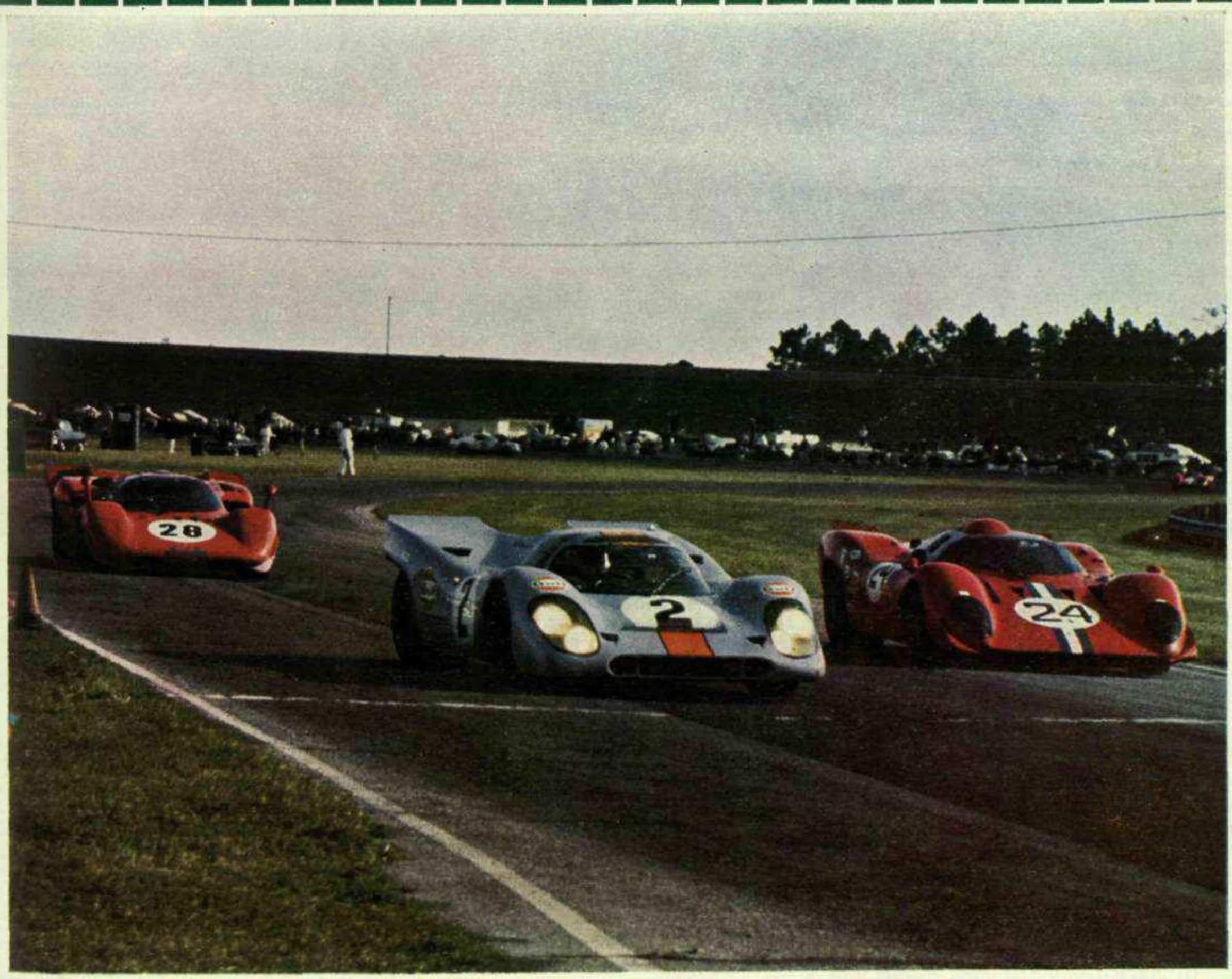
Vol. XLVI No. 3 TWO SHILLINGS AND SIXPENCE March 1970

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR





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

But city traffic is tougher.

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

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

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

It makes cold starting easier. It reduces engine wear in low temperature running.

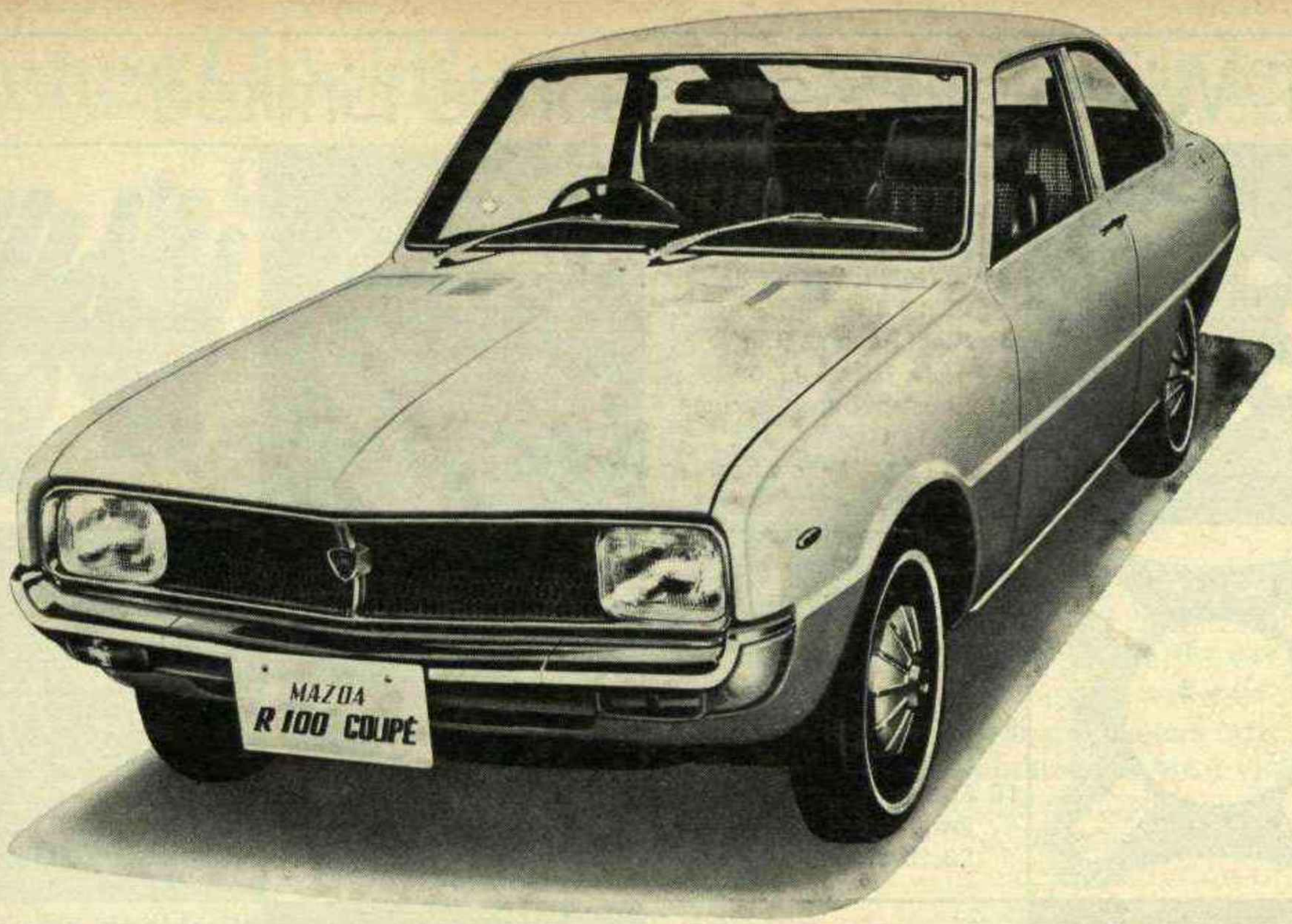


And BP Super V is not only tougher for city traffic. It's better too for high performance motoring.

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

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

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



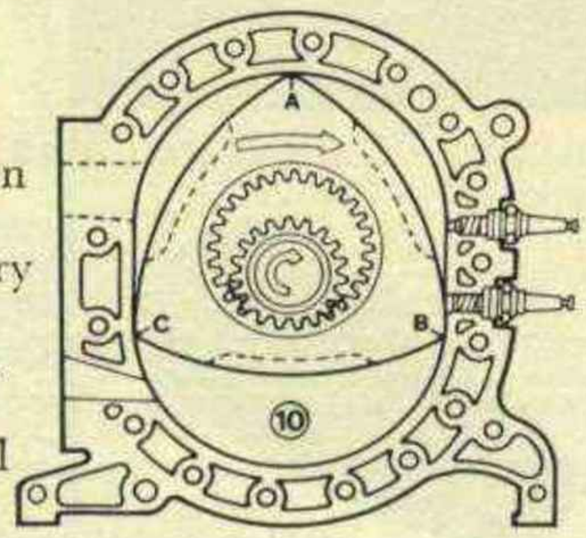
The car you've waited 85 years for.

In 1885, the internal combustion engine was invented and the motor car as we know it was born. It didn't look much and the engine went-up-and-down-and-in-and-out-and-eventually-round-and-round.

Most car engines still work on this rather inefficient 19th century principle.

But now there's the Mazda R.100 Coupe.

As modern as men on the moon.



It has a revolutionary rotary engine* that produces 100 bhp, yet is only half the size and weight of a conventional engine. Twin rotors go round and round, smoothly, silently and without vibration.

The flow of force is never interrupted by reciprocating parts like pistons, valves and rods. The result is one of the most effortless drives imaginable – and all Mazda cars are designed to run on 2-star petrol.

To match the newer-than-new character of the R.100, Mazda have given it matchless looks and comfort. Racy fast-back styling and 'this car means business' black mesh grille with large rectangular headlights.

Inside, the R.100 goes on looking like a sports car, sporting a wood-rimmed steering wheel, a nifty shifty gear lever, reclining front seats with headrests and full instrumentation which looks as good as it's good for looking at. To go with all that, it very sportingly seats four. Don't wait any longer. 85 years have been long enough. See the phenomenal Mazda R.100 right away.



Recommended retail price of the R.100 Coupe is £1,649.18.1 inc. p.t. Other Mazda models available in the U.K. are the 1800 Saloon (£1,189.13.11 inc. p.t.); the 1200 Saloon (£879.12.6 inc. p.t.) and the 1200 Estate (£949.9.6 inc. p.t.)

To: Industria (London) Ltd., 248 Holloway Rd., London N.7
Please forward name of nearest dealer and full details of the new Mazda R100.

Name _____

Address _____

_____

_____ Dept, MS

(I am over 17 years of age)

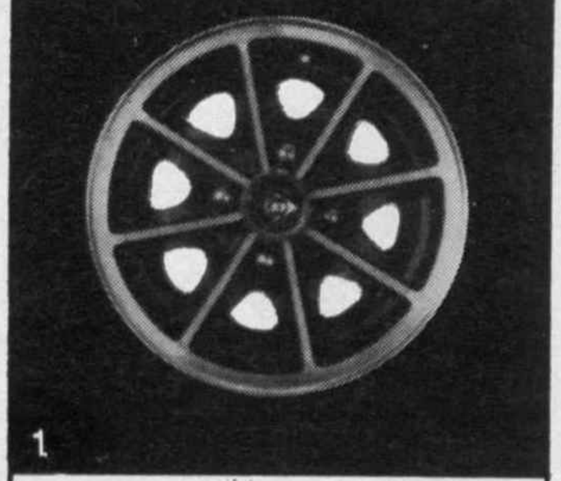
MAZDA

Toyo Kogyo Co., Ltd., Hiroshima, Japan

Sole U.K. Concessionaires: Industria (London) Ltd., 248 Holloway Road, N.7. Telephone: 01-607 8261 Telex: 23651

*Mazda rotary engine licensed by NSU/WANKEL

GT Wheels & Accessories Limited


1

Dunlop Aluminium Wheel

1 500C x 10″ de luxe
£7 19 6

2 Universal Spacer 2½″
£2 19 6

3 Steel Reverse Rim
4½J x 10″ £3 17 6

4 Shortened front springs
£3 17 6

5 4½J x 14″ Wire wheel
£8 10 0

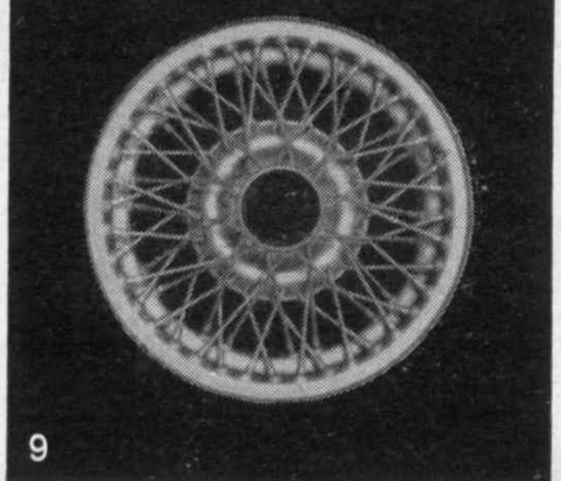
6 Mini aluminium rocker covers £3 19 6

7 4½J x 10″ Cooper S
£3 15 0

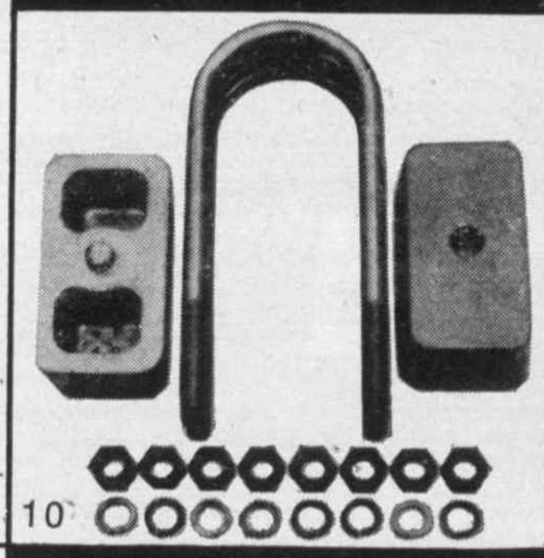
8 VW 5 stud spacer
£4 19 6

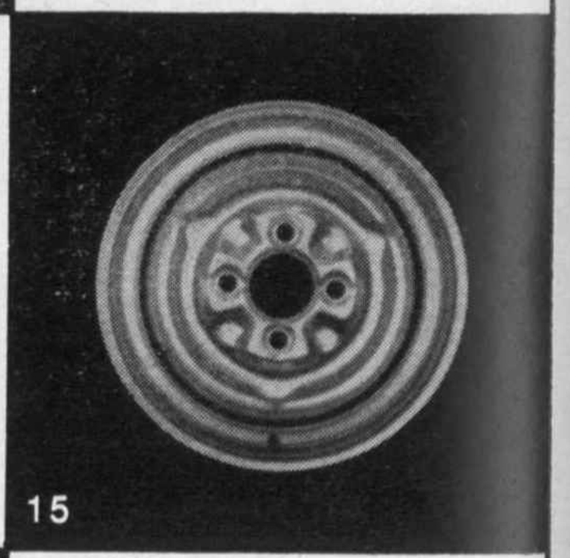
9 4½J x 13″ Wire wheel
£7 10 0

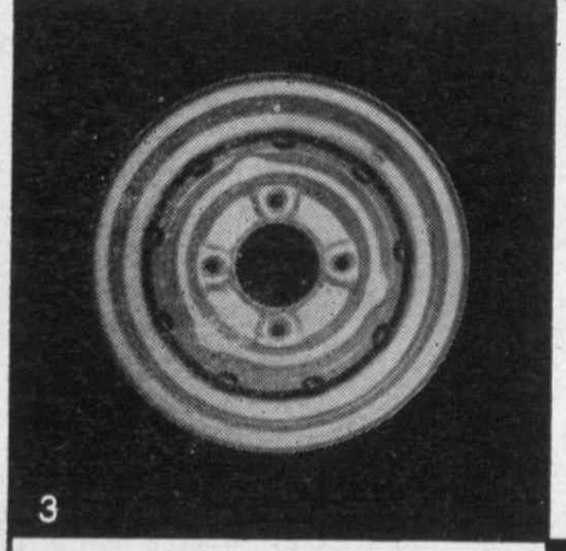
10 Ford suspension lowering kit
£2 15 0

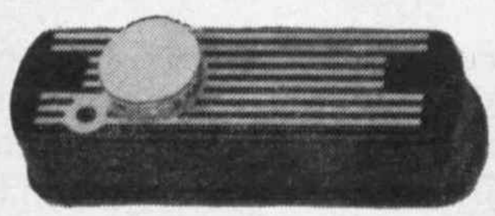

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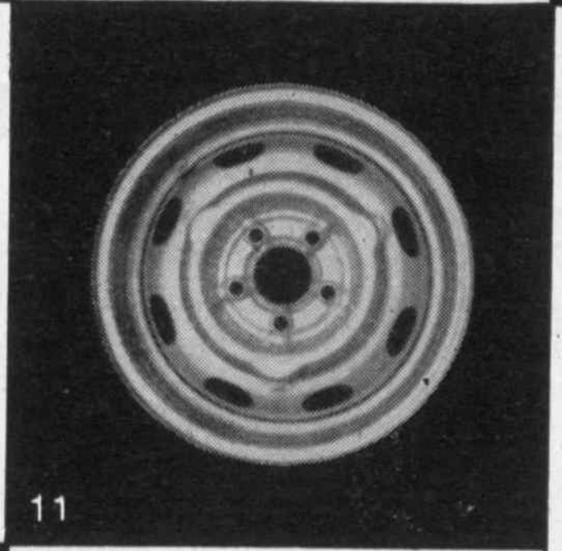

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11 5½J x 15″ Volvo 122/144
£7 19 0

12 Speedi-Grip Gear knob
£1 1 6

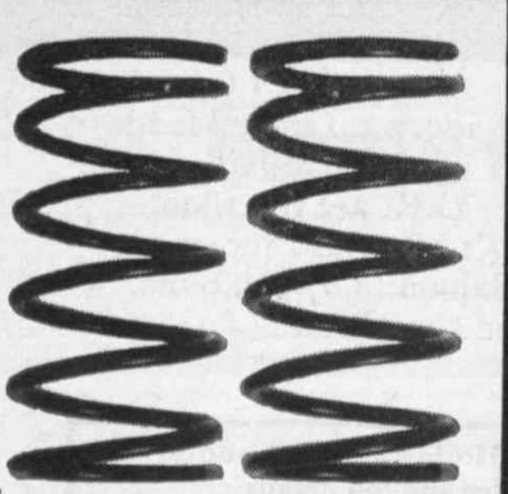
13 4½J x 13″ Triumph Herald Vitesse, Spitfire
£3 15 6

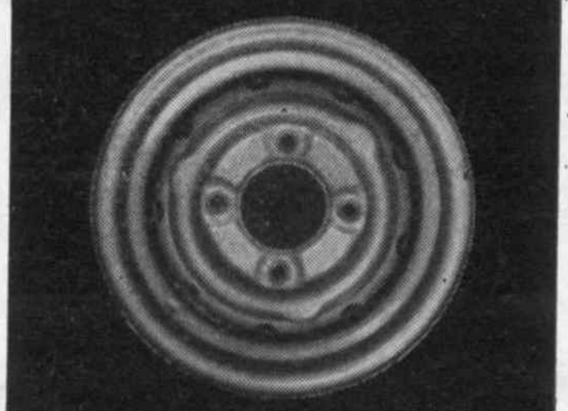
14 John Surtees driving gloves £2 19 6

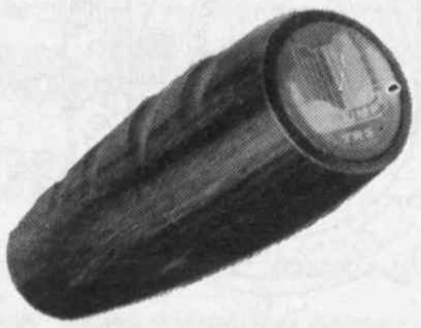
15 4½J x 13″ Ford Anglia Cortina, Corsair
£3 5 0

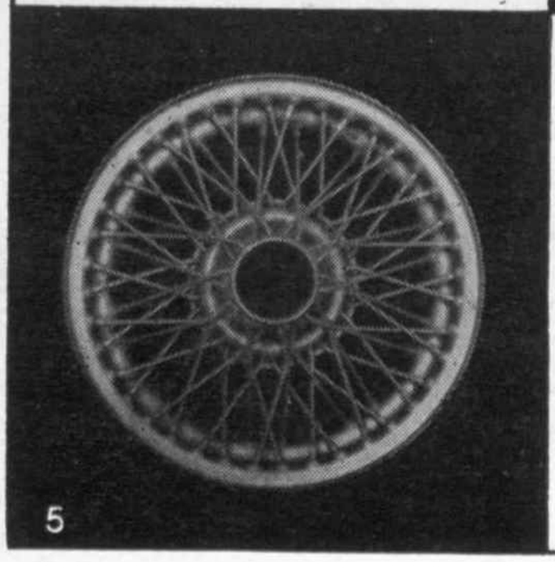
16 Chrome knock-on nuts 42mm £3 0 0

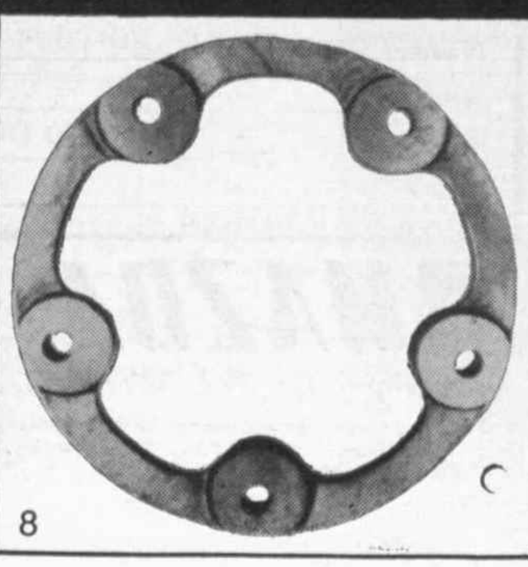
for further details & comprehensive price list contact
GT Wheels & Accessories Ltd
Two Counties Mill
Eaton Bray
Bedfordshire
tel Eaton Bray 671

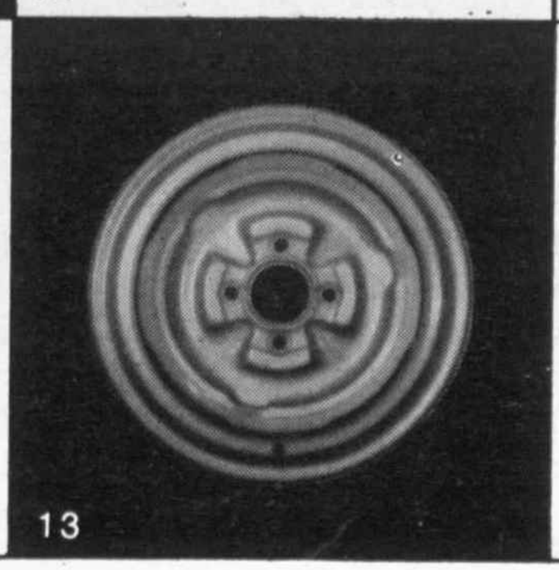

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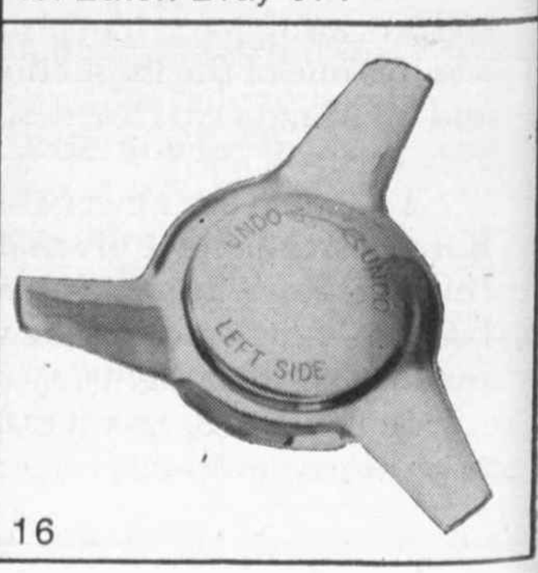

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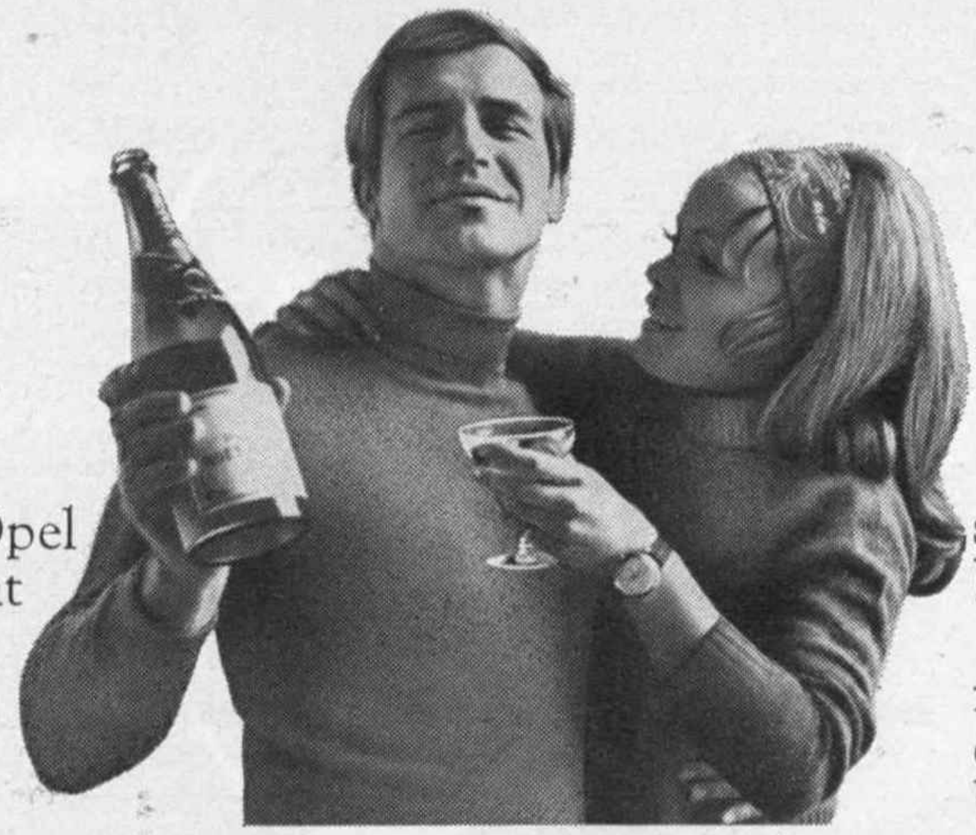

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16

Your first Opel Rekord puts you in the lead. Celebrate your victory.



Even standing still the Opel Rekord is the kind of car that turns heads. And once you switch on the power, you'll understand why the Opel Rekord is one of the most talked-about cars of the year.

The Rekord gets its power from a 1.9 litre engine that pushes out upwards of 115 horsepower. So when you put your foot down, you can join that select club of drivers who can do a comfortable 'ton' in their cars. Hooked up to this thoroughbred engine is a snappy four-speed gearbox that lets you make the best use of all that power. And to help you drive fast but safely, we put in power brakes and top-line handling. So not only can you go fast, you corner smoothly and stop quickly.

The whole process of driving your first Rekord is so smooth and effortless, you just become part of the car.

So invite a few friends round and have a quiet celebration of your victory over boring motoring.

Call into your Opel dealer for a demonstration or write to General Motors Limited (Dept MS1/3), Stag Lane, Kingsbury, London NW9, for literature.

OPEL GM

"It's an Opel"

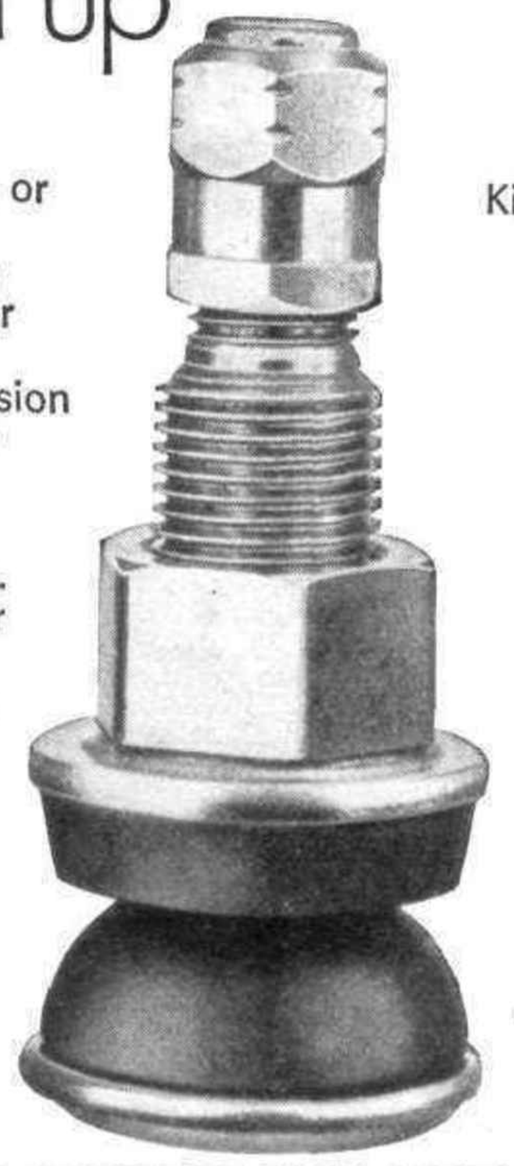




when the pressure's on Schrader keep it up

If your kind of driving calls for mag, chrome or alloy wheels, you need the added safety of Schrader High Performance Valves. They're *clamped* into the wheel to give much greater air-sealing efficiency under the stresses of high-speed cornering, with special high-tension cores and high-pressure caps to make really sure.

You may never notice the extra safety Schrader High Performance Valves give you. But right away you'll see the difference their rugged construction and smooth chromed looks make to your particular set of wheels. Get the valves bred for racing conditions — by Schrader.



Kits of 4 valves with rubber grommets to fit .453" or .625" rim holes. Available from garages, accessory shops and all branches of HALFORDS.



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

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

Exacton road wheel

(Registered design No. 936343)

The first of a new breed of light alloy road wheels

Aluminium Bronze Co. Ltd., suppliers of precision light alloy diecastings to the automotive industry, have applied their expertise to the design and manufacture of light alloy road wheels.

Exacton road wheels are:

- ★ Lighter than steel wheels
- ★ Tenacious and tough
- ★ Corrosion resistant
- ★ Interchangeable on existing studs
- ★ Designed for improved heat dissipation
- ★ Styled for distinction

Types available:

Machine finished highlights with recessed segments in black.

Size 5″ x 10″. Price each £8-7-6.

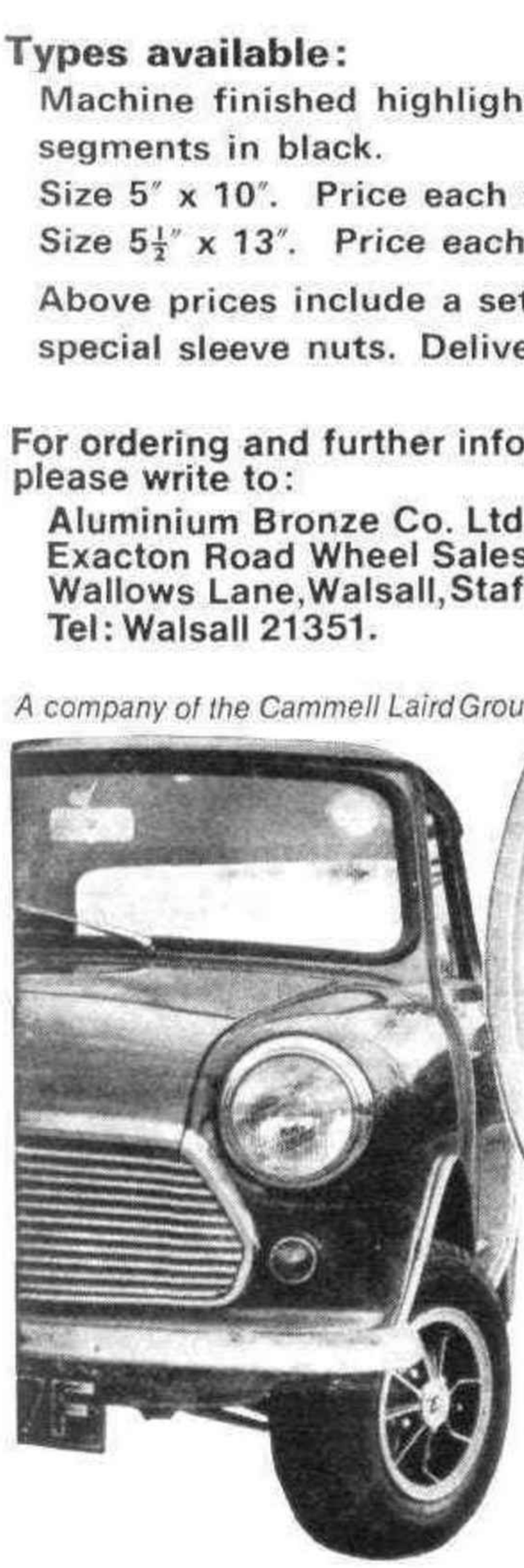
Size 5½″ x 13″. Price each £10-15-0.

