens (Porsche 917—4.5-litre 12-cyl.) ..	369 "
3rd :	H. Marko/R. Lins (Porsche 908—3-litre 8-cyl.) ..	354 "
4th :	G. Larrousse/G. van Lennep (Porsche 908—3-litre 8-cyl.) ..	346 "
5th :	B. Redman/J. Hine (Chevron B19-Cosworth—1.8-litre 4-cyl.) ..	346 "
6th :	D. Bell/H. de Fierlant (Ferrari 512S—5-litre 12-cyl.) ..	346 "

MUSIC ON THE MOVE

WHILST gazing enviously at one of the XJ6 Jaguars on show at Earls Court we were intrigued to find that within the glove compartment under the central armrest there nestled a neat and perfect fitting piece of equipment which after closer inspection was found to be manufactured by Philips Electrical Ltd. An agreement has been reached by Philips and Jaguar Cars whereby the Jaguar company will offer as an optional extra Philips stereo equipment for both the XJ6 and the Daimler Sovereign. This newly-designed option includes an AM/FM push-button radio which has stereo-audio output, and a cassette recorder with stereo playback. A microphone is also included with the installation together with four loudspeakers, an electrically-operated aerial, and a miniature control box.

The four-band radio is designed and manufactured to a high standard of safety, with the control knobs on nylon shafts which snap off in the case of impact, whilst the radio itself is padded on all forward edges. Medium, long and short wave reception is obtained from the set, which gives an output of five watts per channel, with a control which provides an even level of sound.

The cassette recorder, which fits snugly into the glove compartment, will record either direct from the radio or the remote control microphone with playback through the car radio, and has a stereo pre-amplifier through which pre-recorded Musicassettes can be replayed in stereo. A most useful feature of the recorder is that it is fully portable and can be used as a dictating machine either in the car or in the office or home. A further added attraction is that when powered by a stereo amplifier, the recorder doubles as a domestic stereo playback unit.

The four speakers, which come with the package, were designed jointly by Philips and Jaguar and are five inches in diameter and located in the front and rear doors. The front speakers are Hi-Fi back-pressure loudspeakers developed specially by Philips following attention to their location and the acoustics within the car.

We were not able to hear the equipment in action, but if the reproduction is as good as that experienced by a staff member who has one of Philips N2602 stereo playback units installed in his car, then it must be of a very high quality indeed.

ANDREW MARRIOTT

WE ARE pleased to announce the appointment of Andrew Marriott to the post of Assistant Editor commencing on December 1st. He returns to journalism after six months as Manager of the Petonyer-Team March motor racing organisation.

Mr. Marriott spent the previous seven years writing under the initials A.R.M. covering motor sporting events at all levels for *Motoring News*, first as a freelance and from 1965 as a member of the staff.

Andrew Marriott, who is 27, joined the staff at Standard House from a Midlands engineering concern, was appointed Sports Editor of *Motoring News* in 1969 and from the beginning of that year covered Formula One Grand Prix races all over the world.

	Thruxton	Hockenheim	Barcelona	Rouen	Enna	Tulln-Langenebarn	Imola	Hockenheim	TOTAL
1st : G. Regazzoni (Tecno-Cosworth FVA) ...	2	9	-	9	9	-	9	6	44
2nd : D. Bell (Brabham BT30-Cosworth FVA) ...	9	4	9	2	3	6	4	1	35
3rd : E. Fittipaldi (Lotus 69-Cosworth FVA) ...	-	2	4	6	4	-	6	3	25
= D. Quester (BMW) ...	3	-	2	-	-	-	-	9	14
5th : R. Peterson (March 702-Cosworth FVA) ...	-	-	-	3	-	4	3	4	14
6th : F. Cevert (Tecno-Cosworth FVA) ...	-	-	-	-	-	9	-	-	9
= T. Ikuzawa (Lotus 69-Cosworth FVA) ...	-	6	-	-	-	2	1	-	9
= R. Widdows (Brabham BT30-Cosworth FVA) ...	6	-	3	-	-	-	-	-	9
9th : P. Westbury (Brabham BT30-Cosworth FVA) ...	-	-	-	1	6	-	-	-	7
10th : H. Pescarolo (Brabham BT30-Cosworth FVA) ...	-	-	6	-	-	-	-	-	6
11th : A. Walker (Brabham BT30-Cosworth FVA) ...	4	-	-	-	-	1	-	-	5
12th : T. Schenken (Brabham BT30-Cosworth FVA) ...	-	-	-	4	-	-	-	-	4
= V. Brambilla (Brabham BT30-Cosworth FVA) ...	-	-	-	-	1	3	-	-	4
14th : H. Hahne (BMW) ...	-	3	-	-	-	-	-	-	3
= C. Reutemann (Brabham BT30-Cosworth FVA) ...	-	-	1	-	-	-	-	2	3
16th : J-P. Jabouille (Pygmée MDB15-Cosworth FVA) ...	-	-	-	-	2	-	-	-	2
= M. Goth (Brabham BT30-Cosworth FVA) ...	-	-	-	-	-	-	2	-	2
18th : P. Gaydon (Brabham BT30-Cosworth FVA) ...	-	1	-	-	-	-	-	-	1
= T. Reid (Brabham BT30-Cosworth FVA) ...	1	-	-	-	-	-	-	-	1

* Points dropped from total.

F2 REVIEW

IMOLA AND HOCKENHEIM

THE FINAL two races of the European F2 season kept the battle between Clay Regazzoni and Derek Bell for the non-graded European Trophy wide open. Replacing the penultimate round, planned to take place at the Roman Vallengunga circuit (which is presently being rebuilt), was another at Imola, used occasionally in the past but not for races under the present F2 regulations. Discounting her classic road circuits, Italy is distinctly short of permanent tracks, and Imola is new to the list, the local club having invested a great deal of money. The AC Bologna has now acquired much of the park through which the circuit runs and also erected the necessary guardrails. The circuit has been renamed the "Autodromo Dino Ferrari", dedicated by Enzo Ferrari himself to the memory of his son.

Formula Two drivers who have competed at Monza and Enna-Pergusa are unanimous in their opinion that Imola is Italy's best permanent circuit. For the Tecno team it is particularly convenient, being situated within easy reach of the Bologna factory, and after practice it hardly seemed possible that Regazzoni could fail to win the two-heat race and go back into the lead of the Trophy. Gear-selection troubles, however, hampered Regazzoni in the first heat, when he was beaten by Emerson Fittipaldi's Lotus. The Swiss made no mistake about the second 28-lap part, in spite of desperate last-minute work on the grid, and this time he had the satisfaction of beating his Formula One team-leader Jack Ickx, who had retired his works BMW during the first heat. Close behind Ickx following a race-long second-heat battle was Bell, who had completed the first heat without a clutch, but it was Fittipaldi who was credited with second place in the overall results and Bell third, narrowly beating Ronnie Peterson's March. Fifth was Rolf Stommelen (Brabham) and sixth in his first-ever F2 drive was the American Mike Goth, previously a Formula A competitor with a Surtees TS5 but now the owner of John Coombe's Brabham BT30, as used this year by Stewart and Brabham.

Results :

GRAN PREMIO CITTA DI IMOLA—Formula Two—Aggregate of two 28-lap heats—Imola—281 kilometres—Sunny

1st : G. Regazzoni (Tecno 70-Cosworth FVA) ...	1 hr. 30 min. 50.3 sec.—185.569 k.p.h.
2nd : E. Fittipaldi (Lotus 69-Cosworth FVA) ...	1 hr. 30 min. 58.2 sec.
3rd : D. Bell (Brabham BT30-Cosworth FVA) ...	1 hr. 31 min. 12.3 sec.
4th : R. Peterson (March 702-Cosworth FVA) ...	1 hr. 31 min. 12.8 sec.
5th : R. Stommelen (Brabham BT30-Cosworth FVA) ...	1 hr. 31 min. 21.8 sec.
6th : M. Goth (Brabham BT30-Cosworth FVA) ...	1 hr. 32 min. 49.2 sec.

Fastest lap : J. Ickx (BMW 270), 1 min. 35.5 sec.—189.122 k.p.h.

22 starters — 10 finishers.

The last gathering of Formula Two cars at the famous Hockenheim Motodrom had an unusually exciting flavour. Derek Bell, whose Wheatcroft Racing Brabham BT30 has finished every round of the Trophy in which it has been entered so far this year, had only a slim chance of retrieving the Trophy from Clay Regazzoni: both had hurried back from Watkins Glen to take part in the race, around a circuit for which neither has any particular liking. But Bell's chances looked even slimmer when his car failed to arrive for first practice, its transporter having shown rather less reliability than the racing car it carried.

The BMW team came to the Englishman's rescue, lending him one of their radial-valved cars, but again Bell was out of luck and narrowly escaped injury after a few reconnaissance laps when a tyre came off a wheel at high speed and the car struck a barrier. Happily,

shortly afterwards his own Brabham arrived and he was able to carry on, in a somewhat subdued mood. There was yet more disappointment and near-avoidance in store for Bell. At the first of the new artificial ess bends on the first lap an incident delayed all but the leading six cars and split the field into two. The leading group contained the Tecnos of Cevert and Regazzoni, Fittipaldi's Lotus, Peterson's March, Quester's BMW and Reutemann's Brabham. Being a one-part race, there was no chance that Bell could make up lost time and, although Cevert retired with a blown engine, the best Bell could hope for was a place behind the escapees from the first-lap shambles.

Regazzoni and Quester detached themselves from the others in an intense slipstreaming battle, the BMW yet again proving both fast and reliable. Entering the stadium section on the last lap the two of them became involved in a wheel-tangling match, spinning off with bent suspensions and deranged wheels. Quester struggled back on to the track fractions before Regazzoni and both cars were limped across the line a full half-minute ahead of Peterson, who beat Fittipaldi to record the best works March result of the year. Whatever the reason for the last-lap tangle, both Quester and Regazzoni were all smiles on the victory rostrum. Quester had achieved a long-held ambition by finally winning a Formula Two race, becoming the fourth and last of the team's regular drivers to do so this season, while Regazzoni had become the winner of the European Trophy. It could be regarded as an achievement which was superfluous after his recent highly creditable Formula One performances, but the fact that competition between himself and Bell throughout the latter part of the F2 season has been so intense shows how highly regarded the Trophy is regarded on the Continent.

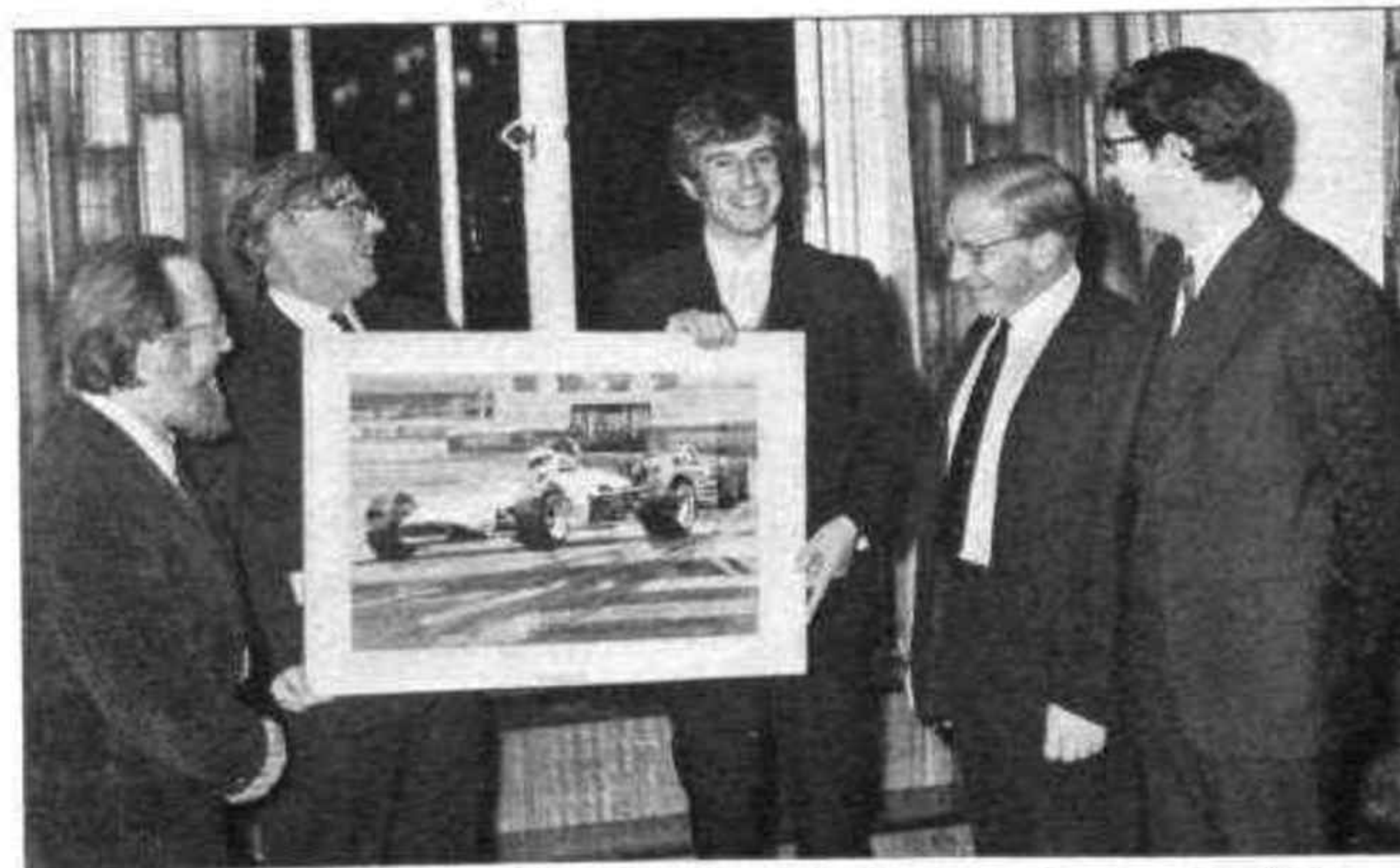
ADAC PREIS VON BADEN-WURTEMBERG—Formula Two Hockenheim—35 laps—236.880 kilometres—Sunny

1st : D. Quester (BMW 270) ...	1 hr. 16 min. 34.4 sec.—186.17 k.p.h.
2nd : G. Regazzoni (Tecno 70-Cosworth FVA) ...	1 hr. 16 min. 36.1 sec.
3rd : R. Peterson (March 702-Cosworth FVA) ...	1 hr. 17 min. 03.3 sec.
4th : E. Fittipaldi (Lotus 69-Cosworth FVA) ...	1 hr. 17 min. 03.6 sec.
5th : C. Reutemann (Brabham BT30-Cosworth FVA) ...	1 hr. 17 min. 42.9 sec.
6th : D. Bell (Brabham BT30-Cosworth FVA) ...	1 hr. 17 min. 46.9 sec.

Fastest lap : D. Quester (BMW 270), 2 min. 8.7 sec.—189.89 k.p.h.

29 starters — 13 finishers.

F3 PRESENTATION



LOOKING HAPPY.—The Continental Correspondent and Editor of MOTOR SPORT (left) help to present a Dexter Browne painting to Tony Trimmer, assisted by Ray Cunningham of Shell and Michael Doodson.

RALLY REVIEW

FOR ME, there is no single occasion which puts me in mind of advancing age and the passing of the years as much as the Monte Carlo Rally. It seems quite incongruous that a facet of a vigorous, active sport should remind one of the passing years, but that is what it does, and for many others besides me.

The answer lies in the event's position in the calendar, January. Whenever regulations appear round about October each year the usual reaction is "It can't be Monte time already. Hasn't the year flown?" and at once the seven ages of Lord Jaques pass rapidly through the mind.

I hardly think the Automobile Club de Monaco will thank me for suggesting that their event has pipe-and-slipper associations, although they have decided to run next year their third "Old Fellows" Rally in conjunction with the main event. The *Rallye des Chevronnes*, as it is called, is open to gentlemen of 50 years or more and ladies of 40 or more, each of whom must have finished at least one previous Monte Carlo Rally. In deference to their vintage (if the Editor forgives that term) they will have to complete only part of the rally, and they will be allowed to miss certain controls for a penalty of only 30 minutes, whereas competitors in the rally proper will be excluded for such an omission.

In the past decade, the Monte Carlo Rally has diminished in popularity with British private entrants, once the providers of the event's backbone. That is not to say that interest in rallying generally is decreasing. On the contrary, it is heightening; it is simply that the one-time regulars are regular no more, and the new guard of competitors is not really attracted by a winter journey to Mediterranean sunshine. They are seeking fresh fields; Spain, Scandinavia, Germany, Holland, and even Morocco, Cyprus and other glamorous parts of the globe are getting the attentions of rally people.

At one time Glasgow's Blythswood Square was the Mecca of British rally followers each January as the British starters prepared to depart. When numbers decreased the start was moved to London, and thence to Dover, where the total distance covered on British soil was the 100 yard or so dash from the quayside to the open jaws of the cross-Channel ferry.

Last January there was a mere handful of Britishers, and this gave the rally's organisers the idea that perhaps it was no longer worth taking the trouble to organise a British start. But after some deliberation they have decided otherwise. What is more, it has been decided to take the start back to Glasgow. How many "Old Fellows" will that attract, I wonder?

There will also be two new starting points next month, one at Marrakesh and the other at Almeria. It is very likely that Marrakesh will attract quite a number of the professional competitors, and not only for its novelty and climate; whereas the other itineraries make several loops around southern France before converging on Gap, the route from Marrakesh taking an almost direct route.

At one time getting to Monte Carlo was the whole object of the rally. That is not so today, and many have been the criticisms of the long, often boring, journeys to the principality merely to have a night in bed before the hard competition really starts. To cut out the concentration run, or run-down as it is called, would change the event's character too drastically and would eliminate a good 95% of its publicity exposure. As a compromise, the organisers have introduced one special stage to the tail end of the concentration runs. The various itineraries converge at Gap, after which the 38.5-kilometre test will run from Rouaine to Pont des Mielans, via the Col de Laval and the Col de Trebuchet. The remaining parts of the rally, the 24-hour *Parcours Commun* with eight special stages and the 12-hour *Epreuve Complémentaire* with seven, are virtually unchanged.

In 1966, when cars were disqualified at Monte Carlo on grounds of eligibility after they had been through British scrutineering, there was considerable invective against the RAC scrutineers for allowing them to start without pointing out the ineligible features. This situation can no longer arise, for the regulations define a start scrutineer's job, and put the onus of conformity with homologated characteristics squarely on the competitor.

As before, the Monte is the first of the year's qualifiers for the International Rally Championship for Constructors. Of the two FIA championships, this is the only one which has held any interest for some time, the series for drivers being far too complicated, with too many events (some of them even clashing) and a scoring system so complex that even the FIA itself seems unable to publish regular

bulletins. With 1970 in a close struggle indeed between Porsche and Alpine-Renault it is likely that these two factories will continue their efforts next year; certainly Alpine, for the French team has announced a severe cut in its racing programme in order to concentrate on rallying.

Ford of Britain has declared its intention not to take part in the Monte next year. This is very likely due to a determined effort at Eastertime to win the East African Safari Rally, an effort which will consume so much workshop and reconnaissance time that hardly enough is left for a treasure hunt, let alone the complicated preparations for a major assault at Monte Carlo.

The big plum in East Africa—victory by a pair of non-residents—has yet to be plucked, and this is what Ford is after. They will have two cars from Boreham and two from Cologne, all with all-European crews. Local opposition will be as strong as ever, particularly from the Peugeot distributors, who use local crews, and Datsun, whose team of local drivers will be supplemented by Rauno Aaltonen and Paul Easter. There are also indications that Italy, Germany and Sweden will be well represented.

* * *

Whenever a new rally is announced it is seldom viewed with enthusiasm by competitors. The reason is simple: it takes time to develop an event to the peak of quality, and most first efforts are organisationally weak. I am pleased to record that in October there was an outstanding exception.

British servicemen who are rally enthusiasts invariably take their enthusiasm abroad with them. In Cyprus there is a strong group of motoring sportsmen among the service personnel and in October, after several years of running small rallies, they combined with the Cyprus Automobile Association to run an ambitious two-day event with start and finish at Nicosia. The necessary finance was provided by the generous sponsorship of Carreras Overseas Ltd. through its Rothmans brand, and some know-how was imported from Britain in the form of Vic Elford, who helped with route selection, and RAC Rally organiser Jack Kemsley, who devised the documentation.

The result was a smooth-running event which ran almost faultlessly from start to finish. Indeed, there are several established international rallies which would have been insignificant alongside this bright newcomer. Furthermore, the roads of Cyprus are near perfect for rallying. It is possible to run a rally of several thousand miles without using tarmac roads for more than about 10 to 15% of the time, and at the same time rarely venturing more than a few hours' drive from a first-class hotel. The loose-surfaced roads are incredibly twisty and are just about the most testing I have seen for many years.

In its first year the Cyprus Rally did not have international status, but it was observed by an FIA representative, who was just as favourably impressed as the other visitors—who included Hannu Mikkola and Gunnar Palm; after leading for much of the way they retired when their Escort's distributor points broke up.

It could well be that this event will have international status next year. If that happens, and if a means is found to lessen the financial burden of travelling so far, it could attract many British competitors. Certainly it has the makings of an International Championship qualifier. If only we could cut the island free from the sea bed and tow it through the Straits of Gibraltar to the Irish Sea...—G. P.

MINIATURES NEWS

THE latest Corgi offerings are a replica of the Iso Grifo coupé, faithfully reproducing its styling, including the four headlamps recessed in the nose of this 7-litre Chevrolet Corvette-powered Bertone fastback, the claimed maximum speed of which is 180 m.p.h.; the low-friction wheels of the 4-in.-long miniature enable it to exceed this in scale speed, say Mettoy-Playcraft, and it is complete with opening bonnet to reveal a detailed dummy engine, tip-up seats, opening doors, plated front and rear bumpers, and jewelled headlamps. No. 301 in the Corgi series, the UK retail price is 8s. 11d.

The other new Corgi is a splendid model of the well-known, cross-country Mercedes-Benz Unimog, with detachable canopy to its truck body, specially-treaded cross-country tyres, complete with under-chassis spare wheel, tow hook, big external rear-view mirrors, windows, Mercedes-Benz badge, jewelled headlamps, and the four-wheel-drive transmission correctly depicted. This realistic miniature is 3½ in. long but as a Unimog is as high as it is long, it makes quite a big model. Its Corgi reference No. is 406 and it sells for 10s. 6d.—W. B.

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LAGUNA SECA

THE CASTROL Grand Prix, the ninth round of this year's Can-Am series was run at the challenging Laguna Seca circuit in Monterey, California, and marked the first time this season that all the main contenders appeared at the same time. In addition to Denis Hulme and Peter Gethin in the works McLaren M8Ds, Chris Amon was making his second appearance in the works STP March 707, BRM had two cars for George Eaton and Pedro Rodriguez, Eric Broadley was present to help Peter Revson with the sorting of the long-wheelbase Lola T220, Vic Elford reappeared in Jim Hall's "vacuum cleaner" Chaparral 2J for the first time since Atlanta, and Jackie Oliver reappeared for the first time since the second race at St. Jovite in a new version of Peter Bryant's Ti-22 titanium car. The first seven cars were little changed since the eighth race at Donnybrooke but the Ti-22 was an entirely new car, not just a modified version of the one in which Oliver chased Gurney to the flag in the first race at Mosport and then crashed on the first lap at St. Jovite. Reading like an advertisement for one of the Big Three's new models, the new Ti-22 is longer (by 2 in.), wider (by 4 in.) and lower (by 1 in.) than the original car. The mid-section of the chassis has been strengthened by titanium sheet stiffeners in the pannier fuel tanks; the 8-litre Chevrolet engine now acts as a stressed member (with the assistance of diagonal braces); and the front suspension has been changed to leading rather than trailing lower radius arms to provide greater strength under braking (one of the few weak points in the original car).

Although Laguna Seca is very short (only 1.9 miles), Jim Hall, Stirling Moss and Bruce McLaren always considered it one of their favourite circuits because unlike most artificial American road courses—which tend to be a series of straights connected by corners that are frequently too sharp—Laguna is curving almost continuously as it skirts a former dry lake, climbs the side of a hill, rides along the crest, and then plunges back down to the lake bed. These almost continuous curves do tend to make passing difficult but, combined with the changes in elevation (250 feet difference between the highest and lowest points), they also make the circuit ideal for Hall's Chaparral because the car's ground effects system is in almost continuous use. Elford lost little time proving this point and, despite the fact that he had never driven the circuit before, he ended the first day of qualifying as the only driver under one minute and the possessor of a new qualifying record of 59.4 sec. (The old records were 59.53 sec. or 114.898 m.p.h. by Bruce McLaren in qualifying and 1 min 02.19 sec. or 109.98 m.p.h. by Hulme in the race, both set last year in McLaren M8Bs.) Hulme got down to 1 min. 00.6 sec. before encountering suspension trouble and Revson showed his Lola wasn't far off the mark with 1 min. 01.2 sec.

On the second day of qualifying Elford completed the demoralisation process by lowering his time another 6/10ths of a second to 58.8—three-quarters of a second under McLaren's 1969 record and 1.8 sec. under the best Hulme had been able to achieve (and considering the shortness of the circuit, the Chaparral's superiority is even more evident). Hulme did not improve on his time partly because he was busy running in another of the "special" engines referred to briefly in the Donnybrooke report. What made the engine special is the fact that the block is cast in a new, high-silicon aluminium alloy that is hard enough for the pistons to run directly in the bores without the use of cast-iron liners. The major advantages are a decrease in weight and much better heat dissipation. This special 390 alloy was developed by one of the McLaren team's sponsors, the Reynolds Metals Co., and is the same as that used for the engine in Chevrolet's new Vega. The McLaren/Reynolds blocks are based on the regular Chevrolet design and the engines are built up to a 7.6-litre capacity. Gethin, meanwhile, had equalled Hulme's time of 1 min. 00.6 sec., Oliver had shown the soundness of Bryant's new design by equalling Revson's time of 1 min. 01.2 sec. and Amon had become sixth fastest with 1 min. 01.8 sec.

By this time, McLaren team manager Teddy Mayer and several others were muttering loudly about the Chaparral and openly considering a protest on the ground that its vacuum fans constituted movable aerodynamic devices and as such are banned under Appendix J. On Sunday morning, however, this controversy was postponed to another day when, during a warm-up session, a connecting rod punched a hole through the side of the Chaparral's main engine and the car had to be withdrawn because the four-to-six-hour change could not be completed in time. The Chaparral's withdrawal took most of the sting out of the competition and it was again the Gulf orange McLarens of Hulme and Gethin that charged in front, closely pursued by Revson and Oliver.

Amon quickly lost touch with the leaders when his brakes began to disappear on the fourth lap (a repeat of his Donnybrooke problem); the veteran Chuck Parsons held down sixth in his Lola T160/163; and Rodriguez's BRM took over seventh after Eaton suffered suspension failure. There was no change among the first seven cars for almost half the 80-lap, 152-mile race but on lap 35 Oliver squeezed around Revson and three laps later everyone advanced one position when Gethin spun off and could not restart. Oliver spent the second half of the race relentlessly harrying Hulme and although he closed the gap to as little as two car lengths at one point and set the fastest lap of the race at 1 min. 02.4 sec. (not a record), Hulme was in full command of the situation all the way and took the chequered flag 1.2 sec. in front to win his second Can-Am championship in three years. Oliver's Ti-22 was the only other car on the same lap for a very creditable second place in its first outing. Revson was third, one lap down, Amon fourth, two laps down, and Parsons, whose ignition became erratic during the final quarter, lost fifth place to Rodriguez on the final lap by 1.2 sec.—D. G.

Results :
CAN-AM—Round 9—Laguna Seca

1st :	D. Hulme (7.6 McLaren M8D)	..	1 hr. 25 min. 58.8 sec.—106.07 m.p.h.
2nd :	J. Oliver (8.0 Norris Ti-22)	..	1 hr. 26 min. 00.0 sec.
3rd :	P. Revson (8.0 Lola T220)	..	79 laps
4th :	C. Amon (8.0 March 707)	..	78 laps
5th :	P. Rodriguez (7.6 BRM P154)	..	78 laps
6th :	C. Parsons (7.6 Lola T-163)	..	78 laps
7th :	T. Adamowicz (7.6 McLaren M12)	..	77 laps
8th :	G. Wilson (7.6 Lola T163)	..	77 laps
9th :	D. Causey (7.0 Lola T163)	..	76 laps
10th :	G. Lawrence (7.0 McLaren M12)	..	76 laps

Fastest lap : J. Oliver (8.0 Norris Ti-22), 1 min. 02.4 sec.—109.62 m.p.h.

RIVERSIDE

THE TENTH and final race of the 1970 Can-Am series was held at the Riverside circuit in California and proved to be an all-too-realistic repeat of the Laguna Seca event: Elford and the Chaparral 2J again stormed around the 3.3-mile-long course in record-shattering times that no one else could approach; the Chaparral's performance again sparked controversy over its legality; the Chaparral again provided its own temporary solution when it failed before the race was two laps old; and Hulme's McLaren was again chased to the chequered flag by Oliver's Ti-22.

Going into this final race, both the qualifying and race lap records belonged to Hulme in his 1969 McLaren M8B, the former at 1 min. 34.03 sec. (126.342 m.p.h.) and the latter at 1 min. 35.23 sec. (123.19 m.p.h.). Virtually all the fast times were set on the first day of practice when the weather was unusually cool for Riverside at this time of year and in only 10 complete laps (barely half of them flying, timed laps) Elford made the pole position his own private preserve with a new qualifying record of 1 min. 32.49 sec. (128.446 m.p.h.). Hulme was over two seconds slower at 1 min. 34.69 sec. and he was followed by Revson at 1 min. 35.10 sec., Oliver at 1 min. 35.52 sec., Amon at 1 min. 35.92 sec. (having switched from Firestones to Goodyears), Gethin at 1 min. 36.28 sec. (having engine problems), and the BRMs of Eaton and Rodriguez at 1 min 37.18 sec. and 1 min. 38.57 sec. respectively (although Eaton did not start because the same suspension casting that failed at Laguna failed again in practice).

The pre-race warm-up session again produced drama for the Chaparral but on this occasion it also embraced the McLaren team. The Chaparral's problem came in the form of a broken crankshaft on the auxiliary two-stroke engine that drives the ground effect fans and virtually the entire three hours before the start of the race were needed for repairs. The McLaren team's problem came in the form of a sick engine in Hulme's car and although the only spare was running 500 r.p.m. down, the mechanics had it installed and running within two hours.

It took less than 30 seconds of the first lap to show that while the McLaren repair was complete and effective, the Chaparral's was not. Hulme, making a major effort, passed the big white shoebox before the first turn; Oliver went through at the second turn and by the end of the first lap the Chaparral was back in sixth place. By the end of the second lap the Chaparral was in the pits—its auxiliary engine dead—and to all intents and purposes out of the race. One lap later Revson, too, was in the pits with a split water hose and also finished for practical purposes. Oliver then began a race-long pursuit of Hulme and although he narrowed the gap to 5.5 sec. at one point, Hulme was again in full command and took the chequered flag 8.2 sec. in front. Amon ran third for most of the race after Gethin retired with a blown engine on the 22nd lap but on the 56th lap the March ran out of fuel and Rodriguez took his

continued on page 1315

LETTER FROM ENGLAND

[By means of which the Continental Correspondent, even while he is not motoring abroad, can keep in touch with the Editor.]

Dear W. B.,

It was my intention to write you a final letter from Europe for the 1970 season from the Osterreichring at Zeltweg, in the centre of Austria, but what with one thing and another time went by all too quickly. The last serious motoring trip across Europe involved 3,600 kilometres in 16 days, including two race meetings, three visits to various people, a vintage rally and a couple of days relaxation. During this trip the E-type passed the 30,000-kilometre mark and gave its first symptom of trouble, necessitating a little hotel-yard maintenance before motoring on next day. This was a "ticker-ticker" from the front of the engine, which turned out to be a fraying primary vee-belt driving the water pump. Standard in the tool kit of Jaguars is a spare belt, so I was soon motoring smoothly again, and now 32,500 kilometres have passed (approximately 20,000 miles) so my faith in Jaguar speed and reliability is once more justified; yet I still meet people who have all sorts of troubles in under 5,000 miles, but I'm convinced they are the sort of people who should not be driving cars at all. I was slightly amused by *MOTOR SPORT* last month, where you were extolling the praises of the Alfa Romeo that managed to survive more than 10,000 miles "on road-test" and the Production Manager achieving 12,000 miles with his GTV, both cars having been back to Alfa Romeo "for routine servicing" during that time. Jaguars often tell me I am their worst customer, for I collected the car last April and they have yet to see it since then, while the London Agents who organised the paperwork have never seen the car at all, for I collected it myself from the factory with 226 miles on the odometer and set off for Madrid on its running-in trip. I must admit I did my own "routine servicing", changing the oil by the roadside in France and tightening the cylinder head down and checking all the nuts, bolts, wires and hose clips in the car park of the Madrid Motel. Apart from occasional oil changes and a new set of front brake pads it has gone on and on, the driver's door lock going wrong (and it is still wrong) at 11,000 miles, someone backing into it while it was parked at around 15,000 miles, which made a slight dent in the nose and caused the stick-on number plate eventually to blow away in the wind, and I bounced it off a wall at 19,000 miles, putting a very slight scratch in the passenger's door.

Some idea of the use it had in Europe between April and October can be gained from the last trip across Germany and Austria after all the caravans and holidaymakers had gone to ground and the roads were pretty traffic free. While putting 1,000 kilometres into a day's motoring I came up on one of the 1.9-litre GT Opels that was getting along very nicely. This was on the *Autobahn* from Frankfurt to Nurnberg (which you should sample if you like rolling, open farming land all around you) and we had a most enjoyable run in close convoy, cruising at 4,200 r.p.m. on the E-type, about 108 m.p.h., with the Opel obviously flat-out, for up the hills it slowed to 90-95 m.p.h., regaining its 105-108 m.p.h. down the slopes. One of the joys of motoring about Europe is to come across someone else enjoying their motoring and driving in a like manner to oneself. It did not take long to see that the Opel driver was handling his car and the road conditions neatly and smoothly so that it was a pleasure to run in company with him. There were no dicey manoeuvres, no desperately heavy braking, no antagonising of other road users; he was simply covering the ground efficiently and the little Opel GT coupé looked safe and steady and took some of the long curves at 100 m.p.h. in a most satisfactory manner. Quite often I come up on people travelling fast in Opel Admirals, Citroëns or Mercedes-Benz and straightaway I know I don't want to be within a mile of them; they are being driven so badly and the drivers are obviously out of their depth, with little or no safety margin on their judgment and reflexes. During our 100-mile run in close convoy I was agreeably impressed with the 1.9-litre Opel GT and thinking about it I decided that it was the sort of car that might well have come from Coventry if the projected joining of Lotus and Jaguar had come about some years ago, as was seriously under discussion at the time. Lotus would have designed the Elan and Jaguar would have made it a production car, with Coventry-Climax designing and building the engine, and the result would have been a splendid small GT car and a young brother for the E-type.

As my 1,000-kilometre non-stop trip was ending I arrived at the frontier between Germany and Austria and met Brian Redman in

his 911S Porsche, and as darkness was falling we did a few more miles in convoy and stopped at a hotel. Comparing our respective day's motoring Redman had covered 1,200 kilometres to my 1,000 kilometres, and he had been cruising at 120-125 m.p.h. to my 100-110 m.p.h., our day's running time being very similar. Over dinner we talked cars and motoring and were agreed on the excellence of the 2002 BMW, having both had occasions when these family four-seaters have given our GT/sports cars a run for their money, and we commiserated with each other on the fact that a BMW saloon would have done our day's motoring just as effectively as the Porsche or the Jaguar. This was to be Redman's last trans-European trip and the Austrian 1,000-kilometre race (which he won with Siffert) was his last long-distance classic, for he has now emigrated to South Africa, to race in their winter season and then settle down in Johannesburg to work for the BMW importer. I feel that our loss is their gain, for Redman is one of the top sports-car drivers and not only enjoys his racing but also his everyday motoring.

Before leaving Bavaria, to head back towards England and the winter, I made a detour to the small village of Lenggries, due south of Munich and not far from the Austrian mountains. In the peaceful little farming village some of the fiercest competition cars are made, for it is here that Francis MacNamara has set up a neat and tidy little racing car factory. MacNamara is an American who was serving with the American Army in nearby Bad Tolz and when his military service was finished he started to play about with Formula Vee cars, still living in the area he had got to know so well. Like so many people, what started as a hobby developed into a business, building Formula Vee cars and then Formula Three cars, and this year he got his great break when Andy Granatelli commissioned him to build the STP-Indianapolis cars. This project proved successful and a batch of 10 cars are being built for the 1971 Indianapolis and USAC racing, and when I called in one of the 1970 STP-MacNamara cars was being dolled-up for exhibition purposes, while the first of the oval-racing cars was well under way and the first of the USAC road-racing cars was being built on the jig.

In a special department were two competition Ford Capris, with 2.4-litre V6 engines, these being out-and-out racing saloons, both of which had already proved successful in National racing. This branch of MacNamara is looked after by Peter Reinhardt, who also drives one of the cars, and the whole project has the help and blessing of Ford of Cologne, the V6 power-units coming direct from there. Overall design work for the single-seater USAC cars is done by Viennese-born Josef Karasek, while Englishman John MacNamara (no relation to the American-born one) looks after the sales and business side of things. Ex-USAF Francis MacNamara and his wife direct and control the whole operation and the handful of skilled workers who build the cars come from all parts of Europe. It is a small, friendly and efficient little set-up, the delightful surroundings encouraging everyone's enthusiasm for the furtherment of Mac-

Continued at foot of next page



... emigrated to South Africa ...

BRITISH HILL-CLIMB CHAMPIONSHIP

A close contest

SOME YEARS AGO, when International racing events were fewer in number, and travel was not so easy, MOTOR SPORT used to report at great length on British hill-climb events, such as Shelsley Walsh and Prescott. With the widening of racing interests, and an overcrowded calendar of events to try and cover, the hill-climb scene in Britain has been neglected editorially, but for all that the activity on the hills has not declined, and has, in fact, become stronger and stronger, encouraged by the National Championship controlled by the RAC and sponsored financially by the Shell petrol company. Enthusiasm for sprint hill-climbing amongst the competitors is as strong as ever and competition is very keen. Not having seen a Championship event for some time, I took the opportunity of a weekend off from Grand Prix racing to visit a British hill-climb event just half-way through the Championship season, and was visibly impressed by the machinery being used and the keenness of the competition and the driving standards, while at the same time the paddock atmosphere was relaxed and friendly, with none of the "band-wagon" ballyhoo that follows the Grand Prix "circus".

The Championship points are decided on two extra runs at the end of each meeting for the fastest ten during the day, and hundredths of a second mean the difference between winning or losing. Starting at Prescott in May, the 1970 Championship season had an event almost every alternate weekend, there being 12 meetings in all, from Wiscombe Park in Devon, to Doune estate in Scotland, and with two "foreign" events for good measure, one at the old-established Craigtantlet hill in Northern Ireland and the other at Bouley Bay in Jersey.

Competitors count their scores from any eight of the 12 events, and throughout the season the chief contestants have been David Hepworth, with his 4WD Chevrolet-powered special, Sir Nicholas Williamson with his F5000 McLaren also Chevrolet powered, David Good with a similar car, Roy Lane with his 4WD Tech-Craft, born out of the remains of the experimental 4WD BRM, but now using a 2.1-litre V8 BRM engine, Mike MacDowel with a Brabham powered by a rare 2-litre Coventry-Climax V8 engine, Peter Blankstone with his 4WD Oldsmobile V8-powered Brabham, Tony Griffiths with a very neat little Brabham with Cosworth FVC 1,800-c.c. power unit, and Peter Meldrum with his 4WD special powered by a supercharged Lotus twin-cam engine. As can be seen, the accent is on brute power and 4WD, though the Grand Prix knowledge designed into the McLarens made them the equal of the more complicated 4WD cars, and to see any one of these cars do a standing start on an 11-ft. wide road between grass banks is quite a spectacle.

The Championship looked as though it was going to be for Williamson when they were all at Doune in September. Hepworth crashed on his last run of the day and Williamson looked set for FTD and an unassailable lead with only one more event to run, but MacDowel came into his own on the tricky Scottish hill, with the V8 Climax really singing on all eight cylinders, and he snatched FTD from Williamson,



Sir Nicholas Williamson, 1970 Shell/RAC Hill-Climb Champion, in action at Harewood in his McLaren-Chevrolet V8.

and maximum Championship points for the meeting, leaving the Baronet and Hepworth to go to Bouley Bay with equal points. After a day-long needle match in class runs, they lined up for the Championship run and Hepworth had his clutch fail on the start line, leaving Williamson to net FTD and the Championship. However, it was not as easy as that, for competing at all the 12 rounds of the Championship has meant a very full and busy season for the winner, including a crash at Great Auclum which ripped a rear wheel and suspension off the car.

The competition this year has been so tense that almost everyone of the top contenders has made excursions off the road in their frenzy to clip fractions of a second off their times. Good crashed his McLaren, Lane smashed up his special at Auclum, Hepworth crashed at Doune, engines have blown up, clutches have burst, and for all the competitors the 1970 season is one to be remembered.

Williamson's McLaren-Chevrolet V8 was built at the end of the 1969 season by John Brimsted of PMB Garages of Bookham, working at the Trojan works where production McLaren racing cars are built. During the successful 1970 season pre-race work was carried out at PMB, as were repairs after excursions off the road, while Alan Southon of Phegre Engineering, Hartley Wintney, looked after the car at the various meetings, sharing the transport work with Williamson in the latter's 220S Mercedes-Benz, with the McLaren behind on a large size Don Parker four-wheeled trailer. They started the season with a Ford Zephyr V6, but it was quite hopeless as a tow-car and a change was made to the 220S, of 1964 vintage with 95,000 miles to its credit. During the rather hectic season the Mercedes-Benz clocked up 12,000 miles travelling all over the country with its attendant trailer and McLaren, and Williamson is full of praise for the way it has performed. He is equally satisfied with the 5-litre Chevrolet V8 engine in the McLaren, for it was prepared by Charles Lucas and has never missed a beat all season, requiring nothing other than routine maintenance of tappets, ignition and carburation, the last-named being in the form of two four-choke Holley instruments on which only two chokes operate in each carburetter on part throttle openings, a progressive system that pays off in slippery conditions. The engine is taken to 6,500-7,000 r.p.m. at all times, and quite often in the heat of the moment 7,500 r.p.m. is seen on the tachometer. It drives through a Hewland LG600 gearbox which has the three lower ratios calculated by Williamson before the season to cover most of the hills used. Maximum speeds in the gears are of the order of 60 m.p.h., 80 m.p.h., 110 m.p.h., 125 m.p.h. and 137 m.p.h., though top gear was never used, and 4th only at Shelsley Walsh and Barbon, the lower three ratios sufficing for all the other hills. The McLaren runs on Goodyear G14 wet-weather tyres at 18 lb./sq. in. all round, and they appear to be well suited to all conditions; some G18 tyres were tried around mid-season, but were found wanting, in that the short runs never gave them time to warm up to their correct working temperatures.

Hill-climbing to this standard costs a lot of money, apart from the initial outlay of around £7,000 for the McLaren, and all the major contestants take part for the excitement of the activity, and the pleasant social life that invariably goes with something that is everyone's hobby rather than their profession. While there is prize money to be won and Shell pay bonus money for Championship points gained, it is not a form of competition that even pays its way on running costs. As Sir Nick Williamson explains it, you decide how much money you can afford to spend on your hobby before the season starts and hope you won't be too far out at the end of the season, but one unfortunate accident can easily absorb all the prize-money you have won, as he knows from experience. This is his third full season at hill-climbs and winning the Championship has more than justified the cost and effort. For 1971 he has plans for a smaller, lighter, and more agile car in the form of a Brabham with 1,800-c.c. FVC Cosworth engine, so if anyone wants to buy a very successful Formula 5000 McLaren-Chevrolet, "one titled owner, never been driven in top gear, etc. . . ."

D. S. J.

LETTER FROM ENGLAND—continued from previous page

Namara Racing. Next year the USAC cars and the racing Capris will be the leading activities, with plans for other forms of racing already fomenting, business sidelines such as tune-up kits for Ford Capris being an obvious follow-up, and they are offering their workshop facilities to any racing teams that may be in trouble when in that part of Europe.

Until the ice and snow recedes, yours, D. S. J.

Forward Trust Formula III Championship 1970



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ESCORT MEXICO FROM AVO

KILLING umpteen birds with one stone, Ford recently announced that its AVO division is to sell an Escort Mexico to complement the recently inaugurated production of Escort BDAs at AVO's South Ockendon plant. Both the BDA (or RS 1600 as Ford prefer it) and the Mexico will also be available with three further stages of engine tune. The basic RS 1600 is to the same specification as before, the new Mexico being designed to offer the enthusiast the Cosworth Escort's running gear with the substitution of the uprated 1,600-c.c. GT cross-flow engine as used in the Cortina. The Mexico's price has been fixed at £1,150 4s. This means that an enthusiast buying an Escort now has four choices—the 82-b.h.p. crossflow 1300 GT, the Mexico boasting 98 b.h.p., the faithful 118-b.h.p. Twin-Cam, or the expensive RS 1600 with an advantage of two horsepower more than the Twin-Cam version. Once AVO gets into full swing there will be tuning parts for BDAs and Mexicos, whilst the 1300 GT can also be improved by the fitting of the necessary Broadspeed parts, so only the Twin-Cam is out in the cold so far as Ford tuning goes, though there are plenty of specialists who will oblige in this direction.

To clarify the situation further, one can see that the Mexico, Twin-Cam and RS 1600 Escorts are all the same, apart from their engines. This is the relevant point so far as the Mexico is concerned, for it means that all the specialist transplants involving the insertion of a 1600 GT engine into a 1300 GT Escort are outdated because the Mexico has better brakes, handling and gearbox. It might still be a valid operation on a secondhand car, but firms like LuMo, Allard, Super Speed and so on will have to look elsewhere for a gap in the Ford line-up: in fact most of these companies already have other fish to fry anyway.

We were able to try the Mexico in tuned and untuned form at Boreham Airfield recently. Also available for some laps of the completely resurfaced former racing circuit were a pair of RS 1600s, one a production vehicle and the second featuring an engine specially rebuilt by F2 expert Brian Hart which was claimed to yield 20 b.h.p. more than the standard 16-valve unit.

Although we were given a price for the standard Mexico, retail charges for the tuning equipment could not be announced simultaneously because production arrangements had not been finalised.

We first ventured onto the track in a standard RS 1600, not the MOTOR SPORT vehicle we hasten to add, but it seemed identical to "our's" in respect of its track performance. On the fastest stretches at Boreham it managed between 105 and 110 m.p.h. and the acceleration appeared to match our previously published 0-60-m.p.h. times in the nine-second bracket. The Hart-modified BDA was altogether a better car for road use, being quieter, more flexible and faster than the production model. Top speed at Boreham was an indicated 115 m.p.h., with a discernible increase in accelerative ability to match.

The standard ignition cut-out and suspension were retained, which caused some comment from members of AVO's hierarchy who were



FORD'S Advanced Vehicle Operation is responsible for manufacturing and marketing the Escort Mexico. This latest Escort offers the same mechanical specification as the Escort Twin-Cam and RS 1600 models, but is powered by the much less expensive crossflow 1600 GT unit.

present to see that their latest toys suffered no abuse. We formed the impression that they would like to improve the suspension of any Escort with a power output exceeding that of a standard RS 1600, but to a large extent they are controlled by economics, for the RS 1600 is already an expensive little device.

We spent some 10 laps or so conducting the production version of the Mexico and formed the impression that it would probably be of considerable appeal to those enthusiasts who used to buy the Mk. 1 and 2 Cortina GT. For a man who has a young family, or simply needs to carry more baggage than a sports car can hold, the Mexico is an excellent combination which should give reliable service with a sporting flair. The speedometer indicated a maximum of just under 100 m.p.h., which would indicate to me that Ford's performance claims of a true 100 plus top speed, and acceleration from a standstill to 60 m.p.h. in less than 11 seconds, are entirely feasible.

The modified Mexico with a pair of twin-choke Weber carburetters and a modified cylinder head running a 10.5-to-1 compression ratio offered nearly the same performance as a production Twin-Cam. Power output was quoted as 109 b.h.p. DIN, and this was enough to push the speedometer needle just past the 100-m.p.h. mark on the Boreham straights. We had a little difficulty with the throttle not closing quickly enough and because of this explored the Escort's road-holding reserves rather more fully than usual. Goodyear radial tyres were fitted, and while they howled as the Escort was pointed towards a rather later apex than we had been using, they still hung on until the car emerged unscathed on the other side. A colleague spun the same car during the day, but as he was clipping some gravel chippings and trying to sort out the throttle simultaneously his rotation was inevitable anyway!—J. W.

FIBRE-GLASS PANELS

HAVING received a rather nasty black eye at the hands of an ageing Ford Consul, our trusty staff MG-B became in need of some new bodywork. The quotation for fitting a new wing and headlamp assembly came to more than £50 so it was suggested that a fibre-glass replacement could be a better proposition. A visit to DJ Sports Cars of Waltham Cross was arranged to discuss the idea, and it was decided that we would fit one of their replacement wings ourselves. The new wing is an exact replica of the BLMC part with all fittings and threaded inserts in place ready to bolt on to the car. Furthermore the makers' colour of the car (black in this case) is impregnated so there is no spraying or rubbing down to worry about.

The old wing unbolted without much trouble and, after a bit of drilling and sawing, was removed with the windscreen in place. In theory the windscreen should have been removed, but to save carrying out this operation the new wing can be neatly slotted where it surrounds the screen support and pushed in from the front when fitted. The slot is then hidden underneath the windscreen surround. The holes for the headlamp and sidelamp assemblies have to be drilled and cut out, after which the fitting is the same as on the metal wing. The new wing bolts in place with the minimum of filing and fiddling and, after a shine-up with polish, only the trim strip needs to be added to complete the job. A note about the electrics; an earth wire must be fitted between the sidelamp assembly and the metal body as, of course, the fibre-glass wing acts as an insulator.

The cost of the DJ MG-B wing is about £14 in self-coloured form, and if you are thinking of using fibre-glass panels we recommend you to get in touch with DJ Sports Cars, rear of 146 High Street, Waltham Cross, Herts.



AMERICAN COMMENT

ALTHOUGH Canadian John Cannon had already wrapped up the SCCA's Continental Championship, Mark Donohue scored his second championship win in three starts when he drove Roger Penske's long-wheelbase, Chevrolet-powered Lola T192 to victory in the 13th and last race of the series over the 2.2-mile short course at Sebring. A measure of Donohue's superiority is indicated by the fact that he put the Lola on the pole at a record 1 min. 03.07 sec. (125.51 m.p.h.), more than one second under the 1969 qualifying record of 1 min. 04.2 sec. established by Swede Savage in a Plymouth-powered Eagle. David Hobbs, the winner of the 1969 race, put his Surtees TS5A alongside Donohue at 1 min. 04.04 sec. and he was followed by the McLaren M10Bs of Canadian Cannon and Eppie Wietzes and the Ford-powered Lotus 70 of George Follmer. (Wietzes, the newly-crowned Canadian driving champion, was still using carburetors on his Chevrolet, but Follmer, who used a carburetor-equipped Ford to score two wins, a second and a third in the last five races, had now switched to fuel injection.) Both Hobbs and Follmer made excellent starts, the Englishman leading the first two laps before the American took over, but before the quarter-distance mark in the 45-lap, 100-mile race Donohue had got into his stride and taken command. As Follmer fell back with overheating, induced by a wrinkled nose-cone, Donohue reached the half-way mark with an eight-second margin over Hobbs, who was comfortably ahead of Cannon, Wietzes, Follmer and David Oxton, a young New Zealander making his US debut in Follmer's backup Lotus 70. By the chequered flag Donohue had doubled his margin over Hobbs to 15.01 seconds but Cannon had retired when a puncture led to suspension damage and Follmer was out with overheating, promoting Wietzes to third and Oxton to fourth, both of them one lap down on the leaders. One lap further back a relative newcomer, 23-year-old Mike Brockman, drove his Lola T190 from last place to fifth, and in sixth, on the same lap, was Dick Smothers' Lotus 70. These Sebring results changed several placings in the final championship standings, although Cannon (McLaren M10B) was secure in first place with 129 points and Gus Hutchison, who has driven both a Brabham BT-26 and a Lola T190, retained second place with 91 points when his only potential challenger, Ron Grable, did not enter. Hobbs' second place in his Surtees advanced him from fourth to third in the standings with 86 points, despite the fact that he missed the first five races, while Wietzes' third place in his McLaren promoted him from sixth to fourth with 81 points. (Wietzes missed four of the 13 SCCA races while wrapping up the Canadian championship but he scored points in eight of the nine races he did enter—and all of them were run with a carburetor-equipped Chevrolet engine built by Gordon Chance's Canadian Racing Motors in Toronto.) Grable's non-appearance at Sebring dropped him to fifth in the standings with 72 points and he was followed by Follmer, whose Lotus 70 garnered 71 points from only six starts. The Sebring race concluded the fourth year of the Continental Championship (the third year with stock block 5-litre engines), but the series has yet to establish a solid footing and gain complete acceptance by the racing public. Part of the problem lay in scheduling conflicts with Can-Am and Trans-Am events, which attracted more of the promotable "name" drivers, and while prize money was up 50% over 1969—to \$370,000—thanks largely to a healthy infusion from L & M cigarettes, attendance was down 9,000 to 152,000 and L & M wasn't entirely happy with the return on its investment. Despite Cannon's clearcut victory, however, the racing was often highly competitive, with six different drivers in five makes of car scoring wins in the 13 events: Cannon (McLaren M10B) three times and Hutchison (Brabham BT-26), Hobbs (Surtees TS5A), Grable (Lola T190), Follmer (Lotus 70) and Donohue (Lola T192) twice each. Cannon himself competed in 12 of the 13 events, scored points in nine and failed to finish only twice. In addition to his three wins, he scored three seconds, one third, one fourth and a ninth. Chevrolet remained the dominant powerplant, as it has been since the inception of stock block engines in 1968, but Hutchison with his Cosworth-Ford and more particularly Follmer with his stock block Ford prepared by Falconer and Dunn finally showed that there is an alternative.

Another American series completed in the past month was NASCAR's Grand American Challenge Championship for sports

saloons—and for the second time in three years the title went to 6 ft. 4 in. Dwayne (Tiny) Lund. Driving a Chevrolet Camaro, Lund began the season in rousing fashion by finishing third in the first race and then putting together a record string of 10 consecutive victories. With one brief exception he led the standings for the remainder of the season and completed the year with 19 victories in the 35 races. He finished in the top five 23 times and in the top ten 26 times, accumulating a season's total of 1,715 points. Jim Paschal, who drove his American Motors Javelin to 10 victories during the year, finished second in the standings with 1,648 points, and Buck Baker, who picked up two wins with his Pontiac Firebird, was third with 1,603 points.

* * *

Taking note of the still-growing popularity of imported saloons and of the introduction by American manufacturers of their own small cars to combat the invaders, NASCAR has announced that next year it will launch a new class of racing to be known as the International Sedan Manufacturers' Championship. The races will be held in conjunction with the Grand American Challenge events and will be open to such cars as Ford's new Pinto, Chevrolet's Vega, American Motors' Gremlin, Toyotas, Datsuns, Cortinas, BMWs, etc. Engines with push-rod valve mechanisms will be limited to 4,000 c.c. and six cylinders, while overhead-cam engines will be limited to 2,300 c.c.

* * *

After fighting tooth-and-nail throughout the season with independent Ford driver James Hylton, works Dodge driver Bobby Isaac has managed to establish a slight breathing space in the hard-fought and still unfinished battle for NASCAR's senior title, the Grand National Championship. With 45 races now run, Isaac has picked up 11 victories in 44 starts and leads the standings with 3,653 points. Bobby Allison (also in a Dodge) has only two wins in 43 starts but has just taken over second place from Hylton with 3,572 points. Hylton, who was leading the championship after the 34th race, has won only one race in 44 starts but remains third in the standings with 3,523 points. Hylton's fall from second to third in the championship came at the 44th race of the year, the National 500 at Charlotte Motor Speedway, when his Ford was involved in a three-way crash triggered by another driver. Hylton's car was virtually totalled and his chances of mounting another attack against Isaac in the remaining races are very slim unless another driver or car owner lends him a competitive machine. The National 500, incidentally, brought the first win of the season for Lee Roy Yarbrough, who last year was almost unbeatable in the major long-distance races on the superspeedways. The most successful driver so far in terms of races won and money earned is Richard Petty (Plymouth). Despite being sidelined for five races after a spectacular crash in the Rebel 400 at Darlington in May, Petty has won 17 of the 38 races in which he has started and has picked up \$133,774 in prize money. The reason Petty does not lead the championship is that NASCAR's points system is based on the length of the race, and most of Petty's victories have come in the shorter events.—D. G.

CAN-AM 1970—continued from page 1310

BRM through to third place. Amon was fourth, Lothar Motschenbacher fifth in his McLaren M8C.

And so the fifth year of the Can-Am series ended with Hulme scoring his sixth win of the year, the McLaren team's 22nd victory in 23 Can-Am races, and their fourth consecutive Can-Am championship. The Riverside results also put McLaren cars in the first three places in the championship, Hulme winning the title with 132 points, Motschenbacher taking second place with 65 and Gethin third with 56. Dave Causey was fourth with 47 points in his Lola, Jackie Oliver took fifth with 45 points despite competing in only four races in the Ti-22, and Tony Dean, the giant-killer at Atlanta, nailed down sixth place in his Porsche 908 with 44 points.—D. G.

Results : CAN-AM—Round 10—Riverside

1st :	D. Hulme (7.6 McLaren M8D)	1 hr. 40 min. 24.7 sec.—120.284 m.p.h.
2nd :	J. Oliver (7.6 Norris Ti-22)	1 hr. 40 min. 35.6 sec.
3rd :	P. Rodriguez (7.6 BRM P154)	59 laps
4th :	C. Amon (8.0 March 707)	59 laps
5th :	L. Motschenbacher (7.6 McLaren M12)	59 laps
6th :	B. Brown (7.6 McLeagle)	57 laps
7th :	T. Adamowicz (7.6 McLaren M12)	57 laps
8th :	D. Causey (7.0 Lola T163)	56 laps
9th :	A. Dean (3.0 Porsche 908)	56 laps
10th :	R. McCraig (7.0 McLaren M8C)	56 laps

Fastest lap : J. Oliver (7.6 Norris Ti-22), 1 min. 36.23 sec.—122.33 m.p.h.

JAGUARS ARE HISTORIC

IF AND WHEN the projected V12 Jaguar engine ever appears and ultimately replaces the 21-year-old six-cylinder XK engine, the twin o.h.c. six must surely go down in the annals of automobile engineering history as one of the classics of all time. Its competition history is equally impressive, culminating in its use in the very advanced and beautiful-looking D-type models which were conceived for the sole purpose of winning the Le Mans 24-hour race. The D-type Jaguar first appeared in 1954 and, apart from the works racing team cars, was built in considerable numbers for sale to the public, something like sixty cars being built and sold all over the world, from Mexico to Australia.

Recently, while motoring in the North of England in our 1970 E-type roadster, we called on Neil Corner to visit one of the E-type's ancestors, for Corner owns, and races in Historic Sports Car Club events, a well-known and famous D-type Jaguar. As the D-type was phased out of production it was due to be replaced by the XKSS, which was a direct descendant, being a fully equipped touring version of the D-type, intended to replace the XK150 sports car. The great fire at Jaguars in 1957 caused the XKSS to be still-born, apart from sixteen pre-production models, and during the following years the D-type and XKSS design was improved into the now classic E-type which appeared in 1961. Corner's D-type was a 1955 works team car, XKD 504, with extended nose cowling and built-in tail fin on the headrest and originally had a fuel-injection engine. In 1957, it passed to Ecurie Ecosse, who registered it RSF 302, the number it still carries, and it is now back in Jaguar dark racing green colour.

Putting the E-type roadster and the D-type racer side-by-side the parentage was clear to see, not only in the general shape but also in the engine and chassis layout and construction, the square-section tubular framework extending forward from the cockpit bulkhead of the monocoque centre-section being almost identical, while parts like front suspension wishbones looked almost interchangeable. The D-type has a dry-sump lubrication system, with a large aluminium oil tank on the left-hand side of the engine, against the E-type's normal wet-sump system, and being 3.8-litres to the E-type's 4.2-litres it can rev to 6,000 r.p.m. against the production car's 5,500 r.p.m. As well as the D-type Corner owns a Lightweight E-type, these being competition versions of the production car built around a standard E-type 3.8-litre roadster, with a fixed hard-top, Lucas fuel-injection in place of the triple carburettors, a ZF five-speed gearbox, Dunlop alloy wheels and aluminium body panels. Both of Corner's cars were ready to run at a touch of the starter-button, so a very enjoyable afternoon was spent progressing backwards in Jaguar history. Familiarisation of the roads of County Durham was first made in the 1970 E-type, in the smooth effortless silence and comfort that is one of the features of the modern Jaguar, and then a run was made in the Lightweight E-type. There was no doubt that one was in an E-type, but the controllability and performance were vastly superior, though everything seemed rather harsh and noisy in comparison with the standard car. The ZF gearbox was rather horrid, the ratios being good, but the gear-changing mechanism being rather vague and unpleasant and it was easy to understand why Jaguars designed and built their own all-synchromesh four-speed for the 4.2-litre car, to replace the dreary old Jaguar box that dragged on so long from the original XK120 models. The smoothness and liveliness of the Competition engine was very impressive and obviously a lot of care had been taken in balancing and lightening all the moving parts, a time-consuming business that could not be applied to the production E-type engine. At 5,000 r.p.m. on the production engine you are conscious of a great lump of machinery whirling round in front of you, but at the same figure in the Competition car it was incredibly smooth and well on its way up into the next 1,000 r.p.m.

The overall feeling on the Lightweight E-type was that here was a vastly superior version of the normal car, meant for serious motoring



Neil Corner's 1956 D-type Jaguar alongside the 1970 E-type.

rather than "promenading" and that we might as well leave Corner our 4.2-litre roadster and set off south in the Lightweight, and be home in two-thirds of the time it had taken to travel to the North. The next step backwards, into the D-type, was another matter altogether, for immediately you were in a racing car and the only similarity was the smooth way the six-cylinder engine ran up to 6,000 r.p.m., with the most shattering noise from the two long tail-pipes, devoid of any silencing. This was another world altogether, completely enclosed in the tiny cockpit with very little point in looking anywhere except straight-ahead or down at the huge tachometer, trying to keep the r.p.m. down to 5,500. The D-type has the old agricultural Jaguar 4-speed gearbox, but with racing close-ratios so that it was quite acceptable compared to an XK120 gearbox, and 3rd to 4th at near-peak revs was very satisfying. Being used for Historic racing this D-type is geared for 150 m.p.h. at peak r.p.m., but in its heyday at Le Mans it could approach 180 m.p.h. The lower ratio gave the car shattering acceleration and it went up to 125 m.p.h. in a manner that was very exciting. Compared to the E-type and the Lightweight E-type it felt decidedly twitchy on its road-holding for the D-type was built before Jaguar discovered independent rear suspension. It has a one-piece axle located in all directions by rods and levers and sprung on transverse torsion bars, a set up that was adequate for the billiard-table Le Mans surface in 1954-55, but archaic compared to sports-racing cars such as Lancia, Ferrari, Maserati and Mercedes-Benz of the same era. This was very obvious when anyone tried to race a D-type at the Nurburgring and the performance by Hawthorn when he nearly beat the Mercedes-Benz 300SLR team at Dundrod in the Tourist Trophy was heroic beyond belief. Even on the open road at speeds of 100-120 m.p.h. the rear end of the D-type felt awful compared to the later E-types with their i.r.s. but it was gratifying to have first-hand experience of the progress Jaguars have made in ride and road-holding even if they haven't made much progress in engines. On a seemingly smooth dual-carriageway at 100 m.p.h. the D-type was desperately trying to shake its rear axle off, but could not do so because it was so well anchored to the chassis, with the result that the rear axle shook the whole car. In spite of this the D-type was the most fun of the three Jaguars and there was no feeling that you wanted to set off on a long journey or do any serious motoring, you just wanted to blast about freely on any inviting road that appeared. The whole car exuded a feeling of "racing car", from the conveniently placed rest for the clutch foot and the strategically placed sponge rubber for the knees to the shattering exhaust note. The low Perspex screen wraps round alongside the right ear, to join the headrest, and the passenger's side of the cockpit is firmly covered over by a metal panel and the driving seat is really tailored for a long-distance race, the cockpit interior being matt-black, so that you are in a different world.

It was with great reluctance that the D-type was returned to its owner, but it was needed for a race at the Crystal Palace, which incidentally it won from another ex-works D-type, number 3CPF. Quite by chance this second D-type was encountered a short while later when it was changing owners and the chance for a ride in the passenger seat was accepted without hesitation. We were involved in a little private dicing on a large country estate in the Midlands and were following a Formula 5000 McLaren on rather damp and greasy roads and at once it was very noticeable what great advances have been made in rear suspension and traction, even leaving out the wide-tyre factor. 3CPF started life as a 1954 works car being chassis number 406, the sixth to be built, and is devoid of tail fin on the headrest and has the short stumpy nose cowling, which gives the car a remarkably small overall appearance.

Another D-type to appear recently in Historic racing is number 554, brought back from America by the Hon. Patrick Lindsay, this car having been exported to a customer in Mexico when it was new.

D-type Jaguars seem to be turning into "collectors items" so it is worth noting the following facts in case anyone tries to sell "the actual Le Mans winner, old boy".

In 1954 six cars were built for the factory team, these being XKD 401 to 406, and Ferrari won Le Mans.

In 1955 XKD 501 to 575 were laid down on the assembly line, some being works team cars, a great number being sold as "production racers", five being destroyed in the 1957 fire, four being dismantled for spares and sixteen being made into XKSS models.

In 1956 six cars were built for the factory team. Two of these passed to the Ecurie Ecosse the following year.

In 1955 Hawthorn/Bueb won with XKD 505 running on Coventry Trade Plates.

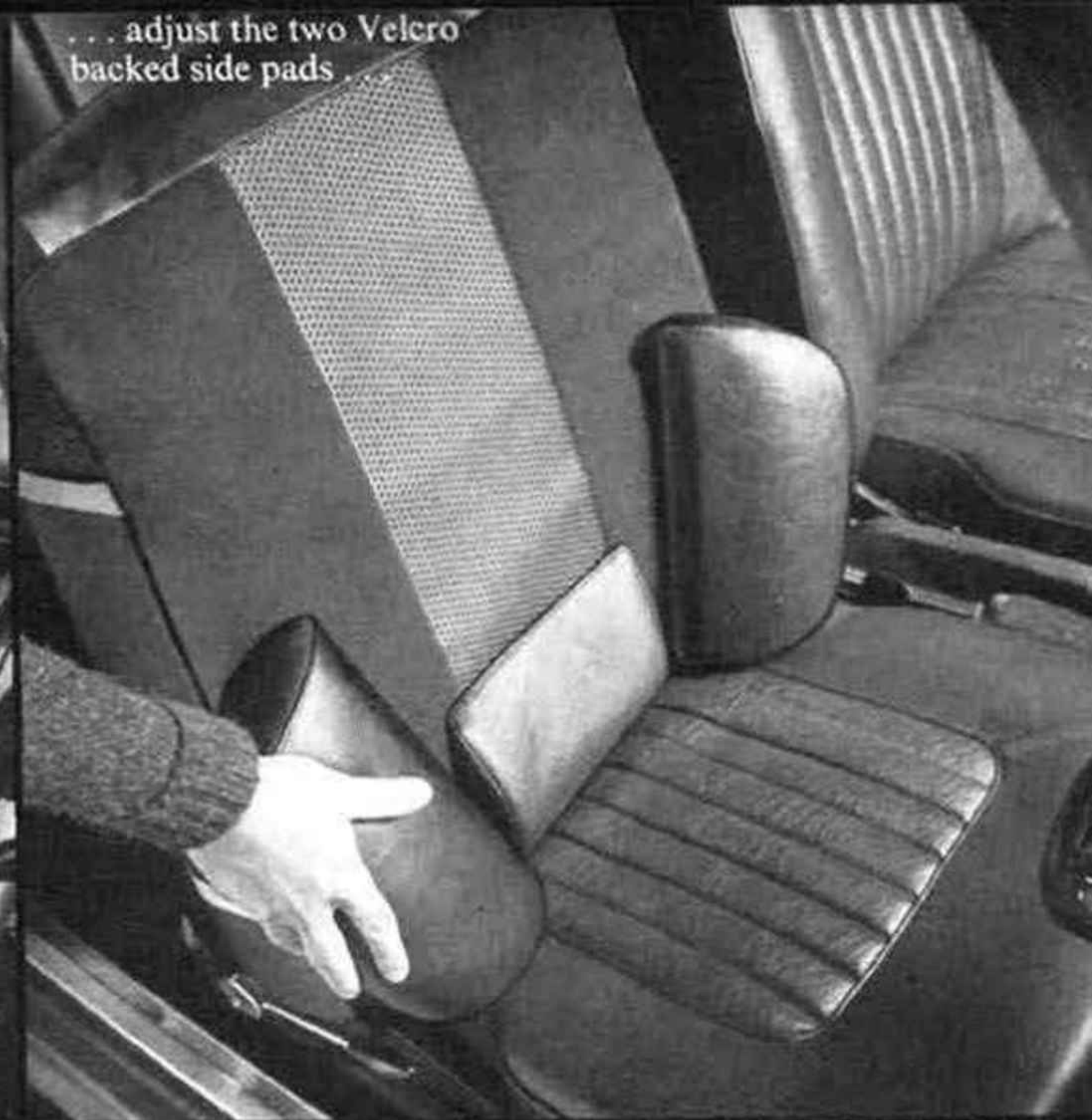
In 1956 Flockhart/Sanderson won with XKD 501, now in Scotland registered MWS 301, and in 1957 Flockhart/Bueb won with XKD 606 registered RSF 301, though it ran the race on Scottish Trade Plates.

