

MOTOR SPORT

Founded in the year nineteen twenty-four



MOTOR SPORT

Founded in the year nineteen twenty-four



The tyre for the broad-minded.

In tyre design, racing has taught us a lot. Roadholding has been increased by making tyres greater in width than in height.

That's why we developed a rather advanced Radial tyre—the **Conti TP**.

Its special low profile construction means that in cross-section it is wider than it is high, putting down a lot more tread onto the road from a standard size rim.

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

By fitting a set of **Conti TP** tyres you'll be onto a pretty good thing.

And you won't have to be broad-minded about the price.

Continental TYRES
A change for the better.



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

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

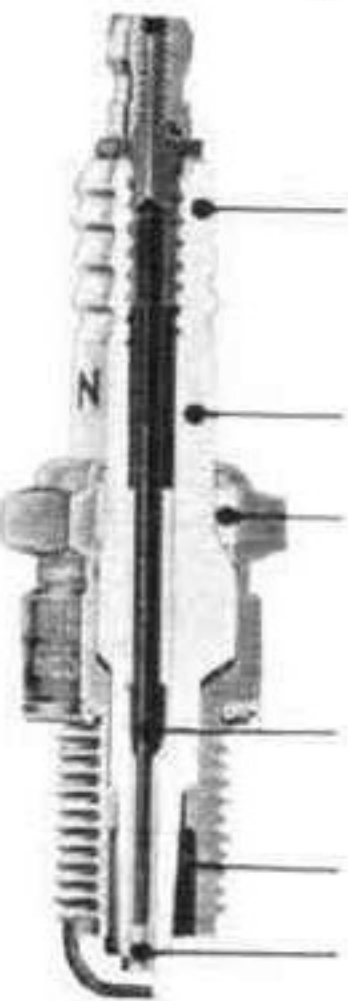
CROYDON
34 Pitlake, Croydon,
Surrey CRO 3RA
Telephone: 01-688 1182/3/4

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

NGK

SPARK PLUGS

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



Ribs
eliminate flash over

High Alumina Ceramic
gives better heat dissipation and
Electrical insulation

More Gaskets
insure a better seal

Longer Copper Core
gives wider heat range

More Space
prevents fouling and misfiring

Special Nickel Alloy Tip
gives longer life

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

NGK SPARK PLUG CO., LTD.

No.17, 1-chome, Horita-dori, Mizuho-ku, Nagoya, Japan.

Distributor:

NGK Spark Plugs (G.B.), 61, Greenwood Road, London, E.13, Great Britain.

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

Breitling specialise in making chronographs for specialists.

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

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

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

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



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

BREITLING

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

Only Miller gives you such a brilliant choice

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

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

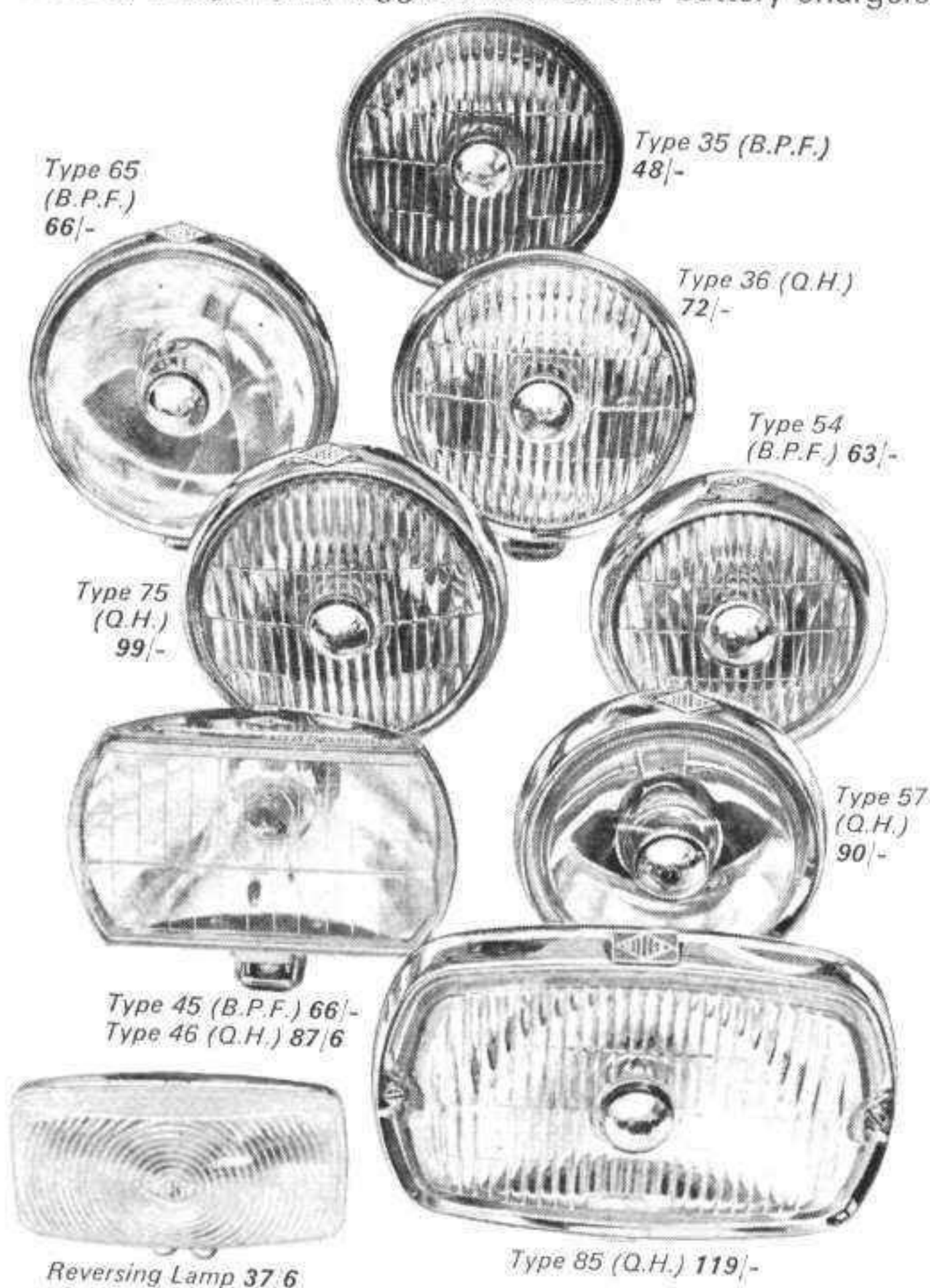
CHOICE OF BEAM Wide-angle, flat-topped foglamp or long-range, narrow-angle spotlamp.

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

CHOICE OF POWER Inexpensive B.P.F. or brilliant white quartz-halogen.

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

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



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

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

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

Breitling specialise in making chronographs for specialists.

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

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

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

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

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

BREITLING



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

Only Miller gives you such a brilliant choice

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

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

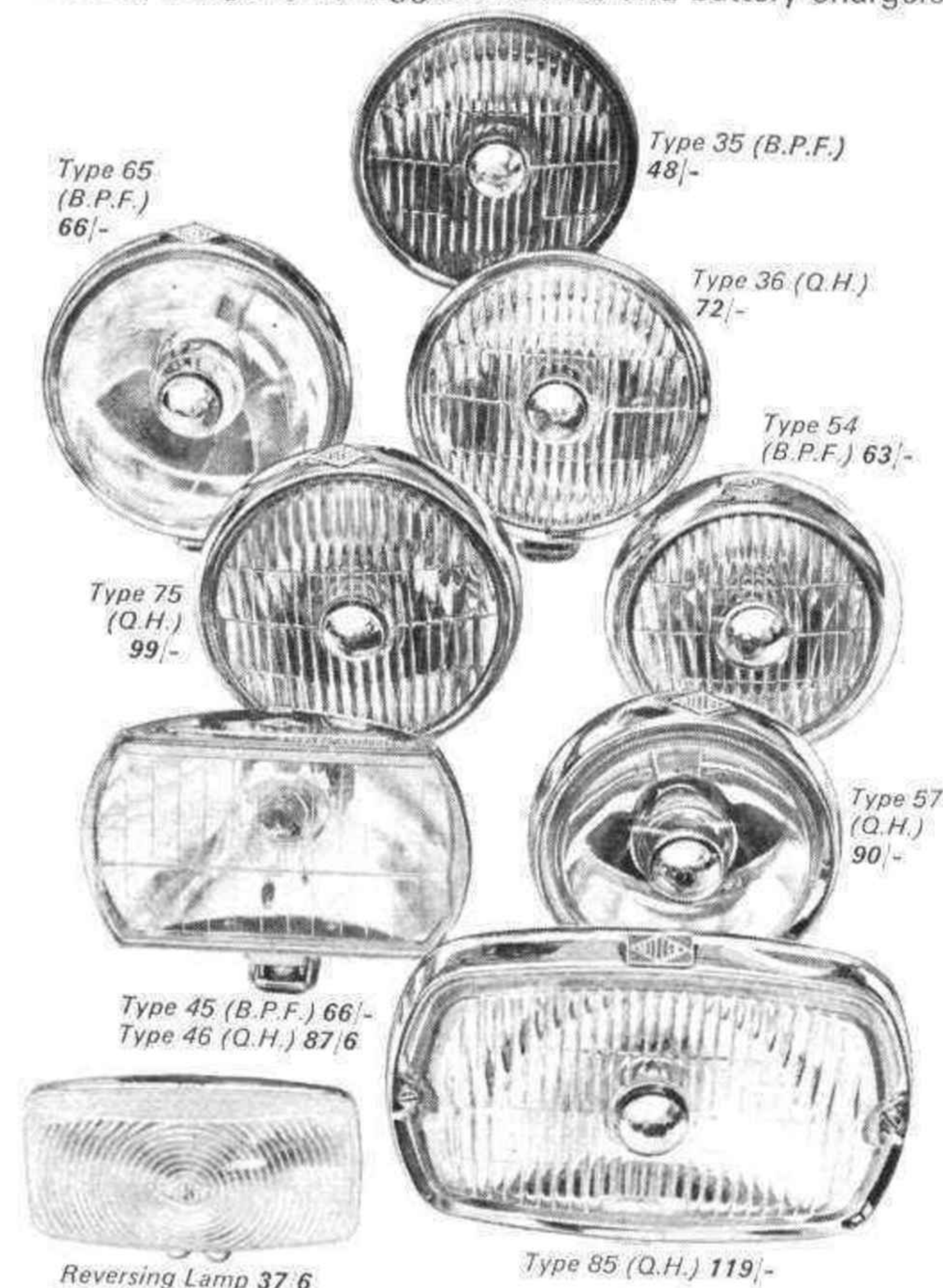
CHOICE OF BEAM Wide-angle, flat-topped foglamp or long-range, narrow-angle spotlamp.

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

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

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

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



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

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

Your first Opel Commodore gains you entry to a very exclusive club. Celebrate the occasion.

When you buy your first Opel Commodore, you join a small but select band of drivers. Drivers who own a car that's distinctively different. The Opel Commodore not only performs differently from most other cars, in looks and luxury it is beautifully unique.

We believe that having given you a comfortable bonus in the power department (a full 2½ litres), you should feel relaxed and comfortable in the people department. So we make things like fully reclining seats as standard. Seats that give you a perfect driving position, and can be tilted right back if your passenger



wants to catch forty winks.

Developing this luxury feeling, there are fitted carpets door to door, luxurious 'breathing' upholstery, complete instrumentation, fingertip controls and an optional heated rear window.

Outside, the Opel Commodore looks as luxurious as it feels inside. There's an

optional black vinyl roof, a choice of metallic paint schemes, and hand-painted coach-lining. A car that will introduce you to an exclusive world.

So if you happen to see another exclusive car owner, offer him a cigar. Just to celebrate.

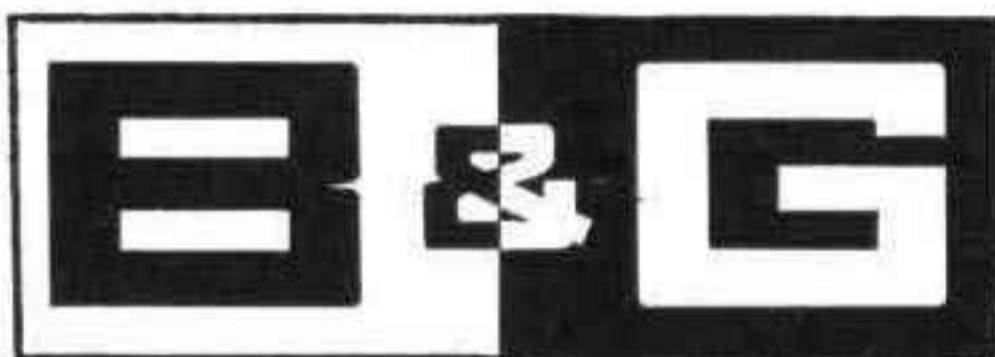
Call into your Opel dealer for a demonstration, or write for literature to: General Motors Limited (DEPT MS7), Stag Lane, Kingsbury, London NW9.



"It's an Opel"



FOR QUALITY ACCESSORIES THE PEOPLE TO SEE ARE



B-G LOWERING KITS

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

PRICE 59/6d all types.

Special Shortened Front Springs

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

B-G CLOTH BADGES

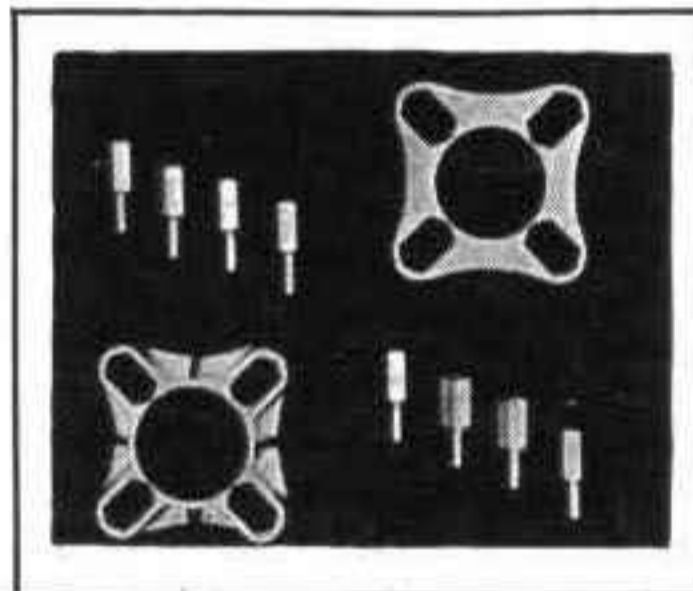
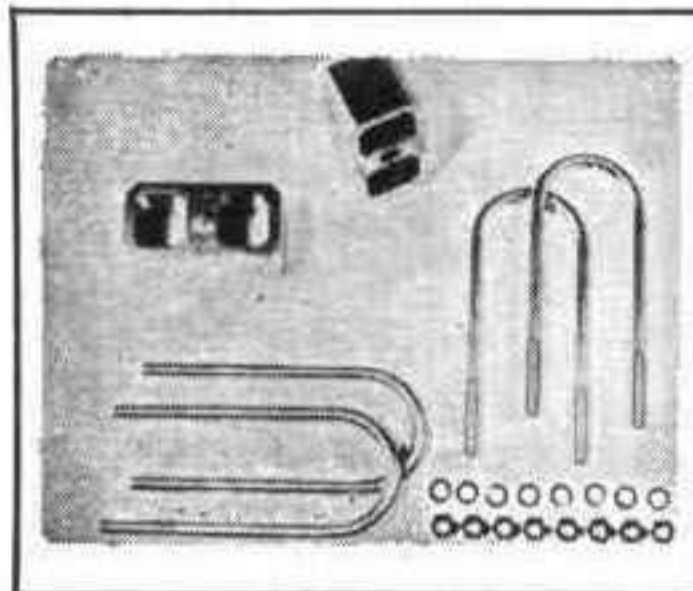
Silk embroidered in full colour on stout backing. Racing Team, Rally Team, Fiat, Racing X Flags.

PRICE 5s.

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

PRICE 7/6d.

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



B-G WHEEL SPACERS

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

Renault: Two spacers, six studs. 1½" per wheel. Renault R8, R10 and Dauphine. PRICE 59/6d.

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



IMPORTANT — PLEASE NOTE!

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

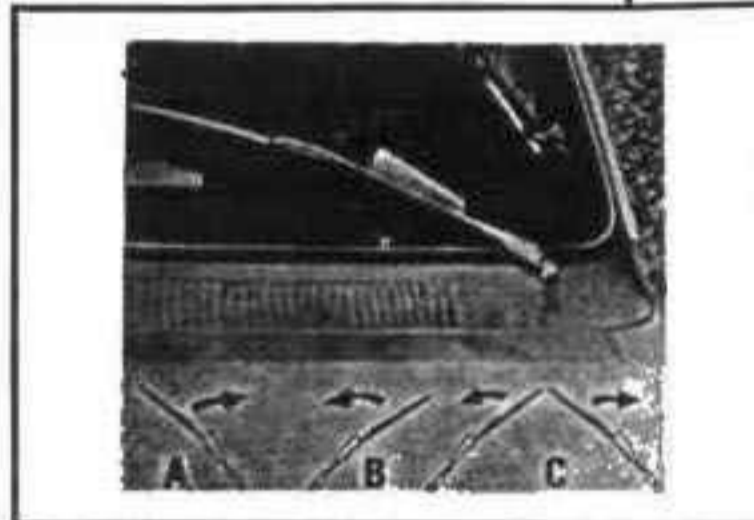


BENELITE GRILLES

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

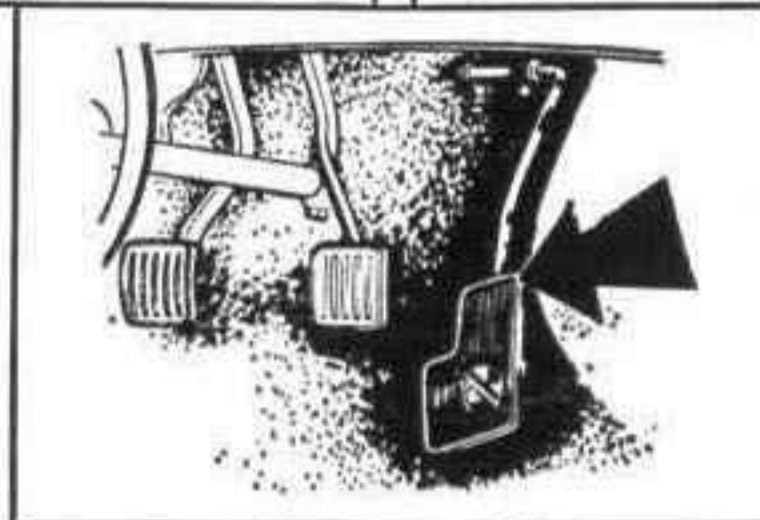
MINI (to Sept 66), MINI (from Oct 66) PRICE £6 6s.

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



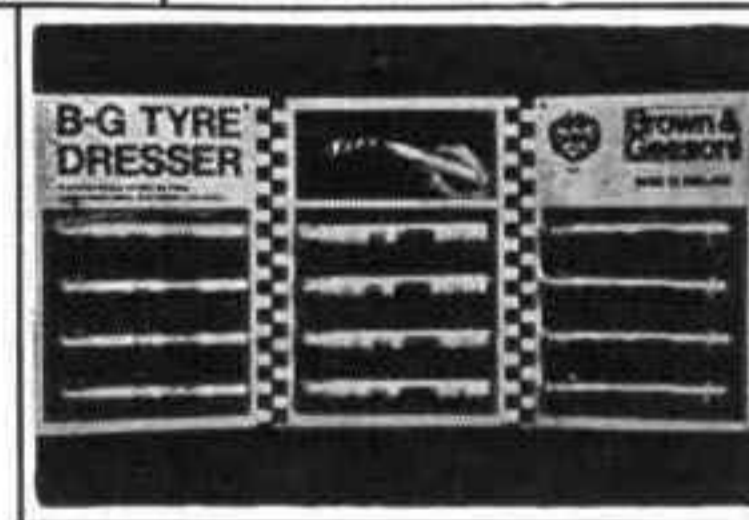
B-G SPEEDWIPERS

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



B-G ACCELERATOR PEDAL

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



B-G TYRE DRESSER

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



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

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

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

Don't forget your Anti-Fuzz

What with breaks in the brakes, blocks
the block, and shocks in the absorbers,
body can say a car is perfect.

But then no body is, and the Fuzz can so
silly slow a body down.

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

We'll give you a start with a free sample,
you write to us before the end of the year.
We call it one for the road.

Alka-Seltzer
unfuzzes you fast

*Alka-Seltzer Regd. Trade Mark.

es Laboratories Ltd., Dept. MS 4 Stoke Court, Stoke Poges, Bucks.



PSST!

Yes, you Sir.

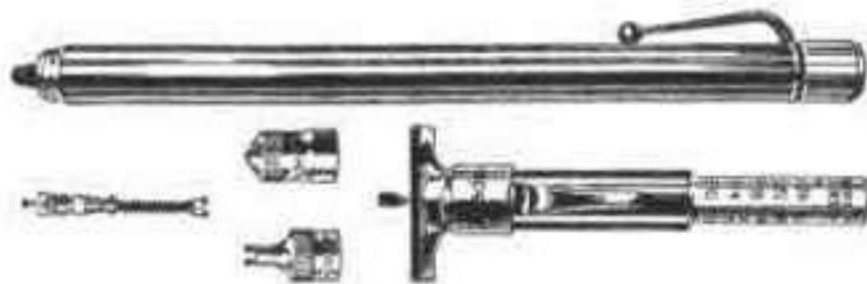
The gentleman about to have a new tubeless tyre fitted.
We know you hardly ever think about your valves. We perfected
them so you wouldn't have to. But we do have our weaknesses.
Or rather rubber does. And although it provides the perfect
airtight three-way seal round the rim hole and is resilient to knocks,
it does wear. Constant compression and age gradually destroys
rubber's elasticity, and could let down that new tyre of yours.

The answer is simple — and inexpensive:
replace the valve at the same time as the tyre.
Most garages and tyre fitters will do so as a matter of course
— and common sense. But it's worth just mentioning.

And to be doubly sure, say Schrader.

INGS
PPEAL
14th-19th
VE FOR
OSE WHO
GAVE

Today, Schrader products are foremost in tyre safety,
servicing and maintenance. Make sure your tyres
and valves are always in good order. Check them
regularly with a Schrader tyre pressure gauge and a
tread depth gauge. And always carry a spare set of
Schrader valve cores and caps. You can buy them
at any garage, accessory shop or Halfords.



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

say
Schrader[®]
and your tyres
are safer



1300
Blind
CASA VAL...

10
FIVE

PROSA
O



Derek Forsyth Partnership

Of all the hazards facing Italian drivers, two in particular stick out.

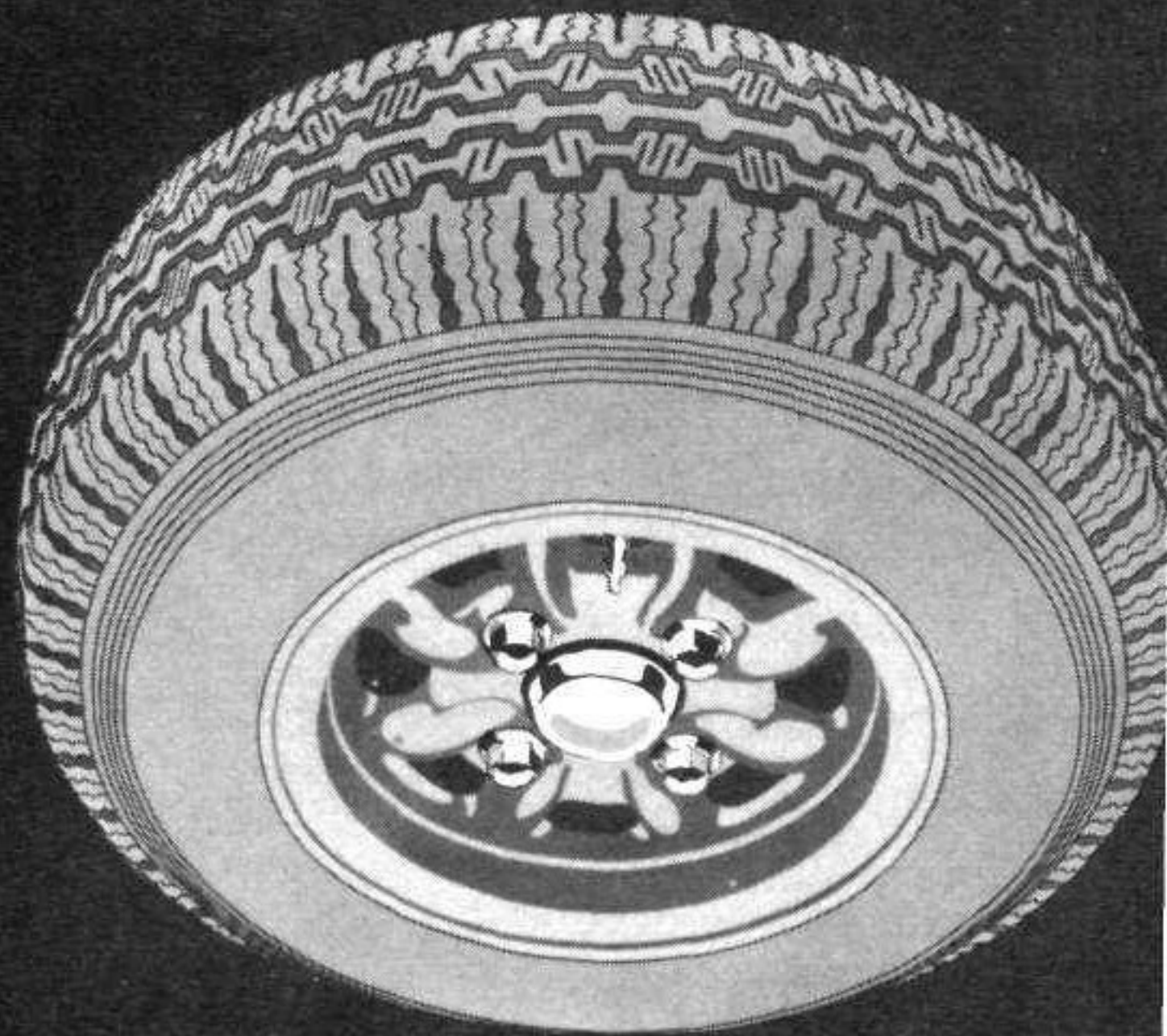
The Italians' desire for speed is only matched by the Italians' desire.

The combination of the two makes driving in Italy a truly hair-raising experience. Every pretty girl gets attention. Quite often she gets it from a passing motorist (probably passing at 100 mph). And while she's getting attention, the road isn't. So several years ago, we did something to help. We introduced our radial-ply tyre: the Cinturato (Which is just as well, considering that more Italians drive on our tyres than on any others).

And we haven't stopped there.

We have factories here in Britain. So you can get the same superlative Pirelli Cinturato here, too, at a realistic price.

You'll probably never need them as much as the Italians do, but it's nice to know you're that much safer with a set of Cints under you.



PIRELLI CINTURATO

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

travelling light

Two
Navigation Lamps
by

AVANTI

—light to read maps by



Light to read maps by.

Throw away the torch your navigator used (the one that reflected light all over the windscreen, restricting your vision and slowing you down). Give up navigating by the stars, too, because AVANTI have two styles of Rally Map Reading Lamps that will take the guesswork out of getting from A to B.

Avanti Navigation Lamp: Durable charcoal grey enamel—with a flexible arm that stays put under even the most gruelling of road conditions, and an adjustable light aperture that controls the exact amount of light required. The only choice for pro-am rally navigators.

Avanti 70 Navigation Lamp: For the man whose travels take him a long way into the night. Its go-anywhere snake-like action gives you light where you want it, when you want it. Aluminium and BSS chrome finish (the kind that never chips off) combine subtle elegance with pure functionality. Right for the man who may do a little rallying, but a lot of motoring.

Both have been developed by Mike Butler who designed the Navigation Lamp for the Ford, BLMC, Lancia and Volvo works rally teams. So they must be worth checking up on—ask to see them both at your accessory shop.

Avanti Navigation Lamp: Available in 6", 12" and 18" sizes. 6 or 12 volt. from 42/6d.

Avanti 70 Navigation Lamp: Available in 12" and 18" sizes. 6 or 12 volt. from 57/6d.

AVANTI
motor sport equipment

(Frederick Butler & Son)
35 Watts Avenue, Rochester, Kent.

New pipes play a better tune!

Fit top quality Ce-Last exhaust components and your car will not only sound better — it will perform better too.

The range includes noise-level approved standard

and straight-through silencers plus pipes, clips, tail trims, and mountings to fit almost any car. There are Ce-Last stockists throughout the country — write now for the name of your nearest, quoting ref. MS 250



CE-LAST

Silencers (Bolton) Ltd., Lever Street, Little Lever, Bolton, Lancs., BL3 1BB. Tel: Farnworth 73835/7.

SR 250

Norton Commando



When you experience 2 wheel performance, the ultimate is Norton—0-60 mph in 4.7 secs.

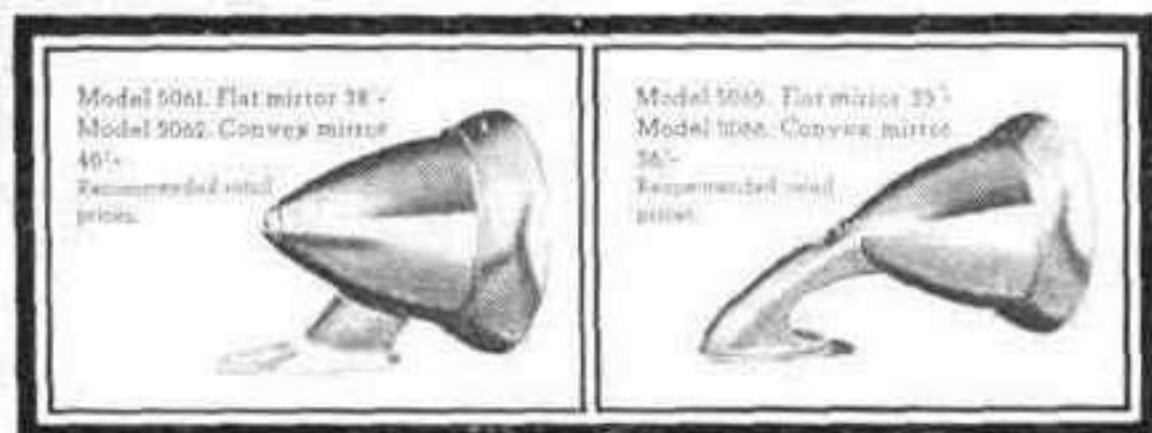
Standing ¼ mile in 12.69 secs.

Ask the Norton enthusiasts

Write for catalogue to:-

NORTON VILLIERS LIMITED
North Way, Andover, Hampshire

Good looking all round – and sensibly with it!



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

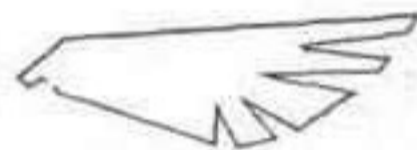
You'll find them simple to fit and easy to adjust so they give you precisely that rear view you want. Well-protected, too, by heavy chrome plating on steel for a long brand-new looking life.

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

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

WINGARD

Wingard Limited Chichester Sussex



WINGARD FLOW-LINE MIRRORS



(The World's most comprehensive vehicle insulation sets)

REMARKABLY EFFECTIVE. Fit an Acoustikit and almost eliminate the irritating drumming, engine, gear and road noises which build up to cause driver fatigue—finish your journey safely feeling calm and relaxed.

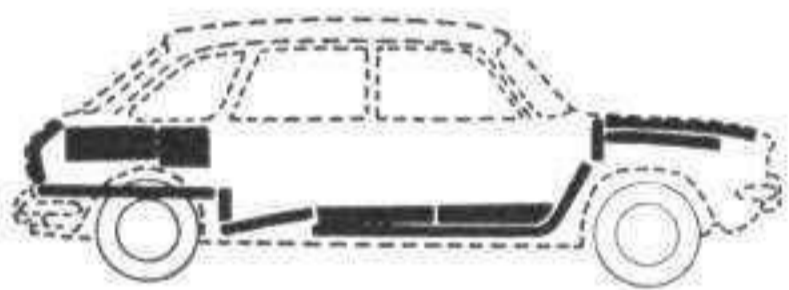
SPECIAL MATERIAL. Acoustikits are produced from thick specially treated natural jute insulation felt, a material which is sufficiently heavy to prevent panel drumming, dense enough and thick enough (between 1/2" and 3/4") to almost eliminate noise penetration through bulkheads and porous enough to provide a 'dead' surface which absorbs noise and prevents amplification.

EASILY FITTED. Acoustikits contain accurately cut sets of felt parts to fit every part of the car that will benefit from treatment (see sample layouts below). No detail is missed. Detailed fitting instructions, special adhesive and a spatula are included in every kit. Average fitting time is 2 to 3 hours and no special tools are required.

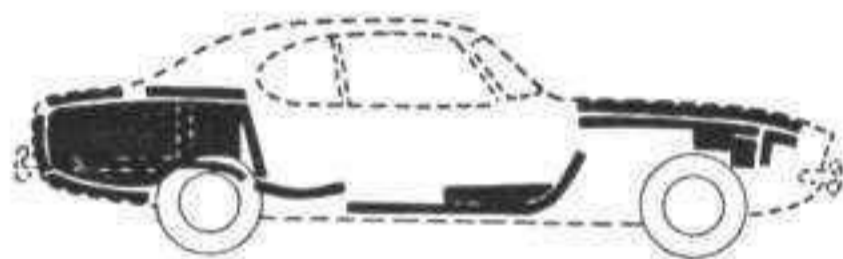
HUGE RANGE. Over 100 different standard kits are available to suit most popular cars.

IMMEDIATE SERVICE. Quantities of every standard kit are kept in stock ready for immediate despatch, 90% of orders are despatched within 8 hours of receipt.

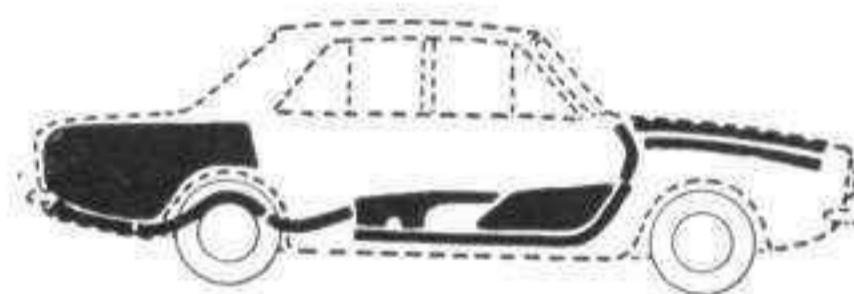
TYPICAL SUPER ACOUSTIKIT LAYOUTS



AUSTIN MAXI



FORD CAPRI



HILLMAN MINX

*** WHAT CUSTOMERS SAY ABOUT ACOUSTIKITS**

"your kit has done a fine job, car is a different vehicle now." W.C.—Beckenham.
 "the noise level from the engine compartment is now almost non-existent." J.W.W.—Manchester.
 "I think the kit is of excellent quality and good value, and would have no hesitation in recommending it." J.A.H.—Manchester.
 "fitted it out this evening with very pleasing results. I had no idea it would make such a difference." C.E.E.—High Wycombe.
 *The testimonials above and hundreds of others may be seen upon request at our office.

Remember: ACOUSTIKITS CONTAIN THICKER MATERIAL, INSULATE A LARGER AREA AND SELL CHEAPER THAN SIMILAR PRODUCTS. How do we do it?—by quantity cutting with the very latest machines. This together with our experience of supplying the trade enable us to offer you this quite outstanding value. Always hundreds of kits in stock ready for immediate despatch.
FITTING CARRIED OUT BY APPOINTMENT

PLEASE SEND ME BY RETURN ★ SUPER/UNDERBONNET ACOUSTIKIT

For..... (Make)..... (Model)..... (Year).....
 I enclose Cheque/P.O. for..... to cover cost in full plus part carriage charge. I understand that this will be refunded in full if I am not satisfied with the kit and return it to you within 10 days of purchase.

Please send further details of ★ Super Acoustikits
 Underbonnet Acoustikits
 Basic Materials

Name.....
 Address.....

★ Delete whichever is inapplicable.

Ref. MSS1

Acoustikit insulation may be obtained in three forms: Super Acoustikits which insulate the complete car and provide the ultimate in noise reduction; Underbonnet Acoustikits which insulate the engine compartment only, and Basic Materials which can be cut to suit any car not catered for in our standard range. Use the coupon to send with your order or to ask for further details. Better still call in and see us, visitors are always welcome.

PRICES Underbonnet Acoustikits shown first in heavy type, Super Acoustikits shown second. Please add part carriage charge of 6/- for Underbonnet Acoustikits and 10/- for Super Acoustikits.

Austin 1100/1300.....	46/- 150/-	Hillman Avenger.....	64/- 188/-	Singer Chamols.....	182/-
Austin A40.....	48/- 156/-	Hillman Imp.....	62/- 182/-	Singer Gazelle '67 on.....	52/- 186/-
Austin A60.....	46/- 155/-	Hillman Super Minx.....	36/- 152/-	Singer Vogue '67 on.....	52/- 186/-
Austin Healey Sprite II.....	64/- 164/-	Hillman Minx Pre '67.....	36/- 152/-	Triumph Herald.....	74/- 174/-
Austin Maxi.....	50/- 172/-	Hillman Minx '67 on.....	52/- 186/-	Triumph Spitfire.....	84/- 170/-
Austin West 110.....	48/-	Hillman Hunter.....	52/- 186/-	Triumph Vitesse.....	74/- 174/-
B.M.W. 2002.....	46/- 176/-	Minx Est. '67 on.....	52/- 190/-	Triumph 1300.....	50/- 174/-
Ford Anglia 105E.....	50/- 158/-	M.G. 1100/1300.....	46/- 160/-	Triumph 2000 Mk I.....	52/- 184/-
Ford Anglia Est.....	50/- 158/-	M.G. B & M.G. B GT.....	64/- 166/-	Triumph 2000 Mk II.....	56/- 186/-
Ford Capri '69 & 3000.....	52/- 190/-	M.G. Midget.....	62/- 164/-	Vauxhall Viva M.A.....	54/- 174/-
Ford Cortina Pre '67.....	56/- 180/-	M.G. Magnette (Farina).....	46/- 165/-	Vauxhall Viva '67 on.....	50/- 184/-
Ford Cortina Pre '67 Est.....	56/- 194/-	Morris 1100/1300.....	46/- 160/-	Viva Est. '67 on.....	50/- 190/-
Cortina '67 on Est.....	58/- 194/-	Morris 1600.....	52/- 154/-	Vauxhall Victor F.B.....	42/-
Ford Corsair.....	60/- 190/-	Morris Farina Oxford.....	46/- 165/-	Vauxhall Victor 101.....	42/- 187/-
Ford Escort.....	56/- 178/-	Mini Clubman.....	42/- 148/-	Victor '68 on & 2000.....	62/- 196/-
Ford Escort Est.....	56/- 188/-	Mini Trav.....	36/- 146/-	Victor '68 on Est.....	62/- 198/-
Ford Escort Van.....	56/- 178/-	Mini Trav.....	36/- 146/-	Volkswagen Beetle '67 on.....	164/-
Ford Zephyr III.....	50/- 180/-	Mini Trav.....	36/- 146/-	Volvo 164.....	82/- 200/-
Ford Zephyr Ser. 4.....	64/- 194/-	Mini Trav.....	36/- 146/-	Volvo 144/5 & Est.....	62/- 200/-
Fiat 124.....	48/- 174/-	Mini Pick-up.....	36/- 140/-	Volvo 121/122.....	56/- 196/-
Fiat 500.....	46/- 165/-	Riley 1100/1300.....	46/- 160/-	Wolsley 1100/1300.....	46/- 160/-
Fiat 124 Sports Coupé.....	182/-	Riley 4/72.....	46/- 165/-	Wolsley 16/50.....	46/- 165/-
		Saab 96 V4.....	54/- 147/-	Commer Autosleeper.....	68/-

Basic Materials 2in. felt rubberised one side 28/- per yd. 54in. wide, 2in. plain felt 25/- per yd. 54in. wide, 2in. plain felt 16/- per yd. 54in. wide. Adhesive 10/- per Quart, 6/- per pint.

Additional part carriage charge 4/- in the £ on all materials.

Huge sacks of large off-cuts, 40/- carriage free.

Materials cut to your templates—please send enquiry.

TRADE AND EXPORT ENQUIRIES INVITED

SEND
THIS COUPON
TODAY

EFLOW DEVELOPMENTS COMPANY
 EFLOW WORKS, OLD TEME BRIDGE, LOWER WICK, WORCESTER
 Telephone Worcester 23260

**MORE
B.H.P.**

**MORE
M.P.G.**

THE KENLOWE GUARANTEE

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

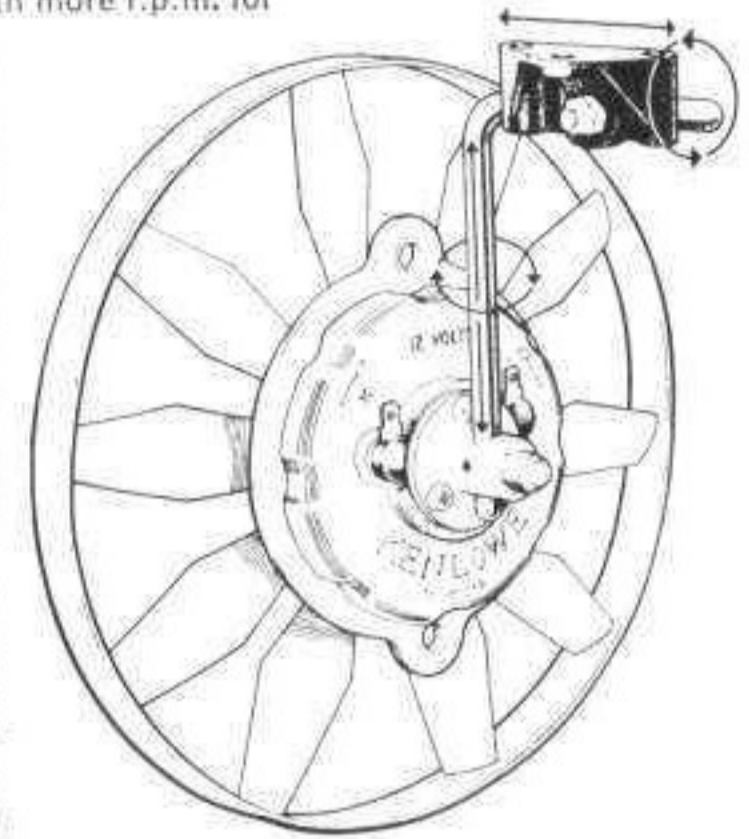
The Kenlowe Thermomatic Engine Cooling Fan is electrically driven and needs no engine power to drive it (mechanical fans absorb up to 18 b.h.p. from the engine). Fully automatic, the Kenlowe is controlled by the patented Kenlowe 'Variamatic' Thermal Control which enables the motorist to set, by dial, engine cooling temperatures to suit all motoring conditions. The Kenlowe Fan cuts in automatically when the engine temperature rises above the 'Variamatic' dialled temperature and reduces the temperature to that set on the dial. The Kenlowe then automatically cuts out.

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

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

The Kenlowe Fan has been proved on every popular car in the world for more than 12 years. Price £17.12s including 'Variamatic' control, the Kenlowe is unconditionally guaranteed for 12 months ('Variamatic' control 24 months). Full fitting instructions with every Fan; can be fitted by the average private motorist or garage.

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



THE ONLY ENTIRELY BRITISH
ELECTRICALLY DRIVEN
THERMOSTATICALLY CONTROLLED
ENGINE COOLING FAN

**NO
ENGINE
FAN
NOISE**

KENLOWE THERMOMATIC ENGINE COOLING FAN

Kenlowe Accessories & Co. Ltd., Burchetts Green, Maidenhead, Berkshire.
Tel: Littlewick Green 3303 (STD: 062 882 3303)

Associate Companies throughout the World

**GREATER
HEATER
OUTPUT**

KENLOWE ACCESSORIES & COMPANY LIMITED KENLOWE ACCESSORIES & COMPANY LIMITED

There's a position for you in helicopters.

If you have 5 'O' levels, why not graduate in helicopters?

By the time you're 21 you could be a fully qualified Observer.

As a Naval Officer you'd be part of a 10,000 man team. And as an Observer you'd be half of a two man team. The Pilot and yourself.

You'll be the helicopter's tactical brain. You might, for example, have to hunt down an attacking submarine and direct your torpedo attack from the air.

It's your job to compute the course, operate

the sonar, pinpoint the target and deliver the strike.

But the job is varied. On other days you could be making a rendezvous with a commando unit, leading an air-sea rescue, or patrolling a coastline.

It's a hard job. But you get paid well to do it. As a fully qualified Lieutenant of 26 you could be earning nearly £3,000 a year. If you serve for 12 years you could leave at the age of 30 with a tax-free gratuity of £5,000.

Add to all this the other advantages of being

a Naval Officer. The travel, the early responsibility, the freedom from dull routine. Hurry and send in the coupon. There's a helicopter waiting for you.

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

Full Career Commission
You must be between 17 and 20½, with at least 5 G.C.E. subjects including 2 'A' levels or equivalent.



Name _____

Address _____

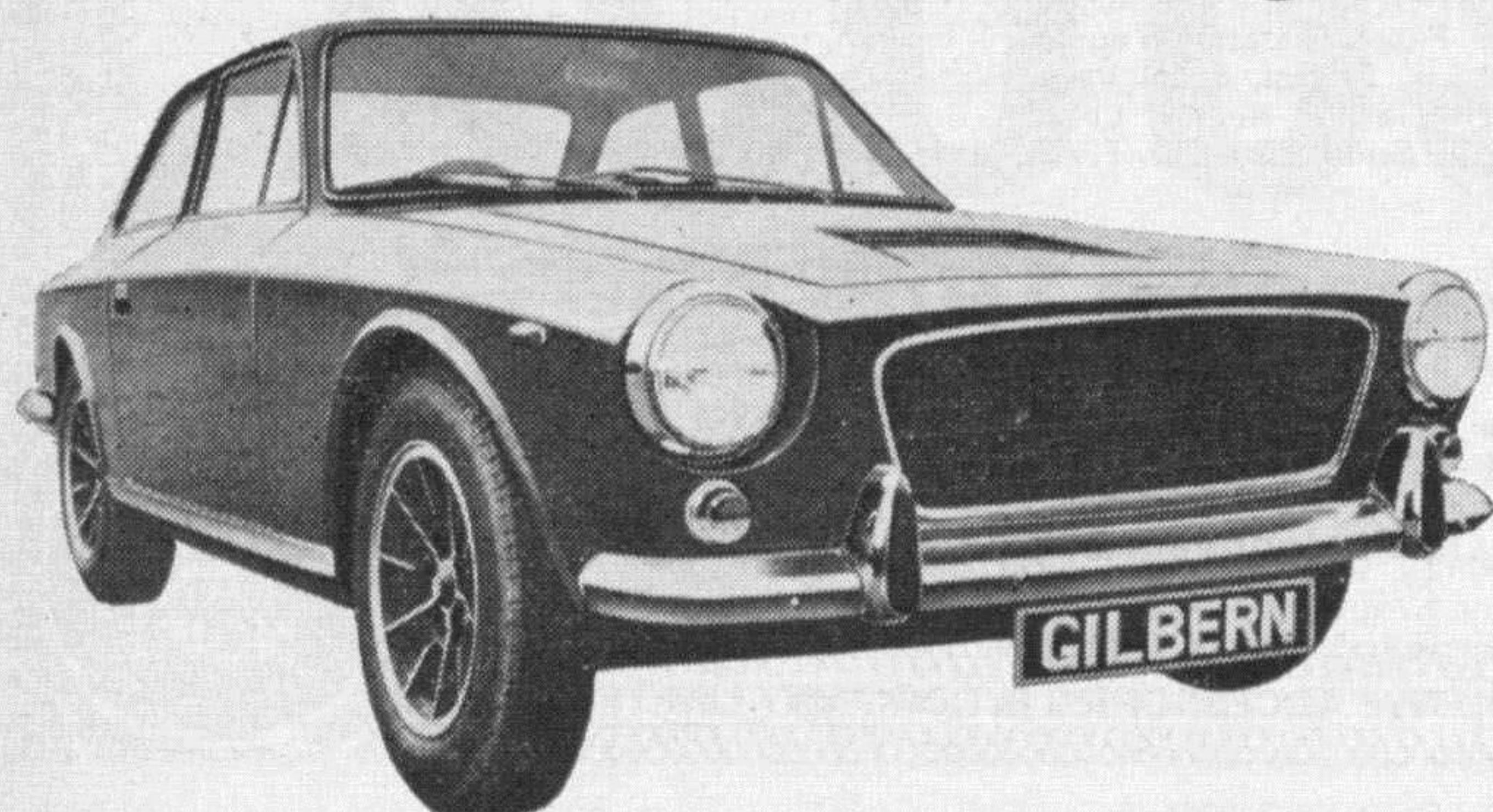
Date of birth _____

Captain P.I.F. Beeson, M.V.O., R.N.,
Officer Entry Section (894 TH2)
Old Admiralty Building, London, S.W.1.
Please send me the details about joining
the Royal Navy as a helicopter Observer.

RN
ROYAL NAVY

Cruise into the seventies

(80s·90s·115mph plus!)
with the exclusive



GILBERN
Invader

The Invader puts most other cars on the road in their place . . . in your driving mirror. Designed to be different this good-looking family-type saloon tootles to the station, scurries to the shops and speeds you safely along the motorways.

Once you get the feel of it – its positive steering, safe braking, startling acceleration, comfort, smoothness, silence – you'll fall in love with it. When exhilarating acceleration leaves the others standing, you'll joy in it. And when admiring crowds gather round, you'll be proud of it.

Proud of its difference . . . its uniqueness . . . its go-aheadness.

Cruise into the Seventies with the Gilbern Invader. It's today's most exciting car.

GILBERN INVADER

*3 litre V-6 power unit developing over 140 b.h.p.
0-60 m.p.h. in 8.8 seconds. Max. speed 115 m.p.h.
Full complement of optional extras, inc. Overdrive
and Automatic transmission. Price £1,649 (plus
£503.17.2 P.T.) or in component form £1,599.*

Phone for a test drive. Arranged anywhere at short notice.

THE GO-AHEAD GILBERN

Fully illustrated brochures from: London and Home Counties Distributors,
ACE MOTOR CO., 20-23 Radley Mews, Stratford Road, LONDON W.8.
Tel: 01-937 5691. GILBERN HEAD OFFICE. Tel.: 044-362 3471



THE NO-DEPOSIT BOTTLE!

COMBAT CLOGGING DEPOSITS IN YOUR ENGINE!

BAR'S LEAKS is the world's leading cooling system treatment. Treatment against destructive processes constantly at work within the engine's waterways – **and never seen!** Cooling system failure is a disaster! Deposits of fur clog waterways, electrolysis eats away metal causing leaks. Rust creates seepage, water pump failure and other serious damage. Seepage or leaks into engine oil forms sludge. Aluminium corrosion is yet another problem.

This is almost certainly happening to your car now!

BAR'S LEAKS is a complete cure – endorsed by the many leading manufacturers who use BAR'S products in all their cars. BAR'S LEAKS prevents rust, corrosion and electrolysis, eliminates clogging fur! Cracks are rapidly plugged and the water pump is lubricated preventing squeal and wear!

The 7/6d bottle is sufficient for an average cooling system. Get one today from your local stockist!

BAR'S LEAKS – the world's only complete cooling system protection.

BAR'S MOTOR PRODUCTS LTD.
73 Scrubs Lane, London NW10. 01-969 7091

This man is buying four extra safety belts

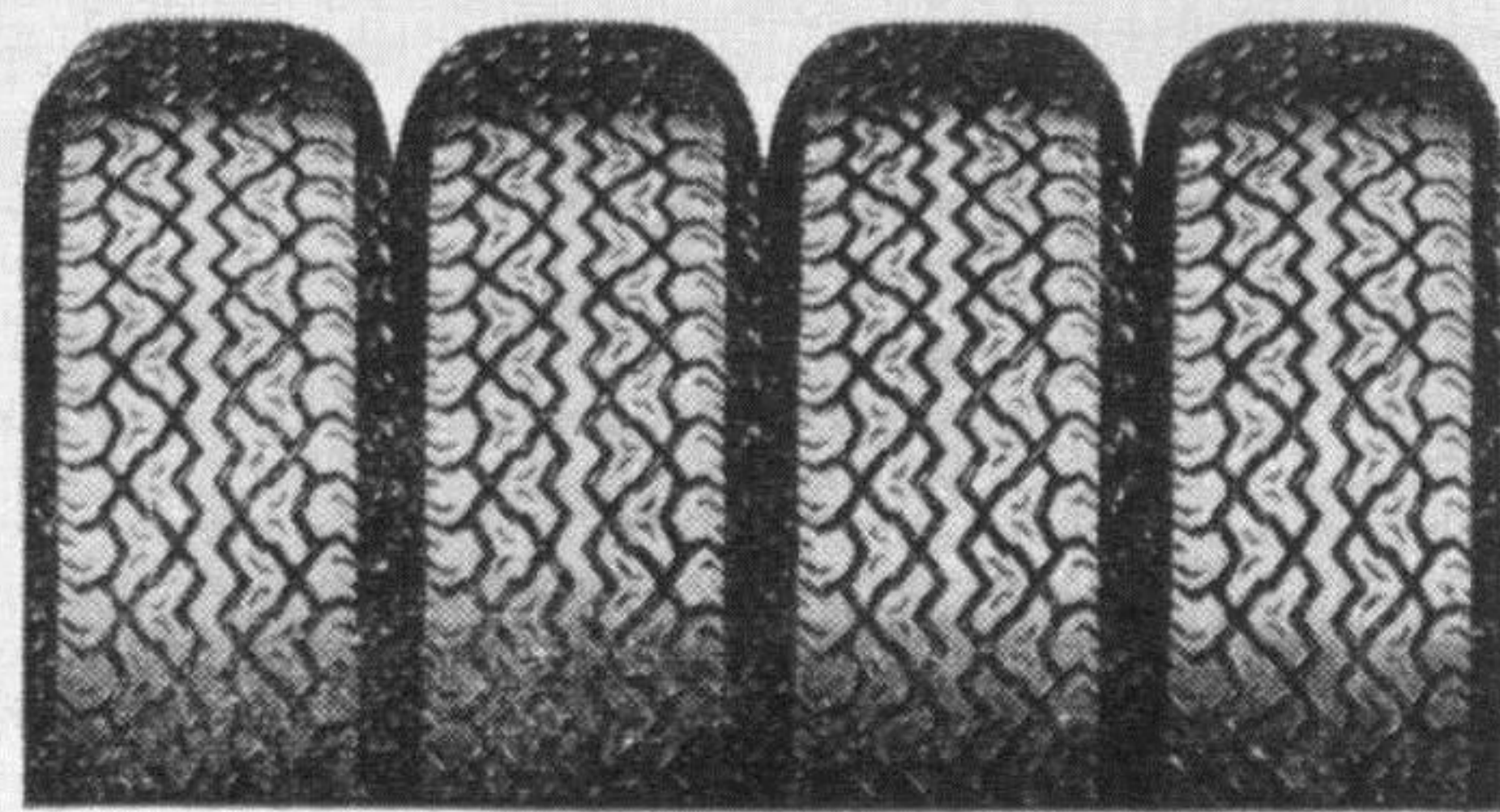


with **SEMPERIT** stamped on each

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

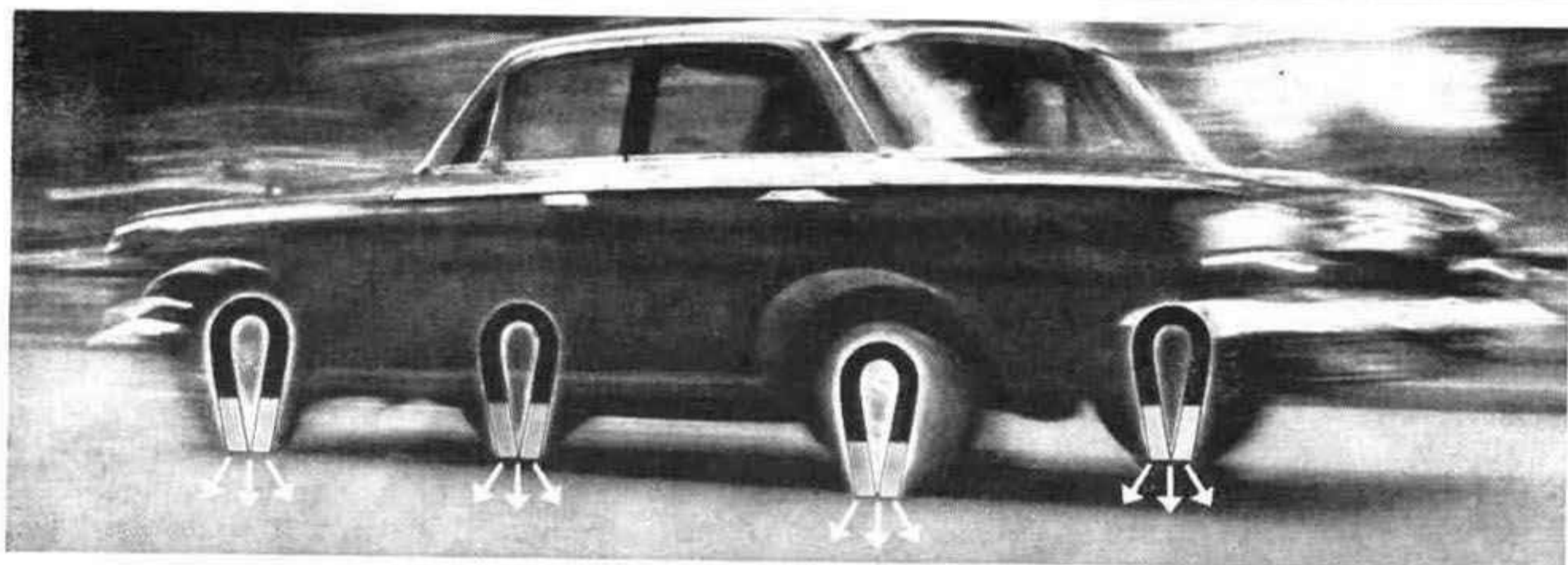
The cost of such a good tyre? We'll let that come as a very pleasant surprise from your Semperit dealer. If you don't know who he is, ask us. We'll send you a leaflet too. Semperit Tyres, Wexham Road, Slough, Bucks. Tel: Slough 31737.

SEMPERIT The Safety Belt Tyre



We offer a complete selection of new and used Lotus Elans, Europa's and +2's in a choice of colours for immediate delivery. While our extensive workshops provide an incomparable after sales service. Seeing is believing, so call-in now, to Victor Raysbrook Motors, 182, High Street Watford, Herts. or Tel: Watford 41281

VRM



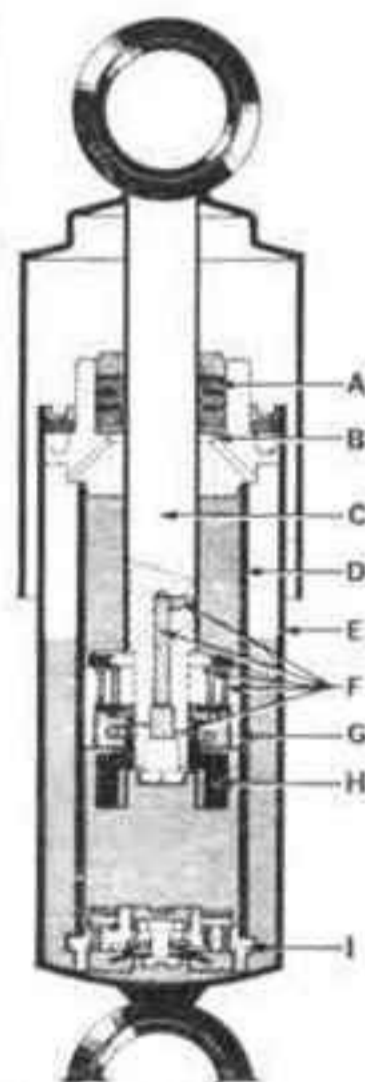
THE WHEELS OF A CAR WITH KONIS GRIP THE ROAD LIKE MAGNETS

All four wheels of a car fitted with Koni shock absorbers grip the road like magnets. There is no road wheel lift, no steering wheel vibration, no feeling of 'floating' at speed or sensation that the car is about to fly. With Konis it's firm and safe road-grip all the time *plus* positive steering control and a more comfortable ride.

Why are Konis such great road grippers? It is because every

Koni is factory tuned to each specific car model to give the safe, correct damping force. And because the Koni method of construction includes a patented system of orifices, valves, springs, seal, and air release that ensure the Koni fitted car never loses its magnet-like grip of the road.

Konis are made for almost every car. Available through your garage, or send coupon below to sole concessionaires.



An exploded view of a Koni shock absorber showing A. Patented seal for piston rod. B. Patented air release. C. Piston Rod. D. Cylinder. E. Reservoir tube. F. Patented orifices. G. Piston. H. Patented adjusting device. I. Patented foot valve assembly.

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

Name

Address

4 WHEEL GRIP WITH
KONI
SHOCK ABSORBERS

IS YO
COMP

Is an ordinary information yo standards of th wrists? Does yo answer is negat contains the wo equipment, incl Sicura, and man



FEER TIMING MANU

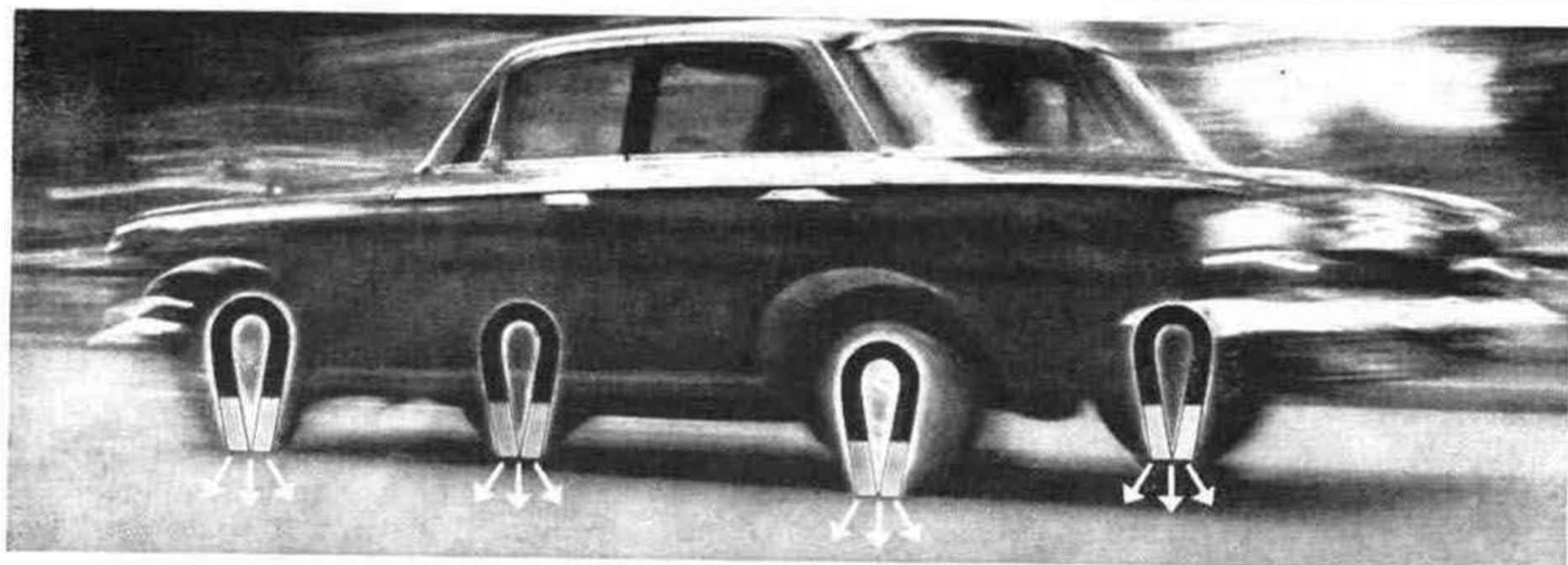


money—whether it's student, why not mak

CHR

We offer a complete selection of new and used Lotus Elans, Europa's and +2's in a choice of colours for immediate delivery. While our extensive workshops provide an incomparable after sales service. Seeing is believing, so call-in now, to Victor Raysbrook Motors, 182, High Street Watford, Herts. or Tel: Watford 41281

VRM



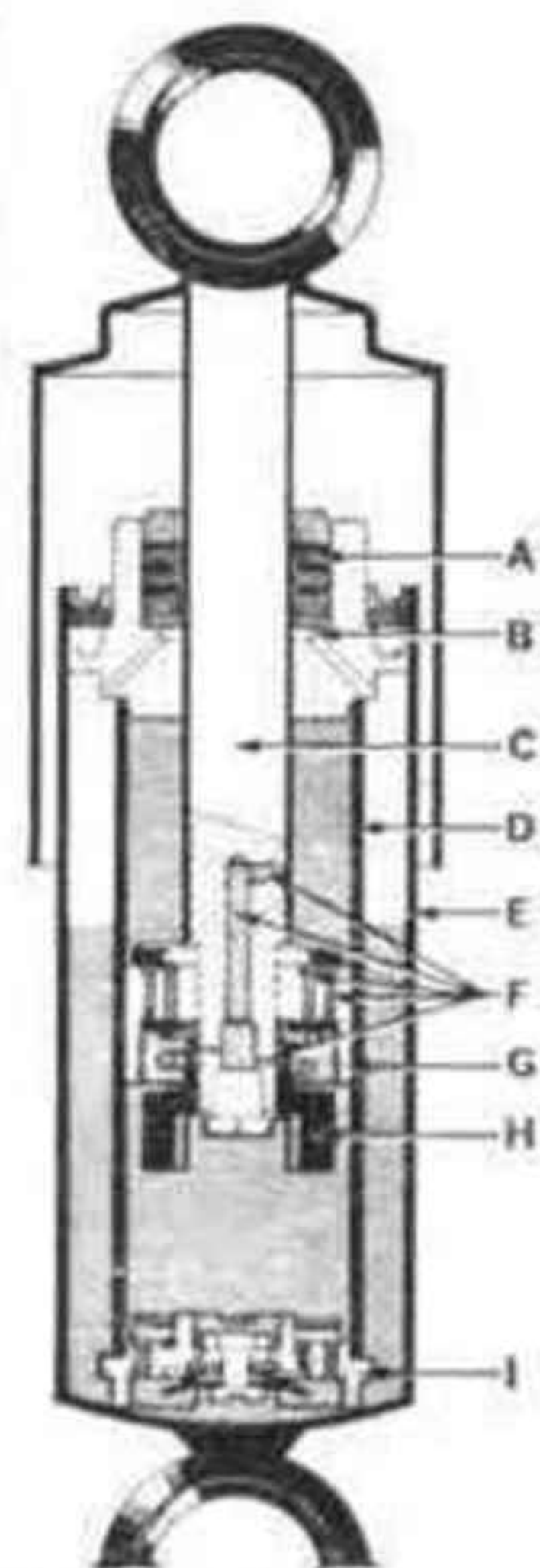
THE WHEELS OF A CAR WITH KONIS GRIP THE ROAD LIKE MAGNETS

All four wheels of a car fitted with Koni shock absorbers grip the road like magnets. There is no road wheel lift, no steering wheel vibration, no feeling of 'floating' at speed or sensation that the car is about to fly. With Konis it's firm and safe road-grip all the time *plus* positive steering control and a more comfortable ride.

Why are Konis such great road grippers? It is because every

Koni is factory tuned to each specific car model to give the safe, correct damping force. And because the Koni method of construction includes a patented system of orifices, valves, springs, seal, and air release that ensure the Koni fitted car never loses its magnet-like grip of the road.

Konis are made for almost every car. Available through your garage, or send coupon below to sole concessionaires.



An exploded view of a Koni shock absorber showing A. Patented seal for piston rod. B. Patented air release. C. Piston Rod. D. Cylinder. E. Reservoir tube. F. Patented orifices. G. Piston. H. Patented adjusting device. I. Patented foot valve assembly.

To: J. W. E. BANKS & SONS LTD., (Dept. K15), Crowland, Peterborough. Tel: Crowland 316, London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-589 1166.

Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

Make of Car..... Model..... Year.....

Name.....

Address.....

4 WHEEL GRIP WITH
KONI
SHOCK ABSORBERS

OUR WRIST WATCH COMPETITIVE ?

Do you want all you need? Is the time of day all the you want from a watch? Will your watch match the those who have to rely on whats strapped to their our watch come up to your own standards? If the give, check with Chronosport: Our new catalogue worlds largest selection of sports watches and timing including famous brands Heuer, Breitling, Enicar, Seiko, any more, ALL at prices well below retail.



A. ASTRO-CHRONO

A great chronograph that has already proven one of the fastest sellers. 17 jewelled lever movement, incabloc, shock absorbers, fully water-resistant (20 ATM tested), strong stainless steel case. The 1/5 second full flyback stopwatch has start/stop facility. Dial includes 30 minute recorder with 2 coloured (blue and red) 5 and 10 minute countdown zone. Also has tachy and telemeter scales. Bezel has 0-60 and 0-12 hour scales. Full bracelet. Similar specification watches cost over £30, but this is only for £19.19.6.

B. RALLY CHRONO

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

C. TIME/DISTANCE/SPEED

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

D. MEANGRAF RALLY

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

E. COMPUTER SLIDE-RULE

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

F. MULTI-SPORT CHRONOGRAPH

A best buy in Chronographs. Quality 17 jewelled lever incabloc movement, water-resistant case. 1/5 second flyback stopwatch, with start/stop/go and 30 minute recording dial, tachy average speed and telemeter time/distance scales. Low reflection black dial and raised hour batons and luminous hands and markers. Supplied with a quality leather strap. Treat yourself to a £23 watch for just £15.19.6.

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



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

£5 or a £100 watch. If you are a sportsman, an engineer, technician or anyone who can make life more interesting with a new watch from Chronosport.

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

Name _____
Address _____



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

says Mr. Bishop of Enfield

In a controlled test, Mr. Bishop proved for himself how Shell Economy gives good mileage. He drove his Mini Traveller at an average speed of just over 30 mph, with his wife and two children aboard. We set up barriers to show how far he was going on one gallon of Shell Economy. Here's what he had to say:



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



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



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



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

Get good mileage for your money
with Shell Economy





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

says Mr. Bishop of Enfield

In a controlled test, Mr. Bishop proved for himself how Shell Economy gives good mileage. He drove his Mini Traveller at an average speed of just over 30 mph, with his wife and two children aboard. We set up barriers to show how far he was going on one gallon of Shell Economy. Here's what he had to say:



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



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



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



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

Get good mileage for your money
with Shell Economy



MOTORSPORT

VOL XLVI No. 9 SEPTEMBER 1970

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

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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

Telephone: 01-628 4741

© Teesdale Publishing Company Limited

CONTENTS

	Page
Matters of Moment	937
Fixtures for September	938
Austrian Grand Prix	940
American Comment	942
Continental Notes	944
Letter from Europe	946
Can-Am 1970	948
Veteran—Edwardian—Vintage	949
Formula Two Review	951
Rumblings	952
Formula Three Review	952
Saloon Car Racing	954
Preview of the Citroen GS	955
Rally Review	956
German Grand Prix	958
Something Different	961
A Pair of New Triumphs—The Toledo and the 1500	963
The NSU TT	963
Road Impressions of the Peugeot FI Saloon	964
On Racing Tyres	965
Mugello	972
Road Test: The Opel GT	974
Road Test: The Lancia Flavia 2000 Pininfarina Coupe	982
Book Reviews	989
Letters from Readers	992

FRONT COVER PICTURE: GETTING BETTER.—Jacky Ickx in the shrill Ferrari 312 "Boxer" scored a close second place to Jochen Rindt's Lotus 72 at Hockenheim and then went on to win a fine victory on the new Osterreichring circuit in the Austrian Grand Prix two weeks later.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL: 46/- — (£2.30)

CANADA AND AMERICA: \$5.75

AIRMAIL:

MIDDLE EAST £6. 16. 0 — (£6.80)

AUSTRALASIA £8. 16. 0 — (£8.80)

ALL OTHER COUNTRIES £7. 16. 0 — (£7.80)

All prices include postage.

MATTERS OF MOMENT

■ ONE IN SEVEN

Lord Stokes has over-reached himself in telling the Nation's customers that they are letting the Country down when they buy a foreign car. In the days when Britain could afford to be insular this sentiment was permissible and, indeed, there was a "Buy British" campaign which advertised the slogan: "My dear, he's driving a foreign car!" This, however, is competitive 1970, with the ECM a strong possibility. It is essential for Britain to export cars and what is good for the goose (or Lion) is good for the gander—does Lord Stokes tie his buy-nationally tag on those BLMC products he ships overseas? Presumably not!

Lord Stokes bemoans the fact that one in every seven cars bought here is a foreigner. But, instead of saying naughty, naughty to buy VW, Fiat, Alfa Romeo, BMW, Mercedes-Benz, Citroën, Peugeot, Lancia, etc., etc. when there is a shiny new British Leyland awaiting you, Lord Stokes would do better to fight these foreign invaders technically and sales-wise (which, if they have a 1-in-7 foothold at today's import-dutied high prices, will flood in at competitive EMC prices). The BLMC has made slow progress since the Great Amalgamation. Its first truly new car, the Austin Maxi, had a tepid reception. Sir Alec Issigonis' ingenious Minis were badly put together and their recent face-lift came late and is not to everyone's liking. The famous name of Riley has been discarded, its brilliant pre-war o.h.v. engine cast aside. Jaguar's vee engines remain a myth (perhaps to materialise next month?). The excellent Daimler Majestic Major V8 was sacrificed for a brutal piece of six-cylinder badge engineering. The one-time lead in transverse-engined f.w.d. small cars of the Austin/Morris/Riley/Wolseley/MG family is being eclipsed by refined foreigners of the same format, which sticking "GT" labels on little saloons which are anything but will do nothing to alleviate. In the avidly-followed world of competition motoring Ford can wipe the BLMC eye almost any day . . .

Mercifully, the Stokes' dynasty makes good sports and high-performance and cross-country cars. MOTOR SPORT is anxious to test and publicise them. We think we have much to offer Lord Stokes in this direction. We have the largest ABC-certified circulation in the game—that means readership. Our road-test reports are noted for honesty (perhaps they are too honest for some?) and readers tell us they will not buy a car unless it has been reported on in MOTOR SPORT—that means sales. We have been at it since 1924 and have a long-established following of well-to-do motoring enthusiasts able to indulge their car-owning fancies—which means customers, not window-shoppers. So you might expect the BLMC to ply us with road-test cars, as other British and Continental interests do. Unfortunately, not so! We have tried to borrow a Triumph Stag, after driving one briefly at the pre-view party, but all our requests have been stagnant. The last time we tried they thought up the excuse that the only cars available were tired old Stags, worn down at those pre-view frolics. This tale was being told to us by Simon Pearson of the Standard Triumph Press Office on the very day another paper, with a non-sporting title and perhaps half our circulation, was receiving its road-test Stag . . . "You must wait another month", he said. That is why our popular feature on the older Triumph sports cars wasn't followed up by a test of this new Leyland eight, in last summer's special sports-car issues . . .

When the Range Rover was announced we proclaimed it as a revolutionary British vehicle, shutting our eyes, from a sense of patriotism (which Lord Stokes should applaud), to Japan's lead in this field—although we think the Range Rover may have some advantages of its own. We haven't tested one since that brief run at the pre-view showing . . . Then there is Bob Berry telling us that the XJ6 is not for MOTOR SPORT because our readers are keen motoring enthusiasts and Jaguar does not normally do business with *enthusiasts*. Ye gods!

We air the foregoing PRO's dirty linen to enlighten those correspondents who keep asking when a MOTOR SPORT road-test of a Stag, XJ6 or Range Rover will appear. In a highly competitive, cynical buyers'-market Lord Stokes would do well (a) to give up speaking petulantly of patriotism if the alternative to buying-foreign is spending decimal currency on inferior performance, finish and longevity and (b) to put a boot under any PRO's who cast aside valuable proffered publicity because of favouritism, casual planning, badly-serviced Press car fleets or mere indifference.

The British Motor Industry has been savaged by industrial disputes. Outputs have fallen to all-time low levels. For the sake of every British citizen, from Lord Stokes to the tea-boy, it is essential that British factories quickly resume full-production. And that they produce cars which will

Continued on next page

MOTORSPORT

VOL XLVI No. 9 SEPTEMBER 1970

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

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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

Telephone: 01-628 4741

© Teesdale Publishing Company Limited

CONTENTS

	Page
Matters of Moment	937
Fixtures for September	938
Austrian Grand Prix	940
American Comment	942
Continental Notes	944
Letter from Europe	946
Can-Am 1970	948
Veteran—Edwardian—Vintage	949
Formula Two Review	951
Rumblings	952
Formula Three Review	952
Saloon Car Racing	954
Preview of the Citroen GS	955
Rally Review	956
German Grand Prix	958
Something Different	961
A Pair of New Triumphs—The Toledo and the 1500	963
The NSU TT	963
Road Impressions of the Peugeot FI Saloon	964
On Racing Tyres	965
Mugello	972
Road Test: The Opel GT	974
Road Test: The Lancia Flavia 2000 Pininfarina Coupe	982
Book Reviews	989
Letters from Readers	992

FRONT COVER PICTURE: GETTING BETTER.—Jacky Ickx in the shrill Ferrari 312 "Boxer" scored a close second place to Jochen Rindt's Lotus 72 at Hockenheim and then went on to win a fine victory on the new Osterreichring circuit in the Austrian Grand Prix two weeks later.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL: 46/- — (£2.30)

CANADA AND AMERICA: \$5.75

AIRMAIL:

MIDDLE EAST £6.16.0 — (£6.80)

AUSTRALASIA £8.16.0 — (£8.80)

ALL OTHER COUNTRIES £7.16.0 — (£7.80)

All prices include postage.

MATTERS OF MOMENT

■ ONE IN SEVEN

Lord Stokes has over-reached himself in telling the Nation's customers that they are letting the Country down when they buy a foreign car. In the days when Britain could afford to be insular this sentiment was permissible and, indeed, there was a "Buy British" campaign which advertised the slogan: "My dear, he's driving a foreign car!" This, however, is competitive 1970, with the ECM a strong possibility. It is essential for Britain to export cars and what is good for the goose (or Lion) is good for the gander—does Lord Stokes tie his buy-nationally tag on those BLMC products he ships overseas? Presumably not!

Lord Stokes bemoans the fact that one in every seven cars bought here is a foreigner. But, instead of saying naughty, naughty to buy VW, Fiat, Alfa Romeo, BMW, Mercedes-Benz, Citroën, Peugeot, Lancia, etc., etc. when there is a shiny new British Leyland awaiting you, Lord Stokes would do better to fight these foreign invaders technically and sales-wise (which, if they have a 1-in-7 foothold at today's import-dutied high prices, will flood in at competitive EMC prices). The BLMC has made slow progress since the Great Amalgamation. Its first truly new car, the Austin Maxi, had a tepid reception. Sir Alec Issigonis' ingenious Minis were badly put together and their recent face-lift came late and is not to everyone's liking. The famous name of Riley has been discarded, its brilliant pre-war o.h.v. engine cast aside. Jaguar's vee engines remain a myth (perhaps to materialise next month?). The excellent Daimler Majestic Major V8 was sacrificed for a brutal piece of six-cylinder badge engineering. The one-time lead in transverse-engined f.w.d. small cars of the Austin/Morris/Riley/Wolseley/MG family is being eclipsed by refined foreigners of the same format, which sticking "GT" labels on little saloons which are anything but will do nothing to alleviate. In the avidly-followed world of competition motoring Ford can wipe the BLMC eye almost any day...

Mercifully, the Stokes' dynasty makes good sports and high-performance and cross-country cars. MOTOR SPORT is anxious to test and publicise them. We think we have much to offer Lord Stokes in this direction. We have the largest ABC-certified circulation in the game—that means readership. Our road-test reports are noted for honesty (perhaps they are too honest for some?) and readers tell us they will not buy a car unless it has been reported on in MOTOR SPORT—that means sales. We have been at it since 1924 and have a long-established following of well-to-do motoring enthusiasts able to indulge their car-owning fancies—which means customers, not window-shoppers. So you might expect the BLMC to ply us with road-test cars, as other British and Continental interests do. Unfortunately, not so! We have tried to borrow a Triumph Stag, after driving one briefly at the pre-view party, but all our requests have been stagnant. The last time we tried they thought up the excuse that the only cars available were tired old Stags, worn down at those pre-view frolics. This tale was being told to us by Simon Pearson of the Standard Triumph Press Office on the very day another paper, with a non-sporting title and perhaps half our circulation, was receiving its road-test Stag... "You must wait another month", he said. That is why our popular feature on the older Triumph sports cars wasn't followed up by a test of this new Leyland eight, in last summer's special sports-car issues...

When the Range Rover was announced we proclaimed it as a revolutionary British vehicle, shutting our eyes, from a sense of patriotism (which Lord Stokes should applaud), to Japan's lead in this field—although we think the Range Rover may have some advantages of its own. We haven't tested one since that brief run at the pre-view showing... Then there is Bob Berry telling us that the XJ6 is not for MOTOR SPORT because our readers are keen motoring enthusiasts and Jaguar does not normally do business with enthusiasts. Ye gods!

We air the foregoing PRO's dirty linen to enlighten those correspondents who keep asking when a MOTOR SPORT road-test of a Stag, XJ6 or Range Rover will appear. In a highly competitive, cynical buyers'-market Lord Stokes would do well (a) to give up speaking petulantly of patriotism if the alternative to buying-foreign is spending decimal currency on inferior performance, finish and longevity and (b) to put a boot under any PRO's who cast aside valuable proffered publicity because of favouritism, casual planning, badly-serviced Press car fleets or mere indifference.

The British Motor Industry has been savaged by industrial disputes. Outputs have fallen to all-time low levels. For the sake of every British citizen, from Lord Stokes to the tea-boy, it is essential that British factories quickly resume full-production. And that they produce cars which will

Continued on next page

Motor Sport Fixture List For September

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Sept. 5th	Aintree Circuit Club	Aintree	Liverpool, Lancs.	Race Meeting (R)	14.00
Sept. 5/6th	Teifi Valley MC	Mart Ground	Newcastle Emlyn, Carmarthens.	Cilwendeg Rally (R)	22.30
Sept. 6th	AC Milano	Monza	Milan, Italy	F1 Italian (INT)	—
Sept. 6th	ADAC	Nurburgring	Aachen, W. Germany	S2 500 km. Race G.P. (INT)	—
Sept. 6th	Bugatti OC	Prescott	Cheltenham, Glos.	Hill-Climb (NO)	11.00
Sept. 6th	BARC (SE)	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
Sept. 6th	TEAC	Lydden	Canterbury, Kent	Race Meeting (R)	14.00
Sept. 6th	BRSCC (N)	Rufforth	York	Race Meeting (R)	14.00
Sept. 6th	De Lacy MC of Pontefract	High Eggborough	Goole, Yorks.	Player's No. 6 Autocross (R)	13.30
Sept. 6th	Daimler & Lanchester OC	Puttenden Manor	Lingfield, Surrey	Driving Tests/Concours (R)	14.00
Sept. 8/10th	RAC de Andalucia	Jarama	Madrid, Spain	Sherry Rally (INT)	—
Sept. 12th	Vintage SCC	Thruxton	Andover, Hants.	Race Meeting (C)	13.00
Sept. 12th	BARC	Crystal Palace, Sydenham	London, SE19	F3 Race Meeting (R)	14.00
Sept. 12/13th	Exeter MC	P. Pike & Co. Ltd., Alphington Street	Exeter	Rally of the Moors (R)	22.31
Sept. 12/13th	Swansea MC	Morsmith Ltd., Carmarthen Road	Swansea	Reynolds Cup Rally (R)	23.01
Sept. 13th	SCCA	Bridgehampton	New York, USA	Can-Am Race Meeting (INT)	—
Sept. 13th	OAMTC	Tulln-Langenebarn	Vienna, Austria	F2 Race Meeting (INT)	—
Sept. 13th	AC Bologna	Imola	Bologna, Italy	Sports-Cars' 500 km. (INT)	—
Sept. 13th	Irish MRC	Phoenix Park	Dublin	F2 Race Meeting (INT)	—
Sept. 13th	BRSCC (N)	Cadwell Park	Louth, Lincs.	F3 Race Meeting (INT)	13.30
Sept. 13th	Scottish MRC	Ingliston, Royal Highland Showground	Edinburgh	Race Meeting (C)	14.30
Sept. 13th	Nottingham SCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.30
Sept. 13th	Mini Seven Club	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
Sept. 16/25th	FFSA	Bandol	Bandol, France	Tour de France (INT)	09.30
Sept. 19th	BARC (NW)	Oulton Park	Tarporley, Cheshire	F5000 Race Meeting (NO)	14.00
Sept. 19/20th	Windsor CC	King's Arms	Stokenchurch	Piccolo Nocturnal Rally (C)	20.01
Sept. 19/20th	Norwich Union CC	Victoria Road	Diss, Norfolk	Premier-Stages Rally (R)	22.01
Sept. 20th	CASC	St. Jovite	Montreal, Canada	F1 Canadian GP (INT)	—
Sept. 20th	BARC	Thruxton	Andover, Hants.	F3 Race Meeting (INT)	—
Sept. 20th	BRSCC (E. Anglia)	Snetterton	Thetford, Norfolk	Race Meeting (R)	14.30
Sept. 20th	Sevenoaks & Dist. MC	Brands Hatch	Dartford, Kent	Race Meeting (R)	14.30
Sept. 20th	Nottingham SCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	14.30
Sept. 20th	BARC (S. Wales)	Pontypool Park	Pontypool, Mon.	Hill-Climb (R)	—
Sept. 20th	RAC	East of England Showground	Peterborough, Northants	Player's No. 6 Autocross Final (R)	12.30
Sept. 20th	Borough 19 MC	Puttenden Manor	Lingfield, Surrey	Autocross (R)	14.00
Sept. 20th	BRSCC (NW)	Oulton Park	Tarporley, Cheshire	Race Meeting (R)	14.00
Sept. 26/27th	Sevenoaks & Dist. MC	Ross Spur Service Station	Ross Spur Motorway	Kent Rally (R)	21.31
Sept. 26/27th	Metropolitan Police MC	M4 Motorway Service Station	Heston, Middlesex	Crow's Foot Rally (R)	21.01
Sept. 26/27th	North Wales CC	Red Garages (N. Wales) Ltd.	Llandudno	Rally (R)	22.31
Sept. 27th	SCCA	Donnybrook	Brainerd, Minnesota, USA	Can-Am Race Meeting (INT)	—
Sept. 27th	AC Bologna	Imola	Bologna, Italy	F2 Race Meeting (INT)	—
Sept. 27th	BRSCC	Brands Hatch	Dartford, Kent	F5000 Race Meeting (NO/NB)	14.30
Sept. 27th	BARC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.45
Sept. 27th	BRSCC	Llandow	Cowbridge, Glam.	Race Meeting (R)	14.00
Sept. 27th	Mini Seven Club	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.15
Sept. 27th	Salisbury & Shaftesbury CC	Salterton Farm	Lower Woodford, Wilts.	Autocross (R)	14.00
Sept. 27th	King's Lynn & Dist. MC	Crabb's Abbey	Magdalen, King's Lynn	Autocross (C)	13.30
Oct. 1st/5th	TAP	London start, Crystal Palace, Sydenham	London, SE19	TAP Rally (INT)	—
Oct. 3rd	BRSCC	Crystal Palace, Sydenham	London, SE19	F3 Race Meeting (NB)	14.30
Oct. 3rd	BARC	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	14.30
Oct. 4th	SCCA	Watkins Glen	Watkins Glen, NY, USA	F1 United States GP (INT)	—
Oct. 4th	BARC (E. Midlands)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.30
Oct. 4th	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting (R)	14.15

MATTERS OF MOMENT—continued from previous page

sell—all over the world. And that no opportunity be lost, whether it's a few column inches in a million-circulation daily or several sincere pages in the technical motoring Press, to tell the World what Britain has to sell... We now await with interest to see what Stokesmobiles we are offered for test, if any!

NEW PICTURE FEATURE

COMMENCING with this issue you will find a whole-plate colour picture on the last page of the Pictorial Review, 988, the first of a series of such pictures of specially selected cars which constitute, in our opinion, worthwhile subjects for this art presentation and suitable for use as framed pictures to decorate study, garage, workshop, etc.

The picture is of the classic *monoposto* Alfa Romeo which was such a dominant part of the motor-racing scene during the mid-nineteen-thirties. The example photographed has the 2.9-litre twin-cam supercharged straight-eight engine, the $\frac{1}{2}$ -elliptic front and reversed- $\frac{1}{4}$ -elliptic rear suspension. The complicated final-drive using dual propeller shafts can be seen.

MORE GOODYEAR G800s AVAILABLE

THE supply situation of Goodyear's G800 Grand Prix "70" car tyre has improved and stocks are readily available from leading tyre dealers. Previously, this ultra low profile high-performance tyre had been allocated as original equipment to the Vauxhall Viva GT, the VX 4/90 and the Ford Capri GT.

TYRRELL'S OWN F1 CAR FOR STEWART

HAVING spent a couple of weeks denying its existence, Ken Tyrrell came out into the open with his own design of Formula One car on the day after the Austrian Grand Prix. Full of polite comments about the March which his driver Jackie Stewart has been using this season, Tyrrell is plainly not happy with the performance of his present cars.

In spite of an almost uncanny similarity to the French Matra MS80 with which Stewart won the 1969 World Championship, the Tyrrell (as the car has been named by its reluctant constructor) was designed entirely in England by former Ferguson employee Derek Gardner. It naturally complies with the Tyrrell formula for success by using a 3-litre Cosworth engine and Dunlop tyres.

LOLA AT LOS ANGELES

AT the very first race meeting to be held at the Ontario Speedway in Los Angeles on Sunday, August 9th, 1970, Lola T.200s came home to a one-two win in the Formula Ford Race. The first car was driven by Ron Dykes and the second by Mike Hiss.

A FOULIS MANUAL

A comprehensive manual about overhauling British cars has been published by Foulis at 85s. Claiming to cover "all the work which any owner can reasonably hope to tackle on any British car made within the last ten years", the author is John Organ, whose previous books have been about rare vegetables and decorative and edible gourds.

THE THINGS THEY SAY . . .

"I would not like to drive a racing car unless there was an element of danger involved any more than I would like to fight a bull without horns. . . ."—Stirling Moss, 1960.



50 WINS...

for GOLD LEAF Team Lotus

In just two and a half seasons of motor racing, Gold Leaf Team Lotus have clocked up more than 50 wins, as well as numerous seconds and thirds. Formula Three driver, Bev Bond, won the race that clinched the half-century, by winning at Mallory Park on July 26th. And since then the team have added two more major victories.

This achievement makes John Player & Sons the only sponsor in the motor-racing business ever to score 50 wins.

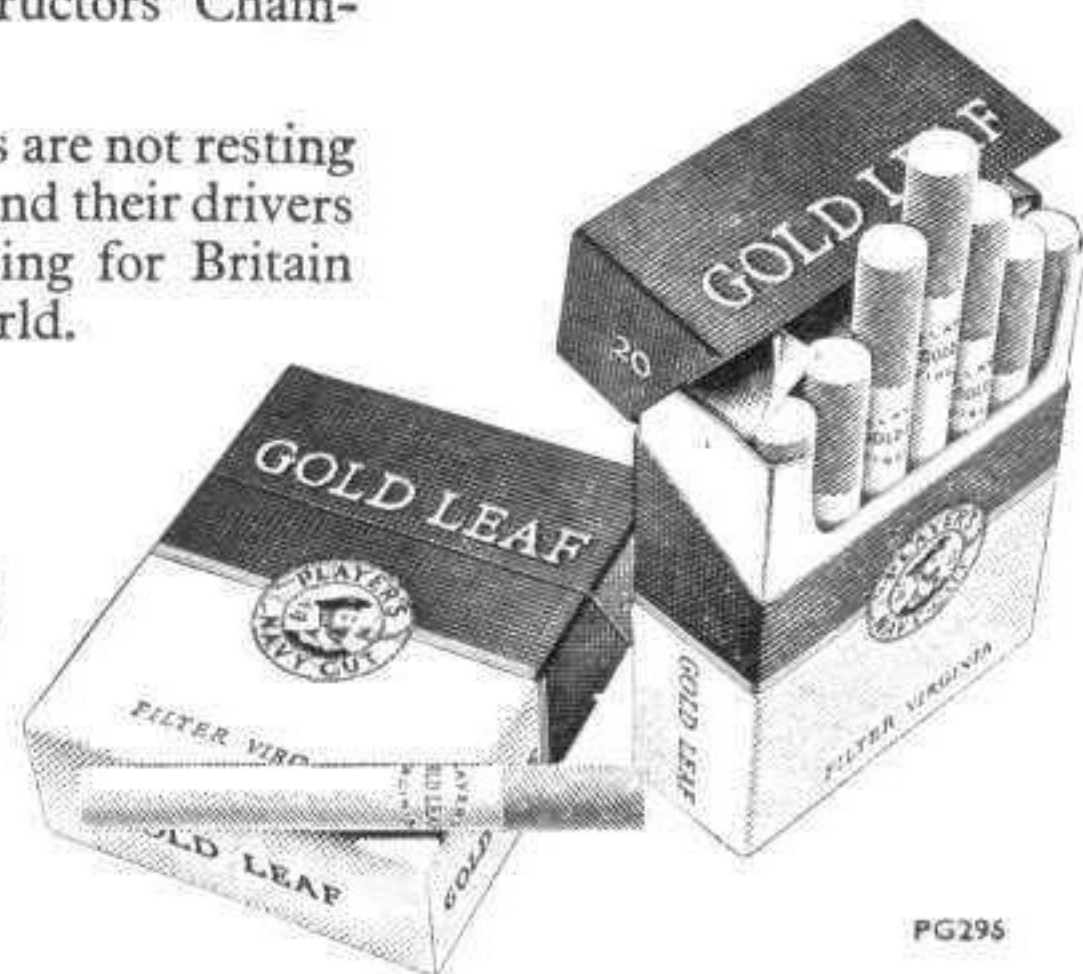
The victories have been won as far apart as Tasmania and Silverstone, Mexico and Germany by such fine drivers as Jochen Rindt, John Miles, Bev Bond, and Dave Walker.

And the 50th win comes in the middle of Gold Leaf Team Lotus' most successful season so far: Jochen Rindt has already won the

Monaco, Dutch, French, British and German Grands Prix and established a commanding lead in the Drivers' Championship; Lotus-Ford head the Constructors' Championship.

But Gold Leaf Team Lotus are not resting on their many laurels: they – and their drivers – plan further triumphs, racing for Britain on the race-tracks of the world.

**Trust
GOLD LEAF
to taste good**



PG295

THE 8th AUSTRIAN GRAND PRIX

Forza Ferrari

CONVINCING WINNER.—*The Ferraris proved admirably suited to the fast Osterreichring circuit near Zeltweg and Jacky Ickx led for 59 of the 60 laps.*



ZELTWEG, AUSTRIA August 16th.

THERE WAS a very definite "feeling" in the air as I drove over the mountains towards the centre of Austria, to Zeltweg where the Austrian Grand Prix was to be held on the new Osterreichring. It was to be the first World Championship Grand Prix to be held on the new circuit, the previous Grand Prix of this season, held in Germany, had seen the new Lotus 72 win its fourth victory in a row, but Ferrari was getting stronger and stronger and challenged the Lotus very seriously at Hockenheim; the cars using Cosworth engines were on the decline as regards engines, for reliability was fast disappearing and replacement parts and overhauls were getting behind schedule. The feeling that the Grand Prix scene was reaching a major change in its history was heightened by both Ferrari and BRM having four cars each at the circuit and three entries each, the Italian team in a strong position with Ickx as leader and Regazzoni and Giunti backing him up well, both having made good impressions in their first season of Grand Prix racing. A very large support force of spectators for Ferrari was pouring in from Northern Italy and the Austrian countryside seemed to be alive with Grand Prix fever, motoring sport in Austria being in the throes of a boom, actively spurred on by the victories of Jochen Rindt, who is regarded as a native of Vienna, even though he was born in Germany and now lives in Switzerland. The Osterreichring was opened last summer with a sports-car meeting and then a 1,000-kilometres sports-car race as part of the Manufacturers' Championship. It is a permanent circuit carved out of the grass and fir-clad hillside overlooking Zeltweg and the airfield where the old Zeltweg races used to be run, and is one of the better artificial circuits. It follows the contours of the land so that it abounds in steep climbs, sharp descents, falling-away curves and has five completely blind hill-brows, beyond which are fast curves, so that a driver must know exactly where he is going and be precisely "on line". On each of these brows there are light signals which can be switched on to give warning of incidents happening over the top. If the circuit lacks anything it is a slow corner or a sudden change of direction that calls for maximum braking, but apart from that it is a satisfying circuit on which to drive, while the pits and paddock area are large and spacious and well able to cope with a proper Grand Prix meeting.

All told there were eleven hours of practice time available, starting with three hours on the Thursday afternoon before the race, and continuing with four hours on Friday and Saturday afternoons, so that no one could complain that they could not get ready for a one and three-quarter hour race. This being the first Grand Prix event on the new circuit the only standards to go by were those of the previous sports-car races, when the fastest lap was 1 min. 46.6 sec., and it only needed the

first afternoon of practice for a bogey time of 1 min. 40 sec. to be established, an average speed of over 212 k.p.h. This was set up by the two Ferrari new boys, Regazzoni with 1 min. 40.4 sec. and Giunti with 1 min. 40.9 sec., both driving flat-12-cylinder Ferrari 312B cars. Ickx missed the first practice and when he did arrive he came with a terrible cold and not feeling too bright. The Yardley-BRM team also missed the first practice due to the transporter arriving too late, but Eaton was able to practise with his own car as it had come on ahead on a trailer. There were twenty-six entries listed altogether and twenty-four arrived, the two forfeits being Hill with the Rob Walker entry as their new Lotus 72 was not finished in time and the old 49C had been pensioned off, and Peterson with the Antique Automobiles March 701 through lack of an engine. Most of the teams that were using Cosworth engines were running with their fingers crossed and hoping they would not suffer any breakages for there was a desperate shortage of supplies from Northampton, though some day and night transport driving was bringing some spare engines for some of the teams. The pace that the two Ferrari recruits set in the first afternoon was somewhat demoralising and depressing to a lot of their opponents and the Friday practice was little better, for Ickx joined in and was immediately with the other two Prancing Horse cars from Maranello. Rindt was a bit late starting practice on Friday as the Lotus 72s had to have their side radiator scoops narrowed as a rival team had protested that the overall width of the car was beyond FIA regulations, this being since the cooling scoops were revised after the Spanish Grand Prix and was something the RAC scrutineers missed at the British Grand Prix! (Strange how a car suddenly becomes illegal when it is successful.) Once under way again Rindt was the only possible challenger to the Ferraris and though Regazzoni was fastest for a long time, with 1 min. 39.7 sec. and Ickx was just behind him with 1 min. 39.8 sec., Rindt raised the Cosworth hopes just before practice finished on Friday afternoon with a lap in 1 min. 39.2 sec. These were the only ones to break the 1 min. 40 sec. barrier, though a few came close, Stewart and Giunti being equal with 1 min. 40.2 sec., though the Italian recorded it first, and Beltoise, Amon and Cevert were close up behind, the young French driver of the second Tyrrell car doing a courageous lap in the slipstream of one of the Ferraris to tow him along to an excellent, if artificial, 1 min. 40.9 sec.

In all other directions there was trouble. Brabham started by using Stommelen's new car, but the engine broke, so he took his own car back from the German lad, Eaton went off the track in a big way and wrecked his BRM, and Miles spun off into the barriers with the latest Lotus 72 and bent the rear end. Surtees gave the Friday practice a miss as his TS7 was going well and he had to conserve his one and

only Cosworth engine, but Andretti was far from happy with his STP-March 701, modified by the German-based McNamara factory. The Williams team were giving Schenken his first Grand Prix drive, in the De Tomaso, as Redman was occupied elsewhere racing for Chevron, and the McLaren team were in full force, Hulme and Gethin with the Cosworth-powered cars and de Adamich in the Alfa Romeo engined car, with ex-Ferrari engineer Marelli now working for the Autodelta Alfa-Romeo racing department. The Tyrrell team were not very active, the two cars spending a lot of time resting at the pits, while Stewart's spare car 701/2 was left in the transporter, but the Matra-Simca V12s were going round on full song and sounding as strong as ever.

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday
1	J. Stewart	March 701/4-Cosworth V8	1. 41.8	1. 40.2	1. 41.0
2	F. Cevert	March 701/7-Cosworth V8	1. 42.3	1. 40.9	1. 41.9
3	J. Siffert	March 701/5-Cosworth V8	1. 43.1	1. 42.5	1. 48.9
4	C. Amon	March 701/1-Cosworth V8	—	1. 40.6	1. 43.0
5	M. Andretti	March 701/3-Cosworth V8	1. 44.4	1. 42.8	1. 42.3
6	J. Rindt	Lotus 72C/R2-Cosworth V8	1. 41.6	1. 39.2	1. 59.2
7	J. Miles	Lotus 72C/R3-Cosworth V8	1. 42.9	1. 43.8	1. 41.5
8	E. Fittipaldi	Lotus 49C/R10-Cosworth V8	1. 46.1	1. 41.9	1. 42.0
9	G. Hill	Lotus-Cosworth V8	—	—	—
		BT33/2	—	—	—
10	J. Brabham	Brabham BT33/3-Cosworth V8	1. 43.4	1. 42.2	1. 40.8
		BT33/3	—	—	—
11	R. Stommelen	Brabham BT33/2-Cosworth V8	1. 42.1	1. 42.8	1. 46.2
12	J. Ickx	Ferrari 312B/001-flat-12	—	1. 39.8	1. 40.2
		003	—	—	—
14	I. Giunti	Ferrari 312B/004-flat-12	1. 40.9	1. 40.2	2. 07.9
		002	—	—	—
15	J. Surtees	Surtees TS7/001-Cosworth V8	1. 43.1	—	1. 41.5
16	J. Oliver	BRM 153/04-V12	—	1. 41.7	1. 48.8
17	P. Rodriguez	BRM 153/05-V12	—	1. 43.2	—
18	G. Eaton	BRM 153/03-V12	1. 54.5	1. 45.0	—
19	J-P. Beltoise	Matra-Simca MS120/03-V12	—	1. 40.8	1. 41.9
20	H. Pescarolo	Matra-Simca MS120/02-V12	1. 42.6	1. 42.2	1. 41.7
21	D. Hulme	McLaren M14A/2-Cosworth V8	1. 42.5	1. 41.5	1. 43.0
22	A. de Adamich	McLaren M14D/1-Cosworth V8	1. 47.4	1. 41.8	1. 42.2
23	P. Gethin	McLaren M14A/1-Cosworth V8	1. 43.6	1. 42.8	1. 42.9
24	S. Moser	Bellasi F1-1-70-Cosworth V8	—	1. 45.7	2. 00.4
25	R. Peterson	March 701/8-Cosworth V8	—	—	—
26	T. Schenken	De Tomaso 505/38/3-Cosworth V8	1. 47.6	1. 42.4	1. 44.4
27	G. Regazzoni	Ferrari 312B/003-flat-12	1. 40.4	1. 39.7	1. 40.0
		004	—	—	—
28	—	—	—	—	—
29	—	—	—	—	—
30	J. Stewart	March 701/2-Cosworth V8	—	—	—
31	P. Rodriguez	BRM 153/05-flat-12	—	1. 44.4	1. 43.2

The final practice session saw everyone start off rather cautiously, anticipating an end-of-afternoon battle for the high places on the starting grid, though no-one had to qualify as the Austrian club agreed to accept twenty-four starters. A vast crowd, estimated at 20,000, turned up on the Saturday afternoon, which made the financial situation look decidedly healthy for the organisers and those who had financed the building of the Osterreichring. Once more the Ferraris were setting the pace with Regazzoni at 1 min. 40 sec. and Ickx two-tenths of a second slower, but half-way through the afternoon it began to rain and came down so heavily for a time that all hope of the circuit ever drying out was gone, and all the plans for a last-minute assault on grid positions had to be abandoned. As the rain settled in there was a complete cessation of activity, but then Surtees went out to find what the new circuit was like in the wet, and he was soon followed by Regazzoni and Giunti, the last named in the spare car 312/004 with Ickx's number on it. Then Schenken went out in the De Tomaso, and Rindt and Pescarolo joined in, all on heavy treaded rain tyres. As the rain eased off, although the track remained very wet, Rodriguez, Andretti, Oliver, Miles, Moser and Amon all went out. Before the session ended the rain stopped but the circuit did not dry out and though most of the drivers were out for a final fling there was no hope of any fast times being recorded. The Brabham team were still in trouble for Stommelen took back the newer car, with another engine fitted, but it broke almost before he had got warmed up, and Brabham's engine was giving trouble necessitating unbolting the engine from the monocoque in front of the pits to put things right. Team Lotus had repaired the newer Type 72 which Miles had bent, but the Yardley-BRM team made no attempt to repair Eaton's car as he was due to take over the spare one for the race, once Rodriguez decided which he wanted to use. The Saturday practice finished on a rather subdued note compared to what had been anticipated, and it looked as though Rindt was going to be surrounded by Ferraris.

As there were some ties on the practice times the Austrian time-keepers produced a set of practice results to two-places of decimals to decide the ties, which gave Stewart 1 min. 40.15 sec. and Giunti 1 min. 40.21 sec., having both been given 1 min. 40.2 sec. originally. However the Stewards of the meeting realised that timing was being done by

hand-operated stop-watches and refused to accept the second place of decimals, so Stewart and Giunti were put back on equal time, with the note that Giunti had done his at 15.09 hours on Friday and Stewart had done his at 15.54 hours on the same day, so Giunti was ahead of Stewart on the grid and as the organisers had changed the starting grid layout from 3-2-3 to 2-2-2, it meant that Stewart was back in row three. Tyrrell immediately continued his attitude of "if you can't win, protest" and refused to accept the findings of the Stewards on the grounds that times to two places of decimals had been published so they had to stand. The scene began to look like the Spanish G.P. and a pleasant friendly meeting was being spoilt by too much professionalism, but it all subsided and Stewart was re-instated on row two, with Giunti on row three, and though Ferrari were not pleased about it they were happy to have one of their cars in each of the first three rows, with Regazzoni alongside Rindt on the front row.

The crowd that turned out for practice had been a portent of the enthusiasm for the Austrian Grand Prix and by mid-day on Sunday, with the weather warm and fine an enormous crowd was pouring into the Osterreichring, covering the hillsides like ants, and an estimated 100,000 attended, though people who do not like the thought of a race being too successful were putting the crowd at 70-75,000. A short Formula Ford race was held at mid-day, to get things under way, and was won by Peter Lamplough driving the works Palliser FF, from two Austrian-driven McNamara cars. After the Grand Prix drivers had been paraded round the circuit in Morgan +8s, Marcos, and Beach Buggies, they went off on a warm-up lap in the racing cars and lined up on the dummy-grid in pairs, offset from each other.

STARTING GRID

6 J. Rindt (Lotus-Cosworth V8) 72C/R2 1 min. 39.2 sec.	27 G. Regazzoni (Ferrari flat-12) 312/003 1 min. 39.7 sec.	↑
12 J. Ickx (Ferrari flat-12) 312/001 1 min. 39.8 sec.	1 J. Stewart (March-Cosworth V8) 701/4 1 min. 40.2 sec.	
14 I. Giunti (Ferrari flat-12) 312/002 1 min. 40.2 sec.	4 C. Amon (March-Cosworth V8) 701/1 1 min. 40.6 sec.	
19 J-P. Beltoise (Matra-Simca V12) MS120/03 1 min. 40.8 sec.	10 J. Brabham (Brabham-Cosworth V8) BT33/2 1 min. 40.8 sec.	
2 F. Cevert (March-Cosworth V8) 701/7 1 min. 40.9 sec.	21 D. Hulme (McLaren-Cosworth V8) M14A/2 1 min. 41.5 sec.	
7 J. Miles (Lotus-Cosworth V8) 72C/R3 1 min. 41.5 sec.	15 J. Surtees (Surtees-Cosworth V8) TS7/001 1 min. 41.5 sec.	
20 H. Pescarolo (Matra-Simca V12) MS120/02 1 min. 41.7 sec.	16 J. Oliver (BRM V12) 153/04 1 min. 41.7 sec.	
22 A. de Adamich (McLaren-Alfa Romeo V8) M14D/1 1 min. 41.8 sec.	8 E. Fittipaldi (Lotus-Cosworth V8) 49C/R10 1 min. 41.9 sec.	
11 R. Stommelen (Brabham-Cosworth V8) BT33/3 1 min. 42.1 sec.	5 M. Andretti (March-Cosworth V8) 701/3 1 min. 42.3 sec.	
26 T. Schenken (De Tomaso-Cosworth V8) 505/38/3 1 min. 42.4 sec.	3 J. Siffert (March-Cosworth V8) 701/5 1 min. 42.5 sec.	
23 P. Gethin (McLaren-Cosworth V8) M14A/1 1 min. 42.8 sec.	17 P. Rodriguez (BRM V12) 153/05 1 min. 43.2 sec.	
18 G. Eaton (BRM V12) 153/06 1 min. 45.0 sec.	24 S. Moser (Bellasi-Cosworth V8) F1-1-70 1 min. 45.7 sec.	

Shortly after 3 p.m. the Austrian flag fell and the twenty-four starters were away to a superb start, with Regazzoni in 312/003 taking the lead and Ickx in 312/001 right behind him. Regazzoni led on the opening lap, followed by Ickx, Rindt, Giunti in 312/002, Beltoise and Amon, and as they all flashed by the pits Stewart was hurtling down the pit road holding himself up out of the driving seat of March 701/4 as there

Continued on page 945

only Cosworth engine, but Andretti was far from happy with his STP-March 701, modified by the German-based McNamara factory. The Williams team were giving Schenken his first Grand Prix drive, in the De Tomaso, as Redman was occupied elsewhere racing for Chevron, and the McLaren team were in full force, Hulme and Gethin with the Cosworth-powered cars and de Adamich in the Alfa Romeo engined car, with ex-Ferrari engineer Marelli now working for the Autodelta Alfa-Romeo racing department. The Tyrrell team were not very active, the two cars spending a lot of time resting at the pits, while Stewart's spare car 701/2 was left in the transporter, but the Matra-Simca V12s were going round on full song and sounding as strong as ever.

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Saturday
1	J. Stewart	March 701/4-Cosworth V8	1. 41.8	1. 40.2	1. 41.0
2	F. Cevert	March 701/7-Cosworth V8	1. 42.3	1. 40.9	1. 41.9
3	J. Siffert	March 701/5-Cosworth V8	1. 43.1	1. 42.5	1. 48.9
4	C. Amon	March 701/1-Cosworth V8	—	1. 40.6	1. 43.0
5	M. Andretti	March 701/3-Cosworth V8	1. 44.4	1. 42.8	1. 42.3
6	J. Rindt	Lotus 72C/R2-Cosworth V8	1. 41.6	1. 39.2	1. 59.2
7	J. Miles	Lotus 72C/R3-Cosworth V8	1. 42.9	1. 43.8	1. 41.5
8	E. Fittipaldi	Lotus 49C/R10-Cosworth V8	1. 46.1	1. 41.9	1. 42.0
9	G. Hill	Lotus-Cosworth V8	—	—	—
10	J. Brabham	Brabham BT33/3-Cosworth V8 BT33/3	1. 43.4	1. 42.2	1. 40.8
11	R. Stommelen	Brabham BT33/2-Cosworth V8	1. 42.1	1. 42.8	1. 46.2
12	J. Ickx	Ferrari 312B/001-flat-12 003	—	1. 39.8	1. 40.2
14	I. Giunti	Ferrari 312B/004-flat-12 002	1. 40.9	1. 40.2	2. 07.9
15	J. Surtees	Surtees TS7/001-Cosworth V8	1. 43.1	—	1. 41.5
16	J. Oliver	BRM 153/04-V12	—	1. 41.7	1. 48.8
17	P. Rodriguez	BRM 153/06-V12	—	1. 43.2	—
18	G. Eaton	BRM 153/03-V12	1. 54.5	1. 45.0	—
19	J-P. Beltoise	Matra-Simca MS120/03-V12	—	1. 40.8	1. 41.9
20	H. Pescarolo	Matra-Simca MS120/02-V12	1. 42.6	1. 42.2	1. 41.7
21	D. Hulme	McLaren M14A/2-Cosworth V8	1. 42.5	1. 41.5	1. 43.0
22	A. de Adamich	McLaren M14D/1-Cosworth V8	1. 47.4	1. 41.8	1. 42.2
23	P. Gethin	McLaren M14A/1-Cosworth V8	1. 43.6	1. 42.8	1. 42.9
24	S. Moser	Bellasi F1-1-70-Cosworth V8	—	1. 45.7	2. 00.4
25	R. Peterson	March 701/8-Cosworth V8	—	—	—
26	T. Schenken	De Tomaso 505/38/3-Cosworth V8	1. 47.6	1. 42.4	1. 44.4
27	G. Regazzoni	Ferrari 312B/003-flat-12 004	1. 40.4	1. 39.7	1. 40.0
28	—	—	—	—	—
29	—	—	—	—	—
30	J. Stewart	March 701/2-Cosworth V8	—	—	—
31	P. Rodriguez	BRM 153/05-flat-12	—	1. 44.4	1. 43.2

The final practice session saw everyone start off rather cautiously, anticipating an end-of-afternoon battle for the high places on the starting grid, though no-one had to qualify as the Austrian club agreed to accept twenty-four starters. A vast crowd, estimated at 20,000, turned up on the Saturday afternoon, which made the financial situation look decidedly healthy for the organisers and those who had financed the building of the Osterreichring. Once more the Ferraris were setting the pace with Regazzoni at 1 min. 40 sec. and Ickx two-tenths of a second slower, but half-way through the afternoon it began to rain and came down so heavily for a time that all hope of the circuit ever drying out was gone, and all the plans for a last-minute assault on grid positions had to be abandoned. As the rain settled in there was a complete cessation of activity, but then Surtees went out to find what the new circuit was like in the wet, and he was soon followed by Regazzoni and Giunti, the last named in the spare car 312/004 with Ickx's number on it. Then Schenken went out in the De Tomaso, and Rindt and Pescarolo joined in, all on heavy treaded rain tyres. As the rain eased off, although the track remained very wet, Rodriguez, Andretti, Oliver, Miles, Moser and Amon all went out. Before the session ended the rain stopped but the circuit did not dry out and though most of the drivers were out for a final fling there was no hope of any fast times being recorded. The Brabham team were still in trouble for Stommelen took back the newer car, with another engine fitted, but it broke almost before he had got warmed up, and Brabham's engine was giving trouble necessitating unbolting the engine from the monocoque in front of the pits to put things right. Team Lotus had repaired the newer Type 72 which Miles had bent, but the Yardley-BRM team made no attempt to repair Eaton's car as he was due to take over the spare one for the race, once Rodriguez decided which he wanted to use. The Saturday practice finished on a rather subdued note compared to what had been anticipated, and it looked as though Rindt was going to be surrounded by Ferraris.

As there were some ties on the practice times the Austrian time-keepers produced a set of practice results to two-places of decimals to decide the ties, which gave Stewart 1 min. 40.15 sec. and Giunti 1 min. 40.21 sec., having both been given 1 min. 40.2 sec. originally. However the Stewards of the meeting realised that timing was being done by

hand-operated stop-watches and refused to accept the second place of decimals, so Stewart and Giunti were put back on equal time, with the note that Giunti had done his at 15.09 hours on Friday and Stewart had done his at 15.54 hours on the same day, so Giunti was ahead of Stewart on the grid and as the organisers had changed the starting grid layout from 3-2-3 to 2-2-2, it meant that Stewart was back in row three. Tyrrell immediately continued his attitude of "if you can't win, protest" and refused to accept the findings of the Stewards on the grounds that times to two places of decimals had been published so they had to stand. The scene began to look like the Spanish G.P. and a pleasant friendly meeting was being spoilt by too much professionalism, but it all subsided and Stewart was re-instated on row two, with Giunti on row three, and though Ferrari were not pleased about it they were happy to have one of their cars in each of the first three rows, with Regazzoni alongside Rindt on the front row.

The crowd that turned out for practice had been a portent of the enthusiasm for the Austrian Grand Prix and by mid-day on Sunday, with the weather warm and fine an enormous crowd was pouring into the Osterreichring, covering the hillsides like ants, and an estimated 100,000 attended, though people who do not like the thought of a race being too successful were putting the crowd at 70-75,000. A short Formula Ford race was held at mid-day, to get things under way, and was won by Peter Lamplough driving the works Palliser FF, from two Austrian-driven McNamara cars. After the Grand Prix drivers had been paraded round the circuit in Morgan +8s, Marcos, and Beach Buggies, they went off on a warm-up lap in the racing cars and lined up on the dummy-grid in pairs, offset from each other.

STARTING GRID

6 J. Rindt (Lotus-Cosworth V8) 72C/R2 1 min. 39.2 sec.	27 G. Regazzoni (Ferrari flat-12) 312/003 1 min. 39.7 sec.	↑
12 J. Ickx (Ferrari flat-12) 312/001 1 min. 39.8 sec.	1 J. Stewart (March-Cosworth V8) 701/4 1 min. 40.2 sec.	
14 I. Giunti (Ferrari flat-12) 312/002 1 min. 40.2 sec.	4 C. Amon (March-Cosworth V8) 701/1 1 min. 40.6 sec.	
19 J-P. Beltoise (Matra-Simca V12) MS120/03 1 min. 40.8 sec.	10 J. Brabham (Brabham-Cosworth V8) BT33/2 1 min. 40.8 sec.	
2 F. Cevert (March-Cosworth V8) 701/7 1 min. 40.9 sec.	21 D. Hulme (McLaren-Cosworth V8) M14A/2 1 min. 41.5 sec.	
7 J. Miles (Lotus-Cosworth V8) 72C/R3 1 min. 41.5 sec.	15 J. Surtees (Surtees-Cosworth V8) TS7/001 1 min. 41.5 sec.	
20 H. Pescarolo (Matra-Simca V12) MS120/02 1 min. 41.7 sec.	16 J. Oliver (BRM V12) 153/04 1 min. 41.7 sec.	
22 A. de Adamich (McLaren-Alfa Romeo V8) M14D/1 1 min. 41.8 sec.	8 E. Fittipaldi (Lotus-Cosworth V8) 49C/R10 1 min. 41.9 sec.	
11 R. Stommelen (Brabham-Cosworth V8) BT33/3 1 min. 42.1 sec.	5 M. Andretti (March-Cosworth V8) 701/3 1 min. 42.3 sec.	
26 T. Schenken (De Tomaso-Cosworth V8) 505/38/3 1 min. 42.4 sec.	3 J. Siffert (March-Cosworth V8) 701/5 1 min. 42.5 sec.	
23 P. Gethin (McLaren-Cosworth V8) M14A/1 1 min. 42.8 sec.	17 P. Rodriguez (BRM V12) 153/05 1 min. 43.2 sec.	
18 G. Eaton (BRM V12) 153/06 1 min. 45.0 sec.	24 S. Moser (Bellasi-Cosworth V8) F1-1-70 1 min. 45.7 sec.	

Shortly after 3 p.m. the Austrian flag fell and the twenty-four starters were away to a superb start, with Regazzoni in 312/003 taking the lead and Ickx in 312/001 right behind him. Regazzoni led on the opening lap, followed by Ickx, Rindt, Giunti in 312/002, Beltoise and Amon, and as they all flashed by the pits Stewart was hurtling down the pit road holding himself up out of the driving seat of March 701/4 as there

Continued on page 945

AMERICAN COMMENT

FORD remains the favourite in the SCCA's Trans-Am series but Mark Donohue has lowered the odds considerably by driving one of Roger Penske's Javelins to successive victories in the seventh and eighth rounds of the series at Road America and St. Jovite. The victories gave American Motors three wins in four races and handed Ford their fourth consecutive loss (Milt Minter having won the sixth race in an independent Camaro). Altogether a very different picture from the beginning of the year when Ford, their team and cars virtually unchanged from last year, swept four straight races while the opposition, all with new cars and/or engines to sort out, were plagued by problems. Donohue has not been alone in fighting Ford. Although not quite matching the Javelins, Swede Savage in the AAR Plymouth Barracuda, Sam Posey in the Autodynamics Dodge Challenger and Jim Hall's Camaros have all been much more competitive in recent races. As a result, Parnelli Jones and George Follmer have had to drive their Mustangs much harder and some of the cars' weaknesses—among them brakes and tyres—are manifesting themselves.

At Road America the Mustangs resorted to softer tyres to capture the front row starting positions but the race was only one lap old when Posey, who started in the third row, charged to the front in his Challenger and quickly began pulling away. Savage, too, was going extremely fast, soon ousting Jones from second place and confirming that on fast circuits such as the 4-mile Road America one they definitely have an edge in horsepower. Posey and Savage held down the first two places for almost one-third of the race but were then overtaken by Donohue, whose Javelin may not have been quite as fast but whose refuelling stops, directed by Penske, were far superior to anyone else's. Donohue was never headed after that but Posey and Savage hung on to take second and third, with Hall fourth in his Camaro. With two unscheduled stops for tyres, the best Jones could manage with his Mustang was fifth and even then he was only 13 sec. ahead of Minter's Camaro—the first six cars all being on the same lap.

Interest in the St. Jovite event was considerably increased by the appearance of Vic Elford in one of Jim Hall's Camaros. Elford was originally to have partnered Posey on the Autodynamics team but after Chrysler's budget cutback killed that plan, Hall, having decided that he is not driving as fast as he would like, invited Elford to take over his car. Elford thoroughly enjoyed himself and described driving the Camaro as very similar to driving a rally car, particularly a Porsche, on an icy or dirt road. Several mechanical problems in practice prevented him qualifying any higher than seventh but once the race had settled down he worked the Camaro into a strong fourth place. Unfortunately an error by a junior crew member resulted in the car not restarting after its second refuelling stop and that was the end of Elford's first Trans-Am. However, he will be driving for Hall in the remaining three races and a win is by no means out of the question.

The race itself proved a relatively easy victory for Donohue, who said later that his Javelin had performed flawlessly for the first time. Donohue qualified second fastest to Jones' Mustang and for over one-third of the race had to fight off both Jones and Follmer. But as Donohue's pace brought on both tyre and brake problems for the Mustangs, the Javelin pulled away to a comfortable 61.5-sec. victory over Follmer, with Jones one lap down in third place. Posey was fourth, on the same lap as Jones, but Savage retired with differential failure and it was apparent that the Chrysler cars' speed on the fast circuits is not, so far, matched by their cornering on slower courses like the twisty, 2.65-mile St. Jovite circuit. Donohue's consecutive wins raised American Motors' score to 43 points and with only three races remaining it may seem unlikely that they can catch Ford, who have 56 points. The Javelin, however, is very near the standard of excellence always demanded by Penske, while Posey's Challenger and Savage's Barracuda are approaching that level. Add Elford in Hall's Camaro, plus, of course, Jones and Follmer in the Mustangs, and one has all the ingredients necessary for some superb final races.

The two most recent Continental Championship events, held at Road America and St. Jovite on the same weekends as the Trans-Am races, may have signalled an entirely new chapter in Formula A (and Formula 5000) racing. This stemmed from the appearance, in the hands of George Follmer, of the Ford-powered Lotus 70 first driven by Mario Andretti in the final Continental race of the 1969 season. The

car reappeared as the result of an arrangement between Lotus Components and the Los Angeles tuning firm of Falconer & Dunn, under which the latter undertook development of a 5-litre Ford engine for use by the former. Lotus Components could hardly have made a better choice. Ryan Falconer has been a tuning specialist for several years and John Dunn was in charge of all Shelby Racing's Ford engine development. Indeed, much of the development work on this engine was performed at Shelby Racing before they closed down.

The most significant feature of the engine produced by Falconer & Dunn is that it was specifically developed to run on Weber carburettors—almost a heresy in a day when virtually all the all-conquering Chevrolet engines used in Formula A rely on fuel injection. The target, however, is the Formula 5000 market, where fuel injection is not permitted, but Falconer & Dunn believed that they could produce a carburettor-equipped engine that would still be able to knock the wind out of the fuel-injected Chevrolets in Formula A. It was a tall order and there were many sceptics in the paddock at Road America. After all, apart from two victories by Gus Hutchison on a Cosworth-powered Brabham BT26, every Formula A race since the introduction of stock-block engines in 1968 had been won by a Chevrolet-powered car. Follmer certainly gave the sceptics something to think about, although the significance of his performance was overlooked by many whose attention was diverted by a tremendous dice between John Cannon in his McLaren M10B-Chev and David Hobbs in a works TS5A-Chev.

Cannon qualified 1½ sec. faster than Hobbs, who was handicapped by having to use intermediate-pattern Firestones, but at the start of the race these tyres warmed up more quickly and Hobbs scrambled into a narrow lead. There was hardly a second between them throughout the 100 miles and although Cannon took command after the halfway mark when Hobbs' tyres became too warm, the Englishman was just 2/10ths of a second behind the Canadian at the chequered flag. Somewhat unnoticed behind this great battle, Follmer, with virtually no pre-race chassis tuning, quickly moved up from sixth at the start to third and stayed there to finish 20 sec. behind the leaders.

If there were any doubts remaining about the potential of the carburettor-equipped Ford, they were obliterated at St. Jovite when Follmer put the Lotus 70 on the pole and then led every lap to win effortlessly by 27 sec. from Cannon's McLaren. Hobbs, still handicapped by intermediate pattern tyres on a dry track, had shared the front row with Follmer and then fought another great duel with Cannon, though for second place this time. It was Hobbs in front for the first 10 laps, then Cannon by a whisker for 13 laps, then Hobbs again for one more when the Surtees' handling suddenly went awry. A pit stop revealed nothing wrong but it was later suspected that the intermediate tyres had simply become too hot during the torrid dice with Cannon. The pit stop dropped Hobbs to 13th place (also cooling the tyres) and in his climb back to seventh at the finish Hobbs had the satisfaction of setting a new Formula A lap record of 99.27 m.p.h. More significant, nonetheless, was Follmer's clear-cut victory in the carburettor-equipped Lotus 70-Ford. Chevrolet's stranglehold on Formula (and Formula 5000) racing had been broken and hopefully this heralds a new and more competitive chapter in this type of racing. John Cannon's first and second place finishes in these two races vaulted him into a clear lead in the Continental Championship with 85 points. Behind him are the three drivers that finishes third, fourth and fifth at St. Jovite—Ron Grable (Lola T190) with 66 points, Gus Hutchison (Brabham BT26 then Lola T190) with 63 and John Gunn (Surtees TS5A) with 52.

* * *

There has been only one USAC Championship race since last month but it proved to be the best of the year. Run over 60 laps of the 15-turn, 2.5-mile Indianapolis Raceway Park road course, it was significant for a number of reasons: Mario Andretti using a Gurney Eagle-Ford in his McNamara for the first time; a tremendous performance by Swede Savage in Gurney's similarly-powered car; and the fact that although the last 13 laps were run in the rain, the battle was so intense that no one dared stop for rain tyres. Andretti demonstrated the power of Gurney's stock-block Eagle-Ford by putting his McNamara on the pole, but only by 11/100ths of a second from Indy winner Al Unser's d.o.h.c. Colt-Ford and Mark Donohue's stock-block Lola T153-Chevrolet. Savage, who continues to show all the earmarks of becoming the next American super-star, was only another 6/100ths of a second behind in fourth place. Andretti's race ended early with a broken halfshaft but Savage fully lived up to his promise as he took the lead from Unser on the ninth lap and for the next 25 laps fought off the

Continued on page 944

AMERICAN COMMENT

FORD remains the favourite in the SCCA's Trans-Am series but Mark Donohue has lowered the odds considerably by driving one of Roger Penske's Javelins to successive victories in the seventh and eighth rounds of the series at Road America and St. Jovite. The victories gave American Motors three wins in four races and handed Ford their fourth consecutive loss (Milt Minter having won the sixth race in an independent Camaro). Altogether a very different picture from the beginning of the year when Ford, their team and cars virtually unchanged from last year, swept four straight races while the opposition, all with new cars and/or engines to sort out, were plagued by problems. Donohue has not been alone in fighting Ford. Although not quite matching the Javelins, Swede Savage in the AAR Plymouth Barracuda, Sam Posey in the Autodynamics Dodge Challenger and Jim Hall's Camaros have all been much more competitive in recent races. As a result, Parnelli Jones and George Follmer have had to drive their Mustangs much harder and some of the cars' weaknesses—among them brakes and tyres—are manifesting themselves.

At Road America the Mustangs resorted to softer tyres to capture the front row starting positions but the race was only one lap old when Posey, who started in the third row, charged to the front in his Challenger and quickly began pulling away. Savage, too, was going extremely fast, soon ousting Jones from second place and confirming that on fast circuits such as the 4-mile Road America one they definitely have an edge in horsepower. Posey and Savage held down the first two places for almost one-third of the race but were then overtaken by Donohue, whose Javelin may not have been quite as fast but whose refuelling stops, directed by Penske, were far superior to anyone else's. Donohue was never headed after that but Posey and Savage hung on to take second and third, with Hall fourth in his Camaro. With two unscheduled stops for tyres, the best Jones could manage with his Mustang was fifth and even then he was only 13 sec. ahead of Minter's Camaro—the first six cars all being on the same lap.

Interest in the St. Jovite event was considerably increased by the appearance of Vic Elford in one of Jim Hall's Camaros. Elford was originally to have partnered Posey on the Autodynamics team but after Chrysler's budget cutback killed that plan, Hall, having decided that he is not driving as fast as he would like, invited Elford to take over his car. Elford thoroughly enjoyed himself and described driving the Camaro as very similar to driving a rally car, particularly a Porsche, on an icy or dirt road. Several mechanical problems in practice prevented him qualifying any higher than seventh but once the race had settled down he worked the Camaro into a strong fourth place. Unfortunately an error by a junior crew member resulted in the car not restarting after its second refuelling stop and that was the end of Elford's first Trans-Am. However, he will be driving for Hall in the remaining three races and a win is by no means out of the question.

The race itself proved a relatively easy victory for Donohue, who said later that his Javelin had performed flawlessly for the first time. Donohue qualified second fastest to Jones' Mustang and for over one-third of the race had to fight off both Jones and Follmer. But as Donohue's pace brought on both tyre and brake problems for the Mustangs, the Javelin pulled away to a comfortable 61.5-sec. victory over Follmer, with Jones one lap down in third place. Posey was fourth, on the same lap as Jones, but Savage retired with differential failure and it was apparent that the Chrysler cars' speed on the fast circuits is not, so far, matched by their cornering on slower courses like the twisty, 2.65-mile St. Jovite circuit. Donohue's consecutive wins raised American Motors' score to 43 points and with only three races remaining it may seem unlikely that they can catch Ford, who have 56 points. The Javelin, however, is very near the standard of excellence always demanded by Penske, while Posey's Challenger and Savage's Barracuda are approaching that level. Add Elford in Hall's Camaro, plus, of course, Jones and Follmer in the Mustangs, and one has all the ingredients necessary for some superb final races.

* * *

The two most recent Continental Championship events, held at Road America and St. Jovite on the same weekends as the Trans-Am races, may have signalled an entirely new chapter in Formula A (and Formula 5000) racing. This stemmed from the appearance, in the hands of George Follmer, of the Ford-powered Lotus 70 first driven by Mario Andretti in the final Continental race of the 1969 season. The

car reappeared as the result of an arrangement between Lotus Components and the Los Angeles tuning firm of Falconer & Dunn, under which the latter undertook development of a 5-litre Ford engine for use by the former. Lotus Components could hardly have made a better choice. Ryan Falconer has been a tuning specialist for several years and John Dunn was in charge of all Shelby Racing's Ford engine development. Indeed, much of the development work on this engine was performed at Shelby Racing before they closed down.

The most significant feature of the engine produced by Falconer & Dunn is that it was specifically developed to run on Weber carburettors—almost a heresy in a day when virtually all the all-conquering Chevrolet engines used in Formula A rely on fuel injection. The target, however, is the Formula 5000 market, where fuel injection is not permitted, but Falconer & Dunn believed that they could produce a carburettor-equipped engine that would still be able to knock the wind out of the fuel-injected Chevrolets in Formula A. It was a tall order and there were many sceptics in the paddock at Road America. After all, apart from two victories by Gus Hutchison on a Cosworth-powered Brabham BT26, every Formula A race since the introduction of stock-block engines in 1968 had been won by a Chevrolet-powered car. Follmer certainly gave the sceptics something to think about, although the significance of his performance was overlooked by many whose attention was diverted by a tremendous dice between John Cannon in his McLaren M10B-Chev and David Hobbs in a works TS5A-Chev.

Cannon qualified 1½ sec. faster than Hobbs, who was handicapped by having to use intermediate-pattern Firestones, but at the start of the race these tyres warmed up more quickly and Hobbs scrambled into a narrow lead. There was hardly a second between them throughout the 100 miles and although Cannon took command after the halfway mark when Hobbs' tyres became too warm, the Englishman was just 2/10ths of a second behind the Canadian at the chequered flag. Somewhat unnoticed behind this great battle, Follmer, with virtually no pre-race chassis tuning, quickly moved up from sixth at the start to third and stayed there to finish 20 sec. behind the leaders.

If there were any doubts remaining about the potential of the carburettor-equipped Ford, they were obliterated at St. Jovite when Follmer put the Lotus 70 on the pole and then led every lap to win effortlessly by 27 sec. from Cannon's McLaren. Hobbs, still handicapped by intermediate pattern tyres on a dry track, had shared the front row with Follmer and then fought another great duel with Cannon, though for second place this time. It was Hobbs in front for the first 10 laps, then Cannon by a whisker for 13 laps, then Hobbs again for one more when the Surtees' handling suddenly went awry. A pit stop revealed nothing wrong but it was later suspected that the intermediate tyres had simply become too hot during the torrid dice with Cannon. The pit stop dropped Hobbs to 13th place (also cooling the tyres) and in his climb back to seventh at the finish Hobbs had the satisfaction of setting a new Formula A lap record of 99.27 m.p.h. More significant, nonetheless, was Follmer's clear-cut victory in the carburettor-equipped Lotus 70-Ford. Chevrolet's stranglehold on Formula (and Formula 5000) racing had been broken and hopefully this heralds a new and more competitive chapter in this type of racing. John Cannon's first and second place finishes in these two races vaulted him into a clear lead in the Continental Championship with 85 points. Behind him are the three drivers that finishes third, fourth and fifth at St. Jovite—Ron Grable (Lola T190) with 66 points, Gus Hutchison (Brabham BT26 then Lola T190) with 63 and John Gunn (Surtees TS5A) with 52.

* * *

There has been only one USAC Championship race since last month but it proved to be the best of the year. Run over 60 laps of the 15-turn, 2.5-mile Indianapolis Raceway Park road course, it was significant for a number of reasons: Mario Andretti using a Gurney Eagle-Ford in his McNamara for the first time; a tremendous performance by Swede Savage in Gurney's similarly-powered car; and the fact that although the last 13 laps were run in the rain, the battle was so intense that no one dared stop for rain tyres. Andretti demonstrated the power of Gurney's stock-block Eagle-Ford by putting his McNamara on the pole, but only by 11/100ths of a second from Indy winner Al Unser's d.o.h.c. Colt-Ford and Mark Donohue's stock-block Lola T153-Chevrolet. Savage, who continues to show all the earmarks of becoming the next American super-star, was only another 6/100ths of a second behind in fourth place. Andretti's race ended early with a broken halfshaft but Savage fully lived up to his promise as he took the lead from Unser on the ninth lap and for the next 25 laps fought off the

Continued on page 944



A starter

A stopper

Two Lucas starters. One's genuine. One's junk. A dud. An imitation.

Dressing up old Lucas parts and passing them off as genuine Lucas exchange units is a popular way of making a quick quid. Sometimes at your expense.

Some imitators do a good job. But some do no job at all. And the difference is almost impossible to spot. The first-class and the third-rate rebuilds both carry the Lucas name. The bad one only shows up by packing up.

And imitations don't carry a guarantee. So you have to pay out again. With the additional inconvenience of having your car off the road a second time.

It's a lot easier to by-pass the imitators altogether. Insist on genuine guaranteed

Lucas B90 exchange units instead. Be sure the parts you've paid for aren't non-starters.



STARTERS
DYNAMOS
DISTRIBUTORS
ALTERNATORS
ARMATURES
CONTROL BOXES
REGULATORS
HORNS
MAGNETOS
WIPER MOTORS

Insist!

Joseph Lucas (Sales & Service) Ltd. Birmingham 18.

Continental Notes

THERE ARE occasions when the political manoeuvres that go on behind the scenes of International motor racing have me completely baffled. One such occasion was August 2nd, when the German Grand Prix was held at the Hockenheimring instead of at the Nürburgring because the GPDA complained to the FIA that the owners of the Nürburgring had not carried out suggested safety measures, as put forward over a year ago. The FIA talked to the Automobile Club von Deutschland, who organise the Grand Prix, and as the proposed safety measures could not be carried out by August 2nd it was agreed that the German Grand Prix would be held at the Hockenheimring, on the face of it because the Nürburgring was unsafe. Yet, even while the Grand Prix was taking place at Hockenheim, a Formula Two race, and supporting events, were taking place on the Nürburgring. I don't think I was the only one baffled by these happenings. Among the reasons why the GPDA put the clamps on the Nürburgring were inadequate fire-fighting equipment and the risk of a car going into the crowd due to inadequate public protection, yet without any improvements the AvD decided the circuit was quite safe for Formula Two cars. One week later two cars collided and went into the crowd, killing five people and injuring many more, but this was not at the Nürburgring, nor was it at Hockenheim; it was at Karlskoga in Sweden. Earlier this year a driver was killed in a Swedish race and politicians were beginning to suggest that racing in Sweden should be banned. Now that an accident has involved the spectators I can imagine that Swedish motor racing is going to have a hard time from the anti-motor racing element.

I do not know when the Hockenheimring was first used, but I came across it for the first time in 1950 when I went there to compete at a motorcycle meeting. I was racing as a sidecar passenger with a Belgian rider and our outfit had the sidecar on the right-hand side, so we were very pleased when we found that the Hockenheimring was a flat egg-shaped oval run anti-clockwise. It meant that on the sharp curve on the edge of the village I had to climb over the back-wheel and on the fast curve at the other end of the circuit we could scratch round with me lying in the sidecar, but close up to the engine, ready to slide quickly towards the rear if the back wheel looked like becoming airborne. Outfits with left-hand sidecars had to have the passenger leaning right out into the wind on both corners, which lost a lot of speed on air drag. We were racing a 500-c.c. outfit mixed in with a bunch of 750-c.c. outfits and we deliberately fitted a high top gear so that we could use the slipstream of the bigger bikes to suck us along faster than our normal maximum. Being in the middle of five or six 750-c.c. BMW outfits on a 500-c.c. outfit and keeping pace with them was very exciting. The circuit itself was nothing much, being a flat-out blind, except for the village corner, and not as fast as the absolutely flat-out Grenzlandring on which we also raced, up near the Belgian/Dutch borders, but it was a pleasant weekend at Hockenheim, most people camping in the woods around the paddock.

In 1955 I was at the Hockenheimring again, still circulating anti-clockwise, this time passengering in a Mercedes-Benz 300SLR sports/racing car with Stirling Moss. The object of the visit was to do some final full-speed running in the car before the Mille Miglia, do some aerodynamic studies on windscreen size and cockpit sides, and to test out an inter-com system with throat microphones and ear-pieces fitted in our crash hats. Along both sides of the egg-shaped circuit the 300SLR was holding 175 m.p.h., we came to a satisfactory windscreen shape and discarded the inter-com in favour of hand-signals as Moss found that when he concentrated 100% on taking the fast top curve or the slow bottom corner, he had no concentration left for hearing and there was the possibility of mistaking anything I said. While we were doing this Uhlenhaut was doing some practical destruction tests on the drive-shafts and transmission on a W196 Grand Prix car. He was going round the oval alternately putting on full power in 1st or 2nd gear and then braking to the maximum. The violent loads and sudden reverse loads being applied to the transmission were painful to watch, but nothing broke, though some interesting data on twisting in shafts were recorded.

In the 1960s a new *Autobahn* was built in the area, which cut right across the Hockenheimring at about the midway point and the owners received untold money in compensation. With this money they built the present concrete stadium that holds 120,000 spectators, and inside the stadium they laid out a real "mickey mouse" track, with tight corners one after the other so that overtaking was high impossible.

The fast top curve was retained with outward and inward fast legs from the stadium, the direction now being clockwise. The name was changed from the Hockenheimring to the Hockenheim Motordrom, but for me it will always remain the Hockenheimring. It was never one of my favourite circuits and after watching a race on the Motordrom I thought: "If that is called motor racing then I'm going to look for something else to do", which is what I did on August 2nd, 1970. When the Motordrom was opened in 1966 there were mutterings in the AvD that the German Grand Prix should be held there, but the idea was dropped because of the outcry that arose on all sides. In 1970 the German Grand Prix was held at Hockenheim, without too much outcry, and the cause was attributed to the GPDA and their "safety songs", but I wonder if this was right or were the GPDA being used as scapegoats again, like the Bruxelles people used them last year over the intrigues behind the Belgian Grand Prix and the matter of their new circuit being built just south of Bruxelles. The Hockenheim Motordrom had a side effect when it was opened in 1966, for it caused the death of the magnificent Solitude circuit near Stuttgart. The ADAC applied for their usual permit to close the public roads which made up the Solitude circuit, only to have permission refused, for a race that had been held since the early 1920s, and the Stuttgart authorities told the ADAC to "go and play with your silly racing cars on the fine new Motordrom at Hockenheim". To anyone who knew the Solitude circuit this was like saying "you can't have champagne, have a glass of water, it is liquid and will fill the glass". The ADAC were powerless and whereas I went to the Solitude races with great pleasure, I now give them a miss for there are more interesting things to do than attend the once classic Solitudrennen now that it is held on the Hockenheim Motordrom.

Even at this moment the GPDA is applying pressure on the Italians and suggesting that the Italian Grand Prix on the Monza circuit be postponed if it is raining. If the trends of the 1970 season continue I can see the Italian Grand Prix being held on the little circuit at Vallelunga, just north of Rome, in which case there will be another weekend for me to go away and do something more interesting than watching "mickey-mouse" racing. The French Grand Prix will also soon be dead as well, for it is suggested that it might be held on the new Paul Ricard circuit near Marseilles in 1971. Reims, Rouen and Clermont-Ferrand (we'll forget about the Le Mans Bugatti circuit in 1967) have all seen the French Grand Prix well fought, but the artificial Ricard circuit will make a mockery of the race by comparison. It all makes you wonder why people bother to go motor racing today, or is it really just for the money, and I can see that the suggestion in the correspondence columns of one of the weeklies was not so daft. A reader suggested that the best solution to all this business of "improvement to suit 1970 conditions" would be to run the Grand Prix Drivers' World Championship over ten rounds held on the Spanish Jarama circuit, leaving the long-distance sports-car drivers with their 5-litre Porsches and Ferraris to use Monza, Francorchamps, Nürburgring and Brands Hatch.—D. S. J.

AMERICAN COMMENT—continued from page 942

very best that USAC veterans Unser and A. J. Foyt (Coyote-Ford) could throw at him. Foyt did get the lead on the 34th lap but lost it to Unser when the rain began on the 48th lap and then ran out of fuel. Unser and Savage both spun twice during the last eight laps—swapping the lead again in the process—but Savage's final spin left him stranded off-course and Unser eased off to win his third race of the year. Donohue, troubled by cockpit overheating throughout the race, was the only other driver on the same lap at the finish. He was followed by Gordon Johncock's Eagle-Ford and John Cannon's Vollstedt-Chevrolet. With Bobby Unser failing to start and Andretti failing to finish, Al Unser raised his score in the Marlboro-sponsored USAC Championship to 2,690 points. Bobby Unser has 1,500 points, Andretti 1,485 and Gurney 1,000.—D. G.

BRAVO

ROLLS-ROYCE Ltd., Motor Car Division, Crewe, have issued a set of six drawings by Claudio Bravo in an edition limited to 1,000, of their current range of Silver Shadow, Phantom VI and Bentley T-series cars. They cost 25 gn. per set (63 dollars) and each measures 22 in. x 16 in. Early application is advised, mentioning MOTOR SPORT.

was petrol leaking into the cockpit. Half-way round the second lap Regazzoni felt he had the situation well in hand so he waved his team-leader by, and Ickx took the lead. Rindt was with them, but getting by one Ferrari was one thing, getting by two Ferraris was another thing altogether, and he had the third one right in his mirrors. As if having Stewart in the pits was not bad enough for Tyrrell, his second car burst its engine in a big way, spreading oil everywhere, and Cevert started walking back to the pits. When the leaders arrived at the oil on lap 3 there was quite a bit of dodging about, and Beltoise, Giunti and Amon all nipped by Rindt, pushing the Lotus driver back into sixth place so that there were now four 12-cylindered cars in a row, the first three beginning to pull out a small lead. Whereas Ickx had Regazzoni right with him as a tower of strength in support, and Giunti not far behind, Rindt was all on his own, for Miles can never hope to match the pace of the Austrian driver. On lap 4 he did not even get the chance to try for one of the shafts to the inboard front brakes failed and the new Lotus 72 was out of the race. While the leading trio were away on their sixth lap Stewart rejoined the race with the leaking fuel pipe repaired, but he had little hope of getting anywhere, as happened to him at Clermont-Ferrand.

After recovering from being elbowed back in such an unseemly manner at the oil incident, Rindt began to speed up again and soon passed Amon, and by lap 10 had passed Giunti, but by this time Ickx, Regazzoni and Beltoise were 8 sec. ahead, a long way at an average of around 130 m.p.h. The leading trio of 12-cylinder cars were singing round merrily nose to tail, and were gaining on Stewart and in view of lapping him for he could not match their pace, but before it could happen he was back in the pits again, this time to retire. At ten laps the order was Ickx (Ferrari), Regazzoni (Ferrari), Beltoise (Matra), Rindt (Lotus), Giunti (Ferrari), Brabham (Brabham), Amon (March), Hulme (McLaren), Surtees (Surtees), Pescarolo (Matra), Oliver (BRM), Stommelen (Brabham), Andretti (March), Rodriguez (BRM), Gethin (McLaren) and the rest. Eaton, in BRM 153/06, was enjoying himself keeping ahead of Schenken in the De Tomaso, and Moser in the Bellasi had overtaken de Adamich with the Alfa Romeo-engined McLaren. The little Swiss was forced out on lap 13 when his radiator started leaking; he had had an accident on the way to the circuit behind a police escort and had made a temporary repair at the last moment, but it had failed. On the next lap Andretti had his accelerator stick down and the STP Oil Treatment Special charged through the wire netting fences and demolished itself, the driver getting out without a scratch.

The race pattern had settled down with Regazzoni keeping a sensible distance behind Ickx, unlike some number two drivers who feel they must sit right on the exhaust pipes of their leader, to try and impress. Beltoise could stay with the Ferraris, but that was all, and Rindt was beginning to close up by measurable amounts, the gap dropping from 7.8 sec. to 7.6 sec., to 7.0 sec. on successive laps. On lap 18 he set a new fastest lap in 1 min. 42.0 sec., but as he started lap 21 his Cosworth engine broke and that was that, all danger to the Ferraris was over. As the fuel load was used up the Ferraris went quicker, their handling improving, whereas the Matra was less affected by lighter fuel weight, and while Beltoise could stay with the Ferraris to begin with, by 30 laps, which was half-distance, the two red cars began to pull away and on lap 38 they jointly put the lap record at 1 min. 40.9 sec., later reducing this by half a second. Cosworth engines were breaking in



BT33s SHUFFLED.—When Cosworth engine trouble struck the Brabham team in practice there was a general switching of cars and engines between Brabham and Stommelen. This photograph illustrates some of the differences between the chassis of two cars, the newer one being on the right.

all directions, the De Tomaso died on lap 26, the Surtees on lap 27, and Hulme's McLaren on lap 31. Brabham was pressing hard on Giunti's tail but the young Italian driver was not at all impressed and dodged about in a spirited fashion to give Brabham a hard time. There were lots of stones on the inside edges of the track and clipping the corners fine was causing tyres to throw the stones up, and Brabham collected one through the radiator when he was trying to get by Giunti on lap 34. He stopped at the pits and in just over five laps his mechanics did a fantastic job of work replacing the split radiator with a new one and the Australian was back in the race. Earlier, on lap 23, Pescarolo's Matra had collected an enormous stone thrown up by Hulme and it had struck the rear suspension and bent a shock-absorber, necessitating a pit stop and the loss of all hope of a good position.

As the two leading Ferraris were setting a new record on lap 38, Giunti had a slice of tread come off his left front tyre and he shot into the pits to have it changed. The stop cost him a full lap, and Stommelen, Amon, Rodriguez, Oliver and Gethin went by, in that order, the young German Brabham driver going very well indeed after a slow start caused by a poor grid position due to very little practice. Giunti rejoined the race in ninth place a lap behind the leaders, and just behind them on the road, so that they pulled him along as they steadily lapped the mid-field runners. With fifteen laps to go Ickx and Regazzoni were completely untroubled and were giving a fine display of team discipline and a convincing demonstration that Ferrari had returned to his former glory. The vociferous Italians in the crowd, many thousands of them, were now quiet, holding their breath for fear that something might spoil the sight and sound of the two red cars screaming round in formation. The Tyrrell transporter could be seen threading its way out of the paddock, bound for England, where the team had an appointment to unveil a new make of car to replace the rather unsuccessful March project. As 50 laps approached Amon was lapped by the two Ferraris, cars that he did not consider worthy when they were on test at the end of last season, and salt was rubbed into the wound when Giunti in the third one passed him and disappeared into the distance, taking seventh place from the works March. Ickx and Regazzoni were now behind Oliver and Rodriguez, about to lap them, and as the four 12-cylinder engines screamed round in close company they made a noise that must have been audible in Northampton, while just behind them a high tenor was provided by Beltoise's Matra. Half-way round lap 56 the French song faltered as the fuel system failed yet again to pick up the last 8-10 gallons of petrol, and Beltoise shot into the pits for more petrol. By the time he was out again the leaders had gone by, to be a lap ahead, and the BRMs had also gone by, but the Frenchman was just able to stay in front of Giunti's Ferrari. This last-minute drama let a surprised Stommelen up into third place, worthily upholding Brabham and Cosworth honours.

As the Ferraris got the chequered flag Italian enthusiasm burst its bonds, and waving, cheering, weeping, screaming Italians came from all parts of the spectator enclosures, bearing Ferrari Club banners, and the presentation of the victor's laurels disappeared in a wild and delirious tumult. An hour after the finish the paddock still rang with cheering and applause.

Eight 12-cylinder-engined cars had started the race and eight finished the race, the full teams of Ferrari, BRM and Matra had recorded 100% finishes, and of the fifteen Cosworth-powered cars that started, six were running at the end. All the signs had been that a Ferrari might win the Austrian Grand Prix, but such an overwhelming success by the 12-cylindered cars was more than anyone expected. It was an historic moment in modern Grand Prix racing.—D. S. J.

Results :

AUSTRIAN GRAND PRIX—Formula One—60 laps—354.7 kilometres Warm

1st :	J. Ickx (Ferrari 312B/001)	1 hr. 42 min. 17.32 sec.—208.04 k.p.h.
2nd :	G. Regazzoni (Ferrari 312B/003)	1 hr. 42 min. 17.93 sec.
3rd :	R. Stommelen (Brabham BT33/2)	1 hr. 43 min. 45.20 sec.
4th :	P. Rodriguez (BRM 153/05)	59 laps
5th :	J. Oliver (BRM 153/04)	59 laps
6th :	J-P. Beltoise (Matra-Simca MS120/03)	59 laps
7th :	I. Giunti (Ferrari 312B/002)	59 laps
8th :	C. Amon (March 701/1)	59 laps
9th :	J. Siffert (March 701/5)	59 laps
10th :	P. Gethin (McLaren M14A/1)	59 laps
11th :	G. Eaton (BRM 153/06)	58 laps
12th :	A. de Adamich (McLaren M14D/1)	57 laps
13th :	J. Brabham (Brabham BT33/2)	56 laps
14th :	H. Pescarolo (Matra-Simca MS120/02)	56 laps
15th :	E. Fittipaldi (Lotus 49C/R10)	55 laps

Fastest lap : J. Ickx and G. Regazzoni (Ferrari 312B), in 1 min. 40.4 sec.—211.96 k.p.h.
Retirements : F. Cevert (March 701/1), engine; J. Stewart (March 701/4), petrol pipe leak; J. Miles (Lotus 72C/R3), front brake shaft; S. Moser (Bellasi F1-1-70), damaged radiator; M. Andretti (March 701/3), accident; J. Rindt (Lotus 72C/R2), engine; T. Schenken (De Tomaso 505/38/3), engine; J. Surtees (Surtees TS7/001), engine; D. Hulme (McLaren M14A/2), engine.

24 starters — 15 finishers.

LETTER FROM EUROPE

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

Dear W. B.,

As you know I took a few weeks off from European travelling and sidetracked to the United States of America with the JW Automotive Gulf Oil team, to see the Watkins Glen 6-hour sports-car race and the Can-Am race on the following day. The sports-car race was first class and followed on some good long-distance races in Europe, with a battle between Porsche and Ferrari. The Can-Am race was a huge joke and had the sports-car people not supported it, finishing 2nd, 3rd, 4th, 5th, 6th, and 7th, it would have been a bad joke. I cannot take any Chevrolet V8 engine very seriously, especially when it masquerades as a racing engine, and 200 miles seemed more than enough for most of them. The Porsches and Ferraris that finished in a row behind the lone McLaren-Chevrolet had done the 6-hour race the day before.

Spending some of my off-Europe time in England I took the opportunity of seeing how the ordinary non-professional racing enthusiast enjoys himself, by having a look at a hill-climb, an Autocross and a Vintage meeting. The machinery in the hill-climb was fascinating, with a number of 4-wheel-drive specials that really do step off the mark very smartly, and to watch them accelerating between grass banks and trees on a narrow, cambered driveway was very exciting. The Autocross was held on a dry, dusty field on a hillside, like a miniature version of the Osterreichting at Zeltweg and provided enormous uninhibited fun for a lot of people in cars ranging from ordinary Minis to home-built specials. The Vintage meeting was pleasant because no two cars were the same, and there was an ever-changing scene of interesting motor cars to look at, and everyone was enjoying themselves just "messaging about with motor cars". It was interesting that at these three very varied meetings, each with its own following, there were a large proportion of MOTOR SPORT readers, indicating that we cater for all tastes, and at all three meetings caustic comments were passed about the GPDA and its activities regarding the Nurburgring and safety precautions in general. At the hill-climb a competitor, who is a doctor, summed it up by saying: "Those top Grand Prix drivers are earning so much money these days that they can't afford to take the risk of having an accident". He then got into his Brabham-Ford and diced through the tree-lined swerves to the top of the hill just for the fun of it.

I am now back in Europe and am writing this almost from the top of Europe, for I am sitting in the sun on the top of the Grossglockner Pass, on my way to Zeltweg. It's fascinating to think that a hill-climb used to be held up this mountain and people drove Grand Prix cars up into the snow-line. Were they mad, irresponsible, speed-crazy fools, or were they enjoying life? It was all quite simple then, the Grossglockner Pass was the challenge and you either accepted it and tried to make fastest time, or you did not bother to enter. The first time I raced up a mountain the golden rule of racing was put to one side; it was always reckoned that no matter what situation you got yourself into you never abandoned ship, for things might turn for the better and you could carry on with the race. One look at the Mont Ventoux mountain road and it was agreed that if we were sideways-on we baled out, before everything went over the edge. An old-fashioned outlook on racing I suppose, but to me that was what racing was all about; if we did not like the conditions we went somewhere else, and left them to those who were prepared to accept them.