Above prices include a set of 4 chrome plated special sleeve nuts. Delivered free U.K.

For ordering and further information please write to:

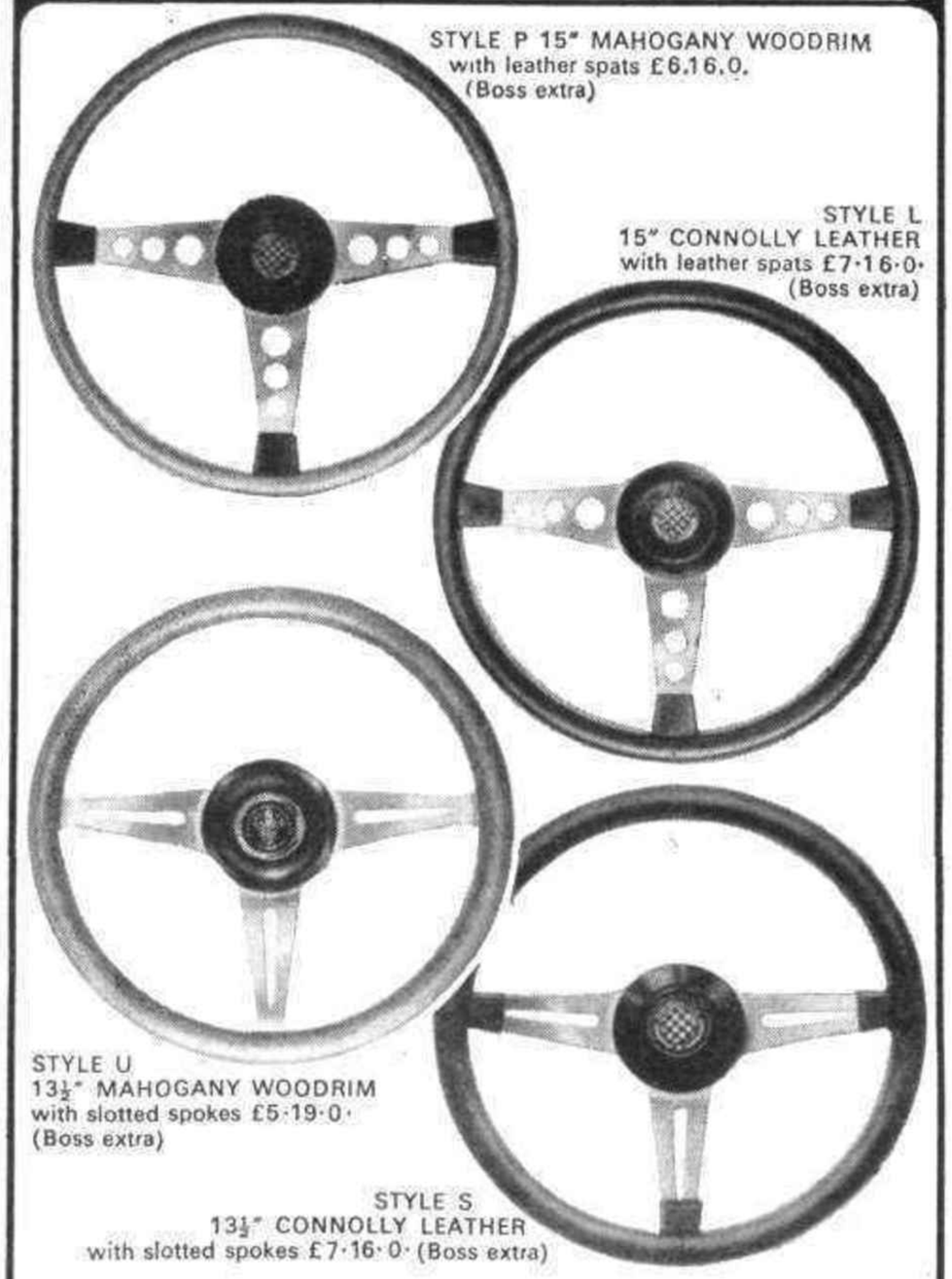
Aluminium Bronze Co. Ltd.,
Exacton Road Wheel Sales,
Wallows Lane, Walsall, Staffs.
Tel: Walsall 21351.

A company of the Cammell Laird Group





New FORMULA +PLUS Range



STYLE P 15" MAHOGANY WOODRIM with leather spats £6.16.0. (Boss extra)

STYLE L 15" CONNOLLY LEATHER with leather spats £7·16·0· (Boss extra)

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+ Interchangeable wheels with a boss for every popular car
+ Modern, functional styling
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THE WHEEL WITH THAT *EXTRA* SOMETHING!

Ask at your accessory shop or send for catalogue

FORMULA STEERING WHEELS LTD.
BANK STREET, GRAVESEND, KENT (Telephone: 64814)

Please send me details of your new + PLUS *range*

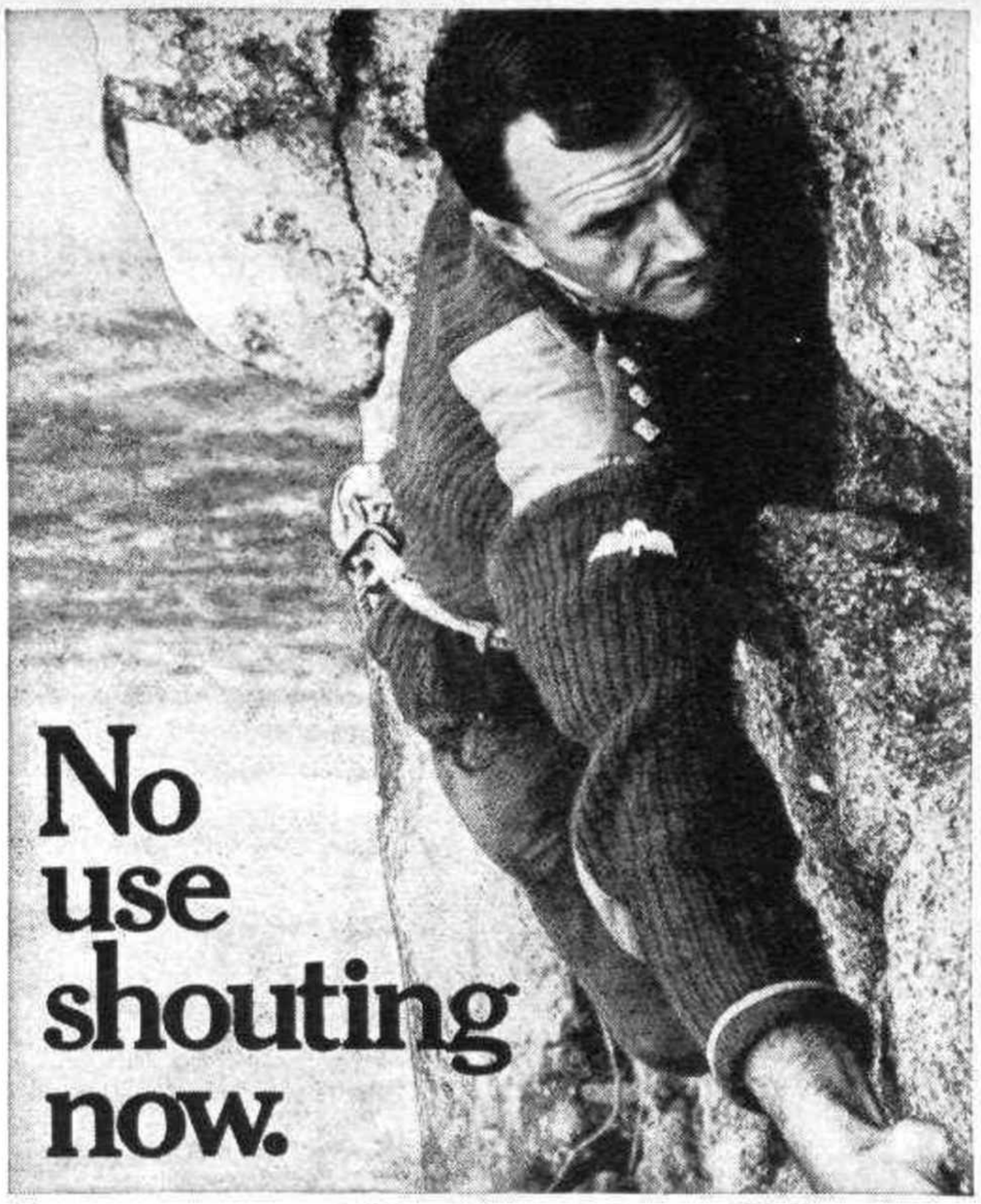
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Address.....

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MS

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No use shouting now.

In a situation like this a Royal Marines Officer leads by example.

Any reader, aged 17½ to 23, still think he's adventurous? Fancy words cut no ice with a troop of tough Royal Marine Commandos. They respect *real* leadership. The kind that springs from doing all *they* can do—and more.

In other words: to be a Royal Marines Officer you've got to be above all a thoroughly professional sea-soldier. If you think fast, and can organise, the rest comes quickly with the training you get.

As a Royal Marines Officer you could find yourself leading men in some pretty harrowing situations: across rough seas in a shallow landing craft; up jagged 200′ cliffs; through terrorist-infested jungle; over snowy wastes or parched desert. Or you could specialise. Helicopter pilot. Swimmer-canoeist. Climber. Parachutist. Signals Officer.

But it's not *all* action—there's world travel and plenty of sport too. The go-anywhere-do-anything sort of career you've been looking for.

For a *Long Service commission* you must be over 17½ and under 19½ on entry in September and have 5 G.C.E.'s, two at 'A' level (or equiv.).

For a *Short Service commission* you must be aged 17½-23 with 5 G.C.E. 'O' levels (or equiv.). (You will have the chance to apply for a *Long Service* commission later.)

Name

Address

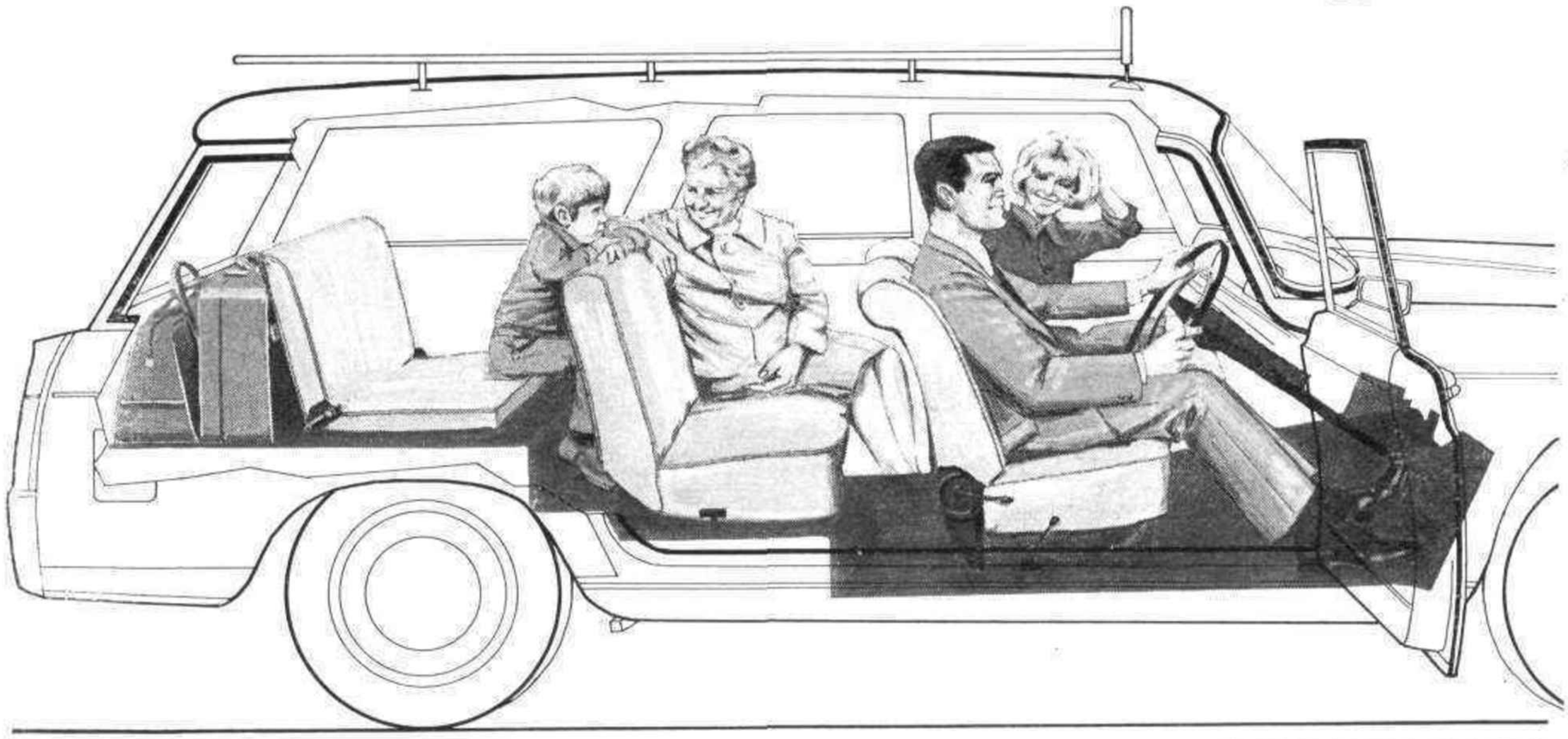
Date of birth

My educational qualifications are/will be:

To: Major J. C. Hardy, R.M., Officer Entry Section (894PY1), Old Admiralty Building, London S.W.1.
Please send me details of Long Service ☐ Short Service ☐ Commissions in the Royal Marines.
University Cadetships ☐ Graduate Entry ☐ (*Tick which*).

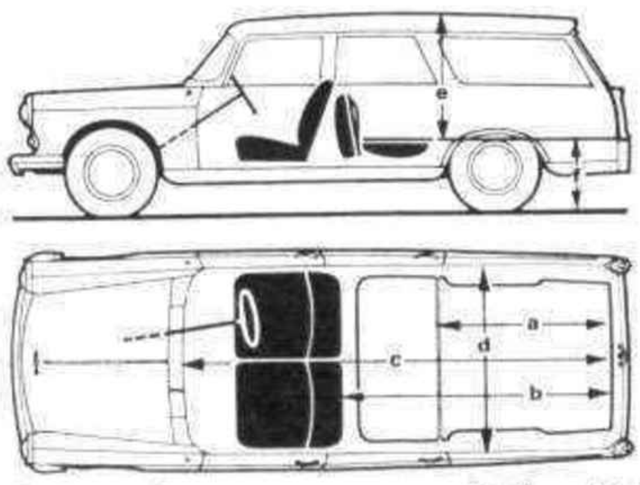
RM ROYAL MARINES

The car for the two car family



What do you get when you pay more for some estates ? A flat back side instead of a curvy one. A bigger boot but no extra seating for the growing family. Might as well buy a second car. Or a Peugeot 404L Family Estate.

Recommended Retail Price—ex works
404 Family Estate : £1468.8.7
404 Estate Car : £1467.19.9



404 Estate Car

This car has 3 rows of seats. 7 to 8 people can travel in complete comfort. With space for all their luggage behind.
And if you're a kitchen sink family you'll find fittings on top for the rapid and secure attachment of a roof rack.
So it's not just a 'stretched' saloon. It's a purpose built vehicle with superb handling under all load conditions.

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

(a) 4′ 3″ (1,300 m) (b) 7′ 0″ (2,136 m) (c) 9′ 9″ (2,930 m)
(d) 4′ 7″ (1,410 m) (e) 3′ 2″ (0,904 m) (f) 1′ 6½″ (0,500 m)

Both vehicles have been developed from the famous 404 saloon – 4 times outright winner of the world's toughest rally – the East African Safari.
The car that can cruise at 70 m.p.h. for long periods without fuss and still remain economical. Makes a cart track sound and feel like a motorway. And gets old very slowly.

Lively Young Brother. The Peugeot 204 Estate is a lively young brother to the Family Estate, and it has inherited the best of the family characteristics.
It's one of the very few smaller estates with 5 doors ; and although perfect for town use, it can easily cover 300 to 400 miles of relaxed motoring in a day.
"It provides a combination of mechanical refinement and functional design that has no real equivalent in this country for the class" says a 'Motor' road test.

If you're buying an estate invest in a Peugeot – built with care, with reliability and high mileage in mind.

Write or telephone for further details to the
Sole Concessionaires : Distributors Peugeot Limited,
Marshall House, 468-472, Purley Way, Waddon CR9 4BL.
Telephone : 01-688 7211.



PEUGEOT 204 404

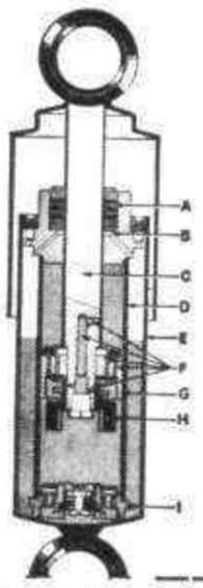


HUGGERS

A car fitted with Koni shock absorbers hugs the road like a lover. And it never lets go. That Koni hug is permanent—at speed, and over all types of surfaces. There is no road wheel 'lift' with Konis. No steering wheel vibration, no feeling of 'floating' at speed or sensation that the car is about to fly. With Konis you get firm road hug all the time *plus* positive steering control and a safer, more comfortable ride.

Why are Konis such great huggers? 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 releases its hug 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.

4 WHEEL GRIP WITH KONI SHOCK ABSORBERS

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 .....

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GIVE YOUR SYSTEM A TONIC!



REVITALISE YOUR EXHAUST SYSTEM WITH TOP QUALITY PARTS BY **CE-LAST**

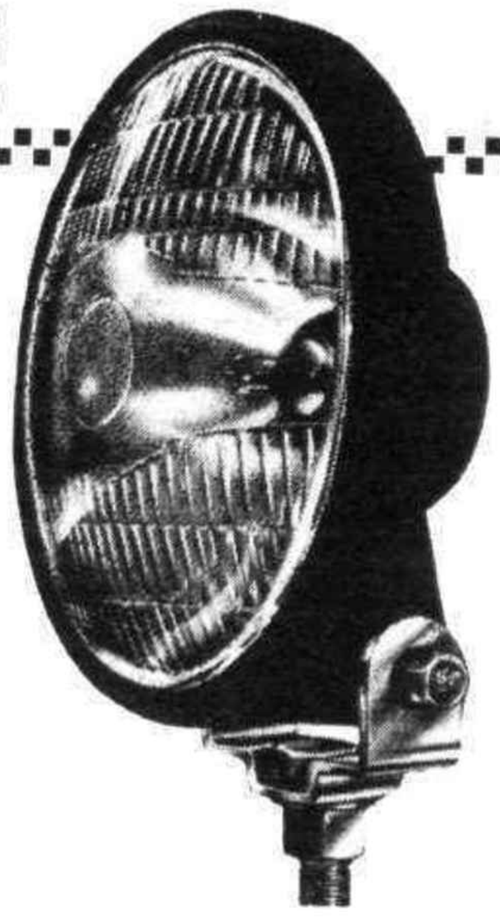
Pipes, clips, tail trims, mountings and a host of noise-level approved silencers to fit almost every make of car. With the CE-LAST component range, any exhaust system can be made like new — easily and economically! Write now for the name of your nearest stockist quoting ref MS 236

CE-LAST

Silencers (Bolton) Ltd.
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Bolton, Lancs
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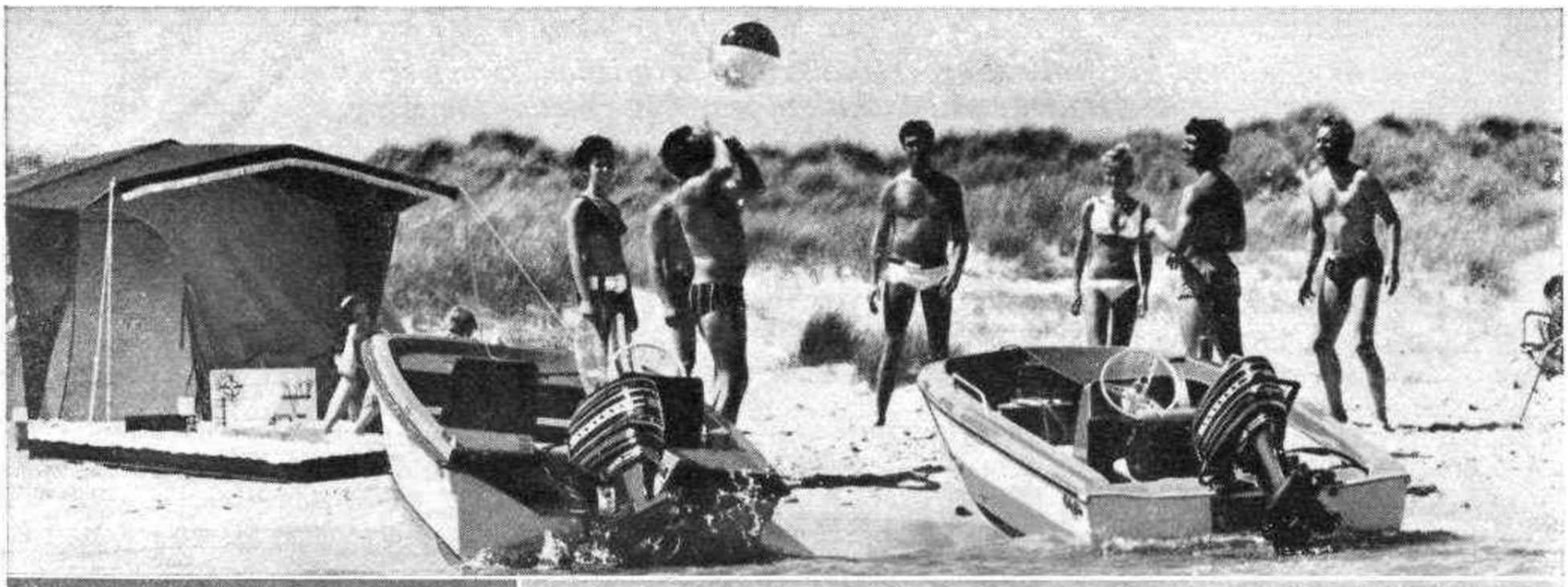
The rally-right light



Light years ahead. The Big Imp – today's toughest lamp. Cased in rubber and tough as a tyre, the lamp is fitted with a powerful quartz-halogen bulb. Essential for rallying or commercial use. Price **£6. 10s. 0d.**

WIPAC
BUCKINGHAM ENGLAND

First choice for family boating: the Mercury outboard







Who wants to spend good boating time changing a broken shear pin? Mercury believes you don't—so every Mercury has shearproof drive. The propeller is splined to the driveshaft with a safety clutch of live rubber which 'gives' on impact, then resumes running.

And who wants constantly to adjust a carburettor to keep the engine running smoothly? Mercury set the high speed carburettor jets at the factory, so you never need touch them.

Who wants to waste his time cleaning and adjusting points and spark plugs? Perma-Gap plugs have new tough tungsten alloy electrodes to resist fouling and spark erosion. Thunderbolt ignition delivers a high voltage spark fast. So you get faster, surer starts, smoother running and—most routine maintenance is eliminated.

Who wants to have his beautiful outboard corroded by salt water? Every Mercury is built of a special new anti-corrosive aluminium alloy, 'XK'. And it receives a multi-step anti-corrosion protection, with a tough baked enamel finish to prevent paint failure in salt water.

Take all these points plus Mercury's unique system of silencing—and you've more than enough reasons to see your Mercury Dealer now.

MERCURY

Complete range of power 4, 7½, 9.8, 20, 40, 50, 65, 80, 115, 135 HP

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Please send me your Free Brochure and name of nearest dealer.

NAME..... *(Block Capitals please)*

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I am/am not a boat owner *(Delete where not applicable)*

I am interested in your.....h.p. motor *(Please complete)* MS 1

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FIRST IN MARINE PROPULSION

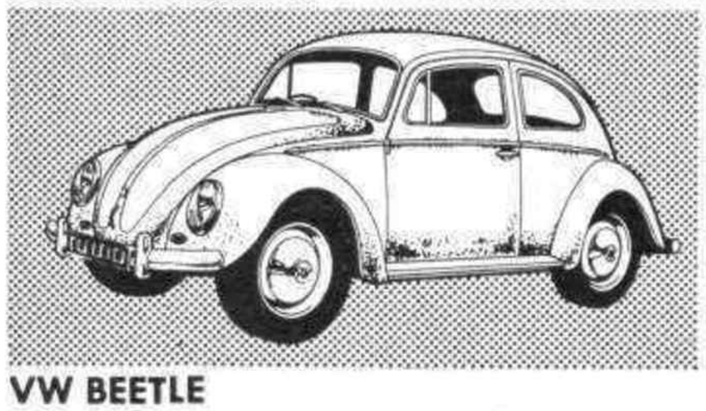
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P.O. Box 4, 43 Pottery Road, Poole, Dorset, BH14 8RE
Telephone: Parkstone 5414

Rust kills cars.

Where will it attack yours?

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VW BEETLE

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



JAGUAR MK II

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



CORTINA

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



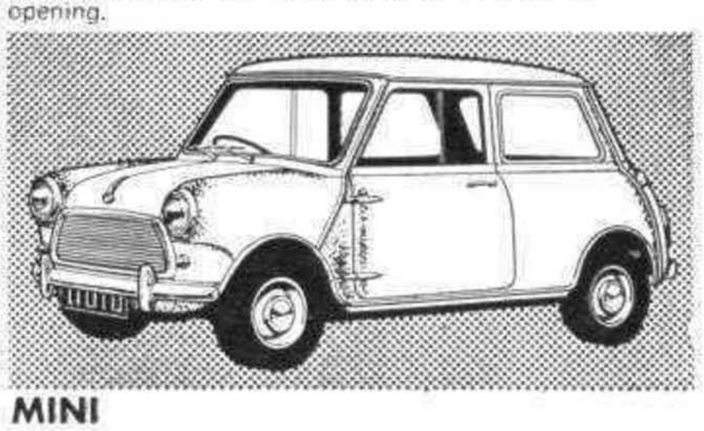
HERALD

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



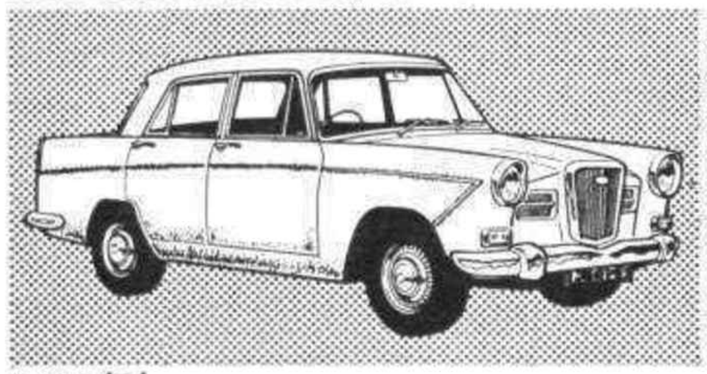
SPITFIRE

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



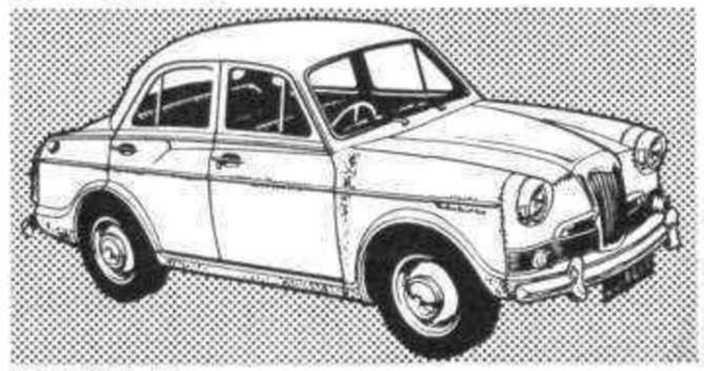
MINI

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



BMC 'B'

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



RILEY 1.5

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



BMC 1100

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

Fight back with new anti-rust Autobrite CAR WAX

Choose your weapon—liquid wax 7/6, 9/11 or 12/6. creamed wax 7/6 or 12/6.

From Halfords, garages and accessory stores.

Whatever make of car you own its surface is constantly under attack from rust and corrosion. Grit, mud, heavy rain, hail and snow — all help to break down your car's paintwork. New Autobrite gives the vital *extra* protection of effective rust inhibitors — waxes cars with a glistening, long lasting, hard shell shine that now protects against the most insidious menace of all — rust corrosion.

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The motorist who invests in a Kenlowe 'Thermomatic' Engine Cooling Fan is rewarded with excellent dividends every time he drives his car.

The Kenlowe 'Thermomatic' Engine Cooling Fan works on a more advanced engineering principle than the ordinary mechanical fan which takes from 3 to 18 b.h.p. from the engine to drive it—and that represents a lot of power and petrol over a year!

Fully automatic, the Kenlowe Fan is electrically driven and is controlled by a thermostatic switch in the engine cooling system. When the engine temperature rises to 87°C the Kenlowe Fan cuts in automatically, reducing temperature to 84°C when the Fan cuts out. Special settings are manufactured to suit individual models of car. On a normal 200 miles journey the Kenlowe Fan cuts in approximately 5 times only!

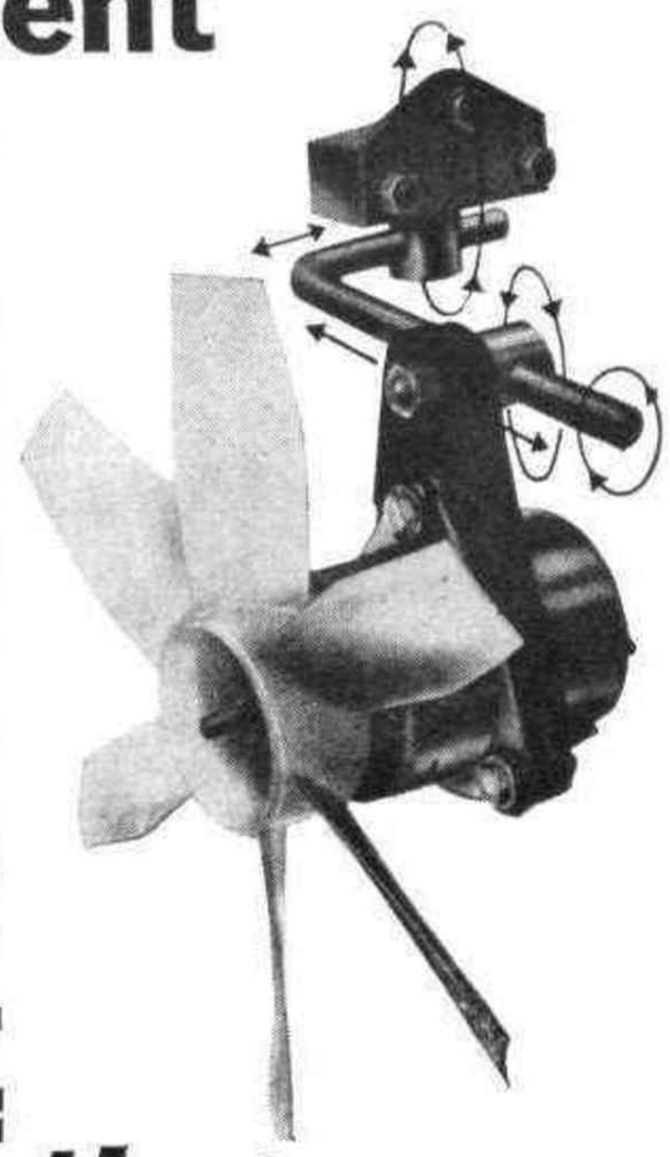
With a Kenlowe Fan the engine has more power for actual road performance. This is brought about because removal of a power-absorbing unit can only transfer that extra power to the road wheels and so increase engine r.p.m. for a given throttle opening. If extra performance is not required then the same performance as previously obtained will be available at a smaller throttle opening and so reduce fuel consumption—in fact it is quite normal to get up to an extra 3.5 to 4.5 miles from every gallon!

