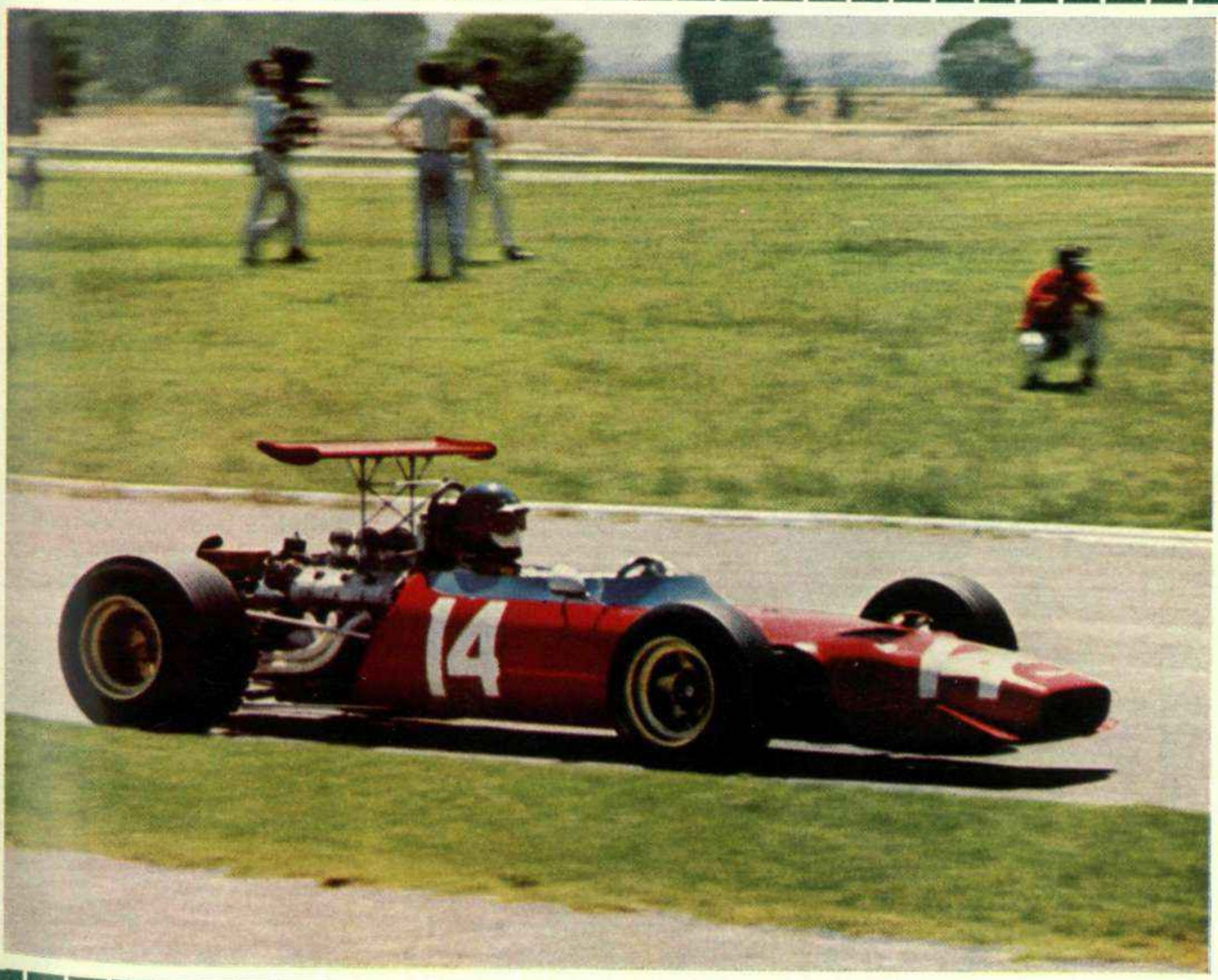
Vol. XLV No. 2 TWO SHILLINGS AND SIXPENCE February 1969

MOTOR SPORT

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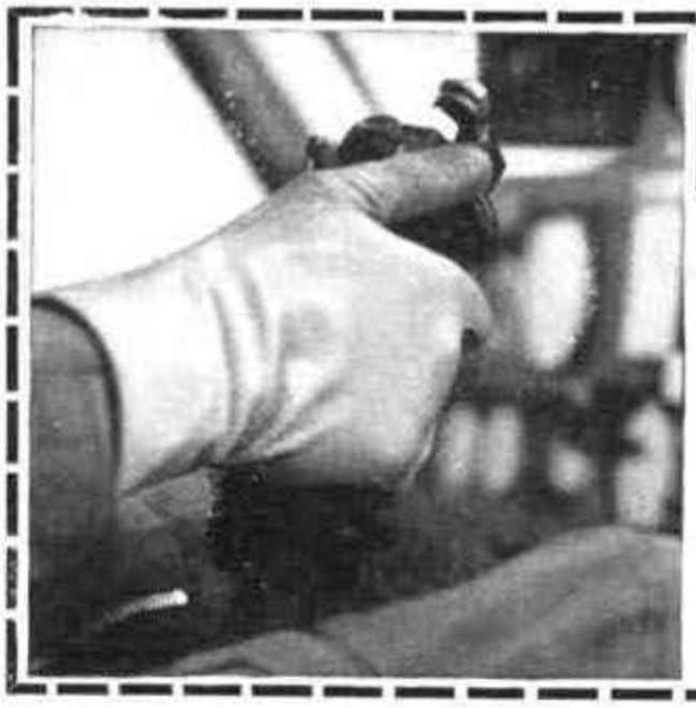
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SLI.455



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Make _____ Model _____ c.c. _____ Year _____ Value £ _____
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a FULL SIZE estate car for only £711



- 991 c.c. 50 h.p. valveless engine
- All synchromesh gear box with floor change
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A great looker . . . the 14ft. KNIGHT has the looks and finish of a far more expensive car. And compare the space inside, and its outstanding visibility. Standard equipment includes fully reclining front seats, fresh air heater/demister, British-made radial tyres.

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The 'KNIGHT' TOURIST is a spacious estate car (70 cubic feet of carrying space and a platform length of no less than 6′ 3″ with rear seat folded). Two fully-reclining bucket seats at the front, and a folding rear bench for maximum comfort. It has a sealed cooling system—no topping up required. Lubrication comes up only once in 30,000 miles! Independent suspension on all four wheels, front wheel drive and British-made battery, windtone horns and upholstery.

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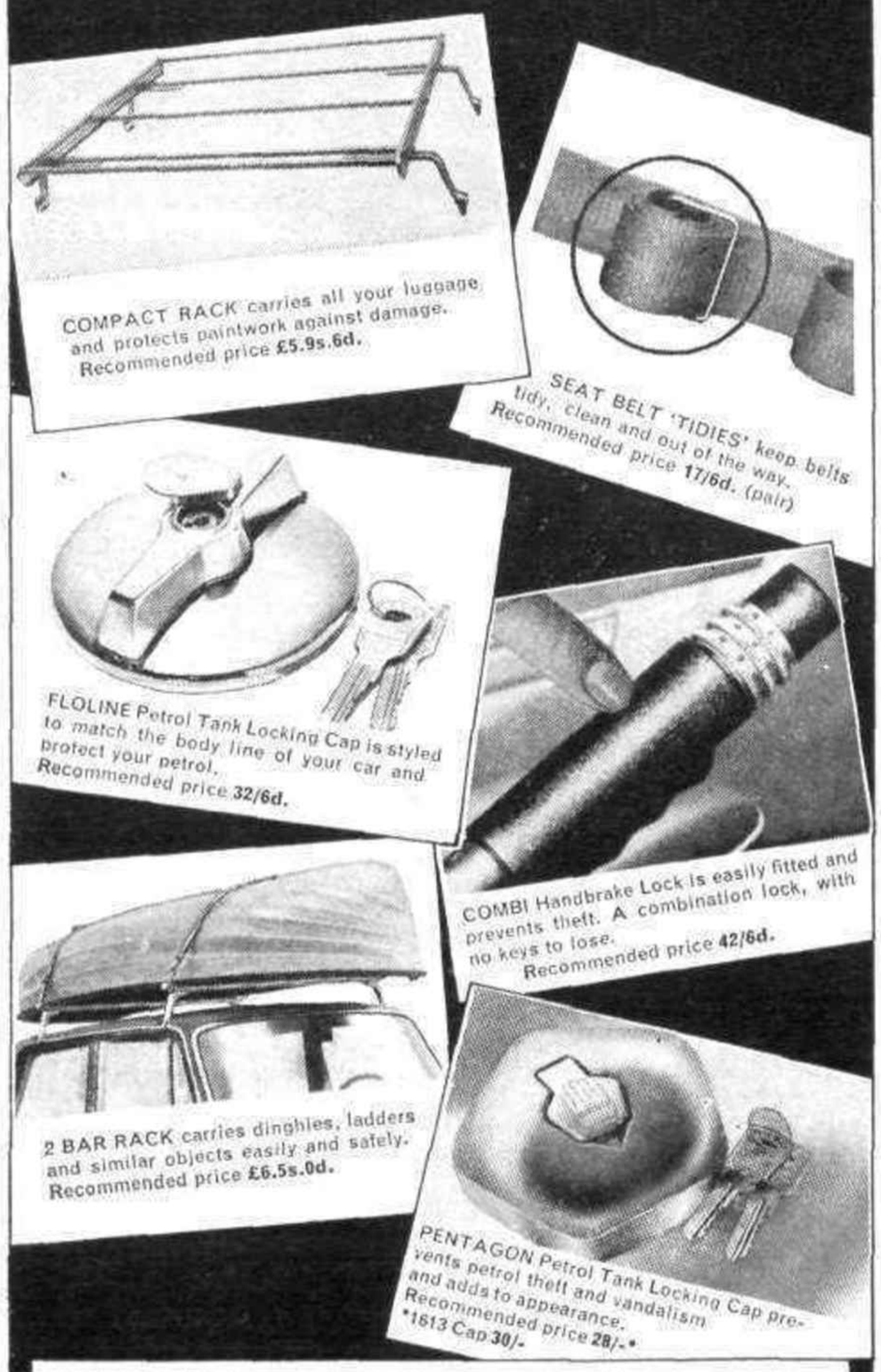
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MAKE OF CAR.....

MODEL..... YEAR.....

NAME.....

ADDRESS.....

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Always fit CHAMPION SPARK PLUGS

DEPENDABLE CHAMPION SPARK PLUGS

MOTOR SPORT

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

VOL XLV No. 2 FEBRUARY 1969

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

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FRONT COVER PICTURE : ANDREA DE ADAMICH in a works F.2 Ferrari won the Argentinian Temporada Championship held during December. He has since left the Italian team.

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MATTERS OF MOMENT

■ CUT MOTOR TAXES

In a country which seems to be sinking into the financial mire, its citizens subject to an ever-increasing cost of living and even its essential postal services now costing more (the 5d. post does not always maintain the promised delivery-next-day, either, but perhaps things are looking up at least in this department; we received a letter last month which bears the postmark "London W.C.1 31-IV-69"!), the motorist pays more dearly than most. Car tax has risen from £17 10s. a year to £25 and there are rumours that it could go to £40 at the next Budget. Petrol tax is 4s. 4d. on every gallon. Purchase tax on cars is up. Even the compulsory vehicle test now costs 25s. instead of 15s.

So we are glad to note that the R.A.C., which should be the most influential motoring organisation in the country but which has signally failed to fight effectively for our cause in recent times, has at last woken up, over this matter of excessive taxation. It is calling for a National campaign for a drastic reduction in the present excessive taxation. Lord Chesham, Executive Vice-Chairman of the R.A.C., describes the present taxes a "modern version of highway robbery", appeals to Britain's 15-million motorists to display R.A.C. "Cut Motor Taxes" stickers, and asks each one of us to protest to our M.P. and to the Chancellor. The R.A.C. says it intends to wage a vigorous battle for a fair deal. If it succeeds it will gain urgently-wanted prestige among the car-owning public. It cannot afford to fail.

Do you realise that since 1960 car-licence fees have risen by 100% and petrol tax by 70% ? Apart from the £25 for the windscreen disc (£20 fine if it isn't displayed) there is now 4s. 4d. on every gallon you burn, putting petrol prices to astronomical levels; Esso have tacked on their own ½d., but while you are not forced to buy any particular brand, you cannot evade the savage tax. In the last eight years tax milked by the Government has risen from £500-million a year to more than £1,500-million, a 200% increase, yet, of this, only £300-million was spent in 1968 on road construction.

It is high time we protested. Colin Chapman thinks so too. When opening the Racing Car Show he said : "This is a Show for those who enjoy their motoring, be it as a competitor in motor sport, as a spectator or as an enthusiast private motorist. It is probably not amiss therefore for me to take this opportunity to express the British Motor Industry's sympathy with and support for the Royal Automobile Club's 1969 campaign to encourage the Government to Cut Road Taxes. Motoring has long since ceased to be merely a luxury pastime for the rich. Today it is a necessity. Any move to cut the costs of motoring must receive our wholehearted approval and it is pleasing to see at last that Britain's senior motoring organisation has taken a real initiative on behalf of the ordinary motorist—surely a major original aim of the R.A.C.'s founders."

CUT MOTOR TAXES

■ FIAT PRODUCTION IN 1968

Particular interest centres round the vehicle output of Fiat of Turin, because they are now the largest motor manufacturers in Europe, having beaten Volkswagen's record—a fact which has cost one reader of *Safer Motoring*, the VW magazine, a brand-new 1968 Beetle for contradicting a contributor who had said that Fiat output for 1967 was greater than VW's. In fact, the contributor concerned accepted instead the value of a new VW, which he sent to the Wolfsburg charity Lebenshilfe e.V. as his 1954 VW was running so well that a new one was unnecessary.

Now Fiat have issued their 1968 production figures, the total last year was 1,450,000 units, which includes OM and Autobianchi, or an increase of 109,116 (6%) over the 1967 total. The value in terms of sales was £892,617,000, an 11% increase over the previous year's takings—big business indeed. Exports rose by 138,000 to 535,000 and 300,000 more vehicles were manufactured or assembled under overseas licences, an increase of 60,000. This places Fiat in the lead in Europe, ahead of Volkswagen, and fourth in World motor vehicle production, behind General Motors, Ford and Chrysler in America. Good cars and good publicity are a certain road to success!

Motor Sport Fixture List For February

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list.** ★

C. = Closed Event. C.I. = Closed Invitation Event. R. = Restricted Event. N.B. = National British. N.O. = National Open. INT. = International Event.

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Feb. 1st/2nd	**S.C.C.A.**	**Daytona**	**Daytona**	**24-hrs. (INT.)**	**15.00**
Feb. 1st/2nd	Gaynes C.C.	Chelmsford Market	Chelmsford	Rally (*R.*)	22.01
Feb. 2nd ..	Circle C.C./Harrow C.C.	Brands Hatch	Farningham	Sprint (*R.*)	13.30
Feb. 2nd ..	De Lacy M.C.	High Eggborough	Nr. Whitley Bridge	Autocross	13.30
Feb. 8th ..	Bath M.C.	Crockett's Garage	Chilcompton	Rally (*C.*)	20.30
Feb. 8/9th ..	Coventry & Warwickshire M.C. ..	Rowborough Service Station	Stretton-on-Fosse	Rally (*R.*)	22.31
Feb. 8/9th ..	Croydon & Dist. M.C.	Woodcock Hill Service Station	Felbridge	Rally (*C.*)	20.00
Feb. 8/9th ..	Weston-super-Mare M.C.	Messrs. Passage Porter	Weston-super-Mare	—	22.00
Feb. 9th ..	Lancashire A.C.	Old Bull Hotel	Old Langho	Rally (*R.*)	12.00
Feb. 9th ..	Eastwood & Dist. M.C.	Heage	Belper/Ripley	Sporting Trial (*R.*)	10.00
Feb. 15/16th ..	West Sussex M.S.C.	D. Rowe & Co. Ltd. ("The Hornet")	Chichester	Rally (*C.*)	20.00
Feb. 23rd ..	Dunfermline C.C.	Balloch	Glasgow	Rally (*R.*)	11.00
Feb. 22nd/23rd	Chess Valley M.C.	Northampton	Northampton	Rally (*R.*)	22.01

Apart from cars, Fiat steel production equalled the 1967 figure of 1,950,000 ingot-tons and employment in the three groups, Fiat, Autobianchi and OM, rose to 157,000 (127,500 in the factories, 29,500 in the offices, an increase of 11,000 over 1967).

Such massive output has resulted in the rather harsh query on the part of *Penthouse*, a non-motoring monthly : "Why isn't the B.M.C.-Leyland Combine up there ? Volkswagen sells reliability and Fiat sells flair and value ? What does Leyland-B.M.C. sell ?" We hope that soon Sir Donald Stokes will be able to show them.

FIATS FOR FEMALES

Believing that females about to invest in Fiats may be confused about which model to buy, the British branch of the great Turin Company has issued a little booklet, of hand-bag size, illustrated in colour, in which Frances Howell, well-known lady motoring writer, sorts these matters out. She has done this extraordinarily well, and with conviction, perhaps because, although this is an official Fiat publication, she has been permitted to criticise Fiat cars where she has criticisms to offer—which isn't very often. We did not follow all her arguments, for instance that Fiat's windows are lifted by winding forwards because closing a window is a tougher job than opening it—if that sort of force were needed to close the window of a car we wouldn't buy it anyway, apart from which, if a winder is used, surely you both pull and push, both when lifting and lowering a window ? On a less carping note, Frances Howell says of a Fiat's lamps/signalling stalk-control that it can be operated without removing a hand from the steering wheel, even a tiny frozen hand. Although when we commenced taking out girl passengers in Chummy Austins we experienced those with tiny frozen hands, and even some tiny frozen girls, our experience of even the smallest of the present-day Fiats is that their heaters function very effectively. So, although the lady's hand may be small, she will be very frigid indeed if it remains cold while using transport from Turin. . . .

Otherwise, this little book is great stuff, entertainingly and honestly written. It deals with the Fiat 500s, 600, 850 saloon and coupé, 1100 saloon and estate, 124 saloon, estate and coupé, 125 saloon and 2300 saloon and estate, all of them lengthily and pithily described and each model pictured in good colour.

Presumably Alfred Woolf and Frances Howell did well for themselves out of this piece of publicity and, if so, good luck to them, for it is useful and tasteful publicity. The booklet, written by an experienced lady driver who believes that while women do not want to know about bores and strokes and final-drive ratios they are keen about more technical things than just "pretty-pretty" colours, is available free, from any Fiat dealer in this country or direct from Fiat (England) Ltd., Northdale House, North Circular Road, London, N.W.10; you just ask for a copy of "Yes, but which Fiat ?". Please mention MOTOR SPORT when doing this, because we have often wondered how many girls read us and now, perhaps, Fiat will be able to give us some idea. But this little book may appeal even to male motorists and it is available to them, if they insist, from the aforesaid sources.—W. B.

B.P. OIL AND FUEL

Sir,

May I refer to two references to BP products in your January 1969 issue. Mr. Heywood's letter on page 54, under the heading "Which is the Best Oil ?", made references to characteristics "of the visco-statics".

Although this was printed in lower case, I fear there is a real possibility that in some readers' minds this might be associated with Visco-static Motor Oil, which is the registered trade mark of the British Petroleum Co. Ltd. The viscosity characteristics attributed by Mr. Heywood to "visco-statics", by which term he is possibly referring to some multigrade oils, do not exist in our BP Super Visco-static motor oil, and no manufacturer of high-performance engines has warned against the use of BP Super Visco-static motor oil. In fact this oil, in either the 10W-40 or the 20W-50 version, meets the most stringent technical requirements of all such engines.

On page 14 of the same issue, "W. B." comments that the engine of his Jensen Interceptor "pinked" on BP "super grade fuel" dispensed from a Superblend pump and described as "99".

In fact the Superblend pump, of which there are now more than 2,500 operating on our sites, was introduced by BP into the U.K. market to give the motorist a wider choice of octane number and price of motor spirit to enable him to cut his petrol costs by selecting the correct grade for his car from the existing range of 91, 93, 95, 97 and 99 octane grades. The limits within which these pumps operate are very closely controlled by the Weights and Measures Act requirements, which is applicable to both conventional and blender pumps. Furthermore the octane number of the motor spirits dispensed is governed by rigid product quality control measures throughout our distribution system.

With regard to the suggestion that BP "Super grade" may be inferior to competitors' grades, this was not confirmed by the recent *Which ?* magazine survey on gasoline when all brands were tested and the BP Superblend samples taken by *Which ?* were the correct octane number and comparable with corresponding competitive grades, where they exist.

In view of the foregoing comments, I cannot agree with the sweeping conclusions drawn by "W. B." concerning the cause of his engine "pinking", which could have arisen due to many other factors beyond our control in this case.

G. F. SHEPPARD, *Manager*,
BP Retail Division.

London.

[While I cannot argue about trade names, I did give another reason why the Jensen's engine may have pinked after it had been re-fuelled, but it seems odd that this happened at this stage of the road test when it had been running satisfactorily previous to this on 99 octane fuels of other makes. It could be multigrade pumps confuse the operator. who might supply inadvertently the wrong octane fuel.—ED.]

FORMULA TWO RACES

(To be added to list on page 32, January 1969)

Date	*Race and Distance*	*Location*	*First*	*Second*	*Third*	*Winner's Speed, k.p.h.*
Dec. 1	**Circuit of Buenos Aires—241.9 kms.**	**Argentina**	**E. Brambilla** (Ferrari V6)	**A. De Adamich** (Ferrari V6)	**J. Oliver** (Lotus-Cosworth)	**152.304**
Dec. 8	**Circuit of Cordoba—219.8 kms.**	**Argentina**	**A. De Adamich** (Ferrari V6)	**J. Rindt** (Brabham-Cosworth)	**H. Pescarolo** (Matra-Cosworth)	**190.340**
Dec. 15	**Circuit of San Juan—226.1 kms.**	**Argentina**	**A. De Adamich** (Ferrari V6)	**J-P. Beltoise** (Matra-Cosworth)	**J. Rindt** (Brabham-Cosworth)	**165.884**
Dec. 22	**Circuit of Buenos Aires—Two Heats**	**Argentina**	**P. Courage** (Brabham-Cosworth)	**J. Rindt** (Brabham-Cosworth)	**J. Siffert** (Tecno-Cosworth)	**Addition of times**

MY YEAR'S MOTORING

The Editor looks back on the cars he drove during 1968



CAR OF OUR YEAR.—The Editor and the Continental Correspondent with that splendid V8 Rover mid-engined experimental coupé and the turbine Rover from which it owes some of its highly commendable characteristics.

ACCORDING to Gilbert and Sullivan the policeman's lot is not a happy one. Which I can believe, in this age of riot and siege. Conversely, a motoring writer's life is generally believed to be a continual jolly, with a continual stream of exciting new cars to drive, frequently to the more delectable places on the Continent of Europe, punctuated by gastronomic orgies every few hours. This, from personal experience, I must sadly refute. Last year, what with editing MOTOR SPORT, dealing with its correspondence, driving approximately one different car per week, and visiting such race meetings as I was able to fit in, I did not once leave this country or go aloft in a flying machine. And when race meetings and other competitions *were* attended it was mainly a question of holding a notebook in one hand, a Biro in the other, and seeing the event as a succession of racing numbers going by! Nevertheless, in spite of living in an age of financial burdens imposed by bad Government, strikes, riots, violence and crime of all kinds, not to mention floods and sit-ins, and accidents on the roads, on the railways and to air liners, which has again been our lot as another Year started, I remain an avid motoring enthusiast, especially for the older cars, and find driving road-test cars a remarkably stimulating way of spending time when not at the office.

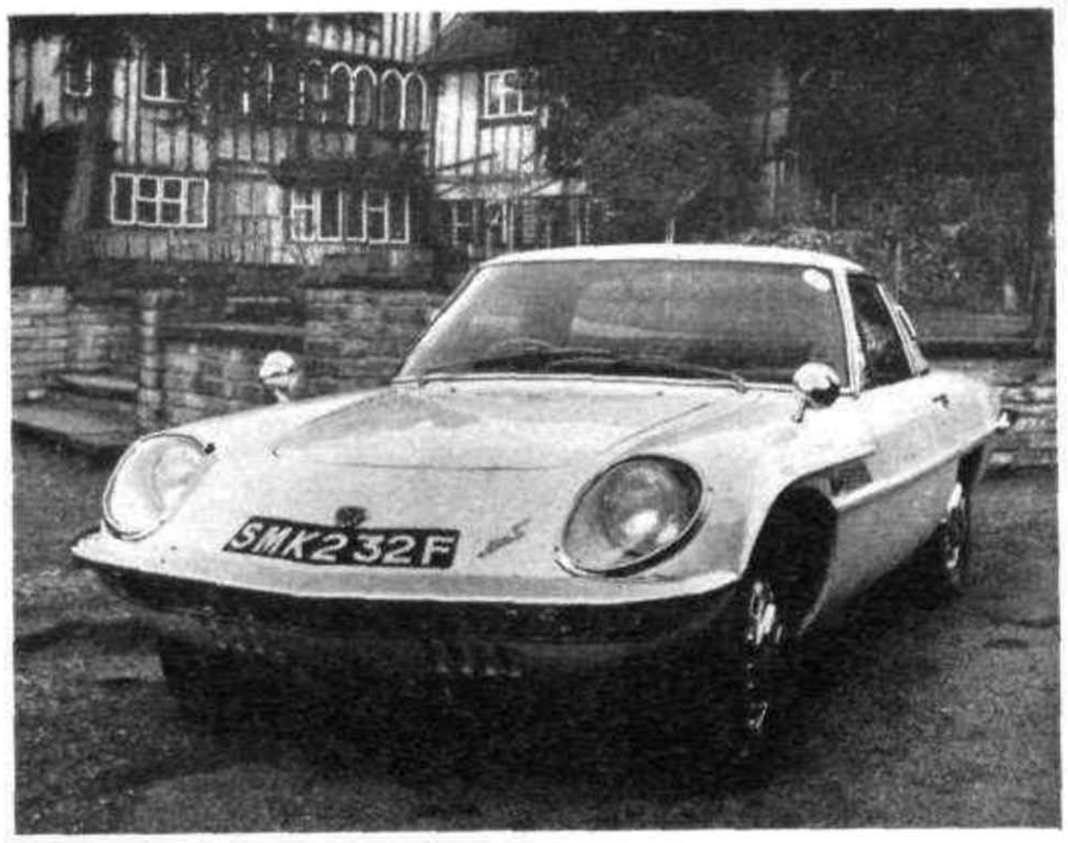
Because a considerable portion of our readership (and I see from the 1968 Earls Court Motor Exhibition Catalogue that this journal has the highest net sale of any motoring paper in the country, figures certified by the A.B.C.) is kind enough to tell us that they follow closely what we write about new cars, because quite a number of them purchase cars directly as a result of our findings, and because many of them write letters to us agreeing or disagreeing with the comments in MOTOR SPORT road-test reports, I think it worthwhile to provide this annual summing up of cars driven in the previous twelve months, as a quick re-cap of the motoring I did in 1968.

So, consulting my personal Dunlop diary, thoughtfully provided by Mr. Dick Jeffrey, I see that I did reasonably well, driving 52 different motor cars last year, and covering a total mileage of 32,880, without any clash with our friends the police. Not all the cars I would have liked to try came to us, by any means. For example, although I have long held the view that Daimler-Benz of Stuttgart make the best-engineered automobiles in the World, an opinion I have frequently expressed in print without, apparently, offending my good friends at Crewe and Conduit Street, not a single Mercedes-Benz was offered to me for test in 1968, nor was I invited to send anyone to the preview of what the great German Company called "its New Generation of Models", when these were released to the Press many months ago. So memory of this make remains that of a 250SE, sampled in 1967, which tried to shed its propeller shaft after a mere 800 miles. All the Citroën range, likewise, remained elusive, and Peugeot, when they were ready to announce their keenly-anticipated 504, made a fine nonsense of the Press arrangements, with a result that MOTOR SPORT, not able to rush off at the eleventh hour, with a pause to buy our own ticket at the airline ticket-office, has yet to drive this new French car, of which glowing reports have appeared in one or two places. As a one-time Issigonis follower, willing to bow down before the gods of f.w.d. and East-West power-packs, it was disappointing, too, that nearly a year went by before I was able to try the B.M.C. 1800 in its latest form with power steering. Another car which escaped us until it has almost ceased to be topical, is the N.S.U. RO80, the test of which was first "on" and then "off", as messages came in from N.S.U.'s publicity people in this country. The latest I have heard is that all RO80s have been recalled until right-hand-drive models are available, so a personal opinion still cannot be given; from being a 1967 "Car of the Year" in certain quarters, this twin-Wankel-powered N.S.U. is now regarded by critics as still a good car but one not deserving of quite such high laurels.

Nineteen-sixty-eight went by without a Lotus Elan coming to me, but this was entirely my own fault, because Colin Chapman's publicity department not only offered a 2+2 to the Editor, but said that if he had difficulty in keeping the Continental Correspondent away from it they would be willing to provide two of these cars, so that we could drive away in opposite directions. It was merely a matter of time and finding a suitable journey on which to enjoy the renowned Lotus performance and road-holding that prevented this test from taking place. I tried only two Fords last year, no cars from Standard-Triumph, while some of the much-raved-about Japanese products also escaped us. Nevertheless, the test programme did not go too badly and was enormous fun, with cars from the humble noisy Honda N360 and useful Reliant Rebel to the Rolls-Royce Silver Shadow and Jensen FF to drive, experience of the twin-Wankel rotary poppet-valveless engine provided by the very excellent Mazda 110S, fresh air in the old sports-car tradition inhaled in good measure in a Morgan Plus-8, and the chance coming at last to form an opinion of the much-discussed Reliant Scimitar and the Gilbern Genie. It was pleasing



BEST OF THE BUNCH?—The B.M.W. 2002 gentleman's saloon.



A MOST PLEASANT SURPRISE.—The twin-Wankel-powered Mazda 110S from Japan proved quite a sports car!

also to be able to form personal ideas about the twin-cam Fiat 125 saloon, the Vauxhall Victor 2000 with its belt-driven overhead camshaft, and a Rover almost exactly like the one I use as Editorial transport, but endowed with the light-alloy ex-General Motors V8 power unit. Writing "General Motors" reminds me, however, that no vast American automobiles were offered for test last year and although these may not be at their best in the overcrowded, narrow and sinuous roads of this little country, for smoothness in automatic transmission, quiet running, traditional dependability, and comfort, particularly in the sense of spacious interiors, these vehicles are virtually unbeatable; especially as their road-holding improves year by year, and when they get disc brakes some of them should compete quite seriously with the sporting products of Britain and Europe. Moreover, one gathers that they last a very long time, a quality stemming perhaps from the durable Chevrolet "Cast-Iron Wonder Stove Bolt Six" of four or more decades ago.

If I were asked, as I *am* asked, which is the most commendable car I tried in 1968 I would reply, without much hesitation, the **B.M.W. 2002.** After my appetite had been whetted at a B.M.W. party at the Wendover Club (and subsequently satisfied, but that is another story), where I discovered that I disliked the clutch action and the rubber gear-lever knob of a B.M.W. 1600, I was able, later in the year, to drive more than 1,100 miles in a 2002. I have almost nothing but praise for this car and it did not have the 135-b.h.p. TI engine, either! But the one-hundred horses it did have got this compact two-door saloon along effortlessly and endowed it with ample performance, if 93 m.p.h. in third gear merits such comment. It handles pretty impeccably, like all the more recent B.M.W.s, is functionally equipped, and accelerates in a hard purposeful manner. If one must criticise, the all-round independent suspension has a rather lively action over rough roads.

I see that the greatest mileage I covered last year in a road-test car was done in a **Mazda 1500** de-luxe saloon which turned out to be somewhat disappointing, because the twin-Wankel-engined sports Mazda had set such high standards previously. The "square" o.h.c. 1,490-c.c. 4-cylinder engine was both smooth and flexible, but lacked power. Vibrations were transmitted through the bodyshell and gear lever, and the car was badly in need of discs to replace its drum brakes. High-revving engines are chicken-feed to Japanese designers and the five-bearing engine ran smoothly to an excess of 6,000 r.p.m. It was also notably economical, giving 34 m.p.g. on a long run. But it didn't start all that easily and eventually expired, *sans* sparks.

The type **L10A Mazda 110S** sports-coupé was quite a different matter. This Elan of Japan, with its De Dion back axle, admittedly on leaf springs, good rack-and-pinion steering and disc/drum brakes, belied its rather "boulevard" appearance. It could be flung through corners, possessed a high degree of "dodgeability", and providing one was prepared to keep its twin-Wankel rotary engine at between 5,000 and 7,000 r.p.m. it went extremely well. Moreover, the revolutionary engine gave no trouble whatsoever, in spite of hard driving. So I am sorry that you can no longer buy Mazdas in Britain.

Another car that gave me a four-figure mileage was a **Fiat 125.** Here is a big family carriage with a "square" 1.6-litre 90-b.h.p. 4-cylinder engine having belt-driven twin-overhead camshafts. This isn't intended to be a sports car or even a sports saloon, it rides in a rather lurchy, lively manner, and neither the steering nor the gear-change are outstanding. But a genuine 100 m.p.h., a standing quarter-mile in 18½ sec., 28 m.p.g., and a distinctly competitive price make this a family car to enthuse over. It has all the generous equipment for which these Turin cars are noted, full and precise seat adjustment, although unpleasantly slippy upholstery, and the usual Fiat multiplicity of stalks and warning lamps. The engine is smooth up to 7,000 r.p.m., and this was definitely a car I would be happy to have seen a good deal more of.

Single o.h.c. engines are being increasingly used in modern cars, and this made the new **Vauxhall Victor 2000** of more than passing interest. Its camshaft is driven by an uncovered notched belt. Unfortunately this 2-litre Vauxhall was disappointing. I did not like its handling characteristics, and it was noisy, both in respect of wind sounds and cacophony from the valve gear. The very low-geared steering was heavy, the ride lurchy and squidgy, and this 1,975-c.c. 5-bearing "four", which looked so good on paper and which at the time cost less than £1,000, was not, as tested, a car I would wish to have in the home garage. I am sorry to have to report this, because I have a happy relationship with Vauxhall's publicity staff. I rather think that the Luton company was not at its best during 1968, the Vauxhall Viva having gained much improved cornering at the expense of a very harsh



RACING TRADITION under a family-car bonnet and other delectable items characterise the twin-cam Fiat 125.



THIS IS A HUMBER, although you might not recognise it.

ride, the Ventora I tried suffering from excessive wind noise above 50 m.p.h., although both it and the Victor 2000 Press cars may have been individual defaulters in this respect, and the Viva GT, which I have not yet driven, being rather too gaudy for some tastes. I expect that Vauxhall products will improve greatly in the near future, and I hope that Mr. Marr and Mr. Goatman will give me ample opportunity to discover that this is so, in 1969. The **Vauxhall Ventora** follows a present and pleasant trend of putting a large lazy power unit (the 3.3-litre push-rod Cresta) into a comparatively small bodyshell. This is an approach to higher performance which is quite acceptable and the Ventora certainly motored effortlessly. Alas, it possessed that all too frequently encountered suspension rate which makes even a laden vehicle emulate a small boat on a choppy sea, switches awkwardly placed on the central console, a surprising lack of interior storage space, not all the amenities expected in a car of this class, a vague gear-change, inadequate ventilation and other shortcomings. But, as I said at the time, those who like this kind of car will like the Ventora, especially as they will get lining along the body sides and a matt-black, vinyl-covered roof for their £1,184.

Chrysler/Rootes are another Company which is fortunate in having an excellently organised Press and Publicity department. When it provided a **Humber Sceptre Mk. III** saloon for test I was not to know that a Hillman Hunter would wipe everyone's eye in the *Daily Express* London/Sydney Marathon. The Sceptre is near enough an executive's Hunter and as such was palatially equipped for a car of this price class, which has been the hallmark of Rootes products for a very long time. Not all these luxury touches are to my taste, but this, the only surviving Humber, I see I described as "nicely contrived". By this I intended to pay tribute to a square-rigged Rootes saloon which will accelerate almost as well as an M.G.-B, do not far short of "the ton" and the twin Stromberg 4-cylinder engine of which was commendably sparing of fuel. Road-holding on cross-ply tyres was nothing to write home about, the spongy steering was rather tiring, the ride soggy, but for the purposes for which it is intended this is a good one, and like many Rootes products had overdrive on third and top gears.

Another Rootes product, the **Sunbeam Rapier** fastback, made me feel rather foolish, like motoring to the Mansion House pretending to be a Le Mans winner. Non-racing fastbacks have this effect on me, but various people told me how smart and how handsome the Rapier looked and it gives ample headroom for four people. This £1,352 Sunbeam certainly occupies a niche of its own, and offers considerable comfort and very full equipment, although steering geared 4½ turns, lock-to-lock, and a rigid back axle which reminds one of its presence, hardly put it in the sports-racing category. Speaking as its driver, I found the **Sunbeam Stiletto** a very pleasing, individualistic and quick little car, for it is the Californian bodyshell, propelled by a twin-carburetter Imp Sport light-alloy o.h.c. engine, endowed with vacuum-servo drum brakes and generous "Status" fittings. As a hot little 875-c.c. motor car, its performance and its noise level, with a maximum of 88 m.p.h. from its rear-mounted engine, and that nice gear-change, could not be faulted, and it was comfortable for a vehicle which gave 37 m.p.g. But you just don't ask your friends to travel in the back of the Stiletto if you wish to keep them, and it is far too expensive, even at the recently-reduced price of £812.

Mr. Barrington-Needham, late of Citroën, now looks after Alfa Romeo publicity in this country, and simply floods us with these



FASTBACK FOR FOUR.—The unique Sunbeam Rapier.



THE STING IS IN THE TAIL.—The greatest drawback of the enjoyable Sunbeam Stiletto is its high price.

splendid cars. Only lack of time prevented me from trying all those he wished me to try, but colleagues got hold of some of them. The **Alfa Romeo Giulia Super** four-door saloon, which I did road test, provided some memorable motoring. It commenced just before Easter, and once I had shaken off the London traffic congestion which extended as far as Cheltenham, proved the eagerness which any Alfa Romeo, even when endowed with a saloon bodyshell, exudes. It was as happy at 100 m.p.h. as at 70, and had a very useful five-speed gearbox, and glued-to-the-road cornering in spite of quite supple, even faintly-lurchy suspension. The steering was also splendidly accurate, and the styling neat, if hardly elegant. Here is another car following the prevailing cult of putting a big power-unit into a comparatively small vehicle. The 78 × 82 mm. (1,570 c.c.) 112(S.A.E.) b.h.p. engine powers what is virtually the 1300 TI. This adds up to 108 m.p.h., and 0–50 m.p.h. in 8.2 sec. Of all the small capacity Alfa Romeos this one is, as I have said, full of life and the joy of fast travel, yet it conveyed four of us to my place in Radnorshire through the Easter traffic, and back again to Hampshire after the holiday, in as much comfort and security as any good family car, one of the passengers, a lady over 80 years old, being particularly enthusiastic.

From Alfa Romeo to **Rolls-Royce Silver Shadow** may be going away from the sublime, but most certainly does not verge on the ridiculous, in spite of snide remarks passed about the latest Crewe product by certain writers. I would have liked to have stepped into the latest Rolls-Royce motor carriage at Conduit Street and have driven it virtually non-stop to have a look at Sitges' banked circuit in Spain.



TWIN-CAM, FIVE-SPEED VIVACITY.—The Alfa Romeo Giulia Super is a saloon for sportsmen and fast drivers.



The notice should be ignored!

This proving out of the question, I was content to step into it in London, straight out of a Sunbeam Rapier, and take it down to Monmouthshire, up into the dreary English Midlands, and spend a Sunday morning motoring it as silently and as fast as I could make it go over the deserted roads of the Fen country, on my way back to Hampshire via Essex and London's East and West Ends. Rather than attempt to summarise what is a complicated and very up-to-date piece of automobile engineering, I prefer to refer those interested to the full MOTOR SPORT report which covered five pages in the issue of May 1968. To my knowledge, at least one person approved of what we said, and bought one. The numbers now on the road confirm that the Silver Shadow will be as popular in its time as the Silver Ghost and Silver Cloud before it. Perhaps the outstanding memory of the car is the very steady and restful ride which the self-levelling suspension provides. The silent running was expected, the suspension had been somewhat stiffened up since the car was first introduced, but the power steering is still extremely light and only after long acquaintance is one likely to approve of it. Moreover, I must be honest and recall that this Rolls-Royce made two lapses from grace, unfortunately, both times under the noses of drivers in aged Fords. The engine stalled when idling, when the power steering was on full lock, and one stop-light failed without the indicator on the facia informing us that this had happened, confusing a Consul driver who thought that it was a "turn" signal. The fact is that so close to motoring perfection is the latest Rolls-Royce that these are the kind of insignificant criticisms a tester finds himself making. For instance, I was quite distressed to discover that the speedometer needle was a fraction less steady than those I encountered in Silver Clouds and other Derby- and Crewe-built motor cars in earlier times. . . .

Going from the magnificent to something rather more mundane, a **Volkswagen 1600TL** fastback was sent to us so that we could get to know about its new automatic transmission. For this reason I also drove a **Volkswagen 1500** Beetle with semi-automatic transmission. It is getting on for 20 years since I was a rabid VW fanatic although I find it difficult to live this down. (Since those days the insects from Wolfsburg have tended to become rather out of date. I am just about to drive a 411 and may revise my opinion.) But this modern VW 1500 is an extremely flexible town car, and both it and the 1600TL have much improved cornering consequent upon changing from swing axle to trailing-arm i.r.s. The Beetle harboured some of the original shortcomings, which are boldly faced-up-to in VW's recent clever advertising, this make has not discarded the excellent exterior finish, austere but practical interior, and the sense of being a big car on big long-life tyres. The pedals are still ridiculously situated, but a Beetle that will do 80 m.p.h. and has disc brakes is not to be denied even in this day and age—and the World's car-buying population still does not show any sign of denying itself ownership of the miracle car from Germany. The fully-automatic 1600TL was another very commendable traffic car, apart from some transmission frenzy at around 35-40 m.p.h., but I would be just as happy with VW's renowned Porsche synchromesh and 26.2 m.p.g. appears to be a penalty of substituting the fool-proof gearbox for the older transmission which only abject fools could object to.

Cars from Zuffenhausen have eluded me for a very long time and last year I only managed to snatch a brief, but quick, ride in a **Porsche 911L Sportomatic,** the report on which was done by D. S. J. All the old magic was there, solid construction, safe road-holding, impeccable creature comforts, and that indefinable feel of quality which, for true believers, these air-cooled rear-engined, boxer-motor sports coupés exude. These remarks do *not* extend to the Sportomatic transmission, which I disliked as much as the Continental Correspondent.

What can I say about an **Opel Kadett Rallye** coupé, sampled in the snows of winter? Like the egg of the curate, it was good in parts, but as General Motors have introduced a rather confusing run of Opels in recent times and as a rather promising later model coupé was shown at Earls Court, I will pass this one by, except to remember it as a pleasant and unusual little car.

Having had a very good service from the Editorial Rover 2000TC I was naturally very keen to try the new **Rover Three-Thousand-Five** as soon as it was announced. Indeed, this rich relation of the 2000 range was sent to me before the announcement date. I thrashed it over familiar Welsh roads and was both disappointed and pleased, in about equal proportions. Disappointed because the performance was not quite what I had expected from the 3½-litre V8 light-alloy ex-General Motors power unit; pleased with the improved smoothness and the quieter running. It was difficult to decide whether or not Rover's notorious understeer was greater in the V8 version but certainly the car was very fast from one point to another and the miles went by very quickly and effortlessly. The Borg Warner automatic transmission was not what I wanted, and as I have promised myself to go on changing gear with my own hand, until old age or arthritis makes this unpalatable, I do not want an automatic Rover, but most emphatically, when Peter Wilks is able to offer the Rover 3000–5 with a four or five-speed manual gear-change, and perhaps with the larger S.U.s used for that splendid experimental Rover mid-engined coupé, I will have no hesitation about changing over from 2000TC to 3000–5. As for the Rover coupé, we devoted considerable space to this last month and the only reason I refrain from saying more about it here is that to harp on the unobtainable is a waste of words.

Last year was also notable for the introduction of a new Ford. Allergy to vaccination, not fear of flying machines, and the aforesaid sparsity of time, stopped me from going to Morocco with my friends from the Press, to try the first of the Escorts, just as this year I have missed going to Cyprus to sample a Capri. However, Fords' always-obliging Public Affairs Department at Warley very soon had me motoring on English roads in a **Ford Escort GT.** This small saloon from Dagenham proved to have the expected excellent engine and gear-change, but it was noisy from atmospheric as well as from mechanical sources. I thought the ride atrocious, I didn't like the clutch action or the snatch of the transmission, and the seats could have been more comfortable. Forget, however, that this is a family car, regard it as something sporting, and one has to admit that Ford of Britain's newest baby corners very well and has steering in keeping with the performance available from its cross-flow, Weber-fed, 71 b.h.p., push-rod engine. This Ford, like a great many before it, was aided in its road-clinging by Pirelli Cinturatos—sensible Ford! The driving position was good, the heating and Aeroflow ventilation fully up to the expected standards, but its fuel thirst, driven hard, was about the same as that of the larger, and in my case better-liked, Cortina GT. Nor did I fall for the



VERSATILITY, COMFORT and, in TS form, decently high performance from France is provided by the Renault 16.

placing of the switches controlling lamps and wipers. I now await with impatience the opportunity to road-test the Ford Capri, and I think I would prefer this with the push-rod GT engine rather than with the Lotus-devised twin-cam engine, which seems to have given a great deal of trouble in the London-Sydney Marathon.

Personal experience of a **Jaguar 420T** convinced me that I didn't want one, and I feel much the same about the much-publicised, loudly-proclaimed **Jaguar XJ6** (which I have not yet driven), at all events until such time as this car has twice as many cylinders as at present. Then, one wonders, will it retain twin o.h.c. above each head? Because if it doesn't, it will seem just as odd as would a push-rod Alfa Romeo. I am able to commend a **VW Combie** as a comfortable as well as a very roomy load-shifter, but I only covered a few miles in a **Triumph TR5,** on which a colleague commented fully and favourably. The individuality, and honesty, of the **Renault 16** proved captivating, and later I was able to try a **Renault 16TS,** this splendid combination of saloon and station wagon with most comfortable seats and roll-promoting but comfortable suspension having acceleration and speed which the 16 lacks. The biggest of the Renault saloons is certainly a thoroughly individualistic and worthwhile car, although to get at the handbrake and put things into the cubby-hole one needs arms like those of an ape. Incidentally, I was delighted to see that the Assistant Sports Editor of a weekly contemporary reads my road-test reports, for, commenting on a Renault 16TS which he used for covering the R.A.C. Rally, this writer, as enthusiastic as I am about this splendid car from Billancourt, commented that he supposed I was joking when I said that I found the Renault 16TS indistinguishable from the 16 until it



NOT ALTOGETHER TO OUR TASTE.—The 3-litre Reliant Scimitar is nevertheless an inexpensive, economical high-performance car.

was wound up. I fully agree with him that motoring is safer and more relaxed if there is plenty of power in reserve for any situation but I am still trying to understand why he thought I was joking, for I was merely trying to convey that in spite of much enhanced performance the 16TS is no less refined when driven sedately, or even when driven quickly, than the considerably less powerful 16. Surely this experienced writer knows that in many cases where a car is tuned for increased performance it can become rough, unpleasant, and distinctly untractable, low down?

So many people have told me that I was missing a great motoring treat through not having driven the **Reliant Scimitar GT** in its latest 3-litre form, that this was another one into which I climbed eagerly when it came along for test. My opinions about it were expressed too recently to merit recapitulation, apart from recalling that the gear lever was not where I would have liked to have found it, the minor controls were also in funny places, the seats not comfortable, the ride (here we go again) too lively, but that for economical high performance one cannot fail to be impressed with some aspects of this 120 m.p.h., £1,611 components-car built of plastics. Another Ford V6-powered car which I drove last year was the **Gilbern Genie P.1.130.** Overlooking a dismal run down through the industrial region of South Wales to collect it from the pocket-sized factory where it is made with great enthusiasm and care, and a rather sick Tecalemit-Jackson fuel-injection system which made it not worth while to record acceleration figures, this rugged Welsh product was found to have a commendable tendency not to let go of the road when corners were taken quickly, but an unpleasant gear-change similar to that of the Scimitar. I tended to enthuse over this Genie but there are those who say that I was too kind to it! From high-performance cars to modern



THE GILBERN GENIE FROM WALES.—Epitome of individuality and rugged road-holding.

cyclecars, I usually like air-cooled miniatures and can put up with quite a lot of noise and discomfort in return for the sort of fuel consumption that pleases my miserly outlook. Unhappily, the twin-cylinder f.w.d. **Honda N360** kicked up such an awful din which I endured for one hot summer's day when keeping a rendezvous with a 1922 G.N. that I was glad to give it back, especially when the economy was not as good as expected, at 44.5 m.p.g. Indeed, the far more conventional and restful **Reliant Rebel** estate-car, with a fibreglass body which will not rust, whether or not it cracks, gave a better fuel consumption figure, 47.3 m.p.g., and seemed to me the present-day equivalent of the Austin Sevens which impecunious enthusiasts endured before the war. I am disappointed that nobody has given us a 60/60 small car, *i.e.*, one with a top speed of 60 m.p.h., giving 60 m.p.g. in general driving (any Citroën 2 c.v. enthusiasts who write in will be required to prove their claims!).

A rather unusual Ford tried in 1968 was a **Ford 1600 Cortina GT** with estate-car body, a quite excellent wolf-in-sheep's-clothing which lived up to all the praise I have bestowed on the Cortina GT in the past, although any body less entitled to the initials GT it is hard to visualise. Real sports-car motoring returned with the advent of the **Morgan Plus-8,** which combines dragster-like straight-line acceleration with the crudest road-holding and suspension in the game. It even retains the harsh Moss gearbox of the Morgan Plus-4 and earlier Jaguars. It accelerates and goes on accelerating like nobody's business but Peter Wilks'. The long awaited **Jensen FF** was reported on last month, and it is difficult in a few words to convey the feeling of safety which its quite uncanny road-holding and anti-lock braking provides. Perhaps I should have driven the **Jensen Interceptor** before and not after I had tried the FF, but I certainly did not approve of its handling characteristics on the Dunlop cross-ply tyres with which Jensen Motors turn it out. The road test of the **Datsun 1600** de-luxe appeared



THE MORGAN PLUS-8 has borrowed a light-alloy 8-cylinder engine from Rover and provides vivid acceleration with all the former fun and fresh air.



HIGHLIGHT OF 1968.—The Jensen FF, the modern conception of Safety Fast.

too recently to require further comment here, except to say that the disappearance of corrected page proofs made us give it twin-carburetters, whereas its very reasonable performance is achieved with only a single carburetter. A car which I rather enjoyed, in spite of its horrible ride, high noise level, unpredictable steering and not the best of controls, was the **N.S.U. 1200 TT.** If full use was made of the power available from its rear-mounted air-cooled 4-cylinder o.h.c. engine it went very well, although the extra weight in the tail seems to have



THE N.S.U. 1200 TT is both good and bad but gets along well, with four nature-cooled cylinders across the boot.

caused road-holding and straight-line running to deteriorate. The last cars submitted for road test in 1968 both came from B.M.C., or should I say from British Leyland? The first was a **Morris 1800 Mk. II.** The original B.M.C. 1800s sounded very promising but fell down in respect of a driving position like that of a "dodge-ems" car, allied to steering geared more for developing the biceps than getting



THE MORRIS 1800 MK. II was dismissed without regret, the Editor calling it after the animal he photographed it with.

the car smoothly round corners. The latest model has power steering geared 3½ turns lock-to-lock against 3.8 turns of the manual version and 4½ turns of the 1800 I drove in 1964. This considerably improves matters but the road-clinging qualities for which this Issigonis design is noted cannot be exploited to the full until one becomes accustomed to the very light feel of the steering. Some people like Hydralastic suspension, others consider it gives a lurchy, even sick-making ride. I think it is less effective on the 1800s than on the smaller B.M.C. cars and as this Morris was quite noisy, had only a mediocre gear-change, and rather inconvenient push-buttons for the lamps and 2-speed wipers, I only hope it will not be long before the B.M.C. 1500 arrives, to instill new life into this slice of the great Leyland Corporation.

This Morris had a rather flat top-gear performance and a weak pull-out handbrake which Colonel Rixon-Bucknall has shown us to be quite unnecessary, but which the engineers at B.M.C. seem unable to eradicate. Moreover this Morris gave me one of the worst drives I have had for many a year, for at times it tended to stall and run very erratically, which in heavy London traffic around Christmas time is not at all pleasant. As B.M.C.'s Holland Park depot were unable to send out to rectify this, I set off to drive home in it and it died on the level crossing at Sunningdale. Letting it coast into a parking bay just beyond the rails, I walked back to Halfway Garage on the other side of the crossing, where Father Christmas was in the showroom window trying to persuade people to buy new B.M.C. cars. The proprietor kindly came out in a van to assist me, as the mechanics had gone home, but glancing at the pessimistic petrol gauge, he told me it was a disgrace to drive such a fine car with so little petrol in it, and that he would be reporting me to B.M.C. in spite of the fact that I told him I had put a gallon in it at Staines, about eight miles further back. I was left to my fate. The car subsequently re-started and I was able to coax it to Cowley, where it was changed for an **M.G. 1300 Mk. II.** Clearly the carburation, or the condenser, or more probably the new mechanical under-bonnet fuel pump, were playing up; I was unable to complete my fuel consumption check, although this miserable Morris was giving better than 23 m.p.g.

When the M.G. stalled at the factory gates, and again at the first roundabout, I felt black despair, but this trouble never recurred, although the throttle linkage gave the usual jerky take-off. The fact that B.M.C. small cars are now considerably behind the times was confirmed by the M.G., although the larger engine gives excellent pick-up from 70 to 90 m.p.h., if you do not mind a good deal of noise. Low-speed acceleration is not particularly impressive, the gear-change is knotchy and controlled by a not very inspiring lever, and the driving position with offset pedals not very nice. But the Issigonis cornering power is still there, although the test car had steering, using a small leather-bound wheel, geared 3¼ turns lock-to-lock, which stiffened up alarmingly towards full lock. However, on the whole this M.G. offered useful Christmas transportation, returned 36.9 m.p.g. of 4-star fuel, and started readily in near-Arctic conditions, its cooling system adequately protected by Smith's Bluecol. I was rather disappointed, however, to find that although this is the latest in the long line of Abingdon products, the push-button control for wipers and lamps are badly planned, for the washers' button is below the lamps-switch, the choke knob underneath the wipers' switch. Surely it is not beyond B.M.C.'s capabilities to reverse the locations of these two controls?

I had not been in a B.M.C. Mini for some long time, but last year I drove up to Oulton Park for the V.S.C.C. Race Meeting in a **Morris Mini Mk. II 1000.** This merely confirmed what I was afraid of, that I had grown out of Mini motoring, not physically, for they are very roomy, but by inclination. The excessive noise, the sliding windows, the crude door-pulls, the stiff steering, the rather uncomfortable seats, the heavy clutch, a tedious gear-change, and brakes that needed pumping, were some of the things which contributed to this outlook. I grant that the tiny car got along quite well, cruising at around 65 m.p.h., and the Mini is still a good proposition for those who want a roomy, lively, baby car which will give over 42 m.p.g.

That concludes the main road-test programme of last season. There were a number of other cars driven, either at circuit demonstrations, or when friends lent them to me, or for restricted mileages when other people were doing the main test. I find that out of these cars, 15 were on Dunlop tyres, six on Pirelli, six on Michelin, four on Continental, three on Goodyear, two on Avon, and two on Firestone, while one each were shod with Uni-Royal, Englebert and Bridgestone. This gives some idea which tyres British manufacturers and Concessionaires favour for road-test vehicles. Apart from road tests a certain amount of vintage motoring was enjoyed last year. For example, I was able to travel as passenger through the H.C.V.C.

Brighton Run in a very interesting vehicle, the Best Brothers' sleeve-valve Daimler lorry, even if we did arrive at the wrong end of a tow-rope. I took the 1930 Sunbeam "glasshouse", on its new Dunlop rubbers, to the S.T.D. Register Wolverhampton Rally, and although it was past mid-season when I purchased a 1930 Riley Nine which had been raced previously at V.S.C.C. events, this gave the Continental Correspondent and myself a pleasant run to Prescott and back for the V.S.C.C. hill-climb. A spot of big-end trouble caused the car to non-start in races at Silverstone and Thruxton but D. S. J. cured this in due time and I enjoyed some pleasant spells of fresh-air motoring behind aero-screens in this amusing little car, which does for me what others apparently obtain from a round of golf.