Having time in hand I avoided the direct route down the German *Autobahns* and toured through the by-ways of Alsace, pausing to watch a fascinating scene in a small village on the edge of the Rhine. A large helicopter of the French Army was circling a church tower on the top of which was a modernistic long thin spire with a weather-cock on the top. The cock was lying on its side, presumably bent by a high wind, or something, and the helicopter then made a pass over the spire and a man appeared from inside, being lowered down on a rope. While the pilot of the "whirly-bird" hovered top-dead-centre on the spire, the man was lowered down and he fixed two ropes to the bent weather-vane, meanwhile two indignant storks flew away from inside the tower, the noise and wind being incredible. Having fixed the ropes, the man was winched up into the helicopter, which then rose vertically and lifted the weather-vane out of its three-foot long socket and flew away with it

dangling underneath. Most of the villagers were out watching this splendid performance and they all trooped off to the field where the helicopter lowered the weather-vane and then landed. I would dearly like to have seen the mended weather-vane replaced, for though it would be like the classic instruction book says, "to replace reverse the procedure", I'm sure it would have been a bit more difficult than that.

I find road signs are always interesting and continually passing from one country to another the detail changes are fascinating, for though there is a certain amount of International conformity, there are different ways of saying the same thing. On one of the motorways near London there is a fork, with a large warning sign before it telling you where the left fork goes and where the right fork goes, and underneath is the rather formal order "GET IN LANE". In Germany there are similar situations but the order says "BITTE EINORDNEN", or more precisely "PLEASE BE IN ONE ORDER". The French tend to follow an order with "IF YOU PLEASE". A fairly universal sign for an airport is a plan view of a modern jet air-liner, such as a Trident, which looks like a pointer and I am pleased to see that those heading towards London Airport have the silhouette pointing in the direction you are supposed to be going. Many European countries put the silhouette vertical at all times, even if the signboard points left or right, so that when you are looking for an airport while driving in heavy traffic and only get a glimpse of the word AEROPORT or FLUGHAVEN you tend to follow the way the silhouette is pointing, and vertical means straight-on in any language. When there is absolute International uniformity of road signs life will be rather dull I suppose. Signs to *Autobahns* in Germany are blue with white letters, in Italy the *Autostrada* signs are green with white letters; in most countries traffic lights have red at the top, Spain has red at the bottom. It all adds to the fun of motoring, though to listen to some people and to read others you would think that it was anti-social to enjoy motoring and look upon it as fun. Which reminds me, there haven't been any funny books on motoring recently, it's all serious stuff these days, no-one seems to enjoy life and motor cars like Neville Lloyd, Athos, Fougasse or Red Daniels, all of whom saw a funny side to every motoring incident. I must admit that when I look about me in heavy traffic I do not see many drivers enjoying themselves, though this morning I saw a German post-man in a yellow VW who was one of us, and he knew the roads perfectly.

Today, if you want to see a racing driver out of a racing car your best bet is to go to an International Airport or scrutinise the Hertz and Avis hire cars, so it was pleasant to see recently two drivers using personal cars on the way to a race. One was Ickx in a rorty Mustang Mach I, with slatted rear window, tail spoiler and 7-litre V8 engine and the other was Rodriguez in a 911S Porsche with a Mexico plate on the tail. My white E-type Jaguar roadster is still performing splendidly and in the summer sunshine is marvellous; I cannot think what possessed me to use closed coupés for so long. Quite unconsciously, I find I now cruise on the *Autobahns* at just under 100 m.p.h. with the top down, whereas I used to cruise the old red coupé at just over 100 m.p.h. It is all a matter of noise and wind-buffeting being at a comfortable level. In the mountains there is no comparison, and I find closed cars now have a claustrophobic effect on me.

Yours, D. S. J.



... a rorty Mustang Mach I ... and 7-litre V8 engine ...

LETTER FROM EUROPE

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

Dear W. B.,

As you know I took a few weeks off from European travelling and sidetracked to the United States of America with the JW Automotive Gulf Oil team, to see the Watkins Glen 6-hour sports-car race and the Can-Am race on the following day. The sports-car race was first class and followed on some good long-distance races in Europe, with a battle between Porsche and Ferrari. The Can-Am race was a huge joke and had the sports-car people not supported it, finishing 2nd, 3rd, 4th, 5th, 6th, and 7th, it would have been a bad joke. I cannot take any Chevrolet V8 engine very seriously, especially when it masquerades as a racing engine, and 200 miles seemed more than enough for most of them. The Porsches and Ferraris that finished in a row behind the lone McLaren-Chevrolet had done the 6-hour race the day before.

Spending some of my off-Europe time in England I took the opportunity of seeing how the ordinary non-professional racing enthusiast enjoys himself, by having a look at a hill-climb, an Autocross and a Vintage meeting. The machinery in the hill-climb was fascinating, with a number of 4-wheel-drive specials that really do step off the mark very smartly, and to watch them accelerating between grass banks and trees on a narrow, cambered driveway was very exciting. The Autocross was held on a dry, dusty field on a hillside, like a miniature version of the Osterreicring at Zeltweg and provided enormous uninhibited fun for a lot of people in cars ranging from ordinary Minis to home-built specials. The Vintage meeting was pleasant because no two cars were the same, and there was an ever-changing scene of interesting motor cars to look at, and everyone was enjoying themselves just "messaging about with motor cars". It was interesting that at these three very varied meetings, each with its own following, there were a large proportion of MOTOR SPORT readers, indicating that we cater for all tastes, and at all three meetings caustic comments were passed about the GPDA and its activities regarding the Nurburgring and safety precautions in general. At the hill-climb a competitor, who is a doctor, summed it up by saying: "Those top Grand Prix drivers are earning so much money these days that they can't afford to take the risk of having an accident". He then got into his Brabham-Ford and diced through the tree-lined swerves to the top of the hill just for the fun of it.

I am now back in Europe and am writing this almost from the top of Europe, for I am sitting in the sun on the top of the Grossglockner Pass, on my way to Zeltweg. It's fascinating to think that a hill-climb used to be held up this mountain and people drove Grand Prix cars up into the snow-line. Were they mad, irresponsible, speed-crazy fools, or were they enjoying life? It was all quite simple then, the Grossglockner Pass was the challenge and you either accepted it and tried to make fastest time, or you did not bother to enter. The first time I raced up a mountain the golden rule of racing was put to one side; it was always reckoned that no matter what situation you got yourself into you never abandoned ship, for things might turn for the better and you could carry on with the race. One look at the Mont Ventoux mountain road and it was agreed that if we were sideways-on we baled out, before everything went over the edge. An old-fashioned outlook on racing I suppose, but to me that was what racing was all about; if we did not like the conditions we went somewhere else, and left them to those who were prepared to accept them.

Having time in hand I avoided the direct route down the German *Autobahns* and toured through the by-ways of Alsace, pausing to watch a fascinating scene in a small village on the edge of the Rhine. A large helicopter of the French Army was circling a church tower on the top of which was a modernistic long thin spire with a weather-cock on the top. The cock was lying on its side, presumably bent by a high wind, or something, and the helicopter then made a pass over the spire and a man appeared from inside, being lowered down on a rope. While the pilot of the "whirly-bird" hovered top-dead-centre on the spire, the man was lowered down and he fixed two ropes to the bent weather-vane, meanwhile two indignant storks flew away from inside the tower, the noise and wind being incredible. Having fixed the ropes, the man was winched up into the helicopter, which then rose vertically and lifted the weather-vane out of its three-foot long socket and flew away with it

dangling underneath. Most of the villagers were out watching this splendid performance and they all trooped off to the field where the helicopter lowered the weather-vane and then landed. I would dearly like to have seen the mended weather-vane replaced, for though it would be like the classic instruction book says, "to replace reverse the procedure", I'm sure it would have been a bit more difficult than that.

I find road signs are always interesting and continually passing from one country to another the detail changes are fascinating, for though there is a certain amount of International conformity, there are different ways of saying the same thing. On one of the motorways near London there is a fork, with a large warning sign before it telling you where the left fork goes and where the right fork goes, and underneath is the rather formal order "GET IN LANE". In Germany there are similar situations but the order says "BITTE EINORDNEN", or more precisely "PLEASE BE IN ONE ORDER". The French tend to follow an order with "IF YOU PLEASE". A fairly universal sign for an airport is a plan view of a modern jet air-liner, such as a Trident, which looks like a pointer and I am pleased to see that those heading towards London Airport have the silhouette pointing in the direction you are supposed to be going. Many European countries put the silhouette vertical at all times, even if the signboard points left or right, so that when you are looking for an airport while driving in heavy traffic and only get a glimpse of the word AEROPORT or FLUGHAVEN you tend to follow the way the silhouette is pointing, and vertical means straight-on in any language. When there is absolute International uniformity of road signs life will be rather dull I suppose. Signs to *Autobahns* in Germany are blue with white letters, in Italy the *Autostrada* signs are green with white letters; in most countries traffic lights have red at the top, Spain has red at the bottom. It all adds to the fun of motoring, though to listen to some people and to read others you would think that it was anti-social to enjoy motoring and look upon it as fun. Which reminds me, there haven't been any funny books on motoring recently, it's all serious stuff these days, no-one seems to enjoy life and motor cars like Neville Lloyd, Athos, Fougasse or Red Daniels, all of whom saw a funny side to every motoring incident. I must admit that when I look about me in heavy traffic I do not see many drivers enjoying themselves, though this morning I saw a German post-man in a yellow VW who was one of us, and he knew the roads perfectly.

Today, if you want to see a racing driver out of a racing car your best bet is to go to an International Airport or scrutinise the Hertz and Avis hire cars, so it was pleasant to see recently two drivers using personal cars on the way to a race. One was Ickx in a rorty Mustang Mach I, with slatted rear window, tail spoiler and 7-litre V8 engine and the other was Rodriguez in a 911S Porsche with a Mexico plate on the tail. My white E-type Jaguar roadster is still performing splendidly and in the summer sunshine is marvellous; I cannot think what possessed me to use closed coupés for so long. Quite unconsciously, I find I now cruise on the *Autobahns* at just under 100 m.p.h. with the top down, whereas I used to cruise the old red coupé at just over 100 m.p.h. It is all a matter of noise and wind-buffeting being at a comfortable level. In the mountains there is no comparison, and I find closed cars now have a claustrophobic effect on me.

Yours, D. S. J.



... a rorty Mustang Mach I ... and 7-litre V8 engine ...

Elegance breeds elegance

Doors open wide to the fortunate few whose success has permitted them the luxury of a Lotus. Its engineering integrity and traditionally superb Lotus styling make it an outward indication of your discerning taste.

For details and brochures telephone 01-240 1902

'You have obviously arrived in a Lotus'



The Lotus range includes: Lotus Elan (drophead and fixedhead) and the Lotus Europa.

LOTUS DEALERS

London

Gold Seal Car Co. Ltd.,
253 New Cross Road, S.E.14
01-639 3204.
Hexagon of Highgate Ltd.,
26 North Hill, Highgate, N.6
01-340 3431.
London Sports Car Centre Ltd.,
Gemini House High Street, Edgware,
Middlesex. 01-952 6171.
Victor Raysbrook Motors,
182 High Street, Watford, Herts.
Watford 41281.
South London Motors Ltd.,
512 High Road, Streatham Common,
S.W.16 01-764 4444.
Len Street Engineering Ltd.,
67/69 Drayton Gardens, Chelsea,
S.W.10 01-370 4114.

South East

Bell & Colvill Ltd., West Horsley,
Guildford, Surrey. East Horsley 4114.
Camden Motors Limited, Lake Street,
Leighton Buzzard, Beds.
Leighton Buzzard 2041.
Grange Motors (Brentwood) Ltd.,
Brook Street, Brentwood, Essex,
Brentwood 216161.
Hammonds & Oakwood Garages Ltd.,
268/272 High Street, Bromley, Kent,
01-460 3282.

Kingfisher Motors Ltd., 120 Bridge Road,
East Molesey, Surrey,
01-979 2195.
Mike Spence Limited, Eland House,
Reading Rd., Henley 4115/3219.
Normand Garages Ltd., Reigate Road,
Horley, Surrey, Horley 2257.
Tollgate Engineering (Rye) Ltd., Rye,
Sussex. Rye 3105.
Westleigh Garages Ltd., 1339 London
Road, Leigh-on-Sea, Essex.
Southend 77789.
Wilson's Automobiles Ltd., 1/3 Dorking
Road, Epsom, Surrey. Epsom 23901.

South West

Clifford Car Sales, 52/74 New Road,
Southampton, Hants. Southampton
27051.
Hi-Way Garages Limited, Illogan
Highway, Redruth, Cornwall.
Redruth 6473.
Plough Motors (Stroud Valley) Ltd.,
Stonehouse, Glos. GL10 2HJ.
Stonehouse 2382.
Rob Walker (Corsley) Garage Ltd.,
Frome Road, Corsley, Nr. Warminster,
Chapmanslade 383.

Midlands

Attwood Garages Limited, Raglan
Street, Wolverhampton, Staffs.
Wolverhampton 25852.

Clarks Garage (Narborough) Ltd.,
St. Johns, Narborough, Leics,
Narborough 3638/9.
J. A. Eise & Sons Ltd., Codnor,
Derbyshire. Ripley 2321/2/3.
Foley Park Motors, Stourport Road,
Kidderminster, Worcs.
Kidderminster 2824.
Grose-Westonia Ltd., Wellingborough
Road, Weston Favell, Northants.
Northampton 41141.
Jos Randles Limited, Wharf Garage,
Stoke-on-Trent, Staffs.
Stoke-on-Trent 48361.

North West

Hargreaves & Bailey Ltd., Alfred Street
Showrooms, Blackpool, Blackpool
28401.
Charlie Dates Limited, The Wayside
Garage, Yealand, Nr. Carnforth, Lancs.
Carnforth 2460.
Mangoletti Holdings Ltd., Nicholas
Street, Chester. Chester 42277.
Sports Motors Limited, 250 Plymouth
Grove, All Saints, Manchester, 13,
061-224 3325.

North and North East

Ellis Moor Limited, 111 New Bridge
Street, Newcastle upon Tyne,
Northumberland. Newcastle 25964.
Hallamshire Motor Co. Ltd., Broad
Lane, Sheffield. Sheffield 25048.

Normand (Bradford) Ltd., Hall-Ings,
Bradford 1, Yorks. Bradford 33077.
Northern Sports Cars, Scorton
Common, Richmond, Yorks.
Old Catterick 402/613.

Scotland

Dicksons Motors (Perth) Ltd.,
Dunkeld Road, Perth. Perth 22192.
Sports Tune Motor Co. Ltd.,
Longniddry, Edinburgh. Port Seton
711/2.
Steelesport, 635 Govan Road,
Glasgow, S.W.1. 041-445 4418.

Northern Ireland

Malcolm Templeton Ltd., 395/401
Shankill Road, Belfast. Belfast 27269.
Broadway Avenue, Ballymena,
N. Ireland. Ballymena 2161/2.

Service Dealers

Buckland Garage (Dover) Limited,
138/142 London Road, Dover, Kent,
Dover 1898.
Ian Walker (Service) Limited,
236 Woodhouse Road, N.12
01-368 6281/3.
Rathbone Tuning Centre,
Peters Lane, Liverpool L1 3DQ,
051-709 8520.

Lotus Export — London
38 Monmouth Street, London WC2.
Tel. 01-240 1902.

LOTUS CARS LIMITED, Norwich, Norfolk. NOR 92W. Tel: Wymondham 3411

ST. JOVITE

HOPES that the 1970 Canadian-American Challenge Cup series might at last find some serious opposition to the all-powerful McLaren team took a severe blow at the second round. Like the first, this took place in Canada, moving from Mosport to the beautiful St. Jovite circuit nestled in the Laurentian mountains north of Montreal. Here it was that the Autocoast Ti-22 came to a spectacular end. Its driver, Jack Oliver, the man who had challenged the McLarens at Mosport, qualified third fastest behind Gurney and Hulme after some suspension trouble in practice.

St. Jovite is notorious for the hump on the very fast back stretch, scene of several amazing past accidents, and it was at this point that Oliver crashed heavily. The instability created by the hump was aggravated by the tremendous turbulence generated by the low wings mounted on the cars in front of the Autocoast, which reared up and performed a complete backflip before landing and sliding on its nose. Fortunately for Oliver the titanium chassis absorbed all the damage and enabled him to escape virtually unscratched.

Hulme's 7.6-litre engine suffered from the big Chevrolet's known tendency to overheat and he retired, leaving McLaren's team-mate Dan Gurney to win from Lothar Motschenbacher, who had a remarkably trouble-free run considering that his private McLaren had been virtually rebuilt after its first-round accident.

Results :

CAN-AM—Round 2—Mont Tremblant—75 laps—198.75 miles

1st :	D. Gurney (7.6 McLaren M8D-Chevrolet)	..	2 hr. 1 min. 45.7 sec.—
			97.95 m.p.h.
2nd :	L. Motschenbacher (7.0 McLaren M8B-Chevrolet)	..	2 hr. 1 min. 56.1 sec.
3rd :	G. Eaton (7.0 Castrol BRM 154-Chevrolet)	..	73 laps
4th :	R. Brown (7.0 McLeagle-Chevrolet)	..	71 laps
5th :	R. McCaig (7.0 McLaren M8C-Chevrolet)	..	70 laps
6th :	O. Koveleski (7.0 McLaren M8C-Chevrolet)	..	69 laps
7th :	J. Titus/P. Revson (7.0 McLaren M12B-Chevrolet)	..	68 laps
8th :	C. Parsons (7.0 Lola T163-Chevrolet)	..	67 laps
9th :	C. Apel (6.0 McLaren M6-Chevrolet)	..	63 laps
10th :	H. Petermann (6.0 McLaren M3-Chevrolet)	..	62 laps

Fastest lap : D. Hulme (7.6 McLaren M8D-Chevrolet) on lap 48, in 1 min. 34.3 sec.—
101.17 m.p.h. (new lap record).

22 starters — 10 finishers.

WATKINS GLEN

THE third round of the series took place on the day after the World Manufacturers' Championship 6-Hour race at Watkins Glen in New York State. It attracted many of the sports cars which had raced the previous day and they had a distinct advantage over the Group Seven cars because their more robust design was much better suited to the appalling condition of the rapidly deteriorating track surface, the result of faulty resurfacing. Group Seven honour was saved by Hulme, whose McLaren had been fitted with the smaller 7-litre engine to combat overheating. This time it was Gurney (using a 7.6-litre V8) who retired and Hulme duly won in spite of his car's air intakes being seriously clogged with loose gravel.

Behind Hulme were no fewer than six Group Five cars, all of which had raced for six hours the previous day! Jo Siffert's JW Automotive Porsche 917 closed the gap on Hulme in an inspired display of driving by the Swiss and he had got it down to only nine seconds when slower cars twice forced him to spin off. Nevertheless, Siffert finished two laps ahead of the remaining Group Five cars.

A welcome new car in the series was Jim Hall's latest Chaparral, driven by Jackie Stewart and illustrated in this month's colour spread. Suffice to say that this car's auxiliary Rockwell JLO engine creates a vacuum under the glassfibre body which is equivalent to 1,000 lb.; compared with a wing it offers effective operation at all speeds and virtually no drag. Missing at Watkins Glen were the Autocoast (destroyed at St. Jovite) and the AVS Shadow, which had been seriously damaged in a trailer accident.

Results:

CAN-AM—Round 3—Watkins Glen—87 laps—200.1 miles

1st :	D. Hulme (7.0 McLaren M8D-Chevrolet)	..	1 hr. 41 min. 16.0 sec.—
			118.56 m.p.h.
2nd :	J. Siffert (4.9 Porsche 917)	..	87 laps
3rd :	R. Attwood (4.9 Porsche 917)	..	85 laps
4th :	V. Elford (4.9 Porsche 917)	..	85 laps
5th :	M. Andretti (5.0 Ferrari 512S)	..	85 laps
6th :	G. van Lennep (4.5 Porsche 917)	..	83 laps
7th :	B. Redman (4.9 Porsche 917)	..	82 laps
8th :	B. Brown (7.0 McLaren M6B-Chevrolet)	..	82 laps
9th :	D. Gurney (7.6 McLaren M8D-Chevrolet)	..	81 laps
10th :	G. Larrousse (3.0 Porsche 908)	..	81 laps

Fastest lap : J. Stewart (Chaparral-Chevrolet 2J), on lap 5, 1 min. 05.8 sec.—
125.85 m.p.h.

EDMONTON

THE Can-Am brigade returned to Canada for the fourth round of the series but for a number of reasons it was a rather decimated field that assembled at Edmonton International Speedway, on the outskirts of Canada's Oil Capital, for the Klondike 200. Jim Hall skipped the race to iron out some of the problems that the Glen event brought to light in his Chaparral 2J; the Autocoast and AVS Shadow teams had still not recovered financially from their separate accidents during and after the St. Jovite race; and several other competitors apparently decided that their chances of success did not justify the 4,400-mile trip to Western Canada.

Seeking their 17th consecutive Can-Am victory, the works McLaren team was also noticeably changed. Dan Gurney, who joined the team after Bruce McLaren's death and won the first two races, ended his association after the Glen race as a result of conflicts between his personal contracts with Castrol and the team's contracts with Gulf. Peter Gethin was therefore recruited and was remarkably quick to adapt to this new (to him) form of racing. Modifications to the radiator outlets of the M8Ds appeared to solve the overheating problems that have plagued the team's 7.6-litre engines, but Hulme elected to stay with the smaller 7-litre engine, at least for one more race. He still won the pole position—with a non-record time of 1 min. 23.6 sec. (108.818 m.p.h.)—and Gethin was alongside him at 1 min. 24.0 sec., but this was just 1/10th of a second faster than Lothar Motschenbacher's McLaren M8B, which is becoming more competitive at every race. As it turned out, these were the only three cars in the race because Peter Revson's Lola T190, which is now handling much better, ran into a raft of engine trouble. Two engines were lost in practice and a third one, borrowed from the McLaren team and hastily installed on race morning, could not be sorted out in time.

With only 22 starters and no real opposition apart from Motschenbacher, Hulme and Gethin had a relatively easy time as they ran one-two throughout the 200-mile race. Motschenbacher harried Gethin for 50 miles but then fell back with fuel surge trouble and was lapped just before the finish. Bob Brown's ex-Gurney McLeagle, which is also showing a good turn of speed with only a 7-litre engine, was running rich all through the race and had to settle for fourth, two laps down. George Eaton's BRM, with a tired 1969 engine and its handling still diabolical, was never a factor and retired with wheel-bearing failure. Not one of the best Can-Am races—if, indeed, it was a race at all.

D. G.

Results :

CAN-AM—Round 4—Edmonton—80 laps—202 miles

1st :	D. Hulme (7.0 McLaren M8D-Chevrolet)	..	1 hr. 54 min. 05.5 sec.—
			106.31 m.p.h.
2nd :	P. Gethin (7.6 McLaren M8D-Chevrolet)	..	1 hr. 54 min. 39.0 sec.
3rd :	L. Motschenbacher (7.6 McLaren M8B-Chevrolet)	..	79 laps
4th :	B. Brown (7.0 McLeagle-Chevrolet)	..	78 laps
5th :	D. Causey (7.0 Lola T163-Chevrolet)	..	76 laps
6th :	G. Wilson (7.6 Lola T163-Chevrolet)	..	76 laps
7th :	J. Adams (5.0 Ferrari 512S)	..	75 laps
8th :	R. McCaig (7.0 McLaren M8C-Chevrolet)	..	74 laps
9th :	L. Janke (7.0 McLaren M1C-Chevrolet)	..	70 laps
10th :	C. Frederick (7.5 McKee Mk. 6-Oldsmobile)	..	69 laps

Fastest lap : Hulme (7.0 McLaren M8D-Chevrolet), on lap 73, 1 min. 23.9 sec.—
108.429 m.p.h. (not a lap record).

22 starters — 14 finishers.

ACCURACY

IT would be nice if a Law could be passed preventing writers, especially historians, from perpetuating inaccuracies. Then there would be an end to libraries full of books, many of which are not 100% accurate and some of which are downright misleading. But it wouldn't work, for sooner or later every writer is apt to commit an error and if such an Act came into force we shall all, including ourselves, have to stop writing.

These thoughts came to us after reading an advertisement in the *Sunday Times* in which a gentleman who overhauls automatic gearboxes, we understand very proficiently, claimed that a Rolls-Royce Silver Cloud I which had apparently run 250,000 miles would maintain 129 m.p.h., a similar Silver Cloud II 135 m.p.h. and a Silver Cloud III 138 m.p.h. Further, this advertiser claimed a World (*sic*) record of 14 hours for the run from Sandown Lodge (which we believe to be near Epsom) to Monaco in a Silver Cloud III that had done 127,000 miles. This included ferry-time and the claimed average speed was 102 m.p.h.

It all seems too good to be possible. But not, apparently, to the *Sunday Times*.

ST. JOVITE

HOPES that the 1970 Canadian-American Challenge Cup series might at last find some serious opposition to the all-powerful McLaren team took a severe blow at the second round. Like the first, this took place in Canada, moving from Mosport to the beautiful St. Jovite circuit nestled in the Laurentian mountains north of Montreal. Here it was that the Autocoast Ti-22 came to a spectacular end. Its driver, Jack Oliver, the man who had challenged the McLarens at Mosport, qualified third fastest behind Gurney and Hulme after some suspension trouble in practice.

St. Jovite is notorious for the hump on the very fast back stretch, scene of several amazing past accidents, and it was at this point that Oliver crashed heavily. The instability created by the hump was aggravated by the tremendous turbulence generated by the low wings mounted on the cars in front of the Autocoast, which reared up and performed a complete backflip before landing and sliding on its nose. Fortunately for Oliver the titanium chassis absorbed all the damage and enabled him to escape virtually unscratched.

Hulme's 7.6-litre engine suffered from the big Chevrolet's known tendency to overheat and he retired, leaving McLaren's team-mate Dan Gurney to win from Lothar Motschenbacher, who had a remarkably trouble-free run considering that his private McLaren had been virtually rebuilt after its first-round accident.

Results :

CAN-AM—Round 2—Mont Tremblant—75 laps—198.75 miles

1st	: D. Gurney (7.6 McLaren M8D-Chevrolet)	..	2 hr. 1 min. 45.7 sec.—
			97.95 m.p.h.
2nd	: L. Motschenbacher (7.0 McLaren M8B-Chevrolet)	..	2 hr. 1 min. 56.1 sec.
3rd	: G. Eaton (7.0 Castrol BRM 154-Chevrolet)	..	73 laps
4th	: R. Brown (7.0 McLeagle-Chevrolet)	..	71 laps
5th	: R. McCaig (7.0 McLaren M8C-Chevrolet)	..	70 laps
6th	: O. Koveleski (7.0 McLaren M8C-Chevrolet)	..	69 laps
7th	: J. Titus/P. Revson (7.0 McLaren M12B-Chevrolet)	..	68 laps
8th	: C. Parsons (7.0 Lola T163-Chevrolet)	..	67 laps
9th	: C. Apel (6.0 McLaren M6-Chevrolet)	..	63 laps
10th	: H. Petermann (6.0 McLaren M3-Chevrolet)	..	62 laps
Fastest lap : D. Hulme (7.6 McLaren M8D-Chevrolet) on lap 48, in 1 min. 34.3 sec.—			
101.17 m.p.h. (new lap record).			
22 starters — 10 finishers.			

WATKINS GLEN

THE third round of the series took place on the day after the World Manufacturers' Championship 6-Hour race at Watkins Glen in New York State. It attracted many of the sports cars which had raced the previous day and they had a distinct advantage over the Group Seven cars because their more robust design was much better suited to the appalling condition of the rapidly deteriorating track surface, the result of faulty resurfacing. Group Seven honour was saved by Hulme, whose McLaren had been fitted with the smaller 7-litre engine to combat overheating. This time it was Gurney (using a 7.6-litre V8) who retired and Hulme duly won in spite of his car's air intakes being seriously clogged with loose gravel.

Behind Hulme were no fewer than six Group Five cars, all of which had raced for six hours the previous day! Jo Siffert's JW Automotive Porsche 917 closed the gap on Hulme in an inspired display of driving by the Swiss and he had got it down to only nine seconds when slower cars twice forced him to spin off. Nevertheless, Siffert finished two laps ahead of the remaining Group Five cars.

A welcome new car in the series was Jim Hall's latest Chaparral, driven by Jackie Stewart and illustrated in this month's colour spread. Suffice to say that this car's auxiliary Rockwell JLO engine creates a vacuum under the glassfibre body which is equivalent to 1,000 lb.: compared with a wing it offers effective operation at all speeds and virtually no drag. Missing at Watkins Glen were the Autocoast (destroyed at St. Jovite) and the AVS Shadow, which had been seriously damaged in a trailer accident.

Results :

CAN-AM—Round 3—Watkins Glen—87 laps—200.1 miles

1st	: D. Hulme (7.0 McLaren M8D-Chevrolet)	..	1 hr. 41 min. 16.0 sec.—
			118.56 m.p.h.
2nd	: J. Siffert (4.9 Porsche 917)	..	87 laps
3rd	: R. Attwood (4.9 Porsche 917)	..	85 laps
4th	: V. Elford (4.9 Porsche 917)	..	85 laps
5th	: M. Andretti (5.0 Ferrari 512S)	..	85 laps
6th	: G. van Lennep (4.5 Porsche 917)	..	83 laps
7th	: B. Redman (4.9 Porsche 917)	..	82 laps
8th	: B. Brown (7.0 McLaren M6B-Chevrolet)	..	82 laps
9th	: D. Gurney (7.6 McLaren M8D-Chevrolet)	..	81 laps
10th	: G. Larrousse (3.0 Porsche 908)	..	81 laps
Fastest lap : J. Stewart (Chaparral-Chevrolet 2J), on lap 5, 1 min. 05.8 sec.—			
125.85 m.p.h.			

THE Can-Am brigade returned to Canada for the fourth round of the series but for a number of reasons it was a rather decimated field that assembled at Edmonton International Speedway, on the outskirts of Canada's Oil Capital, for the Klondike 200. Jim Hall skipped the race to iron out some of the problems that the Glen event brought to light in his Chaparral 2J; the Autocoast and AVS Shadow teams had still not recovered financially from their separate accidents during and after the St. Jovite race; and several other competitors apparently decided that their chances of success did not justify the 4,400-mile trip to Western Canada.

Seeking their 17th consecutive Can-Am victory, the works McLaren team was also noticeably changed. Dan Gurney, who joined the team after Bruce McLaren's death and won the first two races, ended his association after the Glen race as a result of conflicts between his personal contracts with Castrol and the team's contracts with Gulf. Peter Gethin was therefore recruited and was remarkably quick to adapt to this new (to him) form of racing. Modifications to the radiator outlets of the M8Ds appeared to solve the overheating problems that have plagued the team's 7.6-litre engines, but Hulme elected to stay with the smaller 7-litre engine, at least for one more race. He still won the pole position—with a non-record time of 1 min. 23.6 sec. (108.818 m.p.h.)—and Gethin was alongside him at 1 min. 24.0 sec., but this was just 1/10th of a second faster than Lothar Motschenbacher's McLaren M8B, which is becoming more competitive at every race. As it turned out, these were the only three cars in the race because Peter Revson's Lola T190, which is now handling much better, ran into a raft of engine trouble. Two engines were lost in practice and a third one, borrowed from the McLaren team and hastily installed on race morning, could not be sorted out in time.

With only 22 starters and no real opposition apart from Motschenbacher, Hulme and Gethin had a relatively easy time as they ran one-two throughout the 200-mile race. Motschenbacher harried Gethin for 50 miles but then fell back with fuel surge trouble and was lapped just before the finish. Bob Brown's ex-Gurney McLeagle, which is also showing a good turn of speed with only a 7-litre engine, was running rich all through the race and had to settle for fourth, two laps down. George Eaton's BRM, with a tired 1969 engine and its handling still diabolical, was never a factor and retired with wheel-bearing failure. Not one of the best Can-Am races—if, indeed, it was a race at all.

D. G.

Results :

CAN-AM—Round 4—Edmonton—80 laps—202 miles

1st	: D. Hulme (7.0 McLaren M8D-Chevrolet)	..	1 hr. 54 min. 05.5 sec.—
			106.31 m.p.h.
2nd	: P. Gethin (7.6 McLaren M8D-Chevrolet)	..	1 hr. 54 min. 39.0 sec.
3rd	: L. Motschenbacher (7.6 McLaren M8B-Chevrolet)	..	79 laps
4th	: B. Brown (7.0 McLeagle-Chevrolet)	..	78 laps
5th	: D. Causey (7.0 Lola T163-Chevrolet)	..	76 laps
6th	: G. Wilson (7.6 Lola T163-Chevrolet)	..	76 laps
7th	: J. Adams (5.0 Ferrari 512S)	..	75 laps
8th	: R. McCaig (7.0 McLaren M8C-Chevrolet)	..	74 laps
9th	: L. Janke (7.0 McLaren M1C-Chevrolet)	..	70 laps
10th	: C. Frederick (7.5 McKee Mk. 6-Oldsmobile)	..	69 laps
Fastest lap : Hulme (7.0 McLaren M8D-Chevrolet), on lap 73, 1 min. 23.9 sec.—			
108.429 m.p.h. (not a lap record).			
22 starters — 14 finishers.			

ACCURACY

IT would be nice if a Law could be passed preventing writers, especially historians, from perpetuating inaccuracies. Then there would be an end to libraries full of books, many of which are not 100% accurate and some of which are downright misleading. But it wouldn't work, for sooner or later every writer is apt to commit an error and if such an Act came into force we shall all, including ourselves, have to stop writing.

These thoughts came to us after reading an advertisement in the *Sunday Times* in which a gentleman who overhauls automatic gear-boxes, we understand very proficiently, claimed that a Rolls-Royce Silver Cloud I which had apparently run 250,000 miles would maintain 129 m.p.h., a similar Silver Cloud II 135 m.p.h. and a Silver Cloud III 138 m.p.h. Further, this advertiser claimed a World (*sic*) record of 14 hours for the run from Sandown Lodge (which we believe to be near Epsom) to Monaco in a Silver Cloud III that had done 127,000 miles. This included ferry-time and the claimed average speed was 102 m.p.h.

It all seems too good to be possible. But not, apparently, to the *Sunday Times*.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

VSCC PRESCOTT HILL-CLIMB (August 9th)

THE WEATHER was hot and dry for the annual Vintage SCC speed hill-climb at the BOC venue near Cheltenham last month. This is, under these conditions, a most enjoyable event, with the added interest that cars which win VSCC races do not necessarily excel at scaling Prescott's twisty course. This year fastest time was made by Alan Cottam in his 1953 2-litre A-type Connaught, on a model run, his classic middle-of-the-road line through Orchard losing him no time at all. He clocked 43.26 sec. on his second ascent, breaking his 1966 record by 0.3 sec. Incidentally, we did Cottam an injustice in last month's VSCC Silverstone report—he took second place in the Hawthorn Trophy Race in this car, not in his 1957 2½-litre B-type; it does not do to believe the programme!

At Prescott the class for sports cars up to 1,100 c.c. had a good entry. Barry Clarke's Ulster Austin made best time, to take both vintage and post-1931 sections, on its first run (51.83 sec.), a spin at Orchard spoiling his second, although he slipped reverse in and was quickly back on course. Jack French made a welcome re-appearance with a 1926/30 Austin 7 Special and took second place (52.33 sec.), and Shaw's Fiat Balilla was third (52.88 sec.), leaving Eyre's podgy-wheeled Ulster Austin third in the vintage category (56.15 sec.).

Knight's Riley Special, rigged up as a stark road car, took the 1,500-c.c. sports-car class (50.05 sec.) from Boyce's 1928 Frazer Nash, which was quickest vintage (51.22 sec.). Jones' 1935 Riley Special with radius rods to its back axle made a very good start, taking third place (52.01 sec.) and Elwell Smith's 1928 Aston Martin was second vintage (53.42 sec.), followed by Smith's highly-revved all-alloy Frazer Nash with full-length undershield. Of the sports cars up to 3-litres Clifford had a well-deserved win in his smart and fast Autovia V8-engined Riley Special (51.98 sec.), Upson's AC-powered Frazer Nash being second (52.46 sec.) and Pilkington's well-known 1750 Alfa Romeo first vintage and third in class (53.0 sec.). Hill's open Alvis Silver Eagle took second vintage (56.02 sec.), Comber's blown 1½-litre Alfa Romeo being third (57.43 sec.). The big-sports-car category saw the indomitable Symondson drive to Prescott as he has done since time immemorial, in his magnificent Type 57S Bugatti, then up the hill in 48.63 sec., to win the class. This was too much for Black's Monza Alfa Romeo, even though it now has its 4.2 axle in use (49.29 sec.). Collings' 1928 4½-litre Bentley made third in class and first vintage (50.15 sec.), very comfortably outclassing Conway in his low-tailed Type 43 Bugatti (53.19 sec.). Tony Jones, having nonchalantly knocked out his pipe, took his 30/98 Vauxhall up in 58.16 sec. but was beaten by the 30/98s of Quartermaine (55.24 sec.) and Densham (54.33 sec.), the last being third in the vintage class. Rivers-Fletcher's 1936 4½-litre Bentley Special was quick (51.33 sec.) and Page's Speed 20 Alvis with 3½-litre Speed 25 engine did 55.13 sec.

Clutton had hoped to break the Fiat's Edwardian record but although the Itala was in fine form, he failed, by 0.66 sec., to crack the 1948 time. On handicap this class went to Sir Michael Nall in Dymond's 1911 sporting single-cylinder De Dion Bouton (95.29 sec.), weight being reduced by the driver wearing shorts.

So to the racing cars. Unfortunately Merrick had broken the diff. of Murray's ERA after making best practice time and the Caesar Special had a broken bevel-box. All the rest were present, the big V12 Delage being prepared for racing by having its plugs wire-brushed. It was splendid to see Dowson win the 1,100-c.c. class in the Lightweight (50.86 sec.), from Wood in Batt's blown Lagonda Rapier (51.22 sec.). Bruce-White's HM Special was best vintage (52.6 sec.), the Chawner-GN making a fine getaway to gain second place (52.8 sec.), which the Centric-blown Hardy-Special, tail-sliding the corners less than when its creator drove it, couldn't quite match (52.84 sec.). Gibson's Shelsley Frazer Nash, using twin rear wheels, looked a handful at Orchard, but just beat Marsh's ERA to a 1½-litre class win (47.49 against 47.57 sec.), Potter coping well with the oversteering ERA-Delage to get third place (47.99 sec.). There were but two vintage runners, Hartley's desirable



The VSCC Silverstone Meeting in July included a parade of Prince Henry and 30/98 Vauxhalls. Very appropriately, the Club's Secretary, Tim Carson (bare-headed in picture) rode in the tonneau of John Rowley's OE 30/98.

Vitesse-style Frazer Nash, hand-cranked on the line, with a hasty change-down at Orchard which seemed to make the blown engine knock, beating Conway Junr's green Type 37A Bugatti, the Hon. Brian Lewis' first racing car, by 2.2 sec. (52.97 sec.). The final class saw Cottam neatly make f.t.d., Martin Morris in ERA R11B being 1.92 sec. slower in spite of a very good start and subsequent crossed-arms motoring. Lockhart's determined Rover was third (45.65 sec.) and Smith set a new over-3,000-c.c. post-vintage record in his Alvis-engined Frazer Nash, beating his 1968 figure by 0.13 sec. (47.54 sec.). St. John's Type 35B Bugatti took the vintage section on a neat ascent (47.79 sec.), winning the Hill-Climb Championship Trophy, followed by Wall in the *monoposto* 35B, who put the power hard on out of Orchard, obviously enjoying his drive to the full (48.03 sec.).—W. B.

Results:

Sports Cars up to 1,100 c.c.:	B. M. Clarke (1929 Austin 7), 51.83 sec.
Sports Cars, 1,101-1,500 c.c.:	K. Knight (1930/5 Riley), 50.05 sec.
Sports Cars, 1,501-3,000 c.c.:	C. Clifford (134/7 Riley-Autovia), 51.98 sec.
Sports Cars over 3,000 c.c.:	R. C. Symondson (1936 Bugatti 57S), 48.62 sec.
Edwardian Cars (Handicap):	Sir M. Nall (1911 De Dion Bouton), 95.29 sec.
Racing Cars up to 1,100 c.c.:	J. M. P. Dowson (1938 Lightweight Special), 50.86 sec.
Racing Cars, 1,101-1,500 c.c.:	A. J. Gibson (1936 Frazer Nash), 47.49 sec.
Racing Cars over 1,500 c.c.:	A. S. Cottam (1953 Connaught), 43.26 sec. (new record).

Prescott Paragraphs

P. J. Morgan's Eccles Lagonda Rapier replica had discarded its former Shorrock blower for three Marshall superchargers, contrived so that two give the first-stage, the other the second-stage boost, at present to 12 lb. (although 24 lb. is visualised) with a 6½-to-1 c.r. Yet Absom's Rapier, with enlarged 1½-litre engine, was faster (48.15 sec.) than this two-stage blown 1,098-c.c. car (55.29 sec.). Other Rapier times were Fletcher-Jones (54.63 sec.) and Wood's s/c car (51.22 sec.).

* * *

Jonty Williamson had the 10½-litre Delage's tyres squealing (50.08 sec.) but Arnold-Forster stopped with fuel surge at Orchard on his second run in Delage II, after a 53.45-sec. first ascent. Moffatt had the o/s b.e. tyre almost on fire as he left the line, to clock 48.41 sec. in his very French Type 35 Bugatti.

* * *

The AFM broke a half-shaft. Bendall did his "Mr. Toad" act in the 1912 Austrian-Daimler (63.24 sec.), being faster than the 1913 Brixia Zust (69.6 sec.). Interesting cars were Riddle's 1922 GN Vitesse (63.73 sec.), Gunn's 1935 MG Q-type replica with blown PB engine (55.08 sec.), Offley's 1925 Chapron-bodied DISS Delage (65.65 sec.), and Palmer's much-revved, stripped 1924 Targa Florio Mercedes (52.97 sec.). Philip Mann was present, but his 1914 Mercedes wasn't.

* * *

Of the girls, Charmian May's Ulster Austin, equipped with original-size tyres but non-original mini-skirt, did 64.38 sec., Mrs. Cattermull's Silver Eagle Alvis 60.26 sec. after the bottom water hose had been hastily replaced, Mrs. Pilkington's Alfa Romeo 56.19 sec. STD was by Auty's 1904 Humber (119.73 sec.), with Green's 1903 Napoleon, its complex offing instructions displayed on the dash, taking 102.11 sec.

V-E-V Miscellany.—The VMCC will hold its second leg of the National Grass Track Championship at Sibley Circuit, Iver, Bucks., from 11 a.m. on September 13th, for those who want to see a bit of old-time motorcycle racing. This year's "Lost Causes" Rally takes place at Beaulieu on September 20th. Details from: J. Watkinson, "Blyth", Shepherds Road, Bartley, Southampton. The well-known Andover Traction Engine Rally will be held on September 12/13th, and the Austin 7 Register congregates at Stanford Hall on September 20th. The one-make ploy grows—at the VSCC Thruxton Race Meeting on September 12th there is to be an Alvis Parade, to mark the 50th anniversary of this make; Sir Francis Samuelson (surely the oldest holder of a competition licence?) will also run his 1914 TT Sunbeam. Neil Corner has added the ex-Sears' 1914 TT Sunbeam to his growing stable of truly worthwhile historic racing cars. The historic cars collected by the Rootes Group, including the twin-engined 1,000-h.p. 200-m.p.h. Sunbeam, are to be sold by auction for Chrysler UK at Measham on September 12th. *We hope sincerely that these cars will remain in Britain.* The vendors are British Car Auctions Ltd.

Last year's enjoyable vintage rally at Wycombe Air Park, Booker, near Marlow, was quite informal. This year it is to be repeated but on a much more organised level. Indeed, entries have closed. There should be plenty to see on September 27th, as the event is jointly organised by Booker and the Uxbridge & Dist. VVS, with support promised from the VSCC, VCC, VMCC and VAC, the last-named providing aeroplanes of a suitable period, such as Swordfish, Hart, Spitfire, Eindekker, Tiger Moth, Comper Swift, Stampes, Leopard and Puss Moths, Luton Minor, Moth Minor, Piper Cub, Morane 230, etc. There will be displays of aerobatics, parachute jumps, bands, a steam organ, joy rides, etc. Philip Mann will show his Yak II. So book the Booker date now! Gates open 10 a.m., start 1 p.m.

A pre-war Morris Minor is in regular use in Radnorshire. The current issue of the Frazer Nash *Chain Gang Gazette* contains a fine picture of the racing GN Kim II with all-weather equipment in place, ready for "Archie" Frazer-Nash to drive to the Skegness speed-trials, and the summer number of the BOC journal *Bugattics* has an erudite article by H. G. Conway on the Type 57G Bugattis and related models. Bill Wilks drove his Lotus 16 at VSCC Oulton Park, not as published.

VINTAGE POSTBAG

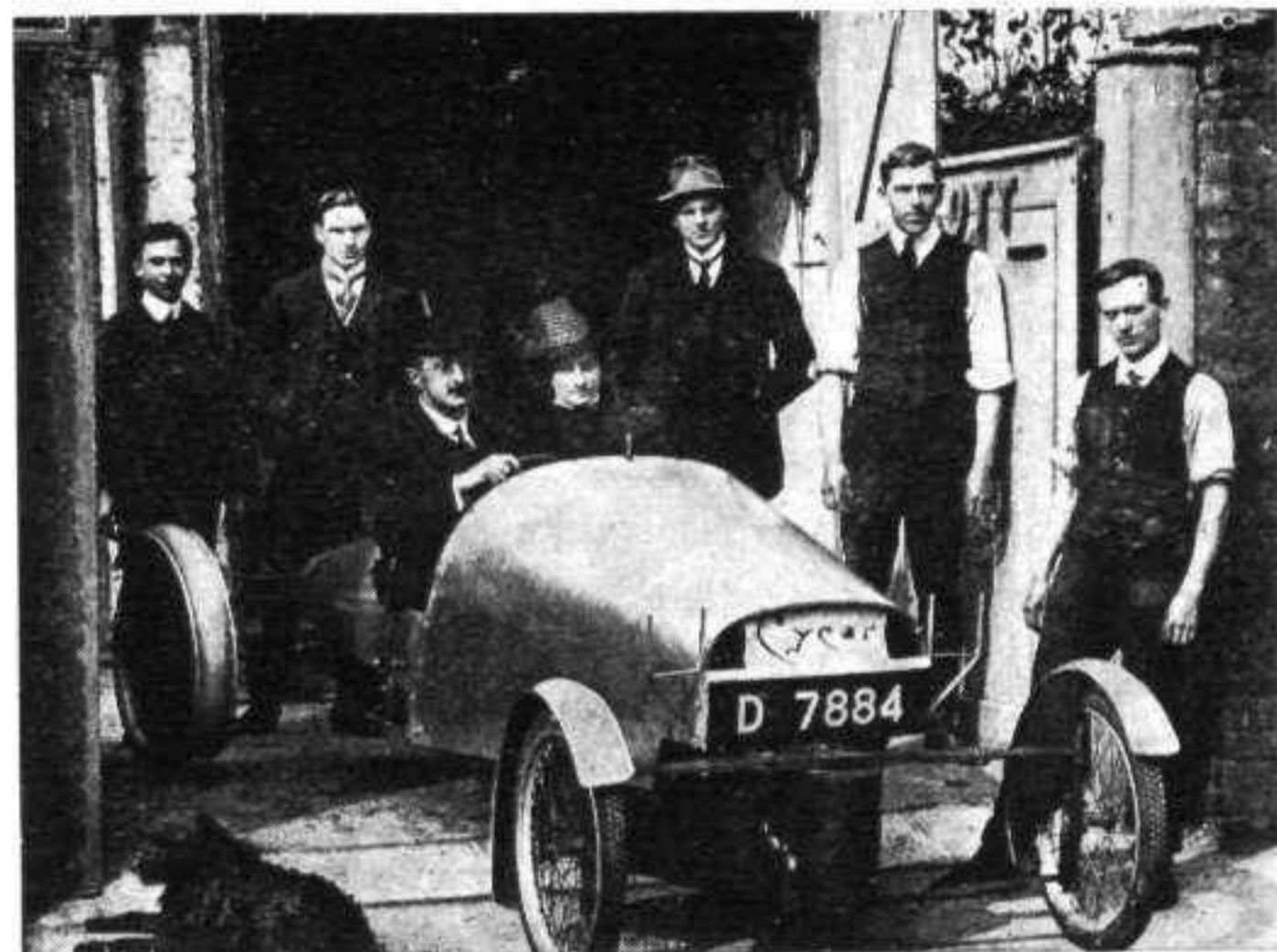
Parnacott Facts

Sir,

I was very interested in the letter from Mr. I. A. B. Munro on the Parnacar. I am the daughter and eldest child of A. E. Parnacott, and had a good deal to do with my father's design work, although it is so long ago that my memory is patchy. My father started with the four-cylinder FN-engined Cycar, with transverse engine, which he hoped to build for £100. Only the prototype was made, largely by himself. It ran very successfully, and must have clocked up several thousand miles, and was very trouble free. It was entered for a number of road trials, but was really under-engined. It held the road extremely well, and was very smooth-riding even under extreme conditions.

The Cycar was well tested and plans were out to build some when the 1914 War broke out. Some work in designing had been done on a bigger car, but my father got contracts with the RFC and War Office, and during the whole war was very busy indeed. After the war he immediately started the design of the Parnacott car and Mr. Munro was the chief man on the drawing-board. The design was far advanced and part of the car was built when finance failed and the whole project was stopped. My father had spent the whole of his money, and a financial gent had also spent a lot, but he failed to get the financial backing he had promised, and himself went broke. The years 1922 and 1923 were very difficult times. So a very promising project was abandoned. My father was very bitter, and I think he destroyed the plans, etc., because he was tied to the financier and if other money had been found that man would have had a large share in any success.

The engine and gearbox casting was a wonderful piece of work. I wonder whether there are patternmakers as skilled today as Mr. Hibbert? I know the foundry found the casting one of the most difficult jobs they had had, but the whole thing came out perfectly. I personally doubted at the time whether this enormous casting would be practical for quantities. You couldn't swing it and machining it would have been a big job to tool up, but I have no doubt that the design would have worked. The casting was to be mounted on the rectangular box which was the frame-work of the car. (We called



it the "coffin".) The suspension was to be much as the Cycar, but there was an arrangement that the wheels banked at corners.

If anyone is sufficiently interested, they could look up the old patents—in my father's name—in 1910 for the suspension and between 1920 and 1922 for the rest. I personally did the searching at the Patents Office for the patents, and many were taken out. They lapsed, of course, and anyone could use bits if they wanted. So many years have elapsed that I do not now remember the details much. I have sent the letter from Mr. Munro to my brother Douglas, who was still at school when all this took place. My other brother was *au fait* with the matter, but he died some years ago. My father died in 1947. London, SE6.

ETHEL COOKE (nee Parnacott).

IRISH RACING

IRELAND has long been the home of motor racing on public roads closed for the purpose, which lends interest to a splendid little soft-cover book by W. A. McMaster, AMIMI, Motoring Correspondent of the *Belfast News Letter* about racing in Ireland from 1903 to 1969.

Starting with the 1903 Gordon Bennett race, and a map of the 92-mile (in two loops) course, the steps which followed are traced, culminating in the use of the Ards circuit for the 1928 TT. For this, Wallace McLeod, the then Motoring Correspondent of the *News Letter*, must be thanked, his enthusiasm sparked off by attending a 1927 race meeting at Brooklands, and George Eyston, Earl Howe, Sir Algernon Guinness and Harry Ferguson assisted in getting the use of the now-famous 13½-mile Ards circuit. Before this a course at Portadown had been considered and a Grand Prix was suggested for it, but never materialised.

The book covers the first and subsequent Ards TTs in some detail, with good pictures. The one of Major Hayes' 4½-litre Bentley actually shedding its o/s front wheel as it goes down Bradshaw's Bray in the 1929 race is magnificent, and others depict the 1929 start, with hooded Arrol-Asters and two Model-A Fords preparing to mix it with Type 43 Bugattis and heavier metal (all the drivers seem to be wearing identical white overalls, although many are bare-headed—did the race regulations stipulate them?), and the Austin Ulster team with Howe's private Alfa Romeo outside Ferguson's Belfast garage before the 1929 race. There is also a picture of Nuvolari on his epic winning ride in the MG Magnette K3, in 1933, and a table reminds us that the Ulster TT was won three times by MG and Riley, and once by Lea-Francis, Mercedes-Benz and Alfa Romeo, with the lap record in the hands of Lebegre Delahaye) at 85.52 m.p.h.

McMaster then deals with the various circuits, most of them closed public roads, which were used in Ireland after the unfortunate fatal accident ruled out Ards. The TT ban ended the County Down Trophy races round-the-houses at Bangor, which were revived in 1937 as the Ulster Trophy race over a Ballyclare circuit of just over four miles lap distance. County Antrim also tried hard to find a course suitable for a bigger event and nearly had one, in the Glengormley-Templepatrick area. Antrim CC required the latter village to be by-passed, which called for resurfacing a small private road. Finance for this was guaranteed by the CC if the RAC guaranteed the race for three years. This was done but the N. Ireland Government asked for a five-year guarantee, which could not be given. A nice touch was provided by the residents of Templepatrick petitioning the CC not to exclude their village from the race! The Ulster Trophy also died out

in this pre-war period, so Northern Ireland lost its motor racing for nine years. But in the South it prospered. The new Cork circuit embracing the Carrigrohane straight where Joe Wright attempted the motorcycle speed record, was used from 1936 for the Cork GP, an F1 race being introduced in 1938, Phoenix Park had started even earlier, and the Leinster Trophy meetings were held at the Tallaght circuit right up to almost the eve of the war. There was, indeed, a Phoenix Park race on the day war was declared, of necessity confined to all-Irish drivers, with a motorcycle race hurriedly arranged to fill the bill . . .

Much of the book is devoted to short histories of these races and their post-war survival and substitutes. From this much of interest emerges. For instance, I am reminded of the many great drivers who have competed in Irish road races. Fangio drove a BRM, as did Moss, in the 1952 Ulster Trophy over the 7.4-mile Dundrod circuit, Taruffi's 4½-litre Ferrari winning from Hawthorn's Cooper-Bristol. The previous year HM the Queen Mother and Princess Margaret saw Giuseppe Farina win the £1,000 first prize in a 1½-litre Alfa Romeo, from Parnell in the Thinwall Special, Farina averaging 91.46 m.p.h. Villoresi, Wimille, Dreyfus, Comotti and L. Gerard came to Cork in 1938.

Dundrod became the scene of the post-war TT, of course, until the RAC pronounced it too dangerous, Jaguar winning twice, both times driven by Moss, Aston Martin, Mercedes-Benz and DB-Panhard once each, Hawthorn's Jaguar taking the lap-record, at 94.67 m.p.h. All this is portrayed in words and excellent pictures. There is one picture of the cars about to start in the 1936 County Down Trophy Race at Bangor, with Powys-Lybbe's Alfa Romeo, the ultimate winner, the works Austins and Rolt's ERA on the front of the grid, the pits along a kerb lined by lamp-standards on one side of the road, the spectators behind ropes and barrels and more lamp-posts on the other side, as the cars prepare to race through the packed town—it would give the

GPDA a fit! Yet I suspect that most of the drivers enjoyed this real racing so much that thereafter they found Brooklands a bit dull . . .

The book is full of information about these pre-war Irish races, the hill-climbs, with tabulated results for Craigtlet in 1925 onwards, the later Mondello Park, Curragh and other races, the airfield races, rallies, autocross, etc., with sections on the Irish Clubs, Irish drivers who have done well out of Ireland, Trophy winners, and so on. It contains the story of all these Irish fixtures, the pre-war races round the 4½-mile Phoenix Park circuit which attracted drivers of the calibre of Ramponi, Ivanowski, Kidston, Birkin, Campari, Eyston, Don, Driscoll, etc. (and where racing still takes place, with the problem that spectators cannot be charged), the Leinster Trophy, which has the longest history of them all, going from Skerries in 1934 to circuits at Wicklow, Dunboyne, County Down, Bishops court, and Mondello the Bray round-the-houses races, similar races at Limerick, etc., with some excellent stories about them woven into the histories, including the splendid one of how the author, then in the RAF, was responsible for an Open-Day at Long Kesh airfield being changed to a grass-track meeting, which finally became a motorcycle road race, due to a chance remark to his armourer which got back to the CO. Incidentally, Miss Comerford, who drove at Phoenix Park in 1933, is claimed to be the first woman to take part in a road race in the British Isles; she had a rather improbable Hillman Minx, presumably an Aero. There is even a list of fatalities in Irish races, which number 20 competitors, nine spectators and two marshals, since 1924. The abandonment of some of Ireland's excellent public-road circuits after such accidents, or because of encroaching suburbia, or from anti-racing pressure in the towns, can be traced from this book. Anyone wishing to go to Ireland when the present troubles die out and drive over the old and existing courses, etc., would find it a useful guide. It costs 7s. 6d., the publishers being Century Newspapers Ltd., Donegall Street, Belfast.—W. B.

FORMULA TWO REVIEW

LE CAMP CASTELLET, July 26th

THE European F2 Trophy for non-graded drivers lost a qualifying round when the race scheduled for Zandvoort on August 9th was cancelled, so the last month has been a lean one for Formula Two. A welcome addition to the calendar was a hastily-organised event at Paul Ricard's new circuit at Le Castellet between Toulon and Marseilles in the South of France and a very full field gathered for what promised to be an exciting event. Graded drivers included Stewart in John Coombs' Brabham (fitted once more with Dunlop tyres after Brabham had raced it at Rouen two weeks earlier), Rindt and Hill in the two works Lotus 69s, Beltoise in his slightly modified Pygmée and two BMWs for Ickx and Siffert. In addition there was a new (but not greatly different) Tecno for Regazzoni, Derek Bell in Tom Wheatcroft's Brabham, and all the fast-rising names which seem to have found their way into Formula One this year such as Fittipaldi (Lotus 69), Peterson (March 702) and Cevert (Tecno).

The only international race to have taken place at Ricard-Castellet so far was a 2-litre sports-car event earlier in the year. Because Ricard hopes to stage next year's French Grand Prix at his attractively-situated track, many of the drivers regarded their drive as something of a reconnoitre. What they found was a reasonably well-organised racing facility with spartan pits (at present they amount only to a slip road without permanent stands), an extensive well-surfaced paddock and a refreshing absence of those obdurate policemen who dominate any French race which is run on public roads. Apart from the delightful weather, Ricard-Castellet has little else to commend itself, the main criticism being that the circuit is laid out with a lack of imagination. It is flat, featureless and without good vantage points for the spectators, who seemed rather few on race day, possibly because the admission price seemed high even for this expensive part of France.

And the racing, which on paper seemed likely to be absorbing, flattered only to deceive as the principal contenders fell out with a wide variety of bothers.

The BMWs again seemed set for another win by leading several of the early laps. Regazzoni alone seemed to be worrying the German cars at this stage, while Stewart followed with Tim Schenken's works-backed Sports Motors Brabham hard on his heels and Beltoise about to pass them both. Indeed, Beltoise was at his best and somehow he found his way into the lead after six laps. When he came round the next time he had increased his lead enormously, and the reason became obvious when his pursuers (led by the BMWs) arrived slithering from

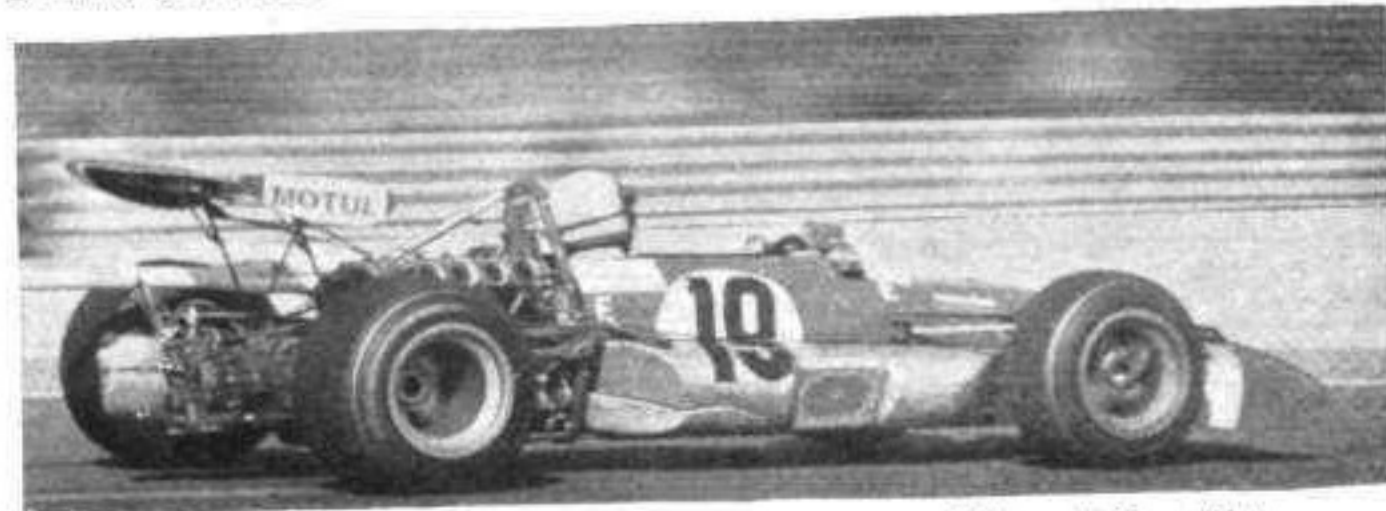
side to side, for the Pygmée's sump plug had come undone and there was oil all over the track!

Beltoise ground to a halt half a lap later after his brave effort with his Cosworth engine's bearings rattling and the BMWs swept by to lead. Their new-found reliability had unfortunately taken a knock during bench testing the previous week with extensive blow-ups attributed by the BMW engineers to a faulty batch of oil with which they had been supplied in Germany. Siffert's engine blew up at 12 laps and, although Ickx lasted rather longer, Regazzoni had gone ahead to score his second F2 victory of the season. Ickx's engine expired after 31 misfiring laps.

The retirements behind came thick and fast, too. Stewart was out with a broken clutch and Rindt was well back in the pack with a loss of engine power which was only explained much later when it was found that his rev.-counter was reading several hundred revs. over-optimistically. In his efforts to keep up, the Austrian was bouncing off kerbs, in the process of which he scored a hole in a fuel tank and retired with his underwear soaked in best BP.

The survivors were not without their troubles and several plodded on with engines which seemed to be suffering from the effects of the heat and the hard driving to which they were being subjected. In fact, only Regazzoni had nothing of which to complain at the end, the new radiator arrangement of his Tecno appearing to be working just as well as intended.

Schenken in second place was almost pipped by Cevert in the second works Tecno: the young Australian had a spin when a gear jumped out, but nevertheless collected the best place of a season which has not been as happy as might have been expected. Cevert covered himself with glory in front of his countrymen, for having been left at the start with a stalled engine he made up for his error in valiant style and on his way to third place set a new circuit record of 2 min. 01.4 sec.—M. G. D.



Clay Regazzoni in the new Tecno at Ricard-Castellet.

in this pre-war period, so Northern Ireland lost its motor racing for nine years. But in the South it prospered. The new Cork circuit embracing the Carrigrohane straight where Joe Wright attempted the motorcycle speed record, was used from 1936 for the Cork GP, an F1 race being introduced in 1938, Phoenix Park had started even earlier, and the Leinster Trophy meetings were held at the Tallaght circuit right up to almost the eve of the war. There was, indeed, a Phoenix Park race on the day war was declared, of necessity confined to all-Irish drivers, with a motorcycle race hurriedly arranged to fill the bill

Much of the book is devoted to short histories of these races and their post-war survival and substitutes. From this much of interest emerges. For instance, I am reminded of the many great drivers who have competed in Irish road races. Fangio drove a BRM, as did Moss, in the 1952 Ulster Trophy over the 7.4-mile Dundrod circuit, Taruffi's 4½-litre Ferrari winning from Hawthorn's Cooper-Bristol. The previous year HM the Queen Mother and Princess Margaret saw Giuseppe Farina win the £1,000 first prize in a 1½-litre Alfa Romeo, from Parnell in the Thinwall Special, Farina averaging 91.46 m.p.h. Villoresi, Wimille, Dreyfus, Comotti and L. Gerard came to Cork in 1938.

Dundrod became the scene of the post-war TT, of course, until the RAC pronounced it too dangerous, Jaguar winning twice, both times driven by Moss, Aston Martin, Mercedes-Benz and DB-Panhard once each, Hawthorn's Jaguar taking the lap-record, at 94.67 m.p.h. All this is portrayed in words and excellent pictures. There is one picture of the cars about to start in the 1936 County Down Trophy Race at Bangor, with Powys-Lybbe's Alfa Romeo, the ultimate winner, the works Austins and Rolt's ERA on the front of the grid, the pits along a kerb lined by lamp-standards on one side of the road, the spectators behind ropes and barrels and more lamp-posts on the other side, as the cars prepare to race through the packed town—it would give the

GPDA a fit! Yet I suspect that most of the drivers enjoyed this real racing so much that thereafter they found Brooklands a bit dull

The book is full of information about these pre-war Irish races, the hill-climbs, with tabulated results for Craigtanlet in 1925 onwards, the later Mondello Park, Curragh and other races, the airfield races, rallies, autocross, etc., with sections on the Irish Clubs, Irish drivers who have done well out of Ireland, Trophy winners, and so on. It contains the story of all these Irish fixtures, the pre-war races round the 4½-mile Phoenix Park circuit which attracted drivers of the calibre of Ramponi, Ivanowski, Kidston, Birkin, Campari, Eyston, Don, Driscoll, etc. (and where racing still takes place, with the problem that spectators cannot be charged), the Leinster Trophy, which has the longest history of them all, going from Skerries in 1934 to circuits at Wicklow, Dunboyne, County Down, Bishopscourt, and Mondello the Bray round-the-houses races, similar races at Limerick, etc., with some excellent stories about them woven into the histories, including the splendid one of how the author, then in the RAF, was responsible for an Open-Day at Long Kesh airfield being changed to a grass-track meeting, which finally became a motorcycle road race, due to a chance remark to his armourer which got back to the CO. Incidentally, Miss Comerford, who drove at Phoenix Park in 1933, is claimed to be the first woman to take part in a road race in the British Isles; she had a rather improbable Hillman Minx, presumably an Aero. There is even a list of fatalities in Irish races, which number 20 competitors, nine spectators and two marshals, since 1924. The abandonment of some of Ireland's excellent public-road circuits after such accidents, or because of encroaching suburbia, or from anti-racing pressure in the towns, can be traced from this book. Anyone wishing to go to Ireland when the present troubles die out and drive over the old and existing courses, etc., would find it a useful guide. It costs 7s. 6d., the publishers being Century Newspapers Ltd., Donegall Street, Belfast.—W. B.

FORMULA TWO REVIEW

LE CAMP CASTELLET, July 26th

THE European F2 Trophy for non-graded drivers lost a qualifying round when the race scheduled for Zandvoort on August 9th was cancelled, so the last month has been a lean one for Formula Two. A welcome addition to the calendar was a hastily-organised event at Paul Ricard's new circuit at Le Castellet between Toulon and Marseilles in the South of France and a very full field gathered for what promised to be an exciting event. Graded drivers included Stewart in John Coombs' Brabham (fitted once more with Dunlop tyres after Brabham had raced it at Rouen two weeks earlier), Rindt and Hill in the two works Lotus 69s, Beltoise in his slightly modified Pygmée and two BMWs for Ickx and Siffert. In addition there was a new (but not greatly different) Tecno for Regazzoni, Derek Bell in Tom Wheatcroft's Brabham, and all the fast-rising names which seem to have found their way into Formula One this year such as Fittipaldi (Lotus 69), Peterson (March 702) and Cevert (Tecno).

The only international race to have taken place at Ricard-Castellet so far was a 2-litre sports-car event earlier in the year. Because Ricard hopes to stage next year's French Grand Prix at his attractively-situated track, many of the drivers regarded their drive as something of a reconnoitre. What they found was a reasonably well-organised racing facility with spartan pits (at present they amount only to a slip road without permanent stands), an extensive well-surfaced paddock and a refreshing absence of those obdurate policemen who dominate any French race which is run on public roads. Apart from the delightful weather, Ricard-Castellet has little else to commend itself, the main criticism being that the circuit is laid out with a lack of imagination. It is flat, featureless and without good vantage points for the spectators, who seemed rather few on race day, possibly because the admission price seemed high even for this expensive part of France.

And the racing, which on paper seemed likely to be absorbing, flattered only to deceive as the principal contenders fell out with a wide variety of bothers.

The BMWs again seemed set for another win by leading several of the early laps. Regazzoni alone seemed to be worrying the German cars at this stage, while Stewart followed with Tim Schenken's works-backed Sports Motors Brabham hard on his heels and Beltoise about to pass them both. Indeed, Beltoise was at his best and somehow he found his way into the lead after six laps. When he came round the next time he had increased his lead enormously, and the reason became obvious when his pursuers (led by the BMWs) arrived slithering from

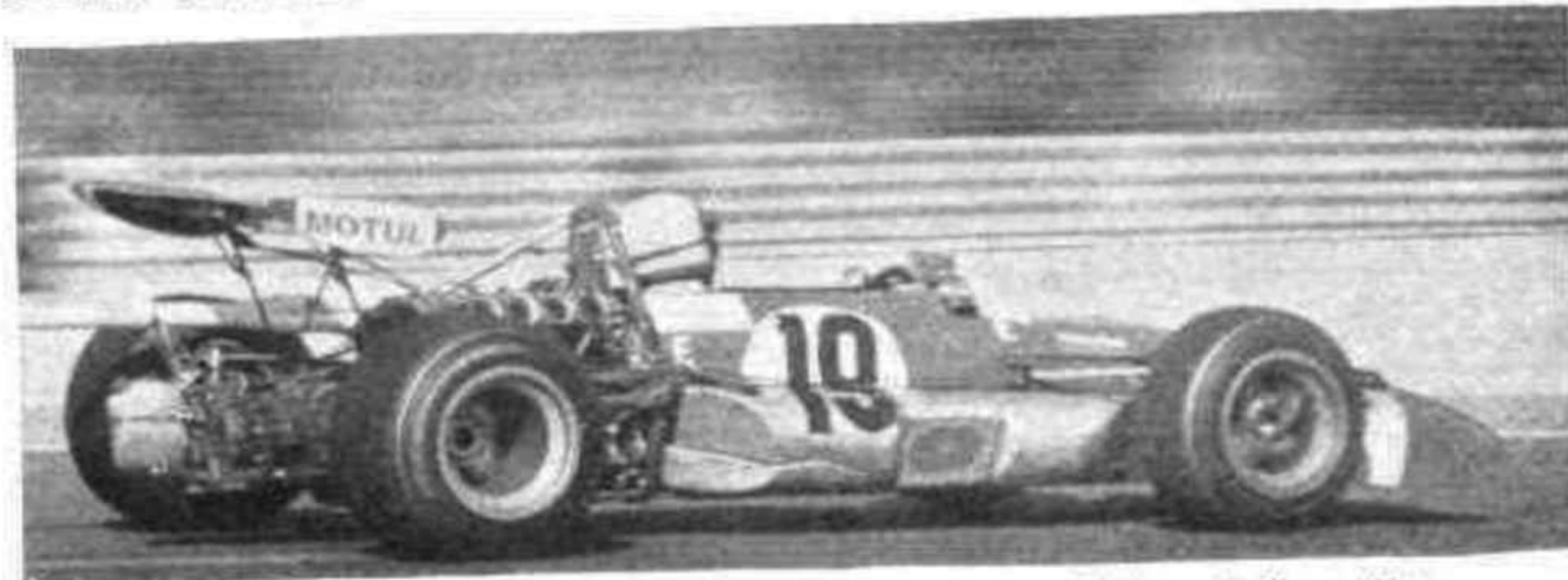
side to side, for the Pygmée's sump plug had come undone and there was oil all over the track!

Beltoise ground to a halt half a lap later after his brave effort with his Cosworth engine's bearings rattling and the BMWs swept by to lead. Their new-found reliability had unfortunately taken a knock during bench testing the previous week with extensive blow-ups attributed by the BMW engineers to a faulty batch of oil with which they had been supplied in Germany. Siffert's engine blew up at 12 laps and, although Ickx lasted rather longer, Regazzoni had gone ahead to score his second F2 victory of the season. Ickx's engine expired after 31 misfiring laps.

The retirements behind came thick and fast, too. Stewart was out with a broken clutch and Rindt was well back in the pack with a loss of engine power which was only explained much later when it was found that his rev.-counter was reading several hundred revs. over-optimistically. In his efforts to keep up, the Austrian was bouncing off kerbs, in the process of which he scored a hole in a fuel tank and retired with his underwear soaked in best BP.

The survivors were not without their troubles and several plodded on with engines which seemed to be suffering from the effects of the heat and the hard driving to which they were being subjected. In fact, only Regazzoni had nothing of which to complain at the end, the new radiator arrangement of his Tecno appearing to be working just as well as intended.

Schenken in second place was almost pipped by Cevert in the second works Tecno: the young Australian had a spin when a gear jumped out, but nevertheless collected the best place of a season which has not been as happy as might have been expected. Cevert covered himself with glory in front of his countrymen, for having been left at the start with a stalled engine he made up for his error in valiant style and on his way to third place set a new circuit record of 2 min. 01.4 sec.—M. G. D.



Clay Regazzoni in the new Tecno at Ricard-Castellet.

RUMBLINGS

■ **TWO-WHEELED "E"-TYPE.**—Sitting in a traffic jam the thought occurred that it was ridiculous that one person was using 4.2-litres of engine and a sizeable motor car to occupy an area of road 14 ft. 6 in. × 5 ft. 6 in., and looking around there were other cars taking up even more space for only one person. Musing on the thought of small single-seaters for road use it became very obvious that a return to motorcycling was called for when traffic jams were inevitable, and one such occasion was obviously the British Grand Prix at Brands Hatch, so a motorcycle was sought. Norton-Villiers came up with a real motorcycle in the shape of a 750-c.c., vertical-twin Norton Commando and from the moment of leaving the E-type with them at their Andover factory and taking the Commando, traffic problems disappeared. It was gratifying to have to wait for Bob Manns, the Norton Sales Director, for he was not away having tea or at a conference, he was out on the open road on the Commando in question, just seeing if all was well. As the green and chrome bike zoomed up to the front of the factory and the Sales Director removed his crash hat and Barbour suit he said "there it is, it's a good one", which was much more satisfying than being told by a sleek young man in an office that "our man has tested it and assures me it is all right".

The man behind the rejuvenation of the name Norton is Dennis Poore, who used to race Formula Two Connaughts and works Aston Martins and before retiring set a high standard in VSCC racing with his 3.8-litre Alfa Romeo. The name Norton in the motorcycle racing world is akin to Ferrari in the car world, it is a name that breathes performance and racing, and the latest 750-c.c. Commando is no disappointment. The object of the loan was to remove the traffic and parking problems involved with three days of South London and Brands Hatch, and while a 50-c.c. moped would have done this, it was so much more satisfying to have a bike that really accelerated its way out of traffic problems or out of the way of wandering saloon cars that were changing direction without warning. The old adage "when in doubt, open out", usually applied to trials riding, was never more right than when in traffic on the Commando, and as the taxi in front is about to make a U-turn (and then signal) a quick squirt of the 750-c.c. engine and you are gone. It is all so much easier and safer than having to stand on the brakes and try and stop, with the risk of being hit up the back by a following car, which is what would happen with an under-powered 50-c.c. bike.

Before returning the Commando, rather reluctantly, the opportunity was taken for some open road riding around Hampshire and Wiltshire and being used to the roads with an E-type Jaguar, it was pleasing to find the Norton had the same sort of long-legged open road gait and all the performance of high speed and high-speed acceleration that the E-type owner is used to. These Commandos have the engine, gearbox, rear suspensions and rear wheel mounted on rubber on the main frame, a system that makes for ironing out high-speed vibrations and so 80 m.p.h. cruising is effortless, with sufficient squirt left in the twist-grip for getting by things in the shortest possible time. It is a real motorcycle for motorcyclists, but that does not mean the car enthusiast would not like it. It was once said of the old chain-driven Frazer Nash that it was like a four-wheeled motorcycle. The Norton Commando is a two-wheeled E-type Jaguar.

■ **A FULL CIRCLE.**—Looking at a Chevrolet V8 engine used in a Can-Am car we were intrigued by the fact that four of the eight inlet trumpets were shorter than normal by quite a few inches. On this type of Chevrolet the inlets rise vertically in a solid bunch with bell-mouth ends, and alternate cylinders had the short inlets. (See colour page 976.) Enquiry found that this was to assist the torque curve at around 5,000 r.p.m., the engine running to 6,800 r.p.m., but it was only effective with slightly retarded ignition on those four cylinders. The immediate question was how to retard the ignition on four cylinders out of eight, when an eight-cylinder Scintilla Vertex magneto supplied the sparks, and it was explained that it was done with special plug adaptors that recessed the plug and caused its effective spark point to be about three degrees later than the normal plugs that protruded into the combustion chambers. Study of the comparative torque figures taken on the test-bed, with and without this tweak, showed that they climbed steadily through the 5,000 r.p.m. point instead of dropping and rising again. This had no effect on maximum power and torque, or maximum speed of the car, but it made it much easier to drive out of corners, with an improvement in lap times.

Talking to some vintage Riley enthusiasts at a later date we were discussing magneto timing on a 1929 Riley Nine engine that was using a rather rare cylinder head with the sparking plugs recessed in masked holes, rather than protruding into the combustion chamber. It was pointed out that the engine would need a lot more advance on the ignition timing as the masked plug effectively fired later. Riley had experimented with this head in 1929/30 but not found it of any great value. In 1970 Chevrolet found the old masked-plug phenomenon on ignition timing very useful.

FORMULA THREE REVIEW

THRUXTON (August 2nd)

PROOF, if any were needed, that the MOTOR SPORT/Shell Formula Three Championship attracts all the top talent was provided at the BARC's Kodak 135 Trophy meeting on August 2nd when Formula 5000 was theoretically top of the bill. All the leading Championship contenders waived an opportunity of going to Sweden on the same day for the International race at Karlskoga and there was another excellent field for the short 12-lap race.

Thruxton is the type of circuit which permits closely-bunched groups of F3 cars to slipstream each other and it proved impossible for any one driver to scramble clear of the leading group. The early leaders were Bev Bond in his Gold Leaf Team Lotus 59A, Brazilian Wilson Fittipaldi in a similar car and Richard Scott in his Brabham. Mike Beuttler, winner of the last two rounds in the Clarke-Mordaunt Brabham, caught these three and then Scott disappeared when well placed with a gear selector broken.

Gold Leaf Team Lotus led for a few laps 1-2, Bond and Walker working well together, but there was an upset on the last lap when Beuttler, who had crept ahead in his bid for the lead, was gently touched by Walker immediately before the *chicane* and both spun. Bond was immediately through to win with Wilson Fittipaldi and Tony Trimmer hard on his heels. Beuttler was an annoyed fourth and Walker an anguished seventh, having handed his Championship lead to team-mate Bond.—M. G. D.

Results:

KODAK 135 TROPHY RACE—12 laps—45 kilometres—Sunny		
1st	: B. Bond (Lotus 59A-Holbay Ford)	16 min. 47.2 sec.—162.6 k.p.h.
2nd	: W. Fittipaldi (Lotus 59A-Holbay Ford)	16 min. 50.4 sec.
3rd	: T. Trimmer (Brabham BT28-Lucas Ford)	16 min. 50.6 sec.
4th	: M. Beuttler (Brabham BT28-Lucas Ford)	16 min. 51.0 sec.
5th	: C. Pace (Lotus 59A-Holbay Ford)	16 min. 51.4 sec.
6th	: C. Williams (Brabham BT28-Lucas Ford)	16 min. 52.0 sec.

Fastest lap: B. Maskell (Chevron B17-Holbay Ford) and C. Pace (Lotus 59A-Holbay Ford). 1 min. 22.0 sec.—165.8 k.p.h.
23 starters — 19 finishers.



Bev Bond before the start at Thruxton.

CHAMPIONSHIP POSITIONS

With four rounds of the MOTOR SPORT/Shell Championship remaining, there are only five points separating the leading four competitors. Leading positions stand as follows:

1st	: B. Bond (Lotus 59-Holbay Ford)	30 points
2nd	: T. Trimmer (Lotus 59 and Brabham BT28-Holbay Ford)	29 "
3rd	: D. Walker (Lotus 59-Holbay Ford)	27 "
4th	: M. Beuttler (Brabham BT28-Lucas Ford)	25 "
5th	: C. Pace (Lotus 59-Holbay Ford)	20 "
6th	: J. Hunt (Lotus 59-Holbay Ford)	14 "

RUMBLINGS

■ **TWO-WHEELED "E"-TYPE.**—Sitting in a traffic jam the thought occurred that it was ridiculous that one person was using 4.2-litres of engine and a sizeable motor car to occupy an area of road 14 ft. 6 in. × 5 ft. 6 in., and looking around there were other cars taking up even more space for only one person. Musing on the thought of small single-seaters for road use it became very obvious that a return to motorcycling was called for when traffic jams were inevitable, and one such occasion was obviously the British Grand Prix at Brands Hatch, so a motorcycle was sought. Norton-Villiers came up with a real motorcycle in the shape of a 750-c.c., vertical-twin Norton Commando and from the moment of leaving the E-type with them at their Andover factory and taking the Commando, traffic problems disappeared. It was gratifying to have to wait for Bob Manns, the Norton Sales Director, for he was not away having tea or at a conference, he was out on the open road on the Commando in question, just seeing if all was well. As the green and chrome bike zoomed up to the front of the factory and the Sales Director removed his crash hat and Barbour suit he said "there it is, it's a good one", which was much more satisfying than being told by a sleek young man in an office that "our man has tested it and assures me it is all right".

The man behind the rejuvenation of the name Norton is Dennis Poore, who used to race Formula Two Connaughts and works Aston Martins and before retiring set a high standard in VSCC racing with his 3.8-litre Alfa Romeo. The name Norton in the motorcycle racing world is akin to Ferrari in the car world, it is a name that breathes performance and racing, and the latest 750-c.c. Commando is no disappointment. The object of the loan was to remove the traffic and parking problems involved with three days of South London and Brands Hatch, and while a 50-c.c. moped would have done this, it was so much more satisfying to have a bike that really accelerated its way out of traffic problems or out of the way of wandering saloon cars that were changing direction without warning. The old adage "when in doubt, open out", usually applied to trials riding, was never more right than when in traffic on the Commando, and as the taxi in front is about to make a U-turn (and then signal) a quick squirt of the 750-c.c. engine and you are gone. It is all so much easier and safer than having to stand on the brakes and try and stop, with the risk of being hit up the back by a following car, which is what would happen with an under-powered 50-c.c. bike.

Before returning the Commando, rather reluctantly, the opportunity was taken for some open road riding around Hampshire and Wiltshire and being used to the roads with an E-type Jaguar, it was pleasing to find the Norton had the same sort of long-legged open road gait and all the performance of high speed and high-speed acceleration that the E-type owner is used to. These Commandos have the engine, gearbox, rear suspensions and rear wheel mounted on rubber on the main frame, a system that makes for ironing out high-speed vibrations and so 80 m.p.h. cruising is effortless, with sufficient squirt left in the twist-grip for getting by things in the shortest possible time. It is a real motorcycle for motorcyclists, but that does not mean the car enthusiast would not like it. It was once said of the old chain-driven Frazer Nash that it was like a four-wheeled motorcycle. The Norton Commando is a two-wheeled E-type Jaguar.

■ **A FULL CIRCLE.**—Looking at a Chevrolet V8 engine used in a Can-Am car we were intrigued by the fact that four of the eight inlet trumpets were shorter than normal by quite a few inches. On this type of Chevrolet the inlets rise vertically in a solid bunch with bell-mouth ends, and alternate cylinders had the short inlets. (See colour page 976.) Enquiry found that this was to assist the torque curve at around 5,000 r.p.m., the engine running to 6,800 r.p.m., but it was only effective with slightly retarded ignition on those four cylinders. The immediate question was how to retard the ignition on four cylinders out of eight, when an eight-cylinder Scintilla Vertex magneto supplied the sparks, and it was explained that it was done with special plug adaptors that recessed the plug and caused its effective spark point to be about three degrees later than the normal plugs that protruded into the combustion chambers. Study of the comparative torque figures taken on the test-bed, with and without this tweak, showed that they climbed steadily through the 5,000 r.p.m. point instead of dropping and rising again. This had no effect on maximum power and torque, or maximum speed of the car, but it made it much easier to drive out of corners, with an improvement in lap times.

Talking to some vintage Riley enthusiasts at a later date we were discussing magneto timing on a 1929 Riley Nine engine that was using a rather rare cylinder head with the sparking plugs recessed in masked holes, rather than protruding into the combustion chamber. It was pointed out that the engine would need a lot more advance on the ignition timing as the masked plug effectively fired later. Riley had experimented with this head in 1929/30 but not found it of any great value. In 1970 Chevrolet found the old masked-plug phenomenon on ignition timing very useful.

FORMULA THREE REVIEW

THRUXTON (August 2nd)

PROOF, if any were needed, that the MOTOR SPORT/Shell Formula Three Championship attracts all the top talent was provided at the BARC's Kodak 135 Trophy meeting on August 2nd when Formula 5000 was theoretically top of the bill. All the leading Championship contenders waived an opportunity of going to Sweden on the same day for the International race at Karlskoga and there was another excellent field for the short 12-lap race.

Thrupton is the type of circuit which permits closely-bunched groups of F3 cars to slipstream each other and it proved impossible for any one driver to scramble clear of the leading group. The early leaders were Bev Bond in his Gold Leaf Team Lotus 59A, Brazilian Wilson Fittipaldi in a similar car and Richard Scott in his Brabham. Mike Beuttler, winner of the last two rounds in the Clarke-Mordaunt Brabham, caught these three and then Scott disappeared when well placed with a gear selector broken.

Gold Leaf Team Lotus led for a few laps 1-2, Bond and Walker working well together, but there was an upset on the last lap when Beuttler, who had crept ahead in his bid for the lead, was gently touched by Walker immediately before the *chicane* and both spun. Bond was immediately through to win with Wilson Fittipaldi and Tony Trimmer hard on his heels. Beuttler was an annoyed fourth and Walker an anguished seventh, having handed his Championship lead to team-mate Bond.—M. G. D.

Results :

KODAK 135 TROPHY RACE—12 laps—45 kilometres—Sunny

1st :	B. Bond (Lotus 59A-Holbay Ford)	16 min. 47.2 sec.—162.6 k.p.h.
2nd :	W. Fittipaldi (Lotus 59A-Holbay Ford)	16 min. 50.4 sec.
3rd :	T. Trimmer (Brabham BT28-Lucas Ford)	16 min. 50.6 sec.
4th :	M. Beuttler (Brabham BT28-Lucas Ford)	16 min. 51.0 sec.
5th :	C. Pace (Lotus 59A-Holbay Ford)	16 min. 51.4 sec.
6th :	C. Williams (Brabham BT28-Lucas Ford)	16 min. 52.0 sec.

Fastest lap : B. Maskell (Chevron B17-Holbay Ford) and C. Pace (Lotus 59A-Holbay Ford). 1 min. 22.0 sec.—165.8 k.p.h.

23 starters — 19 finishers.



Bev Bond before the start at Thrupton.

CHAMPIONSHIP POSITIONS

With four rounds of the MOTOR SPORT/Shell Championship remaining, there are only five points separating the leading four competitors. Leading positions stand as follows :

1st :	B. Bond (Lotus 59-Holbay Ford)	30 points
2nd :	T. Trimmer (Lotus 59 and Brabham BT28-Holbay Ford)	29 "
3rd :	D. Walker (Lotus 59-Holbay Ford)	27 "
4th :	M. Beuttler (Brabham BT28-Lucas Ford)	25 "
5th :	C. Pace (Lotus 59-Holbay Ford)	20 "
6th :	J. Hunt (Lotus 59-Holbay Ford)	14 "



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

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



Fit new Champions now—get Champion performance



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

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



Fit new Champions now—get Champion performance

SALOON CAR RACING

SALOON car racing at the Group 2 International level is now a professional branch of the sport with large sums of money expended on thoroughly modified production saloons by works teams, a variety of commercial interests and wealthy individuals, though even the latter usually have part of their costs paid by a sponsor of some sort. Group 2 regulations came into force at the beginning of this year (previously International saloon events in this country were run under Group 5 regulations) and they demand that at least 1,000 cars have been produced. This is the requirement which Ford are at present fulfilling with the sale of BDA Cosworth-engined Escorts to the public.

Many of the spectators at British club meetings seem to have misunderstood the above paragraph and we are often asked why it is that 2.1-litre Escort Twin-Cams and Rover 4½-litre V8s cannot compete in the International meetings. Apart from the obvious change in engine capacity—or in some cases even type of engine, e.g., V6 in an Escort—the bodywork of these club-racing saloons is considerably lighter than their Group 2 counterparts, which have four seats and more stringent bodyshell regulations. In practical terms this means that Group 2 cars have far more of the original bodywork left, though usually the bootlid/engine cover and bonnet will be of fibreglass.

Perhaps the most interesting paragraph of the FIA regulations covering this subject is one which says that optional equipment may be recognised, so long as there is a minimum production run of 100 units to equip 100 cars, and that the parts are listed and freely available from a dealer. The components which can be changed under this ruling include cylinder heads, gearboxes, suspension components (so long as the original type is retained), lightweight coachwork and many other fundamental bits. Now one can see why Group 2 is such an expensive form of racing, as in order to be competitive a team running a Mini will need an eight-port cylinder head, while a Ford Escort should ideally have a five-speed gearbox (ZF), dry sump lubrication, and coil springing in addition to the standard cart-spring leaves. In fact, the works 1,300 c.c. Escort GTs, prepared and entered by Team Broadspeed, also have new cylinder heads, not of the crossflow variety, with Tecalemit Jackson downdraught fuel injection. Fuel injection is also used on the eight-port-headed Mini-Cooper 1275 S types and by many of the leading Escort T-Cs, the latter mostly getting their equipment from Lucas.

Looking specifically at the Group 2 events held in Britain one finds that there are 12 rounds of the RAC Saloon Car Championship, of which only three remain at press time—the last round being at Brands Hatch on October 18th. However, the Champion has already been decided as only the best eight performances count.

There are four classes: up to 1,000 c.c., 1,001-1,300 c.c., 1,301-2,000 c.c. and over 2,000 c.c. This year's winner, W. "Bill" McGovern, driving a Bevan prepared and entered Sunbeam Imp, came from the small class. This is the second year running that the Champion has come from this division and it is also the second time that Ford, who were the only British manufacturer to officially contest the title, have been robbed of victory through not having a reliable "tiddler" entry. McGovern had very little worthy class competition and the 998 c.c., Weber-carburated Imp with an estimated 107 b.h.p. scored not only six class wins but was also able to beat the less highly-tuned 1,300 c.c. Cooper S types. In past seasons the up to 1,000 c.c. cars have provided a lot of the spectacle with Alan Fraser-prepared Imps taking on Broadspeed and Superspeed Anglias, both teams receiving works assistance. If this Rootes victory provides a more competitive entry in this division for next year then so much the better, for only Michael Freeman in the AM Graphics-backed Imp with a Hartwell modified engine and Vincent Woodman in the Broadspeed-assisted Export Escort could really be said to provide any opposition.

The next division also suffered this year as British Leyland no longer back the tyre-smoking 1275 Mini-Cooper S types which used to battle with the works Escorts in the 1,001-1,300 c.c. class. Now John Fitzpatrick in the sole works Escort uses soft 350 compound Dunlop tyres and nearly 150 b.h.p. to such good effect that Gordon Spice in the Arden Cooper S has very little opportunity to get within grappling distance, unless the track is wet, in which case the Mini seems to be supreme. Arden have developed a light alloy eight-port cylinder head for the S type, but unfortunately this was not homologated until later in the season, and the BL engine is still not giving



enough power to prove competitive once more. Even with the 12-in. diameter wheels (homologated in 1969), the Mini still has problems in transmitting power effectively to a dry track. Looking at the inspired efforts of Spice to bridge the power gap by hurling the blue Mini on to three wheels and *tail sliding* the f.w.d. device out of any sharp curve, it is easy to see that there is a big gap between the Escort and Mini now. Unless BL homologate an extra engine and even larger wheels it is difficult to see this situation being reversed.

That there are other competitive 1,300 c.c. cars on the Continent is obvious, the Alfa 1300 GTA and Renault Gordini being prime examples, but there was only one meeting this year, the Tourist Trophy, which we reported last month, in which one could see the foreigners in action.

Stepping up a class (1,301-2,000 c.c.) brings one into the preserve of Ford Motor Company as a flock of Escort Twin-Cams indulge themselves in enjoyable family battles and rob each other of an Escort saloon car title! Throughout the season W. Blydenstein, backed by Shaw and Kilburn, the Vauxhall dealers, has looked after an immaculate Vauxhall Viva GT driven in flamboyant style by "Gerry" Marshall. In spite of a claimed 180 plus b.h.p. the Tecalemit Jackson-injected car is unable to cope with the fleetier Escorts, which boast at least as much power and a lighter bodyshell. Early in the season it looked as though the privately-entered BMW 2002s might present a threat, but in spite of power output claims in excess of 220 b.h.p., none of them really featured while the hotter Escorts were running: most of them, and there were three, are up for sale after striking insurmountable braking and/or handling problems, the very qualities which are often praised in road tests. All of which goes to show how different Group 2 racing is!

Finally, we have the 2-litre plus cars and one soon learns that to have any chance in the class, and therefore usually for overall victory plus a decent stake in finishing money, a team needs an American car. Not only that, you also need a particular type of the American breed which will have been prepared for, or already raced in, the Trans-Am series organised by the Sports Car Club of America (SCCA), which caters for "Pony Cars" of the Mustang, Camaro, Firebird or Javelin *genre*. The capacity limit in these SCCA events is 5-litres and so one finds that the most competitive American cars in England have 5-litre V8 engines giving anywhere between 425 British b.h.p., to the American claims of 470 horsepower and over. The most successful of the imported "Ponies" has been Frank Gardner's Motor Racing Research-entered Boss Mustang 302 (backed by Ford), which is almost certain to take second place in this year's Championship after a fine record of outright victories. Unfortunately the Tourist Trophy offered double points to RAC Championship contenders and this is where Gardner lost so many points to McGovern in the Imp. The car looks brutal rather than pristine and when Gardner has a go it is unbeatable for noise, spectacle and efficiency.

In the same division Brian Muir has a Malcolm Gartlan-prepared and Wiggins Teape-sponsored Chevrolet Z28 Camaro, which gleams more than Gardner's Mustang, but doesn't seem to be able to quite get to grips when both cars are fit. Recently Dennis Leech, a West Country garage man, has been giving Gardner a hard time using another Boss Mustang. Leech appeared last year with a Falcon and showed that once he had conquered his own wildness and inexperience with this type of saloon, he had courage and skill. He has had troubles with the Mustang, mainly overheating the engine for one reason or another, but has also had the consolation of leading Gardner on occasion and practising faster: unfortunately Leech's car is nothing

Continued on facing page

PREVIEW OF THE CITROËN GS

IF CITROËN invited you to come on a mystery tour in order to assess a new small-capacity saloon, and added that you would be transported in a French executive jet, where would you think the destination was? Obviously you would think of France first of all, which is just what some of our small party did, only to be greeted by smiling *Gauls* when we arrived in a windswept Eire, shivering in summerweight suits.

However, the weather soon changed and shortly after lunch we were each allotted a new Citroën to be known as the GS to try over two road routes totalling 130 miles and a 2½-mile closed public road. The GS is designed to fill the large price gap in Citroën's present range between the Ami 8 and the D19 Special. Technically speaking, it is an interesting machine with the air-cooled 1,015 c.c. flat-four engine incorporating an overhead camshaft for each bank, driven by a tooth belt. As one would expect, Citroën have stuck to front-wheel-drive and the famous hydropneumatic suspension also appears on this new model, although it is set to give a much firmer ride than on the legendary bigger brother. In other respects the suspension offers the already proven advantages of constant ride height control and instant adjustment of ride height *via* lever on the central console. The GS also boasts four-wheel disc brakes, an all-synchromesh four-speed gearbox, superb cloth seating, a "TV" speedometer (with a small illuminated magnifying screen showing speed and braking distance), 6,250 r.p.m. red-lined tachometer and very efficient rack-and-pinion steering.

There will be two GS versions, the Club with all the features we have described, and a cheaper Confort model lacking some of the interior sophistication of the costlier car: for example, plastic mats instead of carpeting and far less luxurious seating. The cars we drove had left-hand drive (r.h.d. is unlikely to be available before early 1971) and built to Club specification, which will cost in the region of £1,100; the Confort should retail for less than £1,000.

Over £1,000 is a lot of money to spend on a one-litre saloon car, but this Citroën is more comprehensively equipped than most of the small saloons produced both in Britain and on the Continent.

Settling into the car for the first time we were immediately impressed by the cloth seats, which offer such secure support on hot days. The one-spoke steering wheel looks odd, but is sturdy and properly finished, with a pleasantly grippy rim. The seat-back adjusts easily to give an arms-stretched driving position. The engine takes a little time to warm to its work, but once the windows are shut and the cooling blasts of fresh air correctly adjusted, the driver can settle down to conducting a truly modern saloon which will cover 100 twisty miles at the limit of its performance without leaving one partially crippled by migraine or cramp.

The aerodynamic shape and careful attention to soundproofing

reduce wind and engine noise to the point where those braking distances marked on the speedometer serve a useful purpose in reminding the driver that there are some limits worth observing. In Citroën's press literature it is claimed that the braking response has been deliberately cut to minimum by using a high-pressure system to feed the front discs (there is also a separate circuit with take-off point on the rear suspension for the back discs). The effect is disconcertingly "on-off" at first, and as we got closer to the car's road-holding limits we found the brakes locking on. This happened only when really trying on the closed section; while stopping harshly for one of Ireland's wandering dogs the car pulled up accurately.

Examining the engine specification in more detail we found that the bore and stroke ratio is 74 mm. by 59 mm. and the unit likes to rev, developing 55.5 b.h.p. DIN (67 b.h.p. SAE) at 6,500 r.p.m., which as you will probably note is above the red line indicated on our car . . . either that or Irish hospitality affected our reporter's eyesight! Peak torque, 52.08 lb. ft. (DIN) at 3,500 r.p.m., is certainly not a quality that reveals itself, save by its absence at anything below this crankshaft speed. The hemispherical combustion chambers have valves arranged in a V layout. A compression ratio of 9:1 is used, four-star fuel being sufficient to ensure clean running. Looking at the engine installation with the bonnet open we came to the conclusion that accessibility for routine servicing parts is perhaps restricted. However, we did appreciate the quality air of assembly and the provision of a large oil cooler (mounted close to the Solex 28 CICM carburetter) and an alternator.

The test roads around Donegal featured many long straights with sharpish left- and right-hand bends concealed behind blind brows. On this sort of going the suspension soaks up any punishment one cares to hand out, including running two wheels on to grass while the others remain on tarmac. The nicest thing about the GS handling, though, is that there is very little lean, even on sharp bends, so the 145 x 15 in.-diameter Michelins remain firmly in contact with the road. We also negotiated two unmade tracks at high and low speeds without noticing any more driver shock than one would get in a more conventional small saloon travelling along a country lane.

So far this has been a glowing account of the car's road manners, but on the subject of straight-line performance we were disappointed. The manufacturers quote a maximum speed of 91.5 m.p.h., 0-50 m.p.h. in 11.7 sec. and 0-60 m.p.h. in 16.9 sec. Although these are creditable figures for a four/five-seater saloon weighing nearly 2,000 lb. and having only 1,015 c.c., we would have thought that a 1,300-1,500 c.c. version would be more acceptable for current driving conditions. Acceleration is the only feature which really lets the car down, for one can cruise at close to maximum speed and return close to 30 m.p.g.: overall consumption under normal circumstances should be around 35 m.p.g.

From a styling viewpoint the front end, incorporating huge rectangular quartz iodine headlamps, is reminiscent of the Lancia Zagato, while the chopped-off estate-style rear has a character all of its own. With an overall length of 13 ft. 6 in. and a width of 5 ft. 3 in. the car offers plenty of space for the needs of four adults.

The gear-change has an action which is similar to that of the Fiat 850, occasionally baulking when asked to effect a swift change down from third to second, but otherwise quick to operate. Turning the illumination up fully on the magic "speedometer TV" we observed gear speeds equivalent to 32, 44, 69 and 94 m.p.h., the speedometer flatterring by 4-5 m.p.h. according to our calculations.—J. W.

EFFICIENT.—The Citroën GS body is claimed to have a 15% better aerodynamic drag factor than well-proven DS saloons.



SALOON CAR RACING—continued from facing page

like so reliable as Gardner's and we have yet to see a race-long duel between them. Roy Pierpoint, like Gardner a former National Saloon Car Champion, drives a W. J. Shaw Camaro, but so far this year it has failed to impress, mainly because the handling characteristics are not as Pierpoint would prefer. In fact, the big banger saloon entries have been unusually well supported this year with David Piper or Prophet usually to be seen in a 5.3 (formerly 5.7)-litre Camaro looked after by South African Beach Buggy entrepreneur Pierre Du Plessis; Martin Birrane in his 7-litre "Tunnelport" Mustang appeared midway through the season but is currently contemplating a sad pile of engine components and trying to replace them with something more suitable, while Martin Thomas also has a Mustang of the old style, sponsored by Ovaltine, which usually finishes behind the competitive Escorts. The latter car is prepared by SRG Racing at Biggleswade and was raced some time ago by Yardley Team BRM's Mr. Oliver.

As I close this article I have just returned from Thruxton where in practice a Broadspeed Cosworth BDA-engined Escort, with Group 2 running gear, and piloted by Gardner, took pole position with a time 0.2 sec. faster than Leech could manage in the Mustang! Not surprisingly, the BDA broke its differential and was unable to race. In spite of the fact that the Cosworth parts for the 16-valve are not likely to be freely available (and therefore all homologated) before 1971, I would think this is a significant development which would see the Giant Killer battles of small car versus huge car once more to the delight of the crowds.—J. W.

RALLY REVIEW

UNLESS you are fortunate enough to live in a country where ice racing is possible, wintertime represents the close season for motor racing. In rallying there is no real seasonal lay-off, for it is a sport in which extra natural hazards are more welcomed than avoided. But it is fair to say that, at least in the highly populated countries, more rallies take place in the winter than in the summer.

The major reason for this is the amount of tourist traffic using the roads in the holiday season. Rally organisers are the last to run risks involving non-competing traffic, and they usually choose quiet periods for their events. The Alpine Rally organisers found it so difficult to find a suitable date this year after the French Authorities saw fit to question the wisdom of continuing to run the event in early September that the rally has been cancelled.

For the smaller events in Britain traffic is avoided by running them at night. In fact, daytime rallies which use public roads other than simply to get from one private road to the next are pretty well shunned by experienced rally people who are always anxious not to risk antagonising the public. Winter nights are longer than summer nights—another reason for avoiding the mid-year months.

In Western Europe, international rallies tend to avoid the summer months. Even the Geneva Rally, which takes place in June, has to run the gauntlet of officialdom before it is allowed by the authorities. In July, the only events of any importance are the three European Drivers' Championship qualifiers in Eastern Europe, the Moldau, Polish and Danube Rallies, these using routes in Czechoslovakia, Poland, Rumania, Austria and Hungary. In August there is the Rally of the Thousand Lakes, premier event of a country in which rallying is a national sport—Finland. But that is an event similar in style to the RAC Rally, in which all the hard competition is on private roads closed to all other traffic, with open public roads being used merely to get competing cars from one forest track to another.

Thus the rallying year is divided, more or less, into two phases. The first phase of 1970 was disrupted by the World Cup Rally which diverted so much time, effort and money from regular programmes. But the second phase promises to be as lively as ever.

After the cancellation of the Alpine the only remaining qualifier in the International Championship for Constructors is the RAC Rally of Great Britain in November. There are several Drivers' Championship qualifiers left, and others of individual attraction, but the culmination of the year will undoubtedly be the British event in November, when Porsche and Alpine will be fighting each other for the Championship and against other manufacturers for outright victory and the team award. It will probably be the last time the rally will start and finish in London, at least for a while, for it is planned that the 1971 event should be based at Harrogate, the idea being to move nearer the areas of greatest forest concentration so that competitors will not be faced with boring runs along main roads.

* * *

Earlier in the year I heard some talk that perhaps the British start of the 1971 Monte Carlo Rally would be taken back to Glasgow. This I found difficult to believe, for it seemed hardly worth it just to cater for such a small handful of cars as there were starting at Dover last January. The probability is that there will be no British start at all next year, a sad departure from tradition, but one for which the AC de Monaco cannot really be blamed.

In the past decade there has been a distinct falling off of British interest in the Monte. Diehard regulars have gradually given up their annual sporting holiday, and the new generation of competitors seem to have a preference for more concentrated events. Today's Monte Carlo Rally is not the cheapest of events—for the varied surfaces which can be expected, tyres alone can represent a big outlay—and when other highly-sponsored rallies creep into the calendar it is understandable that attentions should change course.

The factories retain their interest in Monte Carlo, of course, but private entrants seem to be paying more attention to rallies elsewhere, particularly in Spain, Portugal, Belgium and Germany. Spain's Firestone Rally, which began in 1967 to commemorate the opening of a new tyre factory at Burgos, has always attracted its fair share of British people, and the airline-sponsored TAP Rally in Portugal is another. The latter has "grown up" rather quickly, and in its fourth year is now a qualifier for the European Drivers' Championship. It will run in the first week of October and several factory

entries are expected, including some from Britain.

French rally teams have been well known for their nationalistic approach to choosing drivers. One cannot but admire them for this, for how much more impact can be gained by winning if the car, drivers, fuel, tyres, mechanics *et al* are all bred from the same root. But winning at all is the first consideration, and the French casting net is now being waved farther afield.

The Finnish pair, Jorma Lusenius and Seppo Halme, have driven for Alpine-Renault several times, and Welshman David Stone has co-driven some of the team's French drivers on a number of occasions this year.

The team is obviously making a big effort for this year's RAC Rally, for several approaches have been made in Sweden. A bid to secure the services of Harry Källström and Gunnar Häggbom, winners of the last RAC Rally and European Champions in 1969, apparently failed. But it seems they have managed to sign up Ove Andersson, a former member of both Lancia and Ford teams. It could be that his co-driver in November will be his wife Liz (*née* Nyström), who was once Pat Carlsson's regular partner.

Another Swede who will drive an Alpine in November is Håkan Lindberg. He has driven Renaults in the past, but his most recent association has been with Saab, although he did drive a factory Fiat on the Acropolis this year. He works for Pirelli in Sweden—hence his connection with the Italian firm. Andruet and Vinatier will be engaged with the Tour de Corse in November, so the team's French drivers will be Jean-Pierre Nicolas, a very capable man indeed on rough roads, and Jean-Luc Therier, winner of both Sanremo and Acropolis Rallies this year.

* * *

The tougher a rally the better competitors usually like it, provided of course that it doesn't go beyond the bounds of reason and reduce a hundred-strong field to a single finisher. When a hard rally is attended by pleasant surroundings, a fine social atmosphere among all those associated with it, and hospitality of the best kind from the people of its host town, it cannot help but become popular.

So it has been with the Scottish Rally, an international event which traditionally starts at Glasgow, spends a day, a night and a day out on the road and thereafter confines its competition to the daytime, returning to a small Highland town each evening for a break.

Grantown-on-Spey has nothing really distinctive about it, but it welcomes the Scottish Rally with such sincere enthusiasm that it has endeared itself to countless rally people. We are dismayed to learn of a possibility that the association between the people of this town and the International Scottish Rally may have ended.

The organisers of a rally are faced, generally, with greater financial problems than those of a race, for there is no gate money to help them along, nor such weighty contracts involving those who take part. The Royal Scottish Automobile Club faces the annual cost of transporting an entire organising team from Glasgow to the Highlands and maintaining it there for an entire week. Although both Shell and Lombank support the event, the club has been obliged to seek ways of cutting expenditure. To do this it has been suggested that the event be given a completely new style.

The "New-Look" Scottish, if it comes about, will start at Ingliston Circuit and its route will be compressed into two legs separated by a single night halt—similar to the RAC Rally, in fact, although it won't be as long.

The same hard competition will prevail; indeed, it could even be harder with the reduction in the amount of time available for rest. But for many the event will have completely lost its character, and that is important these days. There is more to rallying than just driving a car at high speed through the woods.

If the Scottish club does find it necessary to dismantle their premier event and reassemble it on completely different lines there are many people who will not thank them at all for it. The club knows this full well, of course. Equally, competitors know that there can be no substitute for hard cash and their sympathies will be with the RSAC.

Shell and Lombank are obviously pleased with their investment in the Scottish Rally for they continue to support it year after year. But they must surely realise that such changes, however necessary, will not be at all popular. Perhaps between the organisers and their two main sponsors a means will be found of both saving and making money long before the time when they must choose whether to change or not to change.—G. P.

BMW first in Spa 24 hours



BMW's secret? We keep it under our bonnet

The July sun reflected brilliantly from the wet track. Tyres squealed. And one of BMW's unbeatable 6-cylinders, entered by Alpina – a 2800CS driven by Germany's Helmut Kelleners and Austria's Gunter Huber – came winning through. *First* in Europe's most important

touring car race, the Belgian Francorchamps 24 hours, covering 2642 miles at an average speed of over 110 mph.

Take a test drive for yourself and discover why the BMW's such a winner. It won't take 24 hours to prove the point!



The unbeatable BMW 2500 & 2800 sports saloons

BMW Concessionaires G.B. Ltd., Victoria Road, Portslade, Brighton, BN4 1YG
Telephone: Brighton 47814. London Showroom, N.A.T.O., Diplomatic & Export Office: 56 Park Lane, London W.1. Tel: 01-499 6881.

THE GERMAN GRAND PRIX

Fourth Consecutive Win for Rindt and Lotus 72

HOCKENHEIM Motordrom, GERMANY, August 2nd.

PUTTING aside luck or good fortune, the facts are that Rindt has now won four Grand Prix events in a row, driving the same Lotus 72 on each occasion. He ran away with the Dutch GP, when he first drove the completely modified Lotus 72, took command of the French GP when the faster Matra and Ferrari 12-cylinder cars dropped out, and won the British GP on the last corner when Brabham's car ran short of petrol when leading. The four victories by the new Lotus 72 must indicate two things, one that it is the most successful of the Cosworth-powered cars and has lived up to the claims originally made by Colin Chapman and his chief designer Maurice Phillippe. The second thing is that Rindt is one of the fastest Grand Prix drivers active today (a fact no-one has ever disputed), and even if he has won two races with the Lotus 72 by reason of the misfortune of others, it is winning that counts in the long run and you must be near the front if you are going to profit from the misfortune of others. In the German Grand Prix, held on August 2nd on the Motordrom at Hockenheim, he won by a mere 0.7 sec. from Ickx (Ferrari flat-12), but the win was convincing as he was able to pass the Ferrari whenever he wished, thanks to the superior speed of the Lotus 72, and Ickx confirmed this fact. As was very evident at Zandvoort it was the Lotus 72 showing superiority over the other competitors, rather than the driver, and after the race Rindt gave confirmation of this, and did the same thing after the Hockenheim race. That the Ferraris were a strong challenge was shown by the newcomer Regazzoni challenging the leaders, and actually taking the lead on laps 22 and 23 of the 50-lap race, but gearbox trouble caused him to spin off the track when back in third place and he was forced to retire. Practice had indicated that these three were the main contenders for they were the only drivers to get below a 2-min. lap of the 6.78-kilometre circuit. There were no previous standards to go by for lap times, as this was the first Formula One race to be held at Hockenheim, and the previous fastest lap had been set by Bonnier with a Lola-Chevrolet in 2 min. 06.2 sec.

PRACTICE TIMES

No.	Driver	Car	Friday p.m.	Saturday a.m.	Saturday p.m.
1	J. Stewart	March 701/4-Cosworth V8	2. 02.7	2. 01.6	2. 01.0
2	J. Rindt	Lotus 72C/R2-Cosworth V8	2. 01.6	1. 59.7	2. 01.5
3	J. Brabham	Brabham BT33/2-Cosworth V8	2. 02.3	2. 02.0	2. 02.0
4	D. Hulme	McLaren M14A/2-Cosworth V8	2. 03.1	2. 02.8	2. 02.1
5	C. Amon	March 701/1-Cosworth V8	2. 02.7	2. 00.9	2. 01.7
6	P. Rodriguez	BRM 153/05-V12	2. 04.6	2. 01.7	2. 02.6
7	J. Surtees	Surtees TS7/001-Cosworth V8	2. 02.4	2. 02.6	2. 02.1
8	J.-P. Beltoise	Matra-Simca MS120/03-V12	2. 06.2	2. 05.2	—
9	G. Hill	Lotus 49C/R7-Cosworth V8	2. 03.9	2. 03.8	2. 03.0
10	J. Ickx	Ferrari 312B/003-flat-12	2. 00.5	2. 00.1	1. 59.5
11	M. Andretti	March 701/3-Cosworth V8	2. 02.0	2. 02.0	2. 01.5
12	J. Siffert	March 701/5-Cosworth V8	2. 05.2	2. 03.9	2. 00.0
14	H. Pescarolo	Matra-Simca MS120/02-V12	2. 03.0	2. 03.5	2. 00.5
15	G. Regazzoni	Ferrari 312B/001-flat-12	1. 59.8	2. 02.8	2. 01.1
16	J. Miles	Lotus 72C/R3-Cosworth V8	2. 03.8	2. 01.6	2. 02.3
17	E. Fittipaldi	Lotus 49C/R10-Cosworth V8	2. 05.3	2. 02.2	2. 02.0
18	J. Oliver	BRM 153/04-V12	2. 03.4	2. 02.3	2. 03.2
19	—	—	—	—	—
20	A. de Adamich	McLaren M14D/1-Alfa Romeo V8	2. 04.1	2. 05.5	2. 03.0
21	R. Stommelen	Brabham BT33/3-Cosworth V8	2. 03.6	2. 02.7	2. 01.6
22	R. Peterson	March 701/8-Cosworth V8	2. 03.8	2. 02.4	2. 02.7
23	F. Cevert	March 701/7-Cosworth V8	2. 05.1	2. 02.1	2. 02.4
24	P. Gethin	McLaren M14A/1-Cosworth V8	2. 04.2	2. 06.8	2. 02.2
25	B. Redman	De Tomaso 505/38/3-Cosworth V8	2. 03.9	2. 04.0	2. 02.7
26	H. Hahne	March 701/9-Cosworth V8	2. 12.1	2. 07.7	2. 07.1
27	S. Moser	Bellasi F1-1-70-Cosworth V8	2. 06.9	2. 06.2	—
1T	J. Stewart	March 701/2-Cosworth V8	—	2. 00.9	—
6T	P. Rodriguez	BRM 153/06-V12	—	2. 01.1	—

In the Friday practice Regazzoni lapped in 1 min. 59.8 sec. to indicate that 2 min. was going to be bogey time, and in the first practice on Saturday Rindt did 1 min. 59.7 sec., to be beaten in the afternoon by Ickx with 1 min. 59.5 sec. Siffert was credited with 2 min. dead, but the general consensus of opinion was that it was an error by the time-keepers. As is becoming all too familiar, now that the 12-cylinder cars and the Lotus 72 are well under way, Stewart was barely in the picture, being only seventh fastest overall in practice, and nowhere in the race, his Cosworth engine giving trouble while lying near the end of the field, having dropped from a poor sixth place when his March 701 jumped out of gear and caused him to overshoot one of the "esses" out on the long straights. The BRM team were little better off, their 12-cylinder engines not being reliable or fast enough, so that neither

Rodriguez nor Oliver could challenge the leaders, and for this race the third BRM team member, Eaton, was missing, having returned to Canada. While Ickx was well-supported by his team-mate, Rindt had to battle alone, for Miles was not in the same class, even though he had a brand new Lotus 72 to the latest specifications, and the third member of the Gold Leaf Team Lotus team, Fittipaldi, is still learning about Formula One racing with an old Lotus 49C, but shaping up well with reliable and consistent driving, finishing fourth after moving up the field as others dropped out.

STARTING GRID

10 J. Ickx (Ferrari flat-12) 312B/003 1 min. 59.5 sec.	2 J. Rindt (Lotus-Cosworth V8) 72C/R2 1 min. 59.7 sec.	12 J. Siffert (March-Cosworth V8) 701/5 2 min. 00.0 sec.
14 H. Pescarolo (Matra-Simca V12) MS120/02 2 min. 00.5 sec.	15 G. Regazzoni (Ferrari flat-12) 312B/001 1 min. 59.8 sec.	5 C. Amon (March-Cosworth V8) 701/1 2 min. 00.9 sec.
11 M. Andretti (March-Cosworth V8) 701/3 2 min. 01.5 sec.	1 J. Stewart (March-Cosworth V8) 701/4 2 min. 01.0 sec.	6 P. Rodriguez (BRM V12) 153/06 2 min. 01.1 sec.
17 E. Fittipaldi (Lotus-Cosworth V8) 49C/R10 2 min. 02.0 sec.	21 R. Stommelen (Brabham-Cosworth V8) BT33/3 2 min. 01.6 sec.	16 J. Miles (Lotus-Cosworth V8) 72C/R3 2 min. 01.6 sec.
24 P. Gethin (McLaren-Cosworth V8) M14A/1 2 min. 02.2 sec.	7 J. Surtees (Surtees-Cosworth V8) TS7/001 2 min. 02.1 sec.	3 J. Brabham (Brabham-Cosworth V8) BT33/2 2 min. 02.0 sec.
8 J.-P. Beltoise (Matra-Simca V12) MS120/03 2 min. 05.2 sec.	17 F. Cevert (March-Cosworth V8) 701/7 2 min. 02.1 sec.	4 D. Hulme (McLaren-Cosworth V8) M14A/2 2 min. 02.1 sec.
27 S. Moser (Bellasi F1-1-70) — 2 min. 06.2 sec.	18 J. Oliver (BRM V12) 153/04 2 min. 02.3 sec.	0 G. Hill (Lotus-Cosworth V8) 49C/R7 2 min. 03.0 sec.
26 H. Hahne (March 701/9) — 2 min. 07.7 sec.	22 R. Peterson (March-Cosworth V8) 701/8 2 min. 02.4 sec.	—
25 B. Redman (De Tomaso 505/38/3) — 2 min. 02.7 sec.	23 F. Cevert (March-Cosworth V8) 701/7 2 min. 02.1 sec.	—
20 A. de Adamich (McLaren M14D/1) — 2 min. 03.0 sec.	24 P. Gethin (McLaren-Cosworth V8) M14A/1 2 min. 02.2 sec.	—
19 — — — —	25 B. Redman (De Tomaso 505/38/3) — 2 min. 02.7 sec.	—
18 J. Oliver (BRM 153/04-V12) — 2 min. 03.2 sec.	26 H. Hahne (March 701/9) — 2 min. 07.1 sec.	—
17 E. Fittipaldi (Lotus 49C/R10-Cosworth V8) — 2 min. 02.0 sec.	27 S. Moser (Bellasi F1-1-70) — 2 min. 06.2 sec.	—
16 J. Miles (Lotus 72C/R3-Cosworth V8) — 2 min. 02.3 sec.	28 — — — —	—
15 G. Regazzoni (Ferrari 312B/001-flat-12) — 1. 59.8 sec.	29 — — — —	—
14 H. Pescarolo (Matra-Simca V12) — 2 min. 00.5 sec.	30 — — — —	—
13 — — — —	31 — — — —	—
12 J. Siffert (March-Cosworth V8) — 2 min. 00.0 sec.	32 — — — —	—
11 M. Andretti (March-Cosworth V8) — 2 min. 01.5 sec.	33 — — — —	—
10 J. Ickx (Ferrari flat-12) — 1 min. 59.5 sec.	34 — — — —	—
9 — — — —	35 — — — —	—
8 J.-P. Beltoise (Matra-Simca V12) — 2 min. 05.2 sec.	36 — — — —	—
7 J. Surtees (Surtees-Cosworth V8) — 2 min. 02.1 sec.	37 — — — —	—
6 P. Rodriguez (BRM V12) — 2 min. 01.1 sec.	38 — — — —	—
5 C. Amon (March-Cosworth V8) — 2 min. 00.9 sec.	39 — — — —	—
4 D. Hulme (McLaren-Cosworth V8) — 2 min. 02.1 sec.	40 — — — —	—
3 J. Brabham (Brabham-Cosworth V8) — 2 min. 02.0 sec.	41 — — — —	—
2 J. Rindt (Lotus-Cosworth V8) — 1 min. 59.7 sec.	42 — — — —	—
1 J. Stewart (March-Cosworth V8) — 2 min. 01.0 sec.	43 — — — —	—

Trouble with Cosworth V8 engines was rife throughout practice and the race, breakages varying from camshafts, through timing gears to crankshafts, while ignition units and injection units gave their share of trouble. Of the fifteen cars that started, using the standard British power-pack of Cosworth V8 engine and Hewland gearbox, only five finished, while nine retired with troubles connected with the engines and one with the gearbox. The odd car out was the STP-Oil Treatment Special of Andretti, or March 701/3 as we know it, and that had trouble with the gearbox selectors. Gurney was no longer with the McLaren team and his place was taken by Gethin, but neither he nor Hulme were fast enough to be contenders, their engines being down on power, while de Adamich with the Alfa-Romeo-engined McLaren failed once more to qualify for a place on the starting grid. However, by dint of consistency and just keeping going Hulme finished in third place, but nowhere near the leading pair, while Gethin stopped at the pits after the first lap, with his throttle slides sticking and only managed two more complete laps before retiring. The way Brabham shines at one meeting and fails miserably at the next is a bit of a mystery, and the German GP was a failure, he being uncompetitive in practice and then being left on the starting grid with an engine that would not

Continued on page 960

THE GERMAN GRAND PRIX

Fourth Consecutive Win for Rindt and Lotus 72

HOCKENHEIM Motordrom, GERMANY, August 2nd.

PUTTING aside luck or good fortune, the facts are that Rindt has now won four Grand Prix events in a row, driving the same Lotus 72 on each occasion. He ran away with the Dutch GP, when he first drove the completely modified Lotus 72, took command of the French GP when the faster Matra and Ferrari 12-cylinder cars dropped out, and won the British GP on the last corner when Brabham's car ran short of petrol when leading. The four victories by the new Lotus 72 must indicate two things, one that it is the most successful of the Cosworth-powered cars and has lived up to the claims originally made by Colin Chapman and his chief designer Maurice Phillippe. The second thing is that Rindt is one of the fastest Grand Prix drivers active today (a fact no-one has ever disputed), and even if he has won two races with the Lotus 72 by reason of the misfortune of others, it is winning that counts in the long run and you must be near the front if you are going to profit from the misfortune of others. In the German Grand Prix, held on August 2nd on the Motordrom at Hockenheim, he won by a mere 0.7 sec. from Ickx (Ferrari flat-12), but the win was convincing as he was able to pass the Ferrari whenever he wished, thanks to the superior speed of the Lotus 72, and Ickx confirmed this fact. As was very evident at Zandvoort it was the Lotus 72 showing superiority over the other competitors, rather than the driver, and after the race Rindt gave confirmation of this, and did the same thing after the Hockenheim race. That the Ferraris were a strong challenge was shown by the newcomer Regazzoni challenging the leaders, and actually taking the lead on laps 22 and 23 of the 50-lap race, but gearbox trouble caused him to spin off the track when back in third place and he was forced to retire. Practice had indicated that these three were the main contenders for they were the only drivers to get below a 2-min. lap of the 6.78-kilometre circuit. There were no previous standards to go by for lap times, as this was the first Formula One race to be held at Hockenheim, and the previous fastest lap had been set by Bonnier with a Lola-Chevrolet in 2 min. 06.2 sec.

PRACTICE TIMES

No.	Driver	Car	Friday p.m.	Saturday a.m.	Saturday p.m.
1	J. Stewart	March 701/4-Cosworth V8	2. 02.7	2. 01.6	2. 01.0
2	J. Rindt	Lotus 72C/R2-Cosworth V8	2. 01.6	1. 59.7	2. 01.5
3	J. Brabham	Brabham BT33/2-Cosworth V8	2. 02.3	2. 02.0	2. 02.0
4	D. Hulme	McLaren M14A/2-Cosworth V8	2. 03.1	2. 02.8	2. 02.1
5	C. Amon	March 701/1-Cosworth V8	2. 02.7	2. 00.9	2. 01.7
6	P. Rodriguez	BRM 153/05-V12	2. 04.6	2. 01.7	2. 02.6
7	J. Surtees	Surtees TS7/001-Cosworth V8	2. 02.4	2. 02.6	2. 02.1
8	J-P. Beltoise	Matra-Simca MS120/03-V12	2. 06.2	2. 05.2	—
9	G. Hill	Lotus 49C/R7-Cosworth V8	2. 03.9	2. 03.8	2. 03.0
10	J. Ickx	Ferrari 312B/003-flat-12	2. 00.5	2. 00.1	1. 59.5
11	M. Andretti	March 701/3-Cosworth V8	2. 02.0	2. 02.0	2. 01.5
12	J. Siffert	March 701/5-Cosworth V8	2. 05.2	2. 03.9	2. 00.0
14	H. Pescarolo	Matra-Simca MS120/02-V12	2. 03.0	2. 03.5	2. 00.5
15	G. Regazzoni	Ferrari 312B/001-flat-12	1. 59.8	2. 02.8	2. 01.1
16	J. Miles	Lotus 72C/R3-Cosworth V8	2. 03.8	2. 01.6	2. 02.3
17	E. Fittipaldi	Lotus 49C/R10-Cosworth V8	2. 05.3	2. 02.2	2. 02.0
18	J. Oliver	BRM 153/04-V12	2. 03.4	2. 02.3	2. 03.2
19	—	—	—	—	—
20	A. de Adamich	McLaren M14D/1-Alfa Romeo V8	2. 04.1	2. 05.5	2. 03.0
21	R. Stommelen	Brabham BT33/3-Cosworth V8	2. 03.6	2. 02.7	2. 01.6
22	R. Peterson	March 701/8-Cosworth V8	2. 03.8	2. 02.4	2. 02.7
23	F. Cevert	March 701/7-Cosworth V8	2. 05.1	2. 02.1	2. 02.4
24	P. Gethin	McLaren M14A/1-Cosworth V8	2. 04.2	2. 06.8	2. 02.2
25	B. Redman	De Tomaso 505/38/3-Cosworth V8	2. 03.9	2. 04.0	2. 02.7
26	H. Hahne	March 701/9-Cosworth V8	2. 12.1	2. 07.7	2. 07.1
27	S. Moser	Bellasi F1-1-70-Cosworth V8	2. 06.9	2. 06.2	—
1T	J. Stewart	March 701/2-Cosworth V8	—	2. 00.9	—
1T	P. Rodriguez	BRM 153/06-V12	—	2. 01.1	—

In the Friday practice Regazzoni lapped in 1 min. 59.8 sec. to indicate that 2 min. was going to be bogey time, and in the first practice on Saturday Rindt did 1 min. 59.7 sec., to be beaten in the afternoon by Ickx with 1 min. 59.5 sec. Siffert was credited with 2 min. dead, but the general consensus of opinion was that it was an error by the time-keepers. As is becoming all too familiar, now that the 12-cylinder cars and the Lotus 72 are well under way, Stewart was barely in the picture, being only seventh fastest overall in practice, and nowhere in the race, his Cosworth engine giving trouble while lying near the end of the field, having dropped from a poor sixth place when his March 701 jumped out of gear and caused him to overshoot one of the "esses" out on the long straights. The BRM team were little better off, their 12-cylinder engines not being reliable or fast enough, so that neither

Rodriguez nor Oliver could challenge the leaders, and for this race the third BRM team member, Eaton, was missing, having returned to Canada. While Ickx was well-supported by his team-mate, Rindt had to battle alone, for Miles was not in the same class, even though he had a brand new Lotus 72 to the latest specifications, and the third member of the Gold Leaf Team Lotus team, Fittipaldi, is still learning about Formula One racing with an old Lotus 49C, but shaping up well with reliable and consistent driving, finishing fourth after moving up the field as others dropped out.

STARTING GRID

10 J. Ickx (Ferrari flat-12) 312B/003 1 min. 59.5 sec.	2 J. Rindt (Lotus-Cosworth V8) 72C/R2 1 min. 59.7 sec.	12 J. Siffert (March-Cosworth V8) 701/5 2 min. 00.0 sec.
14 H. Pescarolo (Matra-Simca V12) MS120/02 2 min. 00.5 sec.	5 C. Amon (March-Cosworth V8) 701/1 2 min. 00.9 sec.	6 P. Rodriguez (BRM V12) 153/06 2 min. 01.1 sec.
11 M. Andretti (March-Cosworth V8) 701/3 2 min. 01.5 sec.	1 J. Stewart (March-Cosworth V8) 701/4 2 min. 01.0 sec.	16 J. Miles (Lotus-Cosworth V8) 72C/R3 2 min. 01.6 sec.
17 E. Fittipaldi (Lotus-Cosworth V8) 49C/R10 2 min. 02.0 sec.	21 R. Stommelen (Brabham-Cosworth V8) BT33/3 2 min. 01.6 sec.	3 J. Brabham (Brabham-Cosworth V8) BT33/2 2 min. 02.0 sec.
7 J. Surtees (Surtees-Cosworth V8) TS7/001 2 min. 02.1 sec.	23 F. Cevert (March-Cosworth V8) 701/7 2 min. 02.1 sec.	4 D. Hulme (McLaren-Cosworth V8) M14A/2 2 min. 02.1 sec.
24 P. Gethin (McLaren-Cosworth V8) M14A/1 2 min. 02.2 sec.	18 J. Oliver (BRM V12) 153/04 2 min. 02.3 sec.	9 G. Hill (Lotus-Cosworth V8) 49C/R7 2 min. 03.0 sec.
8 J-P. Beltoise (Matra-Simca V12) MS120/03 2 min. 05.2 sec.	22 R. Peterson (March-Cosworth V8) 701/8 2 min. 02.4 sec.	25 B. Redman (De Tomaso 505/38/3) ... 2 min. 02.7 sec.
Did not qualify:	20. A. de Adamich (McLaren M14D/1) ... 2 min. 03.0 sec.	27. S. Moser (Bellasi F1/1/70) ... 2 min. 06.2 sec.
	26. H. Hahne (March 701/9) ... 2 min. 07.1 sec.	

Trouble with Cosworth V8 engines was rife throughout practice and the race, breakages varying from camshafts, through timing gears to crankshafts, while ignition units and injection units gave their share of trouble. Of the fifteen cars that started, using the standard British power-pack of Cosworth V8 engine and Hewland gearbox, only five finished, while nine retired with troubles connected with the engines and one with the gearbox. The odd car out was the STP-Oil Treatment Special of Andretti, or March 701/3 as we know it, and that had trouble with the gearbox selectors. Gurney was no longer with the McLaren team and his place was taken by Gethin, but neither he nor Hulme were fast enough to be contenders, their engines being down on power, while de Adamich with the Alfa-Romeo-engined McLaren failed once more to qualify for a place on the starting grid. However, by dint of consistency and just keeping going Hulme finished in third place, but nowhere near the leading pair, while Gethin stopped at the pits after the first lap, with his throttle slides sticking and only managed two more complete laps before retiring. The way Brabham shines at one meeting and fails miserably at the next is a bit of a mystery, and the German GP was a failure, he being uncompetitive in practice and then being left on the starting grid with an engine that would not

Continued on page 960



BMW sales and service



BMW 1600
106 mph. £1,547.19.5.
BMW 2002
113 mph. £1,775.15.5.



BMW 1800
106 mph. £1,796.19.3.



BMW 2000 TiLux
114 mph. £2,297.0.0.
BMW 2000 £1,996.14.5.



BMW 2000 CS/CA
115 mph. £3,966.18.7. Price includes
£350 R.H.D. Conversion charge



BMW 2800/2500
125 mph. £3,447.3.7.
121 mph. £2,996.15.4.



BMW 2800 CS.
130 mph. £4,996.19.7. Price includes
£350 R.H.D. Conversion charge

BMW 1800 and 2000 ZF Sports Automatic Saloons also available at £179 extra

**BACKED BY THE UNIQUE BMW
RIBBON SERVICE SCHEME.**
Free service for first 6,000 miles.

BMW Distributors London Ltd.,
W.1. Tel: 01-479-6661
Distributors London Services Ltd.,
Ridgeway Road, East Green, S.W.14,
S.445

Garages Ltd., Portsmouth Hill, Baker
Tel: 01-395-4418
**Webb & Co., (Incorporating Taylor &
Sales) Ltd.,**
Audley Street, W.1Y 6ER
S.77056

rs Ltd., 432-436 Chiswick High Road,
W.4. Tel: 01-895-0227
of Kensington, Ltd., Holland Park
W.11. Tel: 01-337-1631

William Automobile Co. Ltd., 11, Cranley
Lane Street, S.W.11. Tel: 01-296-45125
ung (Eng.) Ltd., 65 St. Marks Avenue,
E.1. Tel: 01-774-8852

Ltd., 110 Brompton Road, S.W.1.
S.05671166
rawley (Service) Ltd., 44 Old Church
Street, S.W.9. Tel: 01-822-5559
(Engineering) Ltd., 67 Drayton Gardens,
E.1. Tel: 01-370-4114

**of Highgate, 26 North Hill, N.6,
S.131**
DSHIRE R. A. Jordan (1966) Ltd.,
1, Churchhead Street, Biggleswade,
S.16. Tel: 0763-3265

re (Edlesborough) Ltd., Brookstick
Edlesborough, Bucks.
S.161. Tel: 0525-62033
es Ltd., 12-16 Marsh Road, Luton,
S.1166

IRE All Saints Service Station,
1, Tel: (Farnham) 05672-3214
nce Ltd., Reform Road, Maidenhead,
S.13. Tel: 0625-3355

**Garage, 6000, 6000 Road, Boreley,
S.11. Tel: (Reading) 0734-23147**
L. Andrew Parkes Performance Cars,
Garage, Zetland Road, Eastleigh S.16 7AR,
S.11. Tel: 0252-45941

**Line Auto Scuderia, 267 South Liberty
Tel: 0532-172. Tel: 0272-626125**
GHAMSHIRE Haymill Motors,
Old Road, Farnborough, S.14. Tel: 0253-
444444
ham Corporation 01-364-2261
**Hull Limited, Automobiles Engineering
(N. Buckingham, Tel: (Hull) 0143-04-204**

**DGESHIRE Market Street Garage,
Ely,
S.11. Tel: 053-872-254**
**RE Dee Motors (Cluster),
Coventry, Tel: 0544-23342**
**ALL Playing Place Motors Ltd.,
Lace, Trent, Tel: (Rugby) 0582-43341**
Motors Ltd., Watlyn, Pentlands,
S.11. Tel: 0174-23345

**RLAND Davidson's Garage, Fife,
S.11. Tel: 01842-23651**
**SHIRE Derby Cars, 95 Curzon Street,
S.1. (Derby) 0532-41613**
**SHIRE Chenhalls Garages (S.W.) Ltd.,
Garage, Telford Road, Farnham,
S.11. Tel: 01827-23657**

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

Fairway Motors (Barnstaple) Ltd., Newport Road,
Barnstaple, Tel: (Barnstaple) 0271-5194
**Livery Dole Garages, Palace Road, Exeter,
Tel: (Exeter) 0392-73974**

**Prince Rock Garage, Stanley Place, Prince Rock,
Plymouth, Tel: (Plymouth) 0752-66642**
Waterfield Garages Ltd., Ltd., Wolsey Road,
Melbourn, Hymouth. Tel: (Hymouth)
0752-62795/62793

GPR Motor Sales Ltd., 24 Western Approach,
The Centre, Plymouth, Tel: (Plymouth) 0752-62995
F. R. Northcott Ltd., Mill Street Garage, Mill
Street, Plymouth, Tel: 2435

DORSET Maiden Castle Service Station Ltd.,
Wynants Avenue, Dorchester.
Tel: (Dorchester) 0376-3692

Central Garage (Ferndown) Ltd., Wimborne Road,
Ferndown, Tel: (Ferndown) 0192-12055

DURHAM Mill Garage (Sunderland) Ltd.,
Roholme Road, Sunderland, Tel: (Sunderland)
0783-52631

ESSEX Reliance of Chingford Ltd., North
Circular Road, Chingford, E.4.
Tel: (Chingford) 0274-5077

GLOUCESTERSHIRE Brian Eldridge Ltd.,
Portland Garage, Portland Street, Libertonville,
GL52 2NY. Tel: (Cheltenham) 0452-63061

Brian Eldridge Ltd., 72-76 Barton Street,
Gloucester, GL1 1QT. Tel: (Gloucester) 0452-23856

HAMPSHIRE Keystone Garage Ltd.,
Foster Road, Bourneville, Tel: (Bournemouth)
0202-24433

**BLM Car Sales, Joffe Road, Hazards Hill,
Basingstoke, Tel: (Basingstoke) 0256-4321**
**Froxfield Service Station, Allen & Petersfield
Road, Froxfield, Nr. Petersfield,
Tel: (Havant) 073-084-200**

R. F. Seward Ltd., 234 Winchester Road, Shirley,
Southampton, Tel: (Southampton) 0703-72431

Rardley (Motors) Ltd., Headley Road, Graystall,
Tel: Haslemere 363

HEREFORDSHIRE Westland Motor Co. Ltd.,
Commercial Road, Hereford, Tel: (Hereford)
0432-2319

HERTFORDSHIRE Autopart (Radlett),
24 Watling Street, Radlett, Tel: 729-4351

A & B Motors (Engineering) Ltd., 140-142
Southport, Tel: (Southport) 0754-49670

Isherwoods Garages Ltd., 100-102
Isherwood Road, 100-102, Tel: 3385

LEICESTERSHIRE Lazenby Garages Ltd.,
100-102 Isherwood Road, 100-102, Tel: 3385

Frank Lazenby Garages Ltd., 100-102 Isherwood Road,
100-102, Tel: 3385

**LINCOLNSHIRE Lingard Motors, The Priory,
Kilby, South Lincoln, Tel: Waltham 6141**

NORFOLK G. T. Cars (Norwich) Ltd., 14-16
Road Street, Norwich NR1 1DE.
Tel: (Norwich) 0693-42037

**NORTHAMPTONSHIRE Thornes Garage,
Northampton Road, Northampton,
Tel: (Northampton) 0604-61111**

Donald's Garage Ltd., 104-106
Tel: (Northampton) 0604-61111

**NORTHUMBERLAND Fawcingtons Garage
Ltd.,** Shaglow Cross Road, Fawcington, Tel:
Tel: (Great Wharfedale) 043-422116

**NOTTINGHAMSHIRE Syner of Mapperley,
70 Woodborough Road, Nottingham,
Tel: Nottingham 63322**

B. Shipside Ltd., Newcastle Avenue, Woking,
Tel: Woking 344

OXFORDSHIRE Mike Spence Ltd., Elam Road,
Reading Road, Henley-on-Thames,
Tel: (Henley-on-Thames) 0492-41151/2/3

**Broad Street Motors, Broad Street, Banbury,
Tel: Banbury 51261**

**Haynes of Thame, 102 High Street, Thame,
Tel: 644-21-2515**

**SHROPSHIRE A. Beauchamp & Son, Victoria
Garage, Oswestry, Salop, Tel: Oswestry 5413**

Tollgate Engineering (Rye) Ltd., New Winchelsea
Rye, Tel: Rye 557

**Hillsboro' Garage, The Motor Box, Bedford
Tel: Bedford 2333456**

WARWICKSHIRE Smithfield Garage Ltd.,
100-102 Isherwood Road, 100-102, Tel: 3385

David Prophet Ltd., 57 Walsley Road, Solihull,
Tel: (Solihull) 021-453-2431

Swanswell Garages Ltd., 50-52, Cleeve,
Tel: (Worcester) 0273-3365

Branton Motors Ltd., Brantley, Nr. Coventry,
Tel: 114-1196

**WESTMORLAND Bateman Motor Works,
1, High Street, Lilldale, Grantchester, Sands,
Tel: Grantchester Sands 225**

**WILTSHIRE Dick Lovett Specialist Cars,
Fairweather House, High Street, Wroughton,
Tel: Wroughton 079-993-357**

**WORCESTERSHIRE Black & White Garages
(Harvington) Ltd.,** Harvington, Nr. Evesham,
WR11 5LX. Tel: Harvington 466778

Dave Gossage Motor Co., Lower Churchway,
1, High St., Kettleborough, Tel: Cheddoke St.
Tel: 271-227

Swinford Motors Ltd., Grange Lane, Swinford,
S.10. Tel: 01924-2375

YORKSHIRE Normand Garages Ltd., Hall Road,
Bradford, BD1 5SD. Tel: (Bradford) 0274-32977

**Seacroft Motor Centre, York Road, Seacroft,
Leeds LS14 6HR. Tel: Leeds 2637-6437**

J. G. Allison Ltd., Station Yard, Pocklington,
Tel: 076-92-0021

Andrews Bros. (Bradford) Ltd., Oak Lane,
Bradford, Tel: 0274-48095

South Grove Garages (Auto Engineers), Moorgate,
Rotherham, Tel: (Rotherham) 0709-2659

Trinity Garage Ltd., Northgate, Huddersfield,
Tel: Huddersfield 20822

J. G. Allison (Thorne) Ltd., Leggar Way,
Doncaster, Tel: Thorne 244

WALES
GLAMORGAN S. F. Bowsher & Son Ltd.,
6 Bessmer Road, Grantstown, Cardiff CF1 8BA,
Tel: (Cardiff) 0222-37013

John Ace (Garages) Ltd., 11 De la Becke Street,
Swansea, Tel: Swansea 14293

**MONMOUTHSHIRE Wydean Motors (Watts of
Lydney Co.) of Gloucestershire, 12 High
Street, Colford, GL16 6HF. Tel: (Colford)
054-43-2656**

**MONTGOMERYSHIRE Border Garage,
London Road, Welshpool, Tel: Welshpool 2155**

SCOTLAND
**ABERDEENSHIRE Stanley Street Motors,
124-124 Street, Aberdeen, AB9 6DQ,
Tel: (Aberdeen) 0224-07811**

**DUMFRIES Southern Garage (Dumfries) Ltd.,
Aman Road, Dumfries, Tel: (Dumfries) 0287-7771**

**LANARKSHIRE Callenders Garages Ltd.,
100 Great Western Road, Glasgow W.2,
Tel: (Weston) 041-330-8585/9**

**MIDLOTHIAN Western Automobile Company
Limited,
116 Colinton Road, Edinburgh EH14 1BY,
Tel: (Edinburgh) 031-443-2423/6629**

NORTHERN IRELAND
Isaac Anew Ltd., 46-52 Grosvenor Road, Belfast,
BT1 2AR. Tel: (Belfast) 0232-24454

CHANNEL ISLANDS
JERSEY Jacksons Garages Ltd., P.O. Box 48,
St. Helier, Jersey, Tel: (Central) 0534-20081

GUERNSEY Jacksons Garages Ltd., 51, Peter
Port, Guernsey, Tel: (Central) 0534-22916



BMW sales and service



BMW 1600
106 mph. £1,547.19.5.
BMW 2002
113 mph. £1,775.15.5.



BMW 1800
106 mph. £1,796.19.3.



BMW 2000 TiLux
114 mph. £2,297.0.0.
BMW 2000 £1,996.14.5.



BMW 2000 CS/CA
115 mph. £3,966.18.7. Price includes
£350 R.H.D. Conversion charge



BMW 2800/2500
125 mph. £3,447.3.7.
121 mph. £2,996.15.4.



BMW 2800 CS.
130 mph. £4,996.19.7. Price includes
£350 R.H.D. Conversion charge

BMW 1800 and 2000 ZF Sports Automatic Saloons also available at £179 extra

BACKED BY THE UNIQUE BMW BLUE RIBBON SERVICE SCHEME.
Free service for first 6,000 miles.

- LONDON BMW Distributors London Ltd.,** 56 Park Lane, W.1. Tel: 01-499 6661
BMW Distributors London Services Ltd., 174 Upper Northchurch Road, Bayswater, W.11. Tel: 01-576 4433
Portman Garages Ltd., 10, Portman Square, W.1. Tel: 01-499 5418
Bradshaw, Webb & Co., (Incorporating Taylor & Crawley (Sales) Ltd.,) 42a South Audley Street, W.1Y 4ER. Tel: 01-493 7708/9
MLG Motors Ltd., 457-463 Chiswick High Road, Chiswick, W.4. Tel: 01-899 9227
Chipstead of Kensington, 142 Holland Park Avenue, W.11. Tel: 01-351 1631
The Fitz William Automobile Co. Ltd., 1, Cromer Close, Cromer Street, S.W.1. Tel: 01-276 9541/2
Rose & Young (Eng.) Ltd., 85 St. Pancras Avenue, S.W.2. Tel: 01-491 5182
Motortone Ltd., 100 Drayton Road, S.W.13. Tel: 01-899 0257/1169
Taylor & Crawley (Service) Ltd., 40, Old Church Street, Chelsea, S.W.3. Tel: 01-862 8289
Len Street (Engineering) Ltd., 67 Drayton Gardens, S.W.10. Tel: 01-876 4114
Hexagon of Highgate, 26 North Hill, N.6. Tel: 343 3451
- BEDFORDSHIRE R. A. Jordan (1966) Ltd.,** Owl Works, Church Road, Spotswood, Bedfordshire. Tel: (0455) 6464/65
Allan Moore (Edlesborough) Ltd., Brookstick Garage, Edlesborough, Bedfordshire. Tel: (0455) 6225/26
Ivor Holmes Ltd., 10, St. Mark Road, Luton. Tel: (0525) 5182
- BERKSHIRE All Saints Service Station,** Farnham, Bucks. Tel: (0494) 22374
Mike Spence Ltd., Reform Road, 42, Marlborough, Tel: (0494) 23166/67/68
Riseley Garage, Brookside Road, Riseley, Nr. Reading. Tel: (0494) 234 224/47
- BRISTOL Andrew Parkes Performance Cars,** Central Garage, Zetland Road, Bristol BS5 7AT. Tel: (0802) 921 45/46
Barrie Payne Auto Scuderia, 202 South Lippitt Lane, Bristol, BS2 2TZ. Tel: (0272) 66012
- BUCKINGHAMSHIRE Haymill Motors,** Brookside Road, Farnham, Bucks. Tel: (0494) 23166/67
Douglas Hull Limited, 2, Kingsway, Ealing Road, Farnham, Nr. Buckingham. Tel: (0494) 23166/67
- CAMBRIDGESHIRE Market Street Garage,** Fordham, Ely. Tel: (0432) 963 970/974
- CHESHIRE Dee Motors (Chester),** Boughton, Chester. Tel: 344 2540
- CORNWALL Playing Place Motors Ltd.,** Playing Place, Truro. Tel: (0208) 851 31/32
Tolcarne Motors Ltd., Truro, Cornwall. Tel: (0208) 851 31/32
- CUMBERLAND Davidson's Garage,** Friar's Street, Carlisle. Tel: (01273) 2561
- DERBYSHIRE Derby Cars, 35 Curzon Street,** Derby. Tel: (0332) 32416/3
- DEVONSHIRE Chennells Garages (S.W.) Ltd.,** Cottacks Green, Tetbury Road, Foughton. Tel: (0803) 99567

- Fairway Motors (Barnstaple) Ltd.,** Newnham Road, Barnstaple, Ex.1. Tel: (0323) 10271/2/3/4
Livery Dole Garages, Pidgeon Road, Exeter. Tel: (0323) 639 73/34
Prince Rock Garage, Staveley Place, Exeter, Ex.1. Tel: (0323) 639 73/34
Waterfield Garages Ltd., 115, Woodside Road, Mulberry, Plymouth. Tel: (0752) 62222
GPR Motor Sales Ltd., 24 Western Approach, Central Exeter, Plymouth. Tel: (0752) 62222
F. R. Northcott Ltd., Mill Street Garage, Mill Street, Sidmouth. Tel: 3490
DORSET Maiden Castle Service Station Ltd., Weymouth Avenue, Dorchester. Tel: (0307) 625 36/37
Central Garage (Ferndown) Ltd., Wilborne Road, Ferndown. Tel: (01929) 621 12/23
DURHAM Mill Garage (Sunderland) Ltd., Rufford Road, Sunderland. Tel: (0191) 261 01/02/03
ESSEX Reliance of Chingford Ltd., North Circular Road, Chingford, E.4. Tel: (0206) 800 011/02/03/04
- GLOUCESTERSHIRE Brian Eldridge Ltd.,** Portland Garage, Portland Street, Lymington, Hants. Tel: (01753) 621 11/12
Brian Eldridge Ltd., 22-26 Barton Street, Gloucester, G.1.1QT. Tel: (01452) 422 29/30
HAMPSHIRE Keystone Garage Ltd., Exeter Road, Bournemouth. Tel: (01202) 622 24/25
BLM Car Sales, Joffre Road, Havant, Hants. Tel: (01329) 421 11/12
Froxtield Service Station, Alton & Petersfield Road, Froxtield, Nr. Petersfield. Tel: (01329) 622 24/25
R. F. Seward Ltd., 234 Winchester Road, Shirley, Southampton. Tel: (0703) 621 11/12
Rardley (Motors) Ltd., Headley Road, Grayshott, Tel: (01256) 363
- HEREFORDSHIRE Westland Motor Co. Ltd.,** Commercial Road, Hereford. Tel: (01432) 622 24/25
- HERTFORDSHIRE Autopart (Radlett),** 74 Watling Street, Radlett. Tel: (0454) 221 11/12
KENT Normand Garages Ltd., Bromley Hill Garage, Bromley Hill, Woodley BR1 4LS. Tel: 01-493 1194
Kingsdown Motors Ltd., Tinserton Road, Whitstable, Kent. Tel: (01227) 221 11/12
Crossland Engineering, High Street, Leyburn, Yorks. Tel: (01534) 221 11/12
Wolfe Garage, Westgate Service Station, London Road, Westcombe, Tel: (01203) 622 24/25
L & C Auto Services, Priory Road, Southsea, Tel: (01252) 241 11/12
- Cinque Port Garage,** Southwell, Tel: (01509) 2134
Roland (Kent) Ltd., Tenants Garage, 114 Ashford Road, Maidstone. Tel: 3000
LANCASHIRE Williams Motor Co. (Sales) Ltd., 207 Deansgate, Manchester, M.2. Tel: (061) 275 3251
T. H. Bennett Motors Ltd., Burnside Street, Blackburn. Tel: (01253) 622 24/25
Continental Cars (Lancaster) Ltd., Grange Square, Lancaster. Tel: (0524) 622 24/25
Pollard & Critchley Ltd., Duke Street, Liverpool L1 4LS. Tel: 01-699 4103
T. H. Bennett Motors Ltd., 74-76 Hall Lane, Servo 2 Station, Lymm Hall Lane, Prescot. Tel: (0151) 622 24/25
Westwood Garage Ltd., Harwood Road, Roughton,

- Nr. Blackburn. Tel: (0562) 622 24/25**
- A & B Motors (Engineering) Ltd.,** 204 South Street, Southport. Tel: (0595) 622 24/25
Isherwoods Garages Ltd., 1, The Green, 11, The Green, Southport. Tel: (0595) 622 24/25
LEICESTERSHIRE Lazenby Garages Ltd., 275-277 High Street, Leicester. Tel: (0533) 622 24/25
Frank Lazenby Garages Ltd., 81-83 High Street, Leicester. Tel: (0533) 622 24/25
LINCOLNSHIRE Lingard Motors, 7, Park Street, Lincoln. Tel: (0522) 622 24/25
NORFOLK G. T. Cars (Norwich) Ltd., 4, 6-8, Ford Street, Norwich NR1 1DE. Tel: (01603) 622 24/25
NORTHAMPTONSHIRE Thornes Garage, Northgate Road, Northampton. Tel: (0432) 622 24/25
Donald's Garage Ltd., 14 St. Dunstons Hill, Ipswich. Tel: (0479) 622 24/25
NORTHUMBERLAND Fawcingtons Garage Ltd., Sharncliffe Road, Newcastle. Tel: (0191) 622 24/25
B. Shippes Ltd., Newcastle Avenue, Walsgate, Tel: (0191) 622 24/25
- OXFORDSHIRE Mike Spence Ltd.,** Elm Hill, Banbury Road, North Oxford. Tel: (01865) 622 24/25
Broad Street Motors, Broad Street, Banbury. Tel: (01235) 622 24/25
Haynes of Thame, 103 High Street, Thame. Tel: (01235) 622 24/25
- SHROPSHIRE A. Beauchamp & Son, Victoria Garage,** Oswestry, Shrop. Tel: (0562) 622 24/25
SOMERSET Rowcliffe of Taunton Ltd., 775 Wellington Road, Taunton. Tel: (01827) 622 24/25
G. E. Fry & Son, Gloucester Garage, Millard Road, Combe Down, Bath. Tel: (01225) 622 24/25
STAFFORDSHIRE Parade Service Garage (Wolverhampton) Ltd., St. George's Parade, Wolverhampton. Tel: (0902) 622 24/25
Walton Garage (Stafford) Ltd., Walton, Stafford. Tel: (01827) 622 24/25
Hartshill Autos, Dale Street Garage, Hartshill, Stoke-on-Trent. Tel: (01827) 622 24/25
Ashmore Bros., Roughton Lane, Wed. Newcastle. Tel: (01924) 622 24/25
- SUFFOLK Cars Continental (Suffolk) Ltd.,** 190 London Road, Ipswich, (P) 0577. Tel: (01473) 622 24/25
St. Christopher's Service Station, Leamington, Nr. Titchfield, Co. May. Tel: (01329) 622 24/25
J. F. French & Co. Ltd., Station Road Garage, Ely. Tel: (01328) 622 24/25
- SURREY Langley Motors of Thames Ditton Ltd.,** Portsmouth Road, Thames Ditton. Tel: (01889) 622 24/25
Central Garage (Surrey) Ltd., Portsmouth Road, Epsom. Tel: (01889) 422 24/25
Chris Williams (Sales) Ltd., Stone, Staffs. Tel: (01827) 622 24/25
Willis Autos Services, Wellington Ave. Virginia Water, Tel: (0181) 622 24/25
Inkerman Car Company, Hornet Road, St. James, W.14. Tel: (01-876) 622 24/25
SUSSEX Normand Garage Ltd., (in Surrey), Ashdown Road, Reigate Road, Reigate. Tel: (0181) 622 24/25
Chandlers Service Station (Broadway) Ltd., 327 Brighton Road, Lancing, E. Sussex. Tel: (01243) 622 24/25
Seven Diets Motors Ltd., Malville Road, Hove, BN1 1TN. Tel: Brighton 622 24/25

- Tollgate Engineering (Rye) Ltd.,** New Winchester Road, Rye. Tel: (01323) 622 24/25
Hillsboro Garage, Chichester Road, Newport. Tel: (01293) 622 24/25
- WARWICKSHIRE Smithfield Garage Ltd.,** 20, Smithfield, Coventry. Tel: (0247) 622 24/25
David Prophet Ltd., 57 Walsley Heath Road, Rugby CV21 0. Tel: (01927) 622 24/25
Swanwell Garages Ltd., 50, North Coventry Road, Coventry. Tel: (0247) 622 24/25
- BRANTON MOTORS LTD.,** Brantley, Nr. Coventry. Tel: (0247) 622 24/25
- WESTMORLAND Bateman Motor Works,** 1, High Street, Lancaster. Tel: (0525) 622 24/25
WILTSHIRE Dick Lovett Specialist Cars, Langston Road, High Street, Swindon. Tel: (01753) 622 24/25
WORCESTERSHIRE Black & White Garages (Harvington) Ltd., Harvington, Le. Worcestershire. Tel: (0159) 622 24/25
Dave Gossage Motor Co., Lower Cuddington, Leamington, Nr. Kidderminster. Tel: (021) 622 24/25
- Swindon Motors Ltd.,** George Lane, Swindon. Tel: (01753) 622 24/25
YORKSHIRE Normand Garages Ltd., Huddersfield, BD1 5SD. Tel: (01484) 622 24/25
Seacroft Motor Centre, York Road, Scarborough. Tel: (01753) 622 24/25
J. G. Allison Ltd., Station Yard, Pocklington. Tel: (01763) 622 24/25
Andrews Bros. (Bradford) Ltd., Oak Lane, Bradford. Tel: (01274) 622 24/25
South Grove Garages (Auto Engineers), Moorfield, Rotherham. Tel: (01422) 622 24/25
Trinity Garage Ltd., Northgate, Huddersfield. Tel: (01484) 622 24/25
J. G. Allison (Thorne) Ltd., Legate Way, Doncaster. Tel: Thorne 2444
- WALES**
GLAMORGAN S. F. Bowsher & Son Ltd., 6, Bessmer Road, Granddower, Cardiff CF1 1BA. Tel: (01446) 622 24/25
John Ace (Garages) Ltd., 11, Doria Park Street, Swansea. Tel: Swansea 4399
- MONMOUTHSHIRE Wydean Motors (Watts of Lydney Co.) of Gloucestershire,** 12 High Street, Lydney, G.15 6HF. Tel: (01273) 622 24/25
- MONTGOMERYSHIRE Border Garage,** Llanfair Road, Walsingham. Tel: Walsingham 12155
- SCOTLAND**
ABERDEENSHIRE Stanley Street Motors, 116-118 Stanley Street, Aberdeen. Tel: (01224) 622 24/25
DUMFRIES Southern Garage (Dumfries) Ltd., Arnie Road, Dumfries. Tel: (01896) 622 24/25
LANARKSHIRE Callanders Garages Ltd., 200, Great Western Road, Glasgow W.2. Tel: (01427) 622 24/25
MIDLOTHIAN Western Automobile Company Limited, 116, Colinton Road, Edinburgh EH13 1SY. Tel: (0131) 622 24/25
- NORTHERN IRELAND**
Isaac Agnew Ltd., 46-52 Grosvenor Road, Belfast BT1 2AR. Tel: (0181) 622 24/25
- CHANNEL ISLANDS**
JERSEY Jacksons Garages Ltd., P.O. Box 46, 10, St. Helier, Jersey. Tel: (01472) 622 24/25
GUERNSEY Jacksons Garages Ltd., St. Peter Port, Guernsey. Tel: (01471) 622 24/25

fire and a gearbox that would not engage gear. His troubles were complete when his engine started to leak oil. Stommelen in the second works Brabham, a completely new monocoque after his Brands Hatch practice accident, was more fortunate and finished in fifth place after an unspectacular drive. The Matra-Simca cars were also in trouble, Beltoise having a lot of trouble with his engine leaking oil in practice, so that he missed the final practice session completely and started in last place on the grid. His race lasted no time at all for a lower front wishbone broke, but his team-mate finished in sixth place, after rising to fourth place as a result of retirements, his drop back being caused by trouble with fifth gear in the closing stages of the race and a quick pit-stop to report the fact.