D. S. J.

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**VETERAN —
EDWARDIAN —
VINTAGE**

A Section Devoted to Old-Car Matters



OFF TO A GOOD START.—Roger Collings' 1899 Benz, with the Editor of MOTOR SPORT as passenger, leaving Hyde Park on this year's Brighton Run. Behind it is Elder's similar Benz which overtook Collings on a down grade into Norbury, only to stop with an inoperative exhaust valve.

TO BRIGHTON BY BENZ

I HAVE been on more Veteran Car Runs to Brighton than it is perhaps expedient to count. But this year, entries being restricted, the Montagu Motor Museum which, in recent years, has generously provided me with a pre-1905 car to drive, was permitted but one vehicle, Lord Montagu's 1899 Daimler Phaeton. So I had no plans and intended to give the November pilgrimage a miss.

Fortunately for me, during pre-view day at the Motor Show Roger Collings came over from the Gilbern stand to chat and, remarking that he was doing the Brighton Run alone, on his recently-acquired 1899 Benz Vis-a-Vis of 3½ h.p., asked if I would like to accompany him.

Thus it came about that, the night before, I stayed at the Headfort Place Hotel, within walking distance of the start. Luckily I am a light sleeper on these occasions, for my requested 6.30 a.m. call failed to materialise. By 7.15 I was walking to Hyde Park clad in the extraordinary clothes I find essential to keep me warm on the journey which lay ahead—fortunately, it was still dark!

There were all the usual scenes, veterans arriving with a multitude of differing sounds, bells sounding, whistles blowing, as the enthusiastic crowds, cameras as yet unslung, save where there was the luxury of flashlight, milled around them. Right at the front of this long cavalcade of pioneer autocar history, composed of 244 cars if non-starters are discounted, was the courageous Maurice Smith, throwing lumps of fuel into the fire of his 1895 solid-wheeled Lawson steam mail cart. How, one wondered, would he ever coax it to the seaside. . . .? Alas, he didn't.

The Benz on which I was to ride was bought by Collings, whose early enthusiasm for the older cars was fostered, incidentally, by ownership of a 12/50 Alvis when he was in the Army, at an auction sale. Its history has yet to be unravelled but it is absolutely typical of those abundantly practical Benz autocars which Karl Benz of Mannheim manufactured in considerable numbers from about 1893 onwards—crude but simple and easily understood in an age when anything not drawn by a horse was regarded as mysterious, and perfectly acceptable by most people until Panhard-Levassor made the rear-engined, single-cylinder, belt-drive specification out of date. There were many copies of this ingenious vehicle, with its horizontal engine in the boot, exposed big-end, crank and con.-rod presenting themselves to anyone curious enough to open the lid, so that other entries, although having other make-names, looked very much like the 13 real Benz' entered. Roger Collings' example was once a Vis-a-Vis but now has a bench seat for two forward-facing automobilists, behind a low "dashboard", although, on arrival at Brighton, which is anticipating, lo, someone came up and said the original extra seats still exist.

Otherwise, all is decently original—surface carburetter, trembler-coil ignition with exposed wipe contacts, and so on, with the Crypto epicyclic gear for emergencies. The position of the hand throttle-lever

has been made more convenient and, as leather does not survive for over 70 years, the bench seat has been re-upholstered. But, apart from that, No. 19, Benz Reg. No. D65, engine No. 1686, was as typical of the Karl Benz System as any on the Run, and very smart, withal. It proudly bears a plate on the side of the body proclaiming it to have been supplied by Hewetson's Ltd., of 6, Dean Street, London, W, and its engine bearers are stamped "Orig. Benz" as some insurance against imitators.

So, with the fuel tank full of special Shell SPB1 spirit, to humour the carburetter, the bearings fed with Castrol GTX, the big-end with moly. grease, off we went, worming our way to the forefront of the first group away, at 8 a.m. on what was to be a beautiful day, more like spring than early November. That night, rain fell, but for the 74th Anniversary of Emancipation Day the VCC and RAC were singularly fortunate. This brought out happy spectators in their thousands (some say millions) and "Blue Peter" banners borne by excited children, all along the 53-mile route. Yet the traffic was remarkably light, except into Brighton itself, where, ironically, the police controlling the Madeira Drive roundabout didn't give a damn how long a panting veteran, so near to journey's end, was held waiting. Everywhere else the police were wonderfully helpful and it was hardly their fault that later in the day bad congestion engulfed the Gatwick area. But again I anticipate. . . .

Leaving Hyde Park we noticed that Maurice Smith had already stopped, but, we hoped, only to pick up a passenger or for minor adjustments. The oldest car in the Run, Ruckworth's 1895 3½-h.p. Benz Sociable, also soon came to a halt, as it was to do on several later occasions, but this German entry got in safely, winning *Autocar's* plaque for the oldest entry to complete the course. We had had our share of alarm, when, going towards Victoria Street on the new route to Westminster Bridge (the veterans no longer, alas, go down the Mall and past Buckingham Palace), other drivers pointed at us and shouted. Hoping it wasn't because they thought I was Mr. Bibendum gate-crashing on a solid-tyred car, Roger got out and got under, to find the Crypto belt hanging loose. However, he was confident we wouldn't require the lowest gear, so we continued without fixing it.

Somewhere about Streatham we gradually caught and passed Elder's 1899 3½-h.p. Benz dog-cart. It overtook us again going downhill but, alas, died out in Norbury, the exhaust tappet-pin having broken, allowing the valve gear to fall away from the timing pinions.

By this time, on this lovely Sunday morning, the faster cars began to come by and Collings began to wonder about his wife, who was in her first Brighton Run with the 1904 single-cylinder 8-h.p. Darracq, discovered in Wales, and in which she was accompanied by three girl friends. "But", observed Roger philosophically, "it has excellent brakes, and the Land-Rover is behind her".

After we had been going for half-an-hour, and having ascended

Brixton Hill, the first serious acclivity, strongly on the low speed, we stopped to check the level in the glass oil-container and to pump more grease into the big-end. On most Benz there is a grease-cup on the big-end but Collings prefers to feed cool grease in more positively. The oil level was very low, so we figured that we should pause every 30 minutes to fill up. But subsequently little more oil was required, so perhaps the level had been low to start with. At Redhill we drew into Price's, the Ford agents, where they were generously providing free coffee and food—Ford is a truly wonderful organisation, as I felt sure the Gilbern Director beside me would agree. We got down to oiling his Benz, even to topping up the two wick-feed containers which supply the main bearings, greasing the big-end again, strengthening the n/s solid cushion back tyre by binding it with insulating tape, and putting a gallon of fluid into the tank, through a very small-orificed brass filler extension, doing the same with the similar filler which serves the side water tanks. The cooling system is supposed to be condensing, the copper tube above the boot which looks like a big silencer being an air feed—air being intended to enter on the n/s, vent on the o/s, flowing over a water pipe as it does so, to condense the coolant back into the tanks. In fact, most Benz just boil away the coolant on hills. But as only one replenishment was needed, and as we got up every hill between the Metropolis and Brighton without dismounting—to look forward again, which one does frequently in a veteran in Brighton Sunday traffic!—it isn't difficult to see how Karl Benz was able to compete successfully against the horse. The manner in which the engine slogs away up hills, at near-zero r.p.m. (its top speed is probably 600 r.p.m.), is a feature of the horseless carriage from Mannheim. The engine has "square" dimensions, 110 x 110 mm., giving a swept volume of 1,045 c.c., in most of these smaller Benz, and an atmospheric inlet valve is used, although at first both inlet and exhaust valves were mechanically opened. We had a comfortable ride, on those big back wheels and full elliptic springs all round.

Tom Lightfoot, having joined us in his fine 1902 25/28 Mercedes, which he was holding down to 50 m.p.h. on account of the traffic, we were invited to his hotel, three miles further on, for a drink in the Vintage bar. Here we met Mrs. Dass, Secretary of the VCC, and 90-year-old Mr. Walter Randolph, looking very well, a gentleman who saw the Run of 1896, took part in the 1,000-Mile Trial of 1900, and travelled with Lord Montagu on the Daimler in this year's replica of it. He was seeing the Run from a 1901 Panhard-Levassor, owned by Tom Lightfoot and driven by Count Bernard de Lasse.

From this point to Bolney I drove, which, when the owner is beside you and you have never previously "experimented", must be akin to a first solo flight, except that a Benz is so easy to manipulate. The steering column rises vertically in front of you, centrally between the occupants, and this Benz is driven from the left. It is steered by a handle on the steering disc, a pointer charmingly showing where the small front wheels are supposed to be pointing; this is at first alarmingly direct "control". On the column are the two levers which change over the fast and loose pulleys of the two crossed leather driving belts, to give high and low speed. Perhaps illogically, the short wooden handle selects "high", the longer handle "low". But to change speed is simple. One lever is brought back, the other then pushed forward, the speed of manipulation taking up the drive smoothly or with a jerk, for there is no clutch. Another little handle, lower down, works the Crypto emergency low gear, out of action in our case. Final drive is by side chains.

Maurice Smith in his 1895 Lawson steamer.



The oldest car to complete the 1970 Brighton Run was this German-entered 1895 Benz.

Speed is varied by pushing forward or easing back the throttle lever on the left side of the body. A tiny pedal protruding through the floor can be trodden on to slow the Benz but as this works on the counter-shaft, through the differential, it tended to pull the car to the right. A long outside hand-brake, with ratchet, moving forward to apply spoon brakes to the back tyres, is used only for parking, to save the rubber. On the front of the seat bulkhead a toothed strip of metal can be set as desired to advance or retard the spark—if you saw Roger fumbling between my legs, that is what he was doing. A tumbler-switch adjacent cuts the ignition. And, apart from a curly bulb-horn, that's about all there is to it.

At Bolney we stopped, to refuel men and machine, and apply some more tape to the tyre. Here Mrs. Judy Collings was in fine form, because the little Darracq had given her no trouble and her companions were thoroughly enjoying themselves, "a giggle all the way", saying whenever the driver had to change gear they blew the horn, to drown the noise. A friend of the Collings', Johnny Thomas, had also arrived—we had seen his big-wheeled 1896 Leon-Bollee at intervals along the route and Roger had leaped from the Benz to push on one of the severer hills (causing me to be apprehended for pausing to wait for him by surely the only surly policeman on the route), for this three-wheeler was down on power, but running on its hot-tube, which its driver left burning while he went into the hotel, to the consternation of the uninitiated. Thomas had shed his wife soon after the start to give the air-cooled engine's two horses less weight to pull—so his was a very stout solo drive. It is nice to record that more engines seem to be on tube ignition, these days.

After this Collings resumed control of his Benz and it was an easy run to the Pylons, where the cars were checked in this year, and into Brighton to finally hand-in the check card. Collings had all the way nursed the Benz, switching off down the steeper hills to conserve the brakes, and he made no attempt to hurry the final miles, urging on to greater efforts those bicyclists who rode alongside. Yet our running time was not much over 4½ hours and had we been desperate, the whole journey could have been done at an average of about 12 m.p.h., admittedly on well policed, modern roads. Top speed? Perhaps as much as 18 to 20 m.p.h., mainly downhill. Petrol consumption was in the region of 25 m.p.g. and half-a-pint of Castrol was consumed.

The whole thing was highly enjoyable and to really get fun out of the Brighton Run you need to go on an early primitive, as I did all those years ago on the late Capt. Wylie's Hurtu, when he was Secretary of the Veteran Car Club. We got there on that occasion, too, which perhaps confirms the practicability of the Système Benz.—W. B.

The non-finishers in this year's Brighton Run, not counting the 60 non-starters were: M. Smith (1895 Lawson steam mail cart), K. Elder (1899 Benz), Mrs. Liberman (1899 De Dion Bouton), Mrs. I. A. Snell (1896 De Dion Bouton), Mrs. J. M. Fowler (1899 Star), M. M. H. Lipps (1900 Delahaye), N. R. Cole (1900 Gardner-Serpellet steamer), Mrs. L. Conters (1900 Liver), A. Janssen (1900 Marot-Gardon), C. G. Dunham (1901 Corre), Mrs. M. Banfield (1901 Durkopp), D. G. Blackford (1901 Locomobile steamer), C. G. Goldsmith (1901 Locomobile steamer), F. H. Babcock (1901 Royal Enfield quadricycle), W. F. Watson (1903 Gladiator), F. M. Greenwood (1903 Humberette), C. Chester Smith (1903 Oldsmobile), Mrs. P. Goldsmith (1903 Oldsmobile), Mrs. P. Kendall-Torry (1903 Panhard-Levassor), D. B. Cox (1904 Cadillac), W. Gordon (1904 De Dion Bouton wagonette), G. Hazell (1904 Siddeley), Mrs. O. Allsop (1904 Vauxhall) and Miss P. Bendall (1903 Oldsmobile). 244 starters, 220 finishers.



Roger Collings' Benz arriving at Brighton after its trouble-free run.

By the Brighton Bush Telegraph

Members of the Press travelled down in a 1932 33-seater ex-Paris Renault 'bus, provided for the occasion by Adams Bristow Ltd. It has a six-cylinder engine giving 67 b.h.p. at the expense of some eight or nine m.p.g.—fortunately National Benzole sponsor the Run—and does 25 m.p.h.

* * *

In the absence of Miss Hutton-Stott's 1904 Lanchester, Ronald Barker went as co-driver in R. G. Nash's 1900 Peugeot—another car on which I once passengered. Francis Hutton-Stott was also a non-starter, a great pity, as he is a very old hand at veteran-car affairs, the very spirit of which he captured in a series of articles he wrote for the war-time issues of MOTOR SPORT.

* * *

As usual (how does he do it?) the first to arrive at Brighton was M. E. Davenport in his 1900 Progress voiturette. He took about 2½ hours, but says it is his last run, as he feels too old at 63, after competing since 1930. However, 72-year-old P. C. Tulley drove a 1901 De Dion Bouton. Second car to check-in, 20 minutes after Davenport, was Neil Corner, in whose 1901 Mors rode MOTOR SPORT's photographer. Third to arrive was Lord Montagu's Daimler.

* * *

Lord Montagu's 1899 Daimler averaged some 20 m.p.h., a remarkable performance. He had with him, not H.R.H. Prince Charles, as was hoped, but disc-jockey Tony Blackburn.

* * *

R. Andrews, son of RAC Chairman Wilfred Andrews, who waited to see him arrive, completed his 18th Run in the family 1901 Benz. R. C. Green's 1903 Napoleon had been driven from Dorset to London on the Saturday, and was returning that night, and John Bolster's Panhard-Levassor set off for home, as is customary, after the Run. The 1898 Stephens finished with only one speed, five belts having been changed *en route*, and Horton's 1899 Star also broke belts, finishing with only one. Near the finish one of the Oldsmobiles, running in company with another of its kind, experienced trembler-coil problems, successfully overcome.

* * *

A. S. Dunning twice dismantled the engine of his 1903 6-h.p. De Dion Bouton on the way down and A. Essex arrived at the finish of the Run *sans* clutch, gears and compression, on his 1903 8-h.p. De Dion Bouton. P. Newens gave up trying to get his 1898 Benz to function at 2 a.m. and drove instead his Toledo steamer, which underlines the wisdom of not being content with just one veteran!

* * *

No. 1, the previously-mentioned 1899 Benz, was dismantled and smuggled from E. Germany in pieces. Last year it broke a drive-shaft. This year it won *Autocar's* plaque, taking just over five hours.

We were surprised to learn that the 1903 Cadillac carrying the BBC's "Blue Peter" team, although repeatedly referred to by the commentator, was not an official entry, because we thought non-competing Edwardian and veteran cars were frowned on by the VCC. And Anthony Marsh's commentary was strictly for the public. . . .

* * *

It should be noted that of the 60 non-starters listed officially, 19 were Overseas entries (out of 31 such). Very welcome as such competitors are, it is a pity such a comparatively large number failed to appear, in an event restricted to 250 runners. And, as the A23 is so splendidly policed on this occasion, one wonders whether the lifting of the Police ban to permit 300 cars to start on a Run so popular with the public could not be envisaged for 1971? This year there were 49 reserves, of which at least 24 stayed away.

* * *

Nice that Vauxhall Motors Ltd. entered a car, when other big British manufacturers seem anxious to disperse theirs! But where are the racing drivers who once used to take part?

V-E-V Miscellany.—Edward Riddle has kindly sent us a clipping from a private magazine *The Family Car* which was current in the Lucas and Riddle families between 1895 and 1900, from which it becomes apparent that Ralf Lucas, who was responsible for the Lucas Valveless car and later was associated with O. North in connection with the radial-engined North-Lucas, was running a belt-driven Morris *circa* 1899, which overtook a Daimler on a journey to Greenhill from Blackheath. He was working at his Blackheath factory on a change-speed mechanism, using expanding belts on lattice-surfaced steel pulleys, and a two-stroke car with this single-lever transmission ("other cars usually have about six handles to do the same thing" for a Mr. Corder, with his own "automatic liquid fuel feed").

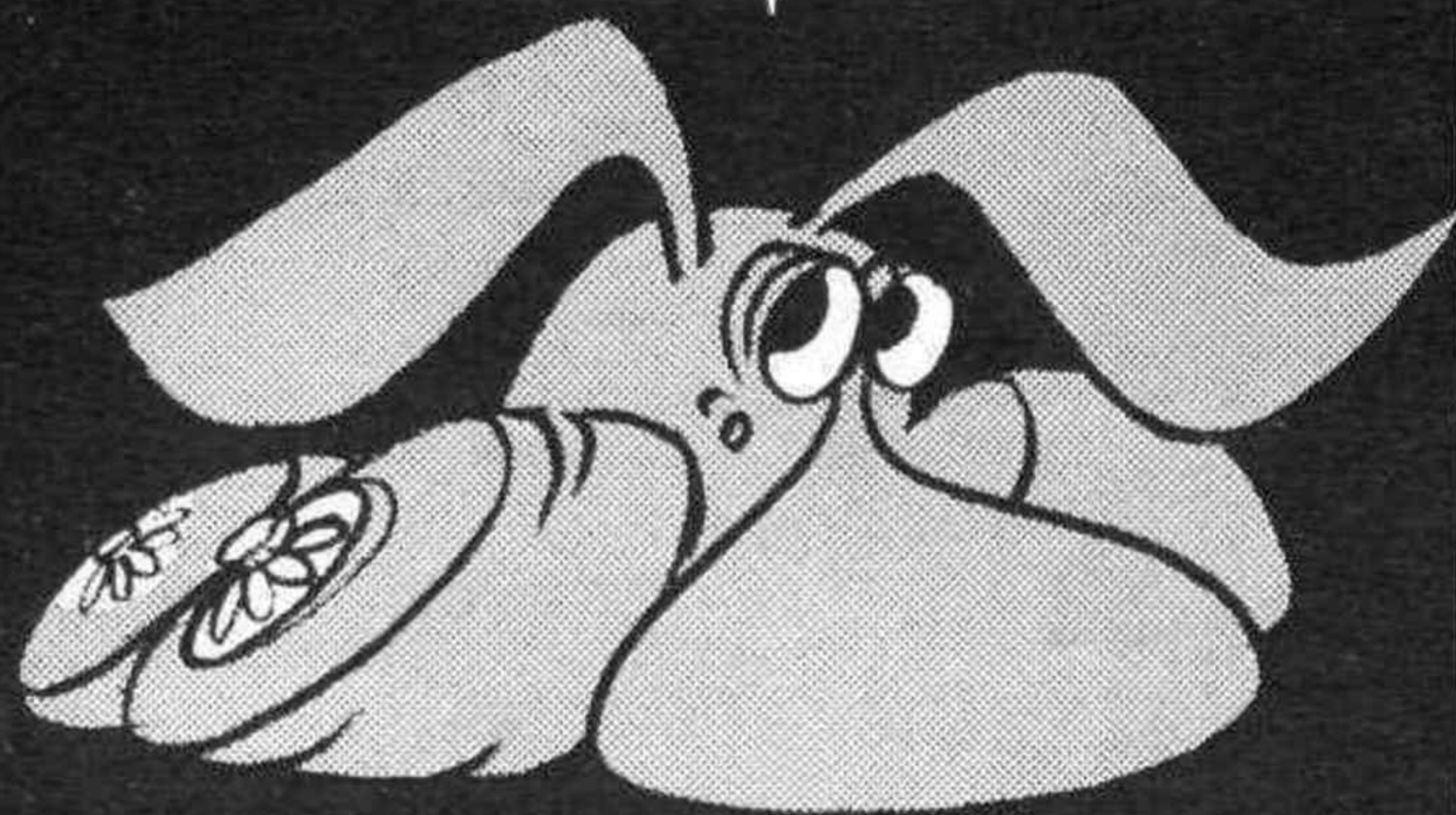
Somewhere in a North Wales town, forgotten for years, lies a 1920 20.7 h.p. sleeve-valve Falcon-Knight saloon, a 1915 Drake & Gorham single-cylinder diesel stationary engine, a model-B Ford engine converted by means of a Johnson head to function as a two-cylinder air compressor, a 1935 model-A Ford truck unused since before 1955, a 1936 Renault Airline saloon and many Morris-Cowley and model-B Ford spares, etc., not forgetting gaskets for a Wigan-Barlow 4. These, by the way, are *not* for sale or viewing.

Shell-Mex and BP Ltd. state that they introduced their set of 20 engraved coins depicting historic cars, for distribution at their Shell petrol forecourts, after intensive market research which showed that historic cars are of greater interest than other sporting themes and even scored more points than Shell's "Man in Flight" promotional coins. The vehicles depicted range from the 1886 Benz three-wheeler to a Lamborghini Miura and include 1909 Rolls-Royce, 1928 4½-litre Bentley and 1939 V12 Lagonda. The National Vintage Tractor Club restores farm tractors built prior to 1952 and its members own Foden's, Allis Chalmers, John Deere, Case, International, Titan, FWD, Ferguson-Brown, Minneapolis-Moline and other makes. They gathered together 50 tractors at their first rally at Twycross last September but bad weather washed out demonstrations of farming methods of a bygone era. The secretary is A. T. Condie, 14, Balhousie Street, Perth, and the Club incorporates The Fordson Vintage OC. At the Earls Court Show three vintage and post-vintage engines were displayed by Coventry-Climax, these being a 1920-29 Model-F, used in GWK and Clyno cars, a Model J-55 as supplied to Triumph for their Gloria and Vitesse models and to Marendaz Special from 1932-36, and a Model-MA engine as used in Morgan, Triumph Gloria and Crossley cars from 1933-37. In view of our recent comments about the different makes of steam waggons which are being, or have been, restored and the possibility of a run for such vehicles (why not over that *Commercial Motor's* demonstration route?), we were interested in similar comments in the October *Newsletter* of the National Traction Engine Club, which confirms that Foden, Sentinel, Leyland, Garrett, Yorkshire, Fowler, Tasker, Robey, Thornycroft, Clayton and Wallis & Stearns waggons have been put back on the road in recent times and suggests a weekend get-together for them. A 1934 Austin 18 or 20 with ambulance body, which served the local Civil Defence during the war, on oversized tyres, languishes in a Welsh field and is for sale.

A Renault garage in France is reported to be installing an Hispano-Suiza engine in a large Bugatti chassis. Mrs. K. Horstmann, whose 1922 Horstman was illustrated in the October issue, asks us to make it clear that she is the widow of Capt. F. G. Horstmann, D.S.C., nephew of Mr. Sydney Horstmann, who designed Horstman cars.

**"Groundhog,
they say you're
one great gift to
motorists."**

**"No, no, no.
Not really."**



THE VSCC WELSH WEEK-END (October 17/18th)

THIS YEAR'S Presteigne Rally and Trial, postponed a fortnight at the mercy of the RAC, escaped continuous rain but ran into frosty fog, although mainly run in autumnal sunshine. The road-section and *Concours d'Elegance* on the Saturday attracted 26 entries, of whom only Miss Bendall's Fiat and Col. Gresham's Vauxhall failed to turn up. The fog caused a few to lose marks for late arrival at the quaint and welcoming town of Presteigne, the biggest defaulter being Bowyer's Series I Lancia Lambda, although Messenger's AC was nearly as late.

The Battes, father and son, had brought their Delages, one a 14/40 with GA boat-tail body, the other an earlier DI with six-seater Autobineau touring coachwork. Much admired was Warburton's 1923 3.8-litre Crossley, which the owner has not discovered much about. It has a bulbous-sided Crossley two-seater body, a fine exhaust rumble, what sounded like metal-to-metal brakes, and it could be a 20/70. McDonald's 12/50 Alvis with early Wilkinson-replica duck's-back body, Mrs. Pilgrim's 1930 Austin 7 with one of the last alloy saloon bodies, Pell's fabric two-seater 4½-litre Bentley, Malamatenios' Cunard-bodied 40/50 Napier in immaculate order, Box's 1927 Jowett two-seater, Marsh's very original-looking 3-litre Bentley, Condon's AC and others were soon the centre of attraction to the Welsh onlookers. Mrs. Jeddere-Fisher had punctured a tyre on the Lancia Theta and Roger Collings proved his enthusiasm by arriving in his 1923 replica-bodied s.v. Aston Martin, doing the tests, then driving to Worcester, where he just caught the London train, to attend the Bentley DC dinner.

The tests took place in the yard of the disused station and Mrs. Cherrett carried the day, winning the Tallylyn Trophy for best show in *concours* and tests, in her 1928 1½-litre Alfa Romeo. Sawers must have done the tests exceedingly well, for he gained a First Class Award in a 1½-litre James Young Alfa Romeo so tatty externally and internally as to give the beauty-show Judges apoplexy. Harper's 1928 Chummy Austin 7 also gained a First Class Award. Second Class Awards went to Mrs. Pilgrim and Condon, Third Class Awards to Collins (1921 Star), D. Macmillan (Rolls-Royce) and Marsh.

The Sunday Trial had been somewhat altered this year. Crug was re-introduced and the grouped hills on the common revised. The dry Welsh summer made matters relatively easy but the stop-and-restarts were tricky, especially that high up Heyope hill. There were also five retirements, including Kain's Bugatti, but not before it had "cleaned" three sections to win the Winder Trophy, a consolation prize for having done particularly well until the gearbox main shaft broke. Winder's Alvis Speed 20-powered Lea-Francis, a very "fresh-air" special, lost a core plug which put water in the sump but not before it had gained an award. Harris' Austin, Jones' 30/98 with a run big-end and MacKay's Alvis non-started but Jeddere-Fisher's 30/98 survived having a valve cap from its E-type engine try to escape *via* the bonnet-top on the way down and it managed the muddy start of Heyope better than the other 30/98s; Smith's long-chassis 7/17 Jowett two-seater also got wheelspin as soon as it saw the gradient. The Rev. Newman's Chummy Austin was in good form, if hot of clutch, Clutton seems to have become charmed (or inured?) to low-powered vintage motoring, as he was very determinedly conducting Tony Jones' Chummy Austin for the second year running, and Griffin not only had the audacity to compete in an o.h.c. Morris Minor sun-roof saloon (with oversize back tyres) but took a Second Class Award in it. Pat Stocken was going splendidly in her 1924 Trojan, the Ruby-engined Vernon Derby was there, and Hawkins again spent much time working on his Riley Nine Special, which has three SU carburetters, a water gallery to cool the exhaust valves, and a foot-warmer for the passenger, but all to no avail, as he retired immediately. An incredible number of spectators turned up to watch the ascents of the last hill, The Smatcher, where Mrs. Hill's AJS took the Smatcher Trophy. Her husband's well-known Alvis Silver Eagle carried three passengers, Thomas' 1927 Chummy Austin looked standard even to tyre dimensions but carried extra equipment in the form of fire extinguisher and bulb-horn, whereas Bradshaw's M-type MG had a non-original body and big back boots. Brooklands-style silencers were sported by Fletcher's beetle-back Alvis and Robinson's Lea-Francis, and Giles' Frazer Nash, which made a very neat quiet ascent of Heyope, had an ingenious hand-brake "ratchet".—W. B.

Trial Results :

Presteigne Trophy : H. P. Moffatt (Brescia Bugatti).
First Class Awards : H. Spence (Lea-Francis), J. F. Blake (Alvis), W. S. May (Frazer Nash), and C. J. Bendall (Vauxhall).
Second Class Awards : R. F. Griffin (Morris), J. A. Griffiths (Austin), Miss P. Stocken (Trojan) and J. W. Rowley (Vauxhall).
Third Class Awards : C. A. Winder (Lea-Francis), F. G. Giles (Frazer Nash), and W. M. G. Marshall (MG).

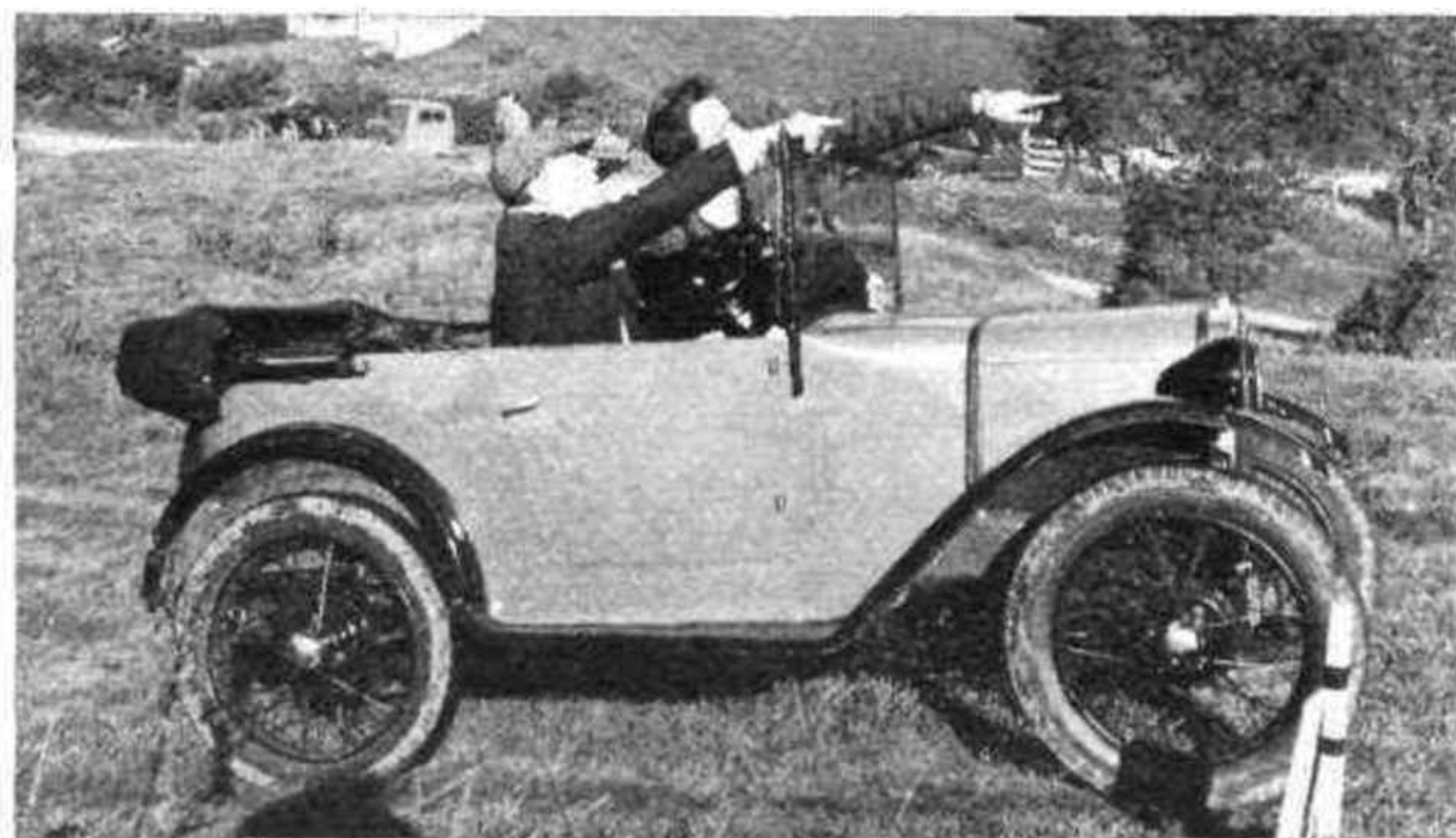
OPPOSITE COLUMN — PRESTEIGNE IN PICTURES →



Miss Pat Stocken in her well-known 1924 Trojan which gained a Second Class Award in the Sunday Trial.



The Rev. Robin Newman listening to a sermon, and probably praying, as his 1928 Austin Chummy prepares to tackle Heyope.

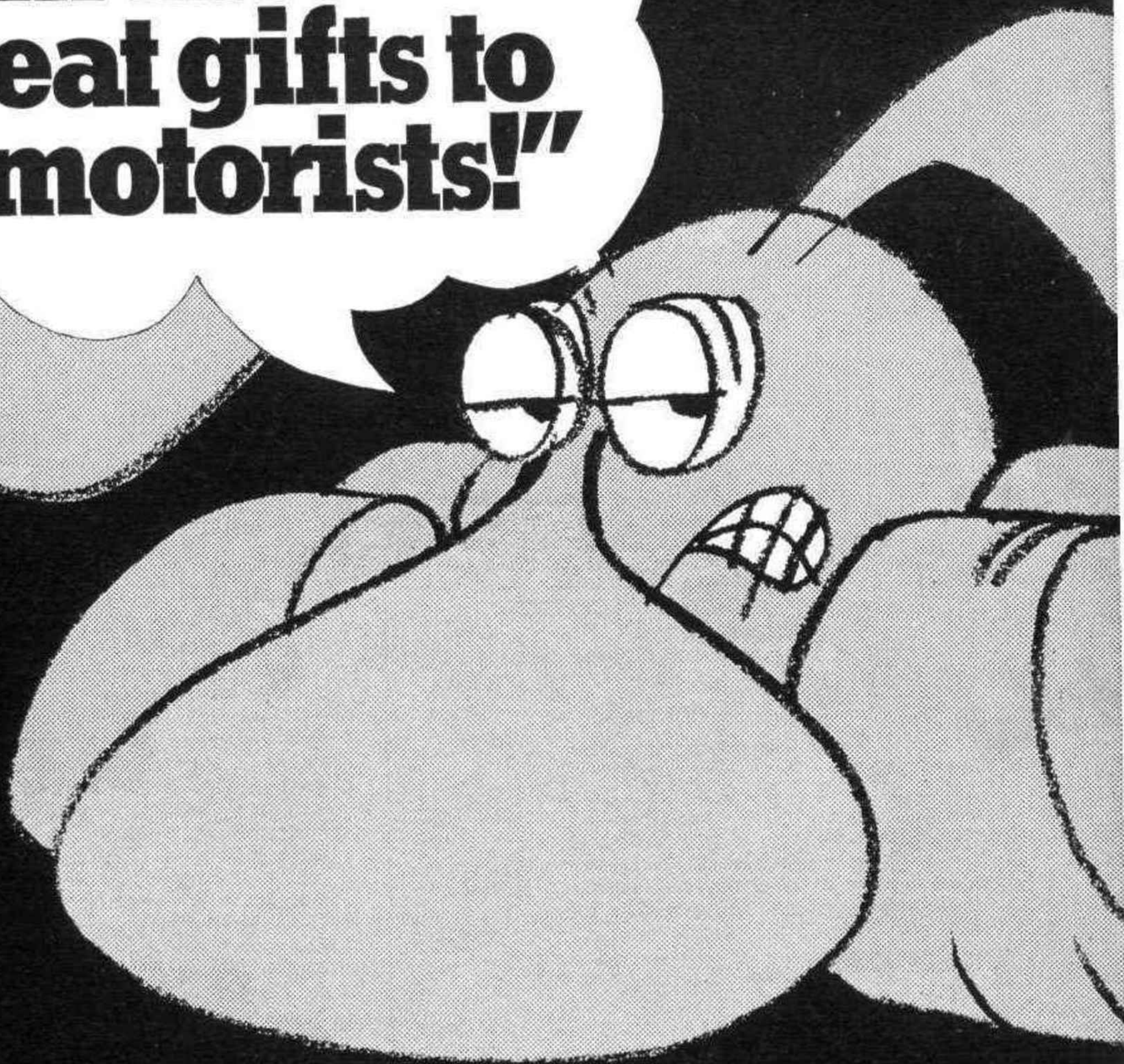


Cecil Clutton, in Tony Jones 1929 Austin Chummy, looks for guidance.



Smith's 1930 long-chassis Jowett loses its grip.

**"I'm 2
great gifts to
motorists!"**



Groundhog isn't just one tyre.
There are now two tyres called Groundhog.
You can now get Groundhog Radials as well
as Groundhog Crossplies.

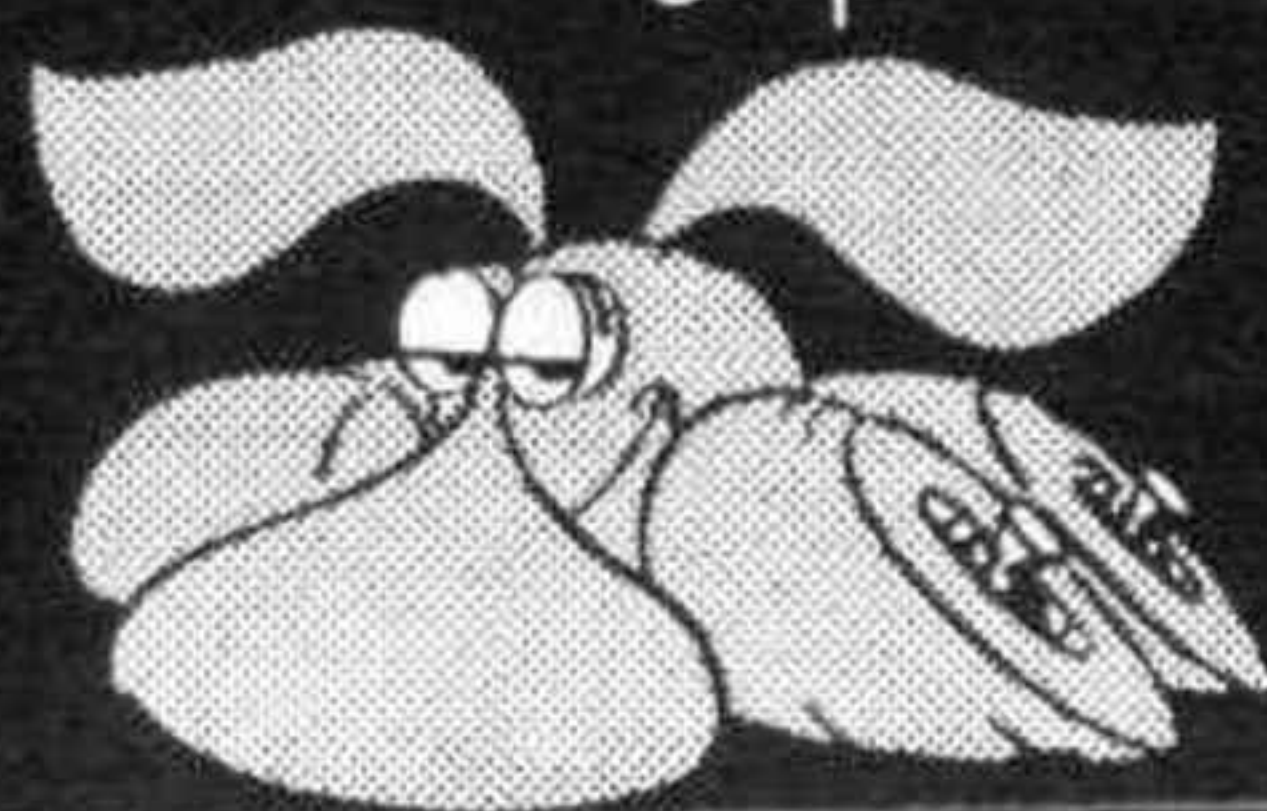
Which is good news for all those radial-tyre
drivers who've been doggedly hunting down radials
knowing Groundhog would never fail them.

Groundhog won't fail you.

From now on there are Groundhog Crossplies
to hog more ground, and Groundhog Radials to
eat up the miles.

Two great tyres from Dunlop.

Beep! Beep!



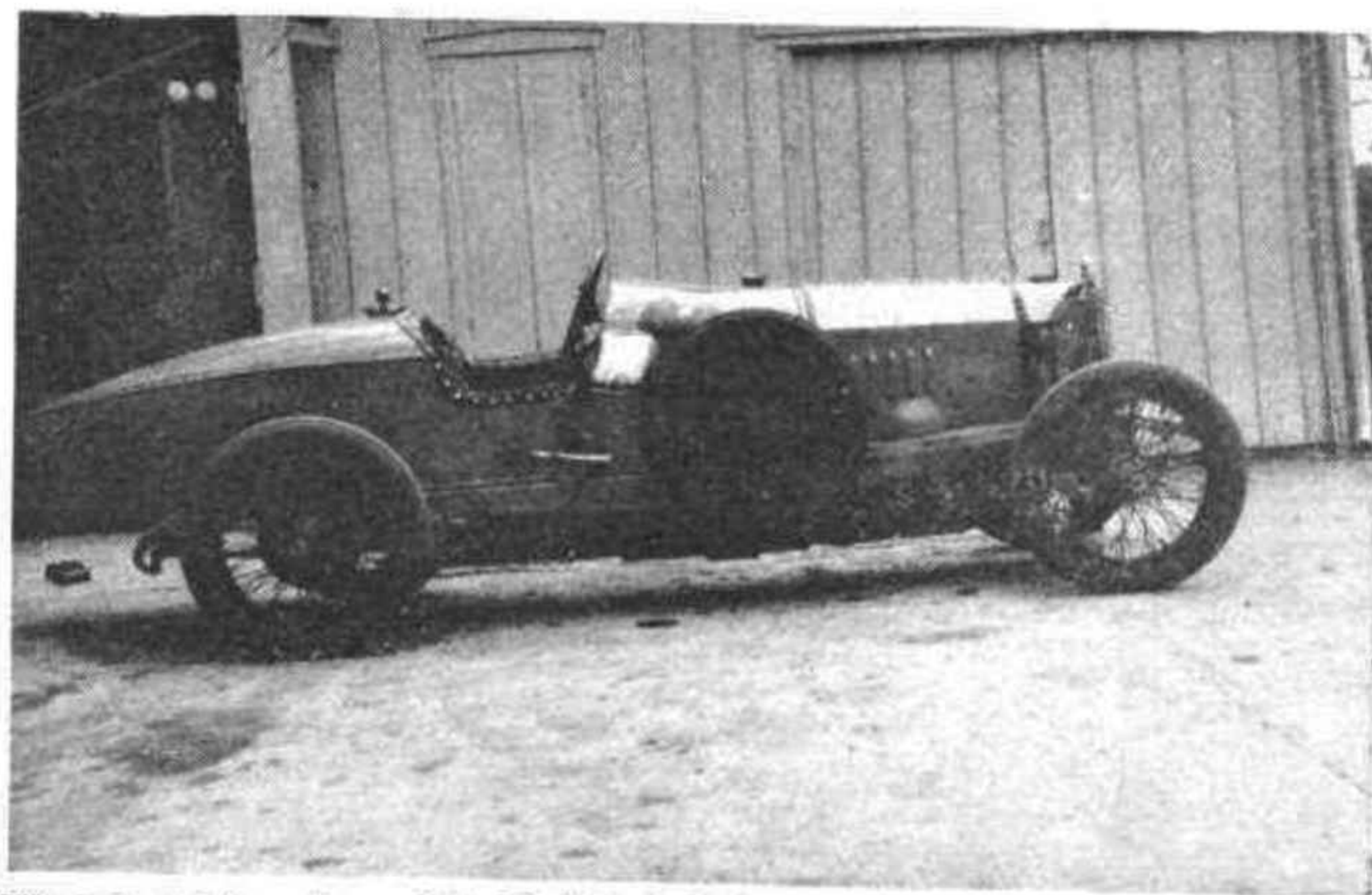
DUNLOP
GROUNDHOG TYRES
RADIAL & CROSSPLY

THE ONE THAT GOT AWAY

David Scott-Moncrieff on the Mystery of
the Missing ex-de Palma 1914 GP Mercedes

WHEN I was young, and that was one hell of a long time ago, there was considerable confusion between the two 1914 Grand Prix Mercedes that crossed the Atlantic. Even dear old Edward Mayer, whose greatest interests in life were fine riding horses (although, curiously, he never hunted) and Mercedes cars, was a bit vague about them. I must admit that I thought, at that time, that only one car had gone to the USA and that the car owned, at that time, by Major Veal, was the ex-de Palma car. Remember, the de Palma car vanished without trace soon after peace broke out in Europe. And, of course, general confusion as to which car was which was heightened by a story Edward told me which may well be true. After the race all the cars were dispersed to concessionaires of various countries for exhibition. But so that no dealer should feel that others were favoured above him, the number of the winning 1914 Grand Prix car was painted on ALL of them.

Thanks to the tremendous efforts by your Editor and several others, the history of the Harrison- (possibly Edward Mayer; he did tell me that he had owned it for a short period, and had not liked it) Major Veal-Peter Clark-Briggs Cunningham car is very well documented. But round about 1919 the Salzer-de Palma car seems to vanish very firmly into the swirling mists of non-history and speculation. I have an idea that somebody, it might have been John Leathers, once told me: "de Palma blew it up in a race just after the 1914-18 war and junked it". Well, it was a natural conclusion to jump to, that de Palma junked it. He blew it up all right, good and proper, but he sold it, after the blow-up "as is". And this is where the story starts. We should never have known anything beyond this point if a lucky chance had not put



The 1914 Mercedes which Ralph de Palma drove successfully in America, before it disappeared, with its long-tailed Packard body.

me in touch with Mr. Charles Z. Klauder Jr., of Philadelphia, who has been wonderfully helpful. This is what he writes: "The car driven by de Palma at Indianapolis in 1915 was, of course, a 1914 Grand Prix Mercedes. Since de Palma was an engineer at Packard Motors, this car was studied by Packard, who designed the first Liberty Aero engine using the same individual steel cylinder design. De Palma continued to race the car until 1918 when the crankshaft broke in the "Sheepshead Bay" race held that year at Ascot Speedway a board oval near Pasadena, California. De Palma sold the car to Frank Book, an hotel and real-estate magnate, who welded the crankshaft and exhibited the car in an hotel garage in Los Angeles. My father learned about the car through a Mercedes Garage repair man, Sylvan Woods, and purchased it from Frank Book in 1921. The car retained its Packard long-tail racing body, the original body having been junked. We drove the car several hundred miles before the crankshaft broke again, at the old weld. Sylvan Woods, always in financial difficulty, wasted a year or more of his time and father's money trying to make repairs.

"We then placed the car with Fisher and Jacobs, two young engineers later famed for their WW II radial engines for training and reconnaissance' planes. They redesigned the crankshaft, completely disassembled and cleaned and polished every part, and re-assembled the car, having installed a Model-A Ford starter, generator, and ignition system on one bank of plugs and retained the ZU-4 magneto on the other bank. The wheels were cut down from 34-4½ to 33-5, a wind-screen was mounted and the tail bobbed. The car made a delightful roadster and still ran at 120 m.p.h.

"Father designed a roadster body for it, somewhat similar to the short-chassis 28/95 Mercedes. However, since he had already sunk \$13,500 into the car, he felt it too selfish to spend another \$5,000 for the new body. He therefore disposed of the car in the trade for a new 1930 Lincoln. The car went through several hands and, in 1945, I traced it, learning that it either went to Cuba or was junked or 'broken up' as you more nicely put it.

"I am enclosing a Xerox copy of a letter to my father in regard to a new engine for the car; I do not understand why he did not purchase it as he certainly had spent a great deal more of his money in rebuilding. I had the car in my garage for two years and drove it every evening. With its long stroke and large engine it had tremendous acceleration. It would have made a wonderful car for touring. Mr. Luttgen, who signed the letter, told us he frequently drove Mr. Harrison in his 1914 Grand Prix of a Sunday morning."

So the story of Salzer's car has turned into a real cliff-hanger, leaving us all in suspense as to its fate. The main hope is not only the fantastically enormous circulation of MOTOR SPORT, but the way it gets around. I have seen this paper in as widely differing locales as a Benedictine Monastery and a quite incredibly sleazy pub in Central Africa. So let's hope that, if nobody writes from America to say "I remember this car being broken up in the nineteen-forties", somebody in Cuba who knows the whereabouts of the Salzer car will write and reveal it. And here the trouble really starts, as anyone who has tried to buy a car and get it out of a Communist country knows only too well. I am still waiting patiently for the 37.2 Hispano Suiza that I am supposed to have bought in Hungary. But, in spite of this, if there is the slightest hope that this historic 1914 Grand Prix Mercedes still exists, an awful lot of people, me included, will be queuing up to indulge in the fashionable sport of hi-jacking an aeroplane to Cuba

AMERICAN MERCEDES CO., INC.

SERVICE DEPARTMENT

218-224 EAST 54TH STREET

WILLIAM LUTTGEN

Service Manager

NEW YORK, July 27th, 1925.

Mr. Charles Z. Klauder,
400, Gowen Avenue,
Philadelphia, Pa.

Dear Mr. Klauder:—

We just received a cable answer from the factory, according to which we can make you the following proposition:

To furnish a complete new 4-cylinder Model 1914 Grand Prix racing motor, to take the place of your old one.

Price, FOB New York.....\$2,600.00
Plus 2½% Govt. Tax.

From the wording of the factory's cablegram we gather that they would prefer to sell the complete motor, rather than only the main parts thereof. Should you insist on purchasing the required parts only, such as complete crankcase, crankshaft, set of bearings, connecting rods and pistons, we assume that the factory would ask just as much for these parts as for the complete engine. Besides you would save a substantial amount for fitting the new and old motor parts together and keeping the remaining parts for spares.

The price mentioned above is practically cost price to this company. In making this special offer we are considering the fact that this car, if satisfactorily operated by you and your son, is bound to create renewed attraction in the Mercedes wherever it is seen. We would therefore strongly advise you to accept this most favorable proposition, in which case kindly send us your order, together with your check for one half of said price, \$1,300.00, as customary with a special order of this kind.

Awaiting your further instructions and thanking you for past favors, we beg to remain

Very truly yours,

AMERICAN MERCEDES CO., INC.

WM. LUTTGEN,

Service Manager.

Wm. Luttgen-AW

VINTAGE POSTBAG

Letter to a Nasty Reporter

Sir,

I read with usual interest your report on the July VSCC Silverstone Meeting, including your comment that my Alvis in the Hawthorn Trophy Race was "painfully slow and sedate". I have by now received the VSCC Bulletin giving detailed results of this meeting, from which I see that 23 cars were faster than my own out of a total of 167 entries. I also observe that some of the races were won at speeds over 10 m.p.h. slower than my own (74 m.p.h.) yet did not earn similar criticism. On the basis of fact it would therefore appear that your remarks were unjustified. If, however, they were a criticism of the way the car was driven I would suggest that your personal experience hardly qualifies you to make an accurate or objective assessment.

I have several times noticed you complaining that entries are poor in such races—as far as numbers are concerned, but they would be even less if they consisted only of potential winners, and it is only a field of "also rans" that make it possible for Bill Wilks and Neil Corner to be seen.

Colchester.

B. H. CLINKARD (LT.-CDR.).

[One tries to look at one race at a time and a large-engined car going slowly in an appropriate race is different from other cars going less fast in other races. The Hawthorn Trophy Race is for historic racing cars, so it seems odd for Lt.-Cdr. Clinkard to compare the speed of his historic racer of 4.3-litres with the bulk of the VSCC entry, largely composed of stripped sports and even little touring cars. As to his driving prowess of what seems to be a very hairy motor car, no criticism was implied or would be justified; I note that I have not yet had sufficient driving experience to cope with this Alvis, and he could be so right! Incidentally, VSCC racing can be regarded as great fun or taken too seriously and the courageous Lt.-Cdr. is perhaps a trifle *touché*?—Ed.]

* * *

The 1914 GP Mercedes at Derby

Sir,

With considerable interest have I read the article "Restoration of the Decade" in the June 1970 issue of your magnificent publication.

My own preoccupation with old engines lays in another field since I have dedicated many years of earnest research to the history of the piston aero engine. Most of the outstanding aero engines have been designed as you also know, by men related to the motor car industry, yet the aero engine is not a car engine not even a glorified one.

As a result, I'm sorry to say, aeroplane enthusiasts regard the engine as another accessory of the plane, worth a few lines in a general description, but the automobile historians, who should be more interested, stop short as soon as one of the engines, on which they usually are very well documented, becomes extrapolated for aeroplane use, apparently reluctant to enter a field outside their scope.

As a result, the aero engine, although the most brilliant member of the internal combustion engine family, has had its history somewhat neglected.

Now to the point: Mercedes No VI (page 626) should also be the famous car that was used by the Rolls-Royce designers as basis for their first aero engine. This first 6-cylinder Rolls-Royce was quickly enlarged to a V-12 which later became famous as the "Eagle". Rolls-Royce will be the last to deny the Mercedes ancestry of their aircraft engines but in aero engine technology, construction is more important than invention and possible ancestries of any given successful engine really are of little matter except for patriotic reasons.

Your sentence "possibly being driven to Derby" must refer to the claim by W. O. Bentley as related in Harald Penrose's "British Aviation 1915-1919" (Putnam 1969). There one finds that "Bentley and Briggs found a 1913 (?) Mercedes in a London Showroom (Long Acre?), then drove it to the Rolls-Royce factory at Derby where they convinced Ernest Hives (Lord Hives) that it had the type of cylinder construction required for aero engines, but that aluminium pistons should be used instead of cast-iron. Henry Royce's technical assistants, A. G. Elliott and Maurice Olley, accepted these proposals and initiated preliminary design of a prototype 12 cylinder engine of 175 HP" (page 227).

This would be simple if another and earlier publication (Frederick

Henry Royce by G. Geoffrey Smith) had not told us a different story, here it goes: "Reverting to the (Mercedes) Grand Prix car of 1914, it was obvious that time had not permitted the return of this car (one of the race cars rushed over by the Mercedes Company to their London Showrooms) to Germany, and a diligent search resulted in its being found hidden in a cellar. The car was dispatched to the works at Derby, where Royce had the power output carefully tested... It was then dismantled, its features examined, and careful drawings and records taken. Afterwards it was reassembled and tested, until breakdown occurred, to ascertain its weakest parts. Using the design as a basis, he built a similar engine..." etc.

One wonders what is the real truth of those versions. And one wonders still more how and when a car, or engine that had been tested until breakdown occurred, was put together again so that it could be sold in 1919?

Of course the two stories could be made to coincide, it was perhaps Bentley who found it hidden in a cellar and then drove it to Derby? If you know more about that episode I will be happy to hear it.

Buenos Aires.

HUGO T. BYTTEBIER.

[See also references to Mercedes cars and Rolls-Royce aero engines in back issues of MOTOR SPORT—Ed.]

* * *

Hiding Its Light . . .

Sir,

I read with great interest your article on Mr. P. A. Mann's magnificent restoration of the 1914 GP Mercedes, and I feel sure that Mr. Mann will not mind if I make one observation which may well have occurred equally to him; which is, that it is a pity that the front number plate obscures the uniquely-shaped cross-member beneath the radiator, such an eye-catching feature in contemporary photographs of this model. Understandably the member is the obvious position for the plate, but I do hope that when Mr. Mann competes on the track he will be able to remove it easily, and so give us a decent frontal exposure!

"30/98".

[Name and address supplied.—Ed.]

* * *

London-Edinburgh Rolls-Royces

Sir,

The correspondence and photographs which you published last summer about the London-Edinburgh Rolls-Royce and the "Brooklands" car bred speculation enough to suggest that a further fragment on the same subject may be of interest.

Not long ago I was fortunate enough to spend an evening in Cape Town with G. R. N. Minchin, who will be known to Rolls-Royce enthusiasts as the author of "Under My Bonnet" and "The Silver Lady". Neville Minchin was an "Edwardian" motorist with all the right ideas and a personal friend of Sir Henry Royce, so it is not surprising that he answered my questions on the early and sporting "Ghosts" with complete authority. In "Under My Bonnet", G. R. N. Minchin wrote on page 113: "The type London to Edinburgh was the semi-sporting, slightly tuned-up model, the nearest approach Rolls-Royce would make to a 'sports' car. In 1911 a specially-tuned model had been driven from London to Edinburgh on top gear, averaging 23 m.p.g., and on Brooklands track had done 101 m.p.h., a truly remarkable performance. From that car had sprung the type referred to."

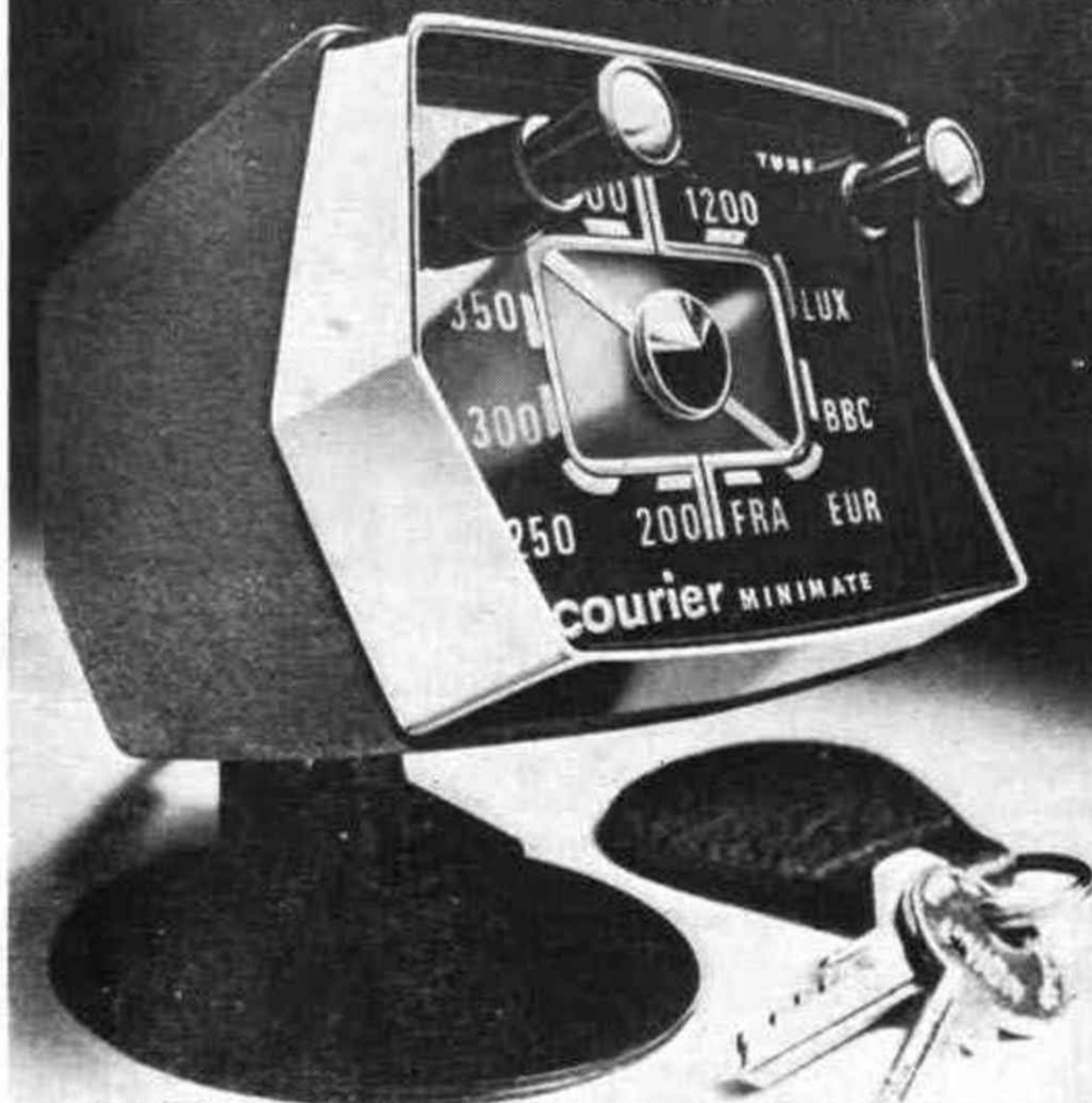
I asked whether this implication of a single car was historical fact or a piece of journalistic simplification—entirely permissible in an autobiographical book. Swiftly the answer came: "Fact", which Neville Minchin confirmed by recalling that he had driven the car many times when it was in Cambridge and owned by his friend, E. M. Lees. Mr. Lees, it seems, was enthusiastic but unreasonable. He grumbled that the bonnet squeaked and he resented the fact that the car would not reproduce on the road the 100 m.p.h. it achieved at Brooklands. As the four-seater body was a lash-up for the Edinburgh journey and the chassis was fitted with a racing shell and a high axle ratio for the Brooklands run, his complaints were not taken very seriously. Neville Minchin remembered, too, the colour: which fortunately (as I've now put away my paint brushes) checked with what I had previously been told. I have no doubt that as a bonus to a delightful and diverting evening with Mr. and Mrs. Minchin another small piece of early Rolls-Royce history has clicked into place.

Stretton.

KENNETH NEVE.

A HANDFUL OF RADIO...

a car full of sound



That's the Mini-mate. A radio specially designed for a car, that sounds as if it was meant for your living room! Yet the Mini-mate is so small it measures a palm-of-the-hand 3" x 3" x 3½" and weighs only 13½ ozs. And the beauty of it is, you can fit it practically anywhere you like. In about as much time as it takes to switch on.

The Mini-mate comes complete with a smart, self-housed speaker which you can place where you want. It gives you a full-bodied, big-radio sound on Medium and Long Wave, and is interference suppressed.

The Mini-mate is designed for both positive and negative ground installation 12 volts only, with a polarity change switch. Current consumption: 0.4 amps maximum.

Recommended retail price £17.10.0 (£17.50) inc. P.T.

Courier - product of World Radio Ltd.

courier mini-mate

World Radio Limited, (Dept. MS12M),
950 North Circular Road, London, N.W.2.
Please send me details of the Courier Mini-mate.

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Flashback to the Fiat 200-Mile Race Controversy

Sir,

In examining Fiat factory drawings of superchargers used on the 805/405 cars I came up with a hypothesis which doesn't seem to be specifically disproven by any material provided by Fiat or by your researchers. The superchargers of Wittig type made for the two sizes of cars initially were identical in diameter but different in length, to suit the different engine displacements. After the difficulties at Tours with the blower, we know that Fiat initiated what we would call today a crash programme to build new blowers for the cars for Monza. These Roots units were of course an improvement. But unless some special gear were used, the same Roots unit could not also be applied to the smaller type 803/403 racing car. A smaller version of the basic supercharger would have had to be made. What I would suggest—and would seem not to be specifically contradicted by Commendatore Cagno—is that Fiat decided not to go to the additional expense of making special Roots blowers for the four-cylinder car, and decided to risk running them in England with compressors of the original Wittig type, since it wasn't likely to be dusty and dirty at Brooklands. Under such circumstances it's likely Fiat would have said very little about the reason for retirement, especially if it involved the supercharger, which the outside world already knew was suspect after Tours.

I hope these views may be of interest to you and your readers.
New York.

K. LUDVIGSEN.

* * *

Sharp Eyes

Sir,

I must say that I was very pleased indeed to see a photograph of Mike Cooke's Triumph Light 15 in October's *MOTOR SPORT*. This car is in excellent condition and motors very well indeed. I would like to point out, however, that it is *not* a 1925 model but a 1928: 1925 Triumphs had a *single* contracting brake band whereas Mike Cooke's car has *twin* contracting shoes.

Wollaston.

TOM COOK,

Hon. Sec. Pre-1940 Triumph Owners' Club.

* * *

A Sunbeam's Tyres

Sir,

One hesitates to question any statement by so great an authority but I wonder if it is correct that Sunbeams were running on Dunlop tyres in the 1923 Grand Prix?

In Illustration No. 34 opposite Page 116 of "Motoring Entente" the make of tyre is just visible and appears to be Michelin. This photograph is stated to be taken at the conclusion of that race and from what can be seen of the number of the car it appears to be No. 12, which was Segrave's number.

It would be most interesting if you could throw further light on the question.

London, W6.

M. H. SCOTT.

[This statement was made by "Dunlop Mac" in his book "Fifty Years with the Speed Kings", although we believe Adrian Bell, then of the Dunlop Rubber Co., prepared the list. *The Autocar*, however, stated after the race that Segrave won on Michelin tyres. Also, as Simon Moore reminds us, the 1924 Spanish GP was won by Segrave, not Lee Guinness, who crashed.—Ed.]

* * *

Petrol Cans

Sir,

With reference to Mr. Wright's (of Oxford) letter in *MOTOR SPORT* re "PRATT'S" petrol cans. I am no great authority on the subject, but had family connections with the Anglo-American Oil Co. Ltd.—as it was then. Some of this is from memory, but here goes.

The cans were *always* green for No. 1 Grade. Aviation Spirit was in a gold-painted can, but later this was changed to just a gold top. Commercial Grade—or "Taxibus" as it was sometimes called—had a silver-painted top. I never saw red incorporated in any way, but the delivery wagons were predominantly green with red bonnet and wings.

Anyway, red was always the "Shell" colour, "BP" were khaki, "National Benzole" were yellow, "Red Line" were blue with a red line on the sides, and "Carburine" (remember that one?) were purple!

I have a "Pratt's" can in my possession now—not in original green unfortunately. The base is stamped VALOR, 2-29, and the top is

Stamped "PRATTS" in block letters, with "3/-" in one corner. The main sides have *Pratts* in stylised script, and the other sides PRATTS, in block letters, reading down. In *no* case is the apostrophe used.

BUT, there was a Mr. — PRATT. Don't know details but he was a petrol pioneer and gave his name to this petrol—hence "PRATT'S PERFECTION SPIRIT". He was an American, of course, and connected with the "Standard Oil Co. of New Jersey", which the Anglo-American Oil Co. Ltd. was a subsidiary.

I enclose a "rubbing" (rather poor I'm afraid) of a copper ash tray in my possession since the early 20s, and the apostrophe is noticeable in all cases, and I seem to remember the apostrophe was always used on the early cans. I should imagine that with the passing years and for easier stamping of the cans the apostrophe was omitted.

I have seen black cans with "*Pratts*" script in gold and seem to remember you could get a can to match the colour scheme of the car—this when the spare was carried on the running-board.

Stanley W. LAYFIELD.
Inch, IoM.

Getting it Right

Come off it! KV 5392 never won the Index of Performance in 1933 (your report on the Spero Trophy Race—October's MOTOR SPORT). These sort of statements confuse history and make it increasingly difficult to prevent errors creeping in as original material gets scarcer. KV 5392 won the Index of Performance in 1934 and took, for Rileys, the Rudge Whitworth Cup (biennial award).

Dr. Birmingham's book on Riley history is also incorrect on this point. KV 5392 was driven in the 1933 Le Mans by Sebilleau and de la Roche. Von (not Van) de Beck and Peacock drove VC 8304 to win the Index that year. KV retired after 14 years with a seized cam follower.

It is interesting to note that this same '33 engine was taken as the spare in 1934. The engine fitted to KV misbehaved on the drive (yes, drive) to Le Mans and the spare was fitted. Thus, the car ran at two successive Le Mans on the same engine.

The engine was later used for testing and KV 5392 was fitted with an Ulster engine before being sold by the works in 1936 to Briggs (your "History of Brooklands", page 297). This engine is still fitted and has never been rebored (unless John Melville Smith has been up to things I don't know about).