There were two other cars which served well in 1968—the Editorial **Rover 2000 TC** went on to tot-up more than 20,000 miles since it was delivered and, regularly serviced at Rover's long-established service depot at Seagrave Road near Earls-Court (which Lord Stokes preserve!), gave no trouble until the very end of the year, apart from too-rapid wear of the n/s front tyre, probably due to faulty tracking. The occasion when it departed from its normally dependable habits was just after Christmas. I was praising it for starting promptly after standing all night in a temperature which had frozen boot and door locks, and the Cinturatos literally to the ground, when I discovered that the wipers and heater were inoperative and the engine on the boil. It was the Saturday after Christmas, but by driving the car slowly I got it to the Automobile Palace at Llandrindod Wells, Rover agents. They promptly went into action so that, in spite of having to send out for a spare, they had me back on the road in 1½ hours—excellent service! The electrics had failed because they were protected by a fuse of too-low rating, the anti-freeze had run out because a gasket on a water plate at the very back of the engine had failed. Apart from this the Rover has given no trouble and continues to please me, having all those characteristics which suit my temperament and requirements. It was given its second set of those excellent Pirelli Cinturatos at 14,700 miles, uses practically no Castrol between the 5,000-mile service intervals, and gives a fuel consumption of between 24 and 28 m.p.g. according to conditions. It has proved adept at towing broken-down cars, a tow-bar having been fitted for the Riley's trailer, and although it is infrequently cleaned, the bodywork inside and out looks as it did when the car was new, rust which forms along the top of the rear number-plate surround being easily wiped off, such is the merit of stainless steel.

My **1953 Volkswagen 1200** has given equally good service considering it was bought many years ago for quite a modest sum of money and has done some 20,000 miles in my ownership, including a run to the South of France, considerably overladen. With 17,325 miles showing on the odometer the timing gears stripped but an Autocavan replacement 1,131-c.c. engine was installed and this has performed satisfactorily for 2,675 miles at the time of writing, giving roughly 1,400 m.p.g. of Castrol GTX. India Autoband tyres, put on 13,000 miles ago, not only transformed such cornering ability as the insect has, but they still show plenty of tread. So, although it has required a new oil-cooler, odd new electrical parts, fresh plugs and stainless-steel brake pipes, the old VW continues to be a useful hack,



AS GOOD AS A ROUND OF GOLF.—The 1930 Riley 9 "boy's racer" in which the Editor took occasional and cautious doses of last year's fresh air.



CHRISTMAS CARS.—The M.G. 1300 Mk. II and a 1953 VW 1200 which served us well over the long Christmas holiday.

and one which runs on the least-expensive grade of petrol. When the Rover, as aforesaid, ran a temperature, it was the VW which took two Christmas guests to catch a train. This caused me to think what a boon an air-cooled car is as a hack, particularly in abnormally cold climes. Anti-freeze is fine—until someone forgets to put it in, lets it out and re-fills with plain water, or it evaporates, or seeps out. The air-cooled car is immune from such habits and so I am glad that VW, Fiat, N.S.U., Citroën, DAF, Honda and Steyr-Puch continue to market cars cooled directly by Nature's free fresh air.

That concludes my re-cap of 1968 road-testing. Already I have tested the Triumph Vitesse Mk. II as the first test car of 1969 and have just donned a Peugeot tie to sally forth and see what I think of a Peugeot 204 coupé. (It would, I suppose, be fun to wear the appropriate tie for each road test, but my wardrobe at the moment will not run to this.) But whether you test cars in overalls and crash-hats or bare-headed and in a lounge suit, the whole thing is the greatest possible fun and whatever the policeman's lot may be, I would not willingly give up the opportunity of assessing in some detail the merits and de-merits of the World's production motor cars.—W. B.

PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1968

Car	Petrol Consumption	Oil Thirst
Opel Kadett Rallye coupé	33.3 m.p.g.	One pint, in 580 miles.
Vauxhall Victor 2000 saloon	24.9 ,,	Half-a-gallon, in 740 miles.*
Volkswagen 1500 saloon	27.0 ,,	Two pints, in 375 miles.
Ford Escort GT saloon	27.5 ,,	One pint, in 780 miles.
Sunbeam Rapier fast-back saloon	24.6 ,,	None, in 350 miles.
Rover 3000-S saloon	19.0 ,,	—
Rolls-Royce Silver Shadow saloon	12.5 ,,	Three pints, in 1,335 miles.
Mazda 1500 de luxe saloon	31.1 ,,	Less than one quart, in 1,100 miles.
Volkswagen 1600TL saloon	26.2 ,,	None, in 400 miles.
Fiat 125 saloon	27.9 ,,	—
Alfa Romeo Giulia Super saloon	27.4 ,,	Just over one pint, in 850 miles.
Vauxhall Ventora saloon	23.9 ,,	One pint, in 650 miles.
Morris Mini Mk. II 1000 saloon	42.6 ,,	One pint, in 750 miles.
Sunbeam Stiletto fast-back saloon	37.1 ,,	Less than ½-a-pint, in 700 miles.
Reliant Scimitar 3-litre GT coupé	26.5 ,,	None, in 650 miles.
B.M.W. 2002 saloon	30.8 ,,	Scarcely ½-a-pint, in 1,150 miles.
Honda N360 saloon	44.5 ,,	None, in 500 miles.
Renault 16 saloon	31.0 ,,	None, in 500 miles.
Gilbern Genie P1-130 coupé	18.7 ,,	One pint, in 645 miles.*
Ford Cortina GT estate-car	30+ ,,	None, in 900 miles.
N.S.U. 1200 TT saloon	26.8 ,,	Approx. ½-a-pint, in 550 miles.
Morgan Plus-8 two-seater	23.6 ,,	—
Renault 16TS saloon	26.2 ,,	Less than ½-of-a-pint, in 670 miles.
Reliant Rebel estate-car	47.3 ,,	None, in 450 miles.
Morris 1800 Mk. II saloon	At least 23.0 m.p.g.*	—
M.G. 1300 Mk. II saloon	36.9 m.p.g.	1½ pints, in 860 miles.
Datsun 1600 de luxe saloon	29.1 ,,	Practically none, in 550 miles.
Jensen FF saloon	10.9 ,,	—
Jensen Interceptor saloon	14.5 ,,	None, in 550 miles.

* *See* text.

LONG-DISTANCE MOTORING

JUST recently there has been a lot of discussion on the subject of long-distance motoring, with the Monte Carlo Rally, but more particularly with the London–Sydney Marathon. For many years now Australians have been driving from Australia to England in all manner of vehicles, one of the most popular being the Volkswagen van or caravan. At the time of the Marathon, while works rally cars were driving to Sydney accompanied by teams of service crews, service cars, aeroplanes and so on, two young fellows drove the route in the opposite direction in a second-hand Holden, unaccompanied and unhindered by any problems. As the Marathon was finishing I received an unexpected letter from India. It was from a friend who had "disappeared" from my local scene and had set off for Australia. A keen reader of MOTOR SPORT and a sports-car enthusiast, he had owned a Lotus Elite and a Lotus Elan, but the last time I had seen him he had a Renault 16. I can do no better than quote from his letter for I found it most interesting.

"I managed to sell my R16 and got a sound 1966 VW Devon Caravanette with 9,000 genuine miles on the clock. Compressions and oil pressure were well up to par—and what else is there to check on a VW? I had Cibié conversions fitted in place of the normal feeble lights and they've really proved their worth, as it gets dark early in these latitudes and we've done a lot of night driving—quite alarming at times, I might add. Duckhams supplied a quantity of oil—with replenishment and service in Kabul—and we got two sets of Champions.

"At Ostend the Cibiés were switched to r.h. dip by movement of a little lever inside, and we were on our way. By-passing Brussels we struck through Luxembourg and picked up the Munich *autobahn* at Karlsruhe. Stayed with a friend who is the Mercedes-Benz agent at Pfafenhoffen, who obtained our spares, and treated us to some energetic driving in an Audi 60—good car. Through Austria and into Yugoslavia *via* the Loibl Pass we went, Yugoslavian driving being pretty hairy with enormous unguarded drops, a thing we are well used to now, but a new experience then. From here on East the driving—other people's that is—got worse and the condition of some of the trucks is laughable, until you get stuck behind one on a hill! In Turkey, I imagine the coach drivers were giving some of the Marathon boys a run for their money, and everyone sports air-horns that are guaranteed to move anything. Iranian truck drivers decorate their vehicles with a ridiculous number of coloured lights so that one is never sure which way they are pointing. Green, red and blue to the front and nothing at the rear is commonplace! What were the rest of the salesmen doing when Mercedes-Benz were supplying these countries with cars and trucks? I have never seen so many and 99% of the trucks in India seem to be Mercedes. To their credit B.M.H. appear to have sold all their old jigs and dies for the old-style Morris Isis. Fiats are the only other indigenous car.

"The VW has stood up to the inevitable hammering extraordinarily well—you've probably heard what the route is like from the Marathon crews—and it is doing an overall 30 m.p.g. I spoke to some of the Marathon crews at the Delhi checkpoint—they seemed to be enjoying themselves but is Sprinzel always in such a foul mood? If he thinks that bit was rough he should go where *we've* been!!! Met the Robs Slotemaker and Janssen in Afghanistan and later in Delhi—what a charming person is Janssen! I'd give a lot to do this trip again in a well-prepared rally car, it must be a piece of cake.

"Eleven thousand, five hundred miles so far and a lot to go yet. The sacred cow should take over here, it must have more sense than this lot. Penang is our next objective and then Australia. MOTOR SPORT has been unobtainable so far, hope to find it in Aussie land."

Undoubtedly this particular VW Caravanette has got to Australia by now, although there was no particular time schedule, their feeling being that this would probably be a once-in-a-lifetime trip so they were determined to get the most out of it. I am quite sure that for every vehicle heading along the England to Australia route, crewed by young and adventurous British lads who are prepared to have a go at anything, there is one coming in the opposite direction, and it might even have an embryo Jack Brabham at the wheel! The Marathon and this letter brought to mind two entertaining motoring travel books that would stand re-reading. One is the story of a journey round the world in a 2 c.v. Citroën, "Round the World", by J-C. Baudot and J. Seguela, and the other is "Behind the Wheel", by David McKay. The adventures of the two Frenchmen, both motoring and non-motoring, are well worth reading, and spread over one year and one month and 100,000 kilometres, a great deal happened to them. The Australian book is mostly about racing but contains five chapters on the trip Sydney–London in 1955 with a VW Kombi, which are full of interest.—D. S. J.

BOOK REVIEWS

"Road Accidents—Prevent or Punish?", by J. J. Leeming. 233 pp. 8⅜ in. × 5⅝ in. (*Cassell and Co. Ltd.*, 35, *Red Lion Square, London, W.C.*1. 36*s.*)

It is refreshing to find a book about road accidents which is very much on the drivers' side and not anti-motor vehicles. This book is certainly that and one hopes, without much confidence, that it will be compulsory reading in all Police colleges, Council offices and certainly in all M.o.T. departments. There are chapters by other qualified authorities and the author is a B.SC.(OXON.), A.C.G.I., F.I.C.E., M.I.STRUCT.E., M.I.MUN.E., and a F.INST.H.E., so let no-one say this is cheap and sensational journalism.

What this book does is to analyse road accidents from every possible angle and with great care and detail, in the pursuit of a solution. It is particularly welcome when the fog disasters on M1 and M10 are causing the Police and the M.o.T. to blame drivers for criminal negligence, as usual. What happens on Motorways in fog is panic—if the slow lane is blocked by a crash following drivers, fearful of being rammed, tend to turn on to the hard shoulder or, if this is already occupied or blocked, to swing into the next available lane, and then, from fear of being rammed, to speed up. The only solution is to close Motorways in times of fog, as airports are closed, so why did these two Motorways aforesaid remain open?

Mr. Marsh has a duty to perform, to read this book and tell us, the road-users, what flaws he finds in it and whether he has learned anything from it on which he proposes to act. He might, for a start, take especial cognisance of the following :—

"Are our laws really calculated to reduce accidents? We have assumed that they are, but the tragedy of the situation is that they most certainly are not."—Page 5; "Blame for accidents seems to me to be at best irrelevant and at worst actively harmful. My object is to stop accidents and I am not interested in blaming anyone."—Page 5; "The country is littered with assorted ironmongery meaning little or nothing or much, like Gilbert's book of despair, and the motorist naturally—and rightly—pays no attention to it."—Page 93; "Abuse of the drivers is the worst possible type of progaganda . . . Things are said about motorists which, if they were said about Jews or Negroes, would produce an instant prosecution under the Race Relations Act."—Page 105; "The Law offends our ordinary notions of morality, involves lack of respect for human dignity, and gives rise to a wholly deserved disrespect for the Law itself."—Page 169; and "Instead of promoting the traffic flow, the Law appears more concerned to hinder it. Road traffic law consists of don'ts rather than dos."—Page 174.—W. B.

"The F.I.A. Year Book of Automobile Sport, 1969" is available in this country from PSL, 9, Ely Place, London, E.C.1, at 25*s.*, or 26*s.* 6*d.* if sent by post. It answers many queries about rules governing International motor sport, colours of Nations and F.1 teams, recognised cars, addresses of Team Managers, racing-car makers and tuning equipment manufacturers, and has a calendar of 1969 races and rallies.

Castrol have published their annual "Achievements" book in a new form this year. Instead of being a simple pictorial record of 1968 competition successes achieved with Castrol oil, it is an informative full-size book, with a wealth of colour pictures and articles on divers subjects by such journalists as Winstone, Brittan, Freud, Young, Davenport, Rous, Taylor, Marriott, Phillips and Jenkinson, and other articles by authorities, like B.M.C.'s Competition Manager and Ford's Rally Manager, who turned into journalists at Castrol's behest. Flying, hovercraft, motorcycling, boats, town cars, turbines, dragsters, the Red Arrows and transporters are covered, apart from rallying and motor racing, and there is the GTX Girl, in bikini on 3-litre Ford prototype, a colour picture which would never be permitted in MOTOR SPORT. Curiously, the older cars have been left out. But this edition of "Achievements" is well worth having, by all except vintage-car enthusiasts, especially as it is available free, if you mention MOTOR SPORT and write for a copy, to Castrol Limited, Castrol House, Marylebone Road, London, N.W.1.

THE FORD CAPRI



No, Not That One, you fool . . .



THIS ONE

Cyprus invaded by "Capri"

DURING the second week of January the mighty Ford Empire, armed with their latest four-wheel innovation and a specially invited troop of journalists, launched an attack on Cyprus which was happily received. We had come to try the entirely new model from Halewood over the rough mountainous roads of Cyprus. January is the Cypriot winter when oranges and lemons are harvested on the plains, while tourists go ski-ing in the Troodos mountains. The roads vary as much as the weather, from dry on the coast to mountain rain, snow and ice. These were ideal conditions for a brief look at the new Capri, which was predictable and exciting to drive.

There is some similarity to the Mustang but basically it is a British sporting design. The windscreen is sharply angled and the roof line sweeps down to a cut-off tail. This reduces the head room for back-seat passengers who already have limited leg room. However, it is a driver's car and the driver sits in real luxury with excellent vision; his left hand comfortably rests on a short gear stick controlling a sweet gearbox. The car is not large, being 14 ft. long and 5 ft. 7 in. wide.

Having the chance to drive the 1,600-c.c. and the 1,600-c.c. GT for several hundred miles it was possible to compare their acceleration. The GT was 0.5 sec. faster from 0-30 with a time of 4.5 sec., and from 0-60 the GT was almost 3 sec. better with a time of 12 sec.

Both cars easily reached 80 m.p.h. and were noticeably silent. It appeared the fuel consumptions were around 29 m.p.g. for the 1,600-c.c. and 25 m.p.g. for the GT. The independent front suspension gave a smooth drive over exceptionally rough un-made roads, and braking at all times was most safe. It would be unfair to say much about the 2000 GT but a brief first impression suggests that it would not perform any better than the 1600 GT. The engine is the V4 and gives a top speed of 105 m.p.h. It would seem that the 1600 GT is the pick of the bunch and is bound to be another Ford success. We hope to include a full road test in the March issue.

As far as the buyer is concerned, he has a wide choice; three engine sizes, 1,300 c.c., 1,600 c.c. and 2,000 c.c. The 2000 is a GT version only, whilst on the 1,300 c.c. and the 1,600 c.c. it is optional. There are five available options of accessories and extras.

Although the Capri was announced on January 24th you will not be able to see it at your local dealers for a few more days.

SPECIFICATIONS

Engines : 1,300 c.c. (cylinders, 4-in-line) :
Maximum power : 61.5 b.h.p. at 5,000 r.p.m.
Maximum torque . 75.5 lb./ft. at 2,500 r.p.m.
1,300 c.c. GT (cylinders, 4-in-line) :
Maximum power : 75 b.h.p. at 6,000 r.p.m.
Maximum torque : 74.5 lb./ft. at 4,300 r.p.m.
1,600 c.c. (cylinders, 4-in-line) :
Maximum power : 75 b.h.p. at 5,000 r.p.m. SAE.
Maximum torque : 97.0 lb./ft. at 2,500 r.p.m.
1,600 c.c. GT (cylinders, 4-in-line) :
Maximum power : 93 b.h.p. at 5,400 r.p.m.
Maximum torque : 102 lb./ft. at 3,600 r.p.m.
2,000 c.c. GT (V4) :
Maximum power : 113 b.h.p. at 5,700 r.p.m.
Maximum torque : 122 lb./ft. at 4,000 r.p.m.

Transmission (manual or automatic) :
Manual : Single selector rail type with all four forward gears synchromesh.
Automatic : Borg Warner 35 unit, three forward speeds.

Suspension : Independent front suspension by coil-springs and struts incorporating double-acting shock-absorbers. Rear hypoid axle semi-elliptic leaf-springs and twin radius arms.

Brakes : Front wheel discs and self-adjusting rear drums, servo assisted on the 1600 GT and 2000 GT.

Steering : Rack and pinion, turning circle 32 ft.

Wheels : 13 in. diameter road wheels with a rim width of 4½ in.

Dimensions : Overall length 14 ft.; overall width 5 ft. 7 in.; overall height 4 ft. 2 in.; wheelbase 8 ft. 5 in.

Prices, including Purchase Tax:

1,300 c.c.:	£890 7s. 10d.
1,600 c.c.:	£936 1s. 9d.
1,300 c.c. GT:	£985 13s. 11d.
1,600 c.c. GT:	£1,041 16s. 8d.
2,000 c.c. GT:	£1,087 10s. 7d.

1969 GIULIAS

Alfa Romeo have just announced their 1969 Giulia alterations. While externally the cars are almost as in 1968—with slightly larger over-riders and changed door handles—it is inside and underneath that most changes have taken place. On the 1300 TI there is now a hydraulically-operated clutch and braking power regulator together with trim and lighting alterations.

On the Giulia Super the revisions are more extensive, for other than the hydraulic clutch and braking power regulator, there is now an anti-roll bar on the rear suspension with new bumpers, new instruments, new steering wheel, map tray, more sophisticated reclining seats and many trim improvements.

The GT 1300 Junior has most of the above improvements, all of which are derived from the more expensive 1750 models, plus an improved heating and ventilation system. Common to all three models is a form of sound insulation designed to cut both road noise and engine noise (a figure of 60% improvement is quoted). Its effectiveness was proved when journalists drove the cars on the mixed mountainous and motorway roads around Genoa. Conversation at 100 m.p.h. is comfortable but for the enthusiast there is still that delightful hard twin-cam roar which penetrates all this new sound damping when the revs go over 5,500, and with Alfa's 5-speed box it is possible to keep the revs above this limit for most of the time.

In the stern downhill tests the Alfa brakes showed up exceptionally well and there was no sign of fade whatsoever. That all *four* wheels can be locked was proved by one charming writer who regularly contributes to one of the better Sunday papers, for when freezing on the brakes on a slippery downhill right-hander, the GT 1300 Junior followed the contour of the corner in two long and graceful broadsides, a situation which almost converted the passenger to wearing seat belts.

With good finish, torque, handling and stopping power, Alfa Romeo starts 1969 with high hopes of improved sales. Dr. Tasson, Managing Director of the British subsidiary, is confident that by 1970 there will be another 2,000 Alfas on British roads.

The Driver's Job

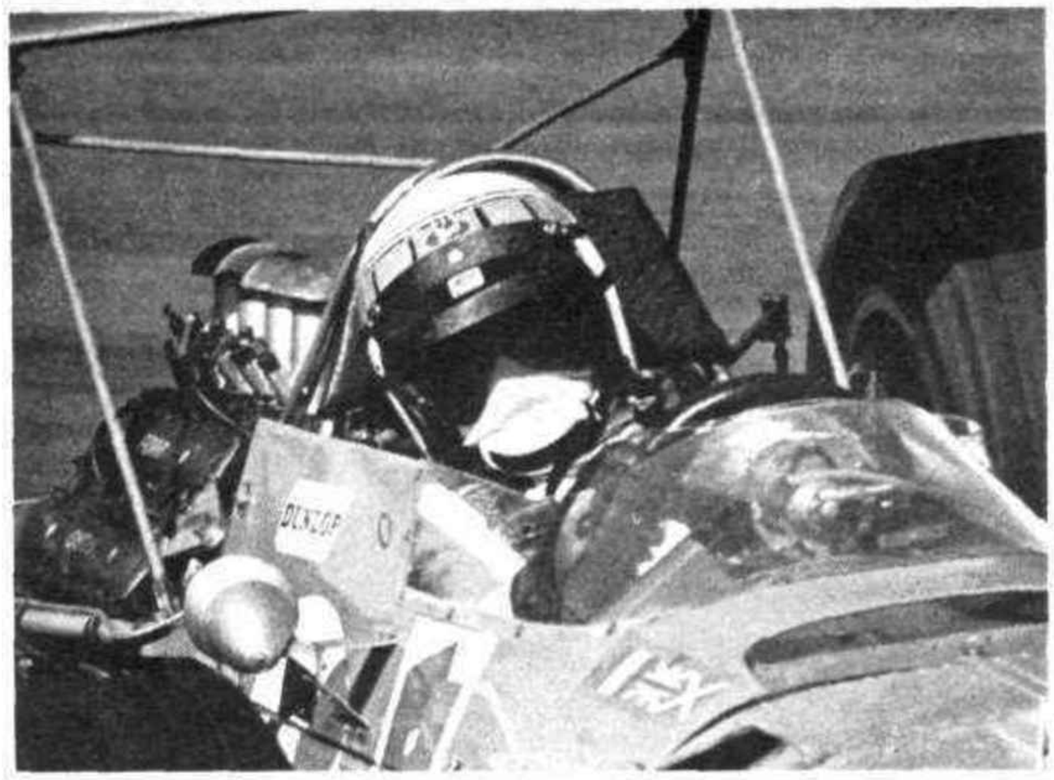
—It has changed

DURING a recent discussion on Grand Prix racing we fell to discussing drivers, past and present, and the inevitable Fangio, Moss, Clark, Stewart battle raged. We agreed that as Stewart had never raced a front-engined Grand Prix car, and Fangio had never raced a little rear-engined car, they could not be compared. However, we wondered if this was reasonable and one faction thought that no matter what the car the driving ability of the top driver did not differ greatly. Taking extremes, it did not seem reasonable to compare Jenatzy or Nazzaro of 1907 with Clark and Stewart of 1967, and when we discussed why it would not be reasonable we decided it was mainly because the things the drivers of the two periods had to do were so different. While analysing what the driver of today has to do in a Grand Prix race we realised that many things have changed, not only since 1907 but since 1957, when Fangio reigned supreme, and even later. This became so interesting that we forgot our idea of comparing drivers and started comparing the work of a driver today and just a few years ago.

With the introduction of the Cosworth V8 engine the Lucas electrical technicians produced a device in the ignition system that could be pre-set to any desired maximum r.p.m. When the engine reached this figure the power of the ignition spark was weakened so that the engine would not go over this figure. It was *not* an electrical cut-out that switched off the spark, it was much more sophisticated, and caused the sparks to fade, thus limiting power. Set at 9,200 r.p.m. the driver could forget his tachometer, from the point of view of bursting the engine, though it was still useful for keeping up on the peak of the power curve. Anyone without this device, and that means anyone without a Cosworth V8, still has to keep an eye on the rev.-counter for fear of over-revving and breaking valve gear or even connecting rods. Today, racing engines will stand quite a lot of over-revving, unlike a few years ago when peak-r.p.m. were only reached very briefly on the test-bed and drivers had to conduct their races on the rev.-counter, not for fear of losing ground, as in F.2 or F.3 today, but in order to be sure of keeping the engine in one piece for the length of the race. Compared with the driver of yesterday, though exactly when yesterday was is not very clear, the driver of today can almost forget his engine, and can certainly drive it as hard as it will go for the whole race, with a good chance of it staying in one piece, and, of course, he can forget his sparking plugs.

By the same comparison he can virtually forget his gearbox, and he can certainly not waste thought on the matter of changing gear. With the modern Hewland, B.R.M., Ferrari or ZF Grand Prix gearbox, with five or six close ratios and multi-dog engagement, there are no gear-changing problems. You just flick the small lever this way and that with finger and thumb, there is no need to grasp a large knob at the end of a long lever and time your gear-changes, as on a pre-war Maserati or Alfa Romeo, and certainly not like Jenatzy or Nazzaro had to change gear, or change speed as they said in those days. Perhaps the biggest advance has been with brakes, especially since the advent of the disc brake, for wear is almost unheard of. The driver of today can use his brakes as hard on the last lap of a Grand Prix as on the first lap, there is no need to calculate whether his brakes are going to last the whole race, nor whether they are going to pull up evenly, he just bangs his foot as hard as he can on the brake pedal and, if the Lockheed and Girling specialists have done their job properly, the car stops in the minimum distance. It was not so long ago since it was quite usual to see a driver doing all his braking on the gearbox by the end of a race, his brake shoes having worn right away.

Other changes that have come about have been in the realm of suspension, not only from the point of view of improved road-holding, but also the ride. Today many drivers are content to recline in a shaped aluminium or glass-fibre seat with no padding whatsoever, whereas a few years ago racing car seats were luxuriously padded with sorbo-rubber and covered in leather. In the same province, steering-wheel rims used to be bound with cord, because there was so much shake and kick to the steering that the driver needed something to grip. Today, steering is so smooth, light and sensitive that the driver has a delicate sponge-filled, leather-bound steering-wheel rim that he can hold between finger and thumb. The advance made by people like Borg and Beck with clutches, means that the modern



J. Stewart at work.

racing car can have a very light pedal pressure and no driver of today is going to suffer leg pains from operating the clutch.

Apart from unforeseen punctures our driver of today can forget tyres as far as wear or failure are concerned. There is no need to adjust his lap speeds to conserve tyres, or make pit stops for new ones. For a long time in Grand Prix racing tyre wear was the limiting factor to performance, and many drivers arrived at the pits with rear tyres in ribbons due to too much violent acceleration. Today's tyres and today's rear suspension allow a driver to use as much acceleration as the car will generate. Added to all this, Grand Prix races today only last two hours or so, instead of many hours, so he does not need to be built like an all-in wrestler, as witness drivers like Stewart or Ickx.

After all this we began to wonder just what our driver of today had to do, he could barely break his engine, he could not muff a gear-change, he could not wear out his brakes or tyres, he did not suffer physical fatigue, he just had to lay there and drive. Then we began to analyse what there was to do, and while it was different to some years ago, it was still a great deal, and those things that were unchanged were much more critical and vital. He still had to judge pedal movements at the start, and because so many cars have equal performance, he has to make every movement at the start to almost milli-second accuracy. He still has to judge braking distances for a corner, but because of improved brakes, tyres and road-holding he can brake much later than before, and anyway his approach speed is far higher. He cannot afford to be a few feet out on his braking point, nor can he afford to under- or over-estimate his approach speed into a corner. Because of an overall higher reliability factor he can race for the whole two hours, and often has to, whereas the last phase in many longer Grand Prix races was one of nursing the car along with no opponents to worry you. The driver of today has to put more effort into the actual driving than his counterpart of yesterday ever did, driving at the limit of braking, accelerating, and cornering if need be for the whole race. This calls for much more concentration and a much keener sense of judgment, even though it calls for less mechanical ability. Because maximum speeds and lap speeds are higher the driver of today suffers much more mental strain, though far less physical strain.

Taking all things into consideration the Grand Prix driver still does an outstanding job of work; it is very different in many respects, but he still needs good eyesight, superb judgment, super reflexes, quick reactions and a sharp brain; it is simply that today he has to apply them to different things.—D. S. J.

ANOTHER LANDMARK GONE

We notice that the clock tower, which we always knew as Sunbury Clock, at the junction of six roads near Sunbury Station, has disappeared. Because the clocktower made this a very difficult junction drivers took it carefully. Now that the clock has been removed, it is less difficult, and as traffic-lights do not protect this crossing we can expect minor shunts to occur. Incidentally, is this old clock being preserved and what was its history?

Continental Notes

THE 1969 Porsche racing programme will be concentrated on two major activities, long-distance sports/prototype racing and rallies, and for the first time since 1963 Porsche factory cars will not be taking part in the European Mountain Hill-Climbs, though it would be no surprise to see one of the 1968 ultra-lightweight "Bergspyders" being run by a private owner. For the long-distance classic motor races the 3-litre 8-cylinder 908 models will be further developed, and at Sebring in March a new open or Spyder version, to the 1969 Group 6 rules, will be running. Herrmann, Mitter, Elford, Siffert and Stommelen are all staying with the team, and they will be joined by Ahrens, Attwood, Redman and Schutz, while during the season the Germans Kausen and von Wendt and the Austrian Lins will be offered occasional drives. It looks as though the new team manager Rico Steinemann, from Zurich, will be playing the game of "musical drivers" as von Hanstein used to do, trying to pair-off ability, temperament, knowledge and speed into the most suitable car for any given circuit. For the American events at Daytona, Sebring and Watkins Glen various American drivers like Buzzetta and Patrick will join the team.

Last year everyone thought that the Porsche team would sweep all before it, but they spent the whole season fumbling and failing from one technical fault after another, due in part to a re-organisation within the racing department, and the introduction of some new young engineers. They found out the hard way that knowledge gained over 16 or 17 years of successful racing should not be discarded as being of no value. It often pays to pause and see what happened "last year or the year before that", before plunging ahead on a new idea. Let us hope that Porsche will do better this year and regain the name they had for impeccable reliability and speed that they built up during the reign of von Hanstein. Porsche engineering and ability has always been beyond reproach, but some of the things that happened in racing in 1968 were not worthy of the Stuttgart team.

* * *

It would seem that Matra Racing are continuing Grand Prix racing with the Tyrrell organisation running Matra International, fielding Matra MS10 cars powered by Cosworth V8 engines for Stewart and Beltoise to drive, and the parent firm will run Matra Sports with their own V12-cylinder engined cars later in the season for Beltoise and Pescarolo. After the performance of the V12 Sports/Prototype at Le Mans last year it is understandable that Matra Sports are putting more effort into Group 6 racing than into Grand Prix racing, for a win at Le Mans would be of far greater benefit to them overall, than a number of Grand Prix victories. Stewart, Beltoise, Pescarolo and Servoz-Gavin will appear in Formula Two.

At the time of writing it looks as if we shall not see the Cooper team in Grand Prix racing, principally because no tyre manufacturer is interested in backing them. With Goodyear, Firestone and Dunlop developing racing tyres at high pressure a major team must have the backing of one of them if it is to keep up, for cars need to be developed hand-in-hand with tyre development, not a week after a new tyre has been announced. It would seem that the announcement by Firestone at the end of last season that they were giving up racing was merely a big-business trick. Certain firms seem to get over subscribed with users of their components and the only way to shake off the unwanted ones is to announce a complete withdrawal. This causes a mad rush away in other directions by everyone and then you can say "Psst. . . ." to those you really want, like Lotus and Ferrari if your name is Firestone. Just before the end of the old 1½-litre Formula Coventry-Climax found themselves in this situation, their enthusiasm having got them involved with far too many users of their successful V8 so that they were trying to do more than they wanted to. They suddenly said "No more racing engines" and, while everyone was spinning round wondering what to do, Coventry-Climax quietly said "Psst. . . ." to Lotus and Clark and lent them a nice new 32-valve V8 engine. They concentrated all their resources on one car and one driver, with the success that they hoped for. I can foresee Cosworth Engineering being forced to pull the same trick if their monopoly gets broken by Ferrari, B.R.M., Matra or Honda. While you can build and maintain a batch of racing engines to production-standards, if the going gets tough and you need to race a one-off development engine, or super-engine, it is not possible when Lotus, Matra-International, McLaren, Brabham and others are all using your engines and your research and development.

From Team Surtees Ltd., which is part of the John Surtees empire, comes an announcement that they have severed all business association with Lola Cars Ltd., and the Surtees racing activities which took place under the name of Lola Racing Ltd. will now happen under the name of T.S. Research and Development Ltd. The ways of the business world are very confusing and when Surtees did not finish a race you never really knew whether the blame lay with John Surtees, Team Surtees Ltd., Lola Racing Ltd., Honda Racing, Lola Cars Ltd., or "the firm next door". It is still just as confused and on the surface it looks as if John Surtees, who leads the Surtees Empire, and Eric Broadley, who leads the Lola Empire, have fallen out and are no longer chums, but I doubt if this is true. They may argue and differ, but they have enormous mutual respect for each other and being next-door neighbours on the Slough Trading Estate will surely still be helping each other during the racing season.

* * *

After the successes of the Formula Two Ferraris at the end of the 1968 European season and in the Argentine races in December, together with Amon's two victories in New Zealand, all with Dino V6-type engines, it would not be a surprise to see Ferrari running a V6 car in Grand Prix racing. While the V12-cylinder Grand Prix car is fast and powerful, it is a large lump of machinery, especially on circuits like Monaco, Jarama, Clermont-Ferrand or Brands Hatch. The Tasman car has a V6 engine enlarged to 2.4-litres, so if it could be stretched a bit more, to 2.8-litres say, and still retain the Formula Two overall size it could prove very suitable for wiggly circuits. The original V6 conception came about in this way, for it started life as a 1½-litre, was enlarged to just over 2-litres and then 2.4-litres, and was found to be a match for the more powerful, but more unwieldy Lancia V8-Ferraris. History could repeat itself.

The Dino V6 sports/prototype car, like the one raced in England last season by Tony Dean, has now been homologated as a Group 4 Sports car, which means that the F.I.A. have been convinced that 25 have been built and sold. The official name is the Dino 206 GT of 1,987-c.c. capacity. At the same time the Italians have also convinced the F.I.A. that Alfa Romeo have produced 25 of their Tipo 33, this number presumably taking into account various Motor Show specials, like the Bertone Carabo, and the Pininfarina creation. The Alfa Romeo Tipo 33 is homologated at 1,995 c.c. The Germans have homologated the Porsche 910 as a Group 4 sports car at 1,991 c.c., so there should be some good 2-litre sports-car races this season.

* * *

The F.I.A. have recently had a bit of a revision of the rules governing National, International and World Records, drawing up Groups and Categories for all sizes and types of vehicle. The overall Group called Land Vehicles, and this includes Hovercraft, are divided into two categories : (*a*) *automobiles*, a land vehicle running on at least four wheels not aligned, two of which at least assume the steering function and two at least the propulsion, and (*b*) *special vehicles*, land vehicles propelled by otherwise than through their wheels. Distances and times of records of National status are left to the country concerned, but for International and World records the times and distances are fixed as follows :—

Distance Records with Flying Start : 1 kilometre, 1 mile.
Acceleration Records with Standing Start : ¼-mile, ½-kilometre, 1 kilometre.
Distance Records with Standing Start :
Kilometres : 10; 100; 500; 1,000; 10,000; 25,000; 50,000; 100,000.
Miles : 10; 100; 500; 1,000; 10,000; 25,000; 50,000; 100,000.
Time Records with Standing Start : Hours : 1; 6; 12; 24.

While on the subject of records and record-attempts, nothing more has been heard from the R.A.C. or the F.I.A. about all the short-distance records that were set up at the Elvington Records Weekend last October by a group of sprint cars. The ratification of the paperwork has got bogged down in Belgrave Square or Paris, no one seems to know where. The motorcycle records that were set up have gone through with commendable speed; the A.C.U., also in the Belgrave Square building, sent them off to the F.I.M. in Geneva and in November they were all listed and detailed and complete copies published, received here in December. The official document stated that if no protest was received within one month they would be put to the 1969 International Spring Congress of the F.I.M. and if confirmed will be inscribed in the World Record Register as World Records. In other words, the "two-wheeler boys" are efficient and the whole process of ratification of records has gone through according to plan. In our "four-wheeled world" even some of the people who set the records last October still don't know what is happening.

When you try to comprehend the paperwork of our governing body

of motoring sport, as instanced by the new Competition licence rules whereby we now have three separate licences to be an active clubman, instead of one, it is not surprising that the records lists seem to have been lost.

* * *

In the F.I.A. Year Book of Automobile Sport, costing 25s. from PSL Publications Ltd., 9, Ely Place, London, E.C.1, or any of the specialist motoring book shops, is listed the Graded Drivers for 1969. These we can consider the elite of International motor racing and consist of World Champions of the last five years; drivers who have finished in the first six of a Championship race, at least twice; drivers who have finished in the first three at least twice in a Sports/Prototype Championship event; the Formula Two European Champion; and drivers who have finished once in the first six of a Grand Prix *and* once in the first three of a Championship Sports Car Race. The list of Graded Drivers is as follows :

Amon, Beltoise, Bianchi, Bonnier, Brabham, Courage, Elford, Foyt, Gurney, Hawkins, Herrmann, Hill, G., Hobbs, Hulme, Ickx, McLaren, Mitter, Neerpasch, Oliver, J., Parkes, Redman, Rindt, Rodriguez, Siffert, Stewart, Stommelen, Surtees. A good bunch of drivers as I think everyone will agree.

The very thick F.I.A. pocketbook is a mine of information on all matters International and is a must for anyone interested in motor racing above club level, competitor or spectator alike. On a National and club level the R.A.C. have produced their Blue Book of Rules commendably promptly this year, so that it can be taken seriously, unlike previous years when it appeared after the season was well under way. In the new multiple licence system for British competitors you now get a Blue Book free, otherwise it costs 7s. 6d.

* * *

Two French items of interest are that first there is a practice weekend at Le Mans on the 29th/30th of March. You can see some of the cars that will race in June, but more important, you can savour the atmosphere of Le Mans in comparative comfort with only 30,000 people milling about instead of 300,000. The second is that the Rouen Circuit will be in use again this summer, but limited to an International Formula Three race, a French Gordini race, and a French National affair like our Formula Ford for beginners; there will also be an International motorcycle and sidecar race.

The magnificent Rouen circuit, one of the best in Europe, is just south of the historic and pleasant town, and a very easy trip from England and ideal as a first trip to a Continental motor race. There was to have been a Formula Two race, but the date of June 22nd clashes with the Dutch G.P. at Zandvoort, so the Normandy club have wisely dropped it, as there would have been a shortage of good drivers.—D. S. J.

THIS MONTH ON THE INTERNATIONAL RACING SCENE

As these words are being read Group 6 Sports/Prototype cars and Group 4 Sports cars are racing round the combined road circuit and banked track of the Daytona Speedway, in the annual 24-hour race. Having none of the social eating and drinking background, or fairground or village atmosphere of Le Mans, the American race is heavy going for those involved. The race runs from February 1st to February 2nd and will feature in the March MOTOR SPORT. When the long-distance grind has finished the Speedway is invaded by the real high-speed racers for the annual Stock Car speed week, which is climaxed by the 500-mile race for the very fast American saloons on the banked track. Last year laps of nearly 190 m.p.h. were made by these 7-litre V8 saloon cars and the race average was over 143 m.p.h., with the first two cars finishing almost side by side after 200 laps. After a practice weekend and preliminary races the 500-mile event takes place on February 23rd.

The Tasman series will have moved to Australia for races at Lakeside (Feb. 2nd), for the Australian Grand Prix, Warwick Farm (Feb. 9th) and Sandown Park (Feb. 16th) thus winding up the seven-race Tasman Championship for 2½-litre cars. Presumably, one day the Tasman organisers will realise that Europe finished with 2½-litre cars in 1960, and then 3-litre Grand Prix cars could be used, instead of people like Brabham, Ferrari and Lotus having to make special cars for this small series.—D. S. J.

Impressions of the Allard Escort

THE TROUBLE with tuning an engine for more speed is the possibility that it will prove unreliable at some later date and though many of the tuning firms are very competent a tuned engine, because it is more highly stressed, is more likely to fail. A way round this drawback is the fitting of a larger capacity engine and, of course, Vauxhall with their Viva GT and Ventora models are strong disciples of this plan.

When the Escort was announced we were somewhat surprised to find that the most powerful engine available—apart from the 1,600-c.c. twin-cam unit—was the 1,300-c.c. cross-flow in GT form. This engine shares the same size block as the 1,600 c.c. version in the Cortina so it is hardly surprising that it took people a very short time to find out how an Escort went with the larger variant. Ford, however, have not yet got round to marketing a 1600 pushrod version of the Escort, so quite a few tuning firms are doing the job for them and finding a good market. One of the best established and better known of these firms is Allard's from Putney

The specification includes rather more than simply dropping in the new engine, so Allard's call the car the Escortina 1600GT. The 92 b.h.p. 1,600-c.c. engine replaces the 72 b.h.p. 1300GT, the suspension is lowered both front and rear and Allard traction master anti-tramp rods are fitted to the back axle. Externally the car is fitted with a new grille with cut-outs for two spot lights and front wheel splash shields. A nice leather-covered steering wheel completes the specification. The normal new Escort GT is fitted with a 4.1 differential as standard, but some people may prefer the 3.77 and this can be supplied for an extra £20.

Rather than convert already well-used cars, Allard prefer to alter brand-new cars so that the 1,300-c.c. engines which are removed can be disposed of more easily; this obviously brings down the cost. The price of an Escortina in the trim described is £973 complete, including purchase tax, and Allard's also offer the car with just the engine but without the other equipment at £936. The extra £37 seems well worth while.

We were able to try Alan Allard's own personal Escortina GT for a few days and this was an almost new car with little over 2,000 miles on the clock, looking delightful in Ford's new shade of metallic green. In fact, it was not quite standard as Alan has replaced the usual carburetter with the Weber 28/36 DCD, which was standard wear on the faithful old Mk. I Cortina GTs.

Having previously driven an Escort Twin Cam, I expected the performance of the Allard to be just a little milder. In fact, it was considerably more subdued and certainly did not hold the road nearly so well. This is probably because the car retains the GT's standard 12 in. x 4½J wheels while the Escort twin-cam has 13 in. diameter wheels with a 5½J rim. The latter might be a worthwhile addition, although one would also have to employ a panel beater to modify the wheel arches. Both the Escort TC and GT come with radial tyres, of course.

The car performed perfectly during the period of our short test apart from mysteriously cutting out completely for a couple of seconds on the Motorway. Naturally it is rather noisy, particularly with respect to carburetter roar for the small pancake air filter does very little to deaden the sound. Felt padding would certainly cure the problem.

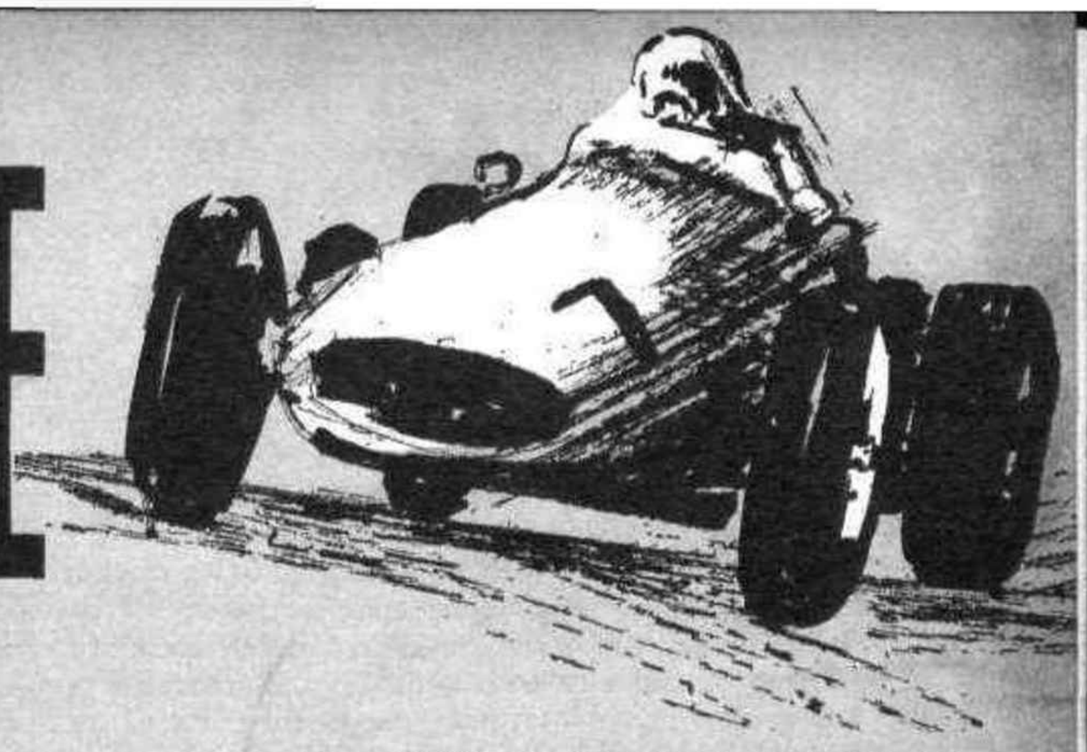
This is the perfect Q car, having no outward sign of the conversion apart from the lowering—which few people would notice—and a little 1600GT badge on the boot which mystified quite a few other Escort owners I overtook.

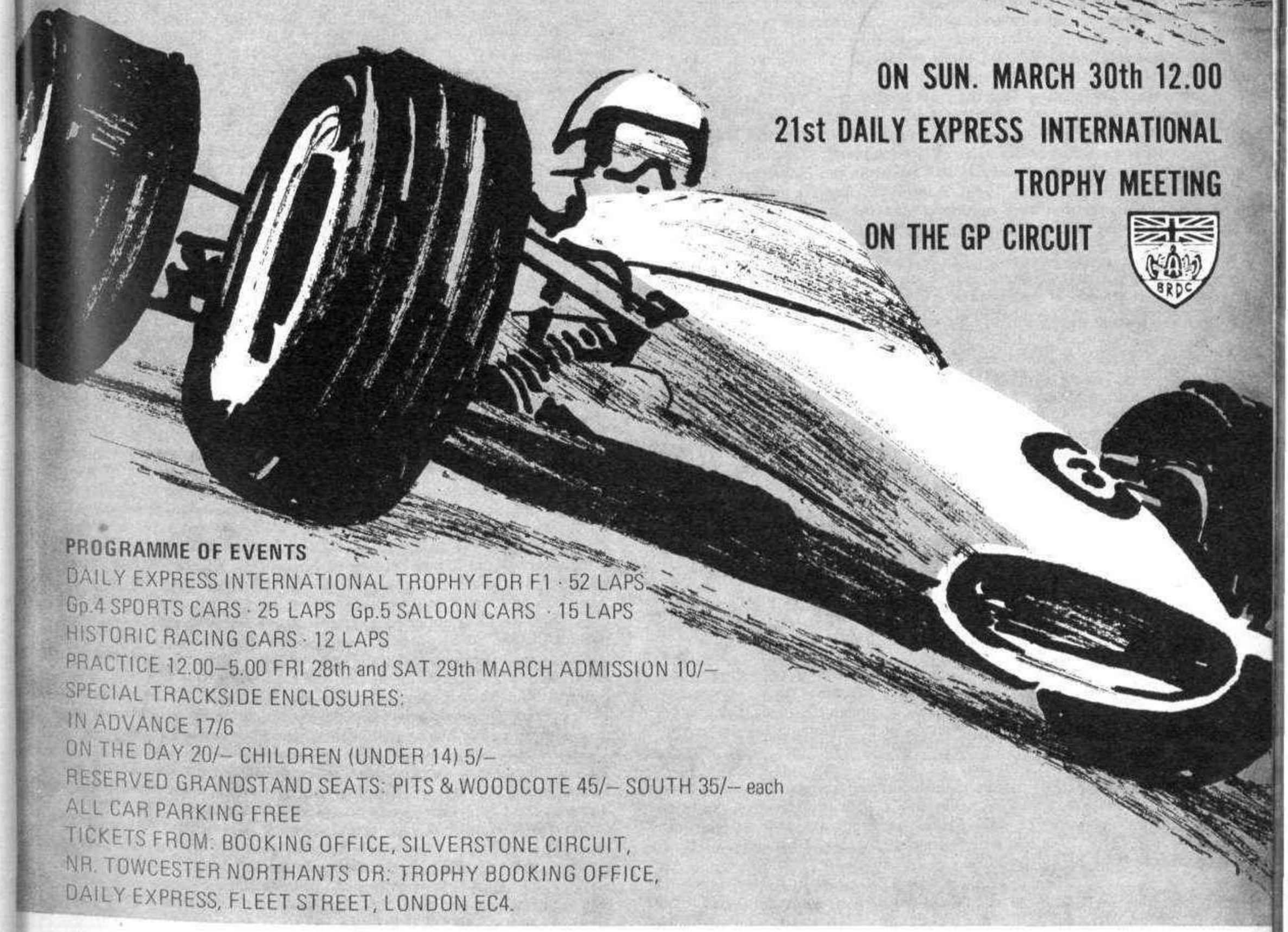
A brake booster comes as standard on the Escort GT, so absolutely no attention is needed in that department as the brakes are well up to coping with the extra power. The engine pulled right round to the red-lined figure of 6,500 r.p.m. in top gear during our Motorway travels, at which point there was still a little to come. The speedometer was hopelessly slow, but this is just under 100 m.p.h. genuine and at this speed the car was remarkably stable, certainly more so than the Twin Cam version. As the engine will rev into the red in top gear the 3.77 back axle would probably be worthwhile and costs no extra if specified when the car is ordered, although the delivery date might not be so prompt.

It was a pity that we did not have the car for a little longer so that performance figures, an accurate petrol consumption check and so forth could be made. Nevertheless, we had it long enough to see that it is a good proposition for the sporting driver and offers itself as a rival to the latest Cortina GT. Basically the choice is the same as between a Lotus Cortina and an Escort Twin Cam. The Cortina offers more comfort and the Escort a little more speed and manoeuvrability.—A. R. M.

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AMERICAN COMMENT

THE MID-WINTER lull in competition activity presents an opportunity to cast a look back at 1968 and the performance of the American automobile industry as a whole. Although the final figures have not yet been tabulated, it was by all odds a banner year—the best, in fact, in the industry's history, with total new car sales reaching a record of approximately 9.6-million. This compares with the previous record of 9.3-million sales that was set in 1965. But these are total figures, representing the sales of both domestic and imported cars, and when they are broken down into their component parts the performance of the domestic industry is not quite as rosy as it first appears.

In 1965 domestic dealers rang up 8.7-million sales, while the imports accounted for slightly less than 600,000 cars. Over the next three years, however, sales of imported cars increased over 50% and in 1968 they topped the one million mark for the first time. This, then, left domestic dealers with sales of approximately 8.6-million cars, or slightly less than their 1965 peak. So while the industry as a whole established a record in 1968, it was the imports rather than the domestic makes that were gaining ground fastest. This has not always been the case, and the following table reveals some interesting details about how the imports have fared in the American market over the past 15 years.

Sales of Imported Cars in the United States

	Sales	Percent of total		Sales	Percent of total
1954	32,403	0.59	1962	339,160	4.89
1955	58,465	0.82	1963	385,624	5.10
1956	98,187	1.65	1964	484,131	6.00
1957	206,827	3.46	1965	569,415	6.11
1958	378,517	8.13	1966	658,123	7.31
1959	614,131	10.17	1967	779,220	9.32
1960	498,785	7.58	1968	1,000,000*	10.40*
1961	378,622	6.47			

* *Estimated.*

As can readily be seen, the late 1950s were boom years for the imports, with their sales growing twenty-fold over 1954 and their share of the market climbing to over 10%. The growth was particularly rapid in the three years 1957-59. But the domestic manufacturers were well aware of the inroads being made by the imports and it was in the autumn of 1959 that they introduced their own "compact" cars to fight the foreign horde. Under the impact of Ford's Falcon, Plymouth's Valiant and Chevrolet's Corvair (which was joined in 1961 by the Chevy II when the rear-engined Corvair proved too radical for American tastes), the sales of imports plunged. The decline did not stop until 1962, when their share of the market had fallen to less than 5%. By 1963, though, the domestic compacts were beginning to undergo the usual Detroit treatment. They became "longer, lower and wider"; new, better-equipped models were added—and they priced themselves right out of the import market. Following the pattern of the late 1950s the imports thrived, until by 1968 they again claimed more than 10% of the market.

How did individual foreign manufacturers fare during this last five-year boom? The following table shows their comparative positions and sales. Because the final figures were not available for the last two months of 1968 the table compares the first 10 months of 1968 with the same period in 1964.

Sales of Imports in the United States for First Ten Months

1968 Pos.			Make		1964 Pos.
1	461,766		Volkswagen	254,646	1
2	67,395		Opel	12,334	6
3	50,873		Toyota		*
4	31,703		Volvo	14,702	5
5	31,267		Datsun		*
6	23,753		Fiat	7,654	9
7	19,027		Mercedes-Benz	9,107	7
8	18,651		English Ford		*
9	16,472		Triumph	19,065	3
10	15,969		Renault	15,956	4
*			M.G.	20,787	2
*			Simca	7,893	8
*			Austin Healey	7,272	10
	67,137		All others	35,508	
	804,011		Total of all makes first 10 months	404,924	

* *Not in top ten.*

Volkswagen, as always, continued to set the pace, with more than 50% of all import sales, but the most striking features of the table are the startling growth of the Japanese makes and, unfortunately, the equally startling decline of the British makes. Toyota and Datsun were hardly in the market, let alone in the top ten in 1964, but by 1968 they occupied third and fifth places. Toyota, in fact, is the fastest growing import. In the 12-month period from October, 1967, to October, 1968, its sales rocketed over 250% and by the middle of this year it will probably overtake Opel as No. 2 among the imports. Datsun is also climbing rapidly and the final 1968 figures will undoubtedly show it in third place ahead of Volvo. The performance of British makes is far less encouraging. Although English Ford had climbed up to eighth place, M.G., which was second in 1964, is now out of the top ten entirely, and Triumph, which was third in 1964, has fallen to ninth place. There are several reasons for this decline and one of them was given by a very reputable U.S. magazine in June, 1968: "We've always liked the B.M.C. 1100 (sold only as an M.G. in the U.S.). An extension of the ADO or Mini idea, it seemed from the first to have real VW-challenging potential. But it never lived up to its potential because it was shoddily assembled and wore itself out before you could get it back for overhauls." B.M.C. eventually took note of their declining sales and last year replaced the M.G. 1100 with the Austin America. This is essentially the current Austin 1300 with special emblems and trim for the American market, but it has two features that should make it a much better seller than the M.G. 1100. First, the larger, more powerful engine should be better able to stand the rigours of America's high-speed motorways. More important, the car has automatic transmission as standard equipment and still sells for under $2,000 (£840). There is only one domestic car selling for less than $2,000 and it has manual transmission.

However, despite their first one-million car year—or, more accurately, because of it—the imports enter 1969 on the threshold of another battle with their domestic rivals. As in the late 1950s, Detroit is keenly aware of the resurgence of the imports and once again it is preparing to beat them back. This time, though, Detroit plans to meet the imports head-on and its new sub-compacts, as they are called, will match the imports in size, features and, most important, price. (The original compacts never quite met the imports head-on because they were 18 to 24 inches longer and cost as much as £150 more.) Ford and General Motors recently confirmed that they will bring out sub-compacts, while Chrysler and American Motors have said they are preparing for them. Ford's contender, called the Maverick, will be unveiled in April, more than a year ahead of General Motors' entry, which will be introduced in mid-1970. When asked why he was announcing the car so far in advance, General Motors' chairman, James Roche, said it was because of his concern for the share of the market being taken by imported cars and because he wanted the American buyer to know that G.M. would soon be selling a car in that class. Mr. Roche is apparently quite sensitive on those points because he added later: "We want to build this car here, in American factories, with American labour and with American skill. We want to show that Americans, who brought the automobile to its high state of perfection, can still build them better." Neither Mr. Roche nor Ford chairman, Henry Ford II, would give any details about their cars, but some general information has been published. Ford's Maverick will be about 176 in. long—about 8 in. longer than a Cortina—and use of the basic 2.8-litre 6-cylinder engine from the Falcon will help keep the cost below the $2,000 mark. (Mr. Ford emphasised that far from being dropped, the Cortina marketing programme in America will be stepped up in 1969. But it is still bound to lose sales to the Maverick.) General Motors' car, which will be built and sold by the Chevrolet division, will be almost the same size as the Cortina with a length of about 170 in. and a weight of about 1,900 lb. Mr. Roche said it will sell in the same price range as the Opel, and the current cost of an Opel is about $1,800 (£750). And so, while imported cars are riding the crest of a popularity wave in the United States, they face much tougher going in the next two or three years.