The works March cars of Amon and Siffert both retired with engine troubles and the fact that Siffert could not stay near the front rather gave credence to the doubt about his 2-minute practice lap. The March 701 while being ready in numbers at the beginning of the season has made little progress and has been surpassed by the Lotus 72, the 312B Ferrari and the MS120 Matra-Simca, all three being new designs, whereas the 701 was a hastily designed affair using proven knowledge in order to get the new firm operational. There is no reason why the forthcoming March 711 should not be much more advanced and on a level with the 1970 designs. Meanwhile the team drivers and top drivers like Stewart and Andretti have to make do as best they can. Lesser March drivers like Peterson, Cevert and Hahne, the last-named making his *debut* with a brand new silver-painted car, are not affected so much as they are not yet at the driving limit of the 701. Surtees with his own car, the TS7, was not very high up on the grid after practice, but in the race moved steadily upwards until he reached third place, only to lose it three laps from the end when his Cosworth V8 engine let him down yet again.

Viewing the German Grand Prix at Hockenheim from afar it would appear that those who had faith in the design ability of the Lotus team were not far wrong, nor were those who rate Rindt as one of the fastest drivers today. The flat-12-cylinder Ferrari when it was first seen at the end of last year looked to have good potential and it goes from strength to strength, while the Matra V12 is fulfilling the hopes of its designers, but the BRM V12 victory at Spa is now beginning to look like a "flash in the pan". After three years of total domination the Cosworth V8 is struggling to retain its supremacy, but it is aided enormously by weight of numbers. It now looks certain that Stewart backed a loser by sticking to a Dunlop contract and getting Tyrrell to be the first customer for March, and this gave STP's Andy Granatelli and Mario Andretti false confidence, so that they also backed a loser, but they have done that before.

Results :

GERMAN GRAND PRIX—Formula One—50 laps—Hockenheim 339.43 kilometres—Hot sun

1st	: J. Rindt (Lotus 72C/R2)	1 hr. 42 min. 00.3 sec.—199.4 k.p.h.
2nd	: J. Ickx (Ferrari 312B/003)	1 hr. 42 min. 01.0 sec.
3rd	: D. Hulme (McLaren M14A/2)	1 hr. 43 min. 22.1 sec.
4th	: E. Fittipaldi (Lotus 49C/R10)	1 hr. 43 min. 55.4 sec.
5th	: R. Stommelen (Brabham BT33/3)	1 lap behind
6th	: H. Pescarolo (Matra-Simca MS120/02)	1 lap behind
7th	: F. Cevert (March 701/7)	1 lap behind

Fastest lap : J. Ickx (Ferrari 312B/003) on lap 49, in 2 min. 00.5 sec.—202.8 k.p.h.

Retired : P. Gethin (McLaren M14A/1) on lap 4, engine; J-P. Beltoise (Matra-Simca MS120/03) on lap 5, front suspension; J. Brabham (Brabham BT33/2) on lap 5, oil leak; J. Oliver (BRM 153/04) on lap 6, engine; P. Rodriguez (BRM 153/06) on lap 8, ignition; R. Peterson (March 701/8) on lap 12, engine; M. Andretti (March 701/3) on lap 16, broken gear selector; J. Stewart (March 701/4) on lap 21, engine; J. Miles (Lotus 72C/R3) on lap 25, engine; G. Regazzoni (Ferrari 312B/001) on lap 31, spun off, gearbox trouble; C. Amon (March 701/1) on lap 35, engine; G. Hill (Lotus 49C/R7) on lap 38, engine; J. Surtees (Surtees TS7/001) on lap 47, engine; J. Siffert (March 701/5) on lap 48, ignition.

NB.—J. Surtees and J. Siffert were classified 8th and 9th, respectively, even though they were not running at the finish.

21 starters — 7 finishers.

NOTES ON THE CARS AT HOCKENHEIM

THE TYRRELL team had their usual three March 701 cars, with Stewart using 701/4 in the race and keeping 701/2 as a spare, while Cevert drove 701/7 as usual. Gold Leaf Team Lotus had the brand new 72C/R3, which Miles drove, Rindt retaining his usual car 72C/R2, the original Lotus 72 having been dismantled. R3 had a new stiffened monocoque on the lines of the modified R2 and the suspension layout without anti-dive on the front or anti-squat on the rear. Their third team member drove 49C/R10 that he used at Brands Hatch, most of its trouble in that race having been due to a split exhaust manifold. The Bruce McLaren Racing Team had done more shuffling around of parts, an entirely new and stiffer monocoque being made for Hulme,

retaining the number M14A/2, so that the monocoque M14D/1 could revert to de Adamich and have all the Alfa-Romeo V8 bits put back on it, and Gethin took over M14A/1 that Gurney had driven at Brands Hatch. The Motor Racing Developments team had built a new car for Stommelen, salvaging what they could off BT33/1 and the new one was BT33/3, with inboard rear brakes as Brabham had first used on BT33/2 at Brands Hatch. The STP-March team remained unchanged, except for details of the rear suspension, but BRM produced yet another Type 153, number 06, and Rodriguez drove this in the race in preference to 153/05 which had been repaired since Brands Hatch. Oliver retained 153/04. The BRMs were fitted with tall oil tanks in an attempt to improve the lubrication system. The car that Pescarolo had crashed at Brands Hatch was being repaired so he appeared in MS120/02, which was yet another rebuild of parts from Brands Hatch and Clermont-Ferrand. Beltoise retained MS120/3 as raced at Brands Hatch. The SEFAC Ferrari team had all three flat-12-cylinder cars at the circuit for pre-practice testing, with 001 and 003 for Ickx and 002 for Regazzoni, but a series of troubles with engines and gearboxes caused Ickx to use 003 in the race and Regazzoni 001, though 002 was assembled and ready in reserve on race morning.

For the rest it was a case of driving the one car they possessed, there being Surtees with the TS7/001, Hill with Lotus 49C/R7, Andretti with March 701/3 with rear suspension using wishbones at the rear instead of parallel links, designed for STP by McNamara, Peterson with March 701/8, Redman with the De Tomaso 505/38/3, Moser with the Bellasi, and Hubert Hahne with the brand new March 701/9.

TUDOR MOVE TO WALES

TUDOR ACCESSORIES Ltd., well known as makers of wipers, washers, mirrors, petrol caps, mud flaps, battery fillers, door stays, headrests, and sun roofs, etc., but these days also big suppliers and exporters of garden equipment, moved at the beginning of the year from Hayes to South Wales. The new 100,000 sq. ft. factory standing on 50 acres of ex-farmland amid (for the time being) rural surroundings, was formally opened on July 17th by the Rt. Hon. James Callaghan, MP, an arrangement made before the General Election but not changed after it. This gave Mr. Callaghan an opportunity to make a mild party political speech before we all sat down to an excellent Stevens' buffet lunch. The new factory, employing largely female operatives, is spacious and splendidly situated, with the fine city of Cardiff some 11 miles to the south and the very impressive lake and forest scenery that lies between Brecon and Merthyr Tydfil, to the North.

Tudor has come a long way since it opened in 1946 with six employees, 1,500 sq. ft. floor space and a turnover of £30,000 p.a. The Hayes factory was built in 1961, expanding from some 5,000 sq. ft to 60,000 sq. ft. Now this has become too small to hold this Group, which with its Australian and American branches has a turnover of more than £2-million and directly employs some 700 men and women. Today the supply of "bits" to the Garage Trade and to the Motor Industry (where Ford were Tudor's first customer) is perhaps 50/50. The new Welsh factory, just outside Ystrad Mynach in Monmouthshire, and five miles from Caerphilly where the speed hill-climb used to be held on the public road up to 46 years ago, was built by Tarmac. It contains an open plan office, an enamelling shop, a finished-products store, blow moulding machines, a press shop, and components' assembly lines. It already employs 400 and it is hoped that greater use will in future be made of Welsh labour. Mr. Fred Worms, Tudor's Chairman, in spite of having invited a Labour MP to open his new factory, said how unsatisfactory the under-20% Government grant to it was, and he voiced criticism of "The arbitrary way in which this particular grant is being made by an advisory panel, whose decisions cannot be challenged, and who do not disclose how they arrive at their figures". "No distinction is apparently being made," said Mr. Worms, "between Companies which move completely into a development area and those who merely open a shadow factory". To this Mr. Callaghan made no comment, except to remind the new Government that it had better do better, as he will be watching!

Driving home in my belt-driven motor car I noticed that sheep still graze at the roadside and on the playing fields where the new factories are rising or are already in being, as if in defiance of change, and of politicians whom they resemble in several ways. But it was a good lunch—and we wish Tudor well.—W. B.

SOMETHING DIFFERENT

WHEN I watch a motor race, with a view to writing a story about it afterwards, it usually involves constant writing in a notebook, a lap-by-lap list of numbers of the competing cars, frequent use of a stop-watch to see if two cars are getting closer to one another, notes of incidents and observations, and so on. If I watch from the pit area there is the addition of snatches of conversation with mechanics or team managers, race organisers, drivers walking back from derelict cars, and all this keeps the mind fully occupied during the short duration of a Grand Prix. As a car disappears from the lap chart I make a note to find out later what happened, or look around for obvious signs, or if a car makes a pit stop I endeavour to see what is happening and weigh up the effect it might have on the outcome of the race. When it is all over I reckon to have a good basic knowledge of the happenings of the last two hours and the work of filling in all the gaps then begins. If it is a long-distance sports-car race I often watch the action away from the pit area, returning there when I know that refuelling and driver-changing stops are due, just to see that all is in order with the major teams and to get the feel of the pattern of the race that is going on for six hours, 10 hours or even 24 hours. If the race has settled down into a battle of strategy between two teams, with pit-work being all important then it is interesting to watch all the pit stops. If the differing abilities of rival drivers are going to play an important part then I can watch it all being played out from a little way away, so that the actual pattern of race watching depends on the type of race and the situation that is developing, which means that I need to be very mobile and flexible in where my attention is directed.

At Le Mans, for example, I get into a feeling for the pattern of progress and this allows time to go away and eat or take an hour's sleep, but it pays to be very flexible in my decisions. I have lost count of the number of Le Mans races where I have said to myself "I'll take an hour off at midnight" but before doing so I take a walk along the pits to make sure all is going according to plan. Of course, it never is, and there is always something going on or something about to happen, and at 3 a.m. I think again of that "quick hour's kip", but then I see one of the leading cars heading for the pits and, knowing that it only left the pits fifteen minutes ago, I know there is trouble, and when that drama is finished it is 5 a.m., and so it goes on. I usually get my hour's kip about 10.30 a.m. on Sunday morning.

All the foregoing is merely to say that when I watch a race with a view to reporting on it, no matter what sort of race, I try to be everywhere at once and see all that is happening. Occasionally I take a holiday from race reporting and the most enjoyable holiday is to go to a race meeting without notebook and pencil and just wander about, usually in the paddock looking at mechanical things and talking to people, and more often than not I never actually see any racing and have no idea who won or why, or I will go to a hill-climb or speed-trial and, apart from watching one or two of the top performers leaving the starting line, I will spend all the time in the paddock just talking motor cars.

Recently I had the occasion for a holiday race and made the big mistake of offering to help one of the teams. I say mistake, for it was the hardest trial of work, responsibility and concentration that I have done for a long time. However, it was also fascinating and enthralling, but I would not want to do it for a living. The race was the Can-Am affair held on the Watkins Glen circuit on the day after the Six-Hour Sports-Car race, and MOTOR SPORT's North American correspondent was doing the report so I was free. A lot of people suggested I took a holiday and visited the local lakes and beauty spots, but, as I have pointed out, my idea of a holiday is to go to a race and not report it. I was travelling with the Gulf Oil Porsche team and John Wyer, so I politely asked if I could help in any way, and Wyer said he could use an extra time-keeper for the JW Automotive pits as he was running three Gulf-Porsche 917 cars in the Can-Am race, so I agreed to click a stop-watch for them. Two of the cars had already finished the Six-Hour race, and these were numbered 1 and 2, for Siffert and Rodriguez, respectively, the third car being the spare, numbered 6, for Redman. In the JW pit the system of control is that there is a time-keeper for each car and he records every lap time in a long list on a specially prepared sheet and alongside the column of lap times is space for notes about signals to be given for refuelling stops or any other regulation stop. John Wyer and an American friend had done the lap times for the two cars in the Six-Hour race, while John Horsman kept a lap chart of the race itself and David Yorke stood out in

front of the pits using the information given him by the time-keepers and the lap scorer to inform the drivers and mechanics of the whole race situation.

For the Can-Am race my job was to join Wyer at the stop-watch table and keep the time-chart for one of the cars. As I had spent six hours the previous day watching the progress of cars numbers 1 and 2 in the overall race picture, along with numbers 91, 92, 31, 32 and 35, I thought the safest thing would be to take car number 6 for the Can-Am race and then I would not be tempted to look at the wrong car. I was well aware that whereas the day before I had been concentrating on a dozen cars fighting for the lead, I now had to concentrate on one car alone, whether it was first or last, and had to ignore all the others. Wyer completely foiled my idea by saying "I'd like you to take Siffert, car number 1, I'll take Rodriguez, car number 2, and Scott can take Redman, car number 6". Now I had another plan in mind, again to try and obviate any errors in a job I had not done before, and that was to use a new Heuer stop-watch that the man from Chronosport had lent me. This is known as a Taylor-split watch and gives you instant lap times for every lap without the need to do any subtractions, as with a normal constant-running stop-watch system. I am not too good on sums at the best of times, let alone in the heat of a race, and the Taylor-split watch used on a single car makes life very easy. Once again I was foiled by Wyer, who presented me with a normal stop-watch with a split-second hand and explained how JW Automotive always kept a total running time down one column, and the individual lap times down the next column. He also gave me a small clip to fix to the starting button of the watch, once the race was on, which prevented inadvertently stopping the whole watch by pressing the wrong button, a typical piece of JW attention to detail. I put my new-fangled Taylor-split watch away regretfully.

The race was over 87 laps and the three Gulf-Porsches had to stop for petrol about half-way, and obviously they could not all come in together, so it was arranged that the stops would be separated by a lap apiece, and the system is to signal the driver L10, for ten laps to go, then L5, then L1 with an arrow pointing into the pits, and then just the arrow, these signals being given by the mechanic in charge of the particular car on the orders of the team manager. Down the lap-time chart for Siffert I had to note "Signal L10 this time" and so on, noting to give a lap warning to David Yorke. Now at Nurburgring, with an 8-min. lap, all this would be leisurely and easy, but at Watkins Glen the lap time is about 1 min. 6 sec., which meant that Siffert was going to appear about every 66 seconds, at which time I had to note down the elapsed time, do a sum to get the individual lap time, note that down, write down any vital information like the gap between him and the car in front of him, pass over messages about signals, reset the watch, and with luck I would have 20 seconds to spare before he came past again.

In the race Siffert chased Hulme's Can-Am McLaren valiantly and in spite of stopping for petrol he got to within nine seconds of the leader towards the end of the race, and finished a superb second and undoubtedly "The Man of the Race". For the whole 87 laps I have never had to concentrate so hard for a long, long time. The strangest part of it all was knowing nothing at all about the rest of the cars in the race, or anything about the race itself; on the other hand I lived every split-second of that race with Siffert and it was almost like being in the car with him. If he had a clear track he could lap in 1 min. 8 sec., and often he would put in three or four consecutive laps at that figure, and then the next one would be 1 min. 12 sec. and I noticed that he was being baulked by a slower car. If a slower car went by the pits in front of him I knew that his series of fast laps were going to stop and, sure enough, his lap time would increase by three or four seconds. If there was a bunch of slow Can-Am cars in the way they could hold him back to a lap time of 1 min. 15 sec., and it was fascinating to "live" with someone second by second, but it called for 100% concentration. I was aware of cars spinning in front of the pits, even Rodriguez on one occasion, of the second McLaren, driven by Gurney, being in the pits, of Stewart disappearing with the "ground effects" Chaparral 2J and re-appearing again, of red McLarens, blue Lolas, other 917 Porsches, both Gulf cars and Salzburg cars doing all sorts of things, but I knew absolutely nothing about what they were all doing or why, the complete opposite to my normal way of watching a race. All I knew was that Hulme was first and Siffert second, and

there was a chance of Siffert winning as Hulme did not seem to be able to go any faster, but I had no idea why. Siffert's pit stop was a tense moment, for I was well aware that if I got one lap out on telling David Yorke when signals were due, or did not allow time for the mechanic to get the board ready so that he missed the car, it could mean Siffert running out of petrol or coming in at the wrong moment, though more than likely the team manager and the mechanics would have covered-up for any such bungle, but I did not want to cause that to happen. Rodriguez had retired with a broken engine, and Redman had been delayed by a puncture, so all the Gulf hopes rested on Siffert, and he was driving superbly.

The plan was to bring Redman in first and then Siffert, but as Redman had lost a lap this meant a quick re-planning, changing his stop by one lap, to get him in and away before Siffert was due. I found the whole business very fraught and highly exciting, being new to it all, whereas the JW team took the whole thing in their stride. Redman came in, fuel was poured in from the gravity hose, and he was away in 16.5 sec., and then Siffert came in and my stop-watch reading said he had been stationary for 20.5 sec. I just had time to notice that Gurney's McLaren was at the pit next to ours, and to see Siffert rejoin the race at a speed that would have gone down well at a drag-race meeting, and by the time I had recorded everything and reset the watch it was only a matter of seconds before he was due round again.

For the second half of the race it was a case of logging the times, noting the closing gap, watching for Hulme to pass as warning that Siffert was only nine or ten seconds away, and living the race second by second. Then Hulme went by and Siffert was overdue, 1 min. 8 sec. passed for his lap time, so he must have been baulked; 1 min. 12 sec., must be bad baulking; 1 min. 15 sec., really bad traffic problems; 1 min. 19 sec. and he appeared with his arm out of the window indicating he had spun. His next lap was 1 min. 18 sec., and I queried whether he had spun again, but he made no signs, and the next lap was 1 min. 8 sec. and he was back in the groove. From then to the end of the race all was normal again, with three- or four-second variations in lap times depending on the cars he had to overtake, and regular 1 min. 8 sec. laps when he had a clear run. He finished in a strong second place with the 917 Gulf-Porsche going as hard as ever,

the car having raced for six hours the previous day, and when it was all over I was completely exhausted and all I had done was to click a stop-watch. For the first time I had watched a complete motor race but had very little idea of what had been going on; I was confused and bewildered and just hoped that I could read all about it in the weekly papers.

Two things intrigued me which I had to find out about; why Siffert's stop had taken four seconds longer than Redman's, and more details of Siffert's spin and the subsequent slow lap. Now four seconds in time is not exactly a lot, but in the world of time-keeping and pit-work it seems like an age. The JW mechanics explained that when Siffert came in he was put off line by the McLaren parked at the next pit, and stopped a few inches further out from the pit counter than David Yorke was indicating. The result was that the refuelling hose only just reached the filler orifice, and the chap operating the hose said he had it stretched so tight that he was sure he was going to pull the whole gravity tank over into the pit. This slight delay of not being able to put the nozzle of the hose straight into the tank had wasted *four whole seconds*. Such things could win or lose a motor race. Siffert explained that he was forced out on to loose gravel at the far end of the circuit by a bunch of slower cars and the 917 Porsche had spun and bounced and crashed across the grass and over the kerbs in the most alarming way. He got it all sorted out and set off again, the whole incident adding *six whole seconds* to his lap time on my watch. A lot of the regular Can-Am drivers were not lapping as fast as this even without a spin or having traffic in the way! His slow lap following, slow by *his* standards, was because he felt sure that something must have been bent or broken during his excursion off the road, so he "took a lap easy" to see if all was well, and then started motor racing again, which gives some idea of what it is like when these chaps are driving fast.

I was very glad I had not taken people's advice and gone to the lakes, for though I was mentally dizzy it had been a fascinating experience and something different, but I would not want to do it every week. I think I prefer a free-roving commission to hear all, see all, and know a little about everything, rather than know everything about one car and one driver.—D. S. J.



A PAIR OF NEW TRIUMPHS

The Triumph Toledo and the Triumph 1500

TWO NEW models were announced by Standard Triumph last month, the Toledo, a new 1,300 c.c. model, and a new 1,500 c.c. called quite simply the Triumph 1500 which replaces the existing Triumph 1300 and 1300 TC variants. Both cars were announced to the motor-ing press at the same time as the V8-engined Stag, and we were unable to drive the cars for any great length of time, although the short period spent with the Toledo and 1500 left us with a fairly favourable impression.

The Toledo is a two-door, front-engined rear-wheel-drive car, the engine being the same as used in the current 1,300 c.c. model. The bodyshell is again a development of the existing 1300 with a revised front and rear end, as is the suspension which has been beefed-up. As both models had only a few hundred miles on the clock, it would be terribly unfair to criticise or praise either constructively, but we did find that the Toledo was faster in both acceleration and on top speed than the 1500, which we put down to the tightness of the 1500 engine, but in actual fact consultation of the manufacturer's figures suggests there is not a great deal of difference in performance between the two.

The Triumph 1500 has been introduced following customer reaction to the old 1300 model. It was felt a larger engine and increased luggage capacity would make for a far more attractive proposition, and so the 1500 was born. The engine is an up-stroked version of the 1,296 c.c. unit as used in the Toledo, but unlike the Toledo the 1500 is driven *via* the front wheels. The bodyshell is very similar to the Toledo, although it incorporates a twin-headlight system, and a more attractive rear end. The interior is up to the usual standard set by previous Standard Triumph models, with good instrumentation, which includes the usual "all-go" warning lights.

Prices of the two models are £888 15s. 4d. for the Toledo and £1,113 6s. 5d. for the 1500, purchase tax included, and the cars will be available as from September 24th, 1970. The introduction of these models sees the death of the Herald and its variants, and we hope to test them in full in the near future, although if the Jaguar XJ6 and the Triumph Stag are anything to go by, it will be many months before the British Leyland PR people deign to make these cars available to us.—H. G. W.

THE NSU TT—A second look

BEING a journal with an enthusiast orientation, MOTOR SPORT perhaps has more than a fair share of the high-performance and luxury machines available, the past few weeks being no exception. Giving my superbly reliable and comfortable Cortina 1600E a well-earned rest, I jumped at the opportunity to drive an Alfa Romeo 1750 GTV, which one cannot praise enough, and following a most enjoyable week-end in this Italian thoroughbred, General Motors' 1.9 Opel GT became the order of the day until a telephone call from NSU down in Sussex informed us of the pending arrival of their 1200 TT.

Whereas the previous model we tested back in December 1968 was a trifle tatty in appearance, this latest model arrived with only 2,500 miles on the clock and gleaming red paintwork which set-off the black trim of the interior. The first impression one gets when preparing to move off is the awkwardness of the pedals which are high and set-off, with a gear-shift which is sloppy and long in travel, but by the same token is quick and light in action. Instrumentation is confined to a 110-m.p.h. Vdo speedometer with miniscule tachometer and fuel gauge on either side. Four push-buttons to the right of the facia control the sidelights, headlights, and left- and right-hand side parking lights, whilst a rubber switch operates the windscreen washer and 2-speed wipers. A rather crude cigarette lighter is fitted which has a nasty tendency to deposit hot ashes onto one's right leg.

Following so quickly after the aforementioned models one would assume the 1200 TT would be rather an anti-climax, but make no mistake, this far from handsome creature is no sloth with acceleration comparable to that of a Cortina GT, and speeds of 30, 50 and 75 m.p.h. indicated in the lower gears, although the s.o.h.c. air-cooled engine is noisy when using maximum revs through the gears. Cruising at the legal limit sees only 4,300 revs indicated, with the red line on the tachometer coming in when 6,800 revs are reached.

The handling of the 1200 TT is similar to that of a Sunbeam Imp Sport, and this leaves a critical margin between adhesion and "a moment", although the 135 x 13 Continental radials in general gave good road-holding even in the wet. The seats are large and comfortable, the cloth covering being most acceptable, and priced at £924 the NSU 1200 TT represents jolly good value for money, and must be one of the most nippy cars available in the small-car market—H.G.W.

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

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

But we can't.

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

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

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

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

It's made for the privileged few.

**SP Sport is our
high-performance radial.**

 **DUNLOP RADIALS**

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

A PAIR OF NEW TRIUMPHS

The Triumph Toledo and the Triumph 1500

TWO NEW models were announced by Standard Triumph last month, the Toledo, a new 1,300 c.c. model, and a new 1,500 c.c. called quite simply the Triumph 1500 which replaces the existing Triumph 1300 and 1300 TC variants. Both cars were announced to the motoring press at the same time as the V8-engined Stag, and we were unable to drive the cars for any great length of time, although the short period spent with the Toledo and 1500 left us with a fairly favourable impression.

The Toledo is a two-door, front-engined rear-wheel-drive car, the engine being the same as used in the current 1,300 c.c. model. The bodyshell is again a development of the existing 1300 with a revised front and rear end, as is the suspension which has been beefed-up. As both models had only a few hundred miles on the clock, it would be terribly unfair to criticise or praise either constructively, but we did find that the Toledo was faster in both acceleration and on top speed than the 1500, which we put down to the tightness of the 1500 engine, but in actual fact consultation of the manufacturer's figures suggests there is not a great deal of difference in performance between the two.

The Triumph 1500 has been introduced following customer reaction to the old 1300 model. It was felt a larger engine and increased luggage capacity would make for a far more attractive proposition, and so the 1500 was born. The engine is an up-stroked version of the 1,296 c.c. unit as used in the Toledo, but unlike the Toledo the 1500 is driven *via* the front wheels. The bodyshell is very similar to the Toledo, although it incorporates a twin-headlight system, and a more attractive rear end. The interior is up to the usual standard set by previous Standard Triumph models, with good instrumentation, which includes the usual "all-go" warning lights.

Prices of the two models are £888 15s. 4d. for the Toledo and £1,113 6s. 5d. for the 1500, purchase tax included, and the cars will be available as from September 24th, 1970. The introduction of these models sees the death of the Herald and its variants, and we hope to test them in full in the near future, although if the Jaguar XJ6 and the Triumph Stag are anything to go by, it will be many months before the British Leyland PR people deign to make these cars available to us.—H. G. W.

THE NSU TT—A second look

BEING a journal with an enthusiast orientation, MOTOR SPORT perhaps has more than a fair share of the high-performance and luxury machines available, the past few weeks being no exception. Giving my superbly reliable and comfortable Cortina 1600E a well-earned rest, I jumped at the opportunity to drive an Alfa Romeo 1750 GTV, which one cannot praise enough, and following a most enjoyable weekend in this Italian thoroughbred, General Motors' 1.9 Opel GT became the order of the day until a telephone call from NSU down in Sussex informed us of the pending arrival of their 1200 TT.

Whereas the previous model we tested back in December 1968 was a trifle tatty in appearance, this latest model arrived with only 2,500 miles on the clock and gleaming red paintwork which set-off the black trim of the interior. The first impression one gets when preparing to move off is the awkwardness of the pedals which are high and set-off, with a gear-shift which is sloppy and long in travel, but by the same token is quick and light in action. Instrumentation is confined to a 110-m.p.h. Vdo speedometer with miniscule tachometer and fuel gauge on either side. Four push-buttons to the right of the facia control the sidelights, headlights, and left- and right-hand side parking lights, whilst a rubber switch operates the windscreen washer and 2-speed wipers. A rather crude cigarette lighter is fitted which has a nasty tendency to deposit hot ashes onto one's right leg.

Following so quickly after the aforementioned models one would assume the 1200 TT would be rather an anti-climax, but make no mistake, this far from handsome creature is no sloth with acceleration comparable to that of a Cortina GT, and speeds of 30, 50 and 75 m.p.h. indicated in the lower gears, although the s.o.h.c. air-cooled engine is noisy when using maximum revs through the gears. Cruising at the legal limit sees only 4,300 revs indicated, with the red line on the tachometer coming in when 6,800 revs are reached.

The handling of the 1200 TT is similar to that of a Sunbeam Imp Sport, and this leaves a critical margin between adhesion and "a moment", although the 135 x 13 Continental radials in general gave good road-holding even in the wet. The seats are large and comfortable, the cloth covering being most acceptable, and priced at £924 the NSU 1200 TT represents jolly good value for money, and must be one of the most nippy cars available in the small-car market—H.G.W.

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

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

But we can't.

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

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

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

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

It's made for the privileged few.

**SP Sport is our
high-performance radial.**

DUNLOP RADIALS

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

THE PEUGEOT FI SALOON

WE HAVE long had a very high opinion of Peugeot cars. Not only have 403 and 404 estate cars served well as staff vehicles but memories of other models, from the 203 saloon which today would be called a fast-back, the front-drive 204; and the extremely useful 7-to-9-seater 404 Familiale have endorsed Peugeot quality, and the make's noted economy of fuel, the last a factor in motoring which is of ever-increasing importance.

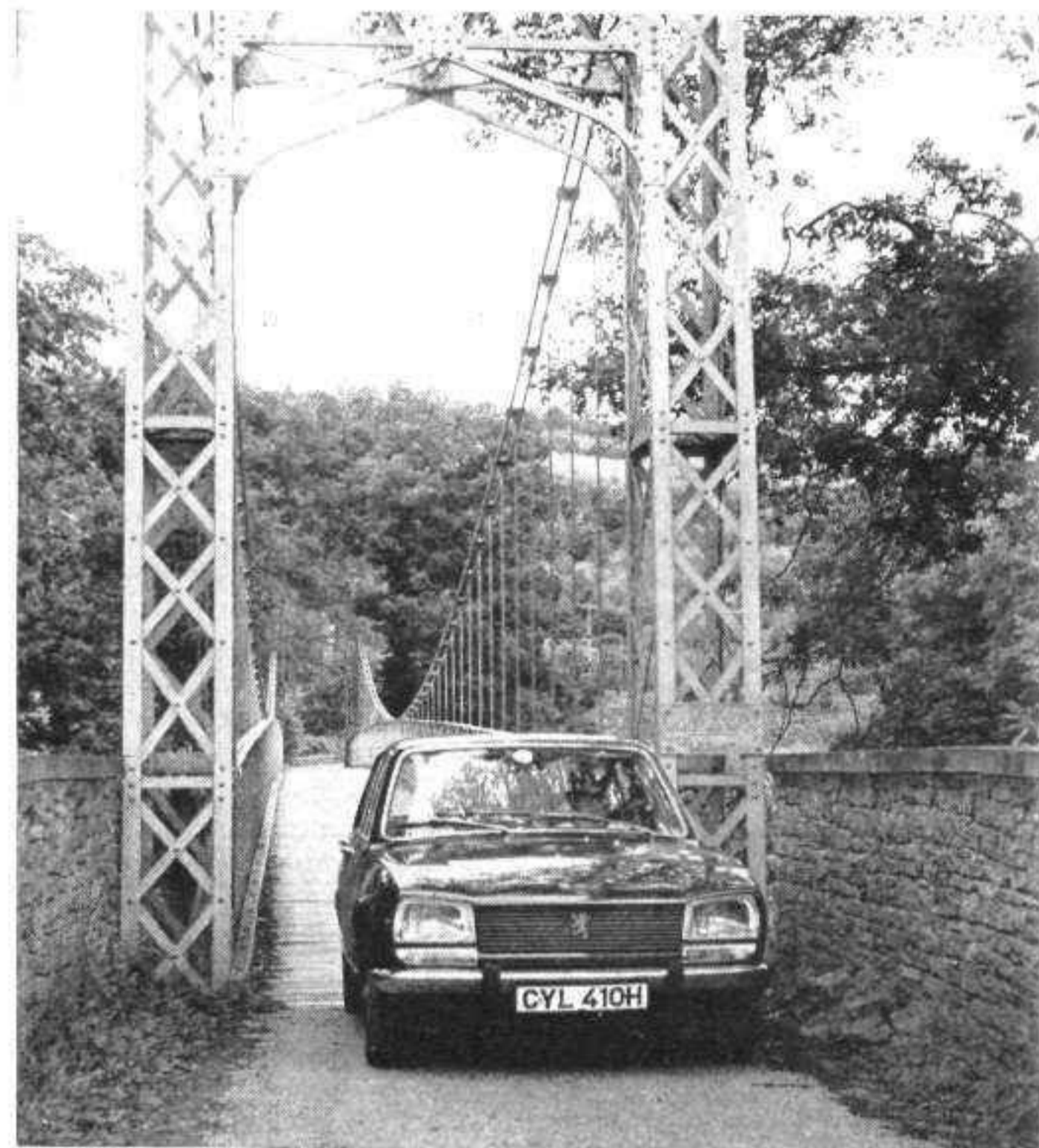
Consequently, when a 504 eventually presented itself for test, in the form of an Injection saloon, we were more than usually interested. First impressions, however, were disappointing. This most recent of the larger Peugeots felt heavy up front, the floor gear-change had very pronounced spring-loading, the steering wheel had a very wide spoke which blanked the instruments when you were making a turn, and the 504 did not feel at all "chuckable" or particularly handy in heavy traffic. Later, after we had gained less congested roads, the true merit of this individualistic French car with its ability to cover the ground quickly in commendable quietness and to impart a great sense of security to its occupants while doing so, became readily apparent.

Respect must be felt for an old-established Company which has not sought the mass-production method of price-cutting, which plans each model for a ten-years' lifespan, and which has pioneered many important innovations, from the twin-cam racing engine and inclined o.h. valves operated by a crankcase camshaft, to wet cylinder liners (1930), synchromesh on all four forward gears (from 1954), cross-flow heads (1955) and rack-and-pinion steering on all the post-WW2 Peugeots. It is interesting that Peugeot proudly include the winning of Indianapolis in 1920 when listing examples of their competition prowess but ignore the great Peugeot racing victories in the 1912 and 1913 French Grands Prix.

That this is a highly individual firm is well known and that it still makes many of its own components, such as suspension damper units, gearboxes, and the long-lived worm-drive back-axle for the 404 saloon (the point of which is less apparent now that it has been phased out for the other models), and is extremely concerned about the suppression of road noise, cannot but command considerable respect. Road noise is dealt with by the use of torque-tube transmission and correctly applied rubber bushes to Peugeot's own exacting specification. It has been proved to out-do the Rolls-Royce Silver Shadow in this respect on the 404 and is not much diminished on the 504 in spite of the difficulties posed from the sound transmission point of view by independent rear suspension.

Feeling that the 404 must now be brought up to date (it has not, however, been superseded) Peugeot gave the 504 the same iron block, wet-liner, alloy-head engine but stretched the stroke by 8 mm., to give a swept volume of 1,796 c.c. instead of the 404's 1,613 c.c. With Kugeifischer fuel injection, controlled by induction manifold depression, the net b.h.p. is 97 at 5,600 r.p.m., although Peugeot make nothing of this in the handbook, a modesty they share with Crewe. The engine is inclined at 45 deg., has DLO 203 fuel injectors and a c.r. of 8.35 to 1. The sub-frame-mounted suspension is by coil struts at the front, but at the back the 504 has trailing-arm coil-spring suspension, to give an enhanced ride, not to improve the corner-flinging qualities, they hastily explain at the Avenue de la Grande Armée. The 504's Pininfarina styling is neat rather than handsome, the car sloping down towards the front and the big Cibie and Seima lamp clusters spoiling the lines. The unobtrusive radiator grille proudly carries a Peugeot lion. But it is a body which has been electrophoresised prior to painting to combat corrosion and Peugeot's usual adoption of stainless steel for bumpers and other external bright-work has been adhered to.

Within, the 5/6-seater body (wide folding arm-rest in the back) presents comfortably-shaped but clinging seats upholstered in cloth-cum-leatherette, with two-tone leather door trim. The front seats have proper fully-reclining squabs adjusted by side levers, with other side levers dealing with fore-and-aft movement, and there are built-in headrests. These controls are difficult to reach, the door arm-rest getting in the way. The pedals are pendant but well placed, the handbrake is a small pull-out affair for the left hand, under the facia, calling for a good stretch, as does that on a Renault 16, but the



1922 suspension bridge, 1970 Peugeot

central gear-lever, floor pattern on r.h.d. cars, is nicely to hand, angled towards the driver, with short movements. It controls a change which is precise but a bit notchy if hurried, and the spring-loading which sends it away from the 1st and 2nd gear positions is overdone. Reverse if beyond top, easy to engage, but neutral is slightly elusive.

There is nothing particularly sporting about this Injection 504. No tachometer, just three Jaeger dials before the driver, the speedometer, combined fuel gauge/thermometer/battery gauges with symbols but vague calibration, and a Jaeger transistor clock with seconds' hand—but who needs a seconds' hand in a 504 saloon? Or any car, for that matter. The fuel gauge is almost as useless as that on an Alfa Romeo. Centrally there are four horizontal quadrants for the heating/ventilatory system, which has odd-looking pull-up vents on the centre of the facia sill, supplemented by side grilled vents at the facia extremities, controlled by rather inaccessible under-facia levers. The front side windows are shaped to admit air as the glasses go down, in lieu of $\frac{1}{4}$ -lights. I did not have time to drive the entire system properly and suffered badly from a misting screen. A plated cigarette lighter and the wipers (two-speed)/washers knob are on the rather gaudy facia which has gold-hued horizontal trim strips and the subdued horn is sounded by depressing plated strips at the ends of the aforementioned over-thick steering-wheel spoke. These are recessed and stiff to press and their location assumes that you drive with the hands at 9 and 3 o'clock (where handholes have been provided!), or never need to blow the horn when taking corners. Beneath this frustrating steering wheel a l.h. stalk controls the lights in the traditional Peugeot gated method, although the lamps can now be flashed by pressing the stalk straight down instead of bringing it up, across and down to achieve the normal full headlamps beam. The rather short r.h. stalk operates the turn indicators.

The iodine lamps give a splendid driving light, well spread, but the cut-off is sudden, although rather longer in range than on most Continental cars. Vanity mirror, courtesy interior lighting, etc., are provided, the floor is deeply carpeted, and a warning light that almost dazzles comes on in the speedometer dial if the handbrake is on, brake fluid low or the brake pads dangerously worn. But I was surprised to be dazzled by another warning light adjacent, because I thought the engineers at Garenne and Belchamp (the banked test track Peugeot shares with Renault) were practical hard-driving motorists. I was also saddened by a car which came with the thoughtful provision of a plug spanner in the stowage shelf but on which the screen washers were inoperative. Another fault was that the brakes

Continued on page 990

ON RACING TYRES

A Discourse Prompted by Dunlop's Forthcoming Withdrawal from Formula One and Formula Two.

THE ANNOUNCEMENT that the Dunlop Rubber Company has decided to withdraw from Formula One and Formula Two racing at the end of the year, which means that Grand Prix cars will be obliged to race on American makes of tyres in 1971, was a startling one for motor racing enthusiasts and some drivers and constructors of F1 and F2 cars, however welcome the saving in bonus payments may be to Dunlop's shareholders, who have been having a very thin time recently.

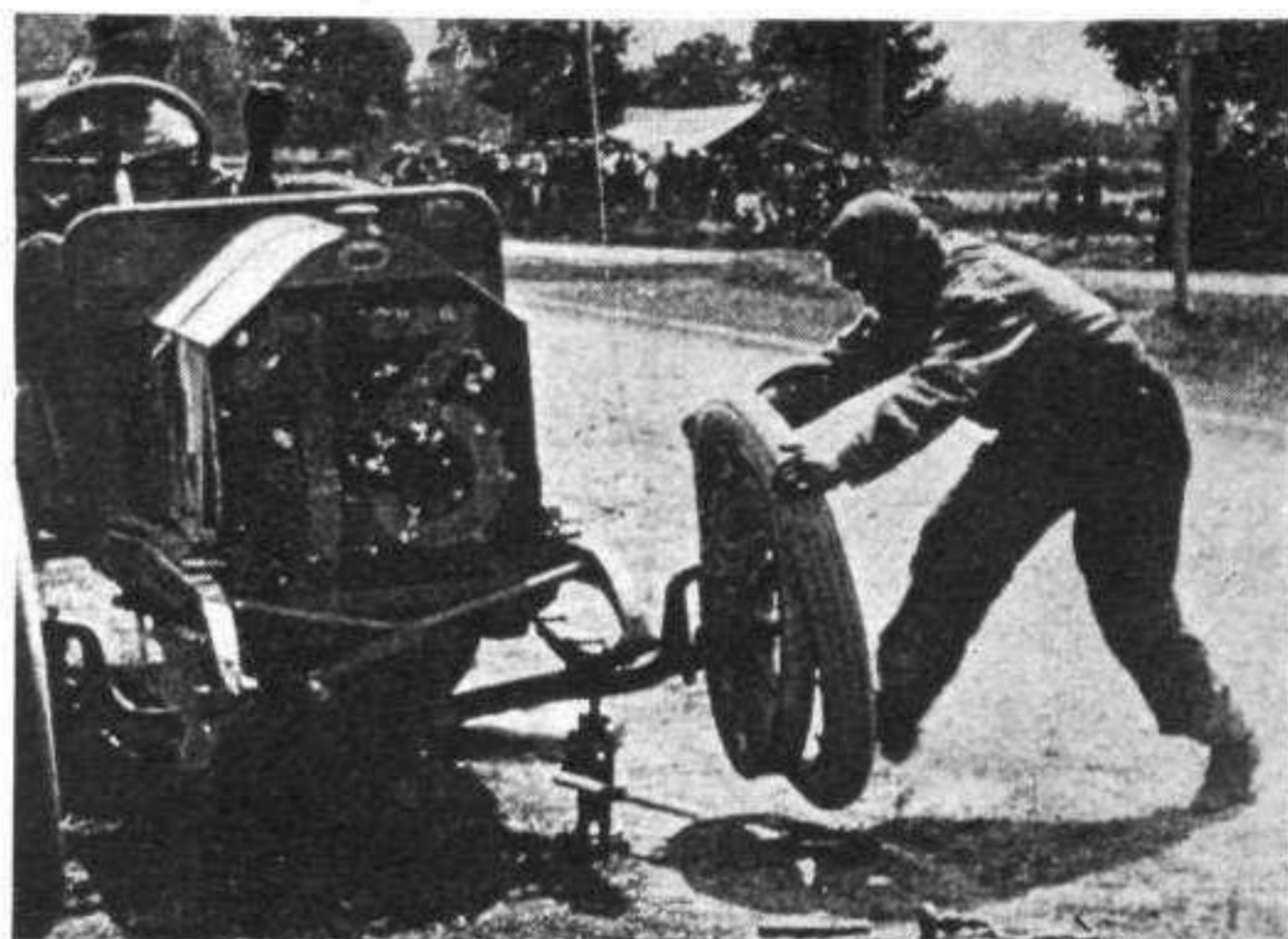
Dunlops have made it clear that they have not entirely turned their back on the sport—they intend to continue to support sports-car races and rallies and have extended the facilities they offer to Club competitors, as announced this year in *MOTOR SPORT*. Their excuse for dropping Formula One commitments, a field in which they had Jackie Stewart and March running on their product, is that there is today no very close link between the technique of making GP tyres and those sold for non-racing cars. It is true that many modern cars rely on radial-ply covers for enhanced road-holding and tyre safety at Motorway cruising speeds, whereas the roller-wide F1 racing tyre does not adapt itself to this form of construction.

Nevertheless, criticism must be directed at the publicity personnel who quite recently advertised Dunlop victories in the Grand Prix field as contributing valuable know-how to their departments engaged in making and researching high-grade tyres for ordinary men and women motorists, if reliance is to be placed on Dunlop's stated technical reason for their F1/F2 withdrawal. Personally, I would bet that the monetary cost of ensuring that the right drivers race on Dunlop tyres was the primary cause of the Dunlop directors putting a stop to participation by the Fort in the foremost forms of motor racing.

Tyres play a curiously mixed role in modern racing. On the one hand, the almost uncanny "stiction" of modern Grand Prix cars is significantly dependent on the rubber mix of the tyres they run on, coupled with the area of rubber in contact with the road, the use of tyres which some of us think have become in width ridiculously akin to garden rollers pre-dating the use of downthrust aerofoils in this context. On the other hand, so critical of the correct "mix" are modern racing tyres that what is safe on a dry course can be impossible, even lethal, in the rain. Moreover, the durability of today's racing tyres, which enables them to survive a complete race (and even 24-hour contests), has eliminated tyre-changing at the pits, an aspect of motor racing which held for the onlookers an element of excitement (pre-war Mercedes-Benz mechanics putting in 75 gallons of fuel and changing all four wheels in about 30 sec., for instance; today's wheels take about twice as long to swap) and keen anticipation, which made the pit mechanics nearly as important a factor in the ultimate results as the drivers, and which gave the writers of advertisement copy an additional angle, for few (or no changes) of tyres was an accomplishment which stood out when others had to stop frequently for fresh covers.



RECENT TECHNIQUES.—Some Dunlop racing tyres—from l. to r., CR48(R6), CR65(R7), CR70, CR82 and CR84 (see table on page 966). They form a remarkable contrast to the covers used in the days of detachable rims, of which Hemery is seen in the heading picture changing one on his winning Fiat during the 1911 GP de France.



Times change, and techniques with them. Today's racing drivers only suffer punctures or blow-outs if a cover is damaged by a shunt or because it picks up some foreign object, such as a piece of broken suspension or a broken bottle. The effects can be as devastating as in the old days, when it was not at all uncommon for racing tyres to fling away their treads, leave the rims or just burst for no apparent reason—if you doubt this, have a word with G. Hill! All credit to Dunlop for experimenting with modern-type safety bolts.

The complexity of dry/wet racing tyres is nicely contained in a letter received from a reader, Mr. J. K. Martin, of Oxford, who wrote to us as follows, after the BRDC International Trophy Race earlier this year:—

"Well it happened again, the Silverstone weather-god went berserk on the day of the International Trophy race and delivered all kinds of weather at once—this led to that ludicrous farce of team managers and drivers trying to predict the weather in order to choose the correct tyre so as to stand a chance in the race. My point is that each team should try and win motor races by drivers' skills and efficient management, and not by chance "heads or tails" decisions about the weather.

"I propose, therefore, that the idea of 'wet' and 'dry' tyres be abolished—thus necessitating the development of tyres with regard to *all* climatic conditions, as in 'real' life.

"I realise that such a tyre's characteristic would have to be a compromise due to conflicting requirements—but then so are most things in automotive design, and I venture to suggest that such an approach would be far more beneficial to research and the family motorist (another one for the 'do-gooders').

"I feel that abolishing special 'dry' or 'wet' tyres would not stifle competition amongst the tyre manufacturers but would put all teams on an equal footing by eliminating the above-mentioned chance decisions, and the drivers will be at the mercy of the weather only with regard to their own skills in the given conditions, and no-one wants to make a journey to a motor race only to see their hero trail around way down the field solely because he made a wrong guess about the weather."

It could well be that Dunlop realise that the supply of tyres for present-day GP projectiles has become a bit of a farce, unacceptable to the public at large, and that this, coupled with the fact that once upon a time drivers used to come to the Fort, helmets in hand as it were, pleading for tyres that would stand up to the tasks they had in mind, whereas, in the seventies, it is the managers, the Mr. 10%ers, who arrive with contracts in their fists, asking how much lolly Dunlop will pay to sign up their drivers, which prompted this most unhappy ending of Dunlop's long association with top motor racing.

In this connection, it was Firestone who withdrew only a few years back, quickly to rescind their decision, so it remains speculative as to how long F1 and F2 racing will be Dunlop-less. Rumour has it that they will return via their Pirelli tie-up and as Eoin Young predicts a Ferrari F2 victory before 1970 is over (they'll have to hurry, Eoin!) it may be that the Italian side of this tyre manufactory has something of this kind up its sleeve as a let out...

I know nothing about that. But I find it sad that Dunlop have pulled out, because they have been makers of top racing rubber for a very long time indeed. Recent Dunlop performances in GP racing have been extremely impressive. Since 1948, when racing really got going again after the demise of Hitler (himself a great believer in the propaganda value of GP victories), they developed some 20 different GP tyres, no fewer than a dozen of these being devised during the last couple of racing seasons. Dunlop, and do not overlook this, had the virtual monopoly of Grand Prix racing from 1959 to 1965.

When Grand Prix racing began again after the 1939-1945 war, that is in 1946, Dunlop designed the first of a new series of racing tyres, the R.1. This design embodied all that had been learned about racing tyres since the very early days and took advantage of much new

ON RACING TYRES

A Discourse Prompted by Dunlop's Forthcoming Withdrawal from Formula One and Formula Two.

THE ANNOUNCEMENT that the Dunlop Rubber Company has decided to withdraw from Formula One and Formula Two racing at the end of the year, which means that Grand Prix cars will be obliged to race on American makes of tyres in 1971, was a startling one for motor racing enthusiasts and some drivers and constructors of F1 and F2 cars, however welcome the saving in bonus payments may be to Dunlop's shareholders, who have been having a very thin time recently.

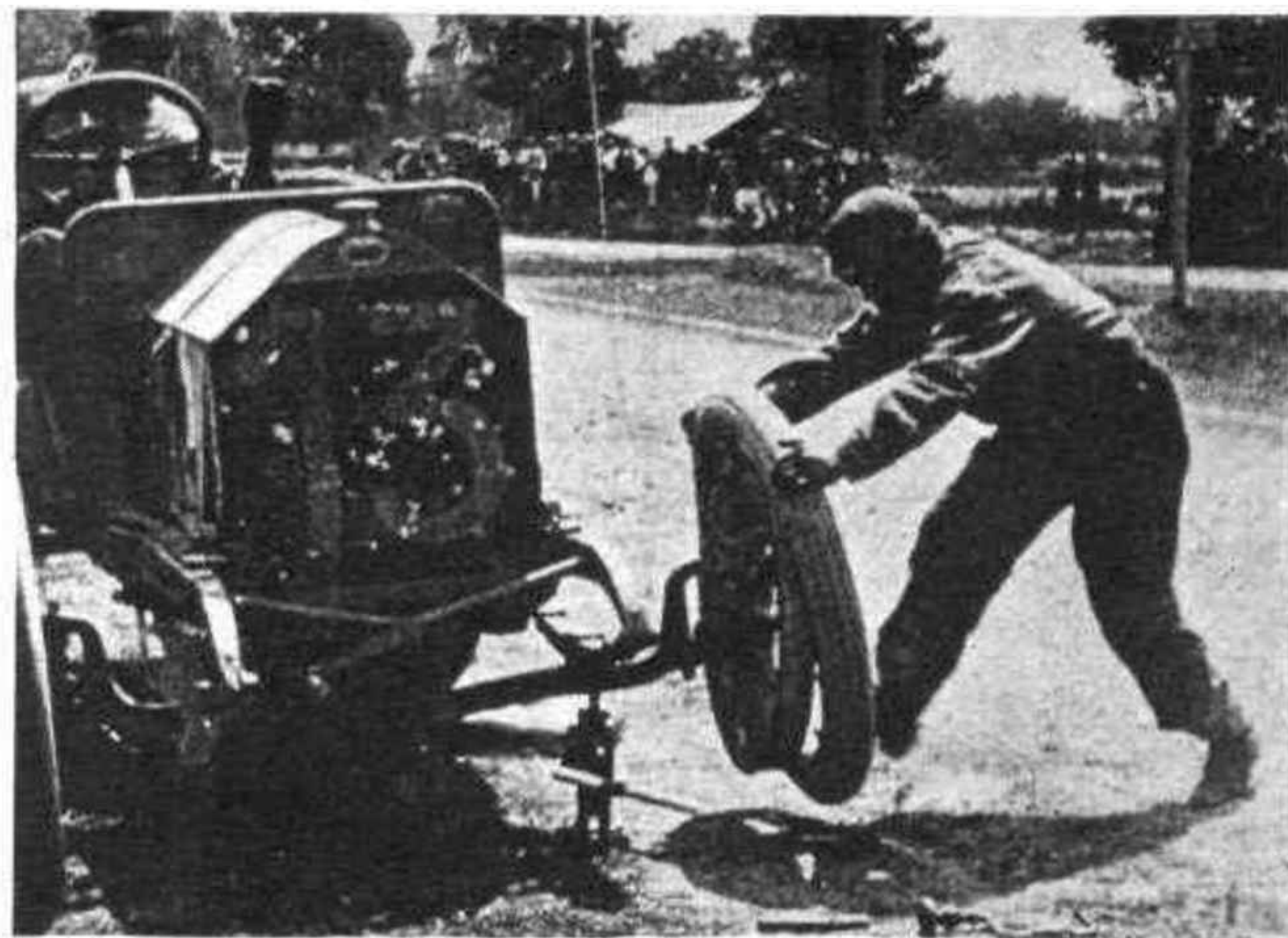
Dunlops have made it clear that they have not entirely turned their back on the sport—they intend to continue to support sports-car races and rallies and have extended the facilities they offer to Club competitors, as announced this year in *MOTOR SPORT*. Their excuse for dropping Formula One commitments, a field in which they had Jackie Stewart and March running on their product, is that there is today no very close link between the technique of making GP tyres and those sold for non-racing cars. It is true that many modern cars rely on radial-ply covers for enhanced road-holding and tyre safety at Motorway cruising speeds, whereas the roller-wide F1 racing tyre does not adapt itself to this form of construction.

Nevertheless, criticism must be directed at the publicity personnel who quite recently advertised Dunlop victories in the Grand Prix field as contributing valuable know-how to their departments engaged in making and researching high-grade tyres for ordinary men and women motorists, if reliance is to be placed on Dunlop's stated technical reason for their F1/F2 withdrawal. Personally, I would bet that the monetary cost of ensuring that the right drivers race on Dunlop tyres was the primary cause of the Dunlop directors putting a stop to participation by the Fort in the foremost forms of motor racing.

Tyres play a curiously mixed role in modern racing. On the one hand, the almost uncanny "stiction" of modern Grand Prix cars is significantly dependent on the rubber mix of the tyres they run on, coupled with the area of rubber in contact with the road, the use of tyres which some of us think have become in width ridiculously akin to garden rollers pre-dating the use of downthrust aerofoils in this context. On the other hand, so critical of the correct "mix" are modern racing tyres that what is safe on a dry course can be impossible, even lethal, in the rain. Moreover, the durability of today's racing tyres, which enables them to survive a complete race (and even 24-hour contests), has eliminated tyre-changing at the pits, an aspect of motor racing which held for the onlookers an element of excitement (pre-war Mercedes-Benz mechanics putting in 75 gallons of fuel and changing all four wheels in about 30 sec., for instance; today's wheels take about twice as long to swap) and keen anticipation, which made the pit mechanics nearly as important a factor in the ultimate results as the drivers, and which gave the writers of advertisement copy an additional angle, for few (or no changes) of tyres was an accomplishment which stood out when others had to stop frequently for fresh covers.



RECENT TECHNIQUES.—Some Dunlop racing tyres—from l. to r., CR48(R6), CR65(R7), CR70, CR82 and CR84 (see table on page 966). They form a remarkable contrast to the covers used in the days of detachable rims, of which Hemery is seen in the heading picture changing one on his winning Fiat during the 1911 GP de France.



Times change, and techniques with them. Today's racing drivers only suffer punctures or blow-outs if a cover is damaged by a shunt or because it picks up some foreign object, such as a piece of broken suspension or a broken bottle. The effects can be as devastating as in the old days, when it was not at all uncommon for racing tyres to fling away their treads, leave the rims or just burst for no apparent reason—if you doubt this, have a word with G. Hill! All credit to Dunlop for experimenting with modern-type safety bolts.

The complexity of dry/wet racing tyres is nicely contained in a letter received from a reader, Mr. J. K. Martin, of Oxford, who wrote to us as follows, after the BRDC International Trophy Race earlier this year:—

"Well it happened again, the Silverstone weather-god went berserk on the day of the International Trophy race and delivered all kinds of weather at once—this led to that ludicrous farce of team managers and drivers trying to predict the weather in order to choose the correct tyre so as to stand a chance in the race. My point is that each team should try and win motor races by drivers' skills and efficient management, and not by chance "heads or tails" decisions about the weather.

"I propose, therefore, that the idea of 'wet' and 'dry' tyres be abolished—thus necessitating the development of tyres with regard to all climatic conditions, as in 'real' life.

"I realise that such a tyre's characteristic would have to be a compromise due to conflicting requirements—but then so are most things in automotive design, and I venture to suggest that such an approach would be far more beneficial to research and the family motorist (another one for the 'do-gooders').

"I feel that abolishing special 'dry' or 'wet' tyres would not stifle competition amongst the tyre manufacturers but would put all teams on an equal footing by eliminating the above-mentioned chance decisions, and the drivers will be at the mercy of the weather only with regard to their own skills in the given conditions, and no-one wants to make a journey to a motor race only to see their hero trail around way down the field solely because he made a wrong guess about the weather."

It could well be that Dunlop realise that the supply of tyres for present-day GP projectiles has become a bit of a farce, unacceptable to the public at large, and that this, coupled with the fact that once upon a time drivers used to come to the Fort, helmets in hand as it were, pleading for tyres that would stand up to the tasks they had in mind, whereas, in the seventies, it is the managers, the Mr. 10%'s, who arrive with contracts in their fists, asking how much lolly Dunlop will pay to sign up their drivers, which prompted this most unhappy ending of Dunlop's long association with top motor racing.

In this connection, it was Firestone who withdrew only a few years back, quickly to rescind their decision, so it remains speculative as to how long F1 and F2 racing will be Dunlop-less. Rumour has it that they will return via their Pirelli tie-up and as Eoin Young predicts a Ferrari F2 victory before 1970 is over (they'll have to hurry, Eoin!) it may be that the Italian side of this tyre manufactory has something of this kind up its sleeve as a let out . . .

I know nothing about that. But I find it sad that Dunlop have pulled out, because they have been makers of top racing rubber for a very long time indeed. Recent Dunlop performances in GP racing have been extremely impressive. Since 1948, when racing really got going again after the demise of Hitler (himself a great believer in the propaganda value of GP victories), they developed some 20 different GP tyres, no fewer than a dozen of these being devised during the last couple of racing seasons. Dunlop, and do not overlook this, had the virtual monopoly of Grand Prix racing from 1959 to 1965.

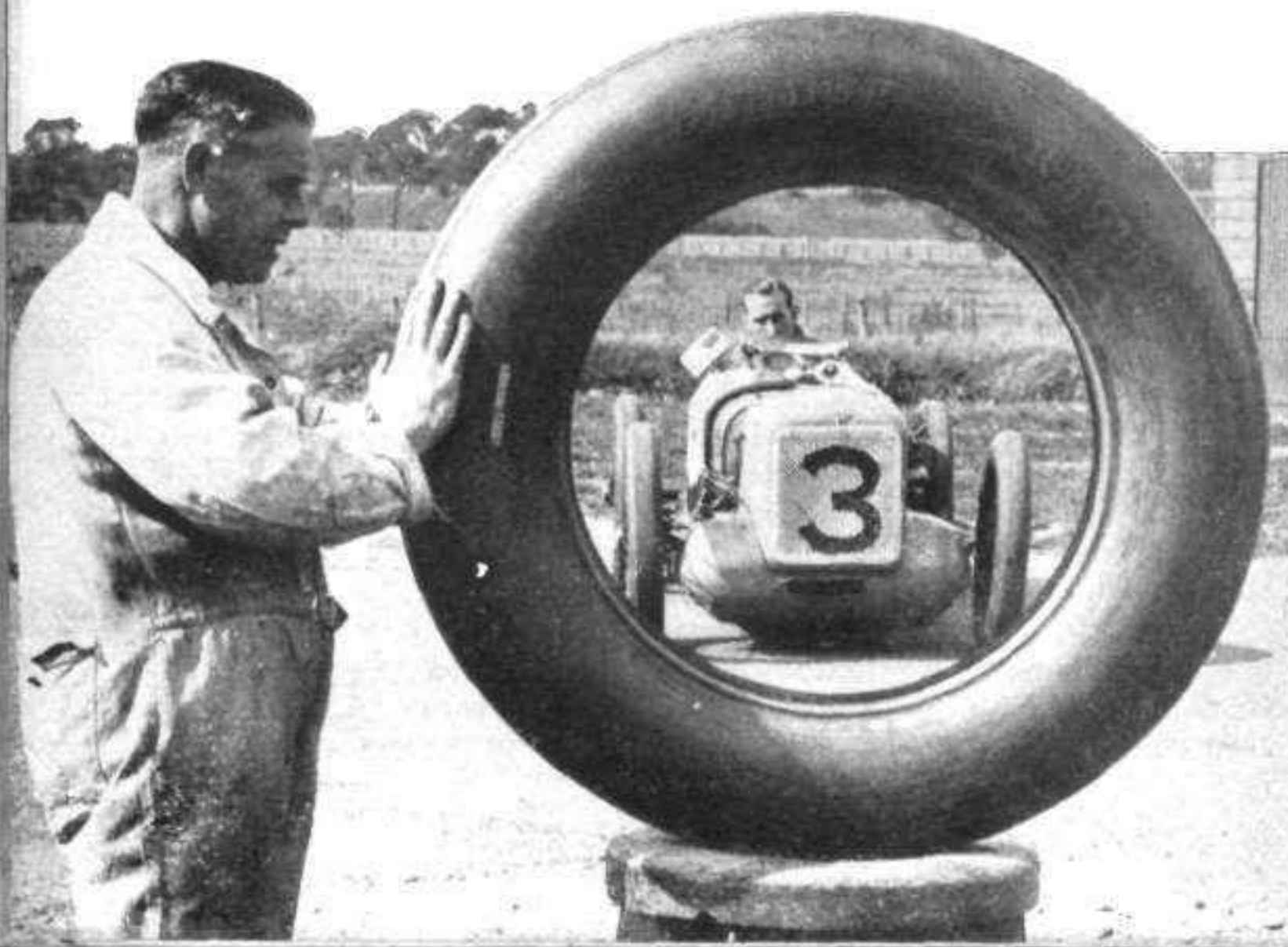
When Grand Prix racing began again after the 1939-1945 war, that is in 1946, Dunlop designed the first of a new series of racing tyres, the R.1. This design embodied all that had been learned about racing tyres since the very early days and took advantage of much new

DUNLOP RACE TYRE DEVELOPMENT HISTORY—FORMULA ONE

(All dimensions quoted are approximate)

Years	Pattern or Identification	Approx. Aspect Ratio	Size	Pressure (lb./sq. in.)	Casing Material	Tread Compound	Tread Width	Tubed or Tubeless	Use	Approx. Weight (lb.-oz.)
1948/1958	R.1	80/85%	F. 5.00-17/18 R. 7.00-17/18	55	Cotton	Natural rubber	3.7 4.9	Tube	All weather All weather	16-0/17-8 37-8/40-4
1955/1958	R.3	75/80%	F. 5.50-16 R. 6.50-16	50	Cotton	Natural rubber	3.6 4.25	Tube	All weather All weather	22- 0 28- 0
1956/1958	R.4	75%	F. 5.50-16 R. 7.00-16	45	Cotton	Natural rubber	3.8 4.5	Tube	Wet pattern Wet pattern	22- 0 28-12
1958/1963	R.5	70%	F. 5.00-15 R.5 P R. 6.50-15 R.5 P	35	Nylon	Natural dry Natural wet	4.1 4.9	Tube	All weather All weather	12- 4 16- 8
1962/1965	R.6 (CR48)	68%	F. 5.00 L-15 R. 6.50 L-15	30/35	Nylon	Synthetic rubber	F. 5½ in. R. 7½ in.	Tube	All weather All weather	13- 7 19- 6
1965/1967	R.7 (CR65) Mk. 1-2	60/65%	F. 5.00 M-15 or 5.50 L-13 R. 7.00 M-15 or 7.00 L-13	30	Nylon	Synthetic rubber	F. 6 in. R. 8 in.	Tube	Mk. 1 Wet pattern Mk. 2 All weather	17-3/14-7 27-8/21-6
1967	CR70	60/65%	F. 5.00 M-15 R. 7.00 M-15	30	Nylon	Synthetic rubber	F. 6 in. R. 8 in.	Tube	Dry pattern Dry pattern	17- 3 27- 8
1967/1968	R.7 (CR65) Mk. 3	50%	F. 4.75/10.00-15 R. 6.00/12.00-15	28	Nylon	Synthetic rubber	F. 7½ in. R. 9½ in.	Tubeless	All weather All weather	18- 4 27- 8
1968	R.7 (CR65) Mk. 5 (Grooved)	50%	F. 4.75/10.00-15 F. 6.00/12.00-15	28	Nylon	Complex synthetic rubber	F. 7½ in. R. 9½ in.	Tubeless	Wet pattern Wet pattern	18- 4 23- 2
Early 1968	CR82	45%	F. 4.75/11.20-15 R. 5.75/13.50-15	22	Nylon	Complex synthetic rubber	F. 8½ in. R. 11 in.	Tubeless	Dry pattern Dry pattern	20- 4 24- 4
Mid-1968	CR82	40%	F. 4.50/11.60-15 R. 5.50/13.60-15	18	Nylon	Complex synthetic rubber	F. 9½ in. R. 11½ in.	Tubeless	Dry pattern Dry pattern	19- 6 25- 8
Late 1968	CR82	35%	F. 4.50/13.00-15 R. 5.50/15.00-15	16	Nylon	Complex synthetic rubber	F. 10½ in. R. 12½ in.	Tubeless	Dry pattern Dry pattern	20-12 27-11
Late 1968	CR84 Mk. 1	40% 35%	F. 4.50/11.60-15 R. 5.50/13.00-15	16	Nylon	Complex synthetic rubber	F. 9½ in. R. 12½ in.	Tubeless	Dry only Dry only	19- 6 27-11
Early 1969	CR84 Mk. 1	40% (13 in. diam.) 35%	F. 4.50/11.60-13 R. 5.50/15.00-15	16/18	Nylon	Complex synthetic rubber	F. 9½ in. R. 12½ in.	Tubeless	Dry only Dry only	16-12 25- 2
Late 1969	CR84 Mk. 3	40% 35%	F. 4.50/11.60-13 R. 5.50/15.00-15	16/18	Nylon	Complex synthetic rubber	F. 9½ in. R. 12½ in.	Tubeless	Dry only—high-speed stability Dry only—high-speed stability	16-12 25- 2
Late 1969	CR88	40/35%	F. 4.30/11.50-13 R. 5.30/13.50-15 or R. 5.30/15.00-15	18	Nylon	Very complex synthetic rubber	F. 9 in. R. 11½ in. or R. 12½ in.	Tubeless	Wet/Intermediate conditions Wet/Intermediate conditions	16- 8 25-12
Feb. 1970	CR84 Mk. 3	42% 33%	F. 4.50/11.50-13 R. 5.50/16.00-15	18	Nylon — New construction	Very complex synthetic rubber	F. 8½ in. R. 13½ in.	Tubeless	Dry Dry	16- 0 26- 0
March 1970	CR92	42% 33%	F. 4.50/11.50-13 R. 5.50/16.00-15	18	Nylon — New construction	Very complex synthetic rubber	F. 8½ in. R. 13½ in.	Tubeless	Dry only Dry only	16- 0 26- 0
April 1970	CR84/CR92	42/33%	F. 4.50/11.50-13 R. 5.50/16.00-13	18	Nylon — New construction	Very complex synthetic rubber	F. 8½ in. R. 13½ in.	Tubeless	Dry Dry	16- 0 24- 0

THEY LIKED PUBLICITY THEN?—A pre-war Dunlop picture, with "Dunlop Mac" posed with a track tyre and a single-seater Austin 7.



knowledge about rubber and textiles that had been obtained during the war. Successive post-war years showed a steady increase in the speeds at which races were won and new tyre designs were produced which made it possible to achieve these speeds in safety. These designs were identified by serial numbers after the letter "R"; in 1965 this culminated in the R.7 which dominated Grand Prix racing for several years. Today's racing tyre is so highly developed that it can be made in different types to meet variations in race conditions. The Dunlop tyres which were successful in 1968 comprised several types, evolving from the original R.7 design.

In 1963 Dunlop introduced a "rain-tyre" in the basic R.6 design current at the time. This tyre used the same type of casing and tread pattern design, but the pattern itself was made from rubber which had a higher gripping power over wet surfaces and was called a "high-mu" rubber. This practice has continued. Unfortunately, all high-mu rubbers so far known absorb more energy and generate more heat than other rubbers. A good rain tyre used on a dry surface gets so hot that the tread is likely to break-up. Team managers must therefore make an inspired guess as to the weather likely to prevail throughout the race, selecting tyre equipment accordingly.

The current Dunlop racing designs are available in "pure-wet", "pure-dry" and "wet-dry" form. On an average circuit the "wet-dry" tyre might be 1-2% slower in the dry than the "pure-dry" tyre and 3-4% slower in the wet than the "pure-wet" tyre. Where weather changes are likely during the race, team managers must balance the time saved by eliminating a pit stop, against that lost by slower wet



**Come on
over to
our pad**

Fit Formula Two-Four
—disc brake pads that set new
standards of consistently
superior performance and long
life. They have no equal.
Formula Two-Four is becoming
available as replacements for
more and more disc braked
models.



FERODO
DISC BRAKE PADS



Ferodo Limited, Chapel-en-le-Frith, Stockport. Turner & Newall Ltd.





Come on over to our pad

Fit Formula Two-Four
—disc brake pads that set new
standards of consistently
superior performance and long
life. They have no equal.
Formula Two-Four is becoming
available as replacements for
more and more disc braked
models.



FERODO
DISC BRAKE PADS



Ferodo Limited, Chapel-en-le-Frith, Stockport. Turner & Newall Ltd.



or dry laps.

The profile or "shape" of a tyre is significant from several points of view. First, there is the overall "shape" of the tyre section, secondly, the ratio of sectional height to width and, thirdly, the transverse shape across the tread pattern.

The profile ratio, "aspect ratio", or "squatness" of a tyre is the relationship between the height and width of the tyre section. Normal car tyres are about 85% squat—that is, the ratio of height to width is about 85 : 100. There is a general tendency to squatter tyres and the latest Dunlop low profile radial ply car tyres are 70% squat; racing tyres are 40% squat, or even less.

When Firestone and Goodyear came in, Dunlop had some bad times, Goodyear claiming to "win the big ones" in 1967—including Le Mans and Indianapolis—but by 1968, with Stewart's skill aided by their 970 compound, on the Matra-Cosworth, they were back on winning form, causing their publicity boys to fawn on them again, and adding up to Dunlop being able to claim their (important) share of 65 Grand Prix victories and seven World Championships over the past 11 seasons.

It is rather interesting that whereas, down the decades, sparking plugs have become less and less temperamental, so that on our sports cars and GP saloons we are able to "fit and forget them", as KLG used to say, and even racing cars no longer require elaborate warming-up on "soft" plugs, with a critically correct set of "hot" ones put in before the start, for the last 20 years or so GP cars have been enormously dependent on the dimensions and compounds of their tyres.

As an aside, surely that advertisement in which Graham Hill proclaims that he couldn't have won his 1968 World Championship on any other plugs but Autolite because only they "could deliver the performance and total reliability he needed to win the biggest prize in motor racing", transgresses the Trade Descriptions Act? Unless it be taken to mean that without Autolite's contribution to his bag of gold he wouldn't have started in the race and consequently couldn't have won it, or that Keith Duckworth wouldn't allow any but Autolites in his engine, for this rather than purely technical reasons. What I mean is, suppose those Autolites had been unscrewed and had been replaced by Champion, KLG, Lodge or NGK "candles", would the performance have been so different that Hill would have lost the race? I doubt it, especially with Champion's fine record in racing. And Autolite now seem anxious to retract their current advertisement reading: "No spark plug has ever won Le Mans. It's just a coincidence that in 1966, 1967, 1968 and 1969 Le Mans winners were all fitted with Autolite spark plugs." However, let us return to the topic of racing tyres . . . Yet, unless copy-writers can stretch a point to some extent, the impact of victory on sales can be diminished, which could have some bearing on the Dunlop cut-back . . .

From the very first motor race, tyres obviously played their massive part, even if they were *sans* air for the first such contests. As speeds

Races have been lost many times due to defunct tyres. Here Barnato's Bentley is delayed with a badly punished cover during the 1929 500-Mile Race at Brooklands.



1906

"As a logical consequence of poor road surfaces and narrow-section, beaded-edge, tyres with, by modern standards, poor quality rubber applied to a canvas foundation, tyre troubles were frequent. With the fixed wheels and rims of pre-1906 it was common to have a team of expert fitters at the replenishment depots, and in the 1905 Gordon Bennett, the Michelin men could slash off with knives four old covers and tubes, and replace with new, in 5 min. 30 sec."

1908

"The winner of the 1908 Grand Prix changed a rim, on average, every 40 minutes during the race [the race lasted 7½ hours] and Rigal, on his Clement-Bayard (who came in fourth), was even more unfortunate, having to change a tyre on his fixed wheels and rims every 20 minutes."—The late Laurence Pomeroy, *FRSA, MSAeS* in "The Grand Prix Car, Vol. Two" (Motor Racing Publications, 1949).

increased down the ruler-straight roads of France and Europe, pneumatic tyres became essential, and their adoption elevated speeds to ever higher levels. Because the pioneer races took place across the Channel, Continental makes of tyres excelled in them. Michelin gained a great reputation in this field and Michelin Cups and other prizes were given for aeroplane and ballooning contests. Michelin also pioneered the detachable rim, used in racing from 1906 onwards, when our Rudge Whitworth detachable wheels were barred from the 1908 Grand Prix by the French.

Proof that such publicity paid was evident from the store set by those who undertook the Edwardian Grand Tour in fast and powerful motor cars; until they could procure Michelin tyres they seldom felt properly secure. And Mercedes had intended to run their Sixty which beat all the French cars in the 1903 Gordon Bennett race on German-made Michelins, had not these tyres been found to contain Belgian fabric and some valve parts imported from France, which contravened GB regulations, causing Continental tyres to be hurriedly substituted.

In later times Michelin took no part in motor racing. But they had little need of such publicity from 1948 when the famous Michelin "X" tyre was introduced, because this gave such outstandingly long mileages and excellent road-clinging, by reason of its unique, very supple, radial-ply walls and steel-braced treads, that it virtually sold itself to all save those with extra-sensitive ears or who drove with such abandon that the suddenness of the breakaway caught them out.

The Michelin Tyre Co. rightly guarded the supple secrets of "X" with patents and a reluctance to reveal their manufacturing methods. Now, when they no longer have a radial-ply monopoly, others, like Pirelli with the Cinturato, having been able, I think am correct in saying, to take advantage of lapsed patents and copy the "X" tech-

1937

"Continental . . . supply tyres to both the German teams. This firm is now manufacturing four different types of tyre, made to meet the individual requirements of various circuits. These are:

Name	Size	Tread	Section
Tripoli	22 × 700	Smooth with rings	Oval
Avus	24 × 700	Smooth with rings	Oval
Coppa Acerbo	22 × 700	Light stud	Flat
Nurburg	19 × 700	Heavy stud	Flat

"Both the Tripoli and Avus tyres have a thin, smooth tread, specially designed for continual high-speed work, and are consequently not at all suitable for circuits where there are a lot of corners calling for braking and acceleration. For this type of circuit the Coppa Acerbo and Nurburg tyres have been developed, the former for fast circuits with a lap speed of about 100 m.p.h., and the Nurburg tyre for lap speeds of around 80 m.p.h."—George Monkhouse in "Motor Racing with Mercedes-Benz" (George Newnes, 1938).

nique, so that radial-ply covers are now the accepted wear on high-performance cars (Jensen were probably the last manufacturer to offer cross-ply-shod fast cars, although Rolls-Royce Ltd. had reservations about the sound magnifying properties of radials until the advent of the Silver Shadow) or it could be that Michelin would benefit by participation in races, excellent as are the range of tyres they supply today, with the asymmetric XAS another piece of Michelin pioneering. Incidentally, I recall one driver (was it George Abecassis with an HWM?) who, not wishing to afford racing tyres, drove in a long-distance sports-car race on Michelin "X" and found them well able to stand up, and highly satisfactory into the bargain. But, officially, Michelin frown on racing, although Michelin XAS tyres have apparently been used in recent Formula France races.

At Brooklands, before World War One and afterwards (when they kept a 1913 GP Excelsior there for tyre-testing purposes), the Palmer Cord was the accepted tyre for racing, and was also used on aeroplane wheels. But eventually it faded away and Dunlop took its place. I dealt some months ago with the use of Rapson tyres in racing, in an article about the remarkable Mr. Frederick Lionel Rapson, whose tyres were used not only by J. G. Parry Thomas but on the road-racing Darracqs and Sunbeams of the STD racing team. But Rapsons were short-lived and thereafter the history of British motor racing was the history of Dunlop—which is why their withdrawal is so sad.

Dunlop was successful even during the Palmer régime. S. F. Edge used Dunlop tyres on Rudge Whitworth detachable wire wheels (which the French banned from the 1908 Grand Prix) on his 7.7-litre Napier when he broke the World's 24-hour record at Brooklands in 1907, before the new Track was even opened for racing. This heavy car, averaging all but 66 m.p.h. for the two rounds of the clock, required a total of 24 tyre-changes. In 1913 the sleeve-valve Argyll which took Class D records at Brooklands of up to 14 hours' duration at over 76 m.p.h. and required only one tyre change throughout, although on this and a previous record run tyres left the rims, used Dunlops. But the Talbot which, earlier that year, had brought to Percy Lambert the honour of being the first man to motor for more than 100 miles in one hour, was on Palmers—a previous attempt had been ruined by tyre failure and later Lambert was killed when a tyre burst. On Brooklands reasonable tyre reliability had been achieved for the slower, lighter cars, even if the absolute hour record was restricted by unsuitable covers. In road-racing it was rather different. During the dramatic 1914 Grand Prix at Lyons, for example, the luckless Georges Boillot changed nine tyres before he retired, although not necessarily because of wear or punctures, as he went from plain-rubber-treaded ones to steel-studded ones in an unsuccessful endeavour to overcome poor road-holding—although why Peugeot did not discover which were more effective during practice must constitute yet another motor-racing conundrum. In contrast, Lautenschlager, the winner, merely changed all four wheels on the Mercedes at half-distance, perhaps because his tyres were of 15 mm. wider section than the Peugeot's.

Even after the war the fast, heavy cars were hampered by tyres when going for long-duration records. Parry Thomas tried desperate measures in 1923 in an endeavour to keep tyres on his 7½-litre 33½-cwt. Leyland-Thomas for a 12-hour run, such as getting a fire-engine to flood part of the Track, which merely lost him speed due to wheel-spin, and using twin rear tyres. On one attempt ten tyres deflated in six hours, two of them leaving the rims, and a flung tread injured a co-driver's arm (flung treads also crushed the regulation mudguards on Le Mans Bentleys), the differential eventually breaking up, probably due to running too far on one rim and one back tyre.

The following year, his Leyland-Thomas better streamlined and faster, Thomas went for the hour record, on Rapsons. Again tyres were his problem and, although he waited for a wet day, skids then caused additional problems. Twice tyre trouble lost him the record, which was only achieved by changing all four wheels (in 34.4 sec.) in the course of the run, the average for the hour being 109.09 m.p.h. It was 1925 before the Leyland-Thomas raised this to just over 110 m.p.h. Yet in 1932, at Montlhéry, George Eyston raised this record to 130.8 m.p.h. in the 8-litre Panhard-Levassor single-seater, using special thin-tread Dunlop track tyres on a non-stop run . . .

Another activity in which Dunlop excelled was producing highly specialised tyres for Land Speed Record attempts. For instance, in 1926 Parry Thomas proposed to exceed 170 m.p.h. on Pendine beach in his Thomas Special "Babs" with 27-litre V12 Liberty aero engine. For this 35 cwt. 500 h.p. chain-drive monster Dunlop supplied 33 × 5 tyres, with casings of 10-ply cotton, which were subjected to a centri-

fugal force index of 89 at 1,760 r.p.m. of the road wheels. Each front tyre supported 5½ cwt., each rear cover 12 cwt., and Thomas got the record, although conditions were only fair. He was killed the following March in "Babs" but there is no evidence to suggest that a tyre failed. Previous to this tragic accident Malcolm Campbell's 22-litre 12-cylinder 450 h.p. Napier-Campbell, which weighed three tons, had raised the record to 174.2 m.p.h. on wet Pendine sand, with the aid of Dunlops of the same size, and type, but turning at 1,800 r.p.m., which loaded them to an index of 92, the front ones carrying 10 cwt. each, those on the rear wheels a ton each.

Shortly afterwards Henry Segrave made his historic 203.8 m.p.h. bid at Daytona in the 1,000 h.p. twin-engined 44-litre chain-drive Sunbeam, which weighed no less than 3 tons 16 cwt. Dunlop made 35 × 6 tyres for it, still of 10-ply cotton, which withstood a centrifugal force of 119, running at 1,895 r.p.m., each tyre and wire wheel weighing 98½ lb., having a contact area of 19 sq. in., transmitting 13 h.p./sq. in. and supporting 18 cwt. each in front, a ton on each driven wheel.

Campbell didn't let it rest there. He took his Napier-Campbell IV to Daytona, its engine boosted to 900 h.p., with its three tons now equally disposed of, front and back. Dunlop tyres like those used by Segrave ran faster, at 1,940 r.p.m., as the car took the record to 207.6 m.p.h., but were lighter, each wheel and cover weighing 88 lb., giving a contact area of 16 sq. in., but transmitting 27 h.p./sq. in. at a centrifugal force of 120. To this Capt. Irving responded with the sleek Golden Arrow, powered by a 21-litre 12-cyl. Napier engine of 930 h.p. He required Dunlop to give him tyres which would carry 17 cwt. each, revolve safely at 2,060 r.p.m., and hold up under a force of 143. Fort Dunlop in Birmingham sent 37 × 6.00 tyres of 12-ply cotton, with a contact area of 20 sq. in. each, able to transmit 23 h.p./sq. in., their weight, on Dunlop wire wheels, disc covered, up to 119 lb. each. Segrave (now Sir Henry) broke Campbell's record, the new speed being 231.4 m.p.h. on one of the calmest runs ever, although Daytona was wet. Campbell countered, at Verneuk Pan, S. Africa, with the Napier-Campbell IV, with 100 more h.p. on this occasion. For this Dunlop prepared 99 lb. wheels and 12-ply tyres, 35 × 6.00 at the front, 37 × 6.00 at the back, slightly less heavily stressed than Segrave's, and Campbell won back his record, with 112 m.p.h.

Sunbeam's unsuccessful Silver Bullet, for Kaye Don, posed fresh problems. It gave 1,300 h.p., from two special 24-litre 12-cyl. Sunbeam engines, scaled a startling 4 tons 6 cwt., drove through all four wheels, had a 46/40 weight distribution, and was expected to do at least 250 m.p.h. Could Dunlop cope? They could, with 37 × 6.00 14-ply covers on special Dunlop disc wheels, each assembly weighing 175 lb., with a 17 sq. in. contact area at 1,660 r.p.m. Don couldn't; he did only 186 m.p.h. on damp, bumpy sand.

Campbell tried again, his Napier-Campbell V now giving the same power as claimed for the Silver Bullet, but weighing 71 cwt. (25/41), for which Dunlop specified, and made, 14-ply tyres, 35 × 6.00 on the front wheels, 37 × 6.00 running at 2,195 r.p.m. on the back wheels, to resist a force up to (index) 163, the contact area being 20 sq. in., as on the Golden Arrow. Sir Malcolm won through, at 245.7 m.p.h. on good Daytona sand.

Still the challenges came in, to the Dunlop technicians, from Wizard Smith, who did 164 m.p.h. for 10 miles on 90-Mile Beach, New Zealand, in his 70 cwt. Stewart Special, and from Campbell, who got his Napier-Campbell V up to 254 m.p.h., then installed a 36-litre Rolls-Royce aero engine in "Bluebird" and brought the record from 273 m.p.h. to 276.8, and finally, at Bonneville, to 301.1 m.p.h. This last figure posed the problem of tyres revolving at 2,805 r.p.m. on a car weighing 5 tons 4 cwt. (36/34), resisting a 266 force. Dunlop refused to be defeated and used twin 25 × 7.00 covers on the back Dunlop disc wheels, 35 × 6.00s on the front. The back wheel assemblies weighed 177 lb. Up to this period, 1935, 14-ply cotton sufficed.

Now Eyston wished to reply. He took to Dunlop, in effect, a 7-ton multi-wheeled 77-litre monster he called "Thunderbolt", encasing twin Rolls-Royce "R" aero engines developing no less than 3,600 h.p. The weight was distributed 36 cwt. on the front wheels, the same on the leading rear wheels, 34 cwt. on the other rear wheels.†

† On its 1937 attempt the distribution of weight had been 38/32/40 cwt.

Eyston spoke of over 350 m.p.h., but Dunlop triumphed, with 31 x 7.00 tyres of 10-ply Fortisan I fabric on Dunlop disc wheels having alloy rims. Revolving at the hitherto untried speed of 2,800 r.p.m., these tyres had to resist a force of 237 and transmit 46 h.p./sq. in. on a contact area of 19 sq. in. The tyre and wheel assemblies weighed 211 lb. They gave Eyston the record, twice, at 375.5 m.p.h. in 1938.

This was followed by John Cobb's scientific approach to the growing problem of ultimate land speed. His twin-Napier-engined 2,500 h.p. four-wheel-drive Railton weighed 3 tons 2½ cwt. for its first attempt (33/30). Dunlop gave Reid Railton 31 x 7.00 10-ply Fortisan I (nylon) covers weighing 205 lb. on each steel Dunlop disc wheel, and these revolved at 2,770 r.p.m. at record speed, force 267, taking 40 h.p./sq. in. through an area of 15 sq. in. This enabled Cobb to do 350.2 m.p.h. on fair sand at Bonneville in 1938, and for 1939 the altered layout put the weight up to 3 tons 10 cwt. (36/34). Cobb took the record at 369 m.p.h., when the wheels were doing 2,900 r.p.m., for which Dunlop had made 12-ply tyres of the same material as before, and reduced the weight by 7 lb., the force to be resisted up to 282 index.

After the war Cobb brought the Railton out in unchanged guise, aiming for 400 m.p.h., which he achieved in one direction (record 394.1 m.p.h. in poor, windy conditions). For this 10-ply Dunlops were used, but of Fortisan II fabric, although loaded to a force of 301 and revolving at 3,100 r.p.m.

By 1960 Donald Campbell had entered the LSR arena with a Bristol Proteus gas-turbine in his "Bluebird" four-wheel-drive projectile. This set a very sizeable tyre problem, for it developed 4,100 h.p., increased by 1963 to 4,250 h.p., and the vehicle scaled 4 tons 8 cwt., later reduced by 2 cwt., which altered the front/rear weight distribution from 44/44 to 44/42 cwt. In fact, at first the 52 in. dia. (7.00 x 41) tyres were confronted with lower centrifugal loadings and r.p.m. than on former LSR attempts. But after the crash at Bonneville at 365 m.p.h. on a poor, bumpy surface in a gusty wind, Dunlop were confronted with providing covers able to stand up to a possible 500 m.p.h. and revolving at a higher speed than their tyres had revolved before on a car of this speed and weight. By using tubeless 10-ply covers of Fortisan III they got the weight of the wheel/tyre assembly down from 305 lb. to 270 lb., with a contact area of 20 sq. in. transmitting 55 h.p. per tyre. Campbell got the record, at 475 m.p.h., at which speed the wheels were turning at 3,200 r.p.m.

I refer in some detail to these special almost-treadless Dunlop LSR tyres because they show the skill which the Birmingham rubber technicians were capable of and the tremendous contribution Dunlop made to British supremacy and prestige in the LSR field from 1926 to 1963.

From the foregoing it will be seen that there was a time when, no matter what the Dunlop directors think in 1970, supplying tyres for the highest pinnacle of racing and record-breaking was regarded as first-class publicity for the product, and a thoroughly worthwhile technical exercise. Drivers relied on Dunlop, not Dunlop on the drivers, for publicity in those days . . .

When I visit the London Motor Show I am confronted in the Earls Court gallery with the tyre makers' stands. I am sure all the tyres exhibited there are excellent tyres—India, Pirelli, Firestone, Avon, Kelly-Springfield, Henley's, Goodyear, Bergougnan, Michelin, Uni-Royal, Dunlop, Fisk, Trelleborg and Continental, to quote them in the order in which they appeared in last year's Earl Court catalogue. But I feel strongly that the tyres the motor-racing enthusiast is likely to consider buying for use on his own car may well be those with, as it were, a racing pedigree. Such is the publicity value of racing. Pirelli used to take Alfa Romeo and Ferrari to convincing victories and Tony Vandervell, when he was so ably promoting his race-winning British Vanwalls, obtained the supply of racing Pirellis he wanted by refusing to let Italian motor manufacturers have his Thin-wall engine bearings until Pirelli sent him tyres. But where are they today?

Firestone used to have a monopoly of Indianapolis racing and it never used to occur to me that this may have been by financial arrangement. At the time it seemed a powerful advertisement for Firestone tyres. Today Firestone field GP tyres and also had the monopoly of F3 racing until a Dunlop-shod Brabham BT 28 won at Le Castellet recently. Avon raced mainly on light cars in the old days (keeping the 11-litre V8 Wolseley Viper at Brooklands for tyre testing) and they were on the Hyper Lea-Francis in which Kaye Don won the 1928 TT, then on race-winning motorcycles, and they returned to

"The first major success came at the Dutch Grand Prix in June. Here, Stewart's Matra-Ford, equipped with rain tyres in the 970 compound, led from lap 4, went on to lap every other competitor (a unique Grand Prix performance on the Zandvoort circuit) and won the race. Jean-Pierre Beltoise in another Matra on Dunlop tyres was second. This Grand Prix started in torrential rain and although it stopped around the halfway mark, the track was never completely dry. The tyres in the 970 compound on the two winning cars had a rib removed from the tread pattern to assist water clearance; the Dunlop 1-2 win gave a convincing demonstration of the supremacy of this equipment in the rain.

"The next success came at the German Grand Prix over the Nurburgring in July, when the wet weather was possibly the worst ever seen on this circuit. Jackie Stewart's Matra-Ford was fitted with tyres in the Mark IV variation, where a rib had been cut out. The new "extra-wet" tread compound 226 was used, on the understanding that if the track dried (which it didn't) a tyre change would be made to avoid overheating. Jackie Stewart led all the way and finished the race *four minutes* ahead of the next man.

"By now, other tyre manufacturers had begun to remove a rib in their wet racing patterns, but the next Dunlop success in the World Championship was under completely dry conditions. This was in the United States Grand Prix at Watkins Glen in October, where Stewart in the Matra-Ford led from the start and finished twenty-six seconds ahead of the man who came second. In doing this he set up a new lap record for the race of 126.58 m.p.h.; during practice he set up the highest ever lap record at 128.81 m.p.h. From the tyre angle, the important thing about this race was that Stewart was equipped with the Dunlop "dry tyre" CR.82 in 970 compound, which proved its worth at Watkins Glen in as convincing a manner as the "rain tyres" had at Zandvoort and Nurburgring.

"Similar successes in the dry were also being achieved in other Formula One events not contributing to the World Championship. For example, at the Oulton Park Gold Cup in August, where the leading Formula One teams were competing, Stewart in a Matra-Ford, fitted with CR.82 dry tyres, led the field from start to finish.

"With the arrival of the Mexican Grand Prix in November (the last major race of 1968) if Stewart was able to repeat his earlier wins he would be World Champion Driver—on Dunlop tyres. The race started well for him and when he was running alternatively second and first it seemed that the Championship was in his grasp. Unfortunately, fuel starvation occurred at the critical moment and denied him this achievement. A new dry tread pattern, CR.84, was introduced for the Mexican Grand Prix which provided increased stability."—From a Dunlop Company Information Article.

car racing on David Brown's Aston Martins. Last year Avon wide safety cross-ply tyres were used successfully on Formula Ford cars. But where are they today?

Goodyear still competes in F2 racing and other spheres.

Dunlop I have already discoursed about at some length. By 1924 they were firmly entrenched in the racing game, with the inimitable "Dunlop Mac" and his brother expertly fitting racing tyres under the supervision of technical manager Norman Freeman, with their own depot at Brooklands (it was still standing when last I looked) and a 1919 Indianapolis Sunbeam and one of those rather special 1924 200-Mile Race Alvises kept at the Track in which Paul Dutoit tested their tyres (he showed me photographs of them when I met him in Geneva some years ago) "Dunlop Mac" claimed in his book "Fifty Years with Dunlop" (Stanley Paul 1961) that whereas 20 Brooklands competitors were using his services in 1922, by the end-of-play in 1939 the numbers had grown to 90 motorcycle riders and 150 car drivers, and that whereas in 1926 about 75% of competitors were on Dunlop tyres, by the time war came this had risen to 95%. S. F. Edge's Napier was on Dunlops when it won the 1902 Gordon Bennett race, Rolls-Royce used them to win the TT in 1906, Dunlop tyres were on the Sunbeams which came home first in the 1923 French GP at Tours (Segrave), at Sitges in 1923 (Divo) and in the 1924 Spanish GP (Guinness) and, in spite of the Rapson invasion, Guinness used Dunlops on the Darracq which won the 1924 200-Mile Race, as Harvey's 12/50 Alvis had done in 1923. Delage used Dunlop for some of his finest victories, and so on, right down to Stewart's present-day successes, etc. In recent years, genial Dick Jeffrey has

Eyston spoke of over 350 m.p.h., but Dunlop triumphed, with 31 x 7.00 tyres of 10-ply Fortisan I fabric on Dunlop disc wheels having alloy rims. Revolving at the hitherto untried speed of 2,800 r.p.m., these tyres had to resist a force of 237 and transmit 46 h.p./sq. in. on a contact area of 19 sq. in. The tyre and wheel assemblies weighed 211 lb. They gave Eyston the record, twice, at 375.5 m.p.h. in 1938.

This was followed by John Cobb's scientific approach to the growing problem of ultimate land speed. His twin-Napier-engined 2,500 h.p. four-wheel-drive Railton weighed 3 tons 2½ cwt. for its first attempt (33/30). Dunlop gave Reid Railton 31 x 7.00 10-ply Fortisan I (nylon) covers weighing 205 lb. on each steel Dunlop disc wheel, and these revolved at 2,770 r.p.m. at record speed, force 267, taking 40 h.p./sq. in. through an area of 15 sq. in. This enabled Cobb to do 350.2 m.p.h. on fair sand at Bonneville in 1938, and for 1939 the altered layout put the weight up to 3 tons 10 cwt. (36/34). Cobb took the record at 369 m.p.h., when the wheels were doing 2,900 r.p.m., for which Dunlop had made 12-ply tyres of the same material as before, and reduced the weight by 7 lb., the force to be resisted up to 282 index.

After the war Cobb brought the Railton out in unchanged guise, aiming for 400 m.p.h., which he achieved in one direction (record 394.1 m.p.h. in poor, windy conditions). For this 10-ply Dunlops were used, but of Fortisan II fabric, although loaded to a force of 301 and revolving at 3,100 r.p.m.

By 1960 Donald Campbell had entered the LSR arena with a Bristol Proteus gas-turbine in his "Bluebird" four-wheel-drive projectile. This set a very sizeable tyre problem, for it developed 4,100 h.p., increased by 1963 to 4,250 h.p., and the vehicle scaled 4 tons 8 cwt., later reduced by 2 cwt., which altered the front/rear weight distribution from 44/44 to 44/42 cwt. In fact, at first the 52 in. dia. (7.00 x 41) tyres were confronted with lower centrifugal loadings and r.p.m. than on former LSR attempts. But after the crash at Bonneville at 365 m.p.h. on a poor, bumpy surface in a gusty wind, Dunlop were confronted with providing covers able to stand up to a possible 500 m.p.h. and revolving at a higher speed than their tyres had revolved before on a car of this speed and weight. By using tubeless 10-ply covers of Fortisan III they got the weight of the wheel/tyre assembly down from 305 lb. to 270 lb., with a contact area of 20 sq. in. transmitting 55 h.p. per tyre. Campbell got the record, at 475 m.p.h., at which speed the wheels were turning at 3,200 r.p.m.

I refer in some detail to these special almost-treadless Dunlop LSR tyres because they show the skill which the Birmingham rubber technicians were capable of and the tremendous contribution Dunlop made to British supremacy and prestige in the LSR field from 1926 to 1963.

From the foregoing it will be seen that there was a time when, no matter what the Dunlop directors think in 1970, supplying tyres for the highest pinnacle of racing and record-breaking was regarded as first-class publicity for the product, and a thoroughly worthwhile technical exercise. Drivers relied on Dunlop, not Dunlop on the drivers, for publicity in those days . . .

When I visit the London Motor Show I am confronted in the Earls Court gallery with the tyre makers' stands. I am sure all the tyres exhibited there are excellent tyres—India, Pirelli, Firestone, Avon, Kelly-Springfield, Henley's, Goodyear, Bergougnan, Michelin, Uni-Royal, Dunlop, Fisk, Trelleborg and Continental, to quote them in the order in which they appeared in last year's Earl Court catalogue. But I feel strongly that the tyres the motor-racing enthusiast is likely to consider buying for use on his own car may well be those with, as it were, a racing pedigree. Such is the publicity value of racing. Pirelli used to take Alfa Romeo and Ferrari to convincing victories and Tony Vandervell, when he was so ably promoting his race-winning British Vanwalls, obtained the supply of racing Pirellis he wanted by refusing to let Italian motor manufacturers have his Thin-wall engine bearings until Pirelli sent him tyres. But where are they today?

Firestone used to have a monopoly of Indianapolis racing and it never used to occur to me that this may have been by financial arrangement. At the time it seemed a powerful advertisement for Firestone tyres. Today Firestone field GP tyres and also had the monopoly of F3 racing until a Dunlop-shod Brabham BT 28 won at Le Castellet recently. Avon raced mainly on light cars in the old days (keeping the 11-litre V8 Wolseley Viper at Brooklands for tyre testing) and they were on the Hyper Lea-Francis in which Kaye Don won the 1928 TT, then on race-winning motorcycles, and they returned to

"The first major success came at the Dutch Grand Prix in June. Here, Stewart's Matra-Ford, equipped with rain tyres in the 970 compound, led from lap 4, went on to lap every other competitor (a unique Grand Prix performance on the Zandvoort circuit) and won the race. Jean-Pierre Beltoise in another Matra on Dunlop tyres was second. This Grand Prix started in torrential rain and although it stopped around the halfway mark, the track was never completely dry. The tyres in the 970 compound on the two winning cars had a rib removed from the tread pattern to assist water clearance; the Dunlop 1-2 win gave a convincing demonstration of the supremacy of this equipment in the rain.

"The next success came at the German Grand Prix over the Nurburgring in July, when the wet weather was possibly the worst ever seen on this circuit. Jackie Stewart's Matra-Ford was fitted with tyres in the Mark IV variation, where a rib had been cut out. The new "extra-wet" tread compound 226 was used, on the understanding that if the track dried (which it didn't) a tyre change would be made to avoid overheating. Jackie Stewart led all the way and finished the race *four minutes* ahead of the next man.

"By now, other tyre manufacturers had begun to remove a rib in their wet racing patterns, but the next Dunlop success in the World Championship was under completely dry conditions. This was in the United States Grand Prix at Watkins Glen in October, where Stewart in the Matra-Ford led from the start and finished twenty-six seconds ahead of the man who came second. In doing this he set up a new lap record for the race of 126.58 m.p.h.; during practice he set up the highest ever lap record at 128.81 m.p.h. From the tyre angle, the important thing about this race was that Stewart was equipped with the Dunlop "dry tyre" CR.82 in 970 compound, which proved its worth at Watkins Glen in as convincing a manner as the "rain tyres" had at Zandvoort and Nurburgring.

"Similar successes in the dry were also being achieved in other Formula One events not contributing to the World Championship. For example, at the Oulton Park Gold Cup in August, where the leading Formula One teams were competing, Stewart in a Matra-Ford, fitted with CR.82 dry tyres, led the field from start to finish.

"With the arrival of the Mexican Grand Prix in November (the last major race of 1968) if Stewart was able to repeat his earlier wins he would be World Champion Driver—on Dunlop tyres. The race started well for him and when he was running alternatively second and first it seemed that the Championship was in his grasp. Unfortunately, fuel starvation occurred at the critical moment and denied him this achievement. A new dry tread pattern, CR.84, was introduced for the Mexican Grand Prix which provided increased stability."—From a Dunlop Company Information Article.

car racing on David Brown's Aston Martins. Last year Avon wide safety cross-ply tyres were used successfully on Formula Ford cars. But where are they today?

Goodyear still competes in F2 racing and other spheres.

Dunlop I have already discoursed about at some length. By 1924 they were firmly entrenched in the racing game, with the inimitable "Dunlop Mac" and his brother expertly fitting racing tyres under the supervision of technical manager Norman Freeman, with their own depot at Brooklands (it was still standing when last I looked) and a 1919 Indianapolis Sunbeam and one of those rather special 1924 200-Mile Race Alvises kept at the Track in which Paul Dutoit tested their tyres (he showed me photographs of them when I met him in Geneva some years ago) "Dunlop Mac" claimed in his book "Fifty Years with Dunlop" (Stanley Paul 1961) that whereas 20 Brookland competitors were using his services in 1922, by the end-of-play in 1939 the numbers had grown to 90 motorcycle riders and 150 car drivers, and that whereas in 1926 about 75% of competitors were on Dunlop tyres, by the time war came this had risen to 95%. S. F. Edge's Napier was on Dunlops when it won the 1902 Gordon Bennett race, Rolls-Royce used them to win the TT in 1906, Dunlop tyres were on the Sunbeams which came home first in the 1923 French GP at Tours (Segrave), at Sitges in 1923 (Divo) and in the 1924 Spanish GP (Guinness) and, in spite of the Rapson invasion Guinness used Dunlops on the Darracq which won the 1924 200-Mile Race, as Harvey's 12/50 Alvis had done in 1923. Delage used Dunlop for some of his finest victories, and so on, right down to Stewart's present-day successes, etc. In recent years, genial Dick Jeffrey has

Forward Trust sponsor Formula III 1970 Championship



SILVERSTONE. APRIL 5
Winner: David Walker
driving a Lotus 59

THRUXTON. MAY 24
Winner: Richard Scott
driving a Brabham BT28

SILVERSTONE. MAY 31
Winner: Wilson Fittipaldi
driving a Lotus Mk.59

**Over £2,800 worth
of prize money
plus a Silver Trophy.**

Organised in conjunction with the British Automobile Racing Club, this will be the most valuable Championship in Britain this season, worth £200 to the overall winner.

It is hoped that this Championship, apart from being the scene of some exciting racing, will give a chance to the up and coming drivers of the 70's.

CROFT, JULY 11
Winner: Carlos
Pace, driving a Lotus 59

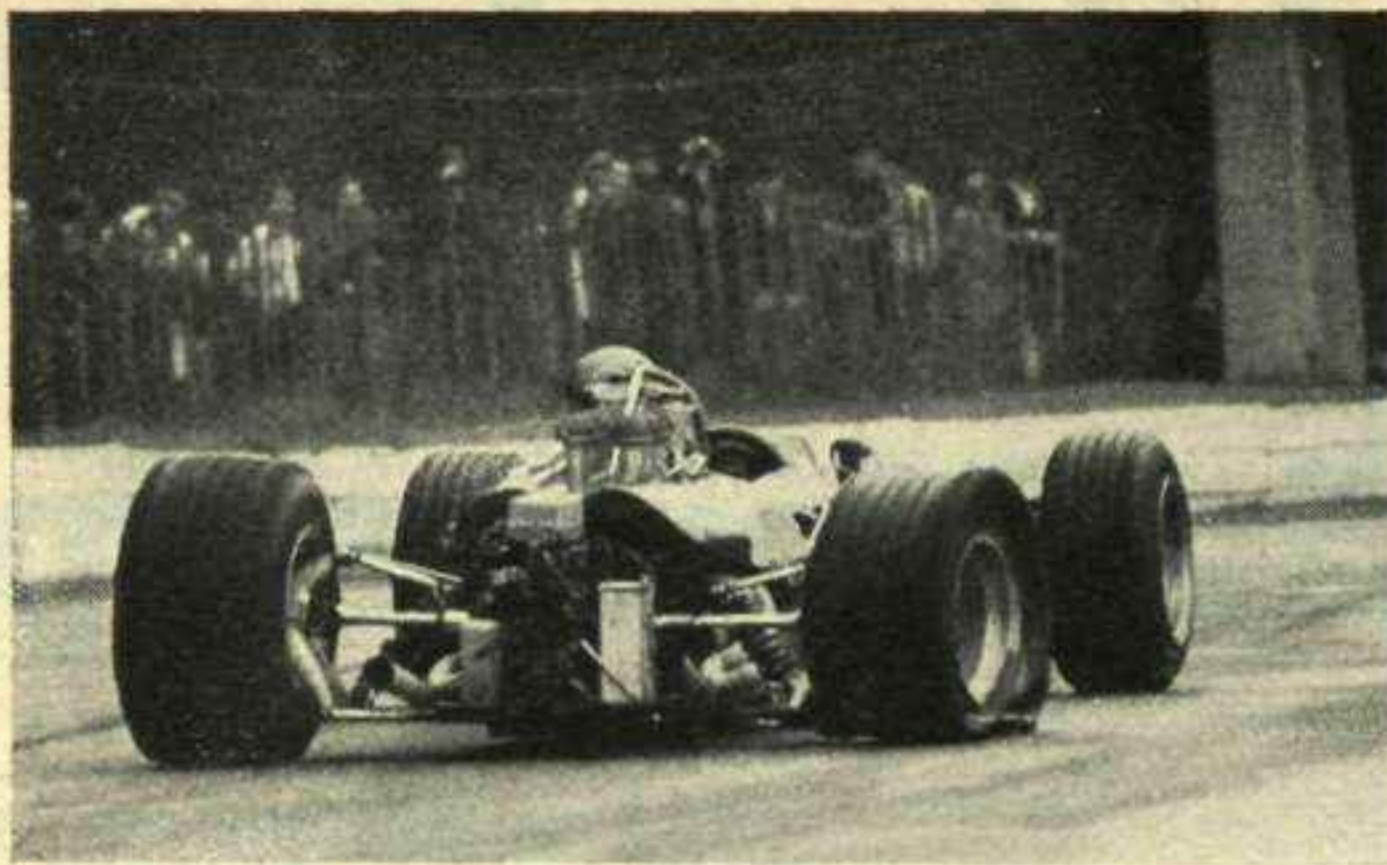
CADWELL PARK, JULY 19
Winner: David Walker
driving a Lotus 59

Forward Trust think money helps for a start. That's why they are only too willing to finance worthwhile projects.

ft Forward Trust

HEAD OFFICE: 12 CALTHORPERD., EDGBASTON, BIRMINGHAM 15. TEL: 021-4546141

Forward Trust Limited is a member of the Midland Bank Group including Midland Bank, Midland Bank Finance Corporation, Clydesdale Bank, Clydesdale Bank Finance Corporation, Belfast Banking Company, Northern Bank, Forward Leasing



Tyre trouble can still occur—as Ickx discovered at the Crystal Palace. —when his Ferrari punctured a Firestone after a start-line shunt.

been Norman Freeman's counterpart in Dunlop's International Racing and Rally Organisation, with J. C. R. Ferguson managing the rally side, and A. Davidson taking on, as it were, the role once played by Dunlop Mac. Dunlop racing tyres are designed by I. C. Mills, assisted by B. S. Bennett, and the old police-type van supplied to Dunlop Mac has a modern equivalent in Dunlop's diesel-engined Daimler Fleetwood racing-tyre transporters. But by 1971 Dunlop will, alas, be out of F1 and F2 motor-racing . . .

I would not deny Continental a place in the market. I can recollect a picture of a Teutonic gentleman called Dietrich taking tyre temperatures for Continental at a pre-war German GP and tyres good enough for W.125 Mercedes-Benz have been good for anyone, while, I believe, Continental tyres are used today on Formula Vee cars, as they were in the 1912 Grand Prix by Peugeot and in the 1914 Grand Prix by Mercedes.

But where are the rest?

Motor-racing and commercially-available tyres are closely linked, and it is significant that those still associated with racing have appropriately-named tyres to sell to their ordinary customers. Thus Firestone have their F.100 radial, developed for and used in Formula Ford racing and the Super Sports Wide Oval "developed from the famous Firestone racing tyres", there is the Goodyear Grand Prix tyre (G.800/Grand Prix in radial-ply form), and Avon have added the letters "GT" to their Wide Safety tyre, while Dunlop supply the splendid SP Sport, a radial-ply, aquajet-tread tyre which I am finding very satisfactory on the Editorial Rover 2000 TC, and which, with the Dunlop SP68, SP3 and the famous SP44, have been fantastically successful in rallies. And when the Dunlop directors, perhaps hoping to boost slender dividends, tell us that racing has ceased to teach their Company useful lessons which can be applied to tyres for ordinary cars, they are in direct conflict with their own advertising department, which very recently has been saying that Stewart's research at Kyalami into bolted-in racing tyres is "just part of our continuous search for new safety ideas in all fields of motoring" and that the principle behind Dunlop's excellent new 75 Groundhog cross-ply cover is flat road contact, an idea, say Dunlop, "which we took from the racing game, where the crossply tyre has reached a very high pitch of sophistication".—W. B.

THE TYRE WAR 1967-1970

How the Leading Makers of F1 Tyres saw the Results of the Championship F1 Races

Race	1967	1968	1969	1970
South African GP	Firestone	Firestone	Dunlop	Goodyear
Monaco GP	Goodyear	Firestone	Firestone	Firestone
Dutch GP	Firestone	Dunlop	Dunlop	Firestone
Belgian GP	Goodyear	Goodyear	—	Dunlop
French GP	Goodyear	Firestone	Dunlop	Firestone
British GP	Firestone	Firestone	Dunlop	Firestone
German GP	Goodyear	Dunlop	Goodyear	Firestone
Canadian GP	Goodyear	Goodyear	Goodyear	—
Italian GP	Firestone	Goodyear	Dunlop	—
USA GP	Firestone	Dunlop	Firestone	—
Mexico GP	Firestone	Firestone	Goodyear	—
Spanish GP	—	Firestone	Dunlop	—

SOME DUNLOP RACING TYRES

TYRE TYPES

CR.65 Pattern

A tyre providing good tread stability in dry and wet conditions. Tyres in this pattern are produced in "L", "M" and depressed crown constructions to provide the variables required by today's racing drivers.

CR.81 Pattern

A dry pattern developed for the asymmetric 450/700-10 Mini tyre because of the potentially high rate of wear on all Minis.

CR.82 Pattern

A dry pattern, developed for F1, F2 and Sports Prototypes, with a higher stability than the CR.65.

CR.84 Mk. II Pattern

A dry pattern developed for the new 12-in. Mini tyre.

CR.84 Mk. III Pattern

A high stability dry pattern produced for use in F1, F5000 and Sports Prototype categories.

CR.88 Pattern

A pattern designed to give good drainage in wet conditions—incorporating aquajet shoulders—yet with sufficient stability to permit running on a dry track. Made in 226 compound for wet use and 970 for intermediate dry/wet conditions with cars that normally run on 970 compound for the dry.

NB.—The complete range of "M" section and dual-marked tyres are now available in tubeless construction. They may only be fitted to steel and cast alloy wheels providing that such wheels are within correct tolerances. Cast alloy wheels have to be specially impregnated to make them non-porous. Tubeless tyres should not be fitted to spoked wheels. Special valves will be required for use with tubeless tyres, and the all rubber type of valve normally used for standard tubeless tyres must not be used for racing purposes.

COMPOUND TYPES

184

This is the standard all-purpose compound for use on sports and touring categories, identified by the figures 184 stencilled on the sidewall.

226

A wet weather compound, identified by the figures 226 stencilled on the sidewall. This compound may only be used after consulting Technical Department.

232

A softer version of 236 compound giving more adhesion on clean/oily circuits. It bridges the gap between 184 and 236 compounds.

236

This is a dry weather compound developed for the high rate of wear experienced with Minis. This compound is also available in sizes to suit Abarth and Alfa Romeo touring cars for use in long-distance races and is identified by the figures 236 stencilled on the sidewall.

342

A definite improvement in adhesion on 970 compound with the lighter single-seaters such as F2. Application is limited due to temperature generation problems; supply restricted.

970

This compound, identified by the figures 970 stencilled on the sidewall, began life as a wet weather compound. It is now regarded as an all-purpose compound for use on single-seaters and a distinct advantage will be found on oily circuits. This compound may be used under certain conditions on some sports cars and touring cars in the dry, but Technical Department must be consulted first.

GRAN PREMIO DEL MUGELLO

THE Gran Premio del Mugello was restricted this year to prototypes, sports, and GT cars of a capacity not exceeding 2 litres. The reduction of the race length to five laps (331 kms) also took some of the sting out of the event, which usually rivals the Targa Florio as one of the world's toughest road races.

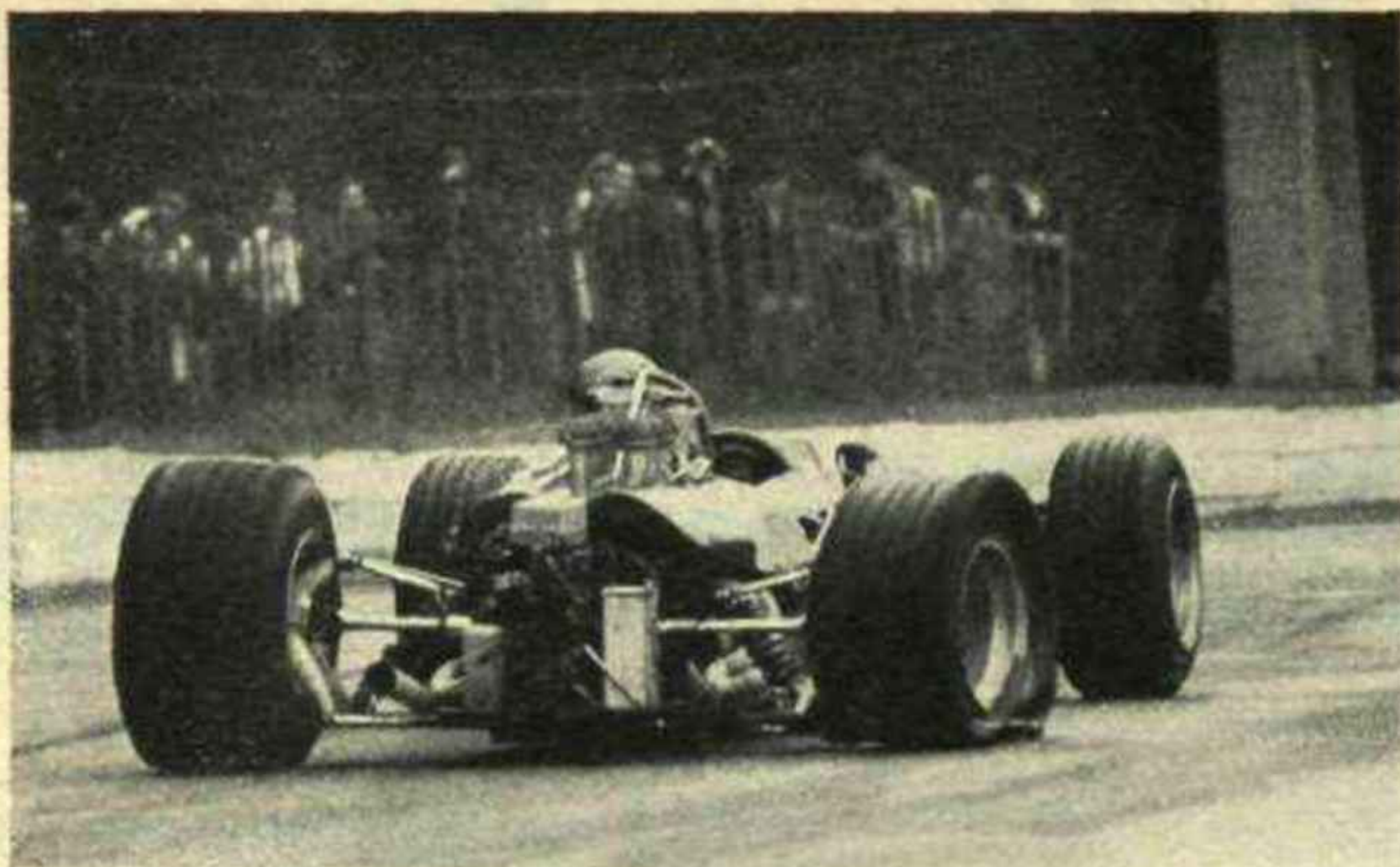
The works Fiat Abarth driver, Merzario, in a 2-litre prototype had little trouble in repeating his 1969 victory, but Kinnunen in a similar car might well have caught him had the race been its usual length.

Only two other cars could have challenged the Abarths but each had problems. Elford, in the Escuderia Montjuich B.16 Chevron, suffered fuel leakage onto his person, the resultant discomfort contributing to a minor accident, while Nanni Galli in the very new Ecurie Evergreen Lola T.210 made fastest lap but was delayed by a broken throttle control.

Results:

1st : A. Merzario (2.0 Abarth 2000) . . . 2 hr. 30 min. 28.8 sec.—131.977 k.p.h.
 2nd : L. Kinnunen (2.0 Abarth 2000) . . . 2 hr. 30 min. 32.2 sec.
 3rd : G. van Lennep (2.0 Abarth 2000).
 4th : C. Zucconi (1.8 Lola T210-FVC).
 5th : "Pogo" (2.0 Abarth 2000).
 6th : T. Zecconi/G. Niccolai (2.0 Alfa Romeo T33).

Fastest lap : Galli, 29 min. 36.8 sec.—134.128 k.p.h.



Tyre trouble can still occur—as Ickx discovered at the Crystal Palace—when his Ferrari punctured a Firestone after a start-line shunt.

been Norman Freeman's counterpart in Dunlop's International Racing and Rally Organisation, with J. C. R. Ferguson managing the rally side, and A. Davidson taking on, as it were, the role once played by Dunlop Mac. Dunlop racing tyres are designed by I. C. Mills, assisted by B. S. Bennett, and the old police-type van supplied to Dunlop Mac has a modern equivalent in Dunlop's diesel-engined Daimler Fleetwood racing-tyre transporters. But by 1971 Dunlop will, alas, be out of F1 and F2 motor-racing . . .

I would not deny Continental a place in the market. I can recollect a picture of a Teutonic gentleman called Dietrich taking tyre temperatures for Continental at a pre-war German GP and tyres good enough for W.125 Mercedes-Benz have been good for anyone, while, I believe, Continental tyres are used today on Formula Vee cars, as they were in the 1912 Grand Prix by Peugeot and in the 1914 Grand Prix by Mercedes.

But where are the rest?

Motor-racing and commercially-available tyres are closely linked, and it is significant that those still associated with racing have appropriately-named tyres to sell to their ordinary customers. Thus Firestone have their F.100 radial, developed for and used in Formula Ford racing and the Super Sports Wide Oval "developed from the famous Firestone racing tyres", there is the Goodyear Grand Prix tyre (G.800/Grand Prix in radial-ply form), and Avon have added the letters "GT" to their Wide Safety tyre, while Dunlop supply the splendid SP Sport, a radial-ply, aquajet-tread tyre which I am finding very satisfactory on the Editorial Rover 2000 TC, and which, with the Dunlop SP68, SP3 and the famous SP44, have been fantastically successful in rallies. And when the Dunlop directors, perhaps hoping to boost slender dividends, tell us that racing has ceased to teach their Company useful lessons which can be applied to tyres for ordinary cars, they are in direct conflict with their own advertising department, which very recently has been saying that Stewart's research at Kyalami into bolted-in racing tyres is "just part of our continuous search for new safety ideas in all fields of motoring" and that the principle behind Dunlop's excellent new 75 Groundhog cross-ply cover is flat road contact, an idea, say Dunlop, "which we took from the racing game, where the crossply tyre has reached a very high pitch of sophistication".—W. B.

THE TYRE WAR 1967-1970

How the Leading Makers of F1 Tyres saw the Results of the Championship F1 Races

Race	1967	1968	1969	1970
South African GP	Firestone	Firestone	Dunlop	Goodyear
Monaco GP	Goodyear	Firestone	Firestone	Firestone
Dutch GP	Firestone	Dunlop	Dunlop	Firestone
Belgian GP	Goodyear	Goodyear	—	Dunlop
French GP	Goodyear	Firestone	Dunlop	Firestone
British GP	Firestone	Firestone	Dunlop	Firestone
German GP	Goodyear	Dunlop	Goodyear	Firestone
Canadian GP	Goodyear	Goodyear	Goodyear	—
Italian GP	Firestone	Goodyear	Dunlop	—
USA GP	Firestone	Dunlop	Firestone	—
Mexico GP	Firestone	Firestone	Goodyear	—
Spanish GP	—	Firestone	Dunlop	—

SOME DUNLOP RACING TYRES

TYRE TYPES

CR.65 Pattern

A tyre providing good tread stability in dry and wet conditions. Tyres in this pattern are produced in "L", "M" and depressed crown constructions to provide the variables required by today's racing drivers.

CR.81 Pattern

A dry pattern developed for the asymmetric 450/700-10 Mini tyre because of the potentially high rate of wear on all Minis.

CR.82 Pattern

A dry pattern, developed for F1, F2 and Sports Prototypes, with a higher stability than the CR.65.

CR.84 Mk. II Pattern

A dry pattern developed for the new 12-in. Mini tyre.

CR.84 Mk. III Pattern

A high stability dry pattern produced for use in F1, F5000 and Sports Prototype categories.

CR.88 Pattern

A pattern designed to give good drainage in wet conditions—incorporating aquajet shoulders—yet with sufficient stability to permit running on a dry track. Made in 226 compound for wet use and 970 for intermediate dry/wet conditions with cars that normally run on 970 compound for the dry.

NB.—The complete range of "M" section and dual-marked tyres are now available in tubeless construction. They may only be fitted to steel and cast alloy wheels providing that such wheels are within correct tolerances. Cast alloy wheels have to be specially impregnated to make them non-porous. Tubeless tyres should not be fitted to spoked wheels. Special valves will be required for use with tubeless tyres, and the all rubber type of valve normally used for standard tubeless tyres must not be used for racing purposes.

COMPOUND TYPES

184

This is the standard all-purpose compound for use on sports and touring categories, identified by the figures 184 stencilled on the sidewall.

226

A wet weather compound, identified by the figures 226 stencilled on the sidewall. This compound may only be used after consulting Technical Department.

232

A softer version of 236 compound giving more adhesion on clean/oily circuits. It bridges the gap between 184 and 236 compounds.

236

This is a dry weather compound developed for the high rate of wear experienced with Minis. This compound is also available in sizes to suit Abarth and Alfa Romeo touring cars for use in long-distance races and is identified by the figures 236 stencilled on the sidewall.

342

A definite improvement in adhesion on 970 compound with the lighter single-seaters such as F2. Application is limited due to temperature generation problems; supply restricted.

970

This compound, identified by the figures 970 stencilled on the sidewall, began life as a wet weather compound. It is now regarded as an all-purpose compound for use on single-seaters and a distinct advantage will be found on oily circuits. This compound may be used under certain conditions on some sports cars and touring cars in the dry, but Technical Department must be consulted first.

GRAN PREMIO DEL MUGELLO

THE Gran Premio del Mugello was restricted this year to prototypes, sports, and GT cars of a capacity not exceeding 2 litres. The reduction of the race length to five laps (331 kms) also took some of the sting out of the event, which usually rivals the Targa Florio as one of the world's toughest road races.

The works Fiat Abarth driver, Merzario, in a 2-litre prototype had little trouble in repeating his 1969 victory, but Kinnunen in a similar car might well have caught him had the race been its usual length.

Only two other cars could have challenged the Abarths but each had problems. Elford, in the Escuderia Montjuich B.16 Chevron, suffered fuel leakage onto his person, the resultant discomfort contributing to a minor accident, while Nanni Galli in the very new Ecurie Evergreen Lola T.210 made fastest lap but was delayed by a broken throttle control.

Results:

1st : A. Merzario (2.0 Abarth 2000) . . . 2 hr. 30 min. 28.8 sec.—131.977 k.p.h.
 2nd : L. Kinnunen (2.0 Abarth 2000) . . . 2 hr. 30 min. 32.2 sec.
 3rd : G. van Lennep (2.0 Abarth 2000).
 4th : C. Zucconi (1.8 Lola T210-FVC).
 5th : "Pogo" (2.0 Abarth 2000).
 6th : T. Zeccoli/G. Niccolai (2.0 Alfa Romeo T33).

Fastest lap : Galli, 29 min. 36.8 sec.—134.128 k.p.h.



Michelin For a world on the move



Four tyres. Made by Michelin. For cars and the people who drive them.

ZX. The squat, low profile radial braced with cords of supple steel for superb road holding, controlled braking, and increased mileage. Built for cars capable of up to 113 mph.

XAS. The asymmetric radial. For maximum performance, intensely sensitive cornering and braking control and terrific wearing stamina at all speeds on cars capable of up to 130 mph.

X_M+s. The winter mud, snow and 'rough stuff' radial. The all action, all weather tyre for sure positive grip in the worst conditions.

300B. The long life crossply. For a smoother, quieter ride, grip in the wet and real economy motoring.

For a free colour brochure about Michelin car tyres – the ZX, XAS, X_M+s radials and the 300B crossply – write to:
Michelin Technical Information
160 Brompton Road,
London, S.W.3.

MICHELIN
get moving, go Michelin

THE OPEL GT

A sports 2-seater

IT WAS at the Earls Court Motor Show in 1968 that I first saw the Opel GT and it looked so nice and felt so right when you sat in it, that I was eager to try it on the road. It really is amazing to think that nearly two years have gone by before the opportunity to drive one arrived, but I suppose this is mainly because the world of Opel and their family cars is one that I do not frequent. However, over the past eighteen months I have been conscious of all sorts of noises coming from Adam Opel AG in Germany and motor-racing colleagues have frequently disappeared off to the Opel factory muttering words like "significant, improved, very good", to which I have usually replied "Don't tell me Opel are beginning to make good cars, they have never made a car to interest me, I wonder why they are starting now?" Further noises on the grape-vine kept saying that General Motors of America were getting a bit sick of Ford receiving so much publicity from competitions and that Ford were using racing to build a successful sales image. This obviously meant that General Motors, in one form or another, were going to join the motor racing band-wagon and develop the sporting image. That Opel have produced a sleek, purposeful-looking little sports coupé, called the GT, can hardly be coincidence. As soon as I saw the Opel GT I felt it must sell, no matter how good or bad it was, especially in Europe where sales and service for GM products is widespread. All over Europe the GT is appearing in larger and larger numbers, being available in 1,100 c.c. and 1,900 c.c. form, and while the former must be a bit gutless the latter can't be bad, especially as the 1,900 c.c. model is quite a sophisticated single o.h.c. layout, with an over-square engine of 93×69.8 mm. bore and stroke.

It was fortunate that just as I was having a weekend off from European racing, with the idea of taking a look at two other sports, namely a round in the Shell/RAC Hill-Climb Championship and an Autocross, the Editor found himself with more cars than he knew what to do with so he offered me the Opel GT, and I did not hesitate. After using the little silver coupé, with left-hand drive and automatic gearbox for a few days I was very reluctant to give it back and I now realise why those various colleagues had returned from Adam Opel muttering "hmm, significant, remarkable, very good". Until now the name Opel has brought a tolerant smile to the lips of motoring enthusiasts and they have gone on talking about Lotus Elans, MG-Bs, Alfa Romeos, even TVRs and Gilberts, but the Opel GT has changed all this. During the weekend the most convincing thing was when I lent it to a Lotus enthusiast, who knows what he wants in a sports car, to the point of building his own, and who only knows one way to drive. He came back with a very puzzled and quizzical look on his face, and when I asked him what he thought was wrong with it, he said quietly and still rather puzzled "There's nothing wrong with it". Of course, we were talking about the conception of the car, the way it performed, the way it steered and went round corners, how it braked or changed directions and so on; in other words its roadability. On "nit-picking" details there are lots of things wrong, like the window winders that are practically under the seats if you have them forward on their runners, or the fact that the steering wheel spokes are rather thick and mask the rev.-counter and speedo, and that the spare wheel is inside the tail and has to be pulled out from inside the car (imagine having to put a punctured tyre and wheel back in the tail in the dark and rain, just after having run through some cow pats), or that the headlamps do not always retract completely. Looking at the Opel GT as a sports car, for the way it goes and the enjoyment you get from



driving it, it has reached a very high standard and I put it in the Lotus Elan category without reservations.

Looking underneath it was reasonable to find unequal-length double-wishbones at the front and telescopic shock-absorbers, but a surprise to see a transverse leaf-spring, of three wide and thin leaves. At no time while driving the Opel GT was there any need to think about the rear axle or rear suspension, so it was another surprise to see a beam axle underneath; however, it was suspended on large-diameter coil-springs and located by forward-running radius-rods, a Panhard rod, a torque tube trunnion mounting, telescopic shock-absorbers mounted at 45-degrees and an anti-roll bar in a manner known as "well tied down" and it was all very effective on corners as well as giving a Lotus-like ride and control. Cornering was assisted by 165 HR \times 13 G800 Goodyear tyres on 5J rims, and the steering is by rack-and-pinion and nice and direct. This coupled with the suspension makes sudden changes of direction at 60-70 m.p.h. no trouble at all and the car can be dodged about either for fun or to avoid wayward cats, dogs, pheasants or birds, or for traffic manoeuvres. The single overhead chain-driven-camshaft 1.9-litre engine is quoted as giving 90 b.h.p. DIN at 5,100 r.p.m. or 102 h.p. SAE at 5,400 r.p.m., with a recommended maximum of 6,000 r.p.m. using a 9.5-to-1 compression ratio.

On the road the test-car, with the three-speed automatic transmission, would show 5,000 r.p.m. in "high" on any piece of straight road, and given a bit of a run it would wind up to 5,800, where the yellow segment on the tachometer begins. An *Autobahn* would allow it to creep on up to a full 6,000 r.p.m., so the 3.44-to-1 rear axle gearing would appear to be about right, especially as the four-cylinder engine was nice and smooth at peak r.p.m. The automatic transmission, with no clutch pedal, was operated by a rather nice T-handled lever on the central backbone between the seats, moving in a simple fore-and-aft plane, from "Park" fully forward to "Hold in Low" fully back, passing through "Reverse", "Neutral", "Drive" and "Hold in Middle" on the way, with a safety catch under the "T" to prevent inadvertently selecting "Reverse". The car was best driven on the "left foot braking" principle and as the automatic transmission had all the usual goodies, like "kick-down" and "hold" positions you could drive the car as with a three-speed gearbox without a clutch. However, by the time you had played all the games with the automatic, you felt you might just as well have a decent close-ratio four-speed box like an Elan, except that by all accounts the four-speed manual box offered as an alternative on the Opel GT is not "a decent close-ratio four-speed". In fully automatic, changes took place at 5,200 r.p.m. on full-throttle or else when you eased your foot on the accelerator.

In daylight the indicator stalk on the left of the steering column is used to flash the low-mounted spot-lamps, and at night the headlamps are brought into use by a lever alongside the gear-lever. You push this forward and a mechanical linkage rotates the elliptical plates on

Continued on page 996

PICTORIAL REVIEW

MUGELLO

CAN-AM SCENE

NURBURGRING
FORMULA TWO

GERMAN
GRAND PRIX

VINTAGE
PRESCOTT



MUGELLO SECOND WIN.—Arturo Merzario won the Gran Premio del Mugello for the second successive year in a works 2-litre Fiat Abarth prototype. He was closely challenged by Kinnunen's similar car, but led by 3.4 seconds at the end of the 331-km. race.

RALLY DRIVER.—Sandro Munari drove this incredibly lumpy F & M Special Lancia Fulvia Mk. 2 with great verve, but lost six minutes with wheel damage and fuel pump trouble. In a real road race such as this the fervent spectators can offer encouragement to their favourites.



PICTORIAL REVIEW

MUGELLO

CAN-AM SCENE

NURBURGRING
FORMULA TWO

GERMAN
GRAND PRIX

VINTAGE
PRESCOTT



MUGELLO SECOND WIN.—Arturo Merzario won the Gran Premio del Mugello for the second successive year in a works 2-litre Fiat Abarth prototype. He was closely challenged by Kinnunen's similar car, but led by 3.4 seconds at the end of the 331-km. race.

RALLY DRIVER.—Sandro Munari drove this incredibly lumpy F & M Special Lancia Fulvia Mk. 2 with great verve, but lost six minutes with wheel damage and fuel pump trouble. In a real road race such as this the fervent spectators can offer encouragement to their favourites.





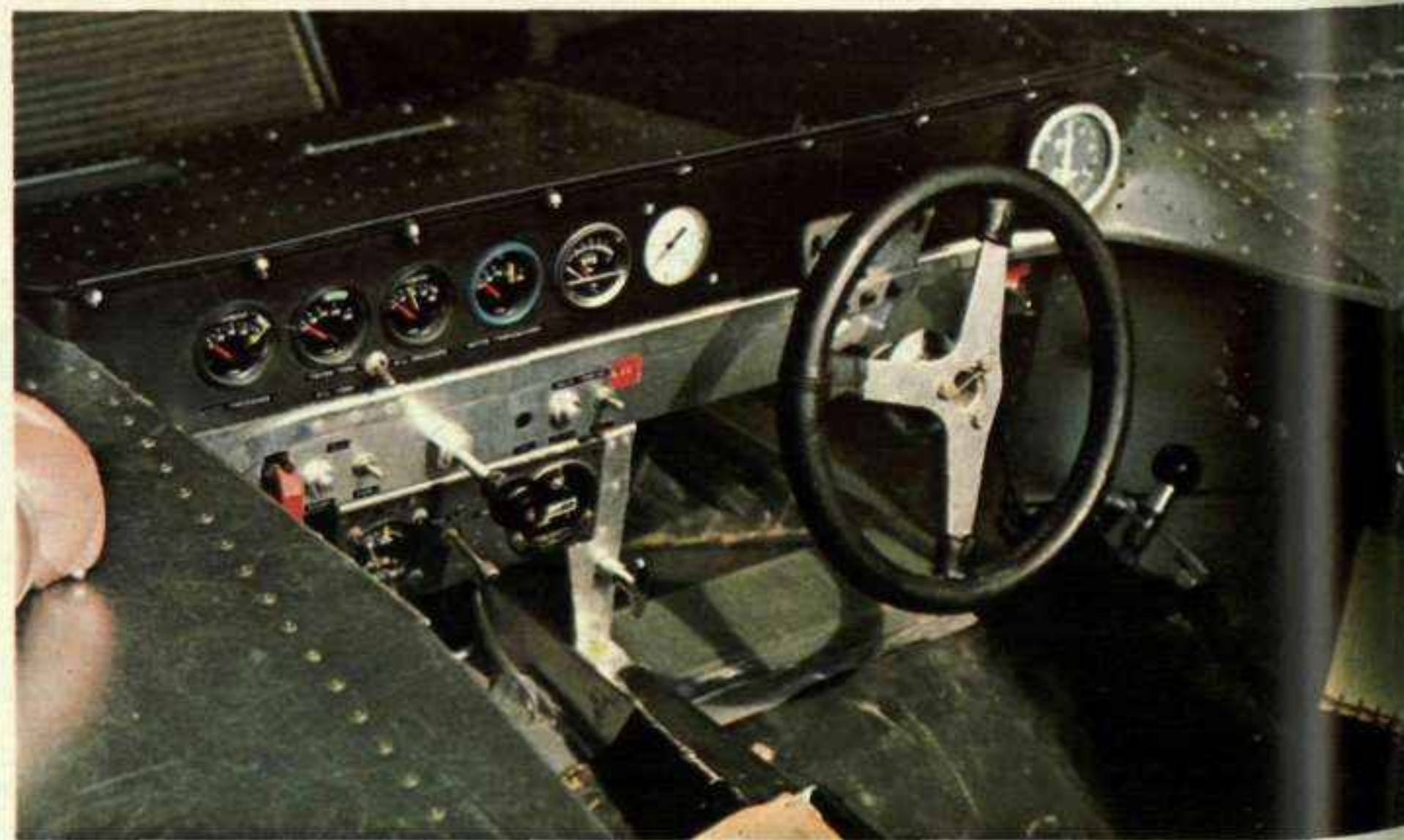
CAN-AM SCENE

INVINCIBLE.—Despite the handicap of severe hand burns, Hulme continued to dominate the Can-Am series this year. Overheating of the new 7.6-litre Chevrolet engine made the McLaren M8D less reliable than the M8A of 1969 and the team reverted to the 7-litre engine for several races.

THE REST.—Although smart and colourful the bulk of the Can-Am entries have not proved reliable or competitive.

COCKPIT.—The interior of the revolutionary "vacuum cleaner" Chaparral 2J, driven by Stewart at Watkins Glen, has instruments and controls for the main and suction fan engines.

COLOURFUL.—The huge intake trumpets of Gary Wilson's 465 cu. in. Chevrolet-engined Lola T.163.



Cavallino Radial. The beautiful beast.

Firestone

When they built this one strong, it came out looking good. Deep, wide-open treads and radial construction stamp a good, fat footprint on the road, take you just where you want to be, in the wet or dry.

It's called the Cavallino Sport 200.

It's a radial, made by Firestone who took the F100 racing.

And it's a tough one, with special tough tread rubber to give you up to 80% more sure economical miles than cross-ply tyres. Cavallino has a special tough sidewall too, to resist

damage, cut down cuts. The sidewalls also soak up the strain of cornering, keep the tread flat to the road. See Cavallino. What you'll see looks nice.

Nice and strong.

Cavallino sport 200 radial





**NURBURGRING
FORMULA TWO**

ASTONISHED WINNER.—Swiss garage owner Xavier Perrot drives his March 702 across the finishing line at the Nurburgring to take his first-ever International victory.

BRABHAMS OUT.—Peter Westbury (*left*) crashed, while Derek Bell (*below*) blew up 200 yards from the line when leading.

A GIRL TAKES SECOND!—Having practised at 8 min. 42.4 sec. in her Eifelland March (30 seconds slower than the pole man), German girl driver Hannelore Werner came second in her first F2 race.



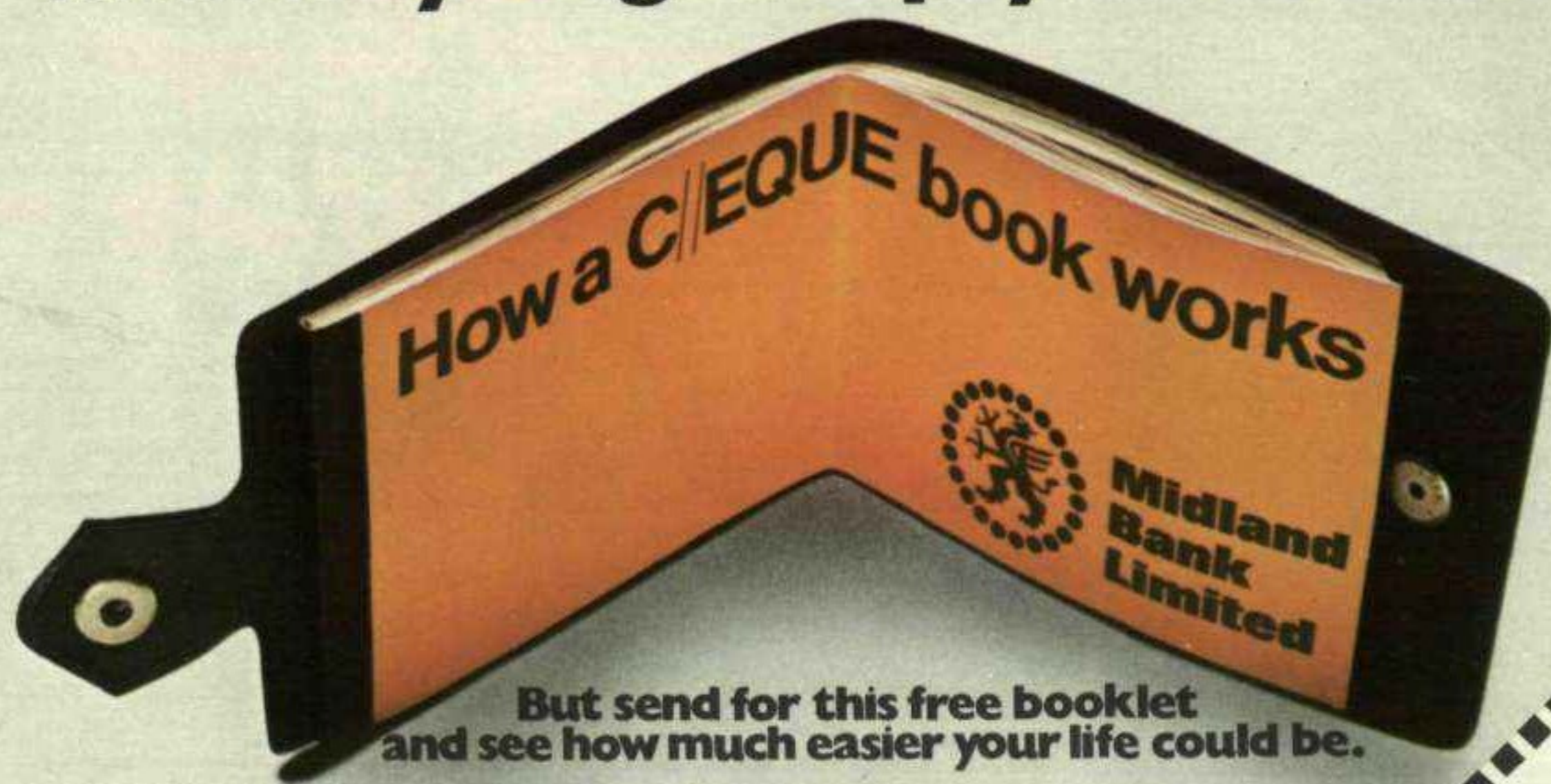
**I don't need a cheque book.
I'm perfectly happy keeping
my money in a cocoa tin.**

**I don't mind not being able to
buy something I fancy because I
don't have enough cash on me.**

**I don't mind having to buy a
postal order every time I want to
send some money through the post.**

**I don't mind walking to the gas
board, the electricity showroom,
the furniture store and the council
to pay my regular bills.**

**And I don't mind telling my
firm they've got to pay me in cash.**



**But send for this free booklet
and see how much easier your life could be.**

Send this coupon to:
Public Relations and Advertising Department, Midland Bank Limited,
Head Office, Poultry, London, E.C.2.
 Please tick if Midland customer

Name (Mr/Mrs/Miss) _____
Address _____

BLOCK CAPITALS PLEASE



**Midland
Bank**







GERMAN GRAND PRIX

CROWDED.—More than 100,000 people were estimated to have seen the German GP from their grandstand seats at Hockenheim, which hosted the German Grand Prix for the first time. Ickx, Rindt, Regazzoni, Siffert, Pescarolo and others jostle for the best position into the first right-handed bend past the pits.

FERRARI IN FRONT.—Jacky Ickx tried desperately hard in his Ferrari to stave off the challenge from Jochen Rindt in the Lotus 72 which had won the three previous Grand Prix events. The Ferrari was fast down the long Hockenheim straights, but the Lotus was faster and Rindt was able to take a 0.7-second win after a close battle over the 50 laps.

PROMISING.—The new Surtees-Cosworth TS7 of John Surtees, which had made a promising *debut* at Brands Hatch, was driven with great determination by builder John Surtees, who was forced by engine failure to drop out of the race when third with only three more laps to go.





GERMAN GRAND PRIX

CROWDED.—More than 100,000 people were estimated to have seen the German GP from their grandstand seats at Hockenheim, which hosted the German Grand Prix for the first time. Ickx, Rindt, Regazzoni, Siffert, Pescarolo and others jostle for the best position into the first right-handed bend past the pits.

FERRARI IN FRONT.—Jacky Ickx tried desperately hard in his Ferrari to stave off the challenge from Jochen Rindt in the Lotus 72 which had won the three previous Grand Prix events. The Ferrari was fast down the long Hockenheim straights, but the Lotus was faster and Rindt was able to take a 0.7-second win after a close battle over the 50 laps.

PROMISING.—The new Surtees-Cosworth TS7 of John Surtees, which had made a promising *debut* at Brands Hatch, was driven with great determination by builder John Surtees, who was forced by engine failure to drop out of the race when third with only three more laps to go.



ROAD TEST:

THE LANCIA FLAVIA 2000 PININFARINA COUPE

An Expensive Luxury from Turin



I HAVE a great respect for most Lancias, so welcomed the opportunity to drive the Flavia 2000 Pininfarina coupé. This is a development of the Flavia 1800, with enlarged light-alloy four-cylinder boxer engine giving 30% more power, and an improved, vented body. These days obtaining reproductions in glorious technicolour of a car outweighs the importance of driving it, so I had a somewhat restricted spell in this £3,000, 115-m.p.h. 2+2. However, this was long enough to discover that this Flavia 2000 goes, sounds and smells like a typical Lancia. How they contrive that Continental scent I do not comprehend but the other factors stem from advanced design and the extreme individuality of the Turin product.

Before I set eyes on this slim, aggressively long-nosed car our Performance specialist had obtained figures for it (see table) and had added some handling notes, saying he had to slip the clutch for racing starts as the wheels won't spin, that there is strong understeer at low speeds, and that when the throttle is eased the rear inside wheel lifts—which shows how our chaps press on.

On the road this Lancia corners mainly neutrally, rolls a bit, can be accurately controlled with the impeccable ZF power steering, geared just 3½-turns, lock-to-lock, but is to my mind disappointingly soggy for this make. Surprisingly high-g geared for an Italian car, 1st (11.7 to 1) is quite often resorted to, the only affinity the Flavia has with the BDA Ford Escort I had been enjoying previously. The four-speed gearbox has weak synchromesh, particularly on 2nd, but the changes go through lightly and very smoothly, controlled by a big-knobbed central floor lever with rather long fore-and-aft movements. The pendant pedals do not make for smooth clutch engagement, the pedal having a long travel and tending at times to engage the plate with a clunk, unrelieved by prop.-shaft damping, for the Flavia is an f.w.d. car, which factor is easily overlooked.

As a long-distance job the Flavia is in its element. There are comfortable (but vinyl-covered) front seats, a rather confined back compartment, a comprehensive air-conditioning system with both facia and under-facia fresh-air vents and openable side windows, and all manner of luxury items, such as four loudspeakers for radio and stereo, a neat fusebox in the facia locker, twin roof lamps, coat-hooks, grab-handles, individual ash-trays, heated back window, big door pulls, an electric socket, reversing lamps, warning lights on the two doors, electrically-controlled radio aerial, etc. The body trim is of very high quality and the floor thickly carpeted. The engine, which has transverse-inclined push-rod o.h.v., gives 131 (gross) b.h.p. at a modest 5,400 r.p.m. and runs quietly, as does the whole car, but acceleration is only moderate and, as with the old 2-litre Bristols, the gear-lever is there to be used.

The control arrangements are good, with three stalks for indicators (short, r.h.), two-speed wipers and washers (l.h.), and lamps (long, r.h.), the side-lights being selected with a slide control on the appropriate stalk, but the flasher button being illogically on the end of the indicators' stalk. Such finger-control is most commendable but in other directions

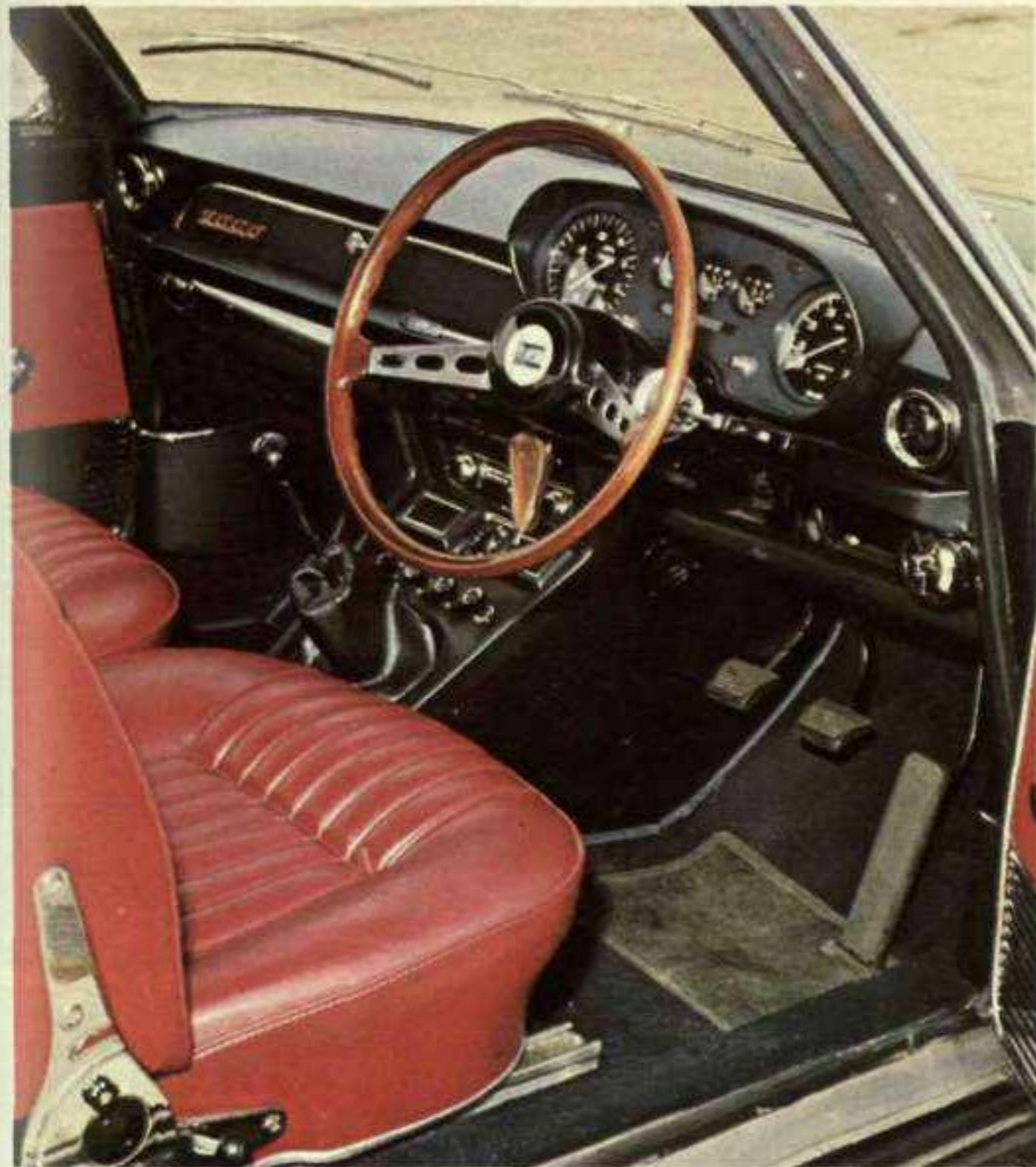
there is poor attention to detail. Thus the driver's big quarter-window can foul the too-slippery steering-wheel rim and if the lid of the key-opened, rather shallow cubby-hole was dropped one's knuckles were in jeopardy when changing into 1st or 3rd gear. The central oddments well is obstructed by the hand-grip of the otherwise well-placed hand-brake lever, and there is too much light reflected in the facia dials and a horribly distorting, but anti-dazzle, rear-view mirror. There was also a vanity mirror in the driver's vizor, which I dislike, and the n/s door was difficult to shut, which marred the delight of having a Pininfarina body. The red segment of the tachometer was invisible.

The Veglia 140-m.p.h. speedometer and tachometer reading to 7,000 r.p.m. are in front of the driver, with fuel gauge (0, ¼, 4/4 and warning light), water thermometer (100, 160, 210) and oil gauge (0, 50, 100) as small dials between them. Below these dials runs a window for the various warning lights. The aforesaid stalks leave the facia uncluttered by switches, the console carrying a lighter, and knobs for two-speed heater fan, a spare switch, and the back-window heater. Ahead of these are two small lidded ash-trays, a Jaeger clock, and the Motorola radio, behind them the gaitered gear-lever. Extra oddments' stowages are provided by under-facia shelving, scuttle pockets, and back shelf. The large boot is uncluttered and illuminated. A push in the steering-wheel centre sounds off Fiamm horns. The front-seat squabs recline, with an easy, pre-set adjustment. The dual Carello halogen headlamps make light of night motoring. There is rheostat control of facia lighting and a steering lock and parking lamps operated by the ignition key. The key is pushed in to start the engine.

In normal driving cornering is of a high order, but if over-provoked the 165 × 15 Michelin XAS tyres howl loudly. The brakes were sadly out of keeping with a car of this class, having a long spongy pedal travel and, although servo discs, not giving convincing stopping power.