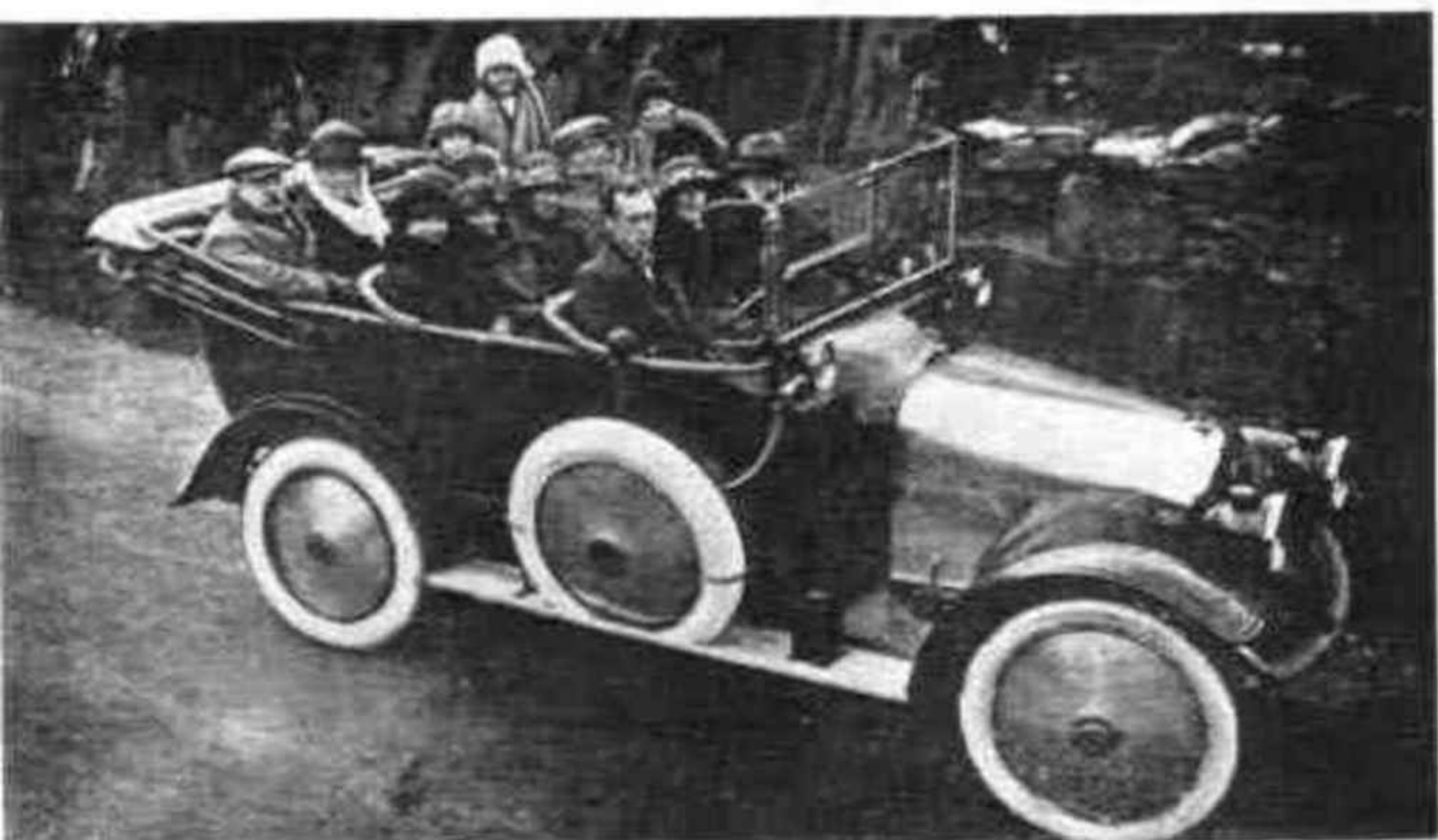
Gerald F. HENNINGS
FPO 39.

Horstmann and Ruston-Hornsby

I have been a reader of MOTOR SPORT for over 20 years and am a great admirer of your style of writing and capacity for calling a spade a spade. In the October issue, two matters particularly interest me. On page 1086 there is a picture of a 11.9-h.p. Horstmann tourer. I owned a two-seater model in 1926 and had a lot of pleasure with it. It was the only car I owned with a kick-starter, which gave very little trouble, incidentally. You also write about the Steam Engine Rally at Bishop's Castle and Ruston-Hornsby stationary engines. I served an apprenticeship at the Grantham works starting in 1920 and later was

continued on page 1352

WHAT IS IT?



Can anyone identify this char-a-banc, which appears to have a private-car chassis? It was apparently photographed in Snowdonia, circa 1923.

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Half a Day Half a Night with the Funny Cars

FUNNY, FUNNY.—The latest craze in American drag racing is for glass-fibre-bodied replicas of popular performance cars. Usually a tubular space-frame chassis is used housing a supercharged and often fuel-injected Detroit V8, yielding well over 1,000 b.h.p.—enough to propel the under-2,000 lb. machines up to 210 m.p.h. or more in the space of a standing-start quarter-mile. This Mustang is called Blue Max and it has Pirelli Cinturatos for the skinny front wheels.



OBSERVING that the Continental Correspondent is not above spending some time at Santa Pod either watching or driving with the dragster set, I was determined to see the real thing during a recent visit to the USA. In fact I was lucky enough to be in the district where it all started, namely Southern California. The sport really became established after World War II, when the younger population had enough money to buy decent cars and indulge in the traditional traffic-light GPs of that era. The brighter sparks soon found that police fines were more than a nuisance and moved their sprinting activities to less populated areas, an activity which still continues today according to those outside the official drag racing movement, operated under the auspices of the American Hot Rod Association (AHRA) and the National Hot Rod Association (NHRA) and the biggest selling motoring magazine in the World. The magazine is called *Hot Rod*, has a circulation in the 800,000 region, and was the original rock on which the Peterson Publishing empire (based in Los Angeles) was founded. Members of its early staff were largely instrumental in establishing the sport as a legitimate activity on private drag strips and now that the sport has grown to being a commercially profitable nationwide activity, the bulk of the magazine's content is concerned with straight-line subjects, which is infuriating when one is trying to read a road test of a machine that is known to handle well, only to find it doesn't really appeal to *Hot Rod* because it cannot muster a hot 7-litre V8s quarter-mile time.

I went along to Orange County International Raceway to see the Eastern "Funny Car" and Pro Stock Championships in a fairly open state of mind. On the one hand I thought that there could be little skill in plunging down a straight line, apart from beating one's opponent to the draw at the start. On the other hand I knew from previous UK experience that the top "Rails" or "Diggers" were pretty spectacular. When I last watched the sport these top line devices were in the 160-m.p.h. and nine-second bracket. Today in the USA they are looking towards the first five-second runs and the 240-m.p.h. barrier! Considering that a hot production car or motorcycle is very unlikely to break 13 seconds for a standing quarter-mile, one comes rapidly to the conclusion that Something has been going on.

Funny Cars are a recent development which has proved a real crowd-pleaser. So many people now prefer watching these space-frame, glass-fibre-bodied replicas of popular saloons that the traditional Altered Roadster class has suffered in respect of both sponsorship and prize money. The meeting we attended also catered for Pro Stockers, which means factory or dealer-backed "sporty cars" with production steel bodywork and trim. Typical examples of the breed are the Dodge

Challengers of Joe Allread (who built the engine) and Bill Bagshawe (who drives it) plus "Dandy" Dick Landy, who started as a definite favourite, having posted the only nine-second s.s. quarter-mile recorded in California in this class: other machinery in this category included an Oldsmobile 442, Plymouth Barracudas, Mustangs, Camaros and Javelins.

Both the Funny Car and Pro Stocker divisions tend to be ruled by the Chrysler "Hemi" engine, so called because of its classic combustion chamber design. Rules for the Pro Stocker classes hold power outputs down to the 600-b.h.p. region by banning supercharging, fuel injection and anything but pump petrol. However, this is enough to make the car rear up at the start and continue along much of the strip supported by its rear wheels and specially extended castors.

In the Funny Car league, anything goes. The engines are at least 7-litres (probably more with the aid of a stroke crank and cylinder barrel boring job), equipped with fuel injection, the ubiquitous GMC supercharger and the most potent mixtures of fuel known to the internal combustion engine. Nitromethane and alcohol are widely used. The layout underneath the replica of a saloon-car body looks like a shortened conventional dragster with the driver sitting firmly where the back-seat passenger would be amidst the chromed tubular chassis, always assuming that your passenger sits in the middle of the car. The glass-fibre body is hinged for easy access to the power and transmission trains. Peak horsepower can vary from 1,250 to 1,600 b.h.p. and the minute one of these monsters—there were sixteen present the day we went—starts up belief in the latter horsepower figure is instantly established and deafness rapidly follows!

Naturally the gearboxes, crown-wheel and pinion, half-shafts and attendant cases all have to be specially constructed to take over 1,000 b.h.p. being fed in from a standing start. Two firms in the Los Angeles area make these truck-like components; the conventional top-line dragsters still tend to use one gear and the rear 14-in. tread width slicks as a clutch, while the Funny Cars often have two- or four-speed automatics with a stall speed of 3-4,000 r.p.m.

For much of the afternoon I held my low opinion of the skills needed. The strip is a modern one with a countdown system of amber lights ("The Christmas Tree"), from which the cars start in pairs. There are two huge "T" signs at the end of the quarter, one of these automatically lighting up to indicate the first man past the lights. Starts are not always counted down exactly equally, so one gets a handicap effect for road cars running against modified machinery and so on. A red light greets those who start too quickly, so getting away cleanly is

vital because that red light means a no-run for the competitor concerned.

Most of the Funny Cars are known to the crowds by the flamboyant names painted so beautifully along their arresting metallic sprayed flanks. At first one is tempted to laugh at all this showmanship, but when a car like Jungle Jim Liberman's "gets all outa shape" at 180 m.p.h. on a full-blooded opposite-lock slide, you begin to appreciate that there is a little more in this than the casual *Hot Rod* reader could ever suspect. Walking down to the start ("look out for fragments, fella!" the organisers said) we watched one top-liner Funny pilot inspect the tarmac carefully before embarking on the artificially aided "burnout" in his £12,500 machine. The burnout consists of sprinkling some sort of mopping up bleach powder on the start line area, positioning the fired-up beast on it and departing rapidly in an enormous pall of white smoke to shudder to a halt halfway down the quarter-mile: they may repeat this a couple of times in search of the perfect surface.

The burnout and timed run are all to the accompaniment of a traditional American hard sell commentary, delivered in radio disc-jockey style. Should the driver and crew put down petrol onto the tarmac to practise on, the crowd's delight at night will be almost unconfined as nearly 20 ft. of luridly coloured machinery paws the air with its dangling narrow alloy wheels and departs in a ring of orange flame. To watch all this happening is to witness the climax of the drag fan's love affair with Detroit, which now provides not only the basic machinery, but also supports drag racing as well. One of the works teams, Chrysler's Ramchargers, first broke the seven seconds barrier for Funny Cars earlier this year. The 200 m.p.h. mark went in 1960 to a conventional rig.

We arrived at about 2.30 in the afternoon, in time to watch qualifying runs for the Pro Stockers and a selection of the widely varying supporting racers. The Chevrolet powered "Generation Gap" screeched past our temporary outpost at the end of the quarter-mile in the "Bleacher" stands, having taken 10.87 sec. and crossing the line at 129.12 m.p.h. This was good enough to qualify seventh in that division. Parachutes and rear disc brakes bring the Funny Cars to a halt in the half-mile or so slowing-down area. As with the other naked dragsters, Funny Cars do not have radiators and thus they coast into the run-off tarmac to be collected by a towing wagon and jubilant or despondent friends.

Among the assorted supporting machinery was a V8-powered TR3, a blown V8 for a Ford Popular van (the old "sit up and beg" machine!), a 1955 Chevrolet saloon, which was very competitive in the hands of friendly Ziggy Zigger, and even an A40 Somerset with a Detroit V8 at the heart of things. While these cars were running I was entertained with a story about a Corvette Funny Car pilot who had no brakes or 'chute when he arrived in the run-off area: the result was a Corvette joining a nearby Freeway upside down and in excess of the speed limit. Naturally the story concludes with the injured driver collecting a speeding ticket from the ever-zealous police!

By this time Dave Beebe had brought his 400 cubic inch Dodge Hemi-powered device to qualify in the Funny Car division. His first effort, conducted amidst the heady aroma of nitromethane laced fuel, occupied 7.37 sec. and took him across the finish line at 192.30 m.p.h. The 'chute opens abruptly and my ears slowly recovered only to be assaulted again and again as others like Don "The Snake" Prudhomme and Tom "The Mongoose" McEwen in their Mattel Toys sponsored Plymouth Barracuda and Duster faced up to the challenge of the Blue Max, Diamond Jim Annin, Gene Snow's incredibly quick Rambunctious Challenger (the fastest car there on form, with a previous best of 6.81 sec., and over 210-m.p.h. terminal speed), Chi-Town Hustler, Mr. Norm, Big John Mazmanian's Iskenderian cammed Barracuda driven by Rich Siroonian, National Title holder Don "The Shoe" Schumacher *et al*, many of them running at over 200 m.p.h.

From the start-line interviews we understood that men like Prudhomme and McEwen may race four or five times a week, all over the USA, probably driving a top-line rail as well. As darkness closed in the qualifying Funny Cars lined up with bodies raised for the crowd's approval whilst the drivers were interviewed. I gathered that competition in this category is getting really tough with something like 18 cars within 0.2 sec. of each other in s.s. quarter times; that the tyre preference was for Goodyear with six or seven varieties of "slick" (unpatterned tread), then Firestone with three alternatives to offer and then the M & H brand, the pioneer in the dragster tyre market. Predictions for 1970 standing quarter-mile times were quoted as 5.6 sec. for the top fueller rigs and 6.7 sec. for the droop-nosed Funny Cars. To give an indication of the money within the sport the organisers also announced that the Raceway would be host for the manufacturers' £14,500 Funny Car Championship in November.

There was plenty of engine building talk too: apparently parts for the Ford 429 unit, as used in NASCAR stock car racing, were in short supply and a gentleman by the name of Ed Pink could produce alternative components. Chrysler's engine domination was challenged by the single overhead-camshaft Ford V8 of 427 cubic inches installed in Gas Ronda's Mustang. The interviewer was careful to pick out the non-Chrysler powered competitors to see what hopes they had for the future.

The East versus West aspect of the evening was slightly overplayed on our sense of geography as those from Texas (Gene Snow) and Chicago (Chi Town Hustler) are all billed as "big bad Easterners". Although the show was destined to go to a competitor from the East, the partisan South Californian crowd around me were quick to point out how many components come from the Los Angeles area, as do the most famous and powerful Chrysler Hemis by all account, a gentleman by the name of Keith Black getting the credit in this direction.

It looked to me as though there were a good 20,000 onlookers packed into the stands below the impressive Sundym windowed officials' tower, but I was informed that 16,000 would be nearer the mark. There seemed to be an interminable preamble to the evening's main attraction, but at last, after enduring the antics of the Leslie Nash Special versus Hannibal (both machines from the film, *The Great Race*), the action started with Snow versus The Blue Max. This was one of the evening's few clear runs, both cars shattering down the course with Snow just getting the verdict on a terminal speed of 211.76 m.p.h. However, "The Shoe" against Mr. Norm sent the commentator into a long "wooooo!" as Mr. Norm looked ready to embrace the Armco.

Snow had already done below seven seconds in the opening run, but the majority of those that followed were above seven seconds, though they were still in the 200-210-m.p.h. bracket. I commented earlier that the strip was a modern one, but perhaps the most surprising thing was that the effective lighting was confined to the start and finish areas, thus two 1,900-lb. beasts without lights fight each other, and the cars' reluctance to proceed in a straight line, without the benefit of a central dividing wall. This quite often means that sheer bravery will win the day, for when two cars are converging on each other around the 200-m.p.h. mark, the first man to back off will have lost the run and all that lovely money, but it was easy to see that the real hotshoes like Prudhomme and Snow would have to reach disaster point before decelerating.

Perhaps the funniest remark of the evening was made by Jungle Jim Liberman, who confessed that his spectacular, flaming wheels in the air departures were solely due to his nervousness! Apart from him most of the humour seemed to be directed at those who managed to get the car sideways on at the highest possible speeds.

It took Landy just over 10 seconds to beat the Red Light Bandit in the Professional Stocker class, but whichever way it went Chrysler would have been happy. The Landy car boasted some very nice magnesium alloy front wheels for this occasion, but I do not know whether this team is still using the twin-plug cylinder head which they developed for the Hemi earlier in the season. Because of driver's technique, and/or chassis length, the Pro Stocker cars are far more prone to the crowd-pleasing "wheelies" and the rear-mounted castors proved a valuable accessory for all the better runs.

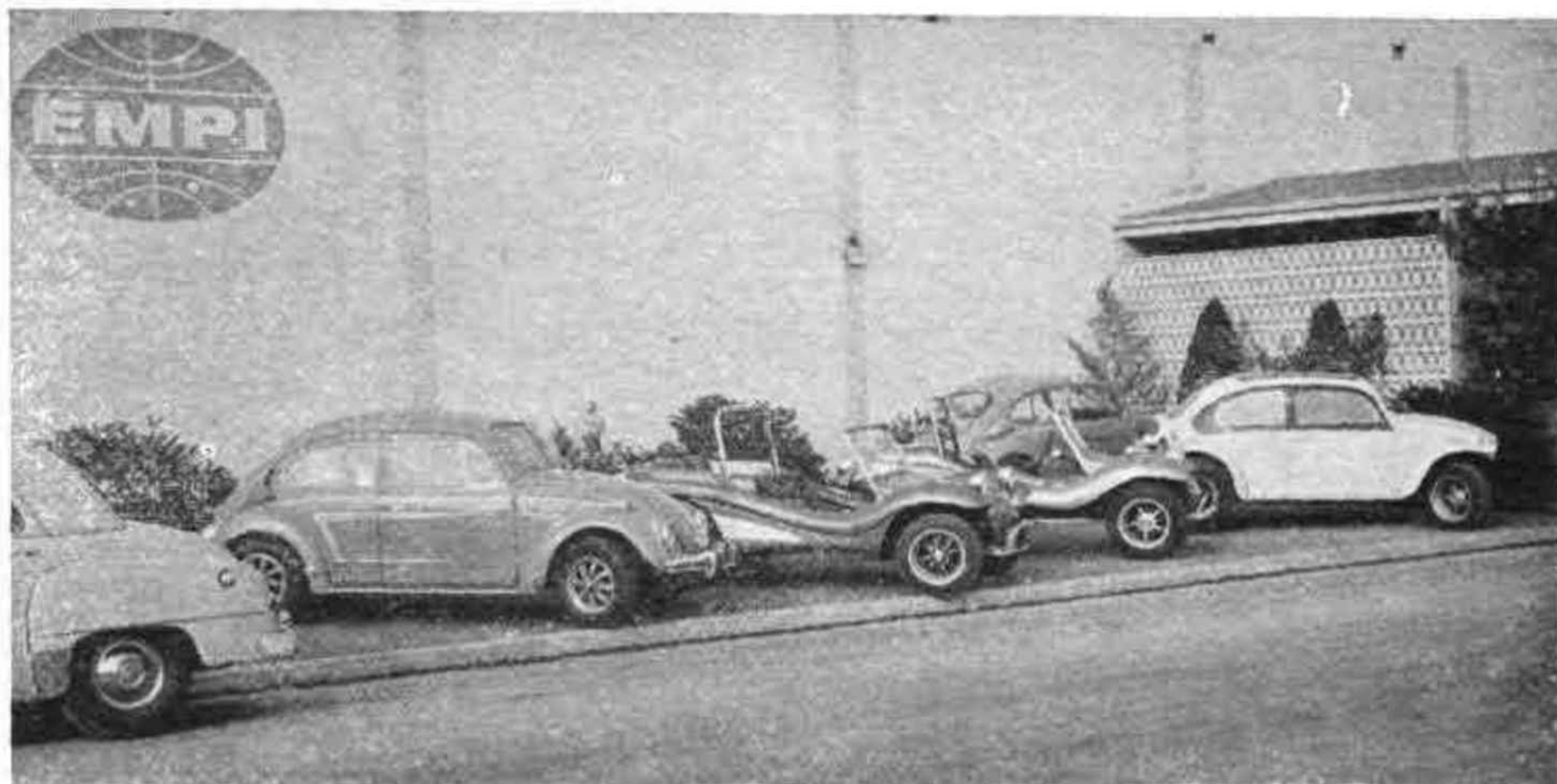
In the second round of the Funny Car runs Snow put up the best time and speed for the evening at 217 m.p.h. and 6.87 sec. However, he did not win, going down to eventual winner Schumacher, also billed as one of the men from the East. I can recall leaving Orange County Raceway some time after midnight, having been burned in the Bleachers, shaken by noise and cooled by courtesy of the ever-present air conditioning in the tower: naturally enough I enjoyed the whole thing, which should be part of any European's schedule when visiting the States, even if only for the sheer bafflement it will produce! —J. W.



BURNOUT—that's the name given to this smoke-raising operation which burns the track to a suitably gripping surface prior to a timed run. The "Christmas Tree" starting lights can be seen in the foreground.

**"A
2-LITRE VW BEETLE?
—COMING UP RIGHT
AWAY, SIR!"**

EMPI'S RIVERSIDE LINE-UP.—A modified Volkswagen rests in company with two of the Company's Imp dune buggies and another Beetle with radically restyled bodywork



ONE OF THE biggest Volkswagen strongholds in the World is America, and within America there is one area, Southern California, where they just cannot get enough of the Bug and its big brother Microbus derivative. Around Los Angeles the humble Beetle succeeded in outselling the Ford Mustang, even when the latter was at the height of its favour with the young: at present when you look around there is little doubt the Beetle is outselling all other forms of transport for the under-30-year-old group. However, the point is that many of these VWs are completely different from the ones you see for the most part in Britain: US-owned Beetles have style and performance in many cases. Even if the owner has been restricted by economics his Beetle will not be standard: a generally accepted "Stage 1" tune seems to be the adoption of 8-in.-rimmed rear wheels and a rowdy exhaust.

In general, the average American VW owner is well content with his steed in production form except for two things—straightline performance and the standard of interior appointment. If he is at all "switched on" he may have also heard that the handling of the older VWs was interesting when provoked. Allow a short period for this to ferment in his mind and the chances are that he will either buy his next VW ready modified, or convert the existing one.

In this area there are more speedshops and engine-conversion specialists than anywhere else in the World. However, all but three or four of these establishments will deal with the homegrown V8s as well, and only one of the VW specialists is really geared to catch the eye of a potential customer. The name is Engineered Motor Products Incorporated (EMPI) and they are by far the biggest in the Volkswagen accessory and tuning business, both in the USA and abroad.

The company is one interest of a local Riverside tycoon called Joe Vittone, who operates Econo Motors selling VWs, Fiats, Hondas, Datsuns and Subarus on a scale that would shatter an English dealer. For example it is a gloomy month when Vittone does not manage to sell more of the Wolfsburg products than the local GM dealer can shift Chevrolets! Since Chevrolet is the most popular car brand in America, one gets the impression that this middle-aged former Bonneville salt flats speed record holder, riding various motorcycles, has an above-average amount of drive and business sense.

Vittone started his Volkswagen agency in 1955: in those days the Beetle used to burn out valve guides under the hot local operating conditions. When a guide had burned, the VW owner was obliged to buy a new aluminium cylinder head, because the factory maintained that the head would be damaged by taking out the old guides and inserting new ones. Vittone found a way of doing just this reliably, and by 1956 EMPI was founded to develop various other ideas Vittone had for improving the VW. The most famous item was undoubtedly the EMPI Compensator Bar which, when installed on the Beetle's swing-axle rear suspension, eliminated the dreaded wheel tuck up which was a problem even in the USA. Having tried turning off a four-lane freeway into a 25-m.p.h. limited "Ramp" semi-hairpin we can report that the art of negotiating bends is still necessary!

Nowadays EMPI offer over 500 items from stock, still specialising in the Beetle, though in the future they expect to offer an increasing number of accessories for the ever-growing numbers of Japanese cars which Vittone and others are selling. Apart from an administration office with full showroom and demonstration facilities (there's a supply of Empi's Imp Volkswagen-based dune buggies for those who would like a quick run into the desert close to smoggy Riverside),

there is also a racing workshop looked after by Vittone's 27-year-old son Darrell. In this latter department we found their 2-litre "Inch Pincher" Beetle dragster which covers a standing quarter-mile in 11.8 sec. with a terminal speed of 114 m.p.h. The Weber downdraught carbureted engine gives around 210 b.h.p. (SAE), and this straight-line activity, plus another 2-litre Beetle set-up for the Baja over the rough events, makes sure that they do not lag behind on development.

As an example of the engine development work they do we had a look at the Baja machine's engine, which has been prepared to give a wide spread of power. The exact capacity is 1,994 c.c., obtained by using the 88-mm. bore cylinder barrel and piston kit plus an SPG of Germany roller-bearing crankshaft/connecting-rod assembly, as retailed by Empi over the counter. They quote DIN-measured b.h.p. figures for a new 1500 VW at 27 b.h.p., while this single Weber-carbureted engine with its long individual tube intake manifolding gives a peak of 74 b.h.p. at 4,000 r.p.m., with 71 brake horsepower available for 500 r.p.m. above and below that peak.

Leaving aside the wide variety of individual non-functional, functional and mechanical accessories that the Company sells, Vittone also had a very clever idea: its name is the GTV and it consists of four stages to dress up the VW, improve its suspension and add some useful accessories, such as twin oil-coolers and improved instrumentation in the more expensive GTV bolt-on kits. The idea is so bright because car salesmen make much more money on a car with accessories than a production car, thus the volume of Vittone VW sales is kept healthy. In fact when we were there things were not too good as they had no cars left to sell!

The Company offers all the parts that a Beetle owner would be likely to ask for in the engine line. One can choose from Solex, Zenith or Weber twin-choke carburetters, fully-modified twin-port cylinder heads with 39-mm. intake valves and 32-mm. exhausts, pistons suitable for 1,700 and 1,994-c.c. engines and their "normal" compression ratio of 10 to 1, high-lift rocker arms (in short supply at present; they are made in Japan and I was surprised how many other parts come from, or will be coming from, that source), double valve springs for racing use, eight millimetre shorter push-rods to use with the high-lift rocker arms, and a range of camshafts to fit most early and late model units in varieties from vigorous to very vigorous.

The bolt-on kits to increase the displacement of the 1,300, 1,500 and 1,600-c.c. engines consist of the 82-mm. roller-bearing crankshaft, balanced and complete with connecting-rods and bearings (£126), or the 82-mm. big-bore cylinder barrels which give 160 c.c. increase on their own and come with four pistons and pins for £37. Finally, for a charge (all our prices are for the USA) of approximately £128, the 88-mm. super big-bore cylinder barrels which give 2-litres when used with the roller-bearing crankshaft.

There are two firms in Britain I know of which can get EMPI parts, but if you seriously want some of their parts I would suggest contacting EMPI direct at PO Box 1120, Riverside, California, 92502: their full scale catalogue costs \$2 and I would allow at least a further dollar for posting that mammoth work across the ocean! The two companies in England which have successfully procured parts are Speedwell at Chesham (who did a marketing deal with EMPI some years ago) and Skyspeed, who have a couple of shops in the Feltham area of West London. The respective telephone numbers for the British firms are—Chesham 6961 and 01-890 1180.

Continued on page 1330



“Worn-out plugs waste petrol, I tell 'em. Ever tried changing them yourself? It's easy!”

A lot of motorists belong to the Veteran Plug Society. Pity. Even budget-conscious drivers should know the facts. That it pays to change your plugs at least once a year. Even if they're CHAMPION. New Champion plugs mean top performance and sure-fire starting. You could save money on petrol, too. So...



Fit new Champions now—get Champion performance

THE 9th MEXICAN GRAND PRIX

Ferraris finish the season with another one-two

MEXICO CITY, October 25th

FOR THE FINAL race of what has been a fascinating year of Grand Prix racing the action moved southwards down the North American continent to Mexico City. Although the local racing scene is not as active as it is in the more wealthy North American countries, or in places like the Argentine or Brazil, there was certainly no lack of enthusiasm. This culminated in some incredible scenes before the race when the vast 200,000 crowd became totally out of control. But more of that later.

Although there were no fewer than 27 Formula One cars assembled at Watkins Glen, the Mexican organisers had said earlier in the season that their budget was limited and they could only afford 18 cars. This was fair enough; the only problem was that the organisers were somewhat reluctant to inform the teams who were to be the unlucky ones.

When their selection was announced it was much as expected with places for two works cars from Ferrari, BRM, Matra, McLaren, March, Lotus and Brabham. Naturally former World Champions Stewart, Hill and Surtees also had places, and the eighteenth and final slot was given to GPDA President Bonnier. Hardly a Grand Prix regular any more, Bonnier had in fact raced his McLaren M7C briefly at Watkins Glen. Incidentally, the history of the car is not quite as involved as MOTOR SPORT's Watkins Glen correspondent would have us believe, for this machine was built in the early months of 1969 and used by Bruce McLaren throughout that year. Anyway the other entrants thought that the choice of Bonnier was totally unfair and, after a certain amount of invective about boycotting the race, sense prevailed. Stewart's team-mate Francois Cevert, who gave such a sensational performance in Canada with Tyrrell's old March, took the vacated place and no doubt Bonnier was compensated for his disappointment. Even so the field lacked the interest that could have been provided by a third BRM driven by Eaton, a second Surtees for Bell, Peterson's March, Schenken's De Tomaso and De Adamich's McLaren Alfa-Romeo.

The cars arrived in Mexico City without any drama after a long road journey on the giant trucks illustrated last month. Meanwhile the majority of the mechanics had what were probably the easiest couple of weeks since the season started. Most of them went to the famous Mexican seaside resort of Acapulco although Tyrrell's men returned to the cold of England.

BRM were allowed to bring a spare car for Mexican Pedro Rodriguez, so in total there were 19 cars in the extensive pits-cum-garages which, ten years ago, were widely acclaimed but now are showing their age.

Naturally if you have a major modification on hand you are hardly going to show it in Mexico so there was little new of technical interest. However, Matra tried the Marelli ignition system on Beltoise's car, which was affixed in a very temporary manner and was finally discarded, but they successfully experimented with large airducts to the injection.

Otherwise the general preparation included fitting fresh engines in many cases and checking everything over after the ravishes of Watkins Glen. The rarified air due to Mexico City's altitude necessitated the fitting of different fuel cams, this problem being well sorted by people with Cosworth engines although those with 12-cylinder engines had to do some experimenting before they hit the right answer.

It was interesting to note that every car in the paddock was designed and built for the 1970 season, the winning Ferrari actually being the oldest machine present. Last year the race was also won by the oldest car but that had almost three hard seasons behind it.

Practice was scheduled for the afternoons of Friday and Saturday with a four-hour session each day. The weather was warm without being tropical and the track was in good condition. Thus drivers had to aim for a time of 1 min. 42.9 sec., which was Jack Brabham's pole-position winning time last year although the official lap record was to the credit of Jacky Ickx's 1 min 43.05 sec.

The session got under way fairly slowly as drivers altered their cars to suit the circumstances with several people changing gear ratios while others sorted out brake ratios and roll bars to their liking. Competitive times were first posted by Stewart in the Tyrrell, quickly fol-

lowed by the Ferraris of Ickx and Regazzoni. In fact these three totally dominated both practice days and made the rest look like also-rans. By the end of the session it was Ickx fastest at 1 min. 42.41 sec., which demoralised everyone further as his Ferrari had a full load of fuel aboard at the time. His mature Swiss team-mate was a little slower at 1 min. 42.93 sec. As has been the feature of the late 1970 races, Stewart led the chase of the Italian machines with the Tyrrell Special. He finished with a time of 1 min. 43.64 sec.

Working together, Amon and Brabham clocked the next two fastest times of 1 min. 43.71 sec. and 1 min. 43.92 sec., although Wisell, who was in with them, was unlucky not to get a similar time. Unfortunately the Mexicans' time-keeping wasn't much better than their crowd control.

Further down the field the Matras (particularly that of Pescarolo) were going quite well, the BRMs weren't and Lotus were in terrible trouble with engines. Brabham, who was just about to announce his retirement, was very lucky to escape uninjured early in the session when a top pulled off a shock-absorber and the rear suspension collapsed on one side. Fortunately he brought the car to a halt and a repair was effected.

In the McLaren camp Hulme was soon sidelined by a defective fuel pump although Gethin was going quite well on his first visit to the circuit, as was Cevert in the Tyrrell March. Surtees had an engine blow up early in practice, as did Fittipaldi.

Friday night saw a crop of routine engine changes with Brabham, both Marches, Oliver, Stewart, Hill, Cevert and Regazzoni (whose engine had done the US GP) all having freshly rebuilt motors installed. Naturally Surtees and Fittipaldi also had new units fitted.

Saturday saw another episode of chase the Ferrari with the Italian team strong favourites despite Ickx's motor blowing up. At least that was better than a similar thing happening in the race. Meanwhile Stewart had got motoring with a vengeance. The Scot really wound it up to lap in 1 min. 41.88 sec., his latest-type Cosworth engine obviously revving higher than the others. This looked good for pole but Ferrari still had things in control despite Ickx's blow up and Regazzoni was sent out to retrieve the situation. This he did by recording 1 min. 41.86 sec., thus nudging the Scot off pole position.

Brabham, intent on remaining competitive to the end of his career, came out fourth fastest while Amon's previous day's time put him on row three alongside Beltoise whose shrill Matra was now right on form. Rodriguez was seventh fastest although his BRM did have several problems while Graham Hill, with the Walker Lotus 72, was surprised to find himself eighth fastest with a time he certainly never achieved.

Saturday was a day of woe for both March and Lotus. Both the

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Stewart	Tyrrell 001-Cosworth V8	1. 43.64	1. 41.88
2	F. Cevert	March 701/4-Cosworth V8	1. 45.01	1. 44.21
3	J. Ickx	Ferrari 312B/001-flat-12	1. 42.41	—*
4	G. Regazzoni	Ferrari 312B/004-flat-12	1. 42.93	1. 41.86
6	J-P. Beltoise	Matra MS120/03-V12	1. 45.32	1. 43.82
7	H. Pescarolo	Matra MS120/02-V12	1. 44.58	1. 45.67
8	D. Hulme	McLaren M14A/2-Cosworth V8	1. 45.81	1. 44.95
9	P. Gethin	McLaren M14A/1-Cosworth V8	1. 45.19	1. 44.46
11	J. Siffert	March 701/5-Cosworth V8	1. 46.15	—*
12	C. Amon	March 701/1-Cosworth V8	1. 43.71	1. 45.67
14	G. Hill	Lotus 72C/R4-Cosworth V8	1. 46.35	1. 44.13
15	J. Brabham	Brabham BT33/2-Cosworth V8	1. 43.92	1. 43.57
16	R. Stommelen	Brabham BT33/3-Cosworth V8	1. 48.26	1. 46.30
17	J. Surtees	Surtees TS7/001-Cosworth V8	1. 47.59	1. 45.03
19	P. Rodriguez	BRM P153/05-V12	1. 45.69	1. 44.01
20	J. Oliver	BRM P153/06-V12	1. 46.20	1. 44.70
23	R. Wisell	Lotus 72C/R3-Cosworth V8	1. 45.07	1. 44.59
24	E. Fittipaldi	Lotus 72C/R5-Cosworth V8	1. 48.13	1. 48.60
19T	P. Rodriguez	BRM P153/03-V12	†	

Notes: * Despite constant requests the organisers did not make these times available to either the press or the teams as there was no improvement over the previous day's times.

† Although Rodriguez tried this car both days its lap times were not kept separately from 19.

freshly serviced engines in the 701s failed to last the session: Siffert's had just been rebuilt with a new cylinder block so the bill must have come to over £2,000 but it only lasted ten laps. Expensive business this Grand Prix racing! Both Marches had to be fitted for race day with engines which had already done a lot of work.

Lotus were equally in trouble. The engine in Fittipaldi's car had fluctuating oil pressure and various remedies were tried but it soon blew up, as did Wisell's. Hill and Stommelen also had fresh engines for the race as did Hulme. McLaren Racing collected an engine from the airport on race morning and as this had all the latest tweaks it was rushed to the circuit and hastily fitted there.

The results of practice indicated a three-car race, for the others were hardly on terms. The event had really caught the imagination of Mexico City and with a population of 8 million close at hand a good crowd was expected. But the organising committee never envisaged that over 200,000 people would pack into the Autodromo on the outskirts of the city close to the airport.

Three club races were run off without incident, the crowd growing all the time. As the start of the Grand Prix drew nearer, excitement grew to fever pitch. Every Mexican wanted to get a better view than his neighbour and that meant watching from the roadside. Thousands disregarded the restrictions of the spectator areas as they smashed down fences and crowded onto the safety banks. Some of the braver ones even took up positions sitting on the Armco barrier.

It could be argued that similar conditions exist at the Targa Florio every year and that there no one gets hurt, but a long-distance sports-car race is somewhat different from a Grand Prix with 18 closely matched cars dicing it out wheel to wheel. So close were the spectators to the track that a spin could have wiped out 20 or more while an accident similar to the fiery incident between Oliver and Ickx at Jarama earlier this year could have meant the death of 200 people. The repercussions of an accident of that nature could be the total ban of motor racing in several countries.

Naturally the start was delayed while various appeals were made to the crowd to see sense. Pedro Rodriguez, Jackie Stewart and the Secretary of the GPDA all made appeals for the crowd to go back behind the safety banks. After an hour and a quarter, including an additional delay to sweep up the broken bottles thrown on to the circuit by the impatient spectators, conditions were a little better but the crowd were now very restless.

If the race were cancelled a full scale riot could have been expected, so after a lap of inspection the drivers agreed to start. In the circumstances it was the only decision but, nevertheless, a brave one. The slightest mistake could spell major disaster and every man knew it.

STARTING GRID

1 J. Stewart (Tyrrell-Cosworth V8) 001 1 min. 41.88 sec.	4 G. Regazzoni (Ferrari flat-12) 312B/004 1 min. 41.86 sec.
15 J. Brabham (Brabham-Cosworth V8) BT33/2 1 min. 43.57 sec.	3 J. Ickx (Ferrari flat-12) 312B/001 1 min. 42.41 sec.
6 J-P. Beltoise (Matra-Simca V12) MS120/03 1 min. 43.82 sec.	12 C. Amon (March-Cosworth V8) 701/1 1 min. 43.71 sec.
14 G. Hill (Lotus-Cosworth V8) 72C/R4 1 min. 44.13 sec.	16 P. Rodriguez (BRM V12) P153/05 1 min. 44.01 sec.
9 P. Gethin (McLaren-Cosworth V8) M14A/1 1 min. 44.46 sec.	2 F. Cevert (March-Cosworth V8) 701/4 1 min. 44.21 sec.
23 R. Wisell (Lotus-Cosworth V8) 72C/R3 1 min. 44.59 sec.	7 H. Pescarolo (Matra-Simca V12) MS120/02 1 min. 44.55 sec.
8 D. Hulme (McLaren-Cosworth V8) M14A/2 1 min. 44.95 sec.	20 J. Oliver (BRM V12) 153/06 1 min. 44.70 sec.
11 J. Siffert (March-Cosworth V8) 701/5 1 min. 46.15 sec.	17 J. Surtees (Surtees-Cosworth V8) TS7/001 1 min. 45.03 sec.
24 E. Fittipaldi (Lotus-Cosworth V8) 72C/R5 1 min. 48.13 sec.	16 R. Stommelen (Brabham-Cosworth V8) BT33/3 1 min. 46.30 sec.

Once the final decision was made the start was swift and thankfully without incident. Regazzoni powered into the lead from pole position followed by Stewart and Ickx. At the end of the first lap these three were still in front, followed by Beltoise, Rodriguez, Amon, Brabham, Hill, Hulme, Surtees, Gethin, Pescarolo, Cevert, Siffert, Oliver, Fittipaldi, Wisell and finally Stommelen.

But Ickx is the Ferrari team leader and his position should be at the front. On lap 2 he stormed by Stewart who latched on behind as Ickx then also slipped ahead of Regazzoni. So now the order was Ickx, Stewart, Regazzoni, and soon these three had broken away from the pack. Meanwhile Fittipaldi's unhappy week-end came to an end when a third Cosworth DFV engine took a dislike to Lotus 72C/R5. Graham Hill too was out of the running almost as soon as the race had begun, his engine overheating badly.

By lap 10 the Marches of Siffert and Cevert had also fallen by the wayside as a result of engine failure. It was an unhappy end to Siffert's Formula One season with March, for during the year he has failed to score a single World Championship point. At the front Ickx was piling on the pressure although Stewart was hanging on well and, in turn, dropping Regazzoni. Behind it was Beltoise in fourth spot from Brabham, with Amon sixth ahead of Rodriguez, a hard-charging Hulme, Gethin, Surtees, Pescarolo, Oliver with Stommelen and Wisell already trailing. Wisell was later to make three pit stops, first with gearbox trouble and later with oil pressure problems. Stommelen's race also finished prematurely when his engine blew up.

With 14 of the 65 laps run, Ickx came round alone and six seconds later was followed by Regazzoni. Next up, and tearing into the pits, was Stewart for his Tyrrell's steering column had shaken dangerously loose. A bush had come adrift where it holds the column to the dashboard. It took just a lap for the Tyrrell mechanics to remedy the fault and Stewart re-joined behind the two Ferraris and Brabham, who had overtaken the Matra of Beltoise.

Stewart was in no mood to hang about and quickly he passed and thus unlapped himself from first Brabham and then Regazzoni. However he could not reel in Ickx at the same rate although he appeared to be catching up slowly. Brabham was still third ahead of Beltoise while Hulme and Amon were in contention with the French car. The two BRMs were now running eighth and ninth for Gethin had dropped back, soon to retire with overheating, and Oliver had overtaken Surtees who was struggling with the gears as his clutch operation had disappeared. Pescarolo stopped at his pit on lap 21 with only 3rd gear working. His mechanics finally sorted out the mixture of hot oil and broken split-pins and he returned to the race four laps down.

By half distance Ickx was 15 seconds ahead of Regazzoni whose engine was later said to be misfiring slightly, although we couldn't detect it, while Brabham was a firm third. The Hulme-Beltoise-Amon battle was where most of the excitement lay unless you pretended Stewart was on the same lap as Ickx. In fact he was tenth on the road, a situation that came to an end on lap 33. The Tyrrell was sadly retired to the pits with a right-hand front wishbone mount damaged, a wheel bent, and the monocoque rippled locally in that area. The Scot reported hitting a large dog and despite reports to the contrary the animal was eventually found, very dead and a long way from the track. It was the end to one of Stewart's best drives of the year although it will no doubt go unremembered.

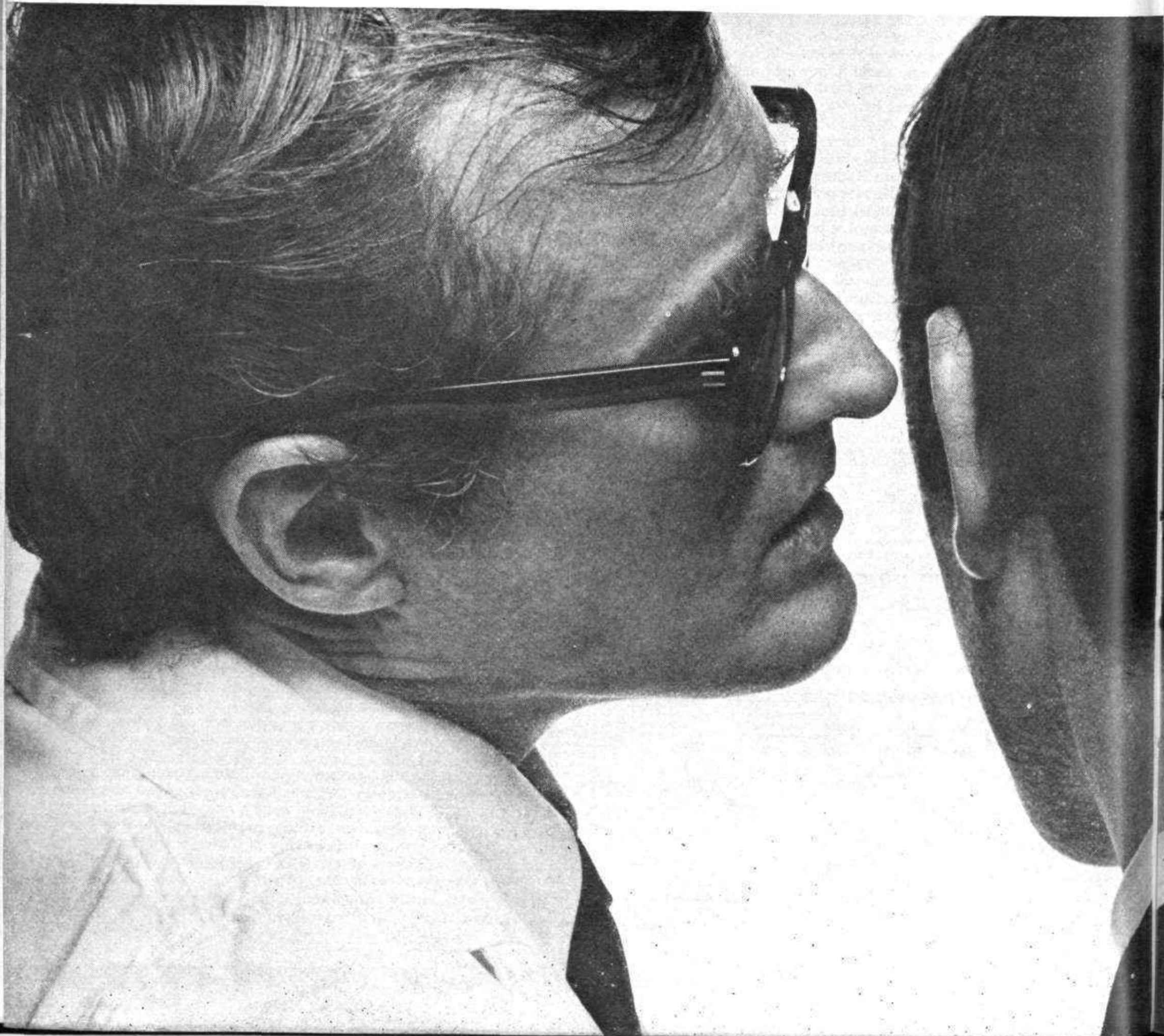
The second half of the race lost much of its interest as Ickx was running unhurried to victory. Nevertheless the crowd crept closer and closer to the track side and some fools even took to running backwards and forwards across the track. Several drivers had near misses but miraculously no one was injured. Ickx had pulled out his lead to almost half-a-minute, while Brabham was 17 sec. behind Regazzoni and Hulme, in fourth spot, was closing on Brabham. Beltoise was still leading Amon and this pair, who might be team-mates next year, were really charging hard.

Finally, after numerous thwarted attempts, Amon passed Beltoise on lap 53. It was a significant lap for Jack Brabham too. His third-placed Brabham threw a rod, bringing his race and a distinguished career to a sudden end, this being his last Grand Prix.

All that was left was for Ickx to reel off the remaining laps with Regazzoni following him into second place. Hulme, now in third spot, was having trouble with the McLaren jumping out of gear and Amon and Beltoise were closing on him at quite a rate. But as the last few laps were run the circuit got progressively narrower as the crowd surged forward. Then, as Ickx took the flag, everyone milled onto the road, completely blocking it, and all the following cars had to screech to a halt as they crossed the line.

Continued on page 1336

Our man on the inside filters through information



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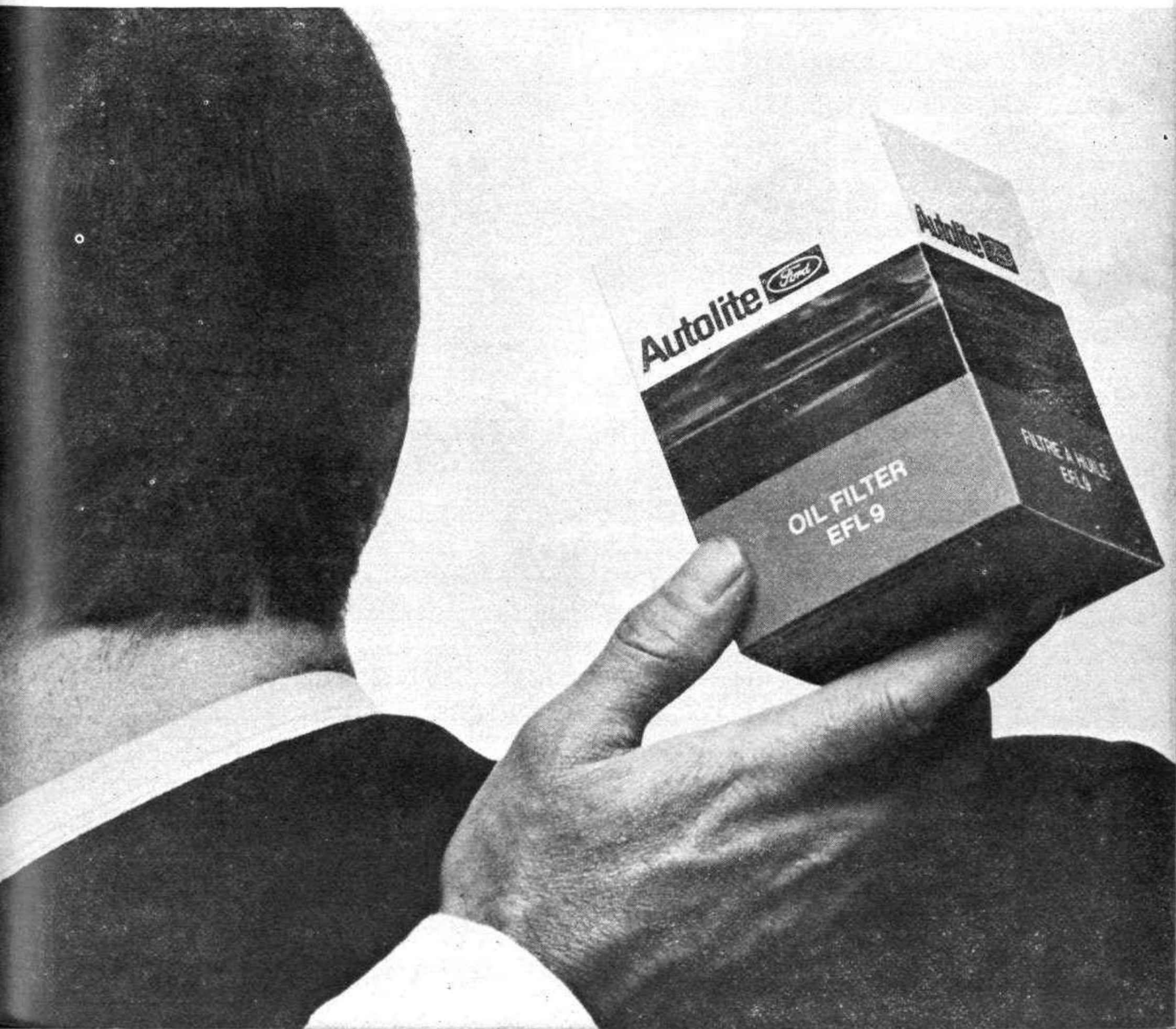
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Ferrari had repeated his one-two results of Austria and Canada and it was also the Italian firm's fourth win in the last five races. Hulme held on to his third place ahead of Amon and Beltoise. Rodriguez took sixth place well ahead of team-mate Oliver, who had been lapped, while Surtees struggled home in eighth place with his recalcitrant gearbox. Pescarolo and Wisell both completed the distance well in arrears. The result moves Ickx and Regazzoni into second and third places in the 1970 World Championship.

If there is to be another Mexican Grand Prix the blind enthusiasm of the spectators will have to be curbed in one way or another, whether by high fences or the butt of the rifle. Meanwhile most people would rather forget Mexico 1970.—A.R.M.

Results :

5th MEXICAN GRAND PRIX—Formula One—65 laps—Ricardo Rodriguez Autodrome, Mexico City—325 kilometres—Hot and sunny

1st :	J. Ickx (Ferrari 312B/001)	..	1 hr. 53 min. 28.36 sec.—171.8 k.p.h.
2nd :	G. Regazzoni (Ferrari 312B/004)	..	1 hr. 54 min. 13.82 sec.*
3rd :	D. Hulme (McLaren M14A/2)	..	1 hr. 54 min. 14.33 sec.
4th :	C. Amon (March 701/1)	..	1 hr. 54 min. 15.41 sec.
5th :	J-P. Beltoise (Matra-Simca MS120/03)	..	1 hr. 54 min. 18.47 sec.
6th :	P. Rodriguez (BRM P153/05)	..	1 hr. 54 min. 53.12 sec.
7th :	J. Oliver (BRM P153/06)	..	64 laps
8th :	J. Surtees (Surtees TS7/001)	..	64 laps
9th :	H. Pescarolo (Matra-Simca MS120/02)	..	61 laps
10th :	R. Wisell (Lotus 72C/R3)	..	56 laps

Fastest lap : J. Ickx (Ferrari 312B/001), on lap 46, in 1 min. 43.11 sec.—174.6 k.p.h.
Retirements : E. Pittipaldi (Lotus 72C/R5), 1 lap, engine; J. Siffert (March 701/5), 3 laps, engine; G. Hill (Lotus 72C/R4), 4 laps, engine and puncture; F. Cevert (March 701/4), 8 laps, oil leak; R. Stommelen (Brabham BT33/3), 15 laps, engine; P. Gethin (McLaren M14A/1), 27 laps, engine; J. Stewart (Tyrrell 001), 33 laps, accident damage; J. Brabham (Brabham BT33/2), 52 laps, engine.
18 starters — 10 finishers.

* This is a timekeeper's error, presumably caused by the confusion at the finish. Regazzoni finished approximately 15 sec. ahead of Hulme.

TUNING TOPICS—continued from 1330

We were lucky to drive Mr. Vittone Senior's personal car, which illustrates the amount of equipment that can be supplied and represents around £1,870 of best Beetle: at least I think that's what the Public Relations man said, but even his normal efficiency may have been obliterated by the healthy racket of the 160-b.h.p. power unit! Incidentally, that much power in the tail of a Beetle, loaded down with accessories and the 1,994-c.c. kit, is enough to propel it from a standing start through the quarter-mile in a claimed 14 seconds dead. This means a terminal speed in the region of 100 m.p.h., and enough acceleration to put all but the best American Super Cars (e.g., 7-litres plus of a bulky Chrysler, or similar full-sized machine) fractionally behind one. We could not check this fully for ourselves, but independent magazine tests show times of 15.1 seconds for the quarter-mile and speeds in the 86-m.p.h. area, or under 15 seconds without a fan belt—which is NOT a good idea for everyday use!

To obtain this sort of power two Weber 48 IDA carburettors were used together with the equipment we described for the engine earlier on, and some other parts as well. The gearbox featured closer-ratio 3rd and 4th gears and the overall final drive ratio was calculated for American conditions, providing a top speed in the region of 110 m.p.h. The suspension is as is featured in the most expensive GTVs (Hmmm . . . I wonder what Alfa Romeo will say about that label!), with new 19-mm. anti-roll bars front and rear, Koni or Bilstein adjustable shock-absorbers, and 14 x 5 3/8 in. wheels with 185-section radial ply tyres. The interior had some very useful features indeed, with tachometer and auxiliary instruments mounted in front of the driver: in fact, our car had a prototype three-dial layout, but production cars have three different sizes of instruments, which are not all that easy to see.

Bucket seats, even for the rear, also form part of the inside story with the traditionally sombre matt black so hallowed by some enthusiasts and those who strive for the "GT" look. We were always told that it was the English who demanded planks of wood strewn around their car interiors for decoration, but now it appears that EMPI's young customers have gone overboard on simulated wood to complete the decor of dashboard and doors. Naturally the same material was used to finish off the expensive Nardi steering-wheel: apart from that the steering is one of the few parts of the car to remain as the German designer intended.

To the average American enthusiast I should imagine a different looking and better performing Beetle is really rather like possessing a properly executed model car is to an Englishman. It is a toy, and



STRIPEY BEETLE.—The GTV we tried had installed on it just about every accessory sold by EMPI. The engine had been enlarged to 2-litres and gave it tremendous performance. Twin oil-coolers are mounted above the engine lid, this position being dictated by style and airflow considerations.

the regular driver sadly commented to the author that he was unable to get the quicker Camaros and Mustangs to play at drag racing on the road! However, he was presumably rewarded by the looks we received from the owners of six, seven and even eight-litre battle-cruisers who were accelerating on their air-conditioned way up into the popular desert hideouts.

In fact "our" immaculate orange VW would appeal very strongly in this country (the pin-stripping effect is strictly an optional stick-on item) as it handles in a very flat and sportsmanlike fashion, with reserves of road-holding that are quite extraordinary considering the saloon's unfashionably high roofline. Accelerating hard from a standstill will leave black marks on the tarmac, while the engine howls delight as one approaches the 6,000-r.p.m. mark, where it is best to change gear in the interests of engine life. The car we drove had covered 35,000 carefully serviced miles, the only sign of the distance it had covered being a howl from the gearbox on releasing the throttle.

The gear-change was among the car's best features because the company's EZR control lever was fitted. The latter component does not affect the standard linkage back to the gearbox, but acts by offering increased leverage via a revised fulcrum point, so the movement between gear positions is nearly halved, whilst a collar on the lever makes it much easier to select reverse. On the West Coast of America this improved gear-change device costs a little over £5, so even with import taxes and cut for the British importer, it's certainly the most practical idea for a VW.

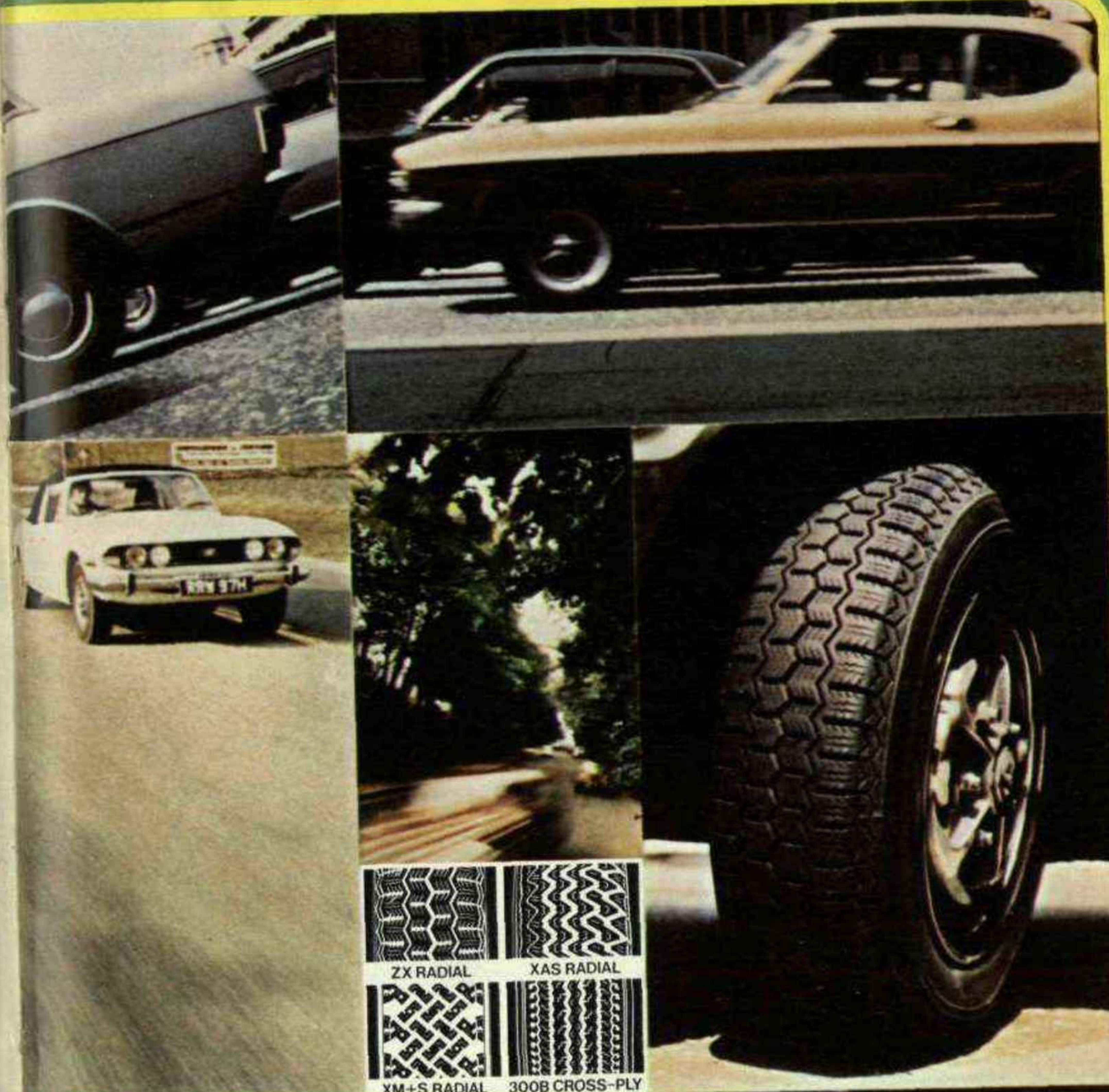
The brakes were up to coping with an attempted 80 m.p.h. suicide dive from a Freeway turnoff. When we had recovered our composure we asked the Public Relations gentleman what had been done to make the car stop in Porsche style. His reply was that the 1970 Microbus models have power-assisted front disc brakes and these had been installed. This modification certainly worked, but I believe late model Volkswagens have disc brakes that work well anyway.

Altogether an enjoyable, if surprisingly raucous, machine. However, that wasn't quite the end of the story, for we followed "Mr. PR" out to the hills up above the smog of Riverside: this time he was driving his own 1,700-c.c. version, while we had a cooking 5-litre 1969 Mustang. The surprises were that the VW made the Mustang breathe very hard to keep up in a straight line, whilst the Mustang astonished local hill residents by staying on the road and definitely within contact of the agile Volkswagen around the hairpins. All the same, we came to prefer European/Japanese cars for the twisty bits of the USA, though pleasantly surprised at the improvement American manufacturers have made throughout their sporting-car ranges.—J. W.

MICHAEL TURNER CHRISTMAS CARDS

THAT accomplished motor-racing artist Michael Turner has again produced a set of six Christmas cards illustrating important moments in the 1970 season of sports-car and Formula One racing. Two of the more memorable ones feature Jochen Rindt (Lotus 72) overtaking Jacky Ickx (Ferrari) in the Dutch Grand Prix and there is another fine sports-car painting of Chris Amon in a works Ferrari 512S at Brands Hatch on a streaming wet track.

Printed in full colour, a set of six cards costs 12s. from Studio 88 Ltd., 95 West End Lane, Pinner, Middlesex.



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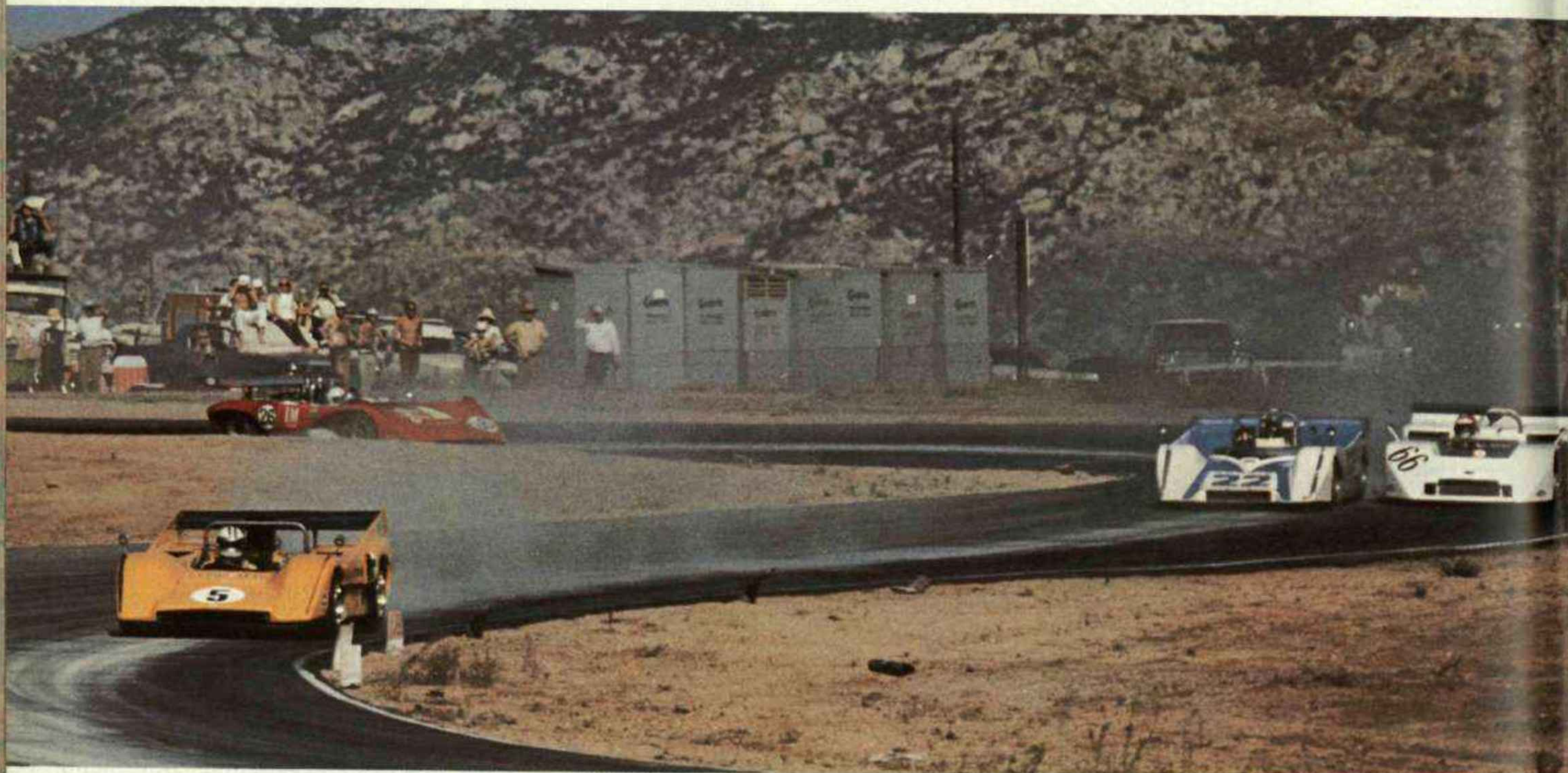
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PICTORIAL REVIEW

RIVERSIDE CAN-AM

MEXICAN GRAND PRIX



RIVERSIDE CAN-AM

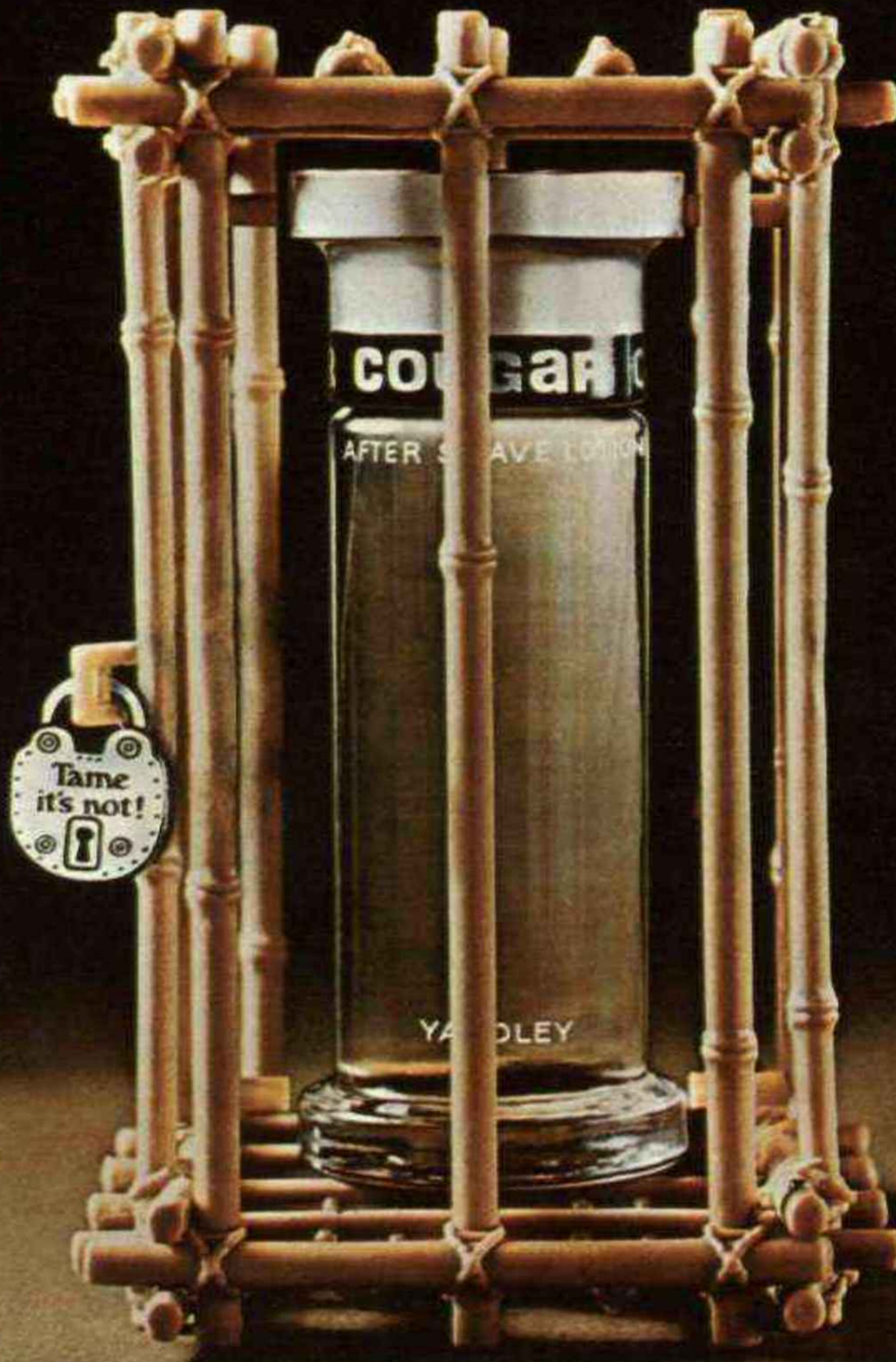
CAN-AM CHAMPION Denny Hulme heads off into his accustomed lead on the first lap. Vic Elford in the "ground effect" Chaparral 2J tries to find a way past Jack Oliver's TRC Ti-22, with Peter Revson holding fourth place in the L & M Lola T220.