* * *

The late model stock cars (saloons) that run in NASCAR's Grand National Division have been producing some remarkable speeds lately. During recent Firestone tyre tests for this month's Daytona 500-mile race, Buddy Baker in a Dodge Charger lapped the 2½-mile Daytona tri-oval at an average speed of 194.380 m.p.h. In four separate 25-mile runs Baker averaged 192.550 m.p.h.—quite remarkable for a saloon with a stock body and a weight of 3,900 lb. According to NASCAR,

Baker's 194.380 average stands as an unofficial world record for a closed course. The official closed course world record, which was also set at Daytona, stands at 191.938 m.p.h. It was set by Jim Hurtubise in July last year at the wheel of an Offenhauser-powered front-engined Indy roadster. The highest official practice speed ever recorded at Daytona—189.222 m.p.h.—was set by Cale Yarborough in a Mercury when he won the pole position for last year's Daytona 500.

* * *

Although U.S.A.C. has no regulations governing steam-powered cars, Anton Hulman, the president of the Indianapolis Motor Speedway, has emphasised the Speedway's policy of encouraging the development of all types of engine by sending out entry forms for the year's Indianapolis 500 which specifically allow cars with unusual propulsion systems provided evaluation tests indicate that they can be expected to compete with regular entries "in a fair and equitable manner". William P. Lear, an inventor, industrialist and aircraft builder, says he will have two steam-powered cars ready for the evaluation tests when the Speedway opens for practice on May 1st. One of the designers of Lear's cars is the controversial Englishman, Ken Wallis, who worked on Andy Granatelli's original STP Turbocar and on last year's ill-fated Shelby turbine cars.

* * *

Acting on the suggestion of the Continental Correspondent in the last August's issue, the Watkins Glen organisers, like those at Brands Hatch, are going to experiment with Indianapolis-style qualifying at this year's U.S. Grand Prix. Glen Press Director, Mal Currie, emphasised that it would only be an experiment and that normal open practice would still determine the official grid positions. But on the Saturday afternoon they will try the Indianapolis-style qualifying, in which each driver makes two or three flying laps (four at Indianapolis) against the clock on the empty circuit. The commentator can follow each lap closely, the times can be announced immediately, and qualifying becomes much more meaningful for the spectators. Currie said that if the experiment is successful this type of qualifying may well be used at the 1970 U.S. Grand Prix. However, if Grand Prix organisers do adopt Indianapolis-style qualifying it is to be hoped that they do *not* adopt the Indianapolis practice of putting the first day qualifiers ahead of the second day qualifiers—even when some of the latter are faster. —D. G.

ADVERTISING

ONE of the more enjoyable parts of my life is meeting regular readers of MOTOR SPORT, not formal pre-arranged meetings in an office, they are tiresome, but unexpected and casual meetings. It happens all the time and often in unexpected places. There are those who start the ball rolling by saying loudly, so that their immediate circle of friends shall know they are well-read, "oh yes, I read your Grand Prix reports every Friday in *Autosport* or" "I think your magazine is the best, what is it called, *Motoracing*" or the really clued up ones who tell me they have read my articles in *Road and Track* for years! These chaps are popular. Then there are those who look very worried and say "Surely the left-hand inner universal on the 1952 Ferrari had a castellated nut, not a self-locking, like you said last month?" or even worse, those who say "In your 1949 report of the Naples Grand Prix you said . . . (Quote, word for word) . . . was that really so?" This last category are usually young men who were not born in 1949. Between these two extremes there are a vast number of interesting people to meet and to talk to, and many just say "Keep up the good work" or "I'd give my right arm to be in your place". Of course, there are those who say "Have given up your magazine, couldn't stand your nonsense any longer" or they say "I only read it for the Vintage stuff, all this racing bores me". The editor meets their counterpart who say the same thing, changing over the words *Vintage* and *racing*. Fortunately the world is big enough for us all and it takes all sorts to fill it.

Quite a large proportion are very honest and say "Always read the advertisements first" or they say, "I only buy it for the small advertisements in the back of the magazine". There is a great deal of truth in this, though most of them do admit to reading some of the editorial content later, and practically all of the avid readers also read the advertisements right through as well, which must be rare for a publication. In consequence the standard of advertising amongst the small ads. is fairly high; I do not mean the standard of layout or subject matter from the Advertising Agents' viewpoint, I mean the standard of integrity of the claims. There seems to be a feeling among readers that if something is advertised in MOTOR SPORT there is a good chance that it will be genuine and this has come about for a number of reasons, mainly I think because it is well-known that if W. B. and D. S. J. think something is rubbish they are not afraid to say so and MOTOR SPORT is is not afraid to print it. Naturally there are exceptions and a lot of what I say and write is not only libellous, but gets censored before too much trouble begins, and equally some very dubious advertisers get into our pages, but we always try to ferret them out. Now and then we get letters from readers who buy things through our advertising and are not satisfied, and they write and tell us so. We treat it as a sort of "family honour" to put things right, and quite often "right" comes out on the side of the advertiser, but if it comes out on the side of the buyer the advertiser is usually quick to make amends. He knows there might be some rude Editorial comment next month, or a reader's letter will be printed in full, and with more than 150,000 people buying the magazine and goodness knows how many more looking at it, a remark like "Joe Blogworthy sold a heap of rubbish for a high price" does not look good. Also, he might be told by our Advertising department that there is no more space for him and our wide circulation is too valuable for him to miss the chance to sell his wares.

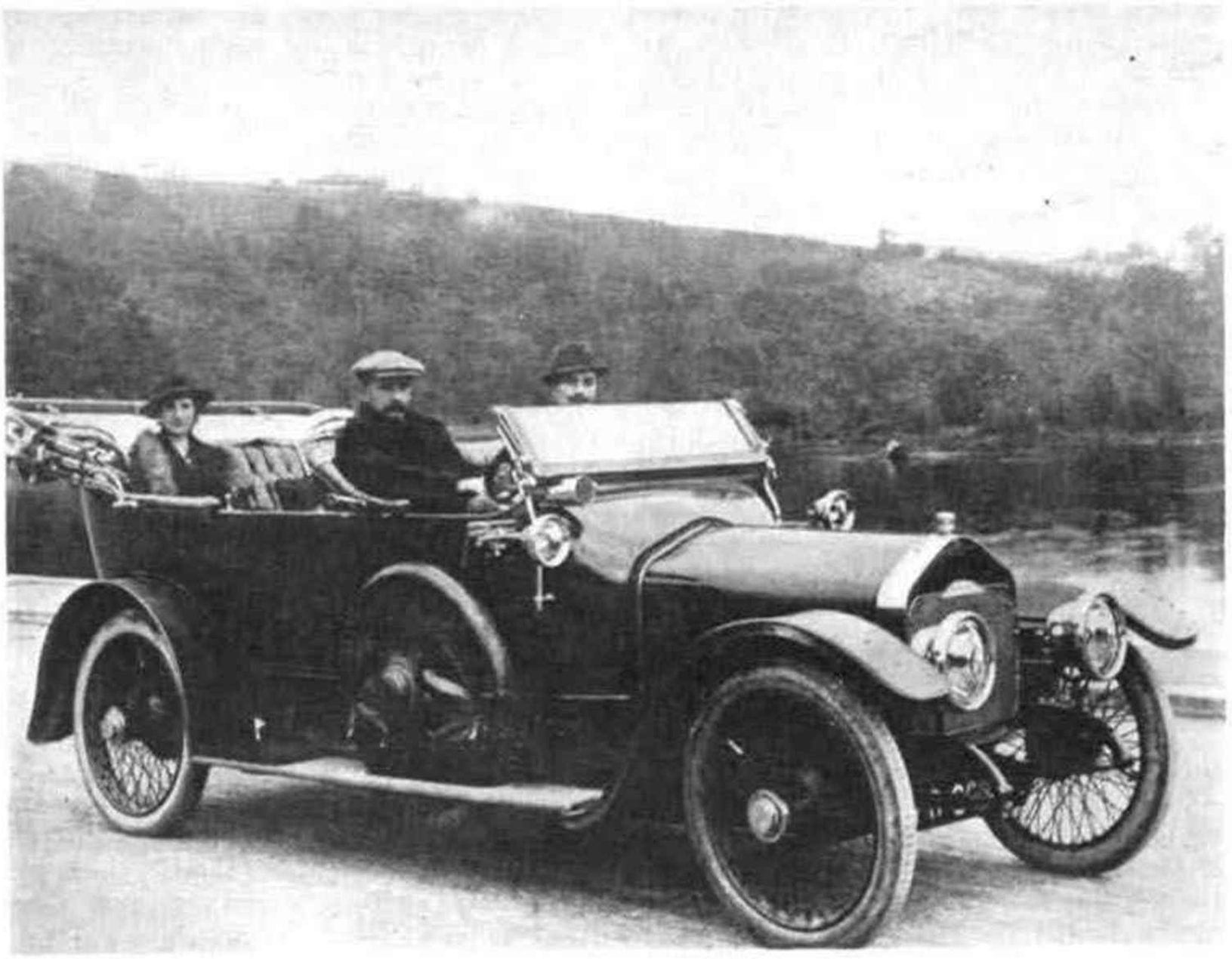
Recently a friend wrote to three Box Number advertisements in MOTOR SPORT for interesting cars and complained that none of them had replied, suggesting there might be something wrong with our system. On checking through the system I found that the first one had received 12 replies, the second received 25 and the third, which was of particular interest, had received no less than 44 replies. All three cars were sold long before my friend's letters were received, and there had been no stamped envelope enclosed anyway. Within a week of publication many of the Box Number entries receive 'phone calls saying "Car sold, send no more letters".

While motoring about, and I always seem to be doing that, I often make unannounced calls on some of our regular advertisers, especially the ones who take panel adverts with a photograph. My reception varies from a friendly welcome from the owners of small firms who are keen readers as well as advertisers, through cautious suspicion that they know who I am, to complete indifference and a very bare knowledge that MOTOR SPORT exists, let alone that they advertise in it. With one glaring exception, who were obviously too anxious to buy Rolls-Royce cars, most of those firms I have called on have come up to a reasonable standard, and many of them I would not hesitate to recommend to my friends, while some of those in specialist trades connected with the rebuilding and restoring of cars, old or new, have been very praiseworthy. Naturally I have not been to all the advertisers, so perhaps I have been lucky with those I picked, but I know where I would not go to buy a sports car or to take their offer to try it. When prowling round some of the Mews garages in London I was continually amazed how a dowdy-looking pair of lock-up garages could comprise the premises of firms who spend so much on advertising. In one Mews, that always seems to lack the space to photograph a whole car, if the advertisements are anything to go by, I found a hive of coach trimming activity and an efficiency that the outside view gave nothing to suggest, and in another a specialist two-man firm really did have a large collection of the particular one-make car they had been advertising. Out in the country I found a firm selling vintage cars, with funny ideas of what constitutes a desirable vintage car, and even funnier ideas on prices, all hidden behind a very dull bread-and-butter exterior. A telephone enquiry to the chap in London who is said to be "back in 10 minutes" according to the advertisement, produced a very prompt reply and a helpful directive towards where I might find the sort of car I was asking about, for they did not deal in such exotic things; a similar telephone call to a firm whose address suggested "Fruit and Veg." rather than cars, produced an interesting and friendly chat about funny motor cars, though no helpful advice.

Taking an average cross-section of those I visited or telephoned it would seem that our endeavours to keep our advertisers within reasonable limits of integrity is working satisfactorily, this feeling being supported by letters from readers.—D. S. J.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



TOURER BY A LAKE.—A pre-war Wolseley parked in Llandrindod Wells by the lake about which there has been some correspondence in these columns—see letter in Vintage Postbag.

GOLDEN JUBILEE OF THE VINTAGE BENTLEY—1969

Nineteen sixty-nine marks the Golden Jubilee of the vintage Bentley car. Fifty years ago, in Chagford Street, near Baker Street, London, W. O. Bentley and his small team heard the roar of the first 3-litre engine. To celebrate this Golden Jubilee of the birth of the vintage Bentley, the Bentley Drivers' Club has arranged a detailed programme of events covering the whole of 1969. The "Bentley Golden Jubilee Book", a special leather-bound volume designed to hold the signatures of as many members of the Club as can be obtained in the time available, began its journey round the World on January 3rd. After a small send-off ceremony at the Steering Wheel Club, London, it was carried to London Airport in the oldest Bentley in the Club, a 1924 3-litre owned and driven by Mr. J. C. Lock, of Atherstone, Warwickshire.

On arrival at London Airport the book was placed aboard a B.O.A.C. airliner for a night flight to Johannesburg, on the first leg of its World-wide journey. From Johannesburg it will go on to Australia, New Zealand, Hawaii and across the United States, into Canada and back to England. A special feature of this global journey is that the book will be carried overland, whenever possible, in vintage Bentleys. It is due to be returned to this country in time for signatures of U.K. members to be added during the Bentley '500', finally to be on exhibition at the Club's annual dinner-dance in London in October. The B.D.C. is also planning many other events to commemorate Bentley Golden Jubilee year, and it has issued very clear and authoritative notes about W. O. Bentley, the old Bentley Company, Production Bentleys of 1921 to 1931, their history in the major races, and about the Club itself.

V.E.V. Miscellany.—A 1910 30-h.p. fan-type 3-cylinder Anzani aero engine, of the type used by Bleriot for the first Channel crossing, has been restored by W. Burrows of Havant for the owner, Mr. L. D. Goldsmith, and has been run on a test bed. Lady Segrave, wife of Sir Henry Segrave (they were married in 1917), died last year. We also report with deep regret the deaths of Mr. George Andrews, who from 1930 onwards was closely connected with the Lea-Francis Company, and who died, aged 74, last year, and of Mr. Albert Day, who founded the Day-Leeds firm which made some 150 light cars from 1913 to 1924, also last year. A reader asks if there is a Day-Leeds left, in running order. Another reader has unearthed a token 6d. coin inscribed with the name Cox-Atmos and would like to know when these originated and the story behind them. Dr. Bayley has disposed of his Type 37 Bugatti but it remains in this country. The Morgan Three-Wheeler Club (Hon. Sec.: B. Clutterbuck, 53, Wheeleys Road, Edgbaston, Birmingham, 15) is putting up a strong stand against the short-sighted ruling of the A.C.U. banning three-wheelers from racing with sidecar outfits, which is provisional this year and likely to become fully effective by 1970, unless immediate steps are taken to put the case for Morgans. Up to last October the Morgan Three-Wheeler Club Registry had records covering 1,520 Morgans, of which 380 had Ford engines, 914 were 3-speeders, and the remainder earlier examples. Most popular is the Super Sports, with 625 on the books, while at the opposite extreme there were six Grand Prix, four De Luxe and three Standard Morgans. The most common preservation year is 1934, 290 twins and 45 F-types of that age being on the books, whereas, although 1927 is thought to have been Malvern's most prolific production year, only 21 examples out of some 2,700 made are known to the Club. (The Editor of MOTOR SPORT has a 1927 Family model.) As to engines, these are divided into 371 o.h.v. water-cooled J.A.P.s, 248 MX45, down to six M.A.G., three s.v. Blackburne, and a few oddly-engined cars. Of the F-types, 182 have Ford Eight power units, 192 the Ford Ten engine, and of these "refined" Morgans, 211 are four-seaters. Not all these have survived or belong to current membership but all have passed through the Club in recent times. Guy Warburton, one-time 30/98 Vauxhall and Allard exponent, is emigrating to New Zealand. The person requiring visual data or other information to assist him in restoring a 1932 o.h.c. Morris Eight Stewart & Arden Calshot/Cunard tourer is D. Saunders, "Oakwood", 2, High Street, Maldon, Essex; please contact if you can help.

A reader has drawn our attention to an interesting article about early experiences with a 1902 Panhard-Levassor in Scotland, with which its owner was very satisfied, after covering 373½ miles on it, which was published in *The Scottish Field* of last December, and has sent us clippings from *Country Life* about Alfred Charles de Rothschild's estate at Halton at the turn of the century. For these it is apparent that Mr. Rothschild kept ten firemen, 13 gamekeepers, 11 kitchen staff, 12 estate carpenters and six chauffeurs, and that his motor-house contained two Renaults, one a 15/18 brougham, a closed Wolseley, with bee-hive radiator, a Zedel phaeton and an Elswick tourer. By 1918 the circus, zebra-drawn four-in-hand, private orchestra, breeding kennels, bowling alley, cricket field and full-scale laundry had all gone, the tents of the men of Kitchener's Army being pitched in the grounds where the French-style house had been built in 1884. By 1922 the first R.A.F. apprentices arrived. . . . To resume a motoring note, all the cars were painted in the owner's racing colours, blue picked out in yellow.

A FURTHER FRAGMENT OF T.T. HUMBER HISTORY

WHILE we are no nearer solving the mystery of whether there were three or four Humbers built for the 1914 T.T. race, which has been engaging correspondents to MOTOR SPORT in recent months, a little more light can be shed on the career of one of these cars. It is well known that the late C. D. Wallbank (who claimed to make a living out of motor racing, although the only cars he raced were two pre-war models, at Brooklands) won a 1929 B.A.R.C. handicap with his T.T. Humber, thus scoring the first victory on the part of one of these cars a decade and a half after they had left the Coventry factory, expensive copies of the famous twin-cam Peugeots.

In 1953 I was able to persuade Mr. Wallbank to write about his racing cars in *The Vintage and Thoroughbred Car*, a monthly which was subsequently bought by Lord Montagu and became his *Veteran and Vintage Magazine*. In this article Wallbank recalls how he found the Humber near Folkestone, drove it to Brooklands thinking it was a Peugeot, where it fooled John Cobb but not Douglas Hawkes, and, finding it in poor mechanical condition, set about rebuilding it. He put in aluminium pistons which raised the c.r. and redesigned much of the valve gear, advised by the Humber's designer, Mr. Burgess. He also rebuilt the wheels to take well-base tyres, fitted Hartford shock-absorbers, put on a new Solex carburetter and made a streamlined aluminium body. Jack Emerson helped with this work and Humber were able to supply a lot of spare T.T. parts. Incidentally, Wallbank was under the impression that only three cars were built and that his had been the one which went to the Bentley works.

Wallbank found the car in 1925 but wasn't ready to race it until 1927. It non-started at the Brooklands Easter Meeting, when it was blue, with black wheels. For Whitsun it had been bored out 1 mm. (84 x 156 mm., 3,458 c.c.) and repainted red. At the end of the season it lapped at 83.56 m.p.h.

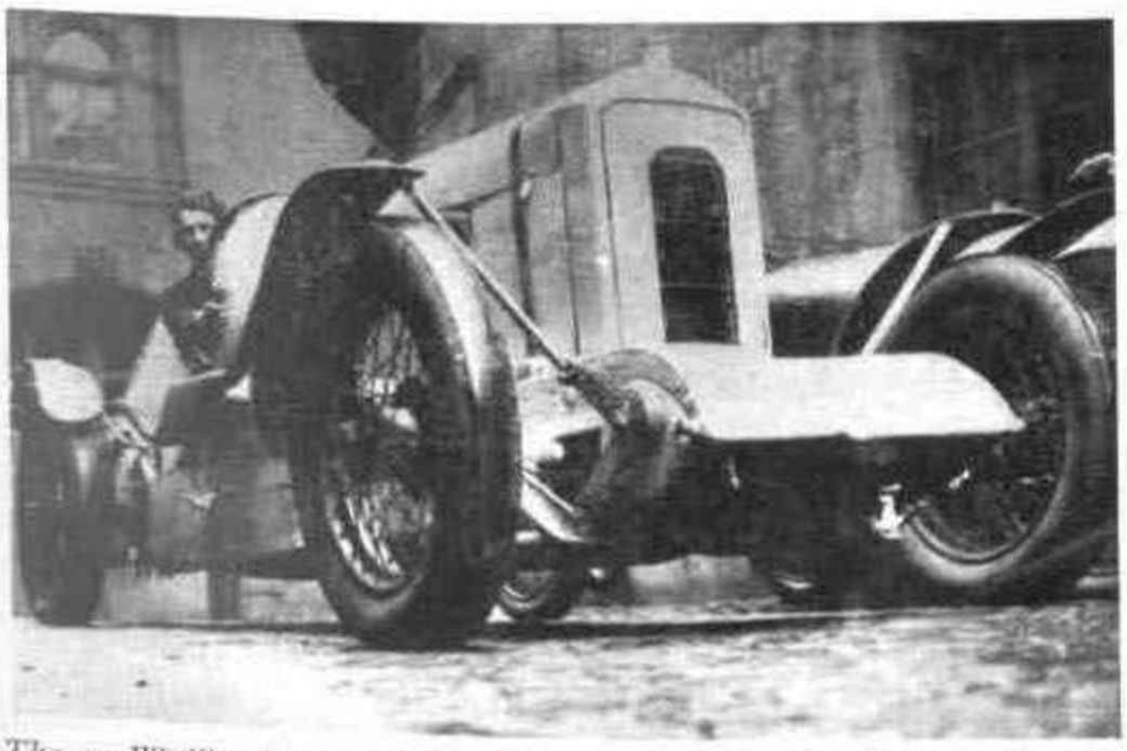
The first sniff of success came at the 1928 B.A.R.C. Whitsun Meeting, when, after a lap at ?6.92 m.p.h., the old Humber finished third in a 75-m.p.h. Short Handicap behind an Austin 7 and a Riley 9. It was now blue again. The old Humber was going better than when it was built, for apparently Burgess put their top speed at around 85 m.p.h.

Busy with the 1912 Lorraine-Dietrich "Vieux Charles Trois", Wallbank rested the Humber until the 1929 August Bank Holiday Brooklands Meeting. It was then that it won. Starting from the limit mark in the 36th 90-m.p.h. Short Handicap, the blue Humber, now with red wheels, did its standing lap at a sedate 75.8 m.p.h., slowest in the race except for the mysterious Auto-Speed-Special, but speeded up to a magnificent flying lap of 91.72 m.p.h., going over the half-mile at some 104 m.p.h. It won easily, which earned handicapper Ebblewhite's displeasure, but Wallbank explained to him that the piston clearance was such that plugs oiled-up all too easily, so he didn't dare lift off to save face in a closer finish, as Jack Dunfee's green straight-eight 3-litre Ballot, which had started 61 seconds later, being on scratch was in second position and bearing lown on the Humber. This was when Burgess is said to have been the first to congratulate Wallbank as the car came back into the Paddock; I also approved, from the public enclosure, where I had gone, aged 17, in an Austin 7 fabric saloon.

The Humber was entered for the "75 Long" race at the Autumn Meeting, driven by P. C. Ashton, but in spite of laps at 77.21, 88.15 and 90.55 m.p.h., it was unplaced. That seems to have been the Humber's last appearance at a major Brook'ands Meeting. It passed into the hands of someone in the Basingstoke area and formed the subject of one of Kent Karslake's "Veteran Types" articles in MOTOR SPORT for May, 1931. I lost all trace of the car after this but now a letter has been received from Mr. J. Ashford-Fleet which gives an inkling as to the fate of the Wallbank Humber. He purchased the car from a Mr. Lawrence in 1929/30 and entered it for the Lewes Speed Trials, presumably in 1930 or 1931. It was apparently entered by Miss Victoria Worsley (who did not own it but whose competition cars included flat-twin Jowett, the 10/23 Talbot-engined Worsley-Harris-Special and M-type M.G., and who is married to Roland King-Farlow), together with the 1914 G.P. Opel, which at the time had been bought by Mr. Ashford-Fleet from Capt. Warkins of Fleet, was the subject of another "Veteran Types" article, and which as a result was sold to Mavrogoradato. The Opel ran at Lewes carrying *two* passengers but the Humber threw a con.-rod on the way, and was towed back to Brick Street in London and sold to Berk Harris. As its Brooklands days were over and the engine was wrecked, it can be presumed that it was broken up.—W. B.

V.-E.-V. Odds and Ends.—The Morris Eight Tourer Club has changed its name to the Morris Register, as more appropriate to an organisation embracing all Morris models, for which, some 18 months ago, a 10/25 h.p. section was introduced. The Hon. Sec. is B. D. M. Hicks, 24, Broughton Lane, Loose, Maidstone, Kent. The Register's P.R.O. reports some 650 members and refers to two interesting restorations by members of The Register, a 1932 o.h.c. long-wheelbase Morris Family Eight Stewart & Arden "Calshot" saloon, discovered in Northamptonshire, and a 1935 Jensen Morris Eight, one of only two special bodied open Morris Eights known to exist. The Jensen brothers have assisted with data, etc.

Next April's S.T.D. Register London Talbot Rally is to embrace not only Roesch Talbots but all Talbots from their earliest years up to 1939, Darracqs and all French Talbots, with Wolverhampton Sunbeams coming as guests. We regret to learn that Mr. P. W. White died last December, at the age of 93. Mr. White started his first motor business in Camberley in 1908, brought the first petrol pumps to that town, and sold his first Morris car in 1919. He competed in M.C.C. trials on Sunbeam motorcycles and Lagonda cars between 1914 and 1934 and in 1950, aged 75, took part as a passenger in the Lisbon Rally. He started the first London-Camberley 'bus service in 1921 and founded Whites of Camberley in 1928. The recent correspondence about the Lea-Francis Special Reg. No. RPK 500 has led D. E. Baldock, who bought it in 1963, to inform us that its chassis is definitely not of Lea-Francis manufacture. It was first registered for road use in 1952 and prior to that was a green single-seater. Mr. Baldock fitted a 12/40 Lea-Francis gearbox to replace



The ex-Wallbank 1914 T.T. Humber in a London Mews with Miss V. Worsley at the wheel, shortly after its Brooklands career was over.



Another picture of the 6-cylinder twin-cam Lea-Francis about which there has been some recent controversy.

a badly-damaged constant change gearbox. An A.J.S. with estate bodywork, in delapidated condition, is reported in a Suffolk scrap-yard. A new French bi-monthly, *L'Arithologie Automobile*, commenced publication last year and is obtainable from Thierry B. Mantoux, 161, Rue Tabère, 92-Saint Clond, France, for 40 f. per annum. The first issue contains a very interesting illustrated history of the eight long-distance record-breaking "Rosalie" Citroëns, from which the illustration of "Rosalie VI" in our issue of last October was taken. Incidentally, the Yacio Oil Company which backed these second runs is still very much in existence.

BROOKLANDS SOCIETY NEWS

Last month we inadvertently quoted the B.D.C. "Hand and Spear" meetings as taking place on first Mondays each month. Will B.S. members and associates please note that the correct date is the *second* Monday evening. Details of where and when the A.G.M. will be held will be circulated in the near future.

VINTAGE POSTBAG

From Sir Ralph Millais, Bt.

A Tricky Repair

Sir,

When I brought my Tipo B Alfa Romeo engine block to Messrs. Angell & Williams for repair, I was initially told that it was an impossible job. But it was also a challenge. They have a saying, "the difficult jobs we repair at once, the impossible takes a little longer". So they accepted the challenge and backed by a team of men with a lifetime of experience on engine repair, finally won through. But not without many heartaches which at times made them feel like giving up. The job was as follows:

The cast-iron block was cracked in the dome of No. 1 cylinder at the top of the closed-in bore, and into the two valve seats which are set at an angle. It was pre-heated in a muffle, and fusion welded through the full thickness of the metal where cracked, and the valve seats built up with new metal. This was a difficult welding operation, but was finally accomplished. Surplus metal had now to be rough machined away in order to test the welds. A Form Tool was made, fitting into bushes which were made to fit the bore. The assembly was put into the bore, on a radial drilling machine, and working carefully to depth measurements, as machining was blind, the dome of the bore was machined. To machine the valve seats, they first made a right-handed cutter with a left-handed internal thread. A pilot bar to suit was passed through the valve guide hole. The cutter was then fed up through the bore on a holder, to meet the pilot bar and was screwed on it, and the holder removed. A spring-loaded attachment was made and fitted to the exterior of the pilot bar, which enabled the seats to be slowly cut by hand. Eventually it was tested and now found to be leaking behind liner in bore. The liner had been pinned at some earlier time and could not be withdrawn, so it was bored out. The bore here was found to be cracked through an old botched repair. More fusion welding and machining was done. There were now leaks in the valve pockets on the side, again from an old repair. These were cut out and again more fusion welding, and further testing. Finally two spark plug holes previously botch welded were found defective. These were cut out completely, and both areas filled in with new metal. Then machined and screwed. After final machining of seats, etc., bore ground, new liner fitted, the block withstood a 30 lb. p.s.i. water pressure test and was finished.

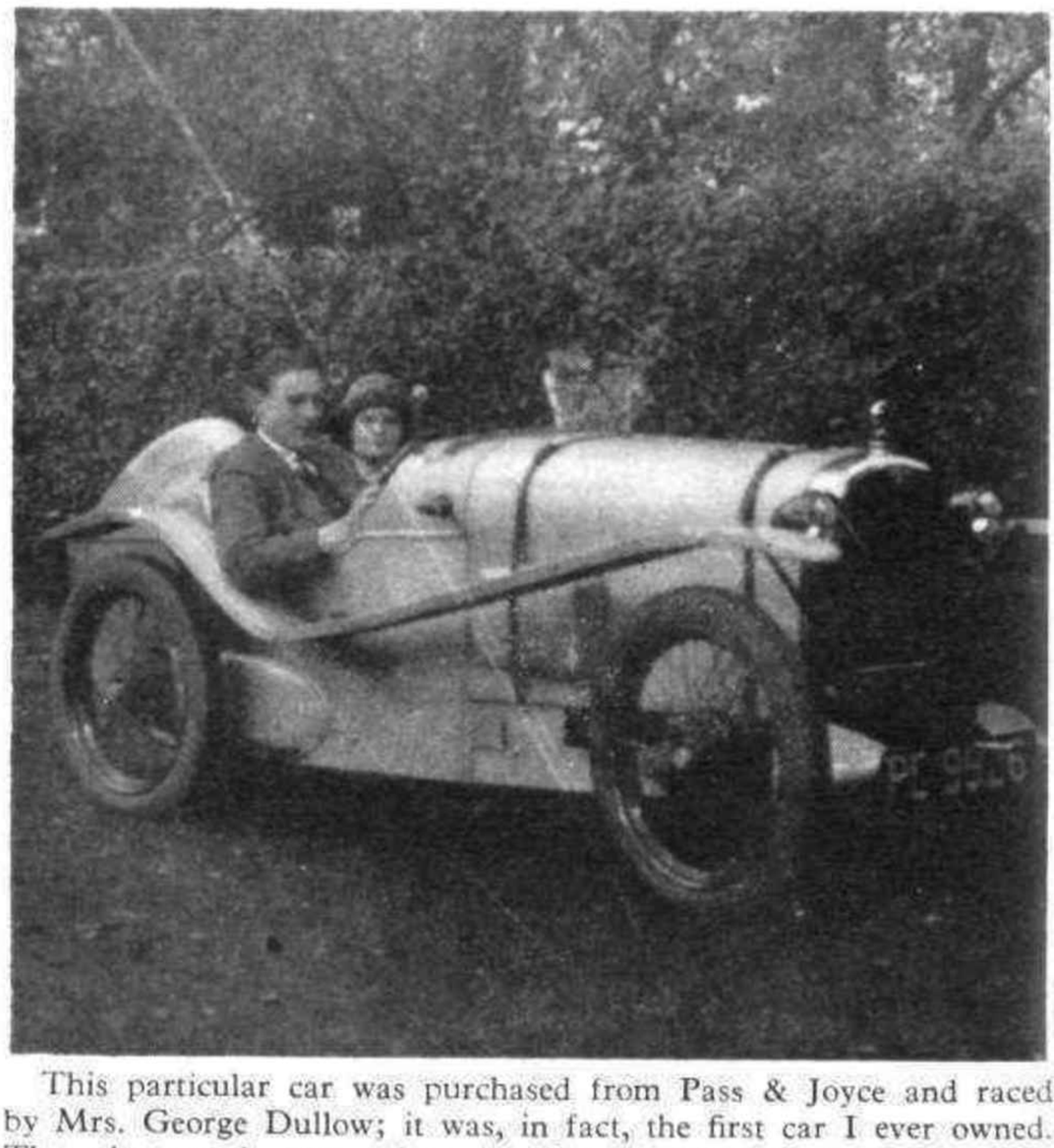
This is only a brief outline of the job. There were many hold-ups and difficulties. Tools frequently broke due to diamond hard spots left by previous botch welding. I am informed that eight men carried out the work, with a total of some 250 years on these sort of repairs. The firm that did this work was Angell & Williams (Peckham) Ltd., Sumner Road, London, S.E.15, and I cannot speak too highly of their work, interest and enthusiasm—which will save this historic car from becoming just a museum piece.

Hawkhurst. RALPH MILLAIS.

A Contemporary Gordon England Brooklands Model Austin 7

Sir,

I have read with interest the recent correspondence regarding Austin 7s and enclose herewith a photograph of an Austin 7 known, as I understand it, as a Brooklands model.



This particular car was purchased from Pass & Joyce and raced by Mrs. George Dullow; it was, in fact, the first car I ever owned. The photograph was taken in Nottingham during the autumn of 1927.

London. H. F. FERGUSSON-WOOD.

The Lake at Llandrindod Wells

Sir,

I was most interested to see the picture showing the N.S.U. 1200TT parked by the side of the lake at Llandrindod Wells, Radnor.

My recollection of this 5 m.p.h. sign certainly goes back to my own fifth birthday, which I celebrated quite a time ago. My uncle and aunt, Mr. and Mrs. George Thomas, leased the lake and chalet, as it was then called, from 1908. Another uncle, an architect named Jack Preece, was responsible for the plan of the boathouse and chalet. My Uncle George came to a tragic end in 1918 when in preparation for a regatta on my aunt's birthday, the flagstaff on which he was arranging bunting collapsed, throwing him to the ground with deadly force. Another six feet would have thrown him into the lake and safety, with no more than a ducking. My aunt retained the business until 1934 and still resides in Llandrindod. In age, a tribute to the healthy surroundings in which she has lived.

The enclosed copy of a favourite picture taken in 1917 shows Uncle George at the wheel of his Wolseley, Isadore, a Great War Belgium refugee from the Germans, at his side, and Aunt Alice in the rear. The car was pre-Great War, but I would leave it to the experts to give an exact date. Curiously enough, the late Mr. Edward Leigh, garage proprietor of Sheffield (who maintained my 1936 1½-litre Riley Kestrel and 1938 4¼-litre Bentley for many years), knew the Wolseley model well, as he had been employed in the Wolseley works for some years prior to 1914. The Wolseley in 1917 was parked about 50 yards from where you parked the N.S.U. in 1968.

I have noticed with growing excitement the editorial references and pictures of mid-Wales at different times. We have had several references to Llandrindod, South of Builth Wells and north to Presteigne and west to the collection of road signs on the road junction Llandrindod to Rhayader, where it is joined by the Builth Road. You have also spoken of Tom Norton, but never told us that Tom Norton installed the first road-side petrol pump in Wales.'

Sheffield. DAVID DEWAR.

Body From a Lonsdale Napier?

Sir,

I was extremely interested in the reference to the cars of the "Yellow Earl" in "Cars in Books", December, 1968.

In 1960 I was one of the organisers of an exhibition of interesting motor cars held in Carlisle in aid of the World Refugee Fund, and one of the exhibits was the complete body from a Napier which, in all probability, is the one shown on the photograph which you described from the book. The body which started life on a 1908 Hotchkiss and was later transferred to the Napier is the property of Mr. Keiser, of Penrith, who converted the chassis to a breakdown truck which has, no doubt, been long since scrapped.

Cumwhitton. DAVID K. BOWMAN.

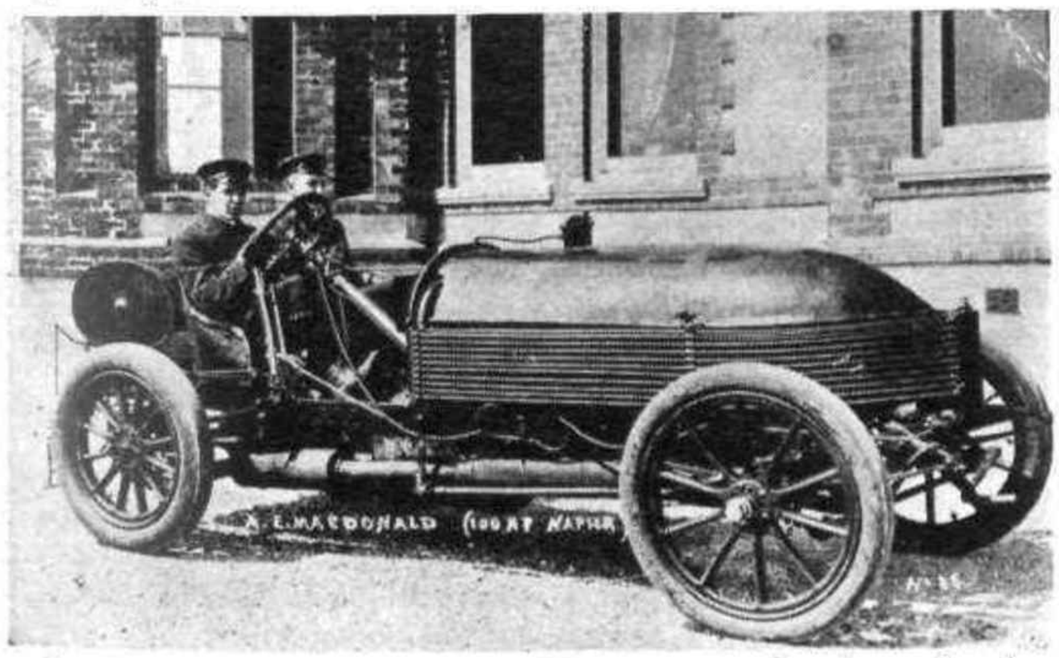
* * *

Napier L48 Engine?

Sir,

I was interested to read the letter from Mr. A. H. Chamberlain, of Melbourne, Australia, concerning the six-cylinder Napier engine which he has. He gives the bore and stroke as 6¼ in. x 5 in., which are commonly said to be the dimensions of the original engine fitted to the 1904 Napier racing car L48, which was later known as "Samson" when driven at Brooklands by the late Frank Newton in 1907 and 1908.

Three different sizes of engine were used in L48 during its racing career. The original 1904 unit (6¼ in. x 5 in.) had the exhaust ports on the offside, while that used early in 1908 (6⅛ in. x 6 in.) had them on the nearside. The long-stroke version (6⅛ in. x 7 in.) of the latter, used in the match race against Felice Nazzarro's F.I.A.T. "Mephistopheles", also had nearside exhaust.



In a letter to me in 1943, Frank Newton wrote that the engine from "Samson" was ultimately fitted into a hydroplane. Whether this was the engine that used to be preserved at the Napier works at Acton or the original (1904) smaller one is not clear. A side view of L48 with bonnet removed, was published in the *Autocar Journal*, June 18th, 1904. It shows the nearside of the engine quite clearly. I have quoted the bore as 6¼ in. as this seems to be the figure used by most authorities. Gerald Rose, in his *Record of Motor Racing* (published 1909) gives it as 158.75mm, but Frank Newton always quoted 6⅛ in., and I suspect that he really knew best. I enclose a photograph of the car taken before the Gordon Bennett Eliminating Trials in the Isle of Man in May, 1905.

Beaconsfield. ANTHONY S. HEAL.

* * *

Memories From California

Sir,

I have your issue of October, 1968, and noticed your description of the Dolphin car. I worked at the Dolphin factory at Shoreham in 1909. At that time they were making some small rail cars. I acted as rivet boy when the frames were constructed. I was a five-shilling-a-week apprentice and lived at the "pub" next door. After a few weeks I developed the habit of going to work, as required, at 7 a.m. and then returning to the pub for breakfast. This resulted in my losing my job; I was fired by Michael Sassoon himself. I shall never forget the utter boredom of that job.

Later, in 1912, I met J. V. Carden and we began the manufacture of the Carden monocar (with 500 c.c. J.A.P. engine), first at Farnham and later at Teddington. Of course we spent more time racing than manufacturing. But we sold about 200 to 300 of them. In 1914, when the war broke out, we made a lorry out of our Taunus Fiat. We bought this car from A. M. Low for £25. We pulled down some benches for material and had it done in a few hours, after which Carden drove it to Aldershot where they hired him and the car for £25 a day. Shortly thereafter he entered 52 Company as a lieutenant. 52 Company later became A.S.C.M.T. and concentrated on Caterpillar tractors. I joined after Carden, as a private (the Army found my name objectionable).

I have here a newspaper cutting depicting the lorry with Carden at the wheel. His arrival in Aldershot brought him renown as a really fast lorry driver. It was good for about 90 m.p.h. and I'm sure he reached that speed whenever he could. It was usually loaded with meat.

Two Carden monocars were used in France in World War I; one by W. E. Humphries, head of our test department, and one by André de Meulemeester, Belgian ace (23 German planes). The latter's monocar was returned to us, to show us the effect of two years' service in France. It was transferred intact, but reverently, to the scrap heap.

After World War I, Carden, then Sir John, was made technical director of Vickers, but died in a 'plane crash a few years later.

Los Angeles, U.S.A. GEORGE L. HOLZAPFEL.

* * *

Pity the Poor Historian: 1922

Sir,

I enjoy your "Cars in Books" feature but never quite understand how, in your May, 1964, reference to the book "The Big Fellow" (Taylor) you suggested that Michael Collins was killed on August 22nd, 1921. This 1921 dating led you to speculate that the Leyland 8 in which Collins was travelling was a very early specimen. Michael Collins was killed in an ambush on August 22nd, 1922, so that the latter speculation is not pertinent. The car is specified as a Leyland Thomas "straight eight-cylinder touring" in the body of the text, whilst a narrative of one of its drivers refers to an "eight-cylinder racing type".

All this is very diverting were it not for the fact that Hugh Tours in Profile number 26 repeats your "August, 1921," dating for the death of Collins. Not content with making a single error concerning the matter, Tours proceeds to fabricate a "further" version of the death of Collins with his assertion that the car "received through the windscreen the bullet that killed its owner". This simple version has no basis on currently accepted evidence.

It is of interest that Tours identifies the Leyland car as "sold to Collins". The primary rôle of Collins as a Minister of State suggests that even the fledgeling Irish Free State should have been able to muster a vehicle for his use. The fact that at least one Leyland lorry with the Irish Distributors' boards on display was used for artillery haulage during the Irish Civil War (1922/3) suggests that the Government secured items in a hurry whilst countering the desperate situation confronting them in August, 1922. I surmise that the Leyland car was part of the deal. It could well have been commandeered. Happily the Irish Leyland distributors have survived to the Sixties and could possibly remove from speculation the ownership and fate of the car with Collins associations.

Edmonton, Canada. C. MCCLOUGHAN.

[Can a British Leyland spokesman please enlarge on this?—ED.]

* * *

The Jarrot Austin 7s

Sir,

I was very interested to read the letter about the Jarrot Austin 7, as they were made very close to where we lived; in fact, my cousin used to work for Jarrot Motor Bodies in the 1920s.

I believe the firm (situated in High Ballen, Wendsbury, *not* Wolverhampton) was started in 1919 by a Mr. Andrews and mainly specialised in bodywork repairs, but occasionally built bodies for Model T Fords. However, my cousin said the firm was never very sound financially, and in 1926 Mr. Andrews took a partner. After this they started producing bodies for Austin 7s, and at last the firm got on its feet.

I remember seeing the cars being driven about in Wendsbury, usually on test. They were, as your reader states, just like a type 35 Bugatti and most attractive little cars from what I remember.

My cousin said (I think) about 35 Austins had been completed when the firm collapsed in 1931. Some were built on new chassis and some re-bodied on old chassis supplied by customers, as Radfords and other firms still do today.

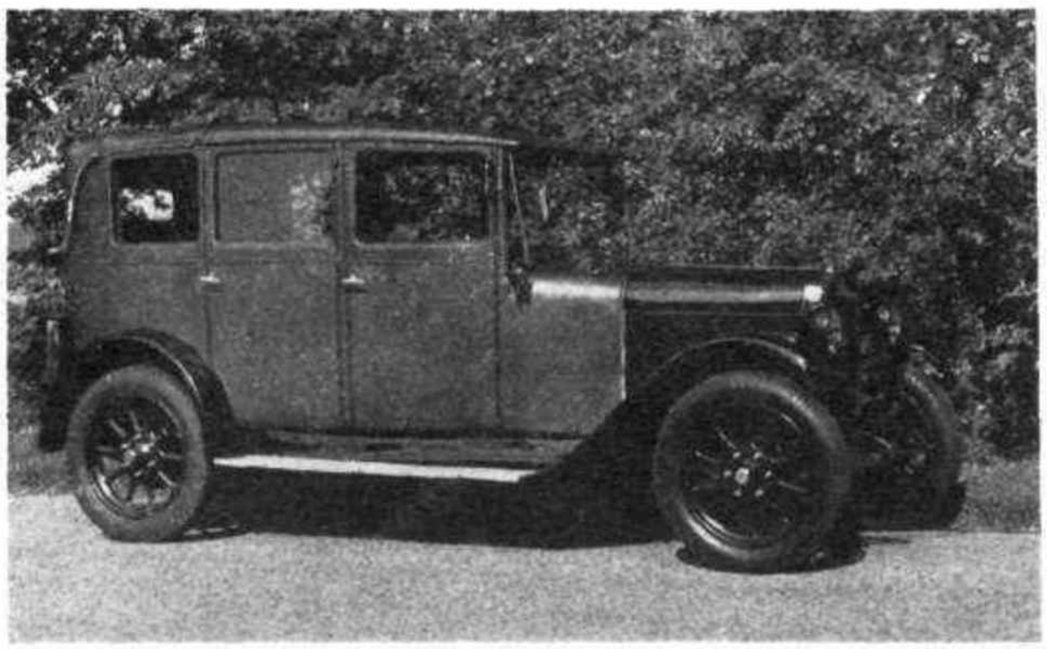
Wellington. LEONARD FRANCIS.

Gordon or Gordon England?

Sir,

Mr. Paul Nicholas' photograph in December's MOTOR SPORT of his 1927 Austin Seven Gordon England Silent Saloon intrigued me as I think he may be incorrect about the coachbuilder.

Although I don't remember seeing a picture of one in original Austin catalogues, it is possible that this is a "Gordon" fabric saloon, made by Gordon & Co., Taunton Road, Sparkbrook, Birmingham, as the appearance is more in keeping with "Gordon" than "Gordon England" bodies.



I enclose a photograph of my "Gordon" landaulet 1927 Austin Twelve, which in detail seems similarly built to Mr. Nicholas' car.

Uxbridge. COLIN W. HUGHES.

* * *

Early Sports Austin 7s

Sir,

I was most interested to read your article on the Gordon England Brooklands model Austin 7 as I am the owner of a car which started life as a 1925 model and ended up as one of the fastest sprint Austin 7s of all time; in the hands of A. N. L. Maclachlan. There is a very full description of the car in MOTOR SPORT of November, 1945. For some time now I have been trying to find an original Brooklands model, without success. However, I have managed to collect a number of parts, including chassis, rear axle 4.44:1 ratio, crankcase, camshaft, manifold and carbs., radiator and cowl, etc., and can obviously obtain the registration book for NC 5058, which was the number of Maclachlan's car in its original Brooklands form. From these parts, and, with luck I may find some more, I intend to build a replica of one of these splendid little cars. The building of replicas has caused a good deal of controversy in recent months, but in a case such as this I feel justified in continuing to put together such parts as I have and making those I have not. If any of your readers has any parts or detailed information, I should be most pleased to hear from them.

Referring back to your article, you say that there are no remaining examples of the Austin Sports model of 1924. This is not correct as I know of two of this model. Mike Eyre discovered one in poor condition last year and intends to add it to his splendid collection of Sports Austins in due course. The other belongs to Roy Norton and has a most interesting history as it has done less than 100 miles since new. I understand that the car was being demonstrated to a customer by the proprietor of a small Austin dealership somewhere in the Midlands. Everything was quite satisfactory until they came upon the local milk float; at this point the little Austin backfired, which so frightened the horse that it jumped on the back of the Austin, damaging its beautiful pointed tail.

The prospective customer was apparently most put out and refused to ride any further. The Austin was recovered by the garage and stripped down with the intention of repairing the damage. For some reason or other the work was never carried out and the car was acquired still dismantled and still unregistered some 40 years later.

The development of the sports Austins is a most interesting study and there are many gaps which still have to be filled before the whole story can be told. I am constantly coming up with parts and information which do not seem to fit in with the accepted pattern of evolution. I have a supercharged engine with "spit and hope" lubrication and a very good friend of mine had a Brooklands model in 1927 with similar oiling arrangements, when they were all supposedly fitted with pressure lubrication.

One solution may be that Austins used to sell their racing and experimental cars in some cases to selected private entrants who eventually sold them on the open market. Perhaps you will be able to publish further articles on this subject, especially as there is an increasing interest in the preservation of these cars.

Harpenden. JOHN SUTTON.

* * *

Memories of a Cup Model Austin 7

Sir,

The photograph of a Gordon England Cup model Austin conjured up pleasant memories of owning a similar car in 1935. Progressing from motorcycles, I bought this my first car for £24; its year, I think, 1928.

The clutch was either in or out, and my first take-off had me flying with the greatest of ease, and the almost direct steering needed some care on bumpy roads. I remember lowering the hood to make it more sporty-looking, and at one stage the body cracked by the doors causing the arches to rub the tyres on corners. The local blacksmith soon cured this by bolting about three feet of iron along each side, and as a safety measure the doors were bolted on the inside.

The starter was on top of the gearbox, and an armoured cable ran through a steel floorboard to the battery. Not noticing the cable had chafed, I was a little surprised when, having parked it in a cinema, I was called out by the commissionnaire to say it had been on fire. My black and red car was now white with foam. Putting the evening paper on the seats, I pulled the starter and away we went. The foam washed off, and the offending cable was replaced.

Frequently the main jet of the Zenith carb. used to block up, and quite often this occurred in a traffic jam. Always with spanner handy, a quick hop out, blowing through the jet always cleared it, a jump in and away.

In winter it was really draughty, and I used to have a rug round my knees, but after this wrapped itself round the prop shaft, which only had a flimsy cover over it, I braved it out. In summer, ventilation was by means of two miniature cowls on the scuttle, very effective but embarrassing to female passengers (good job they didn't wear minis in those days).

On the whole it was a delightful little car to drive; its turn of speed surprised many larger cars, and it was so light it could be easily manhandled out of parking difficulties. Aptly named the "buzzing bee", I was very sorry to part with it. It would be fun to drive it now (if I could get into it).

Maidenhead. W. R. COMPTON.

[I remember those Zenith blocked jets—even in my Austin 7 days Zenith jet keys were hard to come by.—ED.]

* * *

An American View of Importing Old Cars

Sir,

For about a year my husband and I have been trying to purchase a "Post-Vintage Thoroughbred" from England. Our reasons for wanting to import a car should be obvious. While your prices have been mounting steadily, prices in the States have become absolutely outrageous! But always the answer to our letters or cables, has been the same. "Sorry. Car sold in U.K."

Feeling rather discouraged, I sat down to write a letter to MOTOR SPORT in an attempt to defend the American enthusiast. I found I honestly could not. I know there are others like ourselves who have been hopelessly smitten with the love of roaring down a road with wind and dust biting their cheeks and glorying in the surge of a machine built at a time when all cars were made with souls. But there are all too many here who have discovered that, by bringing over several cars at a time (bought, I think, from dealers rather than individuals), an easy sale at considerable profit can be made. We ourselves have been able to trace certain cars through the advertisements in various American publications and have seen them being bandied about like unwanted puppies. With each change of owner, the cars deterjorate a little more while the prices continue to rise.

Continued on page 153

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Four cars – Cortina, Victor, Imp and BMC 1100 – drove for a total of 30,000 miles around the Thruxton circuit, and proved it. Each car used one of four oils in turn: Uniflo and three popular 20W/50 multigrades.

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FINAL RESULTS: MILES PER PINT	
OIL A	642 mpp
OIL B	630 mpp
OIL C	620 mpp
UNIFLO	764 mpp

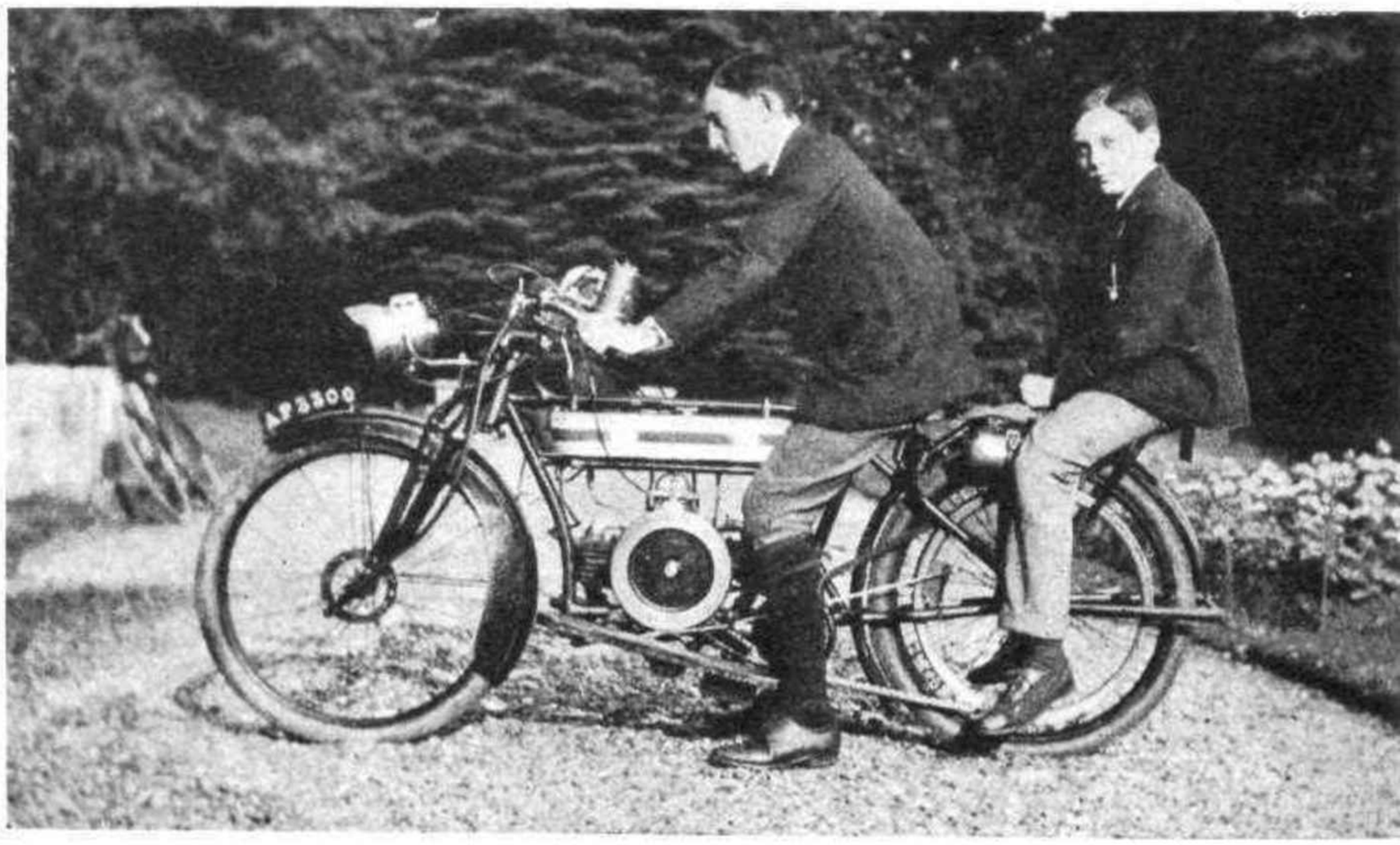


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THE CARS OF COLONEL RIXON BUCKNALL

Described to the Editor in a recent interview



INITIATION.—The subject of this interview on the pillion of his cousin Ian's 1912 *2¾-h.p. Douglas a month before war broke out, in the summer of* 1914.

COLONEL RIXON BUCKNALL is a great motoring enthusiast, as well as being an authority on ships and railways of the steam era. He presumably inherited his interest in cars from his uncles, Ernest and Leslie Bucknall, who were pioneers of the horseless carriage movement. Indeed, Leslie Bucknall took part in the 1,000-Mile Trial of 1900 and three years before that had participated in the Emancipation Day run from London to Brighton. He knew everyone, he was a Founder Member of the R.A.C., and a competent and keen balloonist before the days of heavier-than-air flying machines. Uncles Ernest and Sydney were likewise Founder Members of the R.A.C. and Ernest later became Secretary to the Royal Aero Club.