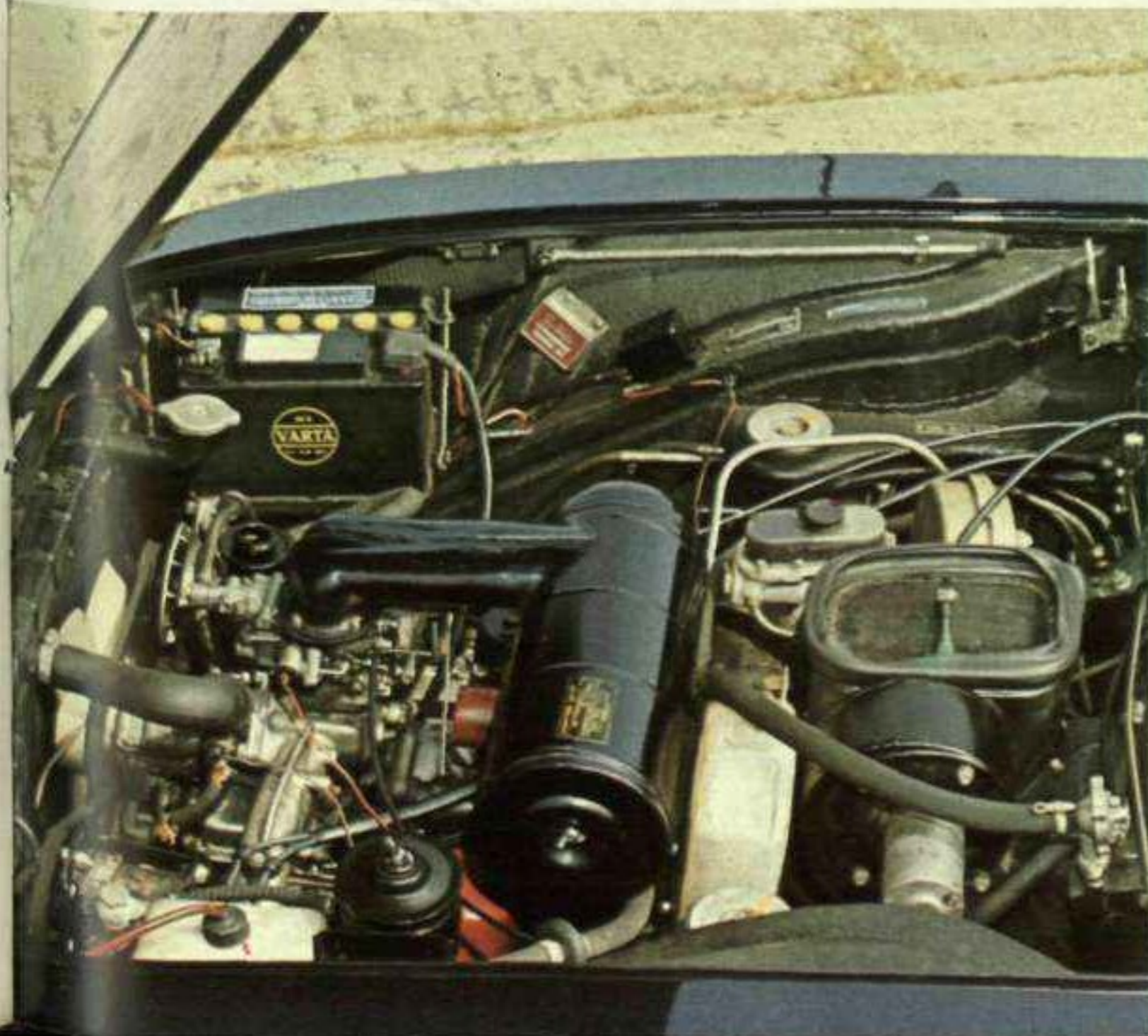
The forward-hinged bonnet reveals the unusual Type 820,000 engine, which has a bore and stroke of 89 × 88 mm. (1,991 c.c.), a 9-to-1 c.r., a Solex C34 EIES carburetter, and an oil-cooler. All the services and components are decently accessible (except the plugs), including the Varta battery. This three-bearing power pack hangs ahead of the driven front wheels and drives through a gearbox and 3.54-to-1 final-drive unit located behind the wheels. This gives a weight distribution of 64/36 and the Flavia's laden weight tops 1 ton 7 cwt. The engine suffers badly from lack of torque, needing to be running at 3,000 r.p.m. before much happens. As it is geared to do 20 m.p.h. in top gear at 1,000 r.p.m. this makes the driver work for results. But it is a smooth unobtrusive engine, the familiar Lancia whine coming in as the revs rise. It idles well and although I never found the choke control, starting from cold was not too difficult.

The front wheels are sprung on a transverse leaf-spring and tubular wishbones, and the dead back axle is supported on longitudinal leaf-springs, with a Panhard locating rod. This all sounds a bit old-fashioned and perhaps explains why my former enthusiasm for Lancia



The driving compartment has a good driving position for the long-legged, with typical Lancia gear-lever, pendant clutch and brake pedals, treadle accelerator and hooded instruments.

The horizontally-opposed or "boxer" four-cylinder engine of the Lancia Flavia is fed by a Solex carburetter and is hung ahead of the front wheels, the drive going to them via a single-plate clutch and 4-speed gearbox with weak synchromesh.



LANCIA FLAVIA 2000 COUPE

Acceleration :

0-30 m.p.h. . .	4.0 sec.	0-60 m.p.h. . .	12.3 sec.
0-40 " . .	6.5 "	0-70 " . .	17.5 "
0-50 " . .	9.1 "	0-80 " . .	23.3 "

Speeds in the gears :

1st	36 m.p.h.
2nd	58 "
3rd	84 "
4th (indicated)	120 "

Overall fuel consumption : 24.0 m.p.g.

Speedometer accuracy :	Indicated	True
	30	29
	70	66
	90	85

handling was not rekindled. The ride is a bit lurchy but comfortably pitch-free.

There is a lid-covered lockable filler for the 12-gallon fuel tank. We went 302 miles on a tankful. Checked over Welsh main and by-roads, the consumption was 24.0 m.p.g., part of this test being conducted on Pure 4-star, which was a brand of petrol new to me. In 700 miles the sump oil level (capacity 16 pints; oil pressure normally 70 lb./sq. in.) had scarcely fallen.

The Lancia Flavia coupé is an expensive acquired-taste (the price as tested is £3,110 16s. 5d.).—W. B.

A RARE MASERATI

LAST November we referred to a rare 4CS Maserati which had been found in Singapore by Flt./Lt. K. P. Painter. The history of this car has now been traced, as follows.

This particular Maserati was made in 1935 as a slab-tank 1,100-c.c. two-seater with beam front axle. In 1936 it was purchased by young Ignazio Radice Fossati and he and Luigi Villorosi took it to Monza for an attempt on class records up to three hours. The attempt ended in tragedy when a large pointer dog ran onto the track whilst Fossati was driving; he hit the dog and the car overturned, killing both of them (Fossati and dog).

After this, the car was purchased by Count Lurani and Luigi Villorosi, repaired and entered by them in the 1937 Mille Miglia, in which the car carried number 101. Although the race was run in pouring rain they were going very well indeed and should have won the 1,100-c.c. class—although Lurani admits that Villorosi's driving terrified him!—Unfortunately they were delayed for 1½ hours with carburetter trouble and their attempts to make up for lost time involved them in what Lurani describes as "crazy things". The oil pressure dropped but they ignored it—and just outside Spoleto a con-rod came out through the crankcase and they were obliged to retire!

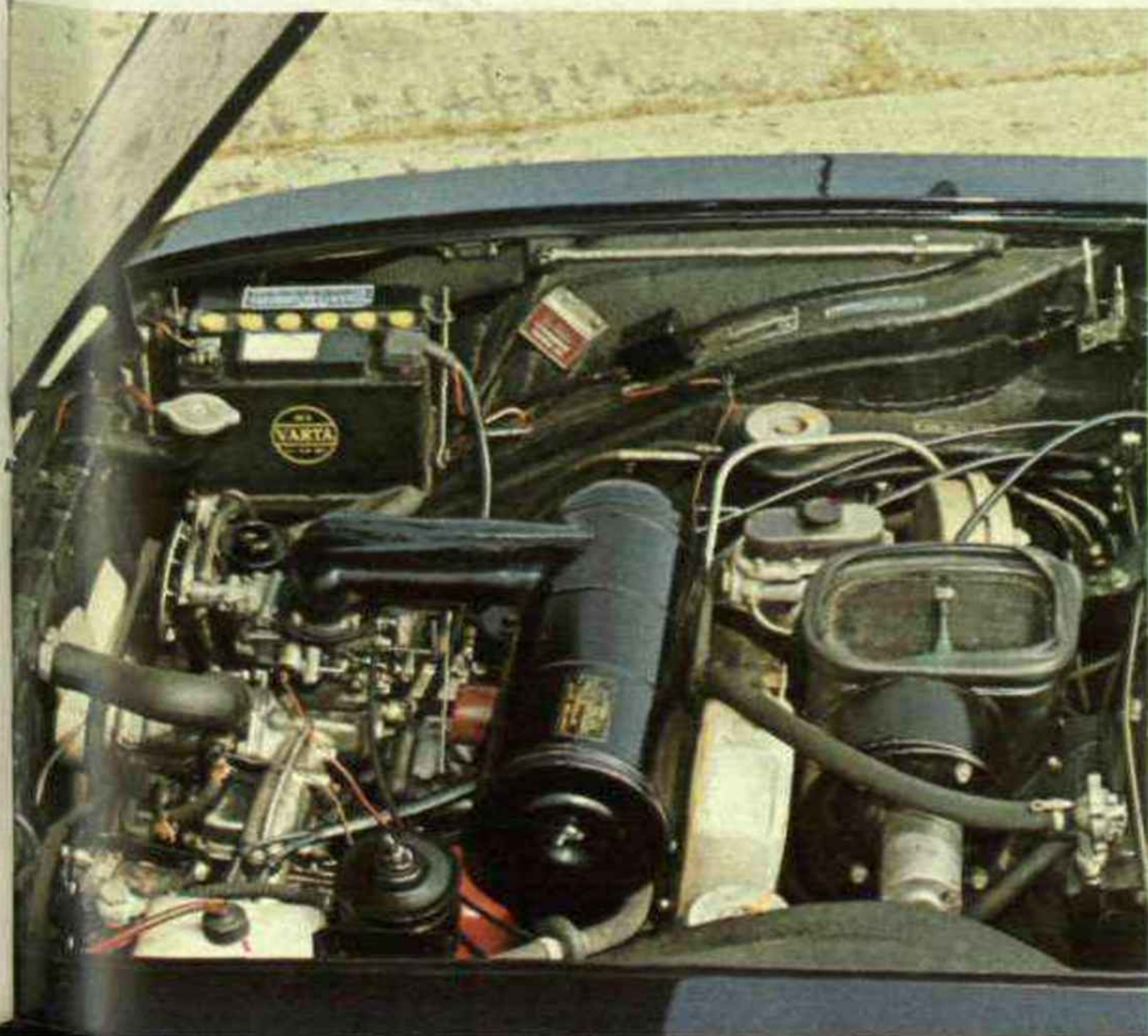
They then sold the car to Filippo Tassara, a Bugatti exponent in the 'twenties, and with him they rebuilt the car, fitting a new 1,500-c.c. engine, Tecnauto IFS, a radiator grille similar to that of the then-current 6CM Maserati, and a pointed tail. Tassara raced it in this form as a member of the Scuderia Ambrosiana (founded by Lurani, Villorosi and Cortese) in several sports-car races and Lurani was to have driven it in the 1938 Portuguese Grand Prix, but he crashed his single-seater Maserati at the Crystal Palace only two weeks before the event. Shortly after, the car was sold again, to Wong Chek Quee, who had it shipped to Singapore.

The rebuild is still far from completion, but the present owner has arranged for a new body, to replace the one lost during the war. He can now, being back in England, compare his car with Dan Margulies' single-seater version and proceed with the rebuild with a lot more confidence than he felt in Singapore. He is still hampered by lack of vital parts such as Weber 48 ASS carburetter and Scintilla R82 dynamo, if anyone has such things to spare.



The driving compartment has a good driving position for the long-legged, with typical Lancia gear-lever, pendant clutch and brake pedals, treadle accelerator and hooded instruments.

The horizontally-opposed or "boxer" four-cylinder engine of the Lancia Flavia is fed by a Solex carburetter and is hung ahead of the front wheels, the drive going to them via a single-plate clutch and 4-speed gearbox with weak synchromesh.



LANCIA FLAVIA 2000 COUPE

Acceleration :

0-30 m.p.h. ..	4.0 sec.	0-60 m.p.h. ..	12.3 sec.
0-40 " ..	6.5 "	0-70 " ..	17.5 "
0-50 " ..	9.1 "	0-80 " ..	23.3 "

Speeds in the gears :

1st	36 m.p.h.
2nd	58 "
3rd	84 "
4th (indicated)	120 "

Overall fuel consumption : 24.0 m.p.g.

Speedometer accuracy :	Indicated	True
	30	29
	70	66
	90	85

handling was not rekindled. The ride is a bit lurchy but comfortably pitch-free.

There is a lid-covered lockable filler for the 12-gallon fuel tank. We went 302 miles on a tankful. Checked over Welsh main and by-roads, the consumption was 24.0 m.p.g., part of this test being conducted on Pure 4-star, which was a brand of petrol new to me. In 700 miles the sump oil level (capacity 16 pints; oil pressure normally 70 lb./sq. in.) had scarcely fallen.

The Lancia Flavia coupé is an expensive acquired-taste (the price as tested is £3,110 16s. 5d.).—W. B.

A RARE MASERATI

LAST November we referred to a rare 4CS Maserati which had been found in Singapore by Flt./Lt. K. P. Painter. The history of this car has now been traced, as follows.

This particular Maserati was made in 1935 as a slab-tank 1,100-c.c. two-seater with beam front axle. In 1936 it was purchased by young Ignazio Radice Fossati and he and Luigi Villorosi took it to Monza for an attempt on class records up to three hours. The attempt ended in tragedy when a large pointer dog ran onto the track whilst Fossati was driving; he hit the dog and the car overturned, killing both of them (Fossati and dog).

After this, the car was purchased by Count Lurani and Luigi Villorosi, repaired and entered by them in the 1937 Mille Miglia, in which the car carried number 101. Although the race was run in pouring rain they were going very well indeed and should have won the 1,100-c.c. class—although Lurani admits that Villorosi's driving terrified him!—Unfortunately they were delayed for 1½ hours with carburetter trouble and their attempts to make up for lost time involved them in what Lurani describes as "crazy things". The oil pressure dropped but they ignored it—and just outside Spoleto a con-rod came out through the crankcase and they were obliged to retire!

They then sold the car to Filippo Tassara, a Bugatti exponent in the 'twenties, and with him they rebuilt the car, fitting a new 1,500-c.c. engine, Tecnauto IFS, a radiator grille similar to that of the then-current 6CM Maserati, and a pointed tail. Tassara raced it in this form as a member of the Scuderia Ambrosiana (founded by Lurani, Villorosi and Cortese) in several sports-car races and Lurani was to have driven it in the 1938 Portuguese Grand Prix, but he crashed his single-seater Maserati at the Crystal Palace only two weeks before the event. Shortly after, the car was sold again, to Wong Chek Quee, who had it shipped to Singapore.

The rebuild is still far from completion, but the present owner has arranged for a new body, to replace the one lost during the war. He can now, being back in England, compare his car with Dan Margulies' single-seater version and proceed with the rebuild with a lot more confidence than he felt in Singapore. He is still hampered by lack of vital parts such as Weber 48 ASS carburetter and Scintilla R82 dynamo, if anyone has such things to spare.

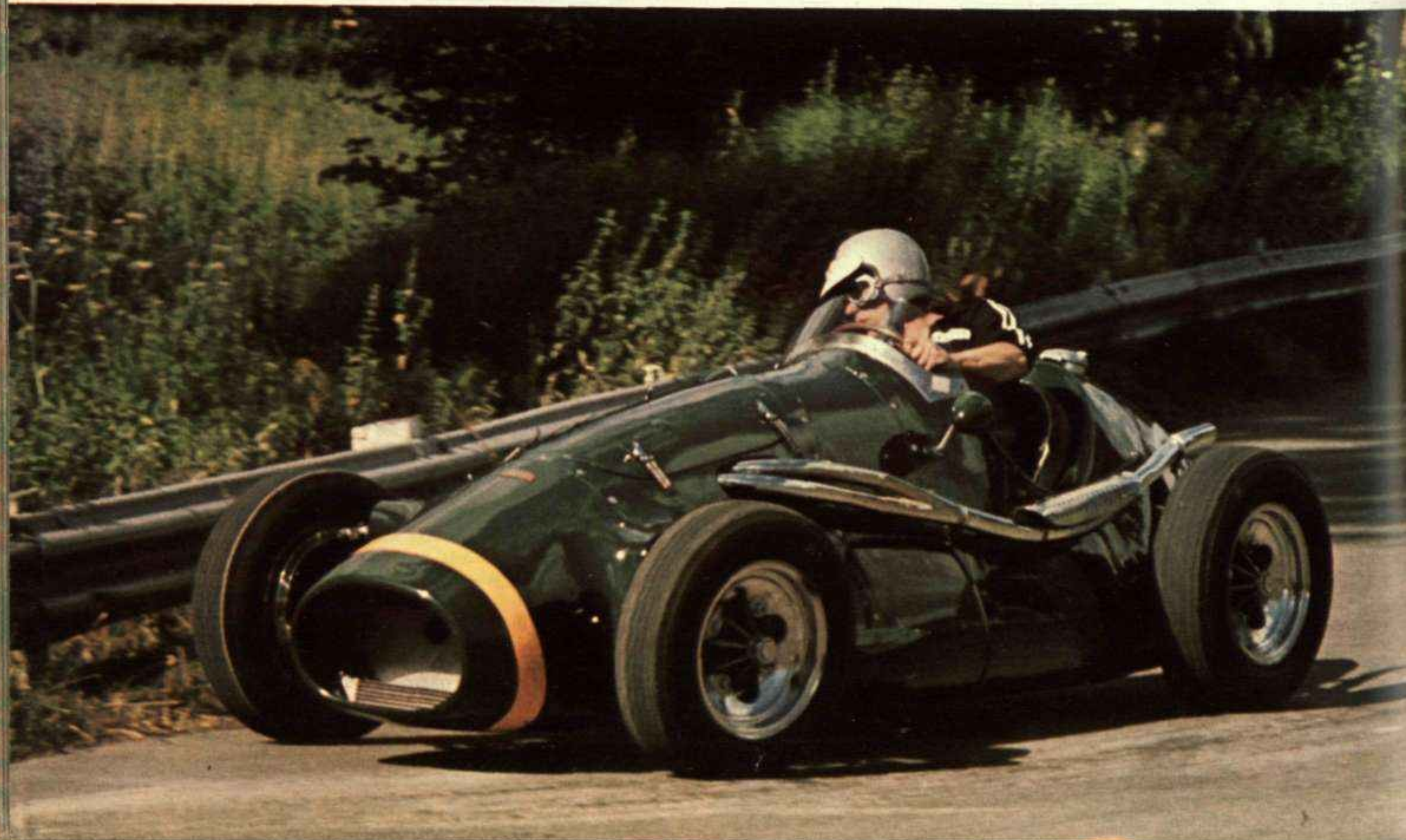


**VINTAGE
PRESCOTT**

NO SPEED HILL-CLIMB should be without a GM. Here P. J. A. Evans slides the JAP-engined Chawner GN through the Prescott corners on an ascent lasting a busy 52.8 seconds.

GOOD OLD LIGHTWEIGHT!—J. M. P. Dowson defies the passing of the years by winning the up-to-1,100-c.c. Racing-Car Class in the supercharged overhead-camshaft Nuffield-engined rubber-suspended single-seater built by himself and Alec Issigonis in 1938.

A NEW RECORD.—In making FTD in his 1953 2-litre A-type Connaught, Alan Cottam won the big racing-car class and broke his own course record with a time of 43.26 sec., an improvement of 0.3 sec. on his 1966 time.



**Who's the
special inside agent
in your area?**



He's your Autolite dealer with the inside information you need for better performance

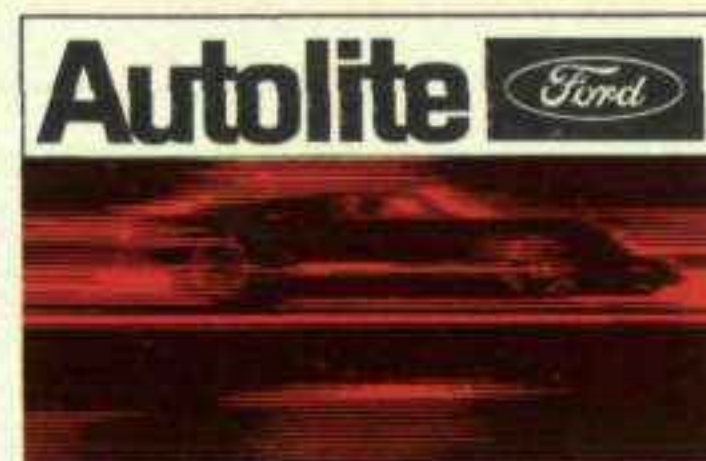
You want better performance from your car! We're setting up a network of special agents to give you just that. The network codename is **Autolite**. From now on there'll be an Autolite replacement part for your most vital performance jobs.

Performance parts like . . .

- * Spark Plugs
- * Fan Belts
- * Filters (Oil, Air and Fuel)
- * Wiper Arms and Blades
- * Bulbs
- * Coils
- * Regulators
- * Distributor Caps
- * Rotor Arms
- * Condensers
- * Contact Sets
(new one-piece ventilated types)
- * Tune-up Kits (this unique kit contains Spark Plugs, Contact Set, Feeler Gauge, Condenser, Cam Grease and full fitting instructions, in fact everything needed for a quick electrical tune-up)

Every part in this new range is made to the same exacting standards as the Autolite plugs that spark World Champions like Graham Hill and Jackie Stewart. Now every popular make of car can give top performance. Ford, for example, fit the entire Autolite range as Original Equipment on all their cars.

You'll find Autolite parts where you find the special agents. Look for the sign and insist on **Autolite** – the password to better performance



He's your Autolite dealer with the inside information you need for better performance

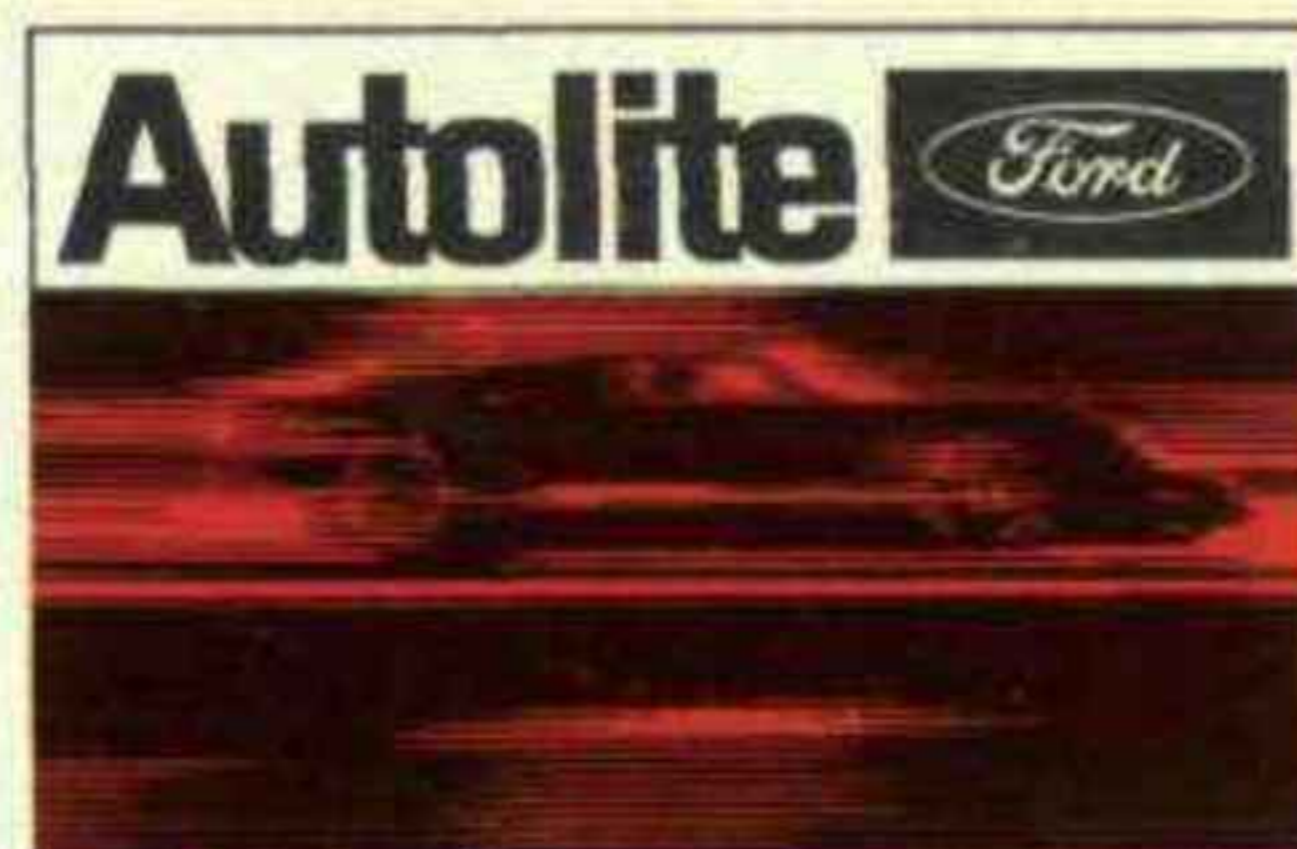
You want better performance from your car! We're setting up a network of special agents to give you just that. The network codename is **Autolite**. From now on there'll be an Autolite replacement part for your most vital performance jobs.

Performance parts like . . .

- * Spark Plugs
- * Fan Belts
- * Filters (Oil, Air and Fuel)
- * Wiper Arms and Blades
- * Bulbs
- * Coils
- * Regulators
- * Distributor Caps
- * Rotor Arms
- * Condensers
- * Contact Sets
(new one-piece ventilated types)
- * Tune-up Kits (this unique kit contains Spark Plugs, Contact Set, Feeler Gauge, Condenser, Cam Grease and full fitting instructions, in fact everything needed for a quick electrical tune-up)

Every part in this new range is made to the same exacting standards as the Autolite plugs that spark World Champions like Graham Hill and Jackie Stewart. Now every popular make of car can give top performance. Ford, for example, fit the entire Autolite range as Original Equipment on all their cars.

You'll find Autolite parts where you find the special agents. Look for the sign and insist on **Autolite** – the password to better performance







1935 Alfa Romeo 2.9-litre Monoposto

BOOK REVIEWS

"A History of Sports Cars", by G. N. Georgano. 320 pp. 10 in. × 8 in. (Thomas Nelson & Sons Ltd., 36 Park Street, London, W1. 70s.).

This is a hackneyed subject. There have been other works of the kind, by Richard Hough, by the late Gregor Grant, who confined himself to British sports cars, by John Stanford and Colin Campbell and there was my own Sports Car Pocketbook. There is also the disadvantage of spending the years in such a history and reference work, that many readers are interested in but one confined period of history and consequently the bulk of the book is of less value to them. In the face of these objections to another work covering the entire story of what are called but are difficult to define as sports cars, this author seems to have got away with it, or at least has produced one of the best books there is on this overworked and devious subject.

He has done this by his profound knowledge of motoring history—I find it interesting that Georgano was for eleven years a teacher, for so was another erudite motoring historian, Michael Sedgwick, whose detailed study of the *marque* Fiat is eagerly awaited and must surely be an epic?—perhaps it is the long holidays which give time for browsing and the scholarly training which makes good technical writers of mentors?—and the use of some excellent illustrations from many sources, including the MOTOR SPORT archives.

Obviously this book covers much previously-published ground, so that it is a problem whether to recommend it for its text, or as a nice picture book, with 61 good colour plates. Like most of its kind it suffers in the latter context from mixing contemporary and modern studies of old cars, although some may even like this treatment. Georgano has divided the complex subject into *The Emergence of the Sports Car*, the Twenties, the Thirties, Post-War Recovery and Sports Cars Today, by which he implies from 1961 to 1969. Each of these chapters is sub-divided into nationalities. The coverage is comprehensive, the prose flows easily but one feels the repetition if one tries to digest it all at a sitting and one is not sure that much of the material has been researched, apart from a study of all the other available works on the subject.

For all that, a nice book, nicely presented. One does not presume to sift through a book by Georgano looking for errors, so apart from his statement that several Alfonso Hispano-Suizas were to be seen in pre-war VSCC events, whereas they did not appear in triplicate until after the war (I should know, because one of them was my ex-Lycett car) and a picture of a side valve Aston-Martin which, if it is a Bamford & Martin, is hardly a representative one, we can leave well alone. As I have said, you should like the pictures, even if you remember many of them, and the text will teach those knee-high to a Bentley what sports cars were and are all about clearly and accurately.—W. B.

"International Motor Racing Book No. 4", edited by Phil Drackett. 144 pp. 9½ in. × 7½ in. (Souvenir Press Ltd., 95, Mortimer Street, London, W1. 25s.).

This is a not-too-serious contribution to the present flood of motor racing books. But it merits review because Drackett has a happy knack of getting the big names to write for it and because he manages to include a fine selection of mostly new pictures, some 150 of them.

This time we have an interview with Stewart, an article by the late Bruce McLaren, Brabham recalling his black 1968 season when he nearly quit, Hulme describing some of the racing near-misses he has experienced, Amon writing about his future as he sees it, Guba with a profile of Siffert, Bochroch telling us about America's leading drivers, Eoin Young on the March Racing background, Naylor on learning to be a racing driver, Kahn on how to be a rally driver at armchair-age, chapters on Rindt, Duckworth, the late Paul Hawkins, Colin Chapman F5000, Goodwood, and so on. Mrs. Drackett has looked to the historic side with a piece about "Williams", the mysterious Bugatti driver of the 'twenties, which, if it says nothing new, neatly puts the career of Capt. William Grover together. One criticism; there was no need to include that picture of Hawkins' crashed Lola, or all that was left of it.
W. B.

"Race Report—3", by Eddie Guba. 154 pp. 9½ in. × 13½ in. (Fountain Press, 46, Chancery Lane, London, WC2. 63s.).

This is another annual reporting on the previous season's motor racing, largely pictorially, but with the important difference that it

provides reports of all the important 1969 races, including those run as late as last December and including not only the leading European fixtures but also Formula Vee, NASCAR, SCCA, USAC and NHRA dragster events. The pictures number 150 photographs, but for our taste there are far too many crash, incident and stunt shots, and some of those terrible captions which make drivers say things they most certainly were not saying as the camera caught them. But everything is there, circuit diagrams, hill-climb course outlines, the cars, the drivers, the girls, the hangers-on. There are cutaway drawings of outstanding competition cars, including two from *Motoring News*, technical drawings of the different GP suspension systems, photographs of same, plans of GP cars, colour plates and details of cameras to use at races, etc.

A bit of a hotch-potch, but lots for the money.—W. B.

"My Life In Steam" by K. Judkins, 71 pp. 8½ in. × 5½ in. (The Oakwood Press, Tandridge Lane, Lingfield Surrey. 24s.).

Once someone starts something, there are almost certain to be copies. We have reviewed favourably the steam memoirs of Jack Hampshire. Now Mr. Judkins—with a name like Judkins he *had* to be a steam-engine driver, surely?—has written another little book on the same subject. Imitation is said to be the sincerest form of flattery but "My Life In Steam" stands as excellent reading in its own right, and not merely complementary to the works by Mr. Hampshire.

At first the English seems stilted and queer but it soon improves, as Judkins unfolds his enthralling tale. It is mainly about driving steam waggons, at first for a haulage and ploughing contractor, then an Aveling & Porter steam roller and Foden waggons for the Staffs. County Council, finally test and demonstration driving of steam waggons for Foden themselves. This all took place just before, during, and after the First World War. The author puts in enough detail for his story to live. He advocates steamers for all he is worth, backing accounts of long-distance runs in excellent time with data on coal and water consumption, etc. Many of the epic runs described were through the Staffordshire roads, on one occasion as far down as Newbury in Berkshire. Somehow commercial steam seems to have the right background in this area and Mr. Judkins gets it across splendidly—the hard work, the dirt, the anxieties of looking for water, stoking correctly for a difficult driver, the horse and tram traffic of the 'twenties—it is all included, in a book which no steam enthusiast will be able to put down.

Not only are runs in Fodens, the like of which can today never be fully recaptured—much as I have enjoyed going on two HCVC Brighton Runs as a passenger in such waggons—graphically described by one who really knows what he is writing about but the job of test-driver to Foden at Sandbach takes us into the works, with fascinating information about how Fodens were built and tested, the test procedure obviously having been dramatic even to those daily engaged on it. Incidentally, Foden fans will find information about prototype and little-known Foden steamers in this book, and livery and control aspects nicely rounded out.

To read "My Life In Steam" is to return to an unhurried past, when machines were individualistic and humans were often "characters". The journeys of those days are difficult to comprehend today—three hours to negotiate the Blackwall Tunnel, behind slipping horse-drawn drays, in a Foden, for instance, and being caught speeding, by motorcycle combination police, at the controls of such a steamer . . .

The author knew not only the cruder, solid-tyred Fodens and some other steam waggons but the final types, before diesel took over. His final chapter is equally enthralling; it concerns demonstration driving of Sentinel steam industrial locomotives and selling them against the growing competition from diesel-powered locos. Great stuff!

Some of the intimate details about Foden may never have appeared in print previously; certainly steam fanatics should be very grateful to Mr. Judkins and the Oakwood Press for the advent of this unique little book. The author frequently hints that he could fill many books with similar reminiscences and I hope he will not be long in doing so.—W. B.

"Auto-Biography. My Forty Years Of Motoring" by Arthur Knowles. 163 pp. 8½ in. × 5½ in. (George Allen & Unwin Ltd., Park Lane, Hemel Hempstead, Herts. 45s.).

There is nothing new under the sun, we are told, and one of the early motoring books I read was also called an "auto"-biography, the "Autocar-Biography of Owen John". Now Arthur Knowles, who wrote Donald Campbell's biography and "With Campbell at Coniston", has perpetuated the idea.

The dust jacket of his book carries a picture of Jack Field in the

BOOK REVIEWS

"A History of Sports Cars", by G. N. Georgano. 320 pp. 10 in. x 8 in. (Thomas Nelson & Sons Ltd., 36 Park Street, London, W1. 70s.).

This is a hackneyed subject. There have been other works of the kind, by Richard Hough, by the late Gregor Grant, who confined himself to British sports cars, by John Stanford and Colin Campbell and there was my own Sports Car Pocketbook. There is also the disadvantage of spending the years in such a history and reference work, that many readers are interested in but one confined period of history and consequently the bulk of the book is of less value to them. In the face of these objections to another work covering the entire story of what are called but are difficult to define as sports cars, this author seems to have got away with it, or at least has produced one of the best books there is on this overworked and devious subject.

He has done this by his profound knowledge of motoring history—I find it interesting that Georgano was for eleven years a teacher, for so was another erudite motoring historian, Michael Sedgwick, whose detailed study of the *marque* Fiat is eagerly awaited and must surely be an epic?—perhaps it is the long holidays which give time for browsing and the scholarly training which makes good technical writers of mentors?—and the use of some excellent illustrations from many sources, including the MOTOR SPORT archives.

Obviously this book covers much previously-published ground, so that it is a problem whether to recommend it for its text, or as a nice picture book, with 61 good colour plates. Like most of its kind it suffers in the latter context from mixing contemporary and modern studies of old cars, although some may even like this treatment. Georgano has divided the complex subject into *The Emergence of the Sports Car*, the Twenties, the Thirties, Post-War Recovery and Sports Cars Today, by which he implies from 1961 to 1969. Each of these chapters is sub-divided into nationalities. The coverage is comprehensive, the prose flows easily but one feels the repetition if one tries to digest it all at a sitting and one is not sure that much of the material has been researched, apart from a study of all the other available works on the subject.

For all that, a nice book, nicely presented. One does not presume to sift through a book by Georgano looking for errors, so apart from his statement that several Alfonso Hispano-Suizas were to be seen in pre-war VSCC events, whereas they did not appear in triplicate until after the war (I should know, because one of them was my ex-Lycett car) and a picture of a side valve Aston-Martin which, if it is a Bamford & Martin, is hardly a representative one, we can leave well alone. As I have said, you should like the pictures, even if you remember many of them, and the text will teach those knee-high to a Bentley what sports cars were and are all about clearly and accurately.—W. B.

"International Motor Racing Book No. 4", edited by Phil Drackett. 144 pp. 9½ in. x 7½ in. (Souvenir Press Ltd., 95, Mortimer Street, London, W1. 25s.)

This is a not-too-serious contribution to the present flood of motor racing books. But it merits review because Drackett has a happy knack of getting the big names to write for it and because he manages to include a fine selection of mostly new pictures, some 150 of them.

This time we have an interview with Stewart, an article by the late Bruce McLaren, Brabham recalling his black 1968 season when he nearly quit, Hulme describing some of the racing near-misses he has experienced, Amon writing about his future as he sees it, Guba with a profile of Siffert, Bochroch telling us about America's leading drivers, Eoin Young on the March Racing background, Naylor on learning to be a racing driver, Kahn on how to be a rally driver at armchair-age, chapters on Rindt, Duckworth, the late Paul Hawkins, Colin Chapman F5000, Goodwood, and so on. Mrs. Drackett has looked to the historic side with a piece about "Williams", the mysterious Bugatti driver of the 'twenties, which, if it says nothing new, neatly puts the career of Capt. William Grover together. One criticism; there was no need to include that picture of Hawkins' crashed Lola, or all that was left of it. W. B.

"Race Report—3", by Eddie Guba. 154 pp. 9½ in. x 13½ in. (Fountain Press, 46, Chancery Lane, London, WC2. 63s.)

This is another annual reporting on the previous season's motor racing, largely pictorially, but with the important difference that it

provides reports of all the important 1969 races, including those run as late as last December and including not only the leading European fixtures but also Formula Vee, NASCAR, SCCA, USAC and NHRA dragster events. The pictures number 150 photographs, but for our taste there are far too many crash, incident and stunt shots, and some of those terrible captions which make drivers say things they most certainly were not saying as the camera caught them. But everything is there, circuit diagrams, hill-climb course outlines, the cars, the drivers, the girls, the hangers-on. There are cutaway drawings of outstanding competition cars, including two from *Motoring News*, technical drawings of the different GP suspension systems, photographs of same, plans of GP cars, colour plates and details of cameras to use at races, etc.

A bit of a hotch-potch, but lots for the money.—W. B.

"My Life In Steam" by K. Judkins, 71 pp. 8¼ in. x 5½ in. (*The Oakwood Press, Tandridge Lane, Lingfield Surrey.* 24s.)

Once someone starts something, there are almost certain to be copies. We have reviewed favourably the steam memoirs of Jack Hampshire. Now Mr. Judkins—with a name like Judkins he *had* to be a steam-engine driver, surely?—has written another little book on the same subject. Imitation is said to be the sincerest form of flattery but "My Life In Steam" stands as excellent reading in its own right, and not merely complementary to the works by Mr. Hampshire.

At first the English seems stilted and queer but it soon improves, as Judkins unfolds his enthralling tale. It is mainly about driving steam waggons, at first for a haulage and ploughing contractor, then an Aveling & Porter steam roller and Foden waggons for the Staffs. County Council, finally test and demonstration driving of steam waggons for Foden themselves. This all took place just before, during, and after the First World War. The author puts in enough detail for his story to live. He advocates steamers for all he is worth, backing accounts of long-distance runs in excellent time with data on coal and water consumption, etc. Many of the epic runs described were through the Staffordshire roads, on one occasion as far down as Newbury in Berkshire. Somehow commercial steam seems to have the right background in this area and Mr. Judkins gets it across splendidly—the hard work, the dirt, the anxieties of looking for water, stoking correctly for a difficult driver, the horse and tram traffic of the 'twenties—it is all included, in a book which no steam enthusiast will be able to put down.

Not only are runs in Fodens, the like of which can today never be fully recaptured—much as I have enjoyed going on two HCVC Brighton Runs as a passenger in such waggons—graphically described by one who really knows what he is writing about but the job of test-driver to Foden at Sandbach takes us into the works, with fascinating information about how Fodens were built and tested, the test procedure obviously having been dramatic even to those daily engaged on it. Incidentally, Foden fans will find information about prototype and little-known Foden steamers in this book, and livery and control aspects nicely rounded out.

To read "My Life In Steam" is to return to an unhurried past, when machines were individualistic and humans were often "characters". The journeys of those days are difficult to comprehend today—three hours to negotiate the Blackwall Tunnel, behind slipping horse-drawn drays, in a Foden, for instance, and being caught speeding, by motorcycle combination police, at the controls of such a steamer . . .

The author knew not only the cruder, solid-tyred Fodens and some other steam waggons but the final types, before diesel took over. His final chapter is equally enthralling; it concerns demonstration driving of Sentinel steam industrial locomotives and selling them against the growing competition from diesel-powered locos. Great stuff!

Some of the intimate details about Foden may never have appeared in print previously; certainly steam fanatics should be very grateful to Mr. Judkins and the Oakwood Press for the advent of this unique little book. The author frequently hints that he could fill many books with similar reminiscences and I hope he will not be long in doing so.—W. B.

"Auto-Biography. My Forty Years Of Motoring" by Arthur Knowles. 163 pp. 8¼ in. x 5½ in. (*George Allen & Unwin Ltd., Park Lane, Hemel Hempstead, Herts.* 45s.)

There is nothing new under the sun, we are told, and one of the early motoring books I read was also called an "auto"-biography, the "Autocar-Biography of Owen John". Now Arthur Knowles, who wrote Donald Campbell's biography and "With Campbell at Coniston", has perpetuated the idea.

The dust jacket of his book carries a picture of Jack Field in the

single-seater Talbot racing on Southport sands with an Ulster Austin Seven. This suggests some enthralling reading to follow but, although there is much of interest, the author writes more as a journalist who enjoys motoring than as a motoring enthusiast who writes, and the accounts of the cars he has owned would have been more justified in a magazine than in a book, especially as they are padded out with brief histories of different makes, information which is decidedly repetitive.

This is, perhaps, being unduly harsh. The book, in fact, captures well the atmosphere of someone in the pre-war years who took to motoring, and mild, unofficial motoring competition, as a hobby, while never intending (until he finally restored and sold used cars) to make motor cars his whole life. Moreover, as the author's father held a position at the Vulcan factory when these cars and commercials were in full production, the early part of the book is something like a fragment of forgotten makes, dealing with the Vulcan. This I found fascinating.

The author describes seeing Segrave break the Land Speed Record at Southport in the Sunbeam "Tiger" (then "Ladybird"?) and other Southport and Brooklands races, although nothing much that is new emerges from these descriptions. He has his first ride in a racing car at Southport beside the late Billy Cotton but, alas, cannot recall the make of car... It is of note that Southport attendances in those days are given as 60,000, which is a very big crowd even by 1970 standards (I, too, spectated at Southport, going there and back through consecutive nights in a friend's Morris Eight). Perhaps it is the journalist in the author which gives him an obsession with death—having rather luridly described that of May Cunliffe's father at Southport when her GP Sunbeam overturned, he says "This was the first death I had witnessed in high-speed events, but, as I shall attempt to show, it was not to be my last." Later Knowles was present when Segrave died following his successful attack on the Water Speed Record in "Miss England II", which is also described.

There are visits to Shelsley Walsh, tales of illicit speed hill-climbs contrived by local car owners, and so on, but detail is sadly lacking in some of the accounts, used too liberally as padding elsewhere. Some of the Southport pictures are good but hand-out photographs have been resorted to, in depicting the cars owned by the author, which gives a very dead tone to the book. The Vulcan part is the best of a rather lukewarm offering.—W. B.

* * *

A little book about dashboard instruments has appeared, explaining the development and function of each dial. It is really a Smiths

Industries benefit, because all the instruments illustrated are Smiths, so you might think it should be a free issue. If you do not agree with us you can obtain a copy for 15s. The publishers are PSL, 9, Ely Place, London, EC1.

* * *

When James Leasor was writing his thrillers with Cord-owner Dr. Jason Love as the central character we thought that he was a natural successor to Ian Fleming of James Bond fame. What a pity, therefore, that Leasor now finds it necessary to introduce cheapjack pornography into his books and to have a dubious old-car dealer instead of a doctor as his hero. And we are sorry to find this proprietor of Aristo Autos sending an advertisement for his stock to MOTOR SPORT—see page 88 of "Never Had A Spanner On Her"! These books reflect the times in which we live but perhaps Leasor's slogan should be: Bring back Love...

* * *

Blandford Press, 167, High Holborn, London, WC1, have a picture book which includes the world's armoured cars as well as tanks. It is called "Tanks and Other Armoured Fighting Vehicles, 1900-1918", by B. T. White, and sells for 25s.

* * *

G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, have brought out an English translation of Anton Konrad's "The VW beetle handbook", which covers tuning and maintenance and costs 36s.

* * *

Another Foulis title, and an important addition to one-make history, is "Healeys and Austin-Healeys", by Peter Browning and Les Needham (316 pp, 85s.). It traces the original evolution of the Healey, with chapters on Donald Healey himself, the Healey-Elliot and Westland, Healey Silverstone, Nash-Healey, Healey-Duncan, Sportsmobile, Tickford, Abbott and sports convertible versions, before dealing with the better-known Austin-Healey 100, 100S, 100M, 100-Six and 3000, with a separate chapter on the Austin-Healey Sprite.

There are useful appendices, on Donald Healey's competition career, tuning the different models from the Riley-engined, Warwick-built cars onwards, with specifications, production figures and data on the maker's competition successes and International records broken. Finally, the works rally cars from 1958 to 1964 are listed individually, with their Reg. Nos., engine and chassis numbers and competition careers. The illustrations, too, are excellent.

PEUGEOT 504 TEST—continued from page 964

lights came on and off intermittently, when the brake pedal wasn't depressed. The young driver of a yellow Lotus Elan first informed me of this after I had been doing my best to keep out of his way along the back-doubles past the old Clement Talbot factory. I thought he was merely being rude about my age and driving ability! But when another driver made the same point, after following me along a country lane, I realised that the fault was the car's. There was a rattle from the front passenger seat on rough roads when this was unoccupied and the accelerator creaked towards the end of the test. This did nothing to commend Peugeot service inspections. (The mileometer at the start of the test read 4,027.)

Apart from a l.h. under-facia stowage shelf and a lockable drop-lid cubby hole, Peugeot does not encourage the carrying of oddments in one's motor car. The boot lid is awkward to open, the release knob being unpleasant to turn, but when manually lifted it reveals an enormous illuminated boot, uncluttered by the spare wheel, and the lid is kept up by a clockspring. The bonnet releases from inside the car on the left and has a self-supporting strut.

The doors have good press-in external buttons, sill internal locks which work conventionally and not up for locking, as on the 404, arm-rests-cum-pulls, and recessed pull-out internal handles which are, in consistent Peugeot fashion, functional rather than decorative. The strip-type "keeps" are effective.

The engine idles somewhat roughly and only smooths out when it is turning fast, towards maxima in the gears of 29, 48, 75 and 104 m.p.h. in the gears. The 504 is unexpectedly high geared, so the quiet gearbox has to be liberally employed. Acceleration is excellent for coping with passing problems, in the order of 0-60 m.p.h. in 12.0 sec., and once into its stride the 504 cruises easily at well over our legal limit, quietly, sure-footedly, and with a level ride on main roads, a more choppy one on less well-surfaced secondary roads. It corners in a level fashion, almost neutral between initial understeer and the follow-up oversteer, and the Michelin XAS tyres, for which

the suspension was probably designed (along with Dunlop SP Sport and Kléber-Colombes V 10 GT), scarcely protest, even when heavily leaned on. Under very slippery conditions the front wheels broke away momentarily. The steering is smooth, moderately light, has sensible castor-action, the rack and pinion are virtually free from play but the ratio is just a trifle on the low side, at just under 4½ turns, lock-to-lock. But I don't like that fancy steering wheel. There is a Neimon steering lock. Visibility forward through a very big, flat screen over the short bonnet is good but the tail-up attitude of the 504 makes reversing less precise. The brakes, servo-assisted discs all round, are excellent, with no lost movement at the pedal, a very light action and commendable power. I recall how outstanding were the brakes on the old 203, incidentally. The clutch is on the heavy side but smooth and I was surprised to find some backlash in the transmission.

As for fuel economy, on a quick run I got 29.1 m.p.g. of 4-star and the overall figure was 28.0 m.p.g.—about as good as the 404 station wagon we road-tested in July, 1967; but a reasonable consumption for a fast-travelling 1.8-litre family car. The fuel injection makes no objectionable noises. Peugeot recommend Esso Extra oil, of which the engine did not require any in 950 miles. The bonnet panel is self-propping, the dip-stick accessible, the plugs deeply buried (hence that plug-spanner, which wasn't needed), the battery a Cuirasse M10AS, the electrics Ducellier.

In comparison with the Alfa Romeo 1750 which I drove concurrently, the Peugeot is heavier to handle, has a heavier gear-change, is less responsive to steering and throttle (less irresistible!). But as an honest car that devours the kilometres nonchalantly and is nicely made, the 504 is an excellent successor to a long line of outstandingly good Peugeot family saloons and it remains a typical Peugeot, from the single stud securing the wheel-trims to its comfortable manner of delivering ample performance, in a well-mannered fashion. Moreover, although the smaller models are expensive in Britain, the 504 sells here for £1,656, the carburettor version costing £1,450. Extras include a factory-fitted sun-roof, laminated screen, and, for the carburettor 504, a ZF automatic transmission.—W. B.

single-seater Talbot racing on Southport sands with an Ulster Austin Seven. This suggests some enthralling reading to follow but, although there is much of interest, the author writes more as a journalist who enjoys motoring than as a motoring enthusiast who writes, and the accounts of the cars he has owned would have been more justified in a magazine than in a book, especially as they are padded out with brief histories of different makes, information which is decidedly repetitive.

This is, perhaps, being unduly harsh. The book, in fact, captures well the atmosphere of someone in the pre-war years who took to motoring, and mild, unofficial motoring competition, as a hobby, while never intending (until he finally restored and sold used cars) to make motor cars his whole life. Moreover, as the author's father held a position at the Vulcan factory when these cars and commercials were in full production, the early part of the book is something like a fragment of forgotten makes, dealing with the Vulcan. This I found fascinating.

The author describes seeing Segrave break the Land Speed Record at Southport in the Sunbeam "Tiger" (then "Ladybird"?) and other Southport and Brooklands races, although nothing much that is new emerges from these descriptions. He has his first ride in a racing car at Southport beside the late Billy Cotton but, alas, cannot recall the make of car . . . It is of note that Southport attendances in those days are given as 60,000, which is a very big crowd even by 1970 standards (I, too, spectated at Southport, going there and back through consecutive nights in a friend's Morris Eight). Perhaps it is the journalist in the author which gives him an obsession with death—having rather luridly described that of May Cunliffe's father at Southport when her GP Sunbeam overturned, he says "This was the first death I had witnessed in high-speed events, but, as I shall attempt to show, it was not to be my last." Later Knowles was present when Segrave died following his successful attack on the Water Speed Record in "Miss England II", which is also described.

There are visits to Shelsley Walsh, tales of illicit speed hill-climbs contrived by local car owners, and so on, but detail is sadly lacking in some of the accounts, used too liberally as padding elsewhere. Some of the Southport pictures are good but hand-out photographs have been resorted to, in depicting the cars owned by the author, which gives a very dead tone to the book. The Vulcan part is the best of a rather lukewarm offering.—W. B.

* * *

A little book about dashboard instruments has appeared, explaining the development and function of each dial. It is really a Smiths

Industries benefit, because all the instruments illustrated are Smiths, so you might think it should be a free issue. If you do not agree with us you can obtain a copy for 15s. The publishers are PSL, 9, Ely Place, London, EC1.

* * *

When James Leasor was writing his thrillers with Cord-owner Dr. Jason Love as the central character we thought that he was a natural successor to Ian Fleming of James Bond fame. What a pity, therefore, that Leasor now finds it necessary to introduce cheapjack pornography into his books and to have a dubious old-car dealer instead of a doctor as his hero. And we are sorry to find this proprietor of Aristo Autos sending an advertisement for his stock to MOTOR SPORT—see page 88 of "Never Had A Spanner On Her"! These books reflect the times in which we live but perhaps Leasor's slogan should be: Bring back Love . . .

* * *

Blandford Press, 167, High Holborn, London, WC1, have a picture book which includes the world's armoured cars as well as tanks. It is called "Tanks and Other Armoured Fighting Vehicles, 1900-1918", by B. T. White, and sells for 25s.

* * *

G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, have brought out an English translation of Anton Konrad's "The VW beetle handbook", which covers tuning and maintenance and costs 36s.

* * *

Another Foulis title, and an important addition to one-make history, is "Healeys and Austin-Healeys", by Peter Browning and Les Needham (316 pp, 85s.). It traces the original evolution of the Healey, with chapters on Donald Healey himself, the Healey-Elliott and Westland, Healey Silverstone, Nash-Healey, Healey-Duncan, Sportsmobile, Tickford, Abbott and sports convertible versions, before dealing with the better-known Austin-Healey 100, 100S, 100M, 100-Six and 3000, with a separate chapter on the Austin-Healey Sprite.

There are useful appendices, on Donald Healey's competition career, tuning the different models from the Riley-engined, Warwick-built cars onwards, with specifications, production figures and data on the maker's competition successes and International records broken. Finally, the works rally cars from 1958 to 1964 are listed individually, with their Reg. Nos., engine and chassis numbers and competition careers. The illustrations, too, are excellent.

PEUGEOT 504 TEST—continued from page 964

lights came on and off intermittently, when the brake pedal wasn't depressed. The young driver of a yellow Lotus Elan first informed me of this after I had been doing my best to keep out of his way along the back-doubles past the old Clement Talbot factory. I thought he was merely being rude about my age and driving ability! But when another driver made the same point, after following me along a country lane, I realised that the fault was the car's. There was a rattle from the front passenger seat on rough roads when this was unoccupied and the accelerator creaked towards the end of the test. This did nothing to commend Peugeot service inspections. (The mileometer at the start of the test read 4,027.)

Apart from a l.h. under-facia stowage shelf and a lockable drop-lid cubby hole, Peugeot does not encourage the carrying of oddments in one's motor car. The boot lid is awkward to open, the release knob being unpleasant to turn, but when manually lifted it reveals an enormous illuminated boot, uncluttered by the spare wheel, and the lid is kept up by a clockspring. The bonnet releases from inside the car on the left and has a self-supporting strut.

The doors have good press-in external buttons, sill internal locks which work conventionally and not up for locking, as on the 404, arm-rests-cum-pulls, and recessed pull-out internal handles which are, in consistent Peugeot fashion, functional rather than decorative. The strip-type "keeps" are effective.

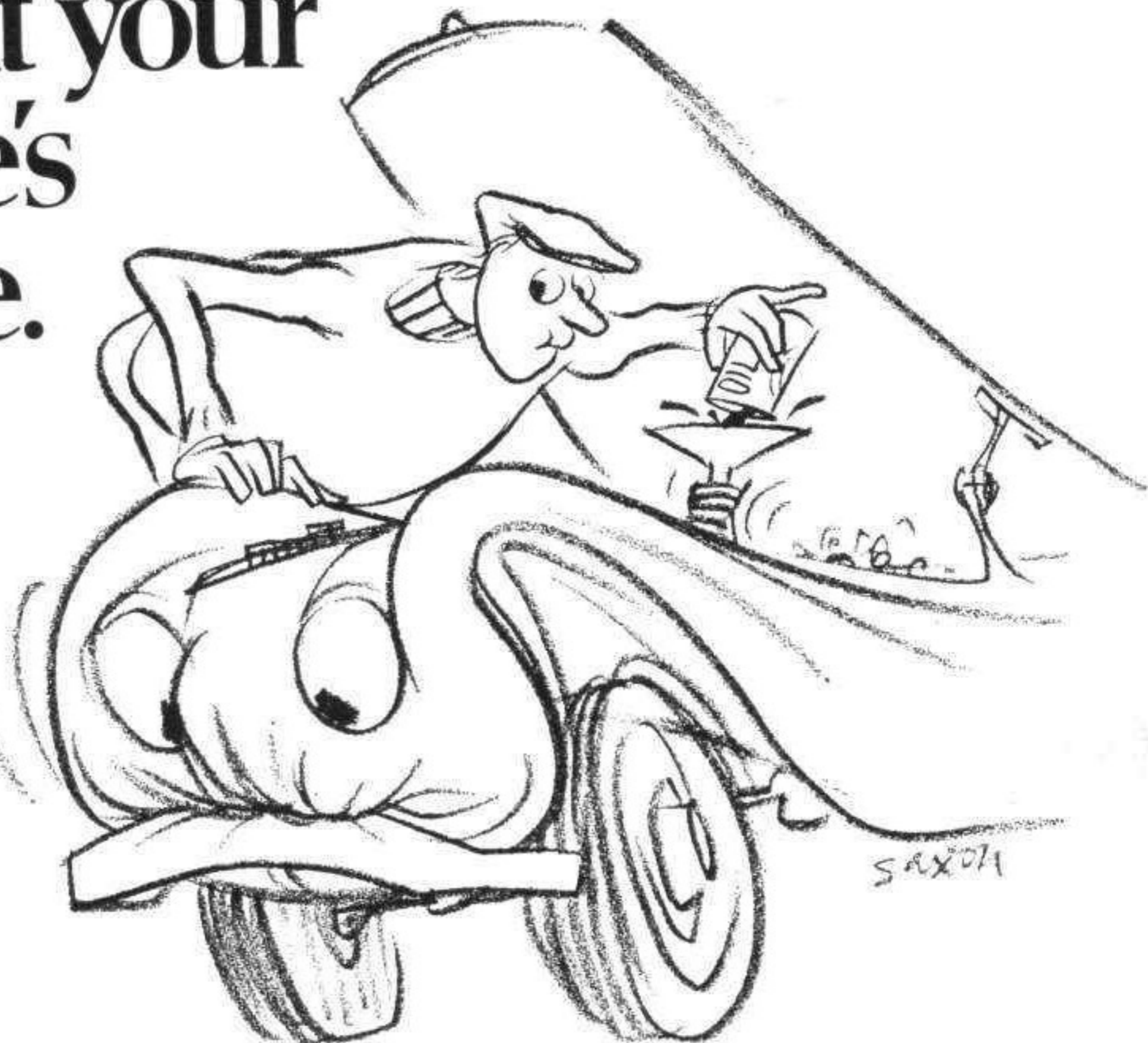
The engine idles somewhat roughly and only smooths out when it is turning fast, towards maxima in the gears of 29, 48, 75 and 104 m.p.h. in the gears. The 504 is unexpectedly high geared, so the quiet gearbox has to be liberally employed. Acceleration is excellent for coping with passing problems, in the order of 0-60 m.p.h. in 12.0 sec., and once into its stride the 504 cruises easily at well over our legal limit, quietly, sure-footedly, and with a level ride on main roads, a more choppy one on less well-surfaced secondary roads. It corners in a level fashion, almost neutral between initial understeer and the follow-up oversteer, and the Michelin XAS tyres, for which

the suspension was probably designed (along with Dunlop SP Sport and Kléber-Colombes V 10 GT), scarcely protest, even when heavily leaned on. Under very slippery conditions the front wheels broke away momentarily. The steering is smooth, moderately light, has sensible castor-action, the rack and pinion are virtually free from play but the ratio is just a trifle on the low side, at just under 4½ turns, lock-to-lock. But I don't like that fancy steering wheel. There is a Neimon steering lock. Visibility forward through a very big, flat screen over the short bonnet is good but the tail-up attitude of the 504 makes reversing less precise. The brakes, servo-assisted discs all round, are excellent, with no lost movement at the pedal, a very light action and commendable power. I recall how outstanding were the brakes on the old 203, incidentally. The clutch is on the heavy side but smooth and I was surprised to find some backlash in the transmission.

As for fuel economy, on a quick run I got 29.1 m.p.g. of 4-star and the overall figure was 28.0 m.p.g.—about as good as the 404 station wagon we road-tested in July, 1967; but a reasonable consumption for a fast-travelling 1.8-litre family car. The fuel injection makes no objectionable noises. Peugeot recommend Esso Extra oil, of which the engine did not require any in 950 miles. The bonnet panel is self-propping, the dip-stick accessible, the plugs deeply buried (hence that plug-spanner, which wasn't needed), the battery a Cuirasse MIOAS, the electrics Ducellier.

In comparison with the Alfa Romeo 1750 which I drove concurrently, the Peugeot is heavier to handle, has a heavier gear-change, is less responsive to steering and throttle (less irresistible!). But as an honest car that devours the kilometres nonchalantly and is nicely made, the 504 is an excellent successor to a long line of outstandingly good Peugeot family saloons and it remains a typical Peugeot, from the single stud securing the wheel-trims to its comfortable manner of delivering ample performance, in a well-mannered fashion. Moreover, although the smaller models are expensive in Britain, the 504 sells here for £1,656, the carburetter version costing £1,450. Extras include a factory-fitted sun-roof, laminated screen, and, for the carburetter 504, a ZF automatic transmission.—W. B.

We like you to change your own oil... but not at your engine's expense.



Inexperienced do-it-yourself car enthusiasts can so easily buy the wrong oil for their car. They get tempted by the low-cut price, and forget to check the quality. Next thing you know, their engine is being force-fed with quarts of inferior or inadequate oil.



Multigrade protection

It can't swear at them, so it sulks instead. Starts making trouble. Running up bills. That sort of thing.

Esso have taken action to protect you from mistakes like this; and we'd like you to know that any Esso oil you buy - whether at the forecourt or in a supermarket - is at the very top of its quality grade.

Esso Extra Motor Oil 20W/50 multigrade. This is a genuine premium



Fastest protection



Low-budget protection

multigrade, approved by car manufacturers. Right for all cars.

Uniflo. The first motor oil ever to be officially designated super multigrade. When you start up from cold, Uniflo gets to the friction far quicker; and it gives better hot protection than any 20W/50 multigrade - even our own!

Essolube 30. For low-budget motorists and van operators, this oil has been proven over the years.

Next time, play it cool and safe. Choose one of our oils.

Action-packed petrol.
A grade for every car.



Esso The Action Station

We like you to change your own oil... but not at your engine's expense.



Inexperienced do-it-yourself car enthusiasts can so easily buy the wrong oil for their car. They get tempted by the low-cut price, and forget to check the quality. Next thing you know, their engine is being force-fed with quarts of inferior or inadequate oil.



Multigrade protection

It can't swear at them, so it sulks instead. Starts making trouble. Running up bills. That sort of thing.

Esso have taken action to protect you from mistakes like this; and we'd like you to know that any Esso oil you buy - whether at the forecourt or in a supermarket - is at the very top of its quality grade.

Esso Extra Motor Oil 20W/50 multigrade. This is a genuine premium



Fastest protection



Low-budget protection

multigrade, approved by car manufacturers. Right for all cars.

Uniflo. The first motor oil ever to be officially designated super multigrade. When you start up from cold, Uniflo gets to the friction far quicker; and it gives better hot protection than any 20W/50 multigrade - even our own!

Essolube 30. For low-budget motorists and van operators, this oil has been proven over the years.

Next time, play it cool and safe. Choose one of our oils.

Action-packed petrol.
A grade for every car.



Esso The Action Station

LETTERS FROM READERS

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

BLMH SERVICE

Sir,

I always read with interest your series, "Fragments on Forgotten Makes". If the standard of present-day BLMH spares service is anything to go by, then all post-1960 vehicles manufactured by this organisation should surely qualify, as it has been made increasingly obvious to me that once BLMH have sold one a vehicle, they choose to forget that perhaps one will require the odd spare part on some future occasion.

I own three BLMH motor cars. A Wolseley 16/60, an 850 Mini and a Jaguar 340. I now list the spare parts I have required since January of this year for each of these vehicles, and my experiences in trying to obtain them from no less than five separate main BLMH dealers.

Mini: Hinged rear registration number backing plate. Unobtainable from all five dealers. Rear Number Plate illuminating light. Obtained from fourth dealer approached, over 50 miles away. Wheel studs and nuts. Unobtainable from all dealers. Throttle and choke cables. Unobtainable for three weeks. In disgust, I modified motorcycle parts! Passenger side door hinges. Obtained after five weeks.

Wolseley: Rubber gear-lever cover. Unobtainable. New speedometer cable. Obtained from a Ford dealer (???) after all five BLMH dealers had failed to provide one. Heater-hose. Unobtainable. I had to purchase a used one from a breakers yard.

Jaguar: Air-cleaner element. Unobtainable from three Jaguar dealers. Bought from a motor-factors at considerable cost and inconvenience. Rubber rear-bumper mountings. Obtained after four weeks delay.

Some weeks ago, after a slight scratch had been made down the side of my Wolseley by a careless parker, I managed, much to my surprise, to obtain a small pot of Old English White touching-up paint from the first BLMH dealership I tried. When I compared the paint with the colour of the car I was quite horrified to find that it bore not the least resemblance to the original colour. Two more pots of paint were purchased from separate BLMH dealers with the same lamentable result. I finally obtained some Skoda paint from a friend, which proved ideal.

One of my previous cars was a Saab 96. This car had many shortcomings, but I can say with all truth (usual disclaimers) that I was always able to obtain any spare part I required for this car immediately.

Needless to say, I will never buy another BLMH vehicle, and I suggest that before BLMH introduce any more new models they make an earnest effort to improve the totally inadequate spares service they offer at present. Considering the very high prices one has to pay for any new vehicle from their range I would have thought that BLMH would have done something to improve matters in this direction. Indeed, from the point of view of price their range is hardly even competitive any longer with imported vehicles, and even British patriotism can wear thin. Sorry, BLMH, mine is threadbare!
Wisbech. EDWARD DISLEY.

* * *

EXPERIENCES WITH A BRISTOL

Sir,

In May, 1955, in an article entitled "A Little Motoring", you described a journey from London to John O'Groats and back in a Bristol 404, in which you said: "The open road average for six hours came to nearly 55½ m.p.h., not deducting the refuelling or shopping stops." This was, of course, achieved before motorways, when the Great North Road was more aptly named the Little North Lane. The article created some correspondence in subsequent issues of MOTOR SPORT, for at the conclusion of the article the Bristol 404 was compared to the 4½-litre Bentley to the disadvantage of the latter.

Like many Bristol owners, I was, and still am, convinced that the Bristol is a better motor in many ways than the Bentley, and yet at the time the Bristol being a "new" car it was difficult to justify such an opinion or to provide convincing facts to compare with those of Mr. Arnold Lloyd, who wrote in the August MOTOR SPORT of 1955 following your article: "I am left in no doubt whatever that the Bentley stands up incomparably better to a prolonged thrashing, and here I am thinking not only of engines but of steering joints and transmissions."

I should now like to add a little data to keep the records straight.

My 1956 Bristol 405, which has been in my possession for 11 years, has now completed 298,000 miles to my personal knowledge, and may well have done more as I cannot obtain accurate information on the distance recorded with the previous owner. During this tremendous mileage new bearings have been required in the gearbox four times, but the only other work so far carried out apart from normal maintenance is as follows:—

New piston rings and liners and big-end shells	..	140,000 miles.
Shock-absorbers	..	214,000 miles.
King pin and bushes—offside	..	232,000 miles.
New differential	..	256,000 miles.
King pin and bushes—nearside	..	293,000 miles.
Exhaust systems	..	Two.
Repaint	..	April, 1964.

The engine was stripped last week at Bristol Cars, and I enclose a copy letter detailing the wear on the main crankshaft journals which varies between ½ and 1½ thou. and the big-end journals from nil and ½ thou. and I quote "very good condition apart from slight scoring—will not require attention beyond polishing". The above surely proves that the Bristol is one of the best motor cars built, and Mr. Lloyd when writing in 1955 need have had no fears that the Bristol would not last as well as his Bentley, although the 405 costs £3,586 against an "S"-type at £4,943.

May I take this opportunity of thanking all those good people at Bristol's for making such a reliable car which has given me many years of wonderful motoring and also add a tribute to Duckhams who make the 20/50 oil that has served the engine so well in nearly 300,000 miles.

Coventry.

T. H. WAREHAM.

* * *

LONG-DURATION TESTING

Sir,

Referring to your article on the 1750 Alfa Romeo last month and on the insistence by Alfa that you kept the car to five figures, this duration testing is surely the only thorough way of assessing a car. When considering buying a car one always, having read road-tests and specification, asks oneself how long will that performance last, what life can be expected from tyres, brakes, clutch, etc., etc.?

Over the last six years I have owned three medium-capacity estate cars: VW Variant, Cortina 1200 and Volvo 121 and, having run each of them for more than 50,000 miles, I think I can make a fair assessment of their merits.

	VW Variant	Cortina 1200	Volvo 121
Overall m.p.g.	25 m.p.g.	30 m.p.g.	31 m.p.g.
Overall oil	200 m.p.p.	1,500 m.p.p.	1,850 m.p.p.
Tyres, each average	35,000 miles	24,000 miles	27,000 miles
Clutch	17,000 miles	41,000 miles	original.

The VW was the only car bought new and suffered numerous faults and three breakdowns, the Cortina carried the biggest payload and was extremely good value for money. I still have the Volvo which, in spite of a poor service network, has such reliability, strength and economy that it is certainly my "best buy".

Naturally, sir, it would be impossible for you to do extensive mileages in every car you road-test, but it would be interesting to hear from readers who can compare similarly classed cars over large mileages.

Steyping.

DAVID HUMPHREYS.

* * *

CAMPING AT BRANDS HATCH

Sir,

Taking into consideration what traffic conditions are like before and after race meetings, the easiness of being able to inspect the actual cars in the paddock on practice days and the Formula Three races on the Friday, my wife and I decided to camp for the whole of the British Grand Prix weekend. We were surprised how many other enthusiasts had come to the same decision, for in the one field we were in there must have been at least 1,500/2,000 people all told. I would estimate there were about 3,500 campers at Brands over the

LETTERS FROM READERS

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

BLMH SERVICE

Sir,

I always read with interest your series, "Fragments on Forgotten Makes". If the standard of present-day BLMH spares service is anything to go by, then all post-1960 vehicles manufactured by this organisation should surely qualify, as it has been made increasingly obvious to me that once BLMH have sold one a vehicle, they choose to forget that perhaps one will require the odd spare part on some future occasion.

I own three BLMH motor cars. A Wolseley 16/60, an 850 Mini and a Jaguar 340. I now list the spare parts I have required since January of this year for each of these vehicles, and my experiences in trying to obtain them from no less than five separate main BLMH dealers.

Mini: Hinged rear registration number backing plate. Unobtainable from all five dealers. Rear Number Plate illuminating light. Obtained from fourth dealer approached, over 50 miles away. Wheel studs and nuts. Unobtainable from all dealers. Throttle and choke cables. Unobtainable for three weeks. In disgust, I modified motorcycle parts! Passenger side door hinges. Obtained after five weeks.

Wolseley: Rubber gear-lever cover. Unobtainable. New speedometer cable. Obtained from a Ford dealer (???) after all five BLMH dealers had failed to provide one. Heater-hose. Unobtainable. I had to purchase a used one from a breakers yard.

Jaguar: Air-cleaner element. Unobtainable from three Jaguar dealers. Bought from a motor-factors at considerable cost and inconvenience. Rubber rear-bumper mountings. Obtained after four weeks delay.

Some weeks ago, after a slight scratch had been made down the side of my Wolseley by a careless parker, I managed, much to my surprise, to obtain a small pot of Old English White touching-up paint from the first BLMH dealership I tried. When I compared the paint with the colour of the car I was quite horrified to find that it bore not the least resemblance to the original colour. Two more pots of paint were purchased from separate BLMH dealers with the same lamentable result. I finally obtained some Skoda paint from a friend, which proved ideal.

One of my previous cars was a Saab 96. This car had many shortcomings, but I can say with all truth (usual disclaimers) that I was always able to obtain any spare part I required for this car immediately.

Needless to say, I will never buy another BLMH vehicle, and I suggest that before BLMH introduce any more new models they make an earnest effort to improve the totally inadequate spares service they offer at present. Considering the very high prices one has to pay for any new vehicle from their range I would have thought that BLMH would have done something to improve matters in this direction. Indeed, from the point of view of price their range is hardly even competitive any longer with imported vehicles, and even British patriotism can wear thin. Sorry, BLMH, mine is threadbare!
Wisbech. EDWARD DISLEY.

* * *

EXPERIENCES WITH A BRISTOL

Sir,

In May, 1955, in an article entitled "A Little Motoring", you described a journey from London to John O'Groats and back in a Bristol 404, in which you said: "The open road average for six hours came to nearly 55½ m.p.h., not deducting the refuelling or shopping stops." This was, of course, achieved before motorways, when the Great North Road was more aptly named the Little North Lane. The article created some correspondence in subsequent issues of MOTOR SPORT, for at the conclusion of the article the Bristol 404 was compared to the 4½-litre Bentley to the disadvantage of the latter.

Like many Bristol owners, I was, and still am, convinced that the Bristol is a better motor in many ways than the Bentley, and yet at the time the Bristol being a "new" car it was difficult to justify such an opinion or to provide convincing facts to compare with those of Mr. Arnold Lloyd, who wrote in the August MOTOR SPORT of 1955 following your article: "I am left in no doubt whatever that the Bentley stands up incomparably better to a prolonged thrashing, and here I am thinking not only of engines but of steering joints and transmissions."

I should now like to add a little data to keep the records straight.

My 1956 Bristol 405, which has been in my possession for 11 years, has now completed 298,000 miles to my personal knowledge, and may well have done more as I cannot obtain accurate information on the distance recorded with the previous owner. During this tremendous mileage new bearings have been required in the gearbox four times, but the only other work so far carried out apart from normal maintenance is as follows:—

New piston rings and liners and big-end shells	..	140,000 miles.
Shock-absorbers	..	214,000 miles.
King pin and bushes—offside	232,000 miles.
New differential	..	256,000 miles.
King pin and bushes—nearside	293,000 miles.
Exhaust systems	..	Two.
Repaint	..	April, 1964.

The engine was stripped last week at Bristol Cars, and I enclose a copy letter detailing the wear on the main crankshaft journals which varies between ½ and 1½ thou. and the big-end journals from nil and ½ thou. and I quote "very good condition apart from slight scoring—will not require attention beyond polishing". The above surely proves that the Bristol is one of the best motor cars built, and Mr. Lloyd when writing in 1955 need have had no fears that the Bristol would not last as well as his Bentley, although the 405 costs £3,586 against an "S"-type at £4,943.

May I take this opportunity of thanking all those good people at Bristol's for making such a reliable car which has given me many years of wonderful motoring and also add a tribute to Duckhams who make the 20/50 oil that has served the engine so well in nearly 300,000 miles.

Coventry.

T. H. WAREHAM.

* * *

LONG-DURATION TESTING

Sir,

Referring to your article on the 1750 Alfa Romeo last month and on the insistence by Alfa that you kept the car to five figures, this duration testing is surely the only thorough way of assessing a car. When considering buying a car one always, having read road-tests and specification, asks oneself how long will that performance last, what life can be expected from tyres, brakes, clutch, etc., etc.?

Over the last six years I have owned three medium-capacity estate cars: VW Variant, Cortina 1200 and Volvo 121 and, having run each of them for more than 50,000 miles, I think I can make a fair assessment of their merits.

	VW Variant	Cortina 1200	Volvo 121
Overall m.p.g.	25 m.p.g.	30 m.p.g.	31 m.p.g.
Overall oil	200 m.p.p.	1,500 m.p.p.	1,850 m.p.p.
Tyres, each average	35,000 miles	24,000 miles	27,000 miles
Clutch	17,000 miles	41,000 miles	original

The VW was the only car bought new and suffered numerous faults and three breakdowns, the Cortina carried the biggest payload and was extremely good value for money. I still have the Volvo which, in spite of a poor service network, has such reliability, strength and economy that it is certainly my "best buy".

Naturally, sir, it would be impossible for you to do extensive mileages in every car you road-test, but it would be interesting to hear from readers who can compare similarly classed cars over large mileages.

Steyping.

DAVID HUMPHREYS.

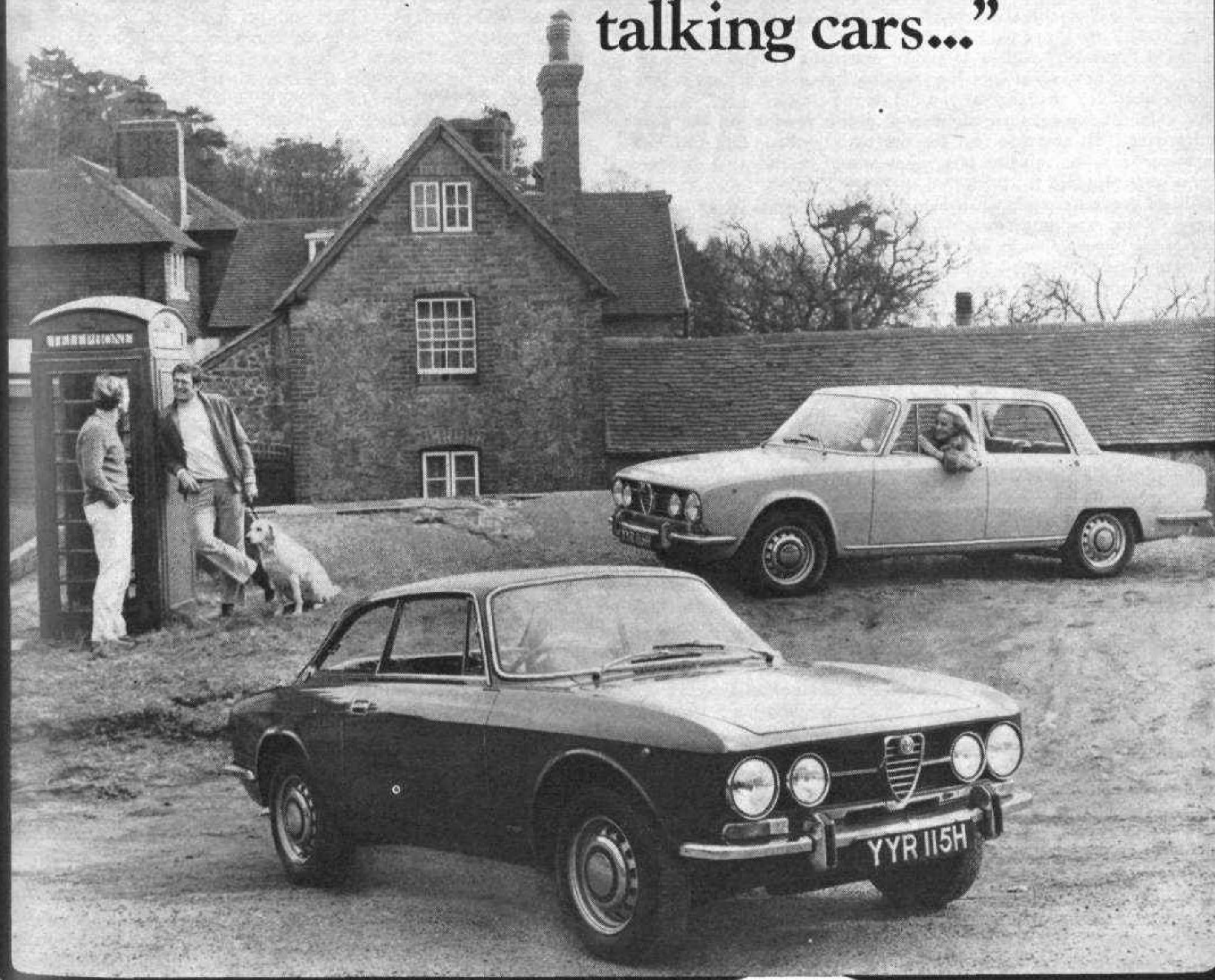
* * *

CAMPING AT BRANDS HATCH

Sir,

Taking into consideration what traffic conditions are like before and after race meetings, the easiness of being able to inspect the actual cars in the paddock on practice days and the Formula Three races on the Friday, my wife and I decided to camp for the whole of the British Grand Prix weekend. We were surprised how many other enthusiasts had come to the same decision, for in the one field we were in there must have been at least 1,500/2,000 people all told. I would estimate there were about 3,500 campers at Brands over the

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



**ALFA 1750 GT VELOCE AND 1750 SALOON:
CARS FOR THE CONNOISSEUR**

When two or more Alfa owners are gathered together, they tend to form a fan-club. Exchanging enthusiasms about the 'total feel' of Alfa driving. Smooth fast acceleration. Superb road-holding, safety and braking power. Comfort. A sympathy between man and machine that only another Alfa owner can appreciate. If you want to know what they're talking about, write or ring us for a test drive through one of over 100 Alfa dealers (who provide expert, Alfa-trained servicing too.)

1750 Veloce—£2,431
2-door, 2 + 2 high performance coupe with twin overhead camshafts, 132 bhp aluminium engine, 5-speed gearbox, servo-assisted disc brakes all round. 0-50 in 6.8 secs. Top speed over 118 mph!

Alfa's other coupe is the 1300 GT, 105 mph—£1,848



1750 Saloon—£1,935 4-door, 5-seater saloon with twin overhead camshafts, 132 bhp aluminium engine, 5-speed gearbox, disc brakes all round. 0-50 in 7.1 secs. Over 112 mph.

Two more Alfa saloons are the Giulia Super, 110 mph—£1,599, and the Giulia 1300 TI, 100 mph—£1,299.

Export: Visiting the U.K. or going overseas? Our own personal export scheme offers very attractive terms.

ALFA ROMEO (GB) LTD., Edgware Road (nr. Staples Corner), London NW2. 01-450 8641.

weekend, of which, using our site as guide, 45% were foreigners—mainly American.

The only facility near our site was a cold water tap next to the paddock entrance gate which reluctantly passed water at the rate of one gallon per ten minutes—nothing else! The circuit was closed and guarded after 7 p.m. so therefore we were not allowed to use its toilets; the alternative was to drive miles to the local pub, or, failing that, to wait for darkness and stick your backsides tentatively into a hedgerow and hope that there weren't any stinging nettles around.

Apart from anything else, surely there was an opportunity here for the organisers to make some more money (they've tried everything else!) to pay for "the most expensive race ever staged in this country"—none of the campers, I am sure, would have minded paying, say, 2s. 6d. per tent, 5s. per caravan pitching fees, if each site had a "portaloo" with a couple of external taps and a café on wheels serving hot snacks (not just hot-dogs) even if you had to pay 2s. for a small cup of orange as you did on the circuit!

Just think, if you get these numbers of people staying for four days (and paying 10s. entrance fees for practice) without any facilities whatsoever, can you imagine how many would be prepared to come if these were provided for them?

William Andrews, CBE, Chairman of the RAC, said in an article printed in the race programme: "We welcome our overseas visitors today . . ." I assume he included foreign race fans as well as foreign drivers in such a welcome! I had altogether about three hours' sleep on Friday night due to the Americans, who camped next to us, arguing about who's turn it was to queue up at the water tap.

Come on, organisers, wake up, this is 1970.
Wickford.

J. P. LEIGHTON.

* * *

IS BRITISH BEST?

Sir,

I think your excitement at the recent Conservative victory has upset your normally balanced views. MOTOR SPORT has been the only British magazine capable of distinguishing between fact and fancy when comparing British and Continental cars. This balanced view has now been swept away in a wave of pro-British nationalism following the election. Just because a Conservative Government is now blundering along it does not make everything British good. After all, the two products you go overboard for were designed under the influence of a Labour Government. Also where did the great Rolls-Royce come in the World Cup Rally?

Let us calmly look at the two products you mention:

(1) *The Range Rover*

Merely an up-to-date Land Rover, in spite of what the advertisements say. The amazing thing is that it took Rover so long to cop on. The Jeep Wagoneer, a similar type of vehicle, has been on the scene since the early fifties. International produce a similar type of vehicle as do both Datsun and Toyopet. If you knew Africa, East, South-East and South, at all you would know that the Land Rover has been losing customers to these other more advanced vehicles for a long time. True, it does have a permanent four-wheel-drive, which is an advance over the others, but then after so long in arriving it should have some outstanding features. The load platform on the Range Rover is also inferior in capacity to the main competitors. I don't doubt that the Range Rover is an extremely well designed and built vehicle, but it is not a great British invention or breakthrough.

(2) *The Triumph Stag*

I personally have a great admiration for Triumph, especially since being taken over by Leyland. This admiration is based on the quality of their present range plus the respect engendered by the first Vanguard and early Triumph sports cars from the TR2 onwards. I cannot, however, go overboard for the new Stag as you appear to do. I have seen it briefly and read about it. I hope it will be a success, but will it be able to face Continental competition? The 2.5 P I saloon is no match for a BMW, for example, although both are in the same class. According to the figures the 3-litre V8 overhead-cam engine produces 145 b.h.p. at 5,500 r.p.m., yet Ford's 3-litre V6 push-rod job can manage 144 b.h.p. at only 4,750 r.p.m., so the engine is nothing to write home about. Indeed, Daimler's 2½-litre V8 was producing 140 b.h.p. ten years ago! Will the Stag be a match for the BMW 2800, a Porsche 911 or the Alfa Romeo Montreal? How will it stand up to the new V6 Citroën? I sincerely hope it will

be a worthy match for them, but why start the fanfare before it has proved itself?

Lord Stokes once said he wanted people to buy British for no other reason than that it was the best available. I agree with that sentiment. Let's keep blind nationalistic pride out of it. Before you go rushing into a bout of British Pride again let me ask you to think of the disgrace that is British Ulster today!

Dublin, 6.

K. P. FENIX.

[We try, if not to keep politics out of this journal, because motoring and politics are today inseparable, to say as little as is expedient about them. The Conservatives may seem to Mr. Fenix to be blundering; they seem to be getting on well enough in an exceedingly difficult job, to us. What Mr. Fenix loses sight of is the fact that the Editorial praising Rover and Triumph for their new models was written before the result of the General Election was known. Moreover, we presume it is not out of place to praise Rover for trying to compete in a growing market with America and Japan, with a product that has obvious innovations and merits of its own? As to the Stag, we did remark that it remains to be seen whether it will beat Mercedes-Benz commercially . . .]

Ulster used to be noted for more motor racing freedom than any place in Britain and we are only sorry that petrol in bombs instead of racing cars has been the recent preoccupation. Other than that, we know nothing of Ulster but will hope to take a look at it when war there terminates, as happily it appears to be doing.—Ed.]

* * *

SAD BRITON IN CANADA

Sir,

Since my MOTOR SPORT is affected by the vagaries of sea mail I have only just seen your road-test of the Maverick and the subsequent reply by Lancashire Cowboy.

W.B.'s attitude to Detroit tin ware is not typical of the average European and was, until recently, mine. I have lived in Canada for six years and during that time have owned a Chevrolet compact convertible, a Ford Mustang convertible and a vast Chevrolet Station wagon. In each case these cars have started and run happily at temperatures ranging between 30° below and 106° above. They have been driven on motorways endlessly at 80 m.p.h. or along unmade roads in a cloud of dust trying to maintain 60 m.p.h. so that the hopping from rut to rut (across the roads and caused by spring thawing) is smoothed out—you think Belgian pavé something! All three of these cars have had the unfortunate suspension and brakes associated with American cars: even though the Chev. convertible and the Mustang had stiffened suspension.

Because of this and driven by my nostalgia for assorted MGs and TRs that I owned before leaving England I bought a TR4A with 12,000 miles on the clock from a friend. Basically the car is the same as my previous TR3A and so one is aware of all handling faults—your fulsome correspondence on the subject indicates that most owners are endeared to them. My criticism is of the ghastly, shoddy, rapidly deteriorating finish and engineering of the car. It certainly will not start readily in winter—even freezing point is nearly too much for it and the Lucas battery failed in 18 months, though the climate where I now live is similar to the Scilly Isles. The lights go on and off spontaneously due presumably to the cheapness and crudeness of the various connections. The car is a mass of rattles and the doors have to be forcibly prised open or slammed shut—having dropped. The hood cannot be closed without assistance due to skimping and the tonneau cover can't be done up at all, again due to skimping.

When the silencer disintegrated at 20,000 miles the local agency thought this was normal for a car of this power. (My Mustang put out 225 horses but the silencer managed to survive it.) The clutch failed at 27,000 miles and had to be replaced. The only components I have admiration for are the ordinary Goodyear tyres fitted at the factory. These are just being replaced at 28,000 miles.

Being British and owning this rubbishy affair, I have asked other owners of English cars about their problems. They are manifold. Mostly the components failing the new ones, they simply don't last: they leak, they rattle and so on. But the greatest grievance is the price of the spares. My silencer cost £12, my clutch unit £30, whereas a vast silencer for an American car can be bought for £5.

I also have British newspapers and read the periodic eulogies to the motor industry, and the increases in export figures. Beware of delusion; certainly the figures go up—after all, total demand is increasing—but the Japanese are simply cleaning up the market in

weekend, of which, using our site as guide, 45% were foreigners—mainly American.

The only facility near our site was a cold water tap next to the paddock entrance gate which reluctantly passed water at the rate of one gallon per ten minutes—nothing else! The circuit was closed and guarded after 7 p.m. so therefore we were not allowed to use its toilets; the alternative was to drive miles to the local pub, or, failing that, to wait for darkness and stick your backsides tentatively into a hedgerow and hope that there weren't any stinging nettles around.

Apart from anything else, surely there was an opportunity here for the organisers to make some more money (they've tried everything else!) to pay for "the most expensive race ever staged in this country"—none of the campers, I am sure, would have minded paying, say, 2s. 6d. per tent, 5s. per caravan pitching fees, if each site had a "portalo" with a couple of external taps and a café on wheels serving hot snacks (not just hot-dogs) even if you had to pay 2s. for a small cup of orange as you did on the circuit!

Just think, if you get these numbers of people staying for four days (and paying 10s. entrance fees for practice) without any facilities whatsoever, can you imagine how many would be prepared to come if these were provided for them?

William Andrews, CBE, Chairman of the RAC, said in an article printed in the race programme: "We welcome our overseas visitors today . . ." I assume he included foreign race fans as well as foreign drivers in such a welcome! I had altogether about three hours' sleep on Friday night due to the Americans, who camped next to us, arguing about who's turn it was to queue up at the water tap.

Come on, organisers, wake up, this is 1970.
Wickford.

J. P. LEIGHTON.

* * *

IS BRITISH BEST?

Sir,

I think your excitement at the recent Conservative victory has upset your normally balanced views. MOTOR SPORT has been the only British magazine capable of distinguishing between fact and fancy when comparing British and Continental cars. This balanced view has now been swept away in a wave of pro-British nationalism following the election. Just because a Conservative Government is now blundering along it does not make everything British good. After all, the two products you go overboard for were designed under the influence of a Labour Government. Also where did the great Rolls-Royce come in the World Cup Rally?

Let us calmly look at the two products you mention:

(1) *The Range Rover*

Merely an up-to-date Land Rover, in spite of what the advertisements say. The amazing thing is that it took Rover so long to cop on. The Jeep Wagoneer, a similar type of vehicle, has been on the scene since the early fifties. International produce a similar type of vehicle as do both Datsun and Toyopet. If you knew Africa, East, South-East and South, at all you would know that the Land Rover has been losing customers to these other more advanced vehicles for a long time. True, it does have a permanent four-wheel-drive, which is an advance over the others, but then after so long in arriving it should have some outstanding features. The load platform on the Range Rover is also inferior in capacity to the main competitors. I don't doubt that the Range Rover is an extremely well designed and built vehicle, but it is not a great British invention or breakthrough.

(2) *The Triumph Stag*

I personally have a great admiration for Triumph, especially since being taken over by Leyland. This admiration is based on the quality of their present range plus the respect engendered by the first Vanguard and early Triumph sports cars from the TR2 onwards. I cannot, however, go overboard for the new Stag as you appear to do. I have seen it briefly and read about it. I hope it will be a success, but will it be able to face Continental competition? The 2.5 PI saloon is no match for a BMW, for example, although both are in the same class. According to the figures the 3-litre V8 overhead-cam engine produces 145 b.h.p. at 5,500 r.p.m., yet Ford's 3-litre V6 push-rod job can manage 144 b.h.p. at only 4,750 r.p.m., so the engine is nothing to write home about. Indeed, Daimler's 2½-litre V8 was producing 140 b.h.p. ten years ago! Will the Stag be a match for the BMW 2800, a Porsche 911 or the Alfa Romeo Montreal? How will it stand up to the new V6 Citroën? I sincerely hope it will

be a worthy match for them, but why start the fanfare before it has proved itself?

Lord Stokes once said he wanted people to buy British for no other reason than that it was the best available. I agree with that sentiment. Let's keep blind nationalistic pride out of it. Before you go rushing into a bout of British Pride again let me ask you to think of the disgrace that is British Ulster today!

Dublin, 6.

K. P. FENIX.

[We try, if not to keep politics out of this journal, because motoring and politics are today inseparable, to say as little as is expedient about them. The Conservatives may seem to Mr. Fenix to be blundering; they seem to be getting on well enough in an exceedingly difficult job, to us. What Mr. Fenix loses sight of is the fact that the Editorial praising Rover and Triumph for their new models was written before the result of the General Election was known. Moreover, we presume it is not out of place to praise Rover for trying to compete in a growing market with America and Japan, with a product that has obvious innovations and merits of its own? As to the Stag, we did remark that it remains to be seen whether it will beat Mercedes-Benz commercially . . .]

Ulster used to be noted for more motor racing freedom than any place in Britain and we are only sorry that petrol in bombs instead of racing cars has been the recent preoccupation. Other than that, we know nothing of Ulster but will hope to take a look at it when war there terminates, as happily it appears to be doing.—Ed.]

* * *

SAD BRITON IN CANADA

Sir,

Since my MOTOR SPORT is affected by the vagaries of sea mail I have only just seen your road-test of the Maverick and the subsequent reply by Lancashire Cowboy.

W.B.'s attitude to Detroit tin ware is not typical of the average European and was, until recently, mine. I have lived in Canada for six years and during that time have owned a Chevrolet compact convertible, a Ford Mustang convertible and a vast Chevrolet Station wagon. In each case these cars have started and run happily at temperatures ranging between 30° below and 106° above. They have been driven on motorways endlessly at 80 m.p.h. or along unmade roads in a cloud of dust trying to maintain 60 m.p.h. so that the hopping from rut to rut (across the roads and caused by spring thawing) is smoothed out—you think Belgian pavé something! All three of these cars have had the unfortunate suspension and brakes associated with American cars; even though the Chev. convertible and the Mustang had stiffened suspension.

Because of this and driven by my nostalgia for assorted MGs and TRs that I owned before leaving England I bought a TR4A with 12,000 miles on the clock from a friend. Basically the car is the same as my previous TR3A and so one is aware of all handling faults—your fulsome correspondence on the subject indicates that most owners are endeared to them. My criticism is of the ghastly, shoddy, rapidly deteriorating finish and engineering of the car. It certainly will not start readily in winter—even freezing point is nearly too much for it and the Lucas battery failed in 18 months, though the climate where I now live is similar to the Scilly Isles. The lights go on and off spontaneously due presumably to the cheapness and crudeness of the various connections. The car is a mass of rattles and the doors have to be forcibly prised open or slammed shut—having dropped. The hood cannot be closed without assistance due to skimping and the tonneau cover can't be done up at all, again due to skimping.

When the silencer disintegrated at 20,000 miles the local agency thought this was normal for a car of this power. (My Mustang put out 225 horses but the silencer managed to survive it.) The clutch failed at 27,000 miles and had to be replaced. The only components I have admiration for are the ordinary Goodyear tyres fitted at the factory. These are just being replaced at 28,000 miles.

Being British and owning this rubbishy affair, I have asked other owners of English cars about their problems. They are manifold. Mostly the components failing the new ones, they simply don't last: they leak, they rattle and so on. But the greatest grievance is the price of the spares. My silencer cost £12, my clutch unit £30, whereas a vast silencer for an American car can be bought for £5.

I also have British newspapers and read the periodic eulogies to the motor industry, and the increases in export figures. Beware of delusion; certainly the figures go up—after all, total demand is increasing—but the Japanese are simply cleaning up the market in

the USA. Their products are well made, easy and cheap to repair and, as in the case of the Datsun 240Z or Mazda 110, far superior to any European offering at the same price, and yet ten years ago the British motor trade had the entire market. In Canada they had preferential tariffs, and all over the Continent they had immense goodwill. All of this has been thrown away by cheap advertising, apathy, poor delivery and expensive spares.

Most of your readers will say that I am generalising from the particular. This is not the case; I am speaking of generalities and using my own car as a particular example—an example that, since I am English, saddens me. After all, every new Toyota, Mazda or Datsun I see here (and there are thousands of them) is presumably one week's work less for someone in Coventry.

Gibbons, B.C., Canada.

TERENCE WEBB.

* * *

LETTER FROM EUROPE

Sir,

In your "Letter from Europe" in the July issue of *MOTOR SPORT* you mention the isolated stretch of motorway in Belgium, where Major Gardner drove the record-breaking MG. I happened to be there with Harry Herkuleyns at the same time when he broke some Belgian records with his MG K3.

The reason why the Belgians built this stretch of motorway starting and finishing in the fields, is a very typical one. During the war Belgium was, of course, occupied by the Germans—the Germans wanted a quick communication between the German Autobahnen and the coast; consequently they instructed the Belgians to build such a motorway all through Belgium, from the German border to the coast. Not having the intention to follow the German orders in the quickest way, the Belgians started to build the motorway in the fields, so that she would be of no use until completely finished. As the German occupation ended long before the motorway was finished, the stretch in the field was neglected during many years, being an ideal road for record-breaking.

Many years later the motorway was finished all the same, now being communication between Ostend and the German Autobahn near Aachen.

Hamm, Luxembourg.

A. F. LOYENS.

* * *

WHAT THEY WANT

Sir,

I should like to congratulate you on keeping your magazine's four wheels fairly and squarely on the road in the light of the nameless *rags* that have been "doing their things" with bugs, customising, back seat love play and how to make your 850 c.c. Mini look like a road racer for £5.

It is refreshing to find a magazine where one can read sensible (well, usually), conservative and yes—square articles written in English, healthy discussion and argument in readers' letters and the best "For Sale" column I have seen.

However—here it comes—I should personally like to see more written about the vintage/veteran cars. Possibly something on the lines of the White Elephant series but on more well-known *marques* such as Riley, Rover, Healey, Austin, Morris. So often one reads that such and such is for sale, yet one does not know what it looks or performs like.

By the way, why do you have to be photographed standing next to a car you have just tested? You look like one of those "white hunters" with his kill. No offence but I can't help but feel the car is usually pretty enough anyway.

Lower Tysoe.

STEPHEN GRIMSLEY.

[If the Lotus 7 picture is intended, I can only say the car nearly killed me—not literally, of course, but I took some punishment. I will endeavour not to appear again for at least a month—and would assure this correspondent, and the many others, all of whose letters cannot be published, that we are always interested to learn which articles appeal and which are of lesser interest.—Ed.]

* * *

THE MOTORISTS' LOT

Sir,

The correspondent in your July issue mentions irrelevant questions pursued by the police following breaking the speed limit whilst passing through a radar trap. He may be interested to know that these are not the only questions that may be demanded.

In December, 1969, my wife committed a similar offence. She was charged by the officers (she has never learned to smile nicely and wriggle in her mini-skirt at the most necessary moments) and in due course the summons arrived. She pleaded guilty (why push up the fine!) and later received the appropriate form requesting £7 for her first criminal offence, plus her licence for endorsement. However, with this was a tatty "nth" carbon copy addressed personally to my wife from the Clerk of the Court. This confirmed that she was now a criminal and also ordered (not requested) her to advise the court in writing of her age and, not occupation, but sex. Failure to do so would result in a fine not exceeding £50.

A rather pointed letter was received by the court requesting a reason for wishing to know my wife's age (possibly she had wiggled well!) and demanding an apology within seven days for the demand to know her sex. By return of post I received a letter notably lacking in apologies and advising me that the Clerk was required to ask for my wife's date of birth and sex under the provisions of the Vehicle and Driving Licences Act, 1969. The form sent was "in accordance with Rule 3 and the Schedule to the Magistrates' Courts (Forms) (Amendment) Rules, 1969".

I wrote in return (being rather short of £50 at the time) advising the court of my wife's age but glossing over the question of her sex.

We have now changed our car, drive in dark glasses no matter how dull the weather, cause traffic jams by always driving well within the speed limit, cringe back in our seats every time a policeman passes, and have requested the Editor to withhold our names and address.

We are going to name our first child after the Clerk to the Court and the second after our local Chief Inspector of Police. We've even thought about requesting the latter to be a godparent. Even criminals like us like to be at peace with the law sometimes.

Tunbridge Wells, Kent.

A. J. C.

[Name and address supplied.—Ed.]

* * *

THE BUG

Sir,

I share your disappointment with the layout of the Reliant Bug, and agree that the right place for the single wheel is at the back. I would, however, opt for front-wheel-drive and about two-thirds of the total weight carried on these wheels, which would do all the driving and most of the braking and cornering. Apart from the obvious Mini layout, numerous rear engine/gearbox units could simply be moved to the front end of the car. Likely units would be Imp, VW or even 2.2-litre Porsche!

Hillman Imps and Lotus 62s seem to corner fairly rapidly on three wheels so road-holding should be reasonable provided that the outside wheels on any corner can be kept vertical. This is not too hard at the front but presents problems when the rear wheel has to be the outside wheel on left- and right-hand corners. The camber change on a normally mounted wheel is equal to the body roll, but the use of two pairs of hydrolastic units would give two rear "springs" having a deflection differential proportioned to that at the front which is a measure of body roll. By mounting a rear axle beam on these units it would be possible to "sense" body roll through the front suspension and transmit an opposite roll to the rear axle beam, so keeping the rear wheel upright. The same results could be achieved using mechanical linkages between front and rear axles albeit at the expense of considerable complication.

If such a device could be made to look something like a Morgan of old then it would be the sort of vehicle to have appealed to me in the days when I was 17-25. I might even be seduced at the ripe old age of 35.

Marlow Bottom.

GARY BRISTOW.

* * *

A GILBERN OWNER

Sir,

Whilst we are singing the praises of the MG-B let us not forget the Gilbern 1800 GT which, whilst enjoying the reliability and longevity of the MG, has a *panache* and charm all its own.

The later 1800 GTs employed the MG-B engine, gearbox and axle in a Gilbern-designed semi-space frame of square-section tube, with a four-seater glassfibre body. It was at one of the early Racing Car Shows that I first saw this little car and its workmanlike design and appearance immediately appealed to me.

It was not until November, 1967, however, that I was able to

the USA. Their products are well made, easy and cheap to repair and, as in the case of the Datsun 240Z or Mazda 110, far superior to any European offering at the same price, and yet ten years ago the British motor trade had the entire market. In Canada they had preferential tariffs, and all over the Continent they had immense goodwill. All of this has been thrown away by cheap advertising, apathy, poor delivery and expensive spares.

Most of your readers will say that I am generalising from the particular. This is not the case; I am speaking of generalities and using my own car as a particular example—an example that, since I am English, saddens me. After all, every new Toyota, Mazda or Datsun I see here (and there are thousands of them) is presumably one week's work less for someone in Coventry.

Gibbons, B.C., Canada.

TERENCE WEBB.

* * *

LETTER FROM EUROPE

Sir,

In your "Letter from Europe" in the July issue of *MOTOR SPORT* you mention the isolated stretch of motorway in Belgium, where Major Gardner drove the record-breaking MG. I happened to be there with Harry Herkuleyns at the same time when he broke some Belgian records with his MG K3.

The reason why the Belgians built this stretch of motorway starting and finishing in the fields, is a very typical one. During the war Belgium was, of course, occupied by the Germans—the Germans wanted a quick communication between the German Autobahnen and the coast; consequently they instructed the Belgians to build such a motorway all through Belgium, from the German border to the coast. Not having the intention to follow the German orders in the quickest way, the Belgians started to build the motorway in the fields, so that she would be of no use until completely finished. As the German occupation ended long before the motorway was finished, the stretch in the field was neglected during many years, being an ideal road for record-breaking.

Many years later the motorway was finished all the same, now being communication between Ostend and the German Autobahn near Aachen.

Hamm, Luxembourg.

A. F. LOYENS.

* * *

WHAT THEY WANT

Sir,

I should like to congratulate you on keeping your magazine's four wheels fairly and squarely on the road in the light of the nameless rags that have been "doing their things" with bugs, customising, back seat love play and how to make your 850 c.c. Mini look like a road racer for £5.

It is refreshing to find a magazine where one can read sensible (well, usually), conservative and yes—square articles written in English, healthy discussion and argument in readers' letters and the best "For Sale" column I have seen.

However—here it comes—I should personally like to see more written about the vintage/veteran cars. Possibly something on the lines of the White Elephant series but on more well-known *marques* such as Riley, Rover, Healey, Austin, Morris. So often one reads that such and such is for sale, yet one does not know what it looks or performs like.

By the way, why do you have to be photographed standing next to a car you have just tested? You look like one of those "white hunters" with his kill. No offence but I can't help but feel the car is usually pretty enough anyway.

Lower Tysoe.

STEPHEN GRIMSLEY.

[If the Lotus 7 picture is intended, I can only say the car nearly killed me—not literally, of course, but I took some punishment. I will endeavour not to appear again for at least a month—and would assure this correspondent, and the many others, all of whose letters cannot be published, that we are always interested to learn which articles appeal and which are of lesser interest.—ED.]

* * *

THE MOTORISTS' LOT

Sir,

The correspondent in your July issue mentions irrelevant questions pursued by the police following breaking the speed limit whilst passing through a radar trap. He may be interested to know that these are not the only questions that may be demanded.

In December, 1969, my wife committed a similar offence. She was charged by the officers (she has never learned to smile nicely and wriggle in her mini-skirt at the most necessary moments) and in due course the summons arrived. She pleaded guilty (why push up the fine!) and later received the appropriate form requesting £7 for her first criminal offence, plus her licence for endorsement. However, with this was a tatty "nth" carbon copy addressed personally to my wife from the Clerk of the Court. This confirmed that she was now a criminal and also ordered (not requested) her to advise the court in writing of her age and, not occupation, but sex. Failure to do so would result in a fine not exceeding £50.

A rather pointed letter was received by the court requesting a reason for wishing to know my wife's age (possibly she had wiggled well!) and demanding an apology within seven days for the demand to know her sex. By return of post I received a letter notably lacking in apologies and advising me that the Clerk was required to ask for my wife's date of birth and sex under the provisions of the Vehicle and Driving Licences Act, 1969. The form sent was "in accordance with Rule 3 and the Schedule to the Magistrates' Courts (Forms) (Amendment) Rules, 1969".

I wrote in return (being rather short of £50 at the time) advising the court of my wife's age but glossing over the question of her sex.

We have now changed our car, drive in dark glasses no matter how dull the weather, cause traffic jams by always driving well within the speed limit, cringe back in our seats every time a policeman passes, and have requested the Editor to withhold our names and address.

We are going to name our first child after the Clerk to the Court and the second after our local Chief Inspector of Police. We've even thought about requesting the latter to be a godparent. Even criminals like us like to be at peace with the law sometimes.

Tunbridge Wells, Kent.

A. J. C.

[Name and address supplied.—ED.]

* * *

THE BUG

Sir,

I share your disappointment with the layout of the Reliant Bug, and agree that the right place for the single wheel is at the back. I would, however, opt for front-wheel-drive and about two-thirds of the total weight carried on these wheels, which would do all the driving and most of the braking and cornering. Apart from the obvious Mini layout, numerous rear engine/gearbox units could simply be moved to the front end of the car. Likely units would be Imp, VW or even 2.2-litre Porsche!

Hillman Imps and Lotus 62s seem to corner fairly rapidly on three wheels so road-holding should be reasonable provided that the outside wheels on any corner can be kept vertical. This is not too hard at the front but presents problems when the rear wheel has to be the outside wheel on left- and right-hand corners. The camber change on a normally mounted wheel is equal to the body roll, but the use of two pairs of hydrostatic units would give two rear "springs" having a deflection differential proportioned to that at the front which is a measure of body roll. By mounting a rear axle beam on these units it would be possible to "sense" body roll through the front suspension and transmit an opposite roll to the rear axle beam, so keeping the rear wheel upright. The same results could be achieved using mechanical linkages between front and rear axles albeit at the expense of considerable complication.

If such a device could be made to look something like a Morgan of old then it would be the sort of vehicle to have appealed to me in the days when I was 17-25. I might even be seduced at the ripe old age of 35.

Marlow Bottom.

GARY BRISTOW.

* * *

A GILBERN OWNER

Sir,

Whilst we are singing the praises of the MG-B let us not forget the Gilbern 1800 GT which, whilst enjoying the reliability and longevity of the MG, has a *panache* and charm all its own.

The later 1800 GTs employed the MG-B engine, gearbox and axle in a Gilbern-designed semi-space frame of square-section tube, with a four-seater glassfibre body. It was at one of the early Racing Car Shows that I first saw this little car and its workmanlike design and appearance immediately appealed to me.

It was not until November, 1967, however, that I was able to

purchase a 1965 model from the Ace Motor Co. of Kensington, with 50,000 miles on the clock. Although obviously well used, its long-legged gait, quick steering and marvellous road-holding delighted me. It was noisy, however (the exhaust system was non-standard, I believe), and in August, 1968, it was exchanged for a 1964 model with about 25,000 miles on the speedometer. This was the actual car road-tested by MOTOR SPORT and when I bought it it had a balanced engine, high-lift camshaft, 10-to-1 compression and a refurbished interior to 1966 standards. It was also very silent.

During this winter I have had a close-ratio gearbox and low-ratio (4.2:1) axle fitted by the Ace Motor Co. It is now capable of speeds (corrected) of about 110 m.p.h. at about 5,500 r.p.m. in overdrive top, so there is obviously more to come. Before the axle ratio was lowered it would do 70 m.p.h. on the close-ratio second. It will also trickle quietly through traffic without fluffing or oiling a plug and will out-accelerate most things without effort. It returns 26 m.p.g. all the time and will carry three people in comfort, four on occasion. And doesn't corrode—and still has a fashionable and pleasing shape.

The enthusiasm engendered by these little cars, as well as by their bigger brethren the Genie and Invader, has led to the formation of a Gilbern Owners' Club, which in about eight months has grown to a membership of over 50 and has a very active programme of social and soon, we hope, some minor sporting events. Totteridge.

J. CLASSEY.

FIAT RELIABILITY

Sir,

The Editor is clearly impressed that the Alfa Romeo 1750 should give him 7,000 trouble-free miles. But so it should. My Fiat 124 has now done 17,000 miles in ten months, including two 3,000-mile trips to the Continent—one of which came when it was a week old!

Trouble? Oh, yes—one puncture, blocked washers and spongy, but still effective, brakes. Oh, and Fiat at Brentford decided of their own accord to replace the clutch release bearing at 12,000 free of charge. I hadn't noticed anything!

Add to its reliability and outstanding service, comfortable room for five, a boot big enough for the "Queen Mary" and a performance from its 1,197 engine better, quieter and smoother than most British 1600s and you have the reason why Fiat are selling so well. Still, before I buy a 124 Sport perhaps I had better try the Alfa on your recommendation.

Richmond.

C. WILSON-BROWN.

FILLING UP

Sir,

I am a long-time reader of MOTOR SPORT and a long-time admirer of the Editor's comprehensive and detailed knowledge of mechanical things.

I am writing to ask the Editor, or perhaps a reader knows, why it is so difficult for a motorist to receive a fill of petrol without having a spoutful poured over the paintwork of his car in England. All the petrol companies spend large sums of money promoting their products, but seem to care nothing about the standard of service on the petrol station forecourt.

I personally do not want my screen cleaned or my tyre pressures checked, but I would like all the petrol in the tank.

It is interesting to see the number of cars in London with great greasy streaks running down from the filler orifice.

I have motored in Europe on many occasions and I have never had a drop of fuel spilled on my car when refuelling there.

London, W8.

R. PICKERING.

THINK AGAIN, LORD STOKES

Sir,

A representative of the British Motor Industry recently proclaimed that the increasingly large chunk of the British market that goes to foreign manufacturers is due to the number of strikes that hold up production in this country.

Who does he think he's kidding?

Far more relevant is the shoddy standard of finish of British cars and things like built-in water traps along the joints in the bodywork.

Owners of Triumph Heralds will know what I mean. Prospective owners beware! If you notice rust appearing when the car is not quite

two years old but has done 23,000 miles, the Zone Correspondence Controller of Standard Triumph Sales Ltd. will reply, I quote: "Whilst we do sympathise with you over the rectifications that will now be necessary to the car, it is now two years old" (from manufacture possibly but not from purchase) "and has covered 23,000 miles, and as such is totally outside the terms of guarantee."

I admit I have been lucky in that the car has been mechanically trouble-free.

Arundel.

P. D. VICKERS (Miss).

PHOTO COVERAGE

Sir,

I feel I must write and complain about the lack of photographs of the British Grand Prix. This, I feel, would be your chance to cover the race to the full, with your excellent reports, and then back it up with plenty of photographs of the cars during the race. You even managed some pictures for the Formula One meetings at Brands and Silverstone earlier this year. So please let's have some pictures of the Grand Prix. Also I would like to congratulate you on your American Comment and also Reflections.

Whitehaven, Cumberland.

DAVID STEELE.

[The final copy date for the colour section is the 12th of the month, the British GP fell on the 18th.—Ed.]

OPEL GT—continued from page 974

the nose about their fore and aft axes and the headlamps appear. No worries about coming round slowly, out of phase, or on half-cock, there they are with a resounding "clang", and a pull on the lever rotates them back out of sight. When in use the very rigid indicator stalk operates the dip mechanism on the pull-back, positive-stop system, but the cut-off on dip is a bit lethal when travelling fast at night. The disc front and drum rear brakes, with dual servo, would avoid any "blackness" embarrassment and are very powerful, with a nice progressive feel, so that the harder you push the faster you stop. At maximum speed, which is in the 110-112-m.p.h. area, the car is splendidly stable and you feel you could use quite a lot more speed, and the body shape gives a very low wind-noise factor, its penetration obviously being very good.

It is described as the Opel GT two-seater sports car, and that is what it is, for the tail is filled with the 12-gallon fuel tank, the spare wheel and the jack, so that luggage space is at a minimum. In every way it gives you a confident feeling that it is the product of a serious Research and Development department and test facility, coupled with a giant production plant, in opposition to a car built by enthusiasts from proprietary parts. If the Opel GT is an attempt to instil some sporting character into the name of General Motors, and in particular that of Adam Opel, it has certainly succeeded. In Great Britain it is handled by General Motors Ltd., of 23, Buckingham Gate, London, SW1, and the basic price is £2,057 4s. 9d. with the 1.9-litre engine, and £2,227 1s. 6d. in the form tested, with automatic transmission, fatter tyres and heated rear window.—D. S. J.

BRIEF SPECIFICATION OF OPEL GT—1.9-LITRE

Wheelbase : 7 ft. 11.7 in. (2,431 mm.).
Track, front : 4 ft. 1.4 in. (1,254 mm.).
Track, rear : 4 ft. 2.6 in. (1,284 mm.).
Overall length : 13 ft. 5.9 in. (4,113 mm.).
Overall width : 5 ft. 2.2 in. (1,580 mm.).
Overall height : 4 ft. 0.2 in. (1,225 mm.).
Kerb weight : 18.9 cwt. (960 kg.).
Wheels : 5J x 13.
Tyres : 165 HR 13—G800.
Steering : Rack and pinion.
Suspension : Front : transverse leaf i.f.s.; rear : rigid axle, coil springs.
Bore and stroke : 93 x 69.8 mm.
Capacity : 1,897 c.c.
SAE horsepower : 102 at 5,400 r.p.m.
Max. r.p.m. : 6,000.
Compression ratio : 9.5 to 1.
Main bearings : Five.
Camshaft in head : Chain driven.
Valves : Side by side operated by rockers from o.h.c.—valves at angle to centre-line of engine.
Carburettor : Single 32 DIDTA-4 Solex, double-choke.

FOR P...
9d. per

Mi...
Box...
Bo...
"M...
ST...
BO...
LO...

No inser...
repaid...
Post on th...
be held o...
unless ca...
the 8th of...
publishers...
or withdra...
do not hol...
for matter...
works err...
PLEA...

SPITFIRE...
Cinfrator...
Churchill Cre...

20-H.P. ROL...
Mechanically...
new tyres...
Tel.: 01-242...
(evenings).

JK120 D.H.C...
Luckets, leat...
chrome. Red...
stone, Harrow...
M.G. TD II...
reborn and g...
chromed, new...
Best offer ov...
Mr. Taylor, 51...
Plumstead, S...

157 AUSTIN...
lic blue. Wir...
Tel.: Kenilwo...

TR3A, 1958...
sound body...
Stubbington 2...

BENTLEY M...
Good conditi...
DAIMLER C...
ulate inside...
Worthing 397...

TR4A, 1967...
Tel.: 01-580 6...

ATTENTION...
home wanted...
condition. Al...
2121, ext. 594 (...)

1600 TC, OC...
28,000 miles...
Consider Elar...
Crowthorne 4...

1300 "S" REC...
sprayed, und...
pistons, twin...
exhaust mani...
available, ma...
Tel.: Melton...

WOLSELEY...
dition. A rea...
arrangement...
M.G. TD...
M.o.T. Offer...
3179 (Derbysh...

1970 REG...
wheels, over...
Ashbourne 31...

M.G. TF, 1...
mechanically...
new parts. E...
Sleaford, Lin...

BENTLEY...
March M.o.T...
London, S.W...
ends).

"CLASSICS...
end 1947 '22...
Box 2587.

CRAYFORD...
lina, "F" reg...
dition. £550...
4528.

MARCOS...
interior. Min...
cellent condit...
4435.

JAGUAR M...
miles. Good...
Tolhurst, 12...
Naidstone 37...

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES

PRIVATE ADVERTISERS
word (maximum number
allowed 80)

Minimum Charge 9/-,
Numbers, 2/6 extra.

Box No. Address:

"MOTOR SPORT,"

STANDARD HOUSE,

11 HILL STREET,

LONDON, E.C.2.

Attention will be made unless

Copy received after first

20th of the month will

not be carried until the next issue

is cancelled in writing before

the following month. The

advertiser reserves the right to refuse

to publish any copy without notice and

will hold themselves responsible

for any errors arising from office or

printer's errors.

PLEASE WRITE CLEARLY

IN BLOCK LETTERS

FOR SALE

1968 JAGUAR "E"-TYPE D.H.C., 1966. RED,

black interior. New mohair hood, chrome wires,

Motorola; 41,000 miles, one previous owner.

Superb car. £1,125. Tel.: 041-952 5820 (between

1 p.m. and 4 p.m.). 22 Drumry Rd., Clydebank,

Scotland. (5053)

VIVA GT, 1969 "H", 10,000 MILES. WEBASTO

roof, Magna wheels, radio. £800. P. rex., damaged

Elan, "E"-Type or W.H.Y.? Coiman. Tel.:

Winkfield Row 3827. (5060)

1 MBB ON FORD CONSUL, 1960. OFFERS.

Tel.: Saddleworth 3937. (5061)

MORGAN PLUS 4, SPECIAL LATE 1956

square radiator model. TR engine. M.G.-B

eater. Extensively reconditioned, resprayed.

Marriage forces sale. M.o.T., taxed. Offers

around £300. 17 Orchard Way, Churchdown,

Gloucester. Tel.: Churchdown 3245. (5062)

LOTUS ELITE S.II, 1962. ZF BOX, 4.2 AXLE,

twin S.U.s 4-branch exhaust, radio: new body

shell (purple), clutch. £720. Chamneys Old

Farm, Lamberhurst (Tel.: 267), Kent. (5063)

JAGUAR XK150 F.H.C., S.E., 1958. OUT-

standing condition. Genuine mileage 38,000.

Reluctantly offered at £550. Part exchange

considered. Apply: 105 High St., Brockmoor,

Erierley Hill. (5064)

LEA-FRANCIS, 1948, 14-H.P. SALOON.

Taxed and tested. Sound condition, over £100

spent last 18 months. £170 o.n.o. Wright, 54

New Bank St., Worcester. (5065)

1968 ROCHDAL OLYMPIC, PHASE II,

Ford 1600 GT engine. Excellent condition. New

SP tyres, battery. Sprayed B.R.G. Fitted towing

bracket. 115 m.p.h., 40 m.p.g. £500 o.n.o.

Kemble, 118 Northorpe, Thurlby, Bourne, Lincs.

(5066)

RILEY ROADSTER, 2½-LITRE, VERY SOUND

throughout. £285, exchange XK120 plus cash.

Tel.: Cheltenham 59941. (5067)

BRISTOL 405, 1956. PORCELAIN GREEN

with ivory upholstery. Recently works recondi-

tioned engine—a very fine specimen; extras—

discs, radio with twin speakers; seat belts, over-

drive of course. £550. Blair, Tel.: 041-952 1483.

(5068)

ASTON MARTIN DB2/4, 3-LITRE, GOOD

all round condition. £500 o.n.o. McWhan, 28

The Broadway, Nantwich, Tel.: Nantwich

4494. (5070)

JAGUAR XK150, 1957. VERY SOUND CON-

dition. No rot. But uses oil. Dark blue, red

trim. £425 o.n.o. Tel.: Newport (Mon.) 74102.

(5071)

ALVIS TD21, 1960, B.R.G., GREY LEATHER

interior. Two owners. 56,000 miles. H.M.V.

p.b. radio; matched speakers, Michelin "X"s

just fitted; spotlamps. Extremely sound con-

dition. Generously priced at £395. P/exchange.

Tel.: Hockley (Essex) 4501. (5072)

M.G. YB 1½-LITRE, 1952, SALOON.

Eight months' M.o.T.; good condition. £150

o.n.o. Mitchell, 29 Woodland Rd., Ulverston,

Lancs. Tel.: 2518. (5077)

XK150 JAGUAR, 1958 SERIES, B.R.G.

Motorola, etc. Offers invited. Tel.: Brad-

ford 611959. (5078)

FOR SALE BY PRIVATE COLLECTOR:

Outstanding 1924 3-litre Red Label Bentley,

chassis number 488. Recently restored by

a Bentley specialist. Also Edwardian sports

car, 1911 Calthorpe V.C.C. dated. In good

order. Apply: James Rothwell Lee, 99

Manthorpe Rd., Grantham, Lincolnshire.

Tel.: Grantham 3152. (5079)

BENTLEY BY H. J. MULLINER, 1950.

All-aluminium body is perfect, as is inter-

ior; faultless mechanics. A beautiful and

well-maintained motor car. £650. (Approxi-

mately 350 dollars to ship to U.S.A.).

Also S1 and "R" types. Tel.: 01-304 2670.

Or write to: J. Daniel, 100 Olron Crescent,

Bexleyheath, Kent. (5080)

M.G. TD2 IN GOOD CONDITION.

Offers around £300. Haggle over a pint.

Tel.: Elland (04227) 2143. (5081)

FORD MUSTANG 2 + 2 FIXED HEAD

coupe, 1967. Coachwork in opalescent blue

with jet black interior. Fitted economical

4.7-litre V8 engine with floor shift, manual

transmission, l.h.d. Extras include push-

button radio, record player, centre console,

Maserati horns, hazard warning control,

and safety belts; taxed until 1971. Superb

condition throughout. Price £1,350. Tel.:

01-856 3805. (5082)

1932 (MARCH) ALVIS SPEED 20 CROSS

& Ellis tourer; resprayed, rechromed, many

new parts £1,150 Exchange 12/70 1967

Alfa Romeo 1600 Giulia Spyder, 20,000

miles; exceptional £650. Exchange V8

Morgan, 87 Broughton Lane, Wistaston,

Crewe. Tel.: 68623. (5083)

MARCOS 1600, 1969, METALLIC LIGHT

green. Mini-lite wheels; immaculate

mechanically perfect; one owner. Why pay

£1,590 when £1,225 will make your dreams

come true? M. Waller. Tel.: 01-387 8013

(days), Hornchurch 50630 (nights). (5084)

BENTLEY CONTINENTAL "R" - TYPE

Mulliner fastback saloon. Chassis No. BC

43 C, manual gear-change. Velvet green

with grey interior, owned by member of

the Bentley Drivers' Club. In excellent

original condition; service history together

with receipts from Rolls-Royce available.

£2,900. Finance available if required. P. N.

Garner, Park House, Diss, Norfolk. Tel.:

Diss 2311. (5085)

ASTON MARTIN DB1, 1962 AN IN-

credible car of quality for £1,150. Apply

G. Hoar, Ivy Todd Farm, Ashdon, near

Saffron Walden, Essex. Tel.: Ashdon 292.

(5087)

M.G. TD, RESPRAYED, RECHROMED,

reupholstered in leather; renovated to origi-

nal specification. Now Concours condition.

£495. Tel.: Bowmansgreen 3650 (St.

Albans). (5096)

FOR SALE—continued

RELIANT GT, 1967, 3-LITRE V6 WITH

overdrive, radio, heated rear windows.

Exciter green; 18,000 miles; carefully driven

and maintained. Bargain at £850. Greeves,

Tel.: South Benfleet 2761. (5163)

TR3A, 1961, PRIMROSE YELLOW,

black interior; overdrive, heater, screen

washer. M.o.T. March, 1971; low mileage;

original engine and body in superb con-

dition. Probably one of the finest TR3As

left. £375 o.n.o. Tel.: Nottingham ON02

74925. (5086)

ALFA ROMEO GIULIA SPRINT GT.

Yellow ochre; 1965 model; in excellent con-

dition; M.o.T. £525 o.n.o. Pearcy. Tel.:

Harrrogate 67755. (5087)

SPITFIRE, 1966. ROYAL BLUE, WIRE

wheels; superb condition. Baby forces sale.

£515. Tel.: Walton 42209. (5088)

LOTUS ELAN S4 D.H.C. (MARCH, 1970);

7,000 miles; white; many extras. £1,350.

Tel.: Green Hammerton 471. (5090)

AUSTIN HEALEY, 1967, 3000 MK. III.

Must be sold. Nearest offer £1,000. H.P.

arranged; condition superb; copper bronze;

overdrive; 25,000 miles. Must be seen to

be appreciated. Tel.: Lowestoft 61489.

(5091)

1949 BENTLEY MK. VI. EXCELLENT

mechanically with full engine modifications.

£195. Tel.: Market Harborough 2156 any

time. (5092)

"MOTOR SPORT"—84 ASSORTED BACK

numbers, 1957-1965. 4 St. Michael's Place,

Bolton-le-Sands, Carnforth, Lancs. (5093)

LANCIA FLAMINIA GT 3C SPORTS

coupe, first registered 1964. Opalescent

silver grey, red interior; radio; low mile-

age. Beautiful appearance and performance.

Any trial or inspection. Tel.: 021-236 8686

or 021-445 1500 (evenings). (5094)

M.G. TF 1500, 1955, IN GOOD CONDI-

tion. Black. Some spares. £480 o.n.o. Tel.:

061-445 5641 (Manchester). (5095)

ALVIS TA14, 1949, SALOON, BLACK.

One owner since 1958; M.o.T.; used daily.

Best offer over £100. Tel.: Kelvedon

(Essex) 323. (5097)

1936 RILEY ADELPHI SALOON, LOCAL

owner for last 18 years. Mechanically over-

hauled very recently. Excellent order for

year, £175. Mr. Clark, 33 R. L. Stevenson

Ave., Bournemouth. Tel.: Westbourne 63344.

(5098)

AUSTIN 7, 1936, EXCELLENT CONDI-

tion. M.o.T., taxed. £150 o.n.o. Tel.: Brad-

ford 28228 (business hours). (5099)

1931 SUNBEAM 20 SALOON, TWO

owners only from new. Completely original

and in Concours condition. Licenced and

M.o.T. May, 1971. £750. James, "Shering-

ham", North Rd., Milford Haven, Pem-

brokeshire. Tel.: 3227. (5100)

ALVIS TD21, 1960, PARK WARD GREY

saloon. Wire wheels, radio, safety belts;

M.o.T. June 1971. Good condition. £425.

Tel.: Tunbridge Wells 26039 (Kent). (5101)

1934 BENTLEY DROPHEAD, PARK

Ward. In good mechanical order, exterior

and interior coachwork recently renovated.

Offers around £1,350. Box 2395. (5102)

1953 BENTLEY "R"-TYPE, MANUAL.

Now tyres, battery, Maroon. Completely

rust-free. £500. Widgery, Hampton Dene,

Hereford. Tel.: 3373. (5104)

1934 RILEY ALPINE 2/4 SEATER. EN-

gine rebuilt 5,000 miles; resprayed alloy

body, good tyres; photos available. Offers

over £500. Will export. Prime, 219 Annes-

ley Rd., Hucknall, Notts. (5105)

SINGER ROADSTER 4AD, 1953, EXCEL-

lent hood and tonneau; completely original

and very well-preserved upholstery and

coachwork; fast and reliable. 1,500 c.c.

o.h.c. Singer engine; M.o.T. and taxed;

many spares. Only £225 for this fine

machine. Tel.: Brentwood 1884 (Essex)

(evenings). (5106)

TR4, SURREY TOP, 1963, SILVER, VERY

good condition; M.o.T. (May); new soft-

top, new engine this year, new ZX tyres.

£395 o.n.o. Tel.: Morton (Lincs.) 341.

(5107)

DAIMLER SP250C, 1963, EXCELLENT

condition. Hard-top, hood, tonneau; 63,000

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES FOR PRIVATE ADVERTISERS

9d. per word (maximum number allowed 80)

Minimum Charge 9/-,
Box Numbers, 2/6 extra.
Box No. Address:
"MOTOR SPORT,"
STANDARD HOUSE,
BONHILL STREET,
LONDON, E.C.2.

No insertion will be made unless prepaid. Copy received after first post on the 20th of the month will be held over until the next issue unless cancelled in writing before the 8th of the following month. The publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

PLEASE WRITE CLEARLY

FOR SALE

SPITFIRE III, JANUARY 1958, WHITE. Cofuratos. Carefully maintained. £580. 10 Churchhill Cres., Sonning Common, Reading. (4987)

20-H.P. ROLLS RUNNING CHASSIS, 1927. Mechanically sound and original. Five almost new tyres. Complete. Offers around £475. Tel.: 01-242 2441 (day) (London), 01-390 0902 (evenings). (4988)

XK120 D.H.C., WIRES, RADIO, HEATER, Luggage, leather rim. Taxed, tested. Good chrome. Red. £300. 23 Graham Rd., Wealdstone, Harrow. (4989)

M.G. TD II, 1953, GOLD SEAL ENGINE re-holed and ground, 200 miles; resprayed red, re-chromed, new hood, good tyres. Year's M.O.T. Best offer over £250 secures. Write or call to Mr. Taylor, 51 Occupation Lane, Shooters Hill Plumstead, S.E.18. (4990)

1967 AUSTIN HEALEY 3000 MK. III, METAL- lic blue. Wires, overdrive, luggage rack. £945. Tel.: Kenilworth 56153. (4992)

TR3A, 1958, EXCELLENT MECHANICS, sound body. New hood. M.O.T. £195. Tel.: Stubbington 2588. (4993)

BENTLEY MK. VI, 1951, TWO-TONE GREY, Good condition. £450. Box 2384. (4994)

DAIMLER CONSORT, 38,000 ONLY, IMMA- culate inside and out. Taxed. £175. Tel.: Worthing 39735. (4995)

TR4A, 1967, O.D., W.W., CINTS, £795, Tel.: 01-580 6788, ext. 134 (office). (4996)

ATTENTION RILEY LOVERS, GOOD home wanted for my 1950 1½-litre. M.O.T. Good condition. About £150. Tel.: Corby (Northants.) 2121, ext. 594 (daytime), Kettering 4968 (evenings). (4993)

1600 TC, OCT, 1956, MAROON, DARK HIDE, 28,000 miles. V.G. condition, most extras. £965. Consider Eian or Cooper part exchange. Tel.: Crowthorne 4360. (4999)

1300 "S" REQUIRES GENUINE HOME. RE- sprayed, undersealed, fully balanced, flat-top pistons, twin 1½ in., worked head, competition exhaust manifold, 10.5 : 1, 90 b.h.p. All bills available, many extras. Sensible offers please. Tel.: Melton Mowbray 3836 (after 6 p.m.). (5000)

WOLSELEY WASP, 1934, PERFECT CON- dition. A real treasure. Seen and examined by arrangement. Offers, Box 2386. (5001)

M.G. TD, GOOD CONDITION, RED, M.O.T. Offers or exchange. Tel.: Ashbourne 3179 (Derbyshire). (5002)

1970 REG. TRIUMPH TR5 P.I. WIRE wheels, overdrive, Surrey top. £925. Tel.: Ashbourne 3179 (Derbyshire). (5002)

M.G. TF, 1,250 C.C. RED, EXCELLENT mechanically. Immaculate appearance. Many new parts. £650. 5 Sycamore Drive, Cranwell, Stamford, Lincs. (5003)

BENTLEY MK. VI, 1948, LIGHT GREY, March M.O.T. Extras, good mechanics, body. £390. London: S.W.5. Tel.: 370 2062 (evenings, weekends). (5004)

"CLASSICS" - 1950 MK. V "3" JAGUAR and 1947 "21" Jaguar. Offers. Immaculate. Box 2387. (5005)

CRAYFORD CONVERSION LOTUS COR- lina. "F" registered, 19,000 miles. Perfect condition. £650 or near offer. Tel.: Borough Green 4128. (5007)

MARCOS 1600, 1958, SILVER, BLACK interior. Minilites, sun-roof, 1,950 miles. Excellent condition. £1,200 o.n.o. Tel.: Papham 4435. (5008)

JAGUAR MK. V, 1951, ONE OWNER, 83,000 miles. Good condition, original tools, etc. £175. Tolhurst, 12 Yeoman Lane, Bearsted. Tel.: Maidstone 37718. (5009)

LAGONDA, 1934, M45 PILLARLESS SALOON, Engine overhauled. Body and interior bit scruffy. £400 o.n.o. Maynard Tel.: 01-449 1088. (5010)

MERCEDES-BENZ 190SL, ENTHUSIAST'S third car. Rust-free, outstanding condition. Fully mechanically. Silver grey, red hide. R.H.O. 1957 but small mileage. £500. Tel.: 61-445 5545 (after 6 p.m.). (5011)

FOR SALE—continued

JAGUAR "E"-TYPE D.H.C., 1966, RED, black interior. New mohair hood, chrome wires. Motorola; 41,000 miles, one previous owner. Superb car. £1,125. Tel.: 041-952 5820 (between 1 p.m. and 4 p.m.). 22 Drumry Rd., Clydebank, Scotland. (5053)

VIVA GT, 1969 "H", 10,000 MILES, WEBASTO roof, Magna wheels, radio. £800. Prix., damaged Eian, "E"-Type or W.H.Y.? Colman. Tel.: Winkfield Row 3827. (5060)

1 MBB ON FORD CONSUL, 1960, OFFERS, Tel.: Saddleworth 3937. (5061)

MORGAN PLUS 4, SPECIAL LATE 1956 square radiator model. TR engine. M.G.-B eater. Extensively reconditioned, resprayed. Marriage forces sale. M.O.T. taxed. Offers around £300. 17 Orchard Way, Churchdown, Gloucester. Tel.: Churchdown 3245. (5062)

LOTUS ELITE S.II, 1962, 2F BOX, 4.2 AXLE, twin S.U.s 4-branch exhaust, radio; new body shell (purple), clutch. £720. Chamneys, Old Farm, Lamberhurst (Tel.: 267), Kent. (5063)

JAGUAR XK150 F.H.C., S.E, 1958, OUT- standing condition. Genuine mileage 38,000. Reluctantly offered at £550. Part exchange considered. Apply: 105 High St., Brockmoor, Brerley Hill. (5064)

LEA-FRANCIS, 1948, 14-H.P. SALOON, Taxed and tested. Sound condition, over 2100 spent last 18 months. £370 o.n.o. Wright, 54 New Bank St., Worcester. (5065)

1968 ROCHDAL OLYMPIC, PHASE II, Ford 1600 GT engine. Excellent condition. New SP tyres, battery. Sprayed B.R.G. Fitted towing bracket, 115 m.p.h., 40 m.p.g. £500 o.n.o. Kemble, 118 Northorpe, Thurlby, Bourne, Lincs. (5066)

RILEY ROADSTER, 2-LITRE, VERY SOUND throughout. £285, exchange XK120 plus cash. Tel.: Cheltenham 59941. (5067)

BRISTOL 405, 1956, PORCELAIN GREEN with ivory upholstery. Recently works reconditioned engine—a very fine specimen; extras—discs, radio with twin speakers; seat bolts, overdrive of course. £550. Blair. Tel.: 041-952 1483. (5069)

ASTON MARTIN DB2/4, 3-LITRE, GOOD all round condition. £500 o.n.o. McWhan, 28 The Broadway, Nantwich. Tel.: Nantwich 4594. (5070)

JAGUAR XK150, 1957, VERY SOUND CON- dition. No rat. But uses oil. Dark blue, red trim. £425 o.n.o. Tel.: Newport (Mon.) 74102. (5071)

ALVIS TD21, 1950, B.R.G., GREY LEATHER interior. Two owners, 58,000 miles. H.M.V. p.b. radio, matched speakers, Michelin "X"s just fitted, spotlamps. Extremely sound condition. Generously priced at £395. P. exchange. Tel.: Hockley (Essex) 4501. (5072)

M.G. YB 1½-LITRE, 1952, SALOON, Eight months' M.O.T.; good condition. £150 o.n.o. Mitchell, 29 Woodland Rd., Ulverston, Lancs. Tel.: 2518. (5077)

XK150 JAGUAR, 1958 SERIES, B.R.G. Motorola, etc. Offers invited. Tel.: Bradford 611959. (5078)

FOR SALE BY PRIVATE COLLECTOR: Outstanding 1924 3-litre Red Label Bentley, chassis number 488. Recently restored by a Bentley specialist. Also Edwardian sports car, 1911 Calthorpe V.C.C. dated. In good order. Apply: James Rothwell Lee, 99 Manthorpe Rd., Grantham, Lincolnshire. Tel.: Grantham 3152. (5079)

BENTLEY BY H. J. MULLINER, 1950, All-aluminium body is perfect, as is interior; faultless mechanics. A beautiful and well-maintained motor car. £650. (Approximately 350 dollars to ship to U.S.A.). Also S1 and "R" types. Tel.: 01-304 2670. Or write to: J. Daniel, 100 Olton Crescent, Bexleyheath, Kent. (5080)

M.G. TD2 IN GOOD CONDITION, Offers around £300. Haggle over a pint. Tel.: Eiland (04227) 2143. (5081)

FORD MUSTANG 2+2 FIXED HEAD coupé, 1967. Coachwork in opalescent blue with jet black interior. Fitted economical 4.7-litre V8 engine with floor shift, manual transmission, l.h.d. Extras include push-button radio, record player, centre console, Maserati horns, hazard warning control, and safety belts, taxed until 1971. Superb condition throughout. Price £1,350. Tel.: 01-856 3805. (5082)

1932 (MARCH) ALVIS SPEED 20 CROSS & Ellis tourer; resprayed, rechromed, many new parts. £1,150. Exchange 12/70. 1967 Alfa Romeo 1600 Giulia Snyder, 20,000 miles; exceptional. £650. Exchange V8 Morgan. 87 Broughton Lane, Wistaston, Crewe. Tel.: 68623. (5083)

MARCOS 1600, 1969, METALLIC LIGHT green. Minilite wheels; immaculate; mechanically perfect; one owner. Why pay £1,590 when £1,225 will make your dreams come true? M. Waller. Tel.: 01-387 8013 (days), Hornchurch 56630 (nights). (5084)

BENTLEY CONTINENTAL "R"-TYPE Mulliner fastback saloon, Chassis No. BC 43 C, manual gear-change. Velvet green with grey interior; owned by member of the Bentley Drivers' Club. In excellent original condition; service history together with receipts from Rolls-Royce available. £2,900. Finance available if required. P. N. Garner, Park House, Diss, Norfolk. Tel.: Diss 2311. (5085)

ASTON MARTIN DB1, 1962, AN IN- credible car of quality for £1,150. Apply: G. Hoar, Ivy Todd Farm, Ashdon, near Saffron Walden, Essex. Tel.: Ashdon 242. (5087)

M.G. TD, RESPRAYED, RECHROMED, reupholstered in leather. Renovated to original specification. Now Concours condition. £495. Tel.: Bowmansgreen 3650 (St. Albans). (5096)

FOR SALE—continued

RELIANT GT, 1967, 3-LITRE V6 WITH overdrive, radio, heated rear windows. Exeter green; 18,000 miles; carefully driven and maintained. Bargain at £850. Greeves. Tel.: South Benfleet 2761. (5163)

TR3A, 1961, PRIMROSE YELLOW, black interior; overdrive, heater, screen washer. M.O.T. March, 1971; low mileage; original engine and body in superb condition. Probably one of the finest TR3As left. £375 o.n.o. Tel.: Nottingham GNO2 74925. (5086)

ALFA ROMEO GIULIA SPRINT GT, Yellow ochre; 1965 model; in excellent condition; M.O.T. £525 o.n.o. Pearcey. Tel.: Harrogate 67755. (5087)

SPITFIRE, 1966, ROYAL BLUE, WIRE wheels; superb condition. Baby forces sale. £515. Tel.: Walton 42209. (5088)

LOTUS ELAN S4 D.H.C. (MARCH, 1970); 7,000 miles; white; many extras. £1,350. Tel.: Green Hamerton 471. (5090)

AUSTIN HEALEY, 1967, 3000 MK. III, Must be sold. Nearest offer £1,000. H.P. arranged; condition superb; copper bronze; overdrive; 25,000 miles. Must be seen to be appreciated. Tel.: Lowestoft 61489. (5091)

1949 BENTLEY MK. VI, EXCELLENT mechanically with full engine modifications. £195. Tel.: Market Harborough 2156 any time. (5092)

"MOTOR SPORT"—84 ASSORTED BACK numbers, 1957-1965. 4 St. Michael's Place, Bolton-le-Sands, Carnforth, Lancs. (5093)

LANCIA FLAMINIA GT 3C SPORTS coupé, first registered 1964. Opalescent silver grey, red interior; radio; low mileage. Beautiful appearance and performance. Any trial or inspection. Tel.: 021-236 8686 or 021-445 1500 (evenings). (5094)

M.G. TF 1500, 1955, IN GOOD CONDI- tion. Black. Some spares. £480 o.n.o. Tel.: 061-445 5641 (Manchester). (5095)

ALVIS TA14, 1949, SALOON, BLACK, One owner since 1958; M.O.T. used daily. Best offer over £100. Tel.: Kelyedon (Essex) 323. (5097)

1936 RILEY ADELPHI SALOON, LOCAL owner for last 18 years. Mechanically overhauled very recently. Excellent order for year. £175. Mr. Clark, 33 R. L. Stevenson Ave., Bournemouth. Tel.: Westbourne 63344. (5098)

AUSTIN 7, 1936, EXCELLENT CONDI- tion. M.O.T., taxed. £150 o.n.o. Tel.: Bradford 28228 (business hours). (5099)

1931 SUNBEAM 20 SALOON, TWO owners only from new. Completely original and in Concours condition. Licensed and M.O.T. May, 1971. £750. James, "Sheringham", North Rd., Milford Haven, Pembrokehire. Tel.: 3227. (5100)

ALVIS TD21, 1960, PARK WARD GREY saloon. Wire wheels, radio, safety belts; M.O.T. June, 1971. Good condition. £425. Tel.: Tunbridge Wells 26039 (Kent). (5101)

1934 BENTLEY DROPHEAD, PARK Ward. In good mechanical order, exterior and interior coachwork recently renovated. Offers around £1,350. Box 2395. (5102)

1953 BENTLEY "R"-TYPE, MANUAL, New tyres, battery. Maroon. Completely rust-free. £500. Widgery, Hampton Dene, Hereford. Tel.: 3373. (5104)

1934 RILEY ALPINE 2/4 SEATER, EN- gine rebuilt 5,000 miles; resprayed alloy body, good tyres; photos available. Offers over £500. Will export. Prime, 219 Annesley Rd., Hucknall, Notts. (5105)

SINGER ROADSTER 4AD, 1953, EXCEL- lent hood and tonneau; completely original and very well-preserved upholstery and coachwork; fast and reliable; 1,500 c.c. o.h.c. Singer engine; M.O.T. and taxed; many spares. Only £225 for this fine machine. Tel.: Brentwood 1884 (Essex) (evenings). (5106)

TR4, SURREY TOP, 1963, SILVER, VERY good condition; M.O.T. (May); new soft-top, new engine this year, new ZX tyres. £395 o.n.o. Tel.: Morton (Lincs.) 341. (5107)

DAIMLER SP250C, 1963, EXCELLENT condition. Hard-top, hood, tonneau; 63,000 miles. Owner abroad. £550. Tel.: Ipswich 75052 (evenings). (5108)

M.G. TD, 1951, RED, COMPLETE OVER- haul summer 1969. Beautiful condition. £400. Tel.: Woldingham 3189. (5109)

1947 ALVIS TA14, BLACK SALOON, IN very good condition. Recent overhaul; smart original appearance; excellent leather. £195. After August 10th. Tel.: North Luffenham 334. (5110)

1967 TIGER (4.2 V8) RED, H/S-TOP, radio, just M.O.T., new tyres in mint condition. Part exchange considered. £850. Tel.: 041-771 1636. (5111)

M.G.-C ROADSTER, 1968; 27,500, Mineral blue, black interior; overdrive, white Bermuda hard-top, Sundym panels, two new Cinturatos, soft-top, tonneau, radio; recently taxed; excellent condition. £935. Tel.: Hayling Island 2796 (evenings). (5112)

EX-WORKS AUSTIN HEALEY 3000, IN immaculate condition. Further details on request. Scribble offers only. Mr. R. J. Ward. Tel.: Kidderminster 4983 (after 6 p.m.). (5113)

ROLLS-ROYCE 20/25 LANCEFIELD sports saloon with boot. £600. Strips Farm, Harvington, near Kidderminster. (5114)

REGISTRATION MCJ1 ON A50, USED daily. Offers. Apply: 40 Churchill Ave., Halstead, Essex. (5118)



MONZA SEPTEMBER 6th YOUR LAST CHANCE TO BOOK! DAY RETURN

This is a day flight leaving Gatwick Airport by Britannia aircraft at 07.00 hrs. on Sunday morning. Coaches will meet the aircraft at Milan Airport and make an immediate transfer to the Autodromo. The return flight after the race will be at 22.00 hrs. (local) from Milan, arriving Gatwick at midnight.

ONLY 25 GNS.

This remarkably low price is inclusive of air flights both ways, coach transportation in Italy, basic admission to the circuit, breakfast on the outward flight, dinner on the homebound flight, and the services of our couriers throughout.

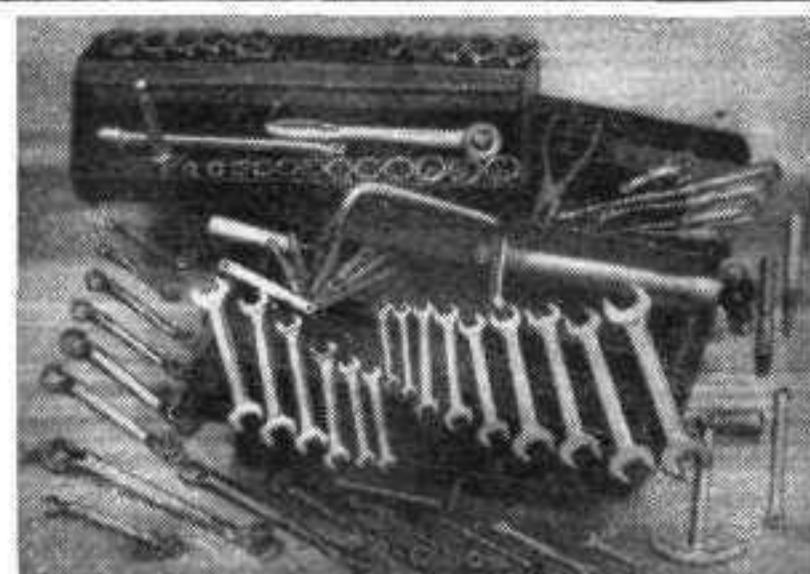
By the time this Copy appears, we may still have a few seats left. Phone Reservations Girl, Valerie Webster, now at 0533-24181.

Page Tours,
Page & Moy Limited,
221-223, Belgrave Gate,
Leicester.

*£38 TOOL SETS FOR £28

BUY DIRECT AND SAVE UP TO £10 ON
FINEST CHROME VANADIUM AND CHROME PLATED

TOOL SETS



**FREE
CREDIT
NO SERVICE
CHARGE**

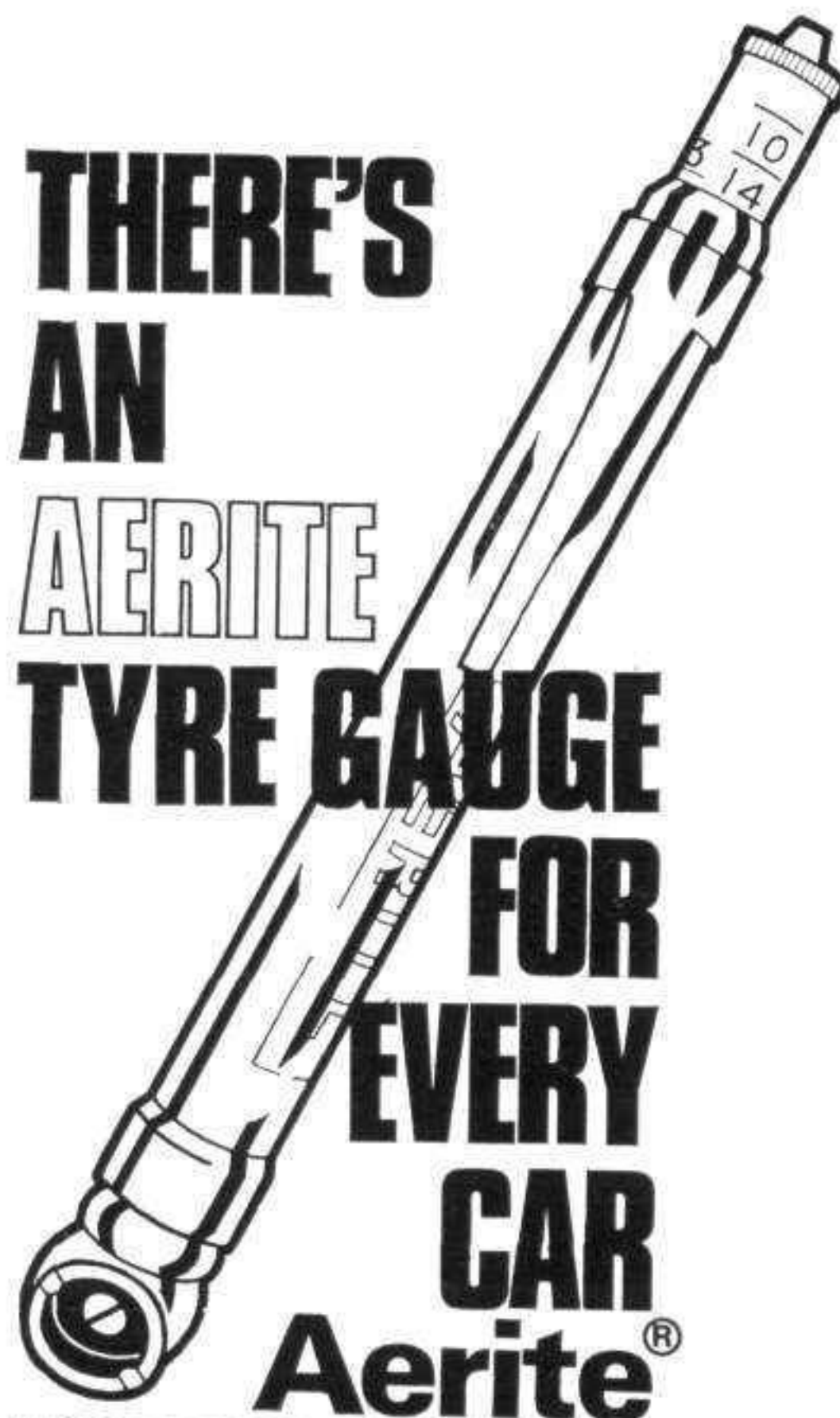
70 PIECE SET HC05 (A/F. WHIT. METRIC) * Average Retail Value

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

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

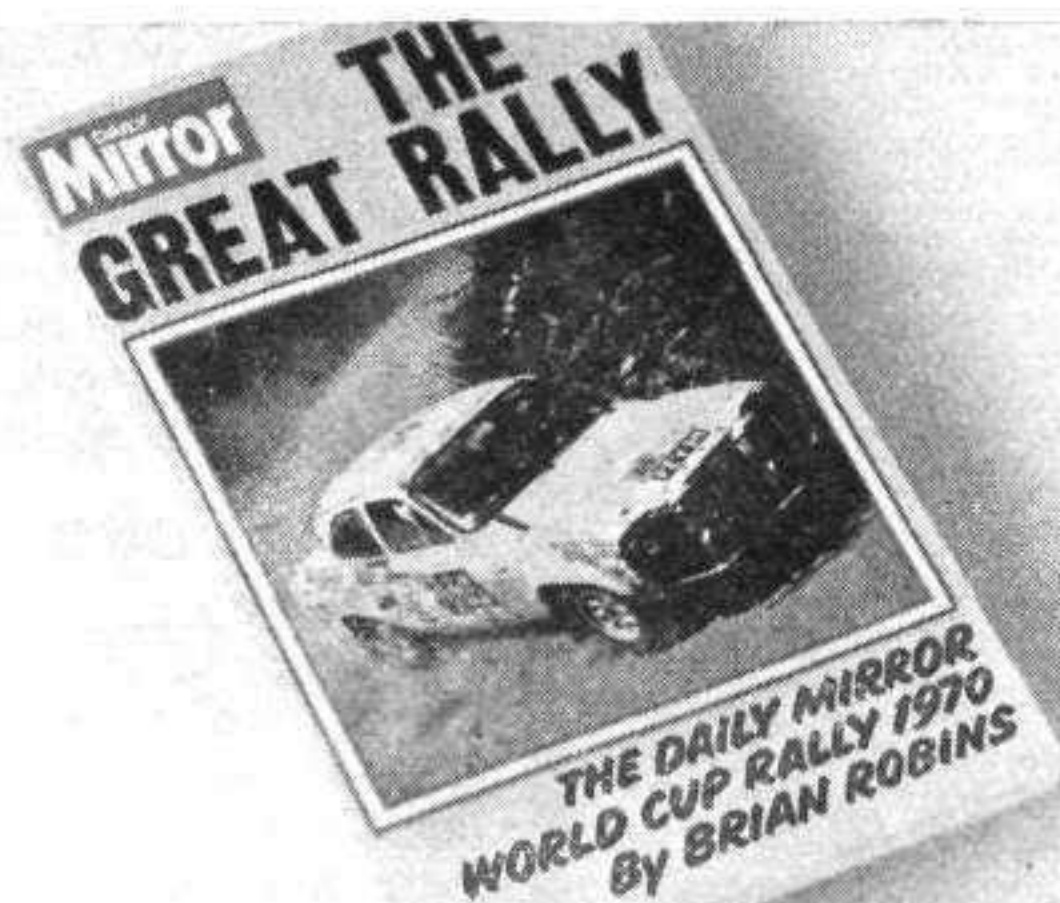
C. H. HICKMAN LIMITED

DEPT. MS9 HICKMAN AVENUE, P.O. BOX 45, WOLVERHAMPTON



**THERE'S
AN
AERITE
TYRE GAUGE
FOR
EVERY
CAR
Aerite®**

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



The full, official story of the greatest, longest, toughest car rally ever held. A Daily Mirror original paperback by Brian Robins, Editor, BBC-TV Motoring Programmes. 112 pp. Over 50 photographs including 15 in full colour. Send the coupon now.

To: The Great Rally, Offers Dept., Daily Mirror, 4 Arne Street, LONDON, W.C.99. Please send me.....copy(ies) of The Great Rally. I enclose P.O./cheque No.for 8s. for each book plus 1s. for post and packing, totalling.....

NAME _____

BLOCK CAPITALS
ADDRESS _____

MS

SAVE PETROL COSTS
with the

COLORTUNE 2

New 5,000 r.p.m. Kit Sets all carbs. Extremely accurate colour method gives spot on mixture setting. Can be test run up to 50 m.p.h., suitable 2- or 4-stroke engine using 14 mm. plugs or 18 mm. using conversion bush (2/6 extra). Refund guaranteed. (Send for leaflet.)
List price 97/6 69/6 p. & p. 2/6



SPOT-ON Ignition Timing

Neon strobe checks timing accurately with engine running makes revolving mark timing appear stationary. This easy method enables you to set timing Spot-on. Improves performance, saves petrol, banishes all guesswork. For 6 or 12 volts, most cars and motorcycles. Refund guaranteed. (Send for Press Reports.)
ONLY 17/6. P&P 1/-

SPECIAL OFFER BOTH ITEMS 79/6 P P 2/6

GOT 2 or MORE CARBS?