"THE BOAT".—BRM drivers Pedro Rodriguez (here) and George Eaton have not been able to sort out the nautically-inclined handling of the Bourne-built Can-Am cars, and though Rodriguez finished the race he was two laps behind Hulme.



CHRIS AMON would have finished third but for this pit stop to take on five gallons of fuel. The March personnel had not expected him to make the stop and because the car is not designed with such stops in mind it took rather a long time to complete. Standing on the left is Max Mosley, watched by Robin Herd (in the blue shirt).

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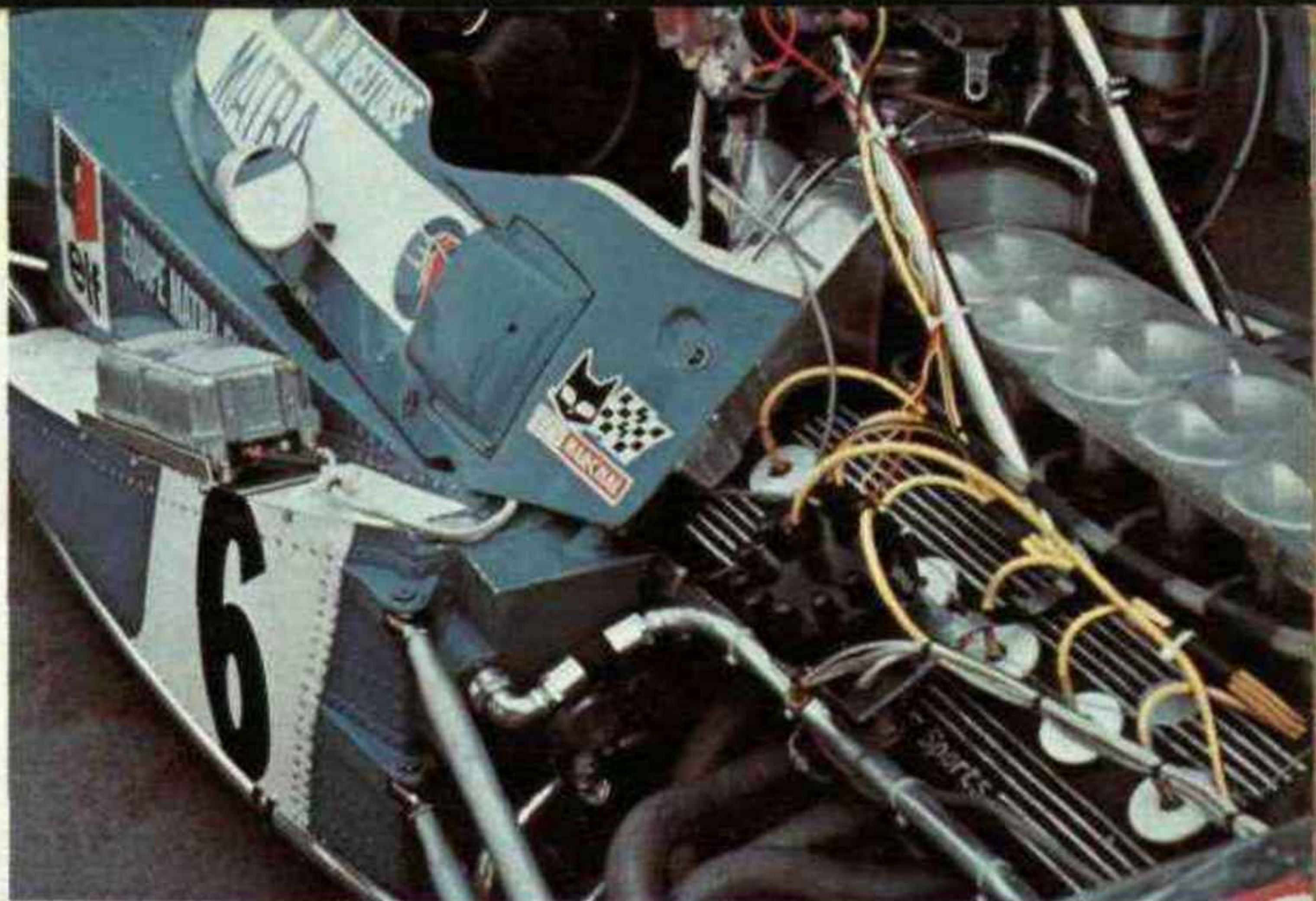
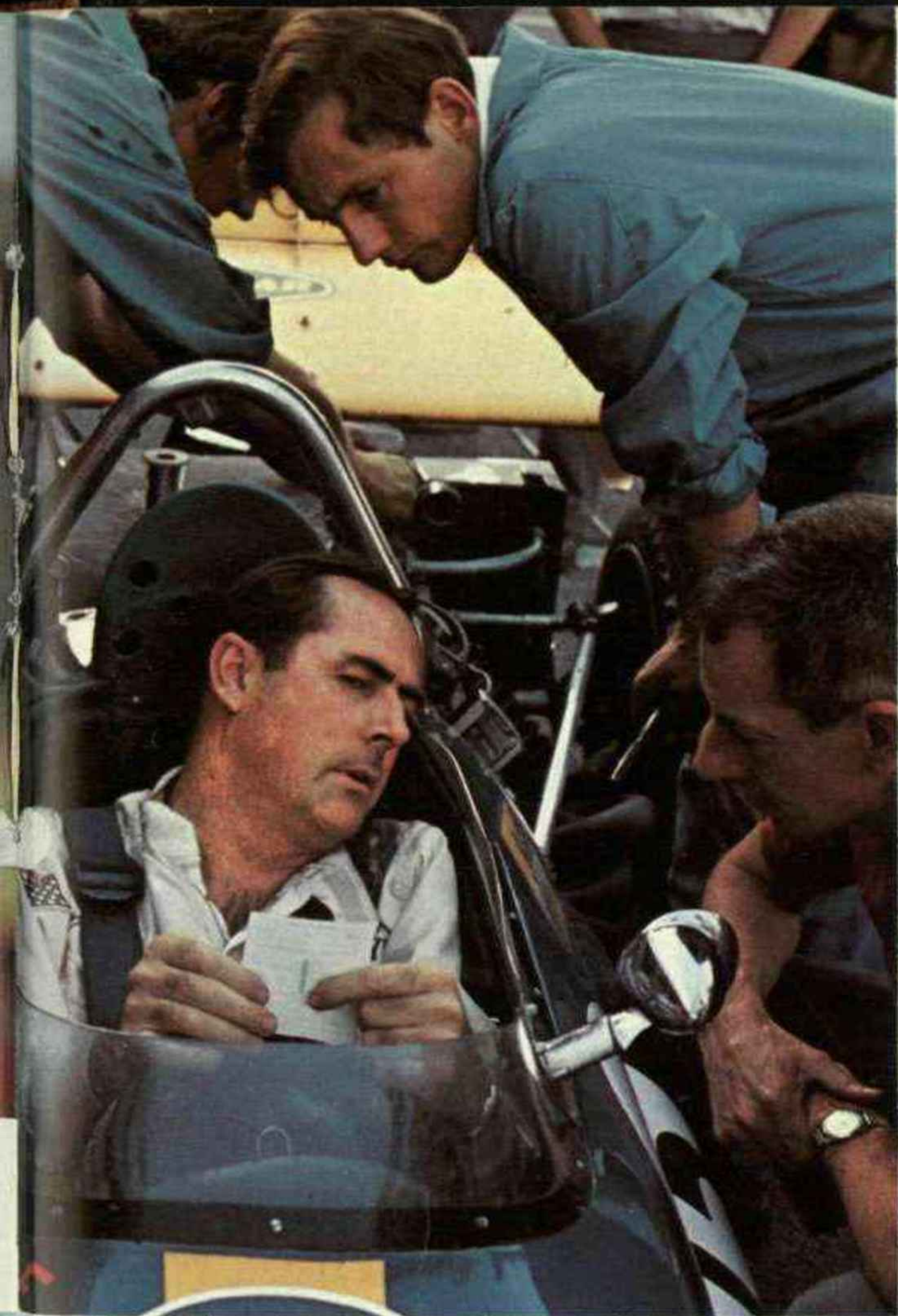


MEXICAN GRAND PRIX

OUR PHOTOGRAPHER jostles with the crowd to take this shot of Ickx's Ferrari chased by Stewart's Tyrrell in the early stages. Note the crowd almost on the roadside in the braking area. Stewart's challenge faded when the steering column came loose.

JACK OLIVER in his Yardley-Team BRM leads Hill's Lotus 72, Siffert's March, the works Lotus 72s of Fittipaldi and Wisell, and Stommelen's Brabham. The length of the straight is just a wall of humanity.





BUSINESS AS USUAL.—Jack Brabham had decided to retire before the Mexican GP. Here he discusses tyre temperatures with designer Ron Tauranac and his chief mechanic. Brabham's last race ended with an engine blow-up.

MATRA tried the Italian Magneti Marelli ignition system in practice, mounting the transistor box on the fuel tank pod.

IN HIS SECOND Formula One Lotus drive, Reine Wisell had various problems but limped home into 10th place.

RUMOUR has it that Rob Walker will withdraw from racing at the end of the year, possibly to combine with another manufacturer. If this is so Mexico was the last time the dark blue colours of the team were seen. This is Graham Hill in the Walker Lotus 72.



The Choice of the Enthusiast

Brian Martin, who designs, builds and drives his own racing cars, is enjoying a highly successful season in Group 6 Sports Car racing with his Martin Spyder, powered by an 1800cc Ford twin cam engine. He already has ten firsts to his credit this season and has dominated the over

1600cc Class of the Motoring News GT Championship. He has broken the lap records at Mallory Park on both circuits. In International motor racing he has begun to make his presence felt with



seconds at the Martini and Alcoa meetings. Brian Martin first tried Duckhams Q20-50 motor oil six years ago and has used it ever since. In his own words he hasn't 'found another that's as clean as Duckhams or stays as good'.

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Rallye Sport Centres

RUMBLINGS

■ **AN OPEN MK. VI BENTLEY.**—The other day we received an invitation from Major C. W. Lambton to try a Bentley which he and John Llewelyn have had built and which can be described as a Bentley with a difference, or, more specifically, an open touring-bodied version of the Mk. VI, conceived by these two motoring connoisseurs as a fresh-air fun car embodying their own ideas of how such a car should be constructed. We were told they would not be in the least worried what we thought of it, provided that we realised that this open post-war Bentley's possible resemblance to a vintage car is purely a coincidence and not an attempt to make a bogus vintage tourer.

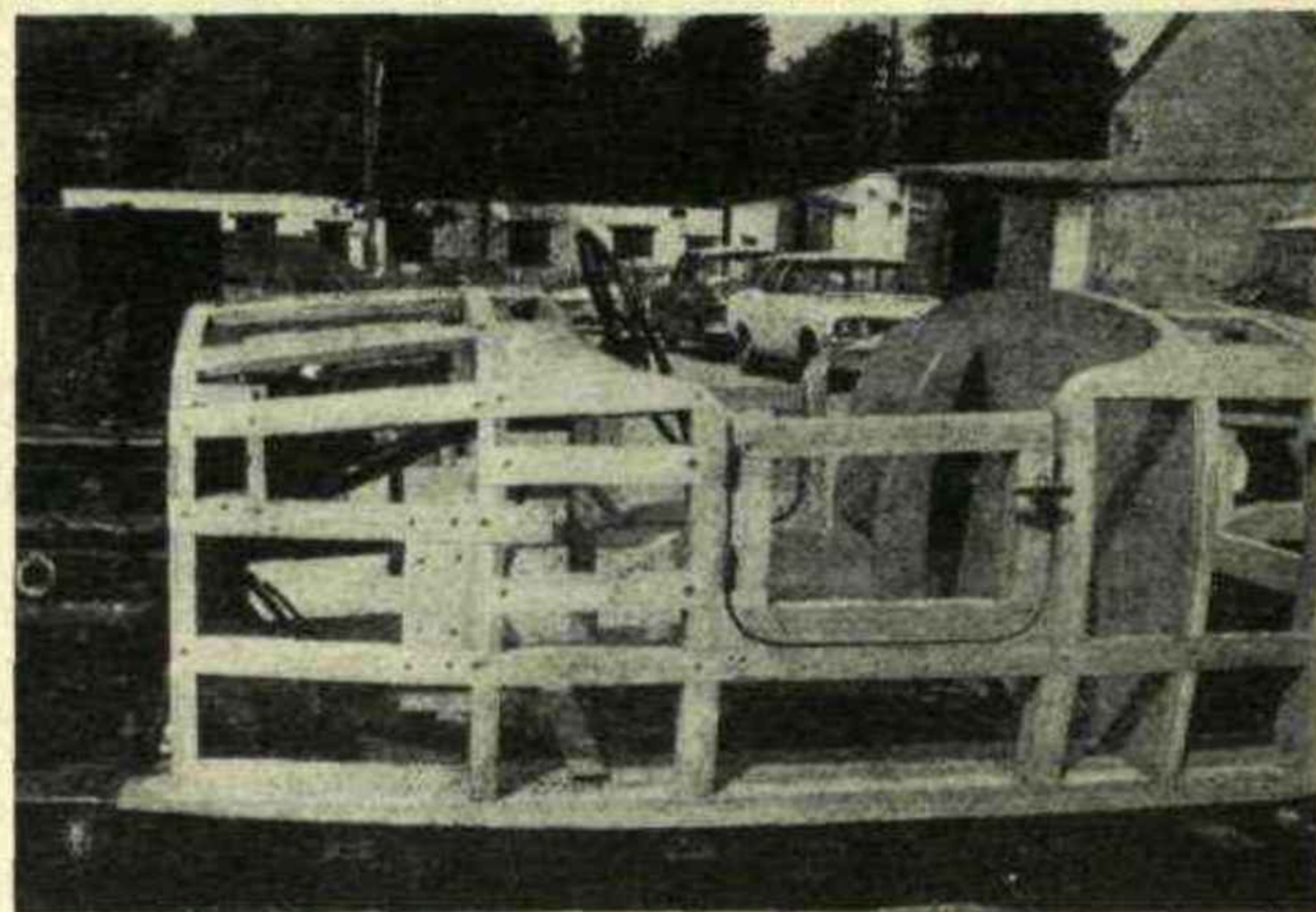
Having the greatest possible aversion to mock oldsters which seek to provide the prestige of vintage or Edwardian car ownership with few of the hardships, not even the hard ride that proper enjoyment of pre-1931 motoring entails, we were glad to have Major Lambton's assurance on that point. In fact, this highly individualistic Bentley could hardly be said to ape cars of an earlier era, because it is a bog-standard 1948 Mk. VI Bentley mechanically and although now endowed with a new open four-seater body, the only vintage-like feature it displays are exposed headlamps and its running-boards and simple mudguards.

The idea, indeed, is in keeping with the earlier Bentley image, when a gentleman ordered his chassis from Derby and had coachwork built to his personal requirements by a specialist coachbuilder. Lambton and Llewelyn have merely extended the recipe a decade or two, with a quite pleasing outcome.

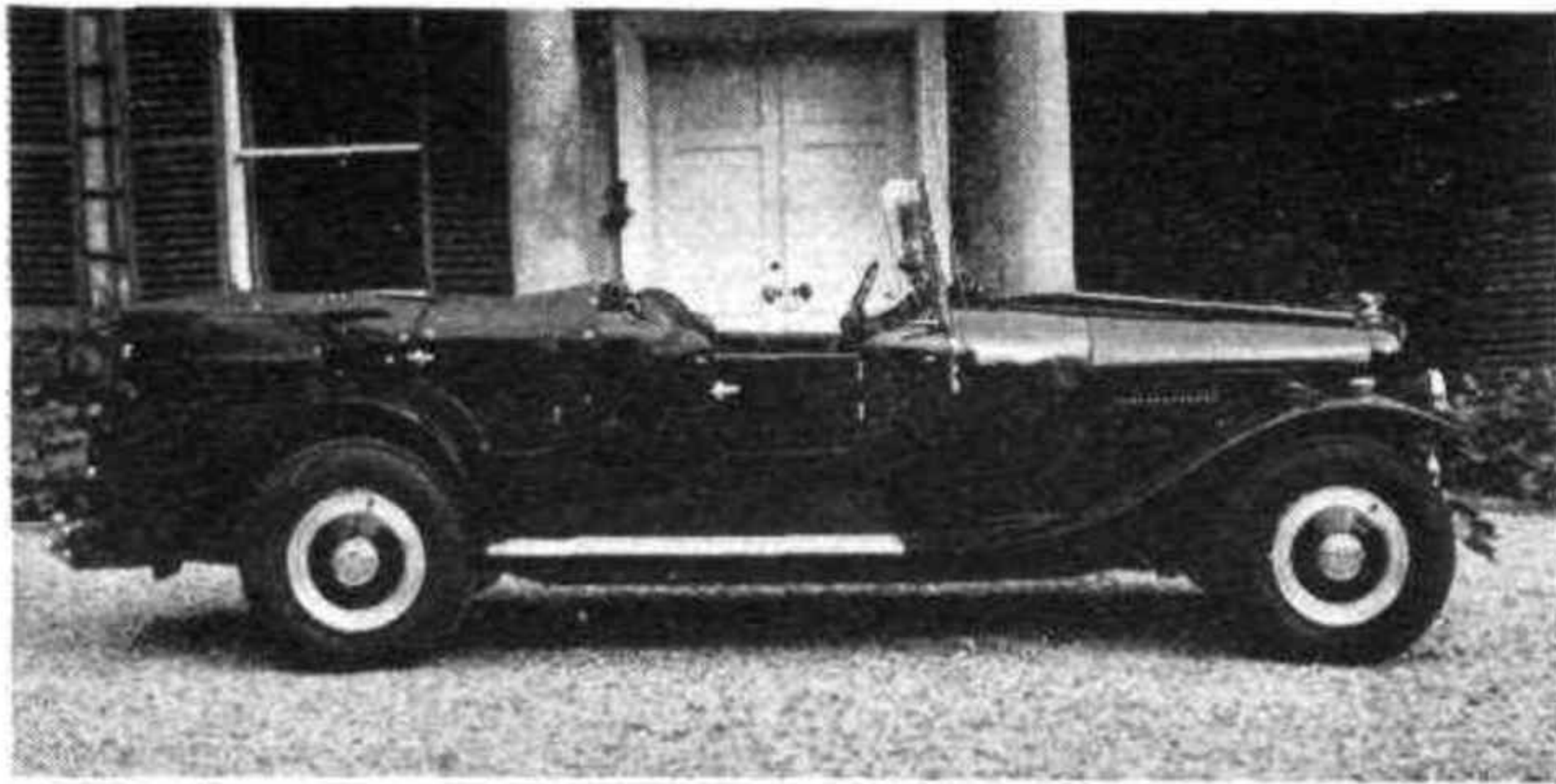
In appearance, at all events as far back as its scuttle, there is a whiff of Ford V8 or, perhaps Batten Special, about this dark blue Bentley with short, centre-hinged bonnet and painted radiator grille. Thereafter such resemblance ends, for the car has the mechanical perfection of a 1948 Mk. VI, bought, incidentally, for £75 with a rod out of the crankcase, but extensively overhauled after the aluminium d/h body, which had badly decayed, had been removed. The perpetrators call the car in its rehabilitated guise a lidless 2+2, the front seats, which are from a Fiat 125, being more accommodating than the rear compartment, although one could be very comfortable therein because heating and radio are provided in both the living quarters. (At present the front seats are too close-set, so that their cushions rub and render adjustment far from easy.)

The body was built as an ash frame by Colin Glass and given its 16-gauge alloy panelling by Dick Brockman of Reading. The resultant four-door tourer was then trimmed by Jim Pearce of Pulborough, who provided a hood which stows away in a neat bag, fully tonneau covers, etc., and luggage boot covered in leathercloth, which is loaded via a lockable flat-top panel ahead of the folded hood. The spare wheel is fitted in its own compartment under the luggage space, together with an impressive tray-load of Bentley tools.

To obviate wind-buffeting the single-pane screen is quite high and has glass side-panels and, incidentally, base-glasses to its frame, in the best Vanden Plas fashion. The leathercloth-covered facia carries speedometer, tachometer, thermometer, fuel gauge, clock and ammeter, a convenient self-cancelling indicators' control and a long-handled switch for quick lamps'-flashing which, moved upwards, sounds a



New body frame for the Mk. VI Bentley.



Major Charles Lambton's idea of an open touring gentleman's motor car.

burglar alarm. Inspection lamps are fitted in the boot, under the bonnet and on the dash, the radio is a Radiomobile, and a useful accessory is a lockable box securely bolted to the floor of the front compartment, in which passports and the car's documents can safely be left when the Bentley's owner is engaged on the Grand Tour in foreign parts.

The engineering side of the conversion was carried out by Nedloh Motors of Reading, and entailed using a modified Land Rover radiator matrix behind the wire-meshed Bentley grille, in conjunction with a longitudinal header tank and abbreviated fan. The Bentley steering wheel is retained, but cut down a few inches in diameter, which gives the effect of higher-g geared steering, but the suspension is unaltered, apart from the removal of the packing pieces from under the front coil springs to lower the car. No attempt was made to reduce the already very low noise level, except for the use of two 3.8 S Jaguar silencers. Otherwise the specification is as original, save perhaps for a fractionally higher c.r. as the cylinder head was planed in the course of the overhaul, but performance is enhanced due to the weight saved by the body change. The boggy of lost rigidity when a closed body is discarded has been obviated by A-bracing in the region of the thin duralumin dashboard and by the support provided by a substantial between-seats wooden bulkhead. The rear fuel tank, with a Waso lockable filler cap, has been retained, the scuttle incorporates the air inlets for the front and rear heaters, and screen vents offer warm air around the driver's shoulders rather than de-misting the glass. The standard axle ratio and 6.70 x 16 Dunlop Gold Seal tyres are retained. The hardest task was the wiring, done effectively by Malcolm New, to the highest commercial vehicle standards, with Bentley's comprehensive system of fail-safe fusing. The headlamps are Cibie, with Hella quartz halogen spot lamps. Two-bar American-style tubular bumpers protect the Bentley's extremities.

A short but exhilarating drive in this refined touring car proved that it handles very well, which is more than can be said of most Crewe cut-and-shuts when they are used on the road. The pleasure of using the r.h. gear-change and the excellent Bentley mechanical servo brakes is enhanced by the unusual character of the car and the fresh air that accompanies its quiet and refined mode of running. Acceleration is useful, even if the engine ran out of "steam" after 70 m.p.h., due to worn S.U.s. The steering suits the handling demeanour and the driving position is dignified and comfortable, the high-set seats giving command over the controls and a delightful glimpse over the hedgerows.

Altogether, this open Mk. VI impressed us as a pleasing exercise in how to deal with a quality car with derelict bodywork. It is a far more fitting use for a Bentley chassis, even if this is a Crewe and not a Derby product, than cutting and shutting the frame to form an imitation racer, and if built in small batches might become a series-production car of unique flavour.

The Bentley tourer apart, when we called on Major Lambton we were able to take a short drive in his Peugeot 504 saloon, to which he has applied his own effective through-flow ventilation system, with body vents, a non-buffeting sun roof, a steering wheel which is a vast improvement on Peugeot's thick-spoke variety, a screen sill-mounted tachometer and other practical improvements.

■ **ULTIMATE SPEED.**—Just before winter closed in on the Bonneville Salt Flats, in the USA, two Americans set up new out-and-out land speed records, one with a rocket-fuel propelled three-wheeler projectile, and the other with a two-wheeled motorcycle-engined streamliner. The fastest speed on land stood to Craig Breedlove driving his jet-engined four-wheeler at 600.63 m.p.h. set up in 1965,

and it was Breedlove who had previously set the ball rolling with jet-propelled vehicles when he beat existing four-wheel records with his three-wheeled vehicle, thus causing the FIA to re-write the rules for land vehicles. Breedlove's 600 m.p.h. record was made with his four-wheeled "Spirit of America" during his fantastic record-breaking battle with Art Arfons and his "Green Monster". For over a month, from mid-September last, Gary Gabelich had been trying to beat Breedlove's record, driving a new form of land vehicle in that it was powered by liquid combustion, burning oxygen carried in the fuel and not taking in air from outside; in other words, a pure rocket motor. It was, in effect, a 38 ft. long rocket with a single wheel under the nose and two wheels at the back mounted on outriggers, all propulsion coming from the thrust of the rocket motor, the driver sitting above the rocket just ahead of the high tail fin and was appropriately christened "The Blue Flame". After a number of attempts during which he achieved over 600 m.p.h., but not by a sufficient margin over the old record to comply with the rules laid down by the FIA, he finally put in two runs that settled the matter conclusively. In one direction he did 617.6 m.p.h. and on the return run did 627.3 m.p.h., giving him a new land speed record of 622.4 m.p.h. In Europe this was considered even more significant than just a new record, for it was the first time a speed of more than 1,000 k.p.h. had been passed, the average being 1,001.727 k.p.h. Next year, in Great Britain, when we change to the metric system this will become more significant!

The other American record-breaker was Cal Rayborn who established a new ultimate speed for motorcycles riding a Harley Davidson powered streamliner, with a figure of 265.492 m.p.h. for a two-way run.

1,000 KMS of PARIS—Monthéry—(October 18th)

THE ANNUAL long-distance race held on the Monthéry combined road and track circuit has yet to achieve classic status and become the final round in the Manufacturers' Championships, but nevertheless it receives a good amateur entry each year, with factory support from Matra, the Autodrome of Linas-Monthéry being only a few miles from Velizy, the home of Matra. This year the French factory entered two cars, both open type 660 models, one being lightened considerably by attention to detail, the other in normal Le Mans 24-Hour trim. The lightened car was driven by the factory employed drivers Beltoise and Pescarolo; and a reduction in weight was achieved by removing the lights and charging system and using a Hewland gearbox in place of the more robust but heavier ZF gearbox, while the engine was the GP version of the V12, able to use 11,000 r.p.m. against the normal 10,500 r.p.m. The normal Le Mans car was driven by Brabham and Cevert, and as Brabham has suggested, we may know the truth of why he is driving Matra sports cars in a year or more, or we may not! There was no factory opposition to the Matra team, but the Martini International Racing Team, in conjunction with Team AAW, had a 917 Porsche, driven by Larrousse and van Lennep, as well as their well-proven 908 Spyder Porsches, driven by Lins/Marko and Ballot-Lena/Chasseuil, as they had not taken delivery of the ex-Salzburg team's 917 Porsches as expected. The rest of the entry of twenty-nine cars that started being privately-owned cars.

A circuit of 7.821 kilometres long was used, comprising half of the banked track, with *chicanes* at each end of the banking, and part of the road course, and the race was over 128 laps and was run in warm and fine weather. Beltoise set the pace with the lightened Matra 660 and only van Lennep proved to be any sort of challenge, but the 917 engine broke early in the race leaving the Beltoise/Pescarolo car unchallenged. Robbed of his drive in the 917, Larrousse took over the 908 of Ballot-Lena/Chasseuil, and after a slow start Brabham and Cevert moved up into second place. The leading Matra ran into trouble with its Hewland gearbox, due to the oil breather system not being right, and after some delays at the pits the car was forced out of the race by horrid noises in its transmission, this letting the second Matra take command. In second place was the carefully driven, privately-owned Ferrari 512S of the Spaniard José Juncadella, with the young French driver Jabouille as his partner. In spite of retiring the lightweight Matra was classified in fourth position.

Results : 1,000 KILOMETRES OF PARIS

1st :	J. Brabham/F. Cevert (Matra-Simca 660—3-litre V12)	5 hr. 49 min. 41 sec.—	171.763 k.p.h.
2nd :	J. Juncadella/J. P. Jabouille (Ferrari 512S—5-litre V12)	..	3 laps behind
3rd :	C. Ballot-Lena/G. Larrousse (Porsche 908—3-litre 8 cyl.)	..	6 laps behind
4th :	J.-P. Beltoise/H. Pescarolo (Matra-Simca 660—3-litre V12)	..	14 laps behind
5th :	W. Meier/C. Olivar (Porsche 910—2-litre)	..	18 laps behind
6th :	M. Garton/R. Heavens (Chevron-BMW—2-litre)	..	20 laps behind

Fastest lap : H. Pescarolo (Matra-Simca 660) 2 min. 35.3 sec.—181.298 k.p.h.

29 starters—16 finishers.

BOOKS FOR CHRISTMAS

"German Aircraft of The First World War", by Peter Gray and Owen Thetford. 600 pp. 8½ in. × 5½ in. (Putnam & Co. Ltd., 9, Bow Street, London, WC2. 105s.)

What can a reviewer say? The comprehensiveness, quality, the copious photographs and scale drawings, the tabulated matter and data tables put these Putnam aeronautical books in a category of their own, as impeccable reference works. The subject of this one is self-explanatory from the title and with Gray and Thetford as the co-authors, little more requires to be said. The aeroplanes so splendidly covered range from AEG to Zeppelin-Staaken and there is a wealth of information about the formation of the German Air Force of 1914/18, appendices on such matters as the 1918 D-type competitions, Albatros "L" designations, etc., etc. Nostalgic stuff!—W. B.

"The World's Motor Museums", by T. R. Nicholson. 143 pp. 10 in. × 7½ in. (J. M. Dent & Sons Ltd., Aldine House, Bedford Street, London, WC2E. 60s.)

The growing number of motor museums about the World calls for a guide to them and this book provides it, in an expensive, illustrated form. Nicholson wrote an earlier museum book, "Automobile Treasures", but it is now out of print and in any case covered only European establishments.

This new work is much more ambitious and has attracted a Foreword by Lord Montagu of Beaulieu. It lists cars likely to be found in three Argentinian, seven Australian, three Austrian, a Belgian, a Brazilian, six Canadian, two Czechoslovakian, five Danish, 18 French, 11 German, 21 British, a Dutch, two Hungarian, two Italian, a Japanese, three New Zealand, a Norwegian, a Portuguese, an Irish, a Russian, three Spanish, nine Swedish, four Swiss and 66 American motor museums—I say "likely to be found" because exhibits are sometimes changed and the author has had to rely in many cases on lists compiled by distant museum curators.

The book appears to be pretty comprehensive and its 131 monochrome and eight colour illustrations are attractive. An unexpected feature is a brief account of how the Daimler-Benz Museum, the Turin Museum and the Harrah Collection restore cars in their care.—W. B.

"Motoring Through Punch—1900-1970." Edited by Russell Brockbank. 153 pp. 11½ in. × 8½ in. (David & Charles Ltd., South Devon House, Newton Abbot, Devon. 42s.)

Here is a comic history of the motor car never previously published, although in the past *Punch* has produced books of its motor cartoons, and some of those in the work under review have appeared therein or in other Brockbank publications. This is criticism of a carping nature, for there is something for almost everyone in "Motoring Through *Punch*", from the first 1900 cartoon to the latest by Brockbank himself. The selection of cartoons is divided into those laughing at the Pioneers, the Thirties and War-time, the Post-War Forties and the Sixties, with a section on "Tenez a Droite".

Brockbank contributes a lively Introduction, although I do not believe he has ever truly heard an overhead camshaft that clutters (the drive, perhaps?) or has smelt warm oil from the engine for a very long time? No matter! There is social history within these covers. An excellent, if costly, Christmas present.—W. B.

"The 1930 London Motor Show and Paris Show." Compiled by Lawrence Dalton. 318 pp. 9¾ in. × 7½ in. (Dalton Watson Ltd., 76, Wardour Street, London, W1. 80s.)

This looks like an attractive book, in its red cover and antique binding, until you realise that it consists of handfuls of pages torn from past issues of *The Autocar*. It does not need much skill to compile a book by this method and then to sell it at £4 seems a decided affront. Back issues of Britain's first motor journal may be scarce, bound volumes expensive, but presumably the patient publishers can supply inexpensive photostats of any page particularly required.

Convenient, you may say, to have all of them on the 1930 Shows in book form until you discover the poor quality of many of the illustrations (apologised for in Mr. Dalton's Preface), and the fact that the text of the Olympian coachwork exhibits is very small and difficult to read, as is that of some other sections of this copy-book.

Another distasteful aspect of such repetition material is that bits of articles not relevant to the subject have to appear, when they fall upon the torn-out reproduced pages. Final criticism concerns the choice of period, because the Shows of 1930 were concerned not with vintage cars but with the 1931 offerings. Nineteen-twenty-nine would have been a happier choice.

I am prepared to forgive Mr. Dalton this one, if he doesn't flood us with such expensive tear-outs! The book has a lot of period charm but personally I'd prefer to spend the four quid on a set of "Profiles", whose range of historical fact and picture is infinitely greater.—W. B.

"Mexico Or Bust!" by Mark Kahn. 173 pp. 8½ in. × 5½ in. (George G. Harrap & Co. Ltd., 182, High Holborn, London, WC1. 35s.)

Here is another account of the *Daily Mirror* World Cup Rally, and presumably they will keep coming, or has the spate subsided? This book is written in popular style, by a crew member of the *Sunday Mirror*-sponsored British Leyland 1800 (at a cost of some £8,000) whose co-adventurers were Peter Jopp and Willy Cave. Even they could not prevent the 1800 from falling sadly asunder after it had covered 14,000 miles of the route. Incidentally, this book, which opens with a nice recommendation for Air France, is about a car prepared by the British Leyland Special Tuning Depot at Abingdon, now defunct, so it has a flavour of sadness about it.

Although of popular appeal (it contains an addendum of rally terms, from "Anchors" to "Yumping"), Mark Kahn's book is not devoid of technicalities and is essentially readable. In fact, I am saving it for full study on Christmas day, as last year, to fulfil a similar promise, I struggled with T. R. Nicholson's book on British speed trials and hill-climbs while stricken with influenza! I think "Mexico Or Bust!" will be easier going...—W. B.

"The Vintage Years of The Morgan Three-Wheeler", by W. Boddy. 27 pp. 9½ in. × 6 in. (Grenville Publishing Co. Ltd., Standard House, Bonhill Street, London, EC2. 10s.)

Into this little book the Editor of *MOTOR SPORT* has packed an enormous amount of fascinating detail about the famous Morgan three-wheeler from Malvern Link—its origins, its development year by year from 1910 to 1930, its racing and record-breaking activities, comparisons with other three-wheelers and cyclecars and light cars, the Show models and so on. There are 27 photographic plates, mostly of competition Morgans, and a diagram of the unique construction of a Morgan three-wheeler chassis, the models of 1918 and 1924 being separately depicted. The advent of the Morgan 4/4 and the post-vintage three-wheelers down to 1950 are touched on and illustrated. This history is notably detailed, within space considerations, by an author who always craves a detailed story. And there is even a Morgan "tailpiece"!

Although this material was prepared for *MOTOR SPORT* and appeared therein many years ago, this is no photostat reproduction—the text, written after consultation of Mr. Peter Morgan's family albums, has been revised and entirely reset, and many of the picture blocks were made specially for this booklet, which is a useful addition to the growing one-make list.

"The Vauxhall Companion", by Kenneth Ulyett. 160 pp. 8½ in. × 5½ in. (Stanley Paul & Co. Ltd., 178-202, Gt. Portland Street, London, W1. 30s.)

Mr. Ulyett has now added this book about Vauxhall to his Jaguar, MG, Mercedes-Benz, Porsche/Volkswagen and Rolls-Royce "companions". His books are part history, part anecdote, part personal reminiscence, but they leave very little out, within their size scope, and this Vauxhall one is no exception. The origins of the name Vauxhall are very interesting—we are horrified to learn that it derives from Fawkes Hall!—and thereafter the path of the famous Company of Vauxhall and Luton is well documented. Almost all the Vauxhall models get a mention, including the four-cylinder Vauxhall motorcycle (a picture of an experimental GM baby car designed in 1925 by Fabio Sergadi is new to us), with especial comment on the Prince Henry, 30/98 and Brooklands Vauxhalls.

This author has a happy knack of introducing little-known or long-forgotten facts into his histories—a case in point being Palmer Phillips' defence of the original Vauxhall Ten when it was receiving unwarranted criticism in 1937. There is also the story that Vauxhall's bought ex-aircraft carburettors for the first post-war 30/98s, at two shillings each. Indeed, most that many people will enjoy reading about Vauxhalls, ancient and modern, is contained in this commendable little book. A pity the Anchor Press proof-readers let the author down, on page 24.—W. B.

Putnam & Co. Ltd. have issued a second edition of "Bristol Aircraft Since 1910", by C. H. Barnes (415 pp., 8½ in. × 5½ in.), to bring this comprehensive history up to date, by the inclusion of developments which have already produced the Anglo-French Concorde and which may yet contribute to V/STOL inter-city transport. Although the Bristol Aeroplane Company no longer manufactures, this book marks the Diamond Jubilee of continuous aeroplane production at Filton. We reviewed the first edition, published in 1964, but have greatly enjoyed re-reading the informative text, which covers very fully the immortal Bristol Fighter, the earlier Scouts and the remarkable Bristol Braemars and Pullmans, the latter originally destined for steam turbine propulsion to humour the Royal Mail Steam Packet Co. That in 1919! Here, then, is the entire Bristol story, in Putnam's inimitable format, from Zodiac to the Britannia, helicopters and turbojets. My only regret is that with this book, which costs 84s., Putnam have departed from the use of high-gloss art paper to the detriment of the book's "feel" and the clarity of its enormous number of illustrations
W. B.

* * *

A useful present for young enthusiasts would be "The Clipper Book of Motor Racing Facts" (120 pp., 10½ in. × 8 in., colour plates), published by Clipper Press, 31, St. George Street, London, W1, at 16/-.

* * *

Those tourists going to Europe for holidays could find their journeys enhanced by study of "Great Houses of Europe", edited by Sacheverell Sitwell, which describes forty houses of Western civilisation, with splendid illustrations, some in colour. This is published as a 59s. edition (formerly 6 gns.) by The Hamlyn Publishing Group Ltd., Hamlyn House, Feltham, Middlesex (320 pp., 12½ in. × 9½ in.).

* * *

The Bugatti OC has published a comprehensive index to every issue of its magazine *Bugattics* ever published, in corresponding format. It costs 40/-.

CARS IN BOOKS

EOIN YOUNG (whose earlier prophecy about Ferrari winning an F1 race before the end of 1970 was so absolutely right!) kindly lent me a copy of "Wild Irishman" by Peggy Hamilton (A. H. & A. W. Read, Australia, 1969), which is the story by his wife of Bill Hamilton's adventurous life, especially in relation to the New Zealander's farming and pioneer jet-boat activities. It is an extremely readable account, moreover.

There are many intriguing references to cars in this book, although the rest of it is just about as interesting! Bill Hamilton's father is described as buying his first motor car, a Darracq, in 1908. He had learnt to drive on a two-cylinder Darracq and then travelled by horse-and-gig and train to Timaru to take delivery of the newer model, which he drove home, although obviously still unacquainted with the niceties of control. Later there is mention of a six-cylinder Darracq chassis capable of 60 m.p.h.; this was around the year 1906. Darracqs seem to have been popular in Hamilton family circles, for a 16 h.p. Darracq, luggage and camping equipment strapped to its running boards, driven habitually at 18 m.p.h., was owned by the father of a school friend of Bill Hamilton's. This was another driver who couldn't master a downward gear-change; if the car stalled on a hill it was backed down for a lower gear to be engaged!

The description of how Peggy Hamilton, then Miss Wills, worked in munitions factories in England from patriotic motives during the 1914/18 war is tremendous stuff, a true reflection of what those years were like. Anyone who slaved at Machinists Limited in Oozells Street, Birmingham, in those grim days should try to read this book. There Miss Wills was trained to operate lathes before being sent to

Southampton, where Sir Arthur Duckham had started a scheme for shell production to feed the Russian Front. These Government rolling mills, still in process of construction in 1917, with traction engines and steam-rollers in evidence on the site on the Woolston side of the Southampton ferry, are likewise splendidly described.

While there, Miss Wills and her girl friend rode to and from their digs in Hamble on bicycles assisted by autowheels, with frequent clashes with the police, until the autowheels wore out. The same thing happened when they substituted a Rudge motorcycle—magistrates had little sympathy with girl munitions workers in 1917. Later still, Miss Wills worked at the London and Scottish Engineering Co.'s toolroom in Bow.

After the war was over the writer of this fascinating—and commendably accurate—book met Bill Hamilton when he was on holiday in England, which gives rise to a nostalgic account of how she first met him at the Old Rectory at Finchampstead, where Bill had his 1914 TT Sunbeam, "battleship grey, with two straps over the bonnet and a great exhaust pipe running the length of the car . . ." The year was 1923, so the racing car was already almost vintage. (It had been preceded by a Bugatti.) The girls, in spite of long evening dresses, climbed into the Sunbeam, with Bill's brother-in-law clinging on to the spare wheel over the petrol tank, for an evening run in the local lanes. In 1923 one was quite likely to meet a 1914 racing car and perhaps think little of it. A picture shows how stark the car was—mudguards, bulb horn, aero screen, but not much else. But it was used for a journey to London, was taken to Devon, and from there on a holiday tour of Scotland in company with a Harley-Davidson motorcycle. In Scotland the car caused so much interest that crowds formed; "She had no fan and boiled rapidly when standing with the engine running, which would not idle under about 2,000 revs, so that when held up in traffic for long Bill had to stop the engine and hop out again to crank when the traffic started to move. Then, of course, she was reluctant to start, and Bill cranked and cranked, to a chorus of hooting cars and buses." Incidentally, Bill Hamilton was working at Fuggle's Garage in Bushey Heath at the time. He married Peggy Wills in 1923 and they sailed for New Zealand in the P and O liner *Moldavia*.

At their home in Irishman Creek, where a steam traction engine is pictured towing a year's stores in 1922 and where the truck driving a sawbench from its exposed flywheel looks surprisingly like Bell's father's 1908 Darracq, transport was provided by an old Hudson, adept at wading streams.

There is an interesting account of the 1914 TT Sunbeam being prepared for beach racing at Muriwai, in company with Irving's Brescia Bugatti and Hope Bartlett's 30/98 Vauxhall, the Sunbeam setting the Australasian speed record of 100 m.p.h. In 1926 they were at it again, in company with Peggy's brother's straight-eight Sunbeam, and on through 1927 and 1928, the big Sunbeam breaking a valve, the TT car an oil-pipe, to let a Stutz win. In 1928 the TT Sunbeam was electrically timed at Oreti Beach, Invercargill, to do 109.9 m.p.h. There is a picture of it in the book in beach trim.

In 1930 the Hamiltons returned to England on holiday, Bill's wife having sold her Alvis, taking a second-hand 4½-litre Bentley. They spectated at Le Mans, then entered for three races at the Brooklands Easter Meeting. Hamilton had been allowed to prepare the car at the Bentley works and won the Bentley Handicap, the Sussex Long Handicap and the Bedford Long Handicap, apparently having caught "Ebby" napping! He paid especial attention to the car's track-holding and in the book there is an excellent picture of the stripped 4½-litre in the Paddock—BDC library, please note! The car's speed, 109 m.p.h. [Actually, 107.8 m.p.h.—Ed.], is described as the best put up by an unsupercharged Bentley. The rest of this remarkable book is about Bill Hamilton's many mechanical inventions. The writer is commendably accurate in technical matters, although I cannot accept her bore and stroke dimensions for the 1914 Sunbeam of "31½ × 156" [Actually, 81.5 × 156 mm., but this looks like a mis-print and gives us a clue suggesting that Peggy Hamilton reads *MOTOR SPORT*.—Ed.]

A thoughtful visitor to the *MOTOR SPORT* stand at the Earls Court Show handed in for me a little book, "The Escape from Monotony", by L. H. Lovegrove. This is most interesting, coming so soon after I had read of that Cubitt's journey to Venice, because it is about a Continental tour in the nineteen-twenties (the actual year isn't quoted) in a 12 h.p. Star. The book, although printed in Glasgow and not Wolverhampton, may have been a form of advertising promotion, for the car is liberally praised. The sub-title is "A Record of a 3,000-mile Run Without Aim or Care in France" and it is empha-

sised that what the Star accomplished mass-produced cars shouldn't be expected to do! The book is dedicated to "J. Lisle, Esq., of Wolverhampton, the English builder of the English car which enabled me to boast so hardily in France". They were proud to be English in those days . . .

After slating the British for being far less touring-conscious than Americans, the author cleaned up his year-and-a-half-old Star and set off, in early March, accompanied by one called George. They drove at 45 m.p.h. along the new Folkestone arterial road, disregarding police traps or the thought of breakdown. The crossing to Boulogne cost £7, again £4 10s. and a night's hotel bill saved by going Southampton-Le Havre—but "Folkestone is more decorative than Southampton". Incidentally, flappers bloomed in the streets of the Leas, "flesh-coloured pairs of legs of all shapes ranging from Chippendale to M'Corquodale" pleasing George, who I hope is alive to enjoy the mini-skirt years. It was 45 m.p.h. again along the non-picturesque RNI to Paris.

Unlike the Cubitt, this Star was held at 45-50 m.p.h. whether the roads were good or bad. In Paris George passed the RAC test, on the Star, the luggage grid let down to act as a rear bumper! At Orleans the bad jolting split the porcelain of an American sparking plug in the Star's engine. Otherwise, the impeccable running of the car from Wolverhampton was praised, where "a lighter car with cheap springs, no shock-absorbers, small wheels and tyres and flimsy parts" would have had to do 10 m.p.h. or face an early dissolution. Beyond Bourges the road grew worse, the luggage fell off the grid, and steering was a real strain, even the Star now apparently reduced to cruising at 40 m.p.h.

It was here that a large French car was encountered, inert. It was thought that the ignition had failed and George set off in the Star to get help. The author then discovered that the girl driver had failed to switch on.

This necessitated starting after George and the girl, and in driving the French car Lovegrove found it "a beast of a car, noisy and harsh, with a sticky gear-change, and what is known as an absolute cow to handle". He discreetly does not quote the make, but obviously preferred his Star!

There was a day of 240 miles of frosty motoring, from Montlucon to Lyons, *via* Clermont-Ferrand, to see a Michelin director, who was absent. They raced a French sports car, they sped up a steep hill at Thiers, causing George to add his words of praise for the Star, and then, directed to a by-road 35 km. from Lyons, the bad going put out all the lights.

The journey was resumed in rain, the faithful Star now "mud-coated from dumb-iron to grid". Attention to the Palace of the Popes strayed with the arrival of "a very pretty Belgian lady belonging to a cheery party proceeding to Nice in a bright blue Belgian saloon", whether Minerva, FN or Imperia isn't stated. To race this car over muddy roads the Star was pushed to 48 m.p.h., on the run to Marseilles.

Marseilles caused the author to recall the first car he ever saw, presumably an Arrol-Johnston, on the docks there, and it was there that the Star was vetted by a garage, whose proprietor after trying it found nothing amiss and added his praise to that of the owner: "M'sieu Lovegrove, you have here a car of a *marque* of which I have never even heard. It has done 14,000 miles without requiring a single spare part and without even a puncture. It accelerates like the devil, is smooth, easy and noiseless as a swallow and climbs like a Chasseur Alpin. If there was no duty on that car I would sell very many more right here in Marseilles. Nowadays, very many American, French and even British manufacturers are turning out what I call 'one-year' cars, automobiles that look like the real thing, especially in the case of American productions, but which are apparently carefully constructed to stand up intact for one year's use and no more. After that comes trouble and spare parts. Your car is not of that type, and is so solidly and beautifully built that I consider it almost too well finished to meet the competition. It will probably last for many years without trouble, and is an engineering joy that will eventually save many thousands of francs to its purchaser. But how can you explain all that to a fool of a public which notes only that one car resembles another?"

A remarkable speech for a French garage man! The Star PRO could hardly have done better. Yet a few days after I had been given this book I had staying with me a great Star fanatic and collector of Star miscellanea, but he had never heard of Mr. Lovegrove's book. One hopes, anyway, that the Marseilles' garagiste, if still alive, has been made a Life Member of the VSCC . . .

I need scarcely conclude that the Star went gallantly on, appearing "to develop further engine flexibility and speed daily", climbing Mont Vinaigre entirely on top gear. They got to Nice and beyond, the car climbing continuously for five days without attention, later to show a speedometer 60 m.p.h. on the level, 58 up a slight incline. The huge signs to the aerodrome at Bouche du Rhône are mentioned. So home, a meal that would have cost £2 in London coming to 1s. 8d. in Chartres, the first puncture in the car's career happening at Albi—calling for praise for the Dunlops. At the end of the tour the author asks: "Why does a car smell sweet in Paris and poisonous in London?"

The Star suffered only broken luggage straps, fractured wing stays, disconnected wiring, petrol pipe solder shaken loose, broken porcelain in three of the American plugs and one puncture—"I do not know exactly what difference exists between Dunlops of a few years back and those of today, but the iron wear of my own year-and-a-half-old covers is very remarkable." Run at 35 lb./sq. in. front, 40-50 lb. rear, they were pumped up but twice in France. The concluding chapter said four-wheel-brakes and four-speed gearboxes were not so necessary in France as in England but woven luggage straps were recommended and dust coats and goggles were essential. The author ended with the advice: "And when you finally return to England and find the roads narrow, dangerous and stuffed with vehicles, the prices high and the hotel accommodation poor, why, just remember what a good time you had in France!"

Perhaps thinking his Star praise too obvious, he remarks that the facts of the tour were written "at a time when the white milk and the white egg are collected" and are equally as fresh, pure and free from guile. Ugh! Oh, and this is yet another book in which the Track is mentioned, the Star's pace being "reminiscent of Brooklands"!

Finally, readers contribute the following interesting letters to this feature.—W. B.

Sir,

As I never get round to writing to people . . . the fact that I have eventually started this letter, prompts me to go on and to tell you of another, of which you may not have heard. It is "Grand Tour" by Patrick Balfour, published by John Long Ltd., London, the first part of which deals with motoring to India. This trip is *via* France, Italy, Cyprus, Syria, Iraq, Persia and Afghanistan in two Silver Ghost Rolls-Royces. The really interesting bit, however, is that one of these was converted to run on charcoal gas and had a 5 ft.-high stove mounted on the running board. This was the brainchild of the leader of the party, a Colonel Christmas, who set off from the RAC in Pall Mall, and, in fact, only reached Dover before he had to abandon the charcoal arrangement and revert to conventional petrol power. He explains why he is doing this, as follows: "I am endeavouring to motor to India on charcoal because if the people in India can be induced to use home-produced charcoal instead of imported petrol the country and the Government will benefit. I foresee no difficulties with my gas-producing plant. Charcoal can be easily obtained and it is ever so much cheaper than petrol. I calculate that 12 lb. of charcoal is equal in power to one gallon of petrol. The charcoal costs 2d. and the petrol approximately 2s. 7d. Thus to run my car on charcoal would cost 15 times as much as to run it on petrol." (This is not an error on my part but a true extract from the book.) [The Rolls-Royce Club should find this of great interest, surely?—Ed.]

Edinburgh.

R. P. RAE.

TOO late to include last month, the following readers correctly gave Cubitt as the car used by the author of "A Two-Seater to Venice": E. C. Wilson, of Keswick, and R. Baillie, of Crowborough.

THE THINGS THEY SAY . . .

"THE young market is something the Americans are terribly aware of, and quite rightly, but the message obviously has not penetrated to lorry-minded Lord Stokes and his board. . . . Within a couple of years BLMH will have the same stodgy, family-appeal unhomologated range enjoyed by Vauxhall and precious few young people will be purchasing the products."—*Motoring News*, commenting on the decision by British Leyland to close its Competitions Department at Abingdon.

LETTERS FROM READERS

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

TRICKS OF THE MOTOR TRADE

Sir,

I look forward to reading the result of your meeting with Lord Stokes and know that the idiots who buy foreign cars will be interested in the answers given to your very searching questions.

Perhaps you will allow me to deal with Mr. Burke, the Plymouth dealer who has given so much of the game away in his facts about exchange prices for English and foreign second-hand cars.

The principle behind the dealer's book of second-hand trade allowances against a new car (not for a cash sale) is to protect the dealer and not the motorist. This system, which has been declared an illegal restraint in the selling of new cars, is still persisted in by the Motor Trade and is just another facet of their very dubious "service" to the public, along with their shocking repair system.

A foreign car may cost more, mainly because of the extra tariff imposed to protect our reliable British car manufacturers, but the trick of using cost instead of value is wearing a little thin even amongst the uninformed public. If the life of the car is taken into account when buying a foreign car instead of a British one the slight extra initial cost (less margin each year) far outweighs the fictitious depreciation figures supplied by a biased source, if a car can be reliably used for four or more years. It is still possible to invest in the type of car I drive and get long life with economy and efficiency, plus comfort and good roadholding and steering.

Any advantage that the British car had in spares service has now been lost in the latest system devised by the accountants (the biggest menace to motorists and the general public since the 1950s) with their six weeks delivery, centralised supply system.

To offset the tricks of the British car dealers is becoming increasingly easier, with more agencies for foreign cars being set up where a fair exchange price can be obtained from people who know the real value of what they are selling; and who try harder with repairs and service because they use honest endeavour rather than tricks of the trade to keep their businesses going.

Mr. Burke has certainly put the case of the British and foreign car in its proper perspective; it all depends who reads his "facts" and how they are construed, God help him and his suppliers if the full force of Common Market competition ever hits them.

Pwllheli.

J. C. ARMSTRONG

* * *

A35 BRAKES

Sir,

May I, through your columns, be permitted to reply to Dr. Reynolds' letter concerning the brakes, or lack of them, on his Austin A35 saloon?

First of all I simply do not believe that there is not a garage in Sheffield that will not service an A35!

Secondly, the last sentence of the letter suggests that BMC refuse to acknowledge an illegal design but Dr. Reynolds does not make it clear whether it is the actual design or the inefficiency of the design that constitutes the illegality. In "The Book of the A30 and A35", Staton Abbey, A.M.I.M.I., states in chapter ten: "The handbrake . . . providing an effective parking brake and also a second line of defence in the unlikely event of the hydraulic system failing", thus complying with the basic requirements of the law.

Let us now go back to the reported incident with the Sergeant. We must assume that the car was stopped and subsequently road-tested at the kerb side before being jacked up. Now, the only way I can think of testing rear brakes in such a situation would be to apply the hand-brake and attempt to rotate the rear wheels by hand. Anyone driving a vehicle on which this can be achieved deserves to be fined—at £5 I would think myself extremely fortunate. As for the Sergeant's remark about being able to fail EVERY A35, how come there are so many on the road with (for what they are worth, agreed) MoT test certificates?

Finally, I suggest that Dr. Reynolds climbs down off the band wagon and stops knocking BMC, that he invests in a workshop manual, replaces *completely* the rear brake linkage aft of the rear cylinder and cleans out the rear drums religiously once every eight weeks. If all else fails, keep out of Sheffield!

Leeds.

JOHN HADLEY.

100,000 MILES IN A FIAT 500F?

Sir,

Regarding Fiat reliability (September, 1970), I have as my work-horse a 500F. This car was bought in March, 1968, since which date it has completed 52,000 miles. This includes two Continental camping holidays with it filled to capacity. On the first of these holidays we covered 4,000-plus miles in 24 days, and this last year year completed 3,500-plus in less than 16 days, much of it in the Alps.

During this mileage we have had our problems—fan belt, distributor, starting, and a major one of valves. These were replaced at 32,000 (because a member of the family had used a questionable brand of petrol). The replacement was done in Southern France and the oil sales were omitted. Result, a second set at 42,000; this apart I am very satisfied and hope to reach 100,000.

These little cars are remarkable and I frequently complete a journey from St. Annes, Newcastle-on-Tyne *via* Skipton, in under four hours. I would have another but hope to be able to afford a Fiat 850 coupé in the future.

St. Annes.

R. K. WOOD.

MORE "CARS IN BOOKS"

Sir,

The following extract may be of interest. It is taken from the book "Simply Churchill", by Roy Howells (Robert Hale). The period is the early 'sixties. "The household ran four relatively modest cars, a black Humber Pullman, used only for Sir Winston and Lady Churchill . . . a dark blue Humber Super Snipe estate car, for shuttling luggage between London and Chartwell; a grey Hillman Husky, for carrying such things as parcels, groceries and logs; and a blue Morris Oxford which was Lady Churchill's own car.

"The man who drove all these was Mr. Joe Bullock. He was not on the payroll in latter years because he worked for the Rootes group as a chauffeur and demonstrator. He was, however, made available for Sir Winston, being generally regarded as his personal driver.

"Bullock was a big man with broad shoulders, devoted to Sir Winston and first class at his job. Whenever he drove Lady Churchill it was at a steady 30 m.p.h., but when her husband was by himself in the back seat he used to encourage Bullock to go faster, tapping on the glass partition and calling out: 'Go ON'. Whenever he felt Bullock was slow in overtaking he would lean forward and bellow: 'NOW'. As in everything else, Sir Winston had a constant sense of urgency. It does Bullock great credit that he never really took the chances his passenger would have liked him to have taken."

Stow Longa.

J. WILLS.

THE MOTORISTS' LOT

Sir,

The emotive innuendos of W. A.'s letter constrains me to reply. By whatever route he arrived in the Market Place, Richmond, he must have passed the prescribed traffic signs indicating that he was entering a disc parking zone. Endeavour has been made to ensure that the parking system in the town is foolproof against even the most myopic motorist. So far as I am aware, W. A. is the only one of this year's 100,000 or so visitors to park his car on the taxi rank, and I am personally disappointed that even one motorist could somehow circumnavigate all the informative signs erected at such a high cost.

In addition, your correspondent must also have passed a sign installed on a post indicating that the relevant space was restricted to taxis (unless there is some other esoteric meaning to the words "Taxis Only"), or else he went the wrong way round and ended up on the wrong side of the road. Furthermore, W. A. does not mention the explanatory note fixed underneath each appropriate "P" sign indicating that the area was in a disc parking zone.

Perhaps W. A.'s experiences in Richmond stems from his attitude which is reflected in his references to a "sour-faced female in warden's clothing". There is overwhelming evidence that the lady in question is extremely helpful to visitors.

In conclusion, I ought to state that Richmond has a population of some 7,500 and the measure of its welcome to visitors can be determined by the fact that in spite of limited financial resources and at some considerable sacrifice something like £30,000 has been spent on introducing a disc parking area where a generous waiting time of at

least two hours is permitted, and to providing a large car park; both of these facilities being entirely free to visitors. An additional £10,000 has been allocated to a picnic area which it is anticipated will be used largely by visitors to the Dales, with little or no prospect of any income being derived therefrom.
Richmond.

MALCOLM F. TOOZE,
Town Clerk,
Borough of Richmond, Yorkshire.

Sir,

When staying in Clacton-on-Sea recently I left my car overnight on the street in front of the hotel without lights, having been told in the hotel that this is permissible (it is in most towns these days).

Lighting-up time was about 7.30 p.m.; a "fixed penalty" form was attached to the vehicle timed 3.05 a.m., stating an offence was committed in parking without lights, but the Police Constable had omitted to fill in the date on Part 2 of the form, as instructed thereon.

I wrote to the Chief Superintendent explaining the circumstances (but omitting to mention that the date was not entered on Part 2), and suggesting that since the car had stood in the same place all evening someone must have seen it long enough before the fixed penalty form was posted and that a friendly warning and a request to move the car would have been more in keeping with British Law enforcement as we are taught to understand it.

Back came a Gestetnered letter saying that "after careful consideration" there was no reason for cancelling the "ticket" and with the stronger of two alternative paragraphs stating that if the £2 penalty was not paid within the prescribed time the matter would be dealt with in the Magistrates' Court, struck out.

I sent off the £2 penalty, pointing out that the fixed penalty form was incorrectly completed in that the date was omitted, suggesting that it was invalid and that my cheque should be returned. No doubt had I been wealthy enough to go to court with a QC I would have got away with it (viz. a certain steeplechase jockey whose licence was not suspended when found guilty of driving with an excess of alcohol in the blood on the grounds "a driving licence was necessary to earn his living"), but all I got was a receipt for the £2.

I wrote again to the Chief Superintendent pointing out the omission of the date on Part 2 of the form, saying that I hoped he would be as unbending with the Constable concerned as he had been with me, and expressing a view that our Police Force was rapidly becoming a punitive organisation rather than a protective one, and suggesting that his action did little to narrow the ever-widening rift between Police and Public.

To digress, I thoroughly endorse A. Tom Topper's remarks on slow drivers and dipped headlights, for being one who always dips his lights when coming up behind a slower vehicle I find there is insufficient light from the dipped lights of the car in front to indicate where the road goes to since the light is biased to the left and the overtaking driver is on the right-hand side of the road.

[Name and address supplied.—Ed.]

"SHOPPING FOR A RILEY"

Sir,

I was pleased to see your article on Rileys in the November edition, though your tone seems to indicate that you are not at all sure that they are in the "real" cars category. I expect it probably has something to do with your friend Lord Stokes discontinuing the *marque* or that you have never really forgiven that sticking valve. (Ow! I've just bitten my tongue.)

I bought my first 1½ two years ago, a 1948 model which had had £70 spent on the engine 3,000 miles since, or so the schoolmaster owner reckoned! It had an MoT but no tax, so was bought as seen and without trial for £35. A new roof set me back £18, some work on the rear-wheel arches and boot floor £14, and I now have a patchwork quilt Riley, more primer than black cellulose. I was lucky to have a friend in the scrap trade who had a similar model in fairly good mechanical nick languishing in his yard, and this changed hands for a fiver but stayed where it was, so I go and chip bits off it as and when I need them, though there isn't much left now!

The landlord of my "local" told me of another, an RME this time, which I also purchased for a similar sum and deposited in the yard of another scrap merchant friend of mine. (I've always run my cars on a shoe-string.) Shortly after the purchase of the RME a valve dropped in my motor, so I now have an RME-engined RMA. Although the output is supposed to be the same, I'm sure the latter engine has the edge and with the higher back-axle ratio is quite sweet at 70 or so. She does about 80 on the speedo.



ANOTHER ANNIVERSARY.—Sir Francis and Lady Samuelson in the 1914 TT Sunbeam at the VSCC Thruxton Meeting, celebrating his long career as a racing driver—surely a record? He drove an 8.9 Sizaire-Naudin at Brooklands in 1909.

A mechanic bod at the local Rootes dealer (they still have pictures of post-war s.v. Minxes and Talbots painted on their old showroom walls!) collared me a few months ago, a very worried man. He had taken a quite reasonable 1½ in part exchange on some modern rot box and didn't know what to do with it. (Well yer feel daft, like Bonny and Clyde, aren't yer?) So the wife's sheepskin coat fund dipped to the tune of £25 and I'm not really forgiven yet. She still refuses to acknowledge its presence in the garage, save for cursing it for being in the way. I mentioned the fact that it could do with a new roof after showing her your article, and she went strangely quiet.

However, she quite enjoys driving old No. 1, so when I suggest garaging it to catch up on some overdue repairs when the tax runs out she'll probably be glad of a similar car to drive.

In a village near here live a couple of bods (within 20 yards of each other) who each have an RME and an RMA in roadworthy condition, though only two of the four are on the road, like only one of mine is at present on the road. One of the chaps has scrapped several of them too, and has quite a few new spares, gaskets and the like, so we're not so bad off that way. Anyway, if any of you twits from "dahn sarf" have any money to chuck away, like £200, £250, £300 (typical prices in November ads in MOTOR SPORT), I may be tempted to part with one of mine!

Thanks for an excellent magazine.
West Ayton.

C. A. MATSON.

A QUESTION OF BHP/LITRE

Sir,

I was intrigued to read in last month's (November) MOTOR SPORT a paragraph of a letter to you from S. Dear, Chairman, MMM Register, in which he stated that the 750-c.c. Q-type MG had the highest b.h.p. per litre output in the World pre-war.

He goes on to say that the K3 engine produced 202 b.h.p. at 7,500 r.p.m., which gives a power output of 185.8 b.h.p. per litre.

Therefore is he suggesting that the 750-c.c. Q-type produced around 190 b.h.p. per litre? My information on the Q-type engine shows that it produced 151.47 b.h.p. per litre at 7,200 r.p.m. (113 b.h.p. from 746 c.c.).

This compares with the 1935 twin-cam 744-c.c. Austin Seven engine, designed to run at 12,000 r.p.m., which produced 155.92 b.h.p. per litre at 8,500 r.p.m. on sprint fuel, though during the o.h.c. Q-type's period, 1934, Austin 750-c.c. racers were, of course, using side-valve engines.

It is not mentioned in S. Dear's letter that amongst the records held to this day by Austin Sevens is the 750-c.c. Brooklands Mountain Lap record of 77.02 m.p.h. by Dodson (October 1936).

Perhaps it is significant that the ban he mentions on official MG racing by the Company occurred in 1936, the year after the introduction of the twin-cam Austin Seven.
Shrewsbury.

B. H. PEGUM.

LANE DISCIPLINE

Sir,

Your Editorial in the November issue on Motorways, bunching and the third lane prompts me to add: What about the slow lane?

During a comprehensive tour of France and Germany, it was noticed that they suffer from exactly the same *idée fixe* as many drivers here, i.e., as soon as you come to a three-lane dual-carriageway, move into the centre lane and stick there. Do not move to the nearside, do not look in your mirror. A two-lane carriageway does not seem to cause this behaviour and less bunching occurs. (Parts of the M4 and M1 give excellent examples of both.)

It seems as if Authority is loathe to give a definite ruling on Motorway driving. Surely in this country we drive on the left on all roads unless overtaking? There should never be room on one's nearside for another vehicle to pass unless you are doing some definite manoeuvre and signalling what your intentions are.

Even in towns, the roads would carry more traffic more quickly if drivers would exercise stricter lane discipline.

Beckenham, Kent.

R. O. WILSON-KITCHEN.

* * *

NOT BUYING BRITISH

Sir,

I am amazed at Lord Stokes' attitude concerning the purchase of foreign cars. What is required on his part is the production of vehicles that can compete with foreign makes at ex-factory prices, then at least in Britain the temptation to buy foreign would be partly overcome, as the British product would not carry import duty.

I normally reside abroad and last year decided to purchase a car for use on my forthcoming vacation and ultimately re-export to the Middle East. Basically I was faced with the choice of any European-made car that fell within my price bracket; I would then pick it up in the country of its manufacture. No purchase tax on import duties to inflate the price, but ultimate shipment to the Arabian Gulf and local import duty, which is the same percentage irrespective of the car's origin.

I chose a Fiat 125, to be picked up in Rome, at an approximate cost of £650; the nearest equivalent priced Stokesmobile was an Austin/Morris 1300. What would you choose? Herein I feel is the explanation for the apparent failure in unprotected World markets of the British mass-produced family car.

In closing, it would be interesting to know what the British Leyland boss has to say about the rumour that Fiat are about to enter International Rallying.

"A DISILLUSIONED BRITON."

[Name and address supplied.—ED.]

* * *

EVEN THE WARTBURG . . .

Sir,

A car I have hardly ever seen mentioned in *MOTOR SPORT* is the rather unattractively-named Wartburg.

I bought mine new just over a year ago—replacing, for various domestic reasons, an MG-B—and have found very few faults with it. Based on a chassis, with front-wheel-drive, independent suspension all round and having a three-cylinder two-stroke engine, it is made in East Germany and I understand is descended from the pre-war DKW.

I soon fitted the "performance conversion", which put another £29 on the price of under £700 for the standard car and this transformed the performance, at the cost of slightly temperamental starting due to the proneness of the Weber carburettor to flood. Also, the metric bolts holding the original inlet manifold to the block were not long enough for the thicker flange of the modified one and were replaced by a longer set from a VW. Carburation was next improved by a visit to Bill Blydenstein's, near Royston, where smaller chokes were put into the Weber.