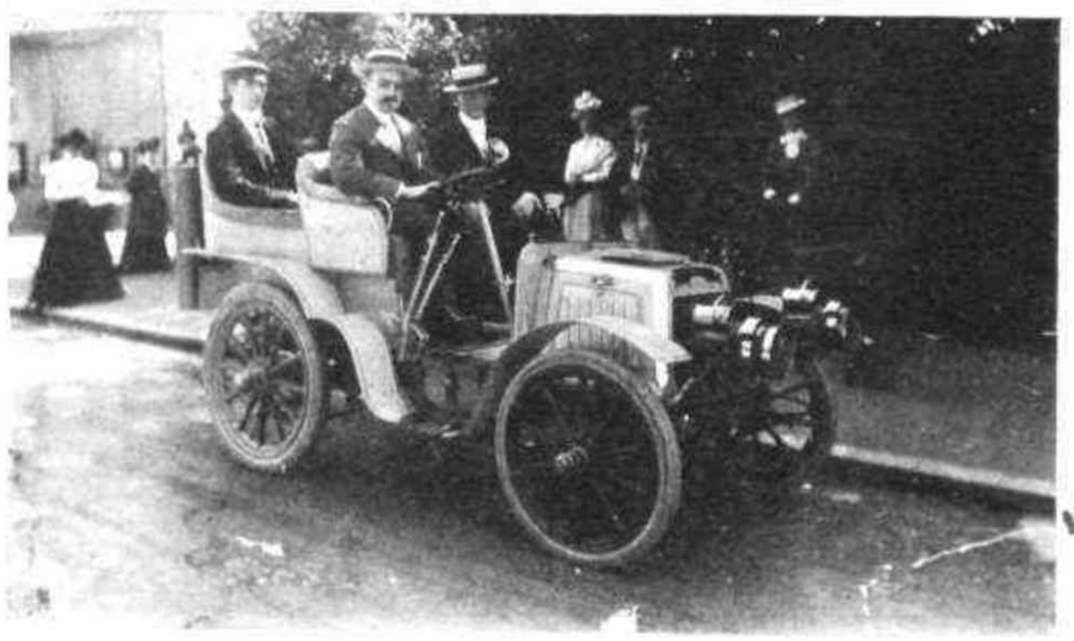
As early as 1897, Leslie Bucknall had a motor tricycle and a Coventry Motette, or Bollée as it would have been called in France, covering the 180 miles between Boulogne and Paris on the latter machine on seven gallons of petroleum. He went in his 1899/1900 Daimler to watch the Paris-Rouen race and the La Turbie hill-climb, and later bought the 1901 Panhard-Levassor, in which, while driving near his home, Wickhurst Manor, at Sevenoaks, he was charged with driving at 16 m.p.h., "a danger to his passengers' life and limb". (Staple-Firth defended and got him off.)

The story behind this Panhard is rather interesting. Apparently Leslie Bucknall discovered this fine car when he visited the Panhard-Levassor works during the summer of 1901. It had been specially built for the Chevalier René de Knyff, a Director of the then-famous Panhard et Levassor Company. Determined to acquire it, Bucknall paid an exorbitant price and eventually brought it to England. The Panhard was named "Le Papillon Bleu" and it has been a well-known performer in recent Brighton Runs.

There followed an ex-Rothschild 20 h.p. Mercedes, which Leslie Bucknall intended to race in the Paris-Bordeaux. This project was abandoned and the car equipped with an enormous touring body, finished in pearl white enamel with red morocco leather upholstery, the fittings being silver-plated on copper. This car was being used in 1905 by Lt.-Comdr. Montague Grahame-White. There was also a 1902 40-h.p. Panhard brought from Paris, with Roi des Belges body which was finished like that of the Mercedes, this body style being widely copied in this country.

Rixon Bucknall, brought up as a child at Newport Pagnell, had his first motoring experiences in the cars of uncles and aunts, as his horse-minded parents never owned a motor car of their own, although they sometimes hired them. ("Twelve horses in the stables—but no 'stink wagons' ! ! ! ") His first memory of going out in a car was at the age of five, when a 1907/8 white chain-drive Mercedes visited his parents' house. Young Bucknall escaped a public school due to the outbreak of war and served in the Royal Naval Reserve aboard H.M.S. *Conway*. During the period of hostilities, before going to sea, Rixon Bucknall gained his experience on motorcycles, riding his cousin Ian's 1912 Douglas, a 1914 T.T. Rudge Multi and later a single-speed, belt-drive 3½ h.p. Triumph and a 3-speed W.D. Triumph. There were also his cousin's 5/6 h.p. and 1916 7/9 h.p. Indians to master, Bucknall finding the latter, with its spring frame, "a bit of a handful" at the age of 13. These various motorcycles could be ridden legally on the long mile drive of Langley Court, near Beckenham, especially if the ¼-mile of public road joining front and back drives of his grandfather's house was "safe"!





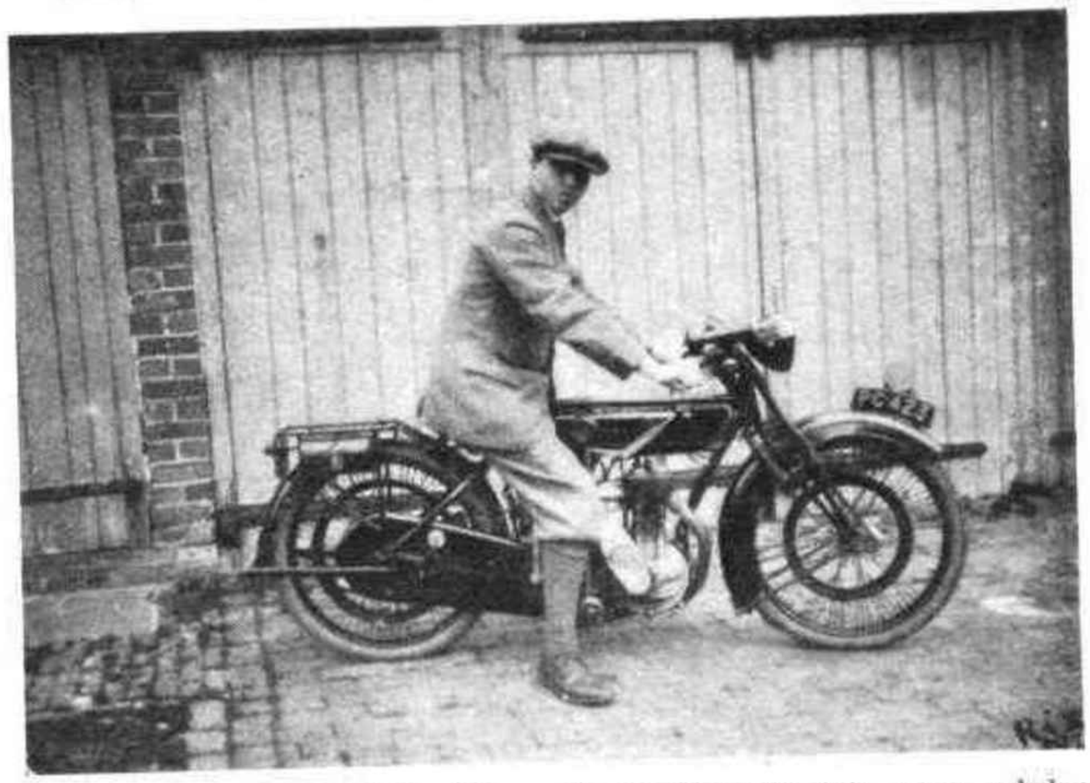
WHETTING THE APPETITE.—The 1899/1900 *Daimler (left) and the famous 2-cylinder* 1.6-*litre Panhard-Levassor "Le Papillon Bleu", owned by Uncle Leslie Bucknall, must have influenced Colonel Rixon Bucknall's life-interest in motoring.*



Rixon Bucknall's cousin with the 5/6-h.p. Indian, in 1915.

The war over, Rixon Bucknall's motoring appetite was whetted still further when his Uncle Stanley took him to Brooklands for the Track's reopening in 1920, although the day was less happy for the Studebaker's owner, because, in the queue at the entrance gates, one of the stove-enamelled mudguards was scraped by the brake lever of someone's Norton as it pushed by.

Entering Sandhurst, Rixon Bucknall had a "damn nice" 3½ h.p. Sunbeam Light Solo motorcycle in 1921. He used to ride to the various public road speed trials and hill-climbs from Sandhurst, marshalling at and competing in some of them. The state of the roads



HIS FIRST MOUNT.—Rixon Bucknall rode this 1922 3½*-h.p Sunbeam Light Solo with every satisfaction, while he was at Sandhurst*

immediately after the war is vividly remembered, the North Road being the worst offender in terms of pot-holes and dust. Nevertheless, this did not prevent him from enjoying a run in a cousin's E-type 30/98 Vauxhall, which they collected as a new car from the Luton factory.

A friend's 250 c.c. T.T. New Imperial was used for some of the aforesaid sprints, and by the summer of 1923, while still at Sandhurst, Bucknall acquired a T.T. Replica O.E.C. Blackburne, "a fine bicycle", although when it got really hot the push-rods used to buckle, and jump out. This machine was notable for abnormally wide handlebars.

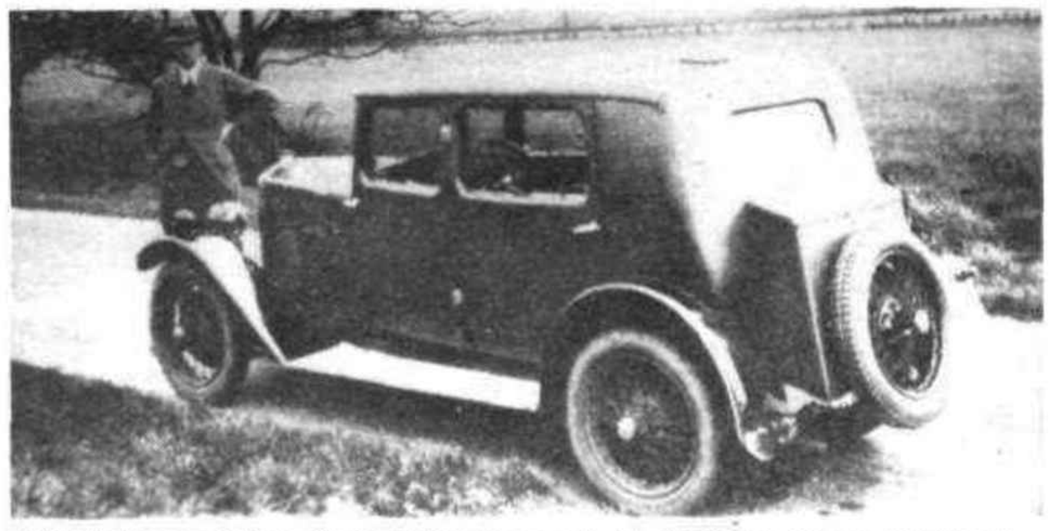
In September, 1923, Rixon Bucknall wrote to commiserate with George Brough over the accident which had befallen the famous motorcycle manufacturer when a tyre burst on Brooklands. Already with an eye for the best possible, Bucknall asked Brough if he could have the Show model Brough Superior S.S.80. This was exhibited on the stand in an unfinished state, but it was duly completed and sent by rail to St. Pancras. Bucknall collected it and rode it home to Newport Pagnell, being most impressed with the steering damper.

Rixon Bucknall riding a 1923 250-*c.c. T.T. New Imperial in a Camberley & Dist. M.C.C. speed hill-climb in April* 1923. *This is very interesting as the course was up Red Road Hill on Chobham Ridges, now quite a busy thoroughfare. Motorcycle freak hill-climbs used to be held up the acclivities flanking this road, away behind the place where spectators are standing on the left of the picture, and today part of the F.V.R.D.E. rough-road test course runs across this terrain.*





The 350-c.c. O.E.C. Blackburne acquired in the summer of 1923.



One of two Riley Nine saloons owned by Colonel Rixon Bucknall.

Rixon Bucknall's first car was a "very satisfactory" rear-wheel-braked 1925 Morris-Cowley two-seater. It proved less expensive to run than the Brough Superior!

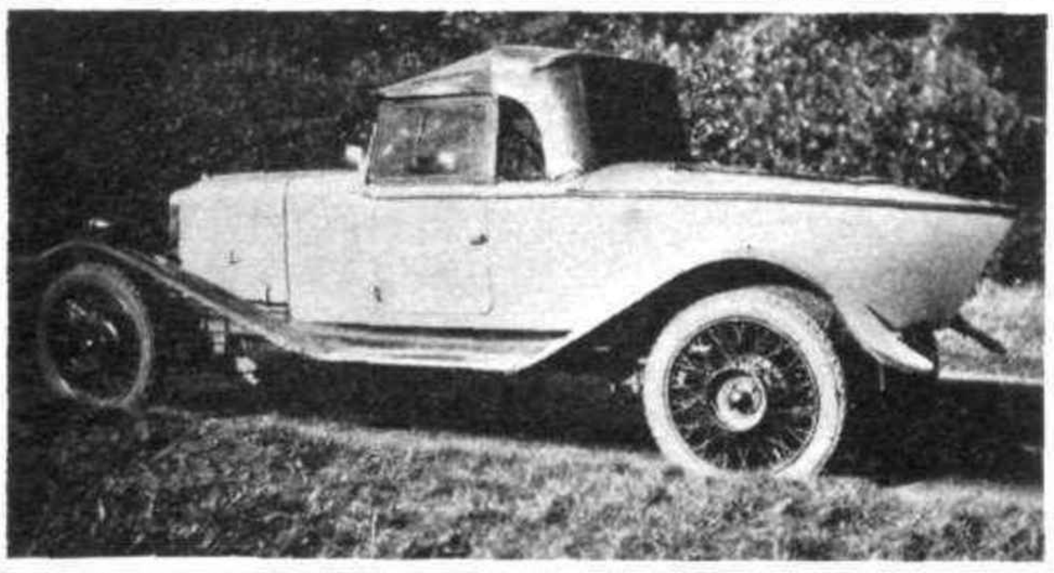
At this time Dick Howey, the younger brother of Captain R. B. Howey, was a brother officer in Rixon Bucknall's regiment. He frequently rode in Howey's 4.9-litre straight-eight Ballot at Brooklands and they both applied for summer leave together, with the object of racing the Ballot at Boulogne. The C.O. refused to give foreign leave to two officers at the same time, so Howey went, and Bucknall had to remain behind. It is now history that the Ballot hit a tree during the hill-climb, killing Howey outright, the car being buried at sea when Howey's body was brought back to England . . .

At this period he drove a large number of cars belonging to brother officers and friends, Hispano Suiza, Delage, Bugatti, Leyland, A.C., and others and often acted as riding mechanic at Brooklands.

Rixon Bucknall's next car was more sporting—a four-cylinder Anzani-engined Crouch, which "went like hell and was very satisfactory". The makers were extremely helpful. This Crouch had one of its maker's spare competition engines, said to give 55 b.h.p. at 4,700 r.p.m. on the bench, but which never got beyond 4,300 r.p.m. on the road. It was a bit fierce, and rough at low speeds, and until someone at Brooklands recommended K.L.G. plugs, there was trouble in that department in slow-speed traffic. When the C.A.V. magneto failed another was delivered by special messenger, such was service in the 1920s.

Front-wheel brakes were unavailable when the Crouch was ordered, but were fitted early in 1926. They were about on a par with the later Riley Nine Mk. IV brakes but the exposed cables called for much messy lubrication.

The body, a boat-tailed openable coupé, had been specially made to Bucknall's requirements. It was coach-painted in pale cream, with cherry-red beadings and wings, the whole well varnished to afford a substantial glaze, while the chassis was painted brick red. The headlamps were mounted much lower than usual, to give a striking frontal appearance. Matched against a 3-litre Bentley and a Frazer Nash over a straight ¼-mile on a military road, the Crouch won, after catching up with the superior initial acceleration of the Frazer Nash. Rixon's cousin's 30/98 Vauxhall Wensum, however, outclassed it in all respects, whereas, in a braking comparison, the Crouch was beaten by the Bentley, but stopped better than the Frazer Nash. Skidding on a frozen hill near Northampton in January, 1926, the Crouch hit a telegraph pole, suffering considerable front-end damage. But the repair bill (Rixon Bucknall's only insurance claim to date) came to only £32, including the cost of towing the car to the Coventry factory.



This Anzani-engined Crouch was specially built to Rixon Bucknall's requirements by the Coventry factory and was an excellent performer by the standards of 1925.

When its owner was posted to China the Crouch was sold. This was from 1927 to 1929, when Shanghai possessed first-class roads and lots of American chassis fitted with locally-made bodywork. Rixon would have nothing of these, and drove several versions of Fiats, an A.B.C., Morrises, Citroëns, and once or twice the General's Rolls-Royce.

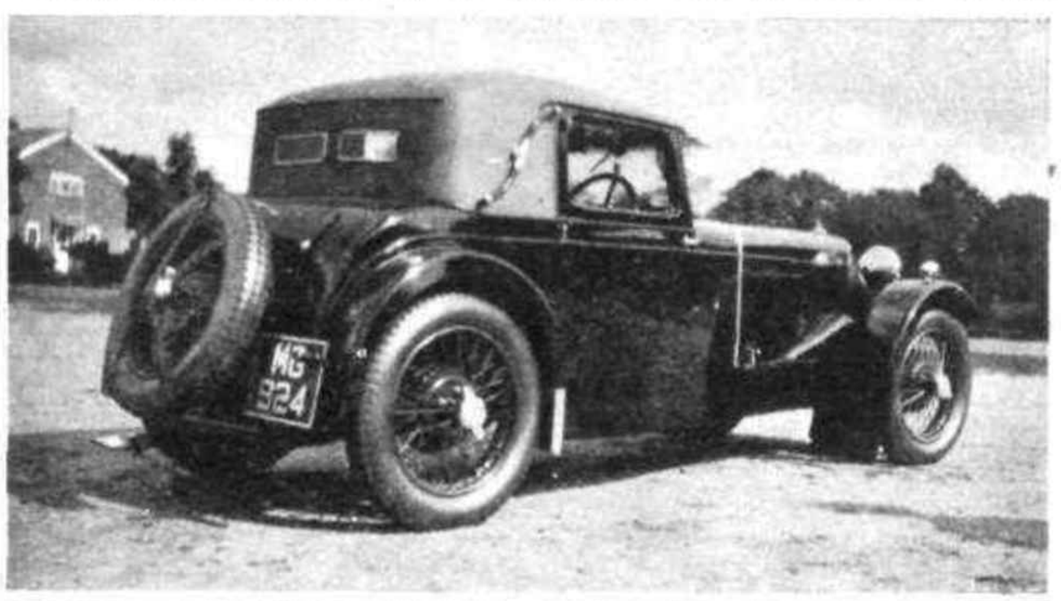
While in the East, Bucknall received a letter from the late Cecil Kimber, telling him about a prototype 18/80 M.G. that the M.G. Car Company was planning. Bucknall wrote back suggesting various improvements, such as twin carburetters, a wider track, bigger brakes, and the brake and gear levers located side by side instead of a central gear lever and r.h. brake lever, all but one of which modifications were adopted eventually.

Returning home, Bucknall considered the M.G. 18/80 two-seater too dear at £625, especially as it still had the shortcomings to which he had drawn Kimber's attention, so he bought a new Riley Nine Mk. IV saloon. This was followed by a 1930 Riley Nine saloon, specially hotted-up by the factory, "a very nice car".

The Rileys were succeeded by an Avon Standard coupé, "the lovely lines of which made a great appeal". The engines of these Standards wore out their bores quite quickly, unlike the almost indestructible Standard Sixteen, and as delivered the thing had no performance. This proved the sort of challenge Rixon Bucknall likes, and has become famous for, so it was considerably tuned, whereupon it went very well, acceleration aided by a useful third gear in the Moss gearbox. At this time the first S.S. was announced, and Rixon was interested. But the car didn't, in his opinion, live up to the catalogue and magazine illustrations and a demonstration along the Kenilworth Road proved that his Avon Standard could leave it behind.

The next venture was to invest in a couple of Wolseley Hornet Eustace Watkins tourers. Bucknall was aware that people tended to laugh at these cars, but they looked very smart and business-like in maroon and, after he had had the o.h.c. engines tuned to his exacting standards, they went very nicely, and gave many an M.G. owner a surprise. These Wolseleys were the Daytona Specials, of which the second car, with its cross-flow cylinder head and other improvements, was the better. Both, however, "looked the part and went the pace", after a lot of work had been done on them and were very much liked by their owner.

Needing a roomy saloon for everyday use, in 1934 the subject



A CHALLENGE TO THE COLONEL.—This Avon Standard coupe had to be considerably "souped up" before it satisfied Rixon Bucknall.

of this interview bought a Singer Big Six Continental, finished in Cambridge blue and black. It had a twin-carburetter engine, a free wheel, and "a very, very good body". It just went on and on, giving no trouble, not even the alleged back-axle failure.

The Singer was replaced by a 1½-litre S.S. Jaguar saloon, the push-rod o.h.v. model, which was driven all over Europe with great success. It was bought in 1938, laid up during the war, and sold for more than twice its purchase price in 1952. This 1.7-litre 65 b.h.p. S.S. Jaguar was mildly hotted up as it suffered from lack of urge at altitudes over 6,000 ft., although it boiled only twice, on the Col d'Aubisque, western side, and on the Italian side of the Grand St. Bernard. The suspension wasn't very good on French roads, and the mechanical fuel pump was a weak point, cured by using an electric pump. This car broke its speedometer drive in the Jura, broke a half-shaft on Watling Street and suffered a dud condenser in the rush hour at Hyde Park Corner. In 80,000 miles it had one re-bore and new big-ends, valve springs and timing chain.

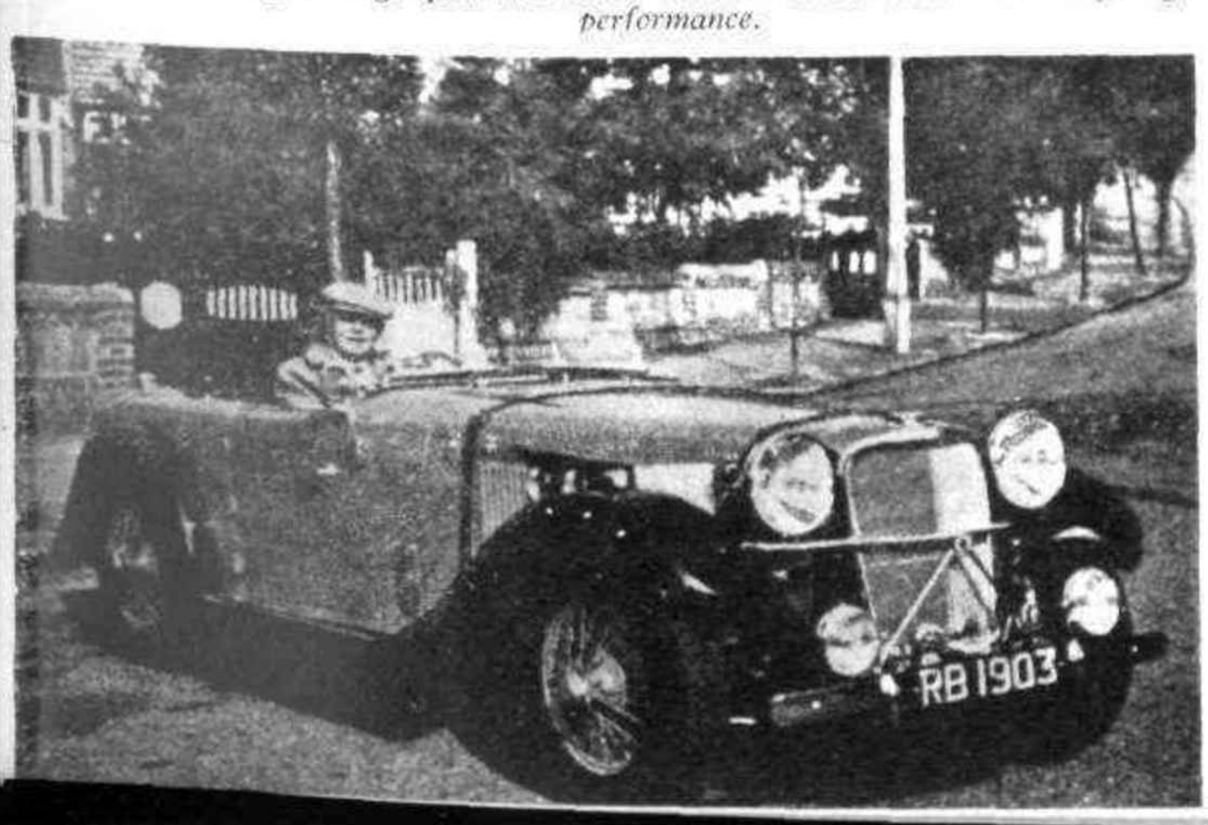
So much of a Jaguar enthusiast had Bucknall become that he replaced the 1½-litre car with a 2½-litre push-rod o.h.v. Jaguar Mk. IV saloon, which was specially hotted-up. It proved "a great car, as indispensable as a sailor's jack-knife". It was used for European tours, totting up 179,000 miles before being sold in 1966, after 14 years' faithful service. The 4.55-to-1 axle ratio was a bit too low, but 0-50 m.p.h. was possible in 11 sec., against the 17 sec. taken by the 1½-litre Jaguar. Later, while retaining the same gearing, a 3½-litre engine was fitted with surprisingly good results. Roto-flow shock-absorbers were fitted to improve the suspension, the Lucas P100 head-lamps altered to comply with both British and Continental dipping requirements, and the breathing was improved, the cooling system modified and a second electric fuel pump fitted, while the tools were all chromium-plated. This Jaguar failed only once, when a half-shaft broke in the Dolomites (a spare was carried!), where, by the way, the minimum turning circle of 38 feet acceptable to Rixon Bucknall proved its worth—some years later, when contemplating his ideal car, he turned down a Continental Bentley because it was unable to negotiate hairpin bends on Continental passes—and, anyway, its radiator cap was a dummy. There is an amusing story told of the 2½-litre Jaguar. When on the Continent some small children were looking it over. It was on John Bull tyres and had Union Jacks on the bonnet sides. "British", they solemnly announced.

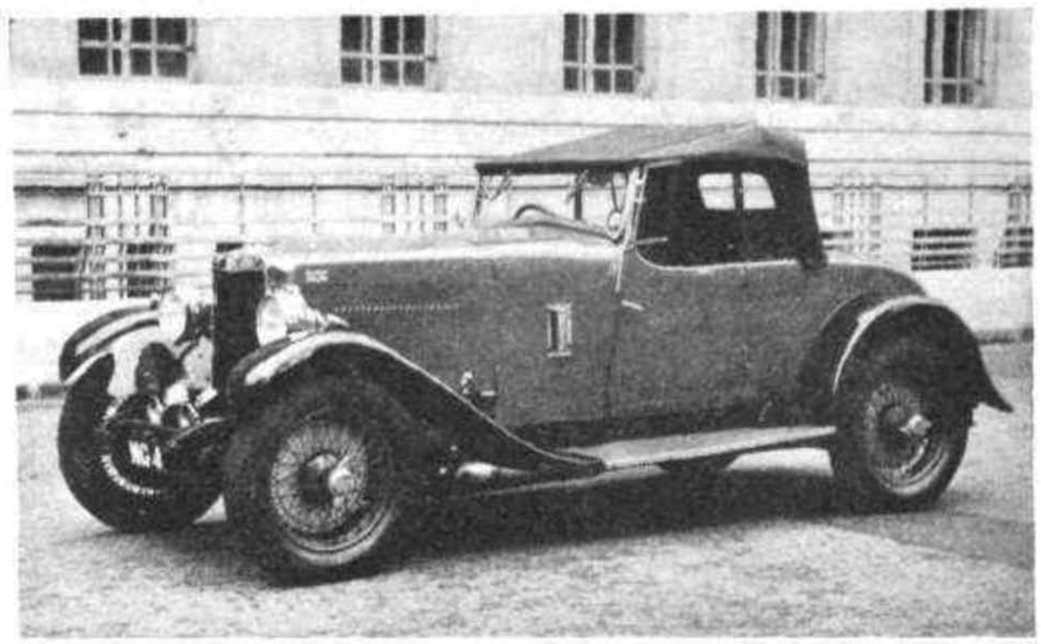
Now, this excellent car is owned by a friend in North America where I gather that it is still as good as ever.

After a visit to Africa Rixon Bucknall did eventually get his 18/80 M.G. It was a 1930 Mk. II two-seater which he saw from a 'bus while travelling down the Brompton Road in 1954. He bought it as soon as he could get to the showroom. It was restored to his exacting personal standards, and became a very handsome and delectable vintage car. But it had "some drawbacks", and so its owner began to think in terms of having a sports car built to his own requirements, which led to his present, well-known Jaguar Special, after he had got over a craving for an Hispano-Suiza at a time when there just weren't any for sale. The Jaguar aims at maintaining the vintage tradition by looking the part, while having every modern amenity except petrol injection, and transistor ignition which was tried and found wanting.

The first problem was a chassis. Bentley were approached, and John Wyer of Aston Martin was helpful, but couldn't supply any-

The most famous and well-liked of them all, Colonel Rixon Bucknall's well-known red Jaguar Special, which is his idea of the ideal open car, combining vintage pleasures with modern conveniences and very high performance.





REAL VINTAGE—The 1930 M.G. 18/80 Mk. II two-seater, which was owned for a time and, naturally, was restored to immaculate and efficient order.

thing in under 18 months. From Feltham Bucknall went to Frazer Nash, but they couldn't visualise anything bigger than 2-litres. Then the difficulty was solved when Miss Fenton, then Jaguar's Home Sales Director, heard of the problem and was reminded that Bucknall had ordered one of Sir William Lyons' Swallow sidecars in 1922, thus being one of Sir William Lyons' oldest customers. The Jaguar Competition Department offered to supply a modified XK140 chassis to Rixon Bucknall's requirement in a matter of nine weeks.

The next problem was to have a body built. After 39 tries, from Hooper downwards, the Hastings Motor Sheet Metal Works did what was required. It took ten years on and off to perfect the red Jaguar, most of the testing and retesting being done in the Pyrénées and Dolomites; but not forgetting the Stelvio. But now Rixon Bucknall has a car which will do 0 to 100 m.p.h. in 15 seconds, for in its present form the engine, a 3.4-litre Jaguar S-type three-carburettier unit, chosen because it has water all round the cylinder bores and a good bottom end, gives 275 net b.h.p., using 3 2 in. S.U.s instead of the original 1¾ in., equivalent to 244 b.h.p. per ton, as the weight is rather less than 21 cwt., the car now incorporating a great deal of 5% magnesium alloy in its construction. Indeed, this well-known red Jaguar Special has been extensively modified down the years. With the more powerful engine came four-wheel disc brakes, which called for different road wheels. It had probably the first Powr-Lok differential to be put into service, a close-ratio gearbox and a shortened tail, with a fuel tank weighing only 18 lb. This Jaguar Special is an outstandingly reliable Continental touring car, of which the Colonel likes to mention that the magneto was specially made in Stuttgart (Bosch), the lamps in Paris (Marchal) and the wheels in Milan (Borrani). It has been recognised twice in Italy from photographs of it which have appeared in American magazines.

This is Rixon Bucknall's masterpiece, but not his only venture in one-off, personal-requirement motor cars. Needing a four-seater family car, he bought a new M.G.-B two-seater in 1964 and, aided by his friend Bill Slack, who has been "in" on all these special-building concepts—a useful friend and co-driver as he is Service Manager at a Hastings garage—took this brand-new M.G. home and immediately cut the rear bulkhead six inches into the luggage boot, and, by moving the steering wheel, footwells and pedals six inches forwards and fitting very slim-backed, upright front seats, they were able to get two seats into the back of this M.G.-B—an S.B. Special!

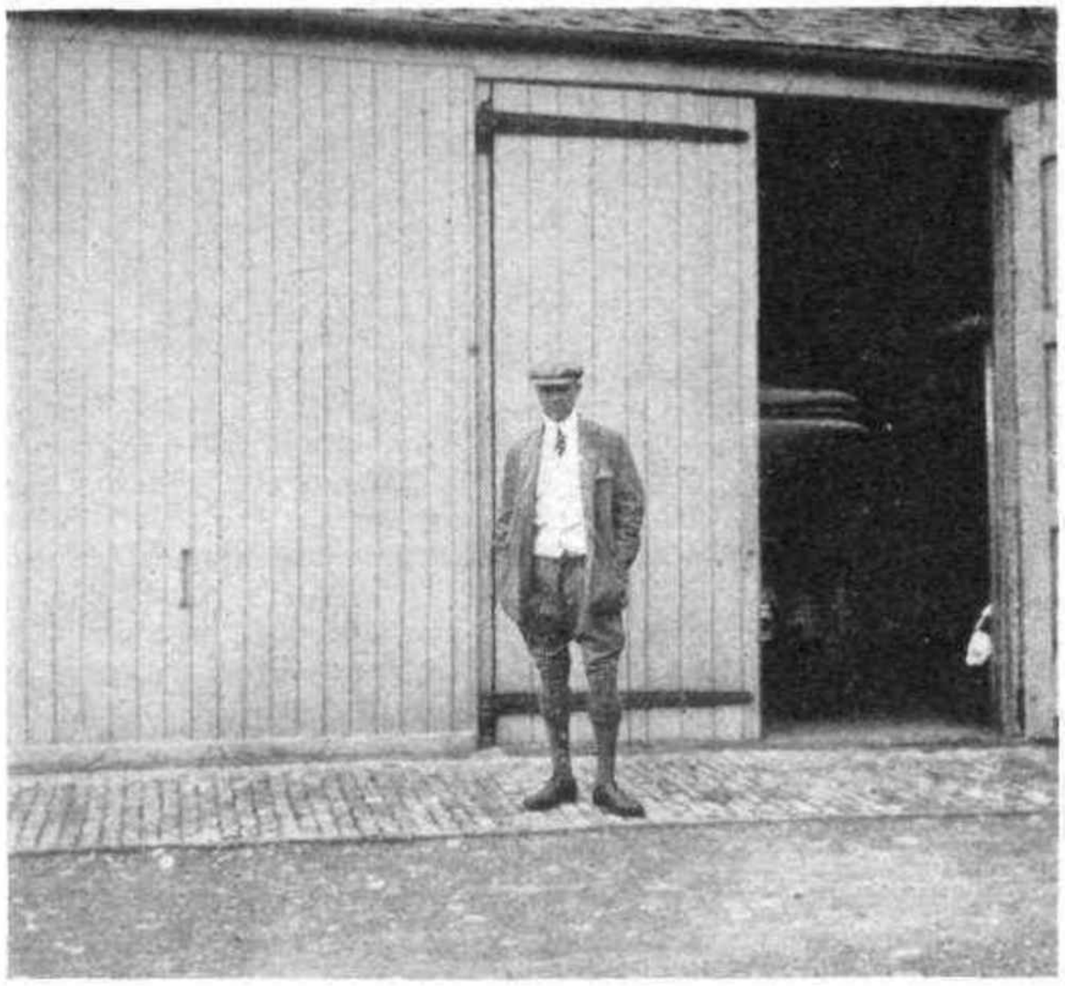
This unique four-seater, for which a special hood was designed and made, was given many mods. to its engine, which produced 110 b.h.p. The standard bonnet then refused to close, so a new one was made, around an M.G. 1100 grille. Three fuel tanks were installed, a main one against the rear bulkhead and two auxiliary ones in the back wings. This gave the required luggage space, with the spare wheel beneath the floor of the boot, and also enabled the S.B. M.G. to be taken abroad with pure benzole in the wing-tanks, which could be pumped in small quantities into the main tank, where it mixed with the inferior foreign fuel to make 100-octane petrol, which the engine demanded. The open four-seater M.G. Special was lavishly equipped, like all the Colonel's specials.

When his family refused to ride in all weathers in this open car, Rixon Bucknall produced his last one-off car to date—his very special M.G. 1800. This started out as an Austin 1800 saloon. It was modified to meet Rixon Bucknall's exacting requirements. Downton trans-

formed the engine to give 112 b.h.p. instead of the normal 84 b.h.p., which means that this spacious family saloon has much the same performance as an M.G.-B sports car. The steering column has been re-raked and the hand-brake positioned on the floor to give a far superior driving position to that of the standard product. Bill Slack proved the impossible to be possible in thus repositioning B.M.C.'s hand-brake! A 15 in. diameter wooden-rim steering wheel and a new rack and pinion raise the steering ratio, the facia has been restyled to carry a full set of instruments and map-reading lamps, and there is typical attention to detail, reflected in the polished copper pipes under the bonnet, chromed and domed nuts where Cowley and Longbridge are content with plain nuts, a divided boot to accommodate tools, maps and spares in addition to luggage, and a restyled front-end embracing an M.G. 1100 grille. The modifications cost some £300. The final drive of 3.88 to 1 gives 106 m.p.h. at 6,000 r.p.m., which is within 500 r.p.m. of the permissible top crankshaft speed, and the car weighs about half a hundredweight less than standard. Having driven this M.G. 1800 I can vouch for its taut handling, comfortable driving position and excellent performance.

The garage at Rotherfield in Sussex contains these two highly individualistic cars, Rixon Bucknall's red Jaguar Special and his own conception of what a B.M.C. 1800 saloon should entail. Each car is kept in immaculate condition. Each has its own detailed list of the tools, equipment and spares allocated to it and where such items are stowed. Between them RB 1903 and CDY 587C embrace a staggering amount of special planning and a meticulous attention to motoring detail. Mrs. Bucknall, too, is a very experienced motorist, having never had an insurance claim. Latterly she has gone in for hotted-up M.G. 1100s, but as they have now contracted to only a two-door version she has gone over to a 1300 Triumph. She has her own garage and keeps her cars impeccably.

The Colonel belongs to eight motor clubs and is often to be seen officiating at sporting events throughout the season.—W. B.



A RIXON BUCKNALL TAILPIECE.—This picture is of the Colonel's father's coach-house at Newport Pagnell, where twelve horses were kept in the stables and the coach properly housed—note the genuine "coach"-house doors. Colonel Rixon Bucknall's father was a member of the "Four-in-Hand" Club but didn't enthuse over motors. The car inside the coach-house is a visiting 1908 Daimler finished in royal blue and lined out in cream and black.

CARS IN BOOKS

WHILE I have ceased to be astonished at the numbers of references to cars in non-motoring books I was intrigued when a reader recommended "John Christie of Glyndebourne" a biography by Wilfred Blunt (Geoffrey Bles, 1968), because although I have some small appreciation of good as distinct from "pop" music, I regrettably know nothing about it. So why should I find interest in a book about the founder of the Glyndebourne Festival Opera House? I have never been there, although I know racing motorists who have.

The fact is that I found the life of John Christie not only to make very good reading but to encompass some fascinating motor cars. While at Cambridge, Christie decided, in 1903, that he wanted a motor car, favouring a 6 h.p. Regal costing between £200 and £210. As with many young people money was the problem. This was apparently solved when his mother made him a present of a Georges-Richard, which he decided he preferred to a Regal. Whether Christie could drive was not known, but immediately on acquiring the car he drove it to Birmingham and back, some 120 miles, to make sure that he could. He had, it seems, specified a steel instead of an aluminium body, and had made alterations to the positions of petrol tank and accelerator. He suggested a skidding session on slippery roads to Sir Edward Duncombe when he called at Christie's rooms and did a lot of tinkering on the Georges-Richard, "taking her to pieces, fitting new lubricators, encasing her belly in zinc to exclude the dust. He changed the brass gearwheel to a fibre one, replaced worn ball-bearings, fitted new exhaust valves. He adjusted the gearbox and stripped down the engine. Then, when everything was to his satisfaction, he competed in a hill-climbing competition". I wonder how many visitors to the Glyndebourne opera realise that its creator was a competition driver!

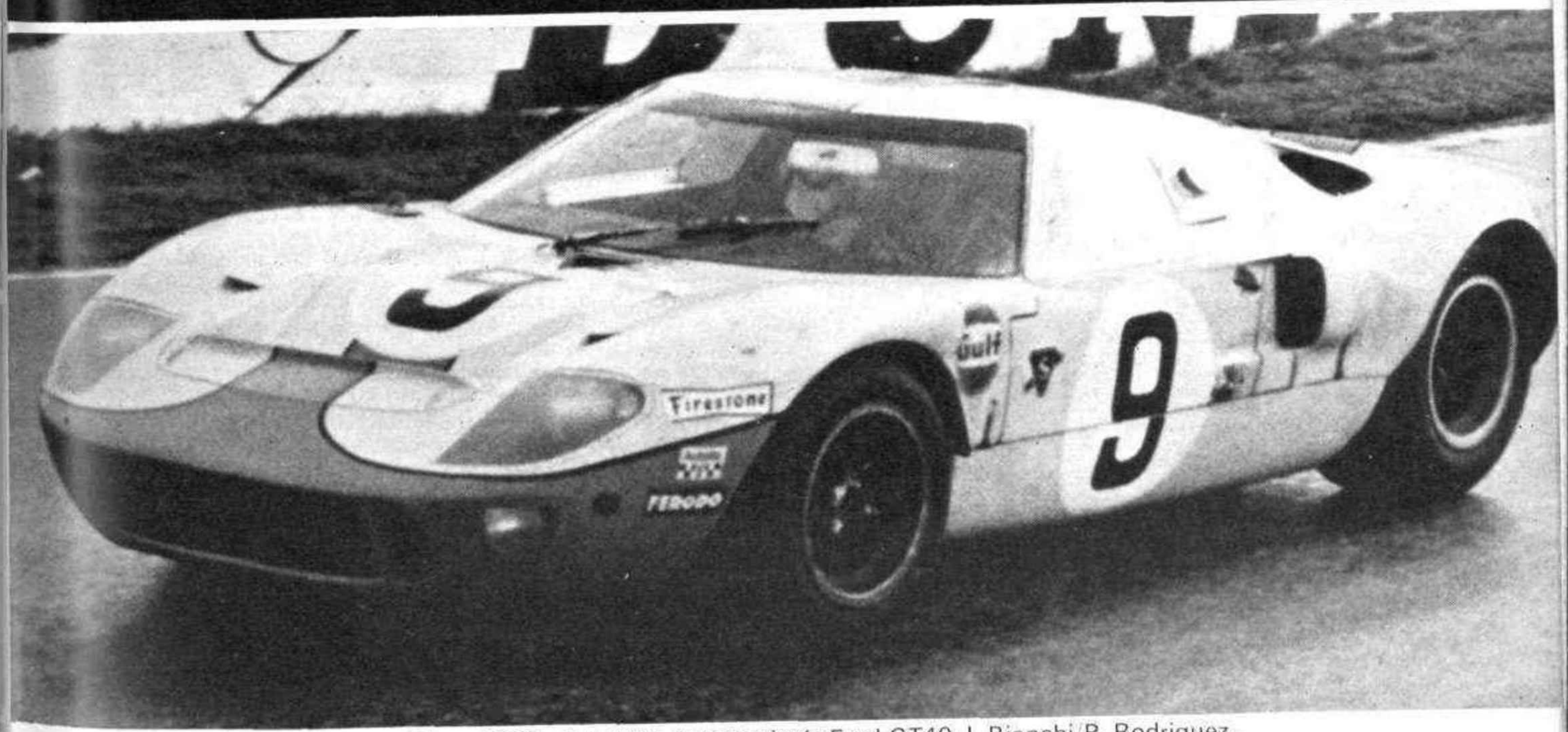
In the long vacation of 1904 the Georges-Richard was used for an expedition to Bayreuth. It was a two-seater but an enormous cheese-crate was improvised by its owner so that there would be room for two more passengers, their luggage and tins of petrol. The passengers were Dr. Lloyd from Eton, George Lyttelton and R. H. Longman. We read: "Cross-channel steamers had at that time no facilities for transporting cars; a barge was therefore chartered and the car, together with its complement of passengers, towed behind the steamer to Calais". The long journey seems to have been punctuated by over-heating, and loss of power and the opening act of *Parsifal* was missed at Bayreuth when the car refused to start. Later John Christie bought a better car—a 1909 Ariel—and, by 1916 he was running "a small green two-seater Napier".

This Napier was used for a journey from London to Edinburgh during the war to investigate a strike on the Clyde. Christie stopped in Bond Street to enquire the way to Edinburgh, his butler occupying the dickey seat with a barrel of oysters and a large jar of caviare. In 1919 Christie toured the battlefields in the Napier, its doors removed to make more room for his passengers, the butler now in charge of boxes of Charbonnels chocolates, and the springs suffering and needing attention from German prisoners.

After the war was over Christie formed the Glyndebourne Motor Works, amongst other commercial ventures, and as a master at Eton, some time before or during 1922, he ran a huge two-seater Daimler, bought secondhand, in which he was seen driving back from a London dance wrapped in an eiderdown. When running the organ-making firm of Hill, Norman & Beard, John Christie is remembered as having "a large grey two-seater Daimler coupé with a spotlight on the roof and fitted with balloon tyres on the rear wheels". Later, in this capacity, he "bought two T Fords—one a two-seater which he used, and the other a four-seater for the firm's use—it was a comic sight to see him in morning kit and top hat sitting bolt upright driving his car through London". He is described as a most alarming person to be driven by but he is never remembered as having had an accident. After the Ford "he bought a secondhand Singer which was a dreadful machine; he used to drive up to the works in it from Glyndebourne each morning and back again at night—why, I could never understand", Donald Beard is quoted as saying. One night the Singer caught fire on, it was believed, Blackfriars Bridge. One of his cars Christie licensed as a taxi, presumably to evade the heavy horse-power tax.

When he was engaged he suggested to his sweetheart her flying from England to Köln; this in 1931 when the next stage of the journey would be by tram to Bonn. And in 1935, when he was planning Glyndebourne, Christie mentioned "an excellent landing ground for aeroplanes 100 yards from the Opera House". The last motoring reference in this absorbing book refers to John Christie of Glyndebourne being prosecuted in 1951 for driving on the wrong side of a narrow road. He was fined £25 and his licence suspended. Quintin Hogg was briefed for the appeal, at which Christie's licence was restored, the fine reduced to £5 and costs awarded to him. It was with difficulty that he was dissuaded from bringing an action against the Police Inspector for malicious prosecution and/or giving false evidence. This episode, we are told, remained a lifelong grievance and caused much bitterness.—W. B.

Triplex laminated windscreens gave them a clear run to the money.



Le Mans 1968 – 1st J. W. Automotive's Ford GT40. L.Bianchi/P. Rodriguez.
London – Sydney Marathon 1968 – 1st Hillman Hunter. A. Cowan/B. Coyle/C. Malkin.



Triplex SAFETY GLASS

RALLY REVIEW

WHATEVER else the London-Sydney Marathon may, or may not, have done, its result has certainly given the Rootes Competitions Department a shot in the arm; and no one will say that it didn't need it. There has always been a competitive atmosphere within the Rootes Group of companies, going back to the beginning of the century if you consider separately the component companies of the Group. But in more recent times the Group's rallying antecedents only began when Norman Garrad built up the competitions department into a successful entity based at the former Humber works in Coventry.

But, even more recently, when rallying became faster and faster, the potentialities of the Rapiers (and before them the Sunbeam Talbots) waned. Power/weight ratio became increasingly important and car strength and crew tenacity dropped just a little down the scale, particularly in such road events as the French Alpine Rally and the Tour de Corse.

Although Imps were rallied with great verve, often achieving success against far more potent machinery, there was no model being manufactured by the Group which could really stand up to Porsches and Alpine-Renaults in a straight fight. So the competition activities of the Group lessened.

Then the Marathon was announced and at once it was realised by Des O'Dell, chief engineer and brain behind much of Rootes' rallying activities (he used to mechanic for Aston Martin), that here was an event in which sheer power would not be the sole deciding factor.

Since entrants to the Marathon were given *carte blanche* insofar as car preparation was concerned (except that cars should have four wheels, only two of them driven), an extensive test programme was put in hand, the chosen model being the Hunter. There are those who have mildly snubbed the Hunter's success, saying that it was a very special motor car quite unlike any in the showrooms. That may be so to a certain extent, but the Marathon was a very special event which no standard car would have survived if driven to win. Furthermore, the Hunter's modifications were not nearly as extensive as those of some of its rivals.

Whilst Andrew Cowan and Brian Coyle, the two Scots who have been rallying Rootes cars for many years, were away on route-finding and pace-note-making expeditions, a Hunter was being hammered around an Army testing ground in the South of England. It was on this "London-Sydney Prototype" that various modifications and additions were tried before they were approved for fitting to the car which was actually used in the event. The body was strengthened, a complete full-circle roll cage installed, a stouter rear axle fitted, a 37-gallon fuel tank, divided into three compartments, was mounted in the boot and four spare wheels were bolted directly to the strengthened roof.

Naturally, there were many more modifications, but if I were to list them all I would run far beyond my permitted space. Nevertheless, it is important to stress that the raw material with which the competitions' mechanics worked, i.e., the standard Hunter, was eminently suitable in the first instance and many parts which are changed for rallying by other manufacturers were used straight off the line.

The engine, for instance, was a standard Holbay unit taken from one of the latest Rapiers. Naturally, it was stripped, weighed, balanced and polished, but the only real change was to modify the cylinder head so that the compression ratio was reduced from 9.8-to-1 to 9-to-1. This was done in order that the unit could better deal with the rather dubious petrol grades available along much of the route to Bombay.

When all this was done, of course, the car was heavier. In fact, a 17 cwt. car had been built up into one which tipped the scales at 32 cwt. As one mechanic remarked, it seemed that they had "built a tortoise". Lightening was not possible since aluminium had already been used as much as possible, perspex windows fitted and items such as dual braking systems ruled out because of the weight of an extra servo. It was during this period of preparation that the seeds of victory were sown and credit must be given to O'Dell and his team of mechanics who so ably built the car and looked after it en route—although it transpired that it didn't need much attention at all.

Whilst the Rootes preparation was going on, other manufacturers were engaged in similar activities, but they really had a head start on the Coventry people. Ford, for instance, had long experience of rallying Cortinas; B.M.C. were well versed in preparing their 1800s and the same applied to Citroën, Porsche and most of the others. Rootes had never really had serious thoughts about rallying a Hunter and so had to start from scratch with their test programme. Fortunately for them, the car was basically a sturdy one and they were able to complete the entire operation in six months, probably spending far less on the project than other manufacturers.



During their pre-Marathon test programme, Rootes really made sure that their Hunters were waterproof. Here the test car drives unfalteringly through a flood even though the water eventually covered the bonnet.

Now that it is all over, what can be said of it in retrospect? Firstly it was not nearly as difficult as crews returning from reconnaissance trips had made out. The run from London to Bombay, for instance, was no more than a tedious drive with two "bits" of rallying thrown in—the first from Sivas to Erzincan in Turkey and the second over Afghanistan's Lataban Pass. These two sections were timed at 2 hr. 45 min. and 1 hr. respectively, whereas allowances varying between 12 hr. and 24 hr. were given for the other nine sections.

Unexpectedly, then, the number of competitors who reached Bombay within the time allowance exceeded by two the maximum number of 70 which could make the sea voyage to Fremantle. However, the organisers relented, the SS *Chusan* loosened her belt and two extra cars were taken into the hold.

Australia proved to be much tougher, although once again not as difficult as expected for the seasonal road grading had taken place in many parts of the continent and competitors found that loose roads which they expected to be rough turned out to be quite smooth.

Perhaps I should explain that when referring to degrees of severity I am really using the values of factory drivers. To amateur drivers, both experienced and otherwise, the going was difficult and many of them collected enormous penalties by losing time and/or missing controls. Six hours permitted lateness was allowed at controls up to Teheran, 12 hours from there to Bombay and in Australia the penalty for missing two controls in any one of three groups was exclusion.

Whilst Rootes had entered only one car, and had prepared another for an R.A.F. team, Ford had entered four twin-cam Cortinas. One of these, crewed by Roger Clark and Ove Andersson, was leading at Bombay and there was every likelihood that this pair of experienced rally drivers would maintain their lead to the end. But various troubles overtook the team and it seemed that perhaps the engines of the cars had been overtuned so that they could not cope properly with low grade petrol. Spare parts availability was not particularly good either, and a cylinder head had to be removed from one of the Cortinas in order that another could be kept going.

B.M.C. had little trouble with the engines of their 1800s, but some of them had suspension trouble after a particularly rough piece of road on the way to Bombay.

Of course, the big hard luck story of the Marathon concerns the Citroën driven by Lucien Bianchi and Jean-Claude Ogier. On the last section, and an easy one at that, the car collided with an oncoming non-competing car and a certain victory slipped out of French hands. It has been said that the New South Wales Police contributed to this accident by concentrating their efforts on harrowing competitors rather than controlling the "cowboys" and helping the field on its way.

Certain second place (which would have been an outright win, of course, after the Citroën crash) was lost to Simo Lampinen and Gilbert

Staepelaere when their Ford Taunus 20MRS leaped off the road, again towards the end of the rally. But these ifs and buts are as much a part of rallying as undershields and to speculate on what would, or could, have happened is quite useless. I have every sympathy for the unfortunate Bianchi (who was asleep at the time) but the fact remains that the Hunter of Andrew Cowan, Brian Coyle and Colin Malkin won—and did so magnificently at that. Rallying demands a car which is both strong and fast and a crew which is skilful. Success only comes to a team which has all three.

The Marathon has certainly been an expensive exercise, more so for competitors, perhaps, than for promoters. Factory teams spent enormous sums of money sending their teams on reconnaissance trips, sending consignments of spare parts, tyres and petrol all over the world, hedge-hopping their mechanics by air and, by no means least, preparing their cars. Whether budgets have been overstepped to excess will manifest itself during the coming year by the extent to which the various teams will participate in more conventional rallies.

It has been said that the Marathon will again be held in 1972, and thereafter during each Olympic year. Whether manufacturers will again support the event remains to be seen. But a question which is more important is whether the same number of private entrants will support it, for after all these are the stalwarts who make any rally possible. Without them, no organiser would be able to stage an event with an entry list composed solely of factory cars—there just aren't enough of them. The majority of private entrants were this year financed by sponsors varying from wealthy commercial undertakings to groups of small firms, each group "buying" an interest in a particular car. Whether they will give similar financial support in 1972 will depend a great deal on whether they consider that they have had a return for their money—measured in publicity—this year.

One of the features of the Marathon was the rivalry which existed between Australian competitors and those from Europe. Neither group knew much about the ability of drivers in the other, but there was this underlying doubt that the predictions of Australian supremacy on their own ground would be at all true. But during the rally the rivalry went beyond the bounds of sportsmanship and there were cases of blatant baulking on narrow roads—the ultimate sin as far as European rallyists are concerned. One front-to-rear collision, as it was reported by most publications, was merely a case of "leaning" by a desperately frustrated driver who had been held back for miles by a slower man in front who simply would not pull over.

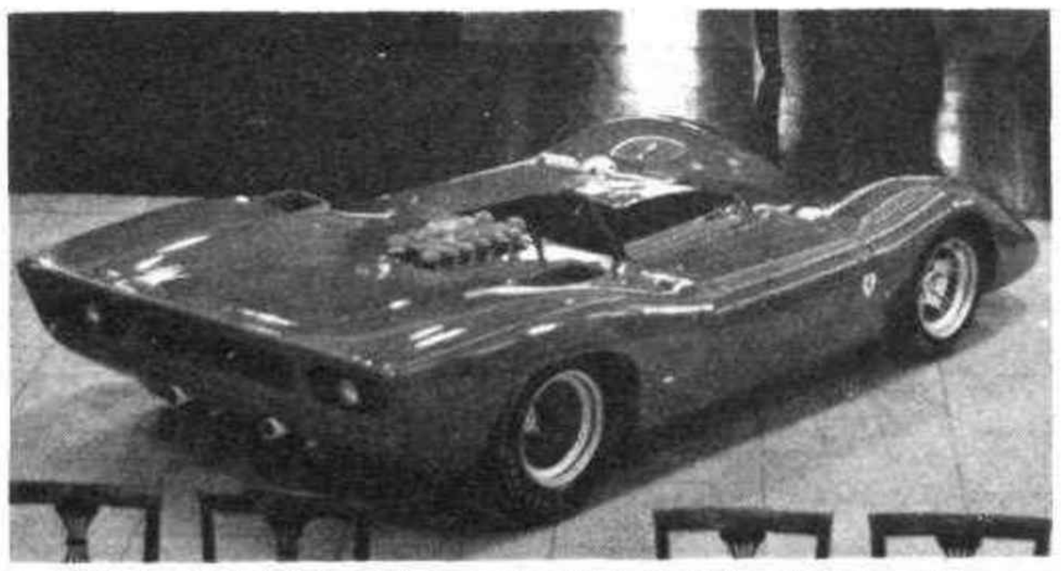
Various superlatives have been applied to the Marathon. I don't feel inclined to use them myself since the event was unprecedented. But ask any seasoned rally driver and he will tell you that it was just a stretched rally with bags of glamour and a bit of seasoning thrown in. Certainly it was something which competitors will want to tell their grandchildren about. The thing is, by the time they are old enough will they want to listen?—G. P.

THE FERRARI 312P

WHEN the Le Mans organisers and the C.S.I. brought about the ill-conceived and hurriedly perpetrated limitation of 3-litres engine capacity to the Group 6 Sports-Prototype cars, Enzo Ferrari showed his distaste for the whole nasty affair by saying he would withdraw from Group 6 racing for 1968. This he did, and all the classic long-distance races, from the Daytona 24-hour race to the Le Mans 24-hour, were run without any works Ferraris. This complete abstention surprised a lot of people, many feeling that Ferrari would boycott Le Mans and events like Sebring or Watkins Glen, but relent when it came to nearby events like the Monza 1,000 kilometres, the Targa Florio or the Nurburgring 1,000 kilometres. However, he stuck to his word and no works Ferrari Prototypes appeared anywhere. Now he has returned to long-distance racing and the 1969 car will undoubtedly appear in all the important events this year.