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ROYAL NAVY



This man is wearing five safety belts

SEMPERIT make the other four

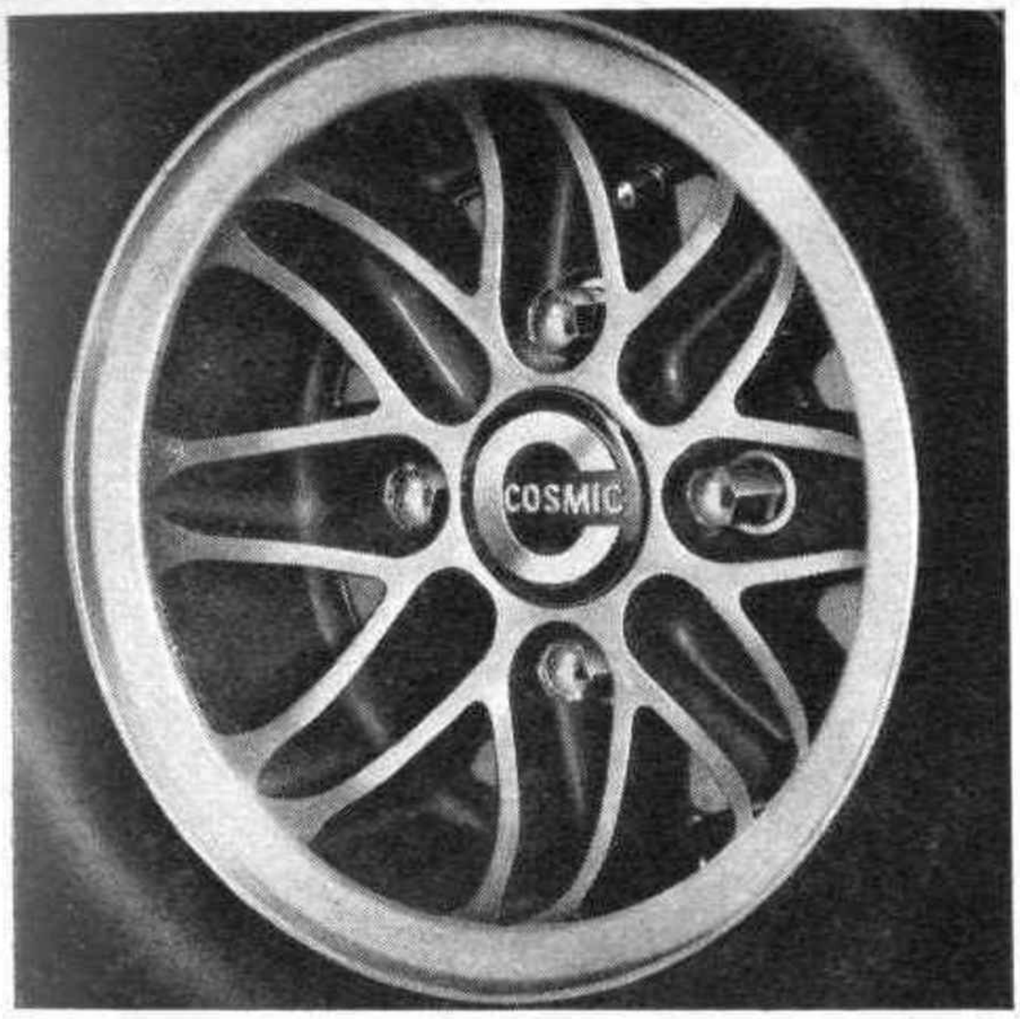


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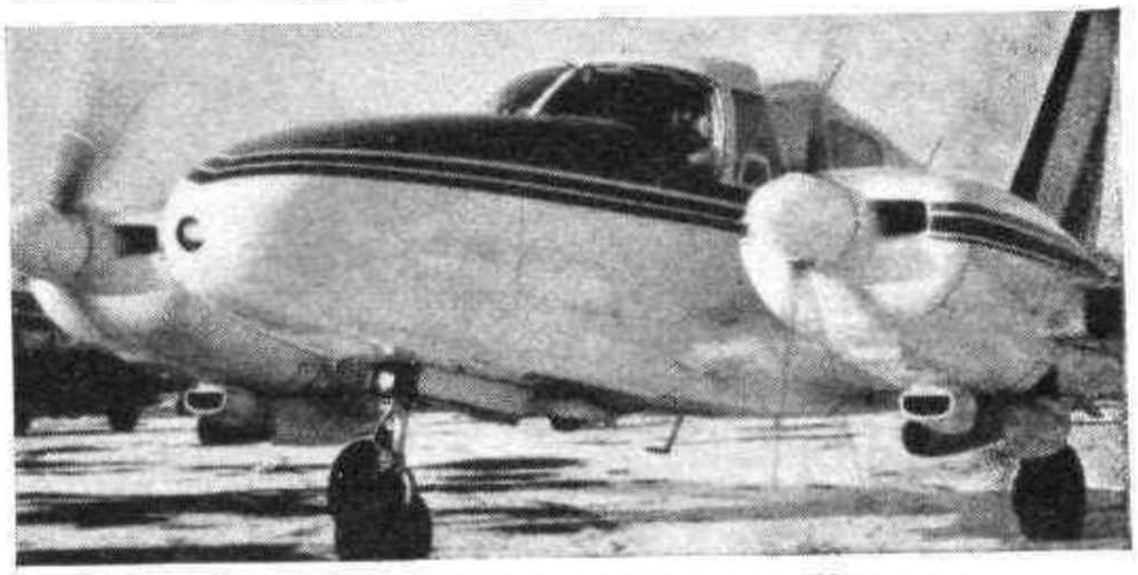
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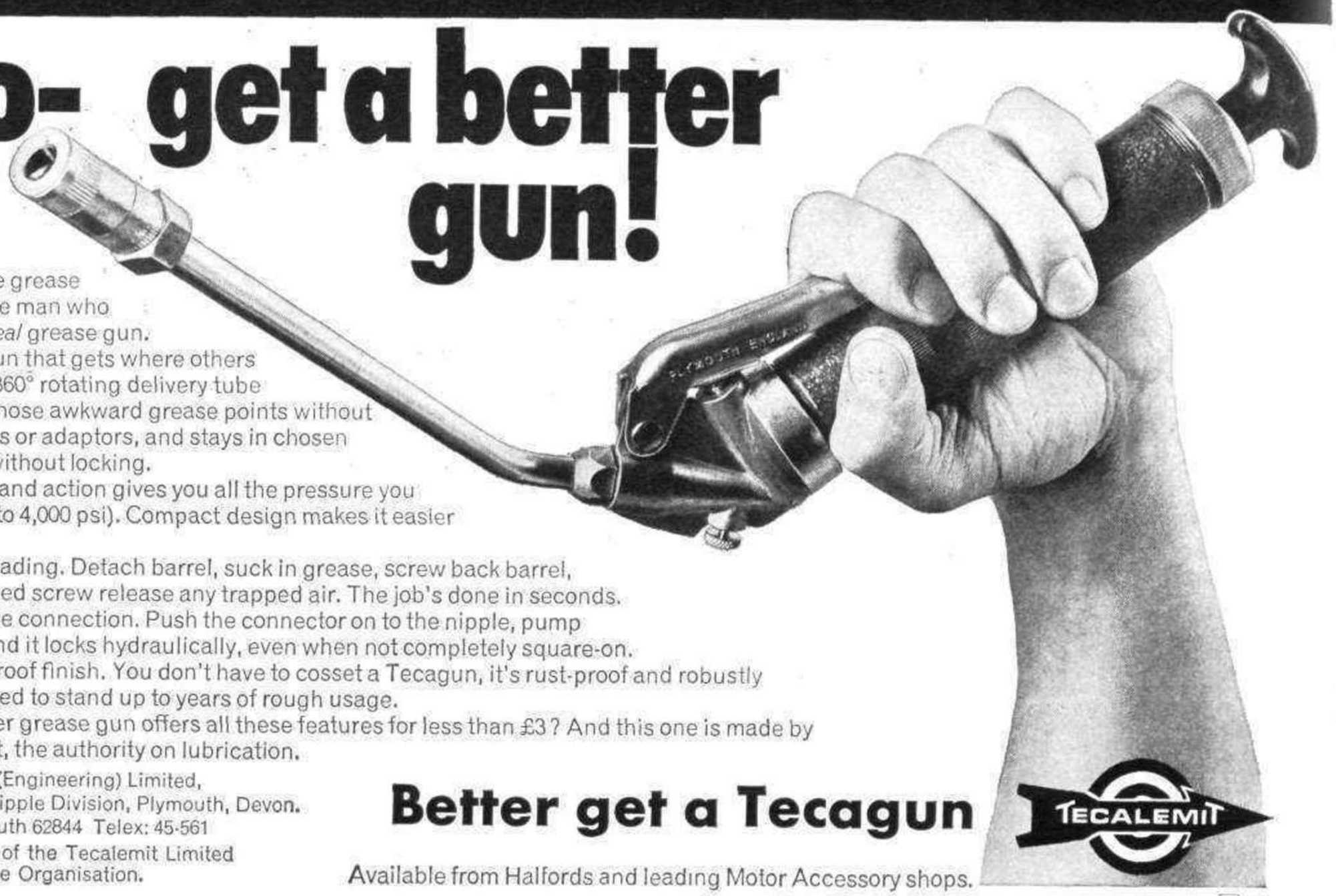
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Only the Simca 1100 combines 87 mph performance with 35 mpg economy. It has all-independent torsion bar suspension, rack-and-pinion steering and radial-ply tyres to give outstanding comfort and road-holding.

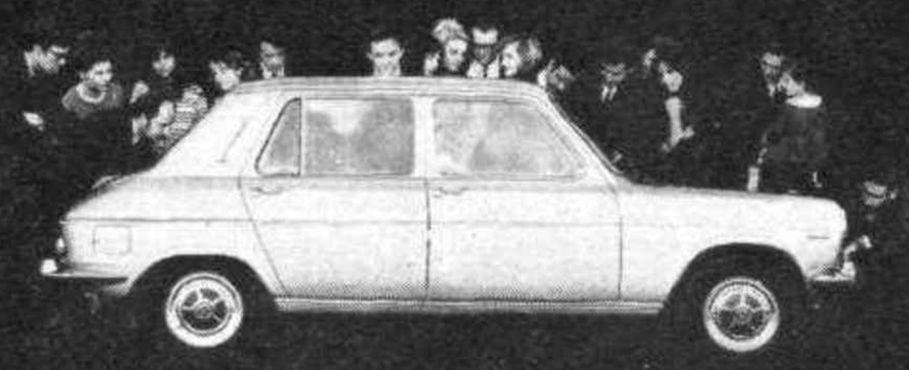
The Simca 1100 has a convenient fifth door and fold-flat rear seat. (The Simca 1100 GLS comes equipped with fully reclining front seats, a lighter, dipping rear mirror, clock, two-speed wipers and many other extras for your comfort and safety.)

To take a closer look at the Simca 1100, contact your nearest Simca dealer, or write to Simca Motors (G.B.) Ltd., Oxgate Lane, London N.W.2. Telephone 01-452 1136.

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SIMCA

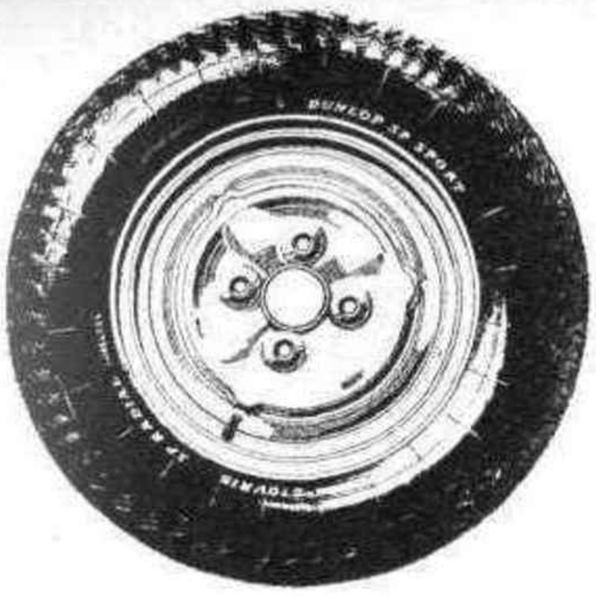
Take a close look at the Simca 1100.



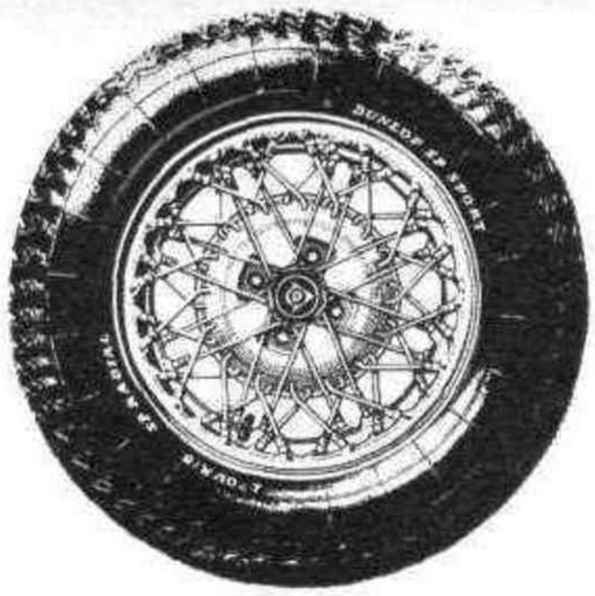
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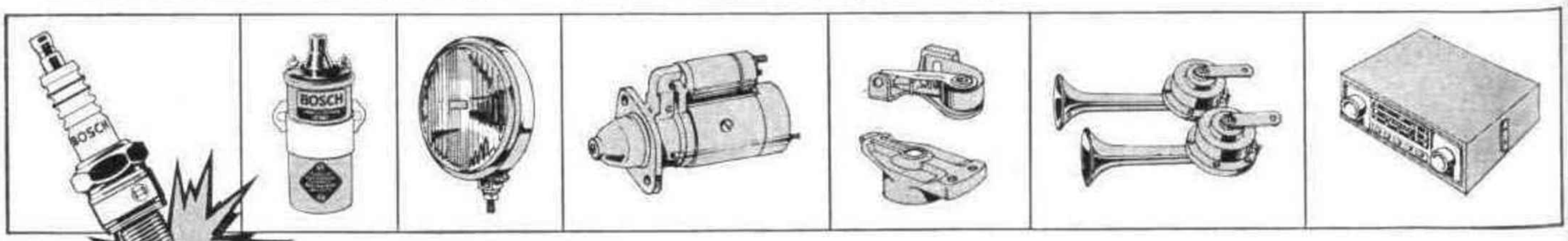
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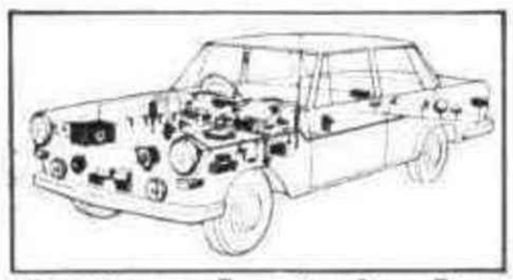
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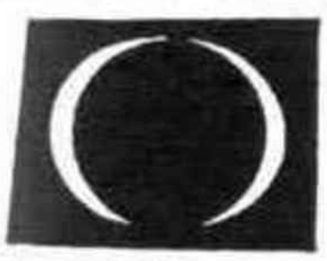
The Great Inside Story!

REVEALING THE HIDDEN TRUTH ABOUT ENGINE WEAR!

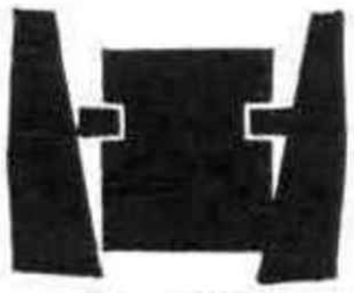
Wear is inevitable in any engine, but cylinder bore and ring wear radically affect performance. Oil and petrol consumption increase, power and acceleration falls off markedly, smoke and fumes from exhaust and breathers is excessive.

The traditional cure for this situation was to fit either a reconditioned engine or rebore the cylinders and install oversize pistons and rings. Either method is very expensive and the car is off the road for a considerable time.

The practical solution is to fit a set of specially engineered piston rings.

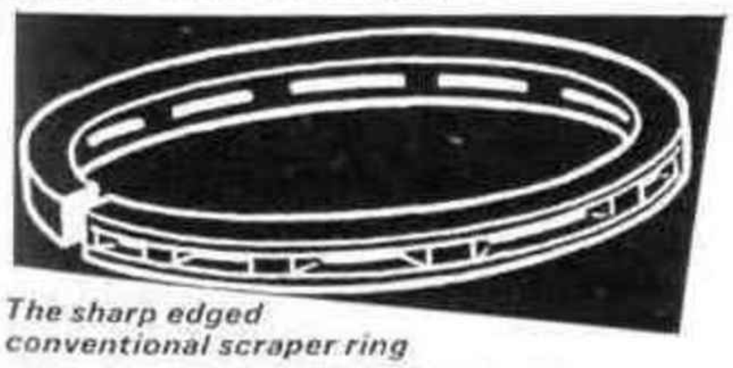


Oval bore–round piston



Tapered bore

Wear is never even, tapering from top to bottom of the cylinder. An oval pattern may also develop at right angles to the crankshaft. **In these situations the conventional circular cast iron ring will not operate efficiently.**



The sharp edged conventional scraper ring

CORDS PISTON RINGS consist of a number of segments, each with independent movement—thus even a badly tapered bore is sealed. The segments are not flat but 'cupped' or



The conventional ring cannot effectively deal with tapered bore wear

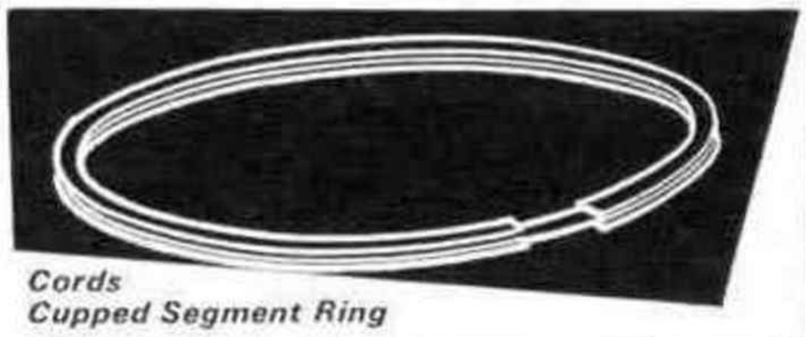
dished which gives them vertical tension. The groove is then sealed, reducing wear or compensating for wear already there. **A further feature of CORDS PISTON RINGS is that oil is wiped from the cylinder wall, rather than scraped, as with a conventional piston ring design.**

Cords piston ring sets include all rings necessary to fit the standard pistons. It is not necessary to specify the ring type—sets are supplied with rings found most suitable for each engine type and model. Full easy-to-follow fitting instructions are included with each set—**no piston modification is necessary.**



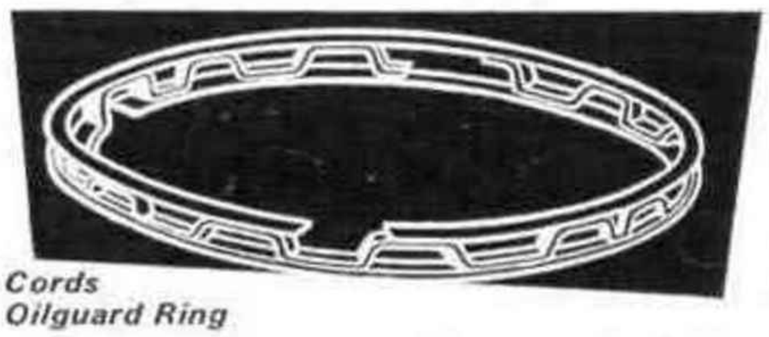
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A new design available in a limited range of sizes. It has been produced to meet growing demand for conformable rings which exert even radial pressure, and is an entirely new concept.



Cords Cupped Segment Ring

The design features a number of separate segments of special steel alloy, forming oil channels to give constant cylinder wall lubrication. Extremely long life.



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Similar to the cupped segment, but a humped spacer provides a 'ventilated' ring. Very successful in worn bores, it is also ideal for new engines.

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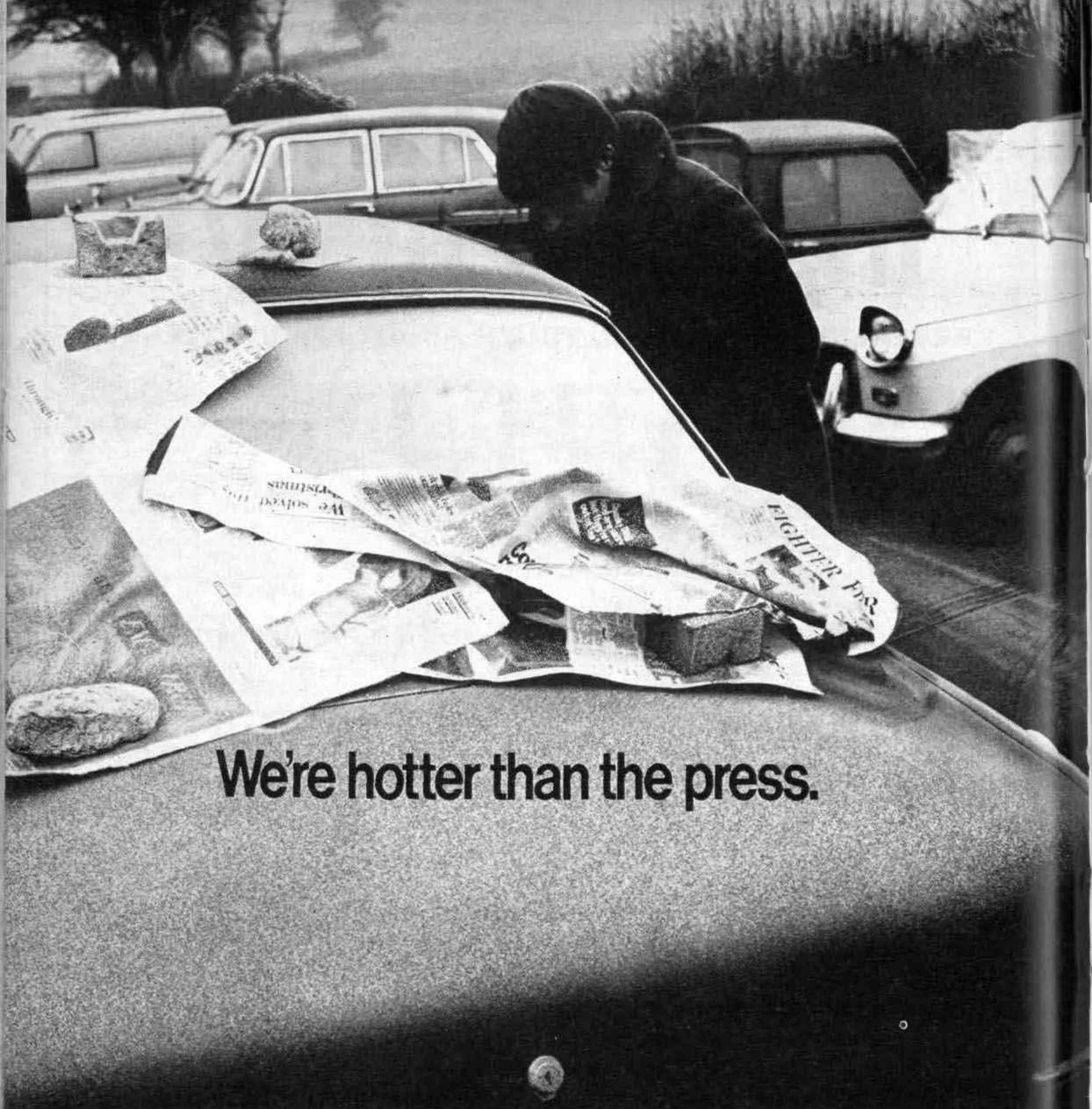
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CAR MAKE_____ YEAR_____

MODEL_____ CC_____ MS3



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And mist, snow, ice and frost start to disappear.

Triplex electrically heated rear windows are now either standard equipment or a factory-fitted optional extra on almost all new British cars.

As an extra, the new Triplex 'Hotline' costs from around £9.

Not as cheap as a paper and a brick. But then a Triplex 'Hotline' never ends up in the gutter when it should be on the job.

For more information contact Triplex Safety Glass Co. Ltd., 1 Albemarle St., London W.1. Tel: 01-493 8171.

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VOL XLVI No. 3 MARCH 1970

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

CONTENTS

	Page
Matters of Moment	195
Fixtures for March	196
The Grand Prix Scene	198
Rally Review	200
American Comment	202
Daytona 24-Hrs. Race	203
TR Enthusiasm	206
Veteran—Edwardian—Vintage ...	208
Marendaz Myths and Memories ...	209
Fragments on Forgotten Makes No. 48: Horstman	210
Small Car Talk—Simca 1100 GLS ...	213
Tuning Test–Imp-powered Davrian and Broadspeed Capri	216
Book Reviews	218
Talking Tyres	220
Sunny Start for March	227
A Day with a Silver Ghost	230
The Freedom of the Air	232
Letters from Readers	245

FRONT COVER PICTURE : THE FIRST CONFRONTATION between Porsche and Ferrari of 1970, at the Daytona 24-Hour Race, saw the German *marque's* impressive 917 take the first two places. Here the winning Kinnunen/Rodriguez Porsche laps the Posey/Parkes Ferrari 312P (which won the prototype 3-litre section of the race), with the Andretti/Merzario/Ickx Ferrari 512S (third overall) in pursuit.

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MATTERS OF MOMENT

■ HANDS OFF THE MOTOR CAR

The human race has not yet found a means of living peacefully together on one planet and in this country it certainly has not learned to live with the motor car, although self-propelled vehicles have been with us for quite some time and are not going to fade quietly away overnight. Indeed, private transportation is expected to increase at the rate of another 20-million cars on our roads by 1980. Consequently, it is time politicians, journalists, Police Chiefs and Magistrates grew up and accepted the motor car calmly, as something inevitable, which does more good, for instance in terms of full employment, gives more pleasure, than it does harm, in spite of all the propaganda about the "toll of the road"—much as we deplore accidents and think they could by sensible means be reduced.

Yet what do we find? Road casualty figures flashed on TV screens over public holidays whether they show an increase or not, when other calamities, for instance 'flu deaths, fatalities in the home and the mounting toll of air, even rail, accidents, are statistically ignored. Drivers of private cars cover a far greater mileage with accident freedom than any other section of the unskilled public in control of "lethal weapons". Are they commended? They are not! Trapped by radar, hedged about by a thousand legalities, stalked by traffic wardens, when caught they are fined out of all proportion to the committed "crimes" and stand to lose their licences if apprehended for three often trivial offences, with no account taken of a praiseworthy clean record over a long period. There is strong evidence that discontent is growing on the motoring front. Not only in respect of ever-increasing taxation, insurance costs, etc., but because of the injustice meted out in the Courts in motoring cases. More and more readers are objecting, not so much to being caught doing a few m.p.h. over a prescribed speed-limit, with the usually fatuous influence this has on accident prevention, but to the heavy fines and endorsements that invariably follow.

It really is time we tried to live with the motor car. Yet what do we find? The Rt. Hon. Quintin Hogg, M.P., when making a political point in the *Sunday Express*, saying quite sensibly that risk is inseparable from human life. . . . "The plane we travel in may crash. In an operation, we may die under the anaesthetic. In an injection, we may lose our life or a limb from septicaemia" . . . and then getting hysterical and continuing "On a motor road, a tyre may burst, or an oncoming car crash over the barrier and smash us to pulp". Suggesting that motor cars pulp you worse than aeroplanes, trains or germs. . . .! Then there was that lady doctor on TV who said The Pill was much less dangerous than the motor car; she may or may not fear pregnancy but if she is honest presumably *walked* to the studio? And there is Veronica Papworth of the *Sunday Express* writing that the House of Commons is wasting its time debating better warnings on fog-bound Motorways when "they must know full well" . . . that, "to stop the speed-crazy, compulsory and permanent governors must be fitted to every engine, to set a top speed of 60 for big, 50 m.p.h. for smaller cars". This piffle hasn't even the merit of originality and Miss Papworth, in wanting so desperately to "cut speed fiends down to size—with a governor", fails to explain how this could be done without reducing every car's accelerative powers to those of a centennial hippopotamus, thus removing one performance safety-factor, apart from bringing traffic virtually to a halt.

This kind of nonsense stems from the too obvious fact that the authorities have not got round to living with the motor car. It is high time they did. Ordinary drivers cope pretty well and gain much from experience, in spite of the dice being so heavily loaded against them. They, more than those in power against them, know how to live with the horseless carriage! But car owners are getting fed-up with rising costs (car taxes up by 200% over the last 10 years) and growing persecution. If they should ever revolt, as the disgruntled farmers are doing—and motorists could be a tougher proposition!—those in authority will have only themselves to blame.

■ THE AVENGERS

Last month the Rootes Group announced their Hillman Avenger saloons, in 1300 (£766) and 1500 (£903) versions. So far we have only tried these cars—not to be confused with an Escort—round a Malta airfield but next month MOTOR SPORT will publish a full account of driving a 1500 Avenger on British roads.



EASTER HOLIDAYS—THE APRIL ISSUE WILL BE PUBLISHED ON FRIDAY 3rd APRIL

Motor Sport Fixture List For March

★ **Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list.** ★

CC = 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
Mar. 7th	**South African MRC**	**Kyalami**	**Johannesburg**	**South African Grand Prix (INT)**	**15.00**
Mar. 7th	TEAC	Lydden	Canterbury, Kent	Wills Rallycross (*NB*)	13.00
Mar. 7/8th	Redditch & Dist. CC	Charles L. Hull Ltd., King's Coughton	Alcester, Warwicks.	Valve Chatter Rally (*C*)	22.31
Mar. 8th	TEAC	Lydden	Canterbury, Kent	Wills Rallycross (*R*)	13.00
Mar. 8th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (*C*)	14.00
Mar. 8th	BRSCC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.00
Mar. 8th	BARC	Thruxton	Andover, Hants.	Race Meeting (*C*)	143.0
Mar. 14th	BRSCC	Castle Combe	Chippenham, Wilts.	Race Meeting	14.00
Mar. 14th	Mid-Cheshire MRC	Oulton Park	Tarporley ,Cheshire	Race Meeting (*R*)	14.00
Mar. 14/15th	Herefordshire MC	Henlys Ltd.	Hereford	Welsh Marches Rally (***R***)	22.31
Mar. 14/15th	Bristol MC & LCC	Top Rank Motorport	Severn Bridge, Bristol	Bristol Rally (*R*)	20.30
Mar. 14/15th	North Humberside MC	Crystal's Garage	Kingston-upon-Hull	Holderness Rally (*R*)	23.31
Mar. 14/15th	Dukeries MC	C. P. Evinson Ltd., Chesterfield Road South	Mansfield	Three Bs Rally (*R*)	23.01
Mar. 14/15th	West Essex CC	Lambs Ltd.	Woodford, Essex	Essex Rally (*C*)	23.01
Mar. 14/15th	RAF MSA	RAF Brampton	Huntingdon	Aries 70 Rally (*C*)	23.01
Mar. 15th	**Milan AC**	**Monza**	**Monza**	**Monza 4-Hours, ETC. (INT)**	—
Mar. 15th	BRSCC (N)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.30
Mar. 15th	Nottingham SCC	Silverstone	Towcester, Northants	Race Meeting (*R*)	14.15
Mar. 15th	BARC	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.30
Mar. 21st	**ARC of Florida**	**Sebring**	**Sebring, Florida, USA**	**12-Hour Race (INT)**	**11.00**
Mar. 21st/22nd	Coventry & Warwicks. MC	Church Street Car Park	Welshpool	Three Spires Rally (*R*)	22.31
Mar. 21st/22nd	Girling AC	Glyndwr Multi-storey Car Park	Cwmbran, Mon.	Servo "70" Rally (*C*)	23.01
Mar. 22nd	**BRSCC**	**Brands Hatch**	**Dartford, Kent**	**Race of Champions (INT)**	**12.00**
Mar. 22nd	BARC	Mallory Park	Kirkby Mallory	Race Meeting (*C*)	14.00
Mar. 22nd	Halesowen MC	Curborough Farm	Lichfield, Staffs.	Sprint Meeting (*R*)	14.00
Mar. 26/30th	**AA of East Africa**	**Kampala**	**Uganda**	**East African Safari (INT)**	**16.00**
Mar. 27th/31st	**Ulster AC**	**Bangor**	**Co. Down**	**Circuit of Ireland (INT)**	**18.00**
Mar. 27th	**BRSCC**	**Snetterton**	**Thetford, Norfolk**	**Race Meeting F2 (INT)**	**14.30**
Mar. 27th	BRSCC	Oulton Park	Tarporley, Cheshire	Race Meeting (*NO*)	14.00
Mar. 27th	BARC	Cadwell Park	Louth, Lincs.	Race Meeting (*R*)	14.15
Mar. 28th	BRSCC	Rufforth	York	Race Meeting	14.00
Mar. 29th	**ASC of Austria**	**Salzburgring**	**Salzburg**	**Elan Prize F1 (INT)**	—
Mar. 30th	**BARC**	**Thruxton**	**Andover, Hants.**	**Race Meeting F2 (INT)**	**12.00**
Mar. 30th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting F5000 (*NO*)	14.30
Mar. 30th	BRSCC	Castle Combe	Chippenham, Wilts.	Race Meeting	14.30
Mar. 30th	BRSCC	Mallory Park	Kirkby Mallory	Race Meeting	14.30
Mar. 30th	Nottingham SCC	Silverstone	Towcester, Northants.	Race Meeting (*R*)	14.00
April 5th	**ASAC Basco-Bearnais**	**Pau**	**Pau, France**	**Race Meeting F2 (INT)**	—
April 5th	BARC	Silverstone	Towcester, Northants.	Race Meeting (*C*)	14.30

THE LATE "NOBBY" SPERO

It is with indescribable sadness that we record the passing of H. C. Spero, whom we all called "Nobby". When I was still a teenager he was successfully racing his Austin 7 "Mrs. Jo Jo" at Brooklands. It was a single-seater of advanced streamline Shape, at all events in its developed form, and did not look like an Austin. But I remember going to the Track with my mother in a fabric saloon Austin 7 belonging to a lady driver, for the 1929 August Meeting. As "Mrs. Jo Jo" went by the lady in whose car we had driven down remarked that she knew this was another Austin 7, because it made the same rattling noise as hers. On that occasion Spero won the President's Gold Plate race at 80.7 m.p.h., lapping at the excellent speed of 84.7 m.p.h. He had many other successes with this Austin and afterwards drove a Lea-Francis. In recent times he was a keen and critical follower of VSCC racing, in which he ran a couple of 3-litre Maseratis with Maurice Soman. Then he got his son on to racing a Maserati 250F, now owned by Neil Corner, sensibly making him work up speed gradually, which has paid off, as John now races a Porsche. Nobby Spero hardly spoke of his Brooklands days but a happy look would spread over his face if you mentioned his Austin and it was on account of it that he presented the Spero Trophy to the VSCC, for a race confined to 750 and 1,100 c.c. cars. Nobby loved racing for "proper" cars and would attend meetings when not having a car running, quietly watching what was going on and occasionally making an impatient comment if someone or something did not match up. He died of a heart attack some 42 years after his first Brooklands appearance in a BC Austin 7. To John, his mother and his sister, our heartfelt condolences.—W. B.