The car gives a comfortable ride and its well-padded reclining seats are much better than those in most British small cars. Acceleration is brisk and handling good, with a top speed of about 85 m.p.h. The gear-lever is inclined to be springy and 1st gear not always easy to engage, but with a free-wheel one can do clutchless gear-changes if one wants to. A bush at the lower end of the gear-lever failed and had to be replaced, but that, apart from the carburettor temperament and a blown fuse on the cigar lighter, sums up the troubles—a quite different story from my wife's new Cresta de-luxe which cost nearly twice as much!

The paintwork is good, although the chrome is not perfect, but nuts

and bolts hold things together with a virtual absence of that bodger's friend, the self-tapping screw. The car also has a host of "extras", from reversing, under-boot and bonnet lights to two-speed heater fan and wiper motors, plus a radiator blind and spring-loaded lid to the boot, which pleases my wife for shopping. All these are included in the initial purchase price.

Spares seem readily available and I have had no difficulty with service. I buy two-stroke oil in bulk and keep 1½-pint containers—each enough for six gallons of two-star petrol—in the boot.

Initial depreciation tends to be high for a relatively unknown make of foreign car, but if it is good value for money in the first place this is not so important, particularly if one is satisfied enough to keep it for some years.

Strikes, of course, never occur on the far side of the Iron Curtain and this is bound to be reflected in the price of the product—it is a pity that our car workers cannot achieve the same result by voluntary action.

All the usual disclaimers—especially political.
Welwyn.

R. S. BALE.

* * *

BLMC SPARES SUPPLIES

Sir,

With regard to the letter of Mr. Disley (*September MOTOR SPORT*), I feel that I must comment.

I own a 1967 Morris Mini 850 c.c., which I use for rallies. I obtain all parts for my car, both standard and competition parts, with no bother at all, from A. & D. Fraser Ltd., Glasgow, and find the staff very helpful. I have only had to wait for a part once, and then only a matter of three days, but who expects a dealer to stock a competition distributor in the first place? My experience was that this company telephoned BLMC and the part was sent that day.

I feel that a lot depends on the dealer in the first place, and certain dealers just could not care less after they have sold you a car, but this goes for many other makes dealers as well as some of BLMCs.
Hamilton.

THOMAS N. WATSON.

* * *

A LONG DELAY

Sir,

Our BMC 1100 Automatic has been off the road for five weeks, awaiting delivery of an exchange automatic transmission unit to the garage before it can be repaired.

BMC representatives tell us that there are one hundred and sixty-four outstanding orders for these units, and they refuse to divulge or hint at a delivery date for our order.

Wokingham, Berks.

S. BREEZE (Mrs.).

VINTAGE POSTBAG—continued from page 1327

the R-H agent in Northamptonshire for 40 years.

You may be interested to know that Hornsby gas engines in Northants. were serviced by mechanics riding 2½-h.p. Premier motorcycles (chain-cum-belt drive) from 1910. After 1918 various machines were used, including Douglas, New Hudson, NUT and Francis Barnett. Other vehicles used were Reo and Overland lorries, ex-1918 war stock and Calthorpe, Clyno, Belsize and Ruston-Hornsby cars up to 1939.
Higham Ferrers.

C. PACK

TAILPIECE



Uncrushable and, it seems, unsinkable . . .

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We wish all our readers A Very Happy Christmas and would like to remind them that classified advertisements for the January issue should be submitted no later than December 17th.

No insertion will be made unless prepaid. Copy received after first post on the 17th of the month will be held over until the next issue unless cancelled in writing before the 8th of the following month. The publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office of works errors.

PLEASE WRITE CLEARLY

FOR SALE

1969 GINETTA G15 SPORTS, EXCELLENT condition; 18,000 miles one careful "A" test owner; recent complete service; lightly worn tyres. Blue. £780. Test drive will surprise you. Ealand, Tel.: 01-589 6406 (any evening), 01-480 6406 (day). (6964)

LANCIA FLAMINIA, 1959, R.H.D. SALOON, M.o.T. Excellent mechanical order, new tyres. Beautiful stylish car but paintwork needs attention, hence sacrifice at £150. Surplus to requirements and space urgently needed. (Surrey.) Tel.: 01-373 8487 (office hours). (6998)

ALVIS, 1937, 4.3, TAXED, M.o.T. SEPT. 1971 Offers are invited for this motor car. May be seen by appointment only. Tel.: Tamworth 2877. (6999)

THE RARE ONE, 1600 S COUPE TOYOTA, 1967 model, flame red, black trim, tinted glass, self-seeking radio, Avon radials. Superbly equipped and very distinctive; superlative condition throughout. £580. Tel.: 01-460 5543 (evenings and weekends). (6991)

LANCIA ASTURA 3-LITRE SPORTS saloon. Resprayed red/black. All new tyres. £625. 51 Offington Lane, Worthing. (6992)

1959 (NOV.) REG. JENSEN 541R, NEW engine and gearbox. Excellent condition. £475. Tilson, Tel.: Sheffield 305397. (6993)

'E'-TYPE DROPHED 4.2, 1968, CHROME wires. Only 16,643 miles. Spotless undented bodywork and immaculate interior. Radio, reclining seats, thief lock. Hood and rear window as new. Recent tyres and exhausts. Connoisseurs—undoubtedly well worth viewing. £1,725. Tel.: Denham 2794. (6994)

SPITFIRE MK. III, 1967, RED, V.G.C. Hard/soft-tops, wire wheels, ZXs, radio, spots. £550. Tel.: Woodhouse Eaves 455 (Leicestershire) (after 6.11.70). (6995)

RILEY RME 1½, 1954, IMMACULATE condition, 70,000 miles. M.o.T. Everything original. Black. Same owner for the past 15 years. £425. Tel.: Cheltenham 55689 (Glos.). (6996)

M.G.-B, 1965, B.R.G. WIRES, FIVE-BEARING, overdrive, close-ratio gears. Servo, Radiomobile. All the extras. £525. Boyes, Tel. Southampton 73600. (6997)

ALVIS SILVER CREST, 1937, 20 H.P. Triple-carb. Speed Twenty engine. Four-door 4/5-seater body with sun-roof. A genuine original car. M.o.T. until May. Damage front wings. £275. Apply: 170 Otford Rd., Sevenoaks, Kent. (7000)

50 JH REGISTRATION ON 1960 AUSTIN A40 Farina. Offers. 279 Chestord Rd., Luton. (7001)

BUGATTI T.30, COMPLETELY dismantled. Offers for quick sale. Delivery possible. Box 2571. (7002)

RENAULT R8, 1968 MODEL, NEW CLUTCH, balanced 85 engine, Gordini road springs and steering rack, Konis, 7-in. headlights. Full instrumentation. Taxed, radio, garaged. £475 o.n.o. Tel.: 01-568 0243 (Middx.). (7003)

JENSEN C.V.8, MK. II, 1964, 6-LITRE engine. New tyres, radio. Taxed 1971. This is a fine example in faultless condition. £975. Tel.: Cobham (Surrey) 3149. (7004)

PORSCHE 356B, RRY 111, £450, WHITE, 25 Weston Rd., Aston-on-Trent, Derby. (7005)

1929 TRIUMPH 8 OPEN TOURER, RES- tored to original condition. This car has had very little use from new. Reasonable offers. Tel.: 01-658 0628. (7006)

MK. V JAGUAR, 1950, 2½-LITRE, BRAKES recently refitted. £125 o.n.o. Strudwick, 110 Nappers Wood, Fernhurst, Haslemere, Surrey. (7007)

BRISTOL 406, IMMACULATE CONDITION inside and out. Just resprayed and re-chromed; new Cints., etc. £775 o.n.o., or would consider part exchange for Bristol 403. Wanted: Bristol engine and gearbox; also Workshop Manual. Tel.: Fosterdown (Godstone, Surrey) 631. (7010)

ARMSTRONG SIDDELEY "STAR" Sapphires, radios; choice of two at £135 each and an exceptional "Star" Sapphire at £395. Private sale (Sidcup). Tel.: 01-302 3475 (evenings). (7011)

FOR SALE—continued

LOTUS CORTINA, SEPT. 1969, WHITE, green pin-stripe, black Vinyl roof. Burglar alarm, p.b. radio. Total mileage 10,160. Taxed until February. Honestly not thrashed and selling because too potent as family car. £930 o.n.o., or exchange for Rover 2000 around same price. Tel.: 01-699 0707. (7012)

HOUSE PURCHASE FORCES RELUCTANT sale of absolutely immaculate red/black Vitesse convertible. New hood, tyres, radio, w.r.w., etc. First to see will buy. Bargain at £315 o.n.o. Tel.: Reading 476351. (7013)

AUSTIN HEALEY 3000 MK. III, 1965, B.R.G., black interior trim. Good condition. Overdrive, w/wheels, radio, fog/spot, full tonneau, hood cover. Adjustable steering with Motolita wheel. Chrome luggage rack. £790 o.n.o. Regrettably, house purchase forces sale. Peter Craig, Tel.: 01-730 3688 (6.30 p.m.-9 p.m.). (7014)

ROCHDALE OLYMPIC, 1962, M.G.-A 1622, 10:1 comp., sports cam, c.r. gears, 10-gall. steel tank. Body/mechanics excellent. M.o.T. Oct. 1971. Genuine 126 m.p.h. or 40 m.p.g. Marriage forces sale. £300, no offers. Smith, Tel.: Southampton 56693 (5 p.m.-9 p.m.). (7015)

1965 TIGER, RACE-TUNE ENGINE, FULLY modified suspension. Kenlowes, etc., hard/soft-tops. £740. Tel.: Herongate 649. (7016)

M.G.-A TWIN-CAM, DURING LAST 18 months new engine, clutch, front suspension, hood, tonneau, etc. Extras include oil-cooler c.r. gears, servo, radials, belts. M.o.T. and tax. £365 o.n.o. Tel.: Ashford (Middx.) 41671. (7017)

M.G. TC, 1949, GOOD ALL-ROUND condition. M.o.T., tax. £295. Plus five new tyres. 3/130 Windmill Copse, Dibden Purlieu, Hants. (7018)

KBW 30, 1954 3-LITRE LAGONDA LB290 2-door alloy Tickford fixed-head. Bills £600 last three months on engine, gearbox, suspension and brakes. Body good, needs tidying. £650. Young, 38 Hereford Rd., W.2. Tel.: 01-229 9111 (office). (7019)

1934 MERCEDES-BENZ DROPHED sports tourer, white, black interior. Extremely rare machine imported from Germany and appreciating every year; concours winner. No reasonable offer refused. Tel.: Wrexham 52360. (7020)

MORRIS 10/4, 1935, ONE OWNER, ENGINE, gearbox rebuilt, new running-boards, good body. £110. Tel.: Wrexham 52360. (7021)

1939 BUICK ROADMASTER, 38 H.P. RIGHT- hand drive. Purchased through Muller Bros., Sunset Boulevard, Hollywood. Needs restoring rear wings and boot; new tyres and brake linings already fitted. Health reasons for disposal. Garaged near Manchester. Box 2572. (7022)

MORGAN PLUS FOUR, 1952, DROPHED, Beautiful regal red respray. New framework, upholstery. Excellent mechanics. Superb. £310. 4 Oakhill Rd., Surbiton, Surrey. (7023)

BENTLEY 4½ MULLINER SALOON, 1936, Very attractive car. Must sell, £525. Tel.: Henley (Oxon) 5549. (7024)

TRIUMPH TR5, 1968, FUEL INJECTION, overdrive, wire wheels, hood cover, etc. Finished in red with black trim and maintained in excellent order throughout. Must sell, hence £895. Tel.: Bursledon 3852 (Hants.) (evenings). (7025)

T.V.R. MK. 4 1800, 1967 (F), SPECIAL equipment. Works built, cost £1,800. Magnificent condition. Specification on request. £860. H.P. available. Tel.: Oxford 64344. (7026)

ELVA COURIER, 1961, GLASS-FIBRE BODY, 1,588-c.c. M.G.-A engine. Recent top overhaul. Hood, tonneau and five Cinturatos. £300 o.n.o. Tel.: King's Langley 62802 (Herts.). (7027)

1937 AUSTIN 12/4 SALOON, 36,000 MILES recorded, believed correct. M.o.T. September 1971. Taxed December. Offers £150 plus. Reynolds, The Bungalow, Weeke Garage, Winchester, Hants. (7028)

1969 MK. III MIDGET, RED, WITH tonneau cover, new G800s. £650. Tel.: Byfleet 41087 (evenings). (7029)

LOTUS ELITE SERIES II, 1962, BRISTOL body. Appreciating. Brabham balanced Climax 40,000 miles only. Twin carbs, Cinturatos, 4.2 diff., Cibie lights. White. Perfect recarpeted interior with extra trim all in black with white headlining. Superb bodily and mechanically. Recent £110 overhaul, etc. Must be seen. Offers over £600. Kelly, Tel.: Windsor 60196. (7029)

BHP 225 (REG.) NOT QUITE! 1936 RACING Alvis, suitable P.V.T. racing/fast road use. 4.3-litre, three carbs. Racing body recently rebuilt—good condition. £950 o.n.o. Tel.: 01-458 5064 (after 6 p.m.). (7030)

REGISTRATION 40 KR—WITH OR without 1964 Morris 1100, extremely low mileage, superb condition. Sensible offers please to: Tel.: Framingham Earl 2262. (7031)

1939 AMBULANCE ON AUSTIN 18 CHASSIS. Make very nice caravan. Ex-Rolls-Royce Motor Car Division. Believed genuine 16,000 miles. M.o.T. Offers. Bell, 338 Crewe Rd., Winterley, Sandbach, Cheshire. (7032)

M.G.-B, 1966, B.R.G. WIRE WHEELS, OVER- drive, Bermuda hard-top. £650. Tel.: High Wycombe 29028. (7033)

DELAGE, 1928, 18 H.P. SIX-CYLINDER, Fitted 1932 Park Ward limousine; detailed history; outstandingly original and fine condition; taxed, M.o.T. Very rare and handsome car. £895. Vigors, Brill House, Bucks. (7034)

LE MANS EX-RACE AUSTIN HEALEY; 6½ alloy wheels, racing tyres, brand new hood and exhaust, many spare parts. £375 or exchange Land Rover. Tel.: Wigston (Leicester) 2810 (daytime). (7035)

M.G. MAGNETTE ZA, 1956, TWO owners; interior, chrome, mechanics, tyres excellent; runs like a new car; rotten sills and floor. Offers. Tel.: Bythorn 312, Chapman, Corner House, Bythorn, Hants. (7036)

1926 SUNBEAM 20.1 TOURER, 2,921 c.c.; M.o.T., taxed; original handbook, registration book and all maker's tools; restored. Offers. Tel.: 01-997 8769 (evenings). (7037)

FOR SALE—continued

18,000 MILES, 1964 JAGUAR MK. X automatic; p.a.s., radio, h.r.w.; opalescent green; like new. £750. Watson, 17 Catherine St., Dumfries, Tel.: 2261. (7061)

M.G.-A 1500, GOLD SEAL ENGINE, Beautiful bodywork; resprayed white; new M.o.T.; chrome, brakes, etc. £250 o.n.o. Tel.: Caterham 45959 (evenings). (7062)

ZB MAGNETTE VARITONE, VERY good example; mechanically perfect; under-sealed; belts, tyres new; brake servo; one previous owner; M.o.T., taxed. £220. Tel.: Portishead (Bristol) 3414. (7063)

JAGUAR, 1947, IN ABSOLUTELY beautiful condition after years of loving attention. Must now be sold owing to lack of garage space. Offers: 130 High St., Henley-in-Arden, Warwickshire. Tel.: Henley-in-Arden 2547. (7064)

RAILTON, 1934, BERKELEY LIGHT tourer Straight Eight, 4,168 c.c.; aluminium body. Accepted by V.S.C.C. as P.V.T. Bodily sound, mechanically good. £575. Rose, White Cottage, Belle Vue Rd., Ashbourne, Derbyshire. Tel.: 2922 (weekends). (7065)

M.G.-C GT. GREY, NOV., 1969; 5,000 miles from new £1,100. Also 1969 M.G.-A twin cam, Red. Engine No. 2232; under 20,000 miles; in Concours condition. £550. Tel.: Lindfield (Sussex) 2514 (after six). (7066)

M.G.-B, 1966, OVERDRIVE, WIRE wheels, G800s, belts, leather wheel; taxed. M.o.T., £610. Tel.: Hingham (Norfolk) 254. (7067)

'E'-TYPE JAGUAR, SILVER GREY f.h.c., 1964, Very low mileage, faultless mechanical condition and coachwork; radio, spots, h.r.w., Konis. £830. Middlesex. Tel.: Chertsey 4255. (7068)

BENTLEY "R"-TYPE AUTOMATIC, 1954, Beautiful example, just repainted regal red/shell grey. Wipers, flashers, twin recessed driving lamps, seat belts and all usual refinements. This model is becoming increasingly popular and in this condition is good value at £875. Finance available. Tel.: Sheffield 51564. (7069)

COOPER, DEC., 1966, SERVO, RECLIN- ing seats, full instrumentation, Stage 1; many other extras. £395. Tel.: Abbots Ann (Hants.) 389. (7070)

SPRITE MK. I, EXCELLENT condition. Roll-over bar, oversize wheels and G800s, new hood, modded head. £215. Tel.: Coalville 2288. (7071)

BRONZE YELLOW MISTRESS! 1957 Austin Healey 100/6. Super condition throughout. Recent respray, new clutch, shock-absorbers, springs, rally seats, carpets fitted Motorola, Motolita, Bosch horns, high torque rams, Ferrari piston rings, Laycock overdrive and all the usual goodies. One of the best 100/6s left. Come and see it, drive it, have a Guinness, give me £350 and its yours. Another in matt black, £240 o.n.o. Hard-top for above cars £30. Please telephone 01-504 2197. (7072)

FIAT-ABARTH GT ALLEMANO, 1961, Bahama yellow. Exciting modern coupe lines; 2/4-seater; 750 mildly-tuned overhauled engine 40+ m.p.g., belts, discs, heater; second car; heated garage; body needs little tidying. First seen buys. Bargain. £375. H.P. possible. Tel.: Abbots Ann (Hants.) 303. (7073)

MASERATI GTI 3500, MAGNIFICENT example which should be seen; four-seater, r.h.d., fuel injection. £1,725 o.n.o. Tel.: Bayswater 6194. (7074)

COUPE, MORRIS 10/4, 1935, MINT condition. Very attractive car with dicky. £300. Tel.: Highcliffe (Hants.) 3105 (evenings). (7075)

WHITE TR5, 1968 REG. HARD-AND soft-tops, radio, electric fan, Flamme horns. 1950. Write Box 2533 for full details. (7077)

RILEY PATHFINDER, 1955, M.o.T. 1971; 68,000 miles; Avon Turbospeeds, new battery, fuel pump, exhaust, etc. Very few Pathfinders equal this. £100. Tel.: Potters Bar (Herts.) 57863. (7078)

BEACH BUGGY, VOLKSWAGEN, 1970 built; 3,000 miles; owner moving abroad Dec. Must sell. Every possible extra; wide wheels, radial tyres, full weather equipment; four-seater; fully upholstered. Tangerine. Cost £900. Nearest offer £550. Tel.: Chipping Sodbury (near Bristol) 2495 (evenings). (7079)

BENTLEY "R"-TYPE STANDARD STEEL saloon, 1954, automatic. Grey/red trim; beautiful condition. £750. Tel.: Wisborough Green 276. (7080)

JAGUAR XK150 FIXED HEAD, 1959, Indigo blue; good mechanics, body not perfect, hence £420. No reasonable offer refused; or part exchange Daimler SP250. Corner, 5 Hardy Close, West Moors, Wimborne, Dorset. (7081)

PRIVATE COLLECTOR WISHES TO dispose of 1907 V.C.C.-dated Renault 30 landaulette in magnificent and original concours condition. Colour photos on request. Also 1911 Walseley 16/20 open drive limousine with removable top, concours. 208 Marton Rd., Middlesbrough. Tel.: 44305. (7082)

LEA-FRANCIS 1948 LIGHT FOUR saloon, rebuilt this year. £150 o.n.o. 8 Elmbank Way, W.7. Tel.: 01-578 2527. (7083)

DAIMLER DART SILVER-GREY HARD- top, good as new. Offers please. Apply: 25 Aberdeen Rd., N.5. Tel.: 226 3126. (7084)



GIVE VALERIE A RING THIS MONTH

Valerie would love to hear from you. She opens her Motor Racing Reservation charts on December 1st.

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If you are on our mailing list your copy will be sent to you during the first week of December. No need to write for a copy. Leave it to us.

DON'T DELAY

When it arrives make an early decision and get that booking form in the post to Val (give her a ring first if you like).

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There's another competition offer with the brochure. All you have to do is forecast the first 4 finishers at Monaco and you're in for a big prize.

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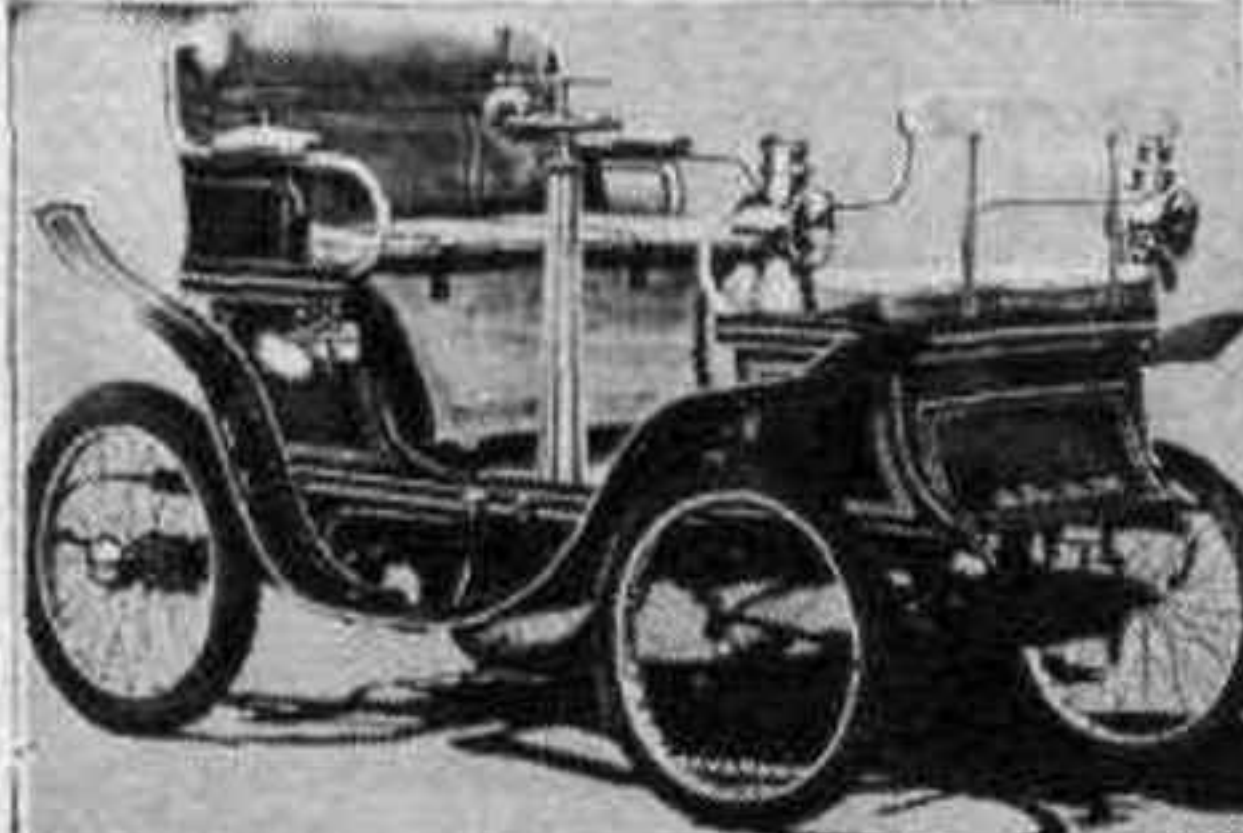
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Due to the Christmas printing schedules, the closing date for classified advertisements for January will be 17th DECEMBER

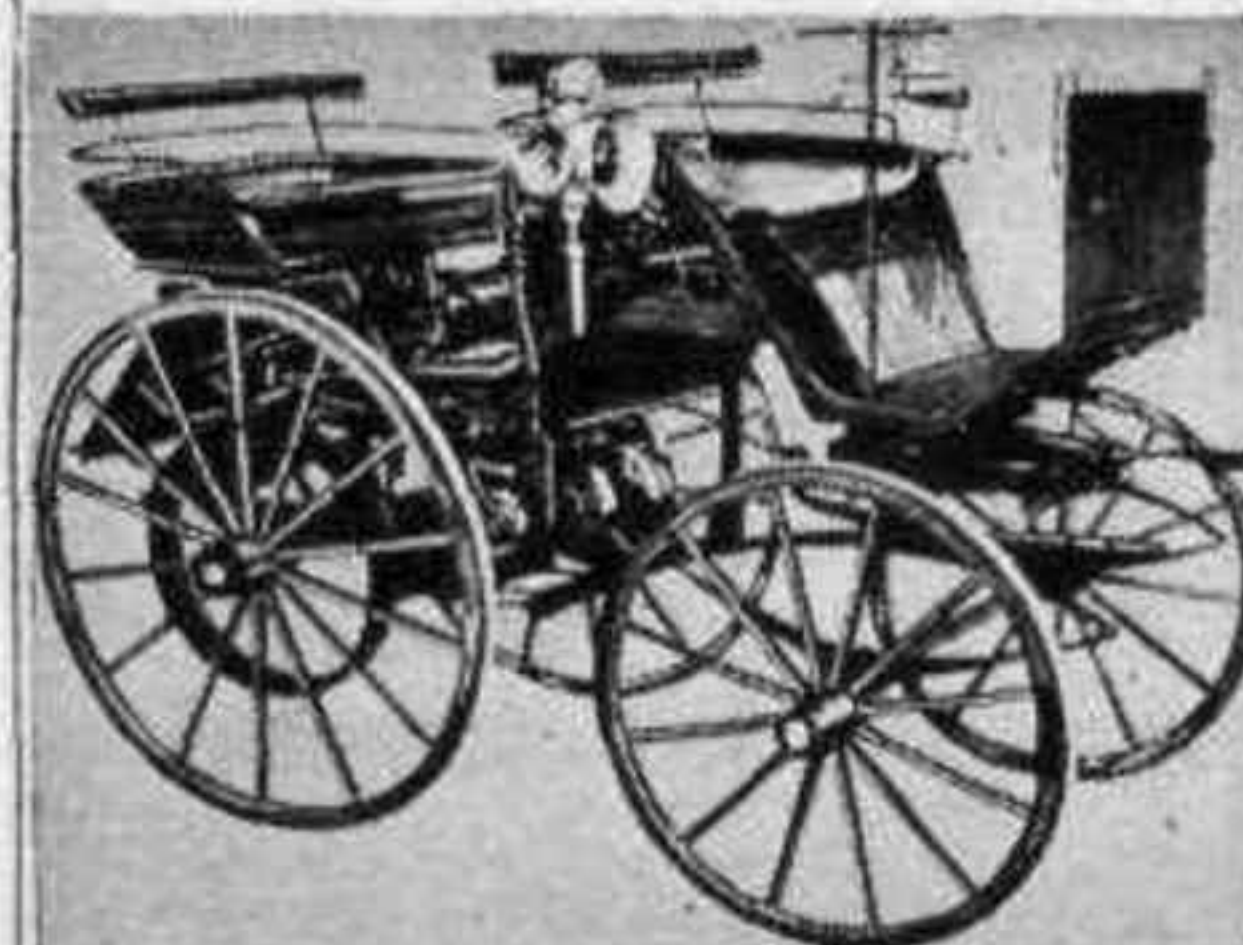
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1/16 Scale, ie: 2in. to foot, 1912 FORD MODEL T Construction kit. Completely authentic and motorised through miniature gearbox and transmission. Self-coloured in black/green/Brass, rubber tyres, working steering, lights, opening doors, etc. A beautiful model (pic is of finished kit). 84/- inc P & P. (A131)



1/16 Scale DE DION BOUTON 1901 construction kit with handsome display case. Red chassis, beige seats, brass wheels-engine, other parts black. Very fine detail by 'Gakken', making a perfect display piece. 44/- inc P & P. (A101)



1/16 1886 DAIMLER construction kit, authentic in virtually every detail. Complete with strong display case. Body green, mechanicals 'brass' and 'silver', suspension brown. Easy to assemble into a very fine model 49/- inc P & P. (A100)

- OTHER CLASSICS AVAILABLE
- A102 1/16 1905 Rolls-Royce 63/6
 - A130 1/16 1904 De Dion (motorised) 54/-
 - H3406 1/16 25HP Bianchi (motorised) 79/-
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 - A135 1/20 Rolls Phantom (motorised) 52/-
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 - A99 1/24 Mercedes Benz SSK 1927 40/-
 - 668 1/24 Mercedes Benz 1929 SSK 24/6
 - 679 1/24 Bugatti Royale Victoria 49/6
 - A128 1/26 Stevenson's 'Rocket' 47/-
 - A129 1/38 Trevithick Loco 52/-

ALL our Models are backed by a full parts guarantee and each is accompanied by full illustrated instructions and all parts including glue. All are supplied ex stock and a sample of each has usually been checked built for quality before being advertised. Prices quoted above include postage and packing for the UK only. Add £1 to overseas orders, balance will be refunded.

PIT & PADDOCK SUPPLIES
5 Windridge Close, St Albans, Herts

FOR SALE—continued

LOTUS ELITE S2, 1962, NEW 1,216 C.C. Climax just fitted; twin Webbers, ZF box; genuine reason for sale. Mr. Hoad, 1 Longcroft, Windmill Lane, Cockermors, Cumberland. (7085)

MORGAN 4/4 SPORTS, 1969; 13,000 miles. Truck yellow. Heater, radio; excellent condition. Offers please. Box 2580. (7086)

1928 AUSTIN 12/4 CLIFTON TOURER. This car has been stored for 30 years. Not a restored car but one that has been preserved and maintained in superb original order from new—even the floor carpets and the registration book are original. M.o.T., taxed, £750. Erskine, Wohl, Kingfield Green Woking. Tel.: 3756. (7087)

1927 ERSKINE SIX SEDAN. Completely restored to original specification and in good running order; M.o.T. £600. Erskine, Wohl, Kingfield Green, Woking. Tel.: 3756. (7087)

MORRIS EIGHT, 1938, SALOON, SLIDING roof, mechanics and condition good; 11,000 on reconditioned engine. £80. 11 Harcourt St., Raunds, Northants. Tel.: 2796. (7088)

1957 TR3, LONG M.O.T., GOOD TYRES, brakes, mechanics, chassis. Must sell. Tel.: OWG 283991 (Wigan). (7089)

ROCHDALE OLYMPIC (PHASE I RILEY 1.5). Excellent general condition, maintained to high standard; recent respray (red) and differential, good tyres. £260 o.n.o. or exchange good 1930-1950 tourer/convertible sports car. Farrow, Tel.: Tonbridge 3319 (days). (7090)

LAGONDA, 1935, M45 PILLARLESS saloon. Engine rebuilt, body of good appearance. Offers to: Oakes, 47 Milton St., Stoke, Coventry, Warks. (7091)

XK120 ROADSTER, 1955, ABOVE average condition; full M.o.T. £525 or exchange vintage car. Tel.: Bakewell 2747. (7092)

"E"-TYPE SERIES II, CONVERTIBLE 1969 model (reg. Nov., 1968). Hard- and soft-tops, chrome wire wheels, SP Sports, Radiomobile, electric aerial, Motolita wheel; 17,850 miles; white/black interior and hard-top. £1,795. Interested in nice M.G.-B plus cash, Mr. Robbins. Tel.: 01-642 1824 (evenings), 946 3312 (office). (7093)

DAIMLER SP250, FIRST RATE throughout and original condition; 1960 but looks 10 years younger; hard- and soft-tops; radio. Two previous owners only. Suitable Concours, with little work; fabulous performer domestically; now need estate car. Would exchange Mini Clubman or 1300 or sell. £450. Tel.: Knutsford (Cheshire) 3248 (evenings). (7094)

"E"-TYPE JAGUAR COUPE 4.2, 1965. White/black; really immaculate throughout; extras. £975. Tel.: Norwood Hill 407. (7095)

FOR SALE: "MOTOR SPORT", 1958-1969, odd 1957-1960; 22 books on motoring. List available. Tel.: Radlett 5969. (7096)

MUSTANG 390GT FASTBACK, 1968. Four-speed manual, 335 b.h.p. White/black. Power steering, power discs, new spares; "J" registration. £1,600. Tel.: Dursley 2551 or write Box 2581. (7097)

SUNBEAM TALBOT 90 MK. II SALOON. Original light metallic green; excellent mechanics, bodywork good, including spats; interior very good. £200 o.n.o. M.o.T. Tel.: 050-93 5227 (Loughborough). (7098)

XK150 3.4 SE DROPHEAD COUPE, 7 EKD; first registered Dec. 21st, 1959. Brunswick Green. Original log book; believed genuine 59,000; extensively renovated, professional coachbuilders, works hood and lining, new wire wheels, white-walled RS5 tyres, batteries, steering gear, braking system, exhaust system; first-class mechanical order; M.o.T., taxed. £825 o.n.o. Part exchange considered. Tel.: Wansford 515 (near Peterborough) (evenings). (7099)

M.G.-A 1500, MECHANICS GOOD AND crashed body. Must go complete. £50. Terry, The Great Eastern, Fakenham, Norfolk. (7100)

ROLLS-ROYCE 20/25, 1930, HOOPER sports saloon; outstandingly attractive; engine running-in; very original; excellent order. About £1,350. Tel.: Bolney 237. (7104)

FOR SALE—continued

LANCIA FLAMINIA, 1962 MODEL, "J" registered. Immaculate gold finish; M.o.T. 1971; taxed; new clutch; l.h.d. £265 or exchange small car, cash adjustments, Burt, 1 Richardson Place, Colney Heath, near St. Albans. Evenings or weekends. (7101)

JENSEN 541 S DEC., 1960, SILVER. Automatic; superb condition throughout. Must be seen. £600 o.n.o. Tel.: Leicester 704147 or OADB 6340. (7102)

XK140 JAGUAR, 1955, "C"-TYPE. Overdrive all gears; professional respray. Carmen red. New rear wings, exhaust, battery, very good chrome; last run Tour of Eire 1969; in really good condition. £425. McConnell, 3 Doctors Lane, Hutton-Rudby, near Yarm, Yorks. Tel.: Hutton-Rudby 345. (7103)

ALVIS GREY LADY, METALLIC BLUE. Drophead coupé; lovingly maintained; seeks new husband due to arrival of younger bird. Tel.: Chelmsford 54118. (7105)

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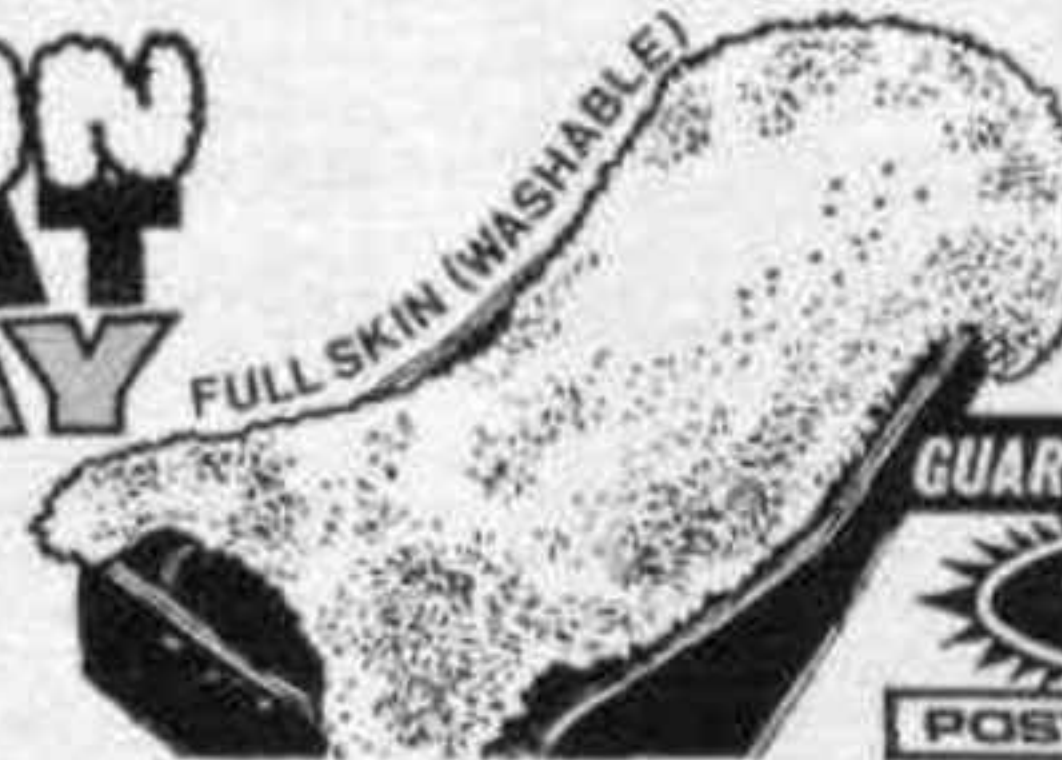
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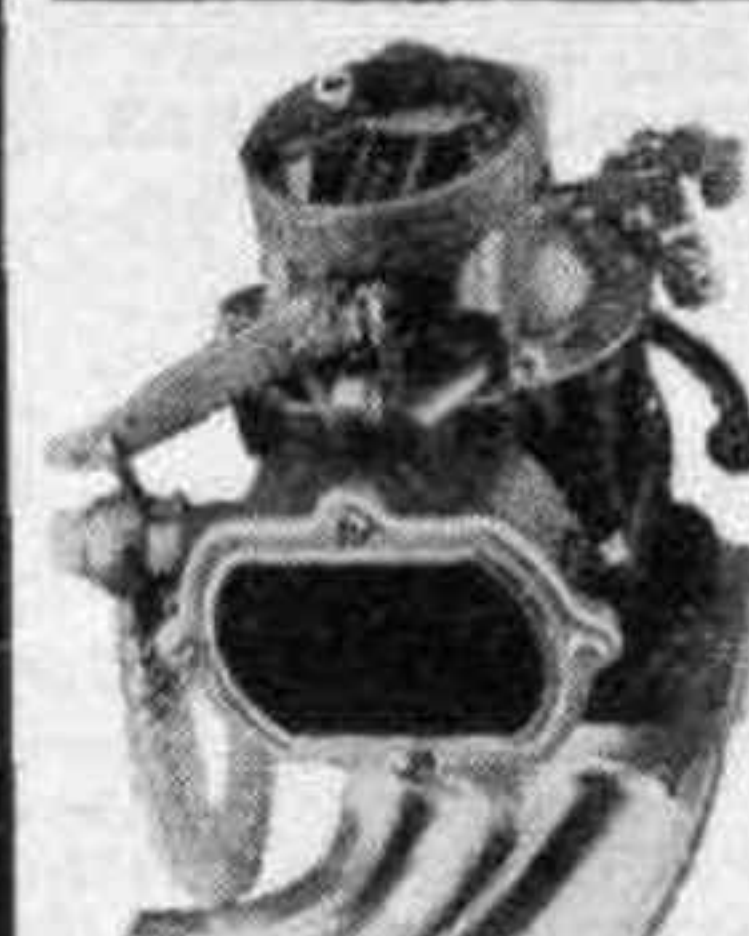


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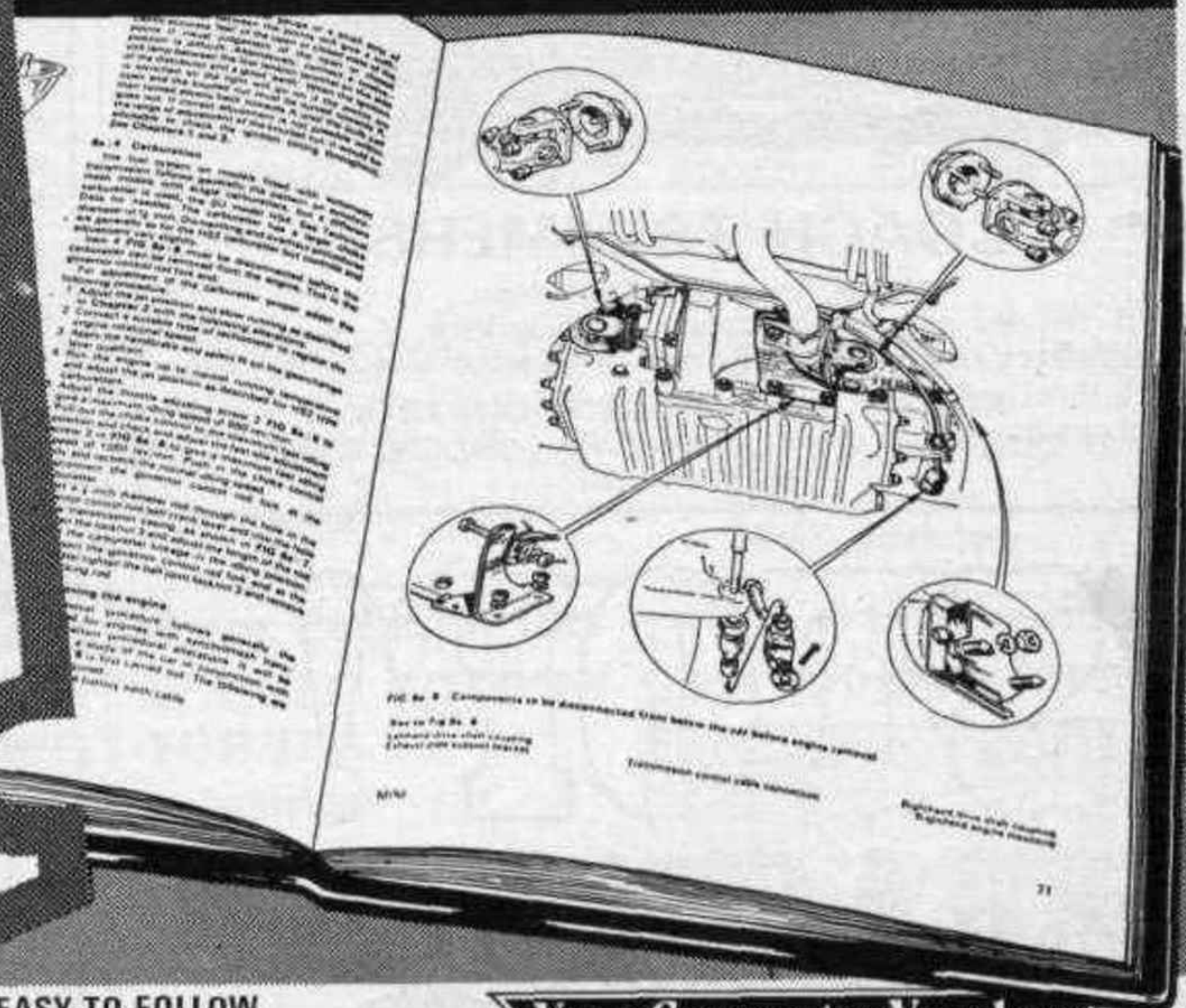
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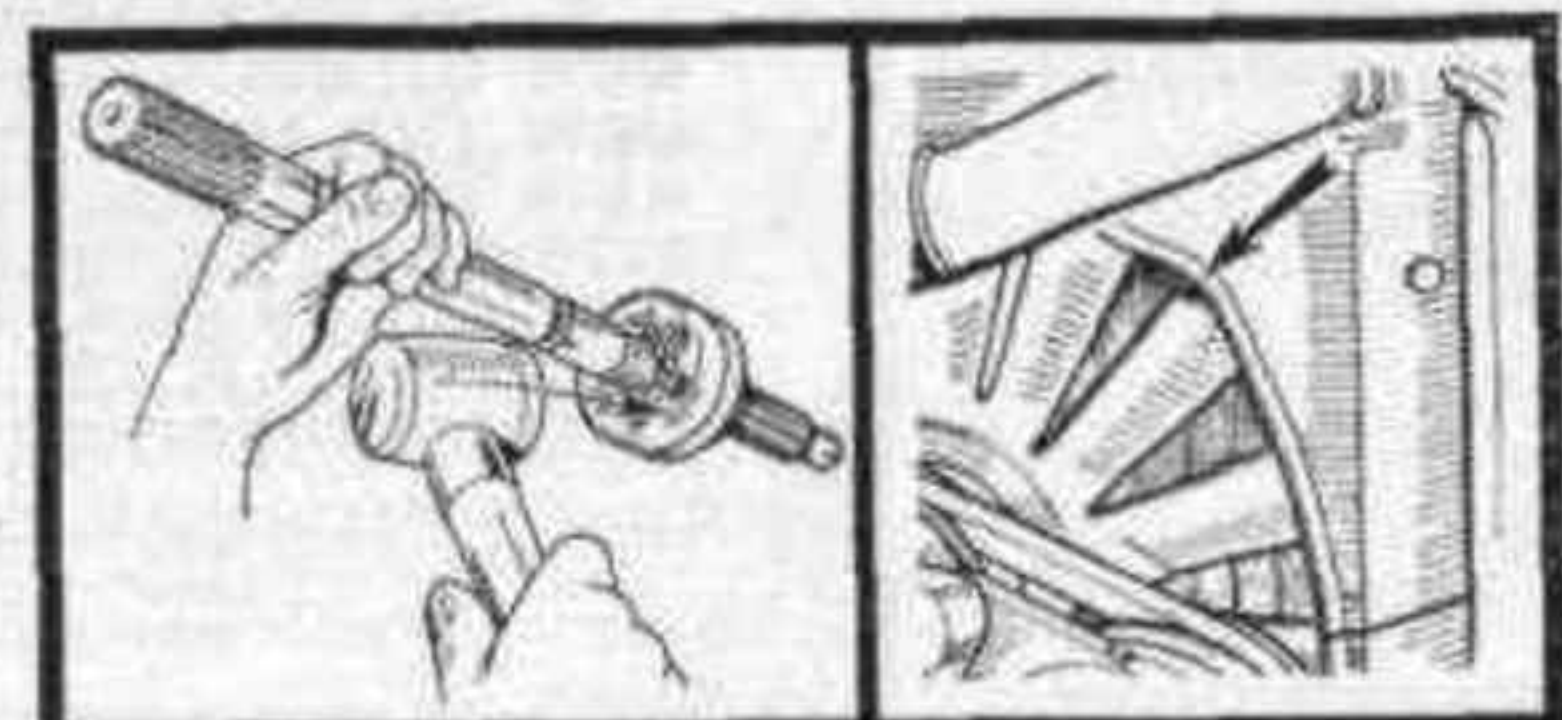
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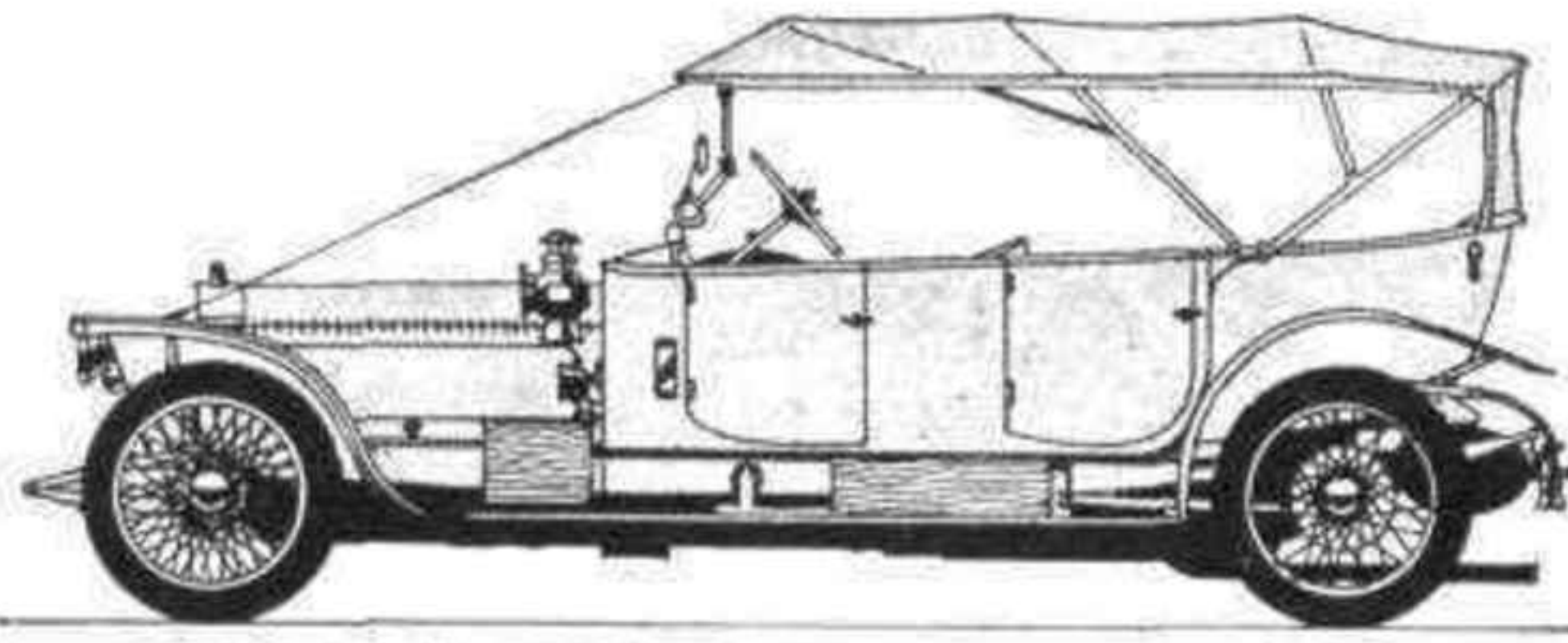
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TR3, 1956. BODY FAIR; TR4 ENGINE; very fast; new shock-absorbers, brakes, tyres; ideal for restoration; M.O.T. £150. Tel.: Rickmansworth 73348. (7165)

WHITE "E"-TYPE ROADSTER, 1964. "B". Excellent throughout; new carpets, radio, brakes, etc. £750. Write: River Cottage, Putford, Holsworthy, Devon, or telephone Bideford 5220 (after 6 p.m.). (7166)

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ROLLS-ROYCE. ELEGANT SPORTS saloon, 1934, 20/25 sunroof, valve radio; restored maroon and grey coachwork; new hide, headlining. £2,350 o.n.o. Mathisen, Tel.: Newport Pagnell 611391. (7168)

GENTLEMAN WISHES TO DISPOSE OF 1957 5C1 Rolls-Royce. Shell grey over pearl black, tan interior; 84,000 miles from new; lambs' wool rugs, new white wall tyres. The car is in really beautiful condition and has just been fully serviced. Will accept £1,650. Tel.: Southend 78608. (7169)

LAGONDA 3-LITRE TICKFORD SAL- oon. Excellent condition; recent major overhaul; long M.O.T. £350 o.n.o. Tel.: Petersfield 3989. (7170)

1948 TRIUMPH 1800 ROADSTER. RE- sprayed, new hood; good condition throughout. £175 o.n.o. Tel.: Macclesfield (Cheshire) 2920. (7171)

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1938 FIAT TOPOLINO. TAXED, TESTED; in daily use. £65. Purdy, Silkstone Farm, Coal Aston, Sheffield. Tel.: Dronfield 2508. (7173)

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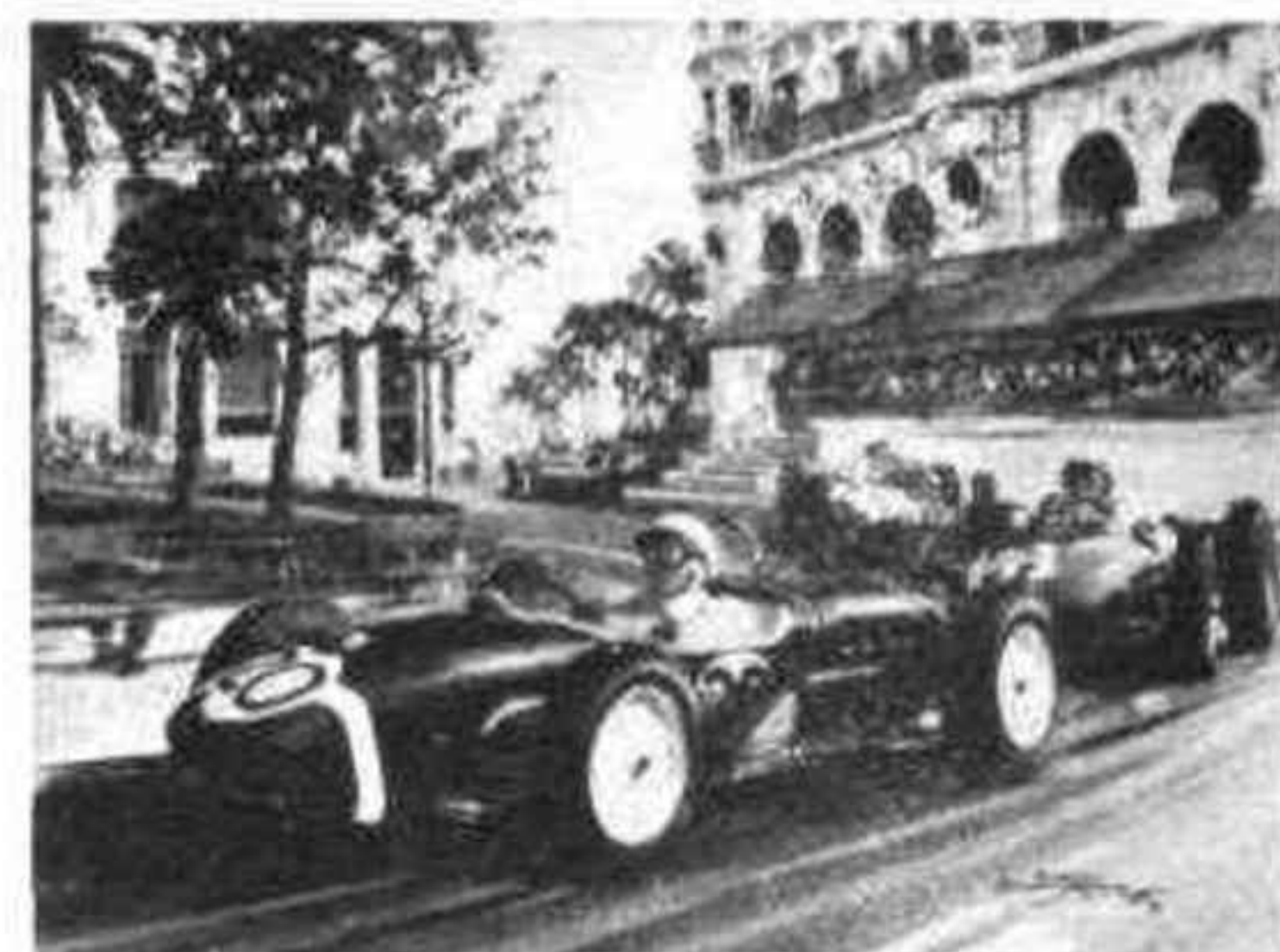
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- [4] Brabham & Clark, 1966 Dutch G.P.
- [5] Gurney (Eagle), 1967 Belgian G.P.
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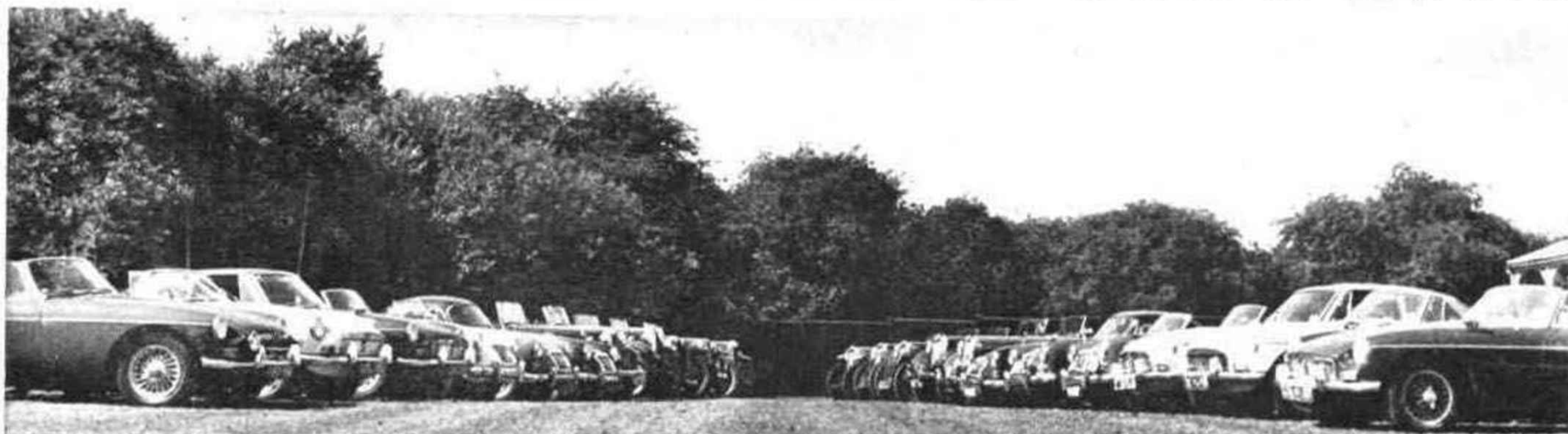
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M.G.-B, 1965, RECONDITIONED ENGINE, overdrive, wires, Cints., spots, radio, etc. £600. Tel.: Dunchurch (Warwks.) 346 (evenings). (7120)
TWIN-CAM M.G.-A, 1959, IMMACULATE condition, complete rebuild, overdrive, gas-flowed head, all new weather equipment; outstanding example. £550 o.n.o. Apply: B. Dunwoodie, "Danecastre", Braeside Rd., St. Leonards, Ringwood, Hants. (7121)
ROVER 2000 TC, 1968, SERIES, REG. Nov., 1967; one private owner; 27,000 miles only; exceptionally clean; radio, h.r.w. £975. Looking for Rolls-Royce Silver Cloud I, with p.a.s., low mileage. Please telephone Southampton 69582 (evenings). (7122)
SUNBEAM TALBOT MK. III, 1956, Overdrive, floor change, sun roof; above average example. Around £185. Tel.: Hinchley 5915. (7123)
T.V.R. MK. III, 1965, WHITE, 1,800 c.c. M.G.-B engine, new Weber 45 DCOE, overdrive, wire wheels, XASS; excellent condition throughout. £495. Milroy, Troon (Ayrshire). Tel.: 911 (evenings) or Barclay (Lydd) 772 extension 7 (business hours). (7124)

FOR SALE—continued

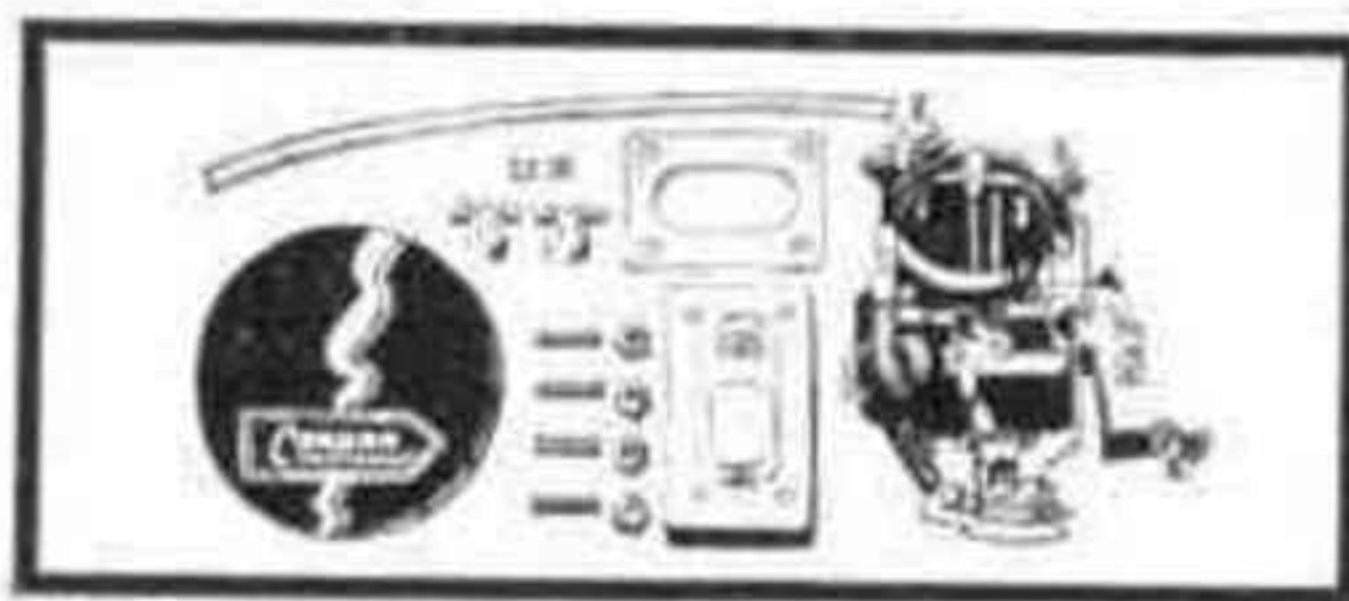
VTB 33 ON 1956 DAIMLER CENTURY clapped-out engine. Offers, Box 2584. (7125)
ALVIS TD21, DEC., 1961, AUTOMATIC saloon, beige with black top, wire wheels, 90,000 miles, M.o.T. and licence to Jan., 1971; carefully maintained by present owner for last six years. £395 o.n.o. J. Wharton, Bartlam House, Shrawley, Worcester. (7126)
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E.R.A., R.2A, 1½-LITRE S/C, FULLY restored, c/w specially modified transporter and numerous spares Barry Swann, P.O. Box 164, Malacca, Malaysia. (7128)
FIAT 650 NARDI CONVERSION, MAY, 1970; 4,500 miles, white. £460. Marriage forces sale. Tel.: 01-435 8977. (7129)
ARMSTRONG SIDDELEY TYPHOON sport saloon; alloy body, new vinyl roof, resprayed grey/blue flash, hide upholstery, rechromed, engine overhauled, brakes relined; M.o.T. 12 months, taxed; radio, heater, spots, tow attachment available third car, 46 Styl Rd., Gatley, Cheshire. Tel.: 061-480 5021. (7130)
BENTLEY, 1936, 4½, PARK WARD sports saloon, B.R.G. Grey leather, excellent condition; M.o.T. naturally. £500. 43 Wigmore Rd., Tadley, Hants. (7131)
LANCIA FLAVIA CONVERTIBLE WITH hard-top, radio, 4-choke engine, blue radials. £700 o.n.o. Box 2585. (7132)

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ALVIS SPEED 20, TYPE SD, OPEN two-seat tourer, rare replica body; immaculate condition; M.o.T.; successfully used in V.S.C.C. events. £590 o.n.o. Tel.: Southampton 69482. (7137)
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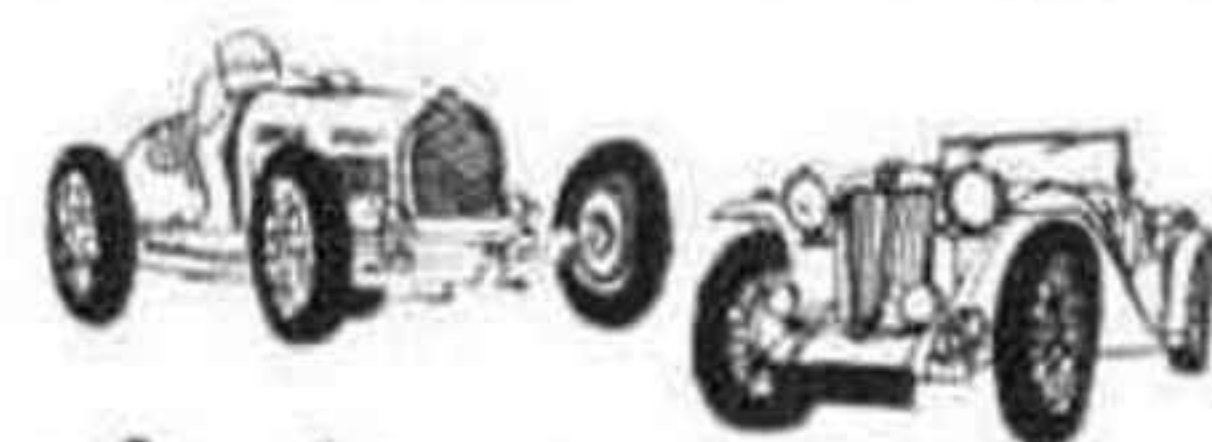