This 3-litre Prototype is virtually a Grand Prix car with all-enveloping bodywork and a slightly offset driving position. The 3-litre Prototype limit means he can use the latest development of his V12-cylinder Grand Prix engine, as well as the transmission, suspension, wheels and all the mechanical details. The new rules for Group 6 that no longer demand a full-size windscreen, a spare wheel or any luggage space, mean that a 3-litre Prototype can be very similar to a Grand Prix car. The absurdity of the present situation is that Formula One or Grand Prix rules forbid the use of all-enveloping bodywork, but by moving the driving seat slightly to one side and calling the car a Sports-Prototype you can fit an open cockpit all-enveloping body with no restrictions on streamlining. The new windscreen rules do not encourage closed bodywork and the new Ferrari 312P has solid covers over the whole of the cockpit, leaving only the driver's head exposed. For years the designers of sports cars or sports-prototypes have skated round the rules and managed to get "thinly-disguised Grand Prix cars" in sports-car races, cars like the 2.9-litre and 3.8-litre Monoposto Alfa Romeos in the Mille Miglia of the mid-thirties, the 4½-litre Lago-Talbots of 1950/51 at Le Mans, the 300SLR Mercedes-Benz, or the 2½-litre Cooper-Climax all being classic examples. All the time the C.S.I. tried to think up legislation to ban these "thinly-disguised Grand Prix cars", and now they have produced rules which encourage them. With Ferrari leading the way, the Ford-Cosworth V8 of Alan Mann, the Matra V12 and the Alpine-Renault V8 following closely, together with new cars like the Mirage-B.R.M. V12 and the 3-litre Alfa Romeo, and no doubt some new cars using the 3-litre Cosworth V8 engine, sports-car racing is going to be very interesting and exciting and we are going to have some long-distance Grand Prix car events. I feel sure it was not what the C.S.I. intended, but it is too late now.

The Ferrari 312P, standing for 3-litre 12-cylinder Prototype, has a 60-degree vee engine with four valves per cylinder and a bore and stroke of 77×53.5 mm., giving a claimed 420 b.h.p. at 9,800 r.p.m. on an 11-to-1 compression ratio using Lucas fuel-injection. The engine is coupled directly to the 5-speed and reverse gearbox and the car runs on 15-in. cast alloy wheels.—D. S. J.



A "THINLY-DISGUISED GRAND PRIX CAR".—The new Ferrari 312P with 3-litre V12-cylinder engine could well prove to be faster than the 3-litre Grand Prix car using the same engine, thanks to the lower drag of the all-enveloping bodywork.

SPECIFICATION

Name : Ferrari 312P.
Type : Sports-Prototype Group 6.
Seats : Two.
Engine : Mounted amidships.
Fuel : Shell 98/100.
Oil : Shell 20W 50SC.
Cylinders : 12 in vee at 60 degrees.
No. of valves : 48.
Bore and stroke : 77×53.5 mm.
Capacity : 2,989.556 c.c.
Compression : 11 to 1.
Engine speed : 9,800 r.p.m.
Horsepower : 420 b.h.p.
Fuel injection : Lucas indirect system.
Sparking plugs : Marelli 10 mm.
Ignition : Marelli.
Transmission : 5-speed and reverse.
Suspension : Independent to all four wheels. Coil-spring/damper units.
Wheelbase : 2,370 mm.
Track : Front : 1,465 mm. Rear, 1,500 mm.
Height : 890 mm.
Weight : 680 kilogrammes.
Tyres : Firestone 4.75/10.30×15 in. front, 6.00/13.50×15 in. rear.

Two lumps. One difference



Four seats.

The one without mudguards is a Vixen Imp. Currently Formula Four championship winner. The one with windows is a Sunbeam Imp Sport. Very comfortable. Very quick.

And blessed with the same basic engine and suspension as the Vixen.

If you can call an ally-head, twin carbs, 10:1 compression, 55bhp at 6100 revs and up to 90mph basic. Though with the Imp Sport, you get four seats, superior interior fittings, and 'of course, the usual Imp advantages' to quote Car & Car Conversions. For only £733*. The Sunbeam Imp Sport.

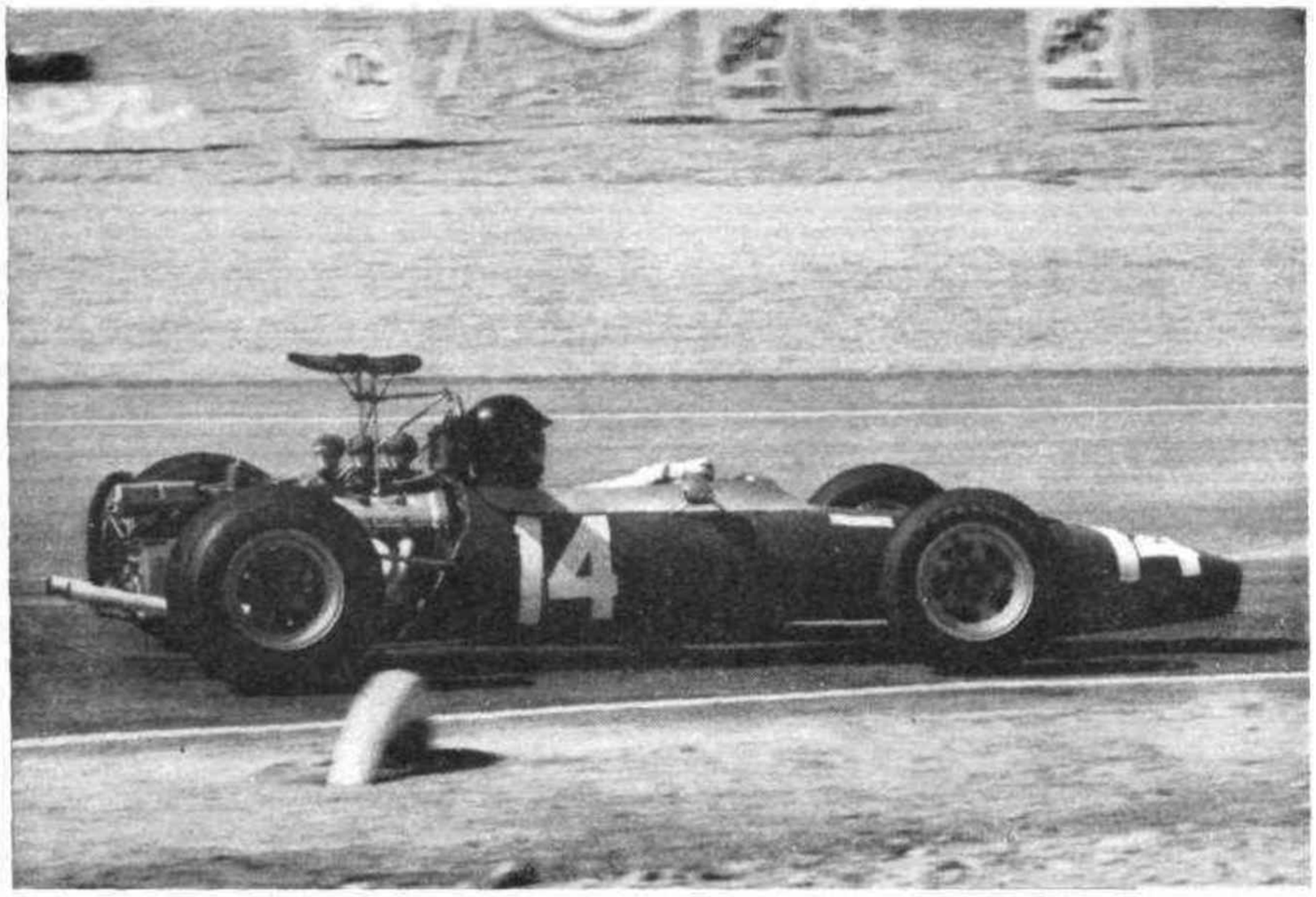
A wolf in sheep's clothing.

*Ex works price, inc. p.t. Seat belts extra.



SUNBEAM (LEYLAND) ROOTES

TEMPORADA SERIES



ANDREA DE ADAMICH, the Temporada Champion, admitted the Ferrari was the best car. Nevertheless he drove in fine style to two wins in the Series.

RACING has long been a favourite sport of the Argentinians and in years gone by the tremendous achievements of Fangio, Gonzales and several others never failed to excite their fellow countrymen. Since the 1950s, however, this wealthy South American country has been off the World motor racing map and attempts to revive International single-seater racing in the country have been confined to a series of Formula Junior races in 1964 and Formula Three races in 1966 and 1967. Meanwhile, the Argentinian's own "club" racing continued to thrive with the most important events being for highly modified saloons racing over road courses. Circuit racing also caught on, too.

Since the last revolution, in 1966, the country has knuckled down to using some of the huge natural resources available and the country has been showing considerable improvements all round. Thus, with a stable political scene, the motor-racing élite considered the time was right to hold a series of races more in keeping with those of the glorious past. The prime mover behind this scheme was none other than Fangio for he turned out to be far more than just a figure-head. He decided the series would be for Formula Two. He enlisted the aid and financial resources of the national petrol company, Y.P.F., whose function in the Argentine is very similar to that of E.L.F. in France, for private competition is allowed, unlike Spain. Y.P.F. through their large sports and social club organised the series and while they had their failings, particularly with the keeping of time-tables, let it be said that the series went off fairly smoothly and the racing itself was run with a professionalism few people expected.

By late summer a deputation led by Fangio had canvassed the European scene and arranged for 21 cars to be shipped to the Argentine for the four-race series to be held on four weekends in December. Fangio has strong ties in Italy so it is not surprising that of the 21 cars, 11 were Italian and nine of those Tecnos built by the Pederzani Brothers at Bologna.

The full entry was headed by the works Ferrari Dinos of De Adamich and Brambilla, which had started to show such good form in their last couple of races in Europe. Tecno were contracted to bring three works cars for Siffert, who joined the team just for the series, regular driver Regazzoni and Facetti, the veteran driver who occasionally drives for the team. The Surbiton, Surrey, based Ron Harris Racing Division team were also asked to bring their three Tecnos, one for Rodriguez and the other two for drivers to be nominated by the Y.P.F. Club. Time trials in a Formula Three Brabham were held and the lucky pair were Reutemann, who had been Argentinian Touring Car Champion for three years running, and Marincovich. Jonathan Williams was also invited with a brand new Tecno, run by De Tomaso, as this Italian team's competition programme has been taken over by a former Fangio team manager, Ugolini. There was another Tecno for the Swiss driver, Moser, who won the F.J. Temporada, and a brand new car for Vianini, a wealthy Italian-born but Argentinian-domiciled driver who was receiving sponsorship from Pepsi-Cola.

From France came the two works Matras for Beltoise and Pescarolo, Beltoise having won the January, 1967, F.3 Temporada Series. The rest of the field was made up with Brabhams and the Herts. and Essex Aero Club Lotus of Jack Oliver. Thus there were only five different makes of cars, which was rather disappointing. Leading the Brabham contingent was the Roy Winkelmann Racing Team with their usual cars for Rindt and Rees. The latter had wanted to slide into retirement and tried to convince the organisers to take the rising Australian, Schenken, instead. Schenken meant nothing to them and they insisted that Rees drove. Frank Williams (Racing Cars) Ltd. brought their Brabham for Courage and was also contracted to sell and service two similar machines to local drivers Bordeu and Pairetti. Bordeu, a one-time protégé of Fangio, was a regular competitor in European F.J. races in the early 1960s and Pairetti was the local hero, having just clinched the important Argentinian "Touring Carrettera" Championship the week before the series was scheduled to start. Two more Argentinians, Copello and Cupeiro, made arrangements for new Brabhams for the series.

The first race was held at the fine Buenos Aires Autodrome, which boasts about 12 different combinations of circuits, and No. 9 was used. The Autodrome, set in a huge park on the southern outskirts of the city, was built in the early 1950s and its facilities are a lesson to European circuit builders. It had everything; garages for the mechanics to work in, huge pits, a decent tarmacadam paddock car park, a good restaurant, all the facilities one expects and never sees in Europe. The second race was near Cordoba, the country's second largest town. This was a new circuit set in rather barren countryside and was very fast. The third circuit, also recently built, was at San Juan in the far west of the country with the Andes close at hand. It is quite the most staggering site for any race circuit in the world, nestling in a rift between towering mountains which almost entirely encircle the thin wiggly figure eight configuration track. There is a cross-over and several very fast Ess bends and all the drivers were unanimous in their approval of the circuit. Again pit and paddock facilities were better than anywhere in Europe. For the final race in the series it was back to Buenos Aires and the Autodrome, but this time circuit Number 9 was being used with an extra and tricky loop added, so that it was re-named No. 6.

The first race was on December 1 and had exciting prospects as this was the first time Rindt, winner of the majority of European F.2 racing during 1968, was up against the Ferraris and their newly found speed and reliability. Rindt was fastest in practice, but the front row

was completed by the two Ferraris just fractionally slower. Wings were much in evidence. Rindt established himself in the lead in the early stages, but the Ferraris were chasing hard and the Austrian was obviously having to work very hard round the Buenos Aires circuit. By lap 18 of the 70-lap race both Ferraris had disposed of Rindt, having the edge on acceleration out of tight corners and on controllability. Ferrari was running on Firestone tyres, now reckoned to be slightly superior to the Dunlops. Rindt held on to third place until his rear chassis mounting wing had a lateral movement stay support break and then he retired. This left Oliver in third place with his Lotus and he was starting to hold off a challenge from Courage when it fizzled out as Courage's car suffered exactly the same fate as that of Rindt. By then the race was half-run and the remaining laps were reeled off without incident with the two Ferraris crossing the line nose to tail with Brambilla in front, as he had been for the majority of the distance. Oliver was a long way back in third place, followed by Regazzoni in the Tecno. The rest of the finishers in the order Pescarolo, Rodriguez, Bordeu, Facetti, Vianini and Rees had all been lapped, most more than once.

On to Cordoba where practice was completely disrupted by a huge rain storm. The times were very close with De Adamich and Regazzoni posting equal fastest times followed closely by the Brabhams of Rindt and Courage. Rindt, Courage, and Beltoise shared out the lead of the first ten laps with De Adamich biding his time just behind them. Then on lap 10 he swept by and quickly started to pull out a lead with Rindt hanging on. Courage, Beltoise, with Pescarolo and Regazzoni, formed a tightly-knit bunch contesting third place and the battle continued for the rest of the 70 laps. Rindt tried his hardest to stay on terms with De Adamich and a couple of laps from the end the Ferrari went on to five cylinders due to a soft cam lobe, but the Italian had enough in hand to finish 4.4 sec. in front of Rindt. The juggling for the next four places continued until the very last lap and the four swept across the line in the order Pescarolo, Regazzoni, Beltoise and Courage. To console Courage for his disappointment at being outfumbled was a new lap record to his credit. In seventh place was Siffert, still learning how to drive the Tecno and, in fact, he only passed the similar car of Vianini in the closing stages. This was certainly a fine performance by this Argentinian-based driver. The remaining finishers were Rodriguez with an off-tune engine, Oliver, who disliked the circuit though it had Armco barriers almost all round it, Williams, Facetti, Rees and Bordeu. Bordeu was not classified as he had hit a barrier and spent too long in the pits wondering if the car was safe to continue, despite assurances from his mechanic. It lost him the Argentinian F.2 Championship. Brambilla, the winner of the first race, was right out of luck for he was rather under the weather with a stomach upset and was never higher than sixth before retiring with ignition problems. This result put De Adamich well ahead in the championship.

Race three was at the fabulous San Juan track and the most interesting story was in practice. In the Temporada Series each race had two days' practice, the first for drivers to learn the circuit with times not counting towards the grid, while on the second all times counted towards the race line-up. Rindt, thinking he could learn the circuit and set up a good time all in a day, decided to give the first day's practice at San Juan a miss and take his wife on a sightseeing tour of the Andes instead. Unfortunately for him on qualification day a huge dust storm blew up and practice was cancelled and the previous day's times taken into account. Rindt did manage to do a few laps of the circuit, but he had to start at the back of the grid.

Siffert, who had by now got the habit of Tecno driving, was in pole position with De Adamich alongside him with Beltoise and Brambilla only a little slower. There was some very ragged driving in the early stages, particularly from Brambilla. In the opening laps both the Ferraris took turns in leading and Beltoise got ahead of them for a couple of laps also, while Rindt was quickly picking up places. After a spin by Brambilla, De Adamich got the chance to pull away from the field, which he did in fine style. Brambilla eventually over-revved his engine and retired leaving Beltoise a secure second with Siffert third. Rindt was driving well and eventually took Siffert ten laps from the end to finish third. It is just possible that if he had started from his customary front row of the grid position he would have beaten De Adamich. Oliver finished fifth, just beating Regazzoni whose team mate Facetti showed new-found form to finish seventh. Argentinian Copello drove well this time to finish eighth ahead of Rodriguez who had been delayed in an accident with Moser. Bordeu was tenth and behind him all the others had experienced trouble of one sort or another.

For the final race it was back to Buenos Aires with the knowledge that De Adamich had the championship clinched and that Ferrari would probably make a clean sweep of the Series. It certainly looked that way after practice with the front row comprising of the two Ferraris and Rindt with the Italian car both a second quicker than the Brabham. This race was split into two 25-lap parts with combined times counting towards final positions.

The two Ferraris soon swept into a large lead travelling nose to tail and the whole thing looked a complete walk-over. But on the last lap, after trailing smoke for some time, the engine in Brambilla's car blew up and he failed to make the finish, leaving De Adamich the clear winner from Rindt. Third was Siffert, again driving well, followed by Courage, Oliver, Beltoise and Regazzoni. Reutemann, whose Harris Tecno had broken in the three previous races, had been given the chance to drive Copello's Brabham and brought it to eighth place in an excellent showing.

The second heat started in chaos for De Adamich fumbled his start and was rammed from behind. This sent the Ferrari sideways into the pit road, knocking down six people foolishly standing there and injuries included broken legs. However, the Ferrari was able to continue after losing half a lap. With no Ferraris in the running it was Rindt out in front and he looked the certain victor. But luck was not on his side and a fault in the fuel injection metering unit caused the engine to misfire badly and lose power, and Courage driving very well gradually caught and passed him. Oliver and Siffert were also able to overtake the ailing Brabham, although on the last lap Rindt succeeded in re-taking Siffert, the Swiss driver thinking the race had finished the lap before. So the order was Courage, Oliver, Rindt and Siffert with Beltoise fifth followed by De Adamich, who came through the field well despite a spin. This time Reutemann headed such names as Beltoise and Pescarolo before retiring with a blown engine and Williams also went well, but was let down by a failing engine.

When the final results were computed, Courage was the clear winner from Rindt with Siffert placed third. Oliver was fourth, De Adamich found himself fifth overall followed by Beltoise, Pescarolo, Cupeiro, Bordeu, Vianini, Rees and Williams.

The Series had shown that the continued development of the Ferrari had brought its just rewards whereas all the cars with Cosworth engines had suffered from lack of this, for the FVA engine is virtually the same as it was when it first ran in March, 1967. For Britain we hope that Cosworth will have the modifications to bring their engines on equal terms with Ferrari next season.—A. R. M.

ARGENTINE TEMPORADA

Results :

Race 1. December 1st—Buenos Aires Autodromo—70 laps—241.9 km.

1st : E. Brambilla (Ferrari Dino 166) .. 1 hr. 35 min. 20.6 sec.—152.304 k.p.h.
2nd: A. De Adamich (Ferrari Dino 166) .. 1 hr. 35 min. 20.8 sec.
3rd : J. Oliver (Lotus 48-Cosworth FVA) .. 1 hr. 36 min. 30.0 sec.
Fastest lap : E. Brambilla (Ferrari Dino 166), in 1 min. 19.5 sec.—154.580 k.p.h.

Race 2. December 8th—Cordoba—70 laps—219.8 km.

1st : A. De Adamich (Ferrari Dino 166) .. 1 hr. 9 min. 22.1 sec.—190.340 k.p.h.
2nd: J. Rindt (Brabham-Cosworth FVA) .. 1 hr. 9 min. 26.5 sec.
3rd : H. Pescarolo (Matra-Cosworth FVA) 1 hr. 9 min. 30.9 sec.
Fastest lap : P. Courage (Brabham-Cosworth FVA), in 56.9 sec.—196.197 k.p.h.

Race 3. December 15th—San Juan—70 laps—226.1 km.

1st : A. De Adamich (Ferrari Dino 166) .. 1 hr. 21 min. 46.8 sec.—165.884 k.p.h.
2nd: J-P. Beltoise (Matra-Cosworth FVA) 1 hr. 22 min. 04.9 sec.
3rd : J. Rindt (Brabham-Cosworth FVA) .. 1 hr. 22 min. 15.1 sec.
Fastest lap : J. Rindt (Brabham-Cosworth FVA), in 1 min. 08.3 sec.—170.247 k.p.h.

Race 4. December 22nd—Buenos Aires Autodromo—70 laps—208.1 km.

Heat 1 :
1st : A. De Adamich (Ferrari Dino 166) .. 48 min. 14.2 sec.—135.660 k.p.h.
2nd: J. Rindt (Brabham-Cosworth FVA) .. 48 min. 20.5 sec.
3rd : J. Siffert (Tecno-Cosworth FVA) .. 48 min. 22.8 sec.
Fastest lap : E. Brambilla (Ferrari Dino 166), in 1 min. 49.3 sec.—138.600 k.p.h.

Heat 2 :
1st : P. Courage (Brabham-Cosworth FVA) 48 min. 54.2 sec.—133.809 k.p.h.
2nd: J. Oliver (Lotus 48-Cosworth FVA) .. 49 min. 02.8 sec.
3rd : J. Rindt (Brabham-Cosworth FVA) .. 49 min. 07.4 sec.
Fastest lap : J. Oliver and J. Rindt, in 1 min. 51.3 sec.—136.114 k.p.h.

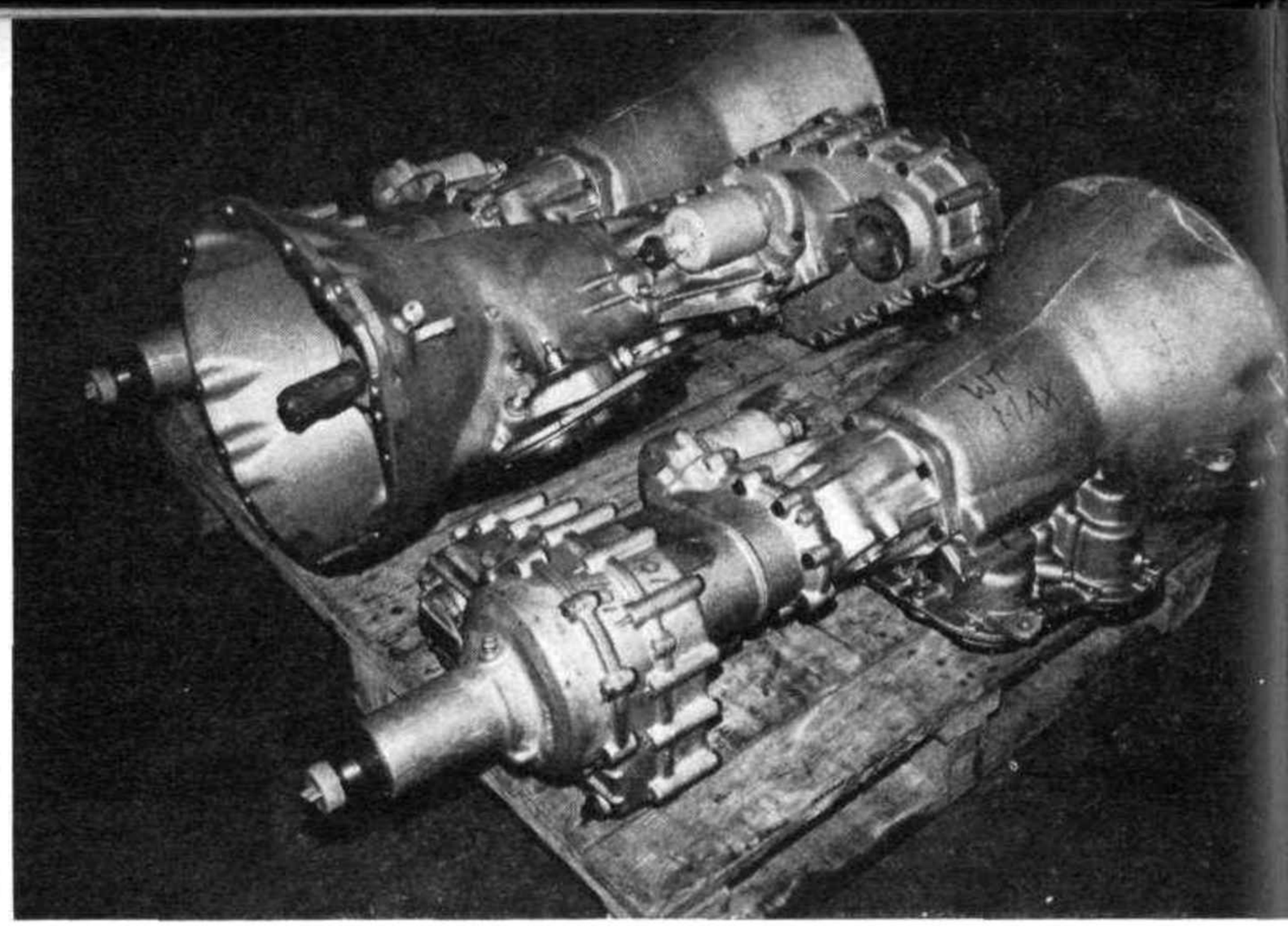
Final placings by addition of times :
1st : P. Courage. **2nd** : J. Rindt. **3rd** : J. Siffert.

Temporada Championship : 1st : A. De Adamich.
2nd: J. Rindt.
3rd: P. Courage.

LEYLAND

HOW JENSENS ARE MADE

A Visit to the West Bromwich Factory



THE HEART OF THE JENSEN FF.— Two of the Ferguson Formula four-wheel-drive units which are the secret of the FF's ultra-safe road-clinging on slippery surfaces. With the Dunlop Maxaret anti-lock braking mechanism, these assemblies weigh 217 lb., of which 117 lb. is accounted for by the Chrysler Torqueflite gearbox.

LAST MONTH we published road-test reports on the superbly safe four-wheel-drive Jensen FF and the less-expensive Jensen Interceptor, both powered with 6.3-litre Chrysler V8 engines. These are essentially hand-assembled cars, very carefully built and finished at the rate of 18 a week. Some notes follow on a visit to Jensen Motors Ltd. at West Bromwich, where the World's only production 4-w-d cars are constructed.

It is interesting that until all servicing problems are ironed out, the FF will not be exported. Ferry Porsche shows great interest in the car, Porsche having bought the first of them, and the German company liaises with Jensen in evaluating the special factors involved in servicing the FF model. Other companies which have purchased Jensen FF cars include General Motors and Kaiser-Jeep. The problems have not caused any anxiety but Timken have done research into front-wheel bearings, which bear extra heavy loading on f.w.d. cars, and the transmission has been the subject of consultations and liaison between Harry Ferguson Research Ltd. and Jensen Motors.

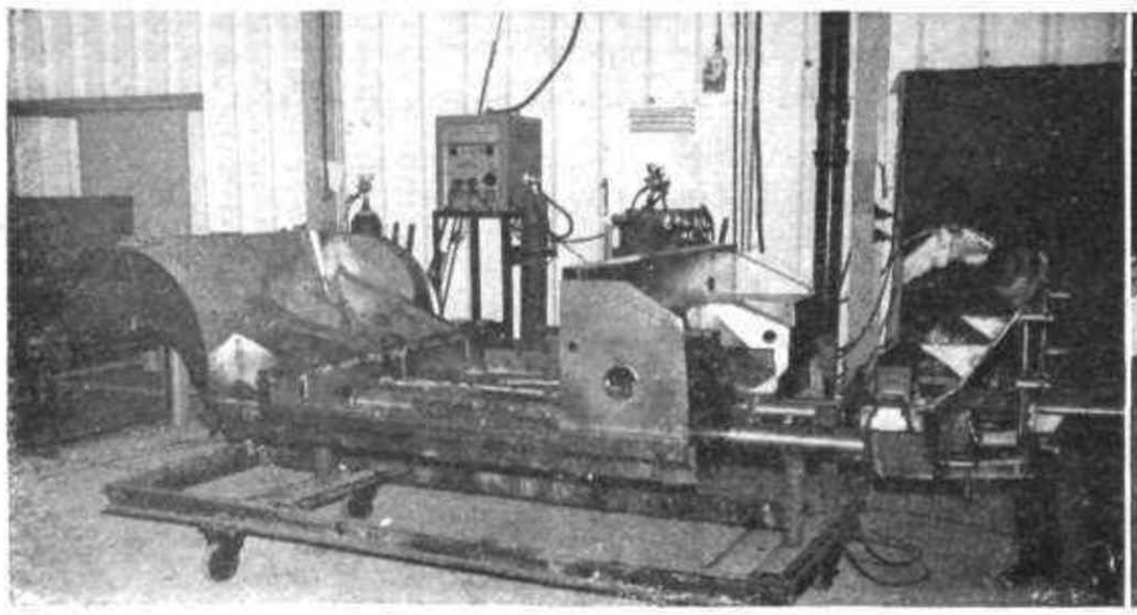
This FF 4-w-d (FF for Ferguson Formula—*not* for Formula Ford in this case—a reminder that Jensen have beaten everyone—General Motors, Ford, Leyland, the lot, in respect of 4-w-d and anti-lock braking) has not posed any particular problems. Transmission noise has been no difficulty, and so cool do the various drives run that at one time it was thought that condensation in the lubricant might be met with. This anticipated shortcoming proved to be a myth, but the low lubricant temperatures do prove how small is the power loss over the whole of the transmission. Naturally, Jensen's Engineering Director, Mr. D. K. R. Beattie, follows closely all Ferguson developments, such as last year's Ford Mustang and Ford Zephyr 4-w-d experiments, and is thinking in terms of four electronic sensing units should Dunlop anti-lock braking ever be applied to rear-wheel-drive Jensen cars. There would not be a 4-w-d car in production today if Richard Jensen had not been extremely enthusiastic about using the Ferguson Formula. The original idea was that Alvis Ltd. would build the transmission but when this proved impossible Ferguson Research came in on the project, and supply complete 217-lb. transmission units for Jensen to install, most of the parts for which are machined by Laystall.

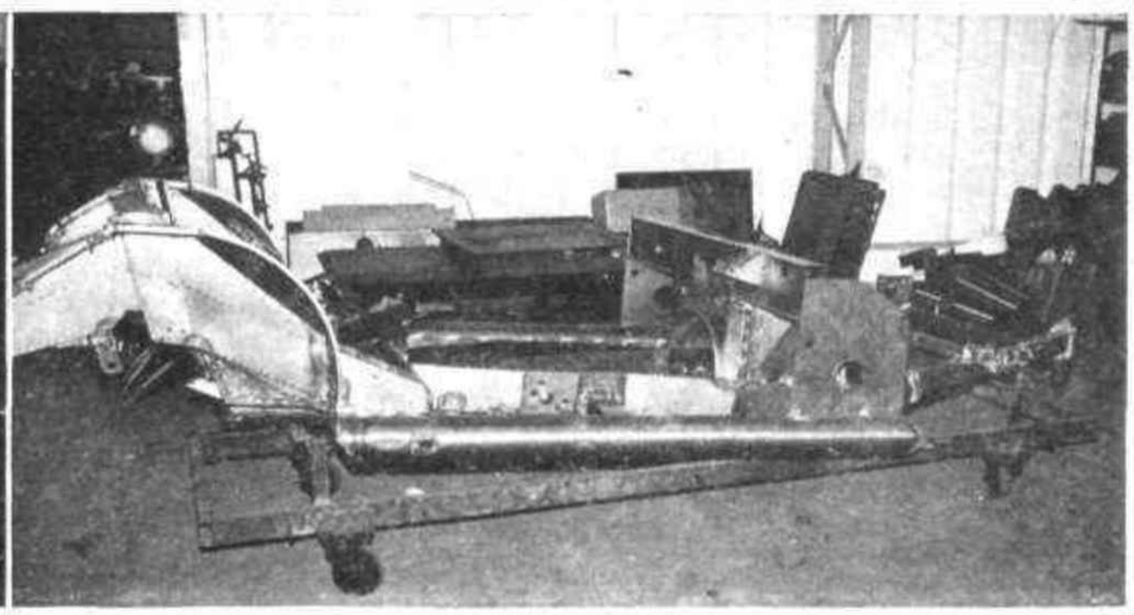
Coming to a brief description of what goes on at Jensen's West Bromwich factory, round which we were conducted by Mr. Graves, Jensen's genial Marketing Director, the body construction is steel, fibreglass being used only for internal body components, although as recently as the CV8, Jensen cars had fibreglass body shells. Assembly is very much on hand-built lines, the chassis being moved through the assembly shops on trolleys, manually-shunted.

The Jensen chassis has two tubular side-members, which are further outboard of the welded-up chassis pan on the FF than on the Interceptor, to accommodate the wider transmission. The tubes on the FF are of 5 in. dia., whereas those of the Interceptor are 4 in. in dia. The chassis are constructed stage by stage on the aforesaid trolleys, and the bodies likewise welded up, three lines of trolleys passing up the body-building shop. The Jensen factory is spacious, and has the unhurried air of efficiency we have seen in another factory, at Crewe. There is even more space available since bodies for the Sunbeam Tiger and Austin Healey 3000 have ceased to be made there (sub-contracting is now confined mainly to Healey spare parts).

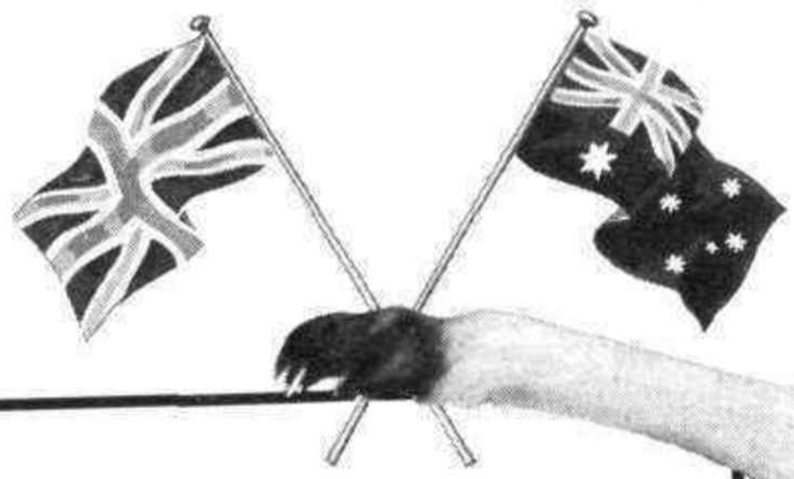
The Jensen factory has moved from the original works to larger West Bromwich premises which have since expanded. It consists, broadly, of the East Works and the West Works, the former containing the body shops, the latter the glass-fibre shops, etc. Some 400 employees work on the shop floor and the total employed, inclusive of

These pictures depict the differences between Jensen Interceptor and FF chassis construction. It will be noted that the FF chassis (right) has bigger diameter side tubes, set further outboard than those of the Interceptor, to accommodate the Ferguson 4-w-d transmission.





It's in the bag!



LONDON/SYDNEY MARATHON WON ON DUNLOP!

1st HILLMAN HUNTER — A. COWAN, B. COYLE, C. MALKIN

2nd BMC 1800 Mk2 — P. HOPKIRK, T. NASH, A. POOLE

3rd FORD FALCON GT — I. M. VAUGHAN, R. H. FORSYTH, J. ELLIS

Also ***MANUFACTURERS TEAM PRIZE and LADIES PRIZE***

(subject to official confirmation)

After 10,000 miles of the roughest, toughest motoring ever, it's in the bag for Dunlop – an outright win on Dunlop SP radials, proving yet again that Dunlop tyres can take everything in their stride and still come out tops. And remember, this great rally was won on the kind of tyres *you* can buy!
You're on a winner on Dunlop.



DUNLOP SP RADIALS
the tyres that you can buy!

office staff, numbers in the region of 500 persons. Although they do not indulge in competition activities, Jensen Motors Ltd., under the direction of Carl Duerr, takes considerable pains to interest the workers in the reputation of the finished product. It had picked workmen on its stand at Earls Court, it invites workers to bring their wives and girl-friends on visits to the plant, and it notifies them of Jensen appearances on TV and similar mediums. With Jaguar, Jensen emphasise that quality begins on the shop floor. Only they, and Rolls-Royce, make their own bodies and it may take as long as seven weeks to build a Jensen motor car.

As the body proceeds through the long assembly shop, doors, boot lid, bonnet and other parts are added to a structure based on steel-pressings supplied to Jensen by Vignale in Italy. Small components are spot-welded in a special shop, by Jensen themselves. Joints in seam welds are rubbed down very carefully by hand.

The completed body shell is steam cleaned, then taken, still on a trolley, to be washed with water by a man-applied mop. The whole body is then immersed, almost to roof level, in a vat of undersealing compound, so that this penetrates outside and inside the structure, rather as Saab conscientiously apply underseal. As output is only 15 to 18 bodies a week steps are taken to circulate the fluid to prevent it congealing.

The next process is applying paint. The body enters the paint shop for an undercoat. It then goes, on a rotatable jig, into the spray booth, where paint is sprayed on by hand. Jensen finish their bodies in what they term the 8 thou. paint job, using I.C.I. and Carr's paints, in metallic and straight colours. The process is as follows : Undercoat is applied, rubbed down, and another application of undercoat is sprayed on. This is followed by the colour coat. The body is then rubber-solution undersealed, after which a second colour coat is applied, to a thickness of 8 mm. Twelve standard colours are available, and special colours, even two-tone finishes, are optional, to special order. Each body is very carefully examined after painting, and cracks are sealed and "deadener" applied.

In the glass-fibre shop Jensen make such parts as facia panels, front-seat surrounds, transmission covers (these in two sizes, for FF and Interceptor), rear-seat back-rests (with metal sockets to take detachable head-rests), instrument bezels and nacelles, etc. Incidentally, one man does nothing else except make spares for the glass-fibre-bodied Jensen 541 and CV8, although these are obsolete models.

There is also a spray shop set aside for painting damaged bodywork, which comes in from dealers repairing crashed Jensens. The completed cars undergo the usual scrutiny, very thoroughly conducted under neon lamps, for paint blemishes, etc. An individual touch is the fitting of Jensen protective covers to bonnet and boot, while work is in process on cars already painted. These covers are also supplied to Jensen dealers' repair shops.

Body trim is undertaken in full at the West Bromwich factory. In the trim shop seven Singer sewing machines are used. Six Connolly hides are used to upholster each Jensen, and roof linings are stitched up with notable skill. The facia finish is a combination of real leather and Ambla, the latter being used where leather will not stretch satisfactorily round instrument bezels, etc. There is a choice of five different colour upholstery leather.

Jensen FFs are assembled on a separate, single-trolley-line, on the same system as Interceptors. The silver paper heat insulation used on their bulkheads and on the underside of the transmission tunnel is now used for all Jensens. It is fitted by hand as the bodies travel through the assembly shop, at roughly the point when the wiring loom goes in. The suspension is fitted after the body trim has been completed.

The power units arrive in crates from Chrysler—325-h.p. Type 383 D-series vee-eights—and are not run on the bench at the Jensen factory. Bowman supply radiators, Rubery Owen road wheels, but Jensen stamp out their own light-alloy radiator grilles, assembled from a series of flat plates, to form a very strong and handsome prow. Outside components are subjected to special testing and checking, and such items as wiring cars for stereo-players, using four speakers, and driving each car for road tests of up to 100 miles, is commonplace to the Jensen engineers. Electrically-operated windows are used on both FF and Interceptor, the Italian motors formerly employed having been changed last year to those used on a Chrysler body in America. At the time of our visit a new system of i.f.s. was about to be introduced.

Every car leaving the factory has its own identity card. While we were there, a random check showed a car in Porcelain White for a customer of Charles Follet, while Cliff Richards was about to take delivery of a Positano Yellow Jensen, and Henry Cooper had recently been a popular visitor to the factory, to see how *his* Jensen was built.

Jensen Motors Ltd. has expanded since Wm. Brandt's Sons & Co. Ltd., merchant bankers, acquired a majority holding in its equity capital. It is now second only to Rolls-Royce Ltd. in its annual production of specialist quality cars.—W. B.

FORMULA 5000

AT THE recent Racing Car Show there were three new single-seater racing cars, a Cooper, a Lola and a McLaren, each powered by a 5-litre, or 5,000 c.c., Chevrolet, V8 engine, their destiny being the new Formula 5000 racing to be organised by the B.R.S.C.C. This category of racing is strictly a National affair, having no status at the moment on the International scene, although other countries besides Britain are organising races to this Formula as domestic events. Briefly the Formula is for single-seater racing cars powered by mass-produced V8 engines of not more than 5,000 c.c., the accepted engine makes ranging from Chrysler to Rover, the degree of tune is limited, and F.I.A. Graded drivers are not allowed to take part. For 1969 there is a second permissible category for cars with engines between 1,500 c.c. and 2,000 c.c., and these can be out-and-out racing engines, but the idea of this is purely to help make up full starting grids until there are sufficient 5-litre cars about, so that the smaller-engined group will probably be dropped in 1970. This new form of racing will have some events organised by B.R.S.C.C. and B.A.R.C. under a National Open permit, which means that they are National events for British resident racing drivers principally but participation is allowed to foreign drivers who are not in the F.I.A. Graded list, which includes all the top Grand Prix and long-distance drivers.

The first event to be run will be at Oulton Park on Good Friday, followed by an event at Brands Hatch on Easter Monday, and at the moment there are nine events throughout the season, with the strong possibility of a lot more. Much of the inspiration for this new Formula arose from *Formule Libre* club-racing and hill-climbs, where special builders have been squeezing V8 engines into obsolete Grand Prix cars for some while. Some of these have been well engineered and successful machines, others have been rather tatty amateur affairs, but compared with a Grand Prix car have provided relatively cheap performance. It would seem that Formula 5000 will be mainly for the semi-professional driver and team and for works teams, and will not be for the club-driver. The three cars exhibited at Olympia were not cheap, the Lola costing £5,500, the Cooper £6,800 and the McLaren £7,055, in each case the car being powered by a Chevrolet V8 and being all ready to race, though half as much money again would probably have to be spent before a driver or team could consider themselves properly prepared for winning races. Anyone starting Formula 5000 from scratch with the minimum of the best equipment would probably have to lay out £10,000, but on the other hand there will no doubt be some people taking part with home-built second-hand vehicles for an outlay of £2,000. The McLaren factory intend to run a works car with Gethin driving and Lotus will run a works car later in the season driven by John Miles; Team Surtees will be involved with two works cars, for Hobbs and De Adamich.

Whatever happens in this form of racing we are going to be assured of some pretty noisy machinery and some impressive-looking cars, but what lies ahead for these big single-seaters is open to question at the moment. In America this form of racing is going ahead strongly at club level and could well spread into one of the professional fields of activity, and some people can foresee it taking over from Group 7 racing in the Canadian-American Series. When people like Shelby and Penske started putting big V8 engines into early Cooper sports-car chassis, starting the vogue that became Group 7 and Can-Am, a lot of us wondered why they wasted all the effort on making a two-seater, feeling that it would have been more interesting and exciting to have built single-seaters. Can-Am design has escalated to the point where the cars are virtually offset single-seaters with all-enveloping bodywork, and I have always felt they would have more appeal as open-wheel, pure single-seaters. It could be that Formula 5000 will encourage Can-Am thinking in this more logical direction and this would be accompanied by the up-grading to International status for Formula 5000. On the other hand the whole idea could fizzle out like a damp squib as did the "Inter-Continental Formula" in 1961. Formula 5000 would appear to have a much more logical reasoning behind it than "Inter-Continental" and certainly much more future.—D. S. J.


MG MIDGET
MG 1300
MGB
MGB/GT
MGC
MGC/GT
Go MG again. Let that old sports car magic recast its spell. Ease yourself back into a bucket seat and live again that road-hugging, mile-hungry, high powered, safety-fast love affair. Accelerate back to the needle steady, pure and unadulterated, high performance MG sports car world.
Go MG again-for the sport of it.
BRITISH LEYLAND
MG

The Thoroughbred



New Mobiloil super 10W-50 The long-striding oil

The long-striding oil – that's new Mobiloil Supe
Gets going crisply on the coldest of cold mornings
stands the pace when the going gets hot.

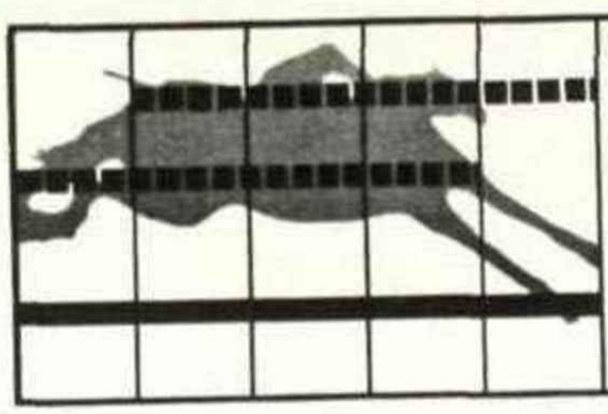
Because this oil has extra-long sinews: what oilmen call 'viscosity stretch'. From SAE 10W for easy starting and cold-run protection, all the way past the 30 and 40 markers to SAE 50, for the

is here

high-speed gallop when the heat's on in the engine.

This is the new oil from a long line of thoroughbreds. The new oil from the company that cares about keeping the costs of motoring down. Give the horses under your bonnet the oil they'll take to. New Mobiloil Super 10W-50 at your Mobil Dealer's now

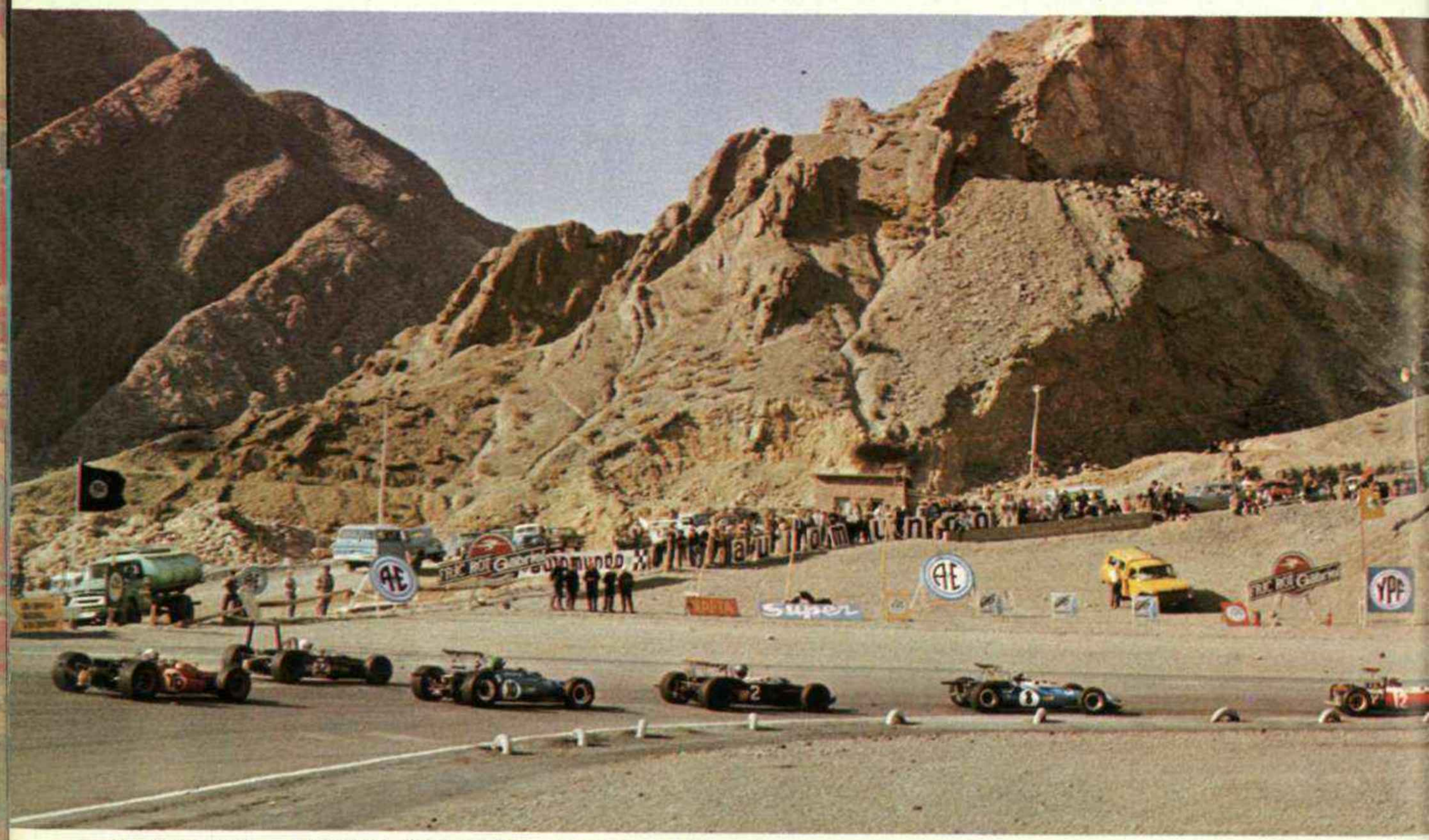
Mobil



Moneywise motoring

PICTORIAL REVIEW

TEMPORADA SERIES **SEEN IN 1968**



TEMPORADA SERIES THE MOST IMPRESSIVE CIRCUIT in the Argentinian Series was El Zonda near San Juan, close to the border with Chile. T circuit is formed in the valley between towering mountains and forms a lean figure eight complete with a flyover. Here goi into the hairpin Tino Brambilla (Ferrari) leads Jean-Pierre Beltoise (Matra), Piers Courage (Brabham), Henri Pescarolo(Matra Alan Rees (Brabham) and Clay Regazzoni (Tecno). This third race in the Series was won by Andrea De Adamic



TINO BRAMBILLA, the 35-year-ol former motorcycle champion, ran to smooth victory in the first race at Bueno Aires but engine trouble eliminated hi from the others.

JOCHEN RINDT overtakes Clay Regaz zoni, who in turn overtakes Argentinia Andrea Vianini during Rindt's driv through the field to second place a San Juan.

ARGENTINIAN Jorge Cupeiro in hi Brabham earned a reputation as th Temporada's most regular spinne Here he loses adhesion at San Juar



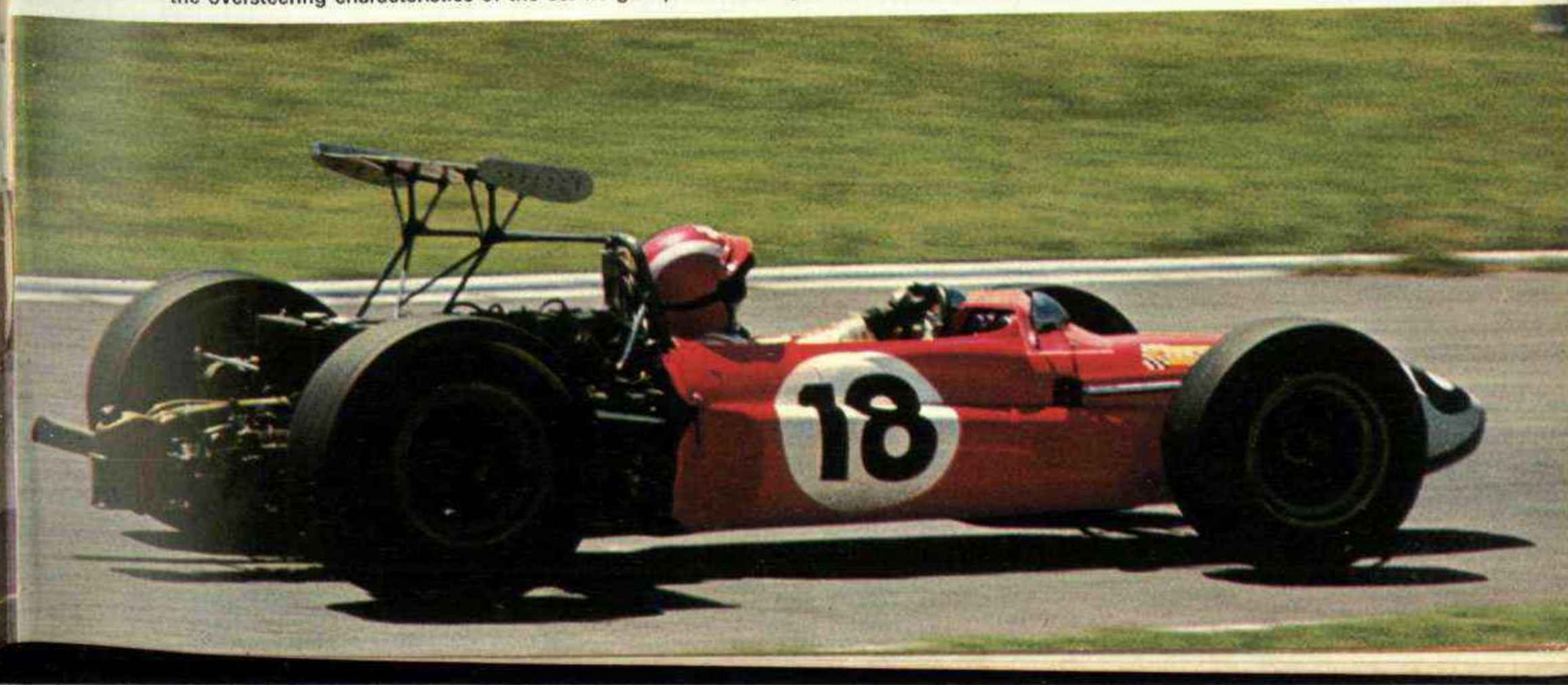


LAST START.—The final start for the Series saw great drama. Here at Buenos Aires in the second heat Jochen Rindt leads away flanked by Jo Siffert on his left and Carlos Reutemann and Piers Courage on his right. The crowd gathered in the pits are surrounding De Adamich's Ferrari which ploughed into the pit road after making a poor start following a knock from the rear.



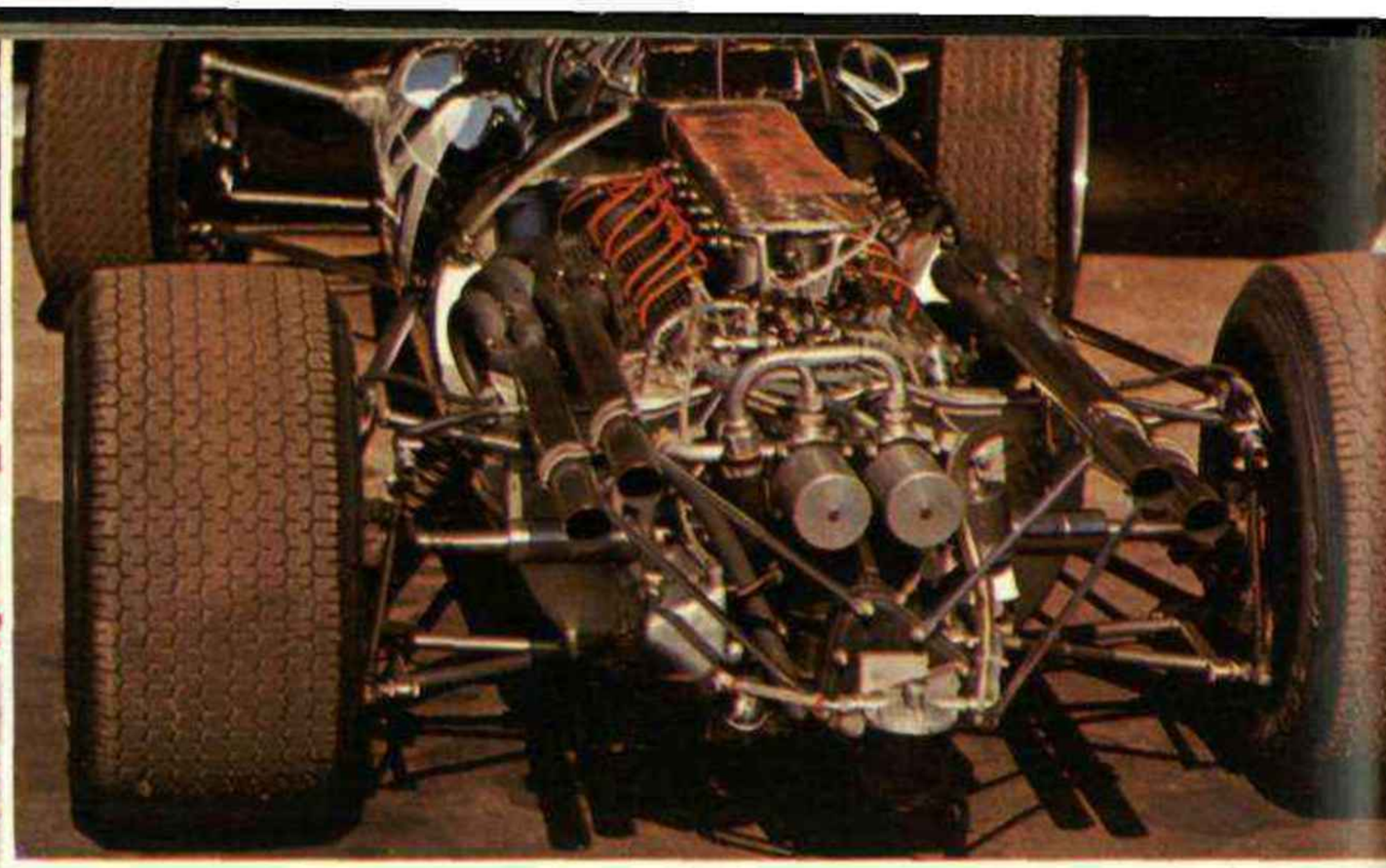
AT LAST.—Britain's promising Piers Courage won his first ever Formula Two race at Buenos Aires after first the two Ferraris and then Rindt's Brabham suffered various misfortunes. Here in the first heat he leads Jack Oliver's Lotus through the wiggles which take the cars on to the No. 6 circuit loop. Oliver finished fourth in the overall standings.