The BP London-Sydney Air Race was won by Capts. Bright and Buxton in an all-British Britten Norman Islander 10-seater, at 161 m.p.h.

DUNLOP'S RACE TYRE SERVICE

THE Dunlop Rubber Company informs us that the requirements of Clubmen are of major importance to Dunlop Racing and that their services are being geared to the growing demands of competition drivers. For instance, new London offices have been opened at 140, Hampstead Road, London, NW1, where increased stocks of racing tyres can be held, Dunlop claiming that this facility offers the Clubman the best possible tyre service in the South. Midlands racing men are reminded that the racing services at Fort Dunlop, Birmingham, 24, are available to all Clubmen, with technicians to advise on technical problems. Dunlop technical advice is available to everyone requiring it, wherever they are located.

THE EIGHT CLUBS' ASSOCIATION

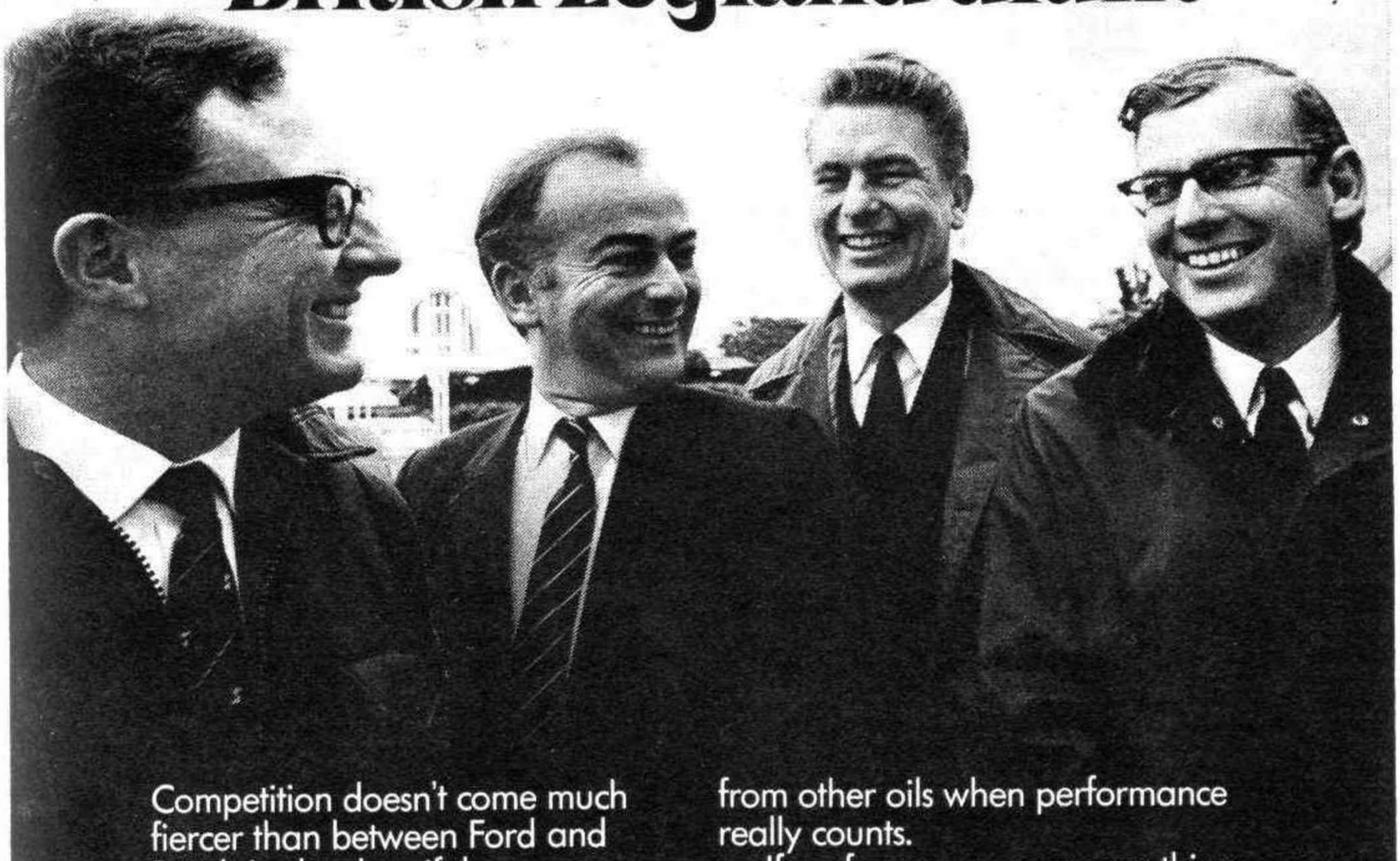
WE learn from the 750 *Bulletin* that better relationships are now expected between the 750 MC and the Eight Clubs' Association, and that Mike Eyre is now President of both these bodies. The former, which has coined the slogan "The Leading Low Cost Motor Club", has very creditably resolved its recent financial difficulties and the latter organisation has a total membership of over 100,000. This year's Eight Clubs' Silverstone Meeting is on May 16th and is the 21st of the series, at which genuine Clubmen can race or take part in sprints or high-speed trials, no matter how comparatively inexperienced they are. No 750 Formula race will be held at this meeting this year, but there will be a Formula 1200 race. If you enjoy amateur racing in the truest sense of the term you may care to note the date.

RACING DRIVERS' HOUSES

IT is becoming customary for racing drivers to notify us when they wish to sell their homes. The latest to do so is Alan Brown, who is "moving into something smaller", *vide* a BM handout. It is interesting that the house is valued at approximately 20% less than "a new racing car he drove at Silverstone in 1954 and set up a lap record for the day of 93.25 m.p.h".

Jack Brabham has taken on a Mercedes-Benz dealership at his Worcester Park showrooms.

Why Saab changed it's oil, and Ford and British Leyland didn't



Competition doesn't come much fiercer than between Ford and British Leyland, so if they agree on something, it must be really something.

Last year Ford and British Leyland chose the same oil, and used the same oil exclusively for all their competition entries.

The oil they chose was Castrol.

And this year it's the mixture as before. Except that this year Saab have also joined the Castrol circle, helping to establish a trend away from other oils when performance really counts.

If performance means anything to you, take a tip from the top men in the business and choose Castrol.

Everything we've learned you buy in Castrol GTX.

When the chips are down, there's not an oil to touch it.



The Engine Protector

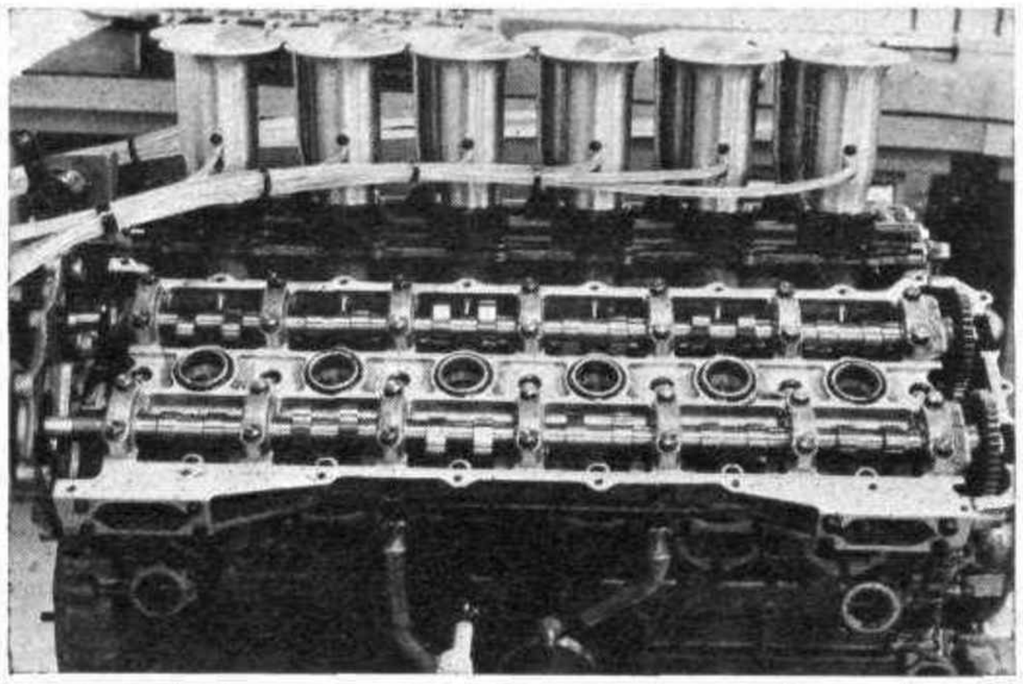
From left to right, Stuart Turner, Ford. Ray Simpson, Castrol. Bo Hellberg, Saab. Peter Browning, British Leyland.

THE GRAND PRIX SCENE

THE FIRST Grand Prix race of 1970 takes place on March 7th in South Africa and it should be outstanding by reason of the number of new cars competing, for all the teams have made remarkable progress during the winter months in getting their 1970 models finished well in time. On the face of things it looks as though there has been a resurgence of enthusiasm for Formula One, but in actual fact this season is merely going to profit from the deficiencies of 1969. The present 3-litre Formula is now entering its fifth year and by all normal standards of progress 1969 should have seen a spate of new cars, but experiments into aerodynamics and 4-wheel-drive tended to sidetrack general progress. Brabham has produced a new car, of monocoque construction, which should have been completed last year. The Ferrari flat-12-cylinder car with backbone chassis over the engine was finished in time for Monza last year, but the engine gave trouble, and if Matra had not been so busy with sports-car racing the MS 120 12-cylinder Grand Prix car would have been running last year. Consequently these three manufacturers should be well prepared for this season, even though their designs have been in existence for six months or more. With the change of technical staff at BRM they have come up with a brand new car, using the same basic 12-cylinder engine as last year, and McLaren have merely developed their well-proven M7 series car, combined with knowledge gained with the Formula 5000 car. At the time of writing there has been no sign of the new Lotus, but the general feeling is that Chapman is due to produce another "leader". The Lotus 25 monocoque caused a great following and the first Cosworth V8-powered car had a similar effect on the design world of Formula One. Two new names that will be appearing in Grand Prix racing this year, both with Cosworth V8 power, are the March and the de Tomaso, as yet unknown quantities as far as race-worthiness is concerned, but both firms have drivers and management with Grand Prix experience that must be taken seriously.

The new Brabham, designated BT33, has a monocoque alloy-sheet chassis of conventional design, finishing just behind the cockpit, the Cosworth V8 engine forming the rear of the chassis. The front suspension has inboard spring units operated by the upper wishbones acting as rocker arms. The rear suspension follows closely that used on the BT26 model and is quite orthodox, while the British Standard Grand Prix kit of Cosworth V8 engine and Hewland gearbox is used. Goodyear are still supplying the tyres, but Gulf have withdrawn their petrol support. Brabham will naturally drive the number one car, now painted turquoise, as used on the first Brabham cars, and a second car will be driven by the young German Rolf Stommelen. This car will be painted white and sponsored by the German magazine *Auto Motor und Sport*, the proprietor having been very impressed by Stommelen's first drive in a single-seater, when he drove a Formula Two car in last year's German GP. As Stommelen was the first driver to really get to grips with the Porsche 917 "monster", he obviously has a feeling for power, so his progress in the Brabham-Cosworth will be interesting to follow.

Before the dust of last season had really settled the new design staff at BRM, led by Tony Southgate, were at work on the drawings of a brand new car, the Type 153. The chassis is an aluminium monocoque that ends just behind the cockpit, from where two triangulated frames made of square-section tubing, extend rearwards and carry the 12-cylinder engine. A new 5-speed and reverse BRM gearbox is bolted to the engine by means of a magnesium bell-housing and this casting has arms projecting out each side which carry the anchor points for the coil spring/damper units and the inner ends of the transverse top links of the rear suspension. The gearbox itself has sideways projections in the casting, sticking out like ears, and these carry the pivot points for the lower wishbones, while the radius arms run forward to anchor points on the monocoque. Front suspension is by unequal length double wishbones with outboard coil-spring units and a rack-and-pinion steering gear is mounted on the front face of the forward bulkhead. Wheels are 13-in. diameter with Dunlop tubeless tyres and have 11½ in. wide front rims and 17 in. wide at the rear. Fuel is carried in rubber-bag tanks within the monocoque, one each side and a third behind the reclining seat, this tank also being the collector point from which the pumps pick up the fuel. The monocoque has bulbous sides not unlike last years Matra MS80, giving the car a "podgy" look. As the monocoque is of the open "bath-tub" layout, a fibre-glass top panel is used, with a wide flat nose cowling incorporating fins. The 12-cylinder engine has been completely reworked, though retaining the



One bank of the new 12-cylinder Matra engine, showing the inlet and exhaust camshafts, each with twelve cams on them. The shafts are gear driven from the front of the crankshaft.

basic 60-degree vee layout and 4 valves per cylinder. Although outwardly the only obvious change is a reversal of the port layout, with the inlets in the vee of the engine and exhausts on the outside, almost all the internals have been redesigned with the use of new materials for vital parts such as valves and valve seats. Water pipes run along the inside of the cockpit to the aluminium radiator at the front and the oil tank and oil coolers are at the rear, over the gearbox. With the exhaust pipes low down on each side, the rear aerofoil is built in over the rear of the engine in a much tidier fashion than last year's arrangement. Three cars have been built, with a fourth in kit-form as a spare and the drivers are Rodriguez, Oliver and the Canadian George Eaton, though whether BRM obtain three entries depends on organisers, for Grand Prix entry lists look like being crowded this season.

When you remember that BRM make the whole car, chassis, engine and gearbox, you realise what a vast amount of work has been going on at Bourne in the past few months. Unlike most British teams, who draw engines ready to run from Cosworth and transmissions ready to bolt on from Hewland, BRM not only make their own units but do the design and development work as well.

Another firm who do a lot of their own mechanical design and development as well as manufacture are Matra, who make everything except the gearbox on their car. This year they are running a team of two cars for Beltoise and Pescarolo and they are brand new designs designated MS120, though using knowledge gained with the earlier MS11 and MS80 cars. The 48-valve V12 engine has undergone a complete re-design, the cylinder block now being a stressed member bolted to the rear bulkhead of the monocoque and carrying the Hewland gearbox and rear suspension. Rear brakes are mounted on each side of the gearbox and at the inboard ends of the drive shafts, while tyres are 15 inch, though 13 inch Goodyears are expected later.



The new BRM type 153 follows the lead set by the earlier H16-powered model in using the engine as a semi-stressed member to carry the rear suspension. The 12-cylinder engine has undergone some major revisions.

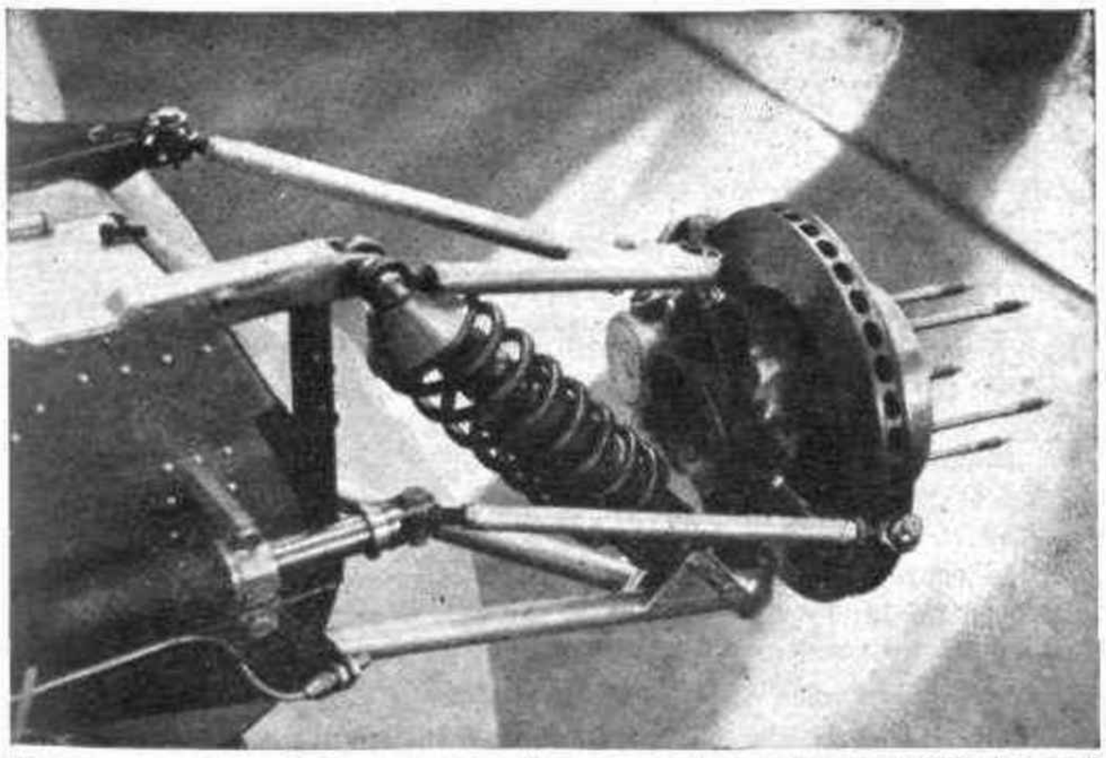
The front suspension is developed directly from the successful MS80 of last year, but the wheelbase has had to be lengthened by 10 centimetres due to the V12 engine being longer than the Cosworth V8. The monocoque is shaped so that the cockpit sides, containing the fuel tanks, present flat upper surfaces that offer downward-thrust areas to the wind.

After persevering with the V12-cylinder layout for many years, Ferrari has gone back to have another try with the flat-12-cylinder layout, with horizontally opposed banks of six cylinders. It will be recalled that he tried this layout late in the 1½-litre Grand Prix days, and last year ran a very successful 2-litre version in the European hill-climbs. Taking a leaf from the interesting but ill-fated air-cooled V8 Honda Grand Prix car, the Ferrari 312 has a central back-bone extending from the cockpit rear bulkhead of the monocoque, over the top of the flat engine, carrying the engine/gearbox unit from above. A vertical pillar from this backbone carries the rear aerofoil, while the fibre-glass nose cowling has fins moulded into it. Last year, while everyone was practising at Monza for the Italian Grand Prix this car was on test at Modena, but the engine was not right and with Amon about to leave the team the car was shelved. Jackie Ickx left Brabham and rejoined Ferrari, with Ignazio Giunti as his number two, and the flat-12-cylinder car was brought out for winter testing and further development ready for this season.

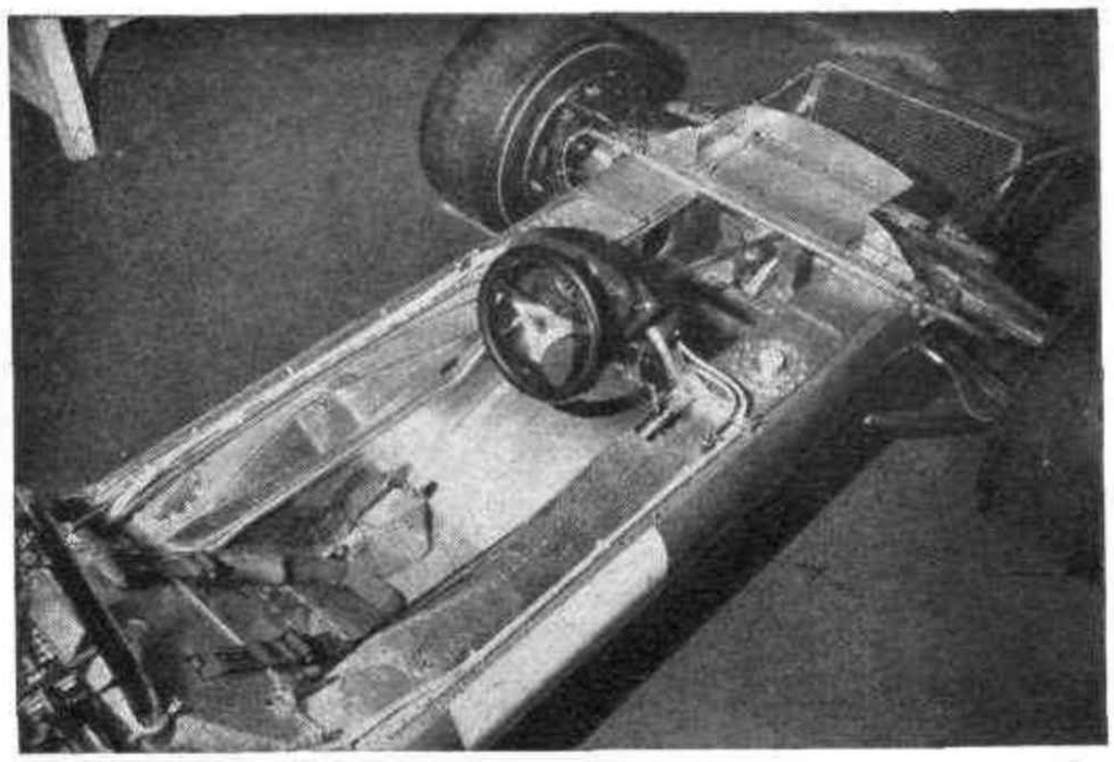
Also in that part of Italy the de Tomaso factory have designed and built a car in conjunction with Frank Williams for Courage to drive. This is a fairly orthodox monocoque layout with a British power-pack of Cosworth V8 and Hewland gearbox bolted to the rear bulkhead and forming the rear half of the car, carrying the rear suspension. Although Alessandro de Tomaso is an Argentinian by birth he has lived in Modena for 15 years and could almost be accepted as an Italian, so the car will be painted Italian red, even though Williams and Courage are as English as they come, albeit from opposite ends of Anglo-Saxon ancestry. The design work on the de Tomaso is by Giampaola Dallara, who designed Lamborghini into existence. Much of the basic thinking on suspension and steering comes from the Brabham BT26 that Courage drove last year.

Bruce McLaren and his team at Colnbrook have not come up with anything revolutionary for 1970, the M14 being a logical development of the M7A and M7C used last year, tidied up here and there in detail in the light of racing experience. The only major change is the mounting of the rear brakes inboard, on each side of the Hewland gearbox. The team of McLaren and Hulme remains unchanged, though McLaren may gradually drop out of Grand Prix driving as design and building projects for Indianapolis and Can-Am racing are occupying a lot of his time. If this happens a newcomer from Formula Two or Three may well join Hulme in the Grand Prix team. The orange cars, running on Goodyear tyres, may not introduce any startling innovations into Formula One, but they will certainly be well in the running, powered by 1970 Cosworth V8 engines. As an offshoot to the works team they are building a one-off car in conjunction with Alfa Romeo, which will have a 3-litre V8 engine as used in the Tipo 33–3 Italian sports cars. This will be driven by the studious-looking Andrea de Adamich, with support from both factories.

With Siffert leaving the Rob Walker team his place is being taken by Graham Hill, who is nearly recovered from his American Grand Prix



Front suspension of the type 153 has reverted to outboard springing and the wishbones are tubular.



A view of the Brabham BT33's open "bathtub" chassis : its designer has opted for inboard front springs, which contrast with the outboard units used, for instance, by the latest March and BRM.

accident. Their 1969 car has been modified to 49C specification, principally in the adaptation of 13-in. wheels, calling for new suspension and steering parts. This car will be used until the 1970 Lotus is delivered, which should be in time for the Spanish Grand Prix in April. As before, the Walker team will be closely associated with Team Lotus, and although the car will be owned by Walker and in his colours of dark blue with a white nose band it will virtually represent a third works Lotus car. The official Team Lotus cars will be led by Rindt, who at the end of last season finally reached a common understanding with Colin Chapman with much better results all round. His team-mate and supporter will be John Miles, and though they may have to use 49C models to begin with the new Lotus cars should be ready for use for the start of the European season.

Finally we come to the big question mark of 1970, the March 701. As promised, on February 6th they demonstrated two brand new and completely finished Grand Prix cars at Silverstone, while a third car was already on a boat to South Africa. With the design being by Robin Herd, who set the McLaren cars on their design path, it is not surprising that the March 701 looks like a McLaren at a casual glance, especially from the back, the only different outward feature being extra side fuel tanks along each side of the cockpit in the form of aerofoils exerting a downward thrust. From the cockpit rear bulkhead aft it is a British Standard Grand Prix kit, thanks to Cosworth Engineering and Hewland Engineering, but even so March Engineering have made an impressive effort, for there should be five 701 cars in the South African paddock when practice starts officially at Kyalami. Sponsorship for the works car, to be driven by Siffert and Amon, comes from the American STP Corporation and the cars will be known as STP-March and painted in bright red STP colours as the Indianapolis Lotus cars were in the past. In passing it should be noted that STP and Lotus have parted company on all racing projects.

A third March 701 has been purchased by STP and will be entered as an STP Oil Treatment Special, by the Granatelli family, looked after by Vince Granatelli Junior, and driven by Mario Andretti. Athough the Andretti car is a separate entity from the STP-March cars, all three will be factory cars running as a complete team. However, Andretti may miss a few races, depending on how things turn out and what USAC racing clashes with Grand Prix racing. He is racing in South Africa and after that "playing it by ear", though talking to him and the three Granatelli brothers who originate from Sicily, you get the feeling that they will do all the Grand Prix races they can, dependent on USAC financial commitments.

Apart from the powerful combination of money and drivers that March have cornered for themselves their most important customer is the combination that all eyes will be upon. This is the Tyrrell-Stewart team, who have bought two March 701 cars, painted a rich blue, for Stewart and Servoz-Gavin to drive. Whereas the STP cars are backed by Firestone, the Tyrrell team are backed by Dunlop and these five March cars, all dependent on Cosworth for power, represent a formidable front by any standards.

With the strong selection of factory-backed teams it is difficult to see much hope for private-owners like Bonnier, Moser, Lovely and

Continued on page 204

MONTE CARLO RALLY

GENERAL CLASSIFICATION

1st	B. Waldegard/L. Helmer (Porsche 911S—2,247 c.c.)	..	..	19,744
2nd	G. Larrousse/M. Gelin (Porsche 911S—2,247 c.c.)	..	..	19,863
3rd	J-P. Nicolas/C. Roure (Alpine-Renault—1,296 c.c.)	..	..	19,914
4th	A. Andersson/B. Thorselius (Porsche 911S—2,247 c.c.)	..	..	20,175
5th	R. Clark/J. Porter (Ford Escort T-C—1,594 c.c.)	..	..	20,291
6th	A. Ballestrieri/D. Audetto (Lancia Fulvia—1,599 c.c.)	..	..	20,417
7th	T. Makinen/H. Liddon (Ford Escort T-C—1,594 c.c.)	..	..	20,599
8th	S. Barbasio/M. Mannucci (Lancia Fulvia—1,599 c.c.)	..	..	20,772
9th	R. Charriere/Y. Castel (Alpine-Renault—1,296 c.c.)	..	..	21,819
10th	G. Pianta/E. Paleari (Lancia Fulvia—1,584 c.c.)	..	..	22,178
11th	J. Ragnotti/P. Thimonier (Opel Kadett—1,897 c.c.)	..	..	22,401
12th	H-J. Walter/H. Rack (Porsche 911S—2,195 c.c.)	..	..	22,544
13th	J-P. Hanrioud/J-C. Peray (BMW 2002 TI—1,990 c.c.)	..	..	22,545
14th	N. Pouderoux/R. Vincent (Citroën DS21—2,175 c.c.)	..	..	22,671
15th	C. Swanepoel/G. Crous (Renault R1135—1,255 c.c.)	..	..	22,709
16th	Miss H. Utz/D. Eymann (BMW 2002 TI—1,990 c.c.)	..	..	22,871
17th	G. Ceccato/H. Eisendle (Fiat 125S—1,608 c.c.)	..	..	23,184
18th	G. Verrier/F. Murac (Citroën DS21—2,175 c.c.)	..	..	23,310
19th	F. Rubbieri/F. Cavriani (Fiat 124S—1,438 c.c.)	..	..	23,375
20th	A. Smania/G. Zanchetti (Fiat 125S—1,608 c.c.)	..	..	23,470

A MONTE CARLO Rally without any controversy, without any disqualifications, without any snow-shovelling, but with all the ingredients of hard, clean competition may well endear itself to those for whom rallying is life blood, but in Fleet Street it kindled the faintest spark ever and the great newspaper-reading British public was left with the most scantily-covered Monte since it began.

We all complain of the treatment rallying gets at the hands of national newspapers, and it has become fashionable to grin at the misguided sense of values possessed by most editors in devoting fair space to the Monte and none at all to the other worthy events. But now it seems that even the Monte, biggest publicity catcher of them all, has faded from prominence. Even the third successive victory for Porsche, and the second for Waldegård and Helmer, failed to rouse much newsroom enthusiasm. What we need, of course, is a rallying horse-trainer to win, or a band of hippies to entrench themselves on the Turini and spray the spectators with LSD.

I can't really believe that newsmen look upon rallying as a ploy of car manufacturers to counter the grim stories of strikes and disputes with tales of adventure in the snowy Alps and the steamy bush.

But indifference by the British press (elsewhere, particularly in France, it was covered admirably) was not the only feature of the 1970 Monte Carlo Rally. There were fewer British entrants than there have been for decades, only eight starting from Dover—and one of those was French. The cost of doing a Monte may have something to do with this, or it may be a general preference by British drivers for other events on the Continent. Non-championship events such as the TAP-Rally in Portugal and the Firestone Rally in Spain certainly attracted their share of Britons last year, and some even ventured as far as Morocco.

Manufacturers, however, were keen to try for points in the European Constructors' Championship, for which the Monte was the first qualifier. Porsche sent three cars, Lancia six, Ford four and Alpine-Renault no less than nine, of which three were Renault saloons. Citroën maintained an interest in cars entered privately by their works drivers and Saab came along to look after their one car which was entered simply because its driver, Lindberg, was partially financed by a tyre company. Vic Elford and David Stone were driving an unlikely car for this event, a Toyota, and it proved to be no match for the faster machinery.

The first of the Monte's three parts, the concentration run from the eight starting points to Monaco, was as tediously routine as ever, although it robbed the number one Alpine team of one of its stars, Andruet, when his co-driver made a navigational error. It would be wrong to completely change the character of the Monte Carlo Rally by doing away with the concentration run, but it could be improved tremendously if the eight routes were to converge sooner so that special stages could be included between the converging point and the arrival at the Principality.

There was plenty of snow in the Alps in the weeks before the rally, and it did seem to crews engaged in practice that it would persist to level off the power advantages of some cars over others. But then the rains came to wash it all away and there was so little left for the rally itself that it could well have been a somewhat colder Alpine Rally and not a Monte at all.

The real rallying started with the first of the two mountain loops, containing nine special stages. The first of these highlighted the tyre problems which can develop when predominantly dry roads have patches of ice here and there. When a stage is completely snow-covered one's choice is simply one of how many studs and what type. But on this occasion it was whether to take studs at all, and it was just that decision which faced drivers on nearly all the other tests—there being some, of course, which were completely dry and needed unstudded racing tyres.

First Vinatier crashed on a patch of ice and later Therier's transmission broke. Thus the three 1.6-litre Alpines entered by the factory were out, leaving only the 1.3-litre car of Jean-Pierre Nicolas in a three-car team which he shared with two privately-entered Alpines.

Nicolas drove the lightweight Alpine remarkably well and managed to beat the Porsches on some of the tests despite having only half their available b.h.p. But it ought to be remembered that only a very few years ago Monte Carlo Rallies were being won by engines of similar capacity—mounted into BMC Mini shells.

Lancia had a very unhappy rally indeed, with three of their six cars retiring with blown engines and a fourth rolling over during the final mountain loop. This left Ballestrieri and Barbasio to carry the HF flag, and they finished sixth and eighth respectively.