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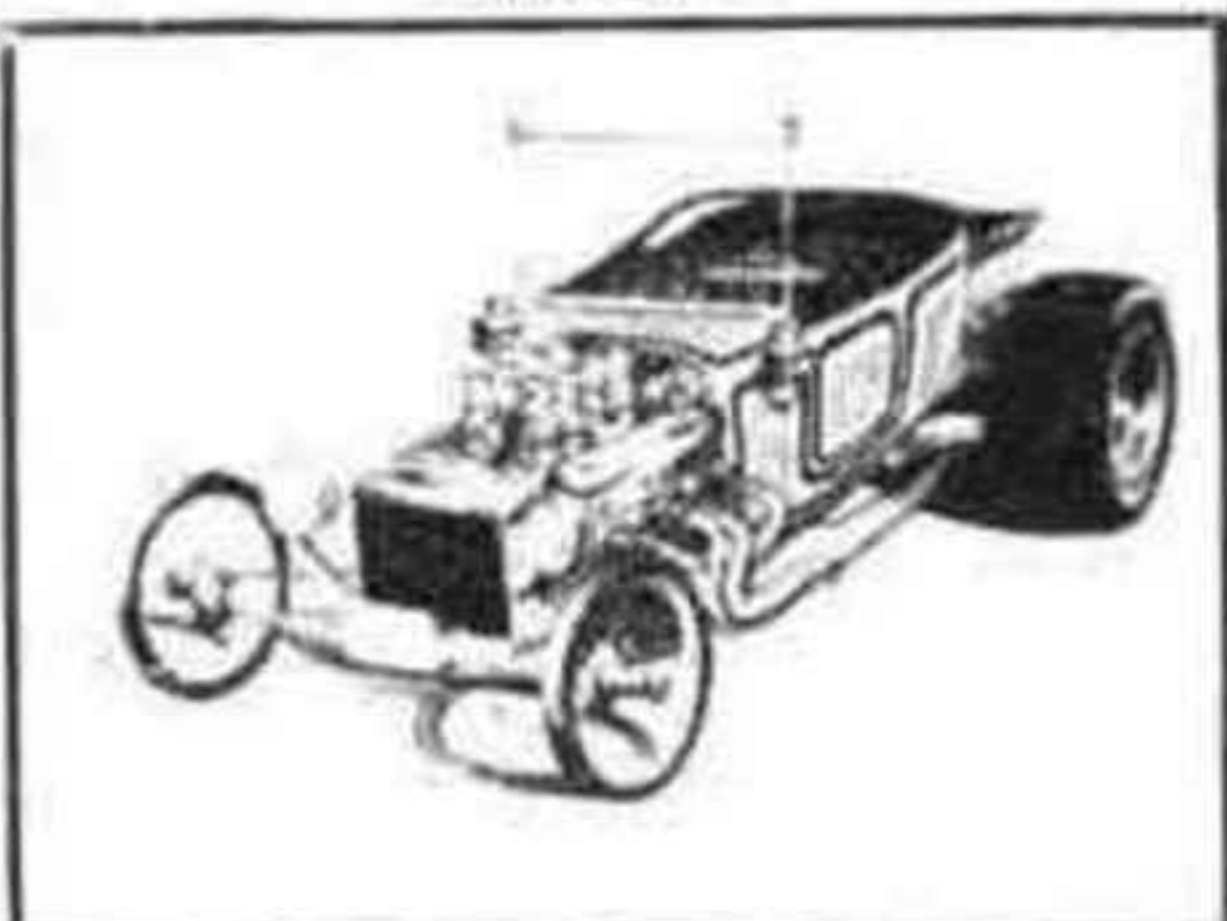
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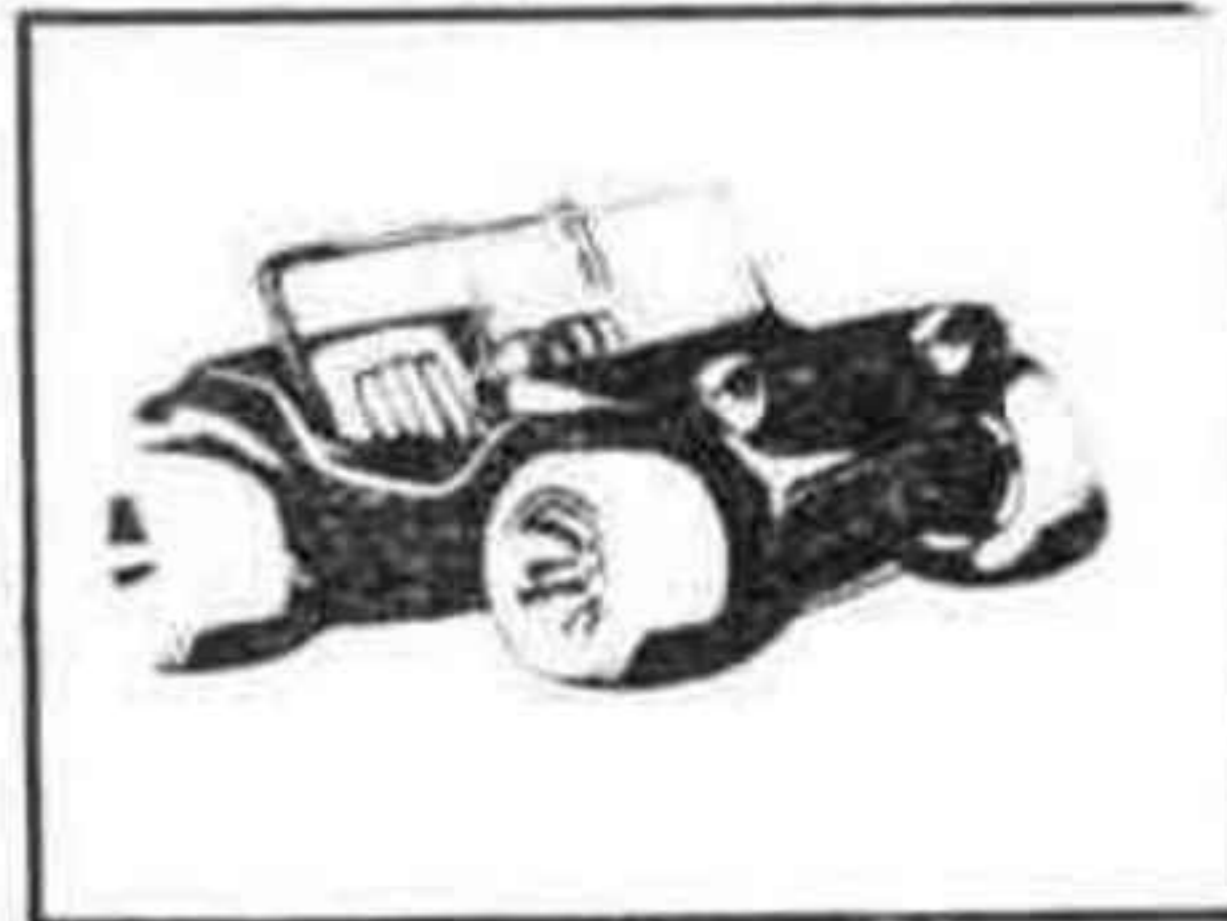
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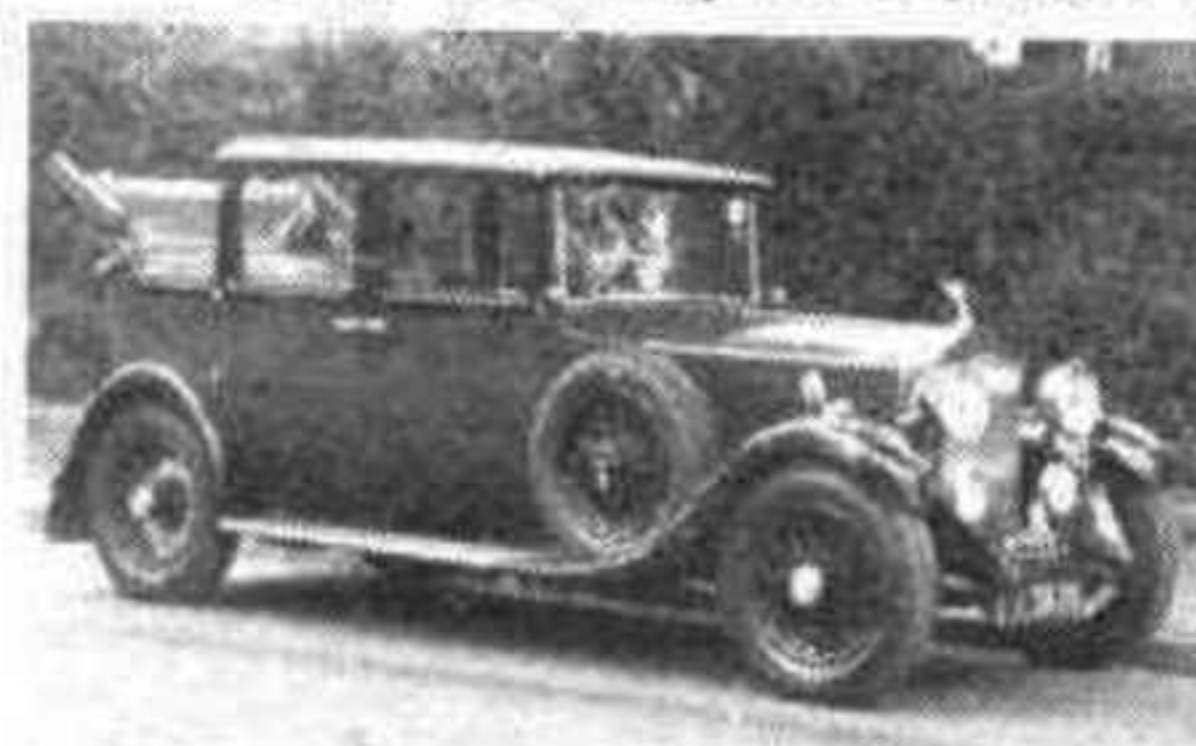
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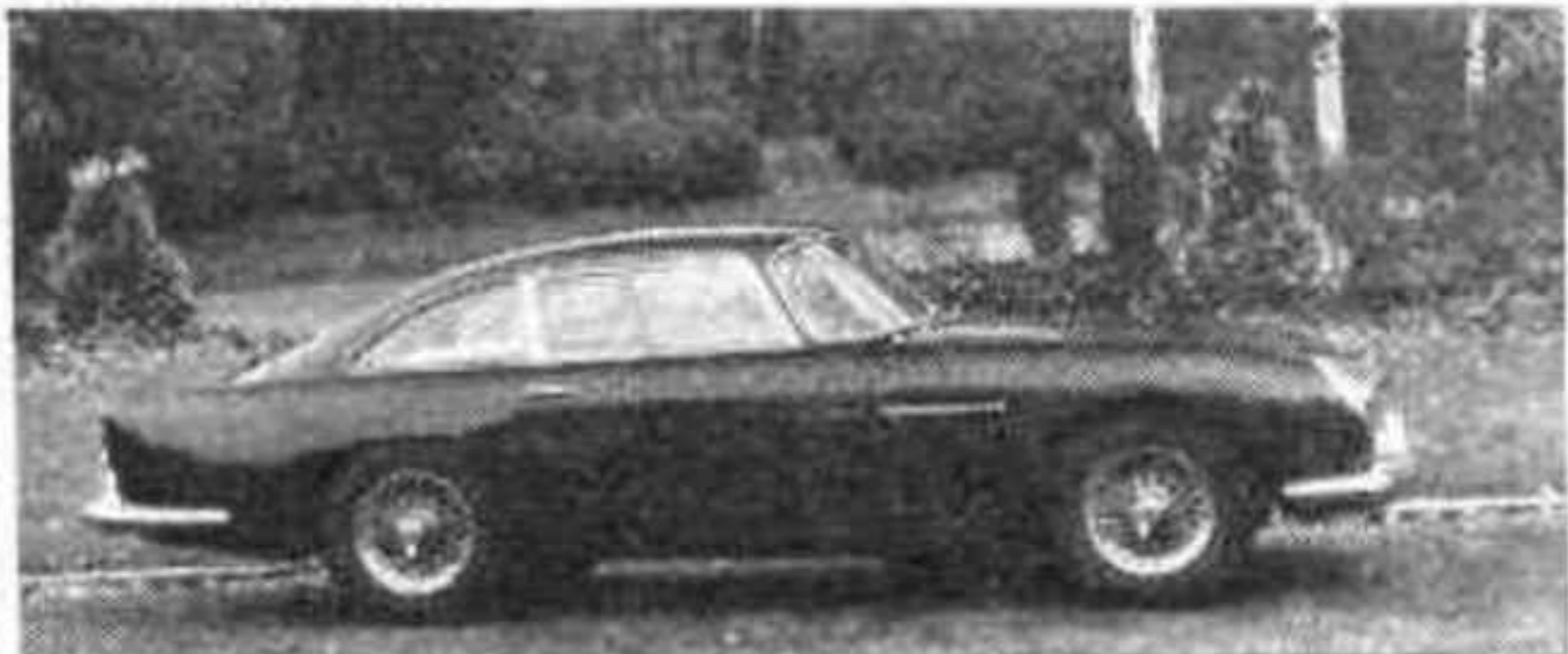
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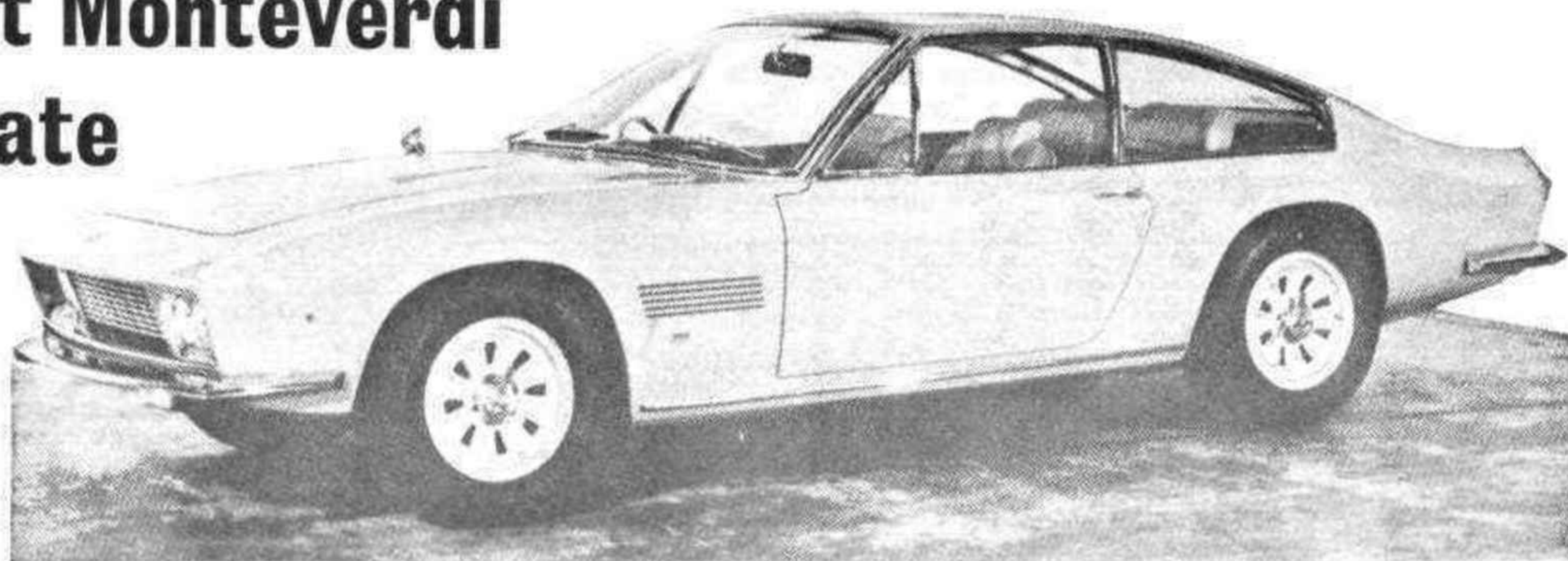
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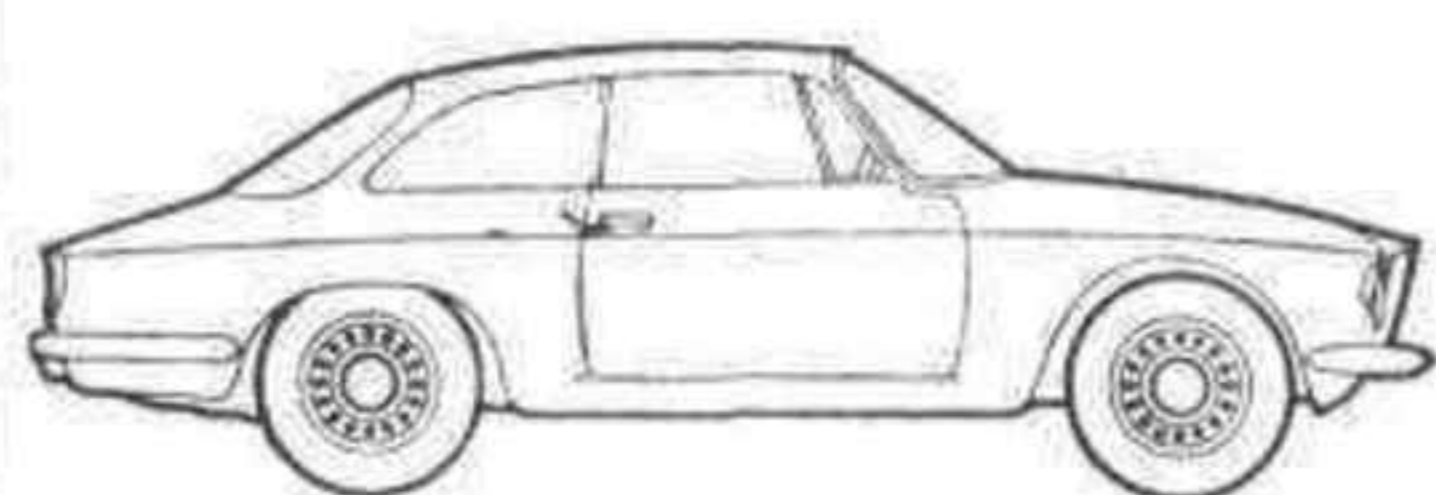
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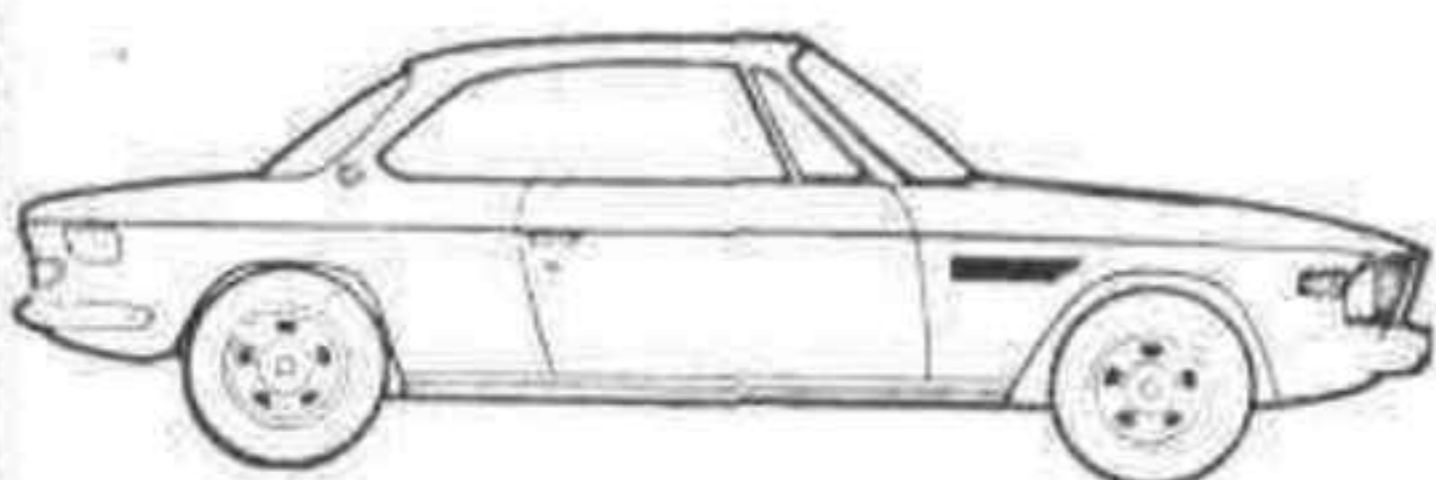
New Cars



MAIN AGENTS

ALFA ROMEO

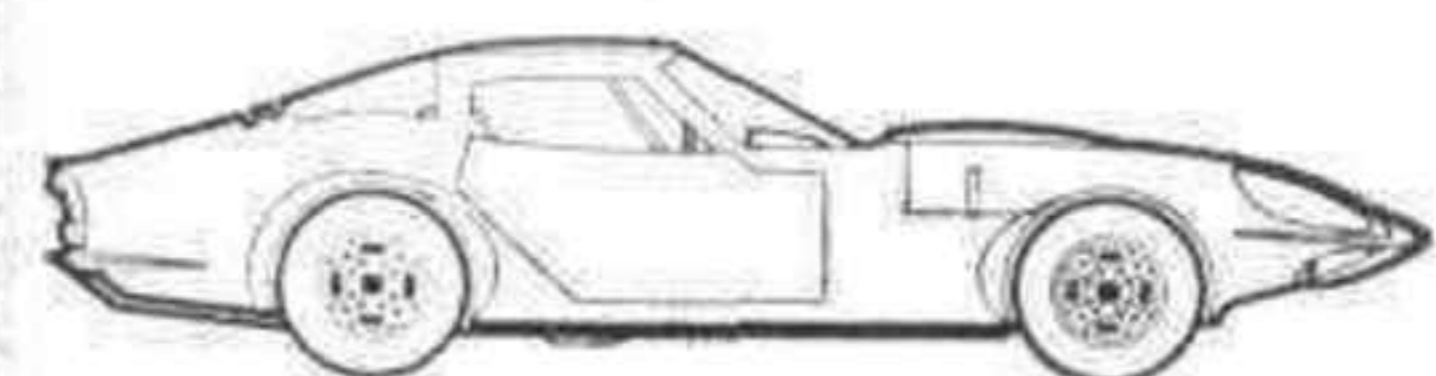
ALFA ROMEO 1750 GTV, OCHRE
ALFA ROMEO 1750 GTV, METALLIC BLUE
ALFA ROMEO 1750 BERLINA, WHITE
ALFA ROMEO 1750 BERLINA, BEIGE
ALFA ROMEO GIULIA SUPER, RED



MAIN AGENTS

BMW

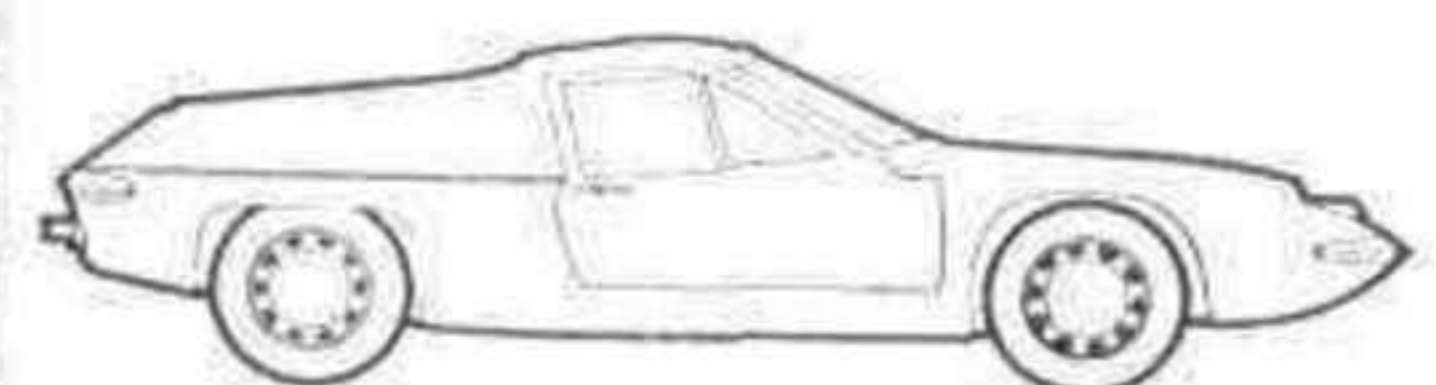
BMW 2800 C.S. COUPE, SILVER
BMW 2800, AUTO. & P.A.S., WHITE
BMW 2002, MANUAL, COLORADO YELLOW
BMW 2002, AUTOMATIC, WHITE



DISTRIBUTORS

MARCOS

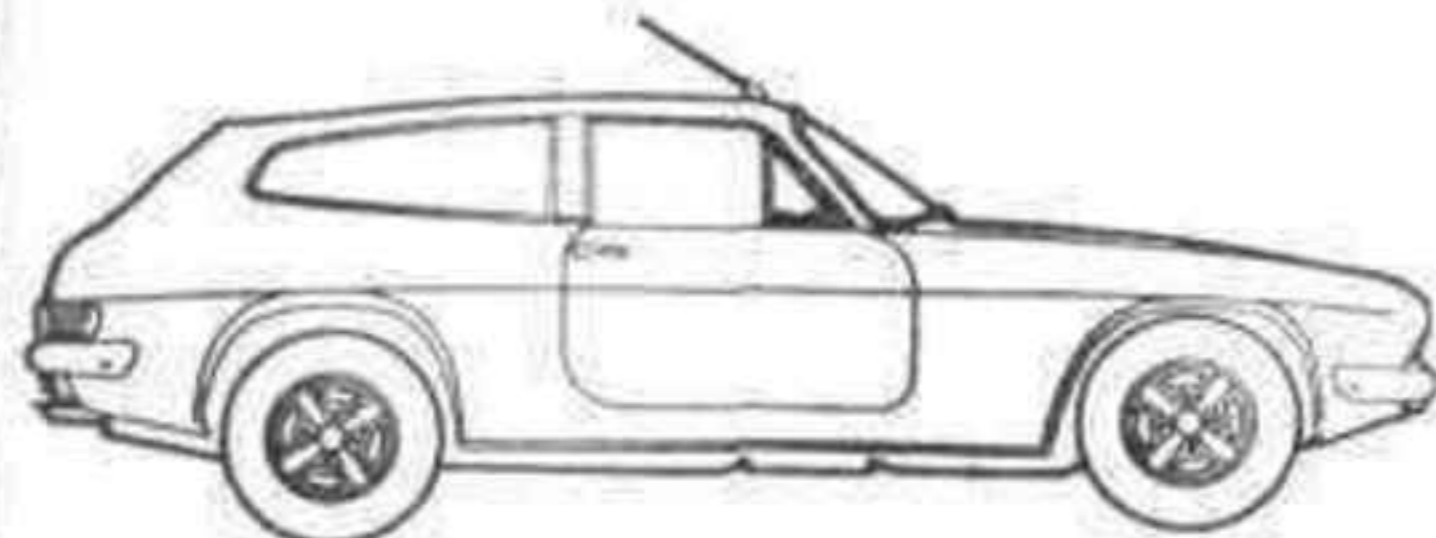
MARCOS MANTIS, SILVER
MARCOS VOLVO 3-LITRE, YELLOW
MARCOS VOLVO 3-LITRE, BAHAMA YELLOW
MARCOS 3-LITRE, YELLOW
MARCOS 3-LITRE, WHITE
MARCOS 2-LITRE, YELLOW



MAIN AGENTS

LOTUS

EARLIEST POSSIBLE DELIVERY OF ALL LOTUS MODELS



DISTRIBUTORS

RELIANT

EARLIEST POSSIBLE DELIVERY OF SCIMITARS

Low Mileage

1970 ALFA ROMEO 1750 Spider. Finished in white with black trim, with radio. This one-owner car has covered only 6,000 miles from new. **£1,995.**

1969 ALFA ROMEO 1750 GTV. Finished in red with black trim, sun-roof, Radiomobile, and Pirelli tyres. Only 14,000 miles from new. **£1,795.**

1969 ALFA ROMEO 1750 saloon. White, black trim; 15,000 miles, one owner. **£1,545.**

1968 ALFA ROMEO 1750 saloon. Dark green, tan trim; one owner. **£1,445.**

1970 ASTON MARTIN DBS F1. Finished roman purple with contrasting cerise trim and fitted with Voxson stereo radio unit; 5,000 miles only. **£5,495**

1969 FERRARI 365 GTC. Metallic grey dark blue trim, radio and stereo; 17,000 miles only; a most impressive car **£5,750.**

1970 FIAT 125S. Finished in dark brown with tan trim. Heated rear window and Motorola. This car has covered but 2,000 miles and is indistinguishable from new. **£1,195.**

1969 UREN Cortina Savage 'E'. Fitted with 170-b.h.p. Weslake engine. Specification includes overdrive, special ratio rear axle, and heated rear window. Incredibly fast. Cost well over £2,000 new. Less than 10,000 miles. **£1,595.**

1969 UREN Savage 'E'. Beige with black trim, sun-roof; 21,000 miles. **£1,345.**

1970 'E'-Type 2+2, automatic, P.A.S., Webasto sun-roof, chrome wire wheels, Sundym glass, h.r.w., radio and stereo, B.R.G., green trim; 6,000 miles. **£2,745.**

1969 JAGUAR 'E'-Type 2+2 Automatic. Finished in dark green with contrasting green trim. Wire wheels, heated rear window, and radio. One owner, 19,000 miles only, and in exceptional condition. **£2,295.**

1969 Model (Reg. Dec. '68) JAGUAR 'E'-Type 2+2. Specially finished in marigold with black interior trim. Manual transmission, chrome wire wheels, Motorola radio, heated rear window. 25,000 miles from new. **£2,095.**

1969 JAGUAR 'E'-Type. Finished in indigo blue with grey trim. Golde sun-roof, chrome wire wheels with white-walled Dunlop Aquajet tyres, heated rear window, built-in head-rests. An outstanding motor car. **£1,945.**

1960 JAGUAR XK150 3.8 'S' fixed-head coupe. Finished in Warwick grey with dark blue interior trim. Wire wheels, overdrive, spotlights. Reconditioned by us. Exceptional condition for its year. **£795.**
1968 'G' registered LOTUS Elan S4 Special Equipment fixed-head coupe,

in white with black trim. Heated rear window and Radiomobile. Only 17,000 miles from new. **£1,295.**

1970 MARCOS 3-litre. Finished in chrome yellow with black trim. Marcos alloy wheels Avon tyres. This superb one-owner car has covered only 5,000 miles from new. **£1,695.**

MERCEDES-BENZ 300SEL 6.3 V8. First registered February 1969. Automatic transmission and power steering. Finished in metallic green with ivory leather interior trim. Air-conditioning, Sundym glass, Becker self-seeking radio with electric aerial, stereo unit and whitewall tyres. One owner from new; 18,000 miles and full Mercedes-Benz service history available. **£6,295.**

1968 M.G.-B Mk. 2. Finished in green with black trim. Overdrive, wire wheels, Motorola and leather wheel. **£965.**

1967 'F' registered M.G.-B GT. Finished in mineral blue with black trim. Overdrive, wire wheels, Firestone Sports tyres, and rear seat. **£945.**

1967 M.G.-B roadster, in mineral blue with black trim. Overdrive, wire wheels with SP tyres, and Moto-lita wheel **£795.**

1968 Mk. II MINI-COOPER 1275 S. Finished in El Paso beige with black trim. Sun-roof, Dunlop alloy wheels, on Pirelli tyres. A one-owner, 14,000-mile motor car. **£745.**

MONTEVERDI 375L (Registration No. BPH 5 H). Finished in white with black trim. Automatic, P.A.S., air-conditioning, electric windows, heated rear window, twin-speaker radio with power aerial, alloy wheels. Unique opportunity to obtain a low-mileage Monteverdi. **£8,500.**

1969 PORSCHE 911S, finished in black, with matching trim. Electric steel sliding sun-roof, Recaro seats, Sundym glass, rear wiper, slot stereo and Radiomobile. One titled owner; full service history available. A superb example. **£3,795.**

1969 model (reg. Dec. '68) PORSCHE 912, in white with red interior; 5-speed gearbox, heated rear window, Radiomobile, cassette player. Offered at **£2,395.**

1970 RELIANT GTE. Automatic transmission. This car is finished in metallic amber gold with black trim and is fitted with a Radiomobile, electric windows, and heated rear window. A one-owner car and 6,000 miles from new. **£2,145.**

1966 SUNBEAM Tiger. Fitted 4.7 engine less than 1,000 miles ago. Total mileage to date only 32,000. Fitted with magnesium wheels and Avon tyres, it is finished in red with black trim. An impressive motor car **£1,045.**

1970 TRIUMPH TR6. Finished in signal red with black trim. Overdrive, wire wheels and SP tyres. **£1,495.**
Similar car in white also available.

Any car any vintade taken in part exchange.

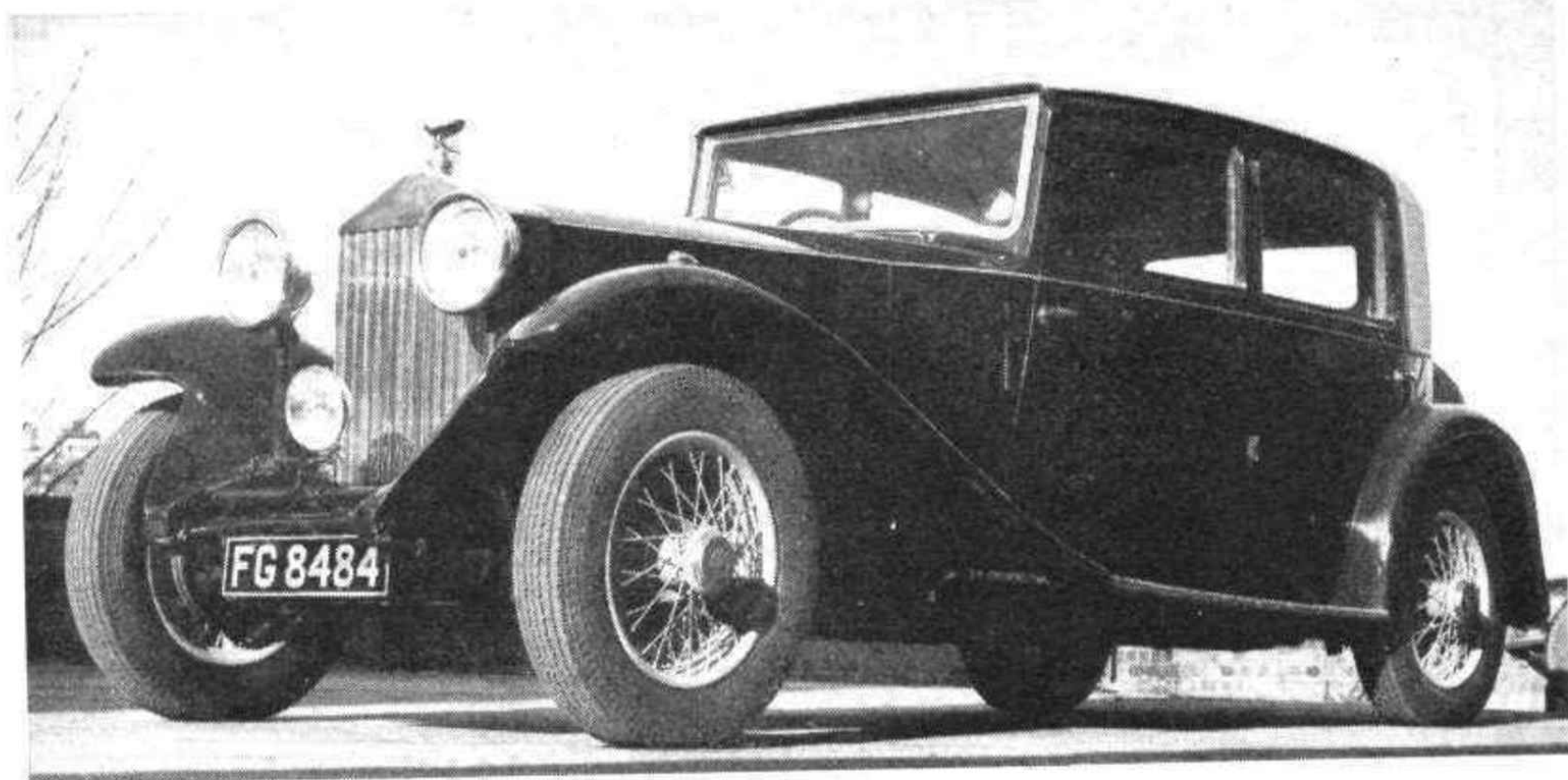
26 North Hill, Highgate, London N6.

01.348 5151 (6 lines)

01.340 3431 (4 lines)

Vintage and Classic

For the first time, Hexagon of Highgate are offering for sale a selection of vintage and classic cars from our managing director's collection. These motor cars have all been restored by the craftsmen at our coachworks in Highgate Village. Further cars from the collection may be offered as the restoration work on them nears completion.



ROLLS-ROYCE 20/25 RED LABEL SPORTS SALOON. This owner-driver car, with strikingly elegant bodywork by H. J. Mulliner, is finished in dark green and matching trim, with beige leatherette top and matching large boot box. This car's 140,000-mile history is traceable, and the engine is virtually inaudible when idling. One of the most impressive 20/25s available.



ROLLS-ROYCE PHANTOM II TOURER, boat-tailed replica in maroon, with polished aluminium bonnet and solid oak running-boards. Completely retrimmed in Connolly hide. A truly majestic touring carriage.

SS100 3½-LITRE. This magnificent example, finished in white with red leather trim, is in *conours* condition, having covered only 300 miles since being completely rebuilt.

1933 AUSTIN 12/6, in outstanding condition for its year. This car has covered 72,000 miles, but its newly rebuilt engine still has to be run-in.



1950 JAGUAR XK120 ROADSTER, rebuilt with the following specification. 3.4-litre engine, with the 4.2-litre gearbox and constant-mesh starter. White coachwork, rechromed throughout and fully retrimmed in red Connolly hide with red carpets. Koni shock-absorbers, 15in. 'E'-type chrome wire wheels and whitewalled radial tyres.

AVAILABLE SHORTLY

The following cars are undergoing restoration at our coachworks and will be available within the next three months.

1933 ROLLS-ROYCE PHANTOM II COUPE. Two-door, with leatherette top and large separate boot. Retrimmed in tan leather and finished in dark brown on black.

1938 SS 3½-LITRE DROP-HEAD COUPE, finished in British Racing Green, with tan trim.

1933 ROLLS-ROYCE PHANTOM II. Owner-driver saloon, with sun-roof, large boot and leatherette roof.

Insurance and hire purchase facilities

ADLY EXPRESS DAILY EXPRESS



BADGE INLAID



MORGAN GEAR KNOBS 25/6
KEY FOBS 7/6
BADGES 6/6



MORRIS STAPLETON MOTORS LTD.

Reece Mews, London, S.W.7 Tel.: 01-589 6894

The Racing Morgan Agents

The Stapleton Brothers wish Mogs a Merry Noggin; kindly note our wheels in the bottom right picture with presents in mind or change the whole car for one of our little pearls of naughtiness. 1969 +8 in orange with black wings just returned from Rome may be of interest, or a 1969 4/4 4-seater in dark passionate blue. Also in the bottom picture is a 1968 4/4 with bucket seats, hard-top, and radio. Another 1968 4/4 in yellow with an incredible spotlight and two 1967 4/4s in red and smoke blue with wire wheels. Next to these is a 1966 4/4 with an interesting history, "hasn't it Rose". A 1966 +4 in green with black wings is one of the few competition models produced and also a 1966 and 1963 +4 4-seater, both in green. A green 4/4 1965 with a special luggage compartment is next to our 1959 4/4 in red, and we have also bought back our A.C. Ace and acquired a lot of rather odd cars which range from a 1966 MG Midget, a 1966 Spitfire, 1964 MG-B, 1968 Cooper S, instruments poking out in all directions, to an easy rider 650cc Triumph motorbike. Also, on reflection we have another 1966 +4 4-seater with wide wheels and tuned engine. Did you know we are very rarely open on Sunday?



FOR SALE—continued

JAGUAR 2½-LITRE, 1946. APPEARANCE similar to pre-war Bentley; impeccable condition throughout. £350. Spares also available. Viewing by appointment only. The Grange, Church St., Saffron Walden, Essex. Tel.: 2330. (7235)

1931 MORRIS COWLEY WITH FOLDING roof. Awards winner 1970; immaculate in tan and black; artillery wheels; engine rebuilt 1969/70. £525 o.n.o. Tel.: Shorene (N. Kent) 2571. (7236)

COOPER "5", 1.275 C.C., AUG., 1968. Superb condition throughout; two owners from new; four new tyres; full history available. H.P. possible. £625 o.n.o. Tel.: Southampton 44759. (7237)

M.G.-C GT, 1969. MINERAL BLUE. Automatic transmission, heated rear window, wire wheels; 23,000 miles; carefully used; garaged and in immaculate unmarked condition. £1,095. Tel.: 01-363 5090 (evenings). (7238)

H.R.G. 1500, 1949. B.R.G. NEW HOOD, fair condition. £575. R. Preece. Tel.: Wallop 401. (7239)

FERRARI BERLINETTA LUSO. SPECI- men example of this rare car; low mileage and magnificent coachwork. £2,895 o.n.o. Tel.: 021-440 2234 (business). Knowle 4980 (private). (7240)

M.G.-A 1500 SPORTS, NOV., 1957. White. Superb condition throughout; new Cinturatos, batteries, radiator, exhaust, front shock absorbers; M.o.T. Aug., 1971. £220 o.n.o. Tel.: Headley Down 2082. (7241)

1949 BENTLEY MK. VI. FREESTONE and Webb body; sound bodily and mechanically; needs some attention. £250. Tel.: Frome 2874. (7242)

LAGONDA 2.6-LITRE, 1950, SALOON. Maroon aluminium body; works reconditioned engine 1962. M.o.T. May, 1971. £230. W. Dewdney, 10 Forest Ridge, Keston, Kent. Tel.: Farnborough 52992. (7243)

JAGUAR XK150S; EXCELLENT CONDI- tion. 1960; 3.8-litre; f.h.c.; maroon; extras include overdrive, radio; M.o.T. 1690 o.n.o. Tel.: Oxford 54361; extension 32. (7244)

ASTON MARTIN DB2/4 MK. I, 1955. Superb example in blue. Resprayed, re-trimmed. Alfin drums; mechanics rebuilt by Bill Monk; DB4 seats fitted; radio, spots, air horns, new windscreen and chrome; spare set Cinturato tyres; new M.o.T. 1565 or exchange large luxury estate or saloon such as Executive—cash either way. Tel.: Penn (near High Wycombe) 2327. (7245)

LOTUS CORTINA, 1965. RECENT EN- gine overhaul, new pistons, etc.; very good condition mechanically and bodily; not raced or rallied. £485 o.n.o. Oxford/Midlands/Lincs. area or by arrangement. Details: Tel.: Spilsby (Lincs.) 2532. (7248)

FOR SALE—continued

BENTLEY 1936, 4¼-LITRE, BLACK saloon, Barker body. Best offer over £450. Davenport, 8 Cranmer Rd., Cambridge. Tel.: 0223 54077. (7246)

ASTON MARTIN DB2, 2.5800 C.C. RED body with yellow interior. £450. Tel.: Pantymwyn 258. (7247)

DOWNTON M.G.-B GT, 1966, STAGE II. Red. One owner; immaculate; new gearbox, clutch, etc. Aero-flow ventilation, Sebring light covers. 1700 o.n.o. Dr. Smallhorn. Tel.: Ruskington (Lincs.) 456. (7278)

1965 SAAB SALOON, BROWN. BODY- work needs slight attention; new clutch; taxed; very good runner. Only £275 o.v.n.o. Apply: V. C. Sylvester, 62 Chesilton Rd., London, S.W.6 (evenings and weekends). (7279)

SABRE SIX SPORTS, REGISTERED 1965. White. 36,000 miles; overdrive; wire wheels, radio, Cinturatos, some spares; taxed and M.o.T. until Oct., 1971. £650 o.n.o. Bacon, 170 Raleigh Rd., Ashton, Bristol. (7280)

TR4, 1962, OVERDRIVE, WIRES, SUR- rey top; all recent mechanics; excellent bodywork; fibre-glass wings; new ZXs. £450. Tel.: Pontyodkin (Flintshire) 341. (7281)

HUMBER 9/28 SALOON, 1929. RE- bored new pistons, brakes relined, complete rewire, five new tyres and tubes, all new wings and recent coachpaint. £475. J. Sargant, 331 Sandon Rd., Meir, Stoke-on-Trent. Tel.: Stoke-on-Trent 39533 (business hours). (7282)

ROCHDALE OLYMPIC, PHASE II; TWO years old; built from kit, ivory with red trim, seat belts, electric fan; less engine and gearbox. A new car for first sensible offer. Seen Sheffield area. Pearson. Tel.: 048-489 2266 (works). (7283)

EX-WORKS AUSTIN HEALEY 3000— Pat Moss. Road/race engine (180 b.h.p.) just fitted. Too many details here. Also 1963 Mini Traveller; M.o.T. £1,200 o.n.o. (or part exchange late Elen). Serious enquiries only please. Tel.: Worthing 46671. (7284)

JAGUAR XK150S, THIS VERY LOW- mileage 3.8-litre fixed head coupé is in utterly original and superb concours condition, considered by many to be the finest example of this model in the country. Fully documented history will be made available only to those genuinely interested parties prepared to part with the sum of £1,950. Box 2601. (7285)

D.H.C. LOTUS ELAN, 1964. JUST RE- cellulosed. Electric blue; 49,000 miles from new; Stage III interior; c.r. gearbox; Ken-lowe; S.P. Sports. The first serious viewer of this exceptional car will certainly pay the £675 I ask. Tel.: Sheffield 366359. (7288)

FOR SALE—continued

1967 TRIUMPH TR4A, THIS BEAUTIFUL car has covered only 27,000 miles with one owner in the book and has every conceivable extra, including Surrey hard/soft-tops, wire wheels, overdrive, servo brakes, new Cinturatos, etc., etc. Finished in unmarked sky blue with matching trim. Absolute bargain at £795. A.A./R.A.C. invited. Miss Carol Baker. Tel.: 01-992 0074 (day), 01-398 6035 (evenings). (7286)

LOTUS ELAN, 1964, WHITE/BLACK. Excellent condition throughout; used as second car for past three years; many extras, including radio and matching tonneau. £650 o.n.o. Tel.: Knaresborough (Yorks.) 4880. (7287)

TR6, 1969; 18,000 MILES. WHITE, OVER- drive, immaculate; emigrating. Tel.: Marlborough 2551 (evenings). (7289)

1938 ROVER 10 H.P. COUPE, TWO- door fixed head; two owners since new; original purchaser owned this car up to three years ago when the advertiser bought it. Steering overhauled, shackles pins and bushes done recently; M.o.T. tested; well shod. £85. 1951 Land Rover, 1½-litre, petrol. Completely rebuilt with new crankshaft, cylinders bored .010 in., new steering, swivel joints, springs reset, new hood, etc.; about 10,000 miles since. £135. Clough, Plant Farm, Holcombe, Bury, Lancs. Tel.: Ramsbottom 3284. (7290)

1950 RILEY 2½ R.M.F. GENUINE 38,000 miles since new. Excellent original condition; one previous owner; year's M.o.T.; new tyres, battery, plus spares; interesting history. £600. Tel.: Frinton 4535. (7291)

HISTORIC SPORTS CAR—FRAZER Nash Sebring, 1954. Bristol B51 engine. This car is one of only three built (see "Motor" 9/5/1970), having race and rally history; eligible H.S.C.C. events; in excellent condition, having proved thoroughly reliable in the present owner's hands. A very rare opportunity to buy one of this rare, classic type. Sensible offers, preferably from U.K. enquirers. Would consider interesting car in part exchange. Box 2602. (7292)

REGISTRATION JY 9 ON IMMACULATE 24,000-mile M.G.-B, Sept., 1968, roadster in mineral blue. Underseal, overdrive, 5½Js, new GB00s, tonneau, spots, extra instrumentation and Selarm system; owner going abroad. Offers over £950. Box 2603. (7293)

BENTLEY 511, OCT., 1960. SHELL grey/steel blue. Completely resprayed; history available; nominal mileage. £1,450. Tel.: Yateley (Hants.) 3746. (7298)

ALVIS, 1937, SILVER CREST SALOON. Renovation nearing completion; regret must sell. Nearest £600. Tel.: Walsall (Staffs.) 20652. (7300)

FOR SALE—continued

THE VINTAGE OF VINTAGES! SS Jaguar 100, 1936 (black), unregistered since 1939; genuine mileage 31,000; engine in perfect running order; original body finish. Firm offers only in the 4-5 figure range (no dealers). Box 2604. (7294)

BRISTOL 400, 1948, TYPE 85C ENGINE. Superb metallic Burgundy paintwork and new upholstery; radio, twin spotlights, good Michelins and new M.o.T.; fabulous-looking vehicle; must be sold. £350. Tel.: Lee-on-Solent 79770. (7295)

ALVIS, 1952, 3-LITRE GREY LADY. Good body, tyres and engine; going overseas so must reluctantly sell for £175 o.n.o. Conroy, 1 Mount Pleasant Ave., Brentwood, Tel.: Brentwood 2557. (7296)

1951 XK120 FIXED HEAD 2+2. RE- bored, new shells; B head, brakes relined, Cinturatos; very sound; M.o.T. Aug., 1971. £275 o.n.o. Tel.: Rowhams (Hants.) 2181. (7297)

ASTON MARTIN DB MK. III DROP- head coupé, 1959. Midnight blue. A great deal of money has recently been spent on many major items, including excellent professional rebuilds of engine and gearbox; exceptional condition throughout. £850. Seen London, Box 2605. (7299)

AUSTIN HEALEY 3000 MK. III, APRIL, 1967. Two-tone blue and white with blue trim. I have had this car from new and have almost without exception been the sole driver; true mileage 34,000 only; overdrive, Motorola radio, tonneau and XAS tyres, pressed steel wheels—which I think really suit the big Healey; resprayed professionally four months ago; immaculate condition throughout. £1,045 o.n.o. Tel.: 01-657 6468 (Croydon). (7301)

VERY GOOD CRAFTSMAN—BUILT shooting brake—now quite rare. 1948 Alvis TA14 (but with twin S.U.s) with fine performance; delightful driving but economical; always attracts great admiration; must be preserved for posterity; well maintained and taxed and tested. Valuable spares. £190 o.n.o. Sephton, Borwick, near Carnforth, Lancs. Tel.: Carnforth 2791. (7311)

1968 LOTUS ELAN + 2 (A). BLUE. Well maintained and in good order throughout. £1,420. Tel.: Rotherham 4811 (day), Worksop 2085 (evening). (7312)

GOOD LOOKS AND FANTASTIC PER- formance for only £695. "E" type Jaguar (h.c.), 1963, in silver blue; above average condition; heated rear section, push-button radio, new tyres. Tel.: Snettisham (Norfolk) 328. Viewing Norfolk or Birmingham. (7313)

1950 A.C. 2-LITRE SALOON, VERY good bodily but paint dull; sound investment; ready for use; tax, M.o.T. £150. Tel.: Chelwood Gate (Sussex) 398. (7315)



JAGUAR XK140 1955

A Unique Car in Mint Condition

Only 13,000 miles from new. Finished in immaculate and unmarked aquamarine blue. Placed first in Beaulieu Concours d'Elegance this year. Chauffeur driven always. £1,850.

SHEEN LANE GARAGE, LONDON, S.W.14. 01-876 2612



1938 CITROEN LIGHT FIFTEEN

One owner from new, body immaculate. Engine 70,000 (believed genuine).

Nearest £400.

WHITE, 17 HOUGH GREEN, CHESTER 27135

OUTSTANDING ZODIAC AUTOMATIC

1966 Mk. IV

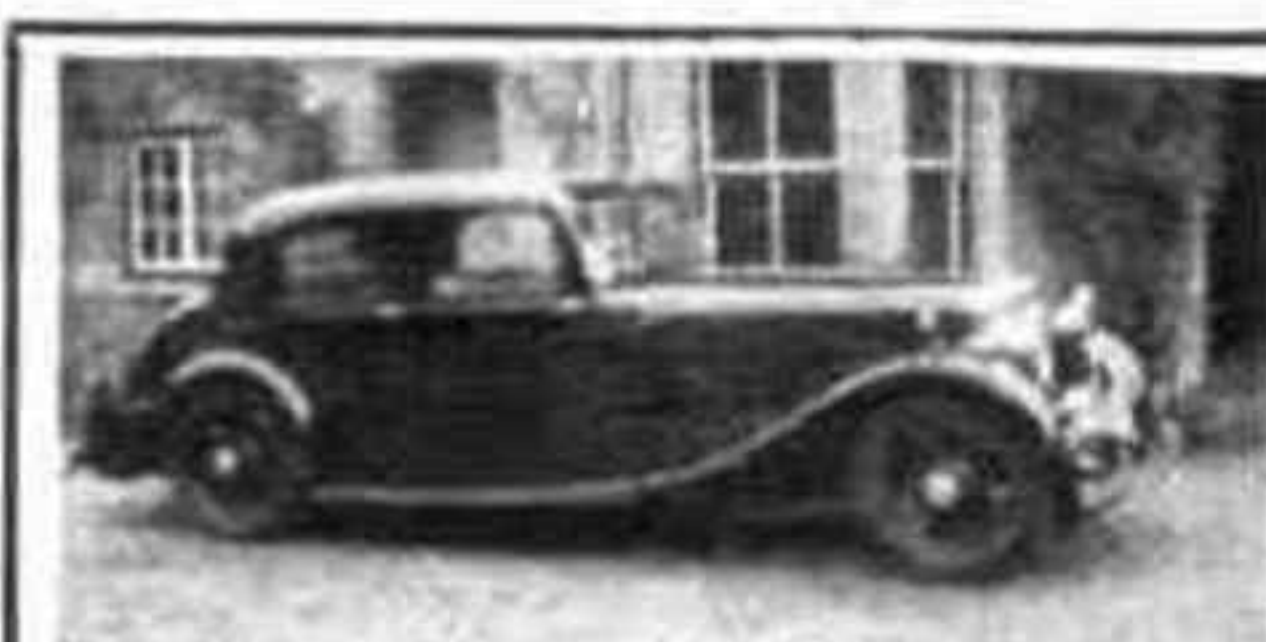
Silver fox, black interior

Reclining seats.

One owner.

£595

THE HYDE MOTOR CO.
COLINDALE 7898



1933 BENTLEY 4-litre. Recently restored by paint Company for exhibition and promotion. Black and crimson with gold striping and cream interior. Every item chrome replated. New India tyres. Wood refinished. New roof-trim, carpets, etc. Radio, heater. Standard of finish superlative. Price £1,375. Also similarly restored Talbot 110 tourer, Railton Eight d/head and other fine cars. L. Potter, Ham Mill, Newbury, Berks. Tel. 1346.

SIMILAR CARS WANTED FOR CASH

JOHN BRITTEN



Sports-car fanciers hark to my verse (and pray don't forget to bring your purse). A quiverful of new 1971 MGs in stock; two MG-B roadsters, both bronze yellow with overdrive and Rostyle wheels, other colours soon; MG-B GT, teal blue, autumn leaf interior; MG-B GT, bronze yellow, overdrive; Midgets in bronze yellow, glacier white and one other colour which I can't remember; also Sprites in blaze, glacier white and bronze yellow. We always keep

hood, £450. Morgan 4/4 Comp model, 1969 wire wheels; have not seen this car yet but as it's coming in part exchange for another Morgan not mentioned here I think we can assume it has been enthusiast-owned; the reason for a change being he needs a 4-seater. MG-B, 1969, snowberry white, wire wheels, XAs, underseal, one owner, £1,010. MG-B GT, 1967F, BRG, black leather, overdrive, wire wheels, Cinturatos, £970. MG Midget, 1967F,

written guarantee. We specialise in Personal Export sports-car sales, have lots of gear including much unpublished material as regards import duties, tax concessions, lengths of stay, residence qualifications, etc. Nothing gives me more pleasure than selling a new sports car and at the same time depriving the tax vultures of their prey. About half our new sports cars are sold for Personal Export; help me make it 51%. Regret have mislaid



several new TVR Vixens (component form) in stock, have a demonstration run in the Tuscan or the Vixen, or both; you will not be made to feel obligated. We also have a pair of Morgans simply dying for you to try them out; a Plus Eight and a 4/4 — they just make the Competition model now, with twin-choke carburetter and branched exhaust. Current 4/4s have a leather steering wheel as per the Plus 8 as this is the only type that fits the new collapsible steering column. The latest Morgan brochures list some additional accessories that weren't on last year's, and we also have our own top secret price list of Morgan bits and pieces that can be factory fitted but aren't on the brochure. This only exists as (n+1) carbon copies from "Fingers" Christine's typewriter, so you will have to call in to see it won't you? Our delivery time for new Morgans is not too hopeless, but now is the time to order for 1971 delivery; please don't leave it too late. I run a Plus 8 myself; one has to learn to master it but it's well worth while. We have an Arkley S in Jarama orange, cutaway doors, alloy wheels, £575. Two SS's nearing completion in Indy white and Jarama orange II. Kit form Arkleys normally in stock for use with your own Sprite or Midget; prices from £168 complete with body, hood, wheels, tyres, bits and bobs. Hope to show late rush picture of our new racing Arkley SS Morgan 4/4 Competition model 4-seater, 1969, kingfisher blue, black leather, rear bumper, tubular grid, lady owner, £1,165. MG-B, 1967F, mineral blue, works hard-top, soft-top, wire wheels, radials, radio, £875. Austin Healey Sprite, 1965, BRG, black trim and new black hood, recent ££-lavished, ZX tyres, £420. Triumph TR6, 1969H, dark green, red interior, radio, overdrive, XAs, one cautious owner, £1,370. Triumph Spitfire Mk II, don't even know what colour but it's a '65. Have had sudden rush of Jeeps to the head, have genuine war-time Catch 22-style Willys Jeep, rebuild, jerrycan, shovel, axe, sidescreens, drab khaki green, vacuum wipers, spare unused, might sell if weather gets worse. TVR Vixen S2, 1969, light orange, one owner, £1,075. Triumph TR4, 1965, conifer, Surrey top, overdrive, wire wheels, ZXs, one owner since '65, £575. Morgan Plus 4 2-seater, December 1968,

black, Avon radials, £590. A/Healey Sprite, 1969, primrose yellow, radials, one owner, £710. Triumph Spitfire, 1967, Mk III, white, radio, one owner, £570. MG-C GT, 1958, one of a few that were factory finished in metallic bronze, red leather, wire wheels, one lady owner, 7,000 miles and a *billet-doux* from her to prove it.

previous professionally drawn p/export cartoon, hence this month's distorted self-done thing. Note how Arkley front end hinges forward, home maintenance in a trice, compare hidden mysteries standard Spridget, 10 press-ups every 6,000 miles. Workshop staff urgently needed at Arkley, work is mainly assembly and



£1,120. MG Midget, 1962, red, Restall seats, £220. MG-B, 1967, tartan red, black leather, some accessories but not very many, £745. Morgan 4/4 Comp model 2-seater, 1969, broken white, wire wheels, SP68s, £1,115. Triumph TR3, 1968, conifer, black trim, spotlamps, £1,040. TVR Tuscan V6, 1970, aquatic jade, overdrive, 6,000m, £1,440. Triumph Spitfire, 1968G, signal red, one owner, £675. MG Midget, 1968, snowberry white, red interior, wire wheels, £655. Morgan 4/4 Comp, 1969, white, wire wheels, radials, grid, etc, etc, in fact just as

preparation of Arkley SSs, skilled mechanics will suffice, no bodywork experience needed, ability to do occasional interior trim work an advantage. I have found a tatty but very original 1937 Morgan 4/4 and would like to pay someone to restore it for me at his home workshop, or would buy one already restored. Open to 7pm weekdays, 6pm Saturdays, closed Sundays. We have more cars in stock than ever before. Floodlit at night, do come and look round.



our other white one but LHD, £995. Lotus Elan, 1967, silver grey, knock-on wheels, radio, F100s, £1,020. MG-B GT, 1968, Mk II, mineral blue, chrome wire wheels, radio, air-horns, £1,020. MG Midget, 1968G, Basilica blue, wire wheels, one owner, £675. Austin 1275GT, May 1970, flame red, radio, at a saving of £16 (whatever that works out to), a good all-round car (see photo). Lancia Fulvia Rallye Coupe, 1970 regd, LHD, £1,070. Triumph Spitfire, 1968, Wedgwood blue, one owner, £650. Morgan 4/4 Comp, 1967, yellow; won't be in till next month, more details then. Morgan 4/4 Comp, 1969, lime green, deposit taken so may be sold. MG Midget, 1967, BRG, wire wheels, radio, £550. A/H Sprite, 1969H, blue, wires, radials, £765. MG-B, 1967, BRG, black leather, overdrive, wire wheels, push-button radio, radials, £855. Triumph TR4A, 1966, signal red, Surrey top, black trim, overdrive, wire wheels, SP Sports, air-horns, £760. MG-B, 1969H, tartan red, wire wheels, SP Sports, radio, £1,030. TVR 1600S, 1967F, diamond blue, Cinturatos, Motorola, been through our hands before, £870. 1965 Anglia, £195. We get 30/40 fresh cars in every month, and this advert is written halfway through the previous month, so please ring up for latest stock check. Set of new SP Sport 175-13 fitted to new Ford 5½Js, £39 the 4. Set of 4 wide Imp/Viva wheels, 4½F 5R I believe, might be 5/5, anyway £6 the lot. Complete Spridget front end, undamaged, remainder of car is in Arkley-land, full list price. JB 6-shift gear knobs 12/6 post free, say model. Plenty spares for MG, Morgan, TVR. Each car except the oldest ones has thorough pre-sales service, fresh oil and filter, functional checks, discard unserviceable brakes/tyres/batteries/exhausts;



JOHN BRITTEN
Barnet Road, Arkley, Barnet,
Herts. 01-449 1144.
and at
31 Moscow Road, V2, 01-727 2707.

FOR SALE—continued

TR3A, 1958. PERFECT ORIGINAL BODY, with complete interior trim hood, tonneau and side-screens—all new two years ago; new overdrive gearbox and axle two years ago, new windscreen, set exhaust valves and clutch plate six months ago. Superb example; taxed, M.o.T. £325. Tel.: 294 2716 or 624 6211. (7314)

VERY RARE TWIN-CARBURETTOR 1955 Riley R.M.E. 1½-litre. (Fitted from new with rev-counter in place of usual clock.) Sound appreciating model as featured in Nov. issue "Motor Sport". Currently undergoing a respray dark blue and black and having a new roof fitted; rebored; tax, M.o.T. Offers. Tel.: Chelwood Gate (Sussex) 398. (7315)

1950 MORGAN 4/4 TWO-SEATER. VERY sound and attractive body, good chrome radiator, B.R.G. Long M.o.T. and tax. £210 or would swap small pre-war tourer, cash adjustment. Tel.: Woburn Sands (Bucks.) 2371. (7316)

SLEEK RILEY KESTREL SPRITE, 1937. Fastest and most attractive pre-war sports saloon; pre-selector box, special series engine, Scintilla magneto, etc.; taxed and tested; reliable transport. Elephant grey with good chrome. £120. Tel.: Woburn Sands (Bucks.) 2371. (7317)

M.G. TC, 1946. COMPLETELY RE- everythinged and very beautiful, well worth a visit to Yorkshire to see. Try offering me £500 and I might sell it. Tel.: Garforth 2444. (7318)

"E"-TYPE 2+2, 1966, AUTOMATIC; 39,000 miles, dark blue/black interior; good condition. £1,250. Tel.: Bourne End (Bucks.) 25378. (7319)

THREE ONLY EVER MADE AND THE last remaining example in England; 1965 Ferrari 275 GTB competition lightweight; six-carburettor motor, long-range tank, radio, Webasto; 29,000 road miles only; can't help but increase in value. An investment at £2,650 o.n.o. Full details (telephone Ripley (Surrey) 048-643 3466. (7320)

M.G.-B GT, 1966. OVERDRIVE, RE- sprayed Jaguar beige with red leather, mechanically perfect, all bills from new. Available Dec. 15th, £750. Tel.: Camberley 5367. (7321)

1927 ROVER 9/20 TOURER. COM- pletely restored. Original engine rebuilt but lack time to install (temporary engine installed); known history; 13,000 miles from new, believed genuine; believed only existing example with this particular original body; offers appropriate to unique, restored vintage tourer. 15 Bowmanslea, Aynho, near Banbury, Oxfordshire. Tel.: Croughton 329. Serious enquiries only. (7322)

BENTLEY "R"-TYPE AUTOMATIC, 1953. Shell grey/Tudor grey; radio, sun roof; excellent condition. £775. Proctor. Tel.: 01-462 2383. (7323)

JENSEN CVR, 1965, MK. II. OPALES- cent silver blue. Automatic transmission, radio; carefully owned. £1,275. Part exchange considered. Tel.: Hockley (Essex) 4501 (evenings). (7324)

BRISTOL 401, 1950. VERY FAIR CON- dition apart from cracked cylinder head; drives well. M.o.T. July, 1971; going abroad. £150. 13 Fairfield Rd., Wainfleet, Pontypool, Monmouthshire. (7325)

SUNBEAM ALPINE III SPORTS, JAN., 1964. Metallic gold. Radials, overdrive, radio, tonneau. £325. 6 Dunstall Ave., Burgess Hill, Sussex. (7326)

TR4, 1962. WIRE WHEELS, OVERDRIVE, reconditioned engine, gearbox, S.A.H. bonnet; M.o.T., taxed, £330 o.n.o. Tel.: Harpenden 3407. (7327)

BENTLEY, ABSOLUTELY OUTSTAND- ing condition, Aug. 1962, Stage II; only two owners; always Barclay maintained with full history, spotless steel grey coachwork; fitted radio, electric windows, h.r.w., etc. Owner must sell to offer. Tel.: Ascot 23018. (7328)

RILEY 1½-LITRE, 1953. ENGINE AND steering rebuilt; recalculed; new carpets. £250 spent this year. £325. Gossage, 73 Conway Drive, Ashford, Middlesex. (7329)

M.G. TD. RED. GOOD ORIGINAL CON- dition throughout; new tyres, petrol pump, battery; very reliable car. £290 for quick sale. Tel.: Kinyer (Staffs.) 2908 (early evenings). (7330)

OFFERS INVITED FOR 1935 3½-LITRE Lagonda tourer, original; new hood, side-screens, tonneau, new tyres. B.R.G. Full M.o.T. Box 2608. (7331)

LOTUS CORTINA, APRIL, 1966; 35,000 miles; radio, rear leaf springs laminated screen, underseal; 3,000 miles since engine overhaul; first-class condition. £585 o.n.o. Lawson, Bullrushes, Sevenoaks Rd., Pratts Bottom, Kent. Tel.: Farnborough 55237. (7332)

DAIMLER DB18 MULLINER SIX LIGHT saloon, splendid throughout; taxed 11 months. M.o.T. June. £260 o.n.o. 15 Bowmanslea, Aynho, near Banbury, Oxfordshire. Tel.: Croughton 329. (7333)

BENTLEY CONTINENTAL, 1955, "R"- type Mulliner fastback saloon. Almost complete overhaul in last 30,000 miles. Gill, Woodside, Fen End, Kenilworth. Tel.: Berkswell 3198. (7334)

ASTON MARTIN DB2/4, EX-PETER Proctor. Immaculate aluminium body; recently repainted to a very high standard; mechanically first class; maker's oil pressure. Also 1949 M.G. TC. Just completed rebuild from chassis up. Genuine reason for sale of both cars. Open to reasonable offers. Searle, 42 Crabtree Lane, Cirenchester, Glos. (7337)

1938 MORRIS 12/4, IMMACULATE; RE- liable; taxed, M.o.T. £85. 20 Woodford St., Northampton. (7338)



yellow, wire wheels, Cinturatos, one owner, not priced yet. TVR 1600S, 1967, regal red, MG-B power unit, wire wheels, radio, £840. MG Midget, 1970 model (regd December 1969), flame red, black screen surround (they only built a few), wire wheels and lots else, four-figure mileage, one owner (medical man), £845. Morgan Plus Eight, 1969 (June), crimson, Blaupunkt radio, Qi spots, chrome grid, rear bumper, badge bar, map-light, watch, etc, etc, 9,000m, £1,580. Lotus Seven, 1963, silver and blue, 1500GT power unit, long wings, no



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PORSCHE 912, 1968 'G'. Burgundy with natural trim, Blaupunkt radio, electric aerial; a superb car ... £2,095

ELAN +2 'S', 1970. Red, chrome wheels ... £2,250
ELAN, 1970 'J', f.h.c., S/E. Lotus yellow ... £1,550
ELAN +2 'S', 1969 'H'. Royal blue, h.r.w., chrome wheels; one owner. Another in red, both at £2,095
ELAN f.h.c., S/E, 1969. White, radio; one owner, excellent condition, 11,000 miles ... £1,365
ELAN, 1968 'G', f.h.c., S/E. Yellow, radio, tinted screen; excellent condition ... £1,265

ELAN S3, 1968, d.h.c., S/E. Specially finished in Ferrari red, low mileage, excellent condition, special dash ... £1,145

+2 ELAN, 1967. Burnt sand, special interior. Another in red. Both at ... £1,345

ESCORT Twin-Cam, 1969 'H'. White; 12,000 miles; an immaculate car ... £1,025

M.G.-B GT, 1967 'F'. B.R.G., extras include 'sun-roof', radio, wire wheels, spots, etc. ... £885

M.G. Midget, 1969 'H'. Red, 1 owner, 9,000 miles; excellent value ... £695

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1969 TVR Tuscan 3-litre, in regal red, fitted alloy wheels, seat belts, leather steering wheel and overdrive; 1 owner, excellent condition. Bargain at £1,395
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'J' reg. 1968 Model PORSCHE 911L Targa. This attractive rare drophead is finished in green and fitted special driver's seat and radio. L.H.D. Excellent opportunity to acquire a bargain at £2,995. Part exchanges considered. H.P. terms available.
1970 TRIUMPH GT6 Mk. 2, in blue, one owner; overdrive, heated rear window, radio, twin speakers, wide steel wheels; excellent condition. Bargain at ... £1,095
1965 SUNBEAM TIGER in white, fitted 4.2 V8 engine, new hood and tyres excellent condition. Bargain at ... £575
JAGUAR XK150 f.h., in blue, overdrive; very good condition throughout, mechanically excellent. Good investment at ... £495
Most of our used cars carry a 3 months' warranty and are fully checked and serviced before being sold.
We are opposite the Police Station in Barnet, nearest Tube High Barnet on the Northern Line.
HIRE PURCHASE FACILITIES AT LOW INTEREST RATES AVAILABLE

FOR SALE—continued

M.G. TD2. EXCELLENT ORIGINAL condition bodily, mechanically and upholstery; few owners. Offers above £600. Box 2612. (7372)

FOR SALE: 1934 AUSTIN TEN. VERY good condition. M.o.T. Nov., 1971. Offers. Tel.: Tywyn 207. (7391)

1936 ROLLS-ROYCE 20/25 BARKER saloon with division heater. £750. Wanted: Martinsyde motorcycle. Tel.: 01-997 0926. (7392)

MINI JEM MK. II, "H" REGISTERED; 1,077 c.c. Cooper engine; balanced, etc.; Cosmic alloy wheels, full instrumentation; cost over £1,000 (receipts available); immaculate in every respect. Only £750. Tel.: Eastbourne 31672. (7393)

VOLVO 1800S COUPE, 1964. TWO owners; immaculate. £725 or exchange. Tel.: Welford (Warks.) 343 (evenings). (7394)

BENTLEY 4½, 1952. SUPERB MECH-anics and trim; wings very rough; new tyres; taxed, £200 or exchange. Tel.: Welford (Warks.) 343 (evenings). (7394)

1937 STANDARD FLYING TWENTY. UN-usual long-boot touring saloon; body and interior in very good condition; engine requires attention. £55. No offers. Tel.: 01-890 0127 (Feltham). (7395)

FRAZER NASH TARGA FLORIO, 1953. Short tail vertical grille; Bristol BS1 engine, body and mechanical parts in excellent condition; oil cooler, electric fan, wire wheels, Alfin drums; winner of Frazer Nash Annual Trophy 1968 and 1969; a thoroughbred road car that can compete in H.S.C.C. events with much enjoyment and increase in value every year. £1,500. Muirhead. Tel.: Bedford 59513 (home), Brixworth 279 (business). (7396)

ALVIS TE21. MINT CONDITION, 1965. Recently recellulosed chrome redone, new exhausts, top overhaul to engine, carbs. overhauled, brake pad recently replaced, Motorola radio, radials, twin spots (sep.), instrument panel and interior very clean. Tel.: 051-489 520. (7397)

GROWING FAMILY? MY 1966 RENAULT 16-cylinder, really fine specimen, for £525 or exchange your equally good M.G.A., Vitese convertible, Alpine, etc., plus cash. Hope Honey Head Farm, Honley, Huddersfield. (7398)

ASTON MARTIN DB3 SALOON, 1958. Overdrive, radio; M.o.T., 66,000 miles. British Racing Green. Opportunity to acquire investment example of classic model; exceptionally immaculate condition throughout. House purchase forces sale. £750. Tel.: 01-656 1432. (7402)

VOLVO 1800S, SUPERB 1966. WHITE. Wire wheels, overdrive, fogs, etc; fabulous Christmas present. £1,025. Ascoli. Tel.: Milland (Hampshire) 318. (7406)

FOR SALE—continued

ROLLS 20 H.P., 1928. CHASSIS WITH small limousine coachwork by Jack Compton circa 1938, in good order mechanically and bodily. £950 o.n.o. Tel.: Tunbridge Wells 29135. (7399)

BRISTOL 405. GREY BODYWORK WITH red hide interior; normal Bristol attachments; low mileage for age; M.o.T., taxed. £350. Gray, 2 Cowan St., Glasgow, W.2. Tel.: 041-339 1601. (7400)

BRISTOL 407. MOST CAREFULLY maintained car; close inspection and test will confirm outstanding condition and performance. £1,350. Tel.: Clevedon 3174 (evenings) or write: Box 2614. (7401)

INVICTA OPEN TOURER. ORIGINALLY supercharged, most original, but no original engine; requires restoration. £200. "Cambria" Pentywyn Rd., Deganwy, North Wales. (7403)

RARE SINGER LE MANS REQUIRING complete rebuild; virtually complete; all parts sound; spare engine. £50. Tel.: Fittleworth (Sussex) 274. (7404)

1925 BULL-NOSE MORRIS COWLEY two-seater, rebuilt to concours condition; professionally coachpainted and varnished; dark blue with black wings; runs exceptionally well; M.o.T. until April, 1971; photos available to genuine enquirers. £950. Please telephone Godalming (Surrey) 21758. (7405)

RARE 1933 STANDARD BIG NINE, WIL-son preselector; good condition. £60. Stevens, Dartford Corsley, Warminster, Wilts. Tel.: Chapmanslade 369. (7407)

ALFA ROMEO GT 1300 JUNIOR, 1970 (March) Maroon. Perfect condition. £1,500. Tel.: Pelsall 3546. (7408)

1½-LITRE 6-CYLINDER O.H.C. LE Mans Singer. Complete rebuild 700 miles; immaculate B.R.G. cellulose; highly polished mechanics, Scintilla Vertex, three S.U.s. Offers or will exchange with cash for Morgan or similar. Wildsmith. Tel.: Chesterfield 68186. (7409)

AUSTIN HEALEY 3000, 1961. OVER-drive, wire wheels; white/black; red interior; M.o.T. for one year; average all-round condition. £215. Tel.: Hubberts Bridge (Lincs.) 271. (7410)

"E"-TYPE JAGUAR 2 + 2, 1967. DARK blue. Heated rear window, chrome wire wheels, Dunlop SP Sports, radio, seat belts; unmarked bodywork; mechanically superb; an immaculate and faultless example of the perfect car. £1,500. Offers. Tel.: Dawlish 3604 (evenings). (7411)

SUNBEAM ALPINE, SERIES II. HARD-and soft-tops, overdrive, wire wheels, new tyres; very good condition. £275 o.n.o. Patricia Wildsmith. Tel.: Chesterfield 68186. (7409)

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1939 ROLLS-ROYCE Wraith razor-edge owner-driver saloon by James Young. Extensive mechanical rebuild. Finished in apple green.
1957 BENTLEY S.I. in velvet green over shell grey with dark green interior; major mechanical overhaul completed. A very excellent example with original registration book and history.
1937 ROLLS-ROYCE P. III touring limousine by Barker, excellent.