TRY A TECNO.—Jo Siffert, more regularly seen in Formula Two in the B.M.W. team, drove for Tecno in the Argentine. Although he did not like the oversteering characteristics of the car he got quicker throughout the Series and finished third in the final race at Buenos Aires.









PARTING.—Honda's Joshio Nakamura and John Surtees—together in 1968, apart in 1969.

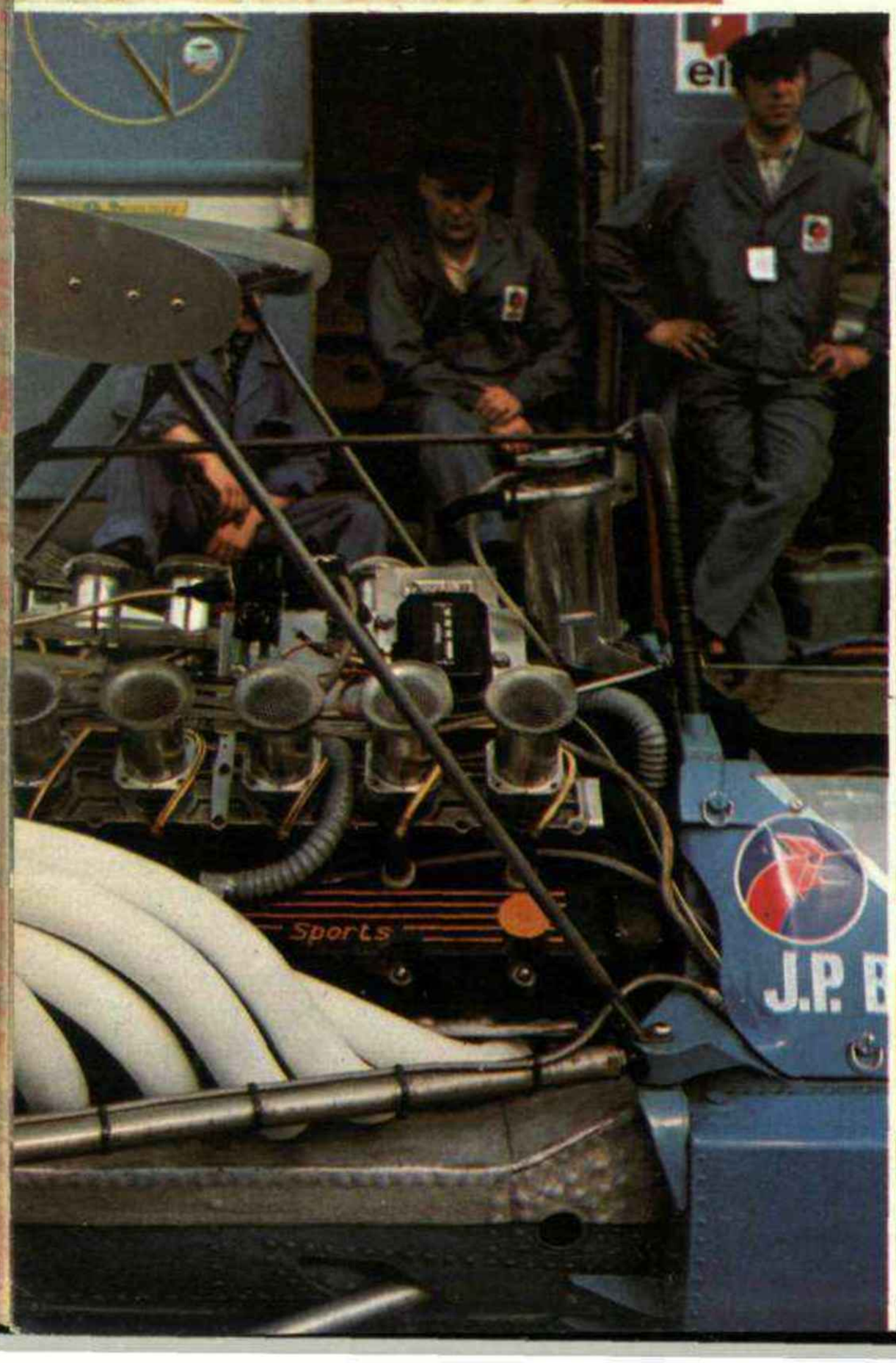
ABANDONED.—Gurney's promising A.A.R. Eagle F.1 project (*top right*) came to naught.

SEEN IN 1968

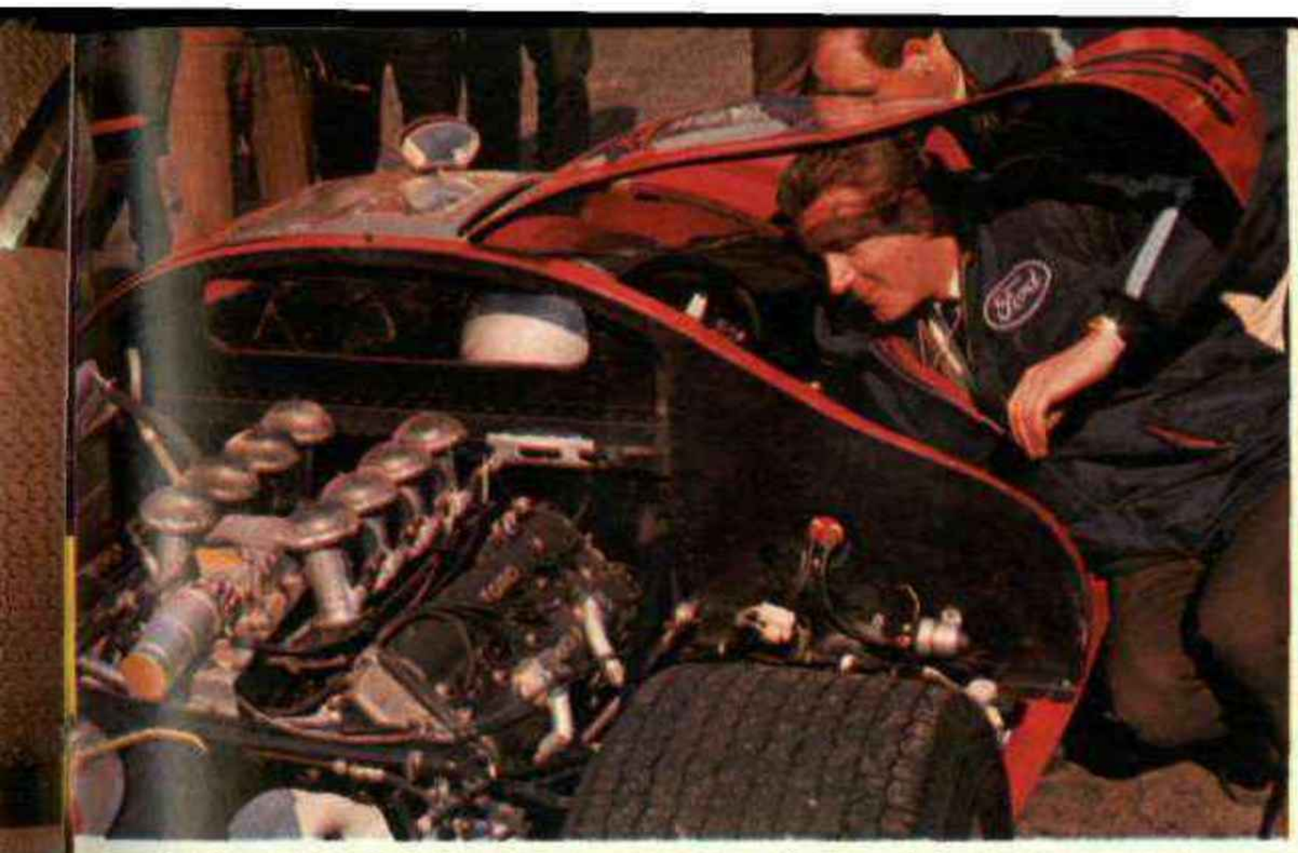
RESTING.—Hulme lost his title to Hill in 1968 but won the Can-Am series.

ALL FRENCH.—The Matra Sports team flew the French flag with Elf and Government backing in 1968. At the British G.P. mechanics regard the MS11 Matra V12.

SCIENTIFIC.—1968 was the year of aerofoils. Ferrari chief engineer Forghieri checks his gauge while a mechanic adjusts the "wing" under the eye of chief mechanic Borzari.



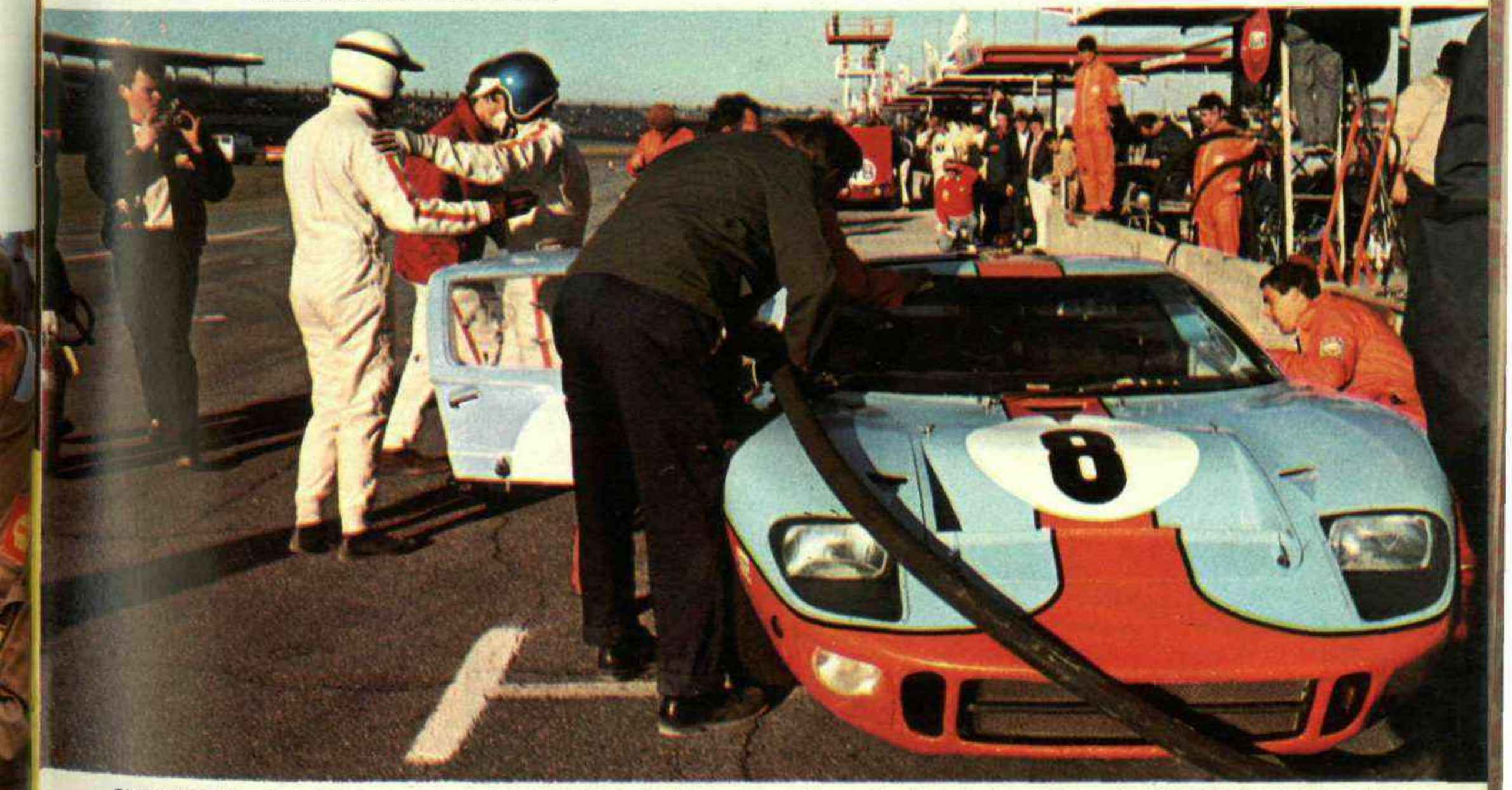




FORD PROTOTYPE.—Constructor Alan Mann briefs McLaren at the first race for the Ford Group 6 prototype. Irwin's accident later dampened enthusiasm for the car.



INTAKES.—The 1968 Alfa Romeo T33's had huge intake ducts on each side to feed twin radiators, engine, and brakes.



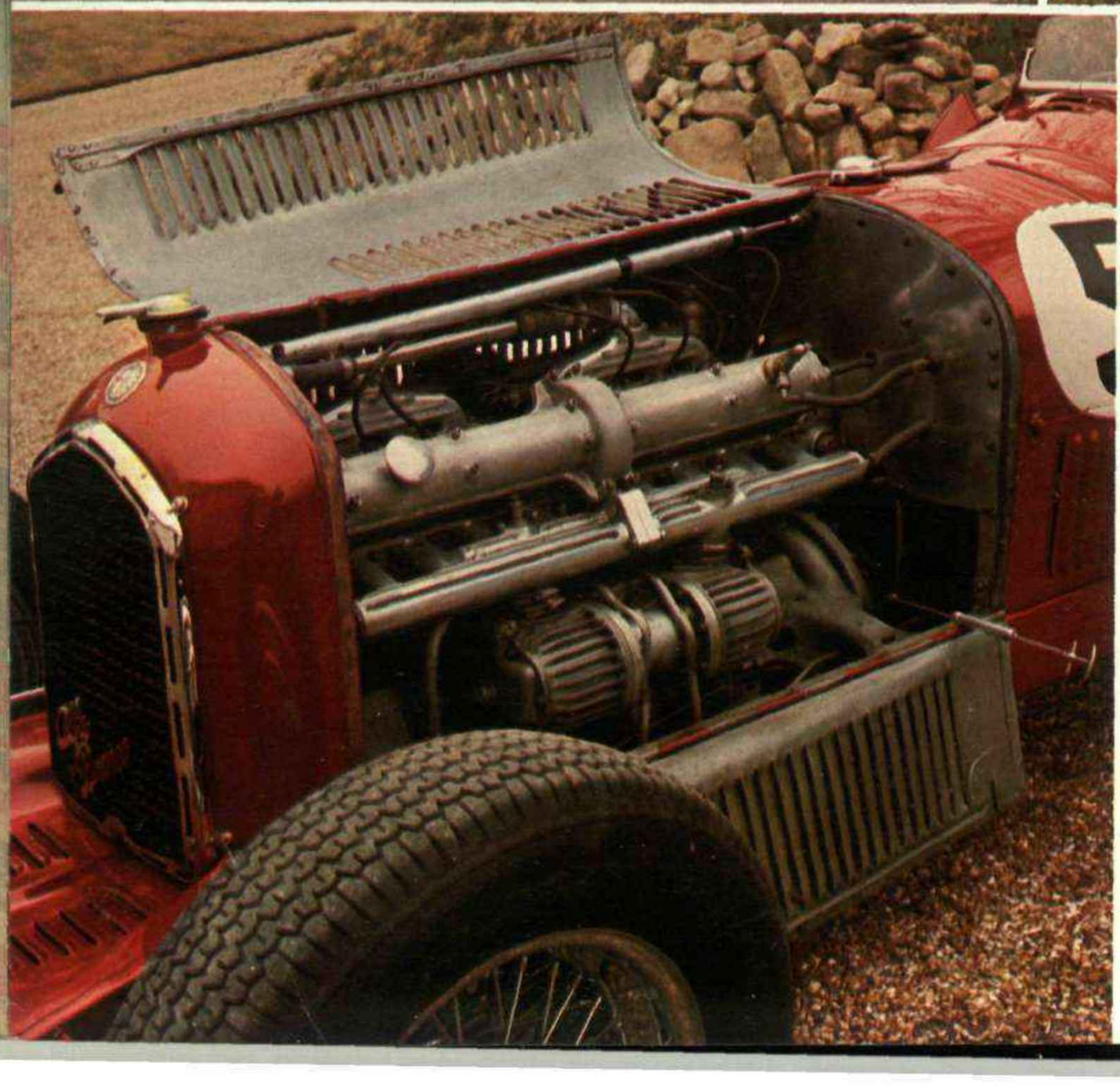
SUCCESSFUL.—The J.W. Automotive team of GT40s had a happy year and won the Manufacturers' Championship with these 5-litre Group 4 cars. They staved off the strong works teams of Porsche and Alfa Romeo Group 6 cars and clinched the Championship by winning the late-run Le Mans race. The picture shows a pit-stop at one race they lost, Daytona.

PROFITABLE.—The McLaren team repeated their 1967 monopoly of the Canadian-American Challenge Cup series with the new M8A cars. Their earnings far exceeded Formula One monies but needed a very large investment in the cars to guarantee success.









V.S.C.C.
SEEN IN 1968

No V.S.C.C. race meeting would be the same without some E.R.A.s competing. One of the more consistently successful drivers of these 1½-litre 6-cylinder supercharged single-seaters last year was Merrick seen here clinching a second place at Oulton Park.

Austin Sevens are still extremely active in motor racing. Here that versatile enthusiast, Barry Clarke, lifts a wheel of his Ulster sports model, which he claims is decently standard, at last year's V.S.C.C. Prescott Hill-Climb.

Since pre-war days Prescott has been a very pleasant speed venue on fine days. Here spectators in the Members' enclosure watch Tim Ely cornering in one of his competition Rileys, at the Bugatti O.C./Ferrari O.C. Hill-Climb.

Alluring machinery is part of the irresistible fascination of vintage and historic race meetings. Pictured is the dual-blower, twin-cam engine of Sir Ralph Millais' 1935 2.9-litre *monoposto* Alfa Romeo, once raced by Charlie Martin. It was brought back from Australia and made a number of notable, if cautious, appearances during 1968. These classic Alfa Romeos even challenged the might of Mercedes-Benz five years before the war, their performance being in keeping with their technical ingenuity.

ARGENTINIAN MOTORING SCENE

REPORTING race meetings in the D. S. J. manner must be very satisfying for, with Europe as his base, not only can the Continental Correspondent be present at race meetings but he can also observe the general motoring scene in the area before and after the racing. With myself it is somewhat different, for I have to be back in the office, race report in hand, on Monday morning. Driving up from Italy, Sweden or somewhere like that is not really on, so for transport to all but the nearer meetings I rely on Caravelles, Tridents and other marvels of the jet age. With only three days in the country of the race, and that spent mainly at some race track miles away from civilisation, I rarely have the opportunity to observe local motoring habits in any depth.

Last December, however, I was given the marvellous chance to report the Temporada Series of Formula Two races held in the Argentine Republic, thus giving me a whole month in this South American country. Prior to the visit I knew nothing of the road cars out there and very little about roads and transport generally. Even so it was with amazement that I viewed the strange selection of vehicles in the airport car park when I arrived, and was surprised when we drove out of the airport along a huge three-lane dual carriageway towards Buenos Aires. Unfortunately the road petered out in the middle of the suburbs.

My travels in the country were restricted to the areas where the races were being held and as the Argentine is such a huge country it would be impossible to give an overall picture of the motoring scene. But, in addition to the capital, I visited Cordoba, which is the second largest town in the country, and the earthquake town of San Juan which ranks about sixth largest on population figures. In between these towns the distances are considerable and I—like the average Argentinian business man taking in a similar trip—used the commercial airlines for the journeys. Air travel within the country is popular as it is fairly cheap, the state of the roads is poor, and travel by car becomes very unpleasant due to the tremendous heat.

The mechanics were not so lucky and they were provided with cars by the organisers, while the transporters were driven by locals. There were some graphic descriptions of the journey between Cordoba and San Juan where the road is apparently straight for about 300 miles with just desert and scrubland as scenery. The roads are unmetalled and the cars raise huge dust clouds, although traffic is very sparse indeed. The signposting is bad in both town and country.

The three major towns I visited were all laid out in the American symmetrical style of blocks. At almost every cross-roads the roads meet at right angles; traffic lights are scarce and collisions at these junctions frequent. I cannot recall seeing a single T-junction the whole time I was in the country and there are very few squares like those in London. I may be old-fashioned but I much prefer the 'higgledy-piggledy' layout of British towns.

So, what cars does this sort of motoring climate breed? Obviously a strong, long-legged type of machine like a B.M.W. would be well-suited but the Argentinian government has imposed a crippling 300% loading on imported cars for they consider that a thriving motoring industry is an essential part of the economic welfare of the Republic. Certainly their industry looks very healthy, although there is little original thinking and the majority of cars are based on foreign designs. Nearly all the automotive companies are either United States or European owned and produce versions of their established models, but they do at least manufacture the great part of the cars rather than acting simply as assemblers of imported parts.

A company with original thinking who have designed their own car is the I.K.A.-Renault group, which is based on the outskirts of Cordoba. I.K.A. stands for Industries Kaiser Argentina and the company is a consortium between the French Renault firm and American Motors. It produces cars under the names of Torino, Rambler, Kaiser Jeep and Renault. The Torino (which has nothing to do with Ford Torino) is by far the most interesting car in the range. There are three saloon models all using the same basic body, which has pretty lines designed by Pininfarina somewhat resembling a stretched Triumph 2000. The most popular model, the 300, has a single overhead cam straight-six engine of 3-litres aspirated by no less than three big Weber carburetters. A more powerful version called the 380W has a 3.8-litre engine of similar configuration which gives 176 b.h.p. and a top speed of 115 m.p.h. The engines, being lightly stressed, can be tuned quite easily and I.K.A.-Renault have recently announced a new fastback version with a more powerful engine. In fact this model carries the name of the tuning firm responsible for the development in the same way that we have Lotus Cortina, Mini Cooper and Brabham Viva over here. All the cars in the range are sturdy and strong and possess good handling and brakes.

Other cars from the IKA-Renault group are less interesting. The popular Rambler model is a locally produced version of the small U.S. 400 saloon, the Jeeps are as seen in the States, and the only Renault produced is the 4L although there are still a lot of Dauphines to be seen on the roads.

IKA-Renault have a good share in the market but probably not as large as General Motors, who seem to be thriving and in marked contrast with G.M. policy elsewhere have a large official Competitions Department. G.M. market and build some of the smaller compact cars with straight-six engines, and in fact until recently these were imported from the Vauxhall Bedford plant at Luton.

G.M.'s great rival, Ford, seem to rely at present on just the Falcon with only a 6-cylinder engine available, and this model enjoys tremendous popularity although Ford are soon to introduce a Galaxie on to the market as well. The Taunus model was also produced for a while and I saw a Zephyr Mk. 3 which had probably been brought back by a diplomat. Chrysler also have a stake in the Argentinian market, producing a small-engined version of the Valiant which enjoys popularity, but they have now started marketing a Dodge version as well.

Renault have already been mentioned but two other French concerns have factories in the Argentine—Peugeot and Citroën. Peugeot's strong 404 sells well and the 504 is to be introduced in the near future. Citroën only have a small undertaking and at present restrict their activities to making 2 CVs.

I could not understand why I kept seeing so many of the two-stroke Auto Union Sonderklasse models around Buenos Aires in such good condition, for I thought the model died about five years ago. Then I discovered that the 1000S Berlina model is alive and well and still being manufactured in Santa Fe, Argentine Republic. Mercedes-Benz also has an Argentinian subsidiary but this is purely for commercial vehicles. However, most of the foreign diplomats seem to have Mercedes-Benz saloons.

The only other major manufacturer is Fiat, which in fact produce some Argentina-only models. The little 600 model has an 800-c.c. engine installed, and there is a very pretty 1500 coupé model as well as a European-designed 1500 saloon.

Apart from these, the only other make of car I spotted was that of Dinarg. They produce a very odd little four-wheel bubble car rather like a Goggomobil and powered by a 200-c.c. motorcycle engine. No doubt they come off badly when the Argentinians resort to their standard method of parking which entails pushing the other cars along until the gap you wish to park in is large enough. Naturally you leave the handbrake off, the car out of gear, and make sure that you have strong extensions on your bumpers. Apart from this and his predilection for continual horn blowing, the average Argentinian driver possesses a much higher degree of concentration than his British counterpart.

As one can see, the choice of motor car is not very wide and, apart from the models mentioned, it is also possible to obtain Volkswagen and Alfa Romeo models through neighbouring countries but at a rather higher price than normal. The British Motor Corporation did at one time have a share of the market with an Austin A60-based car called the Di Tella 1500 but a couple of years ago they sold the factory out to IKA-Renault. They continued to produce the cars under the Riley and Morris names for a few months before ceasing production altogether. Nevertheless the majority of the black and yellow taxis in the Federal Capital are still Di Tella. In fact, with a careful driver at the wheel, cars last longer thanks to the good climate. There are still a lot of the "gangster era" American saloons in circulation and also vintage machines which would have sent the Editor rushing into print. Model-T Fords in very good condition are common and both Jo Siffert and Jean-Pierre Beltoise purchased examples for shipping back to Europe.

At the moment there are no sports cars in the country at all and enthusiasts even resort to hotting up pick-up trucks. Car prices are expensive compared with European countries, although running costs are low, with petrol at 3s. 3d. per gallon. There are few speed limits and driving is still a great pleasure to many Argentinian motorists. The spread of wealth and prosperity since the 1966 revolution has increased at a good pace and no doubt the automobile industry will thrive and the road conditions improve quickly if the political state of the Argentine remains stable.—A. R. M.

LETTERS FROM READERS

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

STUPID PRICES

Sir,

We have been increasingly concerned at the out of proportion prices asked for pre-war Morris cars and spares lately, but even we were shocked at the advertisement in the December issue for a 1932 Morris Cowley sports coupé at £680 o.v.n.o.

This particular car was advertised by Gold Seal Car Co. last March at £395, a figure which we felt then was £200-£250 too high. I contacted the aforementioned company and gleaned the information that a Mr. "X" had purchased the car. Thinking he must be an enthusiast I wrote and told him about our club—needless to say he did not reply! It would seem from the advertisement that all that he has done since purchasing the car is to scrape the chrome off the radiator, headlamps, hub caps because these were certainly not brass (as advertised) when new. Also I'm pretty certain the car is 1933 as the front wings changed in 1932 and this car has the later style.

Billericay. MIKE TURNER,
The Morris Register.

* * *

A MODERN BUCKBOARD

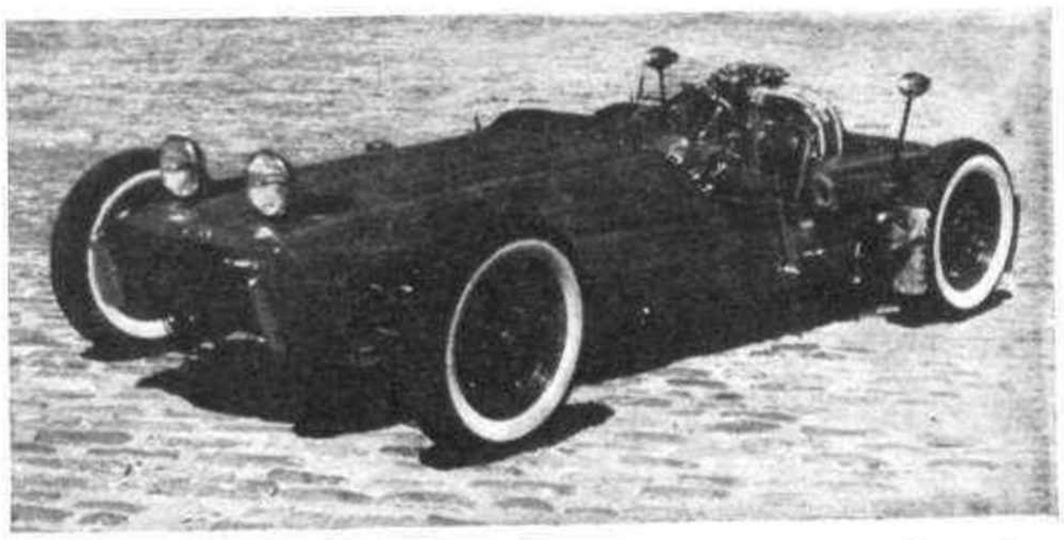
Sir,

As a recent reader of your most enjoyable magazine, I was particularly interested with your V.E.V. article, December, 1968, page 1134, referring to the Orient Buckboard.

This car was an inspiration to me, because of its simplicity, and I set out to design a modern counterpart in 1953, completing the project in late 1954.

My buckboard had an ash frame, plywood bulkheads and was planked in ¼ in. x 1 in. mahogany strips, epoxy glued in place but with several hundred brass-head screws exposed for decorative purposes. Expressly designed as a home workshop do-it-yourself project, everything was extremely simple. Suspension and wheels from two Renault 4CV front ends gave independent suspension all around. Power originally was the complete package from an Ariel Square 4, with transmission chain driving the left rear wheel only, o/s rear wheel idled free. A Simca starter motor was hinge-mounted to be lever operated to engage with the drive chain for reverse. The headlights folded flat, flush with the body shell, controlled from the driver's seat, and, when pivoted up, the right headlight had a finger which fell into a fork that was linked to the steering, so that it turned with the steering wheels, a la Citroën.

The total car was exceptionally light (not necessarily intentionally) and weight was slightly over 700 lb. empty. Scrounging parts in wrecking yards, the used, but rebuilt engine, etc., resulted in a total outlay of $746, of which $200 was for chrome plating and $150 for five double-sided white-wall tyres.



Performance was not too bad; it was only meant to be a fun, around the block, sort of car, anyway. Top speed with the Ariel was about 85 m.p.h. This engine had a penchant for snapping rings, or it was my impatience, not allowing enough warm-up time, and I later fitted a Harley Davidson 45 engine, which had much more low torque, plus a reverse gear transmission. I had dreams of installing a blower, and bought a small roots type, but then life got complicated in other areas and I gave the car to a friend in California.

Those two years or so of buckboarding were certainly fun years, and I thank you for the picture you published of the Orient; it brought back memories, got me to digging in my photo file, and reminiscing, and writing you.

New York, U.S.A. DONALD S. BRUCE.

* * *

MOTOR RACING AND THE COLOUR BAR QUESTION

Sir,

Mr. Lawrence's letter re South Africa brings to the fore a matter that will have to be faced soon.

Drivers that the Afrikaaners would regard as "coloured" are racing in several countries, and motoring sport also includes rallying, bringing to mind Joghindar Singh and others.

The last solution would be for all ruling bodies to require a guarantee that performers of every race and colour would be admitted to South Africa, and if the Government forbade such a pledge, then South Africa should be ruled out of all participation until it was forthcoming. Several efforts have already taken this action, and that motoring lags is to motoring's discredit.

If the country was completely shut out of all international competitions the Government then might be forced to alter their attitude, and no doubt pressure would be brought upon them to do so.

Several men of a shade unacceptable under present rulings have been prominent in the past, such as the immaculate "Bira", and it is only a matter of time before another reaches the top.

Action should be taken before, not after.

Leicester. R. E. WRIGHT.

* * *

CZECHOSLOVAKIA CARRIES ON

Sir,

The English language edition of the monthly illustrated (and quite glossy) *Czechoslovak Motor Review* still comes by post from Prague to many Skoda owners, and makes interesting and enjoyable reading. It has not changed its tone since the sad, unpleasant events of last August, nor do the contributors appear to have lost their sense of humour. Here is a good excerpt:

"All the same, the new body (on the M.B. Skoda range) is also easier both on the eye and on the part of your own body that sits in it."

Could a British manufacturer have expressed it better?

Burley. G. R. WAKELING.

* * *

OVERDRIVES!

Sir,

With reference to the correspondence concerning overdrive in the gears, a Jaguar Mk. VIIM which I once owned had overdrive on all gears, *including reverse.*

However, I soon put it right.

Washington. R. N. T. BURKE.

* * *

ASTON MARTIN DB4 EXPERIENCES

Sir,

I have just read a letter in MOTOR SPORT, and I would like to inform you of a few facts concerning my motoring experience. I used an M.G.-B for two years, both for pleasure and for my job, that of towing boats of all sizes around the country. During this time I found it a very reliable and cheap car to run. Then, in a moment of madness, I bought a DB4 Aston Martin. It was approximately one month before I could get it to run reliably enough to use for work.

Since then I have found that spares such as exhaust boxes, shock absorbers, etc., take around two weeks to obtain and spares which have to come from Newport Pagnell and through an official spares stockist before reaching me take as long if not longer. The nearest official spares stockists are around 90 miles from me, and this does not exactly speed the delivery of spares.

Altogether, I have found the car very temperamental and expensive to run and also unreliable; therefore I advise your correspondent to have another reliable, cheap-to-run M.G.-B.

Brightlingsea. G. COWELL.

IN DEFENCE OF S.T.P.

Sir,

The letter from Mr. J. H. Foster (November issue) concerning the S.T.P. oil advertisement seems to contain an unncessary grievance. The advertisement makes a reference to "Old Irons". Surely this expression is used by many people as an expression of affection for an old car, be it Concours maintained or a hack.

The advertisement, when referring to an ignition key, obviously does so metaphorically in order to drive its point home (pulling a button and turning a key produce the same effect anyway, viz., turning on the ignition).

S.T.P. show a Riley Monaco "9" in Concours condition, which is a compliment to the marque, not an insult.

I am a member of the Riley Register, and own a 1937 Continental touring saloon. I have had it for two years, and it has been trouble-free and very economical to run for its age. I paid £15 and an old Vauxhall Wyvern for it and, because it was so good bodily, I have decided to recondition the engine and transmission. Therefore I have good reason to like Rileys, and I also find Register members friendly and helpful. Unfortunately, Vintage and P.V.T. motoring seems to attract some people so fanatical that a form of snobbery coupled with a narrow-mindedness is bred. This, Mr. Foster, tends to spoil the atmosphere of fun and enjoyment that can come from running an old car.

I am not surprised that a letter from the Riley Register was not received by MOTOR SPORT. The committee is, fortunately, more tolerant and realistic towards trivialities such as these.

Hatch End. R. M. SEABROOK.

["Old Iron" is kinder than "Old Crock" I suppose! The Riley Register *did* refer to this matter in their magazine!—ED.]

* * *

A SATISFIED E.P.S. BATTERY USER

Sir,

There is little doubt that we live in a world where money is the all-important feature of our activities. It is a place in which skills in handicrafts and materials are sold to the highest bidder, codes of practice are set by individuals, and opinions are decided by the National Press.

It is, therefore, refreshing to discover that there are pockets of resistance to the New Order, and at least one commercial company appreciates the definition of *after-sales service*. It is for this reason I have written to you in the hope that you will publish my letter in your journal and so publicise the event I relate.

The vehicle I run contains two type 3-EY7, 6v. batteries which are linked in series to operate a 12v. electrical system. Recently I had the misfortune to break one of the filler stoppers on one of the batteries. Although I tried at several garages, I was unable to obtain a new stopper. After some time I traced the manufacturer to Electric Power Storage Ltd., Abbey Road, Park Royal, London, N.W.10. I then wrote to this company and received by post *two* new stoppers within a few days, one to replace the stopper I had broken and one to keep as a spare. No charge was made for sending the items, although postage had to be paid by the company.

I truly believe the above action deserves publicising; I hope you will think so, too, and will in consequence kindly publish this letter in your journal.

St. Albans. D. SAULL.

* * *

WHICH IS THE BEST OIL?

Sir,

Speedwell. Usual disclaimer.

Ramsgill. ANTHONY BROOKE.

Sir,

I can deal with one point raised by Mr. Heywood.

A very large number of diesel fleet owners use Shell Rotella, which can normally be freely obtained where there is a DERV pump.

I started to use it in a Porsche Super 90 because it is the only oil that Porsche recommend (as opposed to approve). Whilst Shell suggest the use of their more civilised lubricant (which is approved), there seems to be little point in doing so because it costs about twice as much, as the Porsche Concessionaires pointed out to me when I discussed the position with them.

Having discovered from my VW dealer that another Porsche/VW customer was running his VW on Rotella with success, I started a new VW 1500 on Rotella and at 17,000 miles it seems very happy on it and uses no oil, whereas a VW 1200 run on Viscostatic has always used a small quantity. This latter was decarbonised at 51,000 miles (to enable the exhaust valves to be replaced, since they eventually "neck" and drop into the cylinder, which is expensive) and the condition then disclosed appeared good.

I am not inclined to change the 1200 over to Rotella, since this is highly detergent and will probably displace harmless deposits which the Viscostatic has allowed to accumulate, though in view of the saving in cost I am often tempted.

Without reference to the book, I think that VW have always recommended engine oil not by make but as "highly detergent extreme pressure" or something very like that, and this is exactly what one would normally need for the conditions within a diesel crankcase.

Although I have no experience of it, I was given to understand that the appropriate grade of Agricastrol would be a suitable alternative to Rotella for my Porsche; I believe the price differential within the Castrol empire is the same as Shell.

South Perrott. D. T. HARRISON-SLEAP.

* * *

RUNNING-IN

Sir,

Regarding Mr. Heywood's question on running-in, in your January issue, I can only say, with a certain smugness, that I had no need to worry on this score.

Three and a half years ago I bought a VW 1500 S Estate car and, apart from taking just a little care for the first hundred miles, I forgot all about the tedious routine of running-in. Thereafter the car was driven with abandon, mechanically speaking of course. At 3,000 miles I had the needle past the 100 m.p.h. mark on the M1, with the dog asleep in the back atop the engine.

At 68,500 miles, and the motor completely original and untouched, the car reached, and cruised at, an indicated 98 m.p.h. with three people aboard. A friend following in a Mini-Cooper "S" confirmed that this was well over 90 m.p.h. This on the Continent, of course.

Now, at 70,000 miles and using less than a pint of oil between regular 3,000-mile oil changes, the VW goes as well as ever. Castrolite oil has been used from the start. Incidentally, the average tyre life on this car for the one set of tyres so far discarded was 50,000 miles.

So you see, Mr. Heywood, some cars need no worrying over. It depends upon who makes 'em.

Uxbridge. A. FRANKHAM.

[I, too, use Castrolite, or, more recently, Castrol GTX, and I remember that the late J. G. Parry Thomas advocated running-in engines at quite high speeds, not idling along.—ED.]

* * *

FRIENDLY POLICE

Sir,

I can assure your correspondent, R. Stuart-Pennink, that his friendly encounter with a Northern police constable was not merely a flash in the pan.

My friend riding his Velocette motorcycle was recently stopped by a police officer in his car after a "high-speed chase". Expecting to get a good rollicking off the policeman, you can imagine my friend's surprise when the officer said that it was not often that he had the chance to travel at speeds over 80 m.p.h. and went on to thank my friend for a good chase. To cap it all, he then asked my friend whether he wanted to be booked for 90 m.p.h. in a 70 limit, or 40 m.p.h. in a 30 limit!

A couple of years ago another friend was given a lift home in a Z-car, a distance of eight miles, after leaving a party in the early hours.

Although both these tales are second-hand, they do show that at least some of this country's police officers can exercise a bit of humour and goodwill in their baleful task.

R. J. B.

[Name and address supplied.]

[Unlike P.C. 753 of the Dyford-Powys Police Force, who stopped a respectable 15-year-old car doing a modest speed in daylight on a derestricted road at Christmas-time to check its brakes and tyres and, finding these to his satisfaction, caused the driver a 320-mile journey to produce the insurance papers at a distant police station.—ED.]

ARE REMOULDED TYRES SAFE?

Sir,

Since the new Tyre Law came into operation, that now makes it illegal for any motorist to use a tyre with less than 1 mm. of tread, which I thought was laid down by the Minister of Transport as a safety factor, I now personally think that every motorist on the road today who uses remould tyres is also breaking the law.

My own experience in the last 12 months is that remoulds are a far greater risk now before the new Act came in.

A motorist then knew he had a bald tyre so took the necessary precautions when his speedometer registered 20-30-40 m.p.h. His mind flashed straight to the bald tyre so he slowed down, which in turn cut down a certain amount of risk to himself and other road users. But what can be said for a remould which, when all said and done, is an old tyre entering its second life and no guarantee as to its length of service *or safety*.

I bought two remoulds for my van of the same make and, like hundreds of other motorists, I did not ask the salesman their pedigree, etc., knowing that a remould would not give me the same mileage for £4 as a new tyre would for £7 10s., but it should give me the same amount of safety while the tread lasts. The first tyre burst after five months—the rubber left the canvas which came up into a balloon half-way round the tyre. I must have been doing 20 m.p.h. as this was going through the town centre, which could have led to a serious accident.

I took this tyre back to where I had purchased it and he entered the fact in a book, together with my name and address, and sent the tyre back to the firm, who eventually allowed me 70% of the cost. The other one of the pair did exactly the same thing, so again we went through the same procedure. So again I bought a third tyre, which I have had on the vehicle for six weeks and is now already showing signs of the tread leaving the canvas. I took it back to the shop as soon as I noticed it and again he wanted to send it back to the makers. He says that is all he is entitled to do. I made it clear to him that I have now come to the conclusion that these tyres are unsafe and I intend to keep this tyre as proof of same, also I will be writing to the Press and the Ministry of Transport as I feel something should be done about it.

The motorist has it pushed down his throat about safe driving, no drinking, etc., yet there are people making fantastic profits for unreliable and dangerous tyres.

One naturally thinks that because it is a remould it is reliable and can be quite safe at 60-70 m.p.h. I shall be notifying my insurance company to see if they will still cover me when using remoulds after receiving this letter, or might they think they are a bad risk.

If the M.o.T. cannot clarify their safety, may I suggest the insurance companies refuse to insure anyone having remould tyres, or the manufacturers giving 100% safety, not mileage.

It does not make sense to me that a tyre is safe or is not safe—you do not buy oil heaters in two grades, *i.e.*, 100% safe at £12 or cheaper models that sometimes burst into flame 50% safe.

Christchurch. N. P. RIDLEY.

[This would seem to call not only for a reply from the M.o.T. but experiences of readers—for and against.—ED.]

* * *

THE GINETTA ROAD TEST REPORT

Sir,

I write with reference to your road test of the Ginetta G15. My husband has a beard, several big woolly jumpers, and, it seems, a woolly-headed wife. He also has a Ginetta G15 chassis No. 15/0004. I must protest, however, that I am in my right mind and find it quite easy to live with the G15; it is considerably more refined than the G4 my husband owned before our marriage and at least as convenient as the N.S.U. Sport Prinz it has replaced, even in respect of the volume of luggage it will carry.

My husband suspects inaccuracies in your report and suggests that the car you drove was probably on Dunlop RS5s and not C41s. He also points out that our car (No. 4) has a front radiator and the latest type of seat.

Finally, my husband has only once seen motor racing and found it a bore, although he thinks that participation might be fun. He says that the Ginetta owner is a self-confident individualist with sufficient courage to take the car to its limits, and he is awaiting with impatience the appearance of a 1,300 c.c. Imp engine!

Gainford. STELLA FAY.

Sir,

Re A.R.M.'s review of the Ginetta G15. I have a beard, a woolly jumper and an elderly Singer Gazelle coupé. I also have a wife who is attempting to extract a promise of a G15 for her birthday. Before marriage reduced her to living in a manner to which she was not accustomed my wife drove a 1962 Morgan +4. A.R.M.'s comments have me confused—who is nuts, me, my wife or A.R.M.? Would he like to comment?

London, N.16. DAVID P. COMBIE.

[Your wife is obviously one of a rare breed—go ahead and buy her the G15.—AUNTIE A.R.M.]

* * *

C.G.G.

Sir,

A great many people must have been delighted to read W.B.'s appreciation of the late C. G. Grey in "Goodbye To *The Aeroplane*" in January's MOTOR SPORT. As far as I could see no mention of its famous Editor appeared in the last issue of *The Aeroplane*.

Grey's reports on the Schneider Trophy contests—with those delicious dissertations on "The Marine Mind"—are remembered after nearly 40 years. He was a powerful champion of inventions like the Handley Page slotted wing. He made persistent demands for "aeroplanes that land slowly and will not burn up". At one stage he put forward the simple idea of "one man, one aeroplane, one bomb".

He was a staunch friend to the Royal Air Force, especially during the 1920s and early 1930s, and could hand out pungent precepts on matters great and small. "Reading *The Times*," he once wrote, "is as much a part of a gentleman's toilet as cleaning his teeth."

C.G.G. was a superlatively stimulating and entertaining writer who knew everybody in aviation in the early days. Week by week for 28 years he opened the sluice gate of his fertile mind and poured out pages of intensely readable prose. It mattered little whether one agreed with him or not because he fulfilled the first requirement laid down by Somerset Maughan for a writer—that he should be read.

I read him from 1924 to 1939, and have been looking forward to enjoying him all over again in old age.

Cheltenham. SQUADRON LEADER D. R. PARKINSON, R.A.F. (retd.).

[I couldn't agree more and was only sorry and angry that my small appreciation of C.G.G. was marred by an unfortunate misprint making him the enemy of the R.A.F., which emphatically he was *not*, instead of the R.A.E. It may not be known by many of our readers that the R.A.E. was once known as the R.A.F. (Royal Aircraft Factory). But when the R.F.C. (Royal Flying Corps) changed to R.A.F. (Royal Air Force) the Royal Aircraft Factory changed its designation to Royal Aircraft Establishment (R.A.E.).—ED.]

* * *

A CHILD'S VIEW OF THE CHITTY FILM

Sir,

Daddy says that you think that the film "Chitty Chitty Bang Bang" is a load of rubbish.

I think that it is a super film and even Mummy and Daddy sat still all the way through it. If you had taken a little boy to see the film you might have enjoyed it more. Daddy says you are too old to enjoy it. I have asked Granddad to take me to see it again.

I read the pictures in MOTOR SPORT when Daddy brings it home.

Chingford. ALEXANDER LEWIN (2¾ years)—as recounted to his parents.

[I am delighted that Master Lewin has confirmed what I have been emphasising all the time—that this is a delightful children's film, but that it has absolutely nothing to do with serious motor racing, in spite of the amount of space some motoring writers and motoring magazines have devoted to it. I am glad children like it and so long as they sing the modern version of the Chitty song and not that sung by Zborowski, all will be love and kisses. As I have no sons it would have been unseemly for me to have gone to the Trade Show (I wasn't invited to the Premiere) with a little boy.—UNCLE ED.]

VINTAGE POSTBAG—continued from page 124

Another aspect of the potential American purchaser is the "Collector". He is the man who, with unlimited funds, is able to restore a vehicle to perfection and then doom it to the life of a lap-dog who is carried about everywhere and never gets to have a good, healthy run. This, I think, is almost as bad as the money-seeking opportunist. After all, a car only comes to life when it performs the function for which it was created.

The love of old cars is by no means limited to Great Britain, but I must admit that the strong feeling to keep the cars "at home" may be well founded. Having finally decided to buy a 1932 Lagonda 16/80 here, at a higher price than we can really afford (we know that the original English price was about $1,500 less than the price we paid!), I wish that I could plead a better case for some future American enthusiast. But in spite of our own personal financial strain (what am I saying?—there's just nothing left!) I think we'll just consider this thoroughbred rescued from the dog pound and let it go at that.

Thanks, MOTOR SPORT, for giving my husband and me such great enjoyment!

New York, U.S.A. LAURA DAVIS (Mrs.).

* * *

Slices of History—Chitty and Talbot

Sir,

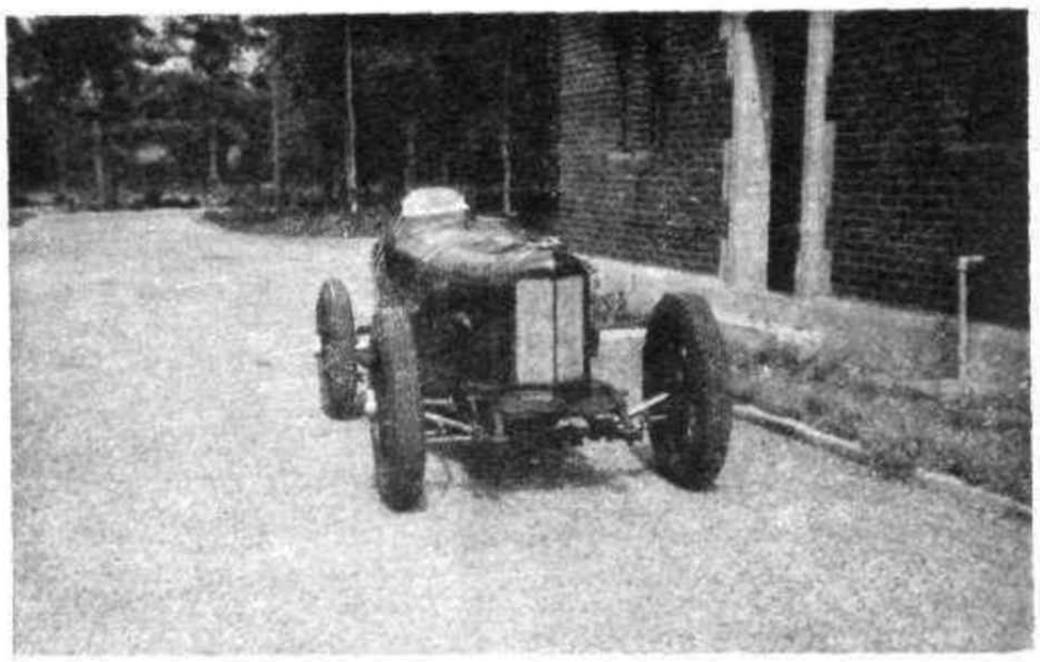
During a recent enforced period of idleness I was reading your January issue and two separate and unrelated points caught my eye and have prompted the following remarks.

Firstly, in your review of the United Artists' Corporation film, "Chitty-Chitty-Bang-Bang", you wonder why Ian Fleming chose that particular title—"stole" is, I think, the word you use! I was at the same prep. school as Ian Fleming. At the time, 1920-1921, he must have been about 12 years old and the writer about 8½. Even though this school was located in one of the remoter corners of Dorset, the name and details of this legendary car were common knowledge to us all. Don't ask me why. The point is that it must have made a deep impression on Ian Fleming at that age since it was just the sort of thing that would appeal to him. Consequently I think it was natural that when he wrote this particular story for children and needed a car "character" that was larger than life he had only to dip into his childhood memories for exactly what he needed—or, perhaps, the legend of the car and its name were always there at the back of his mind waiting to be used, and that it was this which eventually prompted the story, whichever way round it may have been—of one thing I am certain, the germ of the idea was born in a very unusual preparatory school in the Isle of Purbeck, Dorset.

In your remarks on "Brooklands Records" last month you comment that "the 1½-litre single-seater Talbot has not been seen for many decades since Field ran it at Southport, nor have any of the 2-seater 16-valve Talbots survived". I cannot add anything to your information on the single-seater, but I can give something of the history of one of the 1924 2-seater cars. These cars are seldom mentioned so perhaps the following may tempt some other reader to add to the slender stock of information about these very interesting and very successful cars and also throw some light on their ultimate fate.

During the winter of 1935-1936 one of these cars, less engine and gearbox, was advertised for sale in London by Guy Griffiths and I bought it. At the time there was no information as to the whereabouts of the remains of the engine or gearbox. I do, however, remember that Griffiths had for sale one of the 4-cylinder twin-cam 1½-litre Sunbeam boat engines which were said to be similar to the Talbot car engines. I inspected it, but my sole recollection now apart from the obvious difficulty of fitting a clutch were that the cylinder block was in fact steel plates welded round the cylinder barrels to form the water jacket and, what seemed to me then, the very large diameter of the valve springs. I mention this latter point because of your reference to 16 valves as I wonder whether eight valves of this dimension could have been fitted to each cam box of a 1924 vintage engine. Perhaps there was a difference between the Sunbeam and Talbot engines. One of the former, possibly the one I saw, is, I am told, in the possession of Cameron Millar. Could he perhaps be persuaded to clear up these points for us?

Unfortunately I do not remember the works number of the chassis I had acquired, but there was no doubt that it had belonged, as claimed, to Jack Field as most of the lower chassis parts were liberally coated with sand. It was a beautifully-made car. The body was the usual narrow 2-seater fashionable in the first half of the 1920s—obviously Fiat inspired. The mechanic reclined with his body likeways behind the driver's seat. The chassis members followed the contours of the



body. The springs were half-elliptic and heavily bound with cord. The front axle was in three separate parts, machined all over, bolted together and then polished. The rear springs were shackled to outriggers. There was no differential, but the rear track was an inch or so less than the front. Brakes were cable-operated and fitted with neat compensators and levers to effect adjustment when the car was in motion. Wheels were spoked Rudge Whitworth with the usual splined hubs and nuts. I do not recall the size.

The body panels and scuttle were alloy reinforced where necessary with ribbed formers. The bonnet was liberally louvred and at the rear, within the body, was a very large fuel tank held down by two metal retaining straps. It must have held 14 or more gallons. The filler had two permanently fitted tommy bars for opening. A lesson no doubt learnt from the 1923 Tours Grand Prix! The alloy dry sump tank for the engine oil formed the bottom of the cockpit and its heavily finned base was part of the undershield. The steering box was mounted on the right-hand chassis member in front of the bulkhead and the column had a four-spoked unsprung steering wheel of rather heavy construction bolted on the top. The rim was corded. I found the driver's position to be very comfortable. There was no adjustment available so as I am five feet nine inches it was disappointing to realise that it was perhaps not Segrave's car. The mechanic's seat had to be experienced to be believed, and one's respect for those intrepid men is immense. One curious feature I recall was the overflow pipe from the radiator header which was taken along the o/s of the body and terminated by the driver's right elbow. Presumably when this ceased to scald him it was time to stop and attend to the cooling system.

After buying the car the provision of an engine and gearbox were obviously the first problems. As I had a blown Meadows engine and gearbox from a Hyper Lea-Francis available this was installed and it fitted quite easily—the only structural alteration was a slight shortening of the propeller shaft. I ran the car several times at V.S.C.C. events in 1936, but without success. The power from the Meadows engine was probably only a half of what the chassis had been used to previously. Nevertheless, it was all great fun. When I bought the car it was painted maroon, but we repainted it B.R.G. During this process we found plenty of evidence of other colours underneath reflecting the chameleon character of these very successful S.T.D. cars. I think that one can sum up the design of these cars and their mechanical details by saying that with certain exceptions (such as brake gear details and the rear axle) they were scaled down versions of the 1924 2-litre Grand Prix cars.

The autumn of 1936 brought a posting to the Far East so the car had to be sold. To do this it was necessary to move it to my parents' home at Marlborough. One of my brothers offered to do the towing, but between Basingstoke and Newbury the towing arrangements finally expired, so there was nothing for it but to start up the Talbot. This I did with relish. As it was probably the only time I was likely to drive an open wheel, open exhaust racing car on the public road I intended to savour it to the full—and did—every yard. As the radio commentator says, "Of the days that were—those were the days"!

The car was sold to a gentleman in Yorkshire and I never heard of it again. I enclose a photo taken during the summer of 1936. I would be very interested to hear from any reader who can supplement this tiny excerpt from the history of these very fine old cars. For a start, what happened to the others?

Bath. J. R. DAVENPORT.
Wing Commander (Retd.).