Achieve the full power you deserve—the best M.P.G.—obtain perfect carburettor balance. Use this synchroniser in conjunction with C'tune for spot on results. As accurate and easy to use as similar products costing £5 or more. Post free if ordered with Colortune. Send for illustrated leaflet. **ONLY 39/6, p. & p. 3/6.**



Reflective Number Plates

LOP 548
—The best you can buy!

At this price. RAISED LETTERS securely fastened to one white plate, one yellow plate. Square or oblong (state which), all aluminium. Complete with nylon fixing screws. You could pay £5. Our shattering price 45/- PAIR, post 2/6. 24-hour service.

Revolutionary TAPPET ADJUSTER

Adjusts tappets to professional standards quickly and easily. No feeler gauge required. **Automatically compensates for worn tappets.** Perfect results guaranteed or money back. List 105/6. Our price 95/-, p. & p. 3/-. (*Includes socket. State size required on car.) Extra Sockets 7/- each.

WORKSHOP MANUALS
Know everything about your car. Step-by-step instructions. Fully illustrated **36/-** POST FREE

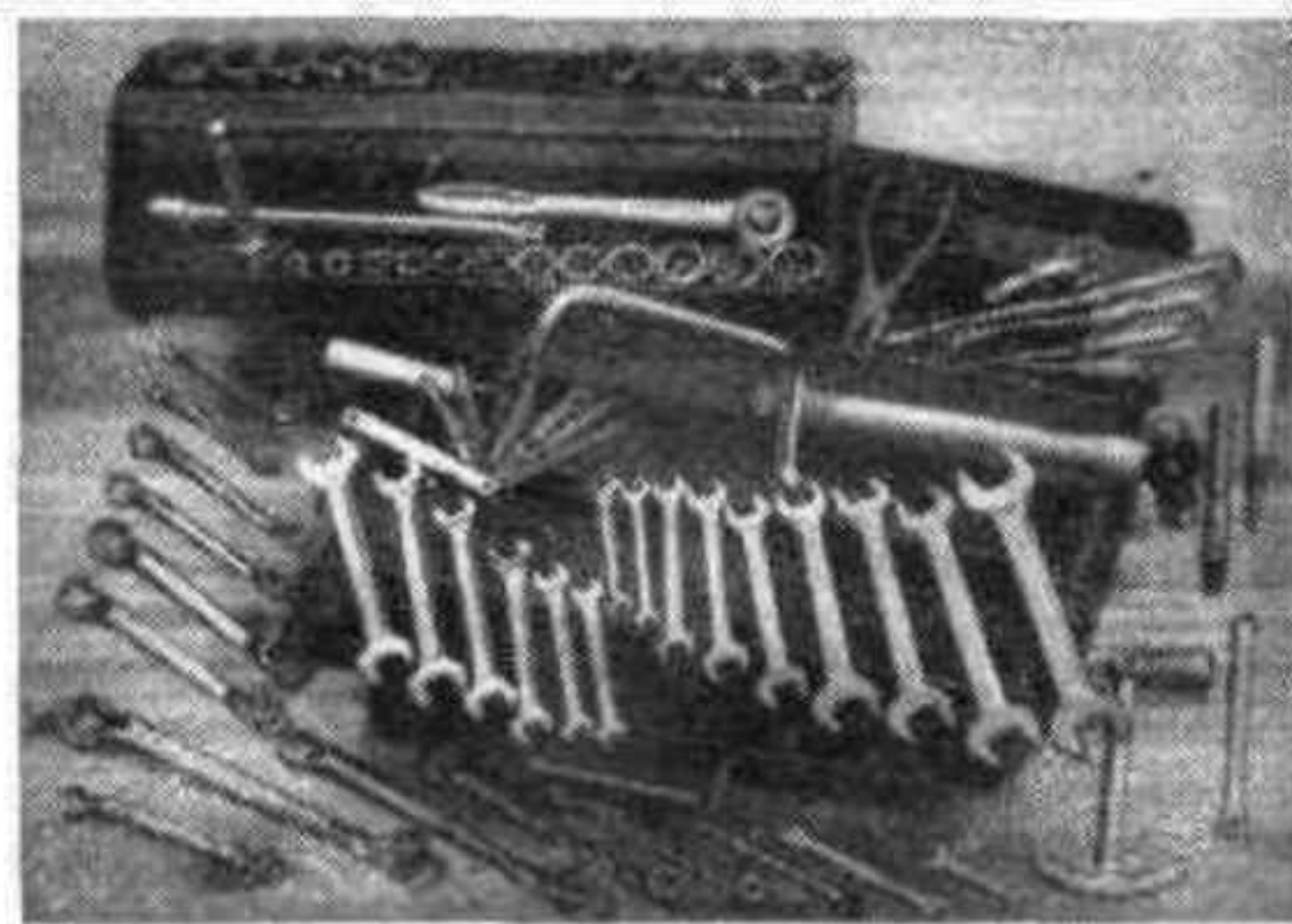


MS. 226 MARY STREET · BIRMINGHAM 12
TEL: 021-440 3600 · CALLERS WELCOME · EASY PARKING

*£38 TOOL SETS FOR £28

BUY DIRECT AND SAVE UP TO £10 ON
FINEST CHROME VANADIUM AND CHROME PLATED

TOOL SETS



**FREE
CREDIT
NO SERVICE
CHARGE**

70 PIECE SET HC05 (A/F. WHIT. METRIC)

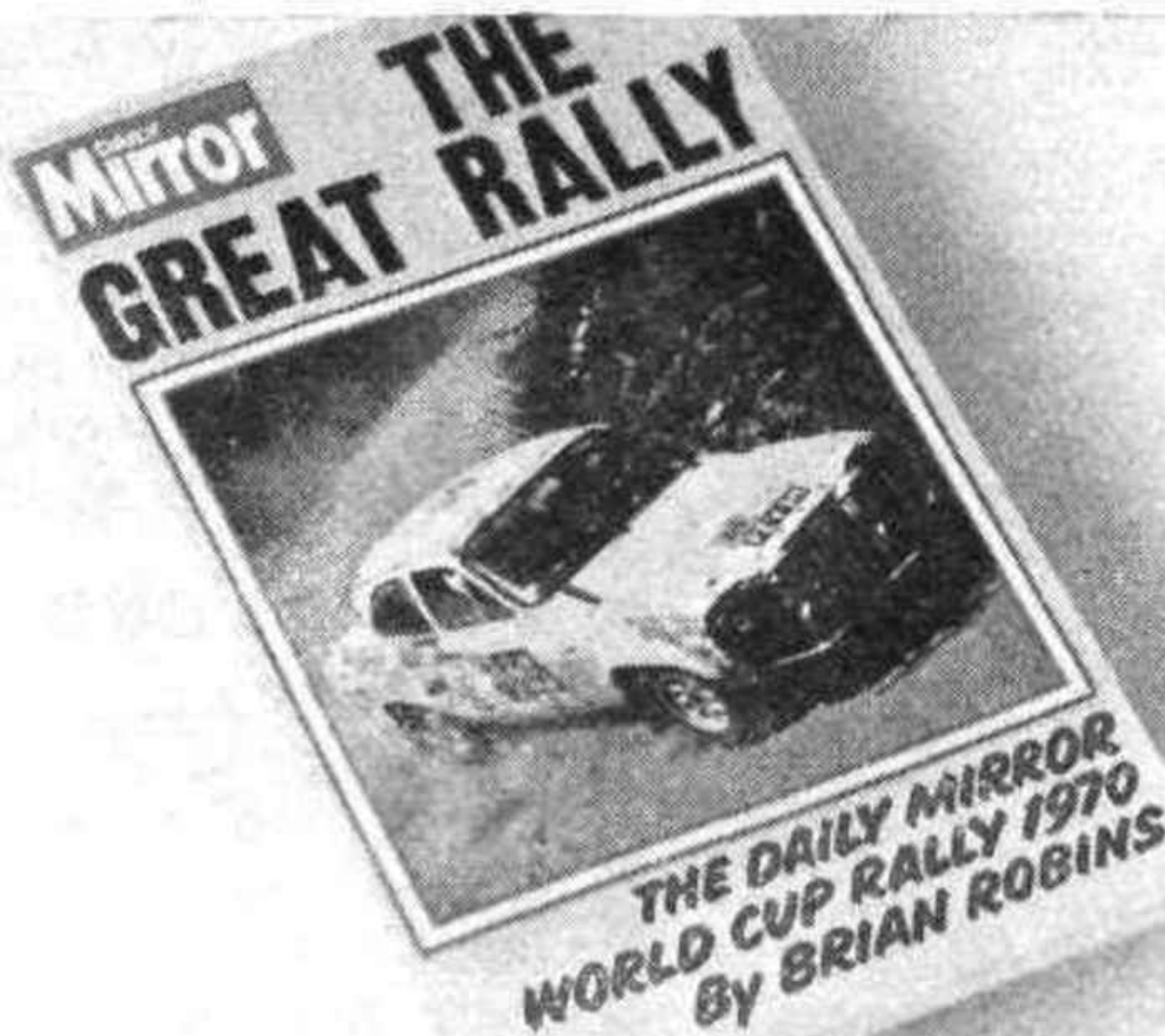
★ Average
Retail Value

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

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

C.H. HICKMAN LIMITED

DEPT. MS9 HICKMAN AVENUE, P.O. BOX 45, WOLVERHAMPTON



The full, official story of the greatest, longest, toughest car rally ever held. A Daily Mirror original paperback by Brian Robins, Editor, BBC-TV Motoring Programmes. 112 pp. Over 50 photographs including 15 in full colour. Send the coupon now.

To: The Great Rally, Offers Dept., Daily Mirror, 4 Arne Street, LONDON, W.C.99. Please send me.....copy(ies) of The Great Rally. I enclose P.O./cheque No.for 8s. for each book plus 1s. for post and packing, totalling.....

NAME

BLOCK CAPITALS
ADDRESS

MS

THERE'S AN AERITE TYRE GAUGE FOR EVERY CAR Aerite®

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

SAVE PETROL COSTS with the

COLORTUNE 2

New 5,000 r.p.m. Kit Sets all carbs. Extremely accurate colour method gives spot on mixture setting. Can be test run up to 50 m.p.h., suitable 2- or 4-stroke engine using 14 mm. plugs or 18 mm. using conversion bush (2/6 extra). Refund guaranteed. (Send for leaflet.)
List price 97/6 69/6 p. & p. 2/6



SPOT-ON Ignition Timing

Neon strobe checks timing accurately with engine running makes revolving mark timing appear stationary. This easy method enables you to set timing Spot-on. Improves performance, saves petrol, banishes all guesswork. For 6 or 12 volts, most cars and motorcycles. Refund guaranteed. (Send for Press Reports.)
ONLY 17/6. P&P 1/-

SPECIAL OFFER BOTH ITEMS 79/6 P P 2/6

GOT 2 or MORE CARBS?

Achieve the full power you deserve—the best M.P.G.—obtain perfect carburettor balance. Use this synchroniser in conjunction with C'tune for spot on results. As accurate and easy to use as similar products costing £5 or more. Post free if ordered with Colortune. Send for illustrated leaflet. ONLY 39/6, p. & p. 3/6.



Reflective Number Plates



-The best you can buy!
At this price. RAISED LETTERS securely fastened to one white plate, one yellow plate. Square or oblong (state which), all aluminium. Complete with nylon fixing screws. You could pay £5. Our shattering price 45/- PAIR, post 2/6. 24-hour service.

Revolutionary TAPPET ADJUSTER



Adjusts tappets to professional standards quickly and easily. No feeler gauge required. Automatically compensates for worn tappets. Perfect results guaranteed or money back. List 105/6. Our price 95/-, p. & p. 3/-. (*Includes socket. State size required on car.) Extra Sockets 7/- each.

WORKSHOP MANUALS

Know everything about your car. Step-by-step instructions. Fully illustrated 36/- POST FREE



MS. 226 MARY STREET - BIRMINGHAM 12
TEL: 021-440 3600 - CALLERS WELCOME - EASY PARKING

FOR SALE—continued

DAIMLER SCOUT CAR, 1943, FOUR- wheel drive, five-speed pre-select six-cylinder o.h.v., puncture-proof tyres. Very good order. £220. Tel.: Harefield 3236 (Middlesex). (5115)

JENSEN 541R, 1960, MANUAL; MECH-anics all replaced in last 26,000 miles; any test. £450. Glenn. Tel.: Romford 46066. (5116)

A.C. ACECA, BEAUTIFUL TWO-SEATER GT type. Perfect, unmarked, sparkling condition. Blue. Maintained regardless of expense. Delightful rare A.C. for collector or enthusiast. £725 o.n.o. Tel.: 01-789 5704. (5117)

AUSTIN HEALEY 3000 MK. III, IM-maculate, as original car; £300 recently spent on overhaul. Probably no finer Healey available at this price. Can be seen London area. Best offer over £600. Part exchange and H.P. available. Tel.: Axminster 2737. (5119)

1938 WOLSELEY 25 H.P.; 30,000 MILES. One owner; 99.99 per cent. original condition; all history. Suit film company. £750. Westoby, 113 Beverley Rd., Hull. Tel.: Hull 35030 or 791209. (5120)

TDE (COMET) HIGH PERFORMANCE 1,300 c.c., 1965, red Volkswagen; l.h.d., Cinturatos; 55,000; Porsche clutch system, strengthened suspension; one owner. Trumbell, Sgts. Mess, R.A.F., Innesworth, Gloucester. Tel.: 21571, extension 481 (day). (5121)

1934 AUSTIN 10, EXCELLENT RUNNING order. Gleaming black; Heater, fog and spot lamps; M.o.T. May, 1971, taxed Oct. 1970. £130. Tel.: Uxbridge 34306. (5122)

TR3A, 1960, FOR SALE LATE SEPT. Thoroughly excellent throughout, immaculate rust-free bodywork, superbly renovated interior, faultless mechanics, almost new M.o.T. Many extras, including overdrive, hard/soft-tops, belts, spots, etc. Reluctant forced sale around £310. For details please telephone Woking 63322. (5123)

VERY RARE AND ORIGINAL 1949 Riley 2½ roadster. This is the 2/3-seater folding hood model. Bodywork excellent, no fillers or bodging during extensive renovation; engine completely reconditioned, new mains, big-ends, pistons, etc., rewired, new upholstery, all during last two years; M.o.T. Addition to family necessitates sale of this collector's investment at reasonable price of £385, or exchange for 1100 Vitesse or Cortina, etc. 113 Heathfield Rd., Hitchin, Herts. Tel.: Hitchin 53589 (after 6 p.m. or weekends). (5124)

SPECIAL V6 CORTINA, "F" REGISTRA-tion. White. Mk. II 3-litre with tow bar and leather rim wheel. £825. Take Escort in part exchange. Tel.: 01-590 4682. (5125)

MERCEDES 190SL, 1961, RED, L.H.D. Hard/soft-tops, radio, new front suspension, exhaust, brake drums, shoes, pipes, lamps, upholstery, carpets (in black), ZX tyres, overhauled dynamo, starter; no rust; comfortable, reliable; plenty of "go". Reluctant sale, owner departing overseas. Genuine offers. Sylvester, 9 Durham Close, Warden Hill, Cheltenham. Tel.: 28684. (5126)

KKF 1 REGISTRATION 1949 AUSTIN Princess saloon. Good condition (worked on). Laid up three years. Must sell. Offers or exchange. 2 Ivanhoe Rd., Liverpool. Tel.: 051-727 4769. (5127)

SCOOTACAR, VERY RARE BEETLE-back sports. Believed only one of this model left. Built 1930-1933 by Scoota Cars, Reigate, Surrey. Beautiful condition. Offers. 2 Ivanhoe Rd., Liverpool. Tel.: 051-727 4769. (5127)

1937 ASTON MARTIN 2-LITRE LONG-chassis sports saloon. Extensive restoration, repaint, rechrome, etc. £750. Part exchange considered. 18 Park Drive, Wistaston, Crewe. Tel.: 68323. (5128)

BENTLEY MK. VI, 1950, GREY ON grey. Bodywork excellent (respray in last 12 months). Interior good, mechanically good throughout, refined brakes, etc. Offers around £600. Tel.: Cambridge 47330. (5129)

1939 MORGAN 4/4, CLIMAX-ENGINE. Two-year rebuild, 95 per cent. completed. Offers around £200. Tel.: Ellesmere Port 051-355 1187. (5131)

MARCOS 1600, 1968, SILVER, BLACK interior. Magas., sunshine roof, excellent condition. £1,200 o.n.o. Consider exchange Eian + 2 similar year. Tel.: Pagham 4435. (5132)

TD2, A FINE EXAMPLE OF ORIGINAL coachwork, interior and Stage II engine in immaculate order. Offers around £425. Write further details Box 2396. (5133)

M.G. VA, 1937, EXTENSIVELY RECON-ditioned, B.R.G. in daily use. £365. Malt-house, "Blakesley", Brixington Lane, Exmouth. Tel.: 5972. (5134)

1914 STUDEBAKER 15/20 TWO-SEATER. Very rare model, fully restored and completely original; approximately 15,000 miles since new. £2,000. Tel.: 01-777 1668. (5135)

AUSTIN HEALEY 3000 (SUPERB CON-dition), 1966. White with black trim; 37,000 miles; overdrive, radio, wire wheels, luggage rack; engine rebuilt by B.M.C. 10,000 miles ago; new exhaust, new hood; well loved and looked after by present owner for three years. Reasons for sale: company Mustang and pregnant wife. £935 o.n.o. Tel.: 01-837 9541 (after 6 or 01-637 1488 (during day). Ask for David Lawrence. (5136)

IF YOU DRIVE ONE OF THESE CARS...

ASTON MARTIN all models 1921-58
AUSTIN Mini Mk 1, 2, 1959-70
AUSTIN Mini Cooper, incl. S, 1961-70
AUSTIN A30, A35, 1951-62
AUSTIN A40 Farina, 1957-67
AUSTIN A40, A50 Cambridge, 1954-57
AUSTIN A55 Mk 1, 2, A60, 1958-68
AUSTIN A99, A110, 1959-68
AUSTIN 1100, 1300, Mk 1, 2, 1963-70
AUSTIN 1800 Mk 1, 2, 1964-70
AUSTIN Maxi, 1969-70
AUSTIN HEALEY Sprite 1 to 4, 1958-70
AUSTIN HEALEY 100, 6, 1956-59
AUSTIN HEALEY 3000 Mk 1 to 3, 1959-68
BEDFORD CA Mk 1, 2, 1961-69
BEDFORD Beagle HA, 1964-66
BMW 1600, 1958-69
BMW 1800, 1800 Ti, 1964-68
BMW 2000, 2002, 1966-69
COMMER Cob Series 1, 2, 3, 1960-65
COMMER Imp Vans, 1963-70
DATSUN 1300, 1600, 1968-70
FIAT 124 Saloon, 1966-69
FIAT 500, 600, 850, 1955-70
FORD 100E Anglia, Prefect, 1953-59
FORD 100E Escort Squire, 1955-61
FORD Popular 100E, 1959-62
FORD Anglia 105E, 1959-67
FORD Prefect 107E, 1959-61
FORD THAMES 5, 7 Cwt Van, 1954-61
FORD Escort 1100, 1300, 1967-70
FORD Cortina 1200, 1500, 1962-69
FORD Cortina 1300, 1500, 1600, 1967-70
FORD Lotus Cortina, 1962-70
FORD Consul Mk 1, 2, 1950-62
FORD Zephyr, Zodiac Mk 1, 2, 1950-62
FORD Zephyr 4, 6, Zodiac, Mk 3, 1962-67
FORD Zephyr V4, V6, Zodiac V6, 1966-70
FORD Classic, Capri, 1961-64
FORD Capri 1300, 1600, 1968-70
FORD Corsair V4, 2000, 2000E, 1965-70
HILLMAN Minx Series 1 to 6, 1956-67
HILLMAN Super Minx Mk 1 to 4, 1961-67
HILLMAN New Minx, 1966-69
HILLMAN Husky Series 1 to 3, 1958-65
HILLMAN Imp Mk 1, 2, 1963-70

HILLMAN Hunter, GT, 1966-70
HUMBER Sceptre, 1965-70
JAGUAR XK120, 140, 150, 150S, 1948-61
JAGUAR Mk 7, 8, 9, 1950-61
JAGUAR 2.4, 3.4, 3.8 Mk 1, 2, 1955-67
JAGUAR 3.4S, 3.8S, 420, 1963-68
JAGUAR 240, 340, 1967-69
JAGUAR E types, 1961-69
JOWETT Javelin, Jupiter, 1947-53
MG Midget TA to TF, 1936-55
MG Midget Mk 1 to 3, 1961-70
MG Magnette ZA, ZB, Mk 3, 4, 1955-68
MG 1500, 1600, 2 Cam, 1955-62
MG, MGB, MGB GT, 1962-70
MG 1100, 1300, Mk 1, 2, 1962-70
MORGAN 4 Wheels (Not V8), 1936-70
MORRIS Minor Series 2, 1952-56
MORRIS Minor 1000, 1957-70
MORRIS Oxford 2, 3, 1956-59
MORRIS Oxford 5, 6, 1959-69
MORRIS Mini Mk 1, 2, 1958-70
MORRIS Mini Cooper, incl. S, 1961-70
MORRIS 1100, 1300, Mk 1, 2, 1962-70
MORRIS 1800 Mk 1, 2, 1964-70
PEUGEOT 404, 1960-69
PORSCHE 356A, 356B, 356C, 1955-65
RENAULT R8, 956cc, 1108cc, 1962-69
RENAULT R10, 1100, 1108cc, 1964-69
RILEY 1.5, 1957-65
RILEY 4 68, 4 72, 1959-69
RILEY Elf Mk 1 to 3, 1961-70
RILEY 1100 Mk 1, 2, 1300, 1955-68
ROVER 60 to 110, 1953-64
ROVER 3 Litre Mk 1 to 3, 1958-67
ROVER 2000, 2000SC, 2000TC, 1963-70
ROVER 3500, 3500S, 1968-70
SINGER Chamois Sport, Mk 1, 2, 1964-70
SINGER Gazelle Series 2A to 6, 1958-67
SINGER New Gazelle, 1966-69
SINGER Vogue Series 4, 1965-67
SINGER Vogue 1725, 1966-70
SKODA 440, 445, 450, 1957 on
SUNBEAM Alpine 1 to 5, 1959-67
SUNBEAM Rapier 3 to 5, 1959-67
SUNBEAM Rapier, H120, Alpine, 1967-70
SUNBEAM Imp, Sport, Stiletto, 1963-70

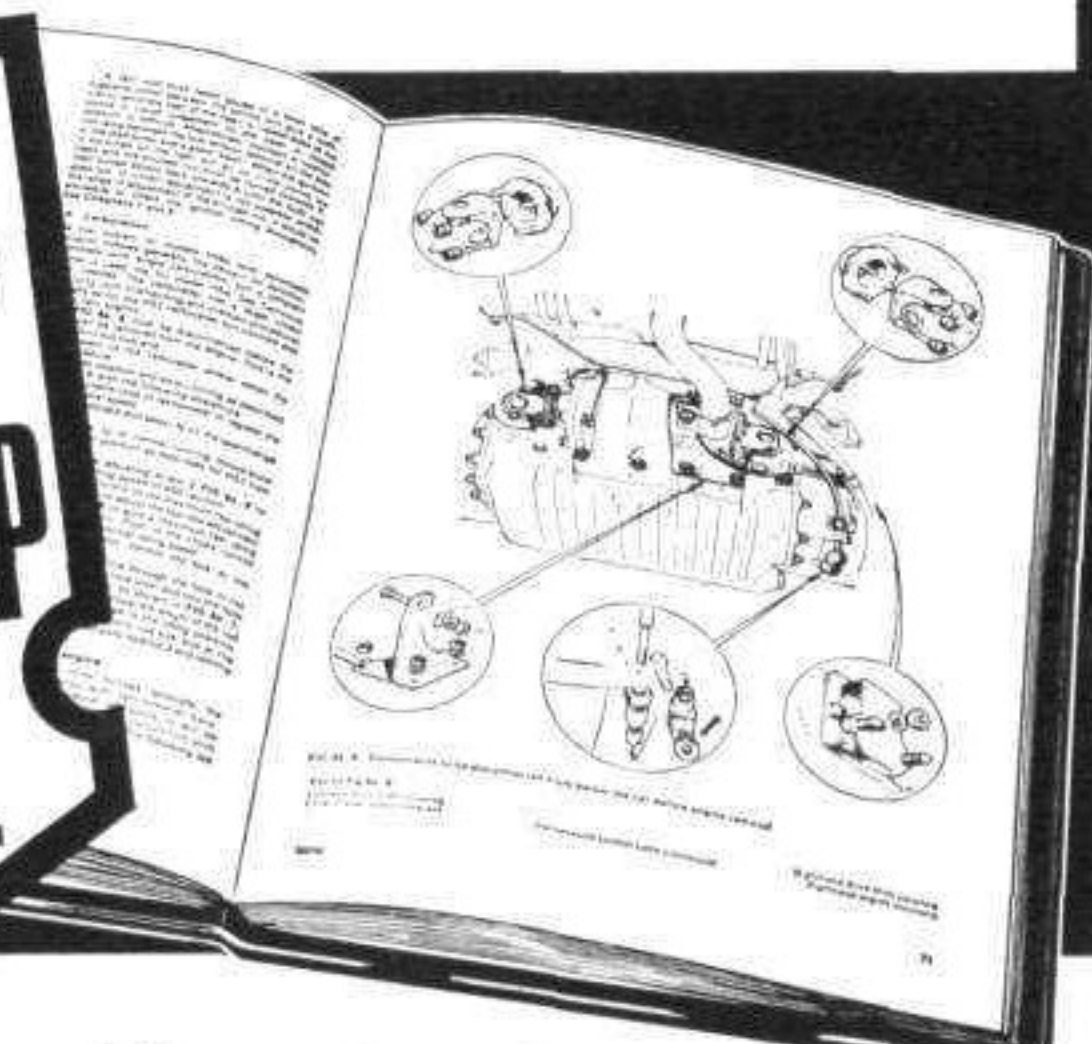
TRIUMPH Herald 948, 1200, 1959-70
TRIUMPH Herald 12 50, 13 60, 1963-70
TRIUMPH Spitfire Mk 1 to 3, 1962-70
TRIUMPH GT6 Mk 1, 2, 1966-70
TRIUMPH Vitesse 1600, 1962-66
TRIUMPH Vitesse 2 Litre Mk 1, 2, 1962-70
TRIUMPH TR2, 3, 3A, 4, 4A, 5, 6, 1952-70
TRIUMPH 1300, 1300TC, 1965-69
TRIUMPH 2000, 1963-69
VANDEN PLAS 3 Litre, 1959-64
VANDEN PLAS 1100 Mk 1, 2, 1300, 1963-70
VAUXHALL Victor 1, 2, FB, 1957-64
VAUXHALL Victor FC101, 1964-67
VAUXHALL Victor VX 490, 1961-67
VAUXHALL Victor 1600, 2000, 1967-69
VAUXHALL Velox, Cresta, PA, 1957-62
VAUXHALL Velox, Cresta, PB, 1962-65
VAUXHALL Cresta PC, Viscount, 1965-69
VAUXHALL Viva HA (incl. 90), 1964-66
VAUXHALL Viva HB (incl. 90), 1966-70
VOLKSWAGEN Beetle 1200, 1954-70
VOLKSWAGEN Beetle 1300, 1500, 1965-70
VOLKSWAGEN Transporter 1200, 1954-64
VOLKSWAGEN Transporter 1500, 1963-67
VOLKSWAGEN Karmann Ghia, 1955-67
WOLSELEY 15 50, 1500, 1956-65
WOLSELEY 15 60, 16 60, 1958-69
WOLSELEY 6 99, 6 110, Mk 1, 2, 1961-68
WOLSELEY Hornet Mk 1 to 3, 1961-70
WOLSELEY 1100, 1300, Mk 1, 2, 1965-70

These Manuals **ONLY 40/-** Each (P&P Free)

If your car is not listed send voucher or telephone (see below left) for free quotation. Unlisted manuals cost from 50/-, are not part of the above series but ARE covered by our Guarantee.

...Drive away repair bills with a

WORKSHOP MANUAL



There's only one way to beat the rising cost of car repairs. Do them yourself with your own Workshop Manual. It lets you into the secret of repairs and servicing, in a clear, easy-to-follow way. Just follow the simple, step-by-step instructions, and you'll be able to do even the tricky repairs.

- * Easy-to-follow step-by-step instructions
- * Lavishly illustrated with 'exploded' diagrams, photos, etc
- * Comprehensive repair and servicing data
- * Easy-to-check fault-diagnosis tables with every section
- * Durable stiff cover in oil-proof, leather-embossed PVC
- * Average contents 165 large, clear pages
- * Specially written for the DIY motorist
- * Each manual individually written
- * Saves you £££ in garage bills

Your Guarantee Voucher

HURRY! POST AT ONCE
 To AUTOBOOKS LTD, Bennett Rd, Brighton BN2 5JG

Brings you your own Workshop Manual, with our famous Guarantee of complete satisfaction or prompt refund of the full price.

Please send me by return: * Workshop Manual * FREE Quotation for my

Year..... Make..... Model.....
 * I enclose cheque/P.O. (crossed and made payable to Autobooks Ltd.) value 40/-
 * Send C.O.D. I will pay postman * Delete as necessary

NAME.....
 ADDRESS.....

..... M052 **AUTOBOOKS**

ORDER NOW BY MAIL OR PHONE

By mail: Convenient return of post service. Complete and post your voucher, enclosing cheque/P.O. for 40/- (post and packing are FREE) or ask for despatch by COD (you pay postman on receipt). All manuals sent by return.

By phone: For immediate despatch—call Brighton 66161 (STD Prefix 0273) and ask for Dept M052. Orders sent immediately by COD and enquiries dealt with at once over the phone.

HARDTOPS!

M.G.-B, C ... £45. 0.0
 Healey 3000 (all) £50. 0.0
 Sprites, Midgets, Spitfires
 and M.G.-A's
 (all models) ... £39. 0.0
 Herald Vitesse ... £52. 10.0
 'E' Type ... £45. 0.0
 ALL MODELS FULLY LINED

Full details from:

**FINLAY REINFORCED
 PLASTICS**
 ERADING (328), SANDOWN,
 ISLE OF WIGHT

Meet THE AUTOMOBILIST at these Sept. venues:

3rd The Phoenix, Hartley Wintney, Hants.*
 10th The Beehive, Curdworth, Coleshill.*
 12th VSCC Thrupton } Bus with full stocks.
 13th Autojumble }
 17th Master Robert Motel, Hounslow.*
 24th The Whipping Stocks, Over Peover,
 Knutsford, Cheshire.*
 (*All Thursday meetings 7.30pm-10pm;
 others all day.)

The **COMPLETE AUTOMOBILIST Ltd.**,
 39 Main Street, BASTON, Peterborough.
 Tel.: Greatford 312



He will carry all samples and
 NOT full stocks for evening
 meetings, so please let him
 know what YOU want to see.
 Let him make up YOUR
 order for collection.

Corbeau GT4 Seat

* now with
 tubular steel frame
 Available in all black or
 colour combinations,
 also in black cord
 Illustrated leaflet
 upon request

Write,
 Phone,
 or Call in

CORBEAU EQUIPE LTD.

76, Mount Pleasant, Hastings, Tel: 6360

£18-10-0

Subframes 55s
 to suit most makes

TYRES!!

up to
25% off
 most
 makes!! +



FREE FITTING AND BALANCING BY APPOINTMENT.
 TRADE & EXPORT INVITED.

SPECIAL OFFER THIS MONTH

5" x 10" Mini Wheel 59/6. 4 1/2 J x 10"
 Mini Wheels 50s. 5 1/2 J x 13"
 Herald/Spitfire/Ford Wheels 55s.
 5J x 12" Escort 55s. 5 1/2 J x 14"
 MG-B 70s. Special prices on
 Dunlop alloy wheels. 25% dis-
 count off all GT alloy wheels.
 5 1/2 J x 13" Wheel x 165 G800 or
 Cint. £9.15s. Irvin CH 5/3 Full
 Harness Belts 70s each.
 PRICES SUBJECT TO REVISION



Cranborne Parade, Potters Bar,
 Herts. Telephone 57077/55088.

FOR SALE—continued

1929 STUDEBAKER STRAIGHT 8 COM-
 mander. Black and yellow body. White
 convertible with full sidescreeens, rear seat
 windscreen; beautiful runner in perfect con-
 dition. Genuine reason for sale. £1,300
 o.n.o. Hanson, Tel.: Ilkley 5264 (after
 7 p.m.). (5182)

ALFA ROMEO 1600 SPRINT. WELL
 above average; recent new clutch and gear-
 box, overhaul; many extras. £795. House
 purchase forces sale. Accept cheaper car
 and cash (approximately £400). Roberts,
 220 Havant Rd., Hayling. (5183)

1927 SCHNEIDER 2-LITRE TOURER.
 Good condition throughout; taxed; many
 spares. Offers, Skew, 33 The Crescent,
 Worlebury, Weston-super-Mare, Somerset.
 (5184)

190SL MERCEDES. QUITE EXCEP-
 tional. Used as third car only; owner
 emigrating. £575. Tel.: Castle Caereinion
 217 for particulars. (5186)

XK140 F.H.C., 1955, GREY, RED TRIM.
 Really outstanding—not usual rotbox. Re-
 splendent coachwork, superb mechanics.
 Bargain, £385. Tel.: Solihull 7280. (5187)

LANCIA FLAMINIA SUPERLEGGERA
 GT. Aluminium body by Touring; 1961;
 silver grey with black interior; 2.5 engine,
 radio, belts, iodine quartz lights; main-
 tained regardless of cost with over £200
 spent since purchase a year ago; overhauls
 to both suspensions (including new back
 springs), both braking systems, rechrome,
 new Michelins. Reluctantly selling because
 of children. £690. Tel.: 01-226 5172. (5188)

KARMANN GHIA 1,200 C.C., 1964;
 45,000 miles; grey/white. Cinturatos, fog,
 spot. £480. Tel.: Tarvin (Cheshire) 713.
 (5189)

FOR SALE—continued

M.G. TD2, 1953, RED, OVERHAULLED
 and renovated by M.G. specialists; detailed
 bills available for over £450. Genuine
 reason for sale at around £375. Details
 from: Mr. Battersby, Little Danby Hall,
 Danby Wiske, Northallerton, Yorks. (5190
 NOV. 1969, MORGAN 4/4 COMPETI-
 tion four-seater; Selectaride; orange, black
 hood and interior; immaculate; carefully
 run-in; 9,000 miles. Owner going abroad.
 £1,150 o.n.o. Nigel Tetley, 7 The Chain,
 Sandwich, Kent, or Tel.: Sandwich 3335
 (during day). (5191)

TALBOT 90 III, 1957, FOR SALE IN
 near-Concours condition. Genuine 40,000
 miles. £300 o.n.o. A. Gray, Moat Cottages,
 Henham, Bishops Stortford, Herts. (5192)

LAGONDA-BODIED SHORT CHASSIS
 LG6 saloon; good. Write for details: 58
 Woodland Ave., Coventry. (5193)

SN 267, 1939 SUNBEAM TALBOT 10
 h.p. saloon; one owner till 1967, stored
 since; ideal for restoration. Sensible offers
 to: Box 2400. (5194)

CAR REGISTRATION NO. EVL 999
 with 1952 Sunbeam Talbot 90 convertible.
 Oban, Grange Farm, Redgrave, Suffolk.
 (5195)

1934 WOLSELEY HORNET SPECIAL
 saloon; mechanically very good; very origi-
 nal; Concours condition. Bargain, £250
 o.n.o. Tel.: Evesham 6242 (evenings).
 (5196)

1948 ROVER 60. GOOD CONDITION.
 Radio; M.O.T., taxed Feb., 1971. £150.
 Tel.: 0272-67602B (Bristol). (5200)

DAIMLER MAJESTIC MAJOR, 1962, SIL-
 ver blue. Automatic; power steering; superb
 performance and comfort. Bargain, £370.
 Tel.: Wolverhampton 39314. (5201)

ROLL-OVER BARS Costing £15.15.0, the John Aley Lotus Elan Roll-over Bar



is a strong
 tubular pat-
 tern mount-
 ing on the
 central chas-
 sis with high
 quality black
 leather type
 finish to com-
 plement this
 fine sports car... but this is only one
 of the many designs, so write now for
 full details or call your local stockist.

JOHN ALEY RACING LTD.
 25 CHURCH LANE,
 WHITTLESFORD, CAMBRIDGE
 Tel.: Sawston 2356

LONDON: Coburn-Ison Ltd., 237
 West End Lane, London, N.W.6.
 Tel: 01-794 0344. N. WEST/WALES:
 J. C. Withers Limited, Smokehall Lane,
 Wharfedale, Winsford, Cheshire, Tel:
 Winsford 4422. BIRMINGHAM: Aldon
 Automotive, Beecher Garage, Beecher
 Road, Collygate, Halesowen, Worcs.
 Tel: Cradley Heath 69011. N. EAST:
 Cartune Ltd., N. Ormsby Rd., Middles-
 brough, Tel: 45067/8. SHEFFIELD:
 Leedspeed Ltd., 494 Fulwood Road,
 Tel: Sheffield 32432.

VINTAGE TYRE SUPPLIES

now have stock of the follow-
 ing tyres:—

500/525-16	350/400-19
450-17	500/525-21
525/550-17	650/700-19
475/500-18	475-21
400-17	810 x 90
450-19	875 x 105
28 x 3 B.E.	

And lots more goodies not listed.
 Note our ONLY address.

5, FRYENT WAY,
 LONDON, N.W.9

Tel: 01-204 1012

Hyde East & Company

Associated Insurance Brokers

have never been guilty of "catch
 penny" advertising making extra-
 vagant promises impossible to
 fulfil.

Motorists will find, however, that
 their facilities for quoting rates
 are invariably better than firms
 offering something for (apparently)
 nothing, even though they do put
 service before price.

60 Chertsey Street, Guildford

Tel.: Guildford 64545/6/7

THE DANIEL HUSTINGS GROUP

for

Car delivery and collection
 throughout the U.K.
 and Continent.

**Specialists in world
 wide car shipment**

Further details from:—

17 PINDOCK MEWS, WARWICK
 AVENUE, LONDON, W9. CUN 7375

A. E. WITHAM

The  Specialist

SPARES — REPAIRS
 CAR SALES

218-224 HERSHAM ROAD,
 WALTON-ON-THAMES,
 SURREY

Tel. Walton 24846 & 26615



CATERHAM CAR SALES

Marcos Surrey and Kent Distributors

Early delivery of two & three litre models, Personal export arranged,
 demonstration anywhere by appointment. Send S.A.E. for details.

SELECTION OF USED CARS

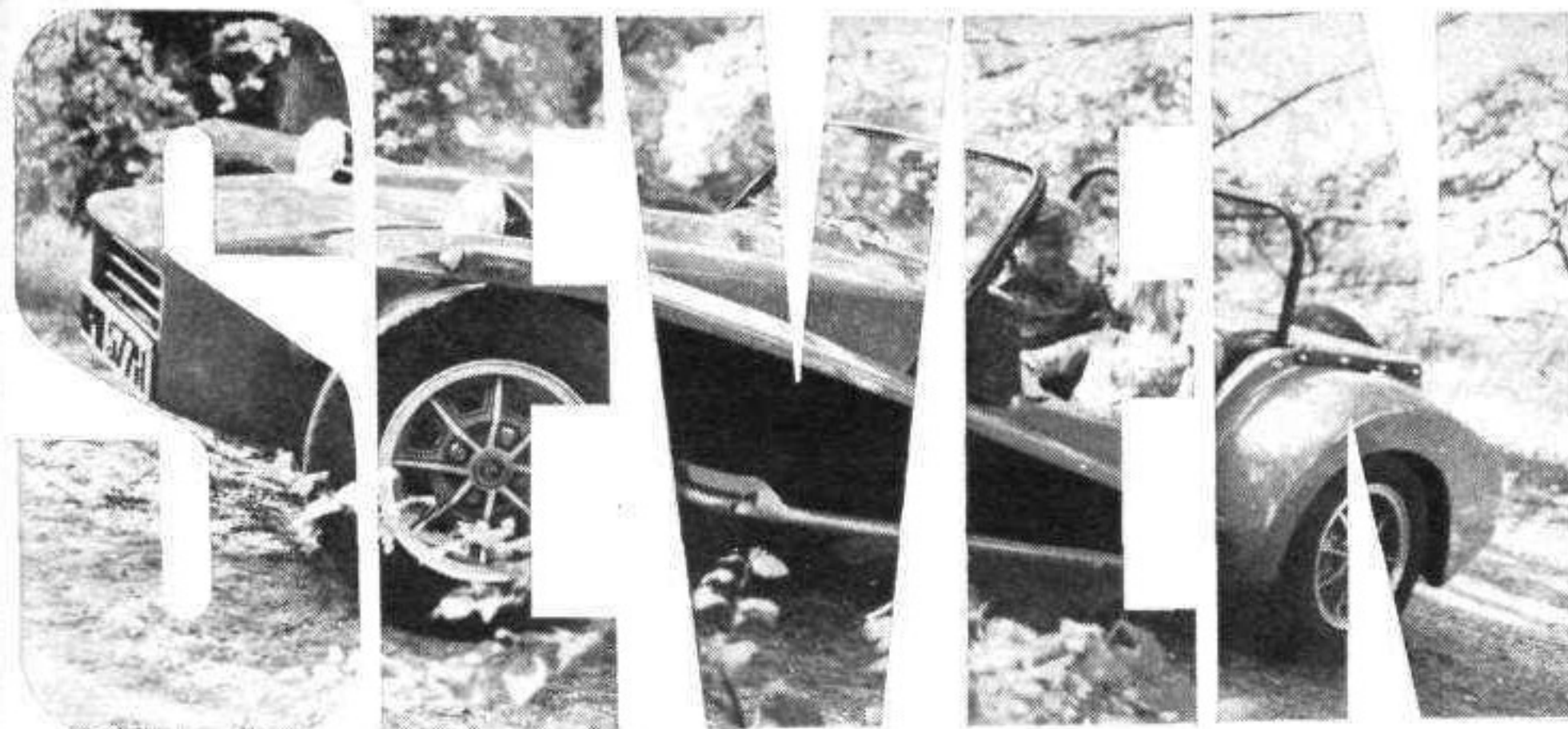
Lotus Elite S2, yellow. £525.	XK150 Jaguar d/h., one owner;
Mk. 1 Sprite, "Frog's-eye", £245.	bodywork requires attention, £425.
Sunbeam Alpine, 1961, red. £245.	Mini de luxe, 1961, new M.O.T., £55.

LOTUS SEVENS WANTED FOR CASH (BUT NO EX-RACERS)
 COLLECTION ARRANGED

Hire purchase with Third Party Insurance.

Town End, Caterham, Surrey. Tel. Sales: Caterham 46666

Works: 42381 Parts Dept: 42382.



CATERHAM CAR SALES

Lotus Seven Main Dealers

The New Lotus Seven Series IV available in a complete range of colours and engine specifications for early delivery. Backed by the 'Know How' acquired from servicing and racing the Seven since it was first introduced. Send S.A.E. for details.

Town End, Caterham, Surrey.
Tel. Sales: Caterham 46666
Works: 42381 Parts Dept: 42382.

FOR SALE—continued

LOTUS ELAN + 2, 1968. LIGHT SILVER. Low mileage; towing hitch; excellent; fast. £1,400. Tel.: Croydon 01-660 7068. (5157)

ROLLS-ROYCE, 1934, 20/25. EXCELLENT condition. £750. Can be seen in Worcestershire. Apply: Bowen, Reeds, The Retreat, Topsham, Devon. (5158)

1967 "F" 2 + 2 "E"-TYPE; 35,000 MILES. Very good condition. £1,450, or will take immaculate XK1505 f.h.c. in part exchange. Tel.: Broadway (Worcs.) 3415. (5159)

JAGUAR, UNIQUE, ALL-ORIGINAL 3.4 Mk. II, 1963. Cotswold blue with grey trim. Overdrive, gearbox; guaranteed 40,000 miles from new; tools unused; mint condition; potential Concours winner. Definitely finest anywhere. Reluctantly offered at £500. Would deliver. Tel.: Bridlington (Yorks.) 6258. (5160)

CIRCA 1927 CHEVROLET ONE TON. Fully restored to mint condition. £550. Details, photographs; Allart, P.O. Box 105, Rose Bay, N.S.W. 2029, Australia. (5162)

M.G. TC, 1947. GOOD CONDITION; taxed, M.o.T.; new tyres. £245 o.n.o. Tel.: 021-353 4865. (5164)

ASTON MARTIN DB3, 1959. IN EX-cellent condition. Engine completely overhauled. £650 o.n.o. Tyrrell. Tel.: 01-437 9234. (5165)

1953 RILEY 2½-LITRE. BLACK AND Ivory with red hide. Offered by Riley Register member. Scintilla-Vertex magneto, Pye radio, new shock-absorbers all round, new master cylinder and brake hoses, recent new exhaust system, bumpers re-chromed, cylinder block heater, etc. etc.; taxed, M.o.T. May, 1971. Excellent history; superb condition throughout. Incorporates special features, making a unique and beautiful car. Valid reason for reluctant sale. £225. Tel.: 01-950 1722 (Buckey, Heris.). (5166)

HUMBER L.W.B. LIMOUSINE, 1947, BY Thrupp and Maberly. Razor-edged aluminium body in immaculate, original condition. Black with gold coachline; excellent throughout; just decoked and fitted with new valves; M.o.T.; taxed. £225. Photographs available. 150 St. Michael's Hill, Gotham, Bristol 2. Tel.: Bristol 21604. (5167)

SPIRITFIRE, JUNE, 1969. BEAUTIFUL condition. White. Loaded with extras. £690. Consider good M.G.-B TF in part exchange. Details from Mr. Burcher. Tel.: Port Talbot 3161, extension 707 (weekdays 9-5). (5168)

1935 AUSTIN 7 RUBY. M.o.T. FEB. taxed. Very smart, good runner. £140 o.n.o. Tel.: 0454-4-2023. (5169)

A BRACE OF JAGUAR SALOONS, 1938 55 and 1947 1½-litre. £200. Box 2399 (Devon). (5176)

FOR SALE—continued

BENTLEY CONTINENTAL "R"-TYPE BC27D, March, 1955. Manual gearbox. Mulliner two-door saloon. Regal red, beige hide. Excellent history, including engine reconditioned by makers 13,000 miles ago. Total mileage 127,000. Private owner. Warwickshire. £3,250. Box 2398. (5170)

MERCEDES BENZ 190 SL. DETACH-able hard-top. Immaculate blue; r.h.d.; taxed, M.o.T. June, 1971; excellent condition. £750 or exchange. W.H.Y.? I Watkin St., Conway. Tel.: 2759. (5171)

SINGLE-SEATER. EX-MONOPOSTO with road trailer. Blown 1172 Ford engine; good hill-climb/sprint car, 3rd class Prescott. Offers or exchange. 1 Watkin St., Conway. Tel.: 2759. (5171)

ALVIS TD21, 1962. GOOD CONDITION. Quality motoring for modest outlay. Might consider part exchange. £550. Tel.: Pilton (Somerset) 248. (5172)

VOLVO PV444, 1954. PLUS MANY spares. Will drive. £45. Peter Antliff, 26 Lytton Grove, Putney, S.W.15. (5173)

BENTLEY S2, AUG., 1962. IN OUT-standing condition, maintained by Barclay, with full history. Just completed warranted Rolls specialist repaint deep blue; grey upholstery; looks and runs like new; fully equipped with radio, electric windows, heated rear, etc. £1,800 o.n.o. Tel.: Ascot 23018. (5174)

LEA-FRANCIS. DOCTOR'S COUPE, 1930. Original and in mint condition throughout. Numerous major Concours awards. Sensible offers invited. McEwen, Ashford, near Bakewell, Derbyshire. Tel.: Bakewell 2747. (5175)

M.G.-A, 1956, 1600. GOLD SEAL EN-gine; 20,000 miles; four new radial tyres, radio; mechanically excellent. £220. Beers, Foxton, Leics. Tel.: East Langton 273. (5177)

ASTON MARTIN DB2/4 MK. II, 1957. Resprayed metallic blue, rechromed. Lutcherford, 26 Place Farm Way, Monks Risborough, Bucks. (5178)

ALVIS 3-LITRE PARK WARD SALOON. Automatic, wire wheels, radio, towbar, Cinturatos, discs; Connolly hide trim. Bargain. £525. Tel.: Newent (Glos.) 732. (5179)

AUSTIN HEALEY 3000 MK. II, 1961, two-seater; three S.U. carburetters, servo brakes; genuine mileage 19,800; immaculate condition bodywork, chromium, tyres. Should be seen to realise. Reluctant to sell but have two other hard-used cars and feel my Healey is being wasted. £600. Yates, "Brookfield", Arreton, Isle of Wight. Tel.: Arreton 247. (5180)

BENTLEY MK. VI, 1949. VERY FINE bodywork, chassis, interior, but block cracked. Three owners from new. Complete tools, etc. £145 o.n.o. Bond, 2 Park Ave., Southport; Lancs. Tel.: 4710. (5181)

E.P.I. CARS LTD.

ROLLS-ROYCE

BENTLEY

1938 ROLLS-ROYCE Wraith in grey. Park Ward sports saloon, original and complete, and generally in good order £1,350

1955 BENTLEY "R"-type in blue with red interior, in very good mechanical condition £750

1956 BENTLEY S.I. Black pearl over shell grey, fitted all new tyres and much mechanical work recently £995

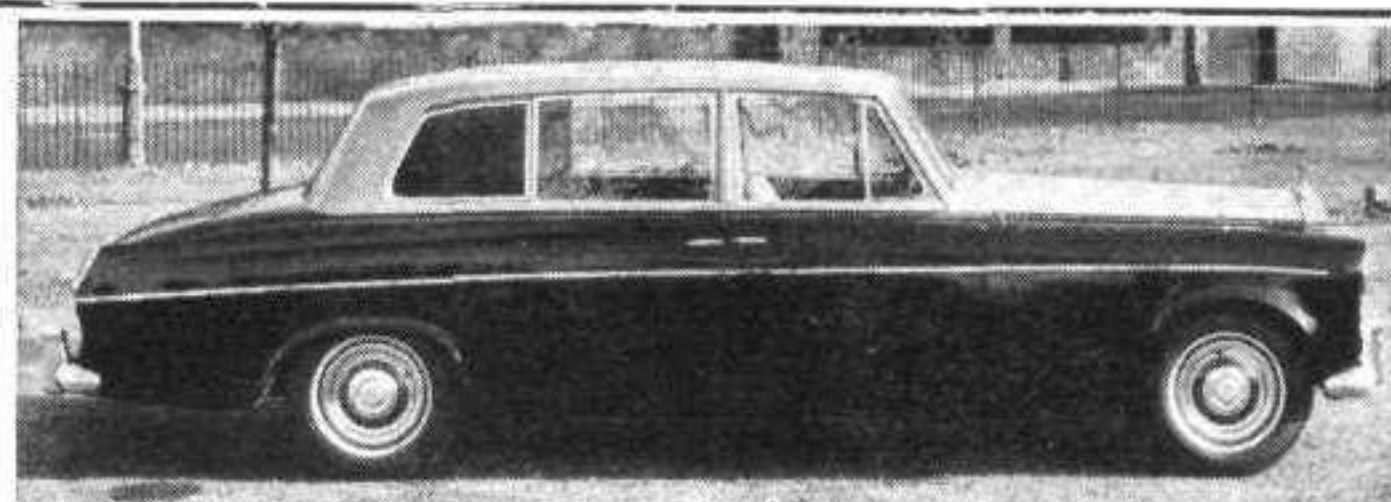
Rolls-Royce and Bentley motor cars of all ages urgently required, also other makes of Vintage cars.

BATTLE ROAD SERVICE STATION

Robertsbridge, Sussex

Tel.: ROBERTSBRIDGE 241

SUSSEX DISTRIBUTORS FOR MORGAN CARS



1960 ROLLS-ROYCE PHANTOM V 7-passenger LIMOUSINE BY HOOPER

Finished in sand over black; electrically-operated division and rear passenger windows, meeting face-forward occasional seats, Bedford Cord to rear compartment; 78,000 miles, history available, one private owner; unique. £5,450. THIS IS THE ONLY BODY EVER BUILT BY HOOPER ON THE PHANTOM V CHASSIS

JACK ALPE 50 MARYLEBONE HIGH STREET, LONDON W1
01-935 1124

1956 MERCEDES BENZ 300C AUTOMATIC



No description can adequately do justice to the awe-inspiring magnificence of this now classic and very, very rare thoroughbred *marque*. The whole car still looks like new — coloured in Astral light blue with silver birch upholstery, trim and carpets. The entire coachwork, wheel-arches, boot, etc., are devoid of even the slightest blemish or imperfection. Full luxury specification — Adjustable electric suspension, Electric aerial, Motorola, Slot-Stereo. Today's equivalent new value over £10,000. **Accept £1,000. Exchanges considered.**

MADISON MOTORS OF SOUTHPORT, LANCS. SOUTHPORT 57023

Magna Wheels

For all cars — road and racing.
Eolt-on wheels — nuts free with set.
K.O.-Steel spline & 3-eared alloy K.O. nut.
Mk I: 10, 12, 13, 14, 15in. dia. 5-12in. rims.
Mk II: 13 & 15in. dia., 6-16in. rims. Split
3-piece wheel, variable offset.
Standard finish, Stove Enamel Hammer
Silver. Special colour extra.

MAGNA Leather Steering Wheels

Magna Metallic Jewels

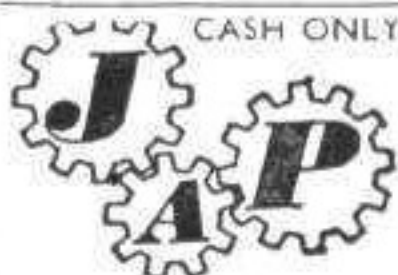
Also large selection disc, wire, mag. and Borrani wheels and conversions. Wheel spacers, lowering kits & front springs, etc.

ROSTYLE & STEEL WHEELS

5" Rostyle-Sprites etc. 13"	New 95/-
5½" Rostyle-1600E, Fords, etc.	New 100/-
5" Rostyle-MG-B	New 120/-
5" Fords, etc.	New 45/-
5½" L/Cert., Fords & Rootes 13"	New 55/-
5½" & 4½" Spitfire, Herald, etc.	New 55/-
5½" & 4½" Sprite, etc.	New 80/-
5½" Zephyr, 105E, 100E	60/-
5" Escort and Viva 12"	New 55/-
5" Zephyr, Zodiac 14"	New 60/-
4½" Mini S and Reverse rim	New 50/-
5½" MG-B	New 70/-

All one-piece rims — No Bands.

1½" and 15" Beach Buggy Wheels, 6" to 10" rims, from £5 10s. each exchange. 5½" Imp stove enamelled exchange, 75/-.



CASH ONLY Carriage extra. S.A.E. FOR LISTS
J. A. Pearce Engineering Limited

10 & 12 Western Road, Southall, Middx.
Tel: 01-570 5364 Grams: Japearce. Southallm'ddx.

SEND OFF NOW

for a pair of these superlative driving gloves. They're soft and supple to ensure perfect 'feel' and comfort under all conditions. They have that 'no slip grip' so essential to safe, fast driving. They are fully ventilated to prevent hot, sticky hands, and they are fashioned in black leathergrained, water repellent material to look good anytime, anywhere.



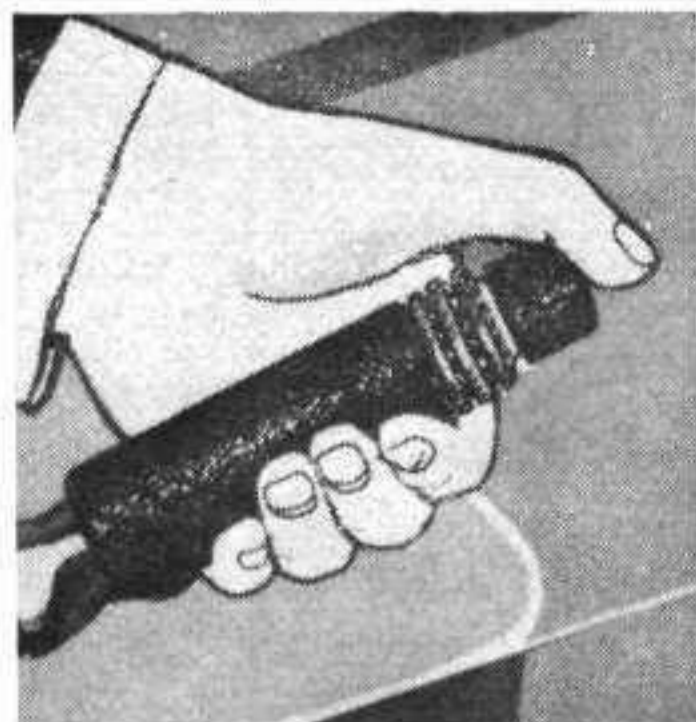
Please state size: Small/Medium/Large.

15/6 P & P FREE

10-day, money-back guarantee. Overseas orders welcome.

Send your order to:

G.T. Gloves, Dept. M.S.,
1 Hurst Lodge,
Coolhurst Road,
London, N.8.



Put a brake on thieves

A Combi handbrake lock 42/6

Protects your car and adds a positive handbrake fingergrip. See this and other items in the Waso range of "QUALITY GUARANTEED" accessories and security devices at your garage accessory shop or nearest branch of Halfords—or write for free



catalogue and name of your nearest stockist to:

WASO LIMITED
Sittingbourne, Kent.
Tel: 70532. Telex 96253

Difficulty in selling your car?

immediate cash waiting or vehicle sold on owner's behalf. Contact David Rickson, **BLACKHEATH MOTORS**, Montpelier Vale, London S.E.3. 01-852 6070. Distance no object.

TAILORED CAR CARPETS



FROM ONLY **£5**

Complete tailored car carpets in luxurious pile carpet, copied from the manufacturers' original patterns. Fully bound with rubber insert for driver. They are invaluable to brighten and protect old and new cars alike, and form a very effective noise insulation. Studs and double-sided adhesive tape are provided for fitting, and all prices include postage and Purchase Tax. For sports cars, the whole floor, gearbox and tunnel are included. Both qualities of carpet include Blue, Green, Red, Grey, Beige. Brown is available in Standard quality, and Black is available in Super quality.

If you require further details and a sample please enclose a 5d. stamp

	Standard Quality	Super Quality
Sprite, Midget, M.G.-B, Spitfire	£5. 0.0	£6. 0.0
All B.M.C. Mini Types, A35, Imp.	£6.10.0	£7.10.0
All B.M.C. 1100/1300, Minor, A40, Escort, Anglia, Viva, E-Type, Fiat 124	£7. 0.0	£8. 5.0
All B.M.C. 1500/1600 (Farina), 1800, Heralds, Cortina, Corsair, all Minx Models, Hunter, Sceptre, Rapier, all Victors, Maxi	£7.10.0	£9. 0.0
A.110, Zephyr MK III & IV types, Jag. 2.4/3.4, Rover 2000	£8. 0.0	£9.10.0

Please supply Carpets/Details. Col. Quality. Car Make. Model. Gear Lever: Floor/Column. £. enclosed. Please send C.O.D. Name. Address.

WEBBING COMPONENTS LTD.
Dept. MS9/70, BRIGHOUSE, YORKS, HD5 1BT.

DRIVE ON JACK UP LOCK SAFE



H.E. CARLIFTS

Patent 911133 Only 6½" run up, yet lifts to a total 17½" under wheels. Compact yet massive build, officially tested to four tons pair. Supreme safety, thousands in use.

Do not confuse with ordinary car ramps. The original and by far the best. Direct from manufacturers.



ONLY **£11.19.6**
per pair. Carriage extra.

Send for free brochure.
Hanstock Engr. Co., Dept. MS.5
Blyth Rd., Maltby,
Rotherham, Yorks.
Tel: Maltby 2770

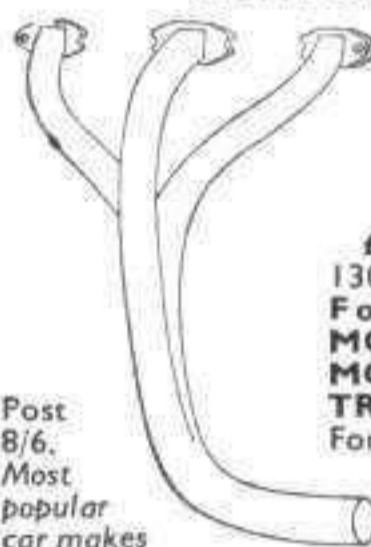
NAME

ADDRESS

V.W. DERRINGTON LTD

KINGSTON 5621/2

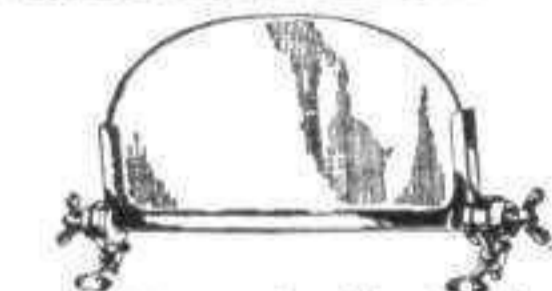
150 & 161 LONDON ROAD
KINGSTON-UPON-THAMES
EXTRACTOR EXHAUST
MANIFOLDS



Post 8/6.
Most popular car makes available.

Efficiently designed and made. Metal spray-finish. For Minis, Sprites, MG Midget, £10-10-0. 1100s, 1300s, £12-10-0. Fords, Minx, MG-A, £15-10-0. MG-B, £16-10-0. TR2, 3, 4, £19. Formula Ford, £20. Mini 1½" SU inlet and exhaust £12-10-0.

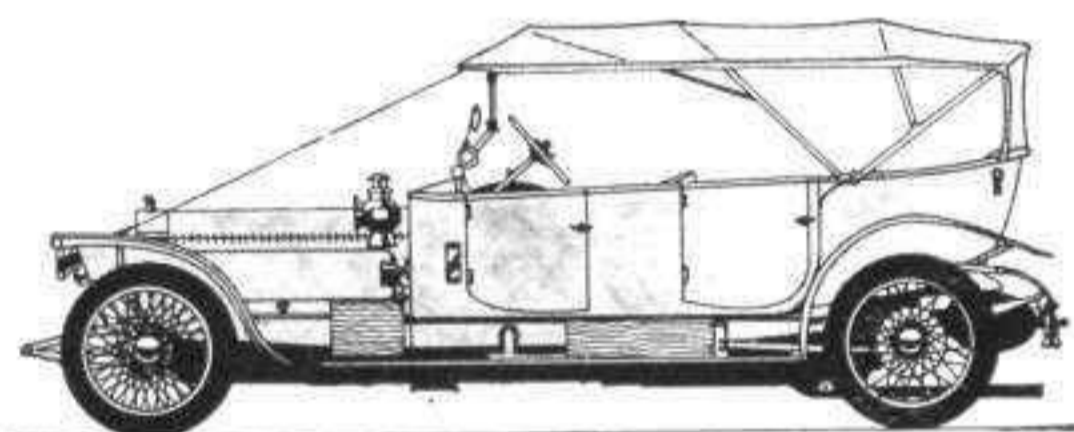
BROOKLANDS AEROSCREENS



Pol. L/A frame, fitted laminated safety glass 12" x 6". Chromium plated universal mountings with friction clamps each end. Quickly detachable for storage or safety. Each **£4.5.0** (1 or 2, P. & P. 8/-).



CYCLE TYPE WINGS
Domed section, rolled edges, centre rib stiffening. 6" 30/- each, 7" 33/- each, in steel; light alloy 39/- each. Post 10/-.
Weekdays 8.30 to 6 Sundays till 12.30



COACH TRIMMERS

Hoods, Tonneaux, Sidescreens.
Interior Upholstery our Speciality.

We can offer a very personal service in all Aspects of Coach Trimming.

ROBERT BETTERIDGE & CO. LTD.

29 QUEEN'S GATE PLACE MEWS, LONDON, S.W.7
Tel.: 01-584 5661

Join the Wet Jet Set

The John Thomas ornamental Screen Wash Jet is an elegant (and accurate) figure highly finished in chromium plate and fully guaranteed

For only 32/6 you can join the wet jet set
DO IT NOW £3.2.6 per pair (p&p & insurance 2/6d.)

OR

Finished in 22ct. gold plate at 45/- each (p&p and insurance 2/6d.)

JOHN THOMAS.

Trade enquiries welcome

Please post me..... jets as shown

Name

Address



Clark & Lofts Limited
4 Westbourne Grove Mews
London W.11

(MS)

SEND OFF NOW

for a pair of these superlative driving gloves. They're soft and supple to ensure perfect 'feel' and comfort under all conditions. They have that 'no slip grip' so essential to safe, fast driving. They are fully ventilated to prevent hot, sticky hands, and they are



gt
gloves

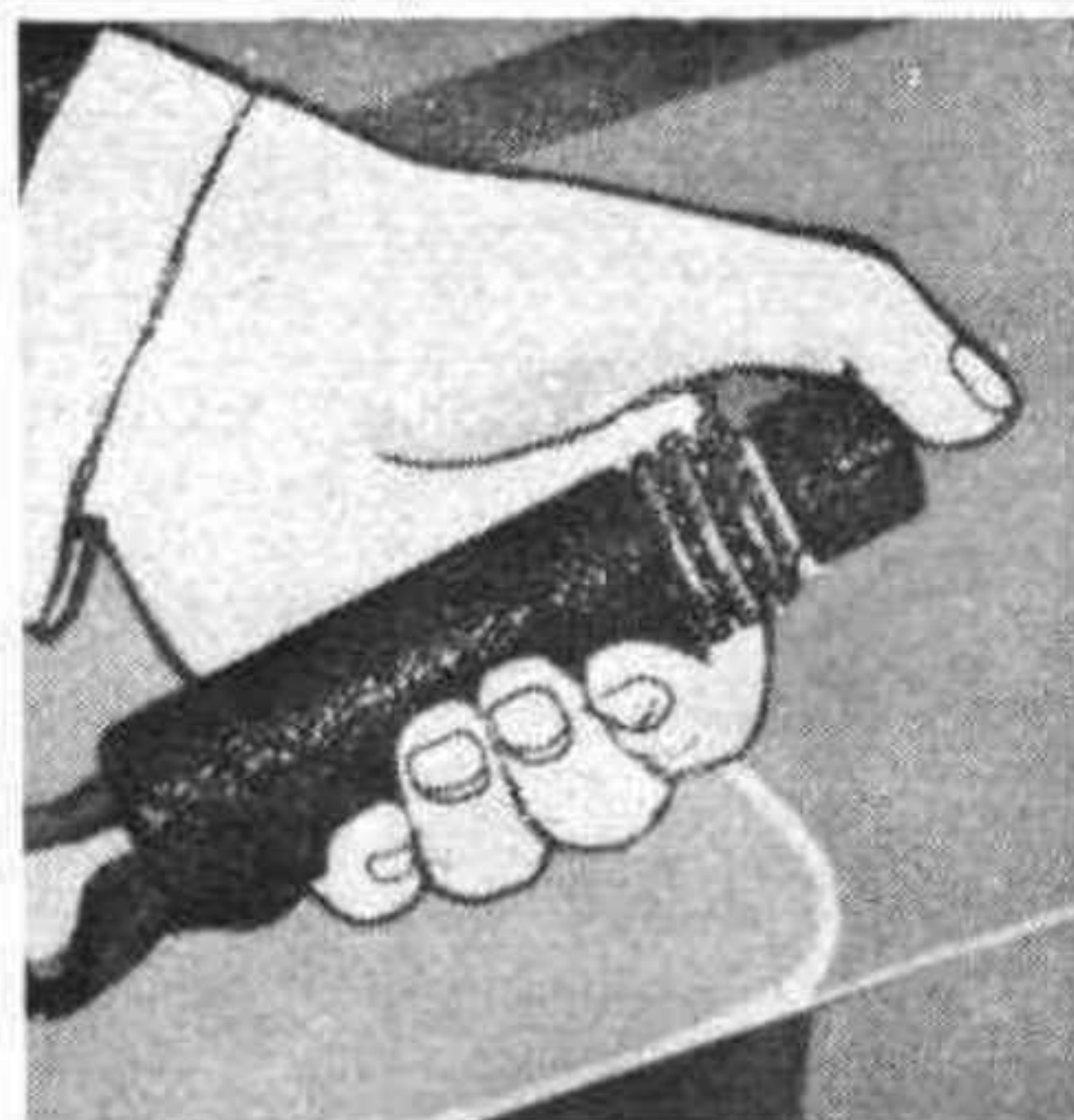
Please state size: Small/Medium/Large.

15/6 P & P FREE

10-day, money-back guarantee.
Overseas orders welcome.

Send your order to:

G.T. Gloves, Dept. M.S.,
1 Hurst Lodge,
Coolhurst Road,
London, N.8.



Put a brake on thieves

A Combi handbrake lock 42/6

Protects your car and adds a positive handbrake finger grip. See this and other items in the Waso range of "QUALITY GUARANTEED" accessories and security devices at your garage accessory shop or nearest branch of Halfords—or write for free



catalogue and name of your nearest stockist to:

WASO LIMITED

Sittingbourne, Kent.
Tel: 70532. Telex 96253

Difficulty in selling your car?

immediate cash waiting or vehicle sold on owner's behalf. Contact David Rickson, **BLACKHEATH MOTORS**, Montpelier Vale, London S.E.3. 01-852 6070. Distance no object.

TAILORED CAR CARPETS



FROM ONLY
£5

Complete tailored car carpets in luxurious pile carpet, copied from the manufacturers' original patterns. Fully bound with rubber insert for driver. They are invaluable to brighten and protect old and new cars alike, and form a very effective noise insulation. Studs and double-sided adhesive tape are provided for fitting, and all prices include postage and Purchase Tax. For sports cars, the whole floor, gearbox and tunnel are included. Both qualities of carpet include Blue, Green, Red, Grey, Beige. Brown is available in Standard quality, and Black is available in Super quality.

If you require further details and a sample please enclose a 5d. stamp

	Standard Quality	Super Quality
Sprite, Midget, M.G.-B, Spitfire.....	£5. 0.0	£6. 0.0
All B.M.C. Mini Types, A35, Imp.....	£6.10.0	£7.10.0
All B.M.C. 1100/1300, Minor, A40, Escort, Anglia, Viva, E-Type, Fiat 124.....	£7. 0.0	£8. 5.0
All B.M.C. 1500/1600 (Farina), 1800, Heralds, Cortina, Corsair, all Mink Models, Hunter, Sceptre, Rapier, all Victors, Maxi.....	£7.10.0	£9. 0.0
A.110, Zephyr Mk III & IV types, Jaa. 2/4/3/4, Rover 7000.....	£8. 0.0	£9.10.0

Please supply Carpets/Details. Col..... Quality.....
Car Make..... Model..... Gear Lever: Floor/Column
£..... enclosed. Please send C.O.D.....
Name..... Address.....

WEBBING COMPONENTS LTD.
Dept. MS9/70, BRIGHOUSE, YORKS, HD5 1BT.

DRIVE ON JACK UP LOCK SAFE



H.E. CARLIFTS

Patent 911133 Only 6½" run up, yet lifts to a total 17½" under wheels. Compact yet massive build, officially tested to four tons pair. Supreme safety, thousands in use.

Do not confuse with ordinary car ramps. The original and by far the best. Direct from manufacturers.



ONLY £11.19.6
per pair. Carriage extra.

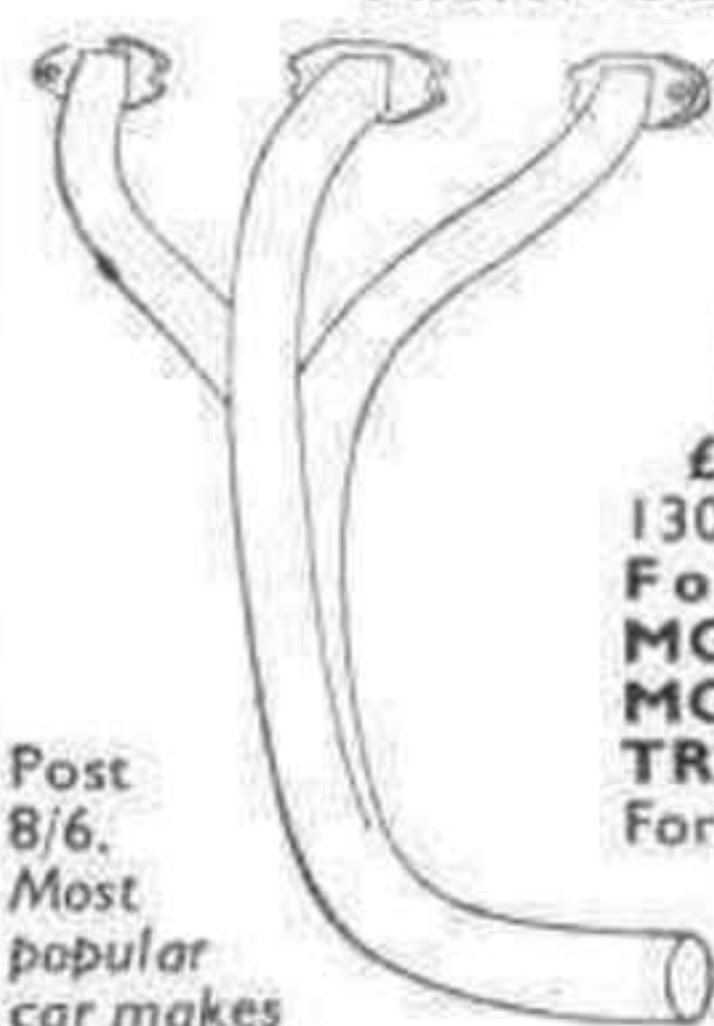
Send for free brochure.
Hanstock Engr. Co., Dept. MS.5
Blyth Rd., Maltby,
Rotherham, Yorks.
Tel: Maltby 2770

NAME

ADDRESS

V.W. DERRINGTON KINGSTON LTD

158 & 161 LONDON ROAD
KINGSTON-UPON-THAMES
EXTRACTOR EXHAUST
MANIFOLDS

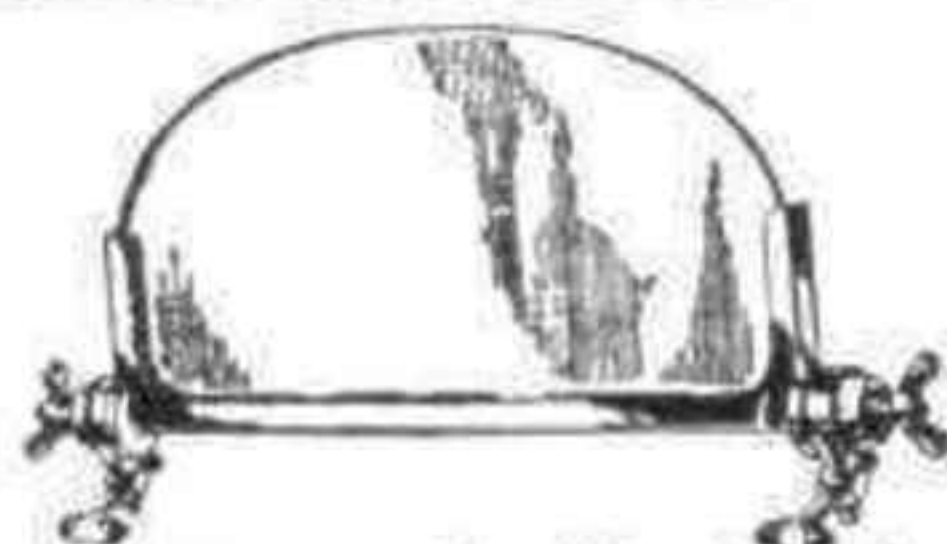


Post 8/6.
Most popular car makes available.

Efficiently designed and made. Metal spray-finish. For

Minis, Sprites, MG Midget, £10-10-0. 1100s, 1300s, £12-10-0. Fords, Minx, MG-A, £15-10-0. MG-B, £16-10-0. TR2, 3, 4, £19. Formula Ford, £20. Mini 1½" SU inlet and exhaust £12-10-0.

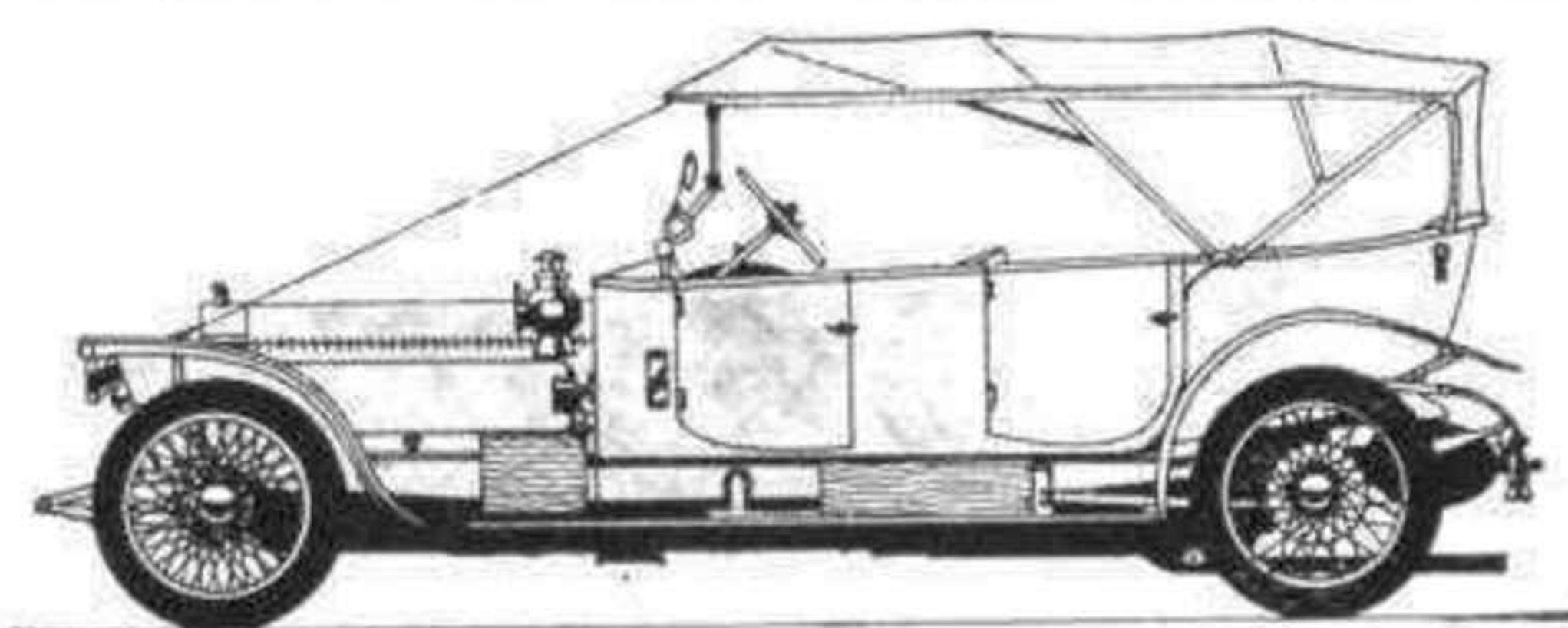
BROOKLANDS AEROSCREENS



Pol. L/A frame, fitted laminated safety glass 12" x 6". Chromium plated universal mountings with friction clamps each end. Quickly detachable for storage or safety. Each £4.5.0 (1 or 2, P. & P. 8/-).



CYCLE TYPE WINGS
Domed section, rolled edges, centre rib stiffening. 6" 30/- each, 7" 33/- each, in steel; light alloy 39/- each. Post 10/-.
Weekdays 8.30 to 6 Sundays till 12.30



COACH TRIMMERS

Hoods, Tonneaux, Sidescreens.
Interior Upholstery our Speciality.

We can offer a very personal service in all Aspects of Coach Trimming.

ROBERT BETTERIDGE & CO. LTD.
29 QUEEN'S GATE PLACE MEWS, LONDON, S.W.7
Tel.: 01-584 5661

Join the Wet Jet Set

The John Thomas ornamental Screen Wash Jet is an elegant (and accurate) figure highly finished in chromium plate and fully guaranteed

For only 32/6 you can join the wet jet set
DO IT NOW £3.2.6 per pair (p&p & insurance 2/6d.)

OR
Finished in 22ct. gold plate at 45/- each (p&p and insurance 2/6d.)



Trade enquiries welcome

Please post me..... jets as shown

Name

Address



Clark & Lofts Limited
4 Westbourne Grove Mews
London W.11

(MS)

Edward LEWIS WESTOVER Driving Shoes

FROMPT DELIVERY ON RECEIPT OF ORDER
WITH REMITTANCE TO Westover Works,
ST. JAMES, NORTHAMPTON
NN5 5EE. TEL: ONO4 52237



LADIES' MARK IVA ORIGINAL

100/-
Ferrari Red
Swedish Tan
Spanish Brown
Navy Blue
Saddle Leathers. (Ladies please state "American" "B" or English size)



MEN'S MARK IV ORIGINAL

110/-
Black Saddle
Tan Saddle
115/- Brown Reversed
Calf Suede



LADIES' OVERDRIVE III

115/-
Ferrari Red
Swedish Tan
Spanish Brown
Navy Blue Saddle Leathers.
Yellow, Blue, Red, Green and
Honey Suedes.



'G.P.' BOOT

120/- Black Calf
125/- Brown Reversed
Calf Suede

IN STOCK IN ALL SIZES, AND HALF SIZES 6½ TO 11. MEN'S SLIM (CX) OR EXTRA WIDE (GX) TO ORDER
ALL WESTOVERS HAVE (SAFETY) LEATHER SOLES AND ARE MADE TO PATENT SPEC 764268
PERSONAL SHOPPERS WELCOME

FOR SALE—continued

TR3A IN IRIS BLUE. FITTED TR4 ENGINE and gearbox (new); exceptional condition throughout; every conceivable extra, including hard/soft-tops, tonneau, w/wheel s, c/drive, b/servo, b/rack, air horns, radio, spots, etc.; M.o.T. taxed. £515 o.n.o. Cowley, 28 Benson Rd., Coventry. (5137)
XK150 F.H.C. IMMACULATE CARMEN red; 3.4 engine recently overhauled, new clutch, overdrive, wire wheels; full history known. £485 Part exchange Mini or similar. Tel.: Coventry 412497. (5138)
LOTUS 7, SERIES III, 1,600 C.C., "G" registered; Mustard. Almost 10,000 miles; serviced/tuned at 9,400 miles. Best offer. J. Breddon. Tel.: Basingstoke 26391 (work) or Oakley 656 (home). (5139)
ROLLS TWENTY, 1929, WINDOVER cabriolet; under 2,000 miles since complete chassis/engine overhaul. Crews; body repaint, mascot; taxed. £2,500. Box 2397. (5140)

FACEL VEGA 6LV8, 1957, COUPE; 42,000 miles; manual box, four-barrel carburetter, electric windows, wire wheels, newly overhauled motor, brakes; resprayed; new carpets; generally in exemplary state; used for representation only. Tel.: 0096-38-253 (near Oxford) (after 1800 hours). (5142)

RILEY R.M.E., 1954, 1½-LITRE, ONE of finest around. Meticulously rebuilt engine, h/c pistons, new clutch; coachwork and chrome virtually flawless; resprayed Aug., 1970; radio, new carpets. £250. Tel.: Stockton 63571, extension 7 (daytime). Medway (Kent) 34658 (any time). For serious enquirers would rendezvous if necessary. (5143)

RILEY R.M.E. 2½-LITRE, 1952. Probably the finest anywhere. Under 10,000 miles since new, having had an elderly owner for the last 17 years. In black cellulose. The car is absolutely immaculate bodily and mechanically and completely original in all respects. Fitted seat covers, spotlights, tools, handbook and servicing records. A practical investment and a superb collector's Riley. £525. Spencer, Bittoswell Rd., Lutterworth, near Rugby. Tel.: Lutterworth 2234. (5144)

1930 ROLLS-ROYCE 20/25 CLOSE-coupled Hooper sports saloon. Very original; centralised lubrication; very good order; outstanding car. Private sale. £1,650. Tel.: Bolney (Sussex) 237. (5145)

1961 DAIMLER SP250, "B" SPECIFICATION. B.R.G. Superb condition throughout. Reconditioned gearbox and rear axle, new steering, etc.; £600 spent last three years. M.o.T. till Aug., 1971. £475 o.n.o. Tel.: Taunton (Somerset) 5619 (day), 82030 (evenings), or after Sept. 16th 83531 (day), 83139 (evenings). (5149)

FOR SALE—continued

XK120 ROADSTER, 1951. B.R.G. Bodily and mechanically sound, trimming only needs doing to complete restoration. Quick sale essential. Tel.: Great Witley (Worcs.) 200. (5146)

MARCOS MINI, 1967, TUNED 850. Magnesium wheels, servo, sunroof, full trim; immaculate. Offers Tel.: 021-354 5669. (5147)

1963 GT CORTINA 1,500 C.C. WEBER two-choke carburetter, radio, undersealed, new engine 1960; 24,000 miles; gearbox, clutch, steering box, front suspension, disc brakes, dynamo, radiator, starter motor, five radial tyres renewed. Age and functional ability of doctor owner rather than that of car necessitates sale. £400 o.n.o. Tel.: Sreyning 2109. (5148)

MORGAN 4/4, FOUR SEATS, FLAME. 1969; 10,000 miles only. Extras. £1,025. Slocket, Hillcrest, Station Rd., Little Hoole, Preston. Tel.: Longton 4179. (5150)

AUSTIN HEALEY 3000 (1963). RED with black leather upholstery, radio, wires, overdrive, reverse light, bolts, servo. Beautiful condition. £475. J. Free, Lelley, near Preston, Hull. Tel.: 895670 (after 6). (5151)
CORTINA GT ESTATE, 1965, IMMACULATE; many extras, including radio, spots, radials, automatic transmission; one owner. Tel.: 01-850 8676 (evenings). (5152)

M.G. TF 1600 TWIN-CAM, DISC BRAKES all round, etc. Every extra. Phenomenal and immaculate. £750 or offers. H.P. available. Tel.: Loughborough 3829. (5153)

CONCOURS AUSTIN SEVEN, RARE EXPORT model, 1936. Ruby in showroom condition. Absolutely original in every respect; 52,000 miles from new; 16 in. wheels, four-blade fan. Maroon and black with red leather interior. £350 or offers. Lynn, 7 Milburn Walk, Epsom, Surrey. Tel.: 25972. (5154)

1927 AUSTIN WINDSOR 12 H.P. saloon. Blue and black. Majestic mode of transportation; needs some mechanical work for the road; three new 21-in. tyres; body excellent; would exchange for Austin Seven same condition but earlier, or sell. Offers: Lynn, 7 Milburn Walk, Epsom, Surrey. Tel.: 25972. (5154)

RILEY 1½-LITRE, SOUND; 12 MONTHS' M.o.T. 344 Crews Rd., Winterley, Crews. (5155)

1964/1965 TR4, BLACK WIRE WHEELS, overdrive, woodrim, extra instruments, radio with twin speakers, air horns, new tonneau, engine (3,000 miles) and gearbox, spots, Dunlop SPs; immaculate. £495 or part exchange for small saloon of about £100. T. Walder, "Newlands", Horsham Rd., Cranleigh, Surrey. Tel.: 2329 (after 7.30 p.m.). (5156)

ROLLS-ROYCE

- 1961 Silver Cloud II.
- 1959 Silver Cloud I.
- 1954 Silver Wraith 7-seater.
- 1949 Silver Wraith 7-seater.
- 1935 20/25 Barker owner-driver saloon.
- 1935 20/25 4-door estate.
- 1924 '20' tourer.
- 1923 Silver Ghost station wagon.

BENTLEYS

- 1956 S.I. standard saloon.
- 1954 'R'-Type Mulliner Continental.
- 1954 'R'-Type Automatic.
- 1953 'R'-Type Manual.
- 1952 Mk. VI.
- 1950 Mk. VI standard saloon.
- 1948 Mk. VI sun-roof.
- 1947 Mk. VI standard saloon.

WE HAVE TYRES IN STOCK FOR THE FOLLOWING MODELS: 'S' Series Rolls and Bentley, 'R'-Type, Mk. VI, Silver Wraith, Silver Dawn, Pre-war Wraith, 25/30, 20/25, Phantom II, and '20' models.

LONG TERM HIRE AND LEAVE REPURCHASE: We continue to run this popular and economic scheme.

FAULTS AND REMEDIES SUPPLEMENT: Now reprinted with a few additions.

- United Kingdom ... 4/-
- Overseas surface mail ... 5/-
- Airmail overseas ... 7/-

Customers still awaiting reprinting of the Supplement will receive copies as soon as possible at the old price.

J. B. M. ADAMS
(Adams & Oliver Ltd.)

**RAMSEY ROAD GARAGE,
WARBOYS,
HUNTS.**

Tel.: Warboys 488/9



SPORTS CAR insurance

AVAILABLE WITH PASSENGER LIABILITY

FREE SERVICE INCLUDING THE NEGOTIATION OF CLAIMS
All Policies are arranged with reputable insurers who are members of the B.I.A. or Lloyds. telephone or complete this form for immediate quotation.

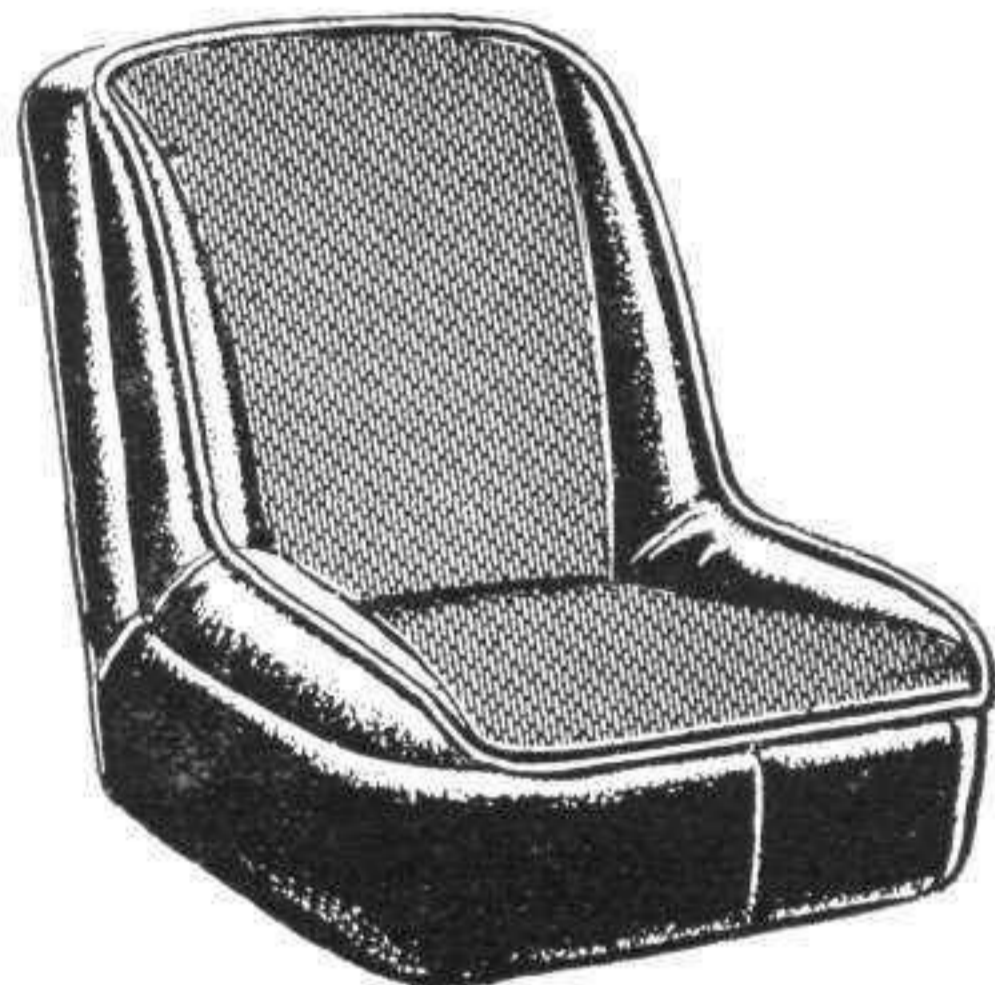
No claim bonus up to 65% on Transfer

Name.....	Age.....	Occupation.....	Living Experience..... yrs.	Make of car..... cc	Value.....
Nationality.....	Address.....		Year of Make.....	Comp./T.P.F. or T./T.P. only.	Date Cover Required.....
			Present Company.....	allow me..... years N.C. & JI	%
Private/Business Use.	Garage/No Garage.	Owner Driver/Named Drivers.	Accidents last 3 years YES/NO.	Accidents last 5 years YES/NO	MS32

CATERHAM INSURANCE BROKERS 2-4 Croydon Road, Caterham, Surrey. Telephone: Caterham 47101.

To
Readers of
Motor Sport

SPECIAL GT SEAT COVER OFFER



**SAVE
OVER £3 ON
GT
PADDED SEAT
COVERS**

WE OFFERED THESE COVERS AT £6/6/- IN THE JUNE ISSUE OF "MOTOR SPORT", NOW HERE'S A VERY SPECIAL OFFER TO "MOTOR SPORT" READERS.

NORMAL PRICE **£6. 6. 0** SPECIAL OFFER PRICE TO READERS OF "MOTOR SPORT" 45% off and a further 15% reduction. **50/-** Black only.

DE LUXE VERSION with breathing "Ambla" seat and back panels as illustrated. Black only. **60/-**

PLEASE ADD 5/- post and packing EACH.

MATCHING REAR SEATS. PLAIN 85/-, DE-LUXE (perforated) 100/- ADD 5/- EXTRA post and packing.

individually tailored for specific cars, these padded seat covers fit over existing seats. Available for BMC Mini, A35, 1100 (Mk. 1 and 2), 1300, A40 (Mk. 1 and 2), Wolseley 1500, Morris 1000, Riley 1.5, Anglia 105E, Cortina, Escort, Corsair, Imp, Viva, Fiat 500 and 600, Reliant, Singer Chamois, Triumph Herald 948, 1200, 12/50, VW 1200, 1300, Skoda Octavia.

LUXICAR, 494 COLLEGE ROAD, BIRMINGHAM 22C

ORDER FORM: LUXICAR ("MOTOR SPORT" READER OFFER)
494 College Road, Birmingham 22C

Cheque/P.O./Cash enclosed for..... (amount) for
..... seats and..... matching rear
seats (add 5/- p. & p. each front and rear seat).

My car is..... make..... model
year..... 2-/ 4-DOOR (tick whichever is applicable).

NAME.....
ADDRESS.....

THIS OFFER CLOSSES SEPT. 30th. FULL REFUND GUARANTEE

ASTON MARTIN Le Mans
Recent concours winner. Nitride crank, Ulster camshaft, large valves, rare copperised head, H/C pistons, lightened flywheel balanced with crank by Laystalls. Offers.

SCOTTS
1929 TT replica, 1949 Flying Squirrel, very nice condition, M.o.T.

M.G. J2
Mechanically good, needs a little tidying up. Part exchange considered on Scotts and M.G., A.C. Ace or Lancia Flaminia with CB7 registration.

CYRIL BUTTERS
Quarry Cottage, Audley.
Tel.: 585



1924
3-LITRE BENTLEY
Completely original, excellent all round condition. B.R.G. and black.

Unique and desirable.
FULL DETAILS AVAILABLE
£2,500
Tel.: BENINGTON 605 (Herts.)

1934 HILLMAN 16 saloon. Interior in original condition. Excellent body-work £310

1935 ROLLS-ROYCE 20/25 Lancelotti limousine. Partly dismantled for restoration £450

MONOPOSTO RACING CAR, 1,200 c.c. Spare engine £550

1956 S.I BENTLEY. Freestone & Webb body. Good order throughout. Owner emigrating £1,650

1960 JAGUAR XK150 d.h.c. Respray in grey; retrimmed £700

1932 ROLLS-ROYCE 20/25 limousine by Thrupp and Maberly. Original interior, handbook, mascot, tools. Attractive D-back. M.o.T. Taxed. £1,250

1929 SINGER tourer, original condition £365

Further details and photographs supplied on request.

EXCHANGES CONSIDERED

**LINK SERVICE
STATION**
ROCHFORD, ESSEX
Southend 545954

RILEYS 1950-1955
1½- and 2½-litre

WANTED AT ONCE
BY THE SPECIALISTS:

All models required, particularly late 2½ and 1½; top prices for Roadsters and Coupes.

Splendid selection
always for sale.

Terms, insurance, partex
instantly arranged.

E. T. LUNDEGAARD LTD.,
71-73 SOUTHGATE ST.,
GLOUCESTER

Tels: OGL2-26190 and
OGL2-25271

RESTALL
MASTERFIT

CAR SEATS from £15-10-0
LIGHT VAN
REAR SEATS from £18

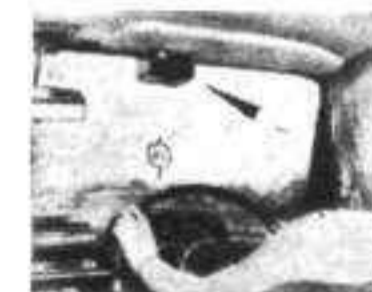
Explanatory literature sent free. Please send for details to
RESTALL BROS. LTD. Anne Road, Smethwick, Warley, W. Co. 2.
Tel: 021-558 4761 Telex Chamcon B'ham 338024 Prefix all
messages 'Rebro'

MAKE OF CAR/VAN.....
NAME.....
ADDRESS.....



RADAR SPOTTER

Prevention is best — YOU know it makes sense!
Use our unique non-radiating legal radar receiver. Gives early
warning of Radar Speed Traps up to 1½ miles on motorways.
Completely self-contained (no wiring). Compact, clips on to
sun visor. Weighs only 10½ oz.
BE SAFE NOT SORRY—ORDER NOW. £13.5.0 COD 5/- extra.
BELDING & BENNETT LTD.,
(Box 10) 45 Green Lane, Purley, Surrey.



For full details: Tel.: 01-660 2896 or send 8d. in stamps. Callers welcome by appt.

SHATTERING AT SPEED?

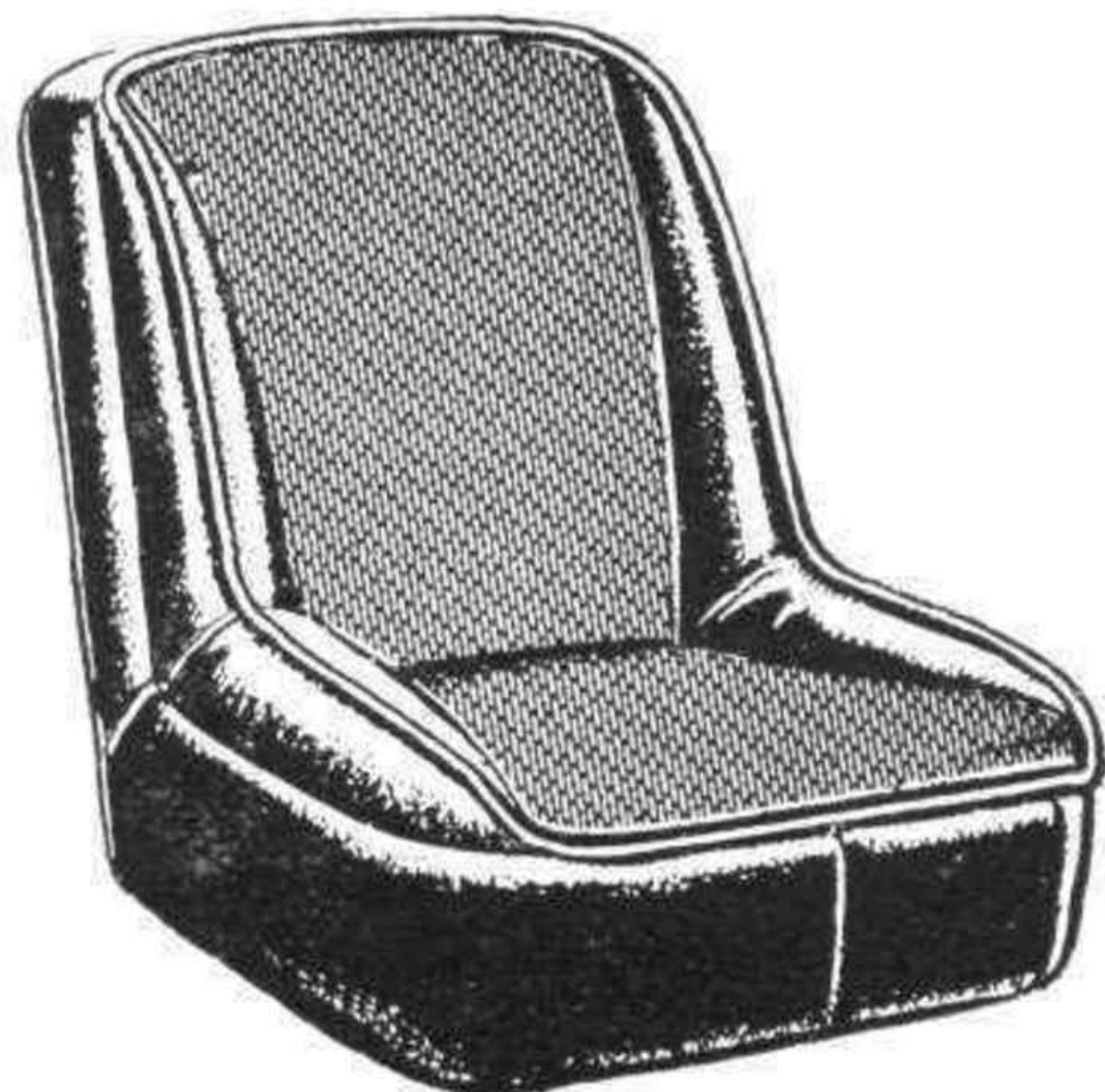


PREVENT this by having a
Laminated Safety Glass Wind-
screen fitted in one day. A
must for racing, fitted as standard
equipment on most fast cars. Over
250 models. Mini, £7-0-0 fitted,
while you wait. Ring WAT 5228
and get a down-to-earth quotation.

W
ALLACE
INDSCREENS,
EBBER ST.,
ATERLOO, S.E.1

To
Readers of
Motor Sport

SPECIAL GT SEAT COVER OFFER



**SAVE
OVER £3 ON
GT
PADDED SEAT
COVERS**

WE OFFERED THESE COVERS AT £6/6/- IN THE JUNE ISSUE OF "MOTOR SPORT", NOW HERE'S A VERY SPECIAL OFFER TO "MOTOR SPORT" READERS.

NORMAL PRICE **£6.6.0** SPECIAL OFFER PRICE TO READERS OF "MOTOR SPORT" 45% off and a further 15% reduction. **50/-** Black only.

DE LUXE VERSION with breathing "Ambla" seat and back panels as illustrated. Black only. **60/-**

PLEASE ADD 5/- post and packing EACH.

MATCHING REAR SEATS. PLAIN 85/-, DE-LUXE (perforated) 100/- ADD 5/- EXTRA post and packing.

Individually tailored for specific cars, these padded seat covers fit over existing seats. Available for BMC Mini, A35, 1100 (Mk. 1 and 2), 1300, A40 (Mk. 1 and 2), Wolseley 1500, Morris 1000, Riley 1.5, Anglia 105E, Cortina, Escort, Corsair, Imp, Viva, Fiat 500 and 600, Reliant, Singer Chamois, Triumph Herald 948, 1200, 12/50, VW 1200, 1300, Skoda Octavia.

LUXICAR, 494 COLLEGE ROAD, BIRMINGHAM 22C

ORDER FORM: LUXICAR ("MOTOR SPORT" READER OFFER)
494 College Road, Birmingham 22C

Cheque/P.O./Cash enclosed for..... (amount) for
..... seats and..... matching rear
seats (add 5/- p. & p. each front and rear seat).

My car is..... make..... model
year..... 2-/4-DOOR (tick whichever is applicable).

NAME.....
ADDRESS.....

THIS OFFER CLOSSES SEPT. 30th. FULL REFUND GUARANTEE

ASTON MARTIN Le Mans

Recent concours winner. Nitride crank, Ulster camshaft, large valves, rare copperised head, H/C pistons, lightened flywheel balanced with crank by Laystalls. Offers.

SCOTTS

1929 TT replica, 1949 Flying Squirrel, very nice condition. M.o.T.

M.G. J2

Mechanically good, needs a little tidying up. Part exchange considered on Scotts and M.G., A.C. Ace or Lancia Flaminia with CB7 registration.

CYRIL BUTTERS

Quarry Cottage, Audley.
Tel.: 585



1924

3-LITRE BENTLEY

Completely original, excellent all round condition. B.R.G. and black.

Unique and desirable.

FULL DETAILS AVAILABLE

£2,500

Tel.: BENINGTON 605 (Herts.)

1934 HILLMAN 16 saloon. Interior in original condition. Excellent body-work ... £310

1935 ROLLS-ROYCE 20/25 Lancefield limousine. Partly dismantled for restoration ... £450

MONOPOSTO RACING CAR, 1,200 c.c. Spare engine ... £550

1956 S.I BENTLEY. Freestone & Webb body. Good order throughout. Owner emigrating ... £1,650

1960 JAGUAR XK150 d.h.c. Respray in grey; retrimmed ... £700

1932 ROLLS-ROYCE 20/25 limousine by Thrupp and Maberly. Original interior, handbook, mascot, tools. Attractive D-back. M.o.T. Taxed. £1,250

1929 SINGER tourer, original condition ... £365

Further details and photographs supplied on request.

EXCHANGES CONSIDERED

LINK SERVICE
STATION

ROCHFORD, ESSEX
Southend 545954

RILEYS 1950-1955 1½-and 2½-litre

WANTED AT ONCE
BY THE SPECIALISTS:

All models required, particularly late 2½ and 1½; top prices for Roadsters and Coupes.

Splendid selection
always for sale.

Terms, insurance, partex
instantly arranged.

E. T. LUNDEGAARD LTD.,
71-73 SOUTHGATE ST.,
GLOUCESTER

Tels: OGL2-26190 and
OGL2-25271

RESTALL
MASTERFIT

CAR SEATS from £15-10-0
LIGHT VAN
REAR SEATS from £18

Explanatory literature sent free. Please send for details to

RESTALL BROS. LTD. Anne Road, Smethwick, Warley, Wo. co.
Tel: 021-558 4761 Telex Chamcon B'ham 338024 Prefix all
messages 'Rebro'

MAKE OF CAR/VAN.....

NAME.....

ADDRESS.....



RADAR SPOTTER

Prevention is best — YOU know it makes sense!
Use our unique non-radiating legal radar receiver. Gives early warning of Radar Speed Traps up to 1½ miles on motorways. Completely self-contained (no wiring). Compact, clips on to sun visor. Weighs only 10½ oz.
BE SAFE NOT SORRY—ORDER NOW. £13.5.0 COD 5/- extra.

BELDING & BENNETT LTD.,
(Box 10) 45 Green Lane, Purley, Surrey.

For full details: Tel.: 01-660 2896 or send 8d. in stamps. Callers welcome by appt.

SHATTERING AT SPEED?



PREVENT this by having a Laminated Safety Glass Windscreen fitted in one day. A must for racing, fitted as standard equipment on most fast cars. Over 250 models. Mini, £7-0-0 fitted, while you wait. Ring WAT 5228 and get a down-to-earth quotation.

W
ALLACE
INDSCREENS,
EBBER ST.,
ATERLOO, S.E.1

FOR SALE—continued

RILEY 2½-LITRE ROADSTER, 1949. Excellent mechanically, very sound but requires repainting and new hood. £285. Tel.: Cheltenham 5941 (weekends). (5306)

"E"-TYPE DROPHEAD, REMARKABLE condition; chrome wires and radio; new M.o.T. £685. Tel.: Watlington (Oxford) 343 (day). (5307)

UNIQUE L.H.D. AUTOMATIC SUN-beam Tiger; ex-works vehicle; absolutely immaculately maintained by works' engineers; sensible offers please for this very fast low-mileage car. D. Wenham, 234 Boswell Drive, Walsgrave, Coventry. Tel.: Coventry 52144, extension 193 (work). (5308)

ASTON MARTIN DB MK. III DROP-head coupé, 1959. Midnight blue. Much money spent on major items, including superbly rebuilt engine and gearbox. Exceptional condition throughout. £950. Guest, 4A Deodar Rd., Putney, S.W.15. Tel.: 01-789 8525 (daytime). (5309)

AN UNUSUAL OPPORTUNITY TO purchase a 1969 GT Opel. Very few of these cars in the country; very fast and extremely attractive motor car. If you want to own one of the very few in this country at the ridiculous cost of £1,450 telephone 021-236 4432. (5310)

M.G.-B, 1967. WHITE. DOWNTON Stage 2 conversion; overdrive, wire wheels, woodrim, folding hood; fully soundproofed; good XAS tyres; fast, quiet, economical; taxed March. £775. Roberts, Tel.: 01-240 1871 (office), Whaddon 202 (evenings). (5311)

IMMACULATE 1960 M.G.-A 1600. NEW clutch, reconditioned engine, Cinturatos, boot rack, woodrim, spot light, M.o.T., taxed; enthusiastic engineer owner. £280. R.A.C. inspection invited. Box 2422. (5312)

VITESSE 2-LITRE MK. I GT6 FACTORY workshop manual, unused. £2. Tel.: Chesham 4418. (5313)

PORSCHE 356B SUPER 75, 1962; 65,000 miles. Recent engine rebuild, new clutch and suspension overhaul; very good condition. £625. Head, 6 Claywood Close, Orpington. Tel.: 36579. (5314)

ENTHUSIAST HAS FOR SALE TWO very special M.G.s. 1938, SA 2.3-litre fitted smart new aluminium tourer body, mechanically rebuilt and perfect; recent Concours winner; new tyres, weather equipment, aero screens. £750. 1958 M.G.-A, body completely rebuilt with fibreglass panels, Stage 4 1,843 c.c., five-bearing M.G.-B engine, close-ratio gearbox, Dunlop discs, wide rim wires, oil cooler, hard-top, soft-top, tonneau; many more desirable extras. £400 "Hunterbrook", Bardon Mill, Hexham, Northumberland. (5315)

MK. VI BENTLEY, 1949; GENUINE 90,000 miles. Immaculate condition. £700. Harry Ratcliffe, B.V.R.T. Ltd., Fletchers Rd., Littleborough. Tel.: Littleborough 78239. (5316)

MORRIS 8, 1937, TWO-DOOR SALOON. Two owners only; 58,000 miles (genuine); original condition; in running order; new battery. Offers. Tel.: 01-845 7533 (after 7 p.m.). (5317)

M.G. MAGNETTE ZB, 1959. M.O.T., taxed Dec.; 44,500 miles; two loving owners. In four-year-old condition. Offers over £400. Tel.: Epsom 20279. Box 2423. (5318)

ASTON MARTIN DB4, 1962, METALLIC pale blue. Superb body, engine; all Aston refinements; looks 2-3 years old; any trial; quick sale, hence £995. H.P., part exchange. Rodney Mardle, Faldingworth Rd., Spridlington, Lincs. Tel.: Hackthorn 516. (5319)

ROLLS-ROYCE 20 H.P. CABRIOLET-DE-ville by Windovers, 1929. Elegant as sedanca or tourer; good condition; new hood, upholstery and tyres. £1,850. Tel.: 061-224 2519 (Manchester). (5320)

LOTUS CORTINA MK. I, 1966; 23,000 miles; radio, spot lights; immaculate condition. £600 o.n.o. Tel.: Eynsham (Oxfordshire) 637. (5321)

M.G. J2, 1933. THREE-YEAR REBUILD completed, original engine to be run-in; in perfect condition; taxed, M.o.T.; spares. Offers to Lowfell (Durham) 870234. (5322)

1932 M.G.-D. GOOD CONDITION throughout; occasional four-seater; spares; genuine sale. Box 2424. (5323)

FIAT-ABARTH GT ALLEMANO, 1961. Bahama yellow. Exciting modern coupé lines; 2/4-seater, 750 mildly-tuned overhauled engine, 40 + m.p.g.; belts, discs, heater; second car; heated garage; body needs little tidying; first seen buys. Bargain. £375. H.P. possible. Tel.: Abbots Ann (Hants.) 303. (5324)

RILEY R.M.E. 1½-LITRE, 1954. BLACK. Very good condition, mechanically sound; M.o.T. April, 1971. £180. Tel.: 01-599 4790. (5325)

A LARGE VINTAGE TOURER FOR £480, 1928 Austin heavy 12/4 two-seater with dickey. Very attractive original body; in very good order; taxed, tested; new tyres; reliable and enjoyable vintage motoring. Tel.: Woburn Sands (Bucks.) 2371. (5326)

ROLLS-ROYCE, 1937, HOOPER LIMOU-sine, original paintwork. £725. MK. VI Bentley, resprayed two-tone blue, four new tyres. £525. Mackintosh. Tel.: Studley (Warwickshire) 2614. (5327)

LOTUS ELAN + 2, 1969 (MAY); 9,500 miles. White. Heated rear window, radio. £1,575 o.n.o. Genuine reason for sale. Rushon, Tel.: Chinley (Derbyshire) 248. (5328)

AUSTIN HEALEY 3000 MK. II, 1963. Dark blue. Excellent condition throughout. Overdrive, wire wheels, radio. £490. H. Lauchstedt. Tel.: 01-437 0321 (before 5.30). (5331)

FOR SALE—continued

ALFA ROMEO GIULIETTA SPRINT, 1960; l.h.d.; taxed, M.o.T.; good performance; economical; recent engine overhaul. £150 o.n.o. Woods, Rosnick Cottage, Watton Rd., Great Hockham, Thetford, Norfolk. (5329)

DAIMLER DB18, FIRST REGISTERED Jan. 9th, 1950. Chauffeur driven for its one elderly owner until 1969; mileage 85,000; interior as new, and whole car in exceptional condition bodily and mechanically; M.o.T. until June, 1971. £190 o.n.o. Wallis, 13 Willowslea Rd., Worcester. Tel.: Worcester. 51608. (5330)

SALE: 1938 M.G. TA; £300 SPENT ON rebuild, accident damage since. Accept £165 o.n.o. Tel.: Benenden 469. (5332)

TRIUMPH SPITFIRE, NOV., 1969. Stork forces sale, immaculate maroon, white soft-top; 6,500 miles only. Many extras, including wire wheels, Cinturatos, radio, wooden wheel, heater. £760. Moncrieff, Tel.: Fleet 4111 (home), 01-920 7590 (office). (5333)

ALVIS TA21, DROPHEAD COUPE, 1951 recent decolour, M.o.T., new radiator, well shod. Body needs slight attention hence £140 o.n.o. Tel.: Lynton 2273. (5334)

FERRARI 275 G.T.B. SPECIAL LIGHT-weight, 1965, 27,000 miles and wife's 1968 maroon. M.G.-B, 10,000 miles, £1,950 and £950. Part exchange with estate or four door saloon possible. Tel.: East Horsley 4184. (5335)

M.G. TDII, 1953. IMMACULATE CONDITION. Recently resprayed red and complete mechanical overhaul carried out. New trim hood, screens, chrome, etc. Used as second car since rebuild. £395 o.n.o. Rolls, 11 Knoll Rise, Luton. Tel.: Luton 26170. (5336)

1935 M.G. P-TYPE, COMPLETELY REBUILT, repainted and retrimmed, in concours condition, not entirely original but a most impressive looking vintage sports car—£350. Tel.: Chertsey 5664 (evenings and weekends after 10th September). (5337)

M.G.-B. GT, 1967, SANDY BEIGE, WIRE wheels, radio, perfect condition, £840 o.n.o. Scott. Tel.: Farningham 3719 (after 7 p.m.). (5338)

1928 AUSTIN SEVEN CHUMMY, USED daily. Offers over £250. Tel.: Dorking (Surrey) 6122. (5339)

BENTLEY 3½-LITRE 1935 SPORTS SALOON by Arthur Mulliner. Taxed, long M.o.T. Tel.: Hythe (Kent) 68892. (5340)

MERCEDES 190 SL, 1961, R.H.D. BEIGE/RED interior. Very good condition. Hard/soft tops. £675. Terms, part exchange considered. Tel.: Narborough (Leicester) 4593 (evenings). (5341)

1929 ROLLS-ROYCE PHANTOM II 87WJ. AT present with hearse body. Originally Mulliner sports saloon as photographed page 134. Those Elegant Rolls-Royce. Always garaged. Not used last 3 years. On blocks. Clean, good condition. Full history. £650. Stewart Daniels. Tel.: Milton Abbas 230 or write: Whatcombe, Blandford Forum, Dorset. (5342)

XK150 F.H. COUPE, 1969. SUPERB ORIGINAL condition. Box 2448. (5343)

BENTLEY, 1951, MK. VI RESTORED THRO-ughout to as new condition. One family car. £850 Box. 2449. (5344)

GOESLIKABOMB! BEAT-UP T.R.2. NEW certificate. £75 or saloon. 14 Ploverway, Hockwold, Thetford, Norfolk. (5344)

1965 HEALEY MK. III B.R.G. RED INTERIOR. Immaculate condition. Leather trim, wire wheels, overdrive, radio, tonneau, hood-cover, etc. £750. Tel.: Bath 63223. (5345)

M.G. YA TYPE SALOON. NON-RUNNER. Suitable for spares. Offers. Tel.: 0934 25622. (5346)

XK150 S.E., F.H.C., WEBASTO, OVER-drive, wires, Motorola. Believed 48,000 miles from new, immaculate throughout. £725 or exchange open P.V.T.—Middleton, "Cilan", Llandrillo, Corwen, Merionethshire, Tel.: Llandrillo 227. (5347)

ASTON MARTIN, D.B.4 VANTAGE, 1963, dark blue, chrome wire wheels, radio, taxed 1971, in excellent condition. £1,350 o.n.o. Tel.: Woodborough (Notts.) 2007. (5348)

MORGAN PLUS 8. WORKS MAINTAINED and tuned, this fantastically quick V8 comes with road and racing wheels and tyres, modified heads, cam, twin barrel Rochester carbs, Edelbrock manifold, big servo brakes, negative front camber, transistor-assisted ignition, special exhaust system and many other well-engineered mods. Undoubtedly one of the fastest Plus 8's available. Late 1968 model, genuine 16,000 miles only. C. G. Smedley & Associates Ltd., Royton House, George Road, Edgbaston, Birmingham, B15 1PD. Tel.: 021-454 6666 (Home: 021-705 0514). (5349)

ALFA ROMEO 1964 MODEL GIULIA 80,000. Radiomobile radio; engine/interior great. New clutch, brakes, belts; decarbonised, body needs attention. £265 o.n.o. Consider part exchange 1968 1200/1300 type. Towbar/hitch for above £7. Tel.: Quorn (Leics.) 2256. (5350)

DOVE GTR. IDEAL FOR THE TR ENTHU-siast with family. 1964 model. Wedgwood blue/blue upholstery. Overdrive, w/wheels, quartz halogen lights. Laystall balanced engine—many other extras. 68,000 miles, v.g.c. 2-owners. £475 o.n.o. Tel.: Chesham 6296. (5351)

M.G. "Y"-TYPE, 1951 M.O.T. REBUILT engine to fit. Tel.: Ashford (Kent) 21103. (5352)

ROLLS-ROYCE WANTED, POST-WAR model in well kept condition is sought by private buyer who will appreciate and acknowledge full details. Box 2425. (5353)

1929 M.G.-M. RUNNING, RELIABLE, M.O.T. and taxed. Original chassis, non-original aluminium body. £100 or offers, Sowry, 28 Orpin Rd., Merstham, Surrey, Tel.: Merstham 4418 (after 6 p.m.). (5354)

PLEY 1952, 2½-LITRE R.M.B. SERIES. BODY-work in excellent condition, rebuilt engine, brakes. M.o.T. Taxed. £160 o.n.o. Tel.: Tadworth 307. (5355)

KARMANN GHIA COUPE 1961. R.H.D. M.O.T. Aug. 1971. £235. Tel.: Stafford 62013. (5357)

LANCIA FULVIA 1.2 COUPE, 1967. RED with black interior. Excellent condition throughout. £895. Tel.: Parson Drove (Wisbech, Cambs.) 427. (5358)

MOTOR INSURANCE

BY INSTALMENTS OR DISCOUNT FOR CASH

PHONE 01-629 5912

FOR QUOTATION OR INSTANT COVER.

POST COUPON FOR REPLY BY RETURN OF POST.

**YOUNG DRIVERS
CONVICTED DRIVERS
SPORTS CARS
BREATHERYLYSER VICTIMS
ALL "BAD RISKS"**

WE CAN HELP YOU!

CAREFUL DRIVERS UP TO 70% N.C.B.

HODGES FRY LTD.		MSI
25 SOUTH MOLTON STREET, LONDON, W.1		
Name.....	Age.....	
Address.....		
Country of Birth.....	Occupation.....	
Phone No.....	Full/Provisional Licence for.....	Years
Make of car.....	Model.....	Year.....
Value.....	Capacity.....	c.c. Kept in garage/in the open.
I require Comprehensive/Third party, fire and theft/Third party only.		
Owner only / Owner and Wife / Any Driver.	£15 excess / No excess.	
Will anyone under 21 drive?		
If business use is required including travel to and from work, enclose details.		
My present policy with the..... Insurance Co.		
expires, on..... I will be entitled to..... years		
no claims bonus. Full details of accidents / convictions should be enclosed.		

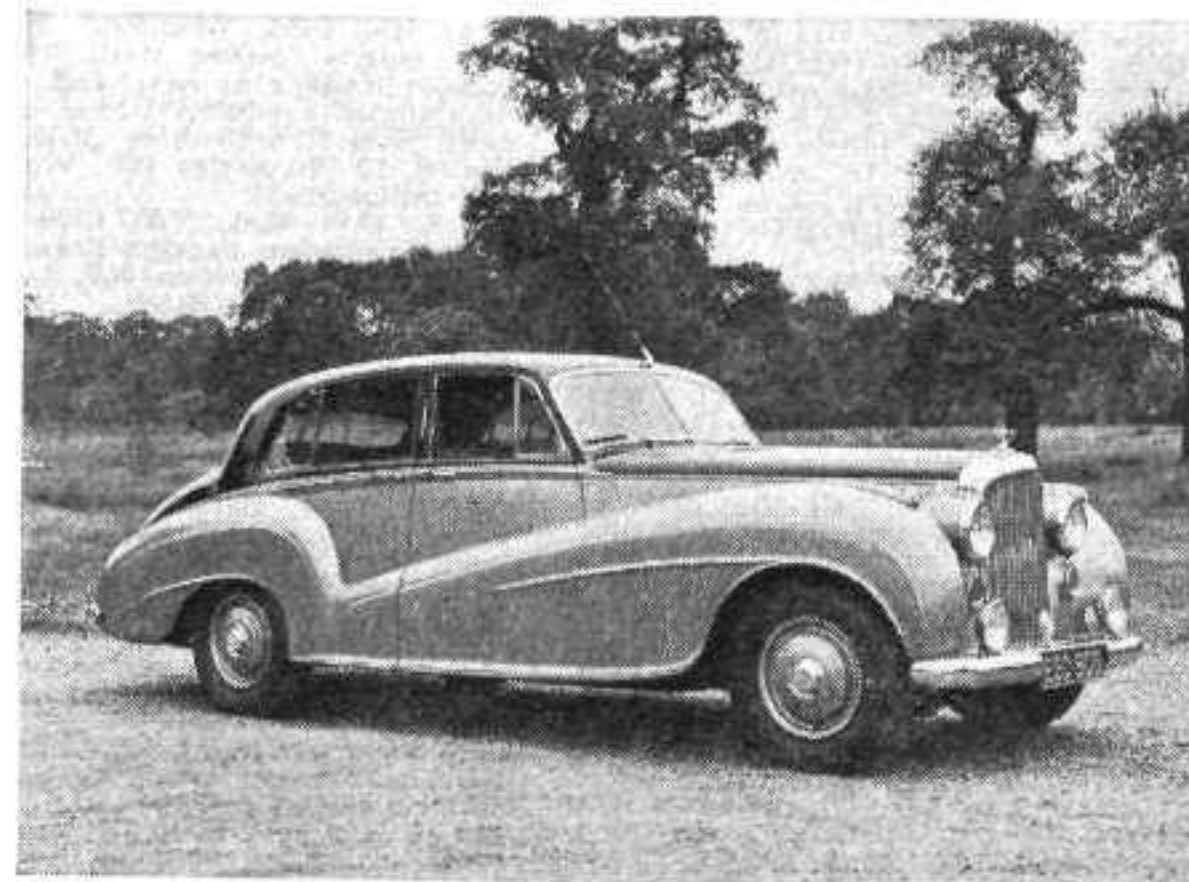
ROBBINS OF PUTNEY LTD.

The family business established for half a century



BENTLEY S.I SALOON. First registered September 1958. In duotone black over shell grey with grey hide upholstery. 73,000 recorded miles, which is substantiated by the general condition of the car, and the Rolls-Royce Service History. All the usual luxurious appointments, including power steering, reclining seats and picnic tables front and rear. An exceptional example of this model which has been impeccably maintained. **£1,695**

BENTLEY S.2 6.2-LITRE SALOON. First registered 1959 (November). 1960 model. In shell grey over steel blue duotone, with powder blue hide upholstery. Two owners from new. 53,000 confirmed miles only. Power assisted steering. Full Service History. Has only covered 3,000 miles in the last two years. In superlative condition. **£1,895**



Very rare and beautiful **BENTLEY 'R'-TYPE SPORTS SALOON** with coachwork by Mulliner. The famous 4-door "Lightweight". First registered 1953. In midnight blue over shell grey duotone with tan hide upholstery. Two owners only. Confirmed mileage is 76,000, but a new engine was fitted at 52,000 due to frost damage. Manual gearbox. We honestly believe this car to be the finest example of this model in existence. **£1,995**

Tel:
01-788 7881

**ROVER
TRIUMPH
AUSTIN
VAUXHALL**

96-98 UPPER RICHMOND ROAD, PUTNEY, S.W.15

FOR SALE—continued

1955 M.G. TF 1500. COACHWORK IM- maculate; new trim; flame red finish; mechanics excellent. Investment. £575 o.n.o. Linden House, Uzmaston Rd., Haverfordwest 3104. (5197)

SPITFIRE MK. III, "F" REGISTRATION. British Racing Green. Wire wheels, soft-top, radio, leather wheel; M.o.T. Private. £550 o.n.o. Tel.: Crayford (29) 21895. (5198)

1275 COOPER "S", NOV., 1965; 27,000 miles. Only one owner; radio, rev-counter, Sprinzel seats, 13-in. leather wheel and lowered steering column, towbar and bonnet lock; grey with white roof. £495 o.n.o. Tel.: 01-435 9566 (p.m.). (5199)

M.G. TF, 1954. BEAUTIFUL CONDI- tion. Scarlet. Lovingly cared for; new hood and tonneau, newish tyres; many extras. £545. Tel.: Liss (Hants.) 3077. (5202)

1967 AUSTIN HEALEY SPRITE, 1,275 c.c.; 14,700 miles. Red. Wire wheels, radio, heater, racing mirrors, seat belts; M.o.T. Open to any inspection. Absolutely as new. £565 o.n.o. Tel.: 01-808 3373. (5203)

1957 BENTLEY S1 NEW SILENCERS P.A.S. £1,150. Also 1952 "R"-type James Young two-door clubman coupé. £950. Ian Kohler. Tel.: 01-272 2341 (office), 01-348 1969 (evenings). (5204)

BENTLEY MK. VI SS SALOON (1947). Nice condition; good tyres; M.o.T. tested. £245. Dixon Smith, 187 Henwick Rd., Worcester. Tel.: 23858. (5205)

MARCOS 1600 GT, 1969. MAG. WHEELS, wireless, burglar alarm, sun roof; in excellent condition. £1,325 o.n.o. Tel.: 01-898 5409. (5206)

BENTLEY, 1954, "R" AUTOMATIC. James Young four-door saloon; low mileage. 19 Oakleigh Park North, London, N.20. (5207)

I WILL TRADE 1965/1966 MUSTANG I.h.d. or Camero, any model, for DB4 or 5 Aston Martin or S1 Bentley, or offer. Write: Joerres, 1230 Grant Ave. 350, San Francisco, California 94133, U.S.A. (5208)

JOWETT, 1929, OPEN TOURER, LONG chassis, fully restored. £475. 20 Preston Ave., North Shields, Northumberland. (5209)

ALFA ROMEO SPIDER 1600 DROP- head, 1966. Good condition throughout; £100 recently spent on engine. A very good specimen at only £595 o.n.o. Tel.: South Benfleet 2769 or call at 602 High Rd., Benfleet, Essex. (5210)

M.G. TC, 1949. EXCELLENT BODY, RE- cent new hood, reupholstered seats, good tyres, sound mechanical condition; taxed. M.o.T. £210 o.n.o. Tel.: Nottingham 66987. (5211)

PORSCHE 356B 1963. CHROME wheels, radio, new exhaust. Dark grey, red interior; 58,700 miles. £595. Porsche front brakes, etc., to fit "A"-type. £18.10s. Tel.: Luton 35845. (5212)

FOR SALE—continued

BENTLEY, 1935, 3½-LITRE DROPHEAD coupé by Park Ward. This car was last handled by Sothebys. At present owned by American author. The car is available from Sept. 8th. Price £1,850. Contact owner's agent after above date for appointment to view. Tel.: Crowthorne (Berks.) 5162. (5213)

BENTLEY CONTINENTAL S1. H. J. Mulliner fastback. Silver with light blue interior; £1,000 spent during past two years, bills available. Concours winner of all post-war Bentleys at Bentley Drivers' Club Golden Jubilee Rally. £2,950. Tel.: Slough 20712 or Shurlock Row 355. (5214)

LAGONDA 3-LITRE SALOON, 1957. Floor gearchange; mechanics and bodywork excellent, just rechromed, resprayed kingfisher blue. For sale after five years' dotting ownership only for change's sake. £850 o.n.o. Tel.: 01-603 8951. (5215)

AUSTIN 7, 1936, SUNROOF SALOON. Genuine mileage 77,000; Concours condition throughout; faultless mechanics; M.o.T.; taxed, insured, 1 Churchill Rd., Guildford. (5216)

1965 MODEL VITSESE CONVERTIBLE. Cherry with cactus flash. Air horns, tonneau, new Cints; superb order throughout; taxed, tested May, 1971; would also consider exchange for sound Spridget. Tel.: Chesterfield 75853. (5217)

MORGAN 4/4, 1938, COUPE. EXCEL- lent condition, reconditioned Coventry Climax engine. £235. Tel.: Aldridge (Staffs.) 53471. (5218)

T.V.R. TUSCAN V8 SE, LONG WHEEL- base model. Regal red; 4.7 Ford Cobra wires, eight-track stereo, electric aerial, etc.; 0-70 6 secs. Immaculate. £1,800. Tel.: 229 8930. (5219)

VOLVO P1800S, 1966. OVERDRIVE. Webasto, radio, etc.; spotless paintwork and very good condition throughout. £875. Tel.: Horsforth (Leeds) 6315. (5220)

SWALLOW DORETTI SPORTS. RED. Servo brakes, radials, radio, weathertight hood, tonneau; M.o.T.; engine overhauled 3,000 miles ago; mechanics and bodywork excellent. £220. Tel.: Berkhamsted (Herts.) 6325. (5221)

DAIMLER CONQUEST SALOON, 1953; taxed Nov., 1970. M.o.T. April, 1971; very reliable. Offers, Turner, Priory Lane, Toft Monks, Beccles, Suffolk. Tel.: Aldeby 221. (5222)

1933 WOLSELEY HORNET SPECIAL, beetle back, no doors; partly rebuilt; some spares; three good tyres. £85 o.n.o. B. J. Robbins, 67 St Johns Crescent, Whitchurch, Cardiff. Tel.: 65650. (5223)

AUSTIN 7, 1932, BOX SALOON. TWO owners only; engine reconditioned, handbook and most original tools. Offers over £160. Tel.: Dymchurch (Kent) 3245. (5228)

FOR SALE—continued

LOTUS SEVEN, 1968, CROSSFLOW, four-branch exhaust, rollover bar, tonneau, heater, wind horns; dayglow orange; no competitions. £675 o.n.o. Hall. Tel.: Norwich 45561 (evenings), 29881 (day). (5224)

VERY RARE 1947 ROVER 12 TOURER. Aluminium body by A.P.A. Believed the last made; first registered 1948; one owner 21 years; original tools, instruction book; outstanding condition; new chrome, hood, tonneau, lamps; gleaming deep red; heater, taxed, tested. £395. Tel.: Ormskirk (Lancs.) 74157. (5225)

XK150 F.H.C. STORED SEVERAL years. Immaculate both bodily and mechanically; no rust; absolutely original; low mileage; overdrive, radio, new batteries; M.o.T., etc. £655. Tel.: 01-940 2988 (after Sept. 9th). (5226)

M.G.-B, 1967, ONE OWNER, RED WITH black interior, tonneau cover, twin spots, reverse lamp, fruity horns, "Watchdog" alarm; new differential just fitted; complete service, etc. £740. Would take something interesting part exchange. Tel.: 01-959 4686. (5227)

BENTLEY, 1924, 3-LITRE, ATTRACTIVE original body in unusually sound condition; mechanics rebuilt. Best offer over £2,000. Tel.: 01-574 0522. (5229)

BRISTOL 400, 1948, CHASSIS NO. 561. Immaculate condition inside and out. Offers over £350. Spare block and crankshaft available. Tel.: (61-652 2085, or write: Jenkins, Linfitts House, Delph, Oldham. (5230)

ASTON MARTIN DB2, 1953 VINTAGE. Immaculate. £650. Exchange considered. Smithson, Tel.: Crawley 25960. (5231)

M.G. TD, REBUILT, RESPRAYED, RE- upholstered, rewired, part rechromed and trimmed. A very beautiful car. £445 o.n.o. 21 Cunningham Crescent, Birchington, Kent. Tel.: Thanet 41416. (5292)

M.G. F1, 1931. NEEDS REBUILDING. First £50 secures. For details telephone Hunt, Canterbury 63221 5292. (5292)

ALVIS TC21 SALOON, 1953. EXCEL- lent condition, extensively modified by Alvis Ltd. to include T.D. cylinder head, 1¼ in. S.U.s, high-ratio axle, servo, etc.; M.o.T. £275. Tel.: Heddingham 135. (5293)

1936 M.G. PB. A MOST ORIGINAL specimen. Superb mechanics, new tyres; everything just right, instruments, filler caps, etc. Needs a little tidying. This is the ultimate in four-cylinder o.h.c. M.G.s. Get in and go, giving me £260. Tel.: Woburn Sands (Bucks.) 2371. (5294)

AUSTIN HEALEY 3000 MK. III, 1965. W/w, h/s-tops, f/s/r lights, radio, tape recorder. Truly immaculate. Reasonable offers. Tel.: Watlington (Oxford) 343 (day). (5295)

FOR SALE—continued

SP250 DAIMLER DART, "C" SPECIFI- cation, 1963. Green with fawn interior; hard- and soft-tops, two tonneaux; impeccably maintained; handbook. £585. Tel.: Gerrards Cross 85620. (5296)

1930 AUSTIN 16/6 TOURER. COMPLETE but in need of full restoration. £125. Also excellent vintage trailer on Austin Twelve. Front axle, tyres good. £20. 12 Bifford Rd., Worcester. Tel.: 52592. (5297)

1932 ALFA ROMEO SUPERCHARGED 2.3-litre eight-cylinder Mille Miglia two-seater sports. Red with black upholstery; rebuilt throughout to a very high standard. £7,500. This car has not recently been advertised for sale. Box 2420. (5298)

FOR SALE: ALVIS TA21 D.H.C., 1951, IN reasonable condition. Reason—3 in. too long for my garage. Price £180 o.n.o. Priston, Cintra Cupar Rd., Ceres, Fife. Tel.: Ceres 340. (5299)

JAGUAR SS2, 1934. ORIGINAL, restored throughout, professional coach-builder. £300. Tel.: Nottingham 251932. (5300)

M.G. MAGNETTE VARITONE, 1958. Excellent original condition. One of last produced; one previous owner; resprayed in original colours; new wings and sills; starter, dynamo, brakes, battery, heater, recent reconditioned engine, gearbox. Many spares. £195. Apply, after Sept. 5th, 9 Squires Ride, East Goscoe, Leicestershire. (5301)

H.R.G., 1938. THE WELL-KNOWN EX- Dellingpole car, chassis W72. Excellent order. Ideal V.S.C.C. events. Offers to: E. Sanderson, 20 Burnside Park, Crawfordsburn, Co. Down. Tel.: Helen's Bay 3207. (5302)

H.R.G., 1948, 1,500 C.C. THIS CAR HAS recently had a very large sum of money spent upon it, including rewiring, complete rebuilding of the body, reupholstering and is now in superb condition throughout and can be regarded as practically 100 per cent. Price £895. All serious enquiries telephone, after Sept. 7th, Ricketts 01-360 4751. (5303)

BENTLEY 3-LITRE RED LABEL, 1927. Green fabric tourer, just superbly restored throughout; exceptional example. £4,000 or very near offer. Box 2421. (5304)

PONTIAC FIREBIRD CONVERTIBLE. Registered 1970. Gold, black interior, V/8 automatic, electric hood, wide wheels, tinted windscreen, radio, power steering, brakes. Immaculate throughout. Bargain. £2,250 o.n.o. Tel.: Downton 354 (after 6 o'clock). (5305)

JAGUAR XK120 ROADSTER, 1951. M.o.T. tested; mechanically excellent and fitted with disc brakes; very sound and original but requires some tidying. £400. No offers. Tel.: Cheltenham 59941 (week-ends). (5306)

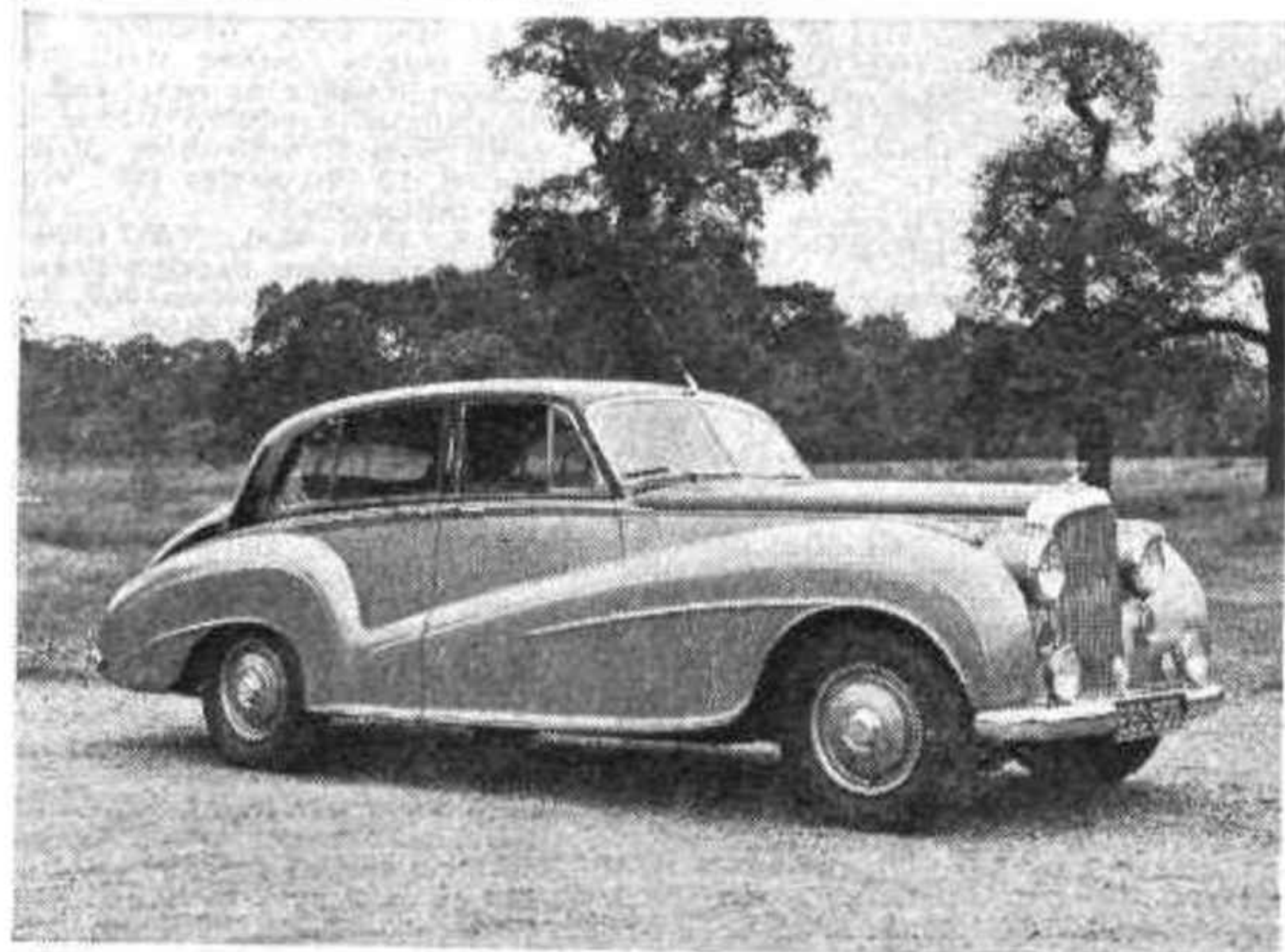
ROBBINS OF PUTNEY LTD.

The family business established for half a century



BENTLEY S.I SALOON. First registered September 1958. In duotone black over shell grey with grey hide upholstery. 73,000 recorded miles, which is substantiated by the general condition of the car, and the Rolls-Royce Service History. All the usual luxurious appointments, including power steering, reclining seats and picnic tables front and rear. An exceptional example of this model which has been impeccably maintained. **£1,695**

BENTLEY S.2 6.2-LITRE SALOON. First registered 1959 (November). 1960 model. In shell grey over steel blue duotone, with powder blue hide upholstery. Two owners from new. 53,000 confirmed miles only. Power assisted steering. Full Service History. Has only covered 3,000 miles in the last two years. In superlative condition. **£1,895**



Very rare and beautiful **BENTLEY 'R'-TYPE SPORTS SALOON** with coachwork by Mulliner. The famous 4-door "Lightweight". First registered 1953. In midnight blue over shell grey duotone with tan hide upholstery. Two owners only. Confirmed mileage is 76,000, but a new engine was fitted at 52,000 due to frost damage. Manual gearbox. We honestly believe this car to be the finest example of this model in existence. **£1,995**

Tel:
01-788 7881

**ROVER
TRIUMPH
AUSTIN
VAUXHALL**

96-98 UPPER RICHMOND ROAD, PUTNEY, S.W.15

FOR SALE—continued

1955 M.G. TF 1500. COACHWORK IMMACULATE; new trim; flame red finish; mechanics excellent. Investment. £575 o.n.o. Linden House, Uzmaston Rd., Haverfordwest 3104. (5197)

SPITFIRE MK. III, "F" REGISTRATION. British Racing Green. Wire wheels, soft-top, radio, leather wheel; M.o.T. Private. £550 o.n.o. Tel.: Crayford (29) 21895. (5198)

1275 COOPER "S", NOV., 1965; 27,000 miles. Only one owner; radio, rev.-counter, Sprinzel seats, 13-in. leather wheel and lowered steering column, towbar and bonnet lock; grey with white roof. £495 o.n.o. Tel.: 01-435 9566 (p.m.). (5199)

M.G. TF, 1954. BEAUTIFUL CONDITION. Scarlet. Lovingly cared for; new hood and tonneau, newish tyres; many extras. £545. Tel.: Liss (Hants.) 3077. (5202)

1967 AUSTIN HEALEY SPRITE, 1,275 c.c.; 14,700 miles. Red. Wire wheels, radio, heater, racing mirrors, seat belts; M.o.T. Open to any inspection. Absolutely as new. £565 o.n.o. Tel.: 01-808 3373. (5203)

1957 BENTLEY S1 NEW SILENCERS P.A.S. £1,150. Also 1952 "R"-type James Young two-door clubman coupé. £950. Ian Kohler. Tel.: 01-272 2341 (office), 01-348 1969 (evenings). (5204)

BENTLEY MK. VI SS SALOON (1947). Nice condition; good tyres; M.o.T. tested. £245. Dixon Smith, 187 Henwick Rd., Worcester. Tel.: 23858. (5205)

MARCOS 1600 GT, 1969. MAG. WHEELS, wireless, burglar alarm, sun roof; in excellent condition. £1,325 o.n.o. Tel.: 01-898 5409. (5206)

BENTLEY, 1954, "R" AUTOMATIC. James Young four-door saloon; low mileage. 19 Oakleigh Park North, London, N.20. (5207)

I WILL TRADE 1965/1966 MUSTANG I.h.d. or Camero, any model, for DB4 or 5 Aston Martin or S1 Bentley, or offer. Write: Joerres, 1230 Grant Ave. 350, San Francisco, California 94133, U.S.A. (5208)

JOWETT, 1929, OPEN TOURER, LONG chassis, fully restored. £475. 20 Preston Ave., North Shields, Northumberland. (5209)

ALFA ROMEO SPIDER 1600 DROP- head, 1966. Good condition throughout; £100 recently spent on engine. A very good specimen at only £595 o.n.o. Tel.: South Benfleet 2769 or call at 602 High Rd., Benfleet, Essex. (5210)

M.G. TC, 1949. EXCELLENT BODY, RE- cent new hood, reupholstered seats; good tyres, sound mechanical condition; taxed. M.o.T. £210 o.n.o. Tel.: Nottingham 66987. (5211)

PORSCHE 356B 1963. CHROME wheels, radio, new exhaust. Dark grey, red interior; 58,700 miles. £595. Porsche front brakes, etc., to fit "A"-type. £18.10s. Tel.: Luton 35845. (5212)

FOR SALE—continued

BENTLEY, 1935, 3½-LITRE DROPHEAD coupé by Park Ward. This car was last handled by Sothebys. At present owned by American author. The car is available from Sept. 8th. Price £1,850. Contact owner's agent after above date for appointment to view. Tel.: Crowthorne (Berks.) 5162. (5213)

BENTLEY CONTINENTAL S1. H. J. Mulliner fastback. Silver with light blue interior; £1,000 spent during past two years, bills available. Concours winner of all post-war Bentleys at Bentley Drivers' Club Golden Jubilee Rally. £2,950. Tel.: Slough 20712 or Shurlock Row 355. (5214)

LAGONDA 3-LITRE SALOON, 1957. Floor gearchange; mechanics and bodywork excellent, just rechromed, resprayed kingfisher blue. For sale after five years' dotting ownership only for change's sake. £850 o.n.o. Tel.: 01-603 8951. (5215)

AUSTIN 7, 1936, SUNROOF SALOON. Genuine mileage 77,000; Concours condition throughout; faultless mechanics; M.o.T., taxed, insured, 1 Churchill Rd., Guildford. (5216)

1965 MODEL VITESSE CONVERTIBLE. Cherry with cactus flash. Air horns, tonneau, new Cints.; superb order throughout; taxed, tested May, 1971; would also consider exchange for sound Spridget. Tel.: Chesterfield 75853. (5217)

MORGAN 4/4, 1938, COUPE. EXCEL- lent condition, reconditioned Coventry Climax engine. £235. Tel.: Aldridge (Staffs.) 51471. (5218)

T.V.R. TUSCAN V8 SE, LONG WHEEL- base model. Regal red; 4.7 Ford Cobra wires, eight-track stereo, electric aerial, etc.; 0-70 6 secs. Immaculate. £1,800. Tel.: 229 8930. (5219)

VOLVO P1800S, 1966. OVERDRIVE, Webasto, radio, etc.; spotless paintwork and very good condition throughout. £875. Tel.: Horsforth (Leeds) 6315. (5220)

SWALLOW DORETTI SPORTS, RED. Servo brakes, radials, radio, weathertight hood, tonneau; M.o.T.; engine overhauled 3,000 miles ago; mechanics and bodywork excellent. £220. Tel.: Berkhamsted (Herts.) 6325. (5221)

DAIMLER CONQUEST SALOON, 1953; taxed Nov., 1970. M.o.T. April, 1971; very reliable. Offers, Turner, Priory Lane, Toft Monks, Beccles, Suffolk. Tel.: Aldeby 221. (5222)

1933 WOLSELEY HORNET SPECIAL, beetle back, no doors; partly rebuilt; some spares; three good tyres; £85 o.n.o. B. J. Robbins, 67 St Johns Crescent, Whitchurch, Cardiff. Tel.: 65650. (5223)

AUSTIN 7, 1932, BOX SALOON, TWO owners only; engine reconditioned, handbook and most original tools. Offers over £160. Tel.: Dymchurch (Kent) 3245. (5228)

FOR SALE—continued

LOTUS SEVEN, 1968, CROSSFLOW, four-branch exhaust, rollover bar, tonneau, heater, wind horns; dayglow orange; no competitions. £675 o.n.o. Hall, Tel.: Norwich 45561 (evenings), 29881 (day). (5224)

VERY RARE 1947 ROVER 12 TOURER. Aluminium body by A.P.A. Believed the last made; first registered 1948; one owner 21 years; original tools, instruction book; outstanding condition: new chrome, hood, tonneau, lamps; gleaming deep red; heater; taxed, tested. £395. Tel.: Ormskirk (Lancs.) 74157. (5225)

XK150 F.H.C. STORED SEVERAL years. Immaculate both bodily and mechanically; no rust; absolutely original; low mileage; overdrive, radio, new batteries; M.o.T., etc. £655. Tel.: 01-940 2988 (after Sept. 9th). (5226)

M.G.-B, 1967, ONE OWNER, RED WITH black interior, tonneau cover, twin spots, reverse lamp, fruity horns. "Watchdog" alarm; new differential just fitted; complete service, etc. £740. Would take something interesting part exchange. Tel.: 01-959 4686. (5227)

BENTLEY, 1924, 3-LITRE, ATTRACTIVE original body in unusually sound condition; mechanics rebuilt. Best offer over £2,000. Tel.: 01-574 0522. (5229)

BRISTOL 400, 1948, CHASSIS NO. 561. Immaculate condition inside and out. Offers over £350. Spare block and crankshaft available. Tel.: (61-652 2085, or write: Jenkins, Linfitts House, Delph, Oldham. (5230)

ASTON MARTIN DB2, 1953 VINTAGE. Immaculate. £650. Exchange considered. Smithson, Tel.: Crawley 25960. (5231)

M.G. TD, REBUILT, RESPRAYED, RE- upholstered, rewired, part rechromed and trimmed. A very beautiful car. £445 o.n.o. 21 Cunningham Crescent, Birchington, Kent. Tel.: Thanet 41416. (5292)

M.G. F1, 1931. NEEDS REBUILDING. First £50 secures. For details telephone Hunt, Canterbury 63221 5292. (5292)

ALVIS TC21 SALOON, 1953. EXCEL- lent condition, extensively modified by Alvis Ltd. to include T.D. cylinder head, 1¾ in. S.U.s, high-ratio axle, servo, etc.; M.o.T. £275. Tel.: Heddingham 135. (5293)

1936 M.G. PB. A MOST ORIGINAL specimen. Superb mechanics, new tyres, everything just right, instruments, filler caps, etc. Needs a little tidying. This is the ultimate in four-cylinder o.h.c. M.G.s. Get in and go, giving me £260. Tel.: Woburn Sands (Bucks.) 2371. (5294)

AUSTIN HEALEY 3000 MK. III, 1965. W/w, h/s-tops, f/s/r lights, radio, tape recorder. Truly immaculate. Reasonable offers; Tel.: Watlington (Oxford) 343 (day). (5295)

FOR SALE—continued

SP250 DAIMLER DART, "C" SPECIFI- cation, 1963. Green with fawn interior; hard- and soft-tops, two tonneaux; impeccably maintained; handbook. £585. Tel.: Gerrards Cross 85620. (5296)

1930 AUSTIN 16/6 TOURER. COMPLETE but in need of full restoration. £125. Also excellent vintage trailer on Austin Twelve. Front axle, tyres good. £20. 12 Bilford Rd., Worcester. Tel.: 52592. (5297)

1932 ALFA ROMEO SUPERCHARGED 2.3-litre eight-cylinder Mille Miglia two-seater sports. Red with black upholstery; rebuilt throughout to a very high standard. £7,500. This car has not recently been advertised for sale. Box 2420. (5298)

FOR SALE: ALVIS TA21 D.H.C., 1951, IN reasonable condition. Reason—3 in. too long for my garage. Price £180 o.n.o. Priston, Cintra Cupar Rd., Ceres, Fife. Tel.: Ceres 340. (5299)

JAGUAR S52, 1934. ORIGINAL. restored throughout; professional coach-builder. £300. Tel.: Nottingham 251932. (5300)

M.G. MAGNETTE VARITONE, 1958. Excellent original condition. One of last produced; one previous owner; resprayed in original colours; new wings and sills, starter, dynamo, brakes, battery, heater; recent reconditioned engine, gearbox. Many spares. £195. Apply, after Sept. 5th, 9 Squires Ride, East Goscote, Leicestershire. (5301)

H.R.G., 1938, THE WELL-KNOWN EX- Delingpole car, chassis W72. Excellent order. Ideal V.S.C.C. events. Offers to: E. Sanderson, 20 Burnside Park, Crawfordsburn, Co. Down. Tel.: Helen's Bay 3200. (5302)

H.R.G., 1948, 1,500 C.C. THIS CAR HAS recently had a very large sum of money spent upon it, including rewiring, complete rebuilding of the body, reupholstering and is now in superb condition throughout and can be regarded as practically 100 per cent. Price £895. All serious enquiries telephone, after Sept. 7th, Ricketts 01-360 4751. (5303)

BENTLEY 3-LITRE RED LABEL, 1927. Green fabric tourer, just superbly restored throughout; exceptional example. £4,000 or very near offer. Box 2421. (5304)

PONTIAC FIREBIRD CONVERTIBLE. Registered 1970. Gold, black interior, V/8 automatic; electric hood, wide wheels, tinted windscreen, radio, power steering, brakes. Immaculate throughout. Bargain. £2,250 o.n.o. Tel.: Downton 354 (after 6 o'clock). (5305)

JAGUAR XK120 ROADSTER, 1951. M.o.T. tested; mechanically excellent and fitted with disc brakes; very sound and original but requires some tidying. £400. No offers. Tel.: Cheltenham 59941 (week-ends). (5306)

Meet a man who lives for high performance cars



Arthur Ashton's no ordinary used car dealer. For one thing he's interested only in high performance; for another, he's prepared if necessary to comb the whole of Britain to get you the car you want. So if the car you're after is listed here—fine. If it isn't, get in touch with Arthur anyway. It could be yours quicker than you think!