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2 Chester Close, Chester Street, London S.W.1.



1934 ROLLS-ROYCE 20/25 sports saloon by Freestone and Webb, elegantly proportioned with extended boot, fitted suitcases and side-mounted spare. Finished in embassy black, all original green hide trim and carpet. Just fully serviced, in exceptional and original condition.
1951 BENTLEY Mark VI Standard Steel saloon. Black coachwork, beige trim; just had major brake overhaul and complete service. Absolutely rust-free and realistically priced.



1952 ROLLS-ROYCE Silver Wraith by Hooper. Genuine mileage of under 40,000, classic lines, P.100 headlamps. Just completed major Rolls service. Mint condition in all respects.
1954 BENTLEY R-Type automatic Standard Steel sports saloon, first registered in 1954, 44,000 miles. Coachwork in embassy black, lined in gold. Interior trimmed in brown hide; original and virtually unmarked. Mechanically superb. The entire car is in unique order and fully serviced.



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Yes, it's a **SCOTT Flying Squirrel!** but it's my demonstrator so you can't have it. However, we will shortly be in the happy position to be able to offer a limited number of brand new 600-c.c. Flying Squirrels. These superb hand-built twin-cylinder, 2-stroke, water-cooled machines take approximately 2 months to complete and will be available only to special order at list price.

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FORD GT40.

Chassis No. 010. Mint condition. Successful race car never hacked around, it has latterly been converted and registered for road use. It still has Weberised full competition engine but has been refined to make a comfortable and tractable road car. Definitely a modern day 'classic'.



JAGUAR Factory Competition Lightweight 'E'.

One of four or five remaining of these all-mag. constructed cars. Rest of spec. as original, i.e.: Aluminium blocked, dry sumped, fuel-injected motor, ZF 5-speed box and diff. It probably has the most interesting history of any ltwt. It was 4th at Le Mans in 1964 and was officially timed at 174 m.p.h. on the Mulsanne straight. Whilst being just about the fastest and most handleable true front-engined GT car ever produced, it is a completely tractable and sane road car. Price on application.



1954 FERRARI Mondial.

This car should have arrived by this time. It was rebuilt at the factory a couple of years ago, and has covered little mileage since. Complete and full details on request.



1952 225 Mille Miglia Competition.

Reputed to be the Eracco Mille Miglia-winning car (?). This is one of the very rare early competition Ferraris. Undoubtedly the only one in the country, 2.7 V12 engine and competition 5-speed box, clothed in the prettiest of lightweight Vignale bodies with lovely bulbous lines and big petrol filler cap going thro' the rear window, big chrome Borrani, etc. In fact all the qualities required of the classic '50s sports/racing car. Concours condition.



ASTON MARTIN DB4 GT.

One of the 100 DB4 GT 2-seater short-chassis cars with 12-plug head, 40 DCOEs, etc. Mechanically superb (lots of bills from Astons to prove). The exterior of the car has just been resprayed to concours standard in California sage green, all brightwork rechromed. The interior has been completely retrimmed in the most sumptuous manner with white Connolly leather and contrasting Wilton carpeting. This car has to be seen to be appreciated.

Any part swaps, etc., or offers appreciated and considered. Stocks constantly changing please telephone DAVID MULVANEY at



ROLLS-ROYCE Phantom III open-drive limousine.

Our only yesteryear classic of really outstanding merit at the moment. Once again this car has to be seen to be believed as it is so hard to describe the aura of majestic glory and elegance that the car possesses. Specially commissioned and built for the Maharajah of Jaipur, it is believed to have done a little over 20,000 miles from new. Peacock blue over silver, with black glass to the rear, the highly ornate interior of this car identifies itself so completely with the style of the period.



£4,250. LAMBORGHINI Miura.

To all the enquiries, our LHD Lambo has arrived at last. No more need be said, just—first come—first served.



£2,295. FERRARI 275 GTB.

1965 Ferrari, red, with slot stereo; full history, in really beautiful condition.



£1,895. FERRARI 330 GT.

1964, silver, Borrani, etc. Probably the best in existence, absolutely superb condition.



£1,750. MASERATI Quattroporte.

1966. Most people consider this the most elegant modern day 6-seater saloon built. Metallic autumn gold with tinted glass, refrigeration, electric windows and aerial, etc.



£1,095. ASTON MARTIN DB5.

Sorry DB4 Vantage, very beautiful. In 1963, 50 or so transitional cars were built using the running gear of the DB4, with DB5 body shells. It is believed to have covered a very low mileage, indeed its condition exemplifies this. Immaculate in dark blue with red interior.

£950. 1964 JENSEN CV8. 8,000 miles, documented history. Webasto, slot stereo, etc. This car has been pampered all its life by two owners.



£725. 1964 ALVIS TE21.

We still haven't sold our Alvis. Auto-power, chrome wires, in navy. This special knock-out price is just about half the normal asking price for this model. Also a fab. '61 BRG Manual at £395.



In this category also is our ALFA 1600 Giulia SS above. We will take £650 for her. This car must be the bargain of the century, it certainly looks like £2,000 worth.



£365. PORSCHE.

This rather interesting car is a 1961 Porsche Super 90 Speedster, ex-Betty Haig. It is just about the fastest thing we have ever driven of this type and age. A rare and interesting car, perhaps a future Classic, at a modest price.



For the little people we have a matched set of Tiddlers Classics. 1928 Austin 'Top Hat' Seven saloon, really beautiful, £375, and our Nippy at £250.

At £475 we offer our ASTON MARTIN DB2/4. White with white interior, only two owners from new. Condition is fantastic, definitely not the usual run of the mill Aston.

CLEARING LINE CLASSICS: Standard Avon coupé, good goer, pretty shape, £175.

Jaguar 2½-litre d.h.c., would benefit from restoration, £150.

Two Model 'B' Fords from which one could make a very nice car at £50 for the pair.

For the little people we have a matched set of Tiddlers Classics. 1928 Austin 'Top Hat' Seven saloon, really beautiful, £375, and our Nippy at £250.

MORRIS MINI COOPER 'S', REGISTERED 28/11/1963. In excellent condition; never rallied; used as second car; many extras. Bargain. £275. Tel.: Newquay 4759 (7362)

1958 M.G. MAGNETTE ZA IN BEAUTIFUL original condition. Not pristine but well above average; lack of space forces sale. Old Farmhouse, Ash Priors, Bishops Lydeard, Somerset. (7364)

1964 (SEPT.) DAIMLER 2½-LITRE automatic; recent engine rebuild, new gearbox, tyres; extras include Motorola, h.r.w., reclining seats; v.g.c. Offers near to £525. Tel.: 01-794 5911 (before 10 a.m.). (7365)

PORSCHE 911, 1966, RED WITH BLACK interior; five-speed transmission, four-band Blaupunkt radio, l.h.p.; excellent condition. £1,950 o.n.o. Tel.: 01-485 7517. (7366)

M.G.-B GT, 1967; 31,000 MILES. BLUE. Overdrive, radio, heated rear window, burglar alarm, many extras. £875. H.P. available. Tel.: Chobham (Surrey) 8720 or 01-405 9222, extension 6487 (during business hours). (7368)

M.G.-B GT, 1967. B.R.G. OVERDRIVE, wire wheels, radio, radials. £875. Tel.: 01-578 0431. (7369)

JAGUAR 3.8 'S' TYPE, RECLINING seats, overdrive power steering, seat belts, etc. Reg. No. VA 34 is to be sold with the car. Colour: Royal blue. Price £595. Apply to: Thimblehall Garage, Lanark Rd. Tel.: 031-443 4989. (7370)

ALFA ROMEO 2.9-LITRE, EIGHT- cylinder, twin supercharged, long chassis coupé. Major rebuild carried out on engine. E. A. Reich, 13401 Lakeshore, Cleveland, Ohio 44110, U.S.A. (7371)

1949 TRIUMPH 2000 ROADSTER. AN investment at £220. Tel.: Lymm 4526, 111 Albany Rd., Lymm, Cheshire. (7373)

3.4 JAGUAR MK. II, OVERDRIVE, wires, radio, seat belts. A lovely car. £250. Tel.: Lymm 4526, 111 Albany Rd., Lymm, Cheshire. (7373)

SUNBEAM 90 MK. III, NAK 454, NOV., 1956. New exhaust system fitted, tyres almost new; mechanically sound, bodywork good; works manual. £60 o.n.o. Atkinson, 165 Hunsworth Lane, Cleckheaton, Yorkshire. (7374)

MERCEDES-BENZ 220S SALOON, 1963. Charcoal, Radio, etc.; good working condition; carefully driven. £600. Tel.: 01-794 2158. (7375)

1965 230SL MERCEDES ROADSTER with hard-top; Blaupunkt radio; in excellent condition. £1,700 o.n.o. Tel.: Darlington 61146 (between 6 and 7 p.m.). (7376)

DAIMLER, 1952, DROP HEAD COUPE. Handsome Barker aluminium body; excellent condition throughout. £400. 'Lindisfarne', Bircham Rd., Alcombe, Minchhead, Somerset. Tel.: Minehead 2061. (7377)

M.G. TA, 1938. M.O.T. UNTIL JUNE, 1971. Needs detail tidying; virtually original. £199. Martin, 138 Windy Arbour, Kenilworth, Warwickshire. (7378)

BRISTOL 406 IN EXCELLENT CONDI- tion and an almost perfect example of this very fine car; resprayed light metallic blue; red trim, original un worn carpets; new Avon tyres, new clutch, etc., maker's oil pressure. £775. Part exchange earlier Bristol considered. Tel.: Fosterdown (Godstone, Surrey) 631. (7379)

1948 LEA-FRANCIS 1.767 C.C. SPORTS. Completely rebuilt, rechromed, new hood, screens, tonneau. £400. Also another 1948 sports, dismantled, for spares or rebuild, almost complete; engine overhauled (bills £76). £140. Williamson, 3 Acacia Ave., Chaddle Hulme, Cheshire. Tel.: 061-485 3930. (7380)

1951 RILEY, 2.5-LITRE, BLACK, TWO owners. £90. Gordon. Tel.: Reading 82285 (after 6 p.m.). (7381)

E93A PREFECT, 1953, TWO OWNERS; exceptional bodywork and trim, good engine; M.O.T.; clutch needs attention; hence price of £50. Austin, Yew Tree Farm, Wimboldsley, Middlewich, Cheshire. (7382)

ROVER 60, P3, 1948, GOOD CONDI- tion throughout; taxed and tested; Reg. No. JOE 429. £140 o.n.o. 122 Balmoral Rd., Morecambe, Lancs. (7383)

BEAUTIFUL 1964 ALPINE, FACTORY reconditioned engine, newish radials, wood rim wheel, twin spots mirrors, etc.; exceptional condition. £395. Tel.: Watford 43135 (office hours). (7384)

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1960 ALVIS TD21 3-LITRE AUTOMATIC. Disc brakes, radio, heater, new tyres; silver/grey; fast, comfortable; M.O.T. taxed. £400. Tel.: Wimbeldon 4863. (7386)

ALFA SPURT GT, 1966, SUPERB EX- ample of this desirable 2 + 2; taxed, M.O.T.; could pass for 1969; £850 o.n.o. or exchange Rolls 20/25 or Ferrari (any condition). Tel.: Rhoose (Glamorgan) 432. (7387)

ASTON MARTIN DB6, 1969. DUBON- net/black; manual; limited slip; no p.a.v.; 23,000 miles; £3,300 or offers Mark Goodson. Tel.: Jedburgh (Scotland) 2278 (day), 2275 (evening). (7388)

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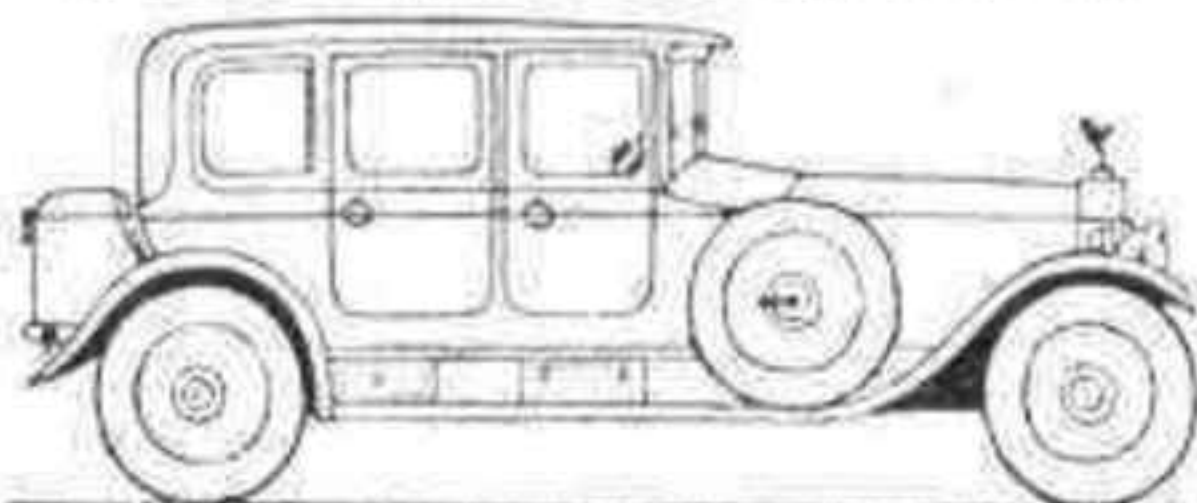
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1969 TRIUMPH TR6, in red with black trim, fitted overdrive, p.b. radio ... £1,345



1967 'E'-Type Plus 2. White with black trim, chrome wire wheels, p.b. radio; low-mileage example ... £1,475

1968 MARCOS GT 1600 (illustrated), Yellow with black trim sun-roof wire wheels, p.b. radio; low mileage ... £1,295



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1968 TRIUMPH Spitfire, in dark blue, with black trim, fitted wire wheels and radio; one owner from new, 23,000 miles ... £675

1967 Mk. II 4.7 SUNBEAM Tiger, one of the few genuine 4.7 Tigers in existence; dark blue, low mileage ... £1,050

1965 M.G.-B. B.R.G. with black trim, wires, overdrive ... £599

1967 TR4A, Surrey top. Red with black trim, wires, o/drive ... £849

1966 ALPINE. Dark blue with black trim, fitted overdrive. Exceptional car ... £589

1966 'E'-Type fixed-head (illustrated), fitted sun-roof, h.r.w. chrome wires, p.b. radio; white with black trim. A very fine example ... £1,275

1964 M.G.-B. Red with black trim, wires, radio ... £525

1967 TRIUMPH GT6. White with black trim, fitted wide mag. wheels, p.b. radio ... £689

1968 'E'-Type convertible. White with black upholstery, chrome wires, p.b. radio; 21,000 miles, one owner ... £1,749

1964 M.G.-B. B.R.G., black interior, o/drive, wire wheels; well above average ... £539

1967 TRIUMPH Spitfire Mk. III. Dark blue, black int. ... £560

1967 TR4A. Blue, one owner from new ... £765

1967 M.G.-B. Blue with black trim, fitted wires and overdrive. One owner from new ... £799



1967 LOTUS Elan S3 S/E (illustrated) drophead, in Porsche tangerine, k.o. wheels and radio ... £1,049

1968 GT6 (illustrated), Valencia blue, black trim, fitted wires; one owner ... £769

1967 M.G.-B. Black, fitted wire wheels ... £749

1967 HEALEY Sprite Mk. IV, 1,275 c.c., in B.R.G. with black trim. Low-mileage example ... £525

Plus 2 LOTUS Elan (illustrated), Red with black trim, p.b. Motorola. Nice car ... £1,325

FIPER. We hope by the time this ad. is read we will have acquired another one of these fabulous vehicles.

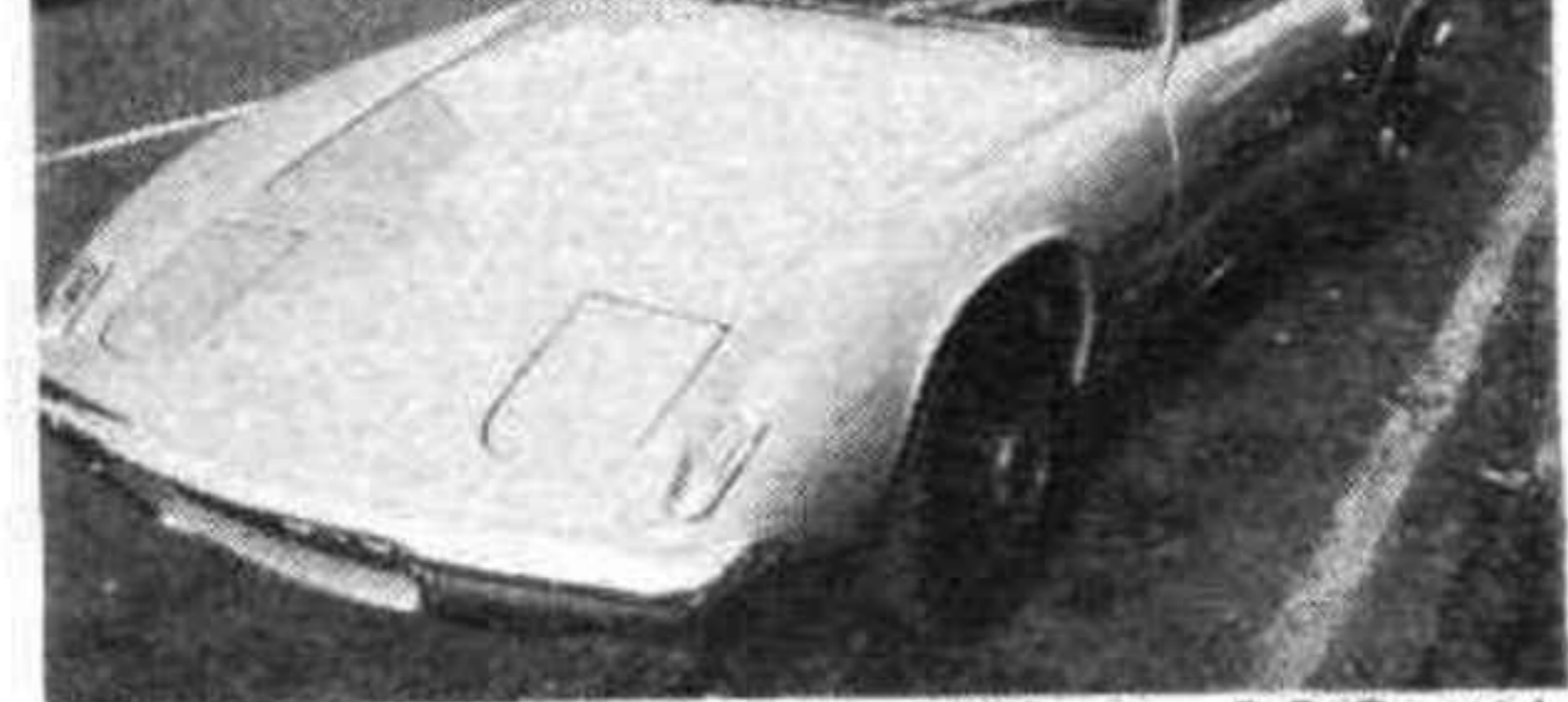
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1965 HEALEY 3000 Mk. III. Red, wires, overdrive, radio; nice example ... £745



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1966 M.G.-B. Red, black trim, fitted wires, overdrive ... £699

1965 TR4A. Blue with black trim, fitted wires, overdrive, radio ... £599

1964 SUNBEAM Alpine. Red with black trim, fitted wire wheels, overdrive. This car has to be seen ... £425



1966 HEALEY 3000 B.R.G., fitted overdrive... £799

1967 LOTUS Cortina, in blue mink with black vinyl roof; good mechanical history ... £695

1969 LOTUS Europa, in Bahama yellow; one owner, low mileage ... £1,325



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PORSCHE 912, JULY, 1966. BLUE WITH tan upholstery. Webasto roof; excellent condition and maintained regardless of cost. A fine example of this great car; genuine reason for sale. £1,500 o.n.o. T. Watkins, Oxshott, Surrey. Tel.: 01-874 9103 (days) Oxshott 2420 (evenings). H.P. could be arranged. (7348)

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FOR SALE—continued

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FOR SALE—continued

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FOR SALE—continued

SUPERB 2½ SS JAGUAR, 1949. THREE concours awards. A beautiful example of this now rare classic; maintained regardless of cost; any inspection welcomed. M.o.T. May, 1971. Nearest £300. Mr. J. Brown, "Rolls-Dene", Moss Rd., Askern, Doncaster. Tel.: Askern 768 (evenings). (7360)

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SUNBEAM TALBOT MK. II, 1952. MILEAGE 53,500; well maintained and in regular use. £165. 6 Granville Rd., Walmer, Kent. (7414)

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EXCEPTIONAL SCIMITAR, 1966. NOV.
Wire wheels, overdrive, radio, belts; beautiful condition throughout; fast; rustproof; economical. £745. Tel.: Coinbrook 2891. (7417)

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radio, Selectarides, undersealed, special seats, air horns, never rallied; one owner. £785. Tel.: 01-940 4921. (7419)

DAIMLER SP250, WITH "B" SPECIFI-
cation; extras: excellent condition; mountain blue, with wire wheels and Cinturatos. £465. Full details telephone Ashford (Middlesex) 51595. (7420)

LANCIA FLAMINIA ZAGATO 2.5, 1964; 40,000 miles; good mechanically; engine, clutch, gearbox recond., De Dion duplex discs, Webers, radio, new Cinturatos; classic aluminium-bodied 125 m.p.h. GT car. Exchange or £395. O'Brien. Tel.: 499 4841 (day) or 736 3419 (night). (7421)

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Cooper "S" estate car shortly available. Expensive Downton modifications provide vivid performance, including 20-110 in top on mild town cam; genuine Minilites, adjustable sub-frame and shockers, Cibies, contour seats, full instrumentation, factory soundproofed Motorola, inertia reel, elaborate anti-theft devices. This unique vehicle has covered 13,000 miles and is finished in highly-waxed red. Private sale. S.A.E. for technical data. £950. Part exchange possible. Brisbourne, 4 Browning Rd., Fatcham, Surrey. (7422)

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LOTUS ELAN, 1965, S2 S/E CONVERTI-
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LEFT-HAND DRIVE M.G.-B GT. SEPT., 1968. Yellow/primrose; radio, wire wheels, undersealed; very good condition; one careful owner. £850. Tel.: Waterlooville 53376 (after 5 p.m.). (7425)

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mileage, 1967. Radio, reclining seats; offered in exchange for good Volkswagen due to loss of garage. Apply: Smith. Tel.: 01-352 0625. (7427)

ALVIS TA14, 1947. RARE SALOON BODY
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LOTUS 7. REBUILT TWO YEARS AGO.
Excellent body, mechanics; weather proofing. Cortina engine; owner gone abroad. £350. Mike. Tel.: 571 0166. (7429)

LANCIA GTE SEDAN, OCT, 1969; 20,000
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ALVIS SPEED 20 V.D.P. TOURER. IM-
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gine; 23,000 miles; just overhauled by agent; rest S90 specification; new XASs, new heaters, recent respray, Blaupunkt radio with shortwave adapter; excellent condition throughout; l.h.d., hence £450. Tel.: 051-228 3137. (7435)

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Series, 2,500 c.c., 1946, Superleggera Turismo. All-aluminium body by Touring of Milan; 18 in. k.o. wire wheels; handbook; M.o.T.; excellent condition. £475. Tel.: Clendon (Surrey) 628. (7436)

FOR SALE—continued

SUNBEAM STILETTO, 1968. GOLD/
bronze. Excellent condition; taxed. £525 o.n.o. Tel.: Dronfield 3229. (7434)

"E"-TYPE 4.2, 1967. CONVERTIBLE.
White. Chrome wire wheels; bodywork perfect, mechanically sound. Must be sold. £1,450 o.n.o. Mr. Sweet, Buller St., Felling, Gateshead 10, Co. Durham. Tel.: Felling 692679 (day), Whickham 881028 (night). (7437)

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One family since new; chauffeur maintained and driven; Mulliner coachwork, original paintwork, sleeve-valve engine and crash gearbox; concours condition; long M.o.T. £1,000. Box 2616. (7438)

1930 MORRIS OXFORD SIX. ONE
owner since new; chauffeur maintained and driven; in concours condition; long M.o.T. £600. Box 2617. (7438)

"E"-TYPE JAGUAR F.H.C., 1963. PRIM-
rose with black stripe, black interior; chrome wire wheels, new Cints. Must be seen to be appreciated. £850. Tel.: Christchurch (Hants.) 2396 (daytime). (7439)

ELVA COURIER MK. IV, "T"-TYPE.
1965. This very rare (seven in England) and extremely fast car is in fabulous condition; one owner and stored for the last two years; it has done only 45,000 miles. £575. Offers or exchanges. Thomson, Church Stile Cottage, Woodbury, Devon. (7440)

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petition prototype; aluminium body; light; very fast; 327 Lola Chevrolet V8; exotic man's car, 28,000 miles; two-slot tapes and radio. £3,000. Tel.: 01-723 1531. (7442)

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British Racing Green. Wire wheels, overdrive, Motorola radio, tonneau; many extras, including quartz Halogen head, fog and spot lamps, new hood. £750 o.n.o. Tel.: Workspoc 5803/3344. (7443)

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trim; fitted radio, racing mirrors, oil cooler, SP58 radials on wire wheels; excellent personal transport; now used daily; taxed Feb., 1971. £775. Box 2618. (7446)

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("H" registered); l.h.d.; immaculate and black; radio, Borrani wheels; engine, brakes recently overhauled; new Konis. Must sell, so nearest £700 secures. Tel.: 723 9183 (evenings), Brighton 32344 (weekends). (7450)

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Good body, replacement engine, recarpeted, four good tyres, new battery, new fuel pump. A sound and well-kept car for £155 (passage paid to Weymouth). Also 1961 VW, ex-Belgian; l.h.d.; three owners; English tax paid; four radials; recent 1300 engine, twin spot lamps, reversing lamp; good respray (red); excellent interior. £160 (passage paid to Weymouth). Fractor, "Seaview", 6 South Pier, St. Helier, Jersey. (7453)

1965 TIGER. H/S-TOPS; MANY EXTRAS;
excellent condition. £675. Tel.: 01-858 3703. (7455)

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ASTON MARTIN DB2/4 MK. I, 1954.
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FOR SALE—continued

M.G.-B GT, 1967, "F", WIRE WHEELS,
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XK150, 1959, AUTOMATIC F.H.C. EYE-
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very attractive condition. £350. Tel.: 01-952 6143. (7469)

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works team car. Peony red. Brakes relined, radio and every extra; taxed, M.o.T.; original and absolutely first-class condition. £495. Tel.: 01-769 8208. (7590)

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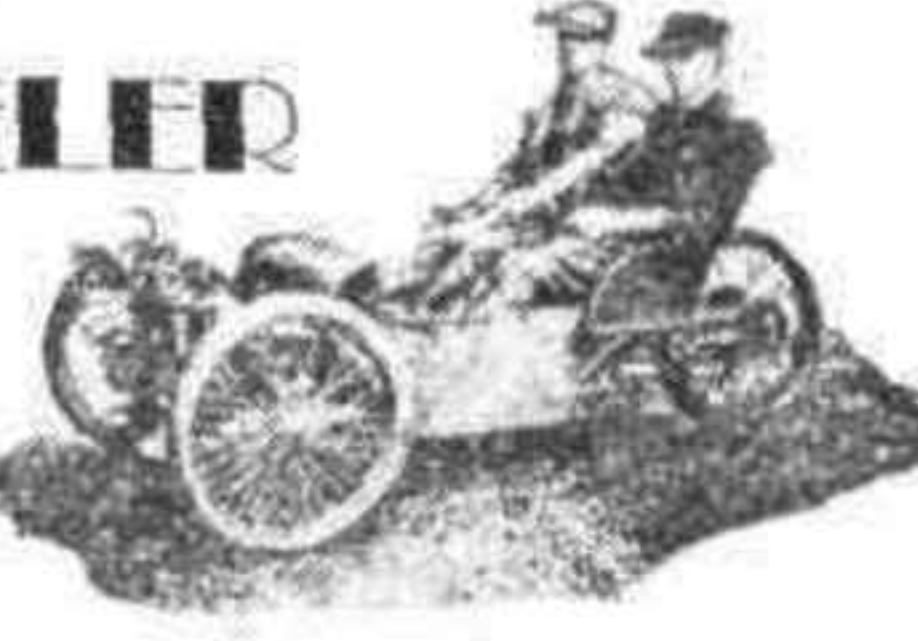
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SMG with low or interesting number. Also DMG with low or interesting number. Contact Mr. K. B. Bradbury, Gunn (JCB) Limited, Atalantic St., Altrincham, with details of lowest price. Tel.: 061-928 2095. (7254)

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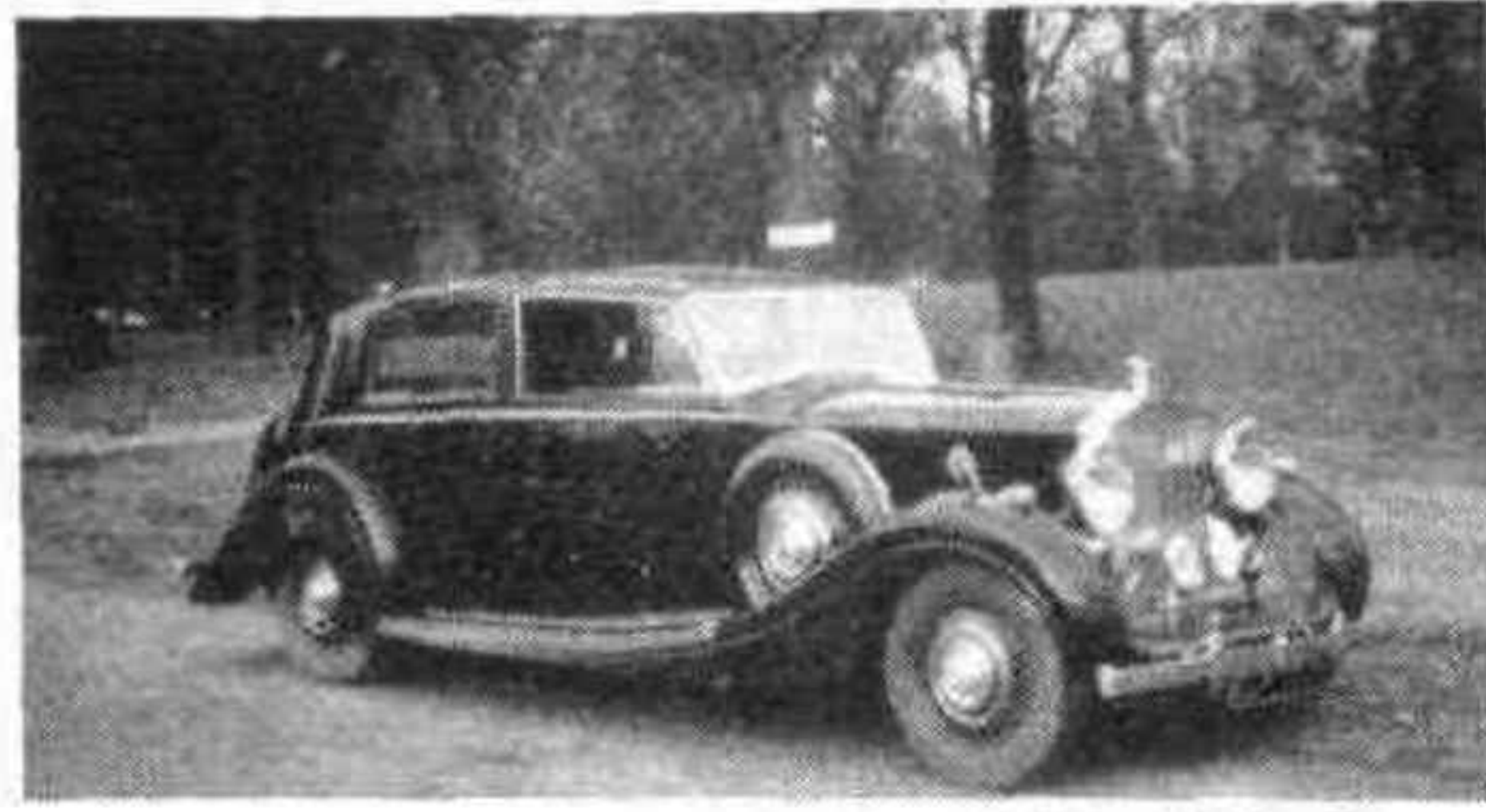
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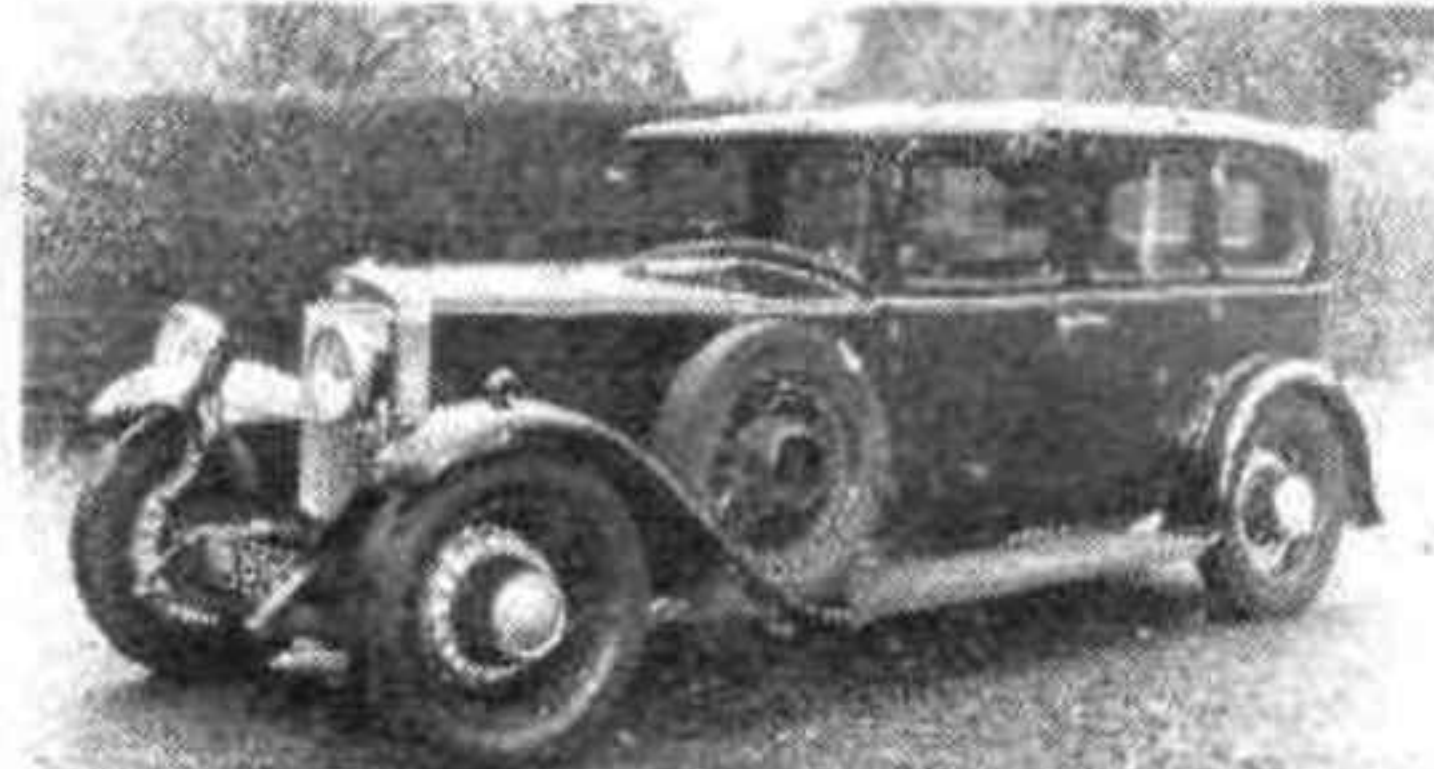
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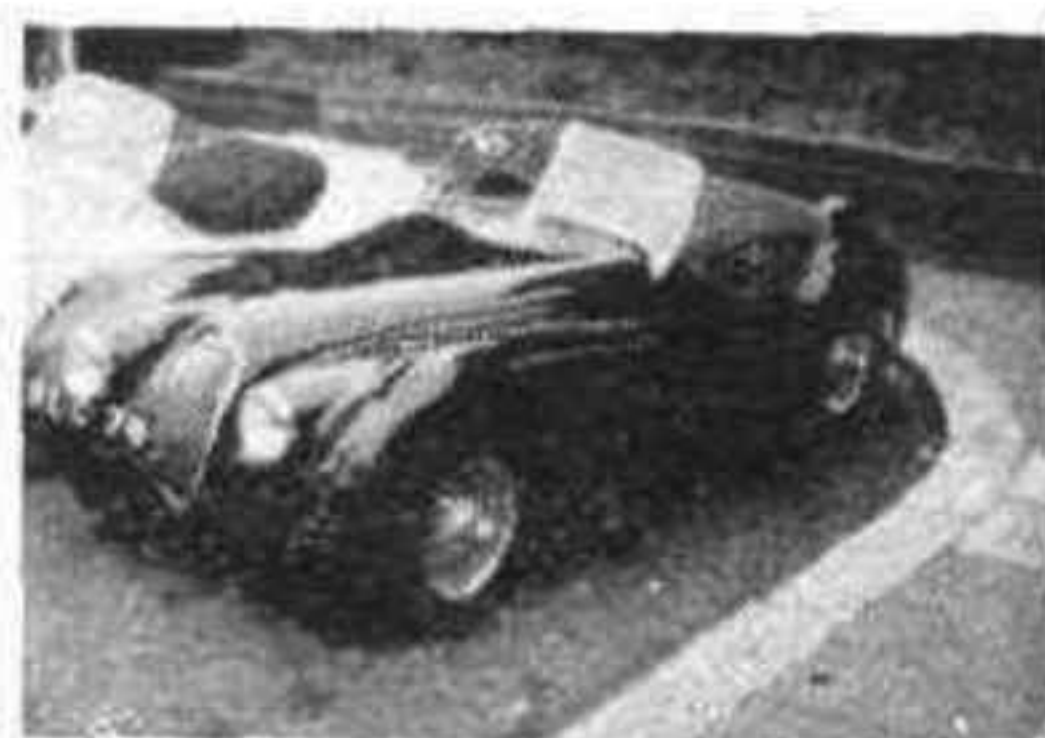
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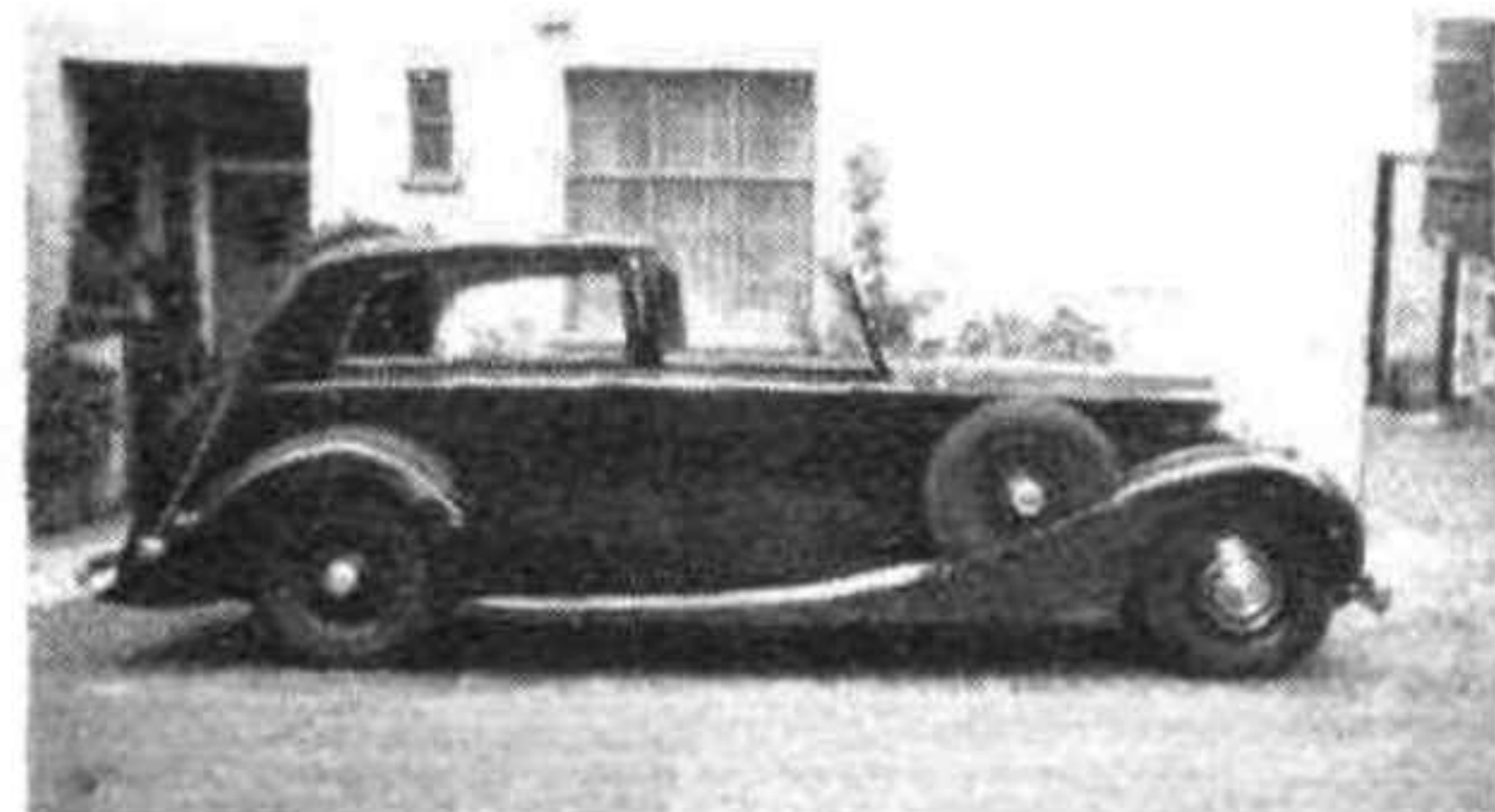
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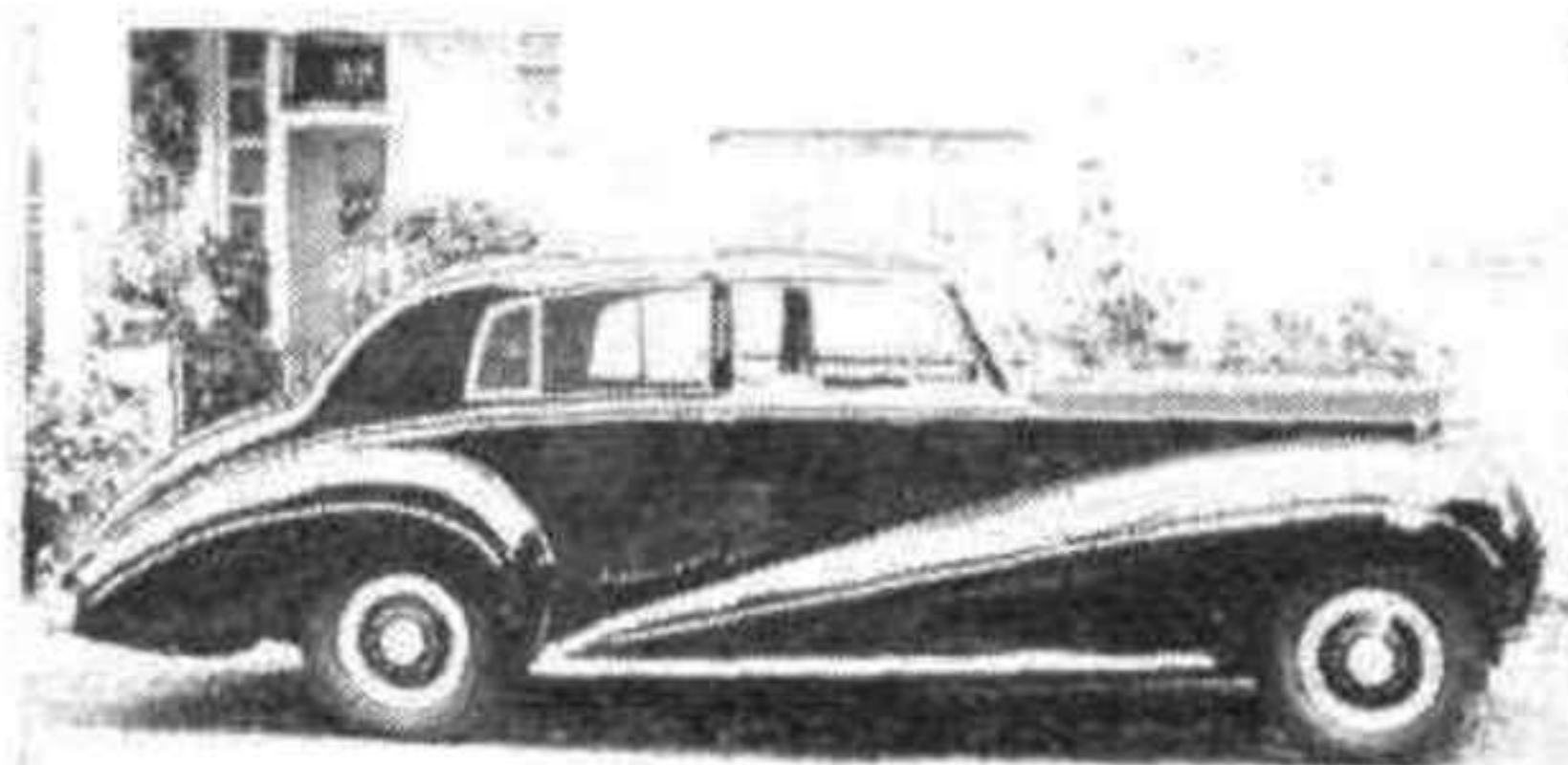
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1939 ROLLS-ROYCE Wraith sedanca de ville by James Young. New paintwork, recent engine overhaul; very rare model.



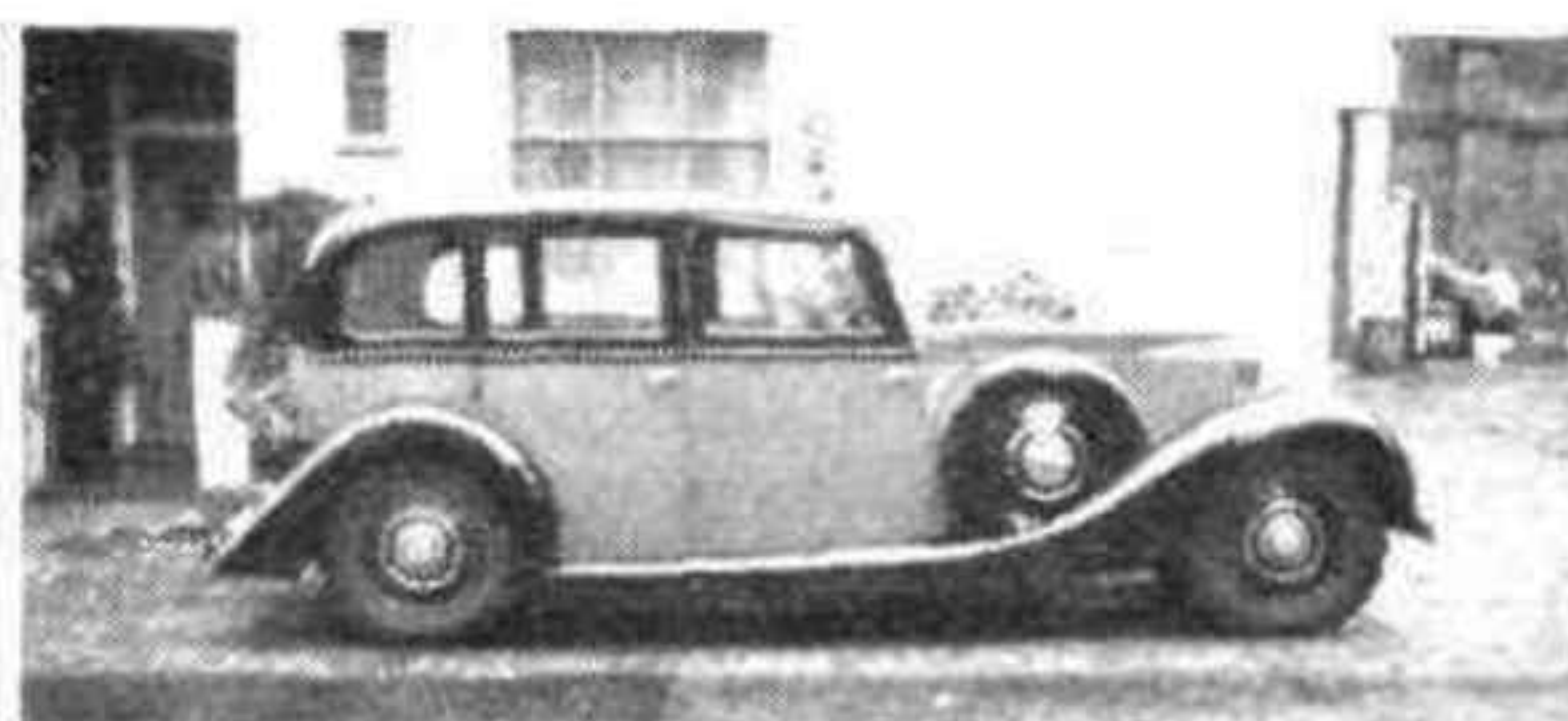
1927 ROLLS-ROYCE 20 f.h.c. by Cooper. Interesting coachwork and good chassis.



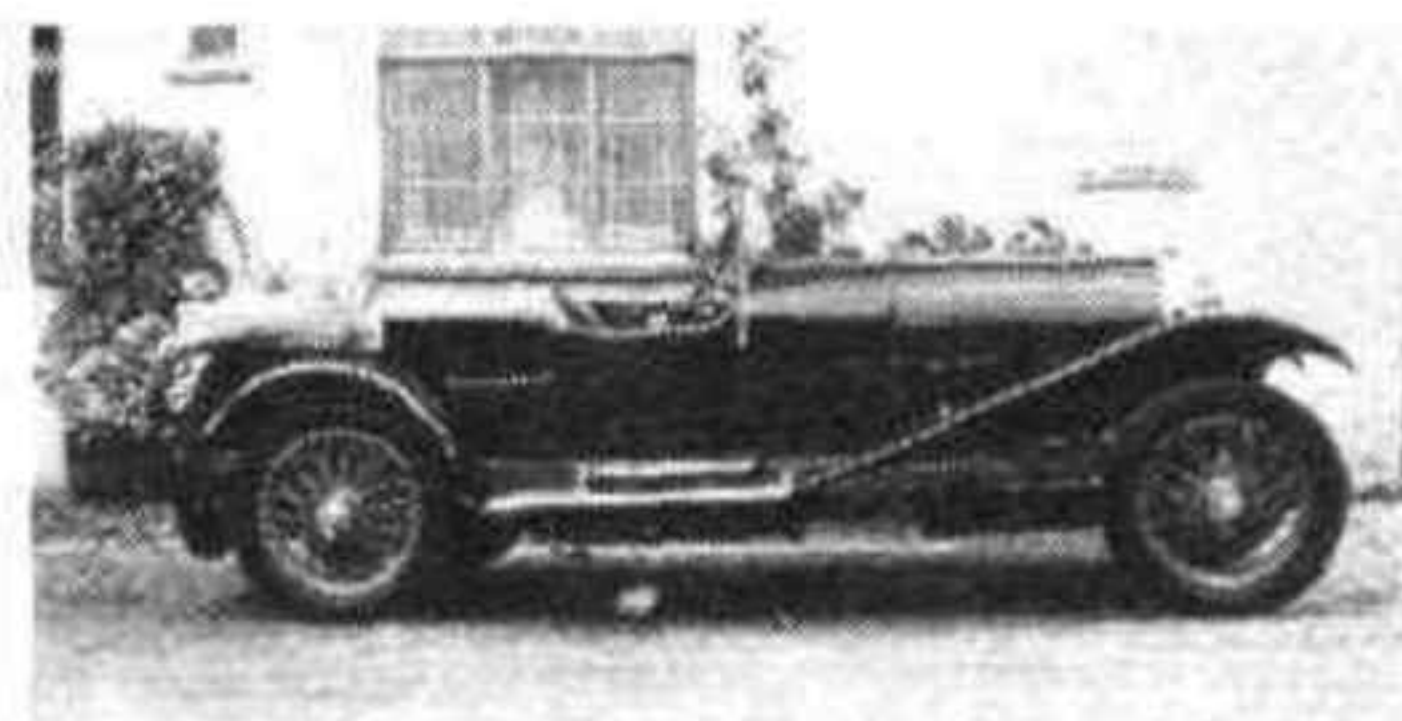
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LOTUS Elan, Special Equipment, 1969, drophead. Finished in yellow with black interior. Extremely attractive car..... **£1,349**