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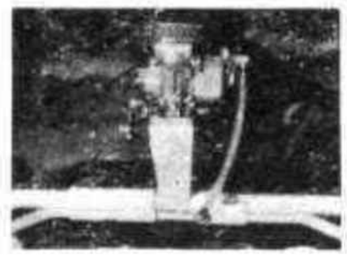
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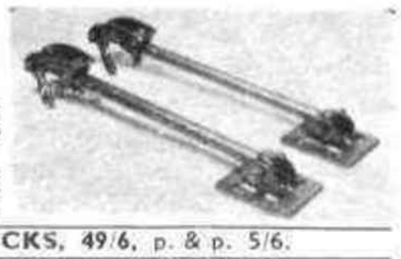
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145×10	4. 7. 0	8. 0. 2	5. 6. 9		5. 6. 9
145×12	4.15. 3	8. 9. 2	5.16. 5		
165×12		5.11. 9	5.19. 3		5.18. 0
145×13	4.17. 1	5.10. 8	5.18. 0		5.19. 7
165×13	5. 1	5.16. 3	6. 4. 5		6.10. 5
165×135	5.10	6. 3. 9	6.10.10		7. 1. 7
175×13	6. 0	6.18. 6	7. 7. 8		7.12. 5
185×13		8. 1. 8			
205×13			10. 4. 5	(SP41	
145×14			6. 7. 5	only)	
155×14	5.10. 3	6. 2. 9	6.11. 8		
165×14	5.17. 0	6. 9. 9	6.18. 5		7. 5. 9
185×14	8. 8. 0	9. 5. 8	9.18. 0		
205×14			5.18. 0	(tubed)	
165×15	5.16. 3	6. 9. 9	6.18. 5		7. 3. 2
165×15	6. 4.10	6.17. 3	7. 6. 5		7.15. 7
175×15	7. 4. 5				
185×15	7.16. 9	3.17. 6	7.14. 0		9. 7. 7

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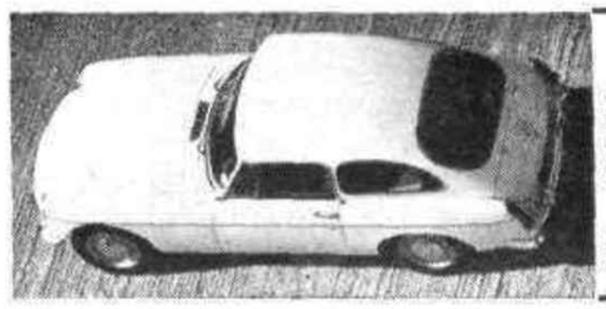
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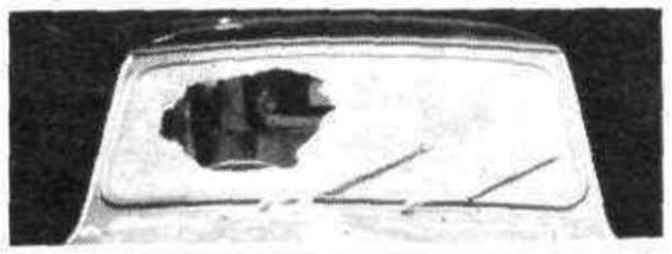


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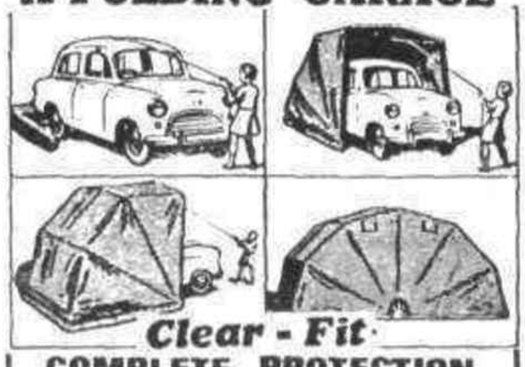
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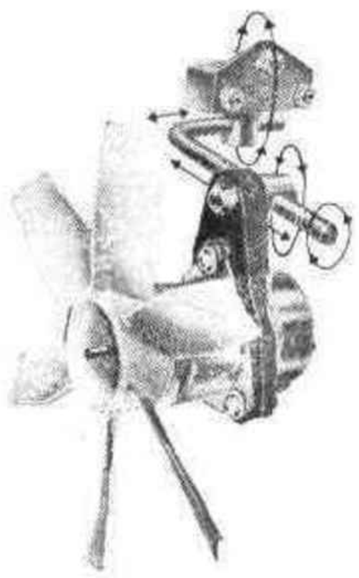
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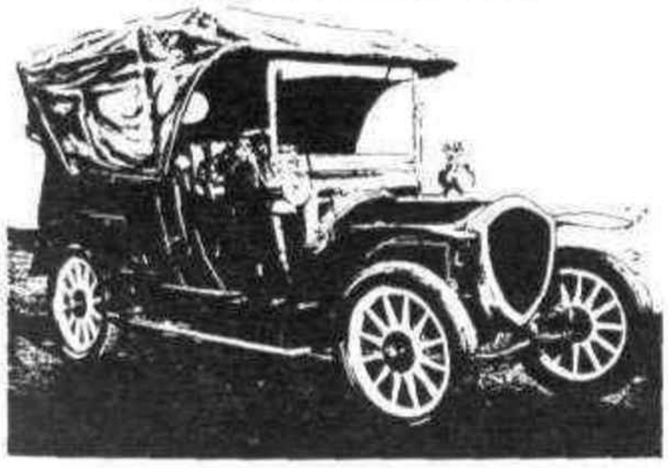
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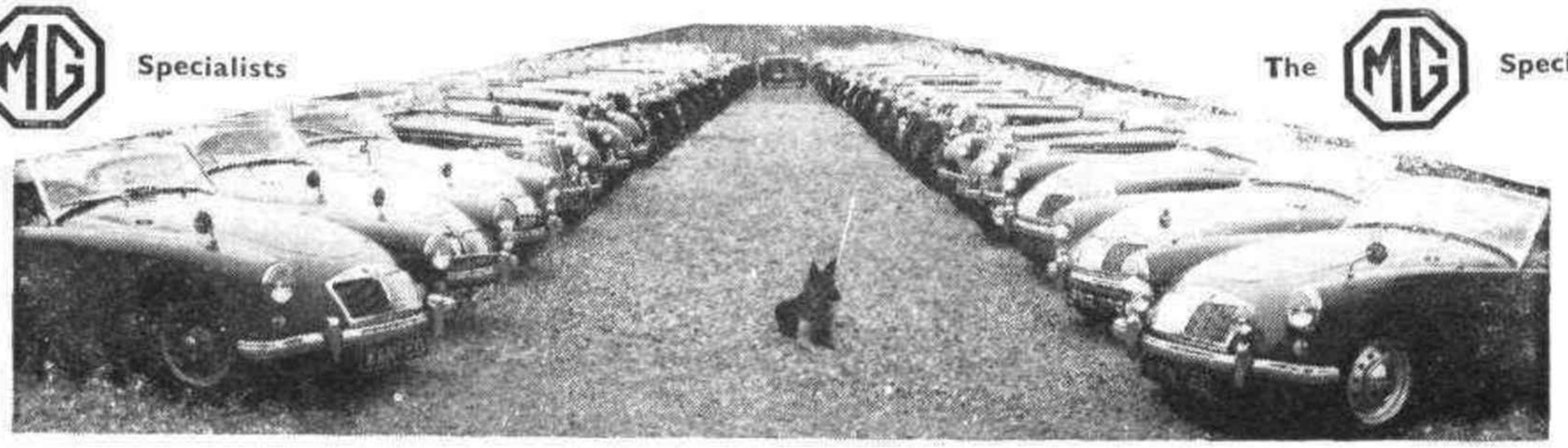
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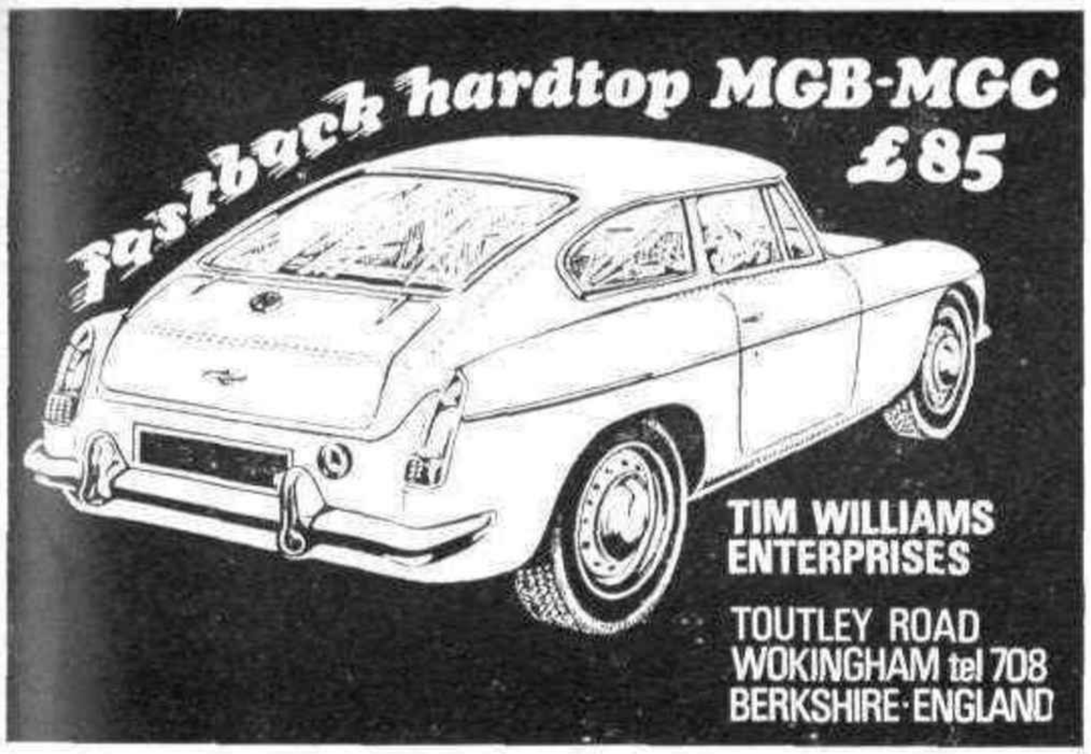


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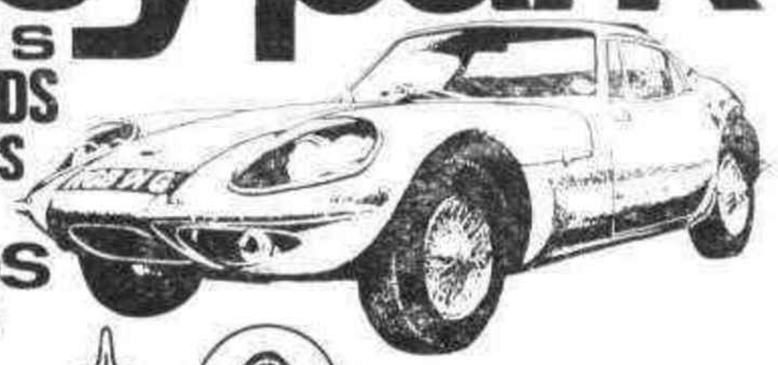
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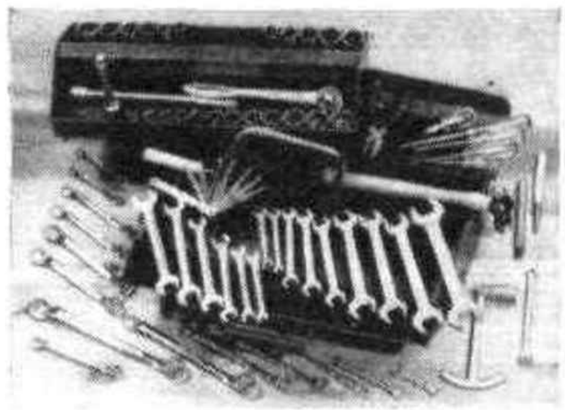


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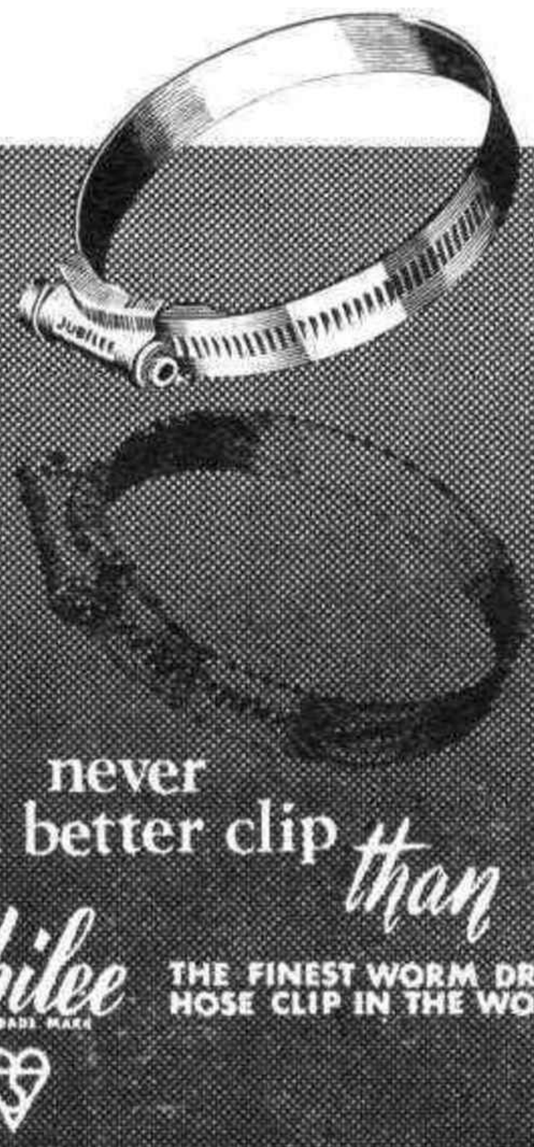
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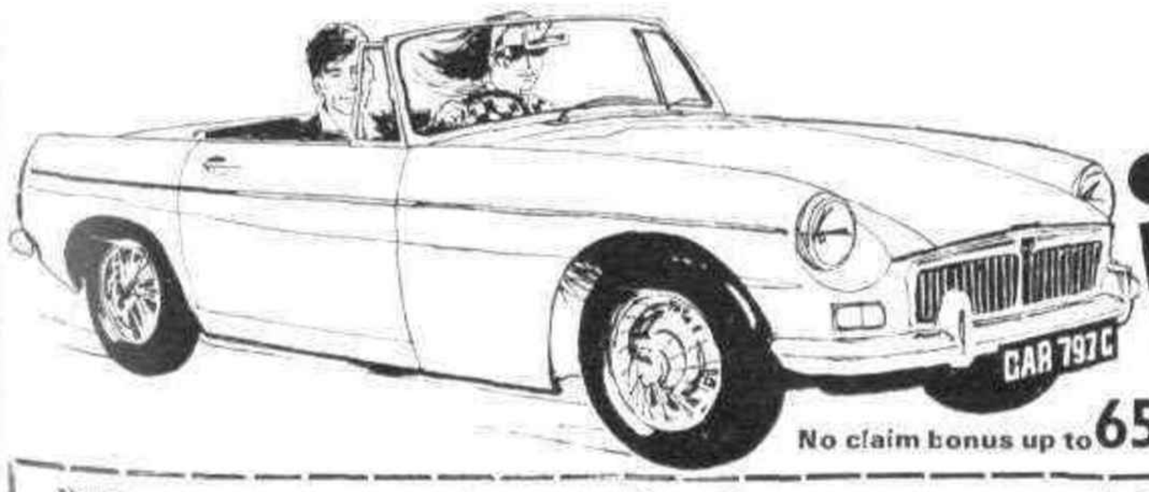
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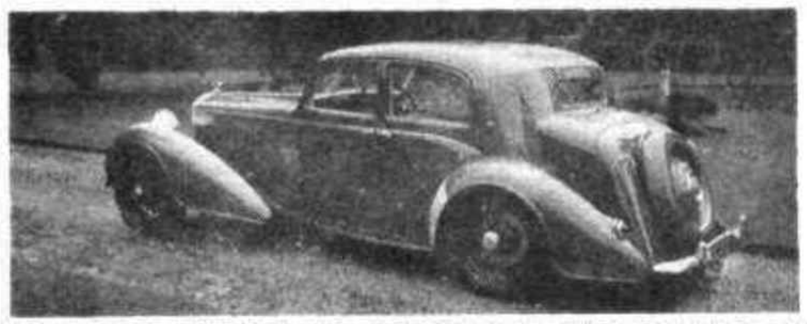


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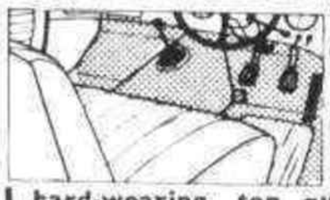
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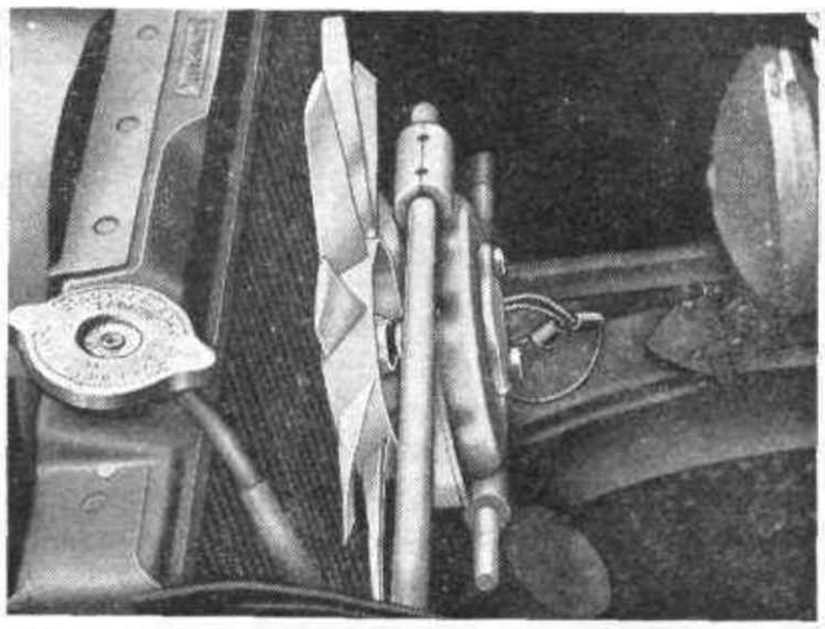
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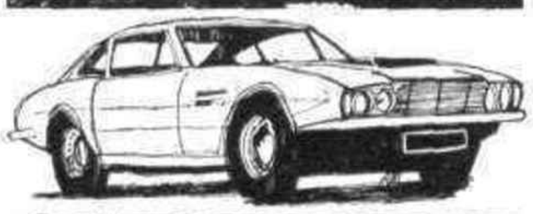
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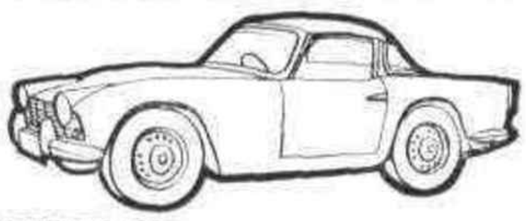
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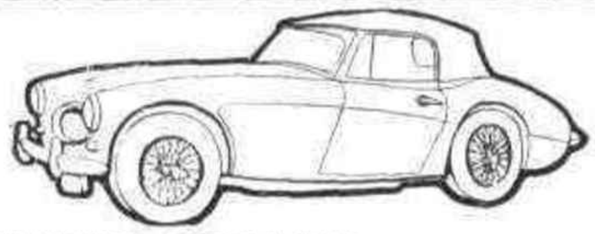
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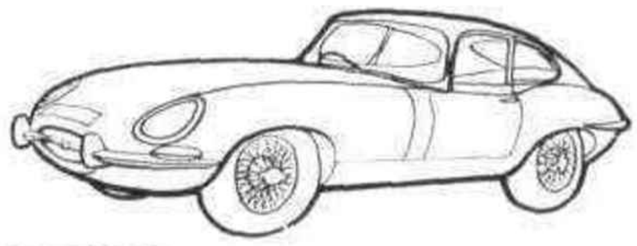
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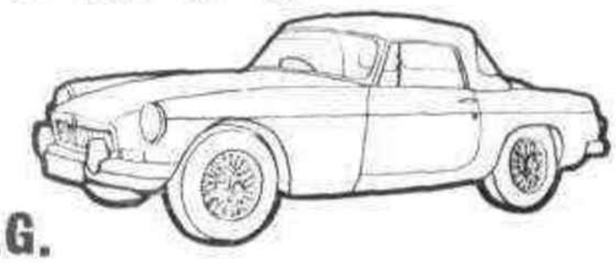
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1966 3000 Mk. III convertible, ice blue, matching trim, fitted overdrive, radio, etc.; a most attractive car **£895**
1965 3000 Mk. III convertible, *Old English white,* black trim, fitted overdrive, wire wheels, etc.; one owner only **£745**
1964 3000 Mk. III convertible, B.R.G., black trim, fitted wire wheels and numerous other extras; an above average example **£645**
1963 3000 convertible, Colorado red, fitted heater, wing mirrors and numerous other extras **£545**
1961 3000, duo red/black; an above average example, fitted overdrive **£395**
1966 Sprite Mk. III, tartan red, fitted wire wheels, leather-rim wheel, racing wing mirrors; a most attractive little car **£565**
1964 Sprite Mk. III, (wind-up windows), attractive in Speedwell blue, fitted numerous extras **£395**
Sprite Mk. I, attractive in primrose, detachable hard-top in black, heater, etc.; excellent value **£245**



JAGUAR

1962 E-Type fixed-head coupé, attractive in blue with contrasting interior, fitted radio; excellent performance, outstanding value **£695**
1962 E-Type fixed-head coupé, finished in Carmen red, fitted radio and numerous other extras; an above average example, highly recommended **£795**
1963 E-Type roadster, outstanding in opalescent silver blue, fitted radio, leather-rim wheel, excellent Cinturato tyres **£895**
1964 E-Type fixed-head coupé, opalescent silver blue; first class condition throughout; fitted radio ... **£995**
1964 E-Type fixed-head coupé, fitted Webasto roof, radio, etc.; attractive in opalescent blue; obviously meticulously maintained throughout **£1,045**
1965 4.2 E-Type roadster, attractive in blue with red interior, fitted radio; outstanding performance, excellent value **£1,095**
1965 4.2 E-Type roadster, a most distinctive car in black, fitted chrome wire wheels, radio, spot and fog lamps **£1,295**
1966 4.2 E-Type fixed-head coupé, immaculate in primrose, fitted chrome wire wheels, push-button radio, heated rear window **£1,495**
1966 4.2 E-Type 2 + 2 fixed-head coupé, attractive in grey *with red trim, fitted chrome wire wheels and heated rear* window; one owner only **£1,795**
1967 4.2 E-Type *roadster, unmarked in red,* fitted chrome wire wheels, push-button radio; one owner only; in "as new" condition **£1,695**
1968 (F) 4.2 E-Type fixed-head coupé, 1,300 miles only, *one owner from new; Carmen red; fitted heated rear* window and push-button radio **£1,895**
1964 3.8 Mk. II automatic saloon, attractive in golden sand, fitted all usual luxury extras; an above average example **£645**
1964 2.4 Mk. II saloon, outstanding in black with red trim; excellent performance **£595**
1963 3.8 Mk. II saloon, opalescent silver grey, red trim, fitted overdrive and numerous other *useful* extras **£495**



M.G.

1963 M.G. Midget, distinctive in black, fitted hard- and soft-tops, radio, leather-rim wheel, etc. **£395**
1966 M.G. Midget, B.R.G., fitted radio and numerous other extras **£525**
1960 M.G.-A 1600 roadster, an above average example in tweed grey, fitted chrome luggage rack and heater **£345**
1964 M.G.-B roadster, fitted overdrive, wire wheels, radio, etc., finished in iris blue **£625**
1965 M.G.-B roadster, special finish in marigold, black trim, fitted numerous extras **£645**
1966 M.G.-B roadster, Old English white, black trim; one owner only; fitted wire wheels, heater, etc. In first class condition throughout **£795**
1967 M.G.-B roadster, immaculate in white, one owner only; fitted overdrive, wire wheels, push-button radio, etc. A most attractive car **£895**
1966 M.G.-B GT, mineral blue, black trim, fitted overdrive, wire wheels, radio; obviously meticulously maintained throughout **£895**

OTHER MAKES

DAIMLER SP250, 1962, attractive in beige with matching *interior; "B" specification;* an above average example **£645**

DAIMLER SP250, "B" specification, 1961, mountain blue, red trim, fitted hard- and soft-tops; a most attractive car **£495**

FACEL VEGA HK500, 1961, golden sand with red trim; fully automatic and power operated; an excellent example of this luxury vehicle **£695**

LOTUS Elan +2 coupé, 1968, immaculate in red with black trim, fitted power windows, knock-on wheels and push-button radio. One owner only, 8,000 miles ... **£1,745**

LOTUS Elan +2 coupé, 1968(F), 11,000 miles only, one owner from new; finished in white; knock-on wheels, power windows and radio **£1,695**

LOTUS Elan S2 convertible, registered 1967, attractive in red, fitted hard- and soft-tops; obviously meticulously maintained **£945**

LOTUS Cortina, 1966 (leaf-spring model), white, green flash, fitted radio, seat belts and racing wing mirrors; one owner only. In first class condition throughout ... **£725**

SUNBEAM Alpine roadster, kingfisher blue, fitted hard- and soft-tops, overdrive, wire wheels, wood-rim wheel, racing mirrors, etc.; a most attractive car **£365**

SUNBEAM Alpine roadster, 1962, powder blue, black trim, fitted hard- and soft-tops, overdrive, etc. Outstanding performance, excellent value **£395**

MERCEDES-BENZ 300SR Gull Wing coupé, immaculate in white, fitted all usual luxury equipment and in first class condition throughout. A rare opportunity **£2,495**

MERCEDES-BENZ 300SR roadster, 1959, an above average example of this very desirable model, finished in ivory. Highly recommended **£1,795**

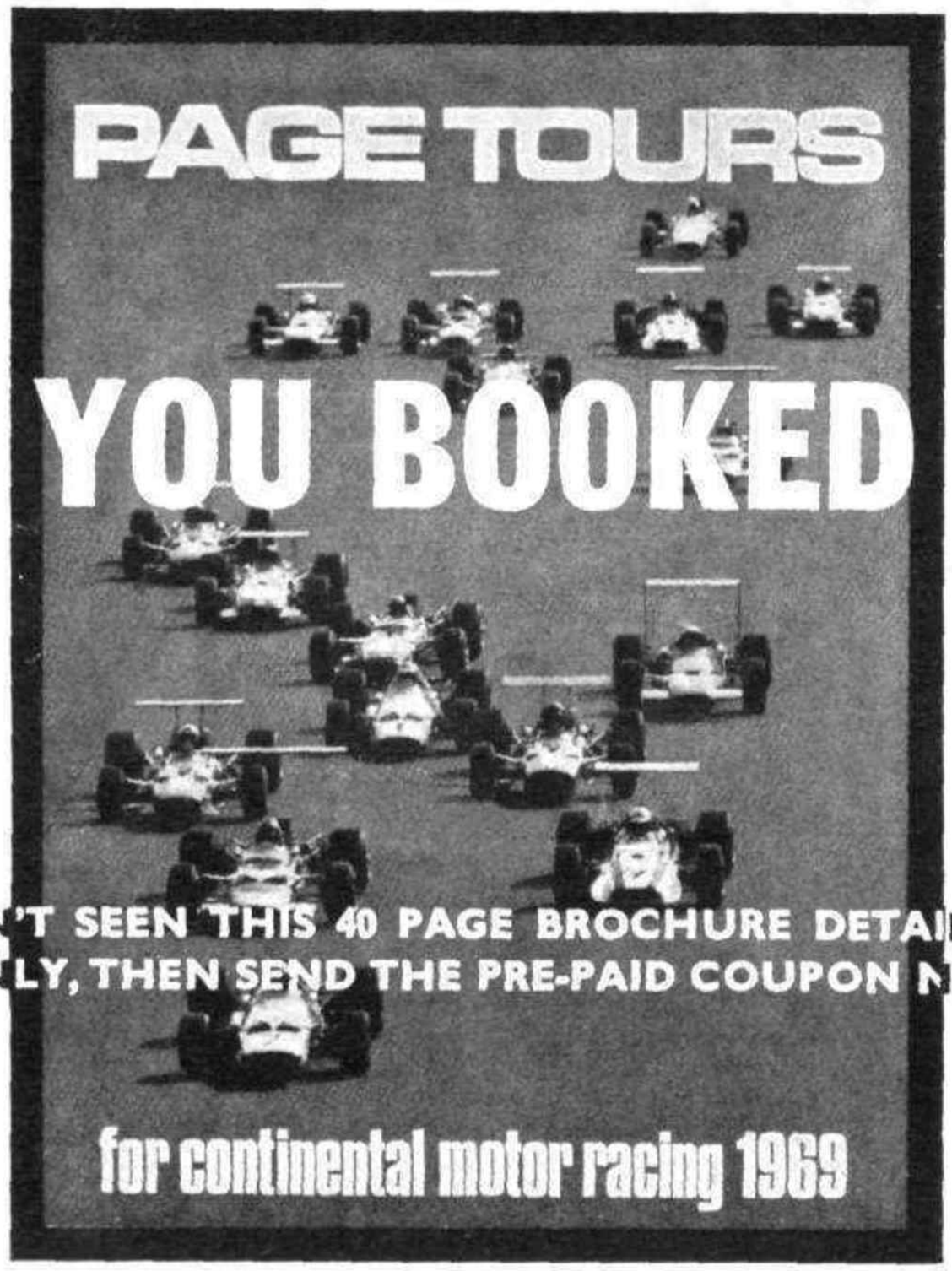
SS 100, completely restored to as new condition. A genuine vehicle and a unique opportunity at ... **£2,750**

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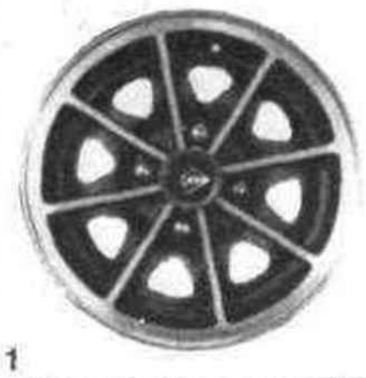
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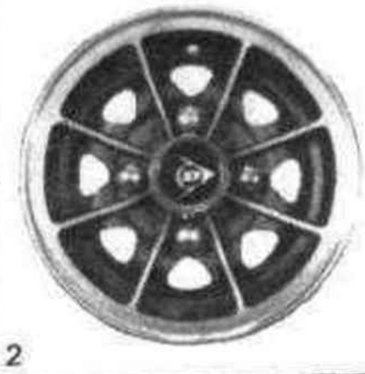
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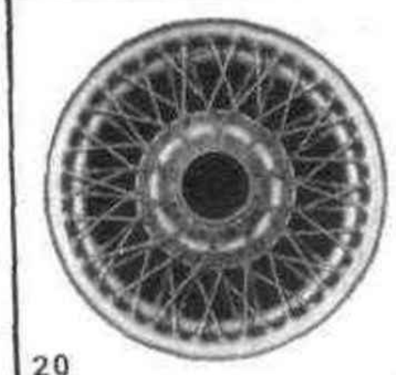

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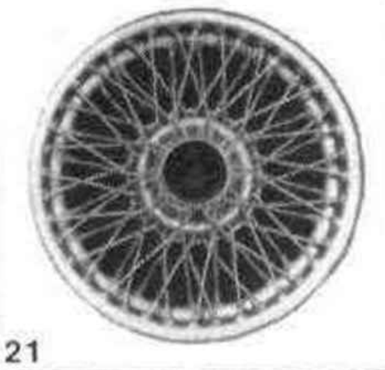
Dunlop GT Aluminium Wheels

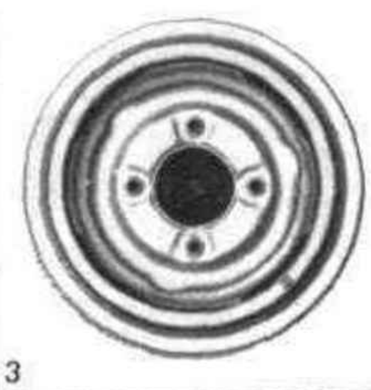
1 500c x 10″ de luxe £7.19.6.
2 5½J x 13″ de luxe £10.9.6.

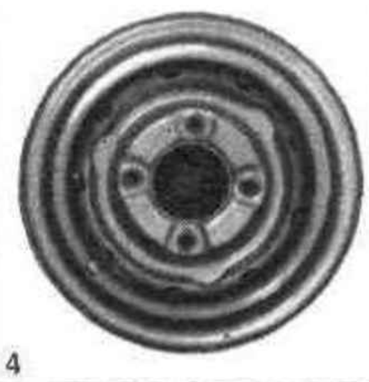
Steel Wheels

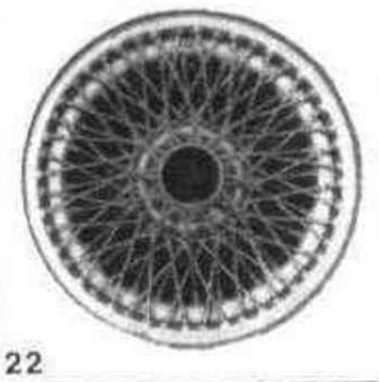
3 3½J x 10″ £2.19.6.
4 4½J x 10″ Cooper S £3.15.0.
5 4½J x 10″ Reverse Rim £3.17.6.
6 4J x 12″ Morris 1100 £3.0.0.
7 4½J x 13″ Ford Anglia Cortina, Corsair £3.5.0.
8 4½J x 15″ Herald £3.15.6.

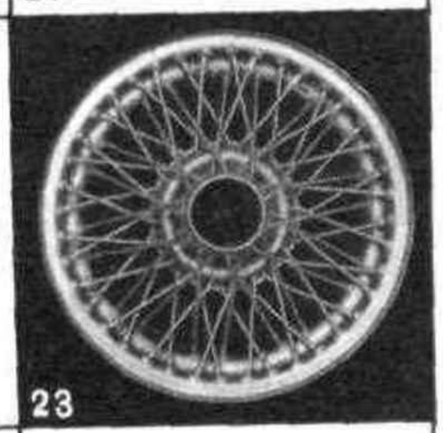

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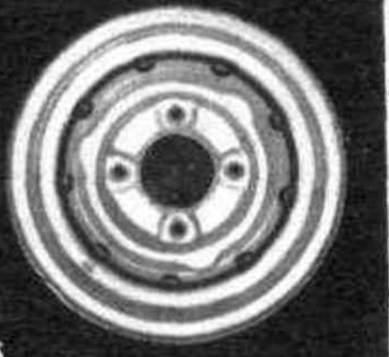

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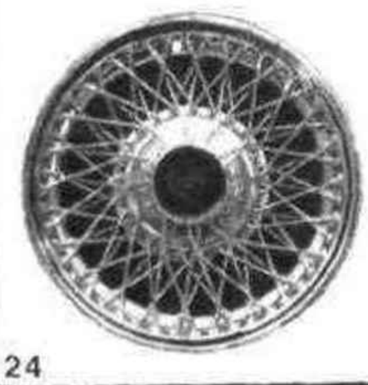

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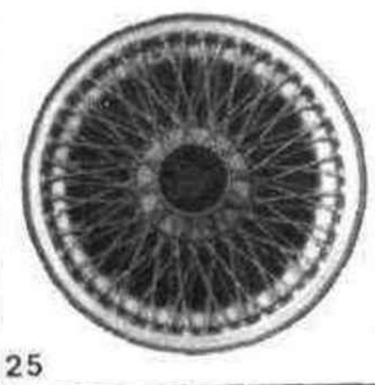

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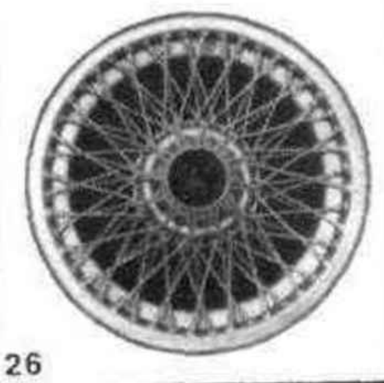

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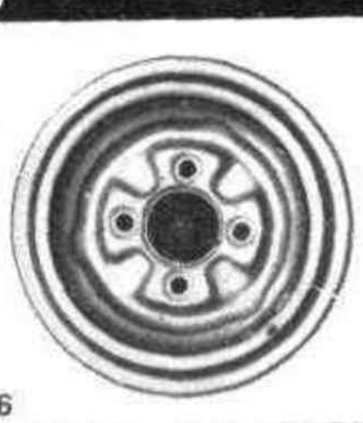

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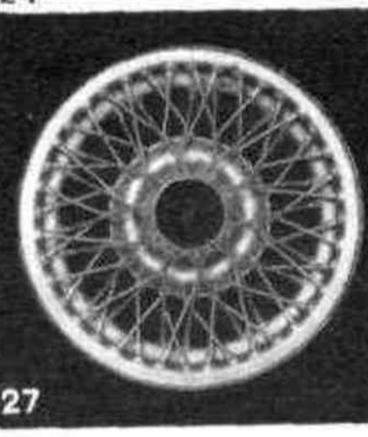
9 5½J x 13″ Herald £4.5.0.
10 5½J x 15″ Volvo 144 £7.19.6.
11 5½J x 15″ Volvo 122 £7.19.6.
12 5½J x 14″ MGB £4.15.0.
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17 5½J x 13″ BMW £7.19.6.
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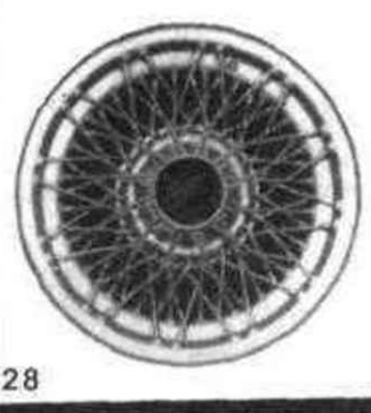

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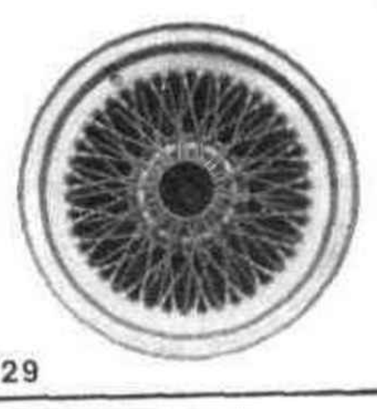

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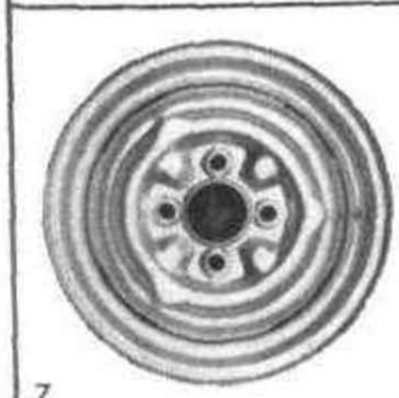

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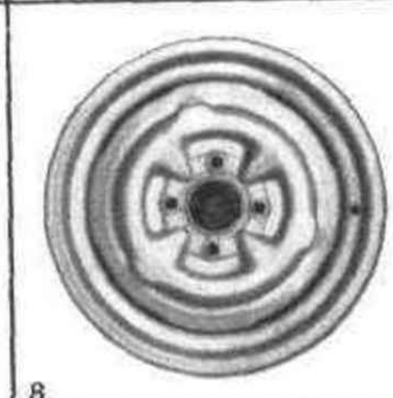

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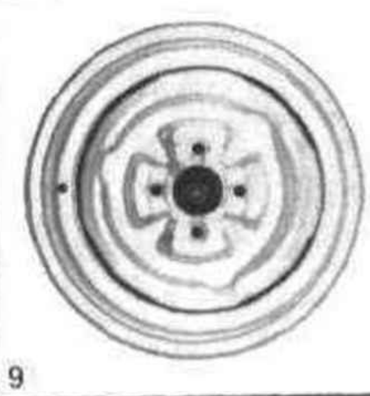

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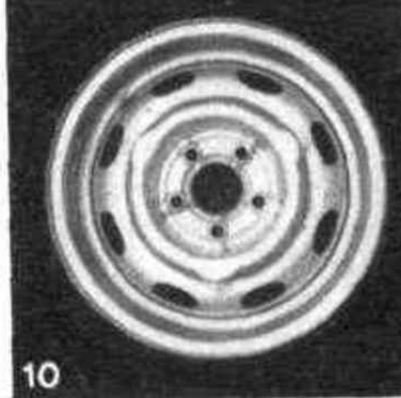

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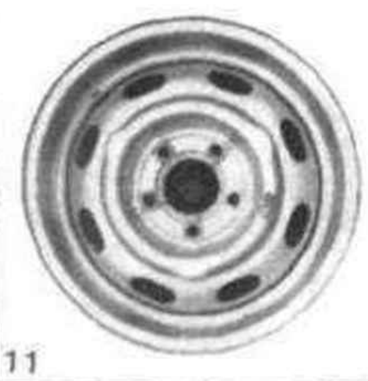

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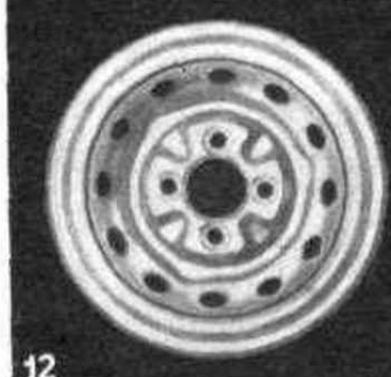

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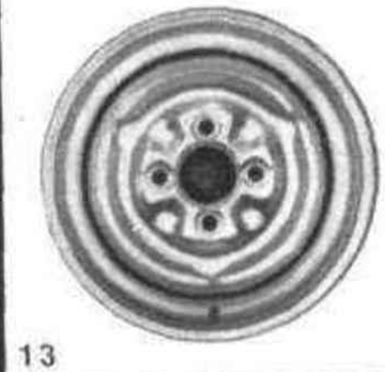
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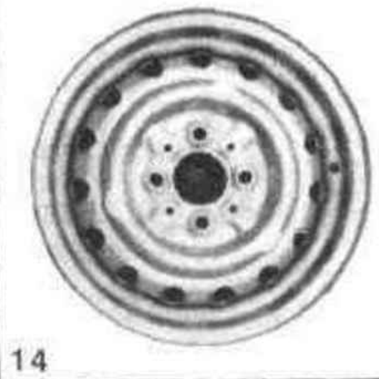
20 4J x 13″ £7.10.0.
21 5½J x 14″ £8.15.0.
22 5J x 15″ £9.10.0.
23 4½J x 14″ £8.10.0
24 5½J x 14″ £8.15.0
25 5K x 15″ Jaguar £9.15.0.
26 5½K x 15″ £9.15.0
27 4½J x 13″ £8.5.0.
28 5½J x 15″ Jaguar competition £9.15.0.
29 6L x 15″ £10.0.0.

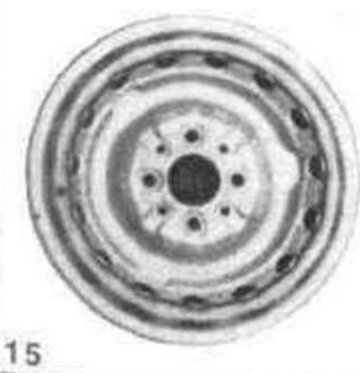
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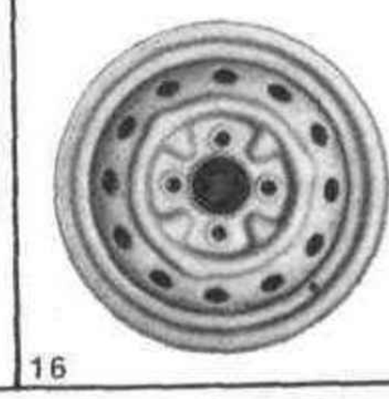

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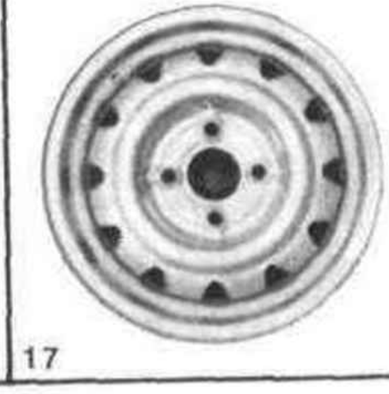

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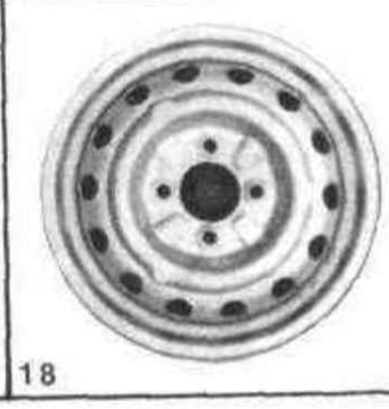

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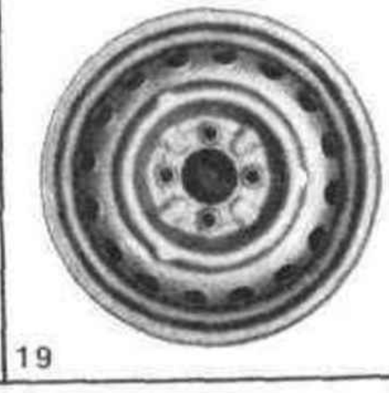

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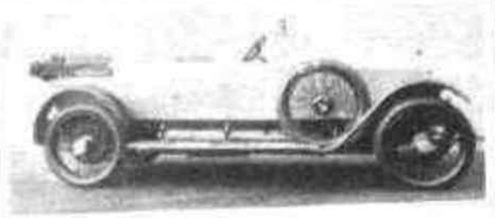
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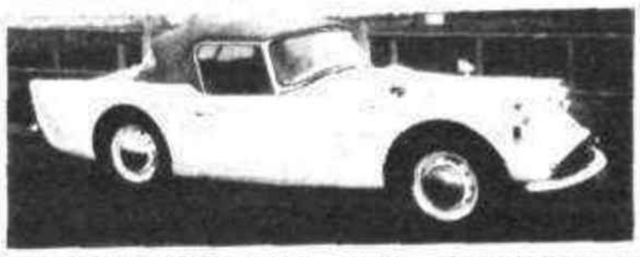
LOTUS Elan 1600, 1963. An absolutely outstanding car in maroon and silver **£695**
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JAGUAR XK150 SE roadster, 1960 (model). O/d. A superb example of this desirable series ... **£545**
JAGUAR XK150 drophead coupé, 1958, 2/4-seater. Another thoroughly outstanding car **£420**
T.V.R. Grantura Mk. IIA, 1962. H.R.G. cross-flow head, magnesium wheels, etc., etc. Superb ... **£485**



M.G.-A roadster Mk. II, 1,622 c.c., 1962. Excellent example of the last and best 'A' series **£395**

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DAIMLER SP250 Dart, 1963. Hard/soft-tops.
ALFA ROMEO 2000 Spyder, 1960, 2/4-seater d.h.c. Beautiful lines and superb **£445**
ALFA ROMEO Giulietta Sprint, 1960/62. Two of these 2/4-str. GT cars with such excellent economy, handling, performance and appearance ... From **£295**
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A.C. Aceca. *Overdrive.* A fine example of this desirable model. Extensively overhauled ... **£435**
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Wheels — cast aluminium, *knock-on*
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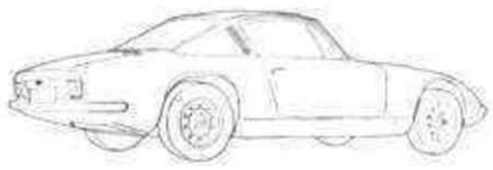
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1968	**'G' LOTUS Elan S4,** d.h.c., Special Equipment, finished in yellow, black trim; 4,000 miles, as new	£1,525
1967	**M.G.-B,** *white, black trim, wire wheels, overdrive; low mileage,* one owner	£825
1966	**TR4A,** blue, wire wheels, overdrive; very low mileage, one owner; specimen	£799
1964	**(Oct.) M.G.-B,** blue, wire wheels, radials, new hood, radio; fine example	£575
1966	**M.G. Midget,** B.R.G., black trim, wire wheels, F100 tyres, radio	£515
1959	**AUSTIN HEALEY Sprite Mk. 1,** frog-eyed, Carmen red, with matching hard-top; example	£265
1965	**AUSTIN HEALEY 3000 Mk. III,** *metallic blue, wire wheels,* radio	£685
1963	**E-Type JAGUAR,** f.h.c., gunmetal silver, red trim, chrome wire wheels, radio; above average condition	£865
1964	**RENAULT Caravelle** sports, f.h.c., ice blue, radio; one owner	£435
1966	**GT CORTINA,** red, very low mileage; wide wheels, radio; immaculate	£595
1965	***AUSTIN HEALEY Sprite Mk. III,*** *red, black hard-top, radials*	£439

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JAGUAR XK140 F.H.C. "C" TYPE. 1955. White/white interior, discs, chrome wire wheels, overdrive, radio, genuine 36,000 miles. Absolutely as new, hence £545. Tel.: 01-399 9565 (evenings). (0713

ASTON MARTIN DB3 VANTAGE CON-vertible, 1960. Maroon/black interior. Complete engine, gearbox, clutch overhaul (bills), mechanically and bodily perfect. £725. Consider exchange. Tel.: 01-399 9565 (evenings). (0713A

SPRITE FROGEYE, 1959, RESPRAYED silver. Mk. II engine and gearbox, Cooper "S" carbs. and manifold, extra instrumentation, new exhaust system and front shocks, good hood and tonneau, SPs but no brakes or M.o.T., hence first £100 cash. Tel.: Molly OZI (Birmingham) 262 4677 (office hours). (0714

ALVIS SILVER EAGLE 1935 CROSS & Ellis drophead. Original and unmodified. In excellent order. New rings and big ends recently fitted, new battery, M.o.T. to Dec. A.O. Club owner, £345. Tel.: Newport (Isle of Wight) 2964, or write Box 1348. (0715

ROLLS-ROYCE 20/25 TOURING LIMOU-sine, 1934. Condition throughout exceptional. Any trial. £550. Tel.: Parkstone 3312. (0716

M.G.-B, 1966. METALLIC BLUE MOTOR wire wheels, anti-roll bar, new Cints. and hood. Immaculate condition. This car is undoubtedly one of the finest examples in the Midlands. £540. Tel.: Roade (Northants) 265. (0717

1968 "F" M.-G.-C. WIRE WHEELS, overdrive, low mileage. £975. Tel.: Roade (Northants) 305. (0718

M.-G.-B, 1966. METALLIC BLUE MOTOR Show model, excellent condition. Extras include overdrive, servo brakes, Kenlowe fan, Microcell seat. Almost new XAS tyres. One careful owner. £790 o.n.o. Tel.: Ottershaw 637 (after 6 p.m.). (0719

MK. VI BENTLEY, SEPT., 1951. FULL-flow. Fine example, easily renovated to Concours standard. Orig. eqpt., 350 miles since service and brake re-line by R.-R. agents, new battery, part exhaust system replaced. £375 or exchange good, smaller car. Tel.: Eastergate (Sussex) 3518. (0720

DAIMLER SP250, 1961 MODEL. HARD-top, hood, tonneau, fog, spot. £425 o.n.o. Tel.: Banbury 3789. (0721

RILEY MONACO, 1937. RUNNING well but narrowly failed M.o.T. test. Original livery now showing signs of age, but eminently restorable. New tyres, etc. Garaged. Seen London. Tel.: 01-699 1048. (0722

MORGAN + 4 4-SEATER, 1959. METAL-lic silver. Good condition, bills available. £300. Tel.: 01-997 5642 (Ealing). (0723

FOR SALE—continued

BENTLEY, 1935 PARK WARD, 3½ EN-gine. Completely overhauled, always garaged. £350. Tel.: 01-997 5642 (Ealing). (0724

1969 RED SAAB V4 DE LUXE. BETTER than new and cheaper! Genuine reason for sale. £875 o.n.o. Tel.: Guildford 2054. (0725

LOTUS CORTINA, 1964 (DEC.). AN immaculate low-mileage example of this much sought-after model in black and white; c/r gearbox, silentravel aeroflow, Cinturatos. £585. John Porter, 9 Turpins Ride, Welwyn, Herts. Tel.: Welwyn 5510. (072o

ALVIS SPEED 20, FOUR-DOOR, 1933 tourer. One owner 8 years, with bills for restoration overhauls to engine, clutch, back axle, radiator totalling £400. Good hood, excellent tonneau, sidescreens, heater, tyres, recently relined brakes. Only 2,000 miles since all work completed. A near 100 m.p.h. car described as the best Alvis built. Superb-looking type SA model in B.R.G. with fold-flat windscreen, all instruments working. £600. Tel.: Withers 628 4134, or North Luffenham 312. (0727

1957 LAGONDA TICKFORD SALOON. Grey, 3-litre, engine recently overhauled, new tyres, M.o.T. £270. Rigg, 7 Ashbourne Rd., Hazel Grove, Cheshire. (0728

1968 SERIES. F REGISTRATION, 1,600 c.c. GT Cortina. Crossflow engine, 14,000 miles. Red with black interior, radio fitted. Immaculate. £775. Tel.: Sheffield 66653. (0729

BENTLEY MK. VI, 1951. R-TYPE EN-gine, recent complete overhaul, respray, rechrome, grey, red upholstery, beautiful car. Owner in U.S.A. Tel.: 01-574 3478 (Southall). (0730

ROLLS-ROYCE P. III, 1939. 44,900 miles. Full history. Finest extant. Modern appearance. £2,750. Box 1349. (0731

MIDGET, 1965. ONE OWNER. SUPER-charged, large valve head, cam, oil cooler, Kenlowe, roll-over bar, good tyres, fully sorted, fast, reliable. Addition to family forces sale. £470 o.n.o. Tel.: Huntingdon 2031. (0732

UNIQUE OPPORTUNITY TO ACQUIRE this rare and beautiful model, 1952 2½ Lea-Francis sports roadster in superb mechanical and bodily condition. Engine completely reconditioned and still to be run-in. New clutch, starter motor, flywheel resurfaced, gearbox overhauled 5,000 miles ago, new hood. This car must be an appreciating asset. £360. View Newbury, Berkshire. Tel.: 01-373 6592 (S.W.7) (weekdays after 6 p.m.), or Hermitage (Berks.) 242 (week-ends). (0733



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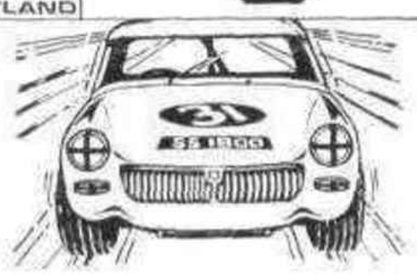
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ELAN + 2, 1968. Royal blue; one owner; twin spots; recorded mileage 10,000 ..... £1,695
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ELAN, 1967 (F), f.h.c. Bahama yellow; k/ons-radio; 1 owner; supplied and serviced by ourselves £1,285
ELAN S2, 1965. A.C. light blue, radio; 1 owner, low mileage £875
ELAN, 1966, f.h.c. White, radio, k/ons, twin spots, new SP tyres; 1 owner £1,045
ELAN, 1967, f.h.c. Metallic silver, k/ons, brake servo, push-button radio £1,175
ELAN, 1967, f.h.c. Red, k/ons, radio £1,175
ELAN, 1967, f.h.c. Specially finished in Rolls-Royce regal red, push-button radio; recorded mileage 11,000 ..... £1,245
ELAN S2, 1966. B.R.G., radio, close-ratio gearbox. Quite outstanding condition £965
MARCOS, 1966 (Dec.). *Red, extras include* wire wheels, Motorola radio £1,275
E-Type JAGUAR, 1965, *convertible. Red, radio,* new gearbox and clutch just fitted £1,265
M.G.-B, 1966. B.R.G., *wire wheels, radio,* leather wheel, new clutch £745
LOTUS Cortina, 1965, *fitted with Borg-Warner* automatic gearbox, leaf springs. Excellent condition £595

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TVR

Sports cars sound in wind and limb; responsive to your slightest whim. I wanted photographer Harold Barker to take a Silverstone shot of the John Britten-Gabriel Konig racing team sailing home majestically in 1-2 formation. I eased off *momentarily to allow Gabriel to take up her position* and zap! she was through on the outside. Maybe we could try again next season, Mr Barker?
New MGs are still in short supply but by dint of alternately bullying and pleasing with Abingdon I have managed to get the following to offer you:
MG-B Mk II, new, Snowberry white, black trim, overdrive, wire wheels.
MG-B Mk II, *new, Snowberry white, black trim,* overdrive, wire wheels, folding hood, tonneau cover, SP68s.
MG-B Mk II, new, *Mineral blue, wire wheels.*
MG-B GT, new, Tartan red, overdrive, wire wheels.
MG-B GT, new, Mineral blue, wire wheels.
MG-B GT, new, pale primrose.
MG Midget, new, Mineral blue, wire wheels.
MG Midget, new, Mineral blue, disc wheels.
MG Midget, new, BRG, wire wheels.
MG 1300 Mk II, new, Faun brown, a ridiculous description as it is actually *a very dark brown.* I'm afraid I occasionally have a little dig at BLMH in this column but it's all right, Lord Stokes I love you *very much really.* We also of course sell the full Austin and Morris saloon range under the BMC Family Planning Scheme. And I can offer you a really efficient *Personal Export* service for MGs. We have all the paperwork absolutely taped, and all you have to do is sign on the dotted line. We can explain all the angles about shipping costs, licensing formalities and resale problems, and can deliver either in *England or direct to* your Oriental destination. TVR Vixens are selling well at the new price of £1,150, but we should have the following available by mid-Feb.
TVR Vixen 1600 S2, Regal red, wire wheels.
TVR Vixen 1600 S2, Regal red, Minilite mag. wheels.
TVR Vixen 1600 S2, Sherwood green, wire wheels.
TVR Vixen 1600 S2, Flame, wire wheels.
TVR Vixen 1600 S2, Burnt Almond, chrome wire wheels.
TVR Vixen 1600 S2, Cirrus white, wire wheels.
TVR Vixen 1600 S2, Sahara yellow, wire wheels.
One thing we really *enjoy* is giving demonstration drives, and you can have a trial in any new MG or TVR, although it is best to ring up first for an appointment.
Austin Healey Sprite Mk I, 1959, regal red, excellent history, pretty good at algebra too, new tyres, £220.
MG-B, 1966, SRG, black leather, 1 Lady Magistrate owner from new. I am too *awestruck to say anything else* but £745.
Reliant Scimitar 3-litre, 1967, one lady owner, radio, overdrive, Silver Streak with black interior, charmingly driven, you can afford it.
Reliant Scimitar GTE, new, Mexican red, black trim, overdrive, radio, now in stock at £1,769 + extras, a really gutsy sports/estate.
One-man Hovercraft, *new, land and sea,* requires no driving licence/masters certificate although I'm sure there are other ways of getting in trouble with the Law in it, £250.
Austin Light 12-6 drophead foursome by Salmon, 1933, what possessed me I can't imagine, your very good offers please.
MG Midget, 1963, 1,098 engine and disc brakes, BRG (*the rather pale kind they did in that year only*), black trim, £350.
Triumph TR4A, 1967F, conifer green, black trim, *overdrive,* wire wheels, radio, G800s, £920.
MG-B, 1966, racing green, wire wheels, Cinturatos, 1 owner, £725.