- 1969 'H' Reg. 'E'-Type f.h.c., Mk. II. One owner only; chrome w/w., h/r. window and radio ... £2,095
- 1968 'G' Reg. 'E'-Type f.h.c. Indigo blue, fitted Webasto sun-roof, Sundym glass, h/r. window and radio ... £1,845
- 1968 'E'-Type f.h.c. One owner only. Fitted chrome w/w., h/r. window, radio and twin spots ... £1,795
- 1968 'E'-Type roadster. Primrose, black trim. Fitted chrome w/w., radio, other extras ... £1,795
- 1968 'E'-Type roadster. One owner only. Fitted chrome w/w., chrome l/rack, push-button radio, racing mirrors ... £1,795
- 1967 'E'-Type 2+2 coupé. Two owners only. Fitted chrome w/w., h/r. window, push-button radio, Cinturato tyres ... £1,545
- 1967 'E'-Type f.h.c. One owner only. Indigo blue, red trim, fitted h/r. window and radio ... £1,495
- 1967 'E'-Type f.h.c. Fitted chrome w/w., h/r. window, push-button radio, slot stereo tape ... £1,495
- 1966 'E'-Type roadster. Fitted h/top, s/top, chrome w/w., chrome l/rack, Blaupunkt radio. New clutch... £1,345
- 1965 'E'-Type f.h.c. Many extras, inc. chrome w/w., h/r. window and radio ... £1,095
- 1964 'E'-Type roadster. White, black trim. Fitted radio, recent extensive engine overhaul. Value ... £895



- 1960 JAGUAR XK150 S-Type f.h.c. British Racing Green, fitted overdrive, w/w. A most original car £895
- 1969 M.G.-C GT. Snowberry white, black trim; 17,000 miles. Fitted w/w., radio, l/rim wheel ... £1,095
- 1967 M.G.-B GT. Fitted o/drive, w/wheels, push-button radio, seat belts and heater ... £945
- 1969 M.G.-B roadster Mk. II. 18,000 miles only. Fitted w/wheels, radio, tonneau cover, heater, etc. ... £1,075
- 1967 M.G.-B roadster. Mineral blue, black trim. Fitted o/drive, push-button radio; 20,000 miles only ... £845
- 1965 M.G.-B roadster. Fitted Bermuda h/top, s/top, overdrive, wire wheels and radio ... £695
- 1969 M.G. Midget. One owner, 12,000 miles only. Mineral blue, black trim. Fitted wire wheels ... £765
- 1968 M.G. Midget. Primrose, black trim. Fitted wire wheels, radio, heater, etc. ... £675
- 1967 M.G. Midget, 1,275 c.c. A local car in white, with black trim. Fitted heater; 19,000 miles only ... £595
- 1966 M.G. Midget. Riviera blue, matching trim. Fitted Cosmic mag. alloy wheels, heater, tonneau, etc. ... £525
- 1964 M.G. Midget (wind-up window model). Fitted radio, racing wing mirrors and heater ... £425
- 1962 M.G. Midget. Tartan red, black trim. Fitted Ashley GT hard-top, radio, etc. B.M.C. replacement crankshaft ... £345

- 1967 AUSTIN HEALEY 3000 convertible Mk. III. One owner only; fitted o/drive, w/wheels and radio £1,045
- 1966 AUSTIN HEALEY 3000 convertible Mk. III. Colorado red, black trim; 29,000 miles only. Fitted wire wheels ... £995
- 1966 AUSTIN HEALEY 3000 convertible Mk. III. Fitted w/w., o/drive, twin spots and other extras ... £945
- 1965 AUSTIN HEALEY 3000 convertible Mk. III. L.H.D. Fitted o/drive, wire wheels and radio ... £645

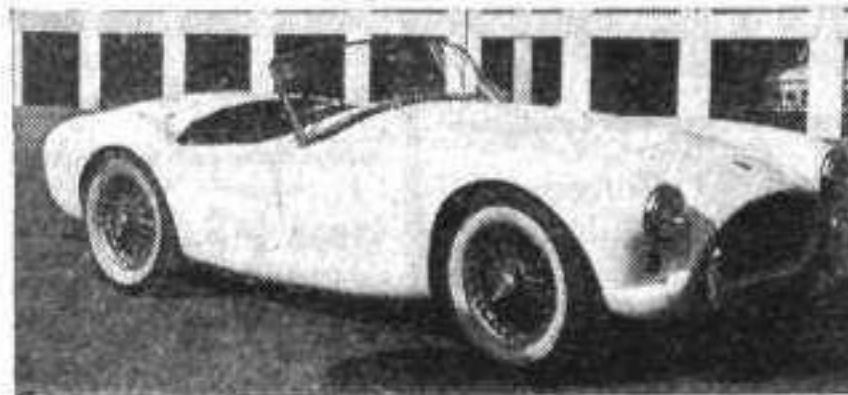
- 1968 TRIUMPH TR5 PI roadster. One owner only. Conifer green, fitted o/drive, w/w. and other extras £1,075
- 1968 TRIUMPH TR5 PI f.h.c. Valencia blue with black trim. One owner only, fitted o/drive and radio ... £1,075
- 1967 'F' Reg. TRIUMPH TR4A roadster. 15,000 miles only. Magnificent in white with black trim, fitted o/drive and radio ... £925
- 1967 TRIUMPH TR4A f.h.c. Signal red, black trim. Fitted o/drive, wire wheels and surrey top ... £895
- 1968 TRIUMPH GT6. Fitted o/drive, wire wheels, radio and racing mirrors ... £795

CAR OF THE MONTH

1965 ALVIS TE21. Twin-headlight saloon by Park Ward. Attractive in Sierra blue with matching interior and fitted with chrome wire wheels, power-assisted steering and, of course, five-speed gearbox. An excellent example of this now very desirable sporting saloon which combines performance with superb comfort. £1,295



- 1966 AUSTIN HEALEY Sprite. Tartan red, black trim, fitted wire wheels, radio, heater ... £525
- 1968 'G' Reg. MARCOS 1600 Cross-flow. Tartan red, fitted with sunshine roof, w/w., radio, l/rim wheel... £1,245
- 1969 'H' Reg. LOTUS Elan S4 f.h.c., S/E. 7,000 miles. One owner only. Carnival red, black trim ... £1,395
- 1967 'F' Reg. (Dec.) LOTUS Elan Plus 2 coupé. Fitted power windows, k.o. wheels and radio ... £1,395
- 1967 LOTUS Elan S3 d.h.c. Opalescent silver, fitted power windows, k.o. wheels and radio ... £995
- 1963 LOTUS Elan convertible. Lavender, black trim. Fitted l/rim wheel, heater and other useful extras ... £695



1958 A.C. Ace. A magnificent example in dragonfly blue, with matching interior. Obviously maintained regardless of expense, an excellent example of this now very desirable model in most original condition throughout.

- 1968 TRIUMPH Spitfire. One owner only 18,000 miles from new. White, black trim ... £695
- 1967 TRIUMPH Spitfire. Fitted Ashley GT hard-top, soft-top, radio, other extras ... £645
- 1966 TRIUMPH Spitfire. Royal blue, matching trim. Fitted hard- and soft-tops, with wire wheels and radio. One owner ... £525
- 1963 TRIUMPH Spitfire. Fitted h/soft-tops, radio and racing wing mirrors ... £345
- 1966 ASTON MARTIN Volante. Sierra blue, fitted tinted elec. windows, chrome w/wheels and radio ... £2,495
- 1965 ASTON MARTIN DB5 saloon. Fitted tinted elec. windows, chrome wire wheels, push-button radio and five-speed gearbox ... £1,595
- 1961 ASTON MARTIN DB4 saloon. Bahama yellow, black trim. Fitted wire wheels; host of bills from Aston Martin ... £945
- 1965 SUNBEAM Tiger. Mediterranean blue with black trim and matching hard-top, fitted twin spots, etc. £695
- 1966 SUNBEAM Alpine roadster. Moonstone, black trim, fitted radio, wing mirrors, seat belts ... £645
- 1969 BOND Equipe 2-litre GT. One owner, 8,000 miles only. Fitted wire wheels and radio ... £895
- 1968 RELIANT Scimitar 3-litre GT. One owner only, finished in silver streak, fitted overdrive and radio £1,045
- 1969 AUSTIN Mini-Cooper. Havana brown, with black trim. Fitted Sundym glass, push-button radio and host of extras... £645
- 1967 'F' Reg. FIAT 850 coupé. British Racing Green, tan interior. Fitted Cosmic mag. alloy wheels, l/rim wheel and radio ... £665

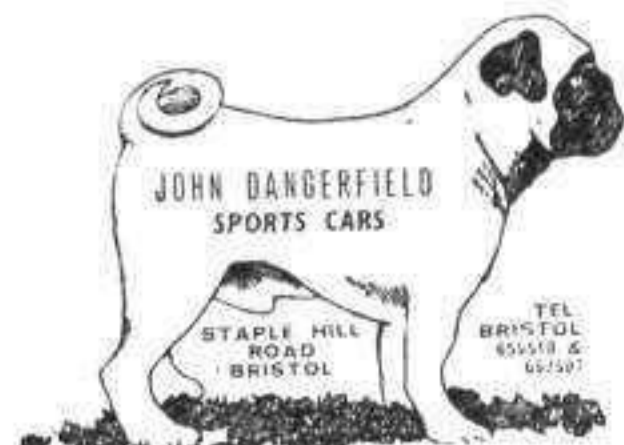


THIS IS ONLY A FRACTION OF OUR TOTAL STOCK
 If you don't see the car you're looking for **GIVE US A RING**
OPEN WEEKDAYS 9 A.M.-8 P.M. SATURDAYS 9 A.M.-7 P.M.

Swanmore

TELEPHONE: 43344

Swanmore Garage 1174-80 Christchurch Rd. Bournemouth



RELIANT SCIMITAR AND MORGAN DISTRIBUTORS

See and try the fabulous new GTE Automatic—available today for your inspection and demonstration.

New SCIMITAR GTE, 3-litre, manual, all extras. LIST.

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

1969 (April) MORGAN Plus 4, B.R.G., all extras. The last one we supplied; 12,000 miles. £1,225

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

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

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

1968 (Sept.) M.G.-C, white, o/drive, wire wheels, fog/spot lights; 7,000 miles, one owner. £1,050

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

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

1967 'F' ALPINE GT, white, o/drive, ZX tyres; one owner. £825

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

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

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

1965 SPRITE Mk. III, red; one lady owner, only 28,000 miles; five new radials, radio, tonneau, etc. £550

1965 SPRITE Mk. III, B.R.G., one owner, 24,000 miles. £525

1965 M.G.-B, B.R.G., radio, o/drive, radial tyres, works hard-top, soft-top, tonneau. £675

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

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

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

1965 SPRITE Mk. III, red, radio, tonneau, new radials; one lady owner, 28,000 miles. £550

1964 M.G.-B, iris blue; engine, g/box and o/drive rebuilt, 5 new Cints. £625

1964 MERCEDES BENZ 230SL coupé convertible; regal red, leather, manual, radio, known history, 50,000 miles. £1,000

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

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

1963 MIDGET 1100, dark blue, discs. £425

1961 M.G.-A, light blue, dark blue hard-top, new works hood assembly, new ZX tyres, works replacement engine fitted 3,000 miles ago. £500

1960 XK150 3.8 l.h.c., full history and details available. £800

MANY OTHERS IN STOCK

New wire-wheel conversion kit £40. To suit Spitfire GT6, Herald, etc.

TC spares for sale, including chassis, bonnet assembly, recon. engine and wheels.

Hard-tops available for Spridgets and M.G.-B.

Hours 9am-8pm Monday-Saturday

HILLWOOD Motors 01-959 4232

MILL HILL ROUNDABOUT, WATFORD WAY, NW7

JAGUAR



TRIUMPH

1967 Jaguar 420 Automatic. Finished in gold and sand. Genuine 16,500. Fitted power steering, heated rear window and radio. Needs no description. £1,250

1970 Lotus +2S, finished in white with black interior. Fitted radio; recorded mileage 6,000. £2,295

1965 Alfa Romeo Giulia GT Sprint. Finished in red, black interior, unmarked condition. £795

1969 Jaguar 'E'-Type fixed-head coupe. Light blue with beige interior. Fitted radio; one owner. £2,045

1967 Fiat 125 saloon. Finished in white; low mileage. £825

1969 Marcos 3-litre, in metallic maroon. Fitted wire wheels, overdrive and radio. £1,545

1968 Jaguar 240. Dark blue, red interior, manual o/d. £1,095

1964 Mercedes 230SL. Havana brown over grey, manual gearbox, h/top, s/top. £1,750

1968 M.G.-C GT, Automatic. Metallic beige. Outstanding example. £1,045

1968 S3 Lotus Elan convertible. Finished in light blue. Fitted radio. Excellent condition throughout. £1,175

1966 Fiat 2300S. Metallic blue with red interior. Fitted radio. Unmarked condition throughout. £1,175

1969 M.G.-B GT. Black with red interior. Fitted overdrive and wire wheels. Unmarked condition. £1,150

1970 Lotus Europa. Delivery mileage only. Finished in red. Literally as new. £1,695

1969 M.G. 1300. Finished in light blue, black interior. Fitted radio; recorded mileage 12,000. Unmarked condition. £795

1968 Reliant 2.5 coupe, one owner. Navy blue. Fitted overdrive and radio. £1,065

1968 Triumph 2000, manual. White with red interior. £995

1969 Rover 3500. One owner. Finished in burnt grey with tan interior. Low mileage; very carefully used. £1,645

1967 Triumph 1200 convertible. Finished in red with black interior. One owner, low mileage. £495

1966 Aston Martin DB6. Fitted Vantage engine. In metallic silver with red interior. Automatic gearbox, chrome wire wheels. Low mileage. £2,395

1968 Alfa Romeo 1300 GT Junior. Finished in blue. Low mileage. Unmarked condition. £1,295

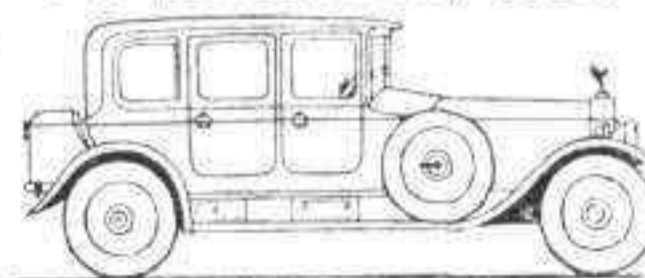
1967 Volvo P1800S. Dark green, tan interior; one owner; fitted radio. £1,275

1963 Porsche Super 90. Finished in tangerine. Fitted sliding roof, radio. Really outstanding example. £995

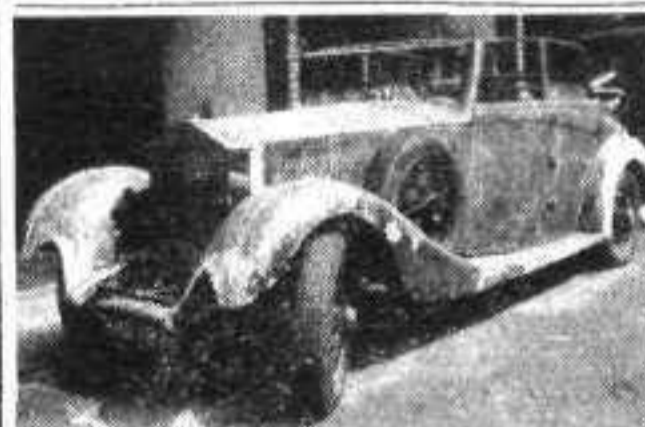
1970 TR6. Finished in damson. Fitted w/w.; one owner; as new throughout. £1,545

Vintage Motor Carriage

CO. (HIGHGATE) LTD.



AT THE JUNCTION OF THE A1 & A1000, 10 MINUTES FROM END OF M1 MOTORWAY



ROLLS-ROYCE 20/25 Salmons-bodied cabriolet. As can be seen, this car is undergoing restoration. It is an unusual and particularly attractive open touring car, which we hope to be able to offer ready for sale when this advertisement appears at around £1,800.



ROLLS-ROYCE 25/30 limousine. Basically a good sound car in good running condition. Partition, occasional seats. Reg. No. DKT 777. £650.



BENTLEY 4½-litre, 1938. In everyday use by doctor until we acquired it. Excellent reliable vintage type motor-ing. Very pleasant car. Must be very reasonable at £675.



This is a special Mulliner coachbuilt Mk. 6 BENTLEY. Very attractive-looking car in good mechanical condition. Could well be 'the' bargain in this month's *Motor Sport* at £375. Very unlikely to be interested in offers.

Other cars for sale:

1921 Brescia BUGATTI, £2,250.
1922 SILVER GHOST chassis, £1,200.
1924 ROLLS-ROYCE 20 h.p., being fitted with tourer coachwork, £2,200
1930 SUNBEAM sports saloon, £125.

Any other queries please phone us — we have a fairly large stock of early Rolls-Royce cars just at the moment.

32 AYLMEY PARADE,
LONDON, N.2.
Tel: 01-340 3549

Nikki

DISCOUNTS!

SAVE £3
Progressive Twin
Choke
Nikki
Carb.,
Manifold,
etc., complete
with fixing
instructions.
(AIR FILTER
29/6 EXTRA)
List Price
£19.17.6



Available for: BMC 850 - 1000 - 1100 - 1300. Ford Anglia 997 - 1200. Ford Cortina 1200 - 1300 - 1500 (non-crossflow). Vauxhall Viva. Opel Kadett. Renault R8/R10. Simca 1000. Fiat 600 - 850 (Sedan and Coupe). (P/Post 9/-)

OUR PRICE £16.17.6
(AIR FILTER 29/6 EXTRA)

NIKKI Kits for Crossflow
Escort 1100 - 1300. List Price
Cortina 1300 - 1600. £22.17.6

OUR PRICE £19.17.6
(AIR FILTER 32/6 EXTRA)

'HUSTLER' BUGGY KITS

from £130

ALL
BUGGY
BITS

in Stock



CREDIT NO DEPOSIT
ONLY 8% P.A.I



Personalise Your Anglia
with a complete width fascia.
Raised centre console for subsidiary
instrument. Finished in black grained
fibre-glass.

(P/Carriage 12/6) **OUR PRICE 75/-**

MINI FRONT CONVERSION

Fits all Minis, whole front hinges
forward to give wonderful
accessibility. Complete
with hinges.

£11.19.6

(Callers only at
this price!)



MINI CLUBMAN BONNET
Front end conversion incor-
porating latest Mini design. £15.19.6

'RAPIDE'

13" Leather
Rim Wheel

99/6

(P/Post 7/6)

Our famous polished alloy, Connolly
hide, hand-stitched, wheel including
centre boss. Available for: Mini, 1100,
Morris 1000, Herald, Spitfire, Sprite,
MG-B, Anglia*, Cortina*, Capri*, Imp*,
Rootes, Escort*, Viva*, TR4, Volvo.
*LEATHER CENTRE CAP 6/- EXTRA

SUPER ACCESSORIES
(Dpt. 6) 367 LEWISHAM
HIGH ST., LONDON,
S.E.13. Tel: 01-690 4691
Monday-Saturday 5-6

(Opposite Lewisham Hospital)

Also at: 245 Lendon Rd., Croydon, Surrey.
Tel: 01-884 1618

FOR SALE—continued

1965 ELAN S2, MEDICI BLUE, RADIO, HARD-
top, good condition. £700. Glynn, 4 Cynthia Rd.,
Runcorn Cheshire. (5513)
M.G.-C ROADSTER. 1969. "H" REGD. ONE
owner 6,000 miles. Wires, overdrive, oil cooler,
undersealed, special hood, leather seats, two
tonneaus, Radiomobile with electric aerial,
burglar alarm and secret ignition cut out, etc.
This £1,495 car offered at a reduction of £400 at
£1,095. Ring Beard after 7 p.m. Tel.: 01-803 9817
Edmonton, North London. (5514)
1930 STANDARD AVON SPECIAL SPORTS
two-seater. Engine needs overhaul. Body good
condition. Offers. Tel.: Ashford (Middx.) 52369.
(5515)

SUNBEAM MK. III. 1955. RUNNING CON-
dition excellent. Body requiring attention. One
owner and regularly serviced. What offers?
Tel.: Puttenham 474. (5516)

IMP SPORT, DEC. '67(F), WHITE, BLACK
interior, radials, usual extras, undersealed, fog
and spot, genuine mileage 28,000, one owner
from new (lady), carefully maintained, never
pranged or flogged. Engine, bodywork, interior
and performance excellent, no vices, £420.
2 mins. exit 15, M6. Owen, 70 Cambridge Drive,
Newcastle, Staffordshire. Tel.: 64535. (5517)

ASTON MARTIN DB4, DECEMBER 1961.
Exceptional condition £850. Four Ashes Garage,
Knowle, Solihull. Tel.: OKN45 2033. (5518)

ALFA 1600 SPURIT COUPE 2+2, METALLIC
blue, undersealed from new. Engine 6,000 miles.
New clutch, g/box, exhaust. ZXs and much more.
L.H.D. and needs tidying so haggle on £425.
H.P. and P/X possible. Tel.: Flynn 01-650 1740
(daytime), 01-654 1587 (evenings, weekends). (5519)

ASTON MARTIN DB5 CONVERTIBLE
New engine 4,000 miles. 5-speed New Avon Turbo
speed tyres. Radio. Electrically operated windows.
Taxed Dec. Exceptional condition. £1,625 or part
exchange M.G.-B or similar. 145 Northampton
Rd., Broughton, Kettering. (5520)

IMMACULATE 1953 HEALEY ABBOTT
D.H.C. reputedly finest example of this now very
rare car. Smooth silver blue aluminium body.
Hood, interior, mechanics, electrics, etc., etc.,
either new or in first class condition. No spares
problem. £650. Tel.: Diack 01-540 2575. (5521)

FORD ANGLIA 1965 1200 SUPER, WHITE
and green. Has had a complete overhaul in March
this year. Modified stage II racing head, twin
Weber carbs. The block has been rebored to
max. size and has all the heavy duty gear built in.
New wheel bearings, propshaft, brake linings,
M.o.T. 1 Dec. 1970 and should pass easily. Good
tyres all round. £300 o.n.o. Tel.: Stone 462, 2
Meadow Cottages, Cuddington Rd., Dinton nr.
Aylesbury. (5522)

FOR SALE. 1933 SUNBEAM "20" SPORTS-
mans Coupe. Attractive design. Twin side
mounted spares. Low mileage since engine
overhaul. Excellent condition and in regular use.
Offers around £550 or exchange. 18 High St.,
Eccleshall, Staffs. (5523)

BROOKLANDS RACING-CAR. EHP 1925.
Fitted Alfa 1750 engine. Going order. Substantial
offers. 1935 Lagonda M45 saloon non-runner
£200 including spare engine. Besley, Winston,
Stowmarket, Suffolk. Tel.: Debenham 441. (5524)

HUMBER 1936. 12 H.P. GREY SALOON IN
magnificent original condition. Low mileage.
Sunshine roof. Built-in jacks. Large centre
spotlight. Everything works. M.o.T. £275. Tel.:
01-727 6395. (5525)

1927 ROLLS-ROYCE 20H.P. OPEN TOURER.
£3,000 spent on complete rebuild. Beautiful
shape. As new condition. Offers Tel.: halifax
31475. (5526)

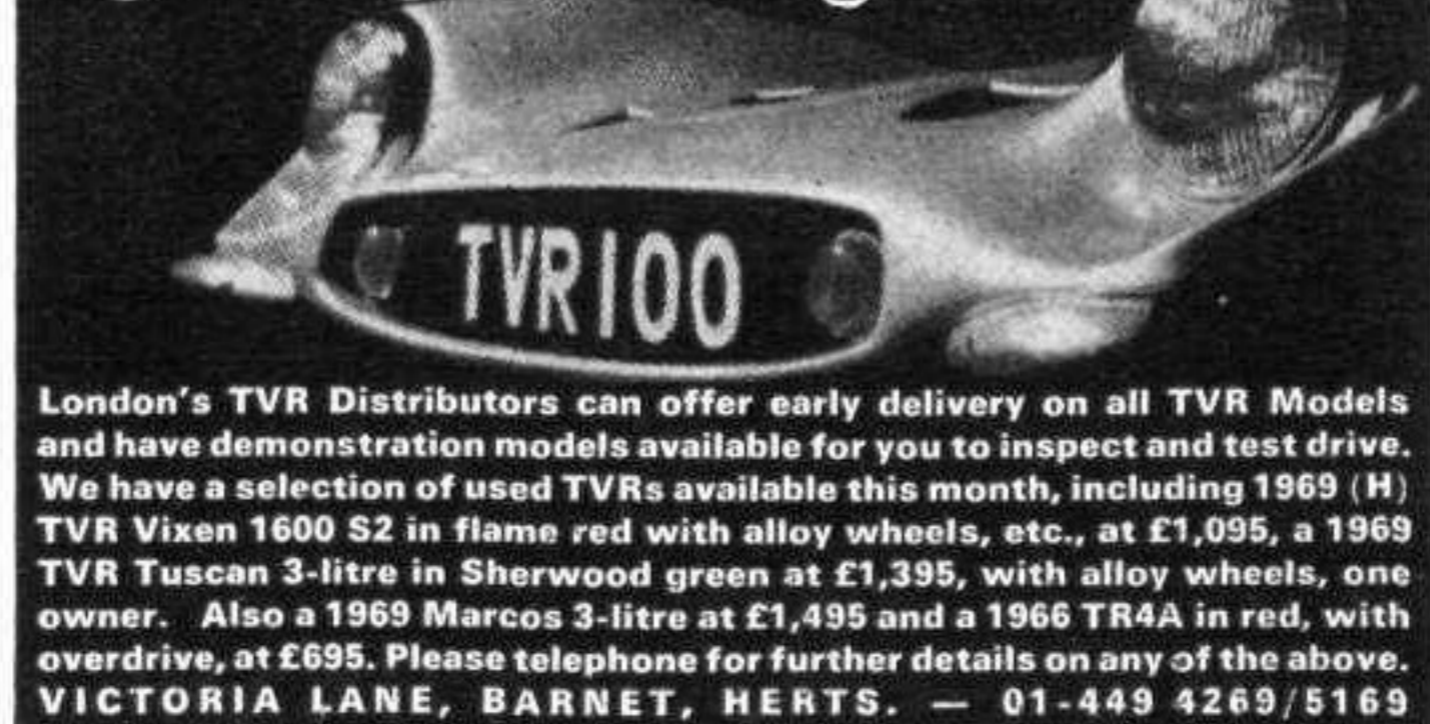
BRISTOL 407. 1963. 2 OWNERS. 56,000 RE-
corded miles metallic sable with natural hide
interior. New Pirelli tyres. Radio with balance
control. £1,175. Part exchanges considered.
Tel.: 01-446 0235. (5527)

1937 M.G. TA. GOOD CONDITION. MANY
new parts. M.o.T. Colour red, £150. Short. Tel.:
061-480 6054. (5528)



SEE
PAGE
1071

Barnet Motor Co. Ltd.



London's TVR Distributors can offer early delivery on all TVR Models
and have demonstration models available for you to inspect and test drive.
We have a selection of used TVRs available this month, including 1969 (H)
TVR Vixen 1600 S2 in flame red with alloy wheels, etc., at £1,095, a 1969
TVR Tuscan 3-litre in Sherwood green at £1,395, with alloy wheels, one
owner. Also a 1969 Marcos 3-litre at £1,495 and a 1966 TR4A in red, with
overdrive, at £695. Please telephone for further details on any of the above.
VICTORIA LANE, BARNET, HERTS. — 01-449 4269/5169

FOR SALE—continued

BREAKING, DAIMLER CONQUEST,
Century engine, all parts available. 2a Burchell
Rd., London, E.10. Tel.: 539 4582. (5529)

M.G. TF 1250 METALLIC GREEN, WIRE
wheels, new beige hood. Complete professional
body rebuilt to original specification. Engine
rebuilt. Full history, 61,000 miles, present owner
7 years. Brake servo, heater, luggage rack,
tonneau. £750. 1 Coppetts Rd., N.10. (5533)

SUNBEAM TALBOT 90. 1950. ABOVE
average bodily and mechanically. Unused for
4-5 years. Offers. Tel.: Brailsford 447 (Derbyshire).
(5531)

BENTLEY 3; PARK WARD SALOON. Re-
cellulosed, retrimmed and chassis overhauled.
Now in concours condition throughout. A
superbly elegant thoroughbred that proves most
practicable. Offered at a 'down to earth' price of
£850. Part exchange for other P.V.T. considered.
S. D. Horne, Hinxton Grange, nr. Saffron Walden,
Essex. Tel.: Sawston 3240. (5533)

M.G. TA. B.R.G. V.G. CONDITION. 6 NEW
tyres. New steering and clutch. Taxed. M.o.T.
Aug./71. £130 or exchange light van. Tel.: Bolton
31161 (daytime) Bolton 20422 (evening). (5534)

M.G. TA. 1937. REGAL RED. VERY GOOD
condition. M.o.T. June. £450 or nearest offer.
Tel.: Heckmondwike 4140 (after 6.0 p.m.). (5535)

1 PMY REGISTRATION NUMBER ON
scrap A55. Offers over £25 to C. Neal, 45 Savernake
Rd., London, N.W.3. (5536)

ARMSTRONG SIDDELEY, 1951 WHITLEY.
Basically sound. Needs attention to steering.
Two tyres for M.o.T. Quite rare car. £20 o.n.o.
Fox 2431. (5537)

M.G. TC. 1948. RED. BODYWORK VERY
good. Taxed and M.o.T. £265. Smith, 38 Clayford
Ave., Ferndown, Dorset. (5539)

M.G. ZB MAGNETTE. SUPERB EXAMPLE.
46,000 genuine miles. Immaculate original duo
grey. Chrome and interior virtually unmarked.
Excellent mechanics with polished engine com-
partment. Much preserving applied to door
liners, sills, wings, underbody. Recent concours
awards in M.G.C.C. Taxed March 1971. G800s.
Radio. £400 o.n.o. Sylvester. Tel.: Grantham
61275. (5539)

1960 DAIMLER SP250. HARD & SOFT TOP,
tonneaus, B.R.G. Recent complete overhaul,
engine, clutch, brakes, suspension. £380. Tel.:
Warrington 62261. (5540)

ROVER 1937 SPORTSMAN SALOON. 6
cylinder fourteen. Grey. Freewheel. Autochassis
lubrication. 51,000. Fine condition. Very elegant.
£150. D. A. Pope, Trimptey, Bewdley, Worcs.
Tel.: Bewdley 2185. (5541)

SUNBEAM ALPINE GT. SERIES 3. 1963.
Overdrive, Radio, wire wheels, nearly new ZXs,
genuine mileage 60,000. Excellent condition. £325.
Tel.: Blackburn 59970. (5542)

EX-WORKS A/HEALEY 3000—URX 727.
Now rewired, resprayed after fire on July 5.
Details July M/S. Same price. Tel.: Worthing
46671. (5543)

LOTUS 7 SER. 2. "H" REGISTRATION.
Cosworth engine, twin webbers, used as second
car. New weather equipment and clutch. £465.
o.n.o. Tel.: Darlington 61146 (6-7 p.m.). (5544)

A VERY RARE BIRD. 1925 10/23 TALBOT.
2 str/dickey. Believed only 12 other 10/23s in
country. New hood, tyres, battery. Completely
overhauled. Re-upholstered, resprayed. Original
and mint condition. £800 o.n.o. Box 2433. (5545)

NSU SPIDER SPORTS COUPE. 1965.
Wankel rotary engine, 34,000 miles. L.H.D. red.
Offers. Tel.: 053-758 384 (evenings). (5546)

1957. M.G. MAGNETTE. REINFORCED
chassis. New Clutch, brake cables, silencer.
M.o.T. Many spares £115. Wychwood, Northbrook
Rd., Coventry. Tel.: Keresley 3144. (5547)

RILEY GAMECOCK, 1932. VERY ORIGINAL
condition. New hood, chrome, clutch, valves.
Resprayed black burgundy. Spare mag., cylinder
head. M.o.T., Recon. mag., generator. £420 o.n.o.
Tel.: How Caple 229 (after 6.30 pm) (Nr. Hereford).
(5548)

RILEY BIG 4, FIRST REG. 1940. REGROUND
crank, remetalled mains, big ends, new pistons,
rebored. Good original condition could be easily
made mint. Two new tyres. Tel.: How Caple 229
(after 6.30 pm) (Nr Hereford). (5548)

300 SL ROADSTER IN MINT CONDITION.
1958. Fitted disc brakes, hard and soft tops, radio
etc. Red with black interior. An absolutely genuine
car and definitely an investment at £1,985 o.n.o.
Tel.: 01-399 9565 (evenings). (5549)

LOTUS ELAN 2+2 F.H.C., 1969. RED,
radio, electric windows etc., immaculate, must be
cheap at £1,400, hire purchase possible. Tel.:
Bloxwich (Staffs) 77795. (5551)

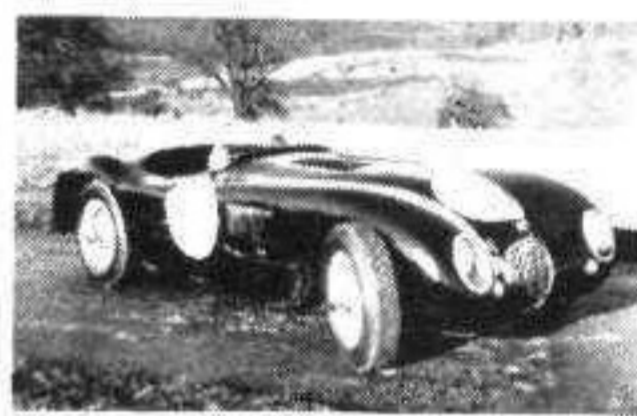
MODERN CLASSICS



MNJ 991—ASTON MARTIN DB3S,
completely rebuilt. Well known and
successful Concours and Competition car.



8 DBL—ASTON MARTIN DB4GT
Zagato, original Autocar Road Test car,
complete history from new. Recently
returned to the factory, when £2,000
was spent, all bills available.



NDU 289—JAGUAR C-Type. Re-
built from chassis upwards to Concours
condition.

Prices of the above on application.

Also available :-

LAMBORGHINI Miura, R.H.D.

White.

LAMBORGHINI Miura, L.H.D. Red.

1968 MASERATI Mexico.

1964 FERRARI 330 GT ... £1,995

1966 ASTON MARTIN DB6 £2,195

1965 ASTON MARTIN DB5 £1,350

1964 ALVIS III TE21 ... £875

1967 ALFA ROMEO. Special bodied

Giulia GT.

1960 MERCEDES 190SL, hard/soft-

tops £595

1955 FRAZER NASH Le Mans l.h.c.

1954 ASTON MARTIN DB2/4.

1960 BENTLEY James Young Con-

tinental ... £1,750

1956 ROLLS-ROYCE Cloud I £1,295

1953 BENTLEY H. J. Mulliner Light-

weight ... £695

1953 BENTLEY R-Type. Silver/

black ... £675

1953 BENTLEY R-Type H. J. Mul-

liner, razor-edge ... £525

1951 BENTLEY MK. 6 Freestone &

Webb ... £375

1928 ALVIS FWD Supercharged Van-

den Plas tourer, concours.

1935 ROLLS-ROYCE Thrupp &

Maberly touring saloon.

All exchanges considered, stocks
constantly changing.

Telephone for fullest details of the
above to David Mulvaney at Brian
Classic's :-

061-445 5142

FOR SALE—continued

"E"-TYPE JAGUAR 4.2 ROADSTER, 1968. Gleaming chrome wire wheels set off the superb metallic maroon paintwork, beige leatherwork and carpets are excellent all due to the fact that the car has only just gently turned 16,000 miles. Push-button radio, reclining seats, thief lock, LUF600F has just had its first four new SP 41 HR's and new exhausts. Hood and rear window are as new. For a specimen £1,775 o.n.o. Tel.: Denham 2794. (5356)

1924 VAUXHALL 23/60 O/D-TYPE LANDAULETTE. A superb example of the aristocratic saloon of early years. In fully restored and running order. Much of vehicle being absolutely original. Offers to Mr Dickerson. Tel.: Ferndown (Dorset) 6403. (5359)

M.G. MIDGET, 1965. GOOD CONDITION, new hood, carpets, sensible extras. £385 o.v.n.o. Tel.: Chesham 6033. (5360)

VINTAGE RILEY 9 KESTREL. IN VERY good condition, engineer owned, new tyres, spares, knock-on-wheels. M.o.T. Drive away. Offers invited. 8 Dean Street, Newport, Mon. (5361)

1955 JAGUAR XK140 F.H.C. REG. WPJ 7. Chrome w/wheels. 3.8 engine, 2" carbs. 3.45:1 diff. Body restoration not complete so around £225. Tel.: 021-429 5029. (5362)

ALFA ROMEO GIULIA SPRINT GT, 1964. White with red interior. Radio. New tyres, brakes. £560 o.n.o. C. Banks, 17 The Elms, Codicote, Herts. Tel.: Stevenage 3388 (office hours). (5363)

SAAB 96 V4, 1967, 32,000 MILES. IMMACULATE throughout. Excellent mechanics. Five new Cint's. Leathers/wheel. Fast economical motoring at £550, for quick sale. Tel.: Chesham 2284 (evenings). (5364)

1937 SPECIAL 1½-LITRE RILEY. ALUMINIUM bodied 6 light saloon. Twin S.U.'s. Hydraulic brakes on 16" ribbed aluminium drums. Tele-control shockers. Wire wheels. K.O. hubs, good tyres. Requires rebuild to make delightful one off car. £125. Hollis Farm, Egerton, Ashford, Kent. (5365)

PORSCHE 990 CABRIOLET, 1963 MODEL. F registered. Engine completely rebuilt 10,000 miles. Brakes, clutch overhauled. New hood 18 months. Much loved and cherished car having had over £500 spent in last 2½ years. Fine example rare coachbuilt model. Sole reason sale, increased family. L.H.D. hence £675. Tel.: Brookwood (Surrey) 5542. (5368)



FOR SALE—continued

JAGUAR MK.7 1956. 38,000 MILES. TWO owners in absolutely beautiful condition throughout. Pastel blue body work completely rust free and red upholstery unmarked. Carpets as new. Drives perfectly and has just 'flown' through the M.o.T. test. Two new tyres fitted. Usual extras including overdrive and radio. £425 or offers please to—Sheppard, 25 Barley Ponds Rd., Ware, Herts. Tel.: Ware 4518. (5366)

LANCIA APRILIA DROPHEAD 1937. Almost unique, 4 nearly new X's. Offers. Potters Clay, Braishfield, Romsey, Hants. Tel.: Braishfield 368. (5367)

M.G. 1953. BLACK SALOON. EXCELLENT condition. M.o.T. to August 71, taxed to December 70. Radio, sunroof, heater. Only two previous owners. £250 o.n.o. Tel.: 01-262 6157. (5363)

1962 MORGAN 4/4 1500. VERY NICELY KEPT motor car. Excellent body and mechanics. New tyres and hood. Sliding sidescreens. Taxed and tested. Everybody should have one!! Tel.: Woburn Sands (Bucks.) 2371. (5370)

RILEY 2½-LITRE 1948 SUPERB CONDITION. Many extras. Genuine low mileage. Really exceptional motor. Enthusiast owner now deceased. Executor must unfortunately sell. Tel.: 01-462 3599 (after 7.30 p.m.). (5371)

MARCOS 1650 (LE MANS GT FASTBACK) one of three Marcos built for 1966 Le Mans. Now converted to road trim. Fitted 1650-c.c. Cosworth engine, twin 42 DCOE Webers, mag wheels, etc., etc. Finished in canary yellow with black trim. But will have repainted to new owners colour if required. This dynamically appealing car cost in excess of £2,250 and is given away to the first offer of £795. Cox. Tel.: Woking 5966 (day), 01-398 6035 (evenings). (5372)

ALFA DUETTO SPIDER 1967. RARE CAR, immaculate. £895. Tel.: 01-928 3388 ex.36 (day). Potters Bar 57522 (evenings). (5373)

MORRIS EIGHT, SERIES 2, DE LUXE, FEB. 1938. Amazing condition, clean interior/exterior. Major engine overhaul in March. Reroofed, retrimmed, relined. New lamps. Good chrome. Excellent mechanics/tyres. Everything works. One owner last 14 years always garaged, well maintained and cherished. Running, taxed M.o.T. Real fun car, good investment at £92. Tel.: Wantage 2317. (5374)

"E"-TYPE JAGUAR F.H.C. FANTASTIC condition maintained over last 3½ years regardless of cost. Extras include racing wing mirrors, tinted windscreen, SP Sport Tyres, Radio. Immaculate. White, blue trim. This vehicle must be seen to be appreciated. 1963 model Reg. Nov. 1962, although has condition comparable with 1968 and could be called a collector's item. Any person having experience of this type of vehicle would appreciate quality. £795. No offers. Tel.: Coventry 26081 extn. 19 (day), Coventry 466372 (night). (5375)

1929 GORDON ENGLAND AUSTIN 7. TWO-seater sports with fabric body and beetle back. Extremely rare. Completely rebuilt to v.g.c. M.o.T. Certificate. Batley, 11 Lugano Close, Westlands, Newcastle, Staffs. (5376)

FOR SALE—continued

ALVIS D.H.C., 1963, FIVE SPEED 2F, WIRE wheels, servo discs all round, full tonneau. £750. Details: Stirling, Flat 2, The Island House, Longford, Middlesex. (5377)

MORGAN 4 4-SEATER. EXCELLENT in every respect. Recent engine rebuild (70 p.s.i.); big-bore carbs, new king-pins, radials, hood tonneau and heater. Brooklands wheel. Finished in bright chrome yellow. Must be seen at £630. Tel.: North Crawley 230. (5378)

BENTLEY, 1935. D'HEAD COUPE BODY James Young, Bromley. Winner Corse d'elignace, Paris 1935. 3½-litre. Newly painted white, immaculate. £2,000 o.n.o. Tel.: 01-672 1923. (5379)

M.G. M.G.-B. NOV. 63. 43,000 MILES. 5 EXCELLENT Cinturatos, disc wheels, tonneau, twin fogs, new silks, aerial and speaker, new lights in hood. Working immobiliser as ½ mile theft proved. T. & H. exhaust, Chelsea grey, red interior. £400 o.n.o. Tittford, 44 Samels Court, W.6. Tel.: 01-748 6274 (evenings). (5380)

MARCOS 1966 VOLVO ENGINE WITH overdrive, 28,000 recorded miles. Beautifully resprayed in aubergine, completely re-trimmed. Sunroof, 5½" sculptured wheels, new tyres, modified exhaust, fitted radio, 9 months tax, M.o.T. of course. Marriage forces sale of my immaculate car at £1,075 o.n.o. Keith Margetts. Tel.: Cardiff 29791 (between 9 a.m. and 4 p.m. weekdays). (5383)

SUPERB SPECIMEN VOLVO 122S B18D 1963, blue. Regularly serviced by agents, all bills available. Below average mileage. Fitted new radials and many extras including 50 gn push-button radio. Taxed/M.o.T. January. Fast, reliable and an absolute bargain at £475. Tel.: Cottesmore (Rutland) 241 extn. 232. (5384)

1955 "R"-TYPE BENTLEY, AUTOMATIC, midnight blue, best possible condition throughout, mountain of bills for recent work. £950. Tel.: Andover 3643. (5385)

1932 ROLLS-ROYCE 20/25 HEARSE NON-runner £140 also Bentley 3½ chassis and transmission, same Rolls-Royce 20/25 will break. Tel.: Andover 3643. (5385)

M.G.-A. 1600 Mk.II. 1962, RED, CROSSFLOW head, h/s tops, s/belts, tonneau, rack. Long M.o.T. Whole car in very fine condition. Genuine reason for sale. £425 o.n.o. Dr. Davison, Tel.: Swindon 6231, extn. 344 (evenings). (5388)

ALVIS SPEED TWENTY, 1936. D.H.C. BY Charlesworth. Some spares. Offers. Tel.: 01-854 4641 (after 6 p.m. weekdays). (5387)

SAVAGE 3-LITRE CORTINA 1968 VERY good condition. £895 P, X, B, M, W, TI lux or 2,800. Tel.: 021-559 1437. (5388)

XK120 ROADSTER, 3.8 ENGINE, ALUMINIUM panels, new hood, B.R.G. Good condition. £390. Daimler SP250 spares, cheap. Tel.: 01-940 9200. (5389)

LANCIA FLAVIA COUPE, R.H.D. 1964. White with royal blue cloth interior. Under-sealed from new. New Cinturatos; regularly serviced; recent brake check. Really excellent condition. £650. Tel.: 01-568 9873. (5232)

FOR SALE—continued

TRIUMPH GT6 DEC '67. WHITE WIRE wheels seat belts low mileage (15,000). One owner. Genuine sale £850 o.n.o. Tel.: Crayford (Kent) 25331. (5390)

LANCIA FLAVIA 1.6 COUPE. 1966 (AUG.). True mileage 29,470. Carefully used. In superb condition throughout. Grey with grey cloth upholstery. Red covers and carpets. One previous owner £1,075 o.n.o. 76 Thornhill Rd., Ickenham, Uxbridge. (5391)

HEALEY 100/4 BNI. ONE OF THE FIRST from The Donald Healey Works. Lemans specification. Original condition, bodily and mechanically excellent having had only 3 owners (1 for 12 years). Metallic blue and silver grey. Taxed. M.o.T. £340 o.n.o. Tel.: 01-650 4951. (5392)

1933 AUSTIN 10. FOUR DOOR OPEN tourer. A rare car rebuilt to original condition. £300 o.n.o. or exchange for M.G. T.D. Tel.: Metheringham (Lincoln) 364. (5393)

1969 MIDGET, B.R.G., OIL COOLER, CINTURATOS, wires, tonneau cover, undersealed, immaculate. Baldwin. Tel.: Coventry 342098. (5394)

ROLLS 20 HP DOCTORS COUPE, DROP-head, 1927. Overhauled. Fine condition. £2,675. 35 Charles Crescent, Lane Estate, Taunton. (5395)

LANCIA FLAVIA FARINA COUPE 1963, white, blue trim, 2-door, 4 seats, very similar Ferrari. Fantastic specification includes 1,500 c.c. alloy engine, 2 twin choke carbs, oil cooler, air horns, power brakes, P.B. radio and everything else. cost £2,500. New clutch, beautiful appearance and condition. £425 o.n.o. Tel.: Ormskirk (Lancs.) 74157. (5398)

SP250B, SOFT-TOP 1962, RED, SERVO brakes, tonneau, hood cover, maintenance spares, handbooks. Gearbox reconditioned, new flywheel, clutch, carpeting, this year. Resprayed last year. Excellent car now too small for family. £460. Hunter. Tel.: Camberley 26426. (5397)

DAIMLER SP250, B SPECIFICATION, 1961. Excellent condition, recent respray, over £4.10 spent last 2 years. £495. Wanted: Morgan V-twin three-wheeler. McLachlan, 75 Grange Rd., Alloa, Clackmannanshire. (5398)

M.G.-B 1965 (NOV.). BRG, WIRES, AVONS, Motorola, v.g.c. £600. Tel.: Creaton (Northants) 362. (5399)

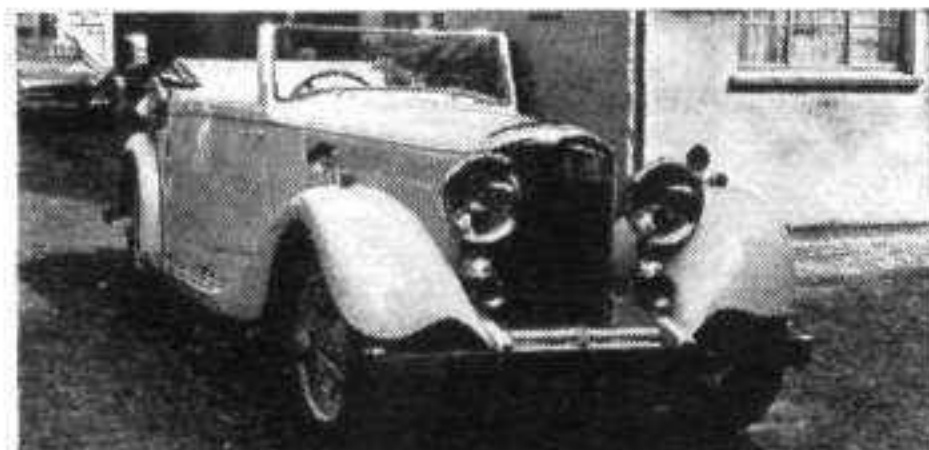
M.G.-B GT 1967. ONLY 38,000 MILES. NEW Cinturatos on wires. Taxed and tested. Overdrive, Wireless. Dark metallic green. Black inside. A very pleasing car. £800. Box No. 2426. (5400)

1931 MORRIS COWLEY. FLATNOSE, FOUR-door, folding roof model. Engine, chrome, paintwork, interior excellent. Artillery wheels. Magneto ignition. Investment at £525. Tel.: Shore (N. Kent) 2571 (after 7 p.m.). (5402)

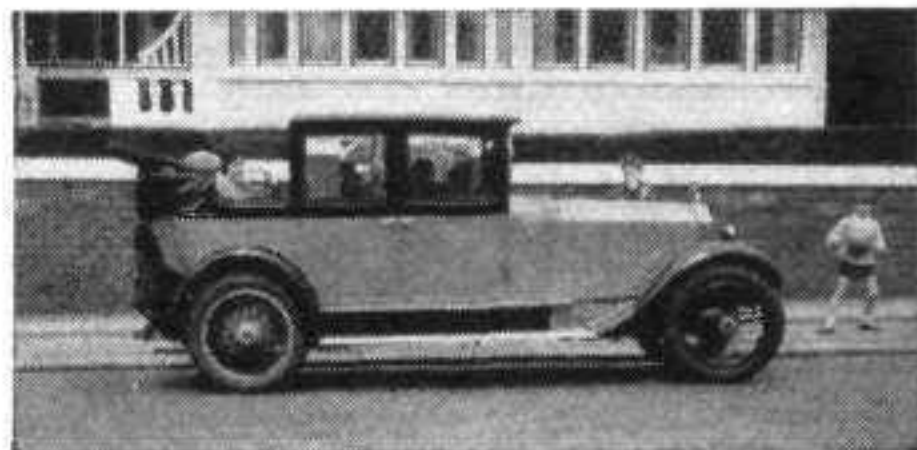
SPRITE 1963 B.R.G. H.C. ENGINE, HOOD, tonneau, radio, w/rim. Better than most. £325. "Yew-Trees", Guildford Rd., Cranleigh, Surrey. (5403)

M.G. TD2, CJV500 (1952) REGRETFULLY offered for sale. Restored to high standard and in mint condition. Class winner Houghton Concours, May 10th. Car seen and price discussed at "Spinneys", Hardwick Lane, Bury St. Edmunds. Tel.: 4750. (5467)

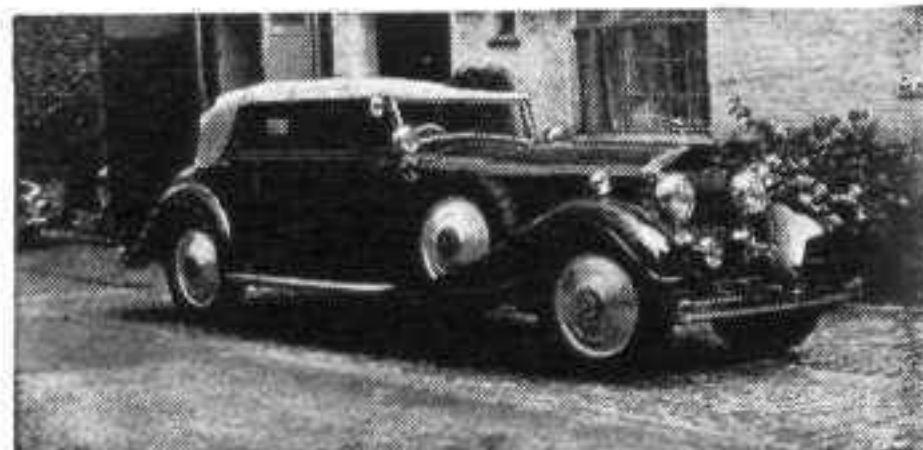
D. MARGULIES LTD



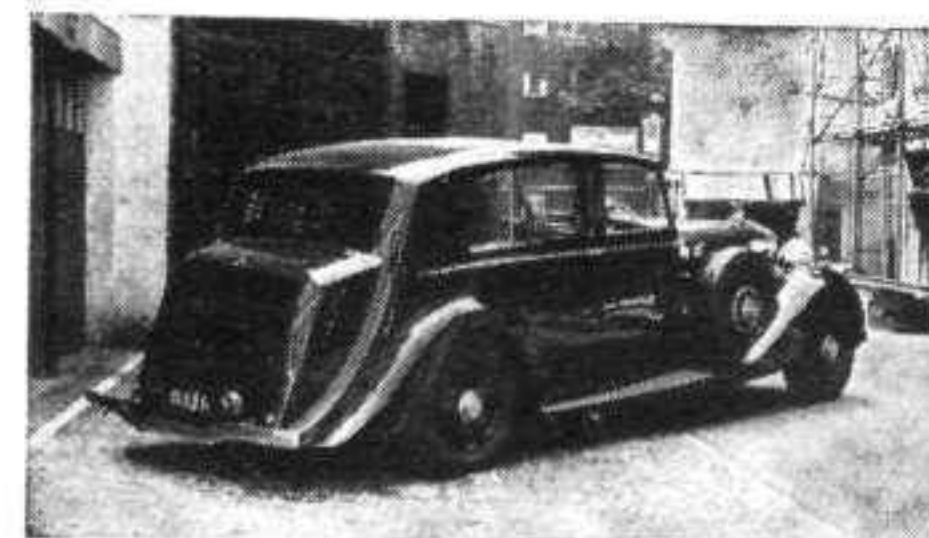
1934 BENTLEY 3½-litre drophead coupé by Park Ward, engine rebuilt, coachwork and interior restored.



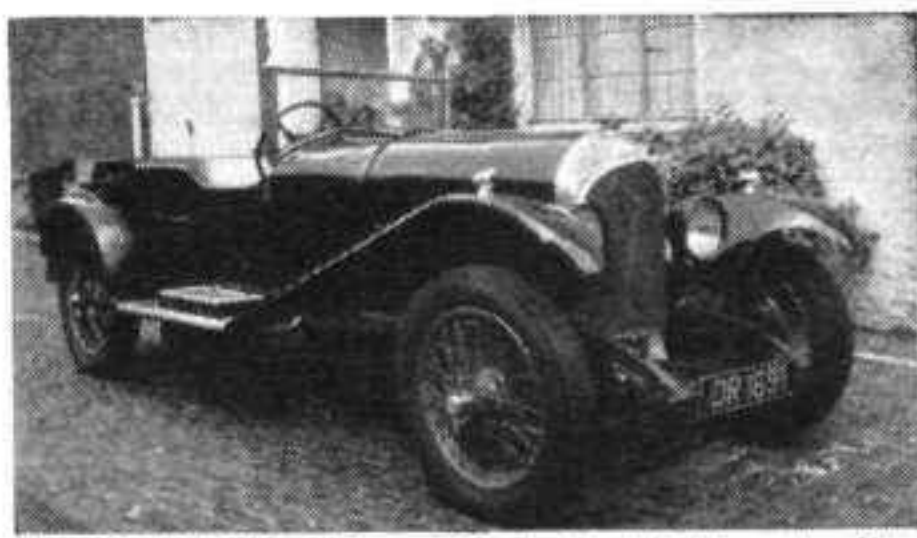
1924 ROLLS-ROYCE 20 landaulette by Barker, centre change 3-speed model, extensively rebuilt.



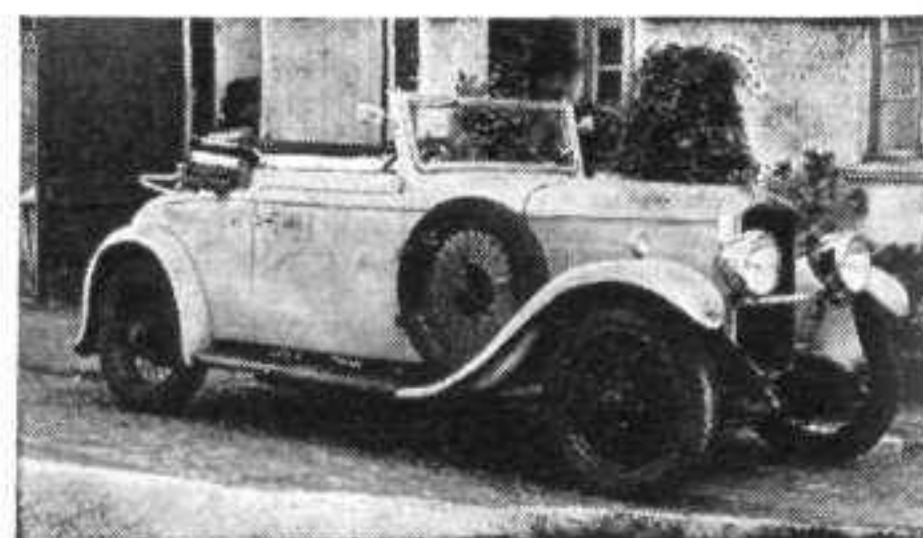
1931 ROLLS-ROYCE Phantom II 4-door convertible by Thrupp & Maberly.



1936 ROLLS-ROYCE Phantom III touring saloon by H. J. Mulliner, full history; a very fine example.



1927 BENTLEY 3-litre Speed Model Van den Plas tourer, mint condition.



1932 ALVIS 12/50 2-seater d.h.c., with dickey, good order.

- 1935 BENTLEY 3½-litre Gurney Nutting Owen sedan coupé, undergoing restoration, very rare example.
 - 1937 ROLLS-ROYCE 25/30 Gurney Nutting Owen sedan coupé, fully restored.
 - 1936 ROLLS-ROYCE 25/30 4-seater drophead coupé by Park Ward.
 - 1937 BENTLEY 4½-litre, three-position drophead coupé by Carlton.
 - 1936 ROLLS-ROYCE 20/25 sedan de ville by H. J. Mulliner.
- The above cars are undergoing restoration.
- 1938 ROLLS-ROYCE 25/30 owner-driver saloon by Windovers, good original order.

- 1956 (Nov.) ROLLS-ROYCE Silver Wraith, L.W.B., limousine by Park Ward, power steering, face-forward occasional; history; excellent order.
- 1934 ROLLS-ROYCE Phantom II four-light touring limousine by Windovers, good original order.
- 1933 PHANTOM II limousine by Park Ward, complete but needs work.
- 1933 LAGONDA 3½-litre four-seater tourer, coachwork rebuilt, new trim, etc.
- 1930 HUMBER 16 tourer, very fine example, many spares.
- 1936 MERCEDES-BENZ 500 "K" cabriolet "B" show piece.

WANTED : ALL TYPES OF ROLLS-ROYCE AND BENTLEY CARS. HIGHEST PRICES PAID FOR ALL VINTAGE AND P.V.T. CARS.

36 & 12 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 01-584 7332 / 01-584 7472

CARS FOR SALE

1966 AUSTIN HEALEY 3000, red/black, o/drive, wire wheels, hard/soft-tops, Cinturatos, new clutch/exhaust; two owners only..... £845

1954 (model) ASTON MARTIN DB2/4 saloon. B.R.G./beige, radio, wire wheels; extremely tidy..... £445

1968 BOND EQUIPE 2-litre, white/black, h.r.w., Magnum wheel trims, o/drive, radio, heater; one owner.. £645

1966 ('65 model) FERRARI 330 GT 2+2, L.H.D., white/black, electric windows, Becker self-seeker Grand Prix radio, electric aerial, reclining seats, 5-speed box, twin headlamps, 1968 wheels, fantastic tool kit. Fabulous condition, superb to drive, joy to own..... £1,970

1968 FORD Escort 1300 de luxe estate, blue ming/black, heater; very useful vehicle..... £595

1967 JAGUAR 'E' f.h.c. 2+2 automatic, maroon, chrome wire wheels; recorded mileage 33,513..... £1,295

1960 JAGUAR XK150 3.8 'S' f.h.c., maroon, wires, over-drive, Cints., quartz fog/spot; history known to us £695

1958 (Sept.) XK150 f.h.c., beautiful in red, o/drive, wires, fog/spot, RSS; original log book..... £565

1956 JAGUAR XK140 f.h.c., L.H.D., salmon pink, wire wheels, Blaupunkt radio, 'C'-type engine; very rare, excellent investment, ex-royalty..... £495

1967 HUMBER Super Snipe, silver grey/black; one owner low mileage; P.A.S.; luxury car..... £665

1969 ('68 model) LOTUS Elan S4 d.h.c., yellow/black, knock-ons, servo, heater, Weber carbs.; one owner, certified mileage 13,969..... £1,265

1970 M.G.-B GT, green/black, one owner, confirmed mileage 6,471. Rostyle wheels, Radiomobile.... £1,245

1970 ('69 model) M.G.-C GT, mineral blue, Stage II Downton; 253 miles only..... £1,225

1967 M.G.-B GT, grey/black, Minilite wheels, very recent Cints., o/drive, steering lock, Radiomobile, Cibie headlamp conversion; lady owner..... £895

1964 M.G.-B, special silver grey finish, o/drive, wire wheels, oil cooler, fog/spot, rack, Motorola, heater, new hood, centre console, wood wheel; new clutch just fitted..... £515

1969 PIPER, white/black, 1,500 c.c., alloy wheels, G800s, Motorola; 3,000 miles..... £1,256

1965 ('62 model) PORSCHE 356B, cabriolet, white/green, radio; R.H.D., rare car..... £695

1969 TRIUMPH TR6, white/black, radio, heater, tonneau, SP Sports, leather wheel; 18,610 miles, one very fastidious owner £1,345

1967 TRIUMPH GT6, white/red..... £645

1967 TRIUMPH Spitfire Mk. 3, dark blue/black, fastback GT hard-top, plus soft-top, wire wheels, leather wheel, some small extras; reputed 23,810 miles, two owners only £615

1967 (Oct.) TRIUMPH Spitfire Mk. 3, red/black, radio, tonneau, G800s, bonnet locks (most useful); reputed 23,084 miles lady owner..... £575

1967 ('66 model) TRIUMPH Spitfire Mk. II, pale blue/blue, 5½Js with G800s, hard/soft-tops, leather wheel, radio heater, air horns; two owners only..... £495

1966 TRIUMPH TR4A, white/black, wire wheels/XASs, very well cared for example..... £695

1955 VOLKSWAGEN 1200 de luxe, blue. To clear, will suit 'Buggy' builder..... £79

1948 WOLSELEY 14/60, sun-roof saloon, one owner until May 1970; certified mileage 33 918; quite unique £295

Too late for classification:

1960 AUSTIN HEALEY 3000, 2-seater, red, o/drive, wire wheels, hard-top radio..... £395

1965 AUSTIN HEALEY 3000, red, o/drive, wire wheels; nice example £795

Why not come along and see us sometime?



PERFORMANCE CARS LTD THE SPORTS CAR PEOPLE 01-560 7011

1968 M.G.-B, Mk. II, mineral blue/black, o/drive, heater, foldaway hood, tonneau; one owner; beautiful car £925

1968 ('67 model) M.G.-B GT, green/black, 5½ wires, radio, heater, Taurus large-valve head, C.R.B., half race cam, Weber carb.; very fast..... £925

1968 M.G.-C roadster, Bahama yellow, wire wheels/SP Sports, heater, tonneau; two owners only, well cared for..... £845



OFFICIAL M.G. AGENTS

New cars in stock for immediate or early delivery. Please phone our new car showrooms for an up-to-date list of cars. At present we have an M.G.-B GT in glacier white, with o/drive and wire wheels, and a Midget in primrose with wire wheels.

MEMBERS OF THE PERFORMANCE CAR GROUP
TOULMIN MOTORS (1962) LTD.,
181 London Road, Isleworth, Middlesex.
100% M.G. sales, spares and repairs.
Complete rebuilds and renovations. Any model M.G. purchased. Condition of car absolutely immaterial.
01-560 1722/2228

W. H. COCKS & SONS (EALING) LTD., South Ealing Road, W.5 (Opposite South Ealing Tube Station (Piccadilly Line)). S.U. Carburettor Distributors, Crypton Tuners, Repco Dynamic Wheel Balancers, Koni Distributors and Fitters. Many other specialist services for sports-car enthusiasts. Jaguar repair and service specialists.
01-567 0535/7694

SELLING ??? Please see our advertisement on page 1020.

PERFORMANCE CARS LTD
GREAT WEST ROAD, BRENTFORD,
MIDDLESEX. 01-560 7011
1½ miles west from Chiswick Roundabout.

A quick phone call from Northfields will bring our courtesy car to pick you up.



Hours:
9 a.m. - 7 p.m. MON. TO SAT.
10 a.m. - 1 p.m. SUN. (Sept. 6th/20th only).

I have for sale/part exchange at

for which I expect £.....

I am interested in a new.....

for Personal Export/Home delivery or

Used.....

NAME.....

ADDRESS.....

..... Tel. No.....

WE WISH TO PURCHASE GOOD CONDITION, WELL MAINTAINED SPORTS CARS IMMEDIATELY

SPORTS CAR AUCTIONS

To be held every 3rd Saturday of each month at : BRENTSTORE (A division of Performance Cars Ltd., located at Layton Road, Brentford, 200 yards from our head office).

We have room for 600 cars and invite entries for our third Sale on the 19th September. Eligible are all Sports Cars, Convertibles, GT Saloons and Vintage Cars. Entry Fee 10/-, commission on sale : 4% (minimum £5). Cars may be demonstrated before or during sale.

Vendors' descriptions will be read out, and purchase will be subject to a 24-hour warranty. If you wish to sell your car (and you may take our word for it that we have more purchasers than vendors on our books), please complete the coupon and send it to us. Entry forms will be mailed by return.

CARS FOR SALE

1966 AUSTIN HEALEY 3000, red/black, o/drive, wire wheels, hard/soft-tops, Cinturatos, new clutch/exhaust; two owners only..... £845

1954 (model) ASTON MARTIN DB2/4 saloon. B.R.G./beige, radio, wire wheels; extremely tidy..... £445

1968 BOND EQUIPE 2-litre, white/black, h.r.w., Magnum wheel trims, o/drive, radio, heater; one owner.. £645

1966 ('65 model) FERRARI 330 GT 2+2, L.H.D., white/black, electric windows, Becker self-seeker Grand Prix radio, electric aerial, reclining seats, 5-speed box, twin headlamps, 1968 wheels, fantastic tool kit. Fabulous condition, superb to drive, joy to own..... £1,970

1968 FORD Escort 1300 de luxe estate, blue ming/black, heater; very useful vehicle..... £595

1967 JAGUAR 'E' f.h.c. 2+2 automatic, maroon, chrome wire wheels; recorded mileage 33,513..... £1,295

1960 JAGUAR XK150 3.8 'S' f.h.c., maroon, wires, over-drive, Cints., quartz fog/spot; history known to us £695

1958 (Sept.) XK150 f.h.c., beautiful in red, o/drive, wires, fog/spot, RS5; original log book..... £565

1956 JAGUAR XK140 f.h.c., L.H.D., salmon pink, wire wheels, Blaupunkt radio, 'C'-type engine; very rare, excellent investment, ex-royalty..... £495

1967 HUMBER Super Snipe, silver grey/black; one owner low mileage; P.A.S.; luxury car..... £665

1969 ('68 model) LOTUS Elan S4 d.h.c., yellow/black, knock-ons, servo, heater, Weber carbs.; one owner, certified mileage 13,969..... £1,265

1970 M.G.-B GT, green/black, one owner, confirmed mileage 6,471. Rostyle wheels, Radiomobile.... £1,245

1970 ('69 model) M.G.-C GT, mineral blue, Stage II Downton; 253 miles only..... £1,225

1967 M.G.-B GT, grey/black, Minilite wheels, very recent Cints., o/drive, steering lock, Radiomobile, Cibie head-lamp conversion; lady owner..... £895

1964 M.G.-B, special silver grey finish, o/drive, wire wheels, oil cooler, fog/spot, rack, Motorola, heater, new hood, centre console, wood wheel; new clutch just fitted..... £515

1969 PIPER, white/black, 1,500 c.c., alloy wheels, G800s, Motorola; 3,000 miles..... £1,256

1965 ('62 model) PORSCHE 356B, cabriolet, white/green, radio; R.H.D., rare car..... £695

1969 TRIUMPH TR6, white/black, radio, heater, tonneau, SP Sports, leather wheel; 18,610 miles, one very fastidious owner..... £1,345

1967 TRIUMPH GT6, white/red..... £645

1967 TRIUMPH Spitfire Mk. 3, dark blue/black, fastback GT hard-top, plus soft-top, wire wheels, leather wheel, some small extras; reputed 23,810 miles, two owners only..... £615

1967 (Oct.) TRIUMPH Spitfire Mk. 3, red/black, radio, tonneau, G800s, bonnet locks (most useful); reputed 23,084 miles lady owner..... £575

1967 ('66 model) TRIUMPH Spitfire Mk. II, pale blue/blue, 5½Js with G800s, hard/soft-tops, leather wheel, radio heater, air horns; two owners only..... £495

1966 TRIUMPH TR4A, white/black, wire wheels/XASs, very well cared for example..... £695

1955 VOLKSWAGEN 1200 de luxe, blue. To clear, will suit 'Buggy' builder..... £79

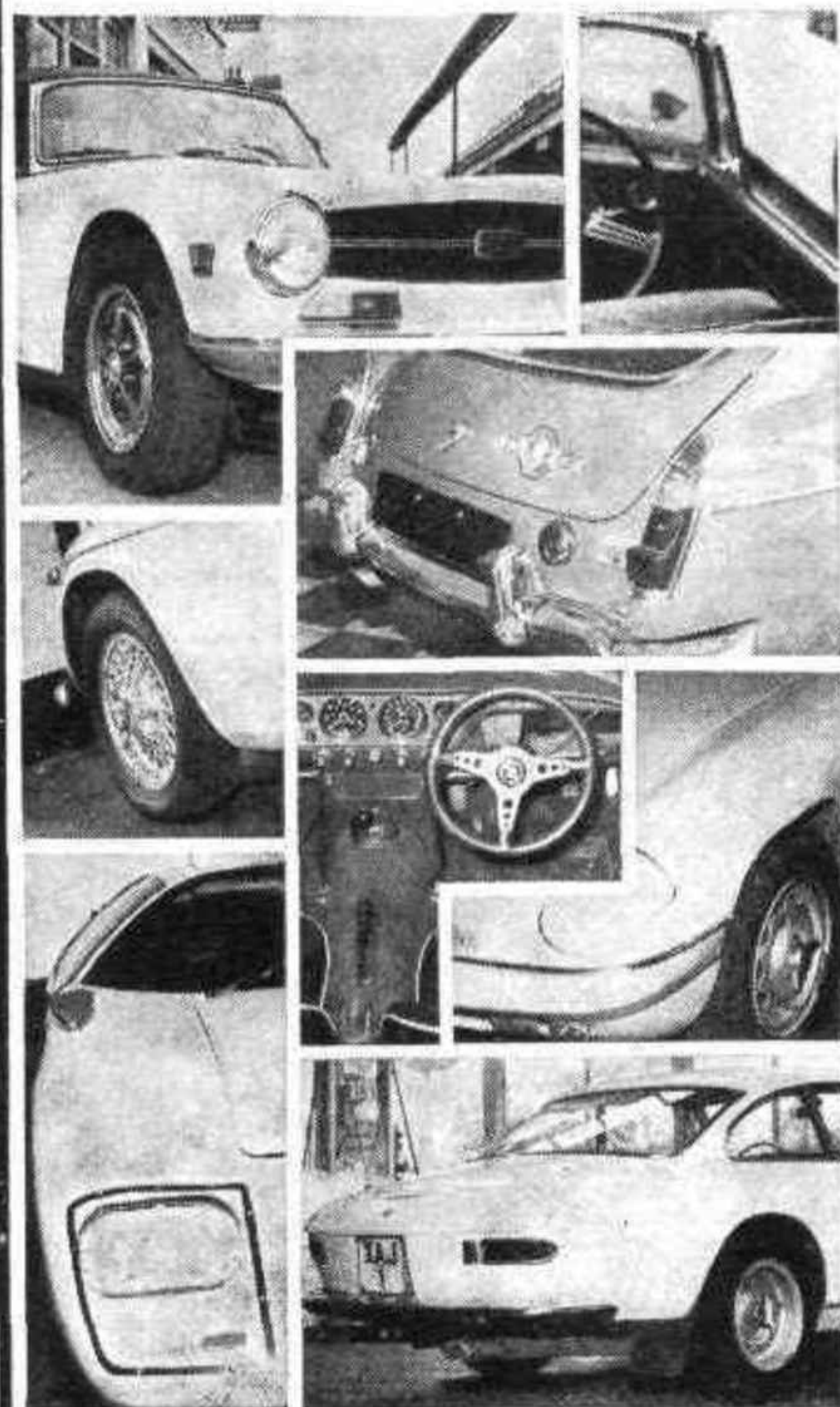
1948 WOLSELEY 14/60, sun-roof saloon, one owner until May 1970; certified mileage 33 918; quite unique £295

Too late for classification:

1960 AUSTIN HEALEY 3000, 2-seater, red, o/drive, wire wheels, hard-top radio..... £395

1965 AUSTIN HEALEY 3000, red, o/drive, wire wheels; nice example..... £795

Why not come along and see us sometime?



PERFORMANCE CARS LTD THE SPORTS CAR PEOPLE 01-560 7011

1968 M.G.-B, Mk. II, mineral blue/black, o/drive, heater, foldaway hood, tonneau; one owner; beautiful car £925

1968 ('67 model) M.G.-B GT, green/black, 5½ wires, radio, heater, Taurus large-valve head, C.R.B., half race cam, Weber carb.; very fast..... £925

1968 M.G.-C roadster, Bahama yellow, wire wheels/SP Sports, heater, tonneau; two owners only, well cared for..... £845

SPORTS CAR AUCTIONS

To be held every 3rd Saturday of each month at : BRENTSTORE (A division of Performance Cars Ltd., located at Layton Road, Brentford, 200 yards from our head office).

We have room for 600 cars and invite entries for our third Sale on the 19th September. Eligible are all Sports Cars, Convertibles, GT Saloons and Vintage Cars. Entry Fee 10/-, commission on sale : 4% (minimum £5). Cars may be demonstrated before or during sale.

Vendors' descriptions will be read out, and purchase will be subject to a 24-hour warranty. If you wish to sell your car (and you may take our word for it that we have more purchasers than vendors on our books), please complete the coupon and send it to us. Entry forms will be mailed by return.



OFFICIAL M.G. AGENTS

New cars in stock for immediate or early delivery. Please phone our new car showrooms for an up-to-date list of cars. At present we have an M.G.-B GT in glacier white, with o/drive and wire wheels, and a Midget in primrose with wire wheels.

MEMBERS OF THE PERFORMANCE CAR GROUP
TOULMIN MOTORS (1962) LTD.,
181 London Road, Isleworth, Middlesex,
100% M.G. sales, spares and repairs.
Complete rebuilds and renovations. Any model M.G. purchased. Condition of car absolutely immaterial.
01-560 1722/2228

W. H. COCKS & SONS (EALING) LTD., South Ealing Road, W.5 (Opposite South Ealing Tube Station (Piccadilly Line)). S.U. Carburettor Distributors, Crypton Tuners, Repco Dynamic Wheel Balancers, Koni Distributors and Fitters. Many other specialist services for sports-car enthusiasts. Jaguar repair and service specialists.
01-567 0535/7694

SELLING ??? Please see our advertisement on page 1020.

PERFORMANCE CARS LTD
GREAT WEST ROAD, BRENTFORD,
MIDDLESEX. 01-560 7011
1½ miles west from Chiswick Roundabout.

A quick phone call from Northfields will bring our courtesy car to pick you up.

Hours :
9 a.m. - 7 p.m. MON. TO SAT.
10 a.m. - 1 p.m. SUN. (Sept. 6th/20th only).

I have for sale/part exchange at
for which I expect £.....
I am interested in a new.....
for Personal Export/Home delivery or
Used.....
NAME.....
ADDRESS.....
Tel. No.....

WE WISH TO PURCHASE GOOD CONDITION, WELL MAINTAINED SPORTS CARS IMMEDIATELY

BARNET MOTOR COMPANY OFFERS

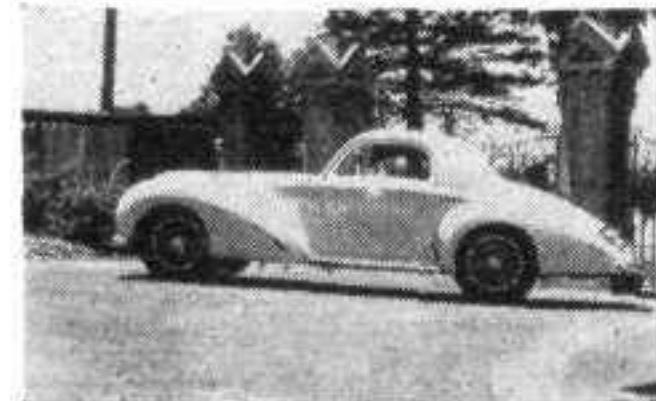


1M OK - TVR Tuscan V6 3-litre in Rolls regal red, with overdrive, stereo tape player, alloy wheels; one owner. Superb condition and bearing the above registration number. Tremendous value at **£1,495.**



JAGUAR XK140 roadster in red, with wire wheels, C-type head, etc., radio. This car has undergone considerable restoration in the last two years and is now undergoing an engine rebuild. When complete it will be in superb condition throughout. Owing to the rarity of this model it must surely be an investment at **£795.** Please telephone for further details.

Tel.: 01-449 4269/5169



DELAHAYE 135M coupe cassasserie by Henri Chapron of Paris. A superb specimen in pristine order. **£3,500**



FERRARI 250 GT cabriolet, 1961, Pininfarina, finished in Burgundy, with polished Borraris. L.H.D. Mint condition. **£2,500**

JAMES HARWOOD

Box 83, Claremont, Western Australia 6010

FOR SALE—continued

MAGNIFICENT POCHEE MODEL 1931 ALFA Romeo Monza. 1/2 full size sprayed white. Fully detailed engine, removable head and cam boxes with pistons and crankshaft operated by starting handle. Individually spoked wheels with rubber tyres, brass valves, working brakes and steering, metal Alfa emblem, filler caps, gauges, timber veneer dashboard. Assembled from over 1,000 parts with screws—a real collectors item. Tel.: 01-373 5657 (evenings). (5570)

M.G. TA 1938, IMMACULATE CONDITION, recent respray, new hood, reconditioned steering box. £300. Harvey, Top Flat, 22 Chandos Rd., Redland, Bristol ES6 6PF. Tel.: Work 0272 26335. (5573)

1959 (NOV. REG.) JENSEN 541R, SAGE green and red, new engine and gearbox, complete new exhaust system, excellent condition. £600 o.v.n.o. Tilson, 67, Barncliffe Cres., Sheffield 10. (5574)

MASERATI 3500 GT SPYDER 1962 "F" R registration, fuel injection, gun-metal grey, white interior. Left-hand drive, 58000 kilometres. Extensive recent mechanical overhaul, body work sound with new hood. Quick sale desirable for owner overseas. No reasonable offer in region of £600 refused for this spectacular vehicle. Tel.: Wicks, 01-660 6056. (5575)

TR3A, 1960, REBUILT 1964, 2.2 ENGINE OVER- drive, Konis, hardtop, soft top, tonneau, radio, remarkable condition, £350 o.v.n.o. Tel.: Abelson, Wellford-on-Avon 276. (5576)

JAGUAR XK140 F.H.C. MECHANICALLY and bodily fully restored by experts at cost of over £500. Not yet run in. £750. Tel.: 01-407 5857. (5577)

ASTON MARTIN DB5, DAWN BLUE, matching blue upholstery, Blaupunkt radio, electric windows, Sundym glass. Genuine 39,000 miles from new, full history, 2 owners, maintained regardless of cost, £1,395, PX considered. Tel.: Hoddesdon 68604 (Herts.). (5573)

EXCEPTIONAL SWALLOW DORETTI. Beautiful, aluminium bodied, open 2-seater, sprayed in Fiat yellow, immaculate bodywork, excellent TR2 mechanics, year's M.o.T., radio, heater, twin spots. A rare and eye-catching sports car, £295. Tel.: Fareham 2360 (Hampshire). (5579)

ALVIS TD 21 PARK WARD SALOON 1960, radio, manual box, recent top overhaul, dark blue, handsome car, £340. Might swap or part-ex., Bristol 400, AC, Minor 1000, open vintage. Tel.: Welwyn 5134, 6 The Chase, Welwyn, Herts. (5580)

LANCIA FULVIA COUPE '66 "G" REG. LHD 50,000, one owner, checked Lancia, mint condition, £750. (Possible exchange), Tel.: Uxbridge 32624. (5581)

BEAUTIFUL LANCIA FLAVIA 1500 PININ- farina coupe, £200 just spent to bring to superb condition, gleaming white paintwork, immaculate interior, Kenlowe, radio, reclining seats etc., fast, silent, economical, bargain £485. Also Lancia Appia II, mechanically superb. Spotless interior covered since new, investment at £165. Tel.: Dorking 730335 (after 6th September). (5582)

FOR SALE—continued

ALVIS 1961 OVERDRIVE TD21 SALOON, wire wheels, Disc brakes, radio. £350 o.v.n.o. Tel.: 01-603 2694. (5583)

M.G.-B 1966, BRG, BLACK TRIM, WIRE wheels. Tonneau, 2 brand new tyres. Good condition £625. Tel.: T. C. C. Prior 0252 21292. (5584)

15,000 MILES MK. I SPRITE GENUINE ORIGI- nal condition, one elderly lady owner until April 1970. Cinturatos, Primrose, good home sought, £500 o.v.n.o. Tel.: 01-286 1461 (after 6.15 p.m.). (5585)

RARE VAUXHALL CRESTA ESTATE, 1964, overdrive, genuine 39,000. Motorola, excellent condition, £385. Tel.: Camberley 25308. (5586)

MARCOS 3-LITRE, 1969, BEAUTIFUL META- llic red, £200+ of extras including radio, tape, aluminium wheels, exclusively factory maintained, low mileage, £1,469. Dr. D. MacDonald, Tel.: Portsmouth 22331. (5587)

DE-DION-BOUTON ENGINE NO. 6962, single cylinder 8 h.p. in almost new condition. C/W flywheel and clutch, also carb to suit No. 3623. Also, Stewart brass speedo head 0-50 model 24, ditto 0-30 model 41A, Bosch mag, single Longuemere carb, Claudel Hobson carb. Offers to Box 2434. (5588)

TR3A 1958 BRG. HARD AND SOFT TOP Cinturatos, radio, taxed 4 months, M.o.T. April 1971, £325. Perry, 111, Devereaux Crescent, Ebley, Stroud, Glos. Tel.: Stonehouse 3653. (5589)

TR3A TAXED, TESTED, NEW CARPETS, Cints. £250. Tel.: Bishops Cleeve 3134 (6-8 p.m.). (5590)

CONTINENTAL BENTLEY, MULLINER "R" type sports saloon, 1954. Manual. A fine example of this much sought after model. £2,557. Tel.: Denham 2794. (5591)

1934 STANDARD TEN SPECIAL. ONE owner, 62,000 miles, M.o.T., March 1971. Best offer secures. Le Boeuf, 278, Park Rd., Spalding, Lincs. (5592)

1952 AUSTIN A90 ATLANTIC. 65,000 MILES only, full history, one owner for fifteen years, in first class condition. Webasto roof, radio, seat belts, M.o.T., £180. Tel.: Bristol 34593. (5593)

DAIMLER SP 250, 1961. BASICALLY SOUND but needs tidying; hence £350 o.v.n.o. Tel.: C61-428 5048. (5594)

1955 SERIES ASTON MARTIN DB2/43-LITRE. Radio, spots, Cinturatos, blue, real beauty. £350. Tel.: Keynsham 4134. (5595)

1952 RILEY RMF. NEW TYRES, ROOF AND rad, undersealed, no rust; stored two years engine excellent. Best offer, as is, Jacklin, Appletree Cottage, Maypole Rd. Tiptree, Colchester, Essex. (5596)

OFFERS 1926 HUMBER INSTRUCTION Book. Tel.: 01-643 1822 (Cheam, Surrey). (5597)

LOTUS ELAN S4, S/E, FHC, MAY '69 "G", 17,000 miles, kit-built myself in white with Motorola radio, Moto-lita wheel, SP sports extra. £1,320 or reasonably near offer. Will be pleased to demonstrate the total thrilling motoring to you. No accidents. Malcolm Elliot, Tel.: Mogador (Surrey) 2295 (evenings or 24/26 day.). (5599)

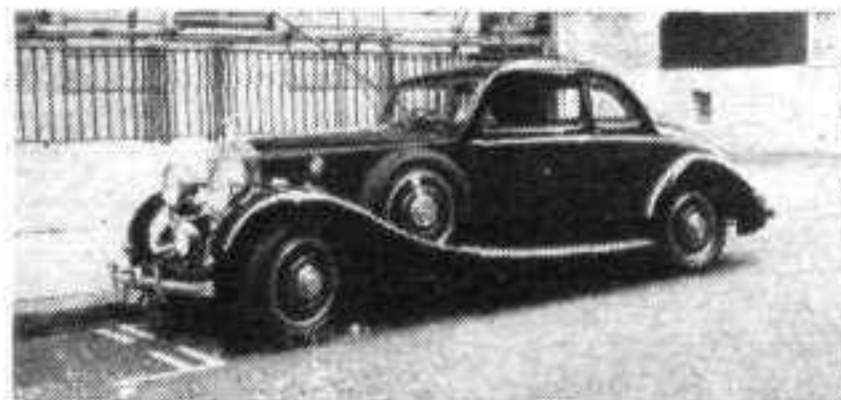
Rolls-Royce
01-235 4613

MIKE R. BERRY

Vintage and Sportscar Specialists
Restorations and Repairs

2 Chester Close, Chester Street, London, S.W.1

Bentley
01-445 1869



(Left) **ROLLS-ROYCE 25/30, 1938, 2-door fixed-head coupé** by Fisher. Unusual very close-coupled sporting coachwork, superbly finished in black over claret, with twin side-mounted spares. Recent new headlining and carpet, wood re-polished; original tan hide bench seating with occasional rear seats. Entire car is in first class condition throughout having just been fully serviced, taxed and M.o.T. tested; detailed and interesting history.

(Right) **ROLLS-ROYCE Silver Cloud Series I 1956,** coachbuilt sports saloon by Hooper, painted misty blue over saxe. Exceptional grey interior and highly polished veneer. Electric windows. Just serviced and in fine order.



(Left) **BENTLEY Mk. VI, 1951,** Large Bore elegant lightweight sports saloon by H. J. Mulliner. Painted black over garnet, lined in gold. Recent retrim in red hide; mechanically outstanding. A very much above average example of this sought after series.

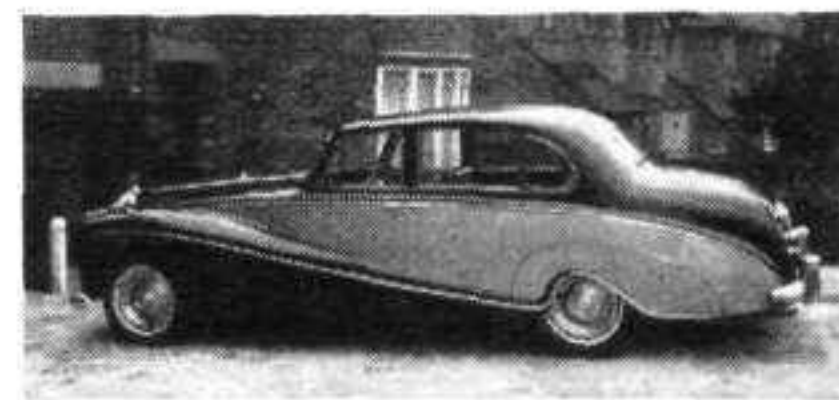
BENTLEY Continental S.I, 1958, 2-door coachbuilt sports coupé by James Young. Automatic transmission, power steering, Webasto sun-roof. Unmarked black cellulose, lined in gold. Impressive pigskin interior. Full service just completed.

BENTLEY S.I. 1956. Without power steering. Garnet over shell grey, beige trim. Nice sound car at a realistic figure.

BENTLEY 3½, 1935, coachbuilt sports saloon by Rippon Bros., one owner from new; supplied and serviced by makers. Finished in midnight blue, with light blue upholstery. Not mint but exceedingly original throughout.

BENTLEY 4½, 1937, drophead coupé by H. J. Mulliner. Coachwork and interior completely restored; mechanically excellent, with much work recently completed. New tyres. Taxed and M.o.T. tested.

BENTLEY R-Type, 1954, Automatic sports saloon. Having covered under 45,000 miles from new the entire car is in pristine and original condition. Finished in black, with flawless tan hide trim. Mechanically faultless.



Chance of a lifetime to acquire possibly the lowest remaining mileage R-Type available.

ROLLS-ROYCE Silver Cloud I standard saloon, 1957. High comp. engine, Webasto sun-roof, new white-wall tyres. Sage over suede green with matching trim.

BENTLEY S.II, 1961, two owners. Midnight blue coachwork, grey trim. Electric windows. Well above average sample at sensible money.



LEN STREET LTD.
OF CHELSEA

67/69 Drayton Gardens, Chelsea, S.W.10. 01-370 4114



WANTED

..... YOUR SPORTS CAR
FOR CASH!!!!

BMW 2002, 1970. Finished in Malaga, radio; 3,000 miles; our demonstration car... **£1,675**
ELAN +2'S', 1970. Bahama yellow, tinted screen, "sun-roof"; 3,000 miles; our demonstration car **£2,275**

+2 'S' ELAN, 1969H. Finished in dark metallic blue; "sun-roof", heated rear screen, tape player; 7,000 miles, one owner; beautiful condition **£2,145**
+2 ELAN, 1969. Royal blue, heated rear screen, tinted front screen; 10,000 miles only, one owner; immaculate condition **£1,645**
+2 ELAN, 1968G. A.C. metallic blue; an excellent one-owner car **£1,585**
ELAN S4, 1968G, f.h.c. Royal blue, k/ons, radio, servo; low mileage **£1,235**
ELAN, 1967, d.h.c., S/E. White; two owners, low mileage **£1,095**
ELAN, 1966, S2. White, k/ons, radio; one owner **£895**

+2 ELAN, 1967 (Dec.). Jaguar light blue; engine just overhauled; one owner; supplied and serviced by ourselves, excellent condition... **£1,425**
AUSTIN HEALEY 3000, 1967. B.R.G., black leather trim, wire wheels, radio; one owner; really outstanding condition **£995**
TRIUMPH TR5, 1968. Midnight blue, black trim, fitted o/drive, wire wheels, radio; low mileage **£1,065**
TRIUMPH Spitfire, 1969. Red, hard-top, 7,000 miles only, one owner; obviously immaculate **£765**
M.G.-B GT, 1969. White/black trim, SP tyres, 13,000 miles only; a really immaculate car... **£1,095**
SPITFIRE, 1967. Specially finished in metallic silver, fitted with hard-top, soft-top, wire wheels **£575**

UNBEATABLE NEW CAR DELIVERY!

PERSONAL EXPORT ENQUIRIES!

LARGE SERVICE AND SPARES DEPARTMENT!

FOR SALE—continued

M.G. TA, 1938. COMPLETELY RE-BUILT TO concours standards, looks as new in B.R.G. with red upholstery and sidescrims. A stage 2 TC engine has been fitted along with 15" wheels and servo brakes. A thoroughly practical road car with the performance and handling of a new Midget. Photos on request. £375. Tel.: Bolton 652620. (5550)
TR3A. NO SILLY SUPERLATIVES JUST specimen condition. Wires, overdrive, new hood, screens, Cinturatos, belts, luggage rack, washers; two-speed wipers, wood-rim wheel, racing mirrors, many other extras. Garaged and regularly serviced, hence £395. Tel.: 01-977 2247 (evenings, weekends). (5552)
BENTLEY 3-LITRE, 1922/8 OUTSIDE MANI- fold, 4½-litre Lagonda M45 gearbox. Two new SU carburettors suit 1952/55 4½-litre Bentley. Over 2,000 copies Autocar and Motor 1941/68. Registration number CB 8. Various new remould and S/H tyres 15, 16, 17, 18, 19, 20". Four 2-litre Lagonda wheels. Two 19" R.W. wheels. 1934/8 Bentley radiator shell as new. Thompson, 10 Weld Rd., Southport. Tel.: 67365. (5553)
A.C. ACE, 1957. WHITE WITH RED INTER-ior. A very good example of this well sought after model. For further details Tel.: 01-570 5851. (5554)
MINI JEM, "H" REG. TUNED, 850 c.c. ENGINE, exc. black interior, trim, rallye seats, many extras. £800 o.n.o. Tel.: Harrogate 86252. (5555)

FOR SALE—continued

M.G.-A 1600, 1959, WHITE, TWO OWNERS, works hard top, soft top, tonneau, many extras, 81,000, I.A.M. enthusiast maintained regardless of cost last 50,000, mechanics excellent, body perfect, regret must sell. £325. Tel.: Rochester, 01-529 3601 Ext. 43 (9-5.30). (5556)
M.G.-C GT, 1968. BEAUTIFUL STARMIST honey finish, 31,000 recorded miles, Webasto sun roof, motorola, overdrive, wire wheels (increase in family reason for sale and will accept estate car in part exchange). £975. Tel.: Eastbourne 27543. (5557)
M.G.-B ROADSTER, 1966. WIRE WHEELS, overdrive, B.R.G., much loved but ban forces sale at £625 o.n.o. Tel.: Little Chalfont 2133 (evenings 7.30 pm). (5558)
A.C. ACECA, 1958 (A.C. ENGINE). DARK blue, excellent condition. £550 o.n.o. D. P. Crow, 181 Abbey Foregate, Shrewsbury, Shropshire. Tel.: 6010. (5559)
AUSTIN RUBY ENGINE, GEARBOX, RADIA-tor, instruments and other parts. Tel.: Hemel Hempstead 56193. (5560)
1931 AUSTIN SEVEN LONG WHEELBASE saloon. Excellent condition throughout, very original, engine rebuilt, nearly new tyres, new M.o.T. £180, or offers? Rolfs, Glebe Farm, Brownsver Lane, Newbold, Rugby. (5561)

FOR SALE—continued

M.G. TC, 1948. STAGE TWO TUNED, 16 IN. wheels all round, used only as second car since complete rebuild. Actual car photographed in "The History of the Sports Car". £500, 13 South View, Letchworth, Herts. Tel.: Letchworth 5623. (5562)
JAGUAR XK150 F.H.C. DARK GREEN. Exceptional car in superb condition inside and out. 2 owners, genuine 57,000 miles only, complete engine rebuild by Jaguar specialist 2,000 miles ago to "E"-Type specification. Wire wheels, overdrive, radio, M.o.T. and taxed. H.P. available. Tel.: Imperial (Kent) 2728. (5563)
MORGAN 4/4 SERIES V COMPETITION. Wire wheels, all aluminium bodywork, hard top sliding side screens, bucket seats, selectorides. Genuine 12,000 miles. Exceptional condition. £680 no offers. Available after 14th September. Tel.: Nottingham 43599 (home) 240256 (office). (5564)
BENTLEY R TYPE, 1953. MANUAL. BLACK with brown interior, magnificent condition. £645. Tel.: Weybridge 44645 (Surrey). (5565)
ROVER 12 SALOON, 1934 IN EXCELLENT condition. Original beige/chocolate paintwork. One owner 34 years. Reshod, year's M.o.T. £160. Campbell, 22 Burntwood Rd., Sevenoaks, Kent. Tel.: 53162. (5569)

FOR SALE—continued

PNY-1 ROLLS-ROYCE "SILVER WRAITH" with body by Hooper. First registered 1955. Absolutely as new after complete overhaul by Hooper which included new engine (4½-litre), gearbox (4-speed automatic) and complete retrim, attotal cost of £2,600, receipts available. Finished in green and black. One owner-driver from new. Car at present in Guernsey but available for inspection mainland in mid-September. Offers around £7,500 for this magnificent coach built car to Michael Rowland, Tanycefn, Rhayader, Radnorshire. Tel.: Rhayader 335. (5565)
JENSEN 541, 1959. FITTED JAGUAR 3.4 engine, gearbox, overdrive. Wire wheels, front brakes relined, electric renewed. £395. Leland, 9 Birch Rd., Romford. Tel.: Romford 45986 (day). (5566)
AUSTIN HEALEY SPRITE MK. III, 1965. B.R.G., tonneau, oil cooler, Cinturatos, M.o.T. May 1971, excellent condition. £395 o.n.o. 87a North Rd., Three Bridges, Sussex. Tel.: Crawley 30718. (5567)
OCTOBER 1957 ASTON MARTIN DB MK. III, saloon. Aluminium body by Tickford. B.R.G. Triple SU carbs, dual exhaust system, overdrive, servo/disc brakes, near new Cinturatos, good condition. £495 o.n.o. Taylor, Tel.: Cowbridge (Glam.) 3405. (5571)

CAR HOODS

The LONDON TRIMMING Co.—the FIRST NAME in CAR HOODS.
Established over 20 years. Their experience is your guarantee of perfect fit.
JUST LOOK AT THE PRICES

SPITFIRES	£7 2 0
Herald/Vitesse	£8 12 0
TR's — all models	£8 12 0
Sprites — all models	£6 12 0
Morris 1000	£8 12 0
M.G. 'B'	£10 2 0
'A'	£8 12 0
'T' types	£8 2 0
Midgets — all models	£6 12 0

DOUBLE GUARANTEE
All with 1 Years Guarantee and 7 days m.b.g.
Best quality black P.V.C. all welded windows and seams. Fasteners and instructions included. Other colours to order 17/6 extra. C.W.O. p. & p. 9/-.
SEND for free illustrated catalogue of other models, colours and TONNEAUX COVERS.

LONDON TRIMMING CO. LTD.

Store A, Marshgate Estate, Taplow, Nr. Maidenhead, Berks.
Telephone: Burnham 2742

HARROP MOTOR COMPANY LTD.

ALDERLEY EDGE, CHESHIRE.

New LOTUS Seven S4 1600 GT, S/E. Red **£950**
New LOTUS Seven S4 1600 GT, S/E. Blue **£950**
Above cars in stock for immediate delivery.

New LOTUS Seven S4 Twin-cam. Delivery 4-6 weeks. From **£1,250**
New TVR Tuscan V6. Delivery 6-8 weeks. From **£1,558**
New TVR Vixen S2 1600 GT. Delivery 6-8 weeks. From **£1,242**
All above vehicles sold in component form.

1969 TRIUMPH TR6.	1 owner	Damson	£1,425
1968 M.G.-B.	Overdrive	Red	£965
1968 GINETTA G15.	Cosmic wheels, 1 owner,	Blue	£795
1969 TRIUMPH Spitfire Mk. 3.	1 owner	Red	£745
1968 M.G.-B.	Wire wheels.....	Blue	£945
1968 TRIUMPH Spitfire Mk. 3.	1 owner.....	Blue	£675
1968 TVR Vixen S1.	Wire wheels, 1600 cross-	flow	Tangerine £895
1964 M.G.-B.	Red	£450
1966 FORD Cortina Super.	Mod. suspension, wide whls,	1600 crossflow GT ..	Maroon £445
1969 JAGUAR 'E'-Type Mk. 2.	Chrome wires, 1 owner.	Blue	£1,899

Fresh stock arriving daily, may we suggest a phone call before you come a long way for a particular car or if the car you require is not listed above.

OPEN : WEEKDAYS ... UNTIL 7.30 p.m.
SATURDAYS ... UNTIL 6 p.m.
SUNDAYS ... 2 p.m. to 6 p.m.

TRAFFORD GARAGE,
ALDERLEY EDGE,
CHESHIRE

ALD 2239 ALD 2239

(First left over Alderley Railway Station Bridge on the main A34, 1 mile south of Wilms.ow. From the M6 take the Holmes Chapel or Knutsford junction, Alderley Edge signposted from both villages. Apex self-service petrol until 11.0 p.m.)



LOTUS ELITE, Special Equipment, first registered May 1970, mileage 400 only. A unique opportunity to acquire an as new Elite. **£1,500**

FORD GT40. Chassis no. 1007. In grey **£4,750**
1964 JAGUAR E roadster, golden sand **£795**
1965 MERCEDES 230SL, red, hard-top **£1,995**
1967 model BMW 2000 TI LUX, white. **£995**

OUR STOCK CONSTANTLY CHANGES. ENQUIRIES TO BUY OR SELL HIGH PERFORMANCE CARS WELCOME

FOR SALE—continued

INVICTA. 1928 4½-LITRE, OPEN-TOURER. Recently resprayed and in good all-round condition, this car appeared in the film "Monte-Carlo or Bust". £1,257-16-7. Tweedie, Lawn Cottage, Church Lane, Whitfestord, Cambs. (5432)
MERCEDES 190 SL SPORTS COUPE. HARD/ soft tops, fitted radio all usual extras. New radial tyres. M.o.T. 1 year, taxed. Low mileage, good condition. Distinctive Reg. No. £500 o.n.o. Possible P/X Larger car. Tel.: Barnsley 6797 Yorks. (5434)
AUSTIN/HEALEY 3000 Mk. III 1968. THE last one manufactured and is unique, magnificent example in white/black, overdrive, wire wheels, radio, heater, tonneau, spots, reverse, adjustable steering, 25,000 genuine. £1,085. Tel.: Hanley Swan (Worcs.) 462. (after 6 p.m.) (5435)
ALFA-ROMEO GIULIA 1600 TI NOVEMBER 1964. Very good throughout, delightful sporty, family motoring, fully equipped including towbar. Fitted full 1750 GTV front suspension. £385. Tel.: Bailey Ginton (Peterborough) 451. (5436)
ROCHDALE OLYMPIC PHASE I. FITTED M.G.-B 1800 professional retrim and re-spray, w/wheels, 120 m.p.h., 35-m.p.g., very tidy example. Tel.: 01-658 0682. Call or write Turner, 41A, Queens Rd., Beckenham, Kent. (5437)
RARE M.G. BRABHAM CLIMAX-MIDGET 1962, 1,220 c.c. Excellent condition £395. Scott "Deep-Meadow", Long Common, Claverley, Wolverhampton. Tel.: Claverley 303. (5438)

FOR SALE—continued

INDIAN SUMMER? ENJOY IT WITH MY trusty Frogeye. Recent Gold Seal engine; hard top; good radials. Bargain £219 o.n.o. Tel.: Welwyn 4113. (5439)
LOTUS CORTINA 1969 (JULY). FINISHED in unmarked silver fox with a midnight-blue stripe. 9,000 miles only. Rostyle wheels; under-sealed. Bargain £1,050. Tel.: Welwyn 4113. (5439)
MORGAN PLUS 4, 1968. 2-SEATER; WIRE wheels; 18,600 miles; maintained in superb condition by lady Morgan enthusiast who is purchasing new model. £950. Tel.: Marshfield (Wilts) 313. (5440)
ROCHDALE OLYMPIC. EXCELLENT SPECI- men; low mileage; spray finish; professionally trimmed; new Cinturatos; M.o.T. last month. £350 o.n.o. Barnard Graylands, Beech, Alton, Hants. Tel.: Northanger 3781. (5441)
ARMSTRONG SIDDELEY HURRICANE, 1948 drophead coupé, black; 3-position hood, maroon; ex Godfrey Winn; guaranteed mileage; original records; photos. £350. Would exchange Mini Countryman (1966-1969) cash adjustment. "Summerlea" Moorlands Rd., West Moors, Dorset. Tel.: Ferndown 2244. (5442)
LAGONDA RAPIDE, 1953. AUTOMATIC; Webasto roof; electric windows; very rare car. £1,195 (see under "Exchanges"). Eyles, Aubrey, Cliffords Mesne, Newent, Glos. Tel.: Newent 72. (5444)

FOR SALE—continued

FOR SALE ROLLS-ROYCE, ALPINE EAGLE. Chassis No. 30 ED, delivered in 1915. Kellner aluminium body. Marc Nicolosi, 89 Magny-France. Tel.: 0 Cussy les Forges-par Avallon. (5443)
LEA-FRANCIS 14HP SALOON, 1950. FULL year's M.o.T.; ten months tax; used daily; many spares. £100. Tel.: Scunthorpe 762691. (5445)
1960 ASTON MARTIN DB4. 43,000 MILES since complete engine rebuild. Top overhaul; new rear axle; clutch; shock absorbers; tyres all within last 12 months. £850 o.n.o. Tel.: Robertson, St. Albans 63960 (after 5th September). (5446)
Tk5 PI. MIDNIGHT BLUE, WITH WHITE soft-top and tonneau. Overdrive; Regd. July, 1968; 1 owner; only 21,000 miles; SP sports. Superb machine. £1,050. Part exchanges considered. 37 Gardena Ave., Luton (Weekdays). Tel.: Bournemouth 35683 (weekends). (5447)
ASTON MARTIN MK. II. 1½-LITRE, L/C tourer, 1935. Present owner wishes to sell to good home. Recent renovation to coachwork and mechanics. The car now in delightful condition. Please only serious substantial offers. Box 2427. (5448)
1935 LANCIA ASTURA 3-LITRE V.8 SPORTS saloon. New paint. New tyres. £750. 51 Offington Lane, Worthing. (5449)
1964 JAGUAR 3.4, GOLD WITH RED interior. New tyres; overdrive; radio; reclining seats and many other extras. £450. Mallett, Hillgate House, Gedney Hill, Spalding, Lincs. Tel.: Whaplode Drive 297. (5450)
BEACH-BUGGY 1300 VW ENGINE. POWER- on-wheels; full weather equipment; wide wheels; spotlight; M.o.T. June 1971. Good condition £425. Tel.: Guildford 60133. (5451)
MINOR COOPER TYPE 1969. 1100 C.C. ENGINE and seats; Minifin brakes; Cooper "S" gearbox; racing bonnet; s. wheels; radials; 2 owners; full instruments; very fast. £400. Tel.: Guildford 60133. (5451)
ROLLS-ROYCE SILVER WRAITH, BY PARK Ward. Automatic; finished in embassy black, green hide interior; cocktail bar; genuine 48,000 miles only; 2 owners. Can only be described as a very fine example of this very much sought after model offered at a very realistic price. £1,995. Contact Basil Graham Tel.: 01-690 0362. (5452)
TRIUMPH ROADSTER 1800. FINISHED IN claret with beige hood and trim. Very good condition throughout. Best offer secures. Enthusiasts only please. Tel.: Portsmouth 65868 (evenings). (5453)
ROLLS-ROYCE 25/30, OCT. 1936. GRM-64 Hooper limousine. M.o.T. 1971. Tel.: Portsmouth 26911. (5454)
ROLLS-ROYCE SILVER CLOUD I, FINISHED in midnight blue, grey trim; 108,000 miles only; top overhaul at 95,000 by approved agents; new tyres just fitted. A good example of this ever popular model. Offered at £1,295. Contact Basil Graham. Tel.: 01-690 0362. (5452)
PEERLESS GT, 1961. VERY FAST; LAW- rencetune. £325. Tel.: 01-894 7863 (Twickenham). (5458)

Tel.: Egham 5222/3
Coachcraft (Egham)
Specialist's Service
for
VINTAGE & VETERAN ENTHUSIASTS

Repairs, Overhauls, Re-spray & Trimming

Available:
1949 Rolls-Royce Silver Wraith.
1934 Rolls-Royce 20/25.
1934 Bentley.
Healey & Sunbeam-Talbot.

ACCIDENT DAMAGE REBUILDING RESTORATIONS

COACHCRAFT (EGHAM)
 Egham Works,
 Rusham Road,
 Egham, Surrey

YELLOW PAGES EUROPE CUP FORMULA 3 MEETING

Organised by the British Automobile Racing Club

THRUXTON SUNDAY 20th SEPT.

Near Andover, Hants.

First Race 1.30 p.m.
European Championship Formula 3 Race
Groups 5, 6 & 7 Interserie Sports Car
Championship Race
Saloon Car Race

(Practice — Saturday 19th September from 9.00 a.m.)

ADVANCE BOOKING at REDUCED RATES

Apply to: General Manager, BARC, Sutherland House, 5-6 Argyll St., London, W.1

Please send Booking Form to Yellow Pages F.3 MEETING

Name

Address

(MS)

SPORTSCAR DIVISION AMATOS CAR SALES

1966 M.G.-B GT. Old English white, black interior. Fitted radio, Cinturatos. Superb looking car excellent mechanically **£765**
1967 TRIUMPH Spitfire Mk.III, royal blue, fitted portable radio, Maserati air horns, wire wheels. Exceptional **£565**
M.G. Midget 1966, B.R.G., Ashley hard- top, soft-top, wires, many extras **£530**

1962 AUSTIN HEALEY Sprite Mk. II, hard- and soft-tops, finished in white with black interior. Represents real value at **£255**
1964 M.G. Midget, blue, soft-top, ton- neau, wire wheels; low mileage **£369**
1965 4.2 'E'-Type, primrose yellow, chrome wires, very good engine and general mechanics. Fixed-head coupé **£1,155**

243/245 LEWISHAM WAY, SE4
 TEL: 01-692 7564/1884



LOTUS ELITE, Special Equipment, first registered May 1970, mileage 400 only. A unique opportunity to acquire an as new Elite. **£1,500**

FORD GT40. Chassis no. 1007. In grey **£4,750**
1964 JAGUAR E roadster, golden sand **£795**
1965 MERCEDES 230SL, red, hard-top **£1,995**
1967 model BMW 2000 TI LUX, white. **£995**

OUR STOCK CONSTANTLY CHANGES. ENQUIRIES TO BUY OR SELL HIGH PERFORMANCE CARS WELCOME

FOR SALE—continued

INVICTA. 1928 4½-LITRE, OPEN-TOURER. Recently resprayed and in good all-round condition, this car appeared in the film "Monte-Carlo or Bust". £1,257-16-7. Tweedie, Lawn Cottage, Church Lane, Whittleford, Cambs. (5432)
MERCEDES 190 SL SPORTS COUPE, HARD/ soft tops, fitted radio all usual extras. New radial tyres, M.o.T. 1 year, taxed. Low mileage, good condition. Distinctive Reg. No. £500 o.n.o. Possible P/X Larger car. Tel.: Barnsley 6797 Yorks. (5434)
AUSTIN/HEALEY 3000 Mk. III 1968. THE last one manufactured and is unique, magnificent example in white/black, overdrive, wire wheels, radio, heater, tonneau, spots, reverse, adjustable steering, 25,000 genuine. £1,085. Tel.: Hanley Swan (Worcs.) 462. (after 6 p.m.) (5435)
ALFA-ROMEO GIULIA 1600 TI NOVEMBER 1964. Very good throughout, delightful sporty, family motoring, fully equipped including towbar. Fitted full 1750 GTV front suspension. £385. Tel.: Bailey Ginton (Peterborough) 451. (5436)
ROCHDALE OLYMPIC PHASE I, FITTED M.G.-B 1800 professional retrim and re-spray, w/wheels, 120 m.p.h., 35+m.p.g., very tidy example. Tel.: 01-658 0682. Call or write Turner, 41A, Queens Rd., Beckenham, Kent. (5437)
RARE M.G. BRABHAM CLIMAX-MIDGET 1962, 1,220 c.c. Excellent condition £395. Scott "Deep-Meadow", Long Common, Claverley, Wolverhampton. Tel.: Claverley 303. (5438)

FOR SALE—continued

INDIAN SUMMER? ENJOY IT WITH MY trusty Frogeye. Recent Gold Seal engine; hard top; good radials. Bargain £219 o.n.o. Tel.: Welwyn 4113. (5439)
LOTUS CORTINA 1969 (JULY), FINISHED in unmarked silver fox with a midnight-blue stripe, 9,000 miles only. Rostyle wheels; under-sealed. Bargain £1,050. Tel.: Welwyn 4113. (5439)
MORGAN PLUS 4, 1968. 2-SEATER; WIRE wheels; 18,600 miles; maintained in superb condition by lady Morgan enthusiast who is purchasing new model. £950. Tel.: Marshfield (Wilts) 313. (5440)
ROCHDALE OLYMPIC, EXCELLENT SPECI- men; low mileage; spray finish; professionally trimmed; new Cinturatos; M.o.T. last month. £350 o.n.o. Barnard Graylands, Beech, Alton, Hants. Tel.: Northanger 3781. (5441)
ARMSTRONG SIDDELEY HURRICANE, 1948 drophead coupé, black; 3-position hood, maroon; ex Godfrey Winn; guaranteed mileage; original records; photos. £350. Would exchange Mini Countryman (1966-1969) cash adjustment. "Summerlea", Moorlands Rd., West Moors, Dorset. Tel.: Ferndown 2244. (5442)
LAGONDA RAPIDE, 1953. AUTOMATIC; Webasto roof; electric windows; very rare car. £1,195 (see under "Exchanges"). Eyles, Aubri, Cliffords Mesne, Newent, Glos. Tel.: Newent 72. (5443)

FOR SALE—continued

FOR SALE ROLLS-ROYCE, ALPINE EAGLE. Chassis No. 30 ED, delivered in 1915. Kellner aluminium body. Marc Nicolosi, 89 Magny-France. Tel.: 0 Cussy les Forges-par Avallon. (5443)
LEA-FRANCIS 14HP SALOON, 1950. FULL year's M.o.T.; ten months tax; used daily; many spares. £100. Tel.: Scunthorpe 762691. (5445)
1960 ASTON MARTIN DB4, 43,000 MILES since complete engine rebuild. Top overhaul; new rear axle; clutch; shock absorbers; tyres all within last 12 months. £850 o.n.o. Tel.: Robertson, St. Albans 63960 (after 5th September). (5446)
T&S PI. MIDNIGHT BLUE, WITH WHITE soft-top and tonneau. Overdrive; Regd. July, 1968; 1 owner; only 21,000 miles; SP sports. Superb machine. £1,050. Part exchanges considered. 37 Gardenia Ave., Luton (Weekdays). Tel.: Bournemouth 35683 (weekends). (5447)
ASTON MARTIN MK. II, 1½-LITRE, L/C tourer, 1935. Present owner wishes to sell to good home. Recent renovation to coachwork and mechanics. The car now in delightful condition. Please only serious substantial offers. Box 2427. (5448)
1935 LANCIA ASTURA 3-LITRE V.8 SPORTS saloon. New paint. New tyres. £750. 51 Offington Lane, Worthing. (5449)
1964 JAGUAR 3.4, GOLD WITH RED interior. New tyres; overdrive; radio; reclining seats and many other extras. £450. Mallett, Hillgate House, Gedney Hill, Spalding, Lincs. Tel.: Whaplode Drive 297. (5450)
BEACH-BUGGY 1300 VW ENGINE, POWER- on-wheels; full weather equipment; wide wheels; spotlight; M.o.T. June 1971. Good condition £425. Tel.: Guildford 60133. (5451)
MINOR COOPER TYPE 1969. 1100 C.C. ENGINE and seats; Minifin brakes; Cooper "S" gearbox; racing bonnet; s. wheels; radials; 2 owners; full instruments; very fast. £400. Tel.: Guildford 60133. (5451)
ROLLS-ROYCE SILVER WRAITH, BY PARK Ward. Automatic; finished in embassy black, green hide interior; cocktail bar; genuine 48,000 miles only; 2 owners. Can only be described as a very fine example of this very much sought after model offered at a very realistic price. £1,995. Contact Basil Graham Tel.: 01-690 0362. (5452)
TRIUMPH ROADSTER 1800, FINISHED IN claret with beige hood and trim. Very good condition throughout. Best offer secures. Enthusiasts only please. Tel.: Portsmouth 65868 (evenings). (5453)
ROLLS-ROYCE 25/30, OCT. 1936. GRM-64 Hooper limousine. M.o.T. 1971. Tel.: Portsmouth 26911. (5454)
ROLLS-ROYCE SILVER CLOUD I, FINISHED in midnight blue, grey trim; 108,000 miles only; top overhaul at 95,000 by approved agents; new tyres just fitted. A good example of this ever popular model. Offered at £1,295. Contact Basil Graham. Tel.: 01-690 0362. (5452)
PEERLESS GT, 1961. VERY FAST; LAW- rencetune. £325. Tel.: 01-894 7863 (Twickenham). (5458)

Tel.: Egham 5222/3
Coachcraft (Egham)
Specialist's Service
for
VINTAGE & VETERAN ENTHUSIASTS

Repairs, Overhauls, Re-spray & Trimming

Available:
1949 Rolls-Royce Silver Wraith.
1934 Rolls-Royce 20/25.
1934 Bentley.

Healey & Sunbeam-Talbot.
ACCIDENT DAMAGE REBUILDING RESTORATIONS

COACHCRAFT (EGHAM)
 Egham Works,
 Rusham Road,
 Egham, Surrey

YELLOW PAGES EUROPE CUP FORMULA 3 MEETING

Organised by the British Automobile Racing Club

THRUXTON SUNDAY 20th SEPT.

Near Andover, Hants.

First Race 1.30 p.m.
European Championship Formula 3 Race
Groups 5, 6 & 7 Interserie Sports Car
Championship Race
Saloon Car Race

(Practice — Saturday 19th September from 9.00 a.m.)

ADVANCE BOOKING at REDUCED RATES Apply to: General Manager, BARC, Sutherland House, 5-6 Argyll St., London, W.1

Please send Booking Form to Yellow Pages F.3 MEETING

Name
 Address

(MS)

SPORTSCAR DIVISION AMATOS CAR SALES

1966 M.G.-B GT. Old English white, black interior. Fitted radio, Cinturatos. Superb looking car excellent mechanically **£765**
1967 TRIUMPH Spitfire Mk. III, royal blue, fitted portable radio, Maserati air horns, wire wheels. Exceptional **£565**
M.G. Midget 1966, B.R.G., Ashley hard-top, soft-top, wires, many extras **£530**

1962 AUSTIN HEALEY Sprite Mk. II, hard- and soft-tops, finished in white with black interior. Represents real value at **£255**
1964 M.G. Midget, blue, soft-top, tonneau, wire wheels; low mileage **£369**
1965 4.2 'E'-Type, primrose yellow, chrome wires; very good engine and general mechanics. Fixed-head coupé **£1,155**

243/245 LEWISHAM WAY, SE4
 TEL: 01-692 7564/1884

Open
9.30-6.30

JK SPORTSCARS

Telephone
01-340 7487

SPORTSCARS WANTED



1966 DB6, ex-Sir David Brown (illustrated), in Roman purple; low mileage, recent factory overhaul; fitted refrigerated air conditioning, Webasto sun-roof, Selecta-ride, Sundym glass, h.r.w., chrome wires, p.b. radio, electric aerial. Beautiful condition ... **£2,595**
1967 Mk. 3 SPITFIRE, in white with black trim, fitted wire wheels ... **£589**
1966 (Dec.) ALFA Spider 1600 drophead, white with red upholstery ... **£625**
1966 M.G.-B, red with black interior, fitted wire wheels. Very fine car ... **£699**
1968 M.G.-B, red with black upholstery, fitted wire wheels, one owner from new, 11,000 recorded miles. Beautiful condition ... **£949**



1965 HEALEY 3000 (illustrated), red, with black interior, fitted wire wheels and overdrive, and a radio ... **£729**
1968 'E'-Type drophead, white with black upholstery; one owner from new, low mileage; chrome wire wheels, radio; pristine condition ... **£1,825**
1967 TR4A, in blue royale with black interior, folding-type hood; one owner from new ... **£825**



1968 M.G.-C, in white with black upholstery, fitted wires and overdrive ... **£865**

1964 HEALEY 3000 Mk. 3, two-tone white and black, with black trim. Fitted wires and overdrive, and a radio. Bills available for recent overhaul. A fine example ... **£639**
1968 'E'-Type drophead (illustrated), in primrose yellow with black upholstery, chrome wire wheels, radio, tinted screen; beautiful example ... **£1,795**
1967 TR4A, in blue royale with black interior, folding-type hood; one owner from new ... **£825**
1965 M.G. Midget, B.R.G. with black upholstery, fitted wire wheels; nice clean car ... **£399**
1966 'E'-Type drophead, primrose yellow with black upholstery, tinted screen, radio; beautiful example ... **£1,325**
1964 ASTON MARTIN DB5, in opalescent silver, with red hide upholstery electric windows, Sundym glass, 5-speed box, p.b. radio. This car must be seen ... **£1,395**
1965 TR4A, white with black upholstery, fitted wire wheels overdrive, radio; very bright car ... **£639**
1967 M.G.-B GT (illustrated), white with black upholstery, wire wheels and overdrive; very original example ... **£895**
1967 M.G.-B, black with black interior, wire wheels, and folding-type hood ... **£789**
1968 GT6, in red with black upholstery, fitted overdrive and radio ... **£789**
1968 TR5, in royal blue with black upholstery, fitted wire wheels; a very nice low-mileage car ... **£995**
1967 TR4A, Surrey top, in red with black upholstery, fitted wire wheels and overdrive; low mileage ... **£845**
1967 LOTUS 7 Mk. 3, yellow, 1500 Cosworth engine, close-ratio gearbox; very very hairy roadgoer ... **£695**
1969 TR6, Damson with black interior, wires and overdrive; one owner from new, recorded very low mileage ... **£1,395**
1968 M.G.-B, in mineral blue, fitted chrome wire wheels; one owner from new, low mileage ... **£929**
1968 'E'-Type drophead, in opalescent silver blue with black upholstery, fitted chrome wires, and a radio; low mileage ... **£1,795**
'H' Reg. PORSCHE 911 (illustrated), royal blue with beige upholstery, fitted Becker radio; outstanding example of this thoroughbred 4-seater ... **£1,975**
1968 M.G.-B Mk. 2, in white with black upholstery, fitted wire wheels and overdrive; very nice example ... **£959**
1967 M.G. Midget Mk. 3, 1275, in B.R.G., fitted wire wheels ... **£565**
1965 M.G.-B, red with black upholstery, wire wheels and overdrive and a radio ... **£595**
1967 S3 ELAN f.h.c., in white with black upholstery, knock-on wheels, p.b. radio, radial tyres; low mileage beautiful car ... **£1,039**
1968 SUNBEAM Alpine, in dark blue with black upholstery, fitted overdrive and p.b. radio ... **£795**
1968 TR5, in white with black upholstery, fitted wire wheels and overdrive ... **£1,035**

1969 ELAN S4, S.E., drophead, in Bahama yellow with black upholstery; one owner from new, low mileage; lovely condition ... **£1,375**



RELIANT GTE (illustrated), white with black upholstery, fitted overdrive, radio and tape-deck; beautiful example of this quick 4-seater ... **£1,695**
1967 ELAN S3 drophead, in Porsche orange, fitted k.o. wheels, radio; beautiful condition ... **£1,065**
1965 SUNBEAM Tiger, in B.R.G. with black trim; fine example of this rare car ... **£665**



1969 'H' Reg. LOTUS Europa (illustrated), Bahama yellow, with black upholstery; one owner from new, recorded mileage 12,000 ... **£1,425**
1968 TRIUMPH Spitfire, in red with black upholstery, fitted fastback hard-top, with soft-top, and wire wheels ... **£685**



HARD-TOPS: M.G.-B Bermuda hard-top ... **£55**
'E'-Type hard-top ... **£45**
Spitfire top, choice of two ... **£25**
Spridget Ashley fastback hard-top ... **£39**

DUE TO THE FACT THAT WE PURCHASE CARS DAILY IT IS IMPOSSIBLE TO LIST OUR CURRENT STOCK. IF THE CAR OF YOUR CHOICE IS NOT ADVERTISED, PLEASE DO NOT HESITATE TO TELEPHONE OUR SALES OFFICE, OR, BETTER STILL, COME AND BROWSE AROUND OUR SHOWROOM!

FOR YOUR CONVENIENCE: 24-HOUR ROBOPHONE SERVICE.

405 GREEN LANES - HARRINGAY - LONDON N4

(Nearest station: Manor House Tube, Piccadilly Line)

(Location: A to Z, Page 32, Section A4)

OUR STOCK CHANGES DAILY

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

INFORMATION

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

FOR SALE—continued

1953 JOWETT JAVELIN, M.O.T. MARCH 1971. Genuine reason for sale. Excellent condition; used daily; workshop manual; any inspection. F. Bayley, 51 James Hall St., Nantwich, Cheshire. (5455)

M.G. TC, 1949. EXCELLENT CONDITION; M.O.T.; taxed; new hood; re-trimmed etc. £395 o.n.o. 60 Portland Drive, Biddulph, S-o-T, Staffs. (5456)

18,600 MILES SINCE NEW FACEL VEGA H.K. 500, Reg. 18PG. Midnight blue. I honestly believe this motor car to be the finest example of this model in existence. Genuine enquiries only. £1,800. Tel.: Boxington (Herts) 2383. (5459)

BENTLEY, MK. VI SALOON. BEAUTIFUL condition; taxed; M.O.T. £370. 1937 Vauxhall 14/6. Coachbuilt convertible by Grosvenor Carriage Company; taxed; M.O.T. £185. Tel.: 01-834 0075. View at Nevill House, Norwood Lane, Meopham, Kent. (Evenings/Weekends). (5461)

SUNBEAM TIGER V.8, NOV. 1966. GENUINE 33,000 miles; M.O.T.; white hard top; J. A. Pearce mag. wheels; radio; absolutely immac. bodily, mechanically and interior. £765 o.n.o. H.P. possibly arranged. Mr. Chapman, "Eskdale Hotel", 35 Harboro Rd., Sale. Tel.: 061-973 6770. (5462)

M.G.-B ROADSTER, 1965. MINERAL BLUE; o/drive; radio; Pirellis; excellent condition; recent M.O.T. and tax. Good value. £595, exchange possible. G. E. Sykes, 22 Walton Rd., Wisbech, Cambs. Tel.: Wisbech 3321. (5464)

FOR SALE—continued

SAVE £1,100 ON NEW. BUY MY LOTUS Elan +2 Red; G registration; all extras; new Konis, exhaust and S.P. tyres; maintained regardless of expense, in fact somewhat too regardless. Colour photos on request. £1,475 or will exchange for convertible ('E'-Types etc. considered) in which to flee to warmer climate. Jonathan Moore. Tel.: March. (Cams) 2304 (9am-5pm). (5463)

CHROME HEADLAMP LUCAS 50554 TYPE MBD 166.3. App. 9 1/2 x 9 1/2; new; perfect. Offers please. Box 2429. (5465)

VOLVO SPORTS COUPE P1800S, 1965. Really magnificent car in red with black interior; 38,000 miles; 2nd car; overdrive; extras include radio; air horns; Walpres mirrors; interior temperature gauge; almost new Pirellis. Very good insurance terms usually available. £925 o.v.n.o. Tel.: Cardiff 756186. (5466)

RILEY 1 1/2-LITRE R.M.E. 1952. ONE OWNER until 1970. 79,000 miles. B.R.G. Domestic reasons force sale of this immaculate car. £275. Tel.: 021-429 4229. (5468)

M.G. TF 1500. A BEAUTIFUL CAR, NOT THE usual rubbish you've seen. Serviced and maintained by Toulmin Motors. £490. Wylie. Tel.: 874441 (Studio) 568 8494 (home). (5469)

DAIMLER SP250, CERTIFIED 23,000 MILES, 1961 model, one owner to June 1970, virtually all extras, completely original and in superb order throughout, sensible offers only please. Tel.: (1-460 5543, (evenings and weekends). (5470)

FOR SALE—continued

VINTAGE PEUGEOT, 1929, 1908 MODEL. Stark 2-seater body, l.h.d., unregistered. Very sound but in need of restoration. £115 o.n.o. Ray Potter, Tel.: North Weald 2523 (Essex). (5471)

TRAILER. 2-WHEEL STRONG PLATFORM, 6' x 12". Brakes, jockey wheel, 2" hitch. Ideal for any car. £35. Ray Potter, Tel.: North Weald 2523 (Essex). (5471)

TRIUMPH TR4A 1967, ROYAL BLUE, WIRES, undersealed from new. Immac. £730. 20, Lowther Gardens, Gunthorpe, Peterborough. Tel.: 722338. (5472)

ROLLS-ROYCE, 1934 "D" BACK SALOON. Taxed and M.O.T. original handbook, new tyres. £875. Tel.: Warwick 41519 (evenings). (5473)

METALLIC PEARL WHITE M.G.-B. 1965. Flared arches for 5 1/2 J 72-spoke wires, new engine, rebuilt g/box, overdrive, radio, fastback h/top, tonneau, Q.I. headlights, spots. Arbat, r/light, tow-bar, additional instruments, new battery, numerous extras. £675. Tel.: Walton-on-Thames 20480. (5474)

JAGUAR 420, DEC. 1966, OVERDRIVE, power steering, radio, sunroof, 29,800 miles, perfect. £1,100. Tel.: Kelvedon (Essex) 522. (5475)

BENTLEY 1951 MARK VI, BLACK STAND- ard steel saloon, good condition and excellent running order. Recent history available. £400. For inspection (Sussex) ring Ardingly (0444-88) 577. (5476)

FOR SALE—continued

1963 DB4 GT ZAGATO ASTON MARTIN. Only 25 ever produced, very few left. In first class order, a unique opportunity to obtain one of these very rare and exciting cars, and appreciating yearly. An investment at £3,750. Part exchange considered on pre-war quality sports car. Tel.: Selborne 339, write Bush House, Selborne, Hants. (5477)

1953 M.G. TD. RECON. ENGINE, BACK axle, new springs, hood, sidescreens. Resprayed, new radiator. £385 o.n.o. 1932 Austin 10, Resprayed, new headlining, chrome clutch, rewired, engine overhauled. £250 o.n.o. 1958 Mercedes 300C l.h.d. automatic. Recon. engine 500 miles ago. New M.O.T. £200 o.n.o. Hugh Bradford. Tel.: Haslemere 2413. (5478)

DELAGE D6/70 DROPHEAD 1937. IN EX- cellent condition. Take PX interesting car £575. Tel.: Durley 307. The Thatched Cottage, Sciviers Lane, Upham, Southampton, Hants. (5479)

LOTUS ELAN, 1968, S.E. WHITE DROP- head model with k.o. wheels and Radiomobile. Carefully looked after, a bargain at £1,050. Tel.: 021-354 4724. (5480)

XK140. F.H.C. 1956. RED. 'C' TYPE ENGINE. Recently re-upholstered. New flooring, etc. Radio. Bodywork very good. A fine example of this rare and appreciating car. £480. Part exchange considered. Tel.: Hockley (Essex) 2989. (5481)

M.G. J2, 1933, SINGLE OVERHEAD CAM engine. Excellent condition. New weather equipment and tyres. £295. Tel.: 061-224 5878. (5482)

CHRIS STEEL & JACK LEVY

HELLINGLY 508

01-637 1530

HACKHURST LANE
LOWER DICKER
SUSSEX (A22)

XK150S 3.4 roadster, chrome w/w. £950
XK120 roadster, 1951, white, black interior. New clutch, flywheel, sliding sidescreeens £550
XK150s, various f.h.c. & d.h.c. available. Prices £400 to £700
'E' Special, 1968, fully modified engine, fully trimmed interior. Lightweight f.h.c. £725

ALVIS TA14 d.h.c., engine overhauled; new hood, steering, tyres £210
ALVIS TC21/100 saloon, wires, sun-roof. KMJ 1... £300
AUSTIN HEALEY 100 'Le Mans'. New M.o.T., taxed £150
1962 'E'-Type f.h.c., green, green int., new clutch, g/box £575
Jaguar and Alvis spares cheap to clear.



ALLOY WELDING

Specialised repairs to BLOCKS HEADS and CRANKCASES, CAM-SHAFTS and ROCKERS Hardfaced.
Guaranteed 'No Distortion' Weld Repairs to O.H.C. Heads
LISELOTT WELDING SERVICE
9a Broadway, Bexleyheath, Kent
Tel.: Bexleyheath 9831 (2 lines)

SPORTSCARS WANTED

1965 TO 1970
J. K. SPORTSCARS
See our advert on page 1015

Be well-equipped

You need not worry about the painful and lingering minor burns that occur from time to time in leisure pursuits if you keep BURNEZE close to hand. This unique new scientific aerosol cools and anaesthetizes. BURNEZE takes the heat out of a burn in just 8 seconds, then controls the blistering and pain that steal skill from nimble fingers. Be well-equipped - buy BURNEZE, from chemists.

Potter & Clarke Ltd Croydon
CR9 3LP

THE HYDE MOTOR CO. UNBEATABLE FOR



153 Edgware Road, Hendon, N.W.
Colindale 7898

B.M.W. ALPINA

Full range of tuning equipment and 2002 Ti conversions now available from

Crayford Auto Developments Ltd
Westerham, Kent
(Tel. 3087)

FOR SALE—continued

PORSCHE 356 "B" 1963 MINT CONDITION. Stuttgart maintained. View central London. Best offer over £800. Tel.: 01-589 5713 (office 01-499 1141). (5598)
1965 TVR GRIFFITH, ALMOST NEW ENGINE, solid lifters, four barrel carb, rebuilt T10. C/ratio box, resprayed, £995. Terms possible. Tel.: 01-440 4195. (5603)
1965 MUSTANG HARDTOP, HIGH PERFORMANCE, V-8, floor shift, £895. Terms possible. Tel.: 01-440 4195. (5600)
TR4, 64 MODEL, ENGINE RECOND. SURREY New tyres, M.o.T., excellent £345. Tel.: Prescott (Lancs.) 4857. (5601)
BEM 1 ON 1961 RAPIER, CAR IS ABOVE average for year, £375 o.n.o. Tel.: 051-924 1067. (5602)
1930 FORD MODEL A COUPE, M.o.T. SOUND condition. £595, Exchange considered, Box 2435. (5603)
ALVIS GREY LADY, 1954 SPORTS SALOON, immaculate throughout, recent mechanical overhaul, M.o.T. W/wheels twin S.U.'s etc. £230 or offers. Tel.: Southend 45520. (5604)
FORD CORTINA 1968, 1600 c.c. CROSSFLOW engine. £30. Tel.: Adderbury (Oxon) 320. (5605)
LANCIA FLAMINIA SALOON, RHD, REGD. 1963, mileage 27,172. Unused since November 1965. Genuine bargain at price ensuring disposal. seen Hampshire, Box No. 2458. (5606)
RILEY 1½-LITRE 1948, MINT, NEW M.o.T., only 60,000. £150. After 8th September. Tel.: Sevenoaks 58628. (5607)
M.G. MAGNETTE ZB VARITONE, 1958, Very reliable, Gold Seal engine, recent new battery, exhaust, needs sills and attention to bodywork, M.o.T., August 1971, £55. Munden, 67 Lilliesfield Ave., Barnwood, Gloucester. (5603)
"E"-TYPE 4.2 ROADSTER 1967 RED, CWW, radio, new tyres, taxed Feb., 1971, H.P. arranged, £1,365, o.n.o., Yeomans, 139 Woodhouse Rd., Hareley Woodhouse, Derbs. (5609)
BRISTOL 406. (REG. NO. 95 MPH) IN EXCELLENT condition throughout £550 o.n.o. accepted for quick sale. Tel.: Burscough 3458 (Lancs.). (5610)
LOTUS ELAN SPECIAL EQUIPMENT CONVERTIBLE red, 12,000 miles. Bargain £1,245. Terms. Exchange considered. Tel.: Vickers, Chesterfield 77503. (5611)
BENTLEY S2 1961 SHELL GREY, SUNDY glass, one owner, 70,000 miles, full documented history, £1,850 or offer. Terms. Exchange considered. Tel.: Vickers, Chesterfield 77503. (5611)
9 P.P.C. ON JAGUAR MK. IX, AUTOMATIC 1960, taxed M.o.T., green/grey, excellent example, offers £225. Thompson, 1, Trevaunance Flat, Quay, St. Agnes. (5612)
B.M.W. 1800 TI ACTUAL "MOTOR" ROAD Test Car. Titled first private owner, present owner life long B.M.W. enthusiast. Gleaming metallic silver, Duo black/dark red upholstery 1964 would shame many '68 models. Absolute gift £520 quick reluctant sale. Malin, 'Thornhill', 1 Broomieknowe, Lasswade, Midlothian, Tel.: Lasswade 2250. (5613)
ALFA ROMEO GIULIA TI 1964, 1,600 C.C. 5 speed 2 tone, Cinturatos, goes like an Alfa should, not perfect but gift at only £275 for quick reluctant sale. Malin, 'Thornhill', 1 Broomieknowe, Lasswade, Midlothian, Tel.: Lasswade 2250. (5613)
JAGUAR XK 120 COMPLETELY OVERHAULed, white, immac. condition, 1,000 miles since reborn. £1,000. Beaman, Vellator, Braunton, North Devon. Tel.: Braunton 138. (5614)
MINI MARCOS, 998 C.C. COOPER ENGINE "G" registration, metallic green, black upholstery, racing cam. £600. Beaman, Vellator, Braunton, North Devon. Tel.: Braunton 138. (5614)
JAGUAR XK150S FHC. GENERALLY GOOD condition, bodywork requires some attention, mainly to doors, delivery arranged anywhere. £325. for quick sale. Lovel, 48 St. John's Rd., Driffild. Tel.: Driffild 2232 (Yorks.) (5615)
ASTON MARTIN 1954 DB 2/4, 2.6 VANTAGE, Mk. III bonnet, good value for £375 or P/ex. Tel.: 01-647 5081. (5616)

FOR SALE—continued

TVR GRANTURA MK. 2A, 1961, GOLD SEAL, M.G.-A 1600 engine, wire wheels, M.o.T. June 1971, taxed September, consider part exchange. Tel.: Godalming 6913 (evenings, weekends). (5617)
1275 COOPER "S" 1966 WITH 1967 SPECIFICATION by works in excellent condition. Full history available £495. Tel.: 051-625 8213 (evenings). (5618)
PEERLESS GT, SIMILAR GILBERN GT, 4 seats, white, black interior, TR mechanics, M.o.T., Fast, economical, good condition, offers over £300. Tony Jones, Allerton Hill Y.M.C.A., Chapel Allerton, Leeds 7. Tel.: Leeds 687577 or 29774 (office hours). (5623)
IMMACULATE MK. I SPRITE, WHITE, black interior, taxed October, recent battery, hood, tyres. £210. Tel.: 01-462 1827. (5621)
1966 ELAN SZ DHC. AUBERGINE, 45,000 miles, radio, VGC, £775 o.n.o. Tel.: 01-573 4161. (5622)
PIPER GTS SEPTEMBER '61, IMMACULATE, yellow, radio, fat mags, 9,000 miles, £1,300 or £800+£25 per month. Tel.: 01-573 4161. (5622)
PORSCHE CARRERA 2 CONVERTIBLE, good condition, grey/tan leather. Investment at £890 o.n.o. 54, Brassie Ave., London W.3. (5623)
V8 PILOT, IMMACULATE, MUST FIND good home, tax, M.o.T., go anywhere £200. Tel.: Norwich 23394, 23585. (5624)
MERCEDES 190 SL, DEC. '59, HARD/SOFT tops, tonneau, radio, almost new Cints., new exhaust system. Low mileage for year. Much above average condition. Finished in Kolts-Royce tudor grey, £650. Box 2459. (5625)
HISTORIC RACING CAR, WELL KNOWN, blown M.G. PB racing special. Successful car in excellent condition. Trailer, etc., £925. 78, Derby Rd., Heaton Moor, Stockport. (5626)
TR2, THREE OWNERS, NEW ENGINE, Pirellis, over £100 recently spent including steering, battery, dynamo, hood, quartz headlights. Very sound though paintwork faded, £140. Harrison, 62 Second Ave., Ravenswing Park, Aldermaston, Berks. (5627)
"E" TYPE JAGUAR, 1964 F.H.C. A SUPERB example in every respect, £795, no offers. Tel.: Southport (Lancs) 4757 (office hours). (5628)
1965 MINI COOPER S GREY/WHITE, ONE careful owner and one idiot since new. Replacement engine £325. Langley, 33 Greenway, Sutton Coldfield, Warwickshire. Tel.: 021-308 0116 (evenings). (5629)
TVR MK. III GRANTURA 1,622 C.C. 1963, wire, l/rim, o/cooler, etc., About £425. Tel.: Hemsley, Ilkeston 6605. (5630)
LANCIA AURELIA, B.20, 1958, ONE OF THE last of the series. Two owners, history for last 7 years available, maintained regardless. Full years M.o.T., twin speaker radio. A very genuine example of this scarce, classic GT car. Offers around £375. Part exchange considered. Tel.: Farnham (Surrey) 3186. (5631)
LANCIA FULVIA FIXED-HEAD COUPE 2+2, 1966, Finished in immaculate dark blue with matching blue interior. Push-button radio. 12 months M.o.T. £845. H.P. and P.X. arranged. Tel.: 01-235 6326, or 01-858 5367. (5632)
V.TESSE MK. II 2-LITRE, 12,000 MILES only, Valencia blue, heated rear screen, U/sealed, aero fan, Dixon Bate tow bar (hardly used). This car cost over £1,050. Any trial or examination £825 o.n.o. Tel.: 021-429 5856 (week-days) or 0492-65-3296 (weekends). (5633)
WILLMENT SPRINT CORTINA 1964 (DEC.) Dragon red, black trim, full Willment conversion including uprated second, lowered suspension, engine mods. Recent engine overhaul £350 o.n.o. Wellby Tel.: Tisbury (Glos.) 319. (5634)
LANCIA FLAVIA COUPE, QUALITY GT car in excellent condition, fast yet 28-30 m.p.g. Low mileage for year, F.W.D., reclining seats, oil cooler, 4 wheel disc-brakes. Pininfarina body resembles Ferrari. Price £650. Tel.: East Dean (Sussex) 2233 or write, Hookey, 2 Rose Cottages, Old Common Rd., Cobham, Surrey for details and photo. (5635)

You know Janspeed tuning equipment and Piper cams are the best!
You know Kenlowe cooling fans are the best!

Get them from:
J.M. ACCESSORIES LTD.
125 Golders Green Rd., N.W.11
01-455 4272 TRADE/RETAIL

If you'd had it inspected, You'd have known what's defective!
Qualified engineers locate and inspect cars of your choice.

KENSINGTON ASSOCIATES
1-3 SOUTH STREET, EPSOM, Surrey.
TEL.: EPSOM 27011. TELEX: 28481
(Tel. After hours, 01-657 4830)



One of the last and finest HRGs, £2,000 restoration at Factory. Hydraulics, Chrome Borraris, Chrome axle, steering, Crossflow head—twin Webbers. In brand new condition throughout.
1920 Silver Ghost Doctor's coupé.
1933 20/25-h.p. Hooper sports saloon.
1924 Mors 7-passenger tourer.
1948 Aston-Martin Spa winner.
1927 Itala Tipo 61 convertible.
Exchanges and deferred terms available.
L. Potter, Ham Mill, Newbury 1346

SPECIALIST RESTORATIONS
including Framing, Panelling, Trimming and Refinishing to Classical Motor Cars
Contact
JOHN FLETCHER
TWYNING SERVICE STATION
Worcester Road, Tewkesbury.
Tel.: Tewkesbury 3448



SUNBEAM ALPINE MK III 1955
Connoisseur's Specimen Example. Similar to the cars used by the Rootes Works Teams of 1953/4. Immaculate leucured coachwork in unmarked ERMINE WHITE cellulose. New interior trim and upholstery in CARDINAL RED with WHITE piping. New carpets, new chrome, etc., etc., heater, screen-wash, and all the usual Sunbeam refinements including overdrive. This must be the finest available example of this rare classic two-seater, the condition of which must be seen to be believed.
Also available: Actual WORKS TEAM CAR, ex-Leslie Johnson, presently undergoing restoration, and various other Sunbeams.
Hire Purchase, Part Exchange, etc.
"Sterling Cars"
HIGH STREET,
WALTON-ON-NAZE, ESSEX
Tel.: Frinton-on-Sea 5768

Tony Cosgrove

1970 TVR Tuscan, marigold; every extra. Cost new £1,950, accept £1,795
1970 CAPRI 3000 Executive, silver. Great saving £1,445
1969 M.G.-C roadster, o/drive, wire wheels; 10,000 miles £995

268 High Street, Sutton, Surrey
Tel: 01-642 4456

Genuine English Pewter Tankards

ONLY 35/- ea.

PLUS 3/- p.p. IDEAL GIFT OR PRIZE

Big saving on shop prices. State initials required (if any) — 1/- each extra. Send cheque/P.O. with order. Delivery 7/10 days. Money-back guarantee. Club Secretaries write for Sports Trophy Catalogue.

JOHN TAYLOR (SILVERSMITHS) LTD., Dept. P.4, 26 Red Lion Square, London, WC1R 4RW.



MINI and COOPER OWNERS

bring your pre-1970 car **UP TO DATE**
FIT WINDING WINDOWS

also **TINTED WINDOWS** for all MINIS

Ring **01-937 1166** : or write for brochure

TILLING AUTOMOTIVE LTD.

6 Adam & Eve Mews - Kensington - W.8
(Home and Export Sales)



FOR SALE—continued

VAST PHANTOM II LIMOUSINE. Excellent order following £750 major overhaul leading specialists. Good cylinder head, tyres. Would make superb towing/tender Vintage meetings, seats nine plus trunk. About £1,500 before recellulofising, carpeting, etc. Box. 2436. (5636)
1966 M.G.-B, LHD, WIRE WHEELS, O/DRIVE, new tyres, one owner, £550. Tel.: 01-560 0271. (5637)
1958 MERCEDES 190 RADIO, BELTS, TOWBAR, IST, new Konis and battery, M.o.T., Regn., BEPA. First £100. Newman, Wheelwrights, Dormansland, Surrey. Tel.: Lingfield 2603. (5638)
REGISTRATION NOS: 8HP AND NUFIO on Goggomobil and Rover for sale. Offers, M. Clarke, 31, Southbrook Rd., Lee, London, S.E.12. Tel.: 01-852 8904. (5639)
1967 JAGUAR "E"-TYPE AUTOMATIC in perfect mechanical and coachwork order, radio. Maintained by works specialists. £1,500 for prompt private sale. May be seen London, Box 2437. (5640)
FOD 1926. TWO-SEATER ITALIAN SPORT car 3-litre o.h.c., only survivor, very concours condition, bills for £1,500-£3,000. Garage Du Collectionneur Etree Par Magny (Avallon) (France). (5641)
1928 AUSTIN 7 FABRIC SALOON CAR. restored throughout, immaculate, M.o.T., £375 o.n.o. Tel.: 01-202 7855. (5642)
1953 M.G. TD VERY GOOD CONDITION, recent respray, Cinturatos, M.o.T., taxed November, £250 o.n.o. Tel.: 01-202 9016. (5642)

FOR SALE—continued

1949 DAIMLER 2½-LITRE DROPHEAD coupé by Barker, excellent condition and mechanics, new hood/carpet/tyres, long M.o.T., taxed, £325. Tel.: 01-202 9016. (5642)
BENTLEY 3½-LITRE LE MANS TOURER. Concours. Completely restored. Finished in B.R.G., red trim. Mint. Full details and price: Tel.: 01-643 2336. 61 Tonfield Rd., Sutton, Surrey. (5693)
MORGAN +4, 1952, YELLOW. SUPERB condition. First offer over £400 secure; will deliver. Apply: Cunnell, 74 Haig Court, Bradford St., Chelmsford, Essex. (5694)
LAGONDA, 1955, 3-LITRE 4-SEATER convertible. Vantage engine, all-aluminium body. Recently resprayed in steel blue. Upholstery and woodwork immaculate. New red tonneau cover. New engine fitted July 1970. Five new tyres and new exhaust system. Taxed and 12 months' M.o.T. Whole car in concours condition and is the finest remaining model of its type in Britain today. Price also includes another complete car for spares. £750. Tel.: Caistor (Lincolnshire) 229 (day), 301 (night). (5695)
TRIUMPH TR2, B.R.G. IMMACULATE body, no rust. 2.2-litre engine, shattering 110-m.p.h. performance. Must sell, owner going abroad. £225 o.n.o. Tel.: 01-458 3711. (5696)
ZAGATO: FIAT ZAGATO ABATHA 750. Double bubble. Silver. Fitted new 850 standard engine. New wheels and tyres. Very rare car. Untidy. £350. Tel.: 01-589 4855. (5697)
ABBOTT HEALEY, 1952, DROPHEAD. New tyres. M.o.T. Very nice condition, in daily use. £250 o.n.o. Tel.: Sutton 574. (5698)
MINI 1000 MK. II SUPER DE LUXE, 1968. Enthusiastically maintained in mint condition. Wide-rim wheels, Cinturatos, automatic belts. Taxed. Bargain, £475. Tel.: Guildford 64250. (5699)

FOR SALE—continued

MORGAN SPARES: BREAKING 1955 4-seater Plus 4. Abbott, 41 Gilmerton Ct., Long Rd., Cambridge. (5700)
328 B.M.W., EX-ANTHONY CROOK. BRISTOL 401 engine/gearbox. Satisfactory mechanics; excellent bodywork. £750. Hobbs, The Retreat, Abbotsfield, Tavistock, Devon. Tel.: Tavistock 2713. (5701)
SUNBEAM TIGER, SEPT. 1966. £685. Carnival red, black trim. Hard- and soft-tops; radio, underseal, Cinturatos. Above average condition. Fish, Tel.: Newcastle 27134, or Ponteland 2919 (after 7 p.m.). (5702)
ALLARD K-TYPE 2-SEATER SPORTS, 1950. Excellent condition, original. £200 recently spent on engine and brakes. Good weather equipment, fold-flat screen. £550 o.n.o. "Glengariff", Vine Rd., Barnes, S.W.13. Tel.: 01-878 1386 (after Sept. 4th). (5703)
1935 AUSTIN SEVEN. COACH-PAINTED, re-trimmed. Very good condition. M.o.T. Many spares. £95 o.n.o. Tel.: 051-727 4991. (5704)
TIGER 4.2 V8, 1966, WHITE. HARD/SOFT- tops, 5½Js; 76,000. £650 o.n.o. Tel.: Nottingham 43060, Bingham 2218. (5705)
LANCIA FLAMINIA WITH BODY BY Touring of Milan. A rare car which will become a classic. Hard- and soft-tops, very fast engine. Everything in v.g.c. M.o.T. £500. Tel.: 01-794 9588. (5708)

FOR SALE—continued

ALFA ROMEO GIULIA 1600 SPRINT Bertone coupé, 1963, but absolutely mint everywhere. Must be unique opportunity to acquire best preserved example of probably the prettiest modern Alfa. Genuine 24,000 miles and two meticulous owners from new. Completely unmodified. L.H.D. Alfa red with black upholstery. £500. Evenings/weekends: Hare, Ryber Cottage, Abbots Rd., Abbots Langley. Tel.: King's Langley 64902. (5706)
1966 TRIA, OVERDRIVE, WIRE WHEELS, tonneau, Cinturatos. Wedgwood. Excellent condition throughout. £690. Tel.: Sheffield 368084. (5707)
ALFA ROMEO 2600 SPIDER, R.H.D. RED. M.o.T., taxed. Excellent condition throughout. £550. Tel.: Wokingham 1353 (evenings). (5709)
PORSCHE 356-B SUPER 90. SUPERB RED coachwork and black interior. Beautiful condition throughout, with radio, belts, etc. Tel.: Dudley 58373. (5710)
GINETTA G15, 1969. 16,000 MILES WITH one owner. Positano yellow, black interior. Fully instrumented, heater, Cints. 100 m.p.h., 40 m.p.g. £650 for quick sale. Tel.: Bristol 662506 (day), Street 3647 (evenings). (5711)
ALFA ROMEO GIULIA SPRINT GT, 1954 (post July). New barrels, pistons, etc. Not fully run-in. Grey, red interior. Move forces sale. £600. Howell, Tel.: Emsworth 4342. (5712)

SPORTSCAR GARAGES

DAIMLERS



Aluminium 3-str. Roadster (as above.) Recon. engine, new exhausts; rebuilt steering, brakes, f/suspension. One only... £695



BARKER Special Sports 3-str. alloy coupés (as above). Choice 3, from ... £475



HOOPER "Empress", all-alloy, razor- edge coachwork. Choice 3, from ... £425
CENTURY II, Automatic saloons, choice 2 ... £295, £310
CENTURY Pres-selector saloons, from £210
CENTURY Power-hood 4-str. conv. £345
BARKER 4-str. alloy coupé ... £425

42, TWYFORD ST., LONDON, N.1
Open: Tel.: Tube:
10-6 01-837 3766 Kin.'s X

OUTSTANDING ZODIAC AUTOMATIC

1966 Mk. IV

Silver fox, black interior.
Reclining seats.
One owner.

£595

THE
HYDE MOTOR CO.
COLINDALE 7898

FANTASTIC OFFER

NEW TYRES — AT LAST WE HAVE THEM IN STOCK —
5.25 x 21 at £15 13s. 0d. each

Reams of Rileys
(5.00 x 19 India, £7 11s. 0d. each)

Masses of M.G.s
(400 x 19 Dunlop, £5 9s. 0d. each,
450 x 19 Dunlop, £6 9s. 0d. each)

Bags of Bentleys
(5.50 x 19.6 P.R. Dunlop, £11 11s. 6d. each;
6.50/7.00 x 19 Dunlop Fort, £17 0s. 6d. each.)

Many other Unusual Tyres in stock.

HAMPSTEAD TYRES LTD.
31 FORTUNE GREEN ROAD,
LONDON, N.W.6
Tel.: 01-435 8988/4992

for **LOTUS** SOUTH LONDON MOTORS
512/522 STREATHAM HIGH RD. 01-764 4444
STREATHAM · LONDON · S.W.16.

RILEY SPARES! RILEY SPARES!

Now fantastic news, folks! I'm negotiating the purchase of an enormous stock of Riley spares, worth several thousands of pounds. Virtually everything the 1½, 2½, and Pathfinder owner could ever want will very soon be available. I look forward to extending my services to many new customers and can assure all Riley owners of prompt, friendly service, with first-class parts at reasonable prices. No lists, there will be too much to sort out — but write, 'phone, or call in for a quote/chat. PLEASE, PLEASE — S.A.E. DOES HELP ME REPLY SOONER.

BRIAN RENWICK, BRACKEN, WATER LANE, GOLANT, FOWEY, CORNWALL
Tel.: Fowey 2229

BBRRRM!!
CHINGFORD'S Sports Car Centre

'68 TR5, o/d., w/w., £1,085

'66 M.G.-B, w/w., o/d., £695

'64 VOLVO 1800, o/d., £825

'69 SPITFIRE, white, w/w., £765

'67 GT6, red, w/w., £725

'68 M.G.-B, w/w., o/d., spots, £965

'70(J) TVR Tuscan, o/d., £1,595

'65 A.H. 3000, w/w., o/d., £795



HORNBLADE Motors Limited

109 OLD CHURCH ROAD,
CHINGFORD, E.4. 6ST 01-524 0937

MINI and COOPER OWNERS

bring your pre-1970 car UP TO DATE

FIT WINDING WINDOWS

also TINTED WINDOWS for all MINIS

Ring 01-937 1166 : or write for brochure

TILLING AUTOMOTIVE LTD.