The lone Saab dropped out when one of its two brake master cylinders jammed, whilst the Citroëns didn't really have the power to make a serious challenge, although Jean-Luc Salomon did manage to get his DS21 into the first ten only to spoil it all by crashing on the last hairpin of the rally, within a mile or so of the quayside at Monte Carlo.

The four Escorts from Boreham couldn't match the performances of the lightweight Porsches with their aluminium and fibreglass, but Roger Clark and Jim Porter were able to finish fifth to win the Touring category, being beaten only by four group four cars. Mikkola, twice winner of the 1,000 Lakes Rally, had a throttle cable jam at the carburetters and although it was soon released the gear-changing difficulties took their toll later when the lever stuck in reverse gear for 40 minutes. Piot failed to finish the final Mountain Circuit when his differential gave out.

Twice during the rally Ford had trouble with their knock-on Minilite wheels. They loosened, perhaps because they weren't tightened properly in the first place, and one of them took quite some time to be replaced properly because the loose running had worn the threads.

If one compares times on special stages with those put up on exactly the same tests last year, the speeding up is instantly noticeable. Cars are undoubtedly becoming faster, even though there was less snow to slow them down this year. That they are basically production cars is evident only from their external shapes, for nowadays a factory rally car is a specialist machine which no private entrant (and certainly not an ordinary buyer at whom all the advertising is directed) could hope to match. When considered a sport, rallying has a place for such advancement in design and performance, but when considered a means to a marketing end one wonders where the gentle art of public persuasion will stop.

* * *

SWEDISH RALLY

GENERAL CLASSIFICATION

1st	B. Waldegard/L. Helmer (Porsche 911S)	..	12 hr. 20 min. 50 sec.
2nd	S. Blomqvist/B. Reinicke (Saab V4)	..	12 hr. 44 min. 06 sec.
3rd	L. Nasenius/B. Cederberg (Opel Kadett)	..	12 hr. 59 min. 33 sec.
4th	G. Blomqvist/Mrs. I Blomqvist (Opel Kadett)		13 hr. 06 min. 24 sec.
5th	J. Larsson/L. Lundblad (Porsche 911S)	..	13 hr. 11 min. 57 sec.
6th	A. Gullberg/L. Wahlin (BMW 2002TI)	..	13 hr. 17 min. 20 sec.
7th	A. Kullang/D. Karlsson (Opel Kadett)	..	13 hr. 18 min. 53 sec.
8th	I. Frohm/O. Ottosson (Escort TC)	..	13 hr. 19 min. 38 sec.
9th	R. Andersson/C. Andersson (Volvo 142)	..	13 hr. 31 min. 10 sec.
10th	O. Olsson/O. Tornqvist (BMW 2002TI)	..	13 hr. 33 min. 11 sec.

RALLIES which are held entirely over surfaces of ice and packed snow are generally easier on competing cars than events which use unmade tracks in the summer time. This is because all the bumps and loose stones are smoothed over by the coating of snow and because the banks left by the snow ploughs effectively cushion cars when they leave the road.

Retirements through mechanical breakages on snow rallies such as the International Swedish Rally are always far less than those on loose surfaced events such as the RAC Rally. But this year it was quite different, and only 31 of the 120 cars which started in Sweden managed to get to the finish.

Of course, cars are much faster this year, particularly after the change in the regulation defining group two cars, but the milder than usual

Scandinavian winter also had a lot to do with it. Snow banks were lower so that they weren't substantial enough to stop a car and the coating of packed snow on some of the roads was so thin in parts that it wore through to the gravel, causing greater wear than usual to the tyre studs.

Another feature of the 1970 Swedish Rally was the fierce competition. There were works or semi-works teams from Ford, Saab, Alpine-Renault, Lancia, Porsche and Opel, with plenty of spirited drivers in Opels, BMWs, Saabs, Volvos, Volkswagens and others.

It was an extremely unhappy event for most of the teams. Of the four Ford Escorts, the three with dry-sump lubrication retired when big-end bolts wore through the sumps, causing oil loss, and the other stopped when the cam follower broke off the distributor contact points.

The Lancias were no less unfortunate, for both Munari and Lampinen left the road and got stuck in the snow and, in the second half, Källström's car suffered a broken differential. The Alpine-Renault team was in Sweden for the first time, although Renault-Gordinis were once very popular there when Svenska-Renault ran a competitions department. Along with the Italians, the French guarded against the cold by fitting their cars with petrol heaters.

All three Alpines also retired, Vinatier's when it left the road and lodged in the snow, Lusenius' when the clutch gave out and Nicolas' when the engine made noises and stopped. The exact cause of the latter retirement is not known at the time of writing, for the cars were sent back to France before being examined.

Saabs are generally reliable, but only one of their five works cars managed to finish in Sweden, that one in second place. Three were fitted with Lucas fuel injection and all three suffered engine failure, two when valves dropped and hit the pistons and one when the crank-shaft broke. The other two Saabs were each fitted with two Weber carburetters, but one of them ran badly and the twin layout was replaced by a single Weber at the halfway stop.

There were two Porsches from Stuttgart, but all the servicing was undertaken by mechanics from Svenska VW, the Swedish importers who formed themselves into a company when the original importers, Scania Vabis, merged with Saab. One of the Porsches was driven by Ake Andersson, but that retired when a drive shaft broke. This was explained to me by Andersson himself, but a Porsche press release later gave the reason as a collision with a bridge parapet.

The other Porsche was the one which won, by the incredible margin of some 23 minutes. Björn Waldegard and Lars Helmer now have one of the most enviable records in rallying, with two successive Monte wins and a hat-trick in the Swedish. There was a worrying period for them in Sweden, however, when their clutch became reluctant to disengage and they were obliged to sit at the roadside and wait while mechanics replaced the unit. This involved removing the engine, removing the gearbox, changing the clutch and replacing the lot—all in a lay-by in sub-zero temperatures.

The Swedish Rally can hardly have known such carnage among its competing cars. That so many engines failed is remarkable in itself. Perhaps people should start remembering that old adage that reliability comes first, performance afterwards. But in fairness to mechanics and others responsible for building cars, it should be pointed out that over-revving is uncommonly easy on roads so conducive to wheel spin.

When all the works and semi-works teams left the contest for the team prize, it was left to a trio of privately entered Triumph 2.5PI's in the non-seeded class to take this honour, doubtless pleasing Abingdon considerably.

Porsche is not contesting the International Constructors' Championship this year, but simply by entering one event and supplying a car on loan for another the Stuttgart factory already has two outright wins and maximum points so far. The next qualifier is the San Remo-Sestriere Rally which begins on March 4th, but there are no Porsches expected there; nor works Fords for that matter. Boreham has withdrawn its entry of two Escorts due to many other commitments on time and resources—not the least of which is the World Cup Rally into which Ford is putting a huge effort.

* * *

ARCTIC CIRCLE RALLY

IN BRITAIN's RAC Rally there is usually a considerable margin between the performances of works drivers and those of regularly competing amateurs. In Scandinavia, Finland in particular, such is not the case and when Finns who are professional drivers decide to take part in a rally in their own country they certainly don't have things all their own way.

During the week before the Swedish Rally there was a rally in Finland called the Napapiirin Tunturiralli, which means Mountain Rally of the Arctic Circle. It was won by Hannu Mikkola driving a Boreham-built Escort T–C, but he was chased not only by fellow professional Jorma Lusenius in a Renault Gordini but by several other Finnish drivers possessed of similar skills. One such driver is Pentti Airikkala, a young insurance expert who most certainly has that vital something which team managers look for. One day his name will be as well known as Makinen's or Mikkola's, if someone decides to give him a trial.

Getting back to the Arctic Rally, which is far easier to say, and to write, than its Finnish title, it should be explained that this is a young event in the international calendar, with organisers a trifle inexperienced. But they work on the right lines and it could well be that this event will soon match the 1,000 Lakes Rally for popularity.

This and the Safari are the two great extremes of rallying, for the whole of the Arctic Rally's route lies above the Arctic Circle in Finnish Lapland. The people in that part of the world are friendly, easy-going, efficient, and eager to attract as many overseas visitors as possible.

Like the Swedish Rally, special stages in the Arctic are on roads, lakes and rivers, all with their top coverings of loose snow ploughed away. But formalities are fewer than they are in Sweden, and public roads can, without much trouble, be closed in order to be used as special stages. When the wind rose over a particular lake stage last month, the snow was blown into the road already made by the plough, rendering it impassable. Without any fuss, a main road was closed to all other traffic and a substitute stage included in the route.

There are peculiarities, of course, which one only encounters in that latitude. Reindeer are as vital to Laplanders as farm animals are to us, so they are protected. Each competing driver has to undergo a short course on how to quickly kill, and bleed, an injured animal. Every car has to carry warm clothing for its crew, matches, knives and a variety of other Arctic survival equipment, but no one need worry about being left stranded by the organisers; they run an effective rescue service to ensure that no one is left too long out in the biting cold.

For all its unique geographical features, the most striking point about the event is the friendliness of its organisers and the general helpfulness between competitors. It's a great country and a great rally. Any British competitor who journeys northwards for this event will certainly not regret it.

* * *

The first round of the *Motoring News*/Castrol Rally Championship, the Rallye Bristowe, took place in the West Country during the night of February 14th. Snow covered many of the roads and there was an eve-of-the-rally route change due to an objection by the Dartmoor Preservation Society. The rally was won by Gower farmer Chris Beyon driving a Ford Escort Twin Cam navigated by Lyn Andrews.—G.P.

FIAT PRICES UP

FIAT (ENGLAND) LTD. announce price increases, putting the 500SR to £498 and the 125S to £1,347, the latter an increase of £98, with corresponding increases for the other models. The Fiat 600 has been discontinued, so their air-cooled baby has outlived their water-cooled infant. And in spite of a £26 price increase the Fiat 500 Sunroof remains the least expensive four-wheeled car on the British market, undercutting the cheapest BLMC Mini by £98. We accept, however, that the latter is quicker by some 12 m.p.h., but less economical on fuel.

A SPORTING PRIME MINISTER

THE *Rhodesian Commentary* reports that after Love had won the 3-hour race at the new Bulawayo circuit in a Lola-Chevrolet he pointed to the passenger's seat before starting his lap of honour and Mr. Ian Smith lowered himself in and accompanied Love. One of the English drivers is reported to have said "Our Prime Minister wouldn't dare". The 2½-mile Bulawayo course is said to be a "big improvement" over the old Kumalo airfield circuit and 18,000 paying spectators are said to have attended the opening meeting.

ANOTHER TARGET TO AIM AT

LIZ FIRMIN has won the John Yoxall Trophy as "Caravanner of the Year". Part of her contribution to caravanning was to drive from London to Athens in less than 48 hours, towing an 11 cwt. Knowsley Eros van non-stop for the 2,100 miles behind a Reliant Scimitar GTE. So there is another "record" to break . . .

AMERICAN COMMENT

FOLLOWING the failure of American racing groups to agree with the CSI's plans for a world-wide 4-litre formula, the United States Auto Club held its annual meeting and modified several of the engine size limits under which it will race in the future. As significant as the modifications themselves was the fact that USAC countered considerable past criticism by officially adopting, for the first time, a two-year lead time for all future size changes. Thus, the changes adopted at the annual meeting will not come into effect until January 1st, 1972, and any future changes will require at least 23 months' notice. Most notable of the changes that will come into effect in 1972 is an increase in the size of stock block engines (rocker arm, non-overhead camshafts, non-supercharged) from the present 5.25-litres to 5.82-litres. This move has been made both in recognition of the fact that at present stock block engines are not competitive with turbocharged engines (which will remain unchanged at 2.65-litres) and in the hope of encouraging the greater use of the less expensive stock blocks. These engines must retain the original cylinder heads and as Charles Brockman who was re-elected president of USAC, pointed out, all the major US manufacturers have engines which will fit this new 5.82-litre size. But the change could also interest European manufacturers because the previous requirement that stock block engines be of specifically "American" manufacture has been dropped, effective immediately.

The category for "Special" rocker arm engines, which must retain the stock block but can utilise special cylinder heads, did not receive as much encouragement and was only increased from the present limit of 5-litres to 5.25-litres. The only other change of significance increased the size of non-supercharged, double-overhead-camshaft engines from 4.2-litres to 4.5-litres. This, too, is in recognition of the fact that Ford's d.o.h.c. engine, which first dethroned the Offenhauser at Indianapolis in 1965 (Clark in a Lotus-Ford) and then reigned supreme for the next two years, has recently fallen behind the turbocharged versions of both the Offenhauser and the Ford. It is interesting that when USAC last made major adjustments in its engine sizes, in the summer of 1968, the 4.2-litre d.o.h.c. Ford was the benchmark around which all other categories were adjusted. This time, the 2.65-litre turbocharged category has been used as the benchmark and all the other categories adjusted around it. It must be remembered that none of the new sizes will come into effect until January 1st, 1972 and that the present sizes will continue in use until then. To summarise, the present limits of the most commonly-used categories (with 1972 limits in brackets) are : supercharged or turbocharged overhead-camshaft engines, 2.65-litres (unchanged); non-supercharged overhead-camshaft engines, 4.2-litres (4.5-litres); "Special" stock-block engines, 5-litres (5.25-litres) and stock-block engines, 5.25-litres (5.82-litres).

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In other action, the USAC annual meeting rejected an earlier plan, reported in January, to eliminate the dirt track races from the Championship schedule and set up a separate dirt track championship. Several promoters objected vigorously to the separate championships because they felt attendance at their dirt races would drop considerably if they were not part of the national Championship. A number of drivers also objected, on the grounds that a truly national champion should prove his ability on all types of track. On the other hand, several car owners and drivers favour the original proposal, the car owners because it would eliminate the cost of maintaining a separate car for the few dirt races remaining in the national Championship (five out of 21 races last year) and the drivers (and mechanics) because it would reduce the schedule to a more manageable 16 or so events. Andretti, in particular, strongly supported the plan to drop the dirt races because it would give him more opportunity to compete in Grand Prix events. But Europe's loss is America's gain and the anachronistic but undoubtedly spectacular dirt cars will continue to broadslide their way around the county-fairgrounds, rooster tails of dirt spraying out behind them.

* * *

Revelation of the STP sponsorship of March was preceded in America by the announcement of an equally intriguing proposal under which Granatelli's STP Corporation would have bought control of American Raceways Inc. and operated it as a wholly-owned subsidiary. ARI is the relatively new group that owns or controls circuits in Michigan, Texas, Riverside and Atlanta, and is building another multi-purpose circuit in New Jersey. As it turned out, the boards of directors of both companies failed to approve the proposal (even Granatelli must answer to his board), but had it gone through it would certainly have made Granatelli the most powerful man in American racing. Meanwhile, Granatelli could console himself with the thought that STP Corporation's sales rose to a record $54 million in 1969, with the earnings per share rising over 28 per cent. from $1.15 per share in 1968 to $1.48 per share last year.

* * *

Before the abortive takeover by STP was proposed, an ill-concealed feud between ARI and the SCCA came to a head in a simultaneous exchange of letters. The SCCA told ARI that since it would not agree to run SCCA club events as well as the more lucrative professional events (ARI ran Can-Am races at both Michigan and Texas International Speedways last year) it could not have either. ARI, however, told the SCCA that it had decided to concentrate on fewer but bigger events this year and therefore did not want any SCCA races. A classic Mexican standoff. ARI promptly buried the hatchet with USAC—*with whom it had had a feud last year*—and signed a $500,000 agreement for a series of double-header events (stock car and championship car races on the same weekend) at its Michigan and Texas tracks. The SCCA didn't waste much time either and quickly rebuilt the Can-Am schedule to 11 races (as it was last year) by replacing Michigan with an event at Donnybrooke, a 3-mile circuit in Minnesota, and by replacing the Texas finale with a race at Sears Point, a 2.5-mile circuit near San Francisco. Neither circuit has been the site of a Can-Am race before. With the Can-Am schedule now firm, interested readers may want to amend the schedule published in the December issue of MOTOR SPORT. The amendments are: June 28th, add St. Jovite (Canada); Sept. 27th, change to Donnybrooke; Oct. 11th, change to Oct. 18th (still Laguna Seca); Oct. 25th, change to Nov. 1st (still Riverside, but eliminating clash with Mexican GP); and Nov. 8th, change to Sears Point.

In two other announcements concerning Can-Am :—the SCCA and the Canadian Automobile Sports Clubs revealed that the guaranteed minimum prize money for the series will be increased from $740,000 last year to $875,000 this year. This includes the championship point fund of $200,000 which is split among the top 10 drivers at the end of the series but does not include at least $200,000 in accessory money expected to be posted by manufacturers. Finally, after defying the ban on wings hastily imposed by the FIA last year, the SCCA and the CASC have announced that they are, "with great reluctance", complying with the FIA requirements this year. "The FIA clearly expects compliance by Can-Am cars in a North American championship," the two sanctioning bodies said, "and we feel the international nature of the Can-Am makes it necessary to conform to the FIA rules." However, they added, "We've experienced no safety hazard with the wings on Can-Am cars," and at the present writing the SCCA has no intention of applying the ban to the Formula A cars competing in its Continental Championship. The ban on wings in the Can-Am was only accepted after strong pressure at the FIA meetings in Paris and the unstated but clear threat that if the North American defiance continued the Can-Am might have difficulty in obtaining international listing in the future. As one official (who shall remain nameless) put it, "I went to Paris realising the FIA would probably be about 90 per cent. politics and 10 per cent. judging an issue on its merits. I was wrong. It's 100% politics."

* * *

That innovative Texan, Jim Hall, will make a welcome return to racing in a Chevrolet Camaro at the Sebring 12-Hour race this month. It will be his first competitive appearance since his horrendous crash in the final 1968 Can-Am race at Las Vegas. Hall thus confirms that he is taking over from Roger Penske as the unofficial campaigner of the works Camaros in the Trans-Am series. Sebring is not part of the series but Hall will enter two cars to give them a thorough shakedown. He will co-drive one with Ed. Leslie, whom he has chosen to drive the second car in the Trans-Am. At Sebring the second car will be driven by Hap Sharp, Hall's former partner, and a yet-to-be-named co-driver.

D. G.

THE 24 HOURS OF DAYTONA

JW/Gulf Porsches Dominate

DAYTONA BEACH, *February 1st*, 1970.

AS USUAL the Manufacturers' Championship series of races opened with the 24-Hour Race at the Daytona Speedway over the 3.81 miles road/banked-track circuit. The entry gave all the indications of producing a good race with the new Ferrari 512s, a direct challenge to the JW/Gulf 917 Porsches and the two Matra 650s as somewhat dark horses.

The three works Ferraris were the recently homologated 512s racing for the first time. The 5-litre 60-deg. V12 engines developed 550 b.h.p. at 8,500 r.p.m. and a 5-speed-plus-reverse gearbox transfers the power *via* 15-in. wheels to the road. The cars weigh 1,850 lb. less fuel and were driven by Vaccarella/Giunti, Ickx/Schetty and Andretti/Merzario. Backing up the works team were two privately-entered 512s, one in the hands of two wealthy Milanese, Manfredini/Moretti, while the other, entered by North American Racing Team, was driven by Gurney/Parsons. The latter had a very crude bulge cut into the roof to accommodate Gurney's length.

The works Porsche team was racing for the first time in the pale blue and orange colours of the JW/Gulf team. The two cars and the training car were immaculate with their new high tails which the drivers all agree improves the handling to the standard of the old 908s. The number one car was in the hands of Siffert and Redman, with Rodriguez and Kinnunen backing them up. Porsche of Austria had their 917 for Ahrens/Elford and their team tactics were to go slower than the works cars hoping to be runners at the end. A fourth 917 did five qualifying laps before the engine broke due to a camshaft ceasing to turn. This would have been driven by Dean/Gregg, who found the car in the corner of a freight shed in Miami while searching for their own car which was lost in transit. The 917 in Miami turned out to be Piper's car on its way to London from Buenos Aires and no doubt it too was lost.

Dark horses for the leading stakes were the two 650 Matras. One of these was a brand new car for Beltoise/Pescarolo while the other was the third placed Le Mans car to be driven by Jack Brabham (driving his first long-distance race for many years) and Cevert. A mishap to the transporter from New York to Daytona stove in the front of one car and the back of the other when the stays came loose, allowing the cars to move about. A spare car from Buenos Aires was flown in and the body was cannibalised to repair the two runners.

Other than the competitive cars mentioned there were many interesting machines ranging down to a Datsun which managed to cover the 3.81-mile circuit in 3 min. 13.3 sec. NART had two 312Ps for Adamowicz/Piper and Posey/Parkes also a GTB4, 275LM and 365GTB. Two privately-entered 908 Porsches from Holland and the Argentine, the latter entered by Fangio, should have kept well up. Three GT40s and a Lola T70 Mk. 3B should also have been up with the leaders. Two 1800 Chevrons were immaculately turned out, both having English and American drivers; Clive Baker was in one and Brian Robinson in the other.

Practice on Wednesday and Thursday was untimed and uneventful except that Andretti in the Ferrari was proving on pit timing to be a little quicker than Siffert in the Porsche, the times being in the region of 1 min. 47 sec. The qualifying session was on Friday morning and started in the wet; although the track improved it was never quite dry and Andretti again proved to be a little faster than Siffert and these two were the only ones over 120 m.p.h.

FASTEST TEN QUALIFIERS

M. Andretti/A. Merzario (Ferrari 512)	1 min. 51.6 sec. (122.903 m.p.h.)
J. Siffert/B. Redman (Porsche 917)	1 min. 52.9 sec. (121.488 m.p.h.)
P. Rodriguez/L. Kinnunen (Porsche 917)	1 min. 55.8 sec. (118.445 m.p.h.)
K. Ahrens/V. Elford (Porsche 917)	1 min. 56.1 sec. (118.139 m.p.h.)
J. Ickx/P. Schetty (Ferrari 512)	1 min. 56.9 sec. (117.331 m.p.h.)
D. Gurney/C. Parsons (Ferrari 512)	1 min. 57.8 sec. (116.434 m.p.h.)
J. Brabham/P. Cevert (Matra 650)	1 min. 58.7 sec. (115.551 m.p.h.)
N. Vaccarella/I. Giunti (Ferrari 512)	1 min. 59.0 sec. (115.260 m.p.h.)
S. Posey/M. Parkes (Ferrari 312)	2 min. 00.0 sec. (114.300 m.p.h.)
J. Cannon/G. Eaton (Lola T70)	2 min. 02.4 sec. (112.065 m.p.h.)
Set in a special qualifying session on a dry track:	
J-P. Beltoise/H. Pescarolo (Matra 650)	1 min. 53.0 sec. (121.380 m.p.h.)

(Started 14th on the grid—Stewards' decision.)

The whole of the 24 hours of race day were cool and dry. The cars lined up by 2 p.m., and started their 1½ pace laps at 2.50 p.m., and on the back straight at approximately 3 p.m. the flag dropped. It was expected that Andretti would take an early lead from the two Porsches, but as the pack came off the banking in front of the pits it was the two JW Porsches leading Andretti and Gurney in the 512s. Andretti tried hard to split the Porsche duo but was unable to do so.

The Porsche team dominated the whole race, being first and second for the first three hours and the last hour. The Siffert/Redman car led to start with, then just after the three-hour mark the left rear tyre was punctured by a razor-sharp shell thrown on to the course; as the tyre flailed to pieces it carried away the flexible rear brake hose. The longish pit stop to replace the hose and bleed the brake system dropped the fastest Porsche from the lead, which it never regained. During the night the car developed ignition trouble which was put right. Then, just after 12 hours, a shock-absorber gave trouble, causing a further delay. However, the longest delay came when the clutch gave out and the car was wheeled to the garages with a steward in tow to have the unit replaced. Second position became possible for Siffert and Redman only because of a very long pit stop by Ferrari and their own flat-out blind at 1 min. 48 sec. per lap in the closing hours.

The second Porsche team car ran a classic long-distance race, keeping up a steady pressure and being lucky enough to need only routine stops. Rodriguez drove two hours to every one of Kinnunen's and as the rest of the field ran into difficulties they pressed on gently to finish with a lead of 171.45 miles, almost the length of a modern Formula One Grand Prix. The car finished all taped up, for the fibreglass bodies were not standing up well to the violent hammering they were getting on the banking; also during the night the headlights several times popped out of their mountings, mainly due to the Cibie units being changed to Marchal on the night before the race.

The Austrian Porsche started well and was lying in a reasonable position when just before midnight the right front shock-absorber broke, and this fractured the fuel tank, which eventually put Elford and Ahrens out. Both 908s retired, the Argentinian car with a broken engine in the opening lap and the Dutch car after lying ninth and tenth when the oil pressure vanished.

The big Ferrari challenge began fading very early. First to go was the Giunti/Vaccarella car which hit the wall on the top of the banking when a tyre punctured. Although the rear-end was rebuilt and a new upright fitted, only a few more laps were completed before the driver complained of handling problems caused by a twisted chassis. The Ickx/Schetty car also hit the wall, this time caused by tyre deflation due to excessive wear on the inside edge. This excessive tyre wear was causing engineer Forghieri food for thought and it wasn't until very late in the race that he discovered it was caused by toe-in on the banking caused by the suspension mounting points cracking and allowing enough movement to create a problem. Again it was impossible to get the car repaired and Ickx was transferred to the Andretti car.

The Andretti/Merzario and later Ickx car moved into second place when the leading Porsche made its first pit stop. During the night the car was in the pits four times when black-flagged for lack of tail lights, also for one medium stop to sort out front brakes and suspension problems. It wasn't, however, until 9.30 a.m. that the long stop came which allowed the Porsche to close up. This stop was caused when a mounting point in the right rear suspension broke, and the car was wheeled on to the grass at the edge of the pits to have some welding done; a few laps after rejoining, the weld gave and some more laps were lost as the welding torch came out again. The last laps were run off with both Ickx and Andretti nursing the car to its third place.

The Gurney/Parsons 512 reached third place at one point when the body began to disintegrate after Parsons touched a slow car, and strip after strip of tape was added to hold the body in one piece; several night stops were to add more tape and at dawn the gearbox broke out on the circuit. The privately-owned Milanese 512 ran consistently until just before dawn when a rear suspension mounting point broke. One problem the team suffered was their lack of English in their dealings with some very bad and amateurish SCCA pit marshalling. Several obnoxious, ignorant and scruffily dressed individuals who said they were deputy sheriffs were let loose in front of the pits, which caused even more trouble. Bill France will have to sort this problem out before next year for all down the pits complaints were heard about the standard of pit organisation.

Both NART 312s finished well even though both had radiator troubles, one car having the radiator changed for a new one and the other changing its leaking radiator for the first car's repaired one. Even after the changes there was still excessive over-heating.

Continued on page 204

STP—WHAT IS IT ?

WITH the announcement that the STP Corporation are financing the March racing team, with Amon and Siffert driving, the initials STP are likely to be very much in the news. President of the American STP Corporation is Anthony Granatelli, who has been backing American racing cars for a long time, and who backed Lotus at Indianapolis until last year. The firm made what we call "jollop", that you put in your engine to keep away all the evils that ordinary oils will bring with them, and the initials stand for Scientifically Treated Petroleum in the case of the product they sell, to which most people reply: "What does that mean?" Which usually leaves the salesman a bit short on speeches. The Company itself use the initials for Scientifically Tested Products, which means about as much as Scientifically Treated Petroleum.

However, Granatelli has a keen sense of humour and realised that the official explanation of STP was not very convincing, so when asked about the initials at Indianapolis in 1963, when his three STP Studebaker Novi V8 specials were on the starting grid, he said: "Studebaker's Tickled Pink." Later, it is claimed that Jim Clark said STP stood for "Spinning Takes Practice" after the classic Indianapolis race in which he spun twice without hitting anything, which few people have achieved. STP are encouraging people to make up their own slogans for the initials and no doubt March Engineering Ltd. hope they stand for "Siffert Takes Pole".—D. S. J.

FIRE PRECAUTIONS IN MOTOR RACING

THE December, 1969, issue of the *FPA Journal* carried an article on fire precautions in motor racing, illustrated with MOTOR SPORT photographs, including two of the spectacular fires which threatened to destroy the entire Goodwood pits when an Aston Martin caught fire while being refuelled during 1959. The point is made that no Indianapolis 500 had been run without a car going on fire until 1965, the year in which the USAC insisted that fuel tanks were fitted with rubber-bladder inserts. In 1965 a car lost a wheel and ran into the retaining wall and in practice three accidents involved damage in the cars' fuel tank areas, but no fires resulted. One manufacturer of these bladders inserts a baffle of polyurethane cellular material to reduce leakage should the bladder be ruptured and to reduce the ram effect of fuel movements. In America tougher, less flexible bladders are favoured whereas in this country we rely more on flexibility and elasticity. The article illustrates a Graviner fire and crash protection system applied to a typical racing car. In this, fire detectors operating at 140°C signal to the driver by means of a warning lamp, whereupon he can operate the extinguisher by a push-button. The extinguisher contains 6 lb. of BCF connected by flexible hose to the cockpit and engine areas. Inertia switches release the extinguishing agent automatically in the event of a crash.

DAYTONA 24 HOURS—continued from page 203

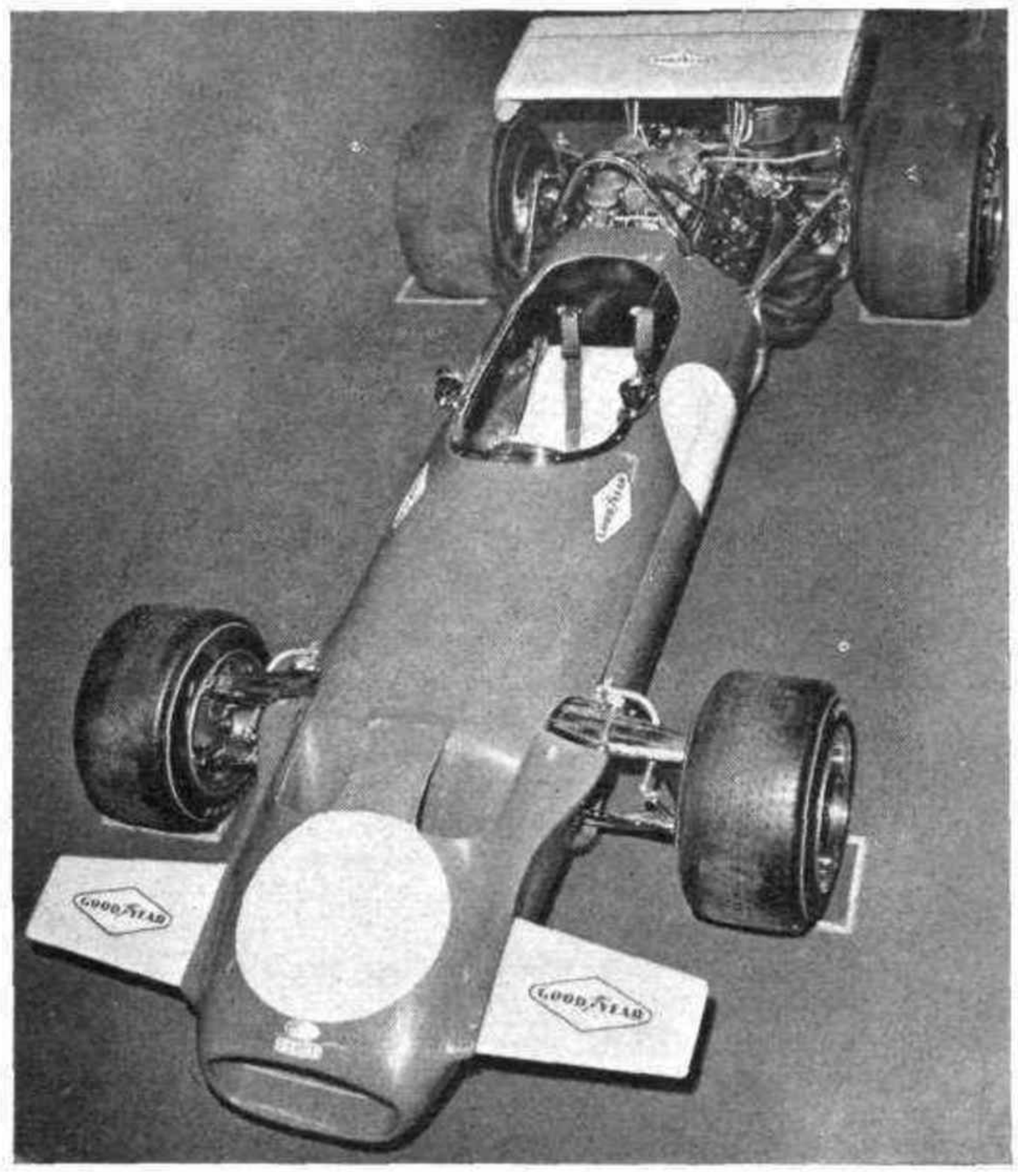
The Matra team suffered one major problem on both cars, which was the breaking up of the rotor arms in the distributors. In Brabham's case he was able to coast to the pits each time, but Beltoise was forced to walk back each time his car packed up. In the last hour the commentator called on any owners of BMW 2002s who could loan their rotor arms to Matra so both cars could be running at the end, to come forward as the team had used all their spares.