TVR Vixen 1600, 1968, Sherwood (dark metallic) green, wire wheels, SP41s, radio, leather trim, one owner, £1,020.
Triumph TR4A, 1966, blue, overdrive, wire wheels, Cinturatos, radio, £790.
Only one bargain priced saloon today, 1964 Mini, *the only good thing about it is the year,* £750.
Triumph GT6, 1967, dark blue, black interior, radio, G800s, high ratio final drive, £795.
Austin Healey 3000 Mk III sports convertible, latish 1964, mist blue, overdrive, wire wheels, radio, Michelin Xas, £660.
Triumph Spitfire, 1966, conifer green, radio, hardtop, £535.
Triumph Spitfire, 1963, blue, hardtop, £340.
Honda S800 open 2-seater, 1967, new Cinturatos, £610.

"O.K. for Sports Cars"

TVR Vixen 1600, June 1968, Diamond blue, black interior, stereo tape, radio, knock-on wide *rim* Minilite mag. wheels, £1,130.
Lotus Elan Plus 2, late 1968, French blue, radio, £1,695.
TVR Grantura Mk IIa, 1961, *Sherwood green* with silver flash under doors, MG power unit, disc brakes, black interior, G800s, £410.
Triumph TR3A, 1960, green, £345.
Austin Healey Sprite Mk III, October 1966, Ashley GT hardtop, softop, wire wheels, radio, ludicrous mileage, cannot quote price yet.
MG-B, 1964, white, fitted with the proverbial host of extras *none of which are particularly inspiring,* this car is advertised month after month as it is coming in against a new Morgan and you know *what delivery on those is like,* £540.
Morgan 4/4 Comp. model, you should be able to get one pretty quickly from us as we have had them on order since March 1968, also the **Plus 8.**
Jaguar E-Type fixed head 4.2, 1966, £1,425.
TVR 1800S, 1965, MG-B power unit, overdrive, metallic blue, £795.
MG Midget Mk III 1275, 1967, Riviera blue, wire wheels, F registration if you'll pardon the expression, £645.
MG Midget, 1965, black with red interior, £435.
MG-B, December 1967, BRG, wire wheels, one owner, £855.
Austin Cooper 'S' 1275, 1966, red, rev counter, £525.
Lots more sports cars will be here by Feb. 1st. All but the old one have full pre-sales service and inspection, fresh oil and filter, remove brake drums to inspect proximity of rivets, and many other operations. Parts and labour guarantee. *HP with third party insurance.* **Ford 8,** 1934, as new but rather more expensive. **Interplas** replacement fibreglass panels for sports cars, also 1-piece Mini front ends etc etc, colour catalogue/price list. Racing Spridget bodywork and bonnets by Interplas, ultra-wide flared wheel arches, exactly as exhibited at the Racing Car Show 1969, in stock at Arkley. Sports car servicing, electronic engine tuning. MG, TVR, Reliant and Lotus a speciality. If you have ambitions to be a pecunious pedestrian you have come to the *right place. Open to 7pm, closed Sundays. This* issue of Motor Sport is dedicated to Mr Simon Harvey and Co, our most assiduous fan-letter-writers. We are always so pleased to receive letters, but get so many it's not possible to reply to them all individually.
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FOR SALE—*continued*

BENTLEY MK. VI PARK WARD DROP-head coupé with the large boot and usual extras. £725. Box 1351. (0739
SPRITE MK. I, 1960. NEW CLUTCH, reconditioned gearbox, Xs, tonneau, many extras. M.o.T. till May. £215 o.n.o. Baggott, Hillcroft, Mortimer Hill, Tring, Herts. Tel.: 3308. (0740
KARMANN GHIA 1550S, 1964-1965 series, though often mistaken for new. Will sell, unwillingly, to the right offer. Send for colour photograph and fullest details to: Turner, Woodend, Littledean Hill Rd., Cinderford, Gloucestershire. (0741
H.E. COUPE, 1924 (HERBERT EN-gineering). Reasonable order, very rare car. £500 o.n.o. Box 1352. (0742
RARE VINTAGE HILLMAN 14 H.P., 1929 model. First registered June 3rd, 1930. Superb original condition throughout, even paintwork. One gentleman owner from new. The saloon bodywork is painted in maroon and black with matching leather upholstery, not a rebuild but absolutely original. This magnificent car is truly in the vintage tradition, having 19 in. artillery wheels right-hand gate change, magneto, four-cylinder engine, etc. Many awards in 1968. £495. 23 Hayes Park, Chester. Tel.: 44691. (0743
CAN'T AFFORD AN E-TYPE, THEN why not buy this 1959 hairy Austin Healey 100/6. Recent rebuild (bills). Generally *beautiful nick.* £250 *o.n.o.* S.a.e. to: 3 Knighton Court, Caerleon, Mon. Tel.: Caerleon Park 745. (0744
SPITFIRE, 1966. GREEN. SP3 TYRES, heater, one owner. Excellent condition. £485 o.n.o. Ken Smith, 16 The Green, Orsett, Essex. Tel.: Hunter 1222 (daytime or evenings/weekends). (0745
RILEY, 1951, 2½-LITRE SALOON. ONE owner 11 years. Body needs repair. Staley, Riddings, Whitchurch, Shropshire. Tel.: Whitchurch 2644. (0746
STUDEBAKER COMMANDER 8 OPEN touring car, 1929. Low recorded mileage, near Concours. High offer required. 1922 Triumph Ricardo solo motorcycle, rebuilt *to very high standard. Offers. Unhurried* sale. Box 1353. (0747
1937 RILEY 9 H.P. SS. EXCELLENT condition. £175. Brookfield, 102 Stamford Rd., Birkdale, Southport. Tel.: Southport 66727. (0749
AUSTIN HEALEY 3000 MK. III, OCT., 1965. B.R.G. W/w, o/d, black interior. *Radiomobile, spots, tonneaux.* £725. *Tel.:* Maldon (Essex) 2602. (0750
1955 LAGONDA 3-LITRE TICKFORD saloon. Aluminium body, Aston Martin o.h.c. engine, independent rear suspension, Jackall system, plus many other advanced features. One previous owner. Exceptional original condition. £395. Phillips, 78 North *Promenade,* St. Annes-on-Sea, Lancs. Tel.: St. Annes 27840. (0751
ASTON MARTIN MK. II 1935 1½-LITRE. Engine partially rebuilt after extensive overhaul. Unexpected opportunity abroad necessitates quick sale. Box 1355. (0752
BENTLEY S1, 1956, £825, JAGUAR XK150S, 1959, £200. "Witsend", Fleet Rd., *B 3014, Farnborough, Hants.* (0753
1934 TYPE 10A1 FLOATING POWER Citroën. Seven-seater. Another unknown. One-family ownership. Excellent original condition. Beautiful vehicle, r.h.d., five new Michelins, new exhaust system, brake cables and heavy duty battery. Photograph available. Tel.: 01-397 5527. (0754
ALFA ROMEO GIULIETTA SPRINT, 1963. White, blue interior, Cinturatos, radio, other extras. Good condition. £345. Tel.: 660 1520 (Surrey) (evenings). (0755
M.G.-B, NOV., 1962. WHITE WITH black trim, w/wheels, in above average condition. Extras include spots, heater, tonneau, Pirellis, undersealed. £425. Tel.: *Flitwick 2070 (evenings after 7.30).* (0756
FLAT 4 1.5-LITRE DISCS, Xs, AIR-horns, 100 m.p.h., 30 m.p.g., radio, imported 1965. M.o.T. Lancia Flavia saloon, £325. 9 Canada Crescent, Acton, W.3. (0757
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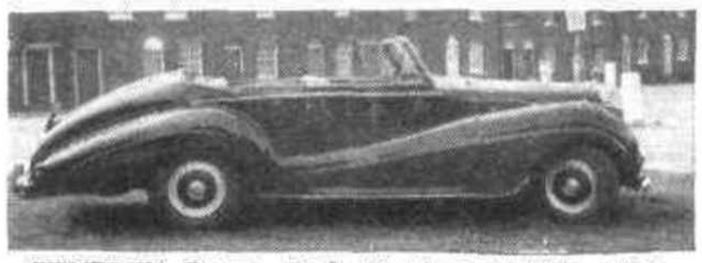
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BENTLEY S.1., 1957, automatic, power-steering, silver grey on black, beige interior; we have overhauled steering, suspension and brakes, renovated paintwork and plating, fitted *new tyres and consider that this car is well above average and represents good* value at **£1,290**

A.C. saloon, Dec. 1953, appears to be very sound mechanically and very presentable coachwork, good tyres, etc. **£125**

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And a 1960 **XK150** roadster **3.8,** overdrive, wire wheels, radio; just fitted new bearings, clutch, exhaust, brake pads etc., also a recent new hood, cream with red leather. **£495**
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CITROEN, 1926, **Cloverleaf,** unrestored, but basically sound and complete.
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M.G.-B., 1966, roadster, smart in red with black, wire wheels, radio, tonneau..... **£799**

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DAIMLER CENTURY PRE-SELECTOR, 1957. Speedo reading 65,000. Maintained regardless of expense by Stratstone last eight years. Daimler replacement engine fitted at 61,000. Undersealed, body sound, radio, new tyres. Quick sale. £235. Smith, 76 West Side, S.W.4. Tel.: 01-674 0117 (office). (0882

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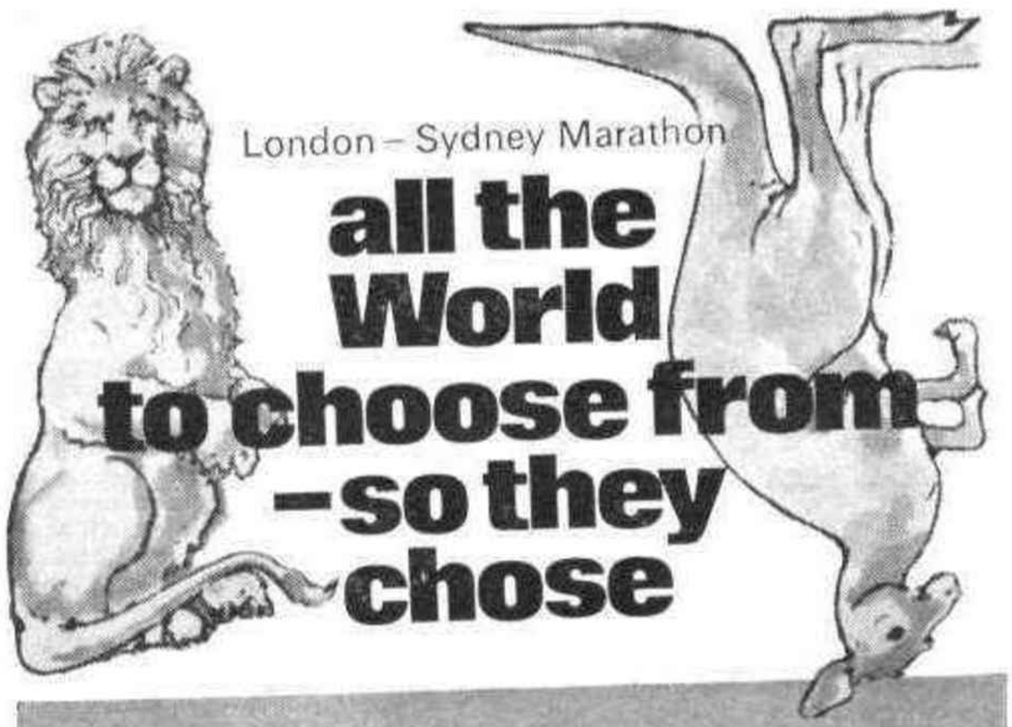
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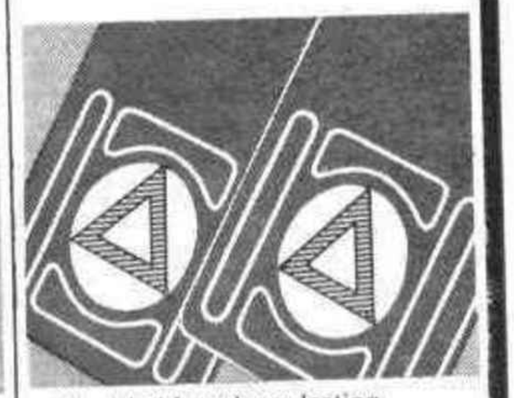
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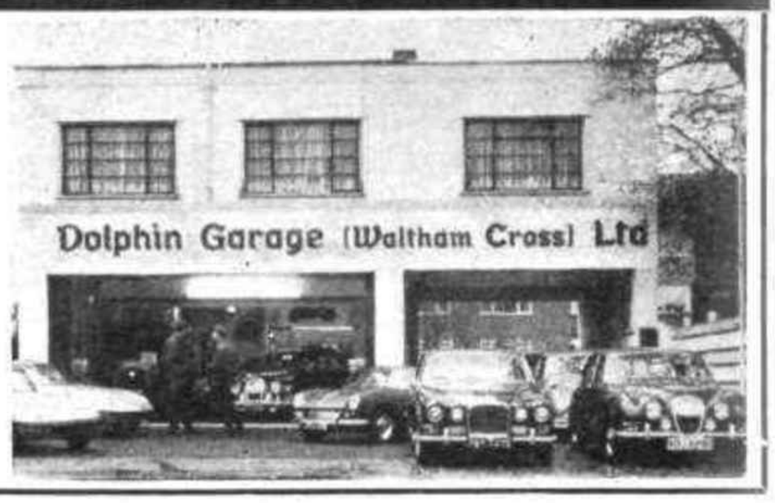
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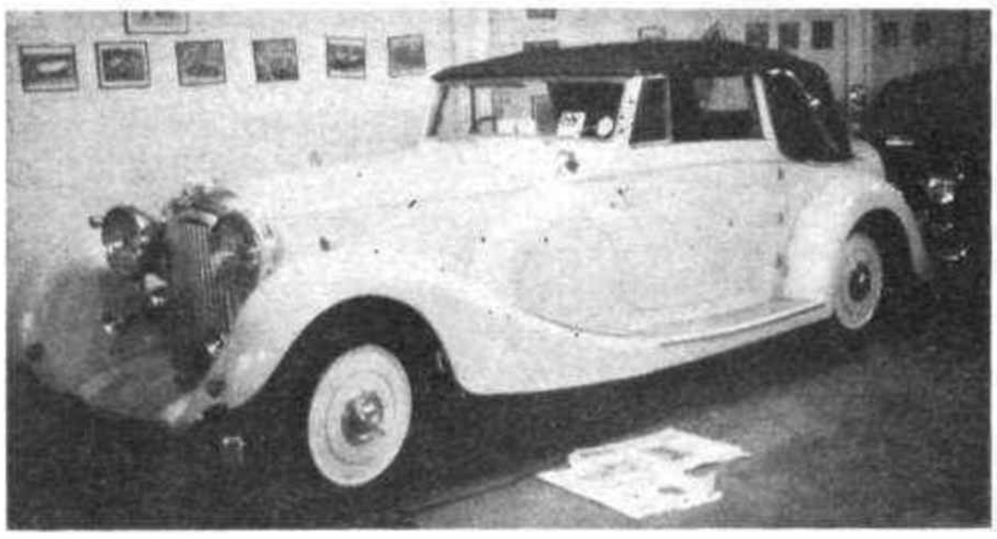
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£685 TRIUMPH Spitfire Mk. III, 'F' reg. Dark blue with black trim, fitted w/w., heater.
£665 M.G.-B roadster, 1965. Black with black trim, one owner from new; extras include overdrive and w/w.
£625 M.G.-B roadster, 1965. B.R.G. with black trim, wire wheels, radio, etc.



£695 ALFA ROMEO 2600 Spyder, 1963. R.H.D. Fitted hard- and soft-tops, recent engine overhaul. White with black interior.

£1,345 LOTUS Elan f.h.c., 'F' reg., S/E, in yellow ochre with black interior, fitted with radio, h.r.w.



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£625 TRIUMPH TR4 roadster, 1964. Flame red with black trim, overdrive, w/w., 'X' tyres, radio, t.c.
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£295 AUSTIN HEALEY Sprite. Red. Well above average.
£285 M.G. Midget Mk. I, 1962. Hard- and soft-tops, Cints. Red with black trim.
£275 TURNER, 1962 series, finished in red with black interior, fitted modified 1,100-c.c. B.M.C. unit, detachable hard-top, etc.
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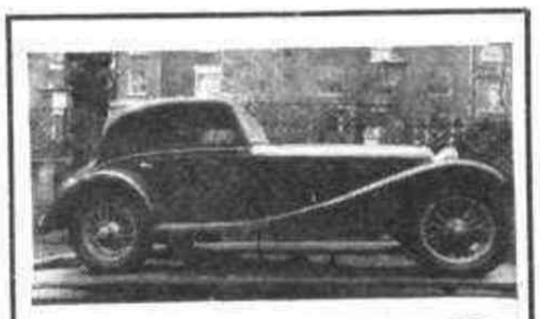
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1934 ALVIS Silver Eagle, 4-seater, 4-door sports, believed Cross & Ellis, just repainted ivory with crimson wheels. Very recent engine and clutch rebuild, bills available. High ratio axle. Full tonneau, hood and sidescreens. Most attractive lines. Bodily and mechanically maintained to a high standard. **£725**

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FOR SALE—continued

1905 CORRE, ALL EXCEPT RADIATOR, ready for restoration, £650. Mk. VI Bentley, rotten body, useful spares/special, £35. Emigrating. Tel.: Marston Ambergate (Derbys) 2762. (0543

MORRIS 10/4, 1936. ONE OWNER. 44,000. Original throughout. M.o.T. Offers. Tel.: 01-500 6208. (0904

THE BEST RILEY ROADSTER IS UP for sale. White with new black hood, spare engine, five good tyres, £40 worth of new chrome, £500 o.n.o. (Photo available.) M. Harris, 48 Langer Lane, Chesterfield. Tel.: 75576. (0905

MARTIN WALTER WINGHAM TWO-door Daimler 15 (1934), M.o.T. Will be auctioned on Feb. 5th at Frimley Bridges, Farnborough, by Southern Counties Car Auctions. (0906

TR3A, 1960. ALLOY HARD-TOP, SOFT-top, tonneau, overdrive 2, 3 and 4, heater, body and mechanics very sound. £295 o.n.o. Tel.: Waltham (Grimsby) 2744. (0957

LOTUS CORTINA, 1965, JUNE, WHITE with green flash. Airflow ventilation. 34,000. £550. Box 1377. (0964



1930 AUSTIN 12/4 tourer ... **£275**
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For Sale : 1933 Le Mans Aston Martin. 1927 3-litre Bentley 2-str. **1927 Bugatti T40 Special. 1938 B.M.W. 326** saloon, **£185. 1931 Riley 9** tourer.
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Collector's Piece. This car, which is for sale on behalf of a client, has been stripped and completely rebuilt from the chassis upwards. The car is perfect in every detail and would be an outstanding addition to any collection. **Price £1,000.**

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66 MERCEDES 200, as new ... **£1,125**
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64 RENAULT Caravelle 1100, specimen **£435**
68 (Aug.) SIMCA 1100 GLS 4-door saloon **£795**
64 ROVER 2000, Zircon blue, radio **£625**
66 DAF de luxe, Auto., 1 owner **£395**

19 VARLEY PARADE, NW9
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FOR SALE—continued

AUSTIN TWENTY GORDON LIMOU-sine, 1937. 49,000 miles, one titled owner. Unusual high body with division and occasional seats. A collector's piece. Reasonable offer entertained. 12 St. Mary's Rd., Wimbledon, S.W.19. Tel.: 01-946 5529. (0958

1929 RILEY BIARRITZ. ENGINE, transmission reconditioned 10,000 miles, body indifferent, M.o.T. Nov. £75. 5 Mount Rd., New Malden, Surrey. Tel.: 01-949 1160. (0959

SUNBEAM TALBOT MK. III, 1956. 53,000 miles. Two owners. Excellent car with all extras, outstanding. No reasonable offer refused. Guy, Government House, Aldershot. Tel.: 24431, extension 3262 (after 6 p.m.). (0960

AUSTIN TEN, 1938. GOOD CONDITION and running order. One ownership since 1945. Resprayed 1959. Taxed/tested to Oct., 1969. Garaged. What offers? Box 1376. (0961

M.G.-B, 1964. 38,000 RECORDED MILE-age. Overdrive, new Pirellis, paintwork as new. £520 o.n.o. Tel.: 01-603 3167 (W.14). (0962

SPITFIRE, 1964. H/TOP, S/TOP, o/drive, u/sealed, Cinturatos, s/belts, blue. £450. Bartlett, 65 Madginford Rd., Bearsted, Maidstone. Tel.: Medway 41302 (day). (0963

SUNBEAM ALPINE MK. IV. JUNE, 1964. Overdrive, radio, seat belt, soft- and hard-tops. £450. Tel.: Derby 44193 (daytime) or 53184 (evenings). (0965

CONCOURS AUSTIN TEN, 1934. ONE owner since 1939. £185. Tel.: 01-254 2552 (evenings). (0966

1930 FORD A COUPE. £500. TEL.: 01-254 2552 (evenings). (0967

CITROEN LIGHT 15, 1949. TWIN S.U.s, taxed, M.o.T., new tyres, spare engine, body needs attention. £55. Tel.: Clevedon 2689. (0968

ALFA SPIDER 1600, 1964. G REGISTRA-tion. Two owners. As new. £350 just spent on engine, respray B.R.G., hood, brakes, battery, etc. Posted abroad. £550. Tel.: Redhill 63779. (0969

EXCEPTIONAL HEALEY 100/6. SILVER blue 2+2. Overdrive, hard/soft-top, tonneau, l/rack, radio, w/wheels, four new Cinturatos. Excellent condition throughout. £265 o.n.o. Tel.: 01-794 6247. (0970

ALFA ROMEO, 1967, GIULIA SPRINT SS 1600 c.c. Certified mileage 16,000. Special streamlined alloy GT body in Alfa red with black trim. Most attractive car in as new condition. £1,600. Entwistle. Tel.: Hoylake 5323. (0971

BENTLEY MULLINER FASTBACK CON-tinental. Automatic. R-type chassis no. BC7E. Immaculate example of this much-sought-after model. Midnight blue over quartz blue. Probably the best example in existence. £2,600. Entwistle. Tel.: Hoylake 5323. (0972

M.G.-A 1600, 1961. NAVY BLUE. RUST-free, body and engine rebuild last 5,000 miles, retrimmed, every extra from w.w. to oil cooler and manuals, new hood, any trial. First to see will buy. P.x. cons. £395 o.n.o. Tel.: Eccles 061-789 5791. (0973

ELITE SERIES II. IMMACULATE. White. 1500 M.G.-A unit, Weber, heater, racing wheels, etc., some glass-fibre attention to front suspension, hence £360. Snip. Tel.: 01-546 1050, extension 544 (Kingston). (0974

MORGAN, 1962, 4/4, NEW 120E, WEBER, overhauled suspension and brakes, hard-top, soft-top, tonneau. Tel.: 01-226 7565. (0975

M.G. TA. BEAUTIFUL CONDITION. £100 o.n.o. Also 1938 Standard 12 coupé. £50 o.n.o. Tel.: 051-733 7377. (0976

RILEY 1½-LITRE FALCON, 1936. COM-plete but needs some work, laid-up for 18 months, hence no test. £30 o.n.o. Tel.: Crawley 28312. (0977

SINGER LE MANS, 1936. REBUILT EN-gine, respray, etc. M.o.T. Please telephone Southampton 48563. (0978

1936 ARMSTRONG SIDDELEY 12+. ONE owner 32 years. Body and interior v.g.c., engine overhauled last year, but still needing attention. £175 o.n.o. 4 Clougha Ave., Halton, Lancaster. (0979

BARGAIN DUE TO WEDDING. 1964 TR4 roadster. White with black hard-top, wires, overdrive, tonneau. Contribution to viewing expenses. £535. Part exchange considered, plus £250-300 cash. Tel.: Mexborough 3339 (Yorkshire). (0980

TIME YOU STARTED RACING? AFTER an enjoyable season with my Elva, I must reluctantly sell before emigrating. Genuine Formula Junior single-seater. Similar appearance to the immortal front-engined Grands Prix Vanwall. Impressive body in red fibre-glass. Ideal for starting racing. Easy to drive, safe and economical, most parts being B.M.C. "Rytune" Sprite engine recently overhauled. Independently suspended chassis. Excellent. As regularly raced and scrutineered. Well known in monoposto racing. Silverstone 1 min. 13.8 sec., with trailer, £275. I don't think that's unreasonable, do you? Dr. Brown. Tel.: 01-769 3917. (0981

ABARTH RECORD MONZA 750 C.C. twin-cam. Zagato aluminium bodywork in immaculate condition. Recent comprehensive and expensive overhaul. This beautiful and distinctive car is regretfully offered for sale at £550 o.n.o. Tel.: 01-373 4136 (Kensington). (0982

I AM EXPECTING IN FEB. DELIVERY of a new Moggie, so my 1966 Morgan 4/4 competition must be sold. She is finished in Westminster green with black upholstery, heater, sliding sidescreens and Pirelli shod. £675. Binder, Stud Farm, Mundon, Maldon, Essex. Tel.: Maldon 3417. (0988

FOR SALE—continued

LOTUS CORTINA, 1966. 39,000 MILES. radio, radials, never raced/rallied. Excellent throughout. Going abroad, must sell quickly. Offers. £600-£700. Captain Tuck, 2 Sandford Rd., Plymstock, Plymouth. Tel.: Plymouth 44171. (0983

JAGUAR XK150S F.H.C. ONLY 3,500 miles since complete renovation. The last word on this marque. Over £1,200 spent. Serious enquiries only. Box 1378. (0984

LOTUS ELITE S/E, 1963 BODY. IN yellow. ZF box, servo, outstanding, new clutch, shells, starter, lights, fan, exhaust last six months, 121b c.c. Stage II. £650 o.n.o. A. T. Carter. Tel.: East Bridgford 291, extension 246 or 267. (0985

ASTON MARTIN DB2/4 MK. II. IN-complete car and professionally reconditioned block and crankshaft assembly, never run. Best over £250, or might separate. Tim Ely, 37 Oatlands Chase, Weybridge. Tel.: Walton-on-Thames 20942. (0986

M.G. TD, 1952. BLACK. REBUILT EN-gine, gearbox and bodywork, fitted Cinturatos. Excellent condition. £365. Donnelly, "Cumbrae", 29 Muchall Rd., Penn, Wolverhampton. Tel.: Wolverhampton 36895 (evenings), or 021-554 6421 (9.30 a.m.-5.30 p.m. Monday-Friday). (0989

RILEY ADELPHI, 1937. GOOD CONDI-tion. Good tyres, M.o.T., preselector, aluminium body. Interesting car. £55 o.n.o. Tel.: 01-804 8543. (0990

M.G. MIDGET, 1966. EXCELLENT CON-dition, 23,000 miles, Cinturatos, anti-roll bar, new battery. £570 o.n.o. 77 Thornfield Rd., Linthorpe, Middlesbrough, Teesside. (0991

M.G. Y, 1948. TAXED TO DEC. M.o.T. to Nov. Two owners. £120. Box 1379. (0992

3½-LITRE JAGUAR DROPHEAD SAL-oon, 1951. Body rough. Will consider breaking for parts. Offers. 70 Bradford Rd., Guiseley, Leeds. Tel.: Guiseley 4350. (0993

JAGUAR XK140 F.H.C., 1956. WIRE wheels, brakes and suspension overhauled, new exhaust and radiator, sound body. £225. Tel.: Crowborough 3837 (Sussex). (0994

M.G. MIDGET, 1962. RECONDITIONED engine, gearbox and king pins 3,000 miles ago, tonneau, spots, good condition. £305. 32 Kearsney Ave., Dover. (0995

1952 RILEY 2½-LITRE. MECHANICALLY perfect, body good but needs new roof fabric. Taxed and M.o.T. Realistic offers please. Also 1958 Ford Zephyr. Sound, reliable, good hack. Mills, Watcombe Farm, Godmanston, Dorchester. Tel.: Dorchester 989. (0996

SUNBEAM TALBOT MK. III, NOV. 1956. Excellent bodywork, good tyres, new battery, reconditioned engine, many extras, sunshine roof, taxed. £130 o.n.o. Tel.: Potters Bar 54665. (0997

LANCIA FLAMINIA FARINA COUPE 1961, r.h.d., excellent condition, 6-carb conversion, recently fully tuned and running perfectly. Motorola p.b. radio, new battery, brakes fully overhauled. £540. Tel.: 01-FLA 5540. (0998

RILEY ENTHUSIASTS. 1952 R.M.E. 1½ in superb condition. This car has not been "bodged" up or "ham" restored. No rust, dents. Beautiful chrome and perfect base for restoration to Concours standards, with negligible work and cost. M.o.T. Investment at £150 o.n.o. Exchange good Rover 90/100/5 considered. Weir, 3 High St., Hadleigh, Suffolk. Tel.: 3144. (0999

MK. II (F) MORRIS COOPER, 998 C.C. White, black top, unmarked. £540. H.P. Lawrence, 12 Edinburgh Square, Waddington, Lincoln. (1000

BEAUTIFUL GOLD MARCOS 1500, 1967. Sunshine roof, wires, Cinturatos, fogs, reversing lamps, alarm, etc. £1,285. Offers. Part exchange? Tel.: 01-622 7766 (evenings). (1001

ALFA GT SPRINT, 1966. COBALT BLUE. In excellent order throughout. 22,000 miles, Webasto roof, extras. £1,035. Tel.: West Malling 2345 (day), Borough Green 3741. (1002

1966 GT CORTINA. WHITE/BLACK roof, over £100 worth of extras. Absolutely mint condition throughout. Only £525 for immediate sale. H.P. possible. Tel.: 061-GLS 4095 (Glossop). (1003

AUSTIN BIG SEVEN 4-DOOR SALOON 1938. Sun roof. Believed 40,000 miles. Genuine beautiful condition. M.o.T. £85. Tel.: New Milton 848. (1004

AUSTIN 10 CABRIOLET, 1936. VER fair condition. Interesting car at low cost. £90 o.n.o. Somerset. Box 1380. (1005

1961 DAIMLER SP250. WHITE. DETACH-able hard-top, with grey interior. Excellent condition. £425. Tel.: Birkenhead 051-652 2902. (1006

JENSEN 541R, 1959. RADIO, TAXED excellent mechanics. £395. Tel.: Brookwood (Surrey) 4700. (1007

E-TYPE, 1963 SERIES, F.H.C. CARMEL red. New SPs, nominal mileage, immaculate. £700. Tel.: Wickford (Essex) 3107. (1008

LOTUS ELITE, SERIES II, 1960. FIRST registered 1967. M.G. gearbox, otherwise SE. Every possible extra, oil radiator, magneto ignition, etc. In everyday use as road car. £525. Tel.: Fleet (Hants.) 5023 (evenings). (1009

M.G. TF 1500. GREEN. FAWN TRIM. Outstanding condition. £385. Nicholls, 1 Wordsworth Ave., Penarth, Glam. (1010

M.G.-B, 1965. ONE OWNER. WHITE. Overdrive, wire wheels, heater, radio, undersealed, 36,000 miles. £625. Tel.: 0446 0753. (1011

SP250, SEPT., 1961. MAINTAINED Regardless of cost. Black. £400. Tel.: 01-445 5820 (North London) (evenings). (1012

FOR SALE—continued

1964 (AUG.) JAGUAR 3.4 AUTOMATIC. Silver blue. New transmission and silencing system. Under 35,000 (recorded) miles. All the usual Jaguar features. Offers around £600 to Box 1375. (0956

CROSSLEY (1913-1914) TOURER. REstoration almost complete. Very original. L. de Jounge, Rosenstr. 9, 4151 Strumg, West Germany. Tel.: 02159 3047. (0822

SUPERB AUSTIN HEALEY 3000 MK. II. Overdrive, 2/4-seater, recent new engine. Immaculate bodywork, tyres excellent. 25+ m.p.g. Demonstrated anywhere. £380. Flat 9, Stephen's Court, Abbey Lane, Beckenham. Tel.: 01-930 4366, extension 26 (daytime). (1012

MARCOS 1800, 1965, WHITE WITH RED trim, extras include overdrive, magnesium wheels, Motorola radio and Cinturato tyres, taxed to June. Immaculate condition, low mileage. H.P. possible or interesting exchange considered. £1,095. Tel.: Uxbridge 32629. (1013

DAIMLER 104 AUTOMATIC. H.M.V. push-button radio, picnic tables, etc., 110+ m.p.h., 20 m.p.g., bodily and mechanically perfect. £185 o.n.o. Tel.: Cardiff 41361 (evenings). (1014

BRISTOL 401. GOOD EXAMPLE. TWO owners since new. £225 or consider deal against smaller car. Perriton. Tel.: Maidenhead 24045. (1015

1938 DAIMLER LIMOUSINE. EXCELlent Charlesworth body, 50,000. £100. Platt, A2 Monument Mansions, Wigan Lane, Wigan. (1016

1966 M.G.-B. OVERDRIVE, WIRES, REclining seats, alarm, fitted instrument console. One owner. Genuine car. All systems go. £690. Tel.: Sale 1327. (1018

SAVE £600. BUY MY B.M.W. 1800. LIKE new. Twin 40 DCOEs. 1966. Holloway. Tel.: Medway 44555, extension 339. (1019

FOR SALE: JENSEN 541 S. BLUE, 1961. Radio, spot, fog, etc. Good condition, M.o.T. £440 o.n.o. Tel.: 01-584 8001. (1020

MORGAN, 1966, 4/4 COMPETITION 1,500 c.c. engine. Black with black upholstery. First-class condition throughout. £750 o.n.o. Tel.: 01-373 1921 (after 7 p.m.). (1021

VOLVO 123 GT. ONLY 7,000 MILES. First registered Oct., 1968. Extras include radio, twin fogs, glove baskets, etc. Never bumped or used for competition. Reason for sale—given too much Lsd to Harold's charity. Must sell quickly. Only £1,280. Only genuine enquiries please. Roger Watson-Smyth, The Cottage, Welshpool. (1022

APRIL, 1968, AUSTIN COOPER S, 1,275 c.c. A carefully used example of this model, with all the S-type refinements. In addition, an electric rear window demister, Lucas quartz Halogen fog and driving lights, a wood-rimmed steering wheel, as well as special bucket reclining seats, are fitted. The car is well shod, has a low mileage, being used as a second car, and is finished in green with a white top. All genuine inquiries answered promptly. £750, including ten months' tax. Box 1381. (1023

1934 M.G. PA, EXTENSIVELY REBUILT. New cam, diff., s/box, engine, 14,000. Car on Teesside. Send for details and photos. Only £150. 23 Bradshaw St., Lancaster. (1024

VINTAGE ALVIS SILVER EAGLE OPEN two-seater. Very good condition. £300. 47 St. Osmunds Rd., Dorset. Tel.: Parkstone 864. (1025

RILEY ADELPHI SALOON, 1937. ORIginal condition. Exceptional. £160. Tel.: Westbourne 63344 (business), Parkstone 864 (evenings). (1025A

1966 FIAT ABARTH 850 OT SALOON. £450. David Francis. Tel.: SHE 8000, extension 2315 (office) or 01-340 9522. (1026

JAGUAR E D.H.C. 1968 BODY AND furnishings, but 1964 rolling gear. Hardtop, radio, tow bar. £1,200 o.n.o. Reg. EXS 999. Nigel Scott. Tel.: Adwick-le-street 2539. (1027

1927 AUSTIN 7 TOURER. RECENTLY restored, in near Concours condition. Offers. Tel.: 01-202 9016 (evenings). (1029

JAGUAR XK150 D.H.C. 2,500 MILES since new engine, gearbox, discs, fully-lined hood, etc. Addition to family forces sale of overhauled car. Offers over £550 for quick sale. Tel.: Bath 3876 (day). (1030

FORD CORTINA GT, 1968, WHITE with black interior. Unmarked and in A1 mechanical condition. Unused since Oct. £790. Tel.: 0533 832438. (1031

1960 FORD FALCON CARIBBEAN. RED. Xs, independent front suspension. Offers. 136 Middlewich Rd., Winsford, Cheshire. (1032

E-TYPE ROADSTER, 1962. DARK BLUE. Superb condition throughout, 100 per cent. mechanically, radio, Cints., etc. £695 o.n.o. Tel.: Southampton 48834, or 57761. (1033

SAAB, 1964. £260. VERY CLEAN, SMART condition. Never rallied. Tel.: Bradford 677844. (1079

JAGUAR XK140 ROADSTER. THIS EXtremely rare Jaguar has had much time and money spent, including new petrol tank, new rear springs, new front shockers, new ball-joints front upper. Finished in Carmen red, red leather, o/drive, Motorola, wheel discs, full weather equipment, Michelin X, no rust on rear wings or wheels arches. Beautiful condition throughout. £425. Tel.: 959 3792 (London). (1080

M.G. MAGNETTE ZB, 1958. AN OUTstanding example of this classic sports saloon. Original birch grey paintwork with red trim, excellent body and mechanics. £30 push button radio. Registration 123 EPJ, seat belts, M.o.T. £165 o.n.o. Tel.: 01-866 5077 (Pinner). (1081

DAIMLER MAJESTIC MAJOR SALOON, 1962. Low mileage. Offers. Tel.: 01-953 3205 (Elstree, Herts.). (1082

FOR SALE—continued

RELUCTANT ENTHUSIAST PARTING with Borgward 1960 Isabella coupé. Excellent condition. Two owners. Blue, red upholstery, radials, Motorola, Reclbelts, M.o.T. Many extras. £385. Available with car, Bildenstein engine, transmission, suspensions, electrics, radiator, wheels, chains, brakes. Tel.: 01-398 5475 (Kingston) (evenings). (1083

MORGAN 4/4, 1966, COMPETITION. Dark blue. Wire wheels, only 17,000 miles from new. Many extras, heater, washers, etc. £700. Harris. Tel.: Ashington (Sussex) 343. (1084

1958 M.G. ZB. DARK BLUE. GOLD SEAL engine, gearbox, 11,000 miles. Bills available. G800s, radio, excellent throughout. £185 o.n.o. Tel.: Lockerley 228 (Wilts.) (1085

1071 COOPER S, 1964. EXCELLENT condition. One of three cars, genuine 22,000 miles. Bills for £55 recently spent on mechanics. Five brand-new SP68s, oil pressure always 70 p.s.i., bucket seats. £355 o.n.o. Tel.: 01-589 0983 (week), Abinger 396 (weekends). (1086

ALFA ROMEO 2600 SPRINT, 1963. White body by Bertone, grey leather interior, electric windows, l.h.d. This luxury GT car has every feature the discerning motorist could wish for. Light alloy twin o.h.c. engine, triple twin-choke carbs., five-speed gearbox, 12 in. disc/drum brakes, Cinturatos, £700. Stork forces sale. Consider part exchange for 1½/2-litre. Tel.: Tutbury (Staffs.) 2503. (1087

FROG-EYED SPRITE, 1959. ABOVE average. Gold Seal engine, gearbox, heater, tonneau, taxed, M.o.T. £200. 44A West St., Oundle, Northants. Tel.: Oundle 3383. (1088

1956 DAIMLER 2½, 100 B.H.P. CENtury engine, gearbox, propshaft, axle unit, all accessories, 37,000 genuine miles. £28. Delivery arranged. 1952-1956 MK. IV S. Snipe head, carb., dynamo, pumps, workshop manual. £6. Tel.: Langley Mill 5679 (evenings). (1089

TRIUMPH TR4/4A. WIRE WHEELS, new Cinturatos, TR4A engine. Bills for £140. Superb order throughout. £465. Clive Bradshaw, 128 The Knares, Basildon, Essex. (1090

JAGUAR 1½-LITRE, 1948. EXCELLENT condition. M.o.T. and taxed. £175 o.n.o. Tel.: Winscombe (Somerset) 2283. (1091

LAGONDA LG45 FOR SALE. D.H.C. 18 ft. 6 in. overall Salmons cabriolet body, 90,000 miles. One owner. Huge and magnificent classic car as new. Offers around £1,250 required. Tel.: Tewin (Herts.) 542. (1092

MIDGET, 1966. B.R.G. BELTS, MOTOrola, heater, anti-roll bar, Cinturatos, taxed, M.o.T., recently overhauled. Excellent condition. £535. Tel.: Halifax 65542 (after 6 p.m.), 52454 (work). (1094

1958 ASTON MARTIN (DB2/4 MK. II) GT saloon. New Cinturatos, radio, 25 m.p.g., new exhaust, good chrome, pretty car. £535 o.n.o. Bush House, Selborne, Hants. Tel.: 339. (1095

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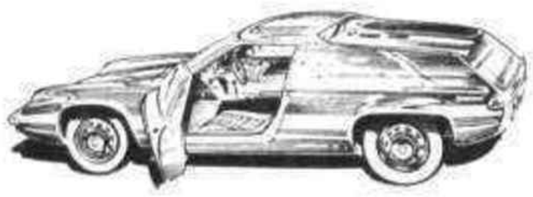
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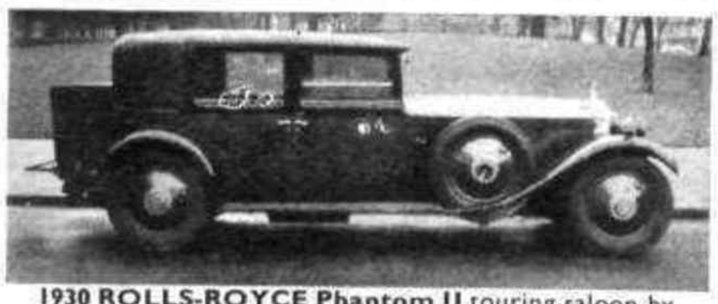
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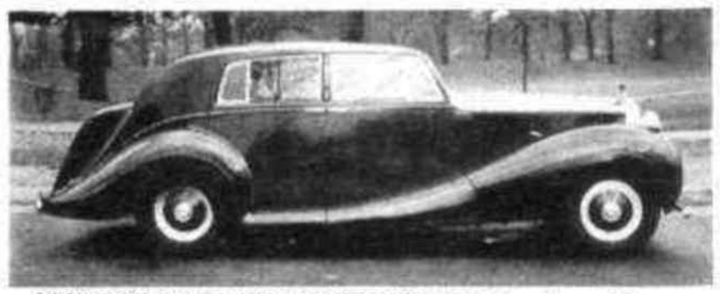
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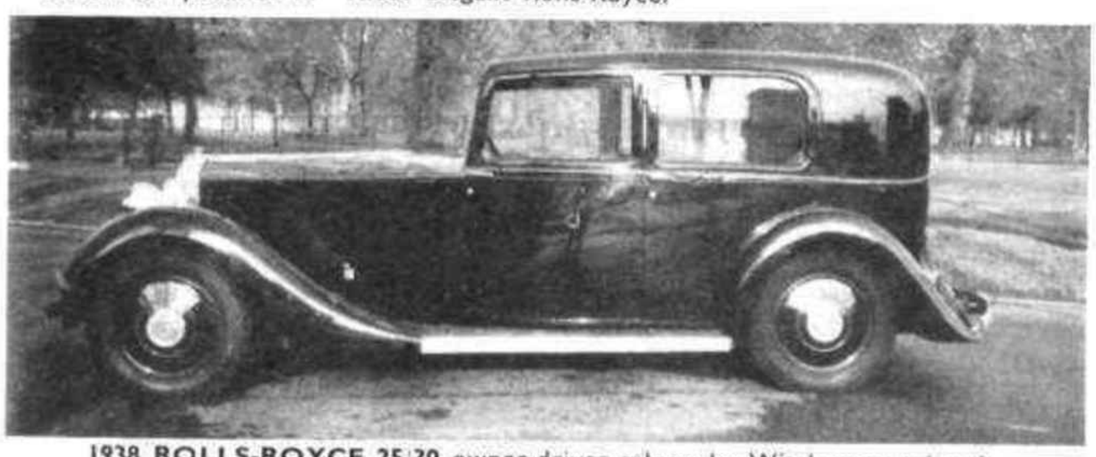
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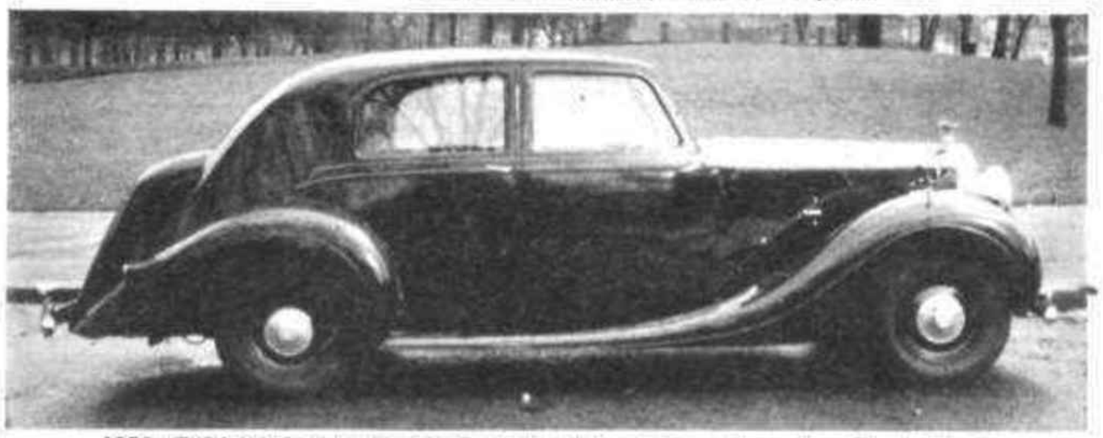
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MISCELLANEOUS

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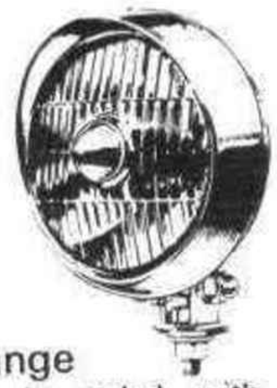


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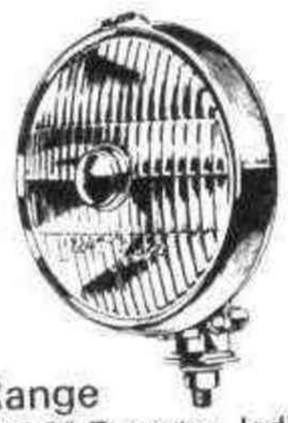
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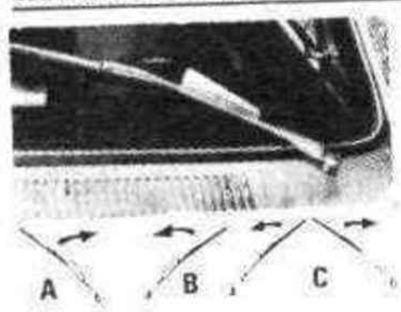
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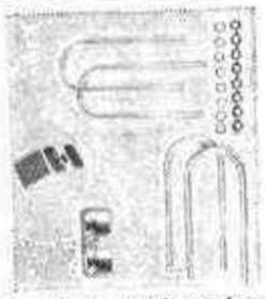


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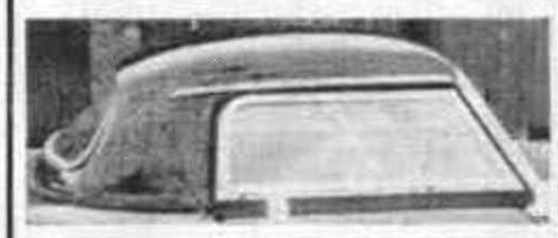
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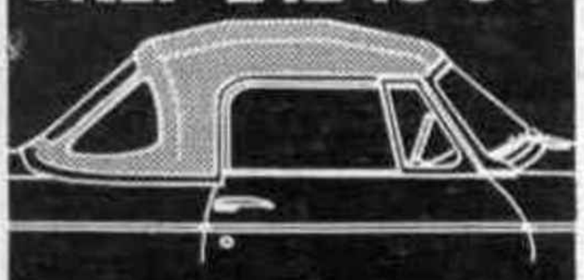
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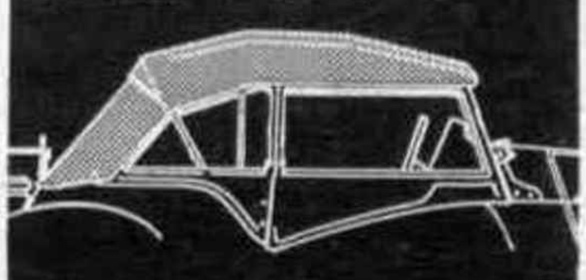


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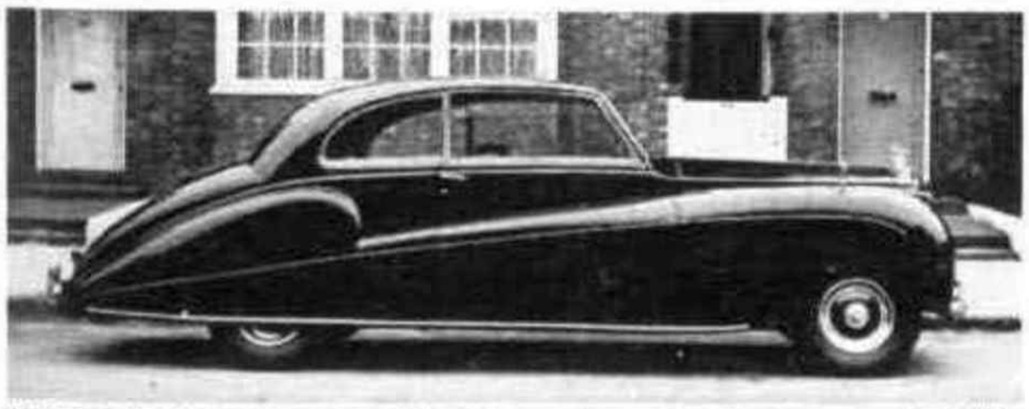
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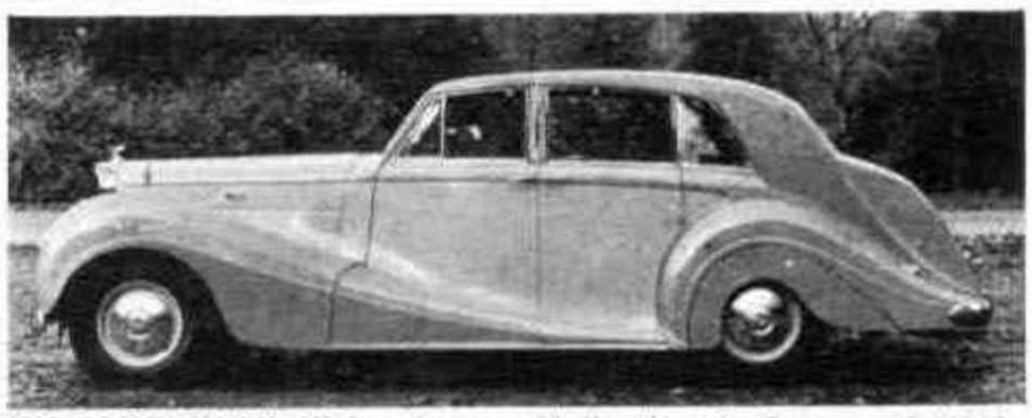
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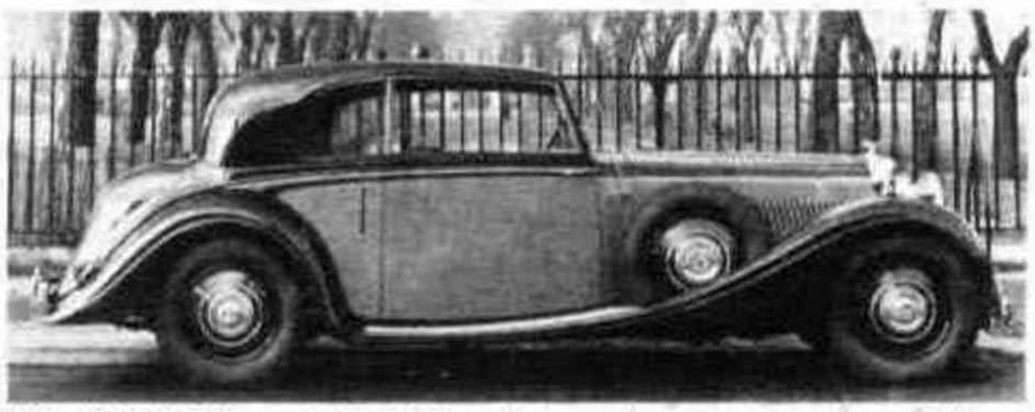


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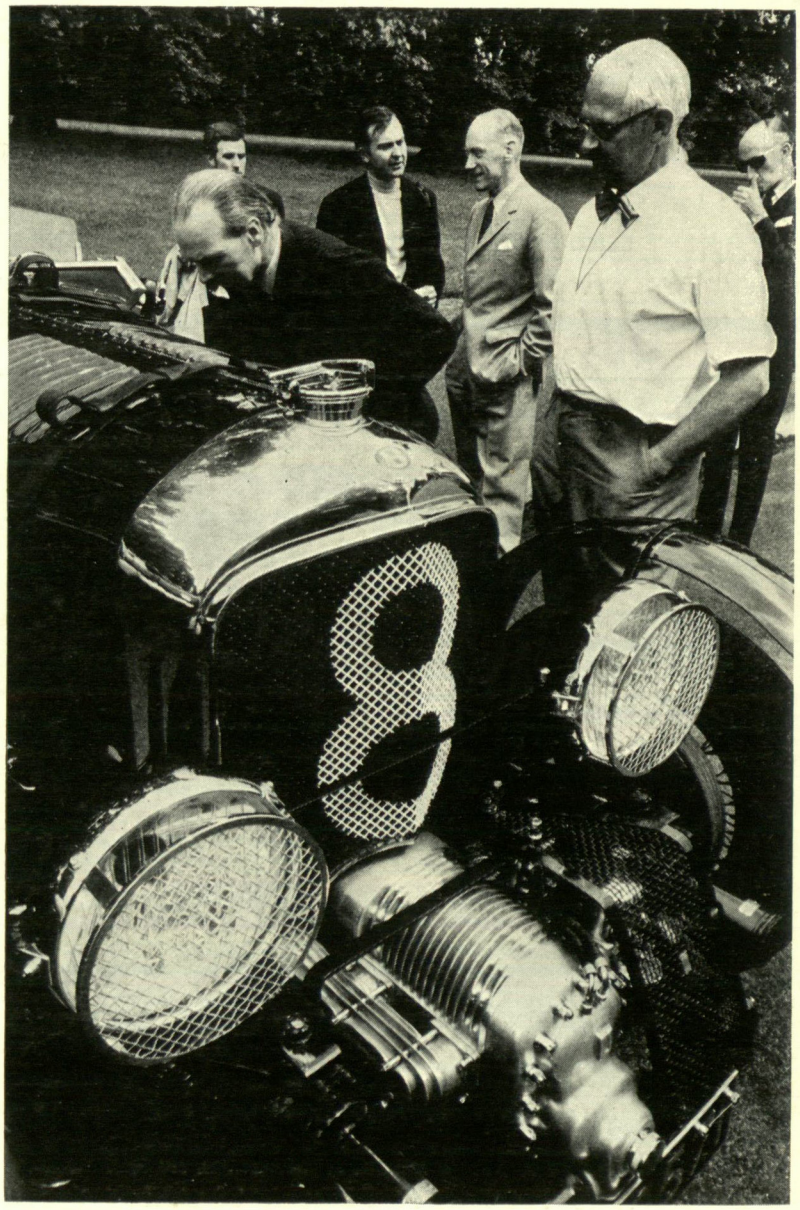
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