6 Adam & Eve Mews - Kensington - W.8

(Home and Export Sales)



FOR SALE—continued

VAST PHANTOM II LIMOUSINE. Excellent order following £750 major overhaul leading specialists. Good cylinder head, tyres. Would make superb towing/tender Vintage meetings, seats nine plus trunk. About £1,500 before recellulofing, carpeting, etc. Box 2436. (5636)

1966 M.G.-B, LHD, WIRE WHEELS, O'DRIVE, new tyres, one owner, £550. Tel.: 01-560 0271. (5637)

1958 MERCEDES 190 RADIO, BELTS, TOWBAR, 1ST, new Konis and battery, M.o.T., Regn., BEPA. First £100. Newman, Wheelwrights, Dormansland, Surrey. Tel.: Lingfield 2603. (5638)

REGISTRATION NOS: BHP AND NUFIO on Goggomobil and Rover for sale. Offers, M. Clarke, 31, Southbrook Rd., Lee, London, S.E.12. Tel.: 01-852 8904. (5639)

1967 JAGUAR "E"-TYPE AUTOMATIC IN perfect mechanical and coachwork order, radio. Maintained by works specialists. £1,500 for prompt private sale. May be seen London, Box 2437. (5640)

FOD 1926, TWO-SEATER ITALIAN SPORT car 3-litre o.h.c., only survivor, very concours condition, bills for £1,500—£3,000. Garage Du Collectionneur Etree Par Magny (Avallon) (France). (5641)

1928 AUSTIN 7 FABRIC SALOON CAR, restored throughout, immaculate, M.o.T., £375 o.n.o. Tel.: 01-202 7855. (5642)

1953 M.G. TD VERY GOOD CONDITION, recent respray, Cinturatos, M.o.T., taxed November, £250 o.n.o. Tel.: 01-202 9016. (5643)

FOR SALE—continued

1949 DAIMLER 2-LITRE DROPHEAD coupé by Barker, excellent condition and mechanics; new hood/carpet/tyres, long M.o.T., taxed, £325. Tel.: 01-202 9016. (5644)

BENTLEY 3-LITRE LE MANS TOURER, Concours. Completely restored. Finished in B.R.G., red trim. Mint. Full details and price: Tel.: 01-643 2336. 61 Tonfield Rd., Sutton, Surrey. (5693)

MORGAN +4, 1952, YELLOW, SUPERB condition. First offer over £400 secures; will deliver. Apply: Cunnell, 74 Haig Court, Bradford St., Chelmsford, Essex. (5694)

LAGONDA, 1955, 3-LITRE 4-SEATER CON-vertible. Vantage engine, all-aluminium body. Recently resprayed in steel blue. Upholstery and woodwork immaculate. New red tonneau cover. New engine fitted July 1970. Five new tyres and new exhaust system. Taxed and 12 months' M.o.T. Whole car in concours condition and is the finest remaining model of its type in Britain today. Price also includes another complete car for spares. £750. Tel.: Caistor (Lincolnshire) 229 (day), 301 (night). (5695)

TRIUMPH TR2, B.R.G. IMMACULATE body, no rust. 2.2-litre engine, shattering 110-m.p.h. performance. Must sell, owner going abroad. £225 o.n.o. Tel.: 01-458 3711. (5696)

ZAGATO : FIAT ZAGATO ABATHA 750. Double bubble. Silver. Fitted new 850 standard engine. New wheels and tyres. Very rare car. Untidy. £350. Tel.: 01-589 4855. (5697)

ABBOTT HEALEY, 1952, DROPHEAD. New tyres. M.o.T. Very nice condition, in daily use. £250 o.n.o. Tel.: Sutton 574. (5698)

MINI 1000 MK. II SUPER DE LUXE, 1968. Enthusiastically maintained in mint condition. Wide-rim wheels, Cinturatos, automatic belts. Taxed. Bargain, £475. Tel.: Guildford 64250. (5699)

FOR SALE—continued

MORGAN SPARES : BREAKING 1955 4-seater Plus 4. Abbott, 41 Gilmerton Ct., Long Rd., Cambridge. (5700)

328 B.M.W., EX-ANTHONY CROOK, BRIS-tol 401 engine/gearbox. Satisfactory mechanics, excellent bodywork. £750. Hobbs, The Retreat, Abbotsfield, Tavistock, Devon. Tel.: Tavistock 2713. (5701)

SUNBEAM TIGER, SEPT. 1966, £685, Carnival red, black trim. Hard- and soft-tops; radio, underseal, Cinturatos. Above average condition. Fish, Tel.: Newcastle 27134, or Ponteland 2919 (after 7 p.m.). (5702)

ALLARD K-TYPE 2-SEATER SPORTS, 1950. Excellent condition, original. £200 recently spent on engine and brakes. Good weather equipment, fold-flat screen. £550 o.n.o. "Glengariff", Vine Rd., Barnes, S.W.13. Tel.: 01-878 1386 (after Sept. 4th). (5703)

1935 AUSTIN SEVEN, COACH-PAINTED, re-trimmed. Very good condition. M.o.T. Many spares. £95 o.n.o. Tel.: 051-727 4991. (5704)

TIGER 4.2 V8, 1966, WHITE, HARD/SOFT-tops, 5JJs; 76,000. £650 o.n.o. Tel.: Nottingham 43060, Bingham 2218. (5705)

LANCIA FLAMINIA WITH BODY BY Touring of Milan. A rare car which will become a classic. Hard- and soft-tops, very fast engine. Everything in v.g.c. M.o.T. £500. Tel.: 01-794 9588. (5708)

FOR SALE—continued

ALFA ROMEO, GIULIA 1600 SPRINT Bertone coupé, 1963, but absolutely mint everywhere. Must be unique opportunity to acquire best preserved example of probably the prettiest modern Alfa. Genuine 24,000 miles and two meticulous owners from new. Completely unmodified. L.H.D. Alfa red with black upholstery. £500. Evenings/weekends: Hare, Ryber Cottage, Abbots Rd., Abbots Langley. Tel.: King's Langley 64902. (5706)

1966 TR4A, OVERDRIVE, WIRE WHEELS, tonneau, Cinturatos. Wedgwood. Excellent condition throughout. £690. Tel.: Sheffield 368084. (5707)

ALFA ROMEO 2600 SPIDER, R.H.D. RED. M.o.T., taxed. Excellent condition throughout. £550. Tel.: Wokingham 1353 (evenings). (5709)

PORSCHE 356-B SUPER 90, SUPERB RED coachwork and black interior. Beautiful condition throughout, with radio, belts, etc. Tel.: Dudley 58373. (5710)

GINETTA G15, 1969, 16,000 MILES WITH one owner. Positano yellow, black interior. Fully instrumented, heater, Cints, 100 m.p.h., 40 m.p.g. £650 for quick sale. Tel.: Bristol 662506 (day), Street 3647 (evenings). (5711)

ALFA ROMEO GIULIA SPRINT GT, 1954 (post July). New barrels, pistons, etc. Not fully run-in. Grey, red interior. Move forces sale. £600. Howell, Tel.: Emsworth 4342. (5712)

SPORTSCAR GARAGES

DAIMLERS



Aluminium 3-str. Roadster (as above.) Recon. engine, new exhausts; rebuilt steering; brakes, f/suspension. One only... £695



BARKER Special Sports 3-str. alloy coupés (as above). Choice 3, from ... £475



HOOPER "Empress", all-alloy, razor-edge coachwork. Choice 3, from ... £425

CENTURY II, Automatic saloons, choice 2 ... £295, £310

CENTURY Preselector saloons, from £210

CENTURY Power-hood 4-str. conv. £345

BARKER 4-str. alloy coupé ... £425

42, TWYFORD ST., LONDON, N.1
Open : Tel.: Tube:
10 - 6 01-837 3766 Kin.'s X

OUTSTANDING ZODIAC AUTOMATIC

1966 Mk. IV

Silver fox, black interior.

Reclining seats.

One owner.

£595

THE
HYDE MOTOR CO.
COLINDALE 7898

FANTASTIC OFFER

NEW TYRES — AT LAST WE HAVE THEM IN STOCK —

5.25 x 21 at £15 13s. 0d. each

Reams of Rileys (5.00 x 19 India, £7 11s. 0d. each)

Masses of M.G.s (400 x 19 Dunlop, £5 9s. 0d. each, 450 x 19 Dunlop, £6 9s. 0d. each)

Bags of Bentleys (5.50 x 19.6 P.R. Dunlop, £11 11s. 6d. each; 6.50/7.00 x 19. Dunlop Fort, £17 0s. 6d. each.)

Many other Unusual Tyres in stock.

HAMPSTEAD TYRES LTD.
31 FORTUNE GREEN ROAD,
LONDON, N.W.6
Tel.: 01-435 8988/4992.

for **LOTUS** SOUTH LONDON MOTORS
512/522 STREATHAM HIGH RD. 01-764 4444
STREATHAM · LONDON · S.W.16.

RILEY SPARES! RILEY SPARES!

Now fantastic news, folks! I'm negotiating the purchase of an enormous stock of Riley spares, worth several thousands of pounds. Virtually everything the 1½, 2½, and Pathfinder owner could ever want will very soon be available. I look forward to extending my services to many new customers and can assure all Riley owners of prompt, friendly service, with first-class parts at reasonable prices. No lists, there will be too much to sort out — but write, phone, or call in for a quote/chat. PLEASE, PLEASE — S.A.E. DOES HELP ME REPLY OWNER.

BRIAN RENWICK, BRACKEN, WATER LANE, GOLANT, FOWEY, CORNWALL
Tel.: Fowey 2229

BBRRRM!!

CHINGFORD'S
Sports Car Centre



'68 TR5, o/d., w/w., £1,085

'66 M.G.-B, w/w., o/d., £695

'64 VOLVO 1800, o/d., £825

'69 SPITFIRE, white, w/w., £765

'67 GT6, red, w/w., £725

'68 M.G.-B, w/w., o/d., spots, £965

'70(J) TVR Tuscan, o/d., £1,595

'65 A.H. 3000, w/w., o/d., £795



HORNBLADE Motors Limited

109 OLD CHURCH ROAD,
CHINGFORD, E4. 6ST 01-524 0937



**BADGE
INLAID**



**MORGAN
GEAR
KNOBS
25/6**

MORRIS STAPLETON MOTORS LTD.

Reece Mews, London, S.W.7

Tel.: 01-589 6894

The Racing Morgan Agents

The Stapleton Brothers, always camera shy when comparing cars like the fantastic, super, incredible, trendy, smart jet-setting Morgan so the A-k-y, have on the grid in the front row four yellow Morgans which are a 1969 +8 with 12,000 miles (some aeronautical, we're sure). A 1968 4/4 with luggage rack, leather interior, etc., a '66 4/4, wire wheels, black leather interior, wing mirrors, and always a 1951 Plus 4 4-seater in the most amazing condition, as is a '54 Plus 4 in green sitting behind it on the next row. Next is a blue '62 Plus 4 4-seater, with TR engine, disc brakes (for those who get over-excited), and radio (for those who get under-excited). Turning on next is a '63 Plus 4 coupe, in fiery red, wire wheels, with meaty tyres ready for burning off a '59 chocolate Plus 4 coupe (which as one person commented, "I just love the smell of old leather"), really trundles well. In the next formation sit a '59 mauve Plus 4, with bucket seats, and another Plus 4 in blue with wire wheels, owner now drives an A.C. but bird wants his Morgan back, we live in hops. Nearly forgot the gem of the month, which is a '68 Plus 4 coupe, in green, with practically every extra on it, even two ignition keys. Next month is Motor Show time and our annual Morgan owners' cocktail party.



**MORGAN
KEY FOBS
7/6**



**MORGAN
BADGES
6/6**

FOR SALE—continued

RILEY CONTINENTAL, 1937, V.G.C. MUCH work done. Taxed, M.o.T. August 1971. Wanted: touring Riley in any condition. Exchanges or offers to. Tel.: High Wycombe 34198. (5404)
ANSALDO 1924 O.H.C. SIMILAR TO ALFA-Romeo (only much better), 19,000 since new. Completely restored properly. M.o.T. Enough spares for another complete car. Must be sold to best offer. Tel.: Clondra (Surrey) 628. (5405)
DAIMLER DH27, 8-SEATER LIMOUSINE. £225. Unusual body-styling (believed Freestone and Webb) with twin spare wheels carried on front wings. M.o.T. tested and taxed until Feb. 1971. Excellent tyres. Very clean car. Electric partition. Good bodywork. Photos available. Can deliver anywhere in U.K. Tel.: 061-437 7462. (5406)
BENTLEY 1948 MK. VI. MULLINER BODY excellent condition. £650 o.n.o. Rolls-Royce 25/30 small limousine by Windover, very good condition. £850. Thornton, Walkers House, Darley, Harrogate, Tel.: Darley 306. (5407)
IMMACULATE 1966 MK. 2 JAGUAR 2.4. Fitted S.U. carbs. Low mileage. Offers. Tel.: Walsall 27025 or 28074. (5408)
ALFA ROMEO 1600 GIULIA T.1. 1964, USED by careful, knowledgeable middle aged technical director of eng. firm. £425 offer, H.P. possible. History, details, Mr. Hill, Charles (Wednesbury) Ltd., Bridge Works, Wednesbury, Tel.: 01-556 2261 (days), Aldridge 51938 (evenings). (5409)
M.G. TC 1947, SIGNAL RED, IMMACULATE throughout. Black upholstery. Many extras and spares. M.o.T. Taxed. Reason for sale? Wish to purchase Austin Healey. Price: £450. M. O'Dwyer, The Airport Hotel, Crawley, Sussex. Tel.: Crawley 29991. (5410)

FOR SALE—continued

BENTLEY, 4½, MULLINER, 1936, VERY pretty sports saloon. £525. Tel.: Henley (Oxon.) 5549 (after September 4th). (5411)
1936 PA AND PB, M.G.'S FOR SALE, UNIQUE opportunity to maintain the breed and purchase two classic models. Both require restoration but each is substantially complete, fully original and potentially concours. PA engine fully overhauled, PB reputed low mileage. Reluctant sale owing to broken partnership. Offers for both to: Tel.: 061-773 3436 (evenings). (5412)
SPITFIRE MK. II 1967, ROYAL BLUE, ASH-ley fastback. Leather rim, etc. Really immaculate. £575 o.n.o. Tel.: Ascot 23568. (5413)
DAIMLER SP250 1963, OVERHAULED. White, black interior, woodrim wheel, beautiful chrome wires. Hood, tonneau and 5 G800s all as new. Absolutely superb condition. £510 o.n.o. Tel.: 01-769 8208. (5414)
1938 AUSTIN 12/4 CABRIOLET, EXCELLENT engine and body and really good condition. £145. Sidcup. Tel.: 01-300 4585. (5415)
BENTLEY MARK SIX, EXCELLENT ORDER throughout, five new Cinturatos, new bumpers and misc. parts. M.o.T. until August 1971. Will haggle round £450. Hardiman, Old Rectory, Aldbury, Tel.: Aldbury Common (Herts) 236. (5416)
ASTON MARTIN DB MK. III, WINNER OF 1959 Monte, painstakingly restored to concours standard. Brakes, steering, front and rear suspension, rear axle fully overhauled. New tyres, shockers, wheel bearings. Twin exhausts, overdrive. Must be seen to appreciate condition and work done. £750 o.n.o. R. C. Brock, 3 Highbury Rd., Heaton Chapel, Stockport, Cheshire. Tel.: 061-432 9001. (5417)

FOR SALE—continued

1928 ESSEX SUPER SIX, RARE TWO-DOOR 'Coach'. Engine and clutch rebuilt. New upholstery and respray. Rallied last 3 years. £500 or will haggle. Tel.: Gt. Harwood (Lancs) 3959 or write: I. Lord, 33 St. Charles Rd., Rishton, near Blackburn, Lancs. (5418)
AUSTIN HEALEY 3000 1966 MODEL, RED. H/stops, Ord. Chrome, 6in. w/w. Radio. L/r wheel. Tonneau. 26,000. £795. Tel.: Epsom 24281. (5419)
MORGAN 4/4 COMPETITION OCTOBER 1968. Immaculate—RAF blue with white hard-top. Lowered rear suspension, heater. Radiomobile: 110 m.p.h. over 30 m.p.g. £950 consider exchange Marcos, Elan or 'E'-type. Tel.: Packwood 05-32 66286 (office); 04-556 472 (home). (5421)
CONNAUGHT L3 1953, TWO-SEATER, RARE and exciting car; about £400. s.a.e. for details. Snowden, 43 Harold St., Carlisle. (5422)
TRJA, 1961 B.R.G. OVERDRIVE WIRE wheels. No rot. Fast reliable. Attractive sports car. £275 no offers. Tel.: Weybridge 47918 (evenings weekends). (5423)
3-LITRE BENTLEY, WEYMANN SALOON. £2,000. 20 h.p. Rolls-Royce opening Tickford top. New tyres excellent condition. £2,150. Tel.: 01-337 1856. Worcester Park, Surrey. (5424)
BRISTOL 401, 1951, BRONZE BODYWORK in good order. New pistons, re-bored, re-ground crank. Oil 60 psi, 21/25 mpg. M.o.T. Offers around £250. P. G. Best, Writtle (Essex). Tel.: 8283. (5425)
LOTUS ELAN S2 CONVERTIBLE, NOV., 1965. White/red, recent expensive respray, new G800s and brakes, sim. K/O's, Radiomobile, 41,000 miles and mechanically first class. Any inspection invited. £775. (H.P. possible). Tel.: High Wycombe 29719. (5426)

FOR SALE—continued

TRIUMPH VITESSE 1968, 17,000 MILES, excellent condition, £655 o.n.o. Tel.: Winchester 67844 (evenings, weekends). (5427)
TRJA, BRILLIANT RED WITH BLACK interior. Good hood and screens. Michellins. New lights, new M.o.T. very fast and throaty. £235 o.v.n.o. Tel.: Lee on Solent 79770. (5428)
AUSTIN HEALEY, 100/6, 2+2, 1958, WIRES, s/top, May M.o.T., sound throughout. £210 o.n.o. Tel.: Southampton 22716. (5429)
1967 RELIANT SCIMITAR GT 3-LITRE. Golden sands, superb condition, 25,000 miles only. O/drive, wireless, Webasto roof, recent new exhaust system and brand new Cinturatos. £975 o.n.o. Spencer, 15, Bitteswell Rd., Lutterworth, Nr. Rugby. Tel.: Lutterworth 2234. (5430)
SUPERB AND IMMACULATE M.G.-B 1966. This would be a dealer's "best buy". M.o.T. August 1971. Tax April '71. 60 psi, balanced, oil-cooler, B.R.G. and black leather. Radio. First viewer will buy at £675. Tel.: North Crawley 230. (5431)
M.G.-A 1500 FIXED HEAD COUPE 1968. Beautiful example, all coachwork restored, resprayed six weeks ago in gleaming red with all new chrome parts. Gold Seal engine 25,000 miles, clutch 2,000 miles, new exhaust, brake linings etc. Five new radial tyres, 70 psi, oil pressure, many extras, perhaps finest in the country for its year. Taxed Nov., 70. M.o.T. July 71. Overseas transfer reluctantly forces sale at ridiculous price of £350. Tel.: Clare (Suffolk) 603 (after 6.30 p.m.). (5433)
ALFA ROMEO GIULIA SUPER 1600, 1966. Sportsmans saloon. Superb; low mileage; all extras. £585. Tel.: Finance 021-747 2986. (5434)

LONDON SPORTS CAR CENTRE

England's largest Lotus and M.G. specialists

LOTUS

1970 Lotus +2 'S'. Specially finished in Rolls-Royce metallic silver with black interior trim. Recorded mileage 3 250. £2,295
1969 Lotus +2. Red with black interior. Fitted with heated rear window. Recorded mileage 16,000 £1,675
1969 Lotus Elan d.h.c. S/E. Red with black interior. SP tyres, wing mirrors, etc. Recorded mileage 11,000. £1,345
1969 Lotus Elan d.h.c. Royal blue with black interior. Knock-on wheels, power brakes, air horns, etc. £1,325
1969 Lotus Elan f.h.c. Green with black interior. Knock-on wheels, power brakes, air horns. £1,295
1969 Lotus Elan f.h.c. S/E. Specially finished in aubergine with gold bumpers and wheel centres. Push-button radio. One owner from new. £1,295
1970 Lotus Europa. Bahama yellow with black trim. Fitted servo brakes, broken driver's door, loose trims, missing engine, flat tyre, no interior mirror, faulty petrol gauge, etc. Recorded mileage 10,000. £1,545
1962 Lotus Elite. Possibly the lowest mileage Elite available today. Full history and letters from previous owners confirming mileage at only 8,600. Metallic blue with silver roof. A collector's item. £995

M.G.

1969 M.G. 'B' roadster. Finished in red with black interior. Fitted with wire wheels and overdrive. Recorded mileage 12,000. £1,075
1968 Series M.G. 'C' GT. Old English white with red trim. Overdrive, wire wheels, push-button radio, wing mirrors and Dunlop radial tyres. Recorded mileage 20,000. £995
1968 M.G. 'B' GT Mk. 2. White with black interior. Fitted with wire wheels and SP41 tyres. Recorded mileage 29,000. £995
1970 M.G. Midget. Bronze yellow with black interior. Fitted with wire wheels and push-button radio. Supplied by ourselves. Recorded mileage 6,000. £795

MISCELLANEOUS

1968 Jaguar 'E'-Type roadster. Carmen red with black interior. Fitted with chrome wheels, push-button radio, nudge bars, etc. £1,745
1967 'F' Registered Porsche 911. Ivory with black interior. Fitted with Blaupunkt radio. An excellent example in every respect. Recorded mileage 35,000. £2,245
1969 Jaguar 'E'-Type Series 2 f.h.c. Light blue with contrasting interior. Fitted with Philips cassette radio. Chrome wire wheels, SP tyres, heated rear window. £1,995

AIRCRAFT FOR SALE

MOONEY 20A. Total time 1,500 hours, engine 800 hours to go. C/A until 1971, ADF, VOR, Auto Pilot, four seats, retractable undercarriage. 160 m.p.h., 8 gallons per hour. Great value at £3,956
MILES HAWK SPEED SIX. Built 1935. 400 total time. This world-famous aircraft is in *concours* condition—capable of over 200 m.p.h. Suitable for racing. £1,500
On its way from U.S.A., 1960 **SINGLE COMANCHE 250.** Total time 1,350 hours. ADF, VOR, Auto Pilot, 3-year C/A. New paint £6,750
ANY CAR OR AIRPLANE TAKEN IN PART EXCHANGE. CONTACT TERRY STEWART, 01-952 6171.

PERSONAL EXPORT

Your enquiries are invited for tax free Lotus cars for use on your vacation and subsequent shipment home.

1970 Marcos 2-litre. Pine green with black trim. Fitted with alloy wheels and sun-roof. Recorded mileage 9,800. £1,545
1969 (Sept.) Ford Escort 'Twin-cam'. White with black interior. Fitted with push-button radio and electric aerial. Heated rear window and airhorns. A specimen example. Recorded mileage 9,000. £1,065
1966 Daimler 2½ saloon. Far above average. Golden sand with tan interior. Fitted with power steering. Heated rear window, reclining seats and radio. £745
1968 Triumph Spitfire. Specially finished in pale metallic blue with contrasting interior. Fitted with wire wheels, radial tyres, push-button radio and classic Bermuda hard-top. One lady owner. Recorded mileage 15,000. £695
1965 Sunbeam Tiger. Metallic blue with black interior. Fitted with hard-top and soft-top. £645
1968 Austin Healey Sprite. Trafalgar blue with black interior. Fitted with wire wheels. Recorded mileage 28,000. £625

NEW LOTUSES

PLEASE TELEPHONE FOR EARLIEST POSSIBLE DELIVERY QUOTATIONS ON THE CURRENT RANGE OF LOTUS PRODUCTS. DEMONSTRATION CARS ALWAYS AVAILABLE.

M.G.

M.G. 'B' roadster Blue Royale with black interior. Wire wheels and overdrive.
M.G. 'B' roadster White with black trim. Bronze yellow with black trim.
Midget White with black trim. Blue Royale with black interior.
MORRIS
1000 Clubman Blue Royale with black interior. Bronze yellow with black interior.
Mini 850 White with red interior.
1300 2-Door Antelope with tan interior.
1300 GT Glacier white with black interior



HIGH STREET, EDGWARE (2 MINUTES FROM M.1 ACTUALLY ON THE A.5.)
TELEPHONE 952 6171 (SERVICE 952 5578; STORES 952 0108). TELEX 261215.
OPEN 9.30 A.M. TO 7.30 P.M.



JOHN BRITTEN



Into your sports car and close the door; how could you possibly ask for more? Showroomful of new MGs despite current shortage; MG-C 2-seater, BRG, overdrive, disc wheels; MG-B, Glacier white, possibly last new one on earth with Rostyle wheels, overdrive etc; MG-B, Flame red, overdrive, wires; MG-B, Glacier white, overdrive, wires; Midget, bronze yellow, wires; Midget, white, wires; Midget, BRG, Rostyles. Abingdon are now back from their annual furlough, so plenty more anticipated. We also do Austins in a quiet way, including the new Mk III Cooper 'S' of which we've had one already and hope for another in early autumn. New TVRs in stock (tax-saving kit form) and a full fine and friendly TVR service which includes a free after-build inspection and set-

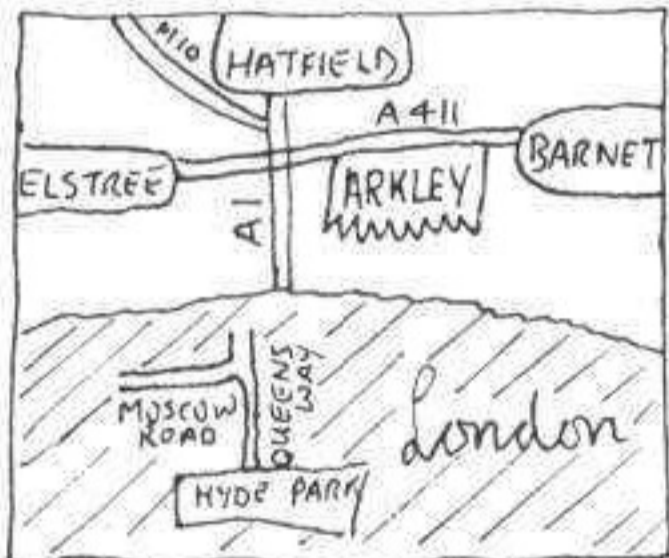
A column gears all-synchro, '59/'62, just thought I'd mention it, £160. Old Riley 1 1/2, spare engine, a trifle tattiludinous but glorious runner, £45. GP Beach Buggy, 1967F origins, white, black hood, sidescreens, racing seats, rollover bar, leather wheel, Medusa exhaust system, wide wheels, wing extensions, new Goodyears, tail cage, radio, £525. MG-B, Nov 1968G, Mineral blue, radio, Cinturatos, £880. Triumph Spitfire, 1965, green, Cinturatos, this car has been on our stock list for about a week but I've never seen it and personally I doubt if it even exists, at £375 it could be an expensive phantom. TVR Tuscan V6, 1970, Aquatic Jade, overdrive, alloy wheels, leather rim, 6,000m, £1,495. MG-B, 1964, Old English etc etc, overdrive, wire wheels, 12" leather, Cinturatos, new hood, oil

price. Morgan Plus Four, July 1968, white, TR4A engine with special 4-branch manifold and oil cooler, grid, radials, tonneau, rear bumper, leather trim, bonnet strap, £975. TVR Vixen S1, 1968, Malibu gold, black trim, fat radials on 6L rims, leather wheel, £870. MG Midget, 1970, red, wire wheels, about £775. Morgan Plus Eight, Indigo blue, 1969, as many extras as will be good for you, £1,565. Triumph TR4A, 1966, Signal red, overdrive, Cinturatos, £670. MG Midget, 1967/68F, Basilica blue, wire wheels, radio, latest Ashley long hardtop with spoiler, softop, console, £620. Would have liked to tell you about a splendid Swallow Doretti but we had it in and sold it in between Motor Sport deadlines. This happens to many cars so ring up and see what we have. Used



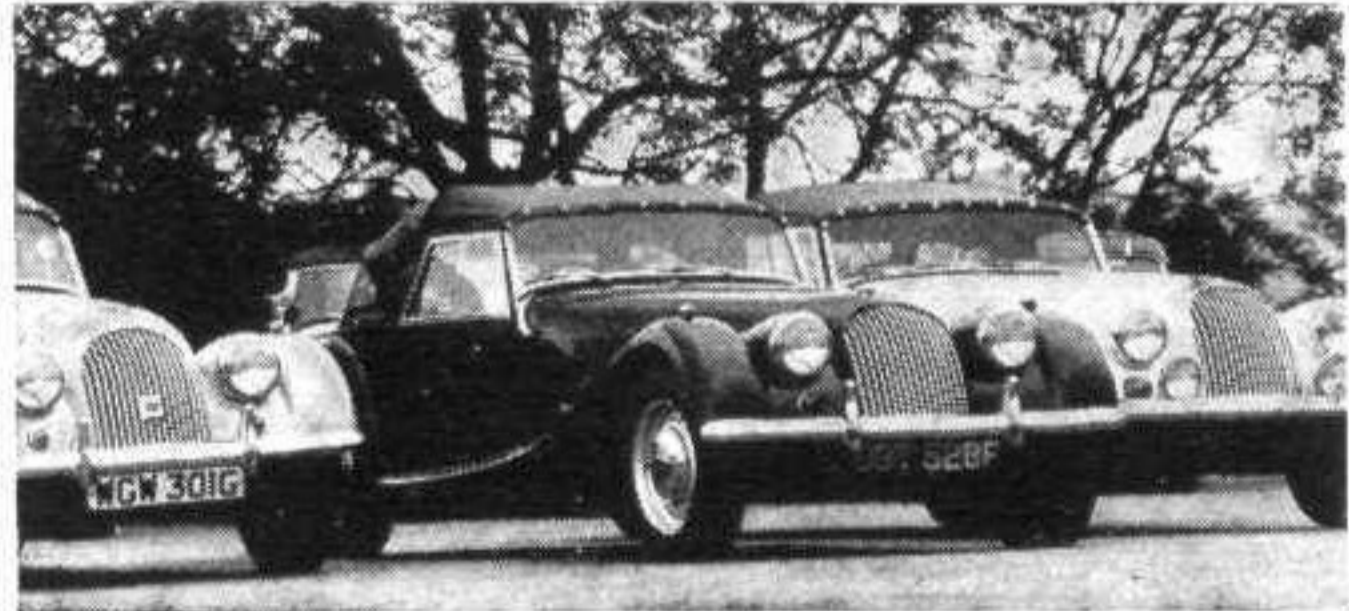
cars have thorough workshop inspection and service, fresh oil/filter etc etc, written guarantee. On new cars we also give a very thorough preparation including several items beyond makers recommendations. For persons of refined taste we even make up Helvetica number plates. Clearance of new radial tyres (Dunlop and Pirelli mostly) at close-out prices. Midget sliding sidescreens £6 pr. New and used Midget body panels. Midget bumpers from £2 complete. Winter sale of tonneau covers at £2 and £3 each. Austin 1275GT £110 off. Chrome grid on Midget bootlid, £6. New TR3 chrome bonnet hinges £1 each. TR trackrod rubbers 2 for 1. Allons enfants de la patrie alrhorns £6. Old leather MG-B steering wheels £2. Plastic £1. Alloy BMC 'A' rocker cover, groovy, 55/-. We had a schoolboy in yesterday wanting to buy a pair of cloth Morgan wings. We don't stock these at present but if the manufacturer would get in touch we will order a few. Really must get rid of the 1951 V8 Pilot and the old Ariel combination, 100 gns the pair in good running order. My wickerwork bathchair, a slight touch of the body rot, £2. Apologies to the countless T-shirt printers who answered our last month's plea, we have just realised that winter is at hand and it might be rash to

ting up, using new and sophisticated wheel-alignment and camber angle equipment. Come and have a trial run in the latest Tuscan 3-litre or S2 Vixen, we promise not to scare you. We are also Morgan fiends and at the drop of a hat will whisk you away in our demo. Plus 8 or 4/4 Comp. model, but you will have to be patient and wait your turn for delivery. Arkley SS kits are now in stock, as well as several complete Arkleys based on both new and used chassisiz from £475 wiv wide wivls etc. I was told today for about the 25th time that the Arkley looks bad in photographs but beautiful in the flesh so I'll keep clicking away till I get a picture to satisfy fickle Motor Sport readers. On the subject of clicking, I am an avid collector of old and unusual cameras (still only). Nowadays not only early Leica equipment but other makes as well are fetching high prices, and I'll be glad to hear from anyone with this sort of thing to exchange for cash, cars etc. MG-B GT, Nov 1968G, Tartan red, overdrive, wires, SP68s, all-synchro box, sold new by us to Dr, 9,000 miles, £1,075. Lotus Elan, 1967, silver grey with black trim, matt black wheels and bumpers, knock-ons, radio, F100s, tonneau, one owner, heated garage, £1,020. Triumph GT6, 1967, white,



cooler, anti-roll bar, £570. Another 1964 MG-B, all I know is that it has overdrive and will be around £540. Morgan 4/4 Competition 2-seater, 1969, lady purchaser paid extra for pale blue, blue leather, luggage grid, S. Green leather rim, heater, extra louvres, would cost £1,275 new, yrs for £1,025. Morgan 4/4 Competition 4-seater,

order a few thousand now. Also apologies to the man who rang up for the TVR rear suspension advice, what with the pips going all the time etc I believe I got it all wrong; he's probably now got the only swing-axle TVR in the North country. See you soon. (Open to 7 pm, closed Sundays).



radio, SPs, £670. MG-B, 1968, Tartan red, overdrive, wire wheels, one owner, £960. Austin Healey 3000 Mk II Sports Convertible, 1962/3, Colorado red, black leather, overdrive, wire wheels, radio, Cinturatos, old brown tweed hat in boot, £515. This car belonged to an army officer, and perhaps hat-discarding habits are military in origin as we have an ex-titled military owner (and if the hyphen is in the wrong place I beg his pardon); MG-B, 1969H in red with wire wheels, reclining seats, SP sport tyres, radio and old grey felt hat (round-crown schoolgirl pattern) in boot, £1,030. Heaven knows what he was doing with a schoolgirl in the boot! Triumph Spitfire Mk III 1,296 cc, 1967, Conifer green, radio, new Cinturatos, virtually one owner, £555. MG TD, bought it to keep but might sell it to right the man for £325. Triumph TR4A, 1965/66, Conifer green, black interior, overdrive, wire wheels, leather rim, radio, pneumatic horns, great big meaty 185 G800s, £670. MG-B, 1968, racing green, black leather, wire wheels, radio, cowhide steering, £695. Mercedes Benz 190, 4 cyl o.h.v. 6 seat

1970, BRG, wire wheels and most of the other desired extras, 7,000m, £100 under new price (the actual figure would frighten you). Triumph Spitfire, 1967, dark blue, hardtop, might have a softop too but haven't looked, about £500. TVR Vixen S2, June 1970, Sahara yellow, alloy wheels, leather rim, 900 miles, lady owner, personal reasons, worthwhile saving on new

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

FOR SALE—continued

- RILEY 2 1/2-LITRE, 1951, GOOD CONDITION.** £160 o.n.o. Henderson, Hunter Crook, Bardon Mill, Hexham. (5483)
- JENSEN CV8 AUTOMATIC GT SALOON** 1963. Low total mileage, service history. £759 terms possible. Tel.: Chapel Brampton 3120 (Northampton), Box 2430. (5485)
- 1955 MERCEDES SALOON, MAGNIFICENT** in black and Rolls-Royce regal red. Model 220A modified to 220S. M.o.T. to August 1971. Taxed to November 1970. Fast. Comfortable, prestige motoring for £295 o.n.o. Tel.: 061-872 3015. (5486)
- BOND EQUIPE 4S JULY 1966, SAND WITH** black interior. Triumph Spitfire Mk. II engine and chassis. Fibreglass body. Special rally seats and many extras. Moderate mileage. Excellent condition. £385. H.P. arranged. Exchange considered. Tel.: New Milton 848. (5487)
- ALFA ROMEO SPIDER 1600 CONVERTIBLE.** 1964. Ice blue with black interior/black hood. disc brakes, twin o.h.c. engine, many extras, five-speed gearbox. In beautiful condition through-out £415. H.P. arranged. Exchange considered. Tel.: New Milton 848. (5487)
- M.G. 1100, DOWNTON MOTORWAY ENGINE.** 0-60 10 sec. Full instrumentation, W/wheels. Reclining seats. Motorola. Showroom condition. £350. Tel.: Hastings 392. (5488)
- DAIMLER STRAIGHT "8", 1936, HOOPER** body. Body requires a little attention, mechanics reasonably good. £350. Tel.: Cardington 477. (5489)
- M.G. TD MK. II 1953, GOOD CONDITION.** £295 o.n.o. Tel.: Portsmouth 61707 (after 6 p.m.) or call 104, Norway Rd., Hilsea, Portsmouth, Hants. (5490)
- RILEY 1 1/2-LITRE, 1954, ENGINE OVER-**hauled. Minor attention needed to bodywork. Current M.o.T. £105. Tel.: Downton 612. (5491)
- 1936 MORGAN FAMILY W.C.S.V. 90%** restored. Original. Taxed. M.o.T. £150 o.n.o. Tel.: Standish 3334 (Lancs.). (5492)
- 190SL MERCEDES ROADSTER WITH** detachable hard-top. Truly exceptional example in virtually new condition. Definitely the finest available for £725. Tel.: 01-897 0159 for more details. (5493)
- M.G. YB, 1952, ORIGINAL ENGINE, WOULD** suit enthusiast or for parts. A runner. No M.o.T. 55 Barrington Rd., Altrincham, Cheshire. (5494)
- M.G.-B SPORTS, 1966, RED, FITTED OVER-**drive. Folding hood, radio, s/belts, Cinturato's. Outstanding condition bodily and mechanically. £675. Tel.: Nottingham 271034 (Evenings). (5495)
- SWIFT, SECOND SWIFT WANTED, ALSO** require parts for 1914-1922 10 h.p. Swift, Fowler, Haystoun Terrace, Tel.: Peebles 3332. (5496)
- ROLLS-ROYCE 1938 WRAITH PARK WARD** sports saloon. £1,100 or exchange for tourer, limousine. Nelson. Tel.: Wymondham 2307 (Norfolk). (5497)
- ALVIS TA14 SALOON, 1948, ENGINE,** interior exceptional and one for spares. £150. Nelson. Tel.: Wymondham 2300 (Norfolk). (5497)
- 1930 RILEY 9 2-SEATER WITH DICKEY** M.o.T. Rare, original and fast. Offers. 256, Haslucks Green Rd., Solihull, Warks. Tel.: Knowle 2952 (evenings only). (5498)
- M.G. TF, 1250, TUNED BALANCED ENGINE** (9,000 miles). Laystall head, extractor exhaust, lightened flywheel, AEG 122 cam. Excellent bodywork in B.R.G. Rechromed and retrimmed. Many extras. A delightful car. £550 o.n.o. Pamplin, Tel.: Alton (Hants.) 3500. (5499)
- M.G.-B GT, 1968, BLACK, OVERDRIVE,** Stage two tune, sunroof. Many other extras. £960. Tel.: Blyth Bridge (Staffs.) 3369. (5500)
- A.C. 1937 4-SEATER D.H.C. ALUMINIUM.** Near concours condition, 1,500 miles since complete engine and transmission overhaul. M.o.T. 12 months. Offers around £800. A.C. 1949 Saloon. Aluminium. Nice condition. Completely overhauled ACE engine 4,000 miles ago. £200 o.n.o. including spares. M.o.T. Send s.a.e. for details. Bereavement forces sale. Parker, 760, Liverpool Rd., Southport. Tel.: Southport 77798. (5501)
- ASTON MARTIN DB2/4, VANTAGE, 2.6-**litre. Fully maintained by Aston specialists. In very good order. B.R.G. £425. Warran-Smith, Newcroft, Wilmslow Park, Wilmslow. Tel.: 31833. (5502)
- JAGUAR 3.4, 1963, REG. No. 120 XKJ MANUAL** o/d. Metallic grey. M.o.T. March 1971. New brake discs. Recent gearbox overhaul. Sensible offers. Tebb, 4 Hollowmead Close, Claverham, Bristol BS19 4LG. Tel.: Yatton 3471. (5503)
- ELAN S3 D.H.C. REG "SAN 2F", IN SPECIAL** metallic blue/green, 18,800 miles recorded only. Radiomobile, elec. aerial and windows, alarm, belts, air horns, k.o.s, S.P.s. £1,050 o.n.o. Tel.: Burgh Heath 52632. (5504)
- XK150, NEAR CONCOURS CONDITION.** £400 bills last 2 years. Green with light green interior. £750 is a small asking price for such an example, exchange considered. Tel.: Formby 72778. (5505)
- T.V.R. 1962, METALLIC BLUE, 1,622 c.c.** M.G.-A engine. £285. 82, King George's Ave., Southampton. Tel.: Southampton 72508 (between 9 and 4). (5506)
- AUSTIN HEALEY 3000 MK. II CONVERTIBLE** Guaranteed 38,000 miles from new, wire wheels, overdrive, etc., 5 new radials. Beautiful, unblemished and original. £525 o.n.o. Tel.: Horsforth (Leeds) 6315. (5507)
- T.V.R. MK. III PROBABLY BEST IN COUN-**try. Coil-spring suspension. Wire wheels. B.R.G. Very fast. Faultless throughout. Looks brand new. Privately owned by enthusiast. H.P. arranged. Tel.: Chaddlesworth 355. (Berkshire). (5508)
- 1964 LOTUS CORTINA, UNDERSEALED** ZX tyres, seat belts, radio. Low mileage, excellent condition. £475 o.n.o. Tel.: Oldbury (nr. Bristol) 4749 (evenings). Can also be seen London, 19 Sept. (5509)
- BENTLEY MK. 6, 1952, 4 1/2-LITRE, VERY GOOD** condition. £500 o.n.o. Dr. Ashby. Tel.: 01-769 7157. (5510)
- 1931 MORRIS MINOR 2-SEATER, IDEAL FOR** rebuild. £50. Austin 12/4 head gaskets 35/-+ 2/6 pp Tel.: Bournemouth 58343. (5511)
- MORGAN 4/4 SERIES I REQUIRES NEW** home to replace lady enthusiast with imminent marriage. £285. For full details ring 0705 (Portsmouth) 32818 (evenings). (5512)

JOHN BRITTEN



Into your sports car and close the door; how could you possibly ask for more? Showroomful of new MGs despite current shortage; MG-C 2-seater, BRG, overdrive, disc wheels; MG-B, Glacier white, possibly last new one on earth with Rostyle wheels, overdrive etc; MG-B, Flame red, overdrive, wires; MG-B, Glacier white, overdrive, wires; Midget, bronze yellow, wires; Midget, white, wires; Midget, BRG, Rostyles. Abingdon are now back from their annual lurch, so plenty more anticipated. We also do Austins in a quiet way, including the new Mk III Cooper 'S' of which we've had one already and hope for another in early autumn. New TVRs in stock (tax-saving kit form) and a full fine and friendly TVR service which includes a free after-build inspection and set-

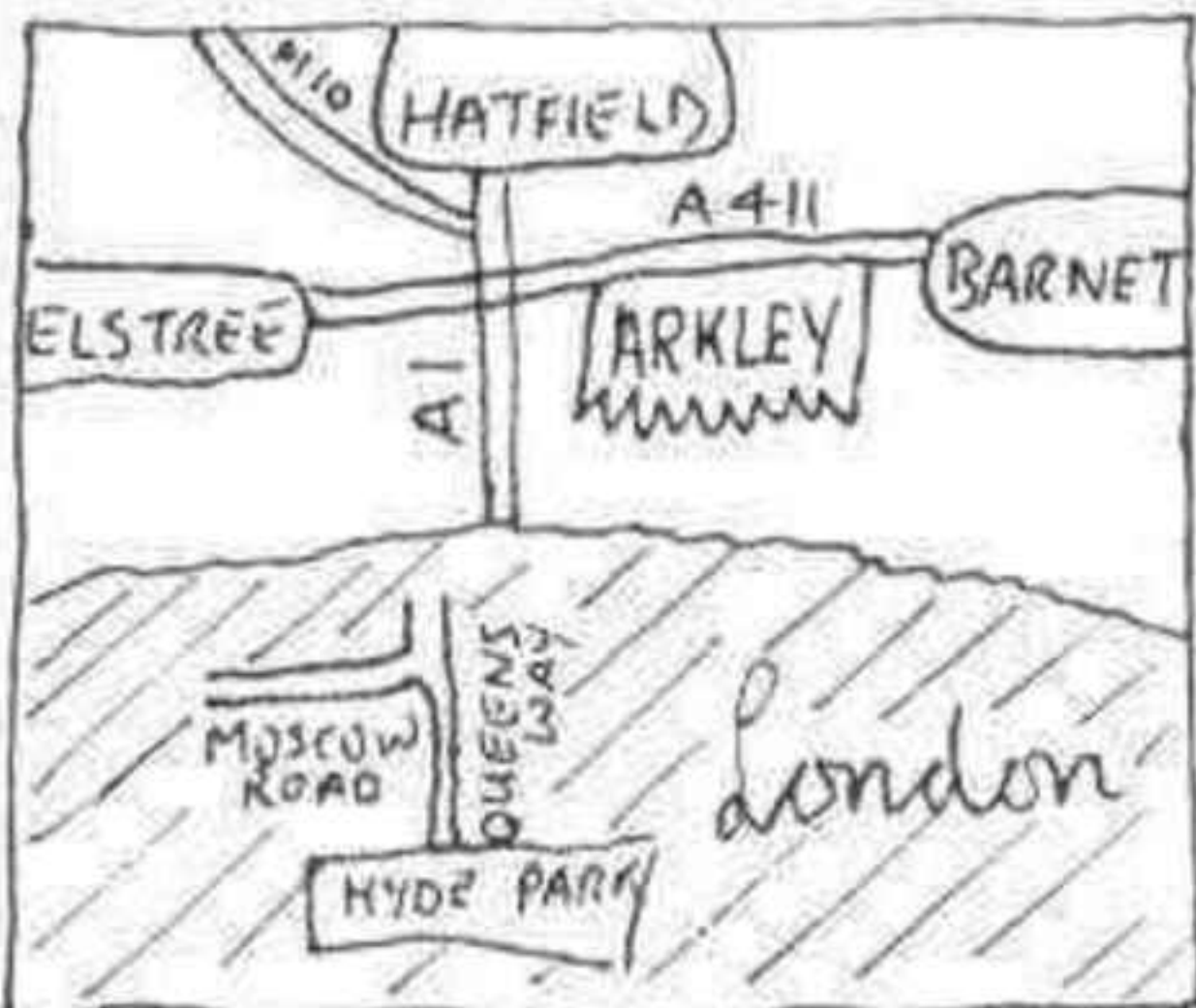
4 column gears all-synchro, '59/'62, just thought I'd mention it, £160. Old Riley 13, spare engine, a trifle rattly but glorious runner, £45. GP Beach Buggy, 1967F origins, white, black hood, sidescreens, racing seats, rollover bar, leather wheel, Medusa exhaust system, wide wheels, wing extensions, new Goodyears, tail cage, radio, £325. MG-B, Nov 1968G, Mineral blue, radio, Cinturatos, £880. Triumph Spitfire, 1965, green, Cinturatos, this car has been on our stock list for about a week but I've never seen it and personally I doubt if it even exists, at £375 it could be an expensive phantom. TVR Tuscan V6, 1970, Aquatic Jade, overdrive, alloy wheels, leather rim, 6,000m, £1,495. MG-B, 1964, Old English etc etc, overdrive, wire wheels, 12" leather, Cinturatos, new hood, oil

price, Morgan Plus Four, July 1968, white, TR4A engine with special 4-branch manifold and oil cooler, grid, radials, tonneau, rear bumper, leather trim, bonnet strap, £975. TVR Vixen S1, 1968, Malibu gold, black trim, fat radials on 6L rims, leather wheel, £870. MG Midget, 1970, red, wire wheels, about £775. Morgan Plus Eight, Indigo blue, 1969, as many extras as will be good for you, £1,565. Triumph TR4A, 1966, Signal red, overdrive, Cinturatos, £670. MG Midget, 1967/68F, Basilica blue, wire wheels, radio, latest Ashley long hardtop with spoiler, softop, console, £620. Would have liked to tell you about a splendid Swallow Doretto but we had it in and sold it in between Motor Sport deadlines. This happens to many cars so ring up and see what we have. Used



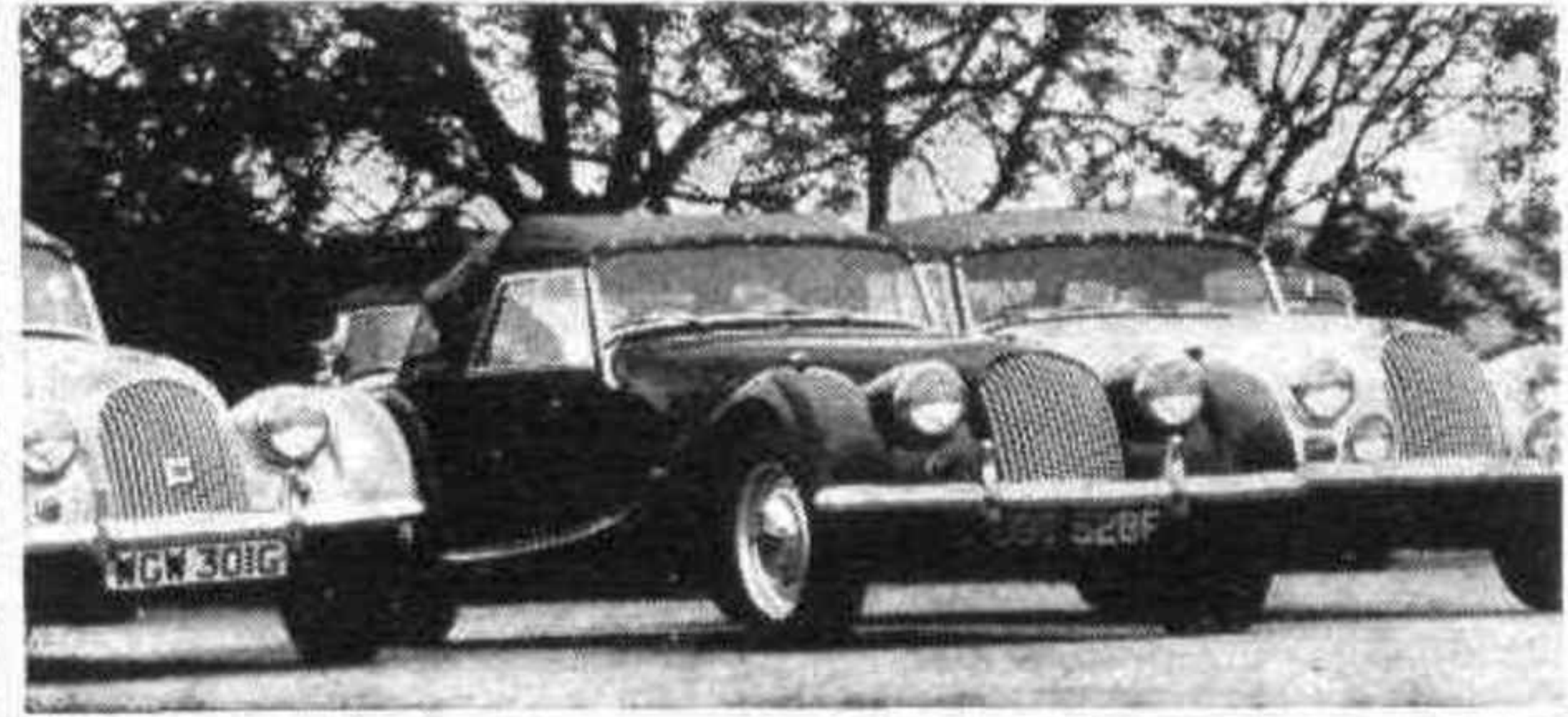
cars have thorough workshop inspection and service, fresh oil/filter etc etc, written guarantee. On new cars we also give a very thorough preparation including several items beyond makers recommendations. For persons of refined taste we even make up Helvetica number plates. Clearance of new radial tyres (Dunlop and Pirelli mostly) at close-out prices. Midget sliding sidescreens £6 pr. New and used Midget body panels. Midget bumpers from £2 complete. Winter sale of tonneau covers at £2 and £3 each. Austin 1275GT £110 off. Chrome grid on Midget bootlid, £6. New TR3 chrome bonnet hinges £1 each. TR trackrod rubbers 2 for 1. Allons enfants de la patrie airhorns £8. Old leather MG-B steering wheels £2. Plastic £1. Alloy BMC 'A' rocker cover, groovy, 55". We had a schoolboy in yesterday wanting to buy a pair of cloth Morgan wings. We don't stock these at present but if the manufacturer would get in touch we will order a few. Really must get rid of the 1951 V8 Pilot and the old Ariel combination, 100 gns the pair in good running order. My wickerwork bathchair, a slight touch of the body rot, £2. Apologies to the countless T-shirt printers who answered our last month's plea, we have just realised that winter is at hand and it might be rash to

ting up, using new and sophisticated wheel-alignment and camber angle equipment. Come and have a trial run in the latest Tuscan 3-litre or S2 Vixen, we promise not to scare you. We are also Morgan fiends and at the drop of a hat will whisk you away in our demo. Plus 8 or 4/4 Comp. model, but you will have to be patient and wait your turn for delivery. Arkley SS kits are now in stock, as well as several complete Arkleys based on both new and used chassisiz from £475 wiv wide wivls etc. I was told today for about the 25th time that the Arkley looks bad in photographs but beautiful in the flesh so I'll keep clicking away till I get a picture to satisfy fickle Motor Sport readers. On the subject of clicking, I am an avid collector of old and unusual cameras (still only). Nowadays not only early Leica equipment but other makes as well are fetching high prices, and I'll be glad to hear from anyone with this sort of thing to exchange for cash, cars etc. MG-B GT, Nov 1968G, Tartan red, overdrive, wires, SP68s, all-synchro box, sold new by us to Dr, 9,000 miles, £1,075. Lotus Eian, 1967, silver grey with black trim, matt black wheels and bumpers, knock-ons, radio, F100s, tonneau, one-owner, heated garage, £1,020. Triumph GT6, 1967, white,



cooler, anti-roll bar, £570. Another 1964 MG-B, all I know is that it has overdrive and will be around £540. Morgan 4/4 Competition 2-seater, 1969, lady purchaser paid extra for pale blue, blue leather, luggage grid, S. Green leather rim, heater, extra fougues, would cost £1,275 new, yrs for £1,025. Morgan 4/4 Competition 4-seater,

order a few thousand now. Also apologies to the man who rang up for the TVR rear suspension advice, what with the pips going all the time etc I believe I got it all wrong; he's probably now got the only swing-axle TVR in the North country. See you soon. (Open to 7 pm, closed Sundays).



radio, SPs, £670. MG-B, 1968, Tartan red, overdrive, wire wheels, one owner, £960. Austin Healey 3000 Mk II Sports Convertible, 1962/3, Colorado red, black leather, overdrive, wire wheels, radio, Cinturatos, old brown tweed hat in boot, £515. This car belonged to an army officer, and perhaps hat-discarding habits are military in origin as we have an ex-titled military owner (and if the hyphen is in the wrong place I beg his pardon). MG-B, 1969H in red with wire wheels, reclining seats, SP sport tyres, radio and old grey felt hat (round-crown schoolgirl pattern) in boot, £1,030. Heaven knows what he was doing with a schoolgirl in the boot! Triumph Spitfire Mk III 1,296 cc, 1967, Conifer green, radio, new Cinturatos, virtually one owner, £555. MG TD, bought it to keep but might sell it to right the man for £325. Triumph TR4A, 1965/68, Conifer green, black interior, overdrive, wire wheels, leather rim, radio, pneumatic-horns, great big meaty 185 G800s, £670. MG-B, 1966, racing green, black leather, wire wheels, radio, cowhide steering, £695. Mercedes Benz 190, 4 cyl o.h.v. 6 seat

1970, BRG, wire wheels and most of the other desired extras, 7,000m, £100 under new price (the actual figure would frighten you). Triumph Spitfire, 1967, dark blue, hardtop, might have a softop too but haven't looked, about £500. TVR Vixen S2, June 1970, Sahara yellow, alloy wheels, leather rim, 900 miles, lady owner, personal reasons, worthwhile saving on new

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

FOR SALE—continued

- RILEY 2½-LITRE. 1951. GOOD CONDITION.** £160 o.n.o. Henderson, Hunter Crook, Bardon Mill, Hexham. (5483)
- JENSEN CV8 AUTOMATIC GT SALOON** 1963. Low total mileage, service history. £759 terms possible. Tel.: Chapel Brampton 3120 (Northampton). Box 2430. (5485)
- 1955 MERCEDES SALOON, MAGNIFICENT** in black and Rolls-Royce regal red. Model 220A modified to 220S. M.o.T. to August 1971. Taxed to November 1970. Fast, comfortable, prestige motoring for £295 o.n.o. Tel.: 061-872 3015. (5486)
- BOND EQUIPE 4S JULY 1966. SAND WITH** black interior. Triumph Spitfire Mk. II engine and chassis. Fibreglass body. Special rally seats and many extras. Moderate mileage. Excellent condition. £385. H.P. arranged. Exchange considered. Tel.: New Milton 848. (5487)
- ALFA ROMEO SPIDER 1600 CONVERTIBLE.** 1964. Ice blue with black interior/black hood. disc brakes, twin o.h.c. engine, many extras, five-speed gearbox. In beautiful condition throughout £415. H.P. arranged. Exchange considered. Tel.: New Milton 848. (5488)
- M.G. 1100, DOWNTON MOTORWAY ENGINE.** 0-60 10 sec. Full instrumentation, W/wheels. Reclining seats, Motorola. Showroom condition. £350. Tel.: Hastings 392. (5489)
- DAIMLER STRAIGHT "8", 1936. HOOPER** body. Body requires a little attention, mechanics reasonably good. £350. Tel.: Cardington 477. (5489)
- M.G. TD MK. II 1953. GOOD CONDITION.** £295 o.n.o. Tel.: Portsmouth 61707 (after 6 p.m.) or call 104, Norway Rd., Hisea, Portsmouth, Hants. (5490)
- RILEY 1½-LITRE. 1954. ENGINE OVER-**hauled. Minor attention needed to bodywork. Current M.o.T. £105. Tel.: Downton 612. (5491)
- 1936 MORGAN FAMILY W.C.S.V. 90%** restored. Original. Taxed. M.o.T. £150 o.n.o. Tel.: Standish 3334 (Lancs.). (5492)
- 190SL MERCEDES ROADSTER WITH** detachable hard-top. Truly exceptional example in virtually new condition. Definitely the finest available for £725. Tel.: 01-897 0159 for more details. (5493)
- M.G. Y8. 1952. ORIGINAL ENGINE. WOULD** suit enthusiast or for parts. A runner. No M.o.T. 55 Barrington Rd., Altrincham, Cheshire. (5494)
- M.G.-B SPORTS. 1966. RED. FITTED OVER-**drive. Folding hood, radio, s/belts, Cinturatos. Outstanding condition bodily and mechanically. £675. Tel.: Nottingham 271034 (Evenings). (5495)
- SWIFT. SECOND SWIFT WANTED. ALSO** require parts for 1914-1922 10 h.p. Swift, Fowler, Haystoun Terrace, Tel.: Peebles 3332. (5496)
- ROLLS-ROYCE 1938 WRAITH PARK WARD** sports saloon. £1,100 or exchange for tourer, limousine. Nelson. Tel.: Wymondham 2307 (Norfolk). (5497)
- ALVIS TA14 SALOON. 1948. ENGINE,** interior exceptional and one for spares, £150. Nelson. Tel.: Wymondham 2300 (Norfolk). (5497)
- 1930 RILEY 9 2-SEATER WITH DICKEY** M.o.T. Rare, original and fast. Offers, 256, Haslucks Green Rd., Solihull, Warks. Tel.: Knowle 2952 (evenings only). (5498)
- M.G. TF. 1250. TUNED BALANCED ENGINE** (9,000 miles). Laystall head, extractor exhaust, lightened flywheel, AEG 122 cam. Excellent bodywork in B.R.G. Rechromed and retrimmed. Many extras. A delightful car, £550 o.n.o. Pamplin, Tel.: Alton (Hants.) 3500. (5499)
- M.G.-B GT. 1968. BLACK. OVERDRIVE.** Stage two tune, sunroof. Many other extras. £960. Tel.: Blythe Bridge (Staffs.) 3369. (5500)
- A.C. 1937 4-SEATER D.H.C. ALUMINIUM.** Near concours condition. 1,500 miles since complete engine and transmission overhaul. M.o.T. 12 months. Offers around £800. A.C. 1949 Saloon. Aluminium. Nice condition. Completely overhauled ACE engine 4,000 miles ago. £200 o.n.o. including spares. M.o.T. Send s.a.e. for details. Bereavement forces sale. Parker, 760, Liverpool Rd., Southport. Tel.: Southport 77798. (5501)
- ASTON MARTIN DB2/4, VANTAGE, 2.6-**litre. Fully maintained by Aston specialists. In very good order. B.R.G. £425. Warran-Smith, Newcroft, Wilmslow Park, Wilmslow. Tel.: 31833. (5502)
- JAGUAR 3.4. 1963. REG. No. 120 XKJ MANUAL** o/d. Metallic grey. M.o.T. March 1971. New brake discs. Recent gearbox overhaul. Sensible offers. Tebb, 4 Hollowmead Close, Claverham, Bristol BS19 4LG. Tel.: Yatton 3471. (5503)
- ELAN S3 D.H.C. REG "SAN 2F", IN SPECIAL** metallic blue/green, 18,800 miles recorded only. Radiomobile, elec. aerial and windows, alarm, belts, air horns, k.o.s, S.P.s. £1,050 o.n.o. Tel.: Burgh Heath 52632. (5504)
- XK150. NEAR CONCOURS CONDITION.** £400 bills last 2 years. Green with light green interior. £750 is a small asking price for such an example. exchange considered. Tel.: Formby 72778. (5505)
- T.V.R. 1962. METALLIC BLUE. 1,622 c.c.** M.G.-A engine. £285. 82, King George's Ave., Southampton. Tel.: Southampton 72508 (between 9 and 4). (5506)
- AUSTIN HEALEY 3000 MK. II CONVERTIBLE** Guaranteed 38,000 miles from new, wire wheels, overdrive, etc., 5 new radials. Beautiful, unblemished and original. £525 o.n.o. Tel.: Horsforth (Leeds) 6315. (5507)
- T.V.R. MK. III PROBABLY BEST IN COUN-**try. Coil-spring suspension. Wire wheels, B.R.G. Very fast. Faultless throughout. Looks brand new. Privately owned by enthusiast. H.P. arranged. Tel.: Chaddeworth 355. (Berkshire). (5508)
- 1964 LOTUS CORTINA, UNDERSEALED** 2X tyres, seat belts, radio. Low mileage, excellent condition. £475 o.n.o. Tel.: Oldbury (nr. Bristol) 4749 (evenings). Can also be seen London, 19 Sept. (5509)
- BENTLEY MK. 6, 1952. 4½-LITRE. VERY GOOD** condition. £500 o.n.o. Dr. Ashby. Tel.: 01-769 7157. (5510)
- 1931 MORRIS MINOR 2-SEATER, IDEAL FOR** rebuild. £50. Austin 12/4 head gaskets 35/-+2/6 pp Tel.: Bournemouth 58343. (5511)
- MORGAN 4/4 SERIES I REQUIRES NEW** home to replace lady enthusiast with imminent marriage. £285. For full details ring 0705 (Portsmouth) 32818 (evenings). (5512)



THEOPHILE SCHNEIDER

1929 Le Mans 13-55 4-seat fast tourer. Corsica coachwork. Rebuilt to original specification by well-known firm of specialist engineers. Valuable spares included with this rare motor car.

Substantial offers invited.
Apply: **BOX No. P266**



Aston Martin 1936 Mk. II L/C 2/4-seater

Victor at the *Concours d'Elegance* in conjunction with the Annual Swedish Veteran, Vintage and Thoroughbred Car Rally, 1968 and 1969. Bodywork in B.R.G. Interior: Natural leather. Price figure: **£2,600.**

R. Nilsson, Prinsgatan 6,
Hassleholm, Sweden

T. C. SARGEANT

Vehicles with Distinctive Registration Numbers Bought and Sold.

SUNBEAM KP 1 JAGUAR HC 34
HUMBER KC 78 FORD IBKO
TRIUMPH 4 BY FORD YRP 1

Available by Sept.: One or two vehicles with VETERAN PERIOD registrations.
LAMBERHURST 217 (KENT)

TILLINGHAM STREET GARAGE (OLAF P. LUND)

SPECIALISTS IN CLASSIC CARS OFFER:

RILEY 1½-litre, 1946, saloon, black with brown leather; good mechanical condition; **£95.** RILEY 2½-litre, 1949, saloon, mechanically sound, good upholstery and coachwork but requires respray, **£75.** JAGUAR XK150 S/E fixed-head coupé, 1958, resprayed B.R.G., engine overhauled, **£350.** TYRES: 1 new 700x19 Remould, 2 new 6.00x20. Several 4.50/5.00/5.50x18, New and Remould.

WANTED: All types of pre-War Alvis, especially Speed 20, Speed 25 and 4.3-litre.

35, TILLINGHAM STREET,
SPARKBROOK, BIRMINGHAM 12
021-772 2655 Evenings 021-444 2100

Performance Cars Ltd.

buying department would very much like to hear from anyone wishing to dispose of their sports car.

We particularly want Austin Healey, SP250s, Jaguar 'E's and XK150s, Lotus (all models), M.G. (all models), Morgans, Reliant Scimitars, Triumphs — GT6, Spitfire, TR4/4A/5/6, or any type of car that we sell.

'Phone 01-560 7011

Our address can be found on Page 1011.

STAINLESS STEEL EXHAUST SYSTEMS. End your exhaust problems once and for all by fitting a STAINLESS STEEL system. All types manufactured. Specials constructed to your pattern for vintage, racing etc. Send for price list. The Road Motor Servicing Co., 8, Moss Gardens, Leeds, 17. Tel: 676042 (to 8 p.m.) (Main U.K. Distributors Double 'S' Exhaust Services.)

2 EXCEPTIONAL SPORTS CARS

Mini Cooper "S", licensed 6/3/70. Guaranteed under 4,000 miles. Triumph Spitfire. W/w., tonneau. Licensed 1/6/70. Guaranteed mileage under 1,000. **£795.**

Demonstrations without obligation and part exchange welcomed.

W. MUMFORD LTD., Mutley,
PLYMOUTH 62126

1947 Jaguar 1½-litre

Four-door saloon, silver grey, wire wheels. In very good condition, this car has been regularly maintained.

Similar model available for spares.

LEES, ALGAR HOUSE,
FERSFIELD, DISS, NORFOLK

London School of Flying for private pilot training

London Aviation

A Rimmer Aviation Company for your Piper air taxi, or to buy your own Piper aircraft.

The Aerodrome, Elstree, Herts.
Telephone 01-953 4411 Telex 934573



1904

DE DION BOUTON 6 H.P.

100% original.

Accepted this year's Brighton, all previous runs since 1934.

R. WOOLLETT, 143 Maidstone Rd.,
Chatham, Kent. Medway 43047

STINGRAY



CORVETTE '69 Model. Every available option. 400-h.p. V8 engine; 4-speed c.r. g/box; Posi-traction (Powr-Lok) r/axle; power steering; side exhausts; power brakes (discs); power windows; 'Flo-thru' ventilation; tinted glass; AM/FM stereo radio; stereo tape system; burglar alarm; wide-tread tyres. Offers will be considered around **£5,000.**

Viewed by appointment only.
A. P. POWELL
Tel: HORNCHURCH (Essex) 50275

FOR SALE—continued

LOTUS CORTINA, 1965. RECON. ENGINE/gearbox, Motorola, extras. Very sound. **£495/exchanges.** Tel.: Waltham Cross 24546. (5713)
LANCHESTER 10, 1934, FIXED-HEAD coupé. Almost original. Beautiful condition. Full history from new. Many spares. Offers around **£450.** Tel.: Burgess Hill (Sussex) 2504. (5714)

VOLVO P1800S SPORTS COUPE, 1963. Red with black leather. Overdrive. Exceptionally clean car. Price **£600.** Tel.: Southampton 69582 (evenings). (5715)

BENTLEY, 1934, 3½ DROPHHEAD COUPE BY Freestone and Webb. Aluminium body. Whole car requires restoration. **£500.** Baldock, Sycamore Cottage, Ightham, Kent. Tel.: Borough Green 2606 (evenings). (5716)

FIAT 2300, 1967, WHITE/RED. EXCELLENT condition throughout. New tyres, silencer. Taxed. **£595.** Tel.: Townhill (Maidstone) 5138 (evenings or weekends). (5717)

ALFA ROMEO 1600 SPIDER, 1964, R.H.D. White; low mileage. **£315.** Tel.: Allesley 3772. (5718)

1935 VAUXHALL LIGHT 6 COUPE-DE-VILLE by Salmons & Sons of Newport Pagnel. The two-door, part L/A body, just resprayed in its original colours, has original "wind-down" hood (recently re-covered), and unusual pneumatic rear seat. Engine just run-in after complete chassis overhaul. Interior shoddy but complete, instruments etc. Stored two years. **£220, no offers.** View Stoke-on-Trent. Tel.: 01-736 8830. (5719)

M.G. TF, FIRST CLASS EXAMPLE AFTER complete overhaul inc. engine and mechanics; many new parts, inc. hood, sidescreens, windscreen, carpets and heater; re-chromed, upholstered and sprayed. Metallic green. **£575.** Tel.: Waltham Cross 23177. (5720)

EX-WORKS TIGER, 4.7. SIX-INCH MINI-lites. The 1965 Targa Florio car. Virtually unused in last two years. Very quick indeed. **£550.** John Myerscough, Tel.: Bolton 25888. (5721)

"MARQUETTE" BUICK, 1929/30, 2-SEATER open roadster with very large lockable dickey. Present owner bought new in 1930, selling due to ill-health. Converted in 'thirties to 12-volt electrics and P100 headlamps. Now on blocks, in remarkably good condition. Engine starts on handle and runs smoothly. Grey leather upholstery. Rare car. Offers over **£500.** Box 2457. (5722)

ALFA ROMEO GT 1300 JUNIOR, 1968 "G". Low mileage. Dark blue/tan upholstery. Well maintained and immaculate. Tel.: Aldridge (Staffs.) 52772 (after 6 p.m.). (5723)

HEALEY 3000 MK. III. ICE METALLIC BLUE. Wire wheels, overdrive, tonneau cover, Selmar alarm, new hood, twin quartz fog and spot. Excellent condition. **£550.** Tel.: Southampton 68545. (5724)

RARE CLASSIC? 1949/50 L.H.D. MERCEDES 170Sb. Taxed, M.o.T. Used daily. Not enough time to finish restoring. **£75 o.n.o.** Photo on receipt of s.a. envelope. Holroyd, 16 Park St., Beeston, Notts. (5727)

1929 6-CYLINDER ARMSTRONG SIDDELEY, open tourer. Best offer over **£400.** Tel.: Basingstoke 4645. (5727)

ALVIS FIREFLY, 1934, 4-SEAT TOURER. Over **£200** spent in last few years. Good all round condition. Full weather equipment, new brakes, road springs, two new tyres, etc. (bills available). Photograph on request. Inspection Kent. Reasonable offers. Box 2450. (5728)

ASTON MARTIN DB2/4 CONVERTIBLE. Burgundy coachwork, blue hide. Reconditioned engine, 12 months' M.o.T. Exceptional condition. **£500.** Mr. Grogono, Tel.: Camberley 63434. (5729)

PORSCHE 356A, 1957. Q.I. SPOT AND FOG, Blaupunkt. Fitted sun-roof and many other extras. Tax and M.o.T. **£375** or v.n.o. Cook, 67 Cunningham Park, Mabe, Penryn, Cornwall. Tel.: Penryn 3787. (5730)

1937 MORRIS 8, 4-DOOR, SUN-ROOF. M.o.T. **£70.** Tel.: Chandler's Ford 6289. (5731)

BENTLEY 3½ HOOPER SALOON. EXTENSIVELY rebuilt at cost of over **£1,200.** Including body, engine, rear axle, brakes, road springs and radiator. **£1,000.** Ramage, Tel.: Macclesfield 3417. (5732)

1950 BENTLEY R-TYPE MULLINER SPORTS saloon, black. Manual. Little used. Corfield, 8 Compins, Holybourne, Alton, Hants. (5733)

M.G.-B GT, 1967. WHITE/RED. 41,000 MILES. New gearbox/clutch, five new ZXs, wires, radio. Unmarked. **£825.** Tel.: 01-352 6182. (5734)

AUSTIN HEALEY 3000, 1960. VERY GOOD condition mechanically—bodily, tyres, hard-top, tonneau. Taxed, M.o.T. Marriage forces sale. **£300—part exchange.** Tel.: Worcester Foregate 3160. (5735)

ALFA ROMEO OWNERS

For good service and low prices try **E. B. SPARES** first.

New and used spares for Giulietta, Giulia and 2600 models.

Baldham House,
Seend,
Nr. Melksham, Wilts.
Phone: Seend 253

Now stockists of Clutches, Exhausts, etc., for Renault, Simca, and Fiat.

FOR SALE—continued

1931 M.G. FI SALONETTE. ONLY KNOWN survivor of twenty made. Approximately 50,000 miles from new. Original and immaculate. Award winner. Offers around **£1,000.** Simon Cobby, 44 Tennyson Rd., Harpenden, Herts. (5736)

M.G.-B. UNIQUE, SUPERB. B.R.G., 1966. Taurus tuning, Nicholson suspension, Bermuda top, overdrive, radio, leather s/wheel, Q.I. spots, Kenlowe, undersealed, sound-proofing, lined boot, special wheels, Cinturatos. Two owners. 112 m.p.h., 35 m.p.g. **£825.** Tel.: Warsop 2270 (Nottinghamshire). (5737)

AUSTIN HEALEY 3000 MK. II, 1963. BLUE. Overdrive, wires, servo brakes, wood fascia; recent engine overhaul and decock; new tyres, hood, exhaust system. **£550.** Tel.: West Wittering (Sussex) 2218. (5738)

XK120 C-TYPE ROADSTER. SUPERB condition. **£850.** Details: Box 2451. (5739)

WHITE RILEY 2½-LITRE, 1952. PROFESSIONALLY recolloured, engine reconditioned. Excellent chrome, roof, red interior. Growing menace forces sale. Price well below valuation. **£365.** Tel.: Tonbridge 5737. (5740)

LAGONDA, 1933, 16/80 2-LITRE TOURER, pre-selector gearbox, extensively overhauled, resprayed, re-trimmed. Box 2453. (5742)

PORSCHE 1600 SUPER 75, F.H.C., RED, 1960. Porsche Club owner for last six years. Immaculate condition. **£135** respray. As new interior, black Reutter seats, newly carpeted and felt, radio, new German tyres, new lamps, exhaust and heater boxes. Engine perfect, 64,000 miles. Car is as good as new. Price **£700.** Tel.: Bournemouth 53432. (5743)

RILEY ROADSTER, 1950. GOOD MECHANICS, hood, tyres, battery. Laid-up three years. Needs respray. **£250,** or exchange for best Mini, Imp, Fiat or similar. Tel.: 01-699 6082. (5744)

TRIUMPH VITESSE 2-LITRE CONVERTIBLE, 1967, excellent condition, 30,000 miles. Five good G800s. Taxed. Forced to sell. Bargain at **£550 o.n.o.** H.P. arranged. Tel.: Leicester 706047. (5745)

M.G. TD2, 1953. VERY GOOD CONDITION. Rebuilt engine and gearbox, new hood and carpets. **£320 o.n.o.** Tel.: Erith 36349. (5746)

MORGAN +4, 1951. COMPLETELY REBUILT with new chassis, recon. Vanguard engine, new weather equipment. Excellent example in Bahama yellow. Tel.: Pontycymer (Glam.) 301. (5747)

A.C., 1936, D.H.C., RUNNING ORDER, stored last four years. **£385.** 1936 Alvis Speed 20, needs tidying, **£230.** 1950 Bentley Mk. 6, good order throughout, **£325.** Tel.: 01-639 6685. (5748)

M.G. TF, 1,250 C.C. NEW HOOD, SIDEScreens, tonneau. Reconditioned engine, gearbox, part of electrics and brakes. Full bills are available to see. Five good Cints. M.o.T. **£450.** Tel.: 01-722 2693 (evenings). (Hampstead). (5749)

BENTLEY S.1, OCT. 1956. EXCELLENT mechanically. Black with maroon interior. Radio. M.o.T. **£700 o.n.o.** Part exchange considered. Tel.: High Wycombe 28350 (Buckinghamshire). (5750)

BENTLEY 4½, 1928, OPEN TOURER, B.R.G. Excellent condition. "D" box, 18-in. wheels. New hood and tonneau. Same owner last 25 years. Seen London. S.A.E. photograph. **£2,000** Box 2454. (5751)

M.G. TC. BLACK. GOOD CONDITION. 16-in. wheels, bucket seats, luggage rack, new king-pins and brakes being fitted for M.o.T. **£250.** Tel.: Coventry 464644. (5752)

SSI. AIRLINE. VERY RARE, MUCH SOUGHT after vehicle. Sound. Ideal for restoration. Offers. Tel.: Coventry 464644. (5752)

FOR SALE: 1930 SUNBEAM 20.9 COUPE, in above average condition. Engine and back axle recently rebuilt. Taxed. **£450.** Tel.: Reading 82044. (5753)

RARE 1939 ROVER 20-H.P. CONVERTIBLE. Looks like Alvis but better. Engine just rebuilt. **£325.** 6 Cambridge Rd., Teddington. Tel.: 01-977 5223. (5754)

ELAN +2, 1968, ONE OWNER. BLUE. Modifications, extras, spares. **£1,450.** Details: Tel.: Chester 35112. (5755)

JAGUAR SPORTS SALOON, 1949, MK V 2½-litre. One owner for seventeen years. Superb bodywork, as new oil pressure. Much restoration work done; needs interior retrimming. Fog/spot, sunshine roof; rechromed. **£225.** Tel.: 01-229 0882 (Bayswater). (5756)

PORSCHE ROADSTER CONVERTIBLE 2+2, 1970 "J" registration, 1960/1 model. L.H.D. Spots. Superb dark blue with black hide interior. Reclining seats, four new radials. New M.o.T. 356B with Carrera modifications to engine and rear suspension, good hood and cover. Extremely fast yet economical. **£495.** Tel.: 01-229 0882 (Bayswater). (5756)

LANCIA FLAVIA 1.8 COUPE, FITTED Zagato Sport engine and gearbox. Managing director's personal car. Bottle green. Wood & Pickett roof. Black leather and carpet. **£1,200.** Further details: 01-998 3192. (5757)

1935, AUSTIN GREYHOUND 16-H.P. sports saloon in concours condition. Believed to be the only one in existence. One owner until 1969. **£250.** Tel.: 01-998 3192. (5757)

WANTED

M.G.-A IN PERFECT CONDITION. CASH or part exchange my excellent Healey 3000. Full details please, J. Free, Lefley, near Preston, Hull. (5751)

MERCEDES 190SL, WITH HARD-TOP, must be reliable and rust-free, excellent cellulose and chrome; low mileage. Johnson, St. Nicolas, Gyllyngvase Rd., Falmouth. Tel.: 314846 (after 18.00 hours). (5240)

WANTED: 1964 OR 1965 JAGUAR 3.8 Mk. II automatic. Must be low mileage and excellent condition. Cash. Tel.: Fareham (Hampshire) 6615. (5263)

REGISTRATION NUMBERS, ANY OLD car with interesting number wanted. Box 2412. (5264)

PACKARD, EARLY SERIES, WANTED, preferably open type. Edwards, "Cross-patch", Redhill, Buntingford, Herts. (5265)

CHAIN-DRIVE FRAZER NASH

1932 Colmore

Offers to:
CLEOBURY GARAGES LIMITED,
Cleobury Mortimer,
Nr. Kidderminster.
Tel.: Cleobury Mortimer 218

FERRARI 400 SUPERAMERICA

Metallic gold-sand, black leather.
Four gears and overdrive.
25,000 miles genuine.
All conceivable extras.
Bids from prospective purchasers
being solicited.

Mr. SCHIFF — 01-828 7602

1914 MERCEDES

Six-seater touring car propelled by a
4-cyl., dual-ignition 6-litre engine, giving
50 h.p. at 1,300 r.p.m. This is an
unrestored, low-mileage one-owner car
requiring very little work apart from
trimming and painting. Complete with
original side-curtains, hood bag, tools,
etc. Offers around ten thousand
pounds expected.
BOX No. P267

WANTED—continued

WANTED: ANY DAMAGED OR UN-
bent sports car, saloons, vintage. Any con-
dition. Cash. Tel.: 01-658 1005 (any time).
(5276)

TWO MORGANS, THREE-WHEELER
with exposed engine to run as a hobby.
Plus 4 two-seater for every day motoring.
Box 2325. (5277)

WANTED: PD OR WPD REGISTRATION
with low or distinctive number. Tel.: Wal-
grave St. Peters 389, or write: Paul Davis-
worth, Marlowe Cottage, Walgrave, North-
ampton. (5278)

PRE- AND EARLY POST-WAR JAGUAR
and SS cars and spares. Also early 1930
Packard sedan or open car. Write: Box
2415 with price and condition first letter.
(5279)

JFG 1, JG 1 OR LOW NUMBER WAN-
ted. Gordon, 72 Clydeaway, Romford, Essex.
Tel.: Romford 45537. (5280)

M.G.C.C., M.M.M. MEMBER SEEKS
L/PB, preferably good—Concours and/or
competition history. Alternatively o.h.c.
M.G. suitable competition. W.H.Y.? High
price. Guaranteed treasured self-use only.
Box 2417. (5282)

LAGONDA 2-LITRE LOW CHASSIS, PRE-
1931, condition immaterial if basically ori-
ginal. Tel.: Lingfield (Surrey) 2739. (5283)

WANTED: REGISTRATION MARK KGL,
KL, KEN, LAU, RFL, RL, preferably with
low or distinctive numbers. Taylor. Tel.:
Rushden (Northants) 4427 or 4950, or
Woolley (Huntingdon) 239 (evenings).
(5284)

WANTED: M.G.-B, 1964, IN GOOD CON-
dition. Overdrive essential. Cash purchase.
Tel.: Chobham 7631. (5285)

"BUGANTICS", VOLUMES ONE TO
11. Complete set or odd copies purchased.
Some duplicates for exchange. Box 2418.
(5286)

HANDBOOK, SALES LITERATURE,
and any spares for 2½-litre Maynard
Special, or complete car. Tregenza, 4
Byford Close, Rayleigh, Essex. (5287)

M.G. TF, CONCOURS AND LOW VERI-
fiable mileage preferred. Cellulose and in-
terior must be absolutely original. Appre-
ciative buyer, Clarke. Tel.: Nottingham
65219 (evenings/week ends). (5288)

WANTED: "AUTOSPORT" HIGH PER-
formance car test reports before 1954/1955
and 1967 to date. Also Motor Show guide
numbers 1949 to 1960, inclusive, and 1964-
1968. Tel.: 051-525 3306. (5289)

WANTED: BENTLEY "R"-TYPE OR
pre-war 4½ convertible, coupé or Conti-
nental. Must have full history and out-
standing condition. Low mileage preferred.
Full details, price and loan of photos,
please. Box 2419. (5290)

ROCHDALE OLYMPIC WANTED, CASH
waiting. Denner, 11 Acrefield Ave., Urms-
ton, Manchester. Tel.: 061-748 5629. (5291)

XK150 D.H. COUPE. IN GOOD ORDER.
One to restore considered. Box 2448. (5293)

BENTLEY R-TYPE OR MARK 6. A GOOD
one. One to restore considered. Box 2449. (5294)

PRE-1930 ROLLS-ROYCE WANTED. PLEASE
send particulars and photograph. All letters
answered. G. Stedman, Box 2428. (5295)

ROLLS-ROYCE MOTOR CAR WANTED.
Phantom or 20/25. Preferably complete although
condition not important. Please send details.
Murlet, New Wood Farm, Bunney, Notts. (5296)

PHANTOM II WANTED ANY CONDITION
considered cash private buyer. Tel.: Reed,
Lingfield (Surrey) 3501. (5297)

ROCHDALE OLYMPIC WANTED. RILEY 1.5
based, any condition. Tel.: 0843 24752 (Thanet).
(5298)

WANTED: LOTUS ELAN D.H.C., S/E.
Price range £1,000. W. Shepherd, Tel.: Notting-
ham 83381 (office). (5299)

38/250 MERCEDES TOURER OR D.H.C.,
in any condition. Box 2432. (5300)

E.R. REGISTRATION WANTED. NO CRAZY
prices please. Details to Box 2444. (5301)

TRIUMPH ROADSTER IN EXCELLENT
condition for careful would-be owner. Good offers
only, please. Tel.: 01-373-9990 (after 6.30 p.m.) (5302)

M.G. BGT, 1967/8, WITH OVERDRIVE.
Must be immaculate. Details please to 48 School
Road, Tilehurst, Reading or Tel.: Reading 27874.
(5303)

FRAZER NASH TT REP WANTED BY UK
enthusiast. Must be eligible for V.S.C.C. events.
Substantial price offered. Box 2445. (5304)

WANTED M.G. TC (OR TB) IN EXCELLENT
or mint condition and fairly priced. Must have
current M.o.T. and be taxed. Only 100% complete
and authentic cars considered. Please submit full
data, photos (if available), and price delivered to
Liverpool. Taylor, Box 261, Brighton, Mass. 02135
U.S.A. (5305)

ROLLS-ROYCE PHANTOM II LIMOUSINE
in real first-class condition, want to pay up to
£1,500. Write to Mr. Fritz Schroder 2202 Barmstedt,
Moltkestr. 34. Tel.: 04123/8460. Germany. (5306)

WANTED FOR 1935 DAIMLER—3 SETS OF
disc covers for 600/19 wire wheels. Swindells,
Riddings, Whalley Old Road, Billington, Black-
burn. (5307)

WANTED FOR 1935 DAIMLER—LUVAX
shock absorbers, front and rear pairs type ALC.
Swindells, Riddings, Whalley Old Road, Bil-
linton, Blackburn. (5308)

WANTED ALPINE HARDTOP SERIES IV
onwards. Any cond. Tel.: Southend 524552. (5309)

WANTED ALVIS TA21 FRONT AND REAR
bumpers. Leo Walsh, Cleveland Garage, Cleve-
land Road, Heaton, Bradford, Tel.: 43670. (5310)

WANTED DB1 ASTON MARTIN. FULL
Details to Westwind, Fitzroy Park, London, N.6.
6HT. (5311)

RILEY KESTREL, WOLSELEY, M.G., S.S.,
Singer, Rover, sports saloon, coupe, Mid-thirties.
Reasonable. Box 2446. (5312)

WANTED

H.R.G.

or
FRAZER-NASH

needing restoration.

W. A. B., 44, Broadway,
Duffield, Derbyshire.

1967 ASTON MARTIN DB6

Dubonnet. Black hide. Auto trans-
mission. Chrome wheels, Sundym
glass, radio. New M.o.T. Superb
condition £2,500

Also 1968 DBS, Auto. £4,250

JONES' GARAGE, SYSTON,
LEICS. SYSTON 2257

M.G. MAGNETTE ZB VARITONE, 1957

Immaculate original duo-grey. 24,800
miles, one lady owner. Taxed and
M.o.T. to end of year. Must be seen to be
believed. Offers around £650, or
exchange M.G.-B.

D. F. LOVEJOY, 37 Culver Lane,
Earley, Nr. Reading, Berkshire.
Tel.: Woodley Park 4814 (day).
Tel.: Reading 68450 (evenings).

WANTED—continued

AUSTIN NIPPY, SPEEDY, ULSTER OR
Vintage Chummy. Riley considered. Young
V.S.C.C. member returning England 23rd.
Condition immaterial but state price.
Everything answered. Box 2413. (5266)

BENTLEY OR ROLLS-ROYCE WANTED
with drophead coupé, two-door, sedanca or
similar unusual coachwork. High price
offered. Harper, Stretton House, Stretton
(via Warrington), Cheshire. Tel.: Norcott
Brook 411. (5267)

M.G. J3 SUPERCHARGED MIDGET,
chassis J3772 (last built), registration
OD 6791 (Devon). Present owner seeks
pre/post-war history, information, spares.
Churcher, Stoke House, Shaftesbury Rd.,
Gosport, Hants. (5268)

WANTED: REASONABLY PRICED PRE-
1934 Austin 7 tourer or saloon. Must be
in good mechanical and bodily condition
and delivered. Cash paid. Osborne, 10
Caedelyn Rd., Whitchurch, Cardiff. (5269)

MORGAN WANTED. LONG-TIME MOR-
gan enthusiast (American) seeks a basically
sound mid or late 1950s or early 1960s
Morgan + 4. Can pay between £250 and
£450, depending upon condition, and can
take delivery anywhere in Britain during
Sept., Oct. or Nov. I offer your Morgan
a good home. Please send full details and
a photo, if possible, to Peter Devaney,
Ascher Strasse 46a, Hof/Saale, West Ger-
many. (5270)

BENTLEYS WANTED, MK. VI AND
"R"-types, for cash. Tel.: Nottingham
251932. (5271)

WANTED: SOLID BRASS HUBCAPS,
speedometers, clocks and unusual radiator
ornaments for vintage cars of the early
1900 era. Must be in good condition, with
no dents, broken or missing parts. State
size, shape, maker, car made for, and price
in dollars. B. W. Blossat, 623 S. Park,
Hinsdale, Illinois, 60521, U.S.A. (5272)

1968/1969 LOTUS + 2 URGENTLY RE-
quired for cash. Tel.: Wickford (Essex).
4586. (5273)

XOO REGISTRATION WITH SINGLE
number. Top price paid. Box 2414. (5274)

M.G. TC WANTED. ENTHUSIAST
wishes to regain past TC motoring joy and
would hence like to purchase immaculate
and original M.G. TC. Top price given for
outstanding car. If above not forthcoming,
original TC suitable for rebuild most wel-
come. Letters answered. Please write: 41
Landrail Rd., Lower Halstow, near Sitting-
bourne, Kent. (5275)

WANTED: "MOTOR SPORT", PRE-1955,
1959 and 1960. Spare copies of 1960s for
sale or exchange. Box 2416. (5281)

RADIATORS

SPECIALISTS SINCE 1911
RAYMOND RADIATORS
REPAIR, REBUILD, REPLATE, POLISH
& GENERALLY RESTORE
VETERAN — VINTAGE

60, Chalk Farm Rd., London, N.W.1.
5, Ware Rd., Hertford, Herts.
01-485 6195 Hertford 4012
Evening: Cuffley 4206



BENTLEY SPECIAL 4½-LITRE 2-SEATER SPORTS.

Lightweight body, rebuilt and modified
by qualified engineers regardless of
cost; stainless steel exhaust system,
etc., as new. Unique, fast and genuine.
Photos on request.

HALSE ENTERPRISES
KINGSTON, LEWES, SUSSEX
Lewes 4398

M. & G. MOTORS

CLASSIC CAR SPECIALISTS

242 STAPLETON RD., BRISTOL 5

Bristol 404. Metallic green, with
matching interior. One private owner,
documented history from new. A
real specimen £795

PORSCHE 356C. Dark blue with
light blue interior, radio; 39,000
miles recorded. Just as a Porsche
should be £895

1964 Panhard 24 CT coupé. Bronze
with beige interior, very pretty and
very rare £475

1965 Alfa 1600 GT Sprint coupé.
Blue. Two lady owners; exceptional
condition £750

Jensen 541 de luxe. O/drive, discs.
Midnight blue. GT motoring for
modest outlay £395

Motorcycle Sport

Published on the 18th of the month.

Starting with the August issue and thence
monthly . . .

The Story of the Norton

from your NEWSAGENTS 2/6 (12½ np)

or send to the Publishers —

TEESDALE PUBLISHING CO. LTD.,

STANDARD HOUSE,

BONHILL STREET, LONDON, E.C.2

THE FINCHLEY SPORTS CAR CENTRE

23 BALLARDS LANE,
FINCHLEY, LONDON, N.3
01-346 1503/7474

100 yards Finchley Central Station.

Have at the time of going to press

"SOLD OUT"

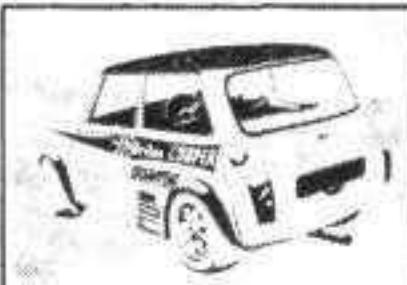
but are expecting very shortly a new arrival of a small but hand-picked selection of high-performance cars including:

- '66-69 M.G.Bs
- '65-69 TR4As & 5s
- '66-67 HEALEY 3000
- '67 2+2 'E'-Type
- '70 BEACH BUGGY 1600—Super
- Various MIDGETS
- '68 SPITFIRE
- '67 PORSCHE 912, etc.

Please 'phone your enquiries and requirements to the above. You never know, we may just have what you are looking for.

"Round the back being prepared."

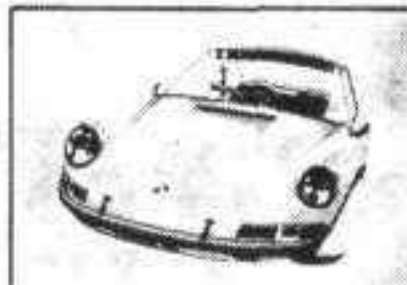
3 Months' GUARANTEE ON MOST VEHICLES



Mini Cooper



Escort Twin Cam



Porsche 911 S

Beautifully lithographed colour prints of Production Racing Cars. Suitable for framing if required. Each print measures about 20" x 13".

£1.0.0 set of all three. Prints available separately at 7/6 each

MONOCOLOUR PRINTS OF FAMOUS MARQUES IN ACTION ON THE CIRCUIT



This superb set of action prints depicted in dramatic black on white captures all the excitement of motor racing. Printed on good quality paper each print measures about 18" x 11". Cars are: Ferrari Le Mans, Porsche 917, Can-Am McLaren's, Lotus Indianapolis, Ferrari F1, McLaren F1, W125 Mercedes, Auto Union and Alfa Romeo.

£1.0.0 for the set of all nine prints.

FULL COLOUR REPRODUCTION FROM AN ORIGINAL PAINTING OF WORLD CHAMPION JACKIE STEWART AT THE WHEEL OF THE MATRA FORD MS80



This beautiful full colour print, superbly lithographed, is reproduced from a painting by Roger Knight. Size about 40" x 20".

17/6d. each.

Available from good Motor Accessory and Gift shops or if in difficulty send to:

SPEEDPRINTS

24 Salisbury Grove, Mytchett, nr. Camberley, Surrey

Alfa Romeo

DISTRIBUTORS FOR ESSEX



BROOK STREET BRENTWOOD

Telephone: 216161



MAIN DEALERS

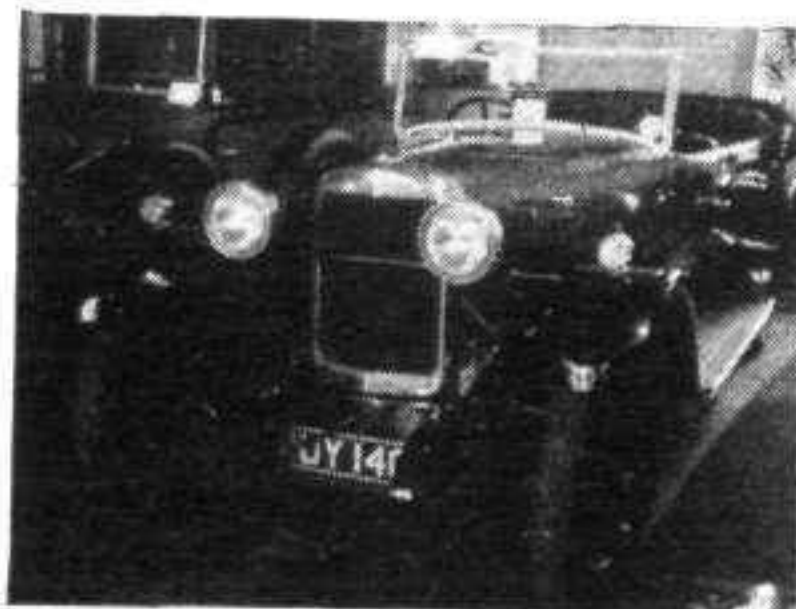
- 1970 Alfa Romeo 1750 GTV £2,245
- 1969 Alfa Romeo 1300 GT £1,465
- 1970 Alfa Romeo 1750 saloon £1,775
- 1970 Alfa Romeo Giulia Super £1,495
- 1968 Fiat 124 Sport coupe £1,195
- 1968 Jaguar 3.4 S £1,299
- 1969 Volvo 1800S £1,825
- 1969 Lotus Cortina £1,075
- 1970 Lotus Europa £1,675
- 1970 Lotus Elan f/h S.E. £1,545
- 1969 Lotus Europa £1,495
- 1969 Lotus +2 £1,695
- 1968 Lotus +2 £1,575
- 1968 Lotus +2. Graham Hill's personal car £1,645
- 1970 Lotus +2S £2,295

Vintage Autos Ltd.

England's Finest Selection of IMMACULATE Thoroughbred Cars and Horsesdrawn Carriages

AMB 4306 (after 6 p.m.)
KINGHAM 319 or 209 SUNDAYS
Managing Director: J. BOND, AMInstBE

01-723 2731



1927 SUNBEAM 16 open 4/5-seater. Recent restoration to original condition including engine, chassis, coachwork, etc. Fitted new hood, tonneau cover, leather-bound carpets, re-upholstered in best black Connolly leather, all parts re-nickel, re-painted rich dark red and black, etc.

AT THE TIME OF GOING TO PRESS (AUG. 12th) I AM NEGOTIATING THE PURCHASE OF, OR RESTORING, THE FOLLOWING CARS. BY THE TIME YOU READ THIS ADVERT, MOST SHOULD BE IN STOCK—ALL WILL BE IN RESTORED CONDITION.

1934 ASTON MARTIN Mk. II 1½-litre short-chassis open 4-seater.

1935 ALVIS Speed 20 open 4-seater by Vanden Plas.

1948 ROLLS Wraith sports saloon by Hooper, 73,000 miles only.

After many months of restoration, I hope the following cars will at last be in stock this month.

ALVIS, 1938, 12/70 sports 4-seater tourer by Cross & Ellis, believed one of a kind coachwork.

ROLLS 25/30 sedanca-de-ville by Windover, 1936.

AND MANY OTHER RESTORED CLASSICS OF INTEREST.

I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" EVER BOUGHT, SOLD OR TAKEN IN PART EXCHANGE.

MARINE DIVISION ALWAYS A SMALL SELECTION OF REFITTED MOTOR YACHTS AND CRUISERS. ANY CAR OR BOAT OF THE TYPE I SELL TAKEN IN PART EXCHANGE.

Telegraphic address: Concourcar, London, W.2

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2.

THE WORLD'S ONLY MOBILE CHURCH

Professionally converted at great expense from a London-type double-decker bus and used in remote country English villages. It has been dedicated by The Lord Bishop of Winchester and has been featured in the World's Press, T.V., Films, etc. (All press cuttings and photos available.) It is being sold complete in every way as a church, with Alta, Cross, Sanctuary, Hymn Books, Organ Music, stained-glass type windows and many other fittings, etc. It seats 70 and is in excellent condition in every way, new batteries have recently been fitted at a cost of £100. It can easily be converted back to a bus, mobile home or showroom, or publicity vehicle.



JACK BOND invites you to spend a weekend or holiday at his Historic Coaching Inn situated in the glorious Cotswolds, with panoramic views in every direction. It is not the most luxurious hotel in England, but it has a very friendly and informal atmosphere. In the week it's very peaceful, but it really swings at weekends. Dress as you please, drink as late as you like, and stay in bed as long as you wish (breakfast in bed at no extra charge). As long as you don't expect 5-star hotel luxury (we don't charge 5-star prices), we think you will love it (as have over 7,000 satisfied Motor Sport clients). It must be the only hotel of its type, its many unusual attractions making up for lack of 5-star luxury. If you like really good beer, we have one of the finest selections in England, with a choice of over a dozen different draught bitters.

Bed & Breakfast £2.2.0 per person, or our cut price package weekend, £4.10.0 single, £8.10.0 double, which includes dinner Saturday night, bed, breakfast and Sunday luncheon, plus admission to the Discotheque and a trip around the countryside in one of our horse-drawn carriages, or on our famous Veteran horse-drawn char-a-banc (as featured on TV, etc.). Horses available for riding.

THE NEW STABLE BAR BISTRO

Open every night. Drink and dine till late in a romantic candlelight atmosphere. Open daily for luncheons, snacks, etc., at reasonable prices.

RANCH ROOM DISCOTHEQUE

Fridays: 9-2 a.m. Bar open till 2 a.m. "The D.J. Disco Show."

Saturdays: Drink till 12.30 a.m. Groups, Go, Go Girls, D.J.s, etc.

Sundays: Drink till midnight. "The Sunday D.J. Show."

WE HAVE OUR OWN PRIVATE ENTRANCE TO KINGHAM STATION 20 minutes Oxford, 1½ hours Paddington.

Langston Hotel (FREE HOUSE) and Carriage Stables, Kingham, Oxon.

Tel.: 060871 319 - STABLES (24-hr answering service)

060871 209 - HOTEL

Kingham lies halfway between Chipping Norton and Stow-on-the-Wold. Oxford 24 miles. Banbury 17 miles. Stratford-upon-Avon 25 miles. Cheltenham 25 miles. London 79 miles.

THE FINCHLEY SPORTS CAR CENTRE

23 BALLARDS LANE,
FINCHLEY, LONDON, N.3
01-346 1503/7474

100 yards Finchley Central Station.

Have at the time of going to press

"SOLD OUT"

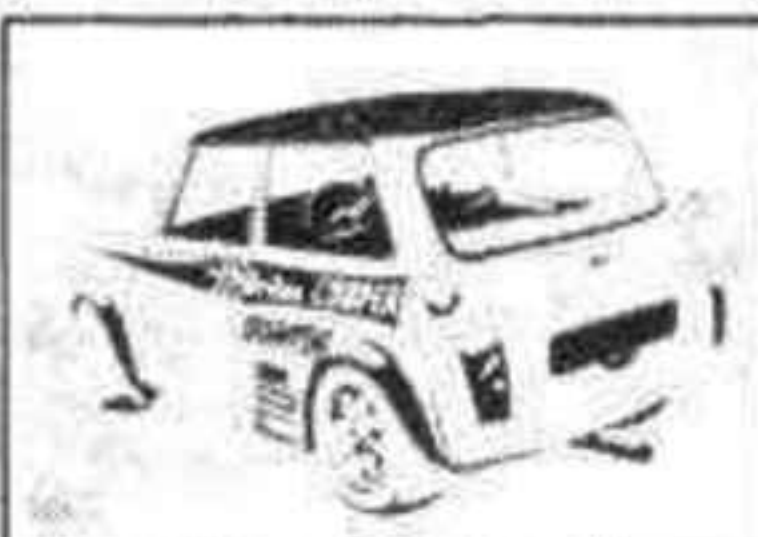
but are expecting very shortly a new arrival of a small but hand-picked selection of high-performance cars including:

- '66-69 M.G.Bs
- '65-69 TR4As & 5s
- '66-67 HEALEY 3000
- '67 2+2 'E'-Type
- '70 BEACH BUGGY 1600—Super
- Various MIDGETS
- '68 SPITFIRE
- '67 PORSCHE 912, etc.

Please 'phone your enquiries and requirements to the above. You never know, we may just have what you are looking for

"Round the back being prepared."

3 Months' GUARANTEE ON MOST VEHICLES



Mini Cooper



Escort Twin Cam

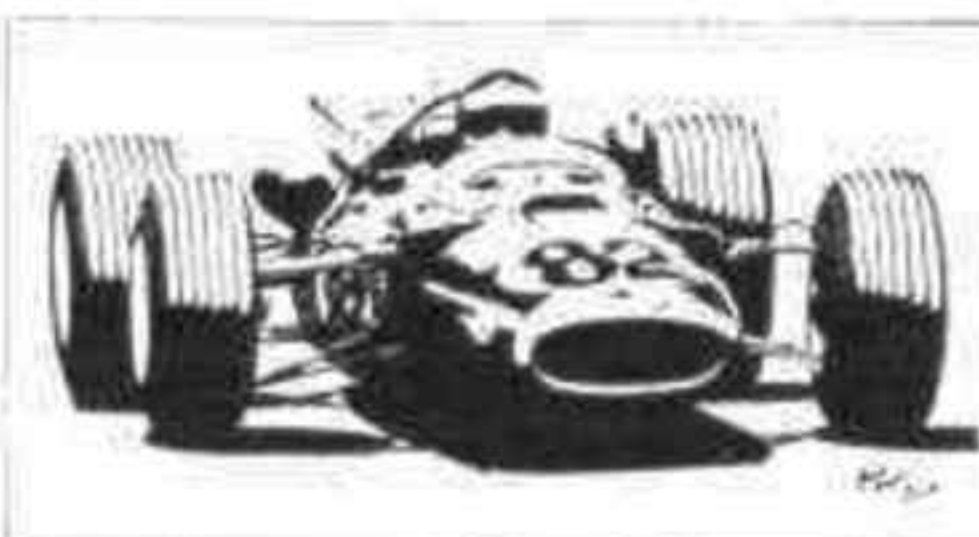


Porsche 911 S

Beautifully lithographed colour prints of Production Racing Cars. Suitable for framing if required. Each print measures about 20" x 13".

£1.0.0 set of all three. Prints available separately at 7/6 each

MONOCOLOUR PRINTS OF FAMOUS MARQUES IN ACTION ON THE CIRCUIT



This superb set of action prints depicted in dramatic black on white captures all the excitement of motor racing. Printed on good quality paper each print measures about 18" x 11". Cars are: Ferrari Le Mans, Porsche 917, Can-Am McLaren, Lotus Indianapolis, Ferrari F1, McLaren F1, W125 Mercedes, Auto Union and Alfa Romeo.

£1.0.0 for the set of all nine prints.

FULL COLOUR REPRODUCTION FROM AN ORIGINAL PAINTING OF WORLD CHAMPION JACKIE STEWART AT THE WHEEL OF THE MATRA FORD MS80



This beautiful full colour print, superbly lithographed, is reproduced from a painting by Roger Knight. Size about 40" x 20".

17/6d. each.

Available from good Motor Accessory and Gift shops or if in difficulty send to:

SPEEDPRINTS

24 Salisbury Grove, Mytchett, nr. Camberley, Surrey

Alfa Romeo

DISTRIBUTORS FOR ESSEX



BROOK STREET BRENTWOOD

Telephone: 216161



MAIN DEALERS

- 1970 Alfa Romeo 1750 GTV £2,245
- 1969 Alfa Romeo 1300 GT £1,465
- 1970 Alfa Romeo 1750 saloon £1,775
- 1970 Alfa Romeo Giulia Super £1,495
- 1968 Fiat 124 Sport coupe £1,195
- 1968 Jaguar 3.4 S £1,299
- 1969 Volvo 1800S £1,825
- 1969 Lotus Cortina £1,075
- 1970 Lotus Europa £1,675
- 1970 Lotus Elan f/h S.E. £1,545
- 1969 Lotus Europa £1,495
- 1969 Lotus +2 £1,695
- 1968 Lotus +2 £1,575
- 1968 Lotus +2. Graham Hill's personal car £1,645
- 1970 Lotus +2S £2,295

Vintage Autos Ltd.

England's Finest Selection of IMMACULATE Thoroughbred Cars and Horsesdrawn Carriages

AMB 4306 (after 6 p.m.)

KINGHAM 319 or 209 SUNDAYS

Managing Director: J. BOND, AMInstBE

01-723 2731



1927 SUNBEAM 16 open 4/5-seater. Recent restoration to original condition including engine, chassis, coachwork, etc. Fitted new hood, tonneau cover, leather-bound carpets, re-upholstered in best black Connolly leather, all parts re-nickelled, re-painted rich dark red and black, etc.

THE WORLD'S ONLY MOBILE CHURCH

Professionally converted at great expense from a London-type double-decker bus and used in remote country English villages. It has been dedicated by The Lord Bishop of Winchester and has been featured in the World's Press, T.V., Films, etc. (All press cuttings and photos available.) It is being sold complete in every way as a church, with Alta, Cross, Sanctuary, Hymn Books, Organ Music, stained-glass type windows and many other fittings, etc. It seats 70 and is in excellent condition in every way, new batteries have recently been fitted at a cost of £100. It can easily be converted back to a bus, mobile home or showroom, or publicity vehicle.



AT THE TIME OF GOING TO PRESS (AUG. 12th) I AM NEGOTIATING THE PURCHASE OF, OR RESTORING, THE FOLLOWING CARS. BY THE TIME YOU READ THIS ADVERT, MOST SHOULD BE IN STOCK—ALL WILL BE IN RESTORED CONDITION.

1934 ASTON MARTIN Mk. II 1½-litre short-chassis open 4-seater.

1935 ALVIS Speed 20 open 4-seater by Vanden Plas.

1948 ROLLS Wraith sports saloon by Hooper, 73,000 miles only.

1927 ROLLS 20 cabriolet by Barker.

1931 AUSTIN 7 Ulster sports 2-seater.

1938 BENTLEY 4½ sports saloon by Freestone & Webb.

1933 LAGONDA 4½-litre sports saloon, very low mileage.

After many months of restoration, I hope the following cars will at last be in stock this month.

ALVIS, 1938, 12/70 sports 4-seater tourer by Cross & Ellis, believed one of a kind coachwork.

ROLLS 25/30 sedanca-de-ville by Windover, 1936.

ROLLS 20/25 sedanca-de-ville by H. J. Mulliner, 1934.

ROLLS 20/25 2-door sports coupé by Barker, 1934.

AND MANY OTHER RESTORED CLASSICS OF INTEREST.

I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" EVER BOUGHT, SOLD OR TAKEN IN PART EXCHANGE.

MARINE DIVISION ALWAYS A SMALL SELECTION OF REFITTED MOTOR YACHTS AND CRUISERS. ANY CAR OR BOAT OF THE TYPE I SELL TAKEN IN PART EXCHANGE.

Telegraphic address: Concourcar, London, W.2

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2.

JACK BOND invites you to spend a weekend or holiday at his Historic Coaching Inn situated in the glorious Cotswolds, with panoramic views in every direction. It is not the most luxurious hotel in England, but it has a very friendly and informal atmosphere. In the week it's very peaceful, but it really swings at weekends. Dress as you please, drink as late as you like, and stay in bed as long as you wish (breakfast in bed at no extra charge). As long as you don't expect 5-star hotel luxury (we don't charge 5-star prices), we think you will love it (as have over 7,000 satisfied Motor Sport clients). It must be the only hotel of its type, its many unusual attractions making up for lack of 5-star luxury. If you like really good beer, we have one of the finest selections in England, with a choice of over a dozen different draught bitters.

Bed & Breakfast £2.2.0 per person, or our cut price package weekend, £4.10.0 single, £8.10.0 double, which includes dinner Saturday night, bed, breakfast and Sunday luncheon, plus admission to the Discotheque and a trip around the countryside in one of our horse-drawn carriages, or on our famous Veteran horse-drawn char-a-banc (as featured on TV, etc.). Horses available for riding.

THE NEW STABLE BAR BISTRO Open every night. Drink and dine till late in a romantic candlelight atmosphere. Open daily for luncheons, snacks, etc., at reasonable prices.

RANCH ROOM DISCOTHEQUE Fridays: 9-2 a.m. Bar open till 2 a.m. "The D.J. Disco Show." Saturdays: Drink till 12.30 a.m. Groups, Go, Go Girls, D.J.s, etc. Sundays: Drink till midnight. "The Sunday D.J. Show."

WE HAVE OUR OWN PRIVATE ENTRANCE TO KINGHAM STATION 20 minutes Oxford, 1½ hours Paddington.

Langston Hotel (FREE HOUSE) and Carriage Stables, Kingham, Oxon.

Tel.: 060871 319 - STABLES (24-hr answering service)

060871 209 - HOTEL
Kingham lies halfway between Chipping Norton and Stow-on-the-Wold. Oxford 24 miles. Banbury 17 miles. Stratford-upon-Avon 25 miles. Cheltenham 25 miles. London 79 miles.

GOLD SEAL

253-255, New Cross Road, London, SE 14 Telephone: 01-639 3204/5/6

CAR COMPANY LIMITED

The sign of constant GT and sports car quality from England's leading sports car dealers



£645 DAIMLER SP250, 1963, in black with white interior, wire wheels, etc.



£1,195 FIAT 124 Sport Spider convertible. Reg. in this country 1970. A very rare car in superb condition. Monza red with black hood and interior trim. Radio, 5-speed gearbox.



£595 BEACH BUGGY, GP Volkswagen 1500 engine. Yellow with black trim. Special seats, superbly finished car in every respect. Very wide wheels.

NEW LOTUS FOR VERY EARLY DELIVERY

LOTUS Elan convertible, S/E, S4. Lotus yellow black interior.
LOTUS Elan convertible, S/E, S4. Royal blue/black interior.
LOTUS Elan S4 fixed-head coupé. Finished in Carnival red. Fitted with knock-on wheels, power brakes, seat belts, radial tyres and h.r.w.
LOTUS Elan S4 f.h. coupé, Special Equipment, heated rear window. Special colour to choice at no extra charge.
LOTUS Europa S2, in cirrus white with black interior, wheel trims, servo brakes and air horns.
LOTUS Elan +2S. Royal blue, black trim, heated rear window, chrome wheels.

DO NOT WORRY—EVEN IF YOU DID NOT BUY YOUR NEW OR USED LOTUS FROM US YOU CAN STILL ENJOY OUR EXCELLENT SERVICING FACILITIES.

NEW M.G. IMMEDIATE DELIVERY

M.G. 1300, in blue royale, reclining seats, h.r.w.
M.G.-B roadster, in blue royale, wire wheels, overdrive.
M.G.-C GT, in mineral blue with black trim. Fitted overdrive, wire wheels, heated rear screen.
M.G.-C GT. Specially finished in black to Rolls standard, Vynide roof, overdrive, wire wheels, special grille, etc. Looks fantastic.
M.G. Midget. Blue royale, wire wheels, radial tyres.
M.G.-B GT. Antelope, wire wheels, overdrive, etc.

NEW MORRIS IMMEDIATE DELIVERY

MORRIS 1275 GT, in glacier white or aqua.
MORRIS Mini Clubman estate. Blue royale. Reclining seats.
MORRIS Mini 850 saloon. Glacier white/black interior, heater, wind-up windows.
MORRIS Mini Clubman. Flame red/autumn leaf interior, wheel trims.
MORRIS Mini Clubman. Aqua/black interior, wheel trims.

EXCELLENT SERVICING FACILITIES
 Only 10 min. from City of London

ADAMS PROBE

Exciting new model now available — 2001
 Delivery approx. 9 weeks.
 Details on request. Serious enquiries only please.

GOING ABROAD OR VISITING THE U.K.
 Telephone us and find out how inexpensive it is to buy a new car to take with you.
SPECIALISTS IN PERSONAL EXPORT DELIVERIES



£865 SUNBEAM Tiger, 1966. Polar white with black trim. Exceptional low-mileage car in much above average condition, wide wheels. Two owners from new.



£1,045 T.V.R. Vixen S2, 1968, 'G' Reg. Arctic white with black trim, fitted wire wheels, radio, etc.

SELECTION FROM STOCK

£3,675 **ROLLS-ROYCE Silver Cloud III, 1964.** Sand over sable, beige upholstery. Electric windows, heated rear window. Whole car in superb condition throughout.
 £2,645 **PORSCHE 911S.** Blue with black interior. One owner, history available. Quartz-iodine head and spotlights, radio.
 £1,765 **PORSCHE 912, 1967.** Carnival red with black interior, 5-speed gearbox, chrome wheels, radio, twin fog lights.
 £1,745 **JAGUAR 'E'-Type roadster, 1968,** in white with black interior. Radio, chrome wheels, luggage rack, Abarth exhaust system.
 £1,595 **LOTUS Elan Plus Two.** Royal blue with black interior. 14,900 miles. Reg. Aug. 1969 'H'. Radio. One owner; supplied new by us.
 £1,525 **PORSCHE 912 fixed-head coupé, 1966 model.** Azure blue with black interior; radio.
 £1,395 **TRIUMPH TR6 roadster, 1969.** Signal red with black trim. Fitted radio, luggage rack, alarm, etc. Very attractive.
 £1,265 **ALVIS Park Ward saloon, 1965, TE21-Golden sand** with beige interior. Two owners, 37,000 miles. Extras include chrome wire wheels, power steering, Reutter seats, etc.
 £1,245 **LOTUS Elan S4 d.h. coupé, 1968, Special Equipment model.** Finished in Lotus yellow with black trim. Push-button radio. Excellent throughout.
 £1,195 **M.G.-C GT, 1969.** One owner. Wire wheels, overdrive, heated rear window. Mineral blue. 6,000 recorded miles. Mint throughout. Electric aerial fitted.
 £1,195 **ROVER 2000, Dec. 1968,** in zircon blue with beige interior. One owner from new. Recommended.
 £1,165 **FIAT 124 coupé, 1969.** Left-hand drive; one owner. Positano yellow. Radio. Excellent value. 'H' Reg.
 £1,095 **JAGUAR 'E'-Type f.h. coupé, 1965.** Indigo blue with grey interior trim. Push-button radio. Excellent throughout.

£995 **BRABHAM Formula III.** Suitable *Formule Libre* or conversion to new Formula 4; 5-speed Hewland box, spare gears.

£895 **M.G.-B GT, 1967.** Finished in Grampian grey with red trim. Fitted overdrive, wire wheels, etc.
 £885 **M.G.-B roadster, 1968.** Primrose with black trim. Wire wheels, radio, radial tyres, etc.
 £885 **M.G.-B GT, 1967.** Mineral blue with contrasting blue trim, overdrive, sun-roof, radio; one owner from new.
 £845 **TRIUMPH TR4A, 1967.** Indigo blue with black trim, wire wheels, etc. Recommended.
 £825 **AUSTIN HEALEY 3000, 1966.** Midnight blue with black trim, wire wheels, radio, twin spots, radial tyres.
 £825 **M.G.-B GT, 1966.** An exceptional car, being fitted with overdrive, wire wheels, radio, extra instruments, spot lamps, etc. Red with black trim.

£795 **LANCIA Flavia Vignale convertible, 1964.** A rare, one-owner, 4-seater convertible in excellent order. Fitted hard- and soft-tops. White with tan trim.
 £795 **LOTUS Elan S2 convertible, 1965.** Cirrus white with black trim. Radial tyres, radio. Much above average condition.
 £695 **TRIUMPH TR4A coupé, 1966.** Spa white with black trim. Extras include wire wheels, overdrive, radio.
 £695 **JAGUAR XK150 'S' convertible.** Metallic dark blue with grey trim, chrome wire wheels. Above average condition throughout.
 £695 **SUNBEAM Tiger, 1965.** Monza red with black trim. Low mileage.
 £675 **AUSTIN Heavy Twelve saloon.** Very original and superbly maintained. A must for the vintage enthusiast.
 £625 **M.G.-A f.h. coupé, 1959, 1600.** A genuine 19,000 miles from new. One owner. Old English white with black trim. Superb and original in every respect.
 £575 **AUSTIN Mini-Cooper, 1968 'G' Reg.** Almond green/white.
 £545 **M.G. TF, 1954, 1250.** A very good car having been recently resprayed to a very high standard in British Racing Green. Excellent weather equipment, etc.
 £475 **ARKLEY Sprite.** Fitted roadster body. Finished in white with black trim. Fitted wide wheels, Rallysport tyres. Special seats, etc. Fantastic road-holding.
 £475 **FORD Cortina GT, 1966.** Flame red, black flash. Radio, wide wheels. Very attractive.

SHOWROOMS

Open Daily ... 10 a.m.—8 p.m.
 Saturdays ... 10 a.m.—7 p.m.
 Sundays ... 10 a.m.—5 p.m.

WORKS AND STORES

Open Daily ... 8.30 a.m.—5.30 p.m.



£575 ASTON MARTIN DB2/4 Mk. II, 1956. Very rare Tickford coupé body in good condition. Radio, etc.



£845 JAGUAR XK150 3.8, S/E, fixed-head coupé, 1960. Wedgwood blue with red trim. Push-button radio. One owner, last six years' history available. Superb condition.



ENGLAND'S LEADING SPORTS CAR DEALERS—CONSULT US FIRST, THE PEOPLE WHO REALLY KNOW SPORTS CARS, FOR THE BEST ADVICE, TOP SERVICE AND, OF COURSE A FIRST CLASS DEAL



WANTED—continued

LAGONDA 2-LITRE LOW-CHASSIS TOURER in excellent condition. Tel.: Little Chalfont 2207. (5681)
M.G. T-TYPE ENTHUSIAST WILL PAY CASH for right car. Tel.: Wymeswold 980067. (5682)
M.G. TF WANTED TO RESTORE—TEL.: Grassington (Yorks) 340 (after 6-9-70.) (5683)
WANTED 1967/68 LOTUS ELAN+2. LOW MILEAGE and immaculate. Immediate cash offered by private buyer. Sims. Tel.: 01-979 9366. (5684)
GOOD LOW-MILEAGE TRIUMPH G.T.6. Pearce, 12 Havant Road, Emsworth, Hants. Tel.: Emsworth 2545. (5685)
CHEAP M.G. TD II OR TF WANTED FOR REBUILDING. Kingdon, 21 Dart Close, Deer Park, Plymouth. (5686)
REGISTRATION NUMBER AJA OR TA With low or interesting number. Details to Armitage, Linton Common, Nr. Wetherby. (5687)
LAGONDA AND ASTON MARTIN WANTED for spares. Any age, model, condition or location if cheap. Box 2447. (5688)
MORRIS OXFORD MID 1930S. A. ARNOLD, Six Ashes, Bridgnorth, Salop. Tel.: Quatt 400. (5689)
FEBRUARY 1961 MOTOR SPORT MELVILLE. Smith, Sandlin House, Leigh Sinton, Malvern, Worcs. (5690)
1967-8 MARCOS. UP TO £975 PAID FOR IMMACULATE CAR. Must be submitted to A.A. Test. Tel.: Garston 73398 (Herts.) (5691)
M.G. TC IN SOUND CONDITION THROUGHOUT. High cash price paid for right car. Please send details, including price, to James Lynch, 4 Essex Street, Newbury, Berkshire. Tel.: 1601. (5692)
BENTLEY "R"-TYPE OR MK. VI, EARLY 1971, England. Low-mileage specimen. Alternatively, Alvis 3-litre, Alvis Speed 20 2-seater tourer, 3.8 "E"-Type. No amateur "rebuilt" or silly prices. Cash. Private sale preferred. Campbell, RST, P.O.1, Kalufushi, Zambia. (5761)
ALLARD J.2 REQUIRED FOR REBUILD; engine, gearbox, not required; generally unhappy state acceptable. Atkins, 328 St. Albans Rd., Watford. (5762)
WANTED: ANYTHING BUGATTI, SPARES acceptable. Particularly power unit suitable engineless Grand Prix. Anyone please assist? 26 Kingswood West Heath, Birmingham. Tel.: 476-2012. (5763)

EXCHANGES

RAMBLER ESTATE, AUTOMATIC, American, Opal blue. Radio, power brakes; lovely condition. £425. Studebaker sports coupé (Hawk), Imperial maroon, Automatic, p/steering, radio, etc; 120 m.p.h.; beautiful vehicle. £360. Would exchange for sports cars. Brown, Pawley Fort, Pawley Hill, Guildford. Tel.: 66054. (5103)
PLAYA DE ARO, COSTA BRAVA. Fully furnished flat, 50 yards sea; balcony; sleep six. Exchange interesting car, prefer veteran or vintage, or sell £3,200, cash adjustment either way. 44 York Rd., Cheam, Surrey. Tel.: 01-642 7808. (5233)
EXCHANGE MY GOOD M.G. TC FOR Austin Healey 100/6 or tatty or dismantled M.G., plus cash. Box 2401. (5234)
998 C.C. COOPER, 1967. DUNLOP MAG. wheels, leather rim wheel, built-in reversing lights, Mk. II grille. Value £485. For M.G. TF. Chant, "Pemberley", Holwell, Sherborne, Dorset. Tel.: Stalbridge 503 (daytime). (5235)
1969 LANCIA FULVIA 1.3 RALLYE coupé; 17,000 miles; radio; for low-mileage Jaguar "E"-type convertible or similar. Write: Beaton, 20 Northcote Caravan Park, Honiton, Devon. (5236)
JEALOUS WIFE PREVAILS, CHERISHED for last nine years, I must now offer my unusual 1949 2½-litre Riley roadster; 4/5-seater tourer (B.R.G.); concealed hood, shell big-ends, in exchange for a less voluptuous model, I might get away with a 13/60 Harold convertible if anyone would like the Riley and a little cash, or would haggle around £400 for outright sale. Also an earlier mistress—my Scott Flying Squirrel, 1937; untaxed since 1939. Really desirable, 165. Metcalfe, 53 Alma Rd., Southampton, Lancs. Tel.: 66524. (5237)
GENUINELY BEAUTIFUL M.G. TD, 1950. Black. Original condition; w/w, £450. Also 1962 VW beetle; first-class condition. £230. Sell, exchange one or both for Gilbern 1800, Vitesse, W.H.Y.? For copious further details Tel.: Potters Bar (Herts.) 57871. (5238)

EXCHANGES—continued

¾-ACRE BAHAMAN LAND WORTH approximately £600, but surplus to my requirements, offered in exchange for a really interesting sports saloon in good condition. Year immaterial but condition critical. Full details to Box 2402. (5239)
MERCEDES 190 SL SPORTS COUPE FOR interesting larger car suitable for towing, see For Sale. (5434)
1963 LAGONDA RAPIDE (SEE UNDER "FOR SALE") £1,195 or take Aston Martin DB2 d.h.c. or similar car in part exchange. Eyles, Tel.: Newent 702. (5444)
HEALEY "ELLIOTT" FOR "SPORTS-MOBILE" or open type. 54 Stoney Lane, Bloxwich, Staffs. Tel.: Bloxwich 76510. (5643)
AUSTIN (1938) 10 CABRIOLET, WILL BREAK if necessary, but it's too good to break. Any offers for whole, or swap for W.H.Y. A. P. Burrows, Whitestone Lodge, Ruff Lane, Ormskirk. Tel.: 75657 (after 6.30). (5644)
SELL OR EXCHANGE, IMMACULATE 1965 Mercedes-Benz 220 S.E.B. One previous owner, Radio, belts. Beige with tan upholstery. £895 o.n.o. or will exchange for interesting sports car. F/L R. Green, Officers Mess, R.A.F. Cottesmore, Rutland. Tel.: Cottesmore 241. (5645)
MORRIS 1100, 1964, EXCELLENT CONDITION. Value about £300 plus cash for A.C. Ace in equivalent condition. Tel.: Luton 591062. (5646)
1936 RILEY KESTREL SPRITE—GOOD CONDITION, taxed, new M.o.T.; for open car of similar age or older. Preferably another Riley, but try anything. Cash adjustment. James, 140 Knotts Lane, Colne, Lancs. (5647)
TAX PAID VOLVO 122S 1963, R.H.D. RADIO. For sports car/saloon. Prof. L.H.D. Cash adj. if necessary. Write Zee Dijk 138/H3, Oostende-Mariakerke, Belgium. (5648)
EXCHANGE 1963 SUNBEAM ALPINE GT O/D. 40,000 miles only, for M.G. TF. Eddison, Asenby, Thirsk. (5649)
IMMACULATE WHITE JAGUAR MK. IX auto with p.a.s. or similar wanted in part exchange for outstanding 1956 S.1 Bentley saloon (3rd car) £540 mechanical and coachwork reconditioning completed in last 6 months. Box 2438. (5650)
FACEL VEGA MK500, 1961, 6.2-LITRE Chrysler, dark green. Cints., discs all round, electric windows, radio, etc., all excellent order. For sale around £550 or exchange, together with beautiful S.1 Bentley, 1958, grey over blue, just paid £1,450, still under dealer's warranty, for Bentley convertible, any type considered. Box 2455. (5758)
LANCIA FLAMINIA SUPERLEGGERA coupé, 1962. L.H.D. Excellent order throughout. Five new "X"s, battery, exhausts. Dark blue. £475. Part exchange cheaper car, prefer Bristol or Jensen. R. Brown, Tel.: Chieveley 279 (Berks.). (5759)

MISCELLANEOUS

OXY-ACETYLENE WELDING SET, WITH regulators, gauges, welding torch, nozzles, hoses, goggles, etc. Perfect order, ready for use, Bargain. £20. "Margaret", Chatterton Rd., Stubbins, Ramsbottom, Bury, Lancs. (5141)
BENTLEY 6½-LITRE ENGINE AND back axle, both incomplete. Offers. Box 2403. (5185)
BOSCH TRUMPET HORN 12V, VIN- tage, £8; Smiths Aston Martin rev-counter, 5,500 r.p.m., £2; Alfa Romeo radiator badge, 25s.; Royal Navy car badge, new, £3; Chrysler New Yorker/Imperial workshop manual, 2 in. thick, new, £3; Scintilla NV4 magneto, £10; Wilmot Bredon radiator cap temperature gauge, glass in chrome frame, vintage, £2. Mercedes-Benz catalogues, all models, 1948-1960; s.a.e. list Box 2404. (5240)
"SAFETY FAST", 1961-1968, "MOTOR Sport", 1963-1968. Both complete. Offers. 35 Fallowdon Way, Henleaze, Bristol. (5241)
WBC 3 ON ROUGH HERALD, OFFERS TO Box 2405. (5242)
PAIR OF P100 "S" HEADLAMPS, EX- cellent original condition. £30 o.v.n.o. Tel.: Falkirk (Stirlingshire) 25787. (5243)
"MOTOR SPORT", 1955-1969, COM- plete; "Autosport" bound volumes 2, 3, 4 and 5; unbound 6, 22 and 27; "Old Motor", Oct., 1963, to Sept., 1968; "Motor Racing", 1957-1960, complete and many odd copies, 1954-1966. Offers to: Pritchard, 12 Barrow Point Ave., Pinner. (5244)
BREAKING A/H 100/4 BNI. ALL MECHANICS plus screen, bonnet, boot, grille and tonneau Also unused TR3 tonneau and Panhard rod Tel.: Luton 591062. (5646)

MISCELLANEOUS—continued

MG SPARES

MG TA, TB, TC, TD, TF. New, Used, Rebuilt and Exchange Parts. Large stocks. Many rare items. S.A.E. for List/quote. World-wide mail/shipping service.
Octagon Sports Cars Ltd.
 19, Grosvenor Park Road,
 London E.17.
 Tel.: 01-521 0520

SP250 ENGINE AND GEARBOX, RE- ground crank, t/chain and decoke 1,100 miles ago. Best offer over £100 pair. Tel.: Kidsgrove (Stoke-on-Trent) 3150 (day), 3260 after 6.30 p.m. (5245)
TC M.G. ENGINE SPARES, HEAD, block, standard and +40 pistons, AEG122 cam shaft, "P"-type 19 in. wheel, pumps, electric, etc. Tel.: 021-445 2269 (Barnet Green). (5246)
MANCHESTER CITY CENTRE, PROFIT- able well-established motor engineering company, with agency, specialising in well-known sports cars, new and second-hand. Large countrywide turnover in spare parts. Senior directors retiring. Goodwill, plant, etc., £15,000, plus net current assets at valuation. This is a most attractive and lucrative business and presents a marvellous opportunity for two younger enthusiasts who are prepared to work hard to increase its potential. For full details write Box 2406. (5247)
FOR SINGLE CAR TRANSPORTING, boat towing, etc., anywhere, any time from 1s. 6d. per mile, contact E. E. Smith. Tel.: Brighouse (Yorks.) 2074. Also comprehensive vehicle inspections by qualified engineers. (5248)
BENTLEY SPARES, CIRCA 1935. Louvred bonnet, steering wheel, column, box and drag links, wheels, instruments, electric, etc. £15. Might split. Tel.: 01-549 1791. (5249)
REGISTRATION NUMBERS FOR SALE. 3 MT on Renault, 25 F on Vauxhall. Tel.: 01-550 6877, or write: 27 Vista Drive, Redbridge, Essex. (5250)
INTERESTING ENTHUSIASTS' RALLY on Sept. 27th at Chandersford, Hampshire. The "Eastleigh Golden Rally" will incorporate a motor gymkhana, a Concours and static display. For details of your class and entry form write to: Dave Skinner, 2 Elm Grove, Eastleigh, Hampshire. (5251)
SP250 (DART) OWNERS' CLUB/REGIS- ter. Ideas, suggestions, Jolly, 10 Solent Close, Oakmount Park, Chandlers Ford, Hants. (5252)
LOOK, NO NUMBERS. KAAHE WITH/ without Honda P50 (repairable). Offers or exchange TR.L. Box 2407. (5253)
FOUR NEW TYRES—AVON SUPER safety c/ply 5.20 x 13. £18 o.n.o. E. White, 33 West End Court, Priory Rd., N.W.6. Tel.: 01-328 1267. (5254)
"SPEED", ALL YEARS, IN GOOD CON- dition. Send s.a.e. for prices. A. Pollard, 4 Spring St., Longsight, Manchester 12. (5255)
REG. NO. MKW 1 ON ROVER 60, 1956, available. M.o.T. June, 1971. Offers invited. Box 2408. (5256)
£100 OFF. NIKON F 50 MM. F 1.4 camera, mint, unused. List price £255, offered at £155. Plus case, hood, UV filter; purchase and Customs certificates. Box 2409. (5257)
6, 70 x 16 COVER, TUBE, JAGUAR wheel, £3 (several). Brown, 69 Grange Rd., South Croynod. (5258)
JOWETT CAR CLUB—SURVIVING LINK with the famous marque. All areas catered for. Details, advice, technical information. Secretary: A. N. Wright, The Old Forge, Weston Turville, Aylesbury. (5259)
JOIN THE A.C. OWNERS' CLUB NOW for the Club's 21st Anniversary Year. Membership Secretary, 33 Linden Ave., Ruislip Manor, Middlesex, England. (5206)
DML 8A FIRMLY ATTACHED TO 1963 M.G.-B 43,000 miles only. See For Sale columns. £400 o.n.o. Tel.: 01-748 6274 (evenings). (5380)
FOR SALE—WOOD-RIMMED STEERING wheel: suit Mini—£3. Pair electric window winders—£6. Birlall, Verryan, Truro, Cornwall. (5420)
MERCEDES-BENZ, 6 FITTED SUITCASES ex-works only used few journeys. Suitable all 220 Coupé series. Cost £90. price £25 also 4.185x14 SR Firestone radial tubeless only run 500 miles. List price £52 my price £25. Cooke, 70 Richmond Hill Rd., Birmingham 15. (5401)
DISMANTLING JOWETT JAVELIN CAR, all parts available, also maintenance manual. Harvin, Fendike Road, Outwell, Wisbech. (5484)
120 XKJ REGISTRATION ON 3.4 JAG. (SEE for sale). Tel.: Yatton 3471. (5503)
SHORROCKS BLOWER C/W WITH MANI- fold, carbs for 105E/109E engines. Offers around £30. Tel.: Blythe Bridge 3977 or write Rainbow, 9 Manifold Rd., Farnborough, S.o.T. (5572)
ALFA ROMEO OWNERS' CLUB RUNS Regional Centres, monthly magazine, social and sporting events and spare parts service. Details from the Secretary, 27 Goffs Park Rd., Crawley, Sussex. (5718)
BENTLEY DRIVERS CLUB MONTHLY Notes, April 1952 to Jan. 1967. £5. Rolls Bentley hub cap £2. Lucas RB60SC P80 headlamp, needs new glass and rechrome £3. 300 non-fiction books, military, flying, motoring etc. SAE for list. Box 2439. (5651)
BRAND NEW UNUSED B.O.C. WELDING set. Complete with gun, hoses, nozzles, goggles, etc. £18. Would send by post. 22 Windsor Avenue, Hillingdon, Middx. (5652)
PR 80 ON FIAT. OFFERS. 3 WHITCHURCH Close, Edgware, Middlesex. Tel.: 01-952 3656. (5653)

MISCELLANEOUS—continued

SPORTS CARS FOR HIRE

MGB, MGB GT, TRIUMPH GT6 and JAGUAR E-TYPE for self-drive hire. All cars 1969/70, with radios. Regret minimum age 25.
SPORTSHIRE LTD., 01-789 0757
 4a, Deodar Road,
 Putney,
 London, S.W.15. Hours: 8.30-6.30 Mon.-Sat.

JAGUAR SPARES TO SELL? THE XK Club is interested. Write to Shearer Sellers, The Old Cottage, Walton-on-Thames. You don't have to be a member—but it helps. (5764)
HEALEY 3000 MK III BJS BROKEN FOR Spares. Chassis/Mechanics available. Tel.: Southampton 57309. (5654)
BOOKS, MAGAZINES, PHOTOGRAPHS ON The Pre-War Car. S.A.E. for list. 42 Gibraltar House, The Drive, Brentwood, Essex. (5653)
TR2/3/A OWNERS. FOR CHEAP SPARES, Newsletter, meetings, etc. Join the TR Register Sub. £1 2s. 6d. p.a. Contact T. J. Simpson, 107 High Street, Redbourn, St. Albans, Herts. (5658)
M.G.-B. TWO STEEL SJ WHEELS FITTED Firestone 165-14 Town and Country Radials. £15. Tel.: 01-346 6097 (evenings and weekends). (5657)
FIVE 15" WIRE WHEELS, HARDLY USED. From New E-Type Jaguar. £30 o.n.o. I. Atlas—Tel.: 01-253 3848 (day). Tel.: 01-907 3024 (evening). (5653)
WOLSELEY 1500. CAR ALMOST VALUE- less but Registration Number SBY 3. Offers to Box 2440. (5659)
BREAKING M.G.-A 1600 F.H.C. FOR SPARES also M.G.-A 1500 gearbox. Reed. Tel.: Lingfield 3501 (Surrey). (5660)
CHAIN-DRIVE FRAZER NASH T.T. REP. Meadows engine in chassis form only, odds and ends missing. Registered 1933—all in bits. Offers over £500. Engine worth £250 alone. Apply: Box 2441. (5661)
2 MY REGISTRATION NUMBER ON SCRAP Alfa-Romeo, substantial offers to C. Neal, 43 Savernake Road, London, N.W.3. (5662)
TRIUMPH TR3 TONNEAU COVER, LITTLE used. £5. Tel.: Tamworth 66219. (5663)
MIDGET MK III/SPRITE EXTRAS, BLACK hardtop cost £65 new. Very good condition. Little used £35 o.n.o. Also tonneau cover £5. Also Intertech 13" leather rimmed steering wheel. Excellent condition £5. 9 Meadow Drive, Huyton, Liverpool. Tel.: 051-489 3517. (5664)
BRISTOL 401 BREAKING FOR SPARES. All parts available for offers. Workshop manual for 400-403. Tel.: Gainsborough 3535. (5665)
ALTA. O.H.V. CONVERSION FOR S.V. Minor £32. With saloon running £48. 3 Fairview Earley, Reading. (5666)
BROOKLANDS AUTOMOBILE RACING Drivers Club Medallion. 1936 Perfect condition. Offers. Tel.: Byfleet 48348. (5667)
XK DAY BEAULIEU. NATIONAL GATHER- ing of XKs at the Montagu Motor Museum Beaulieu, Hants on Sunday September 27th. 200 cars expected, everyone welcome! Organised by the XK Register (fully recognised by Jaguar Cars and the RAC), 14 London Road, Thatcham, near Newbury, Berks. (5668)
ASTON MARTIN SPARES WORKS DB3-S 5-speed gearbox, nearly new. DB2/4 engine/gearbox. Offers. Box 2452. (5739)
REBUILT "PLYMOUTH FURY" V8 ENGINE. New piston rings, big-end and main shells. New distributor. £30 or near offer. Tel.: Leicester 63877 (evenings). (5741)
M.P. SPARES FOR SALE. TC, SA, VA models, including chassis, body panels, engine, gearboxes, axles, headlamps, radiators, instruments, seats and various fittings. Tel.: Coventry 464644. (5762)
GO GROUSE SHOOTING WITH THE XK Club, the only independent club for XK owners. Send your grouse and £1 to troubleshooter Bob Hadfield, 103 Belvoir Street, Hull, for a full year's membership and the answer to all your problems. Benefits include spares and publication service, rallies and, of course, our pithy, punchy, pungent mag., "The XK Driver". (5761)
CORTINA 1500 STAGE II GT CYLINDER head, special valve springs, polished ports gas-flowed, complete with Stage II camshaft, Weber twin-choke and exhaust manifold, ex-Jeff Uren conversion. Cost £95, accept £50. Box 2456. (5765)
RILEY 1½, 1950. SOUND WINGS AND green leather seats, £10. Tel.: 01-573 3235. (Stover Godalming.) (5766)
ROVER WITH REG. NO. 1 RRA. WRITE: W. A. B., 44 Broadway, Duffield, Derbs. (5760)

SITUATIONS VACANT

SECRETARY REQUIRED FOR SMALL specialist motor engineering business North-West Essex. Impeccable references required. Pay and hours by negotiation. Box 2410. (5261)
DRIVER MECHANIC, WITH INTEREST in old cars. R.-R. P. 1, Ford T and 1900 veteran. Comfortable single accommodation available. West London. Box 2411. (5262)

SITUATIONS WANTED

HAVE B.Sc.—WILL TRAVEL. YOUNG MAN with B.Sc. (Eng.) and having completed Motor Industry apprenticeship, requires stimulating employment involving overseas travel. Box 2442. (5619)
YOUNG MAN, 25. NO ENGINEERING OR Mechanical qualification. Just honesty and enthusiasm, seeks work within the sport or restoration. Box 2443. (5668)

guns review

BRITAIN'S ONLY GUNS MAGAZINE
Covers all aspects of guns and shooting

Readers enjoy the best reports on rough shooting, target shooting (from Bisley to Air-gun clubs), clay pigeon shooting, collecting antiques and bayonets, etc.

Published on the 25th monthly Price 3/6 (17½p)

ONE YEAR'S SUBSCRIPTION £2-8-0 (U.K.). \$6.50 (U.S.A.)
 Send cheque or P.O. to—

"GUNS REVIEW,"
STANDARD HOUSE, BONHILL STREET, LONDON, E.C.2

MOTORWAY SPORTS CARS LTD. IN KENT

"TRY THEM UP THE MOTORWAY"

WANTED—SPORTS CARS



(Illustrated) **RELIANT Scimitar 3-litre, 1967F, 4-seater GT.** Magnificent car with overdrive and radio. Our managing director's personal car, so please telephone for appointment to view £995
TRIUMPH TR4A roadster, 1965. Overdrive, wire wheels, hard- and soft-tops, radio, etc. Outstanding ... £630
TRIUMPH Spitfire sports, 1964. Two most attractive cars, one in dark blue, black interior, and one in white, black interior, with radio and other useful extras £365 and £375
TRIUMPH TR3A sports roadster. An exceptional example with overdrive, detachable hard-top, etc. ... £365
HEALEY 3000 Mk. III, 1964, sports convert. 2/4-seater. Wire wheels, etc. Few better in this type and price £595
VOLVO P1800 sports (as per "The Saint"). Overdrive, sun-roof, etc. A delightful car in many ways.
FORD Cortina GT, 1964. Wide wheels and various other extras, including improved trim, etc. Superb ... £365

(Illustrated) **ALFA ROMEO Giulia Sprint GT, 1964, 2/4-seater.** A most desirable current style car with right-hand drive, five-speed gearbox and 1,570-c.c. twin-overhead-cam engine £695
ALFA ROMEO Giulia Sprint Speciale, first registered 1967. Based on the above well-known 1,570-c.c. Sprint GT, but with fabulous 2+2 Bertone bodywork. Five-speed gearbox. Right-hand drive £895
M.G.-B sports roadster, 1964 (November). Hard/soft-tops, overdrive, wire wheels, etc. Specimen £575
M.G. Midget, 1966. Hard/soft-tops, winding windows, 1,098-c.c. engine. Well worth inspection.
M.G. Midget, 1961. A pretty example in red with black interior, occasional rear seat, etc. £265
M.G.-A 1600 fixed-head coupe, 1959. Basically a particularly fine car but requiring some work £195
BEACH BUGGY by GP. Just recently built. VW mechanics, lovely chrome exhaust systems, huge wheels, lights and shortened chassis on this very well turned out vehicle. Price justified on inspection £535
JENSEN 541 4-seater GT. This is an outstanding model with exceptional glass-fibre bodywork. The mechanics are largely Austin, giving a very robust car with low cost servicing £435



(Illustrated) **JAGUAR XK150 'S' 3.8-litre roadster.** An exemplary example with overdrive, radio, and some history. Compares well with others offered at over £1,000 and must appreciate £670
JAGUAR 'E'-Type convertible, 1963. Opportunity to purchase one of these fine and desirable models at ... £790
MINI-Cooper 998 c.c., 1967. Special paintwork in dark green with bronze roof. Various extras. Superb ... £445
JAGUAR 3.8-litre Mk. II sports saloon, 1963. A particularly nice car with overdrive, radio, etc. £415
TRIUMPH Herald 1200 convertible, 1961 (Oct.). Very much above average and extremely smart £210
 Probably coming in: **HEALEY Sprite Mk. IV, 'F' registered.**
HONDA S800 sports, 1967.
HEALEY Sprite Mk. I. Various extras.

AND various others in by the time you read this (why not give us a call), including various saloons at trade prices or an excellent allowance on your sports car in part exchange. Sports cars purchased for cash.

We pride ourselves that our cars are the **FINEST AVAILABLE.** They are all **OVERHAULED & SERVICED** and we offer our **FULL PARTS & LABOUR GUARANTEE** (3 months or 3,000 miles) on most cars made 1962 onwards — generous price **REDUCTIONS** for cars taken as they are

HIRE PURCHASE arranged on all cars, Third Party Insurance often acceptable — Please Enquire.

PART EXCHANGES on almost any vehicle (including Motorcycles).

INSURANCE arranged at low cost and by **EASY PAYMENTS** on request.

WE ARE SITUATED in **BOUGHTON** on the A2, 1 mile from the M2 Motorway and 6 miles from **CANTERBURY**, 50 miles from **LONDON** (33 are motorway)

OPEN—Mon to Wed 9-6, Thurs to Sat 9-9.

CLOSED SUNDAYS

SECONDHAND TONNEAU COVERS £5.

THE STREET, BOUGHTON, NEAR FAVERSHAM, KENT.

TEL: BOUGHTON 223 — STD areas dial 022-775 223



MIKE SPENCE LIMITED

AT HENLEY-ON-THAMES SHOWROOMS

Sales: 3219-4115 - 24-hour answering service

NEW CARS

BMW 2800	Auto. Power Steering	Black/Black interior
BMW 2500	Auto. Power Steering	Choice of White or Blue
Mercedes-Benz 280 SE	Auto. Power Steering	Sable with Cognac
Mercedes-Benz 250	Auto. Power Steering	White/Black interior

NEW CARS AT MAIDENHEAD Maidenhead 21511

Jaguar 4.2 'E'-Type	FHC, HRW, Chrome W/W	Blue
Jaguar 4.2 'E'-Type	FHC, HRW, Chrome W/W	Red

USED CARS IN STOCK

1970 BMW 2002, Automatic, in Colorado with black interior (Demo. car)	£1,900
1970 Lotus Elan + 2S, White; 2,500 miles	£2,400
1969 Triumph GT6. Heated rear window. Primrose with Black interior	£940
1969 Alfa Romeo GTV, 1,750 c.c. Red/Black interior	£1,770
1968 Lotus Elan + 2, LHD	£1,100
1967 Rover 2000 TC	£1,050
1967 Triumph Spitfire. White. W/W	£560
1967 Ford Cortina Super. White. Four-door	£575
1966 Choice of two Ford Cortina 1500	£380 each
6½-litre Ford Diesel built Custom Transporter	£5,500

MIKE SPENCE RALLY CAR

Escort Twin Cam BRM, works specification, £1,250 (or road car taken in part exchange)

SALES & SERVICE. HENLEY 3219-4115
ELAND HOUSE READING ROAD
HENLEY-ON-THAMES OXON

KING'S WORTHY MOTORS MARCOS DISTRIBUTORS FOR HAMPSHIRE



It's no good, you're too low slung.

IMMEDIATE DELIVERY on:

New **MARCOS 3-litre, kit form.** White. LIST
 NEW **TRIUMPH Spitfire Mk. III.** Royal blue. LIST

1970 MARCOS 3-litre, 9,000 miles. Sunshine roof, radio. Immaculate. Mid-chrome yellow	£1,650
1968 MARCOS 1600, 21,000 miles. Sunshine roof, radio. Maroon. Perfect condition	£1,250
1964 ALFA ROMEO GT Sprint. Dark green; two owners	£650
1935 ALVIS Speed 20 Charlesworth saloon. Immaculate, low mileage. Very original	£575
1938 BEDFORD Horse-box. Very original. Holds three beasts and lad in discomfort	£200
1952 BENTLEY, H. J. Mulliner Continental. 4½-litre. Silver grey	£2,290

Our demonstrator will be pleased to call at any hostelry of your choice during opening hours.

PERSONAL EXPORT. H.P. & INSURANCE ARRANGED



SALES AND SERVICE
KING'S WORTHY, WINCHESTER

Tel.: 2983

The Stadium vario family

have the clear answer
to all driving conditions.

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

Meet the family



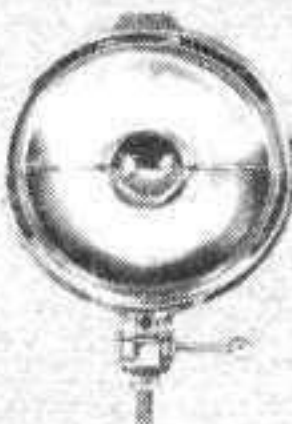
Super Vario Quartz

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



Vario Quartz

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



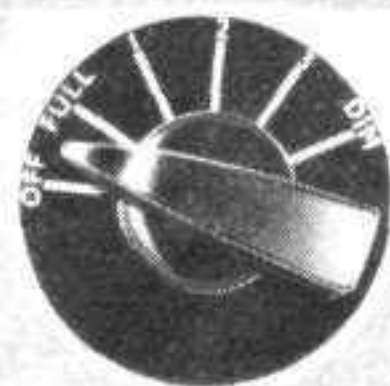
Quartz Iodine Lever Lock Lamps

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



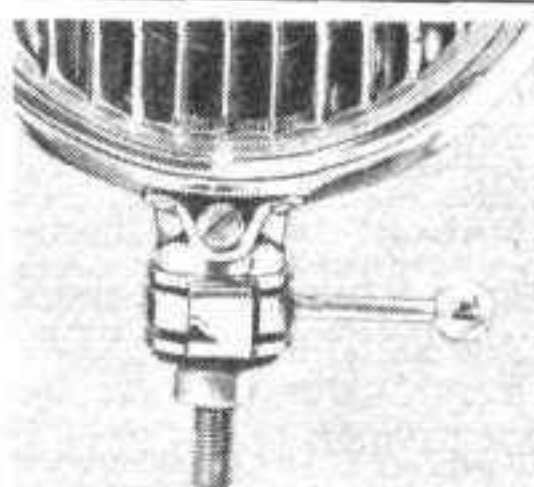
Quartz Iodine Lamps

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



Vario brilliance control unit

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



Lever Lock Action

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

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

Stadium LTD 31 Queensway, Enfield, Middx.



Navigator on £2400 a year by 23

You'll need to have what it takes.

Obviously, any job that pays this kind of money takes some doing. If you are the stuff that RAF officers are made of, you will welcome this. It will bring out the best in you.

Suppose you are navigator of a Buccaneer, the RAF's new long-range strike attacker. It is you, more than anyone else, who plans the detailed execution of the mission. You operate the radar navigation systems and computers. You set and monitor the vital attack-sight. From a number of options, the weapons are selected and the mode of attack decided. If the attack is with the Martel missile, you guide the weapon to its target through a TV camera in the missile's nose.

Can you think of a more important, more responsible job than this? As an RAF navigator you are, in the fullest sense, a trained professional. Your prospects, your status, and your standard of living all reflect this.

GCE men — a place for you with the flying team?

Selection takes 3 days. Expenses are paid, and there is no obligation. To apply, you must have at least 5 acceptable O-levels, including English language and maths; or equivalent. With A-levels or a Degree you are all the more welcome. Age limits, 17 to 26th birthday.

Ask at your nearest RAF Careers Information Office—address in phone book—or send the coupon.



To: Group Captain E. Batchelar, RAF,
Adastral House (394LMI), London, WCI.

Please send me information about flying commissions in the RAF

Name

Address

Date of Birth

With this coupon please enclose a separate note giving your present and/or intended educational qualifications.

**Royal Air Force
Aerocrats**



THE LENHAM LOOK

A WHOLE NEW SCENE!



Le Mans Coupé
from £46 10s.



MGB GT Sprayed £86
Unsprayed £81
DIY £59 10s



E-TYPE (white or black
leathergrain)
All models £63



SPRIDGET From 1964 £46
Pre 1964 £44 10s
(white or black leathergrain)



SPITFIRE Sprayed £59
Unsprayed £53 10s.
DIY kit £44

**NOW EXCLUSIVELY
DISTRIBUTED THROUGH TWYFORD AUTO CONVERSIONS!**
**Smooth hardtops, sleek bonnets,
customising conversions,
great styling – at low, low prices!**

Lenham, world-famous for quality and styling! All models now with safety glass windows—replaceable any time, anywhere, at low cost. And what a range! From the exciting Le Mans Coupé above, to a fastback Spitfire bootlid—there are good things for every sports car lover. DIY or ready cellulosed to any shade—that's something you don't get elsewhere! Fitted for you or despatched anywhere, fast. Easy to fit, easy on the eye, great to live with.

Look at Lenham first—send 5d stamp today for brochures!

Sole Retail/Trade Distributors **TWYFORD AUTO CONVERSIONS**
29 North Street, Bishops Stortford, Herts. Tel: 0279 57415.
Also trade distributors for Williams & Pritchard, AKS & Heron.
Reps. will call by request (trade only)

**SHEER
BARE-FISTED
LUXURY
COSMIC**

'COOL GRIP' WHEEL GLOVE
Driving's new sensation

Discard your gloves, lace on your Cool Grip and then get down to some dedicated driving and supreme comfort in all temperatures. Superbly cut and finished in supple highest grade leather. Foambacked for non-slip fitting and to give the merest hint of 'bite' to your fingers. Aerated for all-season coolness. Available in Black or Highway Tan. Fitted in minutes. Wonderful buy. Ideal gift. At Halfords and all good accessory shops. **Price 28/- (retail).**

Cosmic for connoisseurs. Look for Cosmic Head Rests, Leather Rim Steering Wheels, Tail Pipe Trims, Sun Visors and Alloy Road Wheels, or write for illustrated literature to Dept. MS 9/70.



THE COSMIC EXPERIENCE COSMIC CAR ACCESSORIES LTD.,
Bridgeman Street,
Walsall, Staffs.
Tel: Walsall 27188/9

CHRONOGRAPH SPECIAL

FIRST 500 JUST RECEIVED

ONLY £7.7.0
— P. P. & Ins. 3/6

A LIND-AIR SPECIAL OFFER

For car racing, rallying, swimming, diving — almost any sport, this chronograph minute stop will fill the bill. Apart from its great looks (this is an up to the minute design) it features full flyback minute counter operated by side button, 150 feet guaranteed waterproof heavy duty case, automatic date, tachometric scale, seconds dial, 17 jewelled shock protected Swiss movement, trendy deep port wine dial-set off against black and silver rotating elapsed bezel with locking button. Written guarantee. An illustration cannot do justice to the great looks of this watch — see it for yourself for 14 days approval with money back absolutely guaranteed. You'll be proud to keep it we're certain. Another specialist watch from Lind-Air!

Send 9d postage for fully illustrated watch catalogue.

LIND-AIR OPTRONICS LTD. (Dept MS5)
18/19 & 53, Tottenham Court Road, W.1.
Telephone 01-580 1116/7.

THE LENHAM LOOK

A WHOLE NEW SCENE!

Le Mans Coupe
from £46 10s.



MGB GT Sprayed £86
Unsprayed £81
DIY £59 10s



E-TYPE (white or black
leathergrain)
All models £63



SPRIDGET From 1964 £46
Pre 1964 £44 10s
(white or black leathergrain)



SPITFIRE Sprayed £59
Unsprayed £53 10s.
DIY kit £44

**NOW EXCLUSIVELY
DISTRIBUTED THROUGH TWYFORD AUTO CONVERSIONS!**
**Smooth hardtops, sleek bonnets,
customising conversions,
great styling – at low, low prices!**

Lenham, world-famous for quality and styling! All models now with safety glass windows—replaceable any time, anywhere, at low cost. And what a range! From the exciting Le Mans Coupé above, to a fastback Spitfire bootlid—there are good things for every sports car lover. DIY or ready cellulosed to any shade—that's something you don't get elsewhere! Fitted for you or despatched anywhere, fast. Easy to fit, easy on the eye, great to live with.

Look at Lenham first—send 5d stamp today for brochures!