The lone Lola retired on the warming-up lap with a burned piston. Both Chevrons retired, one with serious body damage and the other with a broken engine. Records fell to Porsche, and the J.W. team has started the year as they hope to finish it, unless Ferrari can get more reliability.—M. J. T.

THE GRAND PRIX SCENE — continued from page 199

others who have bought ex-works Grand Prix cars. Motor racing's "problem-child" John Surtees has bought the M7C McLaren that Bruce McLaren drove last year, which he will race on his own to start with, but by mid-season he hopes to have a car of his own manufacture, Cosworth-powered ready to race. Having tried working with Ferrari, Honda and BRM Surtees is now on his own and his own master, and like Amon will be experiencing Cosworth V8 power for the first time.

All told, the Grand Prix scene is not short of competitors, but it does tend to lack innovation and experiment, especially in the field of suspension and transmission but one thing is certain and that is that all those cars with Cosworth V8 engines will be very evenly matched, so driving skill and tactics will be at a premium.—D. S. J.



Brabham's latest Grand Prix contender, the BT33, was designed early on in 1969 and is regarded as an interim car for 1970. It is the first Brabham Formula One car to use a monocoque chassis and "stressed" engine.

FIAT MOVE TO NEW HEADQUARTERS

Fiat (England) Limited moved to new headquarters on the Great West Road, Brentford last November. For over 30 years Fiat had been located in Wembley. Two years ago the company purchased the site of the former Sperry plant in Brentford for approximately £1 million. A new Head Office and Service Centre has been built occupying a total area of 280,000 sq. ft., of which some 75,000 sq. ft. is workshop space. Total cost of building work and installation of equipment for the new Centre exceeded £750,000. The Centre brings service of the most up-to-date type to Fiat users in the London area and complements the £450,000 Centre opened in Warrington in 1967 and the Dover works where Fiat central stores, new vehicle preparation and distribution departments have been concentrated.

Results :

24 HOURS OF DAYTONA—Groups 6, 5, 4, 2—Daytona Road Circuit/Banked Track—3.81 miles—Dry and cool

1st	P. Rodriguez/L. Kinnunen (Porsche 917—12-cyl. 4½-litre)	Group 5	Entrant : J.W. Engineering, England	724 laps (2,756.04 miles—114.86 m.p.h.)	
2nd	J. Siffert/B. Redman (Porsche 917—12-cyl. 4½-litre)	Group 5	Entrant : J.W. Engineering, England	679 laps	
3rd	M. Andretti/A. Merzario/J. Ickx (Ferrari 512—V12 5-litre)	Group 5	Entrant : Ferrari S.p.A., Italy	676 ,,	
4th	S. Posey/M. Parkes (Ferrari 312—V12 3-litre)	Group 6	Entrant : North American Racing Team, USA	647 ,,	
5th	T. Adamowicz/D. Piper (Ferrari 312—V12 3-litre)	Group 6	Entrant : North American Racing Team, USA	632 ,,	
6th	J. Thompson/J. Mahler (Chevrolet Corvette—V8 7-litre)	Group 4	Entrant : Owens Corning Fibreglass, USA	608 ,,	
7th	G. Young/L. Chinetti Jnr. (Ferrari 275LM—V12 3.3-litre)	Group 5	Entrant : North American Racing Team, USA	603 ,,	
8th	W. Wonder/R. Cuomo (Ford GT40—V8 5-litre)	Group 5	Entrant : William Wonder Inc., USA	579 ,,	
9th	G. Loomis/B. Everett (Porsche 906E—6-cyl. 2-litre)	Group 6	Entrant : Greg Loomis, USA	573 ,,	
10th	J. Brabham/F. Cevert (Matra 650 Spyder—V12 3-litre)	Group 6	Entrant : Matra Sports, France	565 ,,	

Other finishers were placed in the official results down to the Lola-Chevrolet of Cannon/Eaton which retired on the opening lap. There were approximately 35 cars running at the end.
No fastest laps were given by timekeepers.



The elusive GT



1 **Power to spare.** 2994 cc 'Big Ford' V6 gives 144 bhp at 4,750 rpm – over 95 mph in direct top gear. (Max. speed—120+ mph).

2 **30-40,000 miles per tyre?** Should be no problem. Independent road tests reveal impressively low running costs.

3 **Safe at speed.** Steering column has two UJ's,collapses on impact. Fully upholstered padded fascia. All-black anti-dazzle interior. Disc brakes in front, wide drum at rear. Advanced suspension and outstanding roadholding. Box-section steel chassis and glass fibre body, for maximum protection.

4 **Rustproof body** designed by Ogle in glass fibre, and wind-tunnel tested for low drag. British understatement at its classical best.

5 **UK to the Med., one fuel stop.** Petrol tank, 21¼ gls. Mpg. 22-28.

0-100, 29.6 seconds; 40-60, 6.6 seconds; top speed, 120+... this is a rivetingly rapid motor. Even so, the essence of Scimitar motoring is not a speed statistic but *Gran Turismo,* in the true, original, much-abused sense of the term.

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Over years of proving and refinement, the rightness of the Scimitar formula has been established beyond question: light weight, carefully distributed; a large, low-revving engine; and simple, very strong components, lowly stressed. The performance is sparkling, the appointments are lavish and the finish is superb. There is the unmistakable look, and feel, of hand-built craftsmanship.

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TR ENTHUSIASM

[As stated last month, we have received a surprisingly large number of letters enthusing over the Triumph TR, "the last real sports car".

Some 18 years ago, having been unable to lure Peter Morgan into parting with the Morgan Plus-4 design, Standard-Triumph set out to make a sports car of their own, with Vanguard engine, in the hope of capturing those American sales which were thought to lie between the MG and Jaguar markets.

After six months this 2-litre 20SR Triumph made its appearance at the 1952 Earls Court Show. This hastily-conceived car was not very well received, being a bit of a lash-up, with restricted luggage space. But it paved the way for the TR2 of 1953. A publicity safari to Jabbeke proved that, specially prepared, this sports Triumph could exceed 124 m.p.h. The 90 b.h.p. production model was fast, accelerative and economical and took 1st, 2nd and 5th places in the 1954 RAC Rally. Successes in many other rallies (Team Award in the 1956 Alpine) and appearances in the TT, Mille Miglia and Le Mans races endorsed the soundness of the least-expensive 100-m.p.h. car. A hard-top version was introduced for the 1954 Show; a year later came the more powerful TR3, which was developing 100 b.h.p. towards the end of 1955. Disc brakes were provided on the front wheels, a rear hub weakness was eradicated and much optional extra equipment offered. By the beginning of 1959 about 45,000 TRs had been made, 30,000 going to America.

The TR4 of 1963 had a 2.1-litre engine and revised, Italian, styling. The TR4A of 1965 had i.r.s., and developed into the 2½-litre six-cylinder fuel-injection TR5 and the current, again re-styled (Ghia), TR6. MOTOR SPORT published road-test reports on the TR2 in February 1955, the TR4 in January 1963, and the TR5 in August 1968 and also covered the Triumph-powered Warwick, Swallow Doretti and Morgan Plus-4. We append a further selection of letters about these Triumph sports cars.—ED.]

Sir,

I have resisted the temptation for two or three months to write to you on the subject of Triumph TRs, expecting enthusiasm for these cars to be sufficiently unimportant to continue to take up space in your columns. However, I now succumb.

None of your correspondents seem to have brought out the true appeal of the TR, and that is, surely, that the car is basically "dangerous". I use the word in the sense of "exhilarating", for I suspect that readers of MOTOR SPORT derive more satisfaction from driving their cars than from polishing them; and a car that demands the exercise of some ability in order to drive fast and safely in all conditions is often more satisfactory from the pure driving point of view than the more sure-footed car. My own experience is that the better the car handles, the faster I drive it, so a car that engenders a healthy respect in me because of its inherent instability is more likely to preserve me for relaxed old age than the car I can blithely drive on the limit. The TR seems to me to be a car that engenders some respect, particularly on wet or slippery surfaces, and yet it does have a degree of power.

Its other great quality is its ability to "potter about". I don't pretend for a moment that the TR is in the same class as the E-type, but its tractor-based engine gives very relaxed cruising revs (100 m.p.h.=4,100 r.p.m. in overdrive). I have, in fact, on two occasions covered 1,000 miles in a TR3A in less than 24 hours (no-one gave *me* a Dior dress !) and not been unduly tired, though the wind noise got me down and I had to stuff my ears with chewed-up opera tickets (I was driving from Vienna to Stockholm).

I am, obviously, a confirmed TR addict, having been seduced away from MGs (I had an interesting 1934 L-type Salonette and an open VA which was ideal transport in early student days) to a 1955 TR2 which had an embarrassing stripe down the middle and a plaque on the dashboard proclaiming it had taken part in the Trans-America Rally, whatever that was; followed by two 3As and now a well-worn TR4. I cannot answer for the most recent TRs, though I have had a ride in a TR6, but I believe they continue the tradition of fast, straight-line cars, offering relaxed cruising and that inherent TR instability I mentioned, and which I consider half the point of the car. My favourite was a lightened and modified 3A which would reach 100 m.p.h. in 25 seconds and maintain it all day long in Continental driving if I were prepared to stand the wind noise.

I should add that this addiction to TRs has not been without hair-raising incidents. The first resulted in me motoring into a quiet Buckinghamshire village on three wheels, whilst the truant, complete with brake drum and part of the hub, careered on ahead only coming to rest when it rolled through the open door of the local tavern. I also suffered two fractured brake pipes, one discovered when I was stationary and the other when I was attempting to stop at a pedestrian crossing. But I am not so much blaming the individual cars for these experiences as, perhaps, commenting on some of the risks to be guarded against when buying hard-used second-hand sports cars.

So although your excellent road-tests of very desirable cars are temptation itself, nevertheless I continue (along with many others apparently) to derive a fair degree of satisfaction from a car I would describe as good all-round transport.

London, SE11. C. G. MASTERMAN.

Sir,

My TR3 is almost 14 years old and has been in my possession for the last 6 years after purchase for £230 from a Nottingham garage.

Although the car has since cost several "little bags of gold" to keep in top condition the performance remains as good as ever with fierce acceleration to an indicated 100 m.p.h. in overdrive third gear and a maximum of over 115 m.p.h. (pre-Castle limits!) in top, with 30 m.p.g. on middle-grade petrol. The car is exhilarating to drive, retains a character of its own, and I feel there is little with which to compare it in the used sports car field.

Handling in dry conditions is a matter of "practice makes (nearly) perfect" whereas handling in the "wet" is a matter for both courage and common sense. I have covered over 75,000 miles in my car, which is metallic blue (Shelby Cobras!!), and has become quite well known locally, and I would not dream of parting with her despite such jibes as "You must be mental ! Brave fellow ! Hope it doesn't snow !" etc., from the MG-B, Mini-Cooper Brigade. The car is at present being re-sprayed and the engine rebuilt by a garage at Rempstone (who specialise in Steam Traction Engines !) ready for next year—a 1949 Morris 8 Series E is giving somewhat slower but reliable service (for the princely sum of £5) in the meantime.

The only *real* criticism one can possibly have of the TR3s is the restricted cockpit area which makes serious courtship virtually impossible unless you are endowed with double joints!

TR register ?—Certainly !—Count me in !

West Bridgford. DAVID A. HEATH.

Sir,

May I, as a TR racing owner-driver, add something about TRs which may give food for thought to other TR owners and which I hope they will find interesting. I have been racing a TR3A for the last two years, Reg. No. 505 FLV if anyone's interested.

I first bought my TR3A in November, 1967, with 48,000 miles on the clock, as a rally car but found that it was unsuitable for the modern type of "car breaker" rally, so I decided to do some circuit racing instead. As the car was to be used for work it needed to be reliable so I decided to modify it to Stage I. This entailed the engine being overhauled thoroughly and being balanced. A semi-race cam replaced the standard one, a lightweight flywheel was fitted as well as competition clutch and valve springs. After doing some work on the head myself and obtaining a free-flow exhaust manifold, the whole lot was bolted together. This gave a safe rev limit of 6,000 r.p.m. (normally I don't exceed 5,000) and a standing ¼-mile time of 17.3 sec. The first event was the Spring Brunton Hill-Climb, where a time of just over 30 sec. was recorded. I then entered a race at Thruxton and found out that there's a lot more to motor racing than the spectators, etc., ever realise, to wit a correspondingly slow time of over 2 min. per lap and a jibbering idiot of a driver. An autocross was entered next and, although we took second place in the class, I felt that autocrosses were not for us. This was followed by a speed hill-climb in the wet which made me dubious that Michelin X tyres were quite the right tyres. This was later confirmed when attempting to take Old Paddock Corner at Castle Combe at over 90 m.p.h. The car continued in a straight line for the ditch, but luckily without any real damage, though my faith in Michelin X, even in the dry, was shaken. An anti-roll bar was fitted as well as 5½J 72-spoke wheels shod with SP41s and resulted in the car becoming very nearly neutral in handling; power on for oversteer usually resulted in a 360 degree spin in the centre of the track, usually Wood

cote ! Towards the end of the season, as experience was gained, so confidence improved and we took second in class at Mallory Park, a nice end to the season. The only work done to the car for last season was to decoke the head and the fitting of a new gearbox, front discs and pads. These were decided on after being beaten into second place at a sprint at Castle Combe. This greatly improved matters and at two hill-climbs in Cornwall, last Easter, I had the satisfaction of beating all other TRs entered, including some 2.2-litred hairy-looking beasties. Although my times were faster this season, 29 sec. for Brunton Hill-Climb, for example, so was everyone else, so I tended to finish somewhere in the lower half of the field. My fastest lap at Thruxton was 1.53 min., almost 20 sec. slower than the winning car but a time which only two years ago would have broken the class record. Which brings me to one of my favourite moans that it seems a little unfair that in a race billed in the programme as Production Sports Cars and with a normal field of 25 cars only three of four cars are actually capable of being used on the ordinary roads, my only race preparation being the substitution of richer carburetter needles and the removal of silencers.

The speedometer now reads 77,000 and the car is still capable of reaching over 120 m.p.h. in road trim and with Michelin ZX tyres now fitted, the problem of handling in the wet is no more.

Poole. FRANCIS A. SNOOK.

Sir,

I am the proud owner of a 1956 TR3 bought for £40 last summer. This car outstrips any MG-B and most modern large-engined saloons and can cruise (dare I say it !) at around 90 m.p.h. quite happily. Essentially it is a man's car to drive and this, in my opinion, is its most winning characteristic. For sheer brutality in handling and gear-changing, it is hard to beat but the true sports-car enthusiast is well rewarded with the results.

I notice the GT6 and Vitesse six-cylinder unit only produces 95 b.h.p. at 5,000 r.p.m. while the TR3 unit produces 100 b.h.p. at 5,000 r.p.m. What is the reason for this ?

Any person who is not won over by this car is either indifferent to cars in general or a woman.

Christchurch. C. MARSHALL.

Sir,

I should like to add more to the TR "saga". I started university in 1965 with a 1957 TR3, which I kept for three years. During the first year I spent a month motoring throughout the Continent, and found the TR an excellent touring car. Not only could I cruise along the autobahns at 80 m.p.h. for most of the day, but could also make short work of the alpine gradients. The car attracted great attention wherever we went, and when we stopped groups of the locals would gather around and gawk as if it were an object from outer-space. On one stop at an alpine village in Switzerland, an old lady of 70 or more asked if she could take it for a quick run up one of the nearby alps.

At the end of my three years' ownership in which the "beast" had become battered and beerstained, and suffering from a bad attack of the rust beetle, I let her go to an eager mechanical engineering under-grad for £100. I met the same fellow a year later and he congratulated me on the best buy he had made. He had driven the car unmercifully for a year and just sold it for (wait for it) £100.

I now own an Austin Healey 100/4 and I regret the change. Being so used to hammering and battering the TR, I find it doesn't work with other cars. I hope that in the future I can again own the "ubiquitous" TR, and perhaps assemble my ideal of a TR4-engined aluminium-bodied TR3.

Swindon. STUART C. HAMILTON.

Sir,

My 1964 TR4 has done over 47,000 miles, which, according to Mr. Rogers, signifies its approaching death. However, I am happy to report that it is running as sweetly as ever with no sign of a fall-off in its exciting performance. The car has been almost completely trouble-free during my ownership, requiring only a clutch and new brakes, etc., and has never failed to start first time winter and summer.

TRs do have their problems, notably rust in the rear wings, but I cannot understand anyone turning in their TR for an MG-B unless, of course, they want to paint it yellow and go driving up and down King's Road. In my experience the MG-B is no match for the TR in either reliability or performance and can be summed up as an all-round uninteresting car.

On top of this there is a comradeship between TR drivers that I have not come across since my motorcycle days : something which is not shared by MG-B owners (most MG-Bs seem to be driven by girls, anyway).

London, EC1. ANDREW J. PEACOCK.

Sir,

I owned a TR3 for two years and then bought my present 1958 TR3A some four years ago, since when it has slowly been refurbished to its present excellent condition.

I endorse comments re the road-holding of the standard TR; this, however, can be improved by fitting the anti-roll bar, competition shockers, and not least by fitting the TR6 5½J steel wheels with some good radials. Since my car was so modified one seems to run out of guts before adhesion.

Other modifications include lightweight fibreglass bodywork, necessitated after two separate lady drivers attempted to make their "fugboxes" with it.

I have also fitted the car with a roll-over bar of my own design and full harness seat belts. (If anyone thinks I am "chicken" I have ample information to silence them.)

The present major mechanics are over 120,000 miles old and still going strong and with the overdrive not only does one pass cars but one also plays a merry tune whilst doing so, which very few other cars can do (*i.e.*, we have *seven* different forward gear ratios).

My happiest days are the warm summer evenings batting up Honister Pass with the exhaust booming back from the mountain-sides. Tucked down behind the area-screens one feels very self-satisfied and content.

I have personal experience of many others cars but without doubt the enjoyment, pleasure and thrill of owning one of the last real sports cars is unbelievable and second only to the valued friendship of my many enthusiast friends.

I recall reading in your excellent magazine some years ago a policeman owner of a TR3A writing to you. He was comparing his experience of the TR3A with an Elan. He amply summed up the road-holding comparison by saying: "Any bloody fool can drive a tram."

Burnley. ALAN M. KNOTT.

Sir,

Having been accused of madness for spending so much time and money on my 1954 TR2, I was overjoyed to find in the December issue of your unique magazine that there are others who share my madness. I call it enthusiasm, but in 1969 it seems that an enthusiast for sports cars is mad unless he has winding windows and other "extras" high on his priority list as performance.

The big advantage of the older TR, as your other contributors have pointed out, is good performance for a low outlay. However, the low outlay means that any tearaway can afford one, and it is this one factor alone which has caused the TR to have been given such a bad name. As each year passes one sees more and more obviously having had the guts driven out of them with no maintenance given, with consequent toll in dilapidation and un-road-worthiness.

Where else could I find 30 m.p.g.+, infinite cruising at our national "safe" maximum speed, and such reliability from £140 worth of 15-year-old car ? As regards rear-end adhesion, I find that judicious adjustment of tyre pressures, a full fuel tank, and Michelin ZX tyres reduce the necessity for tranquilising passengers to a very acceptable level. As for being comfortable, whilst slogging in second gear up a hill in hired 1969 A to B-type transport with all mod. cons., my wife declared that to take the hill in top gear at twice the speed in the TR was comfort.

By the way, S.A.H. of Leighton Buzzard generally provide spares for the car in a fraction of the time that Standard and Triumph dealers take !

HMS *Hardy*. P. A. MARKS.

* * *

Standard-Triumph Sales Ltd.'s PRO, Mr. S. J. Pearson, has written expressing great interest in this TR correspondence. He reminds us that the Secretary of the recently-formed TR Register is: T. Simpson, 100, High Street, Redbourn, St. Albans, Herts.

VETERAN—
EDWARDIAN—
VINTAGE

A Section Devoted to Old-Car Matters

VSCC DRIVING TESTS, CHARTERHOUSE (Feb. 1st)

THE Vintage SCC season opened at Charterhouse School with driving tests under umbrella-and-heavy-coat conditions. Under these circumstances I preferred to walk about photographing the competing and spectators' cars instead of standing still watching the tests and freezing. However, I did note that the garaging frolic was tough on Frazer Nashes, Harding's, Townsend's, which has a separate reverse lever, and Arnold-Forster's all shedding a chain in attempting to go backwards, although Hare's Anzani 'Nash, on b.e. boots, got through unscathed.

The most interesting competitor was Howell's great 1924 Tipo 519 Fiat fabric saloon, with a great many unusual features, including the huge brakes actuated *via* a gearbox oil-pressure servo, with one pump per wheel, but not the gate for the brake lever as on the Fiat Museum's model. Non-dicers to catch the eye included a well-known 40/50 Napier, a rare Bean which looked more like an American tourer except for Perrot f.w.b. and a r.h. gear-lever, the ex-Smith 1911 Rolls-Royce in test-chassis form, and two unusual open Royces. The sight of the latter, the folded screen on the Brixia-Zust, and no screen at all on Cameron's ABC made me feel so cold that I Alfa Romeo-ed off without opening the notebook. But some of the pictures I took are appended.

W. B.

Results :

Standard and Modified Sports Cars :

First Class Awards : G. Weightman (1928 twin-cam Salmson), R. A. Pilkington (1931 Alfa Romeo) and T. Ely (1934 Riley).

Second Class Awards : W. S. May (1926 Frazer Nash), J. A. Haynes (1930 Aston Martin), D. Collins (1935 Fiat) and P. G. Cole (1935 Bentley).

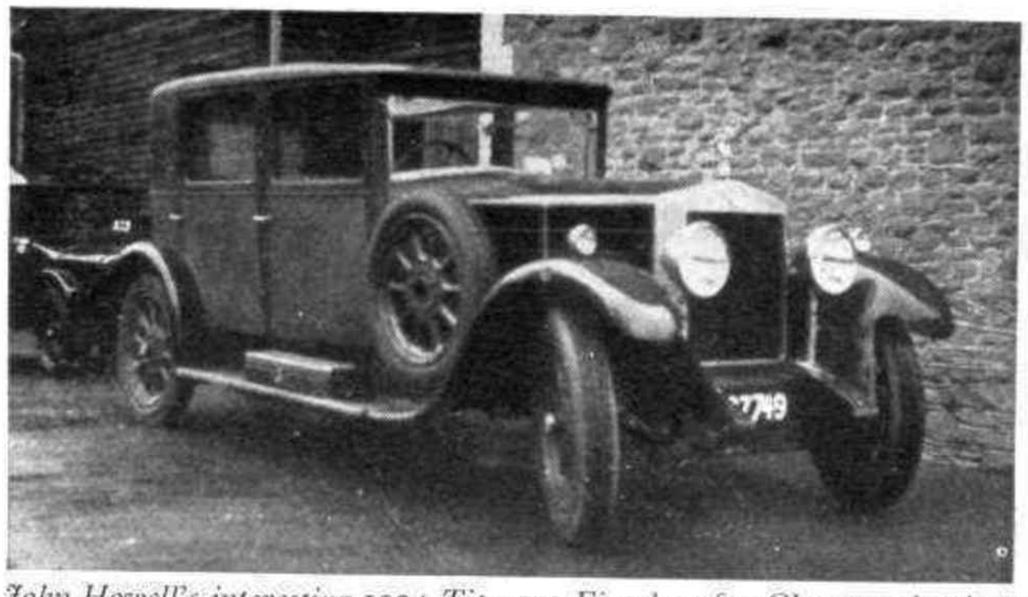
Third Class Awards : B. Sismey (1934 Alvis), A. D. Jones (1923 Vauxhall), D. H. Gahagan (1926 Bugatti) and H. G. Conway (1928 Bugatti).

Touring Cars :

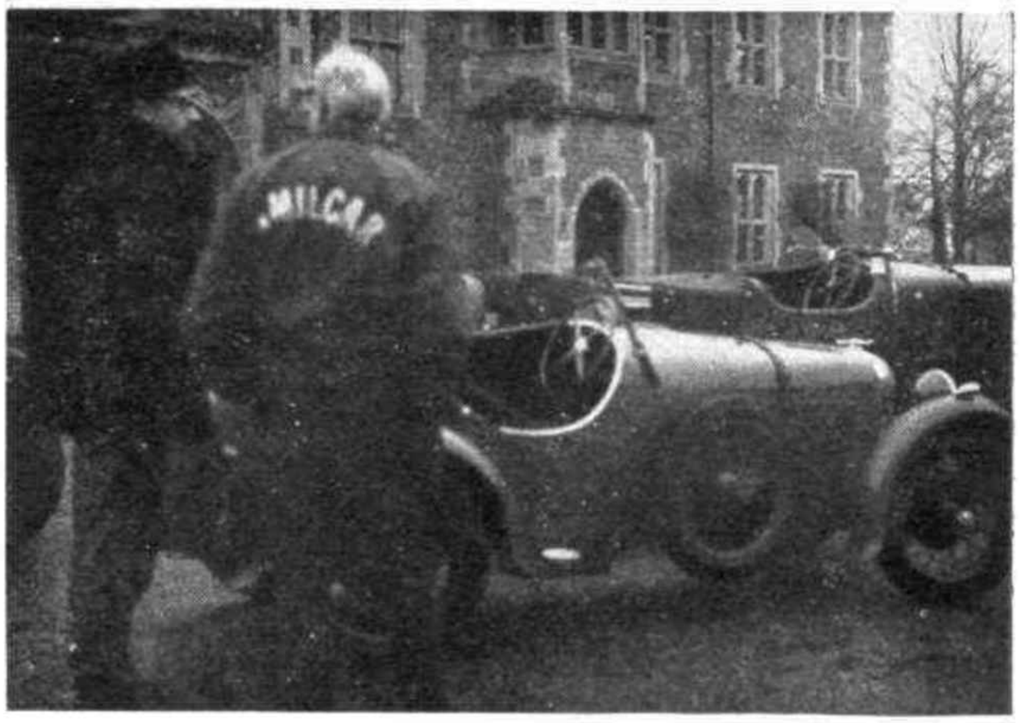
First Class Awards : R. A. Collings (1912/13 Brixia-Zust) and D. Macmillan (1928 Rolls-Royce).

Second Class Awards : C. C. Buckoke (1938 Riley) and C. P. Marsh (1925 Austin).

Third Class Awards : R. M. J. Andrews (1928 Riley) and B. Gray (1925 Austin).



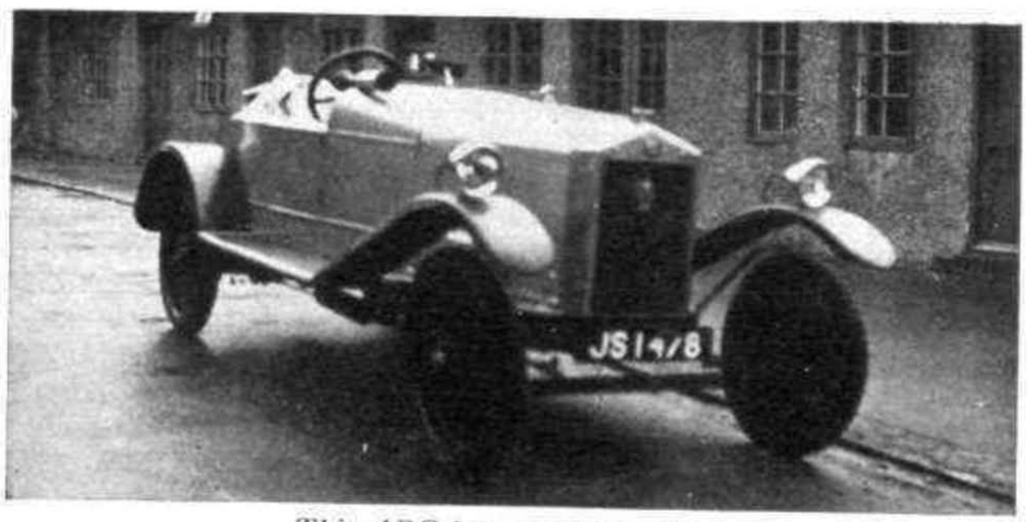
John Howell's interesting 1924 Tipo 519 Fiat dwarfs a Chummy Austin at Charterhouse.



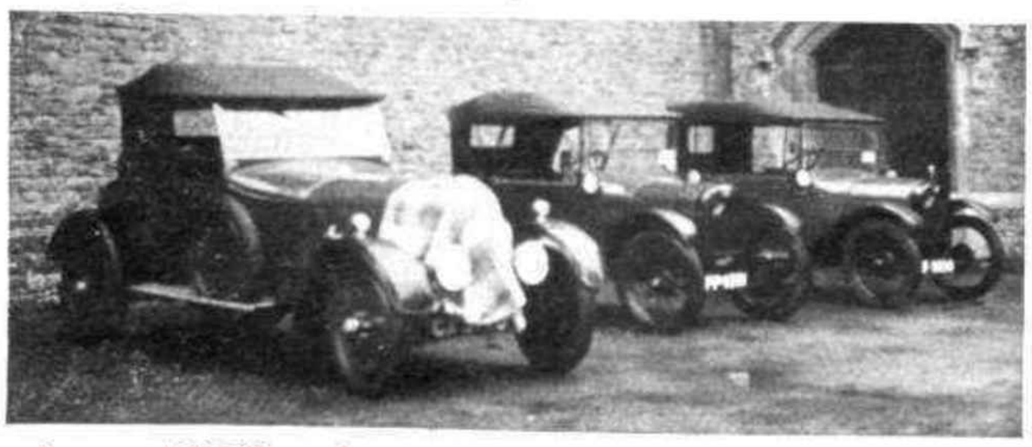
Amilcarthusian . . . .



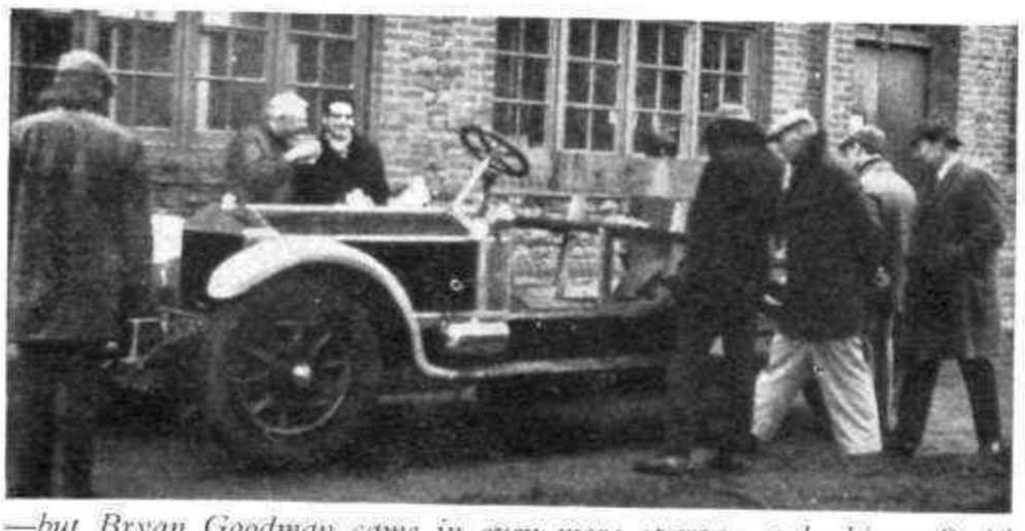
The rich VSCC members arrived in exotic cars, V8 BMW, P3 Rolls-Royce and Bentley Continental—



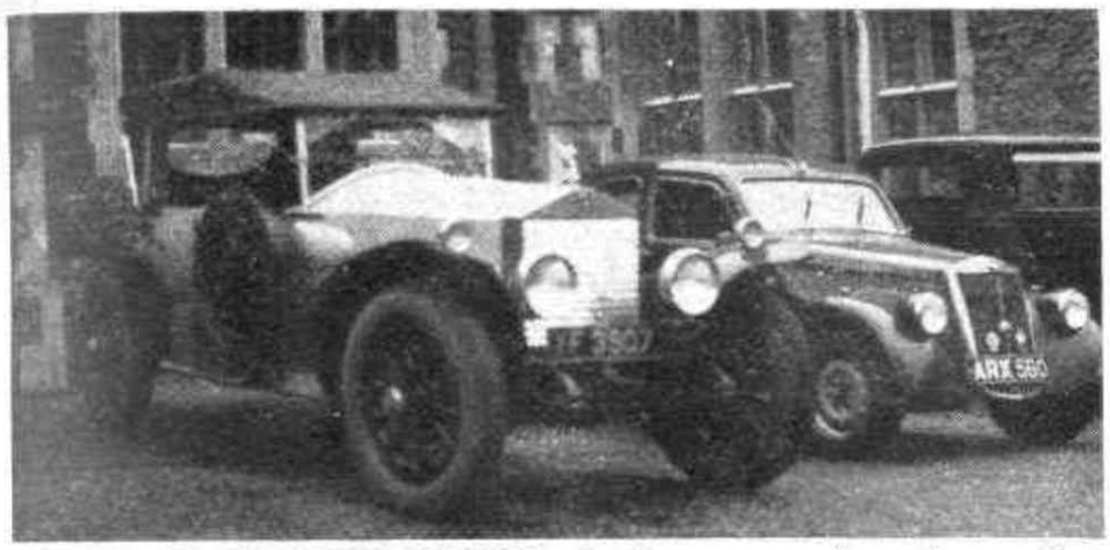
This ABC has no windscreen—

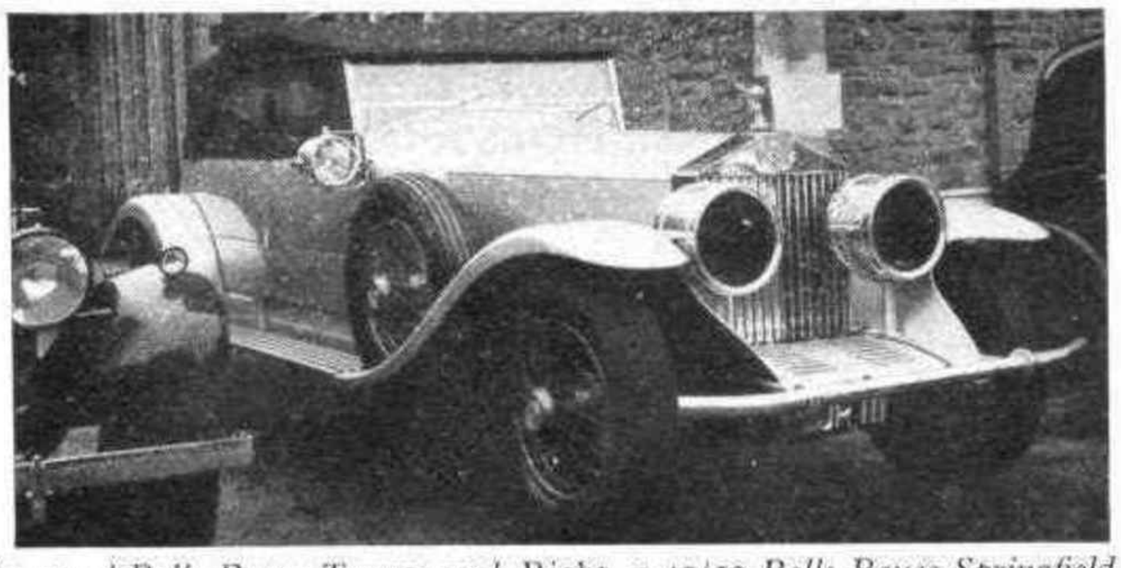


—but some VSCC members came in Vintage light cars, like this rigged-up AC and couple of Chummy Austins



—but Bryan Goodman came in even more spartan style, his ex-Smith 1911 Rolls-Royce being in chassis form, pending meticulous restoration. Stanley Sedgwick, in front of the car, casts an admiring glance.