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In excellent condition. Cash transaction.
Photographs and full descriptions must ac-
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engine, block, head, starter, dynamo, rear
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WANTED: ALVIS 1929-1930 SILVER
Eagle 16.95 h.p. Any condition considered,
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Full details, with price, appreciated. Box
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ASTON MARTIN 2-LITRE ENGINE
circa 1938, prami irons and linkage for
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57 MM. WOLSELEY HORNET SPECIAL
piston, 36 mm, compression height, plus
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Also new or nearly so 5.00 x 19 Dunlop
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Also extensive quantities post-war 3½
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pump, Ducellier acetylene headlamps;
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hard-top, good Cinturatos, beautiful gear-
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folds. Offers. Enquiries: Walker, Ivy Cot-
tage, Kimcote, Rugby. Tel.: Lutterworth
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complete, £40. M.G. TF wire-wheel, bolt-
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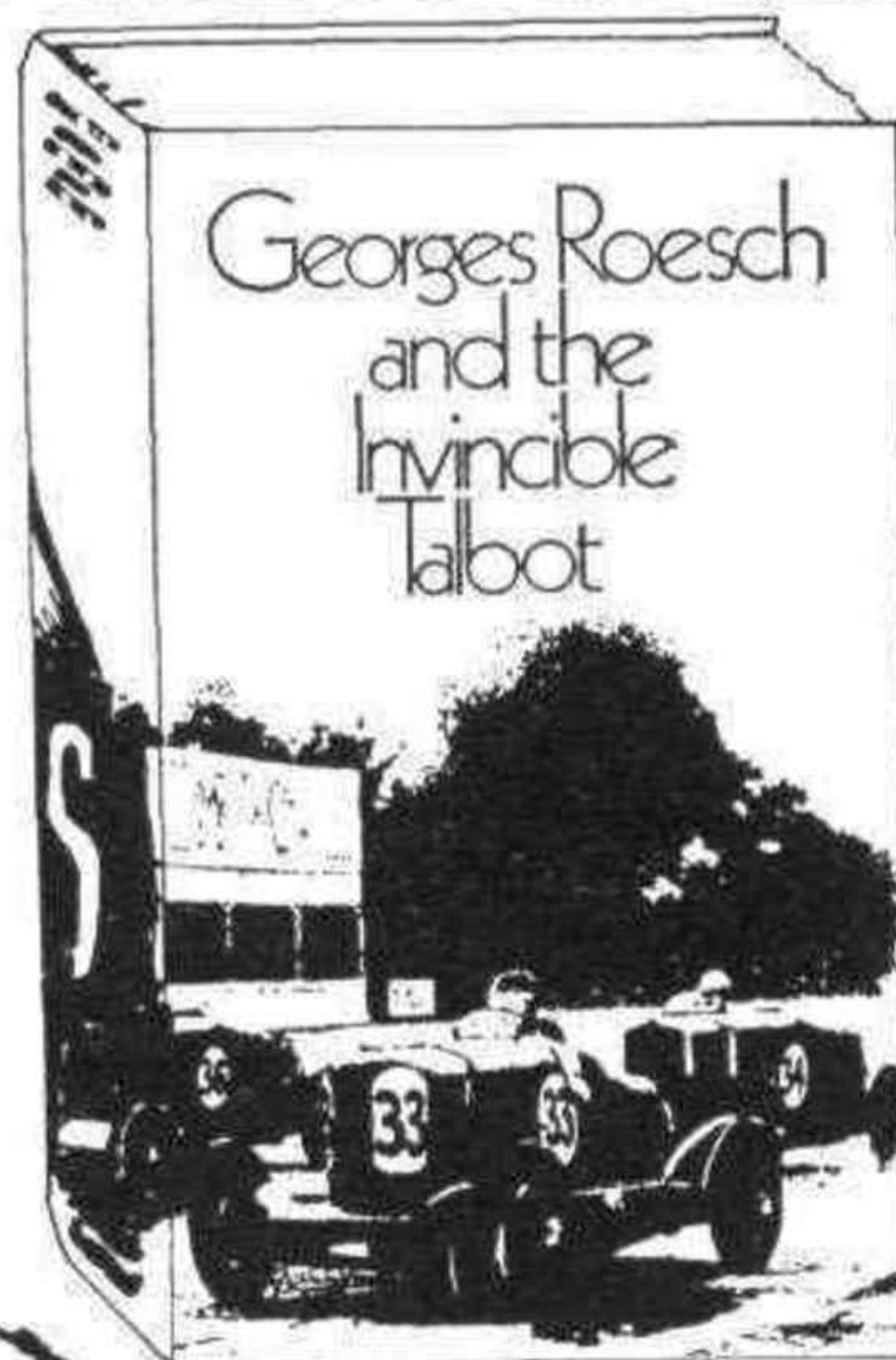
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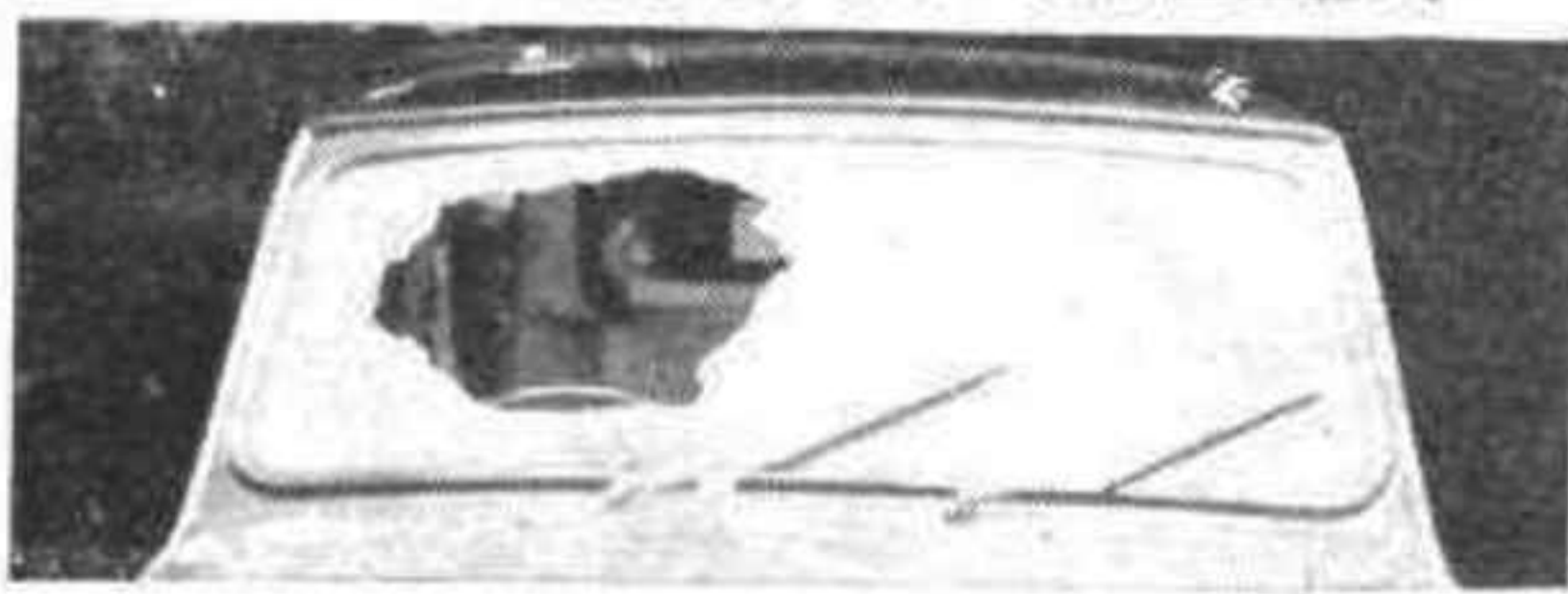
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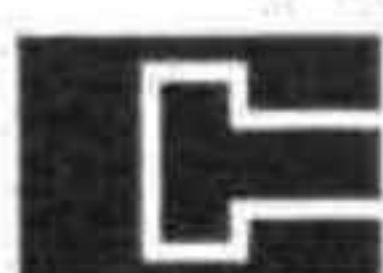
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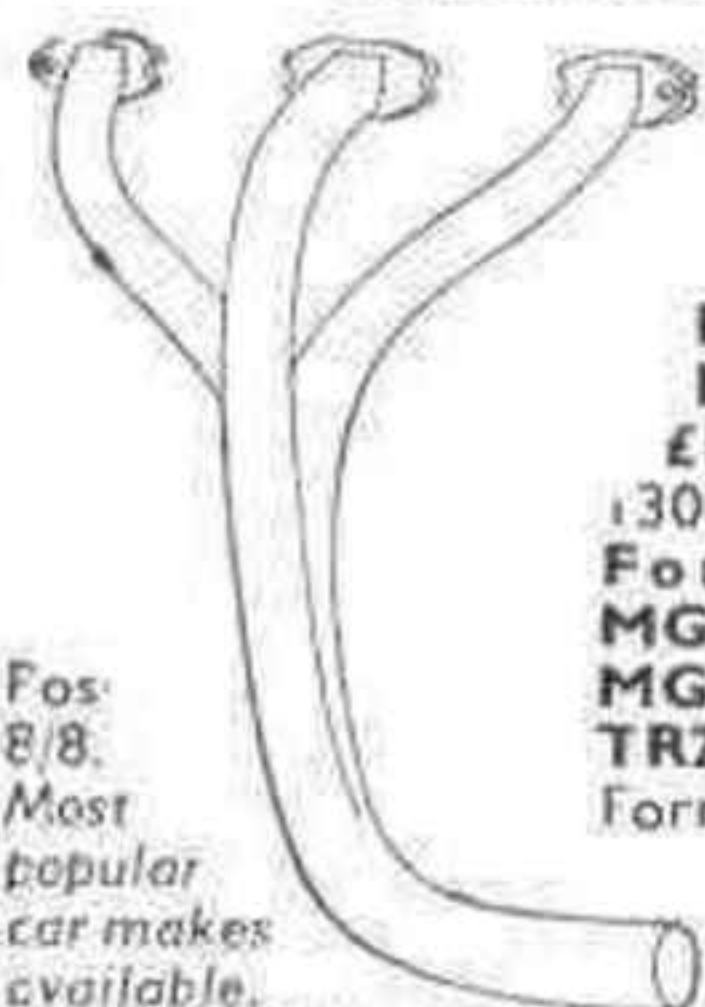
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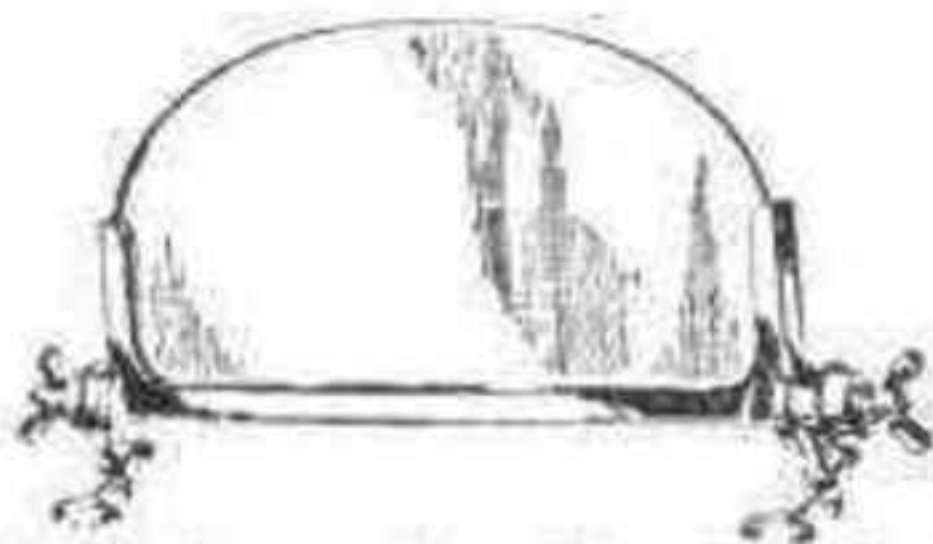
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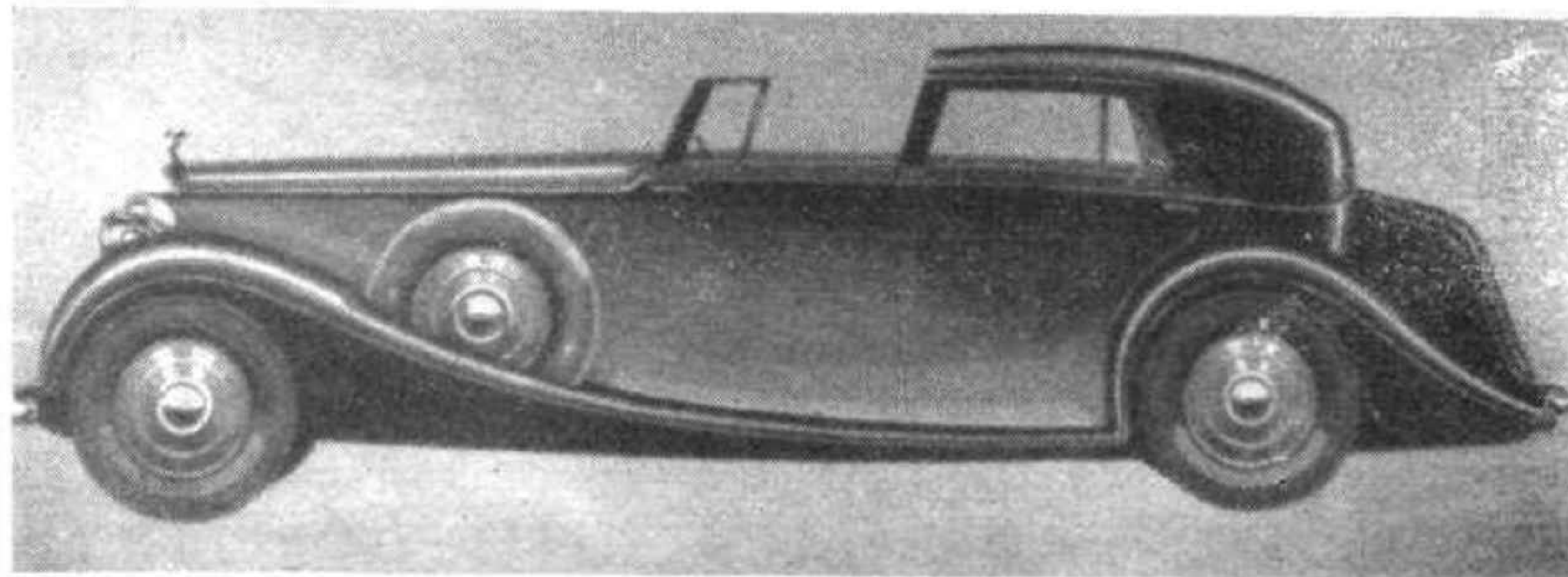
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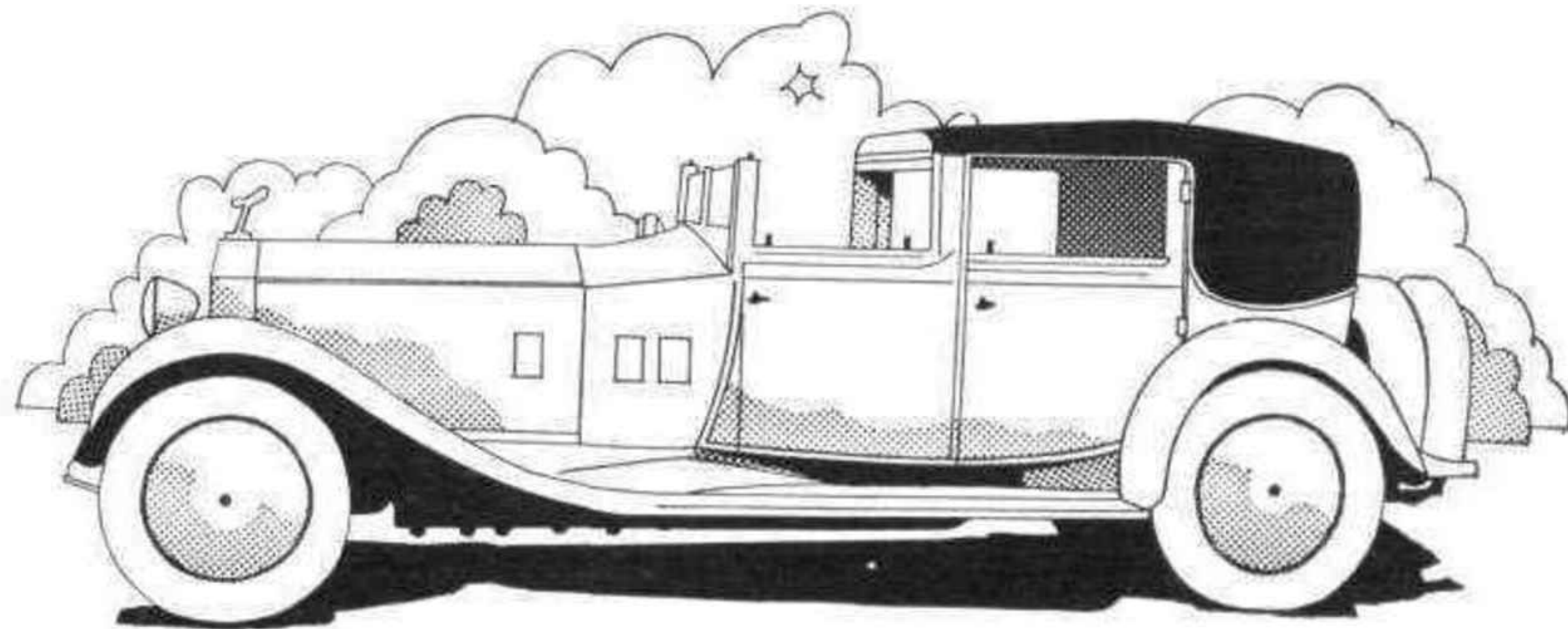
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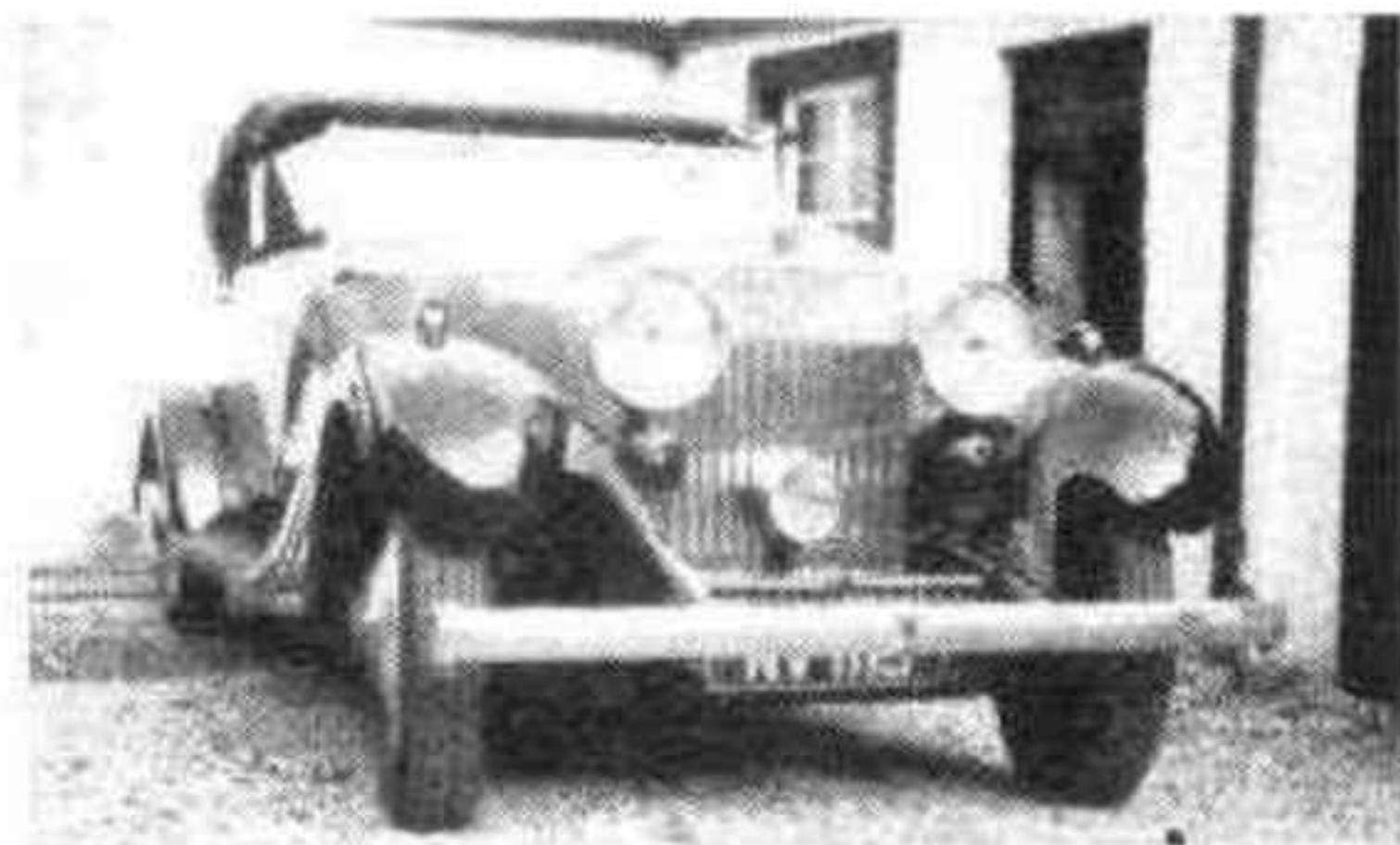
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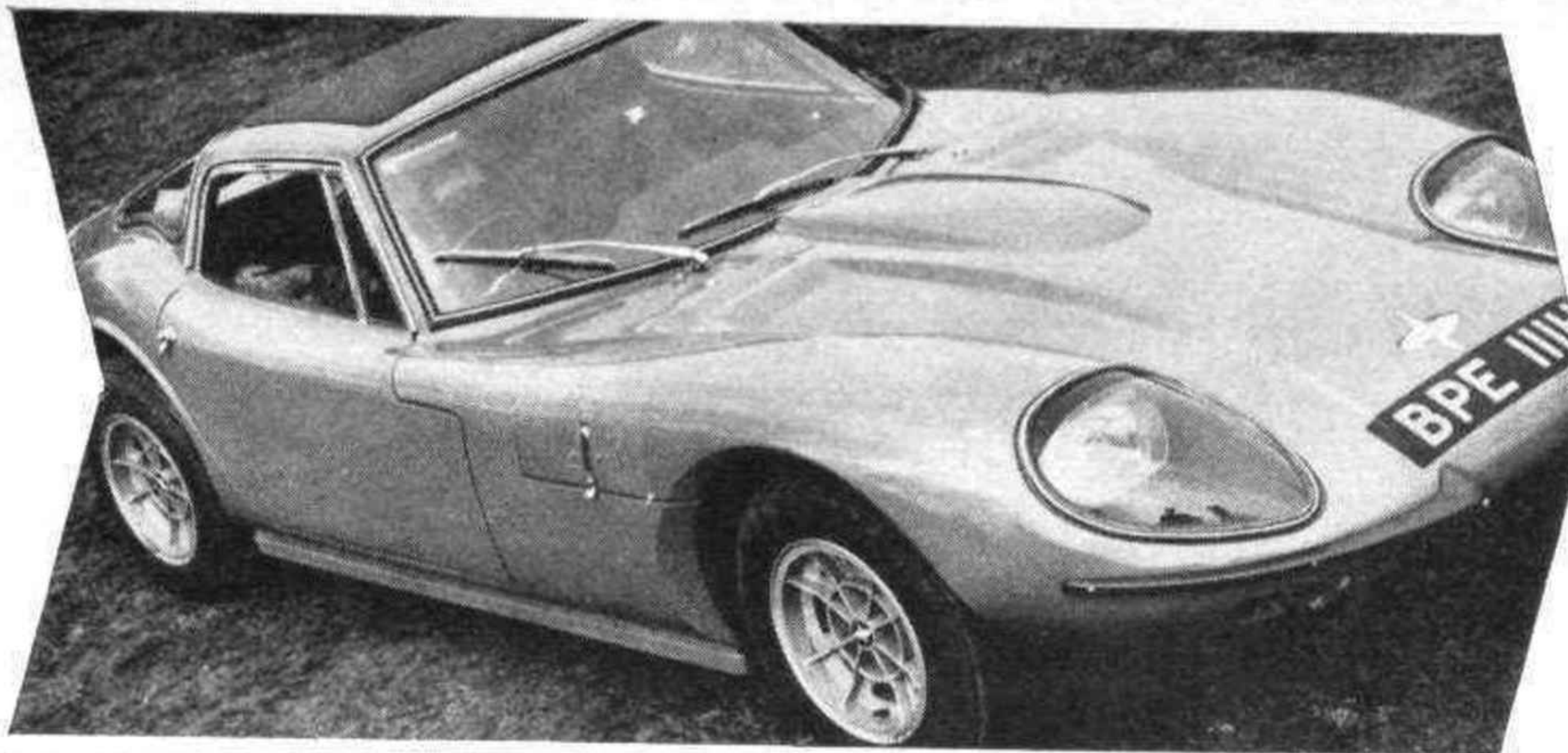
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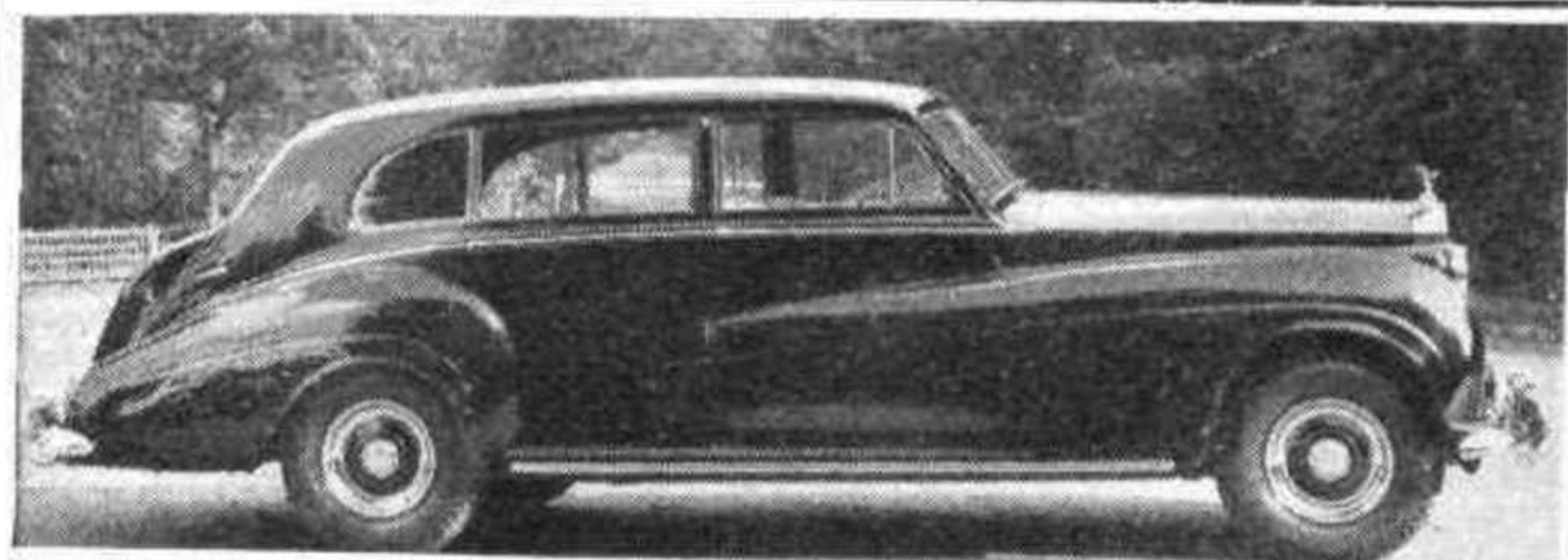
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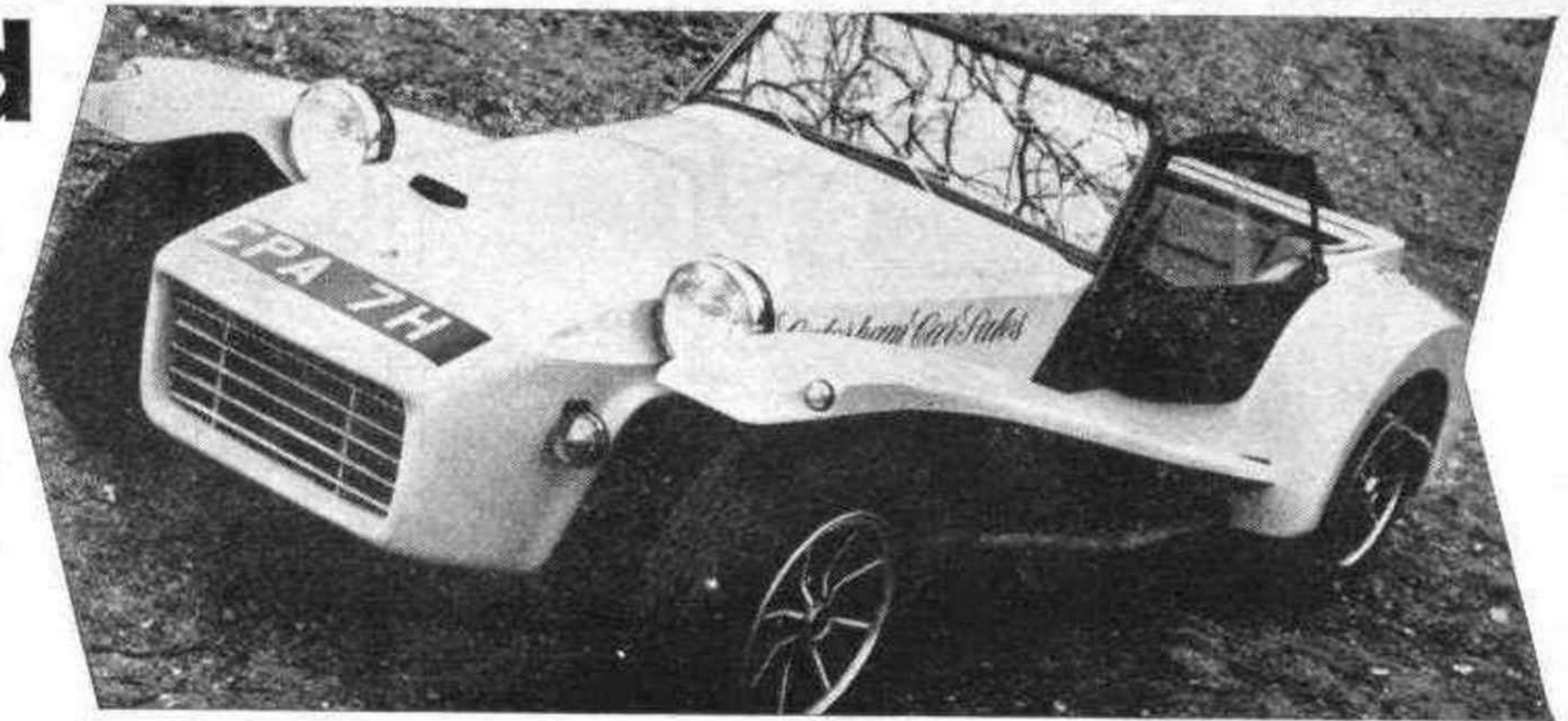
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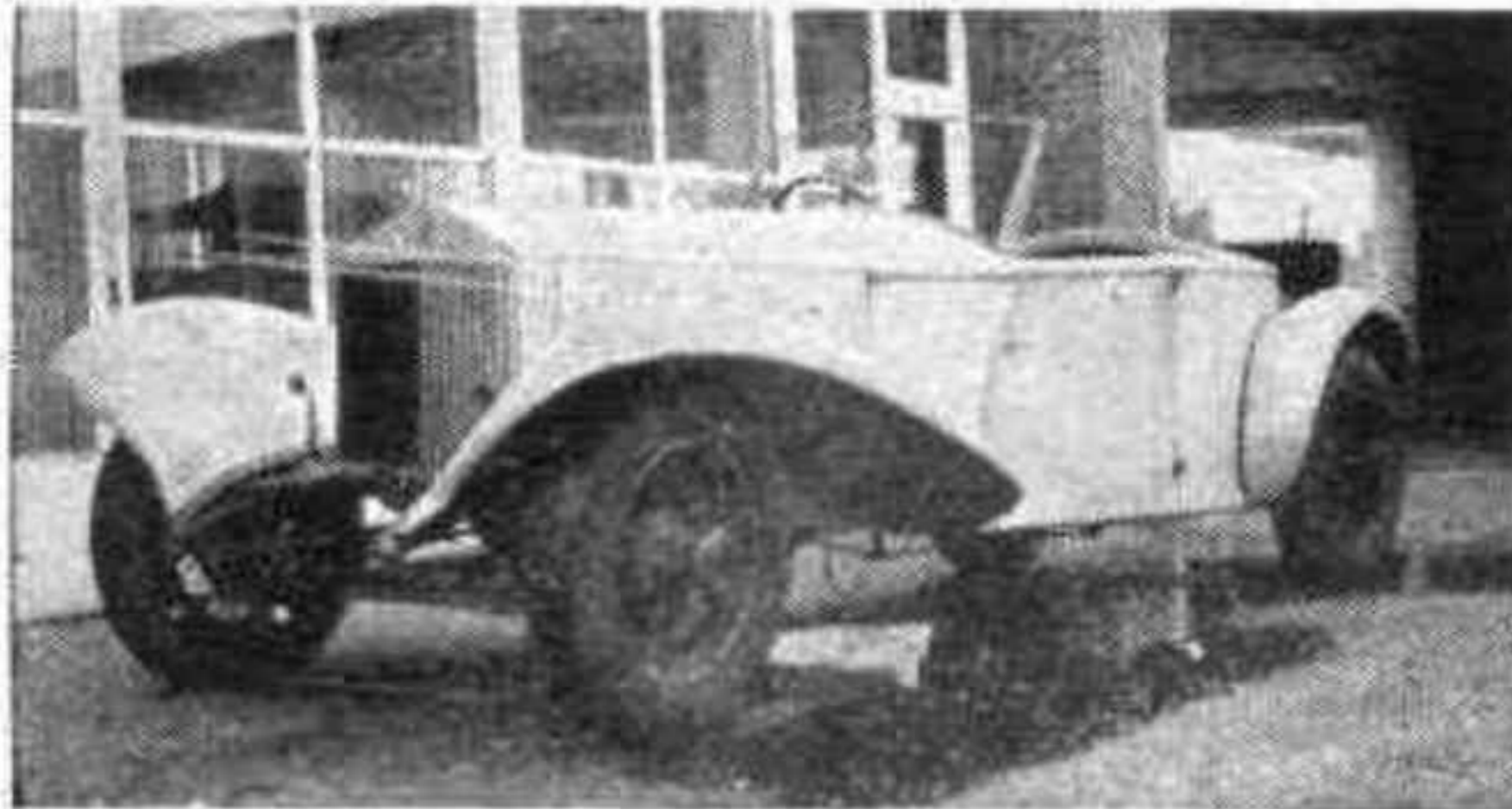
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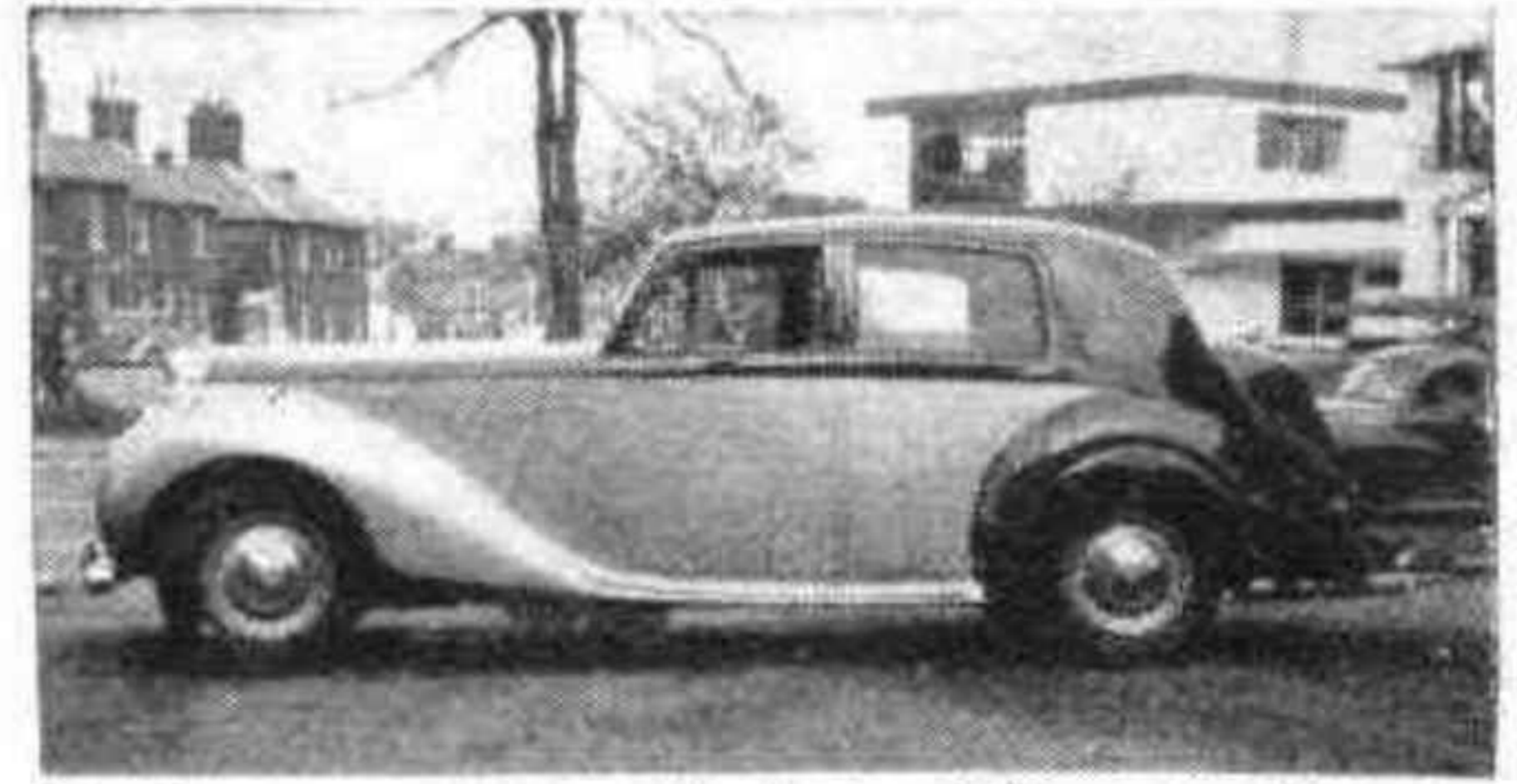
(Left) ROLLS-ROYCE Phantom I—all-aluminium light-weight 2/4-seater coachwork built circa 1947 and never completed; needs glass, trim, hood and painting; chassis is very sound, with a new exhaust system, new tyres and a rebuilt radiator; also a very fine pair of Grebel headlamps (not shown); this is not a "replica" but a well-proportioned and distinctive "one-off" of excellent construction; given time we will complete the renovation, but will consider sensible offers for the car "as seen".



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(Left) 1915 STUDEBAKER tourer, V.C.C.-dated, black and yellow paintwork with original black leather trim, comparatively new hood and weather equipment, all original lamps, instruments, etc., electric lighting and starting; a thoroughly practical and trouble-free car and ready to use. £1,750



(Right) BENTLEY Mk. VI, 1948, maroon and grey, grey interior; very rust-free, on excellent tyres and a very much better-than-average Mk. VI, hence we make no apologies for the price of £375

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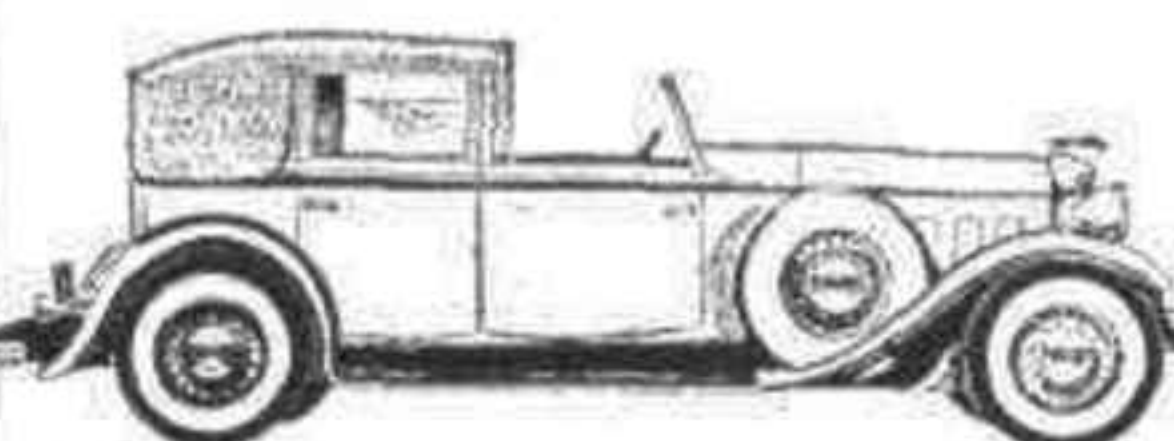
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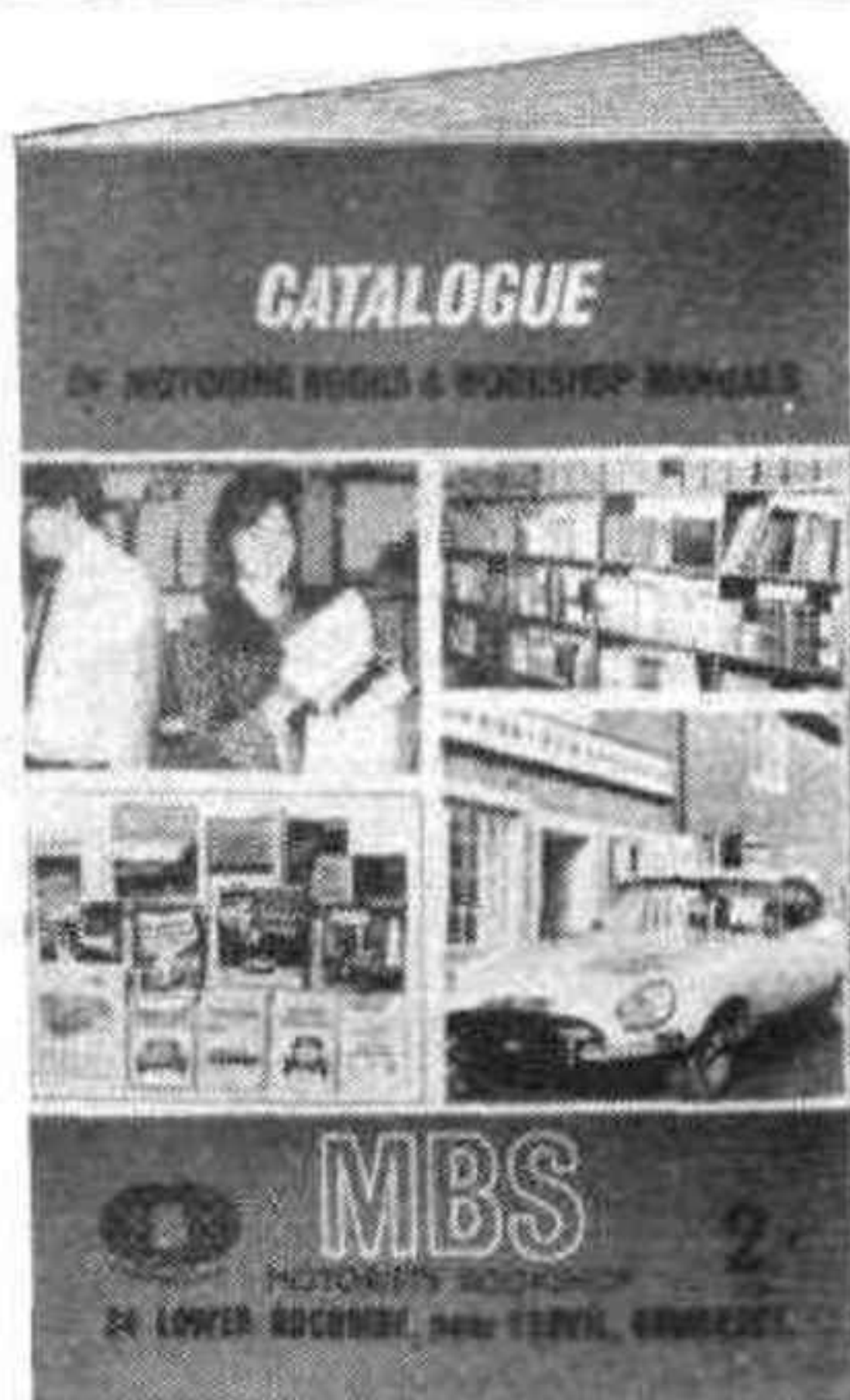
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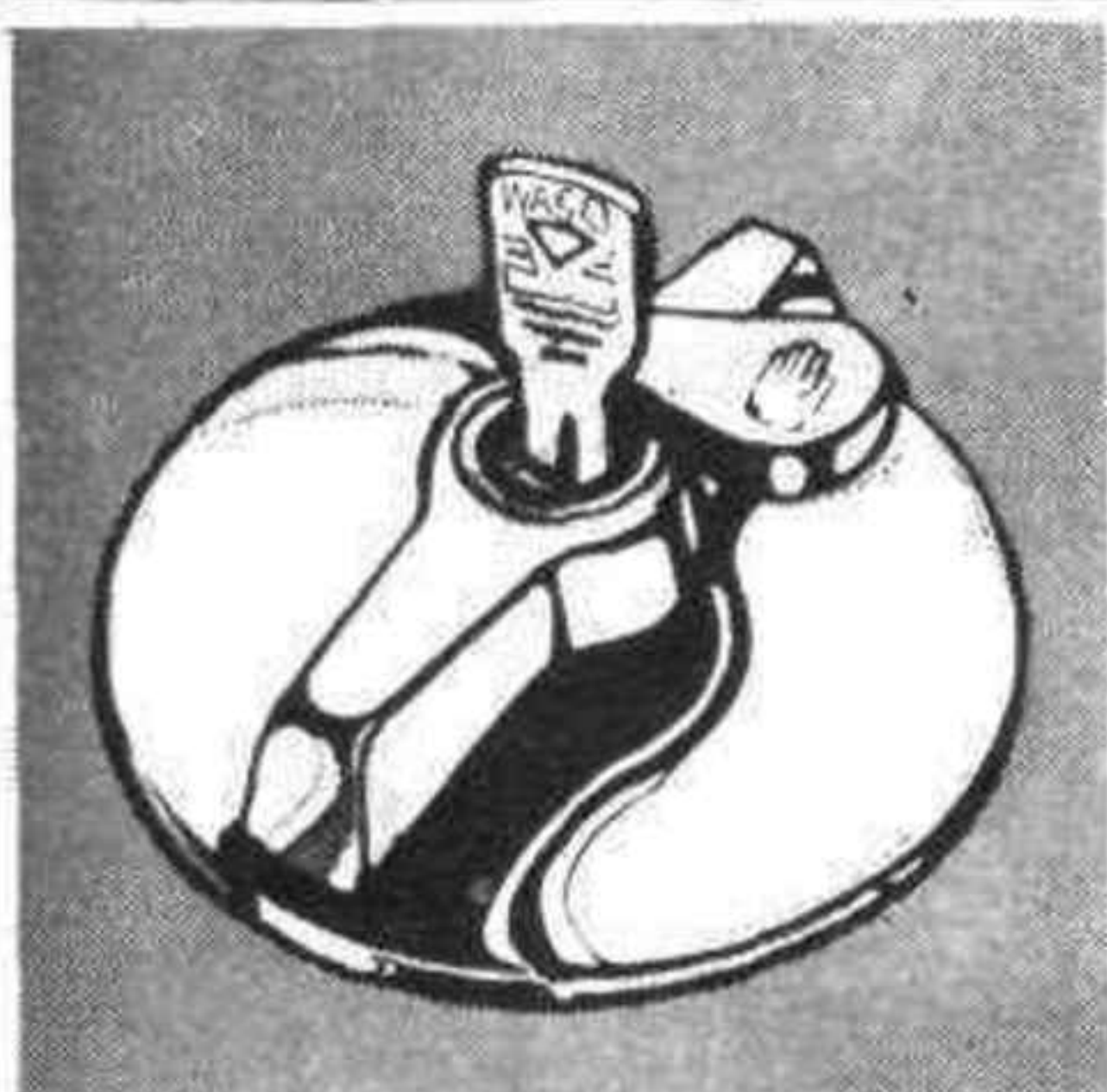
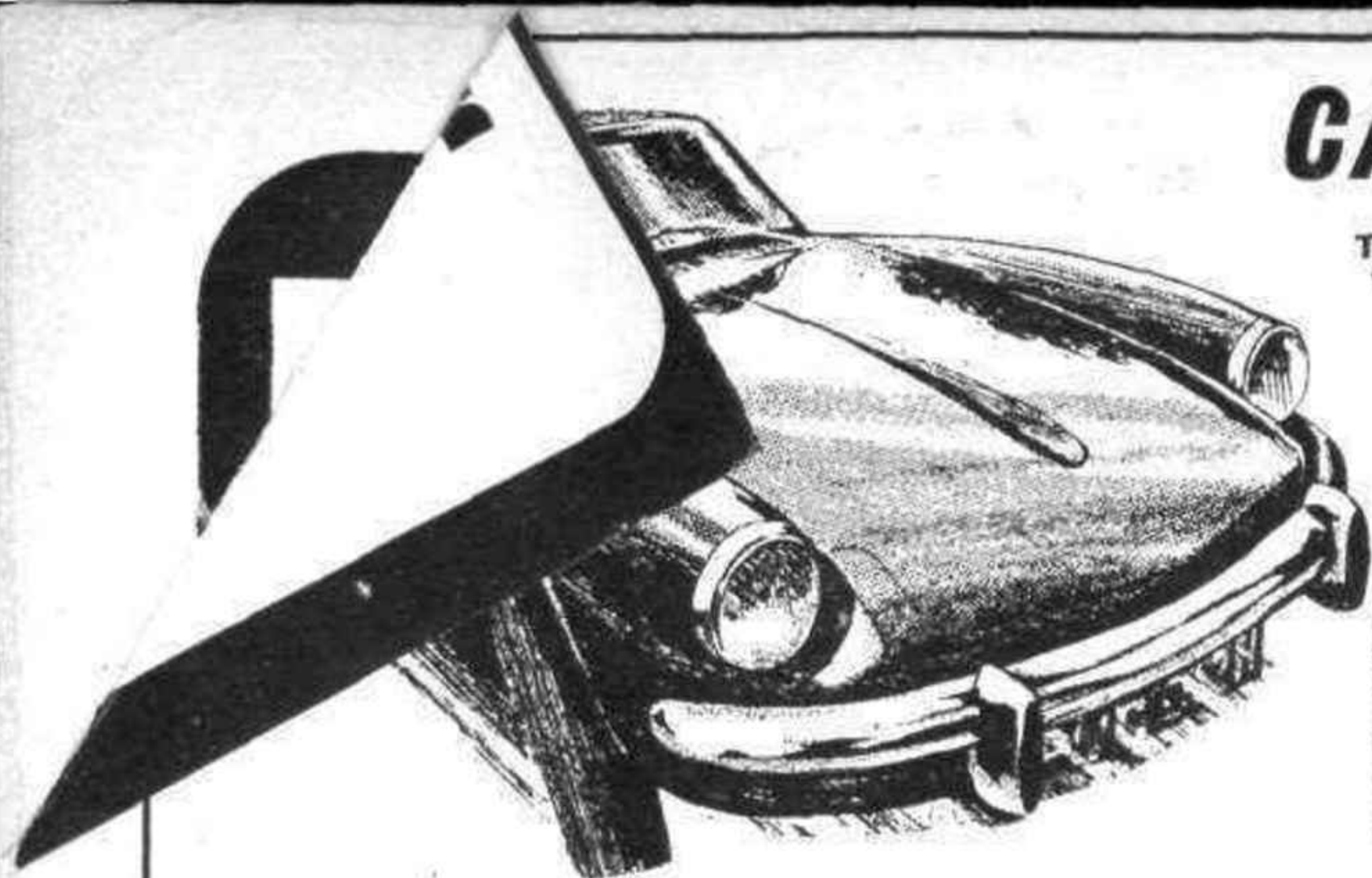
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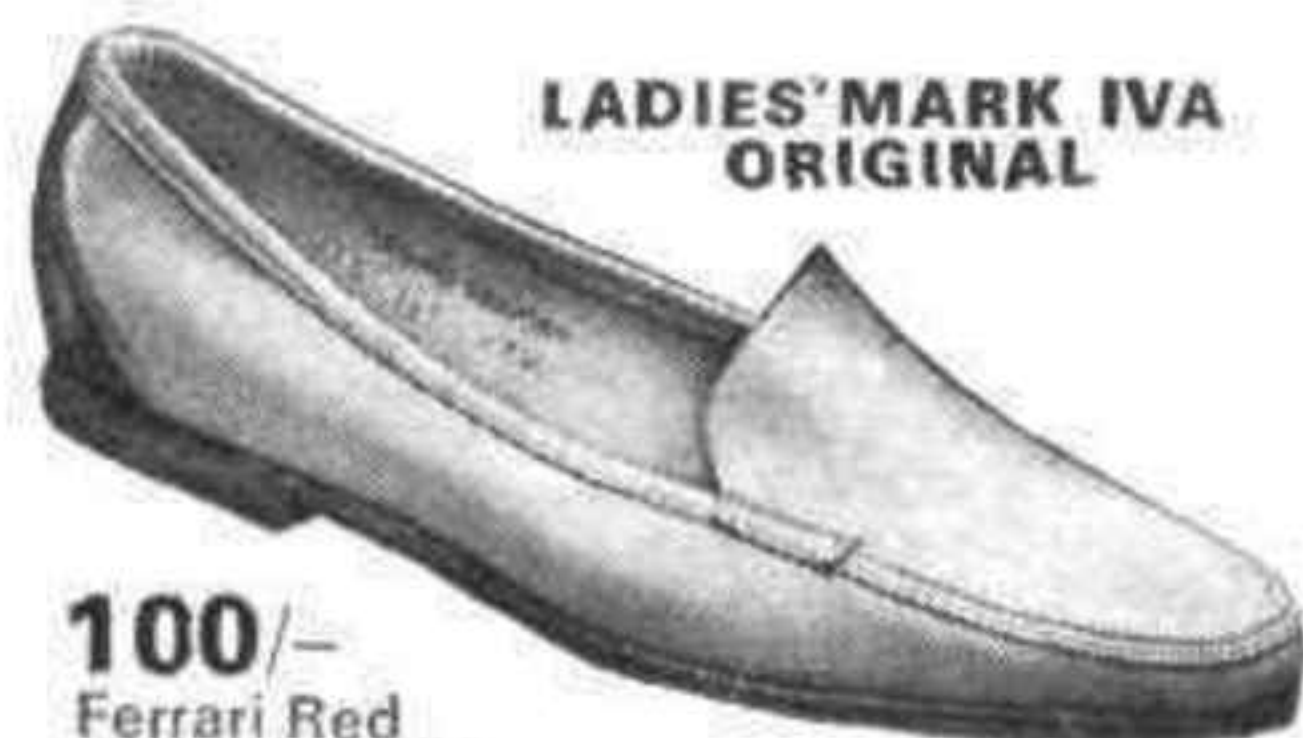
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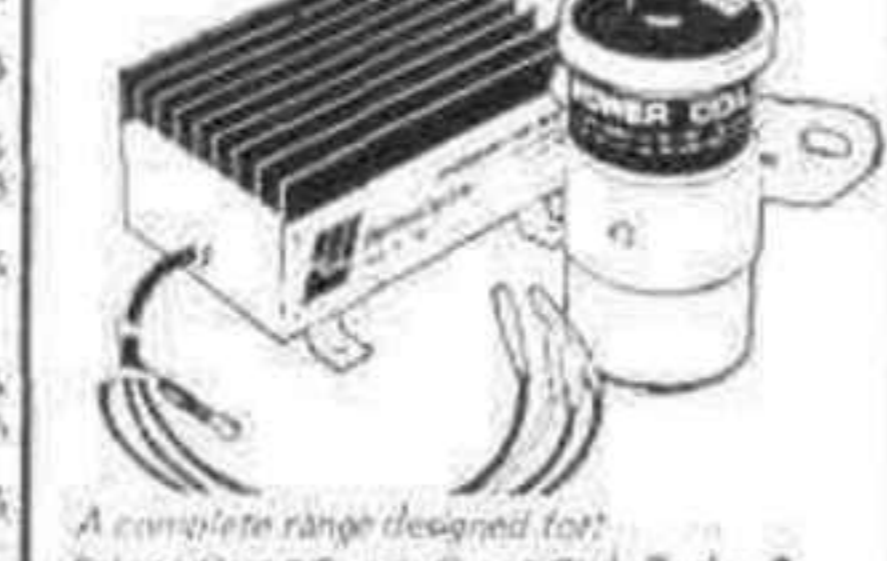
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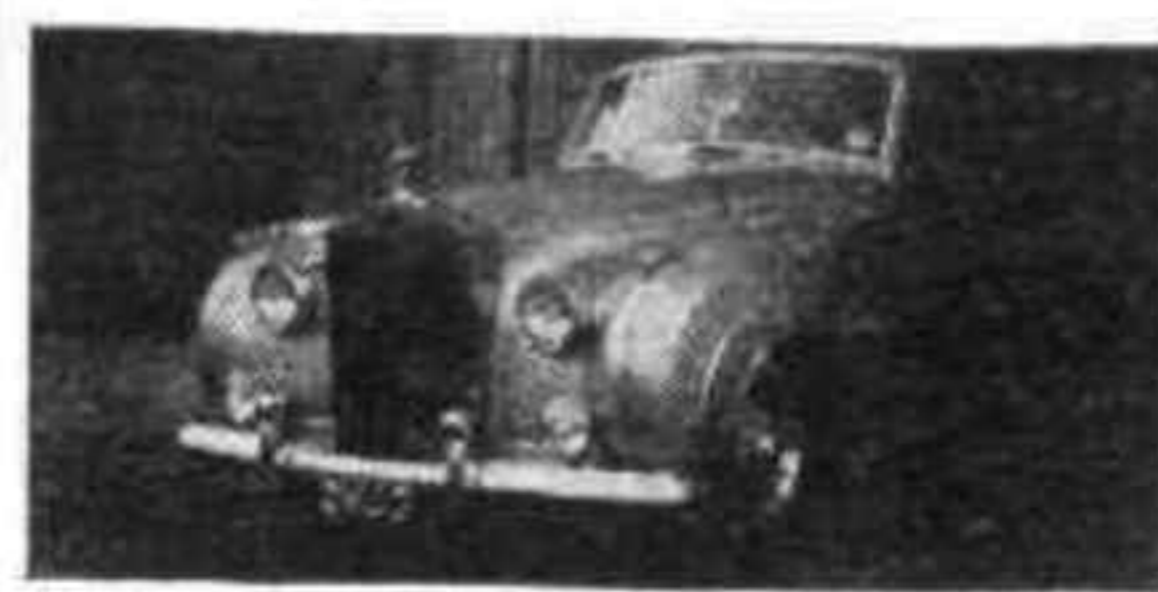
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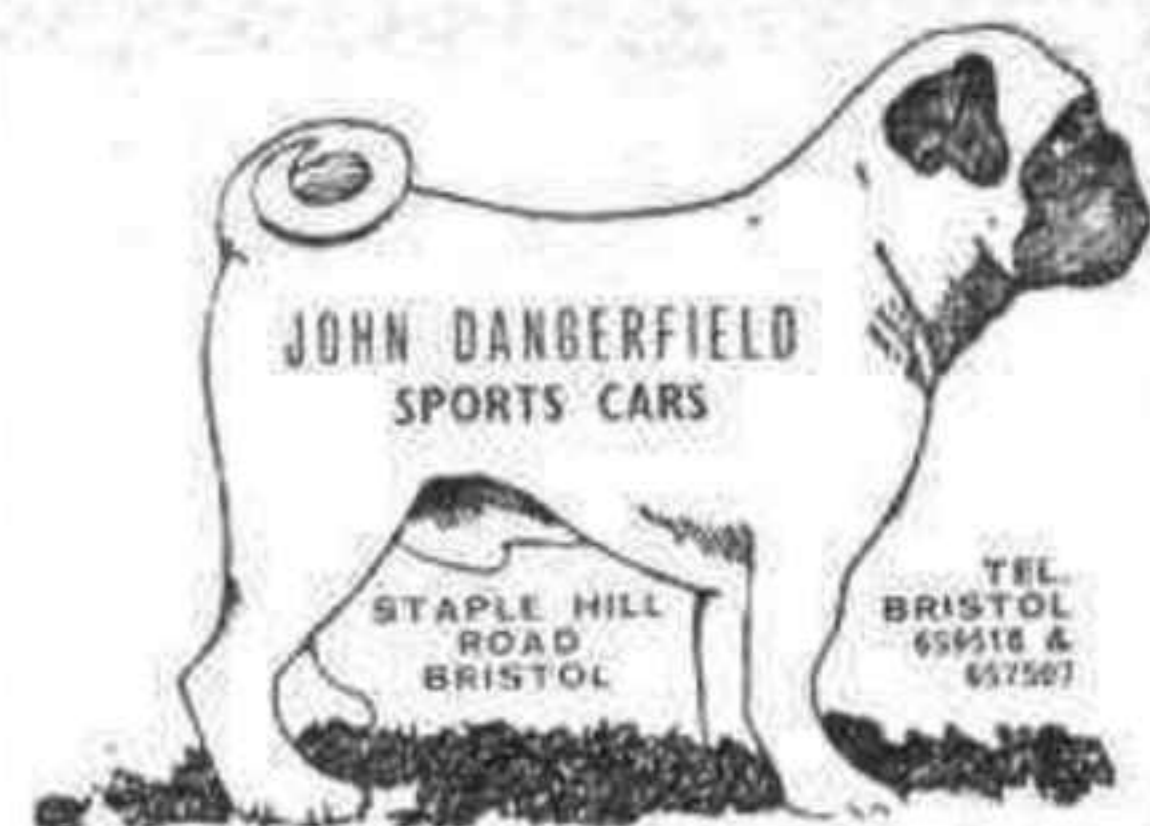
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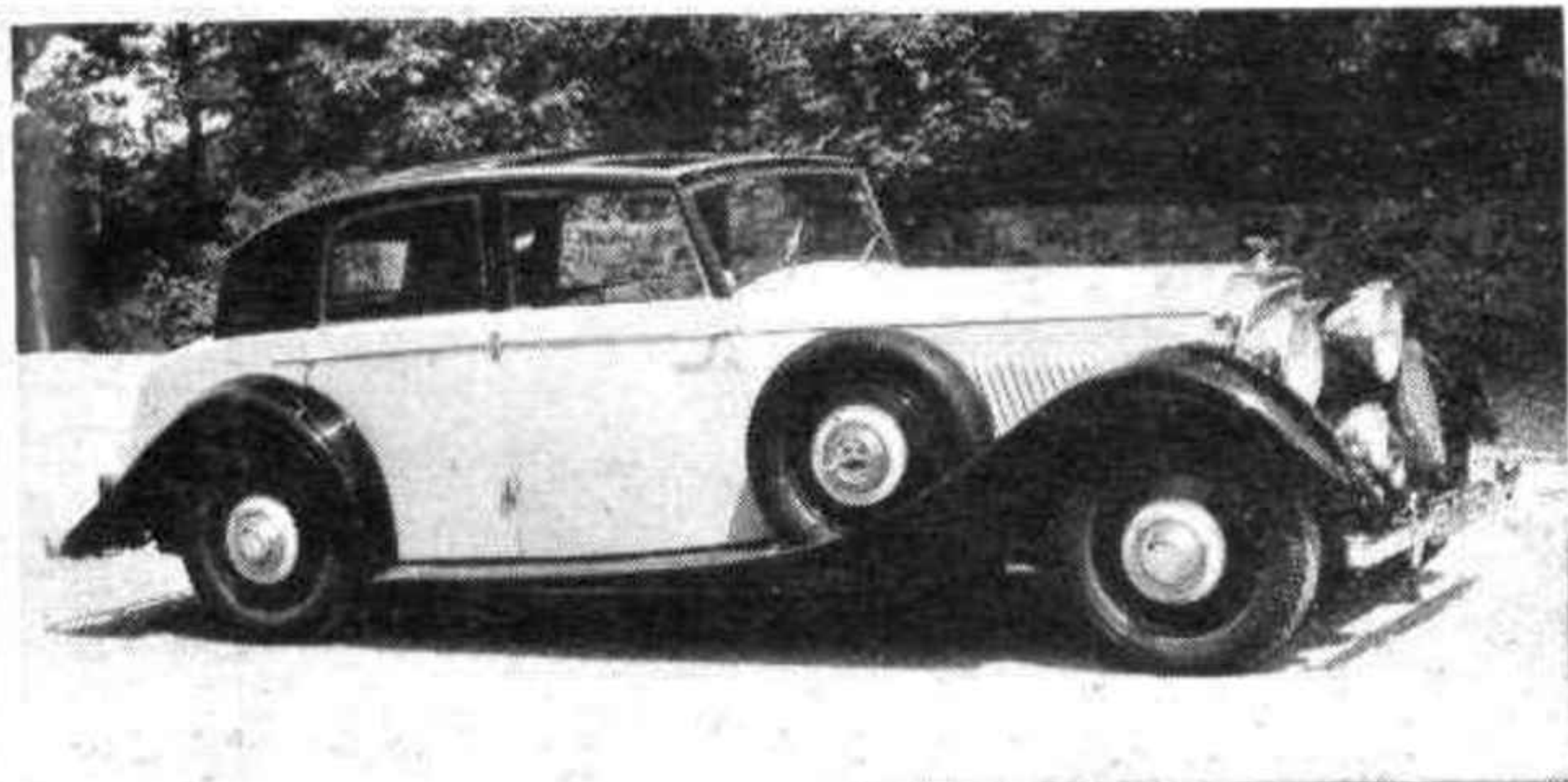
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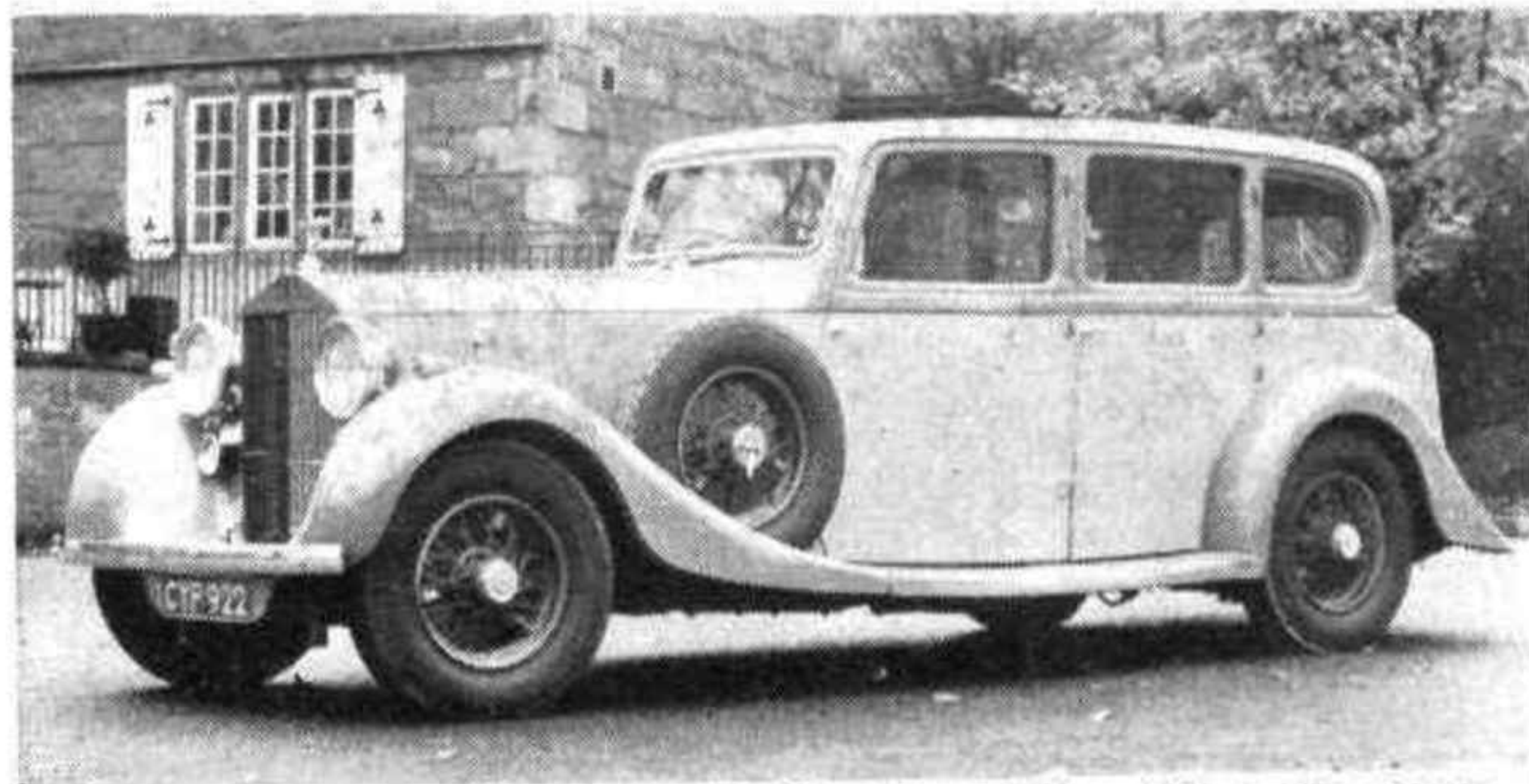
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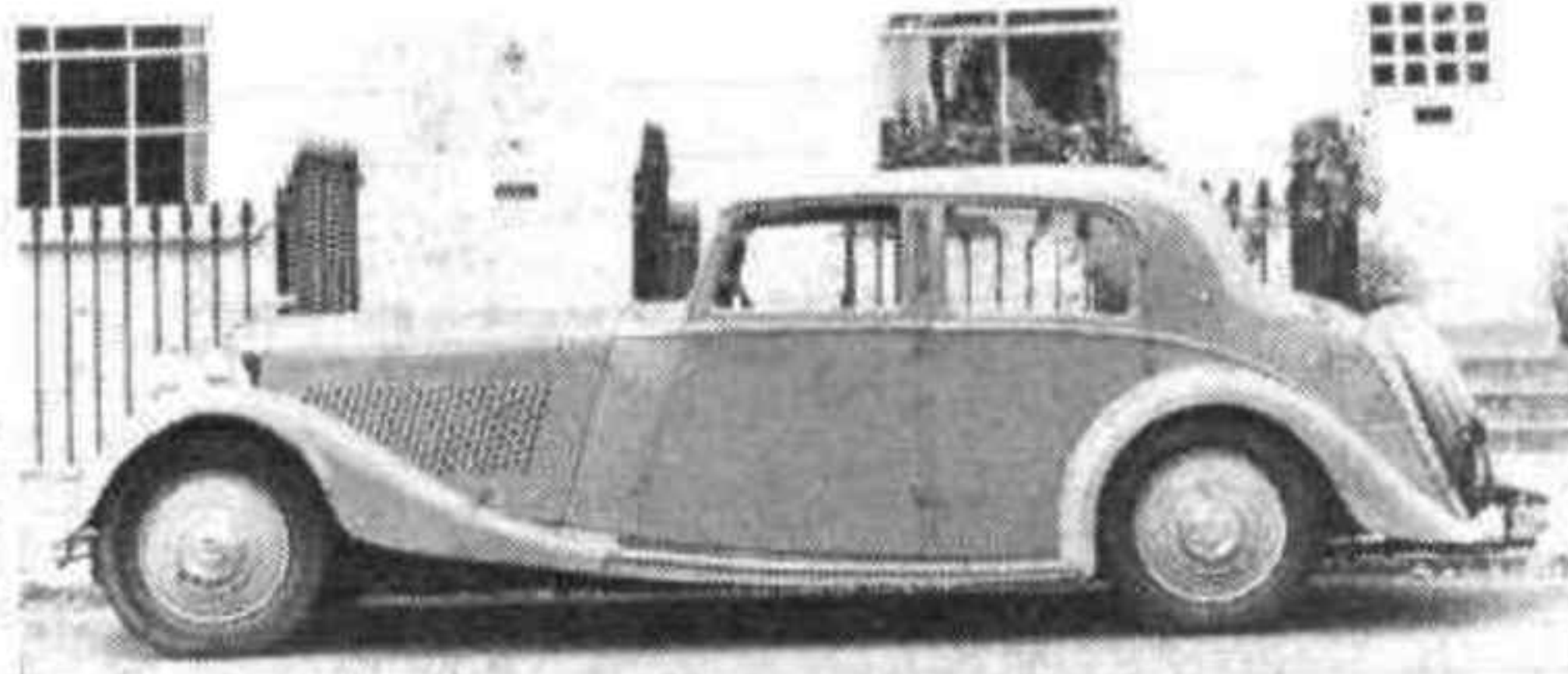
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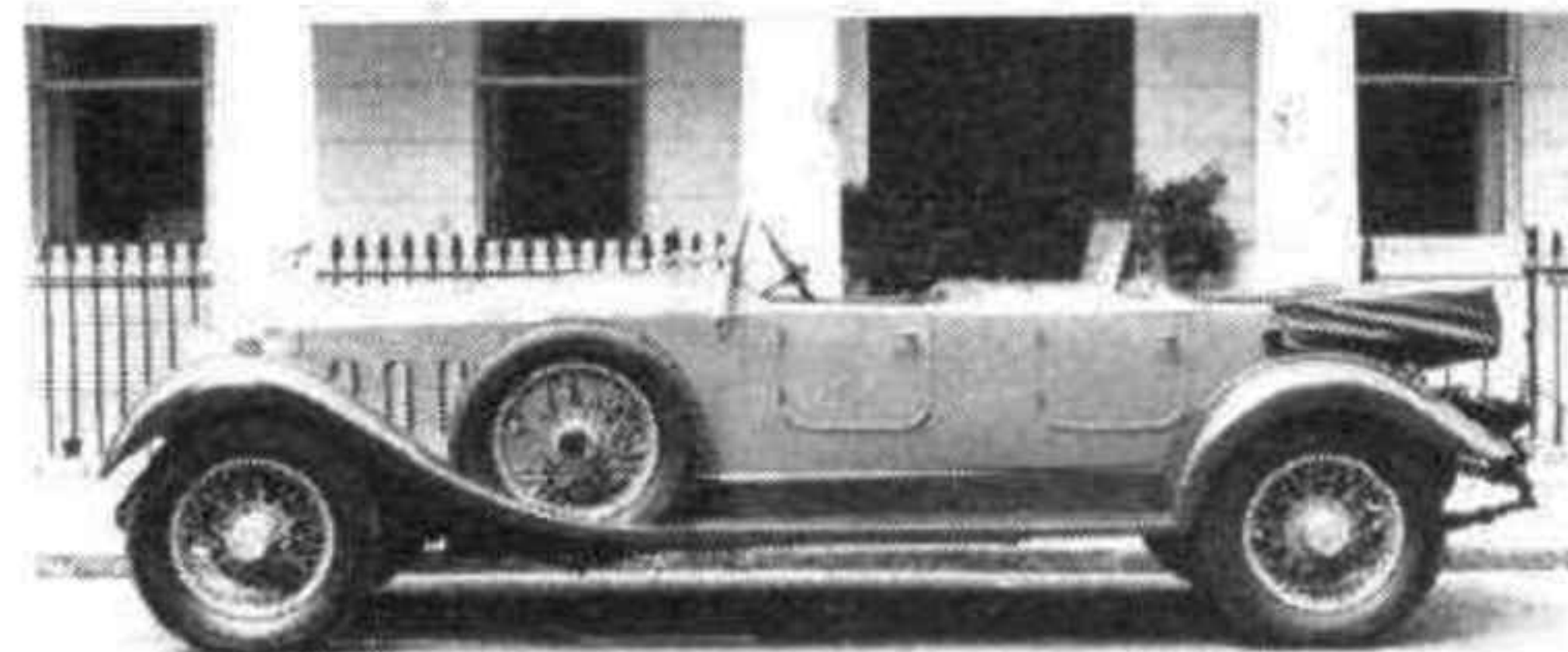
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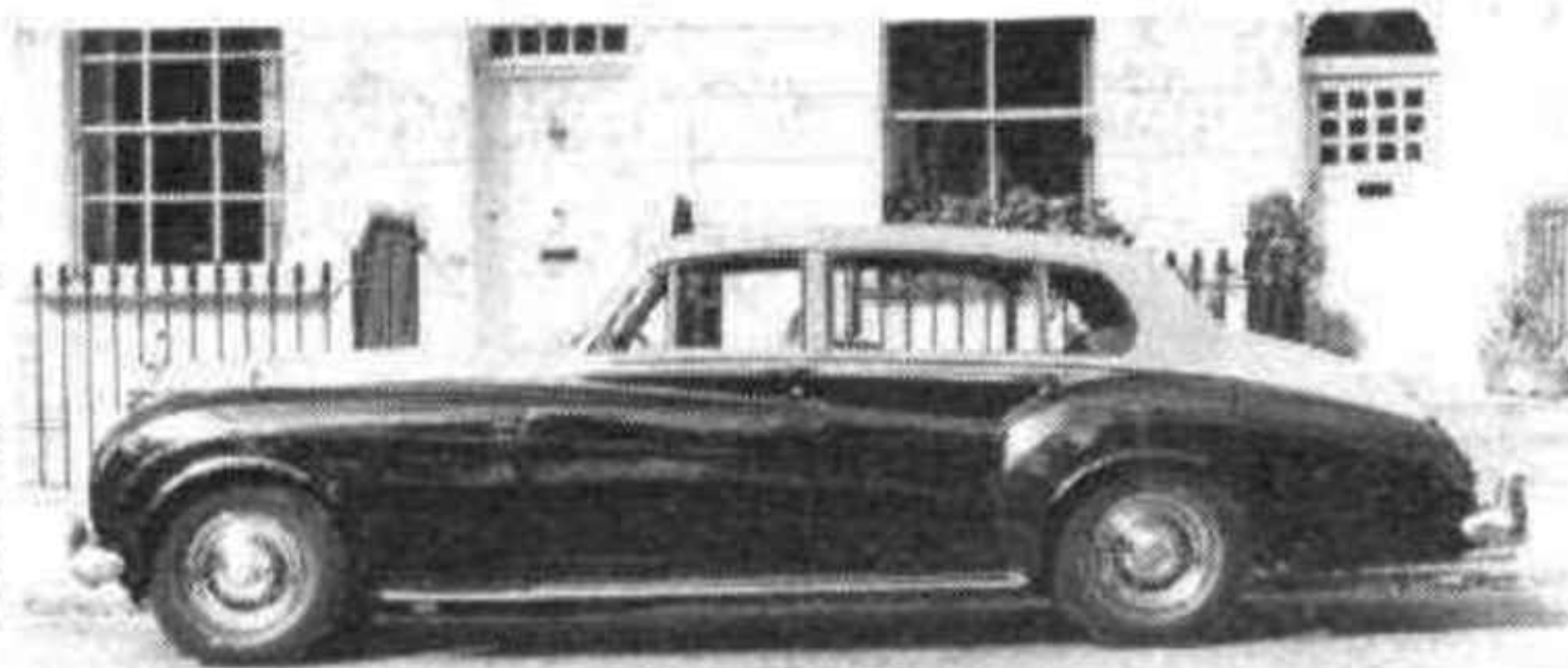
(Left) 1954 R-Type **BENTLEY** Continental by H. J. Mulliner, painted in steel grey, red hide trim. Superbly maintained.



(Right) 1936 3½-litre **BENTLEY** four-door sports saloon by Park Ward, repainted in royal blue. Excellent example of this famous *marque*.



(Left) 1930 **ROLLS-ROYCE** Phantom II touring car, rebuilt by specialists and re-offered for sale owing to uncompleted transaction.



(Right) 1960 **ROLLS-ROYCE** standard saloon, L.W.B., recorded mileage 48,000, painted sage over velvet green. New condition.

1959 **BENTLEY** Cont. fastback by H.J.M. Regal red. Full history, excel. specimen.
1961 S.II standard saloon, painted shell over tudor grey, red hide trim.
1957 S.I convertible Cont. by Graber, painted china white, black hide trim.
1948 Mk. VI two-door Clubman coupé by F. & W. Painted shell grey.
1939 4½-litre o/d. convertible, completely reconditioned throughout.

1925 **ROLLS-ROYCE** Silver Ghost saloon by Barker. Painted mole grey, grey hide buttoned trim.
1956 Silver Cloud special saloon by F. & W. Spec. Graber outsize headlamps.
1937 Phantom III limousine by Rippon, recorded mileage 34,000. Painted in black.
1930 Phantom II sports saloon by Gurney Nutting. Painted coach-green and black.
1965 Flying Cloud III Flying Spur by H.J.M., recorded 59,000 miles. Full service history.

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