Sole Retail/Trade Distributors **TWYFORD AUTO CONVERSIONS**
29 North Street, Bishops Stortford, Herts. Tel: 0279 57415.
Also trade distributors for Williams & Pritchard, AKS & Heron.
Reps. will call by request (trade only)

**SHEER
BARE-FISTED
LUXURY
COSMIC**

'COOL GRIP' WHEEL GLOVE
Driving's new sensation

Discard your gloves, lace on your Cool Grip and then get down to some dedicated driving and supreme comfort in all temperatures. Superbly cut and finished in supple highest grade leather. Foambacked for non-slip fitting and to give the merest hint of 'bite' to your fingers. Aerated for all-season coolness. Available in Black or Highway Tan. Fitted in minutes. Wonderful buy. Ideal gift. At Halfords and all good accessory shops. **Price 28/- (retail).**

Cosmic for connoisseurs. Look for Cosmic Head Rests, Leather Rim Steering Wheels, Tail Pipe Trims, Sun Visors and Alloy Road Wheels, or write for illustrated literature to Dept. MS 9/70



THE COSMIC EXPERIENCE COSMIC CAR ACCESSORIES LTD.,
Bridgeman Street,
Walsall, Staffs.
Tel: Walsall 27188/9

CHRONOGRAPH SPECIAL

FIRST 500 JUST RECEIVED

ONLY £7.7.0
— P. P. & Ins. 3/6

A LIND-AIR SPECIAL OFFER

For car racing, rallying, swimming, diving — almost any sport, this chronograph minute stop will fill the bill. Apart from its great looks (this is an up to the minute design) it features full flyback minute counter operated by side button, 150 feet guaranteed waterproof heavy duty case, automatic date, tachometric scale, seconds dial, 17 jewelled shock protected Swiss movement, trendy deep port wine dial set off against black and silver rotating elapsed bezel with locking button. Written guarantee. An illustration cannot do justice to the great looks of this watch — see it for yourself for 14 days approval with money back absolutely guaranteed. You'll be proud to keep it we're certain. Another specialist watch from Lind-Air!

Send 9d postage for fully illustrated watch catalogue.
LIND-AIR OPTRONICS LTD. (Dept MS5)
18/19 & 53, Tottenham Court Road, W.1.
Telephone 01-580 1116/7.

PISTONS

All Types manufactured to Requirements, Vintage, Obsolete, etc. Send Pattern Piston where possible.

B & C PEARSON, Wilson Works,
Warwick Rd., KNOWLE, Warwicks.
Tel.: Knowle 2102

G. W. WOODHEAD

LIMITED

1949 BENTLEY Mk. VI

Saloon. Black. Dixon Bate tow hitch.
Excellent condition ... £350

1958 JAGUAR XK150

F.H.C. Wire wheels, overdrive.
Well maintained ... £450

1954 LAGONDA 3-litre

2-door Tickford saloon. Exceptional
midnight blue paintwork. Rare
model ... £825

ASTON-MARTIN VB6J Rebuilt
Engine

Complete with all accessories. Suit-
able A-M or LAG. up to 1956.

WE SPECIALISE IN

OVERHAUL & MAINTENANCE

of DB Series ASTON-MARTINS

VINTAGE QUALITY BODY &

PAINTWORK

Including Accident Repairs.

Mechanical rebuilding of Vintage,

P.V.T. and Historic Racing and

Sports Cars.

LECHLADE, GLOS.

Telephone: 227

FAIRFORD 255 (Eve'gs, W' ends)

VINTAGE AND PVT CARS

TEL.: NINFIELD 259

*We can accommodate any type of
QUALITY repair, i.e., mechanical,
hoods, trimming, but structural
bodywork repairs and re-painting
especially.*

1960 regd. Maserati A6G, 2,000-c.c.
Farina coupé, £600. 1930 Morris Minor
cabriolet, £100. 1940 BMW 327/80
coupé, £495. 1924 Fiat 501 tourer, con-
cours. 1938 Alvis Speed 25 tourer,
being rebuilt. 1948 Rover 16 h.p., £250
bills—£95. 1937 Austin 7 Ruby tourer
—terrible—£15.

**Wanted urgently. Vintage
or Classic cars in any condition.**

**HOOE GARAGE (E. SUSSEX) Ltd.,
HOOE, BATTLE, SUSSEX**

EST. 1928 MOST SIZES IN STOCK VETERAN—VINTAGE TYRES

**E. H. HAMILTON & SON (M.S.),
22-24 VICARAGE STREET
YEOVIL, SOM.
Tel.: 3927. After 6 p.m. 5945**

ALAN BROWN RACING LIMITED

26 High Street, Bramley, Surrey
Tel.: 048-647 8159 and 8150



NEW Peugeot 304. Burgundy red,
sun-roof ... £1,707
1969 504, S/R Carb.: one owner;
dark green ... £1,295
1968 404 F/H coupé, one owner. RHD.
Metallic blue ... £1,595
1969 BMW Tilux 2000, one owner;
sun-roof; dark blue ... £1,595
1969 'H' FIAT 850 sports coupé, one
owner, 2,400 miles only; med. blue £875

WESTERN ISLES HOTEL

Tobermory, Isle of Mull,
Scotland
Tel. Tobermory 2012.

Free golf, sailing, fishing.
Mull rally in October.
Good food and service
all year round.

Brochure from R. M. Forrester.

MORGAN AGENTS

ALLON WHITE & SON
(CRANFIELD) LTD.
Cranfield, Beds. Phone 205 & 314

**SALES SERVICE SPARES
by Morgan enthusiasts**

Used Morgans purchased and supplied.
Demonstration car available.

MG ENTHUSIASTS

Send s.a.e. for our lists of new and used
spares, stating model.

**We are dismantling J2, VA, TA,
TC, YA and YB models. Also many
new parts available.**

Callers by appointment only. Please write to

**N.T.G. Services, 3 Bodmin Close,
Kesgrave, Nr. Ipswich, IP5 7LQ.**

HENLYS

QUALITY CARS OF DISTINCTION

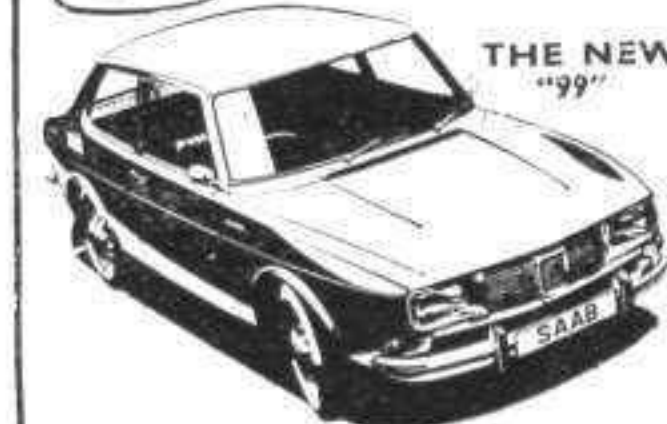
'H' Registered LAMBORGHINI
MUIRA S. Right-hand drive.
Finished in white with black hide trim.
£7,500

1967 ROLLS-ROYCE Silver
Shadow. Finished in Tudor grey over
shell grey with light blue hide. Elec-
trically operated seats, windows and
aerial. Full stereo.
£6,350

HENLYS (CHESTER) LIMITED
14 City Road, Chester: 25262

**C RICKLEWOOD
A C O U T O M O B I L E**
63 SHOOT UP HILL NW.2
Co. TEL 01-452-4803/4809

**SAAB LONDONS
SWEDISH
CAR
CENTRE**



GO SWIFT—GO SAFE—GO

SAAB

THOROUGHbred MOTORHIRE

**Vintage & Period
ROLLS-ROYCES**

*Outstanding machines
carrying 2-7 people in
decadent splendour*

*Weddings, Theatres, Tourist
Day Trips and Race Meetings*

01-734 5412

**27a Heddon St., Regent St.,
London W.1**

1969 'G' LOTUS SE 4

One owner, 7,900 miles.
Yellow/black trim.
£1,345

**Jack Brabham (Motors) Ltd.,
Hook Road, Chessington,
Surrey. Tel.: 01-397 4343**

BUSINESS OPPORTUNITY

Oil Company seeks applicants
from those experienced in petrol
retailing to operate Service
Stations in various areas of the
U.K. Minimum capital required
£1,000.

Apply: Box No. P264

YOUR 'MG' SPARES

'M' type to 'M.G.-A'
Valves. Half Shafts.
Gaskets. Silencers.
Bearing Shells. Valve Springs.
King Pin Sets. Oil Filter Elements.
Tail Pipes. Crown Pin Sets.
Guides. Front Pipes.
Timing Chains. Road Springs.
Wheel Bearings.

Many other Spares Always in Stock.
Hard Surfaced Rockers.
S.U. Exchange Service and Spares.
C.O.D. Service.

THOMSON'S
106, Kingston Road, Wimbledon,
London, S.W.19
Tel.: 01-542 8498

ATTENTION U.S.A.



D. M. WILTSHIRE,

*I proudly announce that the following
Rolls-Royce can be seen during September
near San Francisco, California:—*
ROLLS-ROYCE Cloud I 1958,
power-assisted steering ... £1,850

*Please write for photos and further
information:—*

**D. M. WILTSHIRE,
c/o AUTO BAKED ENAMEL,
280 LAMBERT STREET,
PALO ALTO,
CALIFORNIA 94305.
Tel.: 415-327-1431.**

**Other Rolls and Bentleys available
—details on request.**

**ROLLS-ROYCES & BENTLEYS
WANTED**

ZEISS ELECTRIC SEARCHLIGHT
9 in. dia. (1106), mounting bracket, v.g.,
£28. Pair Lucas Lorilite CM52 acety-
lene self-contained headlamps (2127),
brass, v.g., £125; and a pair of Stephen
Grebel headlamps (2122), nickel, single
mounting, v.g., £78.

For pre-1930 accessories ring
THE AUTOMOBILISTS
at Greatford 312



GRAND PRIX ACU HELMET No. 262

The absolute ultimate
in real luxury and is
superbly finished and
lined throughout.
B.S.I. approved 2495
(to comply with the
R.A.C. requirements
for motor racing). Colour: White. Sizes
6½-7½. Price incl. snap-on, snap-off peak.
£12.0.0, p. & p. 4/-, or 40/- Deposit & 6
mthly pyts 39/-. (Credit Price £13.14.0.)

RALLY COAT No. 707

Obtainable only from
**D. Lewis. Special money
saving offer!** English
made showerproof,
top quality 100% nylon.
Fully g'eed. In Navy
Blue or Black. Luxu-
riously quilted. Det. zip-
on, zip-off hood. Double-
ended front zip. Av. length 32" approx.
Ladies' or Gent's, 34"-44", £7.9.0, p. & p.
5/6, or 30/- Dep. & 6 mthly pyts of 23/8.
(Cr. price £8.12.0.) Send for NEW leaflet.
Money back g'tee. Call or send order to
**D. LEWIS LTD., Dept. MS9, 124 Gt.
Portland St., London, W1A, 2DL.**
Also 124 Edgbaston St., Bull Ring Centre,
Birmingham, and 176 The Moor,
Sheffield. New Speedsports Centre
open at 144 Gt. Portland St., London.



356 PORSCHE 1500

One of the last examples of this
type. Maintained regardless of
expense. Full history.

100 m.p.h., 30 m.p.g.

Realistic offers.

Box No. P265 (Berks.)

TONY MITCHELL LTD.

RODMARTON, CIRENCESTER,
GLOS.

Tel.: Rodmarton 222

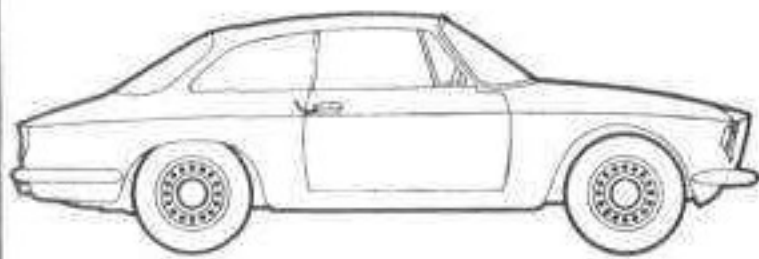
*whilst continuing to specialise in the
sale, service and spares for pre-war
BMW's, also acknowledge that other
good cars were made and can offer
examples of Bugatti, Rolls, Lagonda,
Talbot, etc. S.A.E. for stock list.*

VINTAGE AND VETERAN ENTHUSIASTS

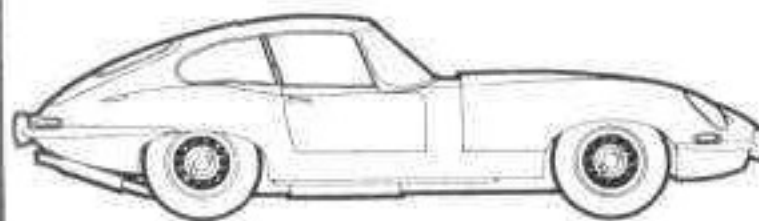
Send 3/- (\$1.00 overseas) to our
CATALOGUE DEPARTMENT
AND YOU MAY LEARN
SOMETHING TO YOUR
ADVANTAGE.

**THE COMPLETE
AUTOMOBILIST LTD.**

39 MAIN STREET, BASTON,
PETERBOROUGH.
TEL.: GREATFORD 312



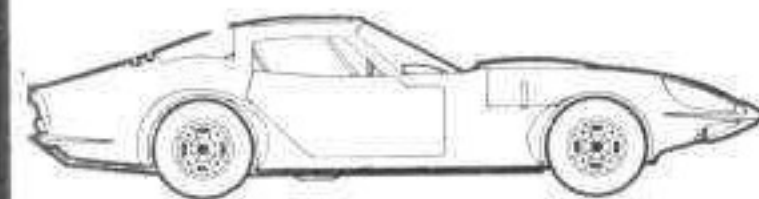
MAIN AGENTS
ALFA-ROMEIO



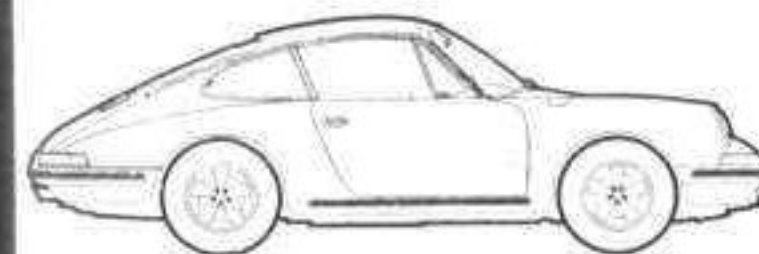
SPECIALISTS
JAGUAR



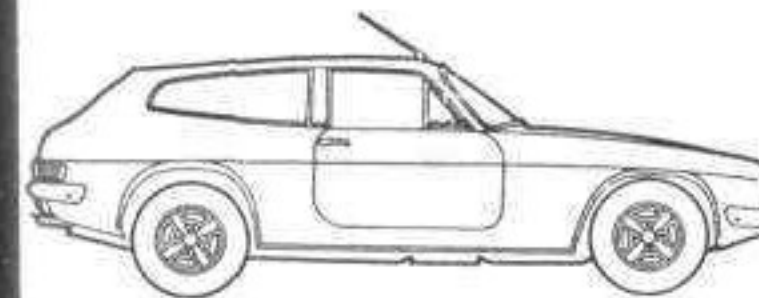
MAIN AGENTS
LOTUS



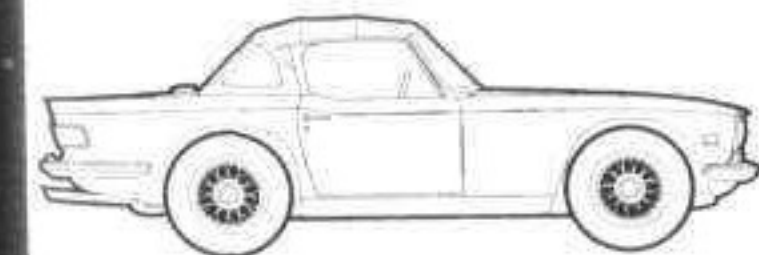
DISTRIBUTORS
MARCOS



SPECIALISTS
PORSCHE



DISTRIBUTORS
RELIANT

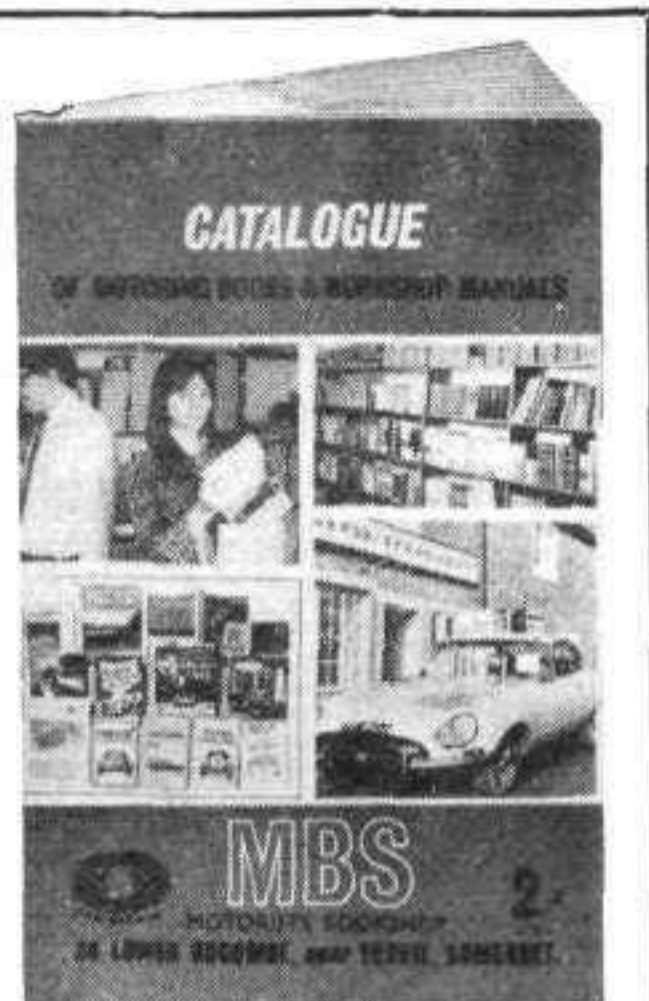


SPECIALISTS
TRIUMPH

- NEW ALFA ROMEO 1750 GTV**, Alfa red with black trim. Immediate delivery **List**
- NEW ALFA ROMEO 1750 GTV**, ochre with black trim. Immediate delivery **List**
- NEW ALFA ROMEO 1750 saloon**, metallic silver with pigskin interior. Immediate delivery **List**
- NEW ALFA ROMEO 1750 saloon**, Alfa red with black interior. Immediate delivery **List**
- NEW ALFA ROMEO 1300 GT**, ochre with black trim. Immediate delivery **List**
- NEW ALFA ROMEO Giulia Supers**, choice of colours. Immediate or early delivery **List**
- 1968 'G' reg. ASTON MARTIN DB6**, oystershell with red interior; 5-speed gearbox, power steering, Sundym glass, chrome wire wheels. One owner, genuine 11,000 miles. Outstanding **£3,195**
- NEW B.M.W. 2800 saloon**, white with dark blue trim. Cloth seats, automatic transmission, power steering. Immediate delivery **List**
- ALL NEW B.M.W.s.** Earliest possible delivery **List**
- 1969 'H' reg. B.M.W. 2800 saloon**, Sahara beige with tan interior. Cloth seats, Blaupunkt radio, manual gearbox. One owner **£2,895**
- NEW BOND BUGS.** 700E and 700ES models. For immediate delivery **List**
- 1969 'H' reg. JAGUAR 'E'-Type 2+2**, Regency red with biscuit interior. Manual transmission, h.r.w., c.w.w., radio. One director owner, 7,000 miles only **£2,395**
- 1970 JAGUAR 'E'-Type roadster**, red with black trim, c.w.w., radio. One owner, 5,000 miles. As new **£2,195**
- 1968 JAGUAR 'E'-Type 2+2**, white with black interior. Manual transmission, Webasto sun-roof, wire wheels, radio, heated rear window. 22,000 miles **£1,795**
- 1967 JAGUAR 'E'-Type f.h.c.**, Carmen red with black trim. Offset competition wire wheels, radio, stereo, heated rear window, Konis. 33,000 miles **£1,545**
- 1966 JAGUAR 3.8 'S'-type saloon**, Sherwood green with tan leather interior. Automatic, power steering, h.r.w., radio, electric aerial. This car has been known to us since new. 26,400 miles, with one private owner. Quite magnificent throughout **£945**
- NEW LOTUS Elan +2 'S'**. Choice of colours for earliest delivery **List**
- NEW LOTUS Elan**. Choice of colours and specifications for earliest delivery **List**
- NEW LOTUS Europa**. Choice of colours and specifications for earliest delivery **List**
- 1969 LOTUS Elan +2 'S'**. Carnival red with black trim. Heated rear window, chrome wheels. One owner, 10,000 miles **£1,995**
- 1969 LOTUS Elan S/E convertible**, red with black trim. Chrome wheels; 12,000 miles **£1,395**
- 1968 'G' LOTUS Elan S/E fixed-head**, in white. Heated rear window, radio; 17,000 miles **£1,295**
- NEW MARCOS 3-litre**. Choice of colours and specifications for immediate delivery **List**
- NEW MARCOS 2-litre**. Choice of colours and specifications for immediate delivery **List**
- SECONDHAND MARCOS.** Arriving all the time. Please phone for details.
- 1969 M.G.-B GT**, specially finished in apple green. Downton Stage 2 engine, oversize tyres, etc. Motorola radio, small steering wheel, reclining seats **£1,095**
- 1968 M.G.-B GT, Series 2**, B.R.G. with black trim. O/d., w.w., radio; 23,000 miles **£1,095**
- 1969 M.G.-B roadster**, mineral blue with black trim. O/d., w.w., reclining seats, small wheel, short and long tonneaux. One owner, 8,000 miles **£1,095**
- 1969 M.G.-C convertible**, mineral blue with black trim. Overdrive, wire wheels, detachable hard-top, burglar alarm **£1,095**
- 'H' reg. MORGAN + 8.** Tangerine with black trim. 6,400 miles. Motorola radio **£1,595**
- 1969 MORGAN 4/4 Competition model**, orange with black trim. Wire wheels, special +8 suspension, leather trim, tonneaux, Marchals, etc. Invoiced new at over £1,500. One owner, 6,000 miles. Now offered at **£1,295**
- 1969 'H' reg. PORSCHE 911E Sportomatic**, in metallic blue, black trim. Cloth seats, electric windows, Sundym glass, headrests, Blaupunkt radio; 8,000 miles and in magnificent order **£3,545**
- 1968 PORSCHE 911T.** Beyond question the finest secondhand Porsche we have ever seen. One owner, 11,000 miles, and in truly incredible condition. Finished in grey with ivory interior **£2,545**
- 1969 model PORSCHE 912**, white with red trim. Five-speed box, h.r.w., Radiomobile, cassette player **£2,395**
- NEW RELIANT Scimitar GTEs.** Choice of colours and specifications for immediate and early delivery **List**
- 1970 RELIANT Scimitar GTE**, Mexican red with black trim. Overdrive, radio, h.r.w. One owner, 4,700 miles **£2,095**
- 1969 RELIANT Scimitar GTE**, white with black trim. Overdrive, radio, h.r.w. Supplied by us, one owner, genuine 7,700 miles **£1,795**
- 1970 TRIUMPH TR6 convertible**, dark blue with black trim. Fitted detachable Bermuda hard-top. One owner, 4,000 miles **£1,495**
- 1969 TRIUMPH TR6 convertible.** White with black trim, overdrive, wire wheels, Radiomobile. One director owner, 11,000 miles **£1,465**
- 1968 TRIUMPH TR5 convertible**, dark blue with black trim. Motorola, cassette player. Exceptional **£995**
- OWING TO CHANGE OF PLANS**, we shall have to dispose of our **JAGUAR** collection, which includes: **1954 'D'-Type**, this is the ex-Le Mans practice and Duncan Hamilton car, totally original; **1938 SS 100**, in *concours* condition in every respect; and a **1950 XK120** roadster which just has to be seen to be believed. Serious enquiries concerning these cars will be welcomed. Please contact the Sales Manager.

26 NORTH HILL
HIGHGATE
LONDON N6
01-340 3431

HEXAGON



NEW ILLUSTRATED CATALOGUE
 Nearly 1,000 books and manuals on every conceivable aspect of motors and motoring. Well illustrated and indexed. Price 2/- post free.

WORKSHOP MANUALS

Austin A35/A40	36/-
Austin Healey Sprite	36/-
B.M.C. Mini	36/-
B.M.C. 1100	36/-
Ford Anglia 105E	36/-
Ford Consul/Zephyr/Zodiac	36/-
Ford Cortina/Corsair	36/-
Ford Escort	25/-
Jaguar Mk. 7, 8, 9, XK120, 140, 153	40/-
Jaguar 2.4, 3.4, 3.8	40/-
Morris Minor 1000	36/-
M.G.-A	40/-
M.G. TC, TD, TF	40/-
M.G. all models from 1929 to TC	44/-
M.G.-B & M.G.-B GT	36/-
Rover, all models 1953-64	45/-
Sunbeam Alpine/Rapier	36/-
Singer Gazelle/Vogue	36/-
Triumph Herald 950, 1200, 12/50	36/-
Triumph Vitesse/GT 6	36/-
Vauxhall Victor	36/-
Vauxhall Viva (specify year)	40/-
Volkswagen 1200 (specify year)	25/-
Volkswagen 1300, 1500 (specify year)	25/-

MOTERING BOOKS
 (A VERY SMALL SELECTION)

Alvis in the 'Thirties	16/-
Austin Seven (Wyatt)	52/-
Autocourse 1969/70	59/6
Automobile Year No. 17	99/6
Bentley, 50 Years of the Marque	109/6
Bentley in the 'Thirties	16/-
B.M.C. "A" Series Tuning Manual	13/6
B.M.C. "B" Series Tuning & Modification	16/-
Carburettors & Fuel Injection Systems	38/-
Cars of the 1930's	74/6
Competition Driving by Paul Frere	20/-
Complete Encyclopaedia of Motor Cars 1885-1968	132/-
Ford 105E/116E Tuning Manual	13/6
Ford Special Builders' Manual	13/6
Grand Prix Car 1954-1966	151/6
High Performance Cars 1962-1966	30/6
High Speed—Low Cost	47/-
History of Brooklands Motor Course	54/6
Imp—Tuning & Modification	16/-
Jackie Stewart—World Champion	37/-
Jaguar—A Biography	45/-
Jim Clark—Portrait of a Great Driver	22/6
Lagonda in the 'Thirties	16/-
Life at the Limit (Graham Hill)	38/-
M.G. Cars 1929-1934	16/-
M.G. Cars 1935-1943	16/-
M.G. Cars 1940-1947	16/-
M.G. Cars 1948-1951	16/-
M.G. Cars 1952-1954	16/-
M.G. Companion	26/6
Mini Tuning Manual	13/6
Motor Racing Year 1970	27/-
'Motor' Road Tests 1969	25/6
'Motor' Sports Car Road Tests—2nd Series	17/-
Porsche—The Man and His Cars	43/-
Racing & Sports Car Chassis Design	32/-
Rallying by Stuart Turner	51/6
Restoration of Vintage & Thoroughbred Cars	32/-
Riley—History of pre-1939 models	52/-
Rolls-Royce Motor Car	109/6
Rolls-Royce in the 'Thirties	16/-
Scientific Design of Exhaust & Intake Systems	52/-
Technique of Motor Racing	37/-
Those Elegant Rolls-Royce	109/6
Three-Pointed Star—Mercedes-Benz	12/-
Triumph Herald/Spitfire Modification & Tuning	13/6
Triumph TR—Maintenance, Modification & Tuning	26/-
Tuning & Maintenance of M.G.s (1929-64)	58/-
Tuning the Mini	18/6
Weber Carburettors	14/6
World Car Catalogue 1970	100/6

FOR IMMEDIATE C.O.D. DISPATCH
 'PHONE WEST COKER 406
MBS MOTORISTS' BOOK SHOP
 24 LOWER GDCOMBE, YEovil, SOM

UB TRAIN AND RACE
 with
JIM RUSSELL
 Write for full details and free colour brochure to:
JIM RUSSELL INTERNATIONAL RACING DRIVERS' SCHOOL,
 Snetterton Circuit, Norwich, NOR 10X, Norfolk, England

SPEREX Flameproof Coating
 Developed for Space Vehicles, and used on the Apollo craft, Moon Module.
 Withstands continuous temperatures of 1200°F/650°C.
 13 colours; 12oz. aerosol to 5gal. drums. Ideal for exhaust manifolds and systems, etc.
 From leading accessory stockists or
SPEREX SALES
 307B Cricklewood Broadway, London, N.W.2.
 Tel.: 01-452 6500 6808

HOWE EXHAUSTS fr. £6
CAMS fr. £5 ex. **INLETS** fr. £4
 Spridgets, Mini, Cooper, 1100, A40, M1000, 1800, Escort, Lotus 7, Elan, Viva, Herald, Anglia, Cortinas, MG-B, Morgan, Rapier, Hillman, F. Ford, Volvo, Imp.
JEFF HOWE EXHAUSTS Main Road, R/o Hollyville Café, Brands Hatch 1 min. West Kingsdown (Tel.: 2347), Kent

Who says shipping your car or personal effects is simple?
General American Shippers
 That's who.
 Write for free quotation to:
 28, Monument Street, London, E.C.3
 62, Dale Street, Liverpool, 2
 33, Carlton Crescent, Southampton

ROLLS-ROYCE • BENTLEY
WILLIAM M. TAYLOR
 The Man with the Mania . . .
 MECHANICAL RESTORATION of PRECIOUS MACHINERY
Mk. VI & R Type Parts
 CARS BOUGHT FOR CASH or PART-EXCHANGED
 18 JEPHTHA ROAD, (Top of Southfields Road) WANDSWORTH, LONDON, S.W.18
 01-870 1590
 Home: 01-788 2539

CYCLE WINGS
 Domed and Beaded: 5", 6" and 7" wide, steel: Fronts, 13/- each; 5" and 6" Rears, 16/- each; 7" Rears, £1 each. Carriage and packing: pair: 5/6, set of four 6/6. Also Alloy.
W. G. FERGUSON
 BATH RD. GARAGE, NAILS-WORTH, GLOUCESTERSHIRE

M.G.
 SPARES—SALES—SERVICE
 Largest stocks of M.G. Spares in the North. New, Reconditioned and Used Parts for all Models 1932 onwards.
 C.O.D. Service.
 Enquiries with S.A.E. please.
ARCHWAY ENGINEERING Limited
 COLLIER ST., LIVERPOOL RD., MANCHESTER 3
 Tel.: 061-834 6455
 ALWAYS A GOOD SELECTION OF M.G.s in STOCK

M.G. HOODS BY POST
 IN BLACK DOUBLE DUCK
 'T' Model Hoods, £8-5-0.
 'T' Model Tonneaux, £7-0-0.
 'T' Model Screens, £7-0-0.
 M.G.A Hoods in Vynide, £12-0-0.
 M.G.-A Tonneaux in Vynide, £6-10-0.
 S.A.E. please: **A. C. WINMILL,**
 49 TONSTALL ROAD, MITCHAM Mitcham 6981

ANTIQUARIAN AUTOMOBILE MAGAZINES 1895 — 1960

 MAGAZINES, BOOKS, CATALOGUES, HANDBOOKS, ETC., ALWAYS PURCHASED, SOLD AND EXCHANGED
 Specialists in Autocar, Light Car, Motor, Automotor Journal, etc. Largest stockists in Great Britain.
 Proprietor: Roger Gates, Telephone: 01-422 0509
 20 Byron Hill Road, Harrow-on-the-Hill, Middlesex. HA2 0HY

'Toulmins' Toulmin Motors (1962) Ltd.
MG Specialists exclusively — Spares, Sales, Service.
MG Fibreglass wings and panels, all models.
MG Exchange engines, gearboxes, axles.
MG Exchange seats and all trimming.
MG All models tuning and maintenance.
MG TC, TD, TF oil coolers, anti-roll bars.
MG 'Brooklands' aero screens, steering wheels.
MG Wood, metal body parts.
MG Rebuilds and renovations.
B.L.M.C. Main Spares Stockists
 Shipping, air freight, mail, C.O.D., all over the world. S.A.E. or International Reponse Coupon.
 181 LONDON RD., ISLEWORTH, MIDDX.
 01-560 1722
 01-560 2228

SPORTS STEERING WHEEL CENTRE

 Alexander Sports steering wheels to fit most cars at prices for all pockets.

Available with 1" or 2" spoke dish on all diameter wheels, with 4" dish available on 14 and 15-inch diameter wheels.



AS FITTED TO LOTUS ELAN AND EUPOPA
 Available in three diameters, 13, 14 and 15 inch. Models in stock to fit over 80 different cars.
 All wheels are complete and full fitting instructions are sent with each one.

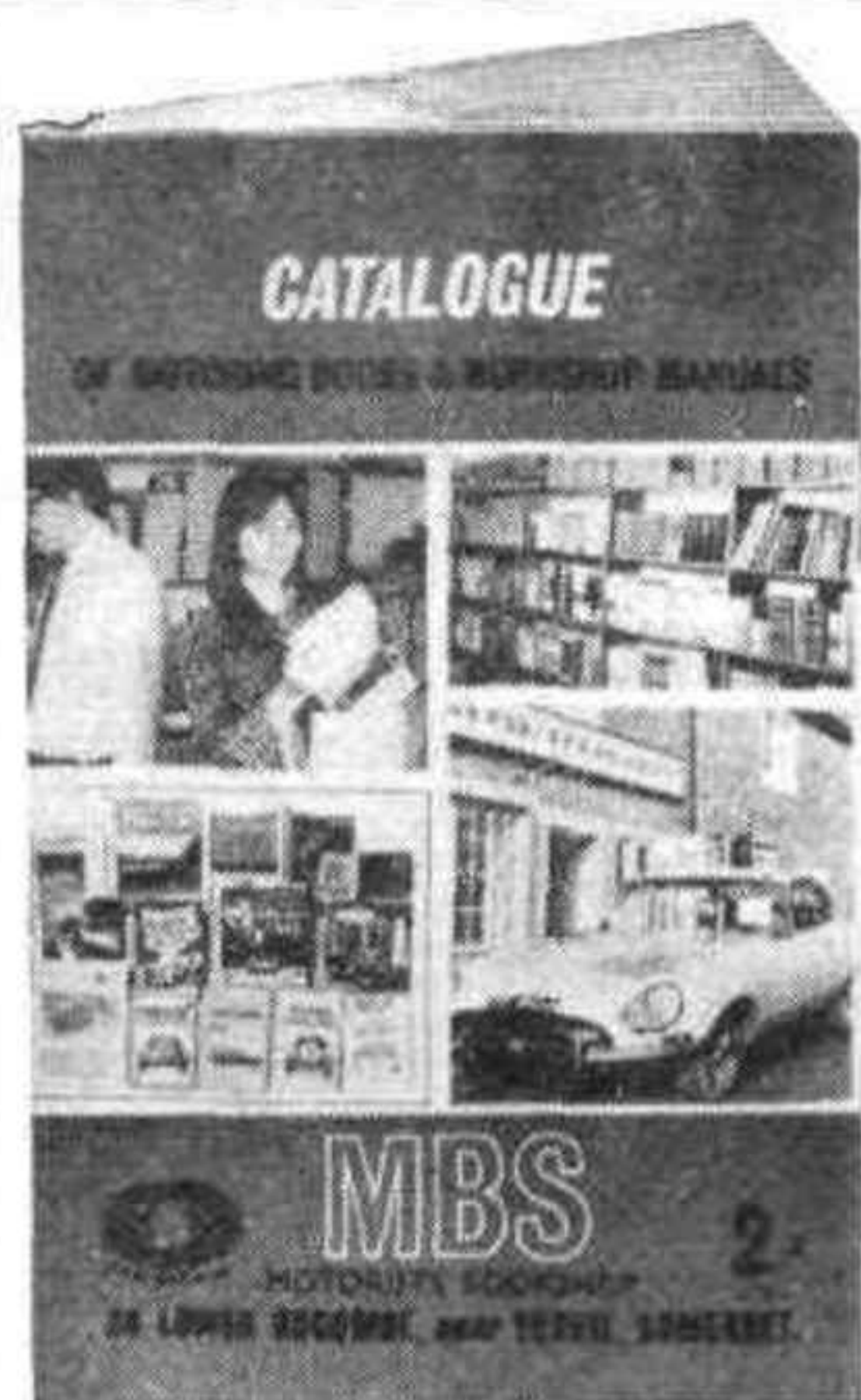
£4.17.6d.
 post free
 complete with boss and ready to fit.
 When ordering state year and model of car with dish and diameter of wheel required. (Recommended dish sent unless otherwise ordered)

MINI CHROME STRIP

 Non-Tarnishable plastic protected trim with rust-proof surface, snaps on to give a sleek new finish for all minis. Three types available.

ROOF GUTTER CHROMESTRIP (Type 1) 1/3 ft. Sufficient for mini saloon 21/3
BODY MOULDING CHROMESTRIP (Type 2) 1/6 ft. Sufficient for all four vertical mini joints, 18/- Can also be used for the body sill.
De-Luxe Body Sill CHROMESTRIP (Type 3) 1/9 ft. Sufficient for all round mini saloon, 36/3
 ALL CHROMESTRIP SENT POST FREE
SEE WHAT YOU'RE BUYING!
 Send 1/- for CHROMESTRIP samples.
 Trade enquiries welcome.

MOTOSERVE auto shop
 41 ADDIS SQ PORTSWOOD SOUTHAMPTON TEL. 56587



NEW ILLUSTRATED CATALOGUE
Nearly 1,000 books and manuals on every conceivable aspect of motors and motoring. Well illustrated and indexed. Price 2/- post free.

WORKSHOP MANUALS

Austin A35/A40	36/-
Austin Healey Sprite	36/-
B.M.C. Mini	36/-
B.M.C. 1100	36/-
Ford Anglia 105E	36/-
Ford Consul/Zephyr/Zodiac	36/-
Ford Cortina/Corsair	36/-
Ford Escort	25/-
Jaguar Mk. 7, 8, 9, XK120, 140, 150	40/-
Jaguar 2.4, 3.4, 3.8	40/-
Morris Minor 1000	36/-
M.G.-A	40/-
M.G. TC, TD, TF	40/-
M.G. all models from 1929 to TC	44/-
M.G.-B & M.G.-B GT	36/-
Rover, all models 1953-64	45/-
Sunbeam Alpine/Rapier	36/-
Singer Gazelle/Vogue	36/-
Triumph Herald 950, 1200, 12/50	36/-
Triumph Vitesse/GT 6	36/-
Vauxhall Victor	36/-
Vauxhall Viva (specify year)	40/-
Volkswagen 1200 (specify year)	25/-
Volkswagen 1300, 1500 (specify year)	25/-

MOTERING BOOKS
(A VERY SMALL SELECTION)

Alvis in the 'Thirties	16/-
Austin Seven (Wyatt)	52/-
Autocourse 1969/70	59/6
Automobile Year No. 17	99/6
Bentley, 50 Years of the Marque	109/6
Bentley in the 'Thirties	16/-
B.M.C. "A" Series Tuning Manual	13/6
B.M.C. "B" Series Tuning & Modification	16/-
Carburettors & Fuel Injection Systems	38/-
Cars of the 1930's	74/6
Competition Driving by Paul Frere	20/-
Complete Encyclopaedia of Motor Cars 1885-1968	132/-
Ford 105E/116E Tuning Manual	13/6
Ford Special Builders' Manual	13/6
Grand Prix Car 1954-1966	151/6
High Performance Cars 1962-1966	30/6
High Speed—Low Cost	47/-
History of Brooklands Motor Course	54/6
Imp—Tuning & Modification	16/-
Jackie Stewart—World Champion	37/-
Jaguar—A Biography	45/-
Jim Clark—Portrait of a Great Driver	22/6
Lagonda in the 'Thirties	16/-
Life at the Limit (Graham Hill)	38/-
M.G. Cars 1929-1934	16/-
M.G. Cars 1935-1940	16/-
M.G. Cars 1941-1947	16/-
M.G. Cars 1948-1951	16/-
M.G. Cars 1952-1954	16/-
M.G. Companion	26/6
Mini Tuning Manual	13/6
Motor Racing Year 1970	27/-
'Motor' Road Tests 1969	25/6
'Motor' Sports Car Road Tests—2nd Series	17/-
Porsche—The Man and His Cars	43/-
Racing & Sports Car Chassis Design	32/-
Rallying by Stuart Turner	51/6
Restoration of Vintage & Thoroughbred Cars	32/-
Riley—History of pre-1939 models	52/-
Rolls-Royce Motor Car	109/6
Rolls-Royce in the 'Thirties	16/-
Scientific Design of Exhaust & Intake Systems	52/-
Technique of Motor Racing	37/-
Those Elegant Rolls-Royce	109/6
Three-Pointed Star—Mercedes-Benz	12/-
Triumph Herald/Spitfire Modification & Tuning	13/6
Triumph TR—Maintenance, Modification & Tuning	26/-
Tuning & Maintenance of M.G.s (1929-54)	58/-
Tuning the Mini	18/6
Weber Carburettors	14/6
World Car Catalogue 1970	100/6

FOR IMMEDIATE C.O.D. DISPATCH
PHONE WEST COKER 406

MBS MOTORISTS' BOOK SHOP

24 LOWER ODCOMBE, YEOVIL, SOM

JIR TRAIN AND RACE
with
JIM RUSSELL
Write for full details and free colour brochure to:
JIM RUSSELL INTERNATIONAL RACING DRIVERS' SCHOOL,
Snetterton Circuit, Norwich,
NOR 10X, Norfolk, England

SPEREX Flameproof Coating
Developed for Space Vehicles, and used on the Apollo craft, Moon Module.
Withstands continuous temperatures of 1200°F/650°C.
13 colours; 12oz. aerosol to 5gal. drums.
Ideal for exhaust manifolds and systems, etc.
From leading accessory stockists or
SPEREX SALES
3078 Cricklewood Broadway,
London, N.W.2.
Tel.: 01-452 6500 6808

HOWE EXHAUSTS fr. £6
CAMS fr. £5 ex. **INLETS** fr. £4
Spridgets, Mini, Cooper, 1100, A40, M1000, 1800, Escort, Lotus 7, Elan, Viva, Herald, Anglia, Cortinas, MG-B, Morgan, Rapier, Hillman, F. Ford, Volvo, Imp.
JEFF HOWE EXHAUSTS Main Road,
R/o Hollyville Café, Brands Hatch 1 min.
West Kingsdown (Tel.: 2347), Kent

Who says shipping your car or personal effects is simple?
General American Shippers
That's who.
Write for free quotation to:
28, Monument Street, London, E.C.3
62, Dale Street, Liverpool, 2
33, Carlton Crescent, Southampton

ROLLS-ROYCE • BENTLEY
WILLIAM M. TAYLOR
The Man with the Mania . . .
MECHANICAL RESTORATION
of
PRECIOUS MACHINERY
Mk. VI & R Type Parts
CARS BOUGHT FOR CASH
or **PART-EXCHANGED**
18 JEPHTHA ROAD,
(Top of Southfields Road)
WANDSWORTH,
LONDON, S.W.18
01-870 1590
Home: 01-788 2539

CYCLE WINGS
Domed and Beaded: 5", 6" and 7" wide, steel: Fronts, 13/- each; 5" and 6" Rears, 16/- each; 7" Rears, £1 each. Carriage and packing: pair: 5/6, set of four 6/6. Also Alloy.
W. G. FERGUSON
BATH RD. GARAGE, NAILS-WORTH, GLOUCESTERSHIRE

M.G.
SPARES—SALES—SERVICE
Largest stocks of M.G. Spares in the North. New, Reconditioned and Used Parts for all Models 1932 onwards.
C.O.D. Service.
Enquiries with S.A.E. please.
ARCHWAY ENGINEERING
Limited
COLLIER ST., LIVERPOOL RD., MANCHESTER 3
Tel.: 061-834 6455
ALWAYS A GOOD SELECTION
OF M.G.s in STOCK

M.G. HOODS BY POST
IN BLACK DOUBLE DUCK
"T" Model Hoods, £8-5-0.
"T" Model Tonneaux, £7-0-0.
"T" Model Screens, £7-0-0.
M.G.A Hoods in Vynide, £12-0-0.
M.G.-A Tonneaux in Vynide, £6-10-0.
S.A.E. please: **A. C. WINMILL,**
49 TONSTALL ROAD, MITCHAM
Mitcham 6981

ANTIQUARIAN AUTOMOBILE MAGAZINES 1895 — 1960

MAGAZINES, BOOKS, CATALOGUES, HANDBOOKS, ETC., ALWAYS PURCHASED, SOLD AND EXCHANGED
Specialists in Autocar, Light Car, Motor, Automotor Journal, etc. Largest stockists in Great Britain.
Proprietor: **20 Byron Hill Road,**
Roger Gates **Harrow-on-the-Hill,**
Telephone: **Middlesex.**
01-422 0509 **HA2 0HY**

'Toulmins' Toulmin Motors (1962) Ltd.
MG Specialists exclusively — Spares, Sales, Service.
MG Fibreglass wings and panels, all models.
MG Exchange engines, gearboxes, axles.
MG Exchange seats and all trimming.
MG All models tuning and maintenance.
MG TC, TD, TF oil coolers, anti-roll bars.
MG 'Brooklands' aero screens, steering wheels.
MG Wood, metal body parts.
MG Rebuilds and renovations.
B.L.M.C. Main Spares Stockists
Shipping, air freight, mail, C.O.D., all over the world. S.A.E. or International Reponse Coupon.
111 LONDON RD., ISLEWORTH, MIDD.
MG 01-560 1722 **MG** 01-560 2228

SPORTS STEERING WHEEL CENTRE
Alexander Sports steering wheels to fit most cars at prices for all pockets.
Available with 1" or 2" spoke dish on all diameter wheels, with 4" dish available on 14 and 15-inch diameter wheels.

AS FITTED TO LOTUS ELAN AND EUROPA
4" 2 1/2" 1"
Available in three diameters, 13, 14 and 15 inch. Models in stock to fit over 80 different cars.
All wheels are complete and full fitting instructions are sent with each one.

£4.17.6d.
post free
complete with boss and ready to fit.
When ordering state year and model of car with dish and diameter of wheel required. (Recommended dish sent unless otherwise ordered)

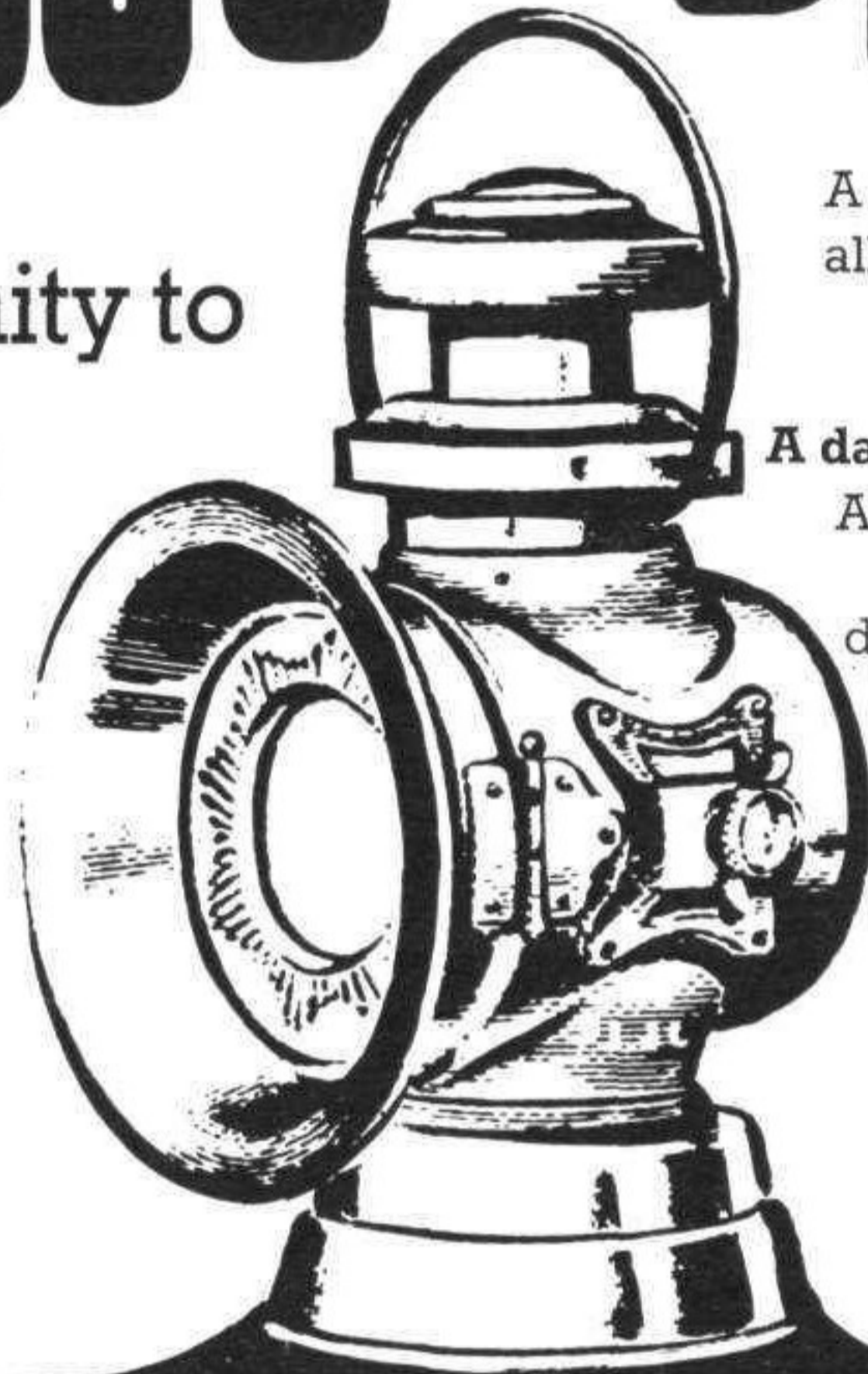
MINI CHROME STRIP

Non-Tarnishable plastic protected trim with rust-proof surface, snaps on to give a sleek new finish for all minis. Three types available.

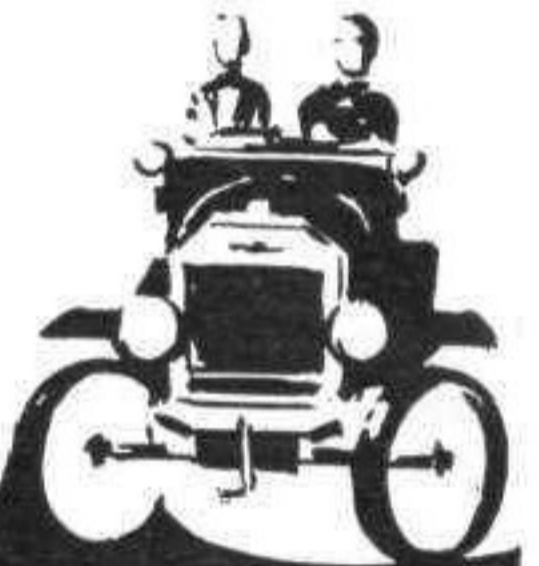
ROOF GUTTER CHROMSTRIP (Type 1) 1/3 ft. Sufficient for mini saloon 21/3
BODY MOULDING CHROMSTRIP (Type 2) 1/6 ft. Sufficient for all four vertical minijoints, 18/- Can also be used for the body sill.
De-Luxe Body Sill CHROMSTRIP (Type 3) 1/9 ft. Sufficient for all round mini saloon, 36/3
ALL CHROMSTRIP SENT POST FREE
SEE WHAT YOU'RE BUYING!
Send 1/- for **CHROMSTRIP** samples.
Trade enquiries welcome.
MOTOSERVE auto shop
41 ADDIS SQ. PORTSWOOD SOUTHAMPTON TEL. 56581

AUTO JUMBLE 70

presents a
rare opportunity to
**BUY, SELL
and SWAP**



A gigantic outdoor jumble sale for
all items connected with motoring,
motor-cycling, bicycling,
steam railways, canals etc.
A day of great interest to everyone
And an opportunity to obtain long
desired items, and to profitably
dispose with unwanted material.



Spare parts, accessories, relics and other
desiderata for transport of all types and ages.



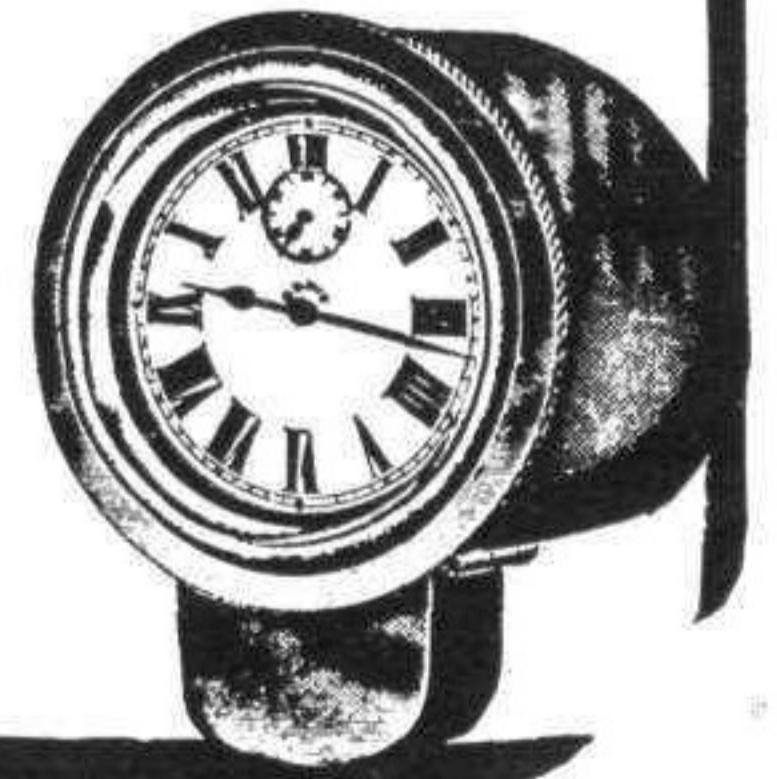
To be held on

Sunday Sept. 13th.

From 11a.m. to 5p.m. in the
Rally Field, Montagu Motor Museum

BEAULIEU

(Nr. Southampton) Hants



DETAILS FROM M. WARE, CURATOR MONTAGU MOTOR MUSEUM, BEAULIEU, HANTS. BEAULIEU 374

Chiltern Cars

11a WATER LANE, LEIGHTON BUZZARD, BEDS.

TEL.: L.B. 2760



ALVIS TC21-100 Grey Lady drophead coupé (1954 Dec.). Dark green with beige hide. Post-war characteristics combined with the best of post-war engineering. A future classic for a modest outlay. £215.

M.G.-BGT (1969 Mar.). Beige, black hide upholstery, wire wheels, overdrive, matching fog and spot. 12,500 miles. One owner. Virtually in as new condition. Competitively priced. £1,145.
M.G.-B (1964 Dec.), 1965 model in red with black trim, wire wheels, overdrive, luggage rack, wing mirrors, safety belts, recent brake relines, exceptional condition for year. Realistically priced at £535.

M.G.-A, 1959 (Mar.), fixed-head coupé, in red with black trim. Radio, Cinturato tyres, wing mirrors; luggage rack, twin spots. Most popular of the modern M.G.s at a price you can afford. £210.
MINI-COOPER, 1966 (Sept.), mid-blue with white roof. Matching trim. Above average condition. £385.

VISITORS TO BRITAIN — Self-Drive Hire. Send for Brochure. Competitive rates.

HOODS TRIMMING SERVICE TONNEAUX CARPETS
Quality Craftsmanship only

Full Postal Service Quotations on request



BENTLEY S.I (1956 Nov.). Show model with Freestone & Webb coachwork in dove grey with red trim. Outstanding condition in all respects, and all the refinements expected, including fitted picnic accessories. £1,345.

Hire Purchase and Insurance—**URGENTLY REQUIRED ALL SPORTS CARS AND VINTAGE AND P.V.T.s.**—Exchanges Welcomed

HITCHIN 3444

C. J. BENDALL LTD. FOR UNUSUAL AUTOMOBILES

HITCHIN 3445



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



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



BENTLEY Continental, 1958 Series (Reg. Oct. 1957). 8 : 1 compression, automatic, power steering, unusual 2-door coachwork by James Young; indicated mileage 103,000. Royal blue with grey interior, nice coachwork. Good mechanically, brakes and steering just overhauled by us, new tyres all round. £2,250

ROLLS-ROYCE Silver Wraith, 1950 Park Ward limousine, full 7-passenger with face-forward occasional, originally supplied to the Lord Mayor of Newcastle, two owners since, on nearly new tyres, good interior in cloth and leather, black paintwork. £775

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

BENTLEY, R-Type, Jan. 1955, automatic, black, brown hide interior, recently decarbonised, etc., excellent tyres and fully serviced by us. £650

BENTLEY 3½-litre Park Ward aluminium bodied sports saloon, circa 1934, cylinder head off, but everything appears to be there and sound. Coachwork needs considerable attention, glass, paint, etc., but nevertheless at today's prices, the car is worth restoring. As seen £195

We are negotiating for an unusual Mk. VI with Park Ward 2-door coachwork.

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

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

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

TATRA saloon circa 1937/38; the rare 3.7-litre engine V8; engine rebuilt by us and the car is in excellent running order with good interior but shabby paintwork; nevertheless a most interesting vehicle.

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

VETERAN:
CLEMENT-BAYARD, circa 1911, 16-h.p. 2-seater, in running order with lamps, horn etc.; sound but ugly coachwork. (For photograph see last month.) £1,600 o.n.o.

VINTAGE:
1929 AUSTIN 7 coach-built wide door saloon, needs restoring properly, but seems to be more or less all there and basically sound—to clear, as seen £100

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

1929 ESSEX Super Six sedan, virtually one owner from new and comparatively low mileage, completely original even to the black and dark blue paintwork and grey velour cloth interior, and all in remarkable order and ready to drive away. £475

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

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

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

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

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

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

PAYNES PARK, HITCHIN, HERTFORDSHIRE

d.c.m. auto service

TR Specialists

TR4A, 1967, hard-top with Surrey top, wire wheels and overdrive. Red with black interior. Very well maintained and in excellent condition throughout. £845.
Dove GTR4, 1964, 33,000 miles and in immaculate condition, wire wheels and overdrive. £595.

TR3A, red with black interior and wire wheels. Very sound and original example. £445.

Austin Healey 2000 Mk. I two-seater. A deviation from the straight and narrow but how nice to own a rare car in such amazing condition. Black with red interior, overdrive, hard-top, soft-top, tonneau and Motorola radio. £355.

Each car sold with our full parts and labour guarantee after being fully serviced and tested.

A NUMBER OF TRs ARRIVING SHORTLY AND EVEN MORE DESPERATELY WANTED



ALL TRs DESPERATELY NEEDED

21 Lexham Mews, Kensington, London, W.8. 01-937 1410

HOPECROFT GARAGES LTD.

MARKET PLACE, TETBURY, GLOS. TEL: 740



TVR



APPOINTED DEALERS FOR WEST OF ENGLAND
LET US DEMONSTRATE SUPERB QUALITIES AND PERFORMANCE

TVR Tuscan, Kingfisher blue, overdrive. Now due. Others early delivery.

USED CARS

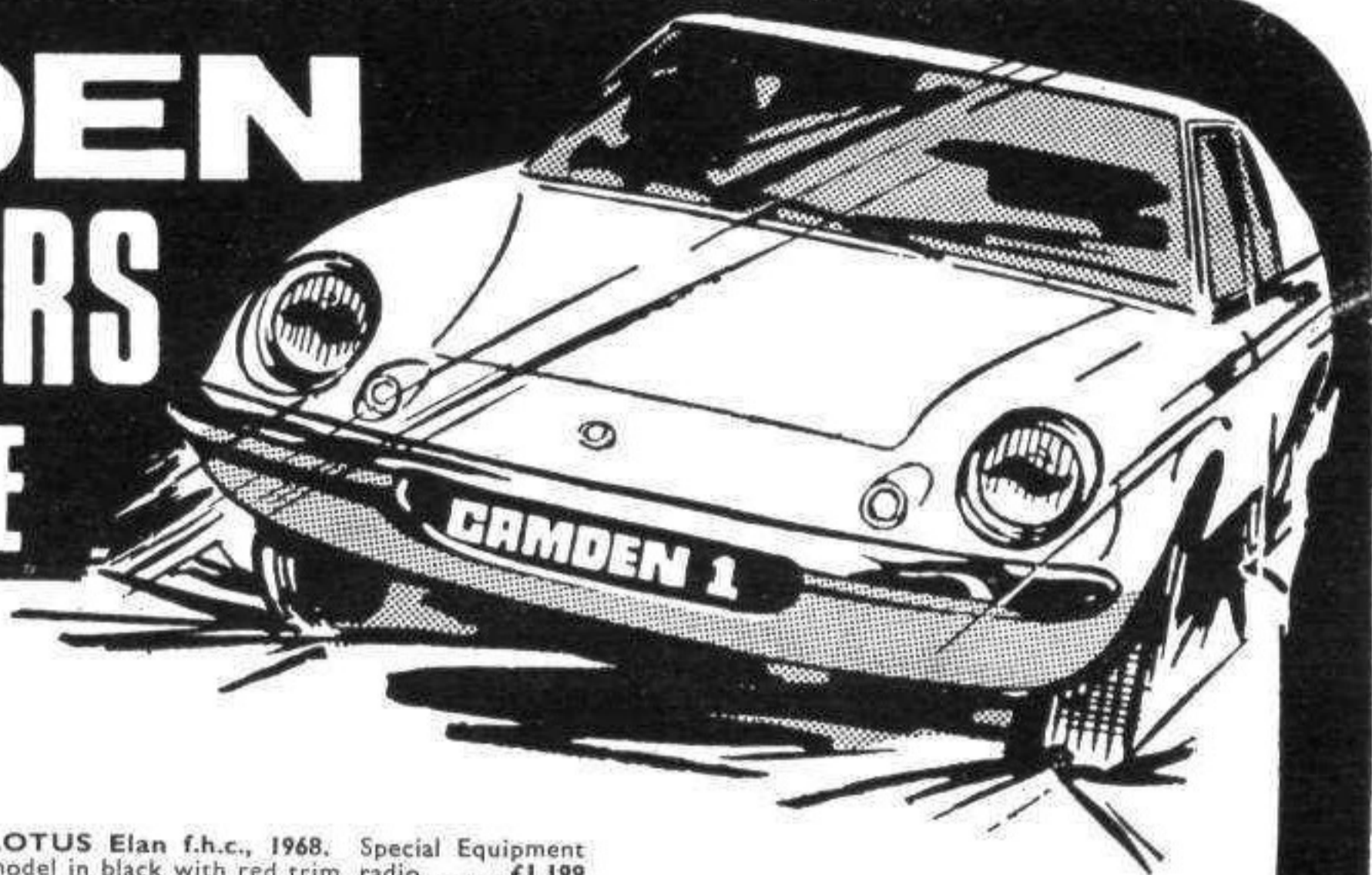
1968 TRIUMPH TR5 P.I. Low mileage. In beautiful condition.
1969 MORGAN Competition. Low mileage and reasonable.

SPORTS CAR SPECIALISTS. COOPERS, M.G.s & JAGUARS USUALLY IN STOCK
NO SUNDAY BUSINESS

CAMDEN SPORTS CARS PERFORMANCE

SPECIALISTS

From Britain's Finest Selection



A.C. Ace Bristol, 1958. A superb example finished in black and silver, hard-top, w/wheels £899
ALFA ROMEO Giulia Sprint GT, 1965. An excellent example in white, black interior £799
ALFA ROMEO GTC convertible, 1966. Blue with grey trim, radio, wood-rim wheel... £1,099
ALFA ROMEO 1750 GTV, 'G' Regd., one owner. Bahama yellow; includes radio... £1,749
ASTON MARTIN DB4, 1963. Silver grey with black leather, chrome wire wheels, radio... £1,199
ASTON MARTIN DB5, 1964. B.R.G., black int., chrome wire wheels, radio, tinted glass... £1,599
ASTON MARTIN DB6, 1966. Metallic silver, five-speed, fitted radio... £2,499
AUSTIN HEALEY Sprite, 1963. Finished in French blue, black trim, hard- and soft-tops £319
AUSTIN HEALEY Sprite, 1966. Finished in red, black interior, wire wheels and radio... £449
AUSTIN HEALEY 3000 Mk. II, 1963. Fine example in red with red interior, overdrive, wire wheels, radio, etc... £599
CHEVROLET Camaro, 1967. Attractive GT coupé in primrose, black interior, radio... £1,299
FORD Mustang convertible, 1965. Met. blue/black trim, automatic, radio, seat belts, etc. £1,099
FORD Mustang saloon, 1966 regd., rare right-hand-drive model in white/red trim, auto... £1,299
FORD Mustang fastback, 1967. Met. green, automatic, power steering, radio, etc... £1,499
GORDON KEEBLE GT, 1964. Finished in red with black interior, includes radio... £1,399
GORDON KEEBLE GT, 1967. Rare late example in met. silver blue, includes radio £1,899
GILBERN Genie, 1968. Kingfisher blue, overdrive, radio, mag. wheels; low mileage... £1,249
JAGUAR 'E'-Type d.h.c., 1964 series. One owner; white with black, radio... £899
JAGUAR 'E'-Type f.h.c., 1966. British Racing Green, chrome wire wheels, radio... £1,119
JAGUAR 'E'-Type f.h.c., 1966. White/black trim, chrome w/wheels, h.r.w., radio... £1,299
JAGUAR 'E'-Type f.h.c., 'F' regd. Red with beige trim, chrome w/wheels, h.r.w., radio £1,699
JAGUAR 'E'-Type S2 d.h.c., 1969. Silver blue/black trim, chrome wire wheels, radio, etc.; low mileage... £1,949
JENSEN FF, 'F' regd. Finished in regal red with beige trim, automatic, radio; low mileage £3,699
LANCIA Flavia 1.8 coupé, 1964. Finished in pale blue with tan interior. Popular car... £799
LOTUS Super 7, 'G' regd. Very smart in metallic red and gold; 1,500-c.c. engine... £749
LOTUS Elan d.h.c., 1963. An immac. example in blue with black interior, knock-on wheels £699
LOTUS Elan f.h.c., 1966. One-owner car, red with black, radio, knock-on wheels... £899

LOTUS Elan f.h.c., 1968. Special Equipment model in black with red trim, radio... £1,199
LOTUS Elan d.h.c., 'G' regd. Wedgwood blue, black trim, k.o. wheels, brake servo, radio £1,249
LOTUS Elan f.h.c., 'G' regd. Special Equipment, in met. green, fitted radio and tape recorder £1,329
LOTUS Elan f.h.c., 1969. Finished in ivory/black interior, k.o. wheels, radio, tinted screen... £1,349
LOTUS Elan f.h.c., 'H' regd. Special Equipment in dark blue/black trim, radio, cassette tape £1,399
LOTUS Elan d.h.c., 1970. Min. blue/black trim, radio, k.o. wheels, brake servo; 3,000 miles £1,449
LOTUS Elan Plus 2, 1967. Good example in red with black interior, includes radio... £1,299
LOTUS Elan Plus 2, 1968. Special metallic silver, black trim, includes radio... £1,399
LOTUS Elan Plus 2S, 'H' regd. Finished in carnival red, chrome wheels, radio... £2,099
LOTUS Europa, 'G' regd. Wedgwood blue, black trim, radio, twin tanks, elec. windows £1,399
LOTUS Europa, 'H' regd. Unmarked in white black trim, radio; very low mileage... £1,549
MARCOS 1600 GT, 'G' regd. A beautiful example in metallic emerald green, sun-roof, wire wheels, radio... £1,199
MARCOS 3-litre, 1969. White with black trim, includes overdrive and radio... £1,549
MARCOS 3-litre, 'H' regd. Lime green with black trim, sun-roof, mag. wheels; only 3,000 miles... £1,649
MERCEDES 190SL. Finished in ivory with red interior, includes hard-top and radio... £899
MERCEDES 230SL, 1964. Outstanding in sable and sand, includes hard-top and radio... £1,799
MORGAN 4/4 four-seater, 'H' regd. Navy/black int., radio, w/wheels, immac. thr'out £1,299
M.G. Midget, 'H' regd., as new in green with black trim, fitted wire wheels... £749
M.G.-B roadster, 1966. Excellent example in red, black interior, includes overdrive and radio... £699
M.G.-B roadster, 1967. Mineral blue with black interior, wire wheels, radio; one owner... £799
M.G.-B roadster, 1968. Navy with black int., overdrive, wire wheels and radio... £919
M.G.-B roadster, 1969. British Racing Green with black int., o/drive, w/wheels; 1 owner £999
M.G.-B GT, 1967. Finished in ivory with black interior, overdrive, wire wheels and radio £899
M.G.-B GT, 'F' regd. Finished in blue with black trim, overdrive, w/wheels, and sunshine roof £949
M.G.-B GT, 1968. A one-owner car in primrose with black trim, overdrive and wire wheels £999
M.G.-B GT, 1969. Finished in white, black trim, overdrive, wire wheels and radio... £1,199
M.G.-B GT, 1970. Yellow ochre with black int., includes overdrive and radio; 3,000 miles... £1,399

M.G.-C roadster, 1968. Mineral blue with black trim, overdrive, wire wheels and radio... £899
M.G.-C GT, 1969. Finished in ivory with black int., w/wheels, radio, twin spot/fog lamps... £1,149
PORSCHE Super 90, 1963. Real thoroughbred finished in black with tan interior, radio... £949
PORSCHE 912, 1967. Superb quality car in red with black interior, includes radio... £1,899
PORSCHE 911 T LUX, 1969. Sportomatic in red, h.r.w., mag. wheels; magnificent car... £2,999
RELIANT Scimitar GT, 1967. An excellent car in met. silver grey/black trim, o/drive, radio £999
RELIANT Scimitar 3-litre, 1967. A one-owner car in white, includes overdrive, sun-roof and radio. ONLY 10,600 MILES... £1,099
RELIANT Scimitar 2.5 GT, 1968. Excellent appearance, being navy with black interior, fitted overdrive and radio... £1,099
RELIANT Scimitar 3-litre, 1969. Finished in white/black int., extras incl. o/drive, radio £1,399
SUNBEAM Alpine roadster, 1966. White/black trim, overdrive, hard-top, radio... £579
SUNBEAM Alpine GT, 1967. One-owner, low mileage car in red/black upholstery; radio £689
TRIUMPH Spitfire, 1965. Very clean example in red/black interior, wire wheels, seat belts... £449
TRIUMPH Spitfire, 1967. British Racing Green with black trim, wire wheels and radio... £549
TRIUMPH Spitfire, 1968. Navy with black trim, radio, special wire wheels... £669
TRIUMPH Spitfire, 'G' regd. Valencia blue/black trim, w/wheels; 1 owner, low mileage £699
TRIUMPH Spitfire, 1969. White with black interior, wire wheels, radio, hard-top... £749
TRIUMPH TR4, 1964. Well maintained example in red with black trim, includes overdrive and radio... £549
TRIUMPH TR4A, 1966. Surrey top. A fine example finished in red with black interior £699
TRIUMPH TR5 roadster, 1968. O/drive model in green/black upholstery, fitted radio... £1,099
TRIUMPH TR6 roadster, 1969. Immaculate in navy/black int., o/drive and wire wheels... £1,399
TRIUMPH TR6 roadster, 1970. Absolutely as new in green, fitted overdrive and radio... £1,449
TRIUMPH GT6, 'G' regd., finished in Wedgwood blue/black int., o/drive, h.r.w. £799
TRIUMPH GT6, Mk. 2, 1970. Red with black interior, radio, h.r.w., low mileage... £1,169
T.V.R. Vixen, 1968. Very low-mileage example in royal blue, wire wheels, radio... £999
VOLVO P1800, 1966. Overdrive model in ivory with red interior, fitted radio... £1,049

Many, many others. Please 'phone for details.

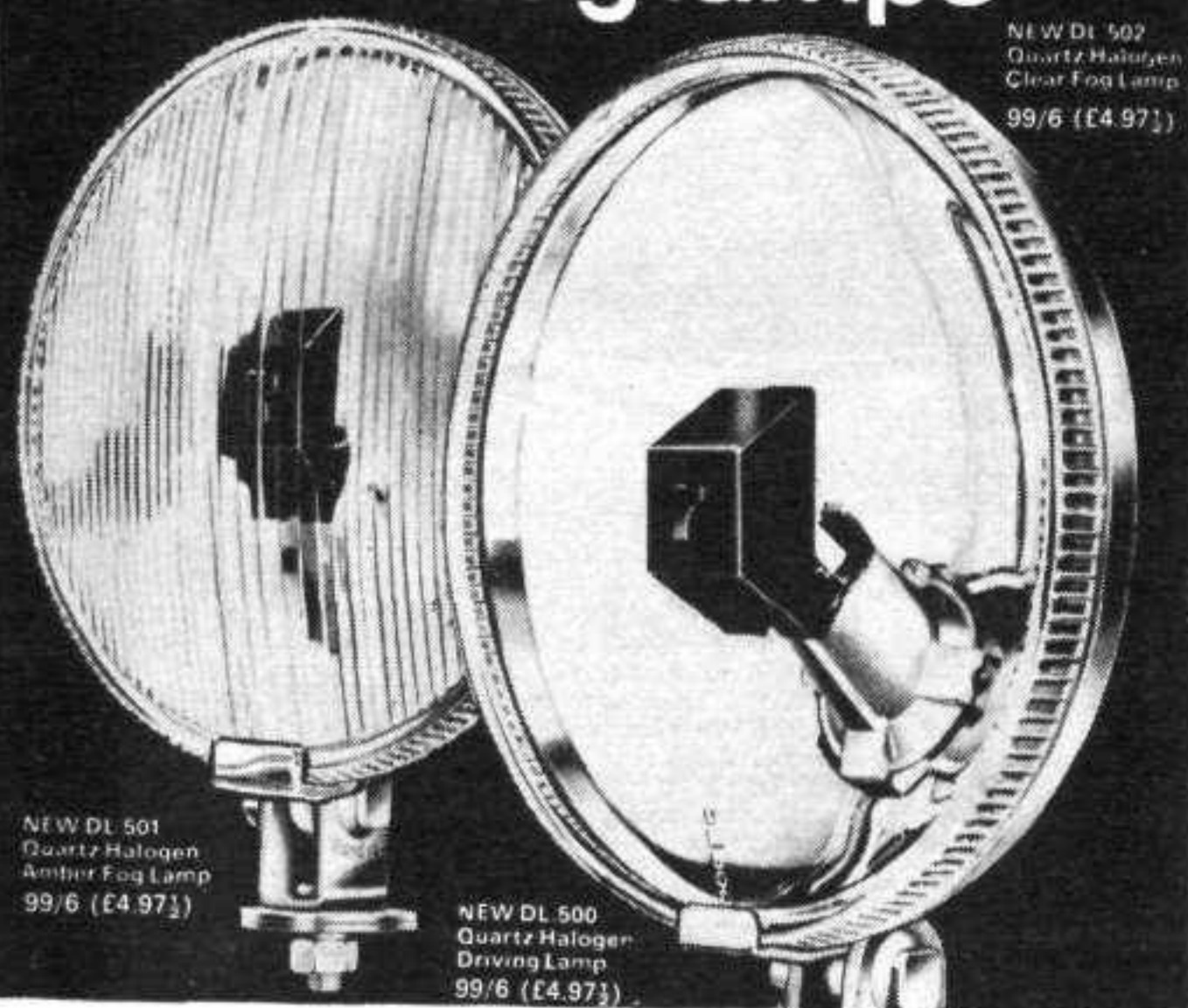
Open daily—including Sundays

Any car taken in part exchange



CAMDEN MOTORS
LAKE ST. LEIGHTON BUZZARD,
BEDS. TEL. 2041

Raydyot brings out the best in driving & fog lamps



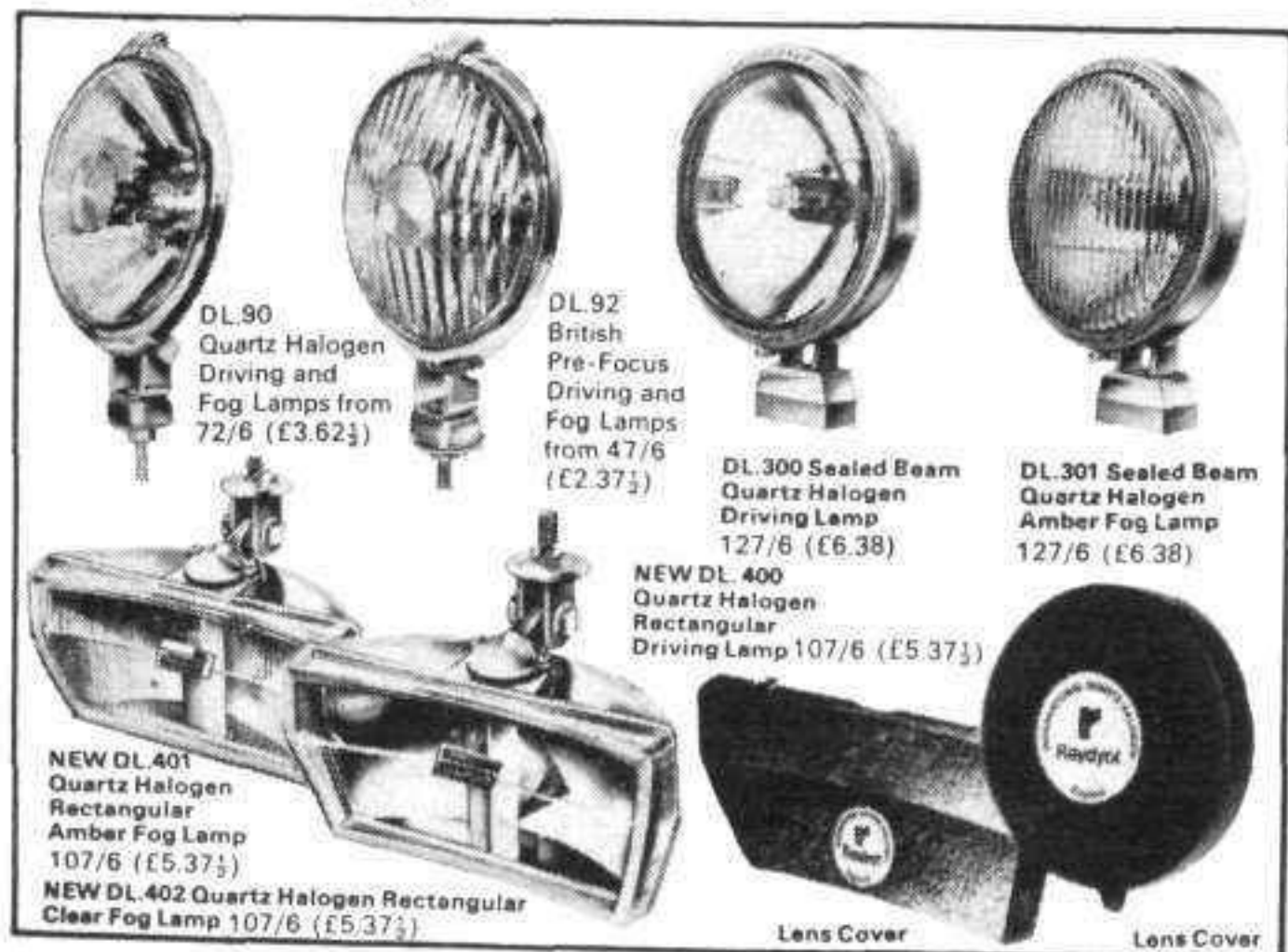
NEW DL 501
Quartz Halogen
Amber Fog Lamp
99/6 (£4.97)

NEW DL 500
Quartz Halogen
Driving Lamp
99/6 (£4.97)

NEW DL 502
Quartz Halogen
Clear Fog Lamp
99/6 (£4.97)

choose from the bigger-than-ever Raydyot range including the NEW 400 and 500 series — and be really bright at night!

Raydyot is the big name in driving and fog lamps, and now the Raydyot range is even bigger, even more exciting than before. Just look at the Raydyot selection now! Many of these lamps are completely new. Combining Quartz Halogen brilliance with Raydyot know-how and fine finish. All selected by the Council of Industrial Design. Raydyot make lamps in a big way, that's why they pack in so much value. Prices start at only 47/6d. Insist on Raydyot, the leading lights for over a century.



DL 90
Quartz Halogen
Driving and
Fog Lamps from
72/6 (£3.62)

DL 92
British
Pre-Focus
Driving and
Fog Lamps
from 47/6
(£2.37)

DL 300 Sealed Beam
Quartz Halogen
Driving Lamp
127/6 (£6.38)

DL 301 Sealed Beam
Quartz Halogen
Amber Fog Lamp
127/6 (£6.38)

NEW DL 400
Quartz Halogen
Rectangular
Driving Lamp 107/6 (£5.37)

NEW DL 401
Quartz Halogen
Rectangular
Amber Fog Lamp
107/6 (£5.37)

NEW DL 402 Quartz Halogen Rectangular
Clear Fog Lamp 107/6 (£5.37)

Lens Cover

Lens Cover

Attractive black lens covers included with 300 and NEW 400 and 500 series lamps. Raydyot products are available from garages and motor accessory stockists. All prices shown are those recommended by the manufacturers. Send now for your free personal copy of the new Raydyot lighting brochure. Anti-Theft washers included with all lamps.

Raydyot Limited, Waterfall Lane, Cradley Heath, Warley, Worcs.

Extra safety aid from

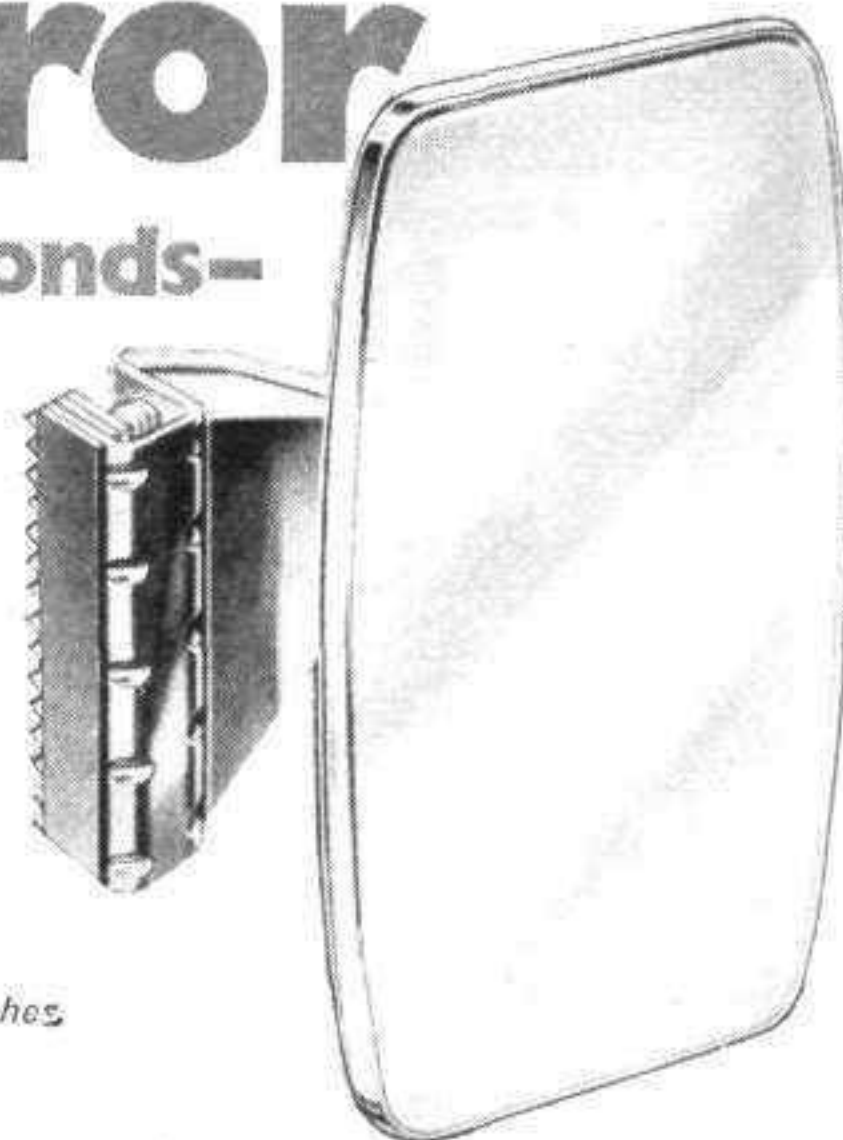
Stadium overtaker mirror

fitted in seconds—
no drilling

Covers the blind spots. Gives sharp, true distance image. Clamps on to quarter light support. Easily adjusted from driving seat.

Recommended Retail Price 19/6
(Special model for Minis)

From all dealers and Halford Branches



Stadium LTD 31 Queensway, Enfield, Middx.

If you can't keep up with the Jones's...

You can bet they've got a

TRIUMPH TUNE

By conversion

SAH

5 STAGES OF TUNE AVAILABLE

The latest development in Engine Conversion
SUSPENSION MODIFICATIONS ● Specialised
Equipment ● LIMITED SLIP POWER-LOK DIFF. UNIT

Fill in this coupon (BLOCK LETTERS PLEASE) and send with 2/6d. P.O. for catalogue and price list of all conversions and accessories.

MODEL YEAR

NAME

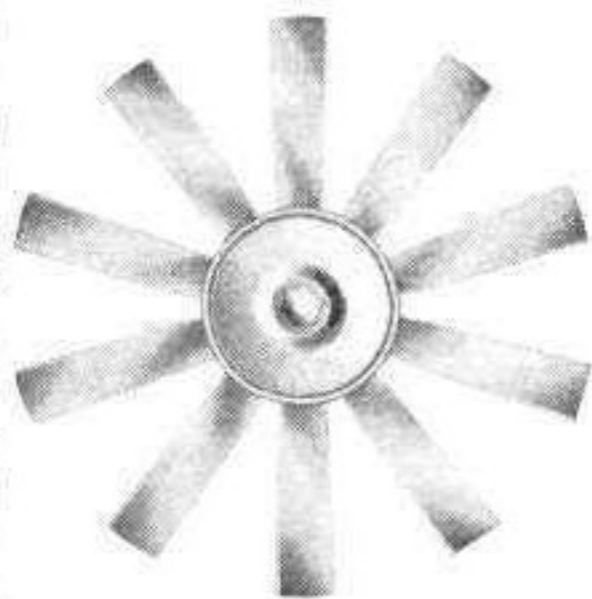
ADDRESS

SAH
Accessories Ltd

Dept. MS
Leighton Buzzard, Beds.
Tel.: 3022.

Do you care enough to go AUTO - ELECTRIC

The Wood-Jeffreys electric fan replaces the mechanical fan and is activated only when the engine temperature rises above the optimum efficiency level—cools it down a fraction then switches off. Featuring a printed circuit motor and an overriding manual switch, mounted with a warning light, on an attractive instrument panel. The W. J. fan unit can be transferred when you change your car. Retail price from only £14.6.0. complete with all fittings and instructions.



As fitted by the Ford Motor Co. U.K. to their rally cars and homologated by them for this purpose. Standard equipment on the Morgan Plus 8. Please care enough for your car—write for full details.



- Improves acceleration and overall performance.
- Cuts fuel consumption by up to 10%.
- Faster 'warm-up' for longer engine life.
- Improved heating and demisting.
- Reduces mechanical noise.
- Easy to fit with a particularly sound and simple method of thermal switch installation.

WJ WOOD-JEFFREYS LTD.

Manufacturers of Talli liquid level indicator.

Kirkburton, Huddersfield HD8 0RJ Tel.: 0484-83 3323

Drivers who care choose the Hydraulic Epco Minor

- * Powerful enough for most cars ... 15 cwt capacity.
- * Lightweight ... 31lbs.
- * Compact ... only 24" x 7" x 5".
- * Simple, tough and reliable.

Made by the manufacturers of Britain's biggest range of garage jacks. Obtainable from Halfords, garages and accessory shops.



Epco Epco Limited
Star Works
Leeds LS7 1AY

M.R.B. INSURANCE

**FOR SPECIALIST ATTENTION TO
THE SPORTS
AND INDIVIDUAL CAR OWNER**

Our many years' experience in underwriting markets enable us to offer the best available terms to all motorists and we list below examples of actual premiums that could be available to you!

Comprehensive — Max. 5 years N.C.B. — Clean Record.

PASSENGER LIABILITY COVER INCLUDED	AGE 22		AGE 24		AGE 30	
	Most Rural	London Met.	Most Rural	London Met.	Most Rural	London Met.
COOPER 998	£24	£28	£24	£28	£12	£14
COOPER 'S'	£34	£38	£34	£38	£22	£26
BEACH BUGGY	£28	£34	£19	£23	£19	£23
TWIN-CAM ESCORT	£34	£38	£34	£38	£22	£26
SPITFIRE 1147	£19	£22	£17	£19	£14	£16
ALPINE 1592	£21	£24	£19	£21	£15	£17
MG-B/A	£28	£32	£28	£32	£19	£23
ELAN/EUROPA	£50	£54	£36	£42	£32	£38
3.8 E-TYPE/XK150	£52	£68	£39	£45	£39	£45
JENSEN CV8	£52	£68	£39	£45	£39	£45
ALFA 1750 GTV	£34	£38	£34	£38	£22	£26
PORSCHE 911	£50	£54	£36	£42	£32	£38

HIGHLY COMPETITIVE PREMIUMS ARE AVAILABLE TO ALL DRIVERS INCLUDING PERSONS UNDER 21, AND FOR PERSONS WITH UNFORTUNATE ACCIDENT AND CONVICTION RECORDS.

EVERY ENQUIRY IS GIVEN EXPERT INDIVIDUAL ATTENTION AND (IF REQUIRED) A CHOICE OF PERSONAL INSTALMENT PLANS IS GIVEN.

INSTANT QUOTATIONS AND COVER CAN BE ARRANGED BY TELEPHONE.

If you feel we can be of service to you please complete the form below and post to us for details of the above and an indication of premium entirely without obligation.

NAME..... AGE:YRS.....MONTHS
ADDRESS.....

OCCUPATION.....

NATIONALITY..... FULL/PROV.* LIC. HELD FOR.....YEARS

MAKE OF CAR..... MODEL.....

CC..... YEAR..... VALUE £.....

CAR GARAGED YES/NO* MARRIED/SINGLE*

REQUIRE COMPREHENSIVE/THIRD PARTY ONLY/THIRD PARTY FIRE & THEFT* WITH/WITHOUT PASSENGER COVER.*

FOR MYSELF ONLY/ANY DRIVER/MYSELF & WIFE/NAMED DRIVERS OVER.....*

MAXIMUM EXCESS AGREEABLE IS £.....

AM ENTITLED TO.....YEARS NO CLAIM BONUS

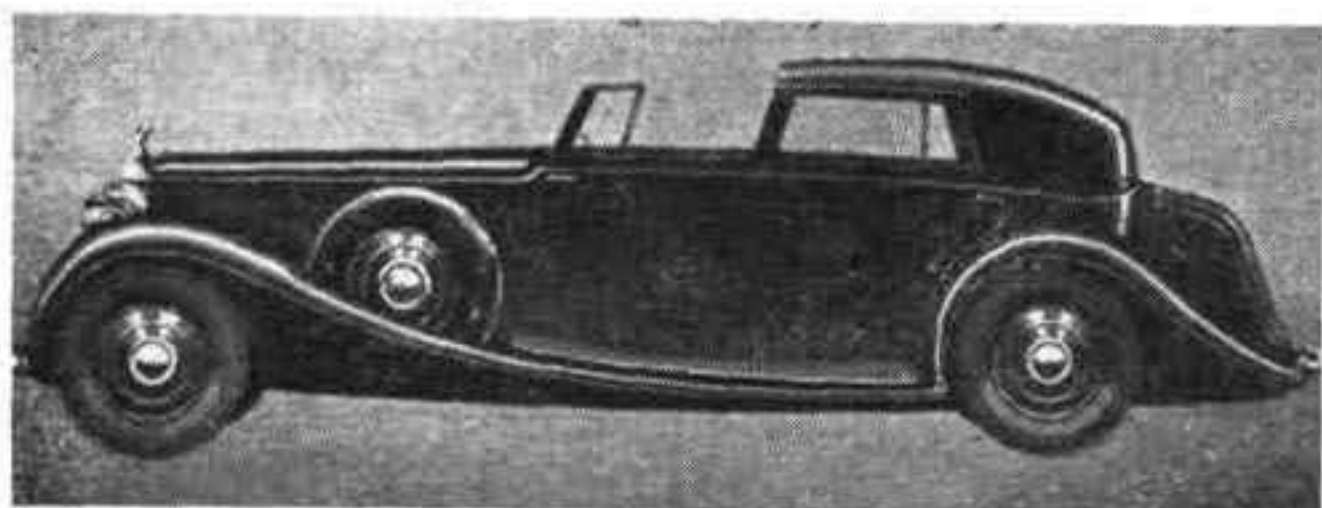
*PLEASE DELETE WHERE INAPPLICABLE

Please enclose details of any previous accident or conviction, and/or details of business use, including travelling to and from work. MS18

POST TO:

**THE MOTOR MANAGER
M.R.B. INSURANCE BROKERS
165, HIGH STREET NORTH, LONDON, E.6
TELEPHONE 01-552 0748 (3 LINES)
MON.-FRI. 9.30-5.30 p.m. SAT. 9.30-1.00 p.m.
MON.-FRI. — OFFICES CLOSED 12 p.m.-1.00 p.m. FOR LUNCH.**

De Ville Carriage Company Ltd.



Several magnificent Rolls-Royce vintage and classic cars now in the process of re-build or restoration will shortly be available for sale and enquiries and/or inspection regarding these will be welcomed.

32-35 THE ARCHES, BROUGHTON STREET, LONDON, S.W.8 Tel: 01-622 2080

F.L.M. (Panelcraft) Ltd.

Coachbuilders

have complete facilities for restorations, re-builds and repairs

BODY MAKING · PANEL-BEATING
WING MAKING · PAINTING
TRIMMING · INTERIOR WOODWORK



Rover 2000 and 3500 estate car conversion on new or used cars.

ANTIQUÉ AUTOMOBILES LIMITED



1913/14 GN cyclecar.

THIS IS THE EARLIEST EXAMPLE OF A GN IN EXISTENCE. THE CHASSIS IS ENTIRELY ORIGINAL AND THE BODY A WELL CONSTRUCTED REPLICA. REASONABLY PRICED AT £1,500. PLEASE WRITE FOR DETAILS OF THE REST OF OUR STOCK.

Telephone: Greatford 288
Telegrams: Classicar, Peterborough

**39 MAIN STREET,
BASTON,
Near PETERBOROUGH.**

CSC

1968 TR
on
1968 TR
mi
1968 TR
mi
1967 TR
ex
1968 FO
ve
1966 E-
mi
1967 M
1966 M
1965 M
1967 G
1966 A
o/
ou

INSTA

IMMED

Ra

THE

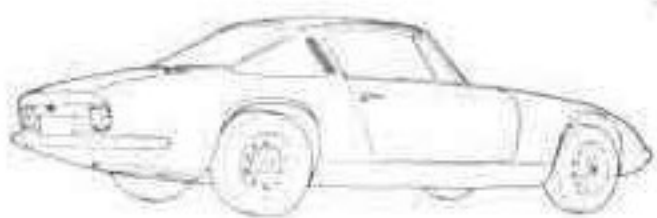
A reveal
in the m
drama, h

PELH

192-194

NEW: I
RADFORD
Choice two
67 (Dec.) C
alloy wheel
69 (Aug.) C
1,306-c.c.
wheels, spe
110 m.p.h.
68 TR5 P.I.
67 (F) LOT
67 (F) M.G.
66 HEALE
67 M.G.-B.
66 TIGER,
low mileag
68 (Dec.) M
67 (F) VIT
owner, low

Central Sports Cars



- TRIUMPH TR5 P.I.**, primrose, black trim, w/w., o/d., radio
one owner; immaculate **£1,075**
- TRIUMPH GT6**, red, black trim, o/d. Exceptionally low
mileage, one owner. Immaculate throughout **£835**
- TRIUMPH Spitfire**, Valencia blue, tan trim; very low
mileage, one owner **£695**
- TR4A**, dark blue, black trim, o/d., w/w.; low mileage; fine
example **£875**
- FORD Escort GT**, metallic blue, black trim; one owner,
very low mileage **£665**
- Type JAGUAR**, metallic silver, chrome wires, very low
mileage **£1,325**
- M.G.-B**, white, black trim, w/w., o/d., radio; low mileage **£825**
- M.G.-B**, B.R.G., black trim, o/d., radio; average mileage **£695**
- M.G.-B**, blue, blue trim, w/w.; average mileage **£585**
- FORD CORTINA**, dark green/metallic green, radials **£625**
- AUSTIN HEALEY 3000 Mk. III**, metallic blue, blue trim,
o/d., radio; exceptionally low mileage; immaculate through-
out **£925**

WANT CASH FOR WELL-KEPT SPORTS CARS

KINGSBURY ROAD, KINGSBURY, N.W.9.

Telephone: 01-205 4838/3266

OPEN SUNDAYS

3 MONTHS' OR 3000 MILES' WARRANTY

IMMEDIATE H.P. & INSURANCE AT VERY LOW RATES, ETC.

Rally of the Forests

HISTORY OF THE RAC INTERNATIONAL
RALLY OF GREAT BRITAIN

by Phil Drackett

Get behind-the-scenes look at one of the most thrilling events
in motor sport calendar. Phil Drackett recounts some of the
humour and heartache that make up this fascinating story.

Illustrated 40s net

AM BOOKS

52 Bedford Sq., London, W.C.1

SELECTED CARS

LONDON ROAD, KINGSTON-UPON-THAMES
Tel.: (Sales) 01-546 7231 (Buyer) 01-546 9292

- | | |
|---------------------------------|--|
| 275 GT Clubman. LIST | 67 RILEY 1300, close-ratio gears, tuned |
| Mini-Cooper 'S' de ville. | 1275 engine; one owner, 20,000 miles |
| £1,475 and £895 | only ... £695 |
| COOPER 'S', Downton eng., | 66 CORSAIR GT. Lowered, 1969 |
| 5 seats, radio, 5,000 m. £995 | Lotus Twin-Cam engine. Immaculate. |
| COOPER 'S' estate. Special | Wide wheels ... £695 |
| Downton engine, Minilite | 65 M.G.-B, wires, overdrive ... £635 |
| special trim. Unique car. Over | 66 ALPINE GT, red ... £575 |
| wires, o/drive ... £975 | 66 ALPINE GT, blue ... £575 |
| US Elan, one owner ... £995 | 66 ALPINE tourer, white ... £575 |
| -B GT, wires, o/drive ... £945 | 65 ALPINE tourer ... £475 |
| Y 3000, o/drive, radio ... £795 | 67 (Dec.) Mk. II COOPER ... £585 |
| wires, overdrive ... £795 | 64 M.G.-B, wires ... £535 |
| hard/soft-tops. One owner, | 64 TR4, h/top, wires, overdrive ... £575 |
| e. L.H.D. ... £725 | 65 COOPER 'S', 1 owner, history ... £475 |
| M.G. Midget, wires ... £695 | 65 COOPER 'S', good condition ... £445 |
| ESSE 2-litre drophead, one | 64 COOPER 'S', hot cam ... £395 |
| mileage ... £675 | 62/3 M.G.-B ... £455 |
| | 62 TR4, overdrive ... £395 |

THE CHEQUERED FLAG



RELIANT SCIMITAR GTE AND 3-LITRE GT. Both of these fine cars are
immediately available for your examination and trial. We will be very pleased to
demonstrate either of these outstanding four-seater or 2+2 cars at your home or
office, whichever is the more convenient. Earliest possible delivery with choice of
colours from the **LEADING RELIANT DISTRIBUTORS.** The GTE now
has either Automatic Transmission or Manual gearbox with overdrive.

ASTON-MARTIN DB6, in opalescent blue with blue leather, fitted 'Vantage'
unit with Webers, chrome wire wheels with triple-earred hubs and XAS tyres,
5-speed gearbox, electric windows, Selectaride, Radiomobile, etc. **£2,395**

M.G.-B Mk. II (G-registered) brand new in appearance, mineral blue with black
trim, fitted overdrive, wire wheels, with SP tyres, radio, leather wheel, etc. **£965**

LOTUS 7 very special 'G' registered car in opalescent blue, fitted tuned twin-
cam unit, wide wheels with G800s, full weather equipment, etc. **£865**

M.G. MIDGET 1,275 c.c. one-owner 1968 car in blue royale, black trim, with radio,
G800s, headrest, etc. **£635**

MAZDA 110S white and gold coupé, twin-rotor 'Wankel' unit, incredibly rapid
and smooth performance, fully equipped. **£1,685**

M.G.-C GT. Unblemished example in sandy-beige with red trim, fitted overdrive,
wire wheels, radio, woodrim, etc. **£995**

M.G.-B. Very special all-black car, with Bermuda top with tinted windows,
overdrive, wire-wheels, Cints., soft-top, radio, console, leather wheel, etc. **£765**

DAIMLER SP250. Fine car in red with white leather, hard- and soft-tops, etc.
1962 but stored several years. **£565**

BOND 'BUG' 700 'E', as new, 'H' registered and under 1,000 miles, immediate
delivery at £50 under cost. **£585**

TRIUMPH SPITFIRE Mk. III, unmarked 'H' registered car in red with tan trim,
12,000 miles by one owner. Fitted overdrive, hard-top, radio, leather wheel, etc. **£765**

THE FASCINATING FUN CAR OF THE SEVENTIES

THE NEW BOND BUG

SEE IT AND TRY IT—YOU'LL BE AMAZED!

M.G.-B GT. Two fine 1966 examples, red or sandy-beige, both overdrive, wire
wheels, radio, twin spots. **£795**

Also two 1967 GT 'B's, white or B.R.G., both overdrive, etc. **£885**

RELIANT Scimitar 2.6-litre GT, 1966. Golden sand with black trim, fitted
wire wheels, Cints., radio, electric sun-roof, etc. **£895**

M.G. MIDGET. Specimen car in aubergine with black cockpit, fitted fibreglass
front, flared wheel arches, wide-wheels with SPs, Downton modified 1,125 c.c.
unit with Weber, roll-over bar, radio, leather wheel, etc., etc. **£435**

AUSTIN HEALEY 3000 Mk. III, convertible. Outstanding specimen in ice
blue with black trim, overdrive, wire wheels, radio, etc. **£895**

Also two other Mk. III's: 1965 in red and 1966 in B.R.G., both overdrive, radio,
etc. **From £765**

MORRIS 1100 1965 Model 'Q' car, red with grey trim, fitted full Downton
1,293 c.c. conversion, etc. ZX-tyres. **£395**

SUNBEAM Tiger. Rapid 1966 example in Mediterranean blue with black trim;
hard/soft tops, radio, leather wheel, etc. **£765**

TRIUMPH Spitfire Mk. III, Wedgwood blue with dark-blue trim, hard/soft tops,
radio, leather wheel, etc. 'F' registered. **£585**

PIPER G.T.T. Fine 1969 example of this futuristic GT car, in silver with black
trim, wide mag. wheels, with G800s, radio, tinted windows, etc. **£1,325**

M.G.-B GT. Fully equipped 1968 car in mineral blue and black trim, fitted over-
drive, radio, wire wheels with Cints., leather wheel, headrests, etc. **£965**

AUSTIN HEALEY 1,275 c.c. Sprite, with full Lenham GT coachwork conversion,
Bahama yellow with black trim, tuned unit, mag. wheels with G800s, etc. **£635**

FORD Escort 1300 GT, 1969 model, in white with black trim, Q1 spots, Cints.,
leather wheel, etc. **£685**

LOTUS Elan S4 fixed-head coupé. Unmarked 1969 model in burnt sand fitted
K.o. wheels, electric windows, etc. **£1,185**

Also an outstanding all black 1968 S111 fixed-head at: **£1,085**

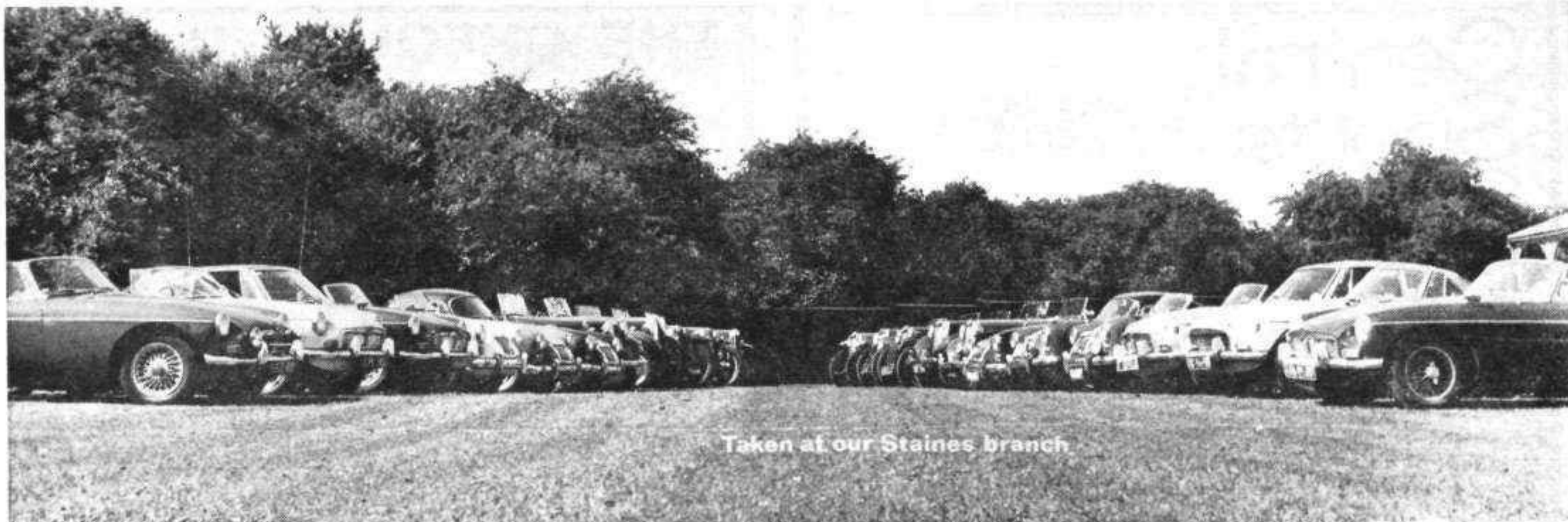
PORSCHE 356SC coupé, 'H' registered but 1965, really excellent car in
Burgundy with tan interior, V.H.F. radio, etc. **£985**

LONDON'S LEADING SPORTS CAR SPECIALISTS

THE CHEQUERED FLAG ENGINEERING LTD.

548-560 Chiswick High Road, London, W.4 Telephone: 01-995 0022/3

S. H. RICHARDSON & SONS LTD.



Taken at our Staines branch

MG's WANTED MG's

MG's WANTED — ALL MODELS 1970 BACK TO 1930 — TOP CASH PRICES

We are extremely interested in buying for cash all model MG's 1930-1970, especially MG-B's, MG-A's, TF's, TD's, TC's, in exceptional, good, average condition, needing repair or just salvage for spares — room for 500 cars. We will pay top cash prices — specialising allows this — or we will repair/restore your MG as new — major overhaul, body rebuild, minor service or w.h.y. (Credit facilities available for all major repairs.) We also offer an exchange/reconditioned engine service from £32 for MG-B, MG-A, TF, TD, TC, TA.

We are dismantling for spares MG-A, ZB, TF, TD, Y, TC, TA, NA, L, P, J, M types and feel we can justifiably offer the largest stock of used spares anywhere.

**BRIGHTON ROAD (A23), PEAS POTTS, SUSSEX
Crawley 24222**

**MOOR LANE, STAINES, MIDDLESEX
Staines 55388**



The short lever, positive-action Conversion — for MINI'S (848 and 1000 c.c.) and CORTINA'S (Mk I and II), giving light yet precise gear-changes. Complete kit and fitting instructions in detail.

FROM ALL THE BEST 'GOODY' SHOPS

Please rush me details on the
OSCOTT GEAR CHANGE CONVERSION

Post to
**OSCOTT,
76-80 GRANGE RD.,
KINGS HEATH,
BIRMINGHAM 14,
Tel: 021-444 5421.**

Name

Address

Make of car MS 4

BETTER QUALITY HOODS UNBEATABLE VALUE

Reduced prices for all sports car hoods. High quality to original manufacturers patterns in P.V.C. Full width or wrap-round windows at no extra cost. Ready and easy to fit. Hoods despatched by return post. A complete service for Sidescreens. Tonneau covers. Tailored carpets. Send for FREE Catalogue, Sample Card and Price List to:

DEPARTMENT: MS
DON TRIMMING CO. LTD.
2A HAMPTON RD, ERDINGTON, B'HAM 23, Tel: 021-373 1313



RED TRIANGLE AUTOSERVICES LTD

KENILWORTH

WARWICKSHIRE

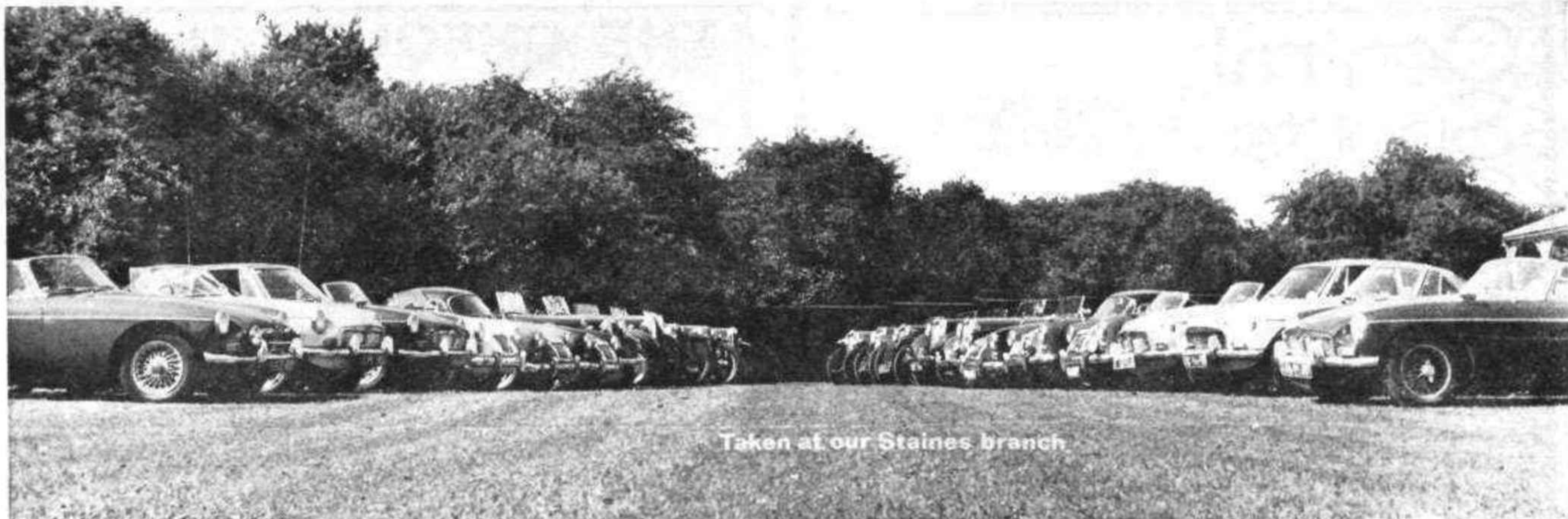
Tel: KENILWORTH 57303

ALVIS

OFFICIAL SUPPLIERS OF ALL SPARE PARTS.
SERVICING FACILITIES BY FACTORY TRAINED STAFF.

Several good examples of ALVIS cars usually on offer

S. H. RICHARDSON & SONS LTD.



Taken at our Staines branch

MG's WANTED MG's

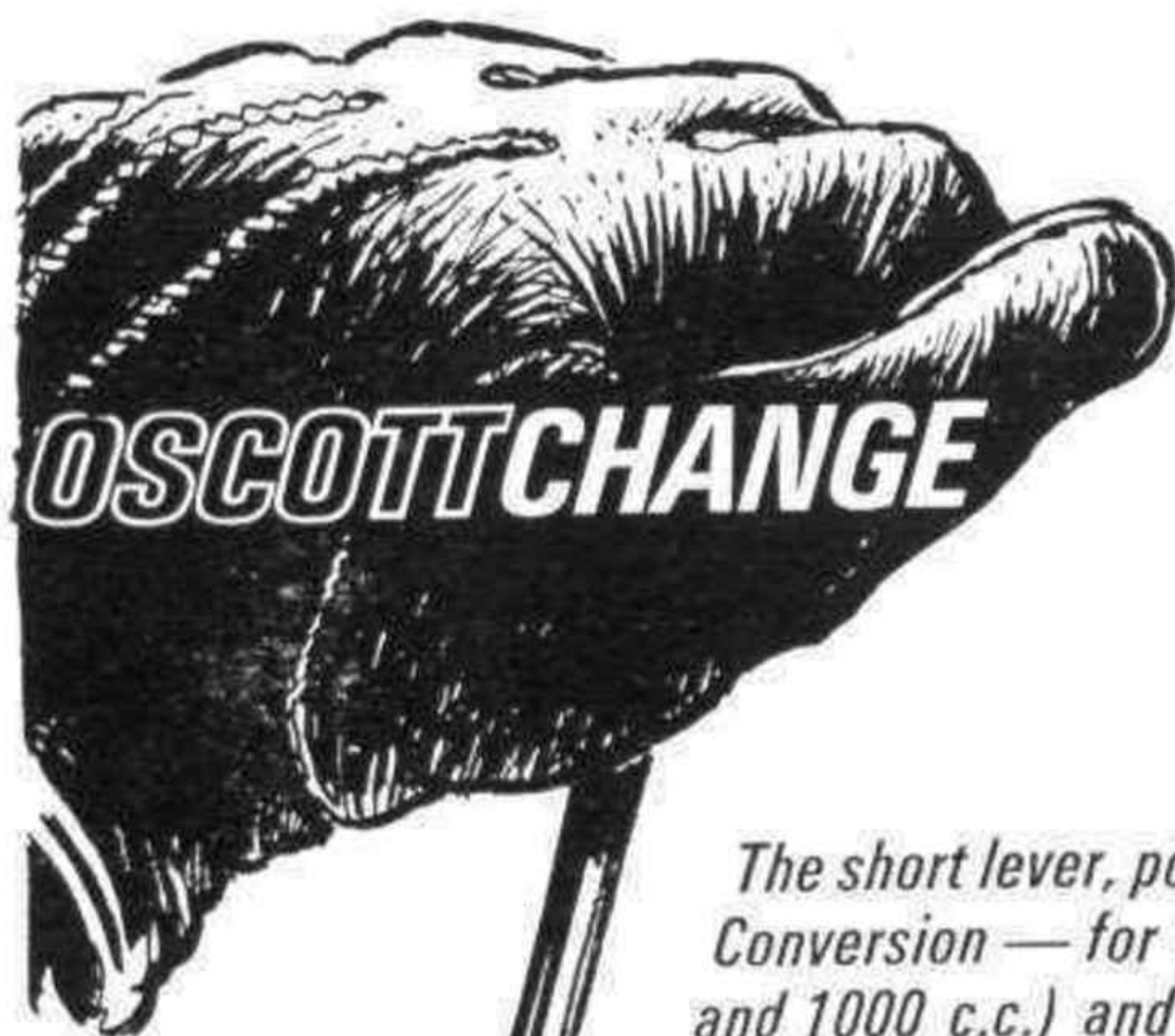
MG's WANTED — ALL MODELS 1970 BACK TO 1930 — TOP CASH PRICES

We are extremely interested in buying for cash all model MG's 1930-1970, especially MG-B's, MG-A's, TF's, TD's, TC's, in exceptional, good, average condition, needing repair or just salvage for spares — room for 500 cars. We will pay top cash prices — specialising allows this — or we will repair/restore your MG as new — major overhaul, body rebuild, minor service or w.h.y. (Credit facilities available for all major repairs.) We also offer an exchange reconditioned engine service from £32 for MG-B, MG-A, TF, TD, TC, TA.

We are dismantling for spares MG-A, ZB, TF, TD, Y, TC, TA, NA, L, P, J, M types and feel we can justifiably offer the largest stock of used spares anywhere.

**BRIGHTON ROAD (A23), PEAS POTPAGE, SUSSEX
Crawley 24222**

**MOOR LANE, STAINES, MIDDLESEX
Staines 55388**



The short lever, positive-action Conversion — for MINI'S (848 and 1000 c.c.) and CORTINA'S (Mk I and II), giving light yet precise gear-changes. Complete kit and fitting instructions in detail.

FROM ALL THE BEST 'GOODY' SHOPS

Please rush me details on the
OSCOTT GEAR CHANGE CONVERSION

Post to
**OSCOTT,
76-80 GRANGE RD.,
KINGS HEATH,
BIRMINGHAM 14,
Tel: 021-444 5421.**

Name

Address

Make of car MS 4

BETTER QUALITY HOODS UNBEATABLE VALUE

Reduced prices for all sports car hoods. High quality to original manufacturers patterns in P.V.C. Full width or wrap-round windows at no extra cost. Ready and easy to fit. Hoods despatched by return post.

A complete service for Sidescreens . Tonneau covers . Tailored carpets. Send for FREE Catalogue, Sample Card and Price List to:

DEPARTMENT: MS

DON TRIMMING CO. LTD.

2A HAMPTON RD, ERDINGTON, B'HAM 23, Tel: 021-373 1313



RED TRIANGLE AUTOSERVICES LTD

KENILWORTH

WARWICKSHIRE

Tel: KENILWORTH 57303

ALVIS

OFFICIAL SUPPLIERS OF ALL SPARE PARTS.
SERVICING FACILITIES BY FACTORY TRAINED STAFF.

Several good examples of ALVIS cars usually on offer

MAIL ORDER TODAY

MOTOR BOOKS & ACCESSORIES

Personal Shoppers Welcome

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2 or phone 01-836 5376

New Books

Chilton Spring 1931 Automotive Multi-Guide (A Facsimile Reproduction of One of Chilton's Rare, Early Automotive Guides)	41/6
*France - Summer 1940	10/-
*Leyte Gulf - Armada in the Pacific	10/-
*Okinawa - Touchstone to Victory	10/-
*Lufftwaffe	10/-
*Purnell's History of the Second World War. Armoured Forces - A History of Armoured Forces and their Vehicles - Ogniewicz - a new edition.	59/6
Die Waffen SS	47/-
Fallschirmjager 1936-45	47/-
German paratrooper. Illustrated history	47/-
Panzer - German armour 1935-45	27/6
International Motor Racing Book No. 4	18/-
Motor Racing the International Way No. 1 Indianapolis '50'	66/-
The World's most exciting auto race.	89/-
Great Moments in Auto Racing	89/-
Semitrack Vehicles of the German Army 1939-45 - Light Armoured Personnel Carriers (SdKfz 250 & others)	9/-
Racing & Tuning Production Motorbikes A Guide to Auto-Electric	19/6
Tuning V8 Engines	19/6
A History of Motor Sport in Ireland 1903-1969	31/6
1970-71 Good Garage Guide	16/6
Prince of Speed - Phil Read	33/-
German Combat Uniforms 1939-1945 Birth of a Giant - The Men & Machines that gave America the Motonaut	13/6
Triumph at the Top - The Story of Bruce McLaren, Dennis Hulme, Chris Amon, Auto-Biography, My Forty Years of Motoring - Arthur Knowles	84/6
Grand Prix 11 - Louis Stanley	33/-
Modern British Tanks and Fighting Equipment	47/6
Tuning Volkswagen	66/-
Complete Chevrolet Book - (Hot Rod)	22/-
Complete Ford Book - (Hot Rod)	20/6
Hot Rod Pictorial No. 4	20/6
Basic Auto Repair Manual No. 2 - (Hot Rod)	18/6
The Big Drive - The Book of the World Cup Rally 1970	16/-
The VW Beetle Handbook - Tuning, handling, maintenance (June 29)	11/6
The Mercedes-Benz Type W.125 Grand Prix 1937 by Denis Jenkinson	39/-
The Ford GT 40, Prototypes, Sports Cars by David Hodges	29/6
(Two illustrated monographs the first of a new series)	
Car Badges of the World (July 23)	33/6
Hesley & A. Hesley	89/6
Expert Driving, The Police way	32/6
Orders, Decorations, Medals and Badges of the Third Reich	92/6
Air Organisations of the Third Reich	92/6
The Mercedes-Benz Story	53/6
Faults Overhaul Manual for British Cars (10 years) July 30	74/6
Tanks & Other Armoured Fighting Vehicles 1900-18 (Black and Colour)	27/6
Anatomy of a Grand Prix Driver	33/-
Jackie Stewart World Champion Cars of the early twenties	152/9
Follow the Circus (A novel around the Car-Am)	45/-
Off-Road Fun Cars	16/6
The Classic Sherman	44/6
Red Armour in Combat	44/6
American Armoured Cars	44/6
U.S. Army Engineers Standard Camouflage Colours (WW II / Current)	28/9
Mr. Lionel - An Edwardian Episode	32/6
The Motor Racing Year - Pritchard	48/-
The Motor Book by R.J. Meurdy (Facsimile of 1903 edition)	45/-
Morgan 1936-60 (4 Wheelers)	16/6
Tuning Standard Triumphs Over 1300 c.c.	33/6
Tuning Volkswagen	19/6
Motorcade (A Dictionary of Motoring History)	38/-
Racer Report No. 3	67/6
A History of Sports Cars by G.M. Georgano	74/6
Tuning Standard Triumphs up to 1300 c.c.	11/6
Racing Engine Preparation	17/6
How to Start Rallying	19/6
The Age of the Tractor Engine	37/6
A Great Way to Go - The Automobile in Canada	89/-
The Observer Book of Automobiles 1970	8/6
The Inside Story of the Fastest Fords	62/-
Expert Driving the Police Way	32/6
Car Badges of the World	33/6
World Car Catalogue 1970	100/-
Prototype 1968-70 - A detailed analysis of the World's leading Racing Cars	47/6
The Dashboard Revolution - A Practical Guide to Car Instrumentation	17/6
The Champions Book of Speedway	20/-
Tuning Standard Triumphs Vol 1 to 1300 cc	11/6
How to Start Rallying	19/6
The Record Breakers - Les Vilde	45/-
Illustrated History of the Ford 1903-1970	132/-
Sportswagen in Deutschland 1885-1940	84/6
Autos in Deutschland 1885-1920	79/6
Autos in Deutschland 1920-1939	72/6
Silver Ghost & Silver Dawn (44 years with Rolls Royce)	54/6
VROOM! Conversation with the Grand Prix Champions	81/-
Competition Cars of Europe	37/6
Modifying Production Cylinder Heads	11/6
Tuning Escorts & Capri	17/6
Tuning Stromberg CD Carburetors	9/6
Apprenticeship in Steam - Hampshire	13/-
IMP Tuning Modification	14/-
Racing Cars (Single-seaters & Sports Racing Cars of the 1960's)	32/6
Life at the Limit - Graham Hill	38/6
Tuning BMC Sports Cars	17/6
Tuning Anglian and Corvairs	13/6
How to Start Motor Racing	13/6
Building & Racing an 850 Mini	19/6
Tuning Twin Cam Fords	17/6
Tuning Side Valve Ford (100E)	15/6
Le Grandi Alfa Romeo - Fusi	206/-
Automobile Year No. 17 (Feb 19)	99/6
Luxury sewn binding in leatherlike covers. More and larger illustrations. Extended race reports	
Cars of the 1930's - Sedgewick	74/6
The Model T Ford Owner (The best of Murray Falmesstock)	55/6
Aerofall Report (Jim Clark Foundation)	43/6
Porsche 912 Service Manual & Handbook	71/-
Driving - The M.O.T. Manual	14/-
The Rally-Go-Round - The Story of International Rallying	32/6
Colours D'Elegance - Wherry	89/6
Nineteen to the Dozen - 1969 Motoring News Rally Championship	38/6
Auto Course 1969-70	59/6
Motor Trend Basic Auto Repair Manual	36/6
American Armoured Cars 1940-45	14/-
Chris Amon (134 photos 1 colour poster)	25/6
In Italian	
Graham Hill (144 photos 1 colour poster)	25/6
In Italian	
Building Your VW Based Diabotogy	25/6
Surfing Year Book No. 4	36/6
History of the World Sports Cars	18/6
History of the World Racing Cars	46/6
History of the World High Performance Cars	49/6

Il Museo Dell'Automobile Torino	54/6
The Car of Kings - The Mercedes 'K' & 'S' Riley - The production and competition history of the pre-1939 Riley motor cars	127/9
The Rolls Royce Phantoms	16/6
Those Elegant Rolls Royce	109/6
The Rolls Royce Motor Car	109/6
The Modern Steam Car and its Background	18/6
Steam Car Scrapbook	18/6
The New MG Guide	23/3
Classic Car Profiles:	
Bound Vols. Vol I	88/6
Vol. III	88/6
Illustrated History of the Bentley	46/6
The Vintage Alvis	130/-
German High Performance Cars	53/-
Complete Encyclopaedia of Motor Cars - 1885-1964, edited by G. N. Georgano	130/6
Restoration of Vintage & Thoroughbred Cars	33/6
The Austin Seven	53/-
The 6 Cyl. Alfa Romeo	63/-
Lagonda in the Thirties	16/6
Alvis in the Thirties	16/6
Sports Cars 1928-1939	16/6
(192 colour illustrations)	
Alfa Romeo - Hall/Stater (new ed.)	27/-
The M.G. Story	67/6
M.G. Cars 1929-34	45/-
M.G. Cars 1935-40	16/6
M.G. Cars 1940-47	16/6
M.G. Cars 1948-51	16/6
M.G. Cars 1952-54	16/6
M.G. Cars 1955-57	16/6
M.G. Cars 1957-59	16/6
Automobiles of the World - Wherry	226/-
Portrait Gallery of Early Automobiles (100 colour plates 1853-1915, Humung)	321/-
Lost Causes of Motoring - Europe - Vol. I	53/-
Bentley - 30 years of the marque	109/6
The Other Bentley Boys	16/6
1916-1939 Vintage & P.V.T. Cars of the World	34/6
1890-1915 Veteran Cars of the World	34/6
The Grand Prix Car Vol. II	94/6
Mille Miglia (Italian)	139/6
La Favolosa Targa Florio	139/6
Grand Prix Racing Facts, Figures 1894-1963 (paper)	23/6
The Porsche Story - J. Weltman	69/6
The Men - World's Grand Prix drivers examined in depth - Barrie Gill	37/6
The Grand Prix Car 1954-1966 - Sotright	151/6
The Motor Racing Story	32/6
British Racing Green	63/-
Motor Racing in Safety	38/-
The Ultimate Excitement	36/-
400 Cavalli Nella Schiena - The illustrated story of Formula II drivers	74/6
Porsche - Pritchard	44/6
Historic Motor Racing	32/6
Porsche - The man, his cars (new ed.)	53/-
Ford - The Dust and the Glory - A racing history	110/3
How to go Saloon Car Racing - Brittan	32/6
All Arms and Elbows - Innes Ireland	37/6
A Pictorial Survey of Racing Cars 1919-1939	66/6
Scientific Design of Exhaust Intake Systems	53/6
Automobile Engine Tuning	27/6
Valve Timing for Maximum Output	9/6
The Motor Vehicle - Newton, Steeds	67/6
The Sports Car Engine	38/-
Handbook of Carburetors, Fuel Injection	45/-
The Sports Car - new 3rd edition	44/6
Racing & Sports Car Chassis Design - Costin & Phillips	32/6
BMC 'Mini' - Tuning modifications & maintenance	38/6
BMC 'B' Series - Tuning & mods.	16/6
Glass Fibre Autobody Construction Simplified	36/-
Racing & Sports Car Chassis Design	32/6
Tuning SU Carburetors	8/6
Tuning Weber Carbs	8/6
The Sports Car Engine - Its tuning & modification	14/6
Design & Tuning of Competition Engines	38/-
High Speed, Low Cost - Building a single seat Mini-engined record breaker	54/6
High Speed Internal Combustion Engine - New 5th edition	49/6
Larry Reid's Rally Tables	104/6
The Art, Technique of Driving - Pat Moss/Carlson	23/3
The Learner Driver	32/6
Drivcraft	24/-
The Technique of Motor Racing	46/-
Marathon by Brittan	37/6
Rallying - Stuart Turner - completely new edition	32/6
Volkswagen Owners Handbook No. 11	27/-
Volkswagen Nine Lives Later	55/6

Vintage Years at Brooklands - Photo record of motorcycle racing at Brooklands - Dr. J. Bayley	77/6
Tuning for Speed (Motorcycles) - New ed. Modern Motorcycle Mechanics - J. B. Nicholson (new ed.)	24/-
The Rolls Royce Phantoms	16/6
The Jaguar Companion	27/6
The MG Companion	27/6
The 1100 Companion	27/6
The Mercedes-Benz Companion	27/6
The Rolls Royce Companion	27/6
The Enzo Ferrari Memoirs	32/6
Le Ferrari	204/6
Ferrari Sports & Grand Turismo Cars - F. Merritt	172/6
Ferrari (3rd edition)	69/6
Antique Auto Body Woodwork	36/-
Antique Auto Body Leatherwork	36/-
Antique Auto Metalwork	36/-
Model 'T' Ford Service Bulletin Essentials	55/-
BUGATTI - le pit-sing des automobiles	39/6
Grand Prix Bugatti	73/6
Das Grosse Bugatti Buch	79/-
A Rally of Tractor Engines	47/6
Tractor Engines & Steam Vehicles in pictures	47/6
Basic Bodywork & Painting	18/6
The Fun of Old Cars	89/6
The Jaguar Story	45/-
The Alfa Romeo Story	45/-
The Vintage Bentley Book	16/6
Another Vintage Bentley Book	16/6
Bentley in the Thirties	16/6
Rolls Royce in the Twenties	16/6
Rolls Royce in the Thirties	16/6
History of the World Classic Cars	46/6
History of Brooklands Motor Course - 1906-1940 (reprinted)	54/6
Ferrari - A Story of Auto Racing Car Numbers	62/6
Go Formula Ford - How to start single seater racing	42/6
AJS - The History of a Great Motorcycle	38/6
Wetgrip - A Motorcycling Anthology	32/6
Historic Motor Cycles - 16 accurate drawings by George Oliver	50/-
Speed - Speed hill climbs and speed trials in Britain, 1899-1925	67/6

MANUALS & OTHER BOOKS

Send year and make of your car and we will advise you of the price for a suitable manual or handbook.

BOOKS: Prices include postage, packing to anywhere in the World.

SEND FOR FREE LIST OF AIRCRAFT BOOKS & ARMOUR

Britax COOPER RACING SAFETY BELTS

GRAND PRIX 907C

Constructed from 100% terylene webbing with high quality metal fittings. Designed specifically for single seaters, sports G.T. and prototypes. 4 way release buckle specially developed by Britax for strength and simplicity. NDT suitable for saloons.

G.T. and sports cars with reasonable space behind front seat for mounting a long tail strap.

(When ordering state end type required i.e. clip on or flat plate (if flat plate required suffix 'F' to part number)

14gns + 4/6 p. & p. (including crutch straps)

INTERNATIONAL 906

Made of the same materials as the 'Grand Prix' and using the same 4-way release buckle, but is fitted with long tail strap for fitting in saloon cars and in certain G.T. and sports.

NOTE: Due to mounting position of tail strap only suitable for competition use in saloon or racing or rallying and in those cars where no rear passengers are carried.

6gns + 4/6 p. & p. (Clip type fittings only, state car when ordering)

CLUBMAN 901

A more simple design than the 'International' constructed from nylon webbing but to the same high standard as the 'International'.

NOTE: This harness also has a long tail strap hence usage specification is the same as the 'Internationals'.

6gns + 4/6 p. & p. (Clip type fittings only, state car when ordering)

Britax harnesses are used by Porsche Racing Division, Cooper Cars, Team Broadhead, Alan Mann Racing, Ford Competition Department, Rovers Competition Department and most international race and rally teams.

Instant POINT SETTING TOOL

SIMPLE RELIABLE ACCURATE

Sets Contact Breakers at .015 irrespective of Cam position. Fits all Lucas distributors. List Price 12/-

Our Price **9/11** + 1/- pp

AUTO SYN

THE EASY TO USE SYNCHRON TESTER FOR ALL MULTIPLE CARBURETTORS

Twin Kits are MATCHED. Two single units will not give identical readings.

Push fit leaves hands free for linkage adjustment. Immediate indication without instrument adjustment. Large intake ensures accurate synchronizing from idling to full throttle without flooding.

Basic Twin Kit comprising two each of: instruments, standard plates and self supporting adaptor for carbs with ram pipes with ring set up to 2 1/2"

£10.18.0

Single Kit (one of each of above)

£5.10.0.

Send 2/6 for Illustrated Catalogue

Mamba Italian style racing overalls for mechanics

Made from only the finest quality materials in one piece Cotton Drill. Available in Green, Maroon, Blue or Black.

SIZES: Small, Medium, Large and Extra Large.

£5.2.0

+ 4/6 pp

Send 2/6 for Illustrated Catalogue

NOMEX Flameproof RACE WEAR

Researched and developed by Dupont of America. Nomex material as used to make racing drivers and astronauts fire protective clothing is recognized throughout the world as the best. It's not cheap, but how much do you value your life?

ONE PIECE AND TWO PIECE OVERALLS

Nomex throughout from ankles to cuffs to neck including 2/6s and badge

Flashes. Supremely comfortable and individually made to the drivers personal measurements. Front pocket tyre badge and sleeve flashing if required.

SEND FOR SPECIAL MEASUREMENT ORDER FORM - BEFORE ORDERING. £29.10.0.

Drivers name badge 12/6d

NOMEX LONG-SLEEVE UNDERWEAR (Vest and Pant)

Cream colour, soft and comfortable to wear. Easily washed. Sizes: small, medium and large.

£14.10.0. per set

NOMEX "SAFETY" SOCKS:

SHRINK PROOF. WILL NOT MELT OR DRIF. Sizes: small, medium and large.

£2.5.0. per pair

NOMEX-BACK DRIVING GLOVES

Essential in the protection of hands (most susceptible area of body should fire occur).

(Black only) **£3.19.6.** per pair

NOMEX BALACLAVA HELMETS

Gives full neck/head protection. Gloves gap between head and collar of overalls leaving only goggles space.

£3.15.0. each

Also NOMEX facemasks **£1.17.6.** each

New 5000rpm COLORTUNE 2

for instant colour check on mixture reaching each cylinder

for any type of fixed or variable jet carburetor or fuel injection system

New robust construction - can be used over and over again.

97/6 post free

RICH (orange) CORRECT (blue) WEAK (white)

PSW CARB TOOL KITS for SU and STROMBERG

Designed to fit all S.U. Carburetors to test and adjust 1) Piston for free movement 2) Centering the jet 3) Synchronizing 4) Mixture strength 5) Fuel level.

SU Twin Carb set **£1.19.0**

SU Triple Carb set **£2.9.6**

Stromberg Twin Carb set **£1.19.0** + 1/6d. p.p

*** Special Double Offer**

TWIN CARB SET/COLORTUNE 2 combined price **£6.7.6.** + 2/- pp.

S.P.Q.R. ENGINE STABILISING ROD KITS

Designed to reduce the severe stress on the exhaust pipe and gear extension mounting, and to eliminate to a large extent the continual flouting of the gear lever.

MINI MK1 **65/-**

MINI MK2 **67/6**

COOPER, COOPER S, etc **67/6**

1100 MK1 & 2 **92/6**

1100 TWIN PIPE EXHAUST **£5-6-8** all + 4/6 p.p.

MOTO-LITA Mk IV LEATHER RIMMED STEERING WHEELS

offer the ultimate in hand-made luxury.

Made in 'one piece' heavy gauge alloy with firm covered in cross stitched black hide over rubber under lay with unique integral padded seats. Sizes 11" & 12" (Flat & Dishd). 13", 14", 15" & 16" diameters. (Flat & Dishd). When ordering state make, model & year of car. Prices complete from **£11-2-6** - 4/6pp.

COTEL Mechanical Stethoscope

Pinpoints all hidden and frustrating noises, eliminates guess work and unnecessary dismantling.

37/6 + 1/6 p.p.

WARNING: ALL PRICES SUBJECT TO ALTERATION WITHOUT NOTICE

S.P.Q.R. Revolutionary TAPPET ADJUSTER

Tappet adjustment to professional standards rapidly & easily accomplished by any amateur. Consistent accuracy assured - no feeler gauge needed - automatically compensates for worn tappets. (When ordering state size of socket required)

95/6 + 7/- pp

BENDIX ELECTRIC FUEL PUMPS

Without a doubt the best fuel pump on the market - argon sealed, no vapour locks, minimum number of working parts, easy to mount.

Weight **1 lb 13 oz.**

Max. delivery **30 g.p.h.**

£12.5.0.

New racing pump (Blue Top) 45 u.s. g.p.h. **£15.17.6.**

NEW Bell Star

for maximum head and face protection

Combined helmet, goggles & face mask built into this one custom made unit. Now comes with flip-up lens. To special order only. Send for fitting chart before ordering.

£35-10-0. inc. pp.

Airmail ex. U.S.A. Delivery 14/3 days

Available ex. stock - Bell 500 TX **£19.10.0.** inc. pp.

Bell Magnum **£24.0.0.** pp.

GOGGLES 50/6

+ 2/6 pp

Moulded rubber with adjustable strap. (Additional clear lens also, 2/6).

SEBRING MACH 1 WING MIRROR

Chrome ultra-modern style mirror. Fully adjustable. Flat **£2.9.6**

Convex **£2.14.6** Anti-dazzle **£2.14.6**

Plus 2/6 each p.p.

Also matt black leather grain

LOW PRICES

POTI illuminated map magnifier

70/6 + 3/- p.p.

Good enlargement over a wide area, with cut-out to allow map-marking etc. This excellent aid carries a built-in bulb in the dome for dusk and nightwork, complete with flex and plug attachment. Finished in grey with black rubber trimming.

TRADE ENQUIRIES INVITED

Italian WOLF WHISTLE

... a hoot for the girls! ... a stopper for the thief!

The suction operated TECHNIFOOTER gets you all the attention - operated from the dash - easily fitted by simple manifold connection. Fits all cars - no wiring or electric motors.

Fits now and have fun **50/- + 3/- pp**

KLAXON HOOTERS

The 'KLAXET' - can be heard 250 yards away in still air.

6v. or 12v. D.C. **£8.3.0.** + 4/6 pp.

The 'SUPER' KLAXON HEK can be heard 600 yards away in still air.

12v. only **£11.14.0.** + 6/- pp

BULL HORN

The horn that BELLOWS LIKE A BULL! with a deep smooth rolling tone - lever controlled volume from a gentle whisper to an ear splitting roar. Specify 6v or 12v.

£10.7.6 + 5/- pp.

HOT PAINT

HIGH TEMPERATURE (1200° range) PROTECTIVE COATING

colours: White, Black, Yellow, Red, Orange, Green, and Silver.

1/2 pint **12/6** + 1/6 pp

1 pint **40/6** + 2/6 pp

1 gal **£15 + 5/- pp**

FANTASTIC POCHE V8 scale KIT

1931 8cyl. 2300 Monza Alfa Romeo

Incredible detail includes: WORKING DRUM BRAKES, PISTONS, CRANKSHAFT & SUSPENSION. 1452 parts built up as prototype - no gluing. A miniature engineering marvel.

£35.10.0. + 10/6d pp.

Send 6d. for descriptive leaflet

We can assemble Kits and supply scratch-built models to order (collection only) - ask for prices.

1907 FIAT 130 HP F2 1/8th scale

This perfect scale model is constructed from 823 parts some parts are pre-assembled. Only tools required are a screw-driver, pair of scissors and small file. Based on the original drawings of the prototype.

Made up model complete with display case, wooden base and mirror inset.

In kit form **£23.0.0.** (without display case)

SCHUGO Famous MECHANICAL TOYS RACING CAR SERIES

1:16 Scale approx 8" long

Fully sprung independent suspension. Steering and drive through differential and universal jointed shafts with a friction wheel rapid winding clockwork mechanism. Removable wheels and rubber tyres. Complete and ready to run (NOT KITS).

LOTUS 33 **70/-** each pp. 3/-

BMW F11

FERRARI (MATRA FORD (Raid))

MERCEDES C111

97/6 pp. 3/-

Similar to above but battery operated.

NORMAN COLE AND PARTNERS

will hold their

NEXT AUCTION SALE OF VETERAN, VINTAGE AND POST-VINTAGE THOROUGHbred VEHICLES

and

SELECTED MISCELLANEA

on

WEDNESDAY, 4th NOVEMBER

at

ALEXANDRA PALACE, LONDON N.22

The undermentioned interesting early vehicles are
already entered for sale:

- 1897 BENZ DOG CART
- 1902 RACING DE DIETRICH
- 1912 ROLLS-ROYCE SILVER GHOST
SPORTING TOURER
- 1913 ARROL JOHNSTON TOURER
- 1913 WOLSELEY LIMOUSINE
- 1914 ROLLS-ROYCE SILVER GHOST
LANDAULETTE
- 1922 TALBOT DARRACQ

COLLECTION OF EARLY CYCLES

Further entries invited:

NORMAN COLE & PARTNERS:

Heathfield Road, LONDON S.W.18 Tel: 01-874 2527

JOHN BLAND

Talbot, Sunbeam-Talbot and
Continental Car Spares & Service
Fistons and gaskets for Delage, Dela-
haye, Hotchkiss, Peugeot, Lancia, etc.
Inverted tooth timing chains in stock.
General Machining, including Valves
and Guides to pattern.
27 SOUTHFIELDS RD, LONDON,
S.W.18. 01-874 1612

CHRISTOPHER RENWICK

WILL BE ON HOLIDAY
FOR THE MONTH OF
SEPTEMBER

*Shipping your auto-
mobile need not be
a problem*

consult

BURGH MARINE LTD

7/17 Jewry Street,
London, E.C.3
01-481 2724

*Automobile exportation
is our business*



ALVIS 4.3

1939

BODY BY CHARLESWORTH
Must sell.

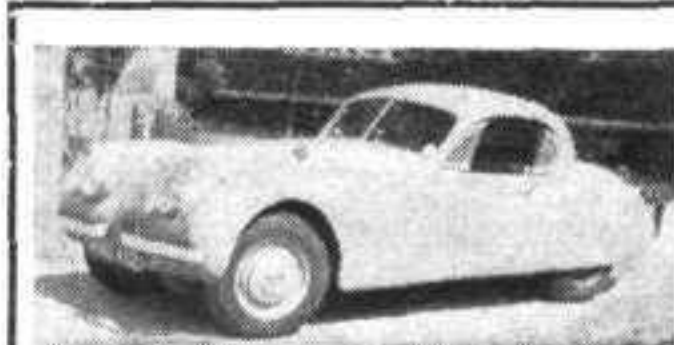
Best offer around £525
Tel.: SNITTERFIELD 491

HIGH GLOSS METALLIC FINISH
HAMMERITE HAMMERED ENAMEL
STOPS RUST! SUPER CAR FINISH
PERFECT UNDERSEAL!

AIR DRYING. Just Brush on—
Roller — (or SPRAY bodywork). UP-DATE
YOUR SPORTSTER with exciting 'HAMMERITE'
COLOURS. Dries 15 min. Even tougher than
Mfr's original: Resilient, siliconised 'HAM-
MERITE' renews, protects any surface; repels dirt,
oil, water, like non-stick pan. STOPS RUST!
Stands 300°F. Saves SILENCER Tail pipe
renewal! OUTLASTING UNDERSEAL. One
brushing (no marks) covers old paint, bare metal,
without U/Coat or priming. Brush on car wheels,
SILLS, engines, machinery, m/cycles, boat
trailers (resists sea water & abuse). Six "with-it"
colours: Silver/Grey, Bronze, Lt. Green, Lt. & Dk.
Blue, Black. Outdoor test panels still glossy
after 5 years!
EYE-CATCHING FINISH ON (LARGEST) CAR
BODYWORK within 60 mins. No preparation.
CAR SPRAY KIT (paint & fireproof thinners)
74/6 Carr. pd. Or, per return: TRIAL OFFER 1/2 Pt.
TIN incl. col. samples; info. all uses, only 8/-
(plus 1/9d. p.pk.). STATE COLOUR.
FINNIGANS SPECIALITY PAINT MFRS.
(Dpt. MSP) STOCKSFIELD, Northumb. Ph. 2283

KEEP THIS TELEPHONE
NUMBER, IT COULD BE
USEFUL

VINTAGE VEHICLE TRANSPORTATION
SPECIALISTS
MUCH WENLOCK (Salop)
387



XK120 F.H.C., 1953

in pristine condition, detailed history
available from new, genuine, 59,000
miles. This car has been meticulously
maintained and laid up over the winter
period for the past 4/5 years. Absolu-
tely as new and original, lying Scotland.

Offers around £1,200 considered
041-429 1146



TVR

AND



IN EAST ANGLIA

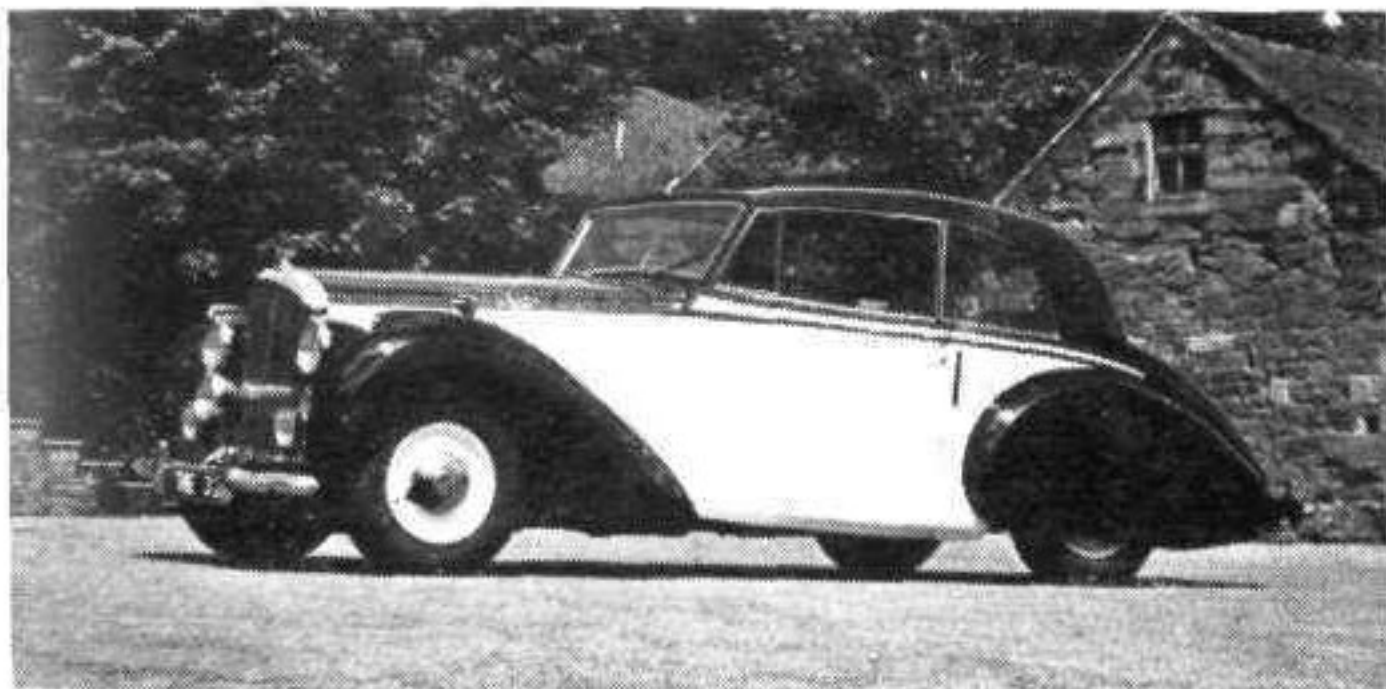
DEMONSTRATION MODELS ALWAYS AVAILABLE

NEW GILBERN Invader, finished in silver grey	£1,599
NEW TVR Vixen, finished in Sherwood green	£1,242
NEW TVR Tuscan V6, finished in flame	£1,558
1970 TVR Tuscan V6, finished in white, o/d., 5,500 miles	£1,595
1968 TVR Vixen, finished in silver fox	£935

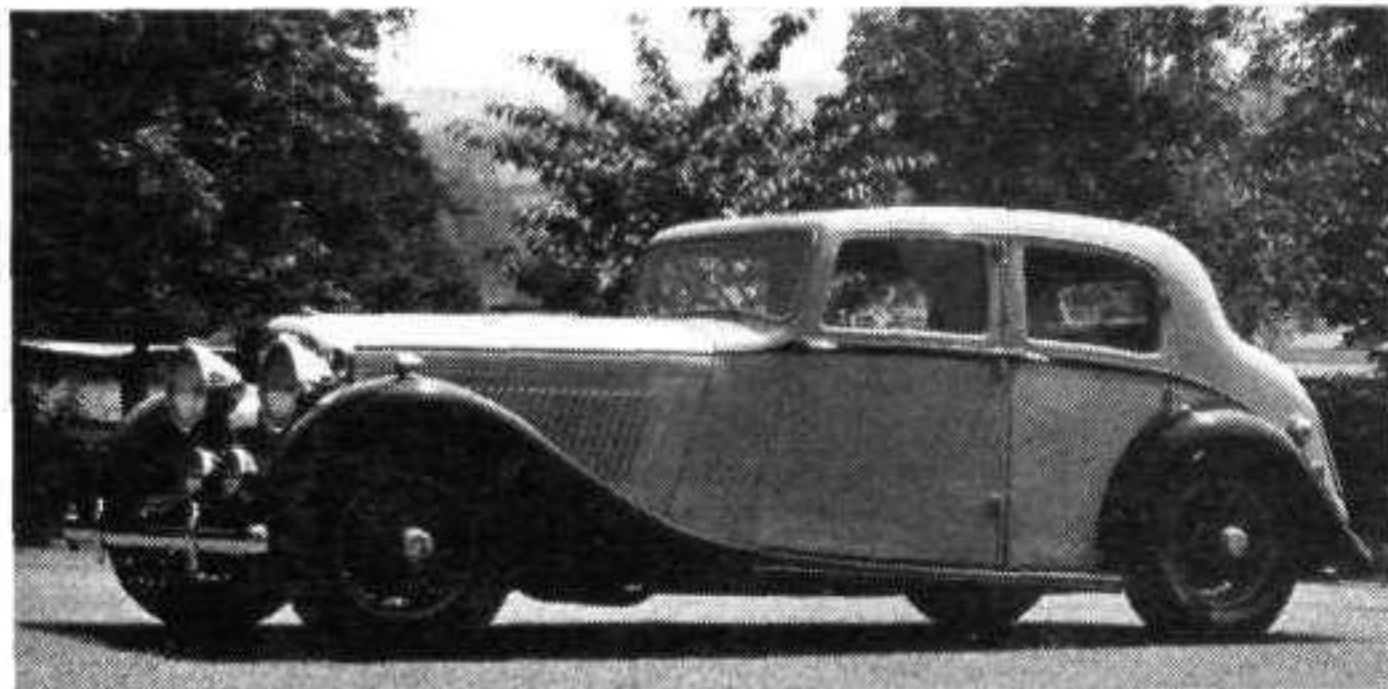
BRIDGE MOTORS (Bocking), Braintree, Essex. Tel. 141 or 140
Also at Sible Hedingham, Nr. Halstead, Essex. Tel. Hedingham 404

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



Glamorous and unique coachwork by Freestone and Webb on **Mk. VI BENTLEY** chassis. Both body and mechanics far above average condition. Finished black and ivory with blue trim. Very very expensive but well worth while serious purchaser's inspection. **£1,275**



1936 4 1/2-litre Derby-built BENTLEY. Small four-door sports saloon. A couple of years ago you could have bought this car for under £300. They have now over doubled in value. Well under two hundred of these charming cars are left in Britain. Buy now for **£875**. Next year you will have to pay over £1,000 for exactly the same thing.

These are just two of our very large and varied stock of Bentleys and Rolls-Royce from 1915 to 1961.

SEND FOR FREE STOCK LIST.

OPEN AT WEEKENDS BY APPOINTMENT.

Showroom and Office:
2 Macclesfield Road,
Leek, Staffs. ST13 8LA
Tel.: Leek 4300 and 4020

Workshops:
West Street,
Leek, Staffs.
Tel.: Leek 4020

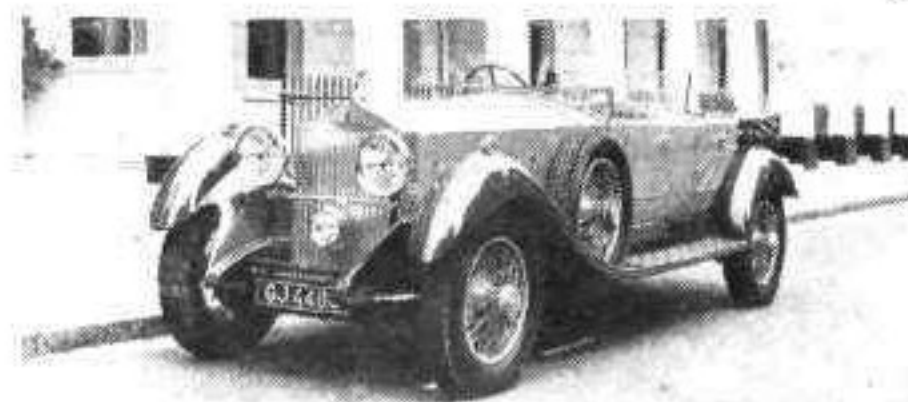
If closed apply to:
Rock Cottage, Basford Hall,
Leek, Staffs. ST13 7ER
Telephone until 9.00 p.m.
Churnet Side 300

TELEPHONE
01-730 0611

FRANK DALE AND STEPSONS

TELEPHONE
01-730 0612

(Member of the Frank Dale Group of Companies)



(Left) **1930 ROLLS-ROYCE Phantom II** 4/5-seater dual cowl touring car, restored regardless; documented history; painted duo blue. **SPECIMEN.**



(Right) **1925 BENTLEY** 3-litre 2-door drophead coupé by Corsica, in fine original order, painted B.R.G. Offered at realistic price.



(Left) **1954 BENTLEY 'R'-type** convertible, 2-door, by Park Ward, automatic, painted Tudor grey, trimmed red hide; power top. Choice of two.



(Right) **BENTLEY Continental** 2-door fastback 'R' saloon by H. J. Mulliner, painted black pearl, red hide, manual transmission. **MINT** condition.

1961 ROLLS-ROYCE SC II standard saloon, painted shell/Tudor grey, red hide; low mileage, superb order.

1936 ROLLS-ROYCE 25/30 sports saloon by Gurney Nutting, painted coach green, with green hide; large boot.

1938 ROLLS-ROYCE Wraith sports saloon by Park Ward, major mechanical overhaul; Embassy black, red hide trim. Fine example.

1954 SILVER WRAITH short-chassis sports saloon by Park Ward, painted royal blue, red hide; manual gearbox. Many extras.

1960 (Dec.) SILVER CLOUD II. P.A.S. Auto. Standard saloon, French grey; unblemished, recorded 69,000 miles only; must be seen.

1958 BENTLEY S.I Continental, automatic. Power-assisted steering. Special 2-door fixed-head coupé by P. W., painted down blue; full history.

1953 BENTLEY 2-door 'R', manual transmission, Clubman coupé by Freestone & Webb, recently fitted replacement unit by R.-R.; painted shell/Tudor grey.

1951 BENTLEY 2-door convertible by Park Ward, painted royal blue/grey, blue hide trim and carpets; extremely attractive lines.

1934 BENTLEY 4-door sports saloon by Hooper, semi-flared wings, special Bosch headlamps. Black, red hide trim. Fully scheduled.

You are invited to inspect London's largest stock of pre-used Rolls-Royces.

WE URGENTLY REQUIRE ALL MODELS FROM 1910-1965.

13-15 HOLBEIN PLACE, SLOANE SQUARE, LONDON, S.W.1

Cables and Telegrams: EFFDALE, LONDON, S.W.1

E. & C.E.



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

But city traffic is tougher.

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

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

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

It makes cold starting easier. It reduces



engine wear in low temperature running.

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

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

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

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



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

But city traffic is tougher.

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

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

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

It makes cold starting easier. It reduces



engine wear in low temperature running.

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

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

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

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