SEEN AT CHARTERHOUSE.—Left, *an unusual sporting manifestation of 4-speed Rolls-Royce Twenty and,* Right, *a 40/50 Rolls-Royce Springfield replica, with American style bumper and drum headlamps.*

MARENDAZ MYTHS AND MEMORIES

DURING 1968 the *Manchester Evening News* carried a short article about Capt. Marendaz' cars, starting with the Marseel light car and his racing Marendaz "Blancmange". In this article two items were mentioned that are especially interesting, namely that Marendaz decided to build a car when he found himself in possession of 260 gearboxes intended for a car that went out of production [The Emscote.—ED.] and that he designed an in-line four-cylinder oil-cooled engine that was tested for 6,000 miles in 1922 but never put into production. This article drew a reply from Capt. D. M. K. Marendaz of Marendaz Town, S. Africa, which the *Manchester Evening News* has kindly allowed us to see. In it Capt. Marendaz makes the point that Mr. C. Seelhoff was not so experienced as the newspaper article suggested, having been "Night Works Manager during the first World War of Siddeley Deasy, who were then producing aero engines", and that he was quite unable to produce gearboxes for Marendaz and left his Company before the first car was produced. This could explain why Marendaz changed the name of the car from Marseel to Marseal. Marendaz also makes the point that the two(ball)-bearing 1,200 c.c. Coventry-Climax engine was used in only a few of his cars, his competition successes with Marseal and Marendaz Special cars being achieved with his own three-bearing 1½-litre engine.

D. M. K. Marendaz goes on in his letter to refer to having "designed and built a single-seat racing car incorporating a very potent version of the four-cylinder three-bearing water-cooled engine for the 200-mile JCC race of 1922". He says that on the day before the race this car lapped at "the incredible speed of 88 m.p.h.", which "was far more than C. M. Harvey, Alvis' racing driver, could handle". He goes on to tell how Harvey in this Marseal went out again in the late evening before the race and having passed Cushman's Bugatti "as if it were standing still, looked round to laugh at him, lost control, and crashed". Had this not happened, says Marendaz, Harvey would have won the race, as the Talbot-Darracqs and Bugattis of 1922 were unable to touch the Marseal's speed.

This needs some qualification. Marendaz' memory is obviously at fault when he declares his car to have been a single-seater, because the 200-Mile Race was open only to two-seater cars. (It was for this reason that Capt. A. G. Miller built the two-seater Wolseley Ten racer, his single-seater Wolseley "Moths" being non-eligible for the "200".) This notwithstanding, Marendaz makes the point later in his letter that this was the only occasion on which he ever used a single-seater for any race, speed trial or record, thereafter using two- or four-seater cars "same as was sold to the public".

On the question of this 1922 Marseal being able to beat the best of the Continental opposition, we have only the quoted lap speed of 88 m.p.h. to go on. But in the 1921 "200" fastest lap was shared by the victorious Talbot-Darracqs, at 93.09 m.p.h., Segrave's winning at 88.82 m.p.h. In the 1922 race, which is the one for which the Marseal was entered, Guinness' Talbot-Darracq lapped at 94.5 m.p.h. and won at 88.06 m.p.h. So much for the Marseal's chances of winning or of "leaving the opposition standing". And Harvey proved capable of driving an Alvis to victory in 1923, at 93.29 m.p.h. . . .

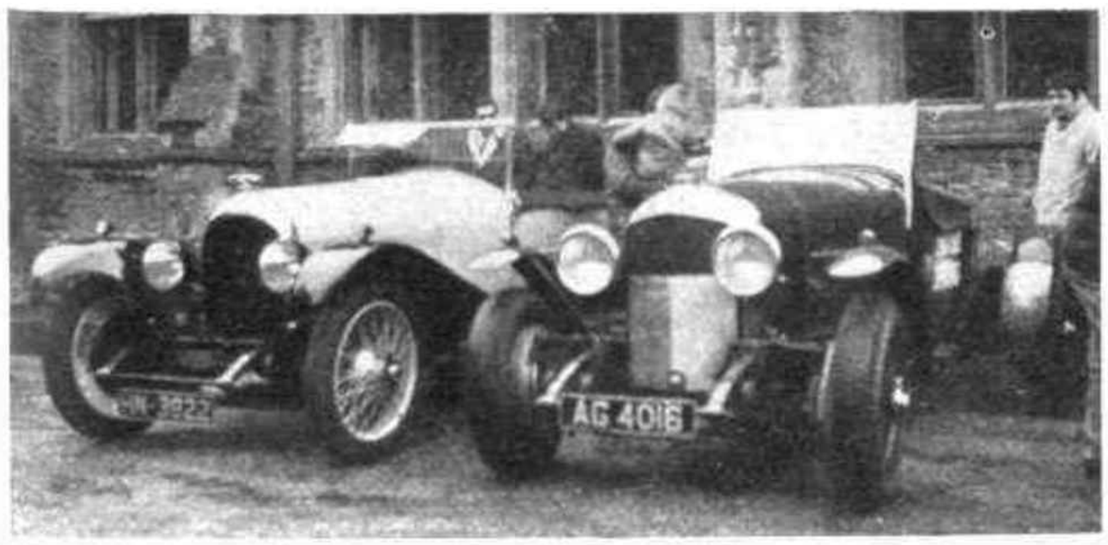
The fact remains that Harvey was reported in contemporary accounts as crashing a Marseal on the eve of the race, this car being described as having a side-valve 1,247 c.c. engine. Quite why Harvey was able to drive for Capt. Marendaz when he was already employed by Alvis and driving for them in competitions remains conjecture, but as Alvis had not entered for the "200" that year presumably they did not mind Harvey driving another make. It is interesting that in his reminiscences in *The Autocar* some years later Harvey referred to spinning round twice and overturning at the pits before a race, but he does not give the make of car he was driving. In the aforesaid letter Capt. Marendaz says Harvey had overtaken Cushman on the Members' banking before turning round to laugh at him. If he had intended to say *the Byfleet banking* it would have been possible for Harvey to have looked round for the Bugatti before pulling in, and thus to have lost control of the Marseal.

About this accident Marendaz is very interesting. He says that his head mechanic telephoned the sad news at 7.30 p.m. and was told to get the Marseal into the Weybridge Motor Co.'s garage. By 9.30 p.m. a convoy of four two-seater Marseals had left Coventry carrying the mechanics and parts required to effect repairs to the racing car, of which "hardly a piece was not bent or warped, but nothing was broken, cracked or fractured". By 11.45 a.m. on the morning of the race the crashed car was at Brooklands but it was not allowed to prove its raceworthiness and was a non-starter. "So the race went to our foreign competitors," concludes Marendaz.

In 1923 Marendaz entered a Marseal for the "200" to be driven by himself, but it failed to pass the silencer requirements appertaining to this particular race and again non-started.

Continued on page 211

ALSO AT CHARTERHOUSE.—
Two different ways of rebuilding a vintage Bentley.

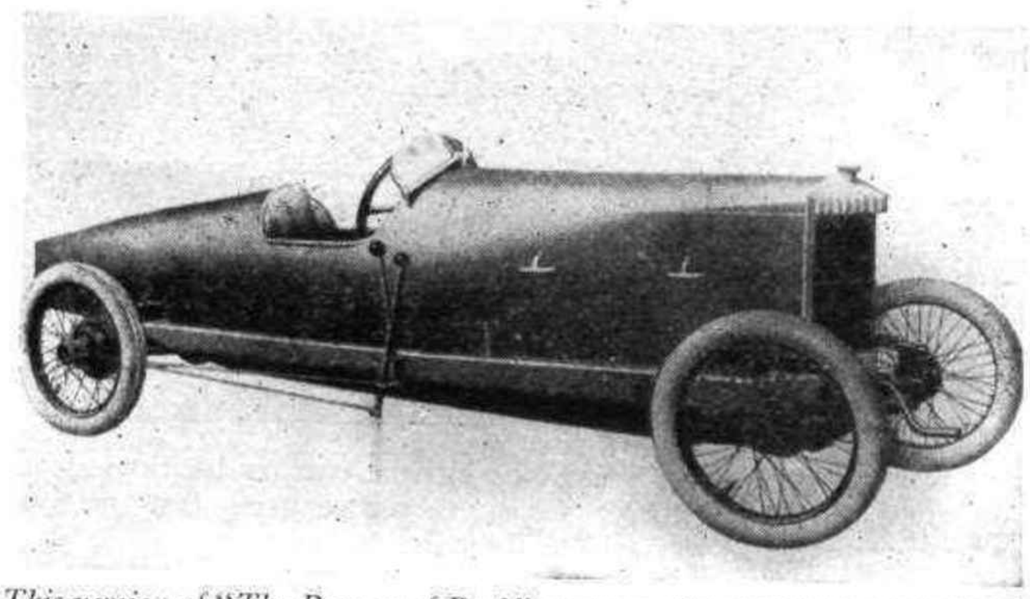


Make unknown . . .



FRAGMENTS ON FORGOTTEN MAKES

No. 48: HORSTMAN



This version of "The Beauty of Bath" was a replica of the 1921 200-Mile Race Horstman, which was sold in 1922 with rudimentary road equipment for £500.

THE HORSTMAN light car was born just prior to the outbreak of the War to end all wars but it survived this disruption and reappeared after the Armistice, finally disappearing in 1929. Whereas most of the small cars which struggled to survive during these competitive years were conventional, even unimaginative, in design and construction, this was not the case with the Horstmann, which was the work of the youngest of Gustav Horstmann's four sons.

This gentleman came of German farming and schoolmastering stock but left the farm to serve an apprenticeship with the notable horologist Dejean, who had been a pupil of the even more famous Breguet. In 1853 Horstmann came to this country and settled in Bath, where he married a girl from the Somerset Knotts family, who claim a family tree going back to Canute and AD 1000. There were four sons by this marriage and all eventually joined the family clock-making business, which their father had founded in 1894 and which lasted as a retail business until 1925. Gustav Horstmann had invented many ingenious mechanisms, such as self-winding clocks, the first of which relied on the change between day and night temperature, but later ones on the expansion of liquids, metals and gases. He was, indeed, a pioneer of thermostatic control, which he employed to operate flue dampers to obtain an even room temperature and even to open and close the windows of his house. Another of his inventions was a screw micrometer capable of measuring to one ten-thousands of an inch, which pre-dated Whitworth's more convenient micrometer of 1858 by two years.

This inventive genius of the father was inherited by the sons and is reflected in the Horstmann car. In 1904, 11 years after Gustav's death, the family formed the Horstmann Gear Co. Ltd., which still exists and is well known in the Gas Industry. The original invention which prompted the formation of this Company was an expanding pinion whereby a variable ratio gearbox was possible without need to change the gears. It brought the sons into contact with the Motor Industry but was not a commercial success. They were also the inventors of the time switch.

This induced the youngest Horstmann, Sydney, to manufacture a light car of his own. It appeared in 1914 and displayed the inventive outlook of its creator. The four-cylinder water-cooled engine had horizontal valves in a detachable head, operated by vertical rockers from a camshaft in the crankcase, the whole of this ingenious valve gear being neatly enclosed. Moreover, forward of the flywheel there was no chassis as such, the crankcase being extended to form a combined frame and undershield. Springing was by full cantilever springs all round, augmented by anti-roll bars and the three-speed gearbox was combined with the back axle. Wire wheels and a vee-radiator gave the little 8.9 h.p. Horstmann a smart appearance and it is fitting that at the 1914 JCC Burford Bridge Rally the prize for the light car with the maximum number of novel features went to this make.

Before production began seriously war had broken out and the garage where the cars had been made was put on to precision engineering for the manufacture of munitions. After the war production was restarted, from a small works in James Street West, Bath. The ingenious pre-war engine was soon discarded in favour of proprietary power units, Coventry-Simplex and Anzani, which put the car in the 1½-litre class, and as the public in 1919 looked with disfavour at anything German, the name was altered to Horstman. Sydney Horstmann remained in charge, although his flair for invention, which ranged from a sprung road wheel to hydraulic brakes and special suspension systems, tended to hamper the production flow. The Horstman retained its gilled-tube vee-radiator, which was now endowed with Daimler-like flutes along the top of the shell. The full cantilever springing was retained and other aspects of the 1922 models with their OE Coventry-Simplex engines that reflected the Horstmann inventive mind were the special Horstman clutch with single plate having wood inserts, the patent Horstman mechanical foot starter inside the car (it had been improved, and was supplemented by a starting handle), the enclosed bevel-and-sector Horstman steering gear and the special tubular roller-bearing front axle, while the magneto was provided with an impulse starter.

In those days Nathan was the Works Foreman, H. W. J. Deeble looked after final inspection of completed Horstmans and was responsible for the Show exhibits, Harry Viles cast the aluminium gearbox casings in the old drill hall in Upper Bristol Road, H. Chubb was the tester and delighted in driving flat-out in reverse gear, and Capt. F. G. Horstmann, ex-RFC, joined the firm to look after publicity, writing the brochures and coining the slogan "Horstman—The Light Car with the Ieal Specification". It is a reminder of how difficult it was for the smaller concerns at this period that he stated in each brochure that "Owing to the unsettled state of all markets prices are subject to alteration at any time without notice". And, as a rather superior small car, which was offered with decent weather protection in 1919, the Horstman was already quite expensive. The 1922 chassis on ribbed 710 x 85 Palmer Cords cost 300 guineas, the disc-wheeled 13½ cwt. standard four-seater upholstered in "very considerably improved" Broncho leather cloth, 360 guineas (painting in a special colour cost £2 extra), the two-seater 335 guineas and the coupé 380 guineas. It is interesting that the delivery charge in those days was 6d. a mile up to 150 miles, 9d. a mile thereafter.

Sydney Horstmann sought to publicise his cars through competition successes, while the local Brassknocker hill was useful for demonstrations. Much of the finance to carry on this private company came from the investments of the Directors, one of whom, Capt. Rooke, is said to have been responsible for the considerable height of Horstman hoods, as, being a keen hunting man, he insisted on being able to wear a top hat when the hood was up! There were one or two setbacks when money became scarce, but they were overcome until the late 1920s. The firm finally faded out in 1929, when toying with another innovation ahead of its time, independent front suspension, after some 4,000 cars had been made.

The racing activities commenced in 1921 when Sydney Horstmann designed and, they say, built in 11 days a racing car for the *Coupe des Voiturettes* at Le Mans, using a side-valve Anzani engine and front wheel brakes, Douglas Hawkes being the driver. If this debut was not outstanding, no time was lost, four cars, the Le Mans racer and three Coventry-Simplex-engined Horstmans, being entered for that year's JCC 200-Mile Race, S. A. Horstmann himself intending to drive one of them. All non-started with the exception of Hawkes', which came home in 5th place, at 82.37 m.p.h., behind the three victorious Talbot-Darracqs and Vizcaya's Bugatti. Thus it was possible to advertise the Horstman as "the fastest British light car" and it is interesting that in 1922 a replica of the 200-Mile Race car was catalogued. It sold for £500, including spare wheel carried on the body side, tyre pump, jack and tool kit, but without a guarantee. It could be had with either a Coventry-Simplex or Anzani Summit engine and the mechanical starter was deleted. The two-seater body was of polished aluminium, there was an outside copper exhaust pipe, strengthened wire or disc wheels with Palmer Cord tyres were used and the seats, pedals and steering rake were adjustable. The dash carried speedometer, tachometer, oil gauge and thermometer and quickly detachable wings and running boards and a three-lamp lighting set were provided. This Super Sports model weighed 12½ cwt. and was 14 ft. 4 in. in length.

It seems that quite a few were sold, because the Horstman became a popular Brooklands competitor. Hawkes' Horstman again finished in fifth place in the 1923 200-Mile Race, in which C. F. Temple ran a Horstman with supercharged Anzani engine, another piece of British pioneering on the part of the Bath manufacturer.

For much of the foregoing information I am indebted to Mrs. Kathleen Horstmann, widow of Capt. F. G. Horstmann, who, married

to one of the family, drove Horstmans in contemporary times, often on long journeys and whose father had introduced her to Brooklands in 1912. A 1923 tourer had been supplied to the then Treasurer of the Surrey County Council, who, as Mrs. Horstmann was a neighbour, asked her to teach his wife-to-be to drive the car. This she did and when Mr. Leonard Currie died in 1936 his widow gave the car to her husband. When Mrs. Horstmann's husband died in 1949 she had nowhere to keep it and was delighted when Sydney Horstmann agreed it should go to Bath. He suggested sending a lorry for it but was told it must be driven down, and this he accomplished, with no trouble, getting 40 m.p.g. on the journey from Surrey. It was kept in good trim thereafter, as Nathan took it away each year for his annual holiday. After the death of Sydney Horstmann the car spent some time in the Beaulieu, Measham and Brighton Museums before it came back to Mrs. Horstmann. She was emphatic that it "was too young to become a dusty museum piece" and had it sent to Warwickshire, where she was then living. New tubing was found for the radiator, a new hood was made, a fan was fitted and, joining the VSCC, Mrs. Horstmann put the car back on the road. It is an excellent example of an unmodified disc-wheeled Horstman, with the impulse starter, cockpit kick-start, and that unique bonnet which falls open in two halves, normally secured by two strips of metal and a couple of turn-fasteners. Due to the growing difficulty of keeping a vintage car in good fettle it may now remain in retirement.

What became of the Horstman Co.? It was acquired by Simms Motor Units Ltd. and several products bearing the old name have survived, such as the Wickman-Horstman thread grinder, the Horstman electric clipper, and Horstmann adjustable desk lamps, the last named the work of the late Capt. F. G. Horstmann and incorporating springs developed originally for the slow-motion suspension for tanks, another of the Horstmann inventions which the War Office adopted before the war.

It was delightful to be able to meet someone who not only remembers the old company but was able to show me one of their cars, carefully stored in the garage beside her Triumph 1300. Moreover, there are at least two more Horstmans in the VSCC and I saw a pre-1914 two-seater in a West Country showroom some years ago. But the hydraulic-front-braked tourer which was in a Byfleet garage during the war and the ex-Angela Rolt racer which vanished from Basingstoke at about the same time have probably gone forever.—W. B.

MARENDAZ MYTHS—continued from page 209

The letter concludes with a reference to Marendaz Specials having held three 24-hour International class records at the same time, to them beating much larger Mercedes and Alfa Romeo cars (this at the 1934 Lewes speed trials!) and to having declared them to have been "the World's best-engineered cars". Capt. Marendaz says he brought the *marque* of Alvis into existence, which we believe has been refuted, and quotes *The Autocar* of 2-11-'45 as saying he was the first British manufacturer to adopt hydraulic braking, an honour we would have attributed to Triumph. Another interesting item to emerge from this article and correspondence is that none of the original vee-radiator Marseals are thought to survive, although the article in question gives their output between 1922 and 1925 as over 1,000.—W. B.

V-E-V Miscellany.—Following the great success of last year's Bolzano Raid by the Frazer Nash Section of the VSCC there is to be a Nurburgring Raid next year, with David Thirlby in charge of the organisation and every available Frazer Nash Nurburg attending, including Ed. Osborn's which will be brought over from America for what promises to be another memorable "Chain Gang" occasion. A reader reports a pre-1920 Army lorry with 'bus body languishing in an Inverness scrap yard, the vehicle apparently almost complete.

Interest in the recent article about the failure of the Fiats to win the 1923 200-Mile Race has not entirely evaporated. One reader points out that in a list of Brooklands lap speeds prepared by the late Mr. A. V. Ebblewhite himself and published in the book "Wheels Take Wings" the speed is as quoted in our article and the Fiats are shown as *unsupercharged* cars. Another reader suggests we were unduly pessimistic in saying Sailer had enough to contend with on his drive from Stuttgart to the 1921 Targa Florio race without his car being supercharged, because if it was supercharged, the blower need not have been used on the road, as Mercedes arranged clutch-operation of it. [A good point, sir!—ED.] Finally, another reader, in Stradishall, quotes from a chapter on supercharging in the book "Cars and Motor Cycles" published in 1929 in which the author, Oswald Hayes, says: "The greatly increased weight of mixture in each charge naturally produces more heat, which the normal cooling cannot disperse. The result is found in burnt valves and even burnt piston crowns, the latter a lesson bitterly taught to the courageous Fiat Co., when they sent over those 1,500-c.c. cars for the JCC 200-Mile Race in 1923. The thin-crowned pistons, which had been perfectly satisfactory when the engine was not supercharged, gave way during the race, not because of increased stresses, but by reason of the excess heat, which thicker crowns would have led away to the cylinder walls and so to the water jackets". Whether fact or surmise, that is about as far as we are likely to get with this particular motor-racing mystery.

Are any more historic racing cars likely to come to light in this country? There are very faint rumours of a Moon Raceabout never run since the Great War and of a big Edwardian Stutz. A 1911 Daimler which was laid up in 1914 after running for only 2,000 miles or so, has been discovered on the Continent, but is not complete. A 1938 Austin 18 saloon believed to be in extremely good condition, having been garaged all its life and driven less than 34,000 miles, is for sale in Somerset due to the demise of its owner, and data is required to assist in rebuilding a 1933 Raleigh three-wheeler. Letters can be forwarded. Last year 144,520 people visited the Daimler-Benz Museum at Stuttgart, an increase of 26% over the 1968 attendance; 53,000 were foreign visitors, from 126 countries. Since this Museum was opened in 1951 nearly 1½-million people have been to it. Admission is free and it is open every day, 8.30-4, or to 1 p.m. on Saturdays, except on German public holidays.

Another historic vintage car is running again, Peter Moores having completed a meticulous rebuild of the ex-Esplen 1930 Talbot 90 which was raced at Brooklands in 1931 and 1932. The recent articles about F. L. Rapson has brought letters from those readers who still possess Rapson tyres, an unused 32 × 4½ oversize S.S. Rapson Super Comfort Cord, a 760 × 90 Rapson on the Stepney spare wheel of a 1909 Adler landaulette entered for next May's VCC 1,000-mile Trial, this one bearing the words "Guaranteed against everything" (!) and an unused 760 × 90 with deflector tube on Max Williamson's Hampton, which he wants to exchange for a 710 × 90 of any make.

VINTAGE POSTBAG

The BDV Rollers

Sir,

I was most interested to see Mr. A. W. Dunn's photograph of his rebuilt BDV roller as these rollers were the brainchild of my father, Mr. Henry Granger.

Unfortunately my father died many years ago so I have only childhood memories to draw on. As far as I can recollect the BDV Motor Co. was a Ford dealer situated next to the District Line railway station off Hammersmith Broadway. Here was a back entrance to the workshops through the small shopping arcade in the station. The company was owned by a Mr. Boyd de Valleran (?), hence the BDV. My father was employed as a fitter from some time in the Nineteen Twenties until the company ceased trading in 1931. During this period he started building the rollers at Hammersmith, moving to Barnes after a branch workshop had been opened there for the purpose.

There was more than one version built, some having two near rollers so as to cover a greater width of ground.

A model-T lorry was modified for use as a delivery vehicle, the smallest possible wheels being fitted and a large tailboard that folded down to form a ramp.

I have no idea how many rollers were produced, but I have many happy memories of my parents and myself setting out on a delivery run, then our only form of motoring. We received many stares from other road users as the undersize wheels must have looked as if we were running on our brake drums!

Three particular delivery runs remain very clear in my mind. One to a sports ground near Brighton, another close to Croydon Airport and a third to the firing range at Shrewburyness.

I also remember attending a motor show where the rollers (two, I think) shared a stand with a magnificent mobile fish and chip shop on a model-T chassis. My father was in attendance on the stand, and my mother and I were collected at home and driven in grand

style to the show in a huge Lincoln, much to the amazement of the neighbours.

The last time I saw one in use was in 1958. A similar model to Mr. Dunn's was being used by a contractor laying ashphalt footpaths on a housing estate in High Wycombe. I was surprised to see one still active then, but I never thought one would appear in MOTOR SPORT!

High Wycombe. A. GRANGER.

[But it's all motoring sport—especially these delivery jobs on a couple of T-Ford-propelled rollers!—ED.]

* * *

Still More on Minervas

Sir,

I read with interest the letter from Mr. Stevens concerning Minerva cars, with special reference to the Baker sports Minerva. With due respect, however, I think it should be emphasised that this Baker car was in no way representative of the make: quite the contrary, because the Minerva was pre-eminently a luxury car, and during the period 1920-1930 it steadily built up a thoroughly well-earned reputation as the "Belgian Rolls-Royce" and ranked as one of the world's finest cars. The great majority were intended to be chauffeur driven; smaller models were offered, but—like the contemporary small Daimlers—these were not in any way outstanding and one hardly ever saw them, whereas the huge chauffeur-driven examples were very much in evidence.



I enclose a photo of my father's Minerva; he got this in 1936 when it was six years old. It had a superbly appointed limousine body by Vanden Plas; this was the famous 32-34 h.p. AK model, undoubtedly Minerva's greatest car; this is confirmed by the fact that it was in continuous production from 1928 to 1937, during which it was little changed, and retained the big 700 x 21 size tyres throughout. This photo brings out very well the impressive lines of these cars (the dog, unlike the car, had an underslung chassis). With a wheelbase of 12 ft. 5½ in., a laden weight approaching three tons, great width and an enormously high radiator, these cars were only exceeded in sheer size by the giant Daimler models 35, 45 and 12-cylinder 50, which still rank as the largest private cars ever commercially marketed. I recall that the engine was beautifully finished, electrical equipment by Scintilla, but cold starting was sometimes difficult, although helped by the Ki-gas injector, which had to be handled with care. Once the sleeves had become a bit worn, oil consumption was very heavy, but for such a huge vehicle petrol consumption was good—up to 15 m.p.g. on long runs. My father didn't keep a chauffeur so I was "appointed" driver, at the age of 19, but lacked both the skill and experience to handle a car of this size and type, and therefore made heavy weather of it. In the hands of an experienced driver, however, these cars performed superbly and long journeys were covered in the utmost comfort.

A 28 h.p. 8-cylinder model was also marketed with success, from 1931-1938; this was a fine-looking car, but to me it seemed somewhat overshadowed by the great AK model, and one saw far more of this type on the roads than any other models in the Minerva range.

Exmouth. A. H. PROCTER.

* * *

A Paris-Vienna De Dietrich

Sir,

I was very interested to read, in your "Cars in Books" article, the reference to Lord Iveagh's 1902 De Dietrich Paris-Vienna racing car. Your theory that this was the car involved in the accident with the oak gate near Pigsty Corner may well be correct, and when I acquired the car from Francis Hutton-Stott in 1965 it bore unmistakable signs of an accident at some time in its life, the steering being dreadfully heavy with limited steering lock in one direction.

During the subsequent complete mechanical overhaul of the car, the front axle was found to be both bent and twisted and it was obvious that the car had been arrested at some speed because the steering column also showed evidence of the driver's weight having been thrown heavily against it, bending the inner column. Also, the nearside chassis side member was distorted in the region of the front spring rear shackle.

All these matters were duly rectified and the car now handles very well. As I think you may well know, having been responsible for the discovery of the car at Lord Iveagh's estate in 1941, the car became an estate hack for a number of years before being finally put away out of use in 1912 to remain undisturbed until a German bomb blew away the building in which it was stored. By the way, just to keep the record straight, the closed body to which you refer was in fact the original coachwork to which had been added a sort of canopy like a four-poster bed. Very fortunately, Francis Hutton-Stott was able to discard this appendage, leaving the car exactly in its original form of open four-seater tonneau, the rear half of which being completely removable for racing.

The performance of the 4-litre engine, despite automatic inlet valves, is still extremely good, although density of traffic on the Brighton Run precludes the use of the fourth "sprinting" gear to a very few miles these days. It has been suggested to me that this De Dietrich may well be the oldest racing car in running order in the UK; it would be interesting to know if this is so?

St. Helier. F. M. WILCOCK.

* * *

Information Wanted

Sir,

I am searching for any information I can find on the Rockne car. All I have discovered so far is that the Rockne Motor Company existed between 1931 and 1933 in Detroit, USA and that the name was taken from Canute Rockne a well known American football coach of that era. I have heard that only about 8 cars were produced and that only one or two exist today, although whether this is true I am not sure.

I am having very little luck in finding any references to the car apart from one short line in "The Worlds Automobiles" by G. R. Doyle. Having been a regular MOTOR SPORT reader for many years and knowing the interest you take in old car matters I am hoping that the MOTOR SPORT archives or perhaps one of your motoring historians can throw some light on the subject. I shall be most grateful to hear from you and to gain any possible knowledge on the make.

Watford, Herts. R. J. STYLES.

[If anyone can supply any further information letters can be forwarded.—ED.]

* * *

AMES Equipment

Sir,

Mention of the 1924 Rolls-Royce armoured car awakened memories for me as it may well have been the same one attached to 535 Air Ministry Experimental Station for protection in the Western Desert as late as 1942.

Our prime movers, incidentally, were Crossleys of *c.*1922 whose, even then, very vintage appearance belied their contents; some of the most advanced RDF (Radio Direction Finding, later to be called Radar) equipment in the world at the time. They gave very little trouble apart from a disinclination of the mags, to spark after a particularly damp desert night, though the exhaust manifolds would glow like a furnace after a few miles in bottom through soft going. The massive chassis were a comfort to sleep under and to dive under on odd occasions. The brakes were not famous and well do I remember seeing the other one going backwards down Derna Pass, complete with trailer and occupants, after a missed downward change, a situation retrieved only by "Chiefy" Boucher leaping out and throwing a tin hat under one of the large front tyres bringing the lot to a juddering halt less than a foot from the edge of the drop, the only casualty being a very dented tin hat. Truly the perils of war are not confined only to things that go "bang"!

Littlestead Green. G. Cox
(Ex-"Chiefy").

Continued on page 247

Small Car Talk—

AN ASSESSMENT OF THE SIMCA 1100GLS FRONT-DRIVE FIVE-DOOR SALOON

THE FIRST MOTOR SPORT road test of 1970 should have been a long-term trial of an irresistible Alfa Romeo but the fashionable and prevalent influenza, which the Ministry of Health denies was an epidemic, caused me to be dilatory over its collection; this assessment is now in hand. I had hoped for a day on English roads with a Ferrari or Maserati but Maranello Concessionaires did not wish me to go solo in the former and the Maserati Concession referred me to Citroën of Slough who put the anchors on by telling me there wasn't so much as one new Maserati in this country.

Then I remembered that transverse-engined front-drive small cars are on the increase and that although I have driven examples by BMC, Peugeot and Fiat, and to be pedantic the pre-war two-stroke DKW, I had not tried Simca's version. So to Oxgate Lane, Edgware, I went, close to where the vintage Bentleys were built, because Mr. Cox, Simca's PRO, had an 1100GLS awaiting me. I had heard good reports particularly of the road-holding and ride of the f.w.d. Simca and when a contemporary did a group test of £1,000 transports three out of four of their testers opted for the Simca 1100 against larger-engined and more costly cars.

The Simca people, today under the financial wing of Chrysler and associated with Rootes, make front-engined/rear-drive 1301 and 1501 models, this 1100 with its push-rod o.h.v. 74×65 mm. 1,118 c.c. five-bearing four-cylinder engine set across the nose and inclined rearward at 41 deg., with a normal clutch and gearbox on its n/s, driving the front wheels, but they also have the rear-engined 1000 and 1200S models. They thus cover all permutations, but what a headache for their catalogue compilers! The transmission arrangement of the 1100 involves fewer step-downs than the gears-in-the-engine-sump of the BLMC f.w.d. cars and Simca use a normal radiator location. This should make for quieter mechanicals but the car's major shortcoming is noisy running, the gears whining at around 50 m.p.h. and being drowned by the noise of the eager engine above this speed. Perhaps this is why Simca keep their rear-engined models in production!

This apart, the Simca 1100 is a great little car. Its vented five-door body enables station-wagon spaciousness and ease of loading to be achieved if the back seat is folded or removed, and this arrangement must surely increase in popularity. The torsion-bar all-independent suspension gives a decently level ride, most commendable in a small car, choppiness being well damped and pitching eliminated. The front-drive allied to this suspension results in excellent cornering powers, the Simca feeling more softly sprung than a Mini, so that its "dodgeability" factor is lower, but going round fast bends with similar stability.

The good ride and road-holding are the outstanding features of this pleasing small car but it has additional merits. The rack-and-pinion steering is high-geared, the steering wheel with its generous finger grips asking just over three turns from one full lock to the other. It is firm rather than finger-tip light steering, with useful return action and no kick-back, although some mild vibration reaches the wheel. The seats are comfortable in a spongy fashion, the front ones possessing very easy fore-and-aft adjustment and reclining squabs. The central gear-lever has long movements both laterally as well as fore-and-aft and draws the gears into engagement through Porsche synchromesh rather than meshing the cogs. Reverse is beyond the top-gear position and was sometimes difficult to engage, and there is strong spring-loading towards the higher ratios. A conventional between-seats hand-brake is used.

The Simca's facia has simulated wood trim at different levels, a metal instrument panel divorced from it, and prominently projecting moulded fresh-air vents at each end. Consequently, the general appearance is untidy but it makes up for this with a sensible l.h. shelf effectively lipped, a big lockable drop well on the left and a deep open stowage well in front of the driver. Instrumentation is simple—an oblong 110-m.p.h. speedometer incorporating a fuel gauge and thermometer, both casually calibrated but a fuel low-level light coming on some 70 miles before the 9½-gallon tank runs dry, a non-decimal total mileometer and the usual warning lights, plus a Kienzle clock separately and centrally mounted. A l.h. facia knob puts on the lamps, the lower l.h. stalk lever selecting dipped or full beam, sounding the horn and flashing on dipped beam, the turn-indicators being controlled by a shorter stalk above it. The lamps' knob is matched by that for the two-speed wipers, a floor button actuating the washers, which are



of the powerful kind apt to make passing pedestrians open their umbrellas.

A central panel below facia level carries the easy-to-understand controls for an effective but rather insensitive heater, cigarette lighter, drawer-type ash-tray, and choke knob. De-misting is quickly achieved and the fresh-air vents emit a powerful stream of cool air; they swivel to direct it and are plugged by pivoted bungs. The doors had to be slammed shut and tended to stick but have convenient high-set plastic internal pull-out handles, arm-rests set sufficiently high up to be useful, and sill locks. The tail of the body, which is offered in seven colours, the test car being metallic Lorelei beige with black interior trim, drops away, so that the chunky appearance of the Simca 1000 is lost. Equipment includes an anti-dazzle mirror, rather pointless as it needed readjustment after use, roof grabs, coat hooks, vanity mirror in the n/s vizor, rubber-tipped bumpers, and front and rear roof lamps, the front one being conveniently switched on by sliding it and giving a good reading light. There is no way of extinguishing the facia lighting, which illuminates the clock, with the lamps on, and no reversing lamps. Incidentally, when a Triumph 1300TC driven by an incompetent driver tried to climb up the Simca's tail when it was stationary in Parliament Square, the wrap-round rear bumper protected it admirably.

The rear-hinged bonnet is opened by a toggle release on the right of the steering column, matched by the ignition-cum-steering-lock. It needed a strong pull. The bonnet has a neat prop and opens to reveal good accessibility of the battery and large washers' bottle, but I would not care to change the plugs. The distributor behind the grille has a waterproof cover and the dip-stick is reasonably easy to withdraw, from between air-cleaner and grille.

The Simca 1100 proved an excellent way of dispelling traffic blues, its good pick-up as the 60 (DIN) b.h.p. engine surges towards 6,000 r.p.m., together with its outstanding road-clinging, aided on the test car by 13-in. Irish-made Michelin ZX tyres, its comfortable ride and big window area contributing to easy negotiation of congested areas. The disc/drum brakes, while not memorably powerful, are adequate, given a fair prod, and on clear roads the Simca 1100 cruises easily if noisily at our legal top limit, which it can exceed by rather more than ten m.p.h.

I had nearly 600 miles in this advanced and likeable small car, getting 35.6 m.p.g. of premium fuel and when I returned it the level of oil, presumably Shell, which is what Simca recommend, had not dropped from the full mark on the dip-stick. There is little about the steering characteristics to emphasise that the front wheels are driven and, transmission hum and engine fizz apart, this is a most likeable and load-swallowing little car. The five-door GLS saloon sells here for £899.—W. B.

The new Hon. Sec. of the Rapier Register is J. A. Batt, 7, Grays Walk, Druids Green, Cowbridge, Glam., and in future this organisation will issue a litho magazine dealing with the twin-cam Lagonda Rapier and Rapier cars.

The Riley Register announces that the current Secretary is A. P. Dunn, 162, Leicester Road, Greenhills, Leicester, who deals with all correspondence, and that the Membership Secretary is D. R. Smith, 5, Westleigh Road, Leicester.



How would you like to go out of control at 100 mph? On purpose....

OUR HELL DRIVERS.

Before you know just what a tyre will do right, you have to know where it will go wrong.

So we have people who break the limits. Who drive to danger point and beyond. Just to see what will happen.

Out on one of our Proving Grounds, they'll take you up to sixty plus, slide you towards a brick wall on a film of water, and calmly tell you the steering doesn't work, because you're 'aquaplaning.'

They'll throw the car into a



long, high-speed spin. Then go back again, and try for a longer one next time.

They're professional dangerous drivers.

They do it for a variety of reasons. Maybe some car manufacturer is experimenting with a new model. Or maybe we at Dunlop want to try out a new theory, or just push a tyre to exhaustion.

They're not much given to heroics. Stan Brownhill is typical. "It's a job. We know what we're doing. It may look a bit scarey to the outsider, but we've got a fair idea of what we can get away with." His car was facing backwards at the time. There has been a sharp scream of tyres. Then a faint smell of burnt rubber.

He had started out, of course, facing the other way. And was doing about 120 when he braked.

Now we hope you don't ever do things like that.

But in case things do get out of hand one day, we like to make sure you've got plenty of margin.

DUNLOP

Get Dunlop confidence under you.

On the Track With an Imp-powered Davrian



THIS MONTH the content of MOTOR SPORT's tuning pages is more than usually varied, mainly because we have been fortunate of late in obtaining some particularly interesting machinery. Originally we were to try a pair of highly-modified sports cars, both capable of more than 120 m.p.h., but they were vandalised outside the Specialist Sports Car Show, so the project was temporarily dropped in order to fit in some brisk laps of our test track in Davrian Developments' race-prepared GT (class of racing, not a bogus maker's label) car. In addition to this item, we have also had the opportunity to put a Broadspeed-modified 1600 GT Capri through the performance testing routine. But first the Davrian.

The question most people ask to start with is "what is it?" and on being told it is a Davrian, they look just as puzzled. The man behind Davrian Developments is one Adrian Evans, a cheerful and persistent enthusiast who first thought of building a glassfibre open sports car based on Imp components during 1965. By 1968 Evans had produced a few open cars based on original plywood-constructed prototypes. At the 1969 Racing Car Show the firm displayed a fixed-top version and an experimental mid-engined machine called the Demon, which looked similar to the normal road car, though at that stage customers had the option of Ford, Rootes or BL engines. During last year the firm did very well considering its lack of capital; a small amount of club racing was undertaken in a fully-trimmed road car, which helped to attract new customers, as did the prospect of economic fuel consumption coupled to 100 m.p.h. performance from the 55 b.h.p. Imp Sport-powered cars.

Now based at Clapham, in South London, Davrian are offering two types of bodyshell to the public, one designed for racing (and weighing 8½ cwt. when assembled in the traditionally stark manner of British Club racing), the other tipping the nearest public weigh-bridge at just over 10 cwt. ready for UK use. Prices depend on specification, but a complete car can be built for under £500 using the basic £350 glassfibre monocoque shell. This features built-in twin fuel tanks of 4½ gallons each, seat and dashboard mouldings, sliding side windows with opening quarter-lights, windscreen (laminated £10 extra) and pop-up headlamps. The latter item, when supplied as part of the basic shell, comes without an operating mechanism, though either a cable or pneumatically-operated system can be fitted on visiting a Lotus dealer, or by "wire and pulley" ingenuity, a quality which we all know is one which no kit car builder should lack. Extensive use is made of polyurethane foam padding within the shell to provide an impact-resistant protection for the aluminium fuel tanks and to prevent drumming resonance.

In the sales pamphlet's words, "body painting and finishing are required". Braking, suspension, engine, gearbox, wheels and the rest of the paraphernalia to make a road-going car can all come from the standard Imp, though many will doubtless prefer at least to feel the benefit of wider wheels and the Sport engine. Ground clearance can be controlled by moving the shock-absorber/coil spring mounting brackets up or down on their mounting plates: the lowest figure quoted, mainly for racing, is 4 inches clearance, while the maximum is put at 6½ inches.

Performance figures for a Davrian with well-maintained standard Imp engines are quoted as: Standard 875 c.c., top speed of 95 m.p.h. and 0-60 m.p.h. acceleration in 17 seconds; Sport, top speed of 110 m.p.h. and 0-60 times of just over 10 seconds. These are indeed impressive figures which we would like to check as soon as possible; in the meantime, though, we contented ourselves with trying the 998 c.c. racer with a real sting in its tail from a tuned unit said to give 90-95 b.h.p. The test car weighed in as a lightweight-constructed racer and still retained the low aerodynamic shape, so performance was bound to be good: Evans claims 0-60 m.p.h. at around the 7½-second mark and a top speed of 130. After an exhilarating session lapping a private two-mile circuit we were left with little doubt that the racing Davrian would do all its creator claims. During the test we found the Davrian would leave a 155 b.h.p. rally Escort pretty convincingly and, although such an exercise is hardly conclusive proof, it did at least give us a standard by which to judge the car.

Getting in is the usual kit car chore, or delight if you have an appropriate athlete's physique to display. Once in we were somewhat depressed at the generally "prototype" layout, but clicking down two small switches marked "On/Off" brings into life the fuel pump and ignition circuits and a stab at the tiny starter button did very little to calm the nerves because the battery was flat.

However, a push start in second gear brings a hoarse bellow from the small cannon at the rear which doubles up as an exhaust pipe. We were warned that the steering "makes one work hard", that the tyres were "mixed compound Dunlops" and that the gear-change was of the non-synchromesh four-speed Jack Knight variety: add these unattractive features to the wet test track conditions and you can imagine that our reporter was not in the best frame of mind for testing a primitively-finished car with no side or rear windows.

The first lap was spent readjusting to double declutching throughout the gear range and getting the hang of the stiff steering. A trip to the wide open spaces of the track's steering pad helped enormously in gauging the feel of the heavy steering and swift, when provoked, rear end breakaway. A single-seater type of leather rim steering wheel was fitted, together with the maker's very responsive rack and pinion mechanism; these features helped correct any rear wheel sliding with the proverbial flick of the wrist.

Back on the twisty circuit we found the acceleration almost unbelievable, a spirited start in first allowing the wheels to spin so violently that the car swung gently to and fro until third gear went home. Half-way along a subsequent straight the tachometer needle indicated 7,000 r.p.m. in top gear, somewhere around the 100 m.p.h. mark, in a time of less than 25 seconds!

The standard Imp suspension components cope very well with the favourable power-to-weight ratio, so once we had overcome our dislike of the steering, any radius corner could be tackled at an invigorating pace. Accelerating hard on the exit from a bend merely kicks the tail out in a controllable manner, while the next corner loomed up at unnerving speed from our low vantage point.

The foot controls were all placed very close to each other, making it easy (inadvertently) to heel and toe when all one really wanted to do is stop, and quickly. Applying a carefully placed foot eliminates much of the problem and the stopping powers were remarkable. In this case Standard Triumph disc brakes were fitted at the front, mounted on Davrian-manufactured alloy hubs: at the rear the standard twin

shoe Imp drums were used.

After 20 laps or so we pulled back into the "paddock" with a real appreciation of the performance and handling. The low overall height and a very "slippery" shape seem to be effective and these points—combined with the low road weight—certainly give the sort of performance more normally associated with 300 b.h.p. sporting machines or Twin-Cam-powered Lotus Sevens.

Adrian Evans has done well in the past couple of years merely to keep his project going when spare cash has been rather short, but now he must concentrate on the finishing touches to a design which is basically good. Lotus, Marcos, and to some extent Ginetta, have all found out the hard way that a well-prepared kit car with wiring, trim and suspension mounting points, all well sorted out, is the only profitable way to survive.—J. D. W.

Test car supplied by : Davrian Developments, 63 North Street, Clapham, SW4.

Prices start at £350 for a bodyshell; thereafter cost depends on specification.

Beautiful Broadspeed Capri

IF YOU were a motoring journalist faced with the task of assembling half a dozen immaculately finished and efficiently modified motor cars, to meet the standards of the most discerning motorists, then as things stand at present you would have no option but to approach Broadspeed to borrow their Stage 2 Capri. We recently had the pleasure of using such a car and there is no doubt that the company has created the most desirable, and probably the most expensive, 1600 GT Capri in Britain.

Finished in regal purple and metallic silver to Rolls-Royce standards, the Broadspeed-modified car performs as well as it looks with a top speed close to 110 m.p.h. and the ability to accelerate from a standstill to this country's overall speed limit in just over 15 seconds. An aerofoil "lip" placed across the lower valance makes the car stable at a continuous 100 m.p.h., while the improved brake pads and linings plus the stiffened and lowered suspension take care of even the boldest road drivers.

The 1600 GT engine produces approximately 20 b.h.p. more than a standard unit, and does its work smoothly, over a wide crankshaft revolution range, as a result of the reciprocating parts being balanced in conjunction with careful induction work. Excluding balancing, the cost of the tuned engine, in assembled form, is £115, which includes parts such as high pressure oil pump, single Ferrari Dino-type Weber carburetter, polished and internally-enlarged inlet manifold and a new exhaust system from top to bottom.

The braking material changes are cheap, simple and effective. Modifying the suspension to give an inch or so lower ride height, while stiffening up the rear leaf and front coil springs, costs £45, including revised front geometry to incorporate one degree of negative camber.

For road use the handling and ride are well adapted to enthusiastic driving, the six-inch wide wheels and Dunlop 185 section radials giving excellent adhesion. If the car slides on a wet road the steering is sufficiently sensitive to avoid making a dent in the countryside. During track testing we found the front end tended to slide, which spoils the enjoyment a little. The addition of a thicker front anti-roll bar would probably cure this tendency.

As can be seen, the front end of the car has been extensively changed and all its features except the exposed indicators proved to be exceptionally practical. The interior is in keeping with the rest of the car, having a combined £80 stereo radio and tape player from Smiths, matt-black sprayed dash (useful in cutting out glare, but a little jarring when set against the normal mock wood finish), the driver's seat is tilted on the runners, giving a more comfortable position and a sturdy Les Leston wheel fitted.

I must admit to driving the car very enthusiastically, and, even so, fuel consumption stayed between 22 and 25 m.p.g., which is hardly likely to worry those inclined to spend this sort of money on making their Capri stand out from all the others Ford have sold in a highly successful first year: according to the SMMT the Capri is the seventh best selling car in Britain, so there is nothing "different" about it in production form.

So far as the Broadspeed version is concerned I can see very little to criticise. The differential started grumbling towards the end of our test, but as the car has covered a number of racing starts in search of performance figures, I hardly think this is surprising. The frontal lip may look as though it is a gimmick, but the writer did try a straightforward comparison between the Broadspeed car and his (staff) 1600 GT Capri in a motorway crosswind and the Broadspeed car was far more stable. In fact this sums up the modified machine, for the expenditure of approximately an extra £500 Broadspeed has moved the Capri up a class in performance and ensured that it is a satisfying individual choice.

J. D. W.



KEITH GREEN, Racing and Performance Manager for Broadspeed, stands alongside his Stage 2 Capri. The revised styling at the front offers better stability from the glassfibre transverse "lip" and much better lighting provided by Escort Twin-Cam headlamps, augmented by Lucas quartz-iodine spot and fog lights recessed into the smoothly finished valance; the side indicators come from a Rover 3500. Broadspeed also offer other stages of engine tune and exterior finish for both Capris and Escorts.

PERFORMANCE

0-30 m.p.h. ..	3.6 sec.	0-60 m.p.h. ..	10.4 sec.
0-40 ,, ..	5.5 ,,	0-70 ,, ..	15.7 ,,
0-50 ,, ..	8.1 ,,	0-80 ,, ..	20.7 ,,

Gear speeds at 6,500 r.p.m. :

1st ..	40 m.p.h.	3rd ..	82 m.p.h.
2nd ..	58 ,,	4th ..	107 ,, *

* *Indicated 6,000 r.p.m.*

Standing quarter mile : 17.8 sec. at 74 m.p.h.
Overall m.p.g.: 22.9.
Conversion carried out by : Broadspeed, 101, Stratford Road, Birmingham, 11. (The firm will be moving to Southam in Warwickshire during the March/April period, so the best way of contacting them is to ring Birmingham VIC 0639.)

PERFORMANCE NEWS

FORD MOTOR CO.'s announcement of a revived Advanced Vehicle Operation (AVO) to produce a limited number of complete high-performance cars, based on likely candidates within both British and European Ford ranges, is a decision which can do nothing but good for the Company. In one step they will be able to transfer the enormous range of speed equipment previously sold from the crowded Boreham airfield works to the AVO's 85,000 sq. ft. factory somewhere in south-east Essex. This move will enable the Boreham works to get on with the task of preparing competition cars, while by April the first Advanced Vehicles—the potent BDA 16-valve-engined Escorts—will go on sale. This means that the Escort will once again be homologated for International saloon-car racing with a Cosworth d.o.h.c four-valves-per-cylinder head, theoretically the same as the Formula Two FVA engine layout, which in turn could put Ford in a position to score overall saloon-car victories once more, instead of following the American V8s to the flag.

Looking ahead a little we can see that Ford has now considerably strengthened the ties between German and British production, both the Escort and Capri being made in both countries already, and it is hoped that the AVO division will foster this partnership in subsequent projects: in other words look out for even greater Anglo/German liaison to produce some very exciting versions of the Capri and Cortina range. Remembering the vast range of modern power units offered

Continued on page 225

BOOK REVIEWS

"Cars of the 1930s", by Michael Sedgwick. 384 pp. 9 in. × 5⅝ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1. 70s.*)

Batsford have to a large extent dropped out of the motor book field of publishing but this is a sequel to T. R. Nicholson's similar discourse about the World's motor cars at a period we now call "vintage".

Vintage cars, by reason of remoteness, individuality, historic prowess or because they need different driving techniques from present-day wheeled products, hold the interest of many people, whereas those of the 1930s are, in general, better remembered, are all too often less technically and structurally inviting, offer scarcely less of a challenge to driving skill than modern everyday transport, and can even be downright dull. There may be a valid argument that one of every car ever made should be preserved and some cars of 1931-1939 are extremely covetable, but the existing elevated values of such vehicles seem to this reviewer often quite ridiculous, when much the same interior styling, character and purpose, coupled to far less test-certificate anxiety and considerably more performance, can be found in cars of the 1940s, 1950s, and even the 1960s.

Consequently, many of the 1930s cars mainly offer a better image on paper and in picture than in the metal, on which basis Sedgwick's book is acceptable, although unlikely, I think, to attract the big readership devoted to earlier eras of motoring history. This is a work to which Sedgwick has been able to put his name, not one "ghosted" for someone else, although he presumably made good use of the Beaulieu archives, and as he is a thoroughly capable and painstaking historian it is a comprehensive work, even if it repeats much that is already known; inevitably with so much one-make and other material already published. It gets much between two covers and provides a consecutive commentary on the Motor Industry during the depression years (when workers were glad to work, for less than the wage increases some of them are currently demanding), comparing contemporary models and the backgrounds against which they emerged and sometimes struggled. Michael Sedgwick is especially gifted in sorting out the story of family cars and contrives to make dull ones sound intriguing. He is not afraid to say which he considers bad and displays a droll sense of humour, for example, in describing the low bottom gear of the four-speed Austin 7s as their "underdrive". The index is exasperating in referring to famous personalities who are dismissed in a word or two when the pages concerned are consulted, and it underrates the engine size of the Siddeley Special, a car about which the author has been previously confused.

Few other authors could have written so authoritatively not only about British, American, French, Italian and German cars and companies but those in Spain, Belgium, Austria and Hungary, Australia, Sweden and even Czechoslovakia, Russia and Japan, two decades back.

Better perhaps as a "browsing" book than to read at a sitting, which might well induce mental constipation and a sore seat, it is fascinating to read Sedgwick to see how he rates your favourite make and model against the prevailing background of its showroom *debut*. He contrives to include some little-known data in this all-embracing historical narrative, as he takes the reader from Abbott coachwork and AC to Züst and Zwickau. And in a Sedgwick book one does not expect mistakes, for he is a painstaking and erudite historian; but Buttens used reconditioned not *new* Ford V8 engines and not all Allards had Columbia two-speed axles.

In his Introduction Sedgwick does his best to explain, even excuse, the lesser breeds of the 1930s (but I am distressed to note that he encouraged speculation by investing £550 in a Fiat eighteen years ago which was already 14 years and a six-figure mileage gone, and had cost new £198). Even if you think you know most of the 1930's cars you will surely learn about the companies which made them, in chapters with such happy headings as "Transport for Tycoons", "Transport for the Herrenvolk", "Place de l'Hangover" and "Transport in Betjeman-Land", should you toss yourself for this tome or ten gallons of petrol and win. . . .—W. B.

"Motor Racing Year—1970 Edition." 120 pp. 9½ in. × 7 in. (*Motor Racing Publications Ltd., 62, Doughty Street, London, WC1. 25s.*)

We have already reviewed such surveys of the 1969 competition season as the "Autocourse" annual but for comprehensive but inexpensive coverage, in the current conventional form of grid positions with practice lap times, results, fastest lap and lists of retirements to back up the text, this is a very adequate book. It has plenty of topical pictures and while mainly concerned with last year's F1 races, has chapters about Racing into the Seventies, Jackie Stewart, the Tasman races, F2, F3, F5000, etc.—W. B.

CARS IN BOOKS

NOTHING much in the way of cars in books came my way at the beginning of the year but it was interesting that in "The Best We Can Do", by Sybille Bedford (Collins, 1958), which is an account of the Trial of John Bodkin Adams, which took place in 1956, Counsel for the Defence goes into some detail about the Rolls-Royce which the deceased patient had left to the Doctor. He established that it was a 1938 model and in his address to the Jury played it down as "a pre-war Rolls-Royce". Which is a reminder that less than a decade and a half ago pre-war cars were hardly speculators' items and their value regarded as notably less than that of more modern vehicles. . . . I next read a book which not only scarcely referred to motor vehicles but whose author makes it plain that he dislikes them, and the book is none the less worth reading for that—"Arabian Sands", by Wilfred Thesiger (Longmans, 1959). In contrast, although "The Lakes", by W. Heaton Cooper (Warne, 1966), is concerned with the peace and beauty of Lakeland, I was pleasantly surprised to find that the author, apart from including some very fine colour plates and drawings of the area, refers to the Water Speed Records exploits at Windermere, Coniston Water and Ullswater of Segrave and Sir Malcolm and Donald Campbell. I note, also, a reference to "an elegant 40-foot steam launch" which had lain on the bed of Ullswater since 1882 until it was discovered eight years ago and has since been running on the Lake, "powered by her original engine". I hope she is still in service?

There are a few references to cars in Major-General Sir Edward Spears' book "Liaison 1914" (Eyre & Spottiswoode, 1968), a very readable account of the opening phase of the Great War, to which my attention was drawn by a reader. The author saw this tragic but dramatic human conflict as Lt. Spears, British Liaison Officer with the Fifth French Army. He refers to wealthy car owners having been called up with their machines and how soon nearly all of these amateur chauffeurs joined the ranks, which led to a General, recognising the chauffeur holding the door open for him, the heir to one of the great Napoleonic families, said to him: "Allow me to congratulate you, sir. Your grandfather led men; you, I see, drive Generals", a typical example of that smooth and polished irony found only in France, which, uttered in the most polite tones, is quite deadly in effect, yet so subtle, so insidious, that the writhing victim is entirely deprived of means of retaliation. Lt. Spears was the first British officer to start for the front in "a huge racing machine driven by a very nice man who had been mobilised as its chauffeur". The driver stopped to buy two large Red Ensigns to secure to the windscreen, as a sign that the British really were in the war. This sounds as if it might have been Rawlinson's TT Hudson, which has featured previously in this column.

There is a number of references to fast journeys by road, up and down behind the lines, sometimes across country, conveying vital information that on more than one occasion could be said to have affected the future course of the war. Unfortunately, the makes of these cars are never mentioned, but one English chauffeur, Johnson, is described as keeping very calm while having to turn his car under fire, and the incident is described of this driver waiting for his soldier escort to return with a new windscreen to replace the one smashed at Vauchamps before retreating from Reims, in spite of enemy shelling of the town, which had resulted in a number of cars in the motor park being on fire. The reader who recommended this fascinating book formed the opinion that at this period French cars, properly run-in and looked after by their owners, were more reliable than their British counterparts, which were thrust straight from the showrooms into very active service.—W. B.

VW-PORSCHE 914 PRICES

PORSCHE Cars Great Britain Ltd. had the first Porsche 914/S to arrive in the UK delivered to them in January and customer deliveries commenced last month. The prices of these mid-engined 914 coupés are as follows: Four-cylinder roadster £2,163; with Sportomatic transmission £2,333; to American specification £2,261; with Sportomatic £2,431; six-cylinder roadster £3,475; with Sportomatic £3,645. This is to the nearest round figure ignoring shillings and pence, with purchase tax. The basic price of the 914 VW-Porsche is £1,655.

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† Car, August 1968 ‡ Autosport, June 1967.



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TALKING TYRES

with

Dunlop, Goodyear, Firestone Racing Men



Iain Mills (Dunlop).



Leo Mehl (Goodyear).



Bob Martin (Firestone).

DUNLOP

Heading Dunlop's International Racing and Rally Service is Dick Jeffrey, Sales Manager (Racing) for the Birmingham Company. Mr. Jeffrey is responsible for policy within the racing department and kindly answered our first question.

For the answers to our technical questions we turned to Chief Racing Designer Iain Mills, a youthful 29, who was born in Glasgow. His family moved to Rhodesia while he was still toddling around in his (Dunlop?) bootees and he was educated both in Salisbury and later at Cape Town University, studying Chemical Engineering. Mills' first return visit to the UK, in 1963, was on behalf of the local branch of Dunlop and his brief was to do a production/technical study on the then new SP range of radial tyres. He returned home last year, and does so every year to visit his Rhodesian-based family.

Joining the Dunlop Group International in 1966, Mills began his designing life on truck and bus tyres, but he moved into racing in 1967 and became responsible for design nine months later. He continued the work begun on depressed crown tyres started by the late Vic Barlow, but emphasises that Dunlop design is a team effort. At the race tracks Mills' blond hair is almost as distinctive as Jeffrey's, while in charge of Service is Alex Meskell, a 33-year-old Liverpudlian with a perpetually serious face, whether things are going well or not.

The Dunlop service is as much connected with rallies as it is with racing and a large staff looks after the interests of both aspects of the sport.

Although they have their own road cars, the Dunlop staff share a Ford Zodiac built to police specifications (with 3-litre engine but no blue lights) : it runs on 70-series Dunlop SP68 tyres.

GOODYEAR

In terms of annual sales of tyres, Goodyear is the World's largest tyre manufacturer. Manager of Racing for the Goodyear International Corporation is 33-year-old Leo Mehl. Born and raised in West Virginia, he has a degree in Chemical Engineering and went straight to Goodyear in the Development Department after three years in the US Air Force. The Company gave him his first insight into racing because until he was sent to his first stock-car event in 1963 he hadn't even seen a car race! It was also a start in racing for Goodyear, who hadn't previously competed.

After a year with the stockers he was transferred to work on sports cars, where he spent three years, including a spell as part of the Ford assault on Le Mans when his opposite number at Firestone was Bob Martin. There followed a spell looking after the interests of the USAC cars, which included three solid months of the year at Indianapolis and supervising tyres for the USAC dirt-track ovals.

Mehl came to the UK in October 1967: he is a married man and has made his home in Wolverhampton, not far from the impressive Goodyear tyre complex. Unlike his two rivals, he is in total control of all aspects of the racing division and has his own production unit turning out racing tyres with designers and other staff in offices just behind his own. Goodyear also has an extensive commitment to rallying through Ford, but this side of the operation is budgeted by Goodyear England.

As a road car he runs a Cortina 1600E, which he likes very much: it is fitted with rallying "Grand Prix" radial tyres in the special racing mix mentioned in this article.

FIRESTONE

Born in Akron, centre of the American tyre industry, some 40 years ago, Bob Martin's full title is Manager of the Firestone International Racing Division. He joined Firestone from another company 15 years ago "because of the golf course and country club", and moved to the Racing Division at the end of 1959 at his own request. He has a Bachelor degree in Mechanical Engineering which helped get him into the Racing Design Department in 1962, when he began working on high-speed runs at Bonneville and at the NASCAR race tracks. After three years of that he became attached to the Chaparral team and then moved to the UK at the end of 1964 to help with the Firestone tyre testing which Bruce McLaren, the first European constructor to use Firestone tyres, was trying.

Firestone started manufacturing racing tyres at the huge Brentford plant on London's Great West Road in 1968, when Martin became a full-time administrator. He is very much a European now and attends all major Grand Prix and Manufacturers' Championship events. His family moved to England on a permanent basis in 1965.

Like his two opposite numbers in the two rival companies, Martin has a Ford for road use. In his case it is a Zodiac, running on Firestone F100 radial tyres.

What part do the tyre companies take in the overall policy of Formula One and sports car racing insofar as who drives what and for whom ?

R. H. Jeffrey : We do not influence overall policy in racing by using our involvement to control who drives what and for whom. If an individual or team comes to us with a proposal we will evaluate the project to decide whether we consider it to be a potential success. If we think that it has possibilities and it fits in with our overall plans, we will support it, but we do not arrange marriages. We may bless them, but we do not believe in arranging them.

There is of course the question of motor manufacturers. This does not arise in Formula One, but in other fields—such as our involvement with British Leyland in rallies—we will do all in our power to help firms with technical and service assistance. After all, they are our customers and have a right to expect such service from us.

Mehl : We would naturally prefer that each team we sponsor have first-class drivers, and of course whether or not you sponsor a team is associated with whether or not they have a first-class driver. There are certainly only six or eight drivers around who you can count on to win races in Formula One.

From our point of view, the Brabham team is established and we will continue to support Jack as a first-class driver: we feel that he is capable of beating Jochen Rindt or Jackie Stewart on many occasions. We would like to have Rindt or Stewart driving on the Brabham team. We discussed this and Jack was certainly in favour of this, but financially it was impossible to accomplish.

Our second team is also rather established : McLaren Racing *is* Denny and Bruce. At one time Bruce talked of replacing himself with another driver, and many people were discussed. But good drivers resist being on a team with another good driver, it often creates problems, and of course they prefer to be number one. Denny is number one on the McLaren team and in my opinion he's the most under-rated of all the Formula One drivers—he's extremely capable. He rarely has a bad race and is tremendously consistent.

Our other team this year is the Matra team. We tried to contact other drivers, but they were unable to decide, either due to lack of faith in Matra's new V12, or for various other things.

We have a very good working relationship with our teams, and when they consider a driver or when they think about changing drivers they

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talk to us about it because they respect our opinion over who would be the best or whether we have any objection to this driver or that. This year it's not really a factor because everything's rather stable.

Martin: Raymond C. Firestone issued a policy document in October of 1965 in which he said that the future of the Firestone Racing Division was to sell tyres, pay prize money, develop a competitive tyre and offer sales and technical service at the race tracks. At that time we had existing contracts, made prior to the policy change, which we are still honouring. What we have left is Team Lotus and Rob Walker, but even in these cases we wrote the contract with the team, not with the drivers, so the tie-up is with the *teams* to use Firestone tyres. The case of Mario Andretti is based on the older type of contract and will shortly be running out.

Our new policy is to work with the teams, to have available a car and driver for testing, and to have a competitive tyre. The teams have to buy our tyres, based on their competitiveness, and they race for prize money.

Thus, in this area, we have never said who will drive what and for whom.

What is the next likely move in the tyre field with regards to safety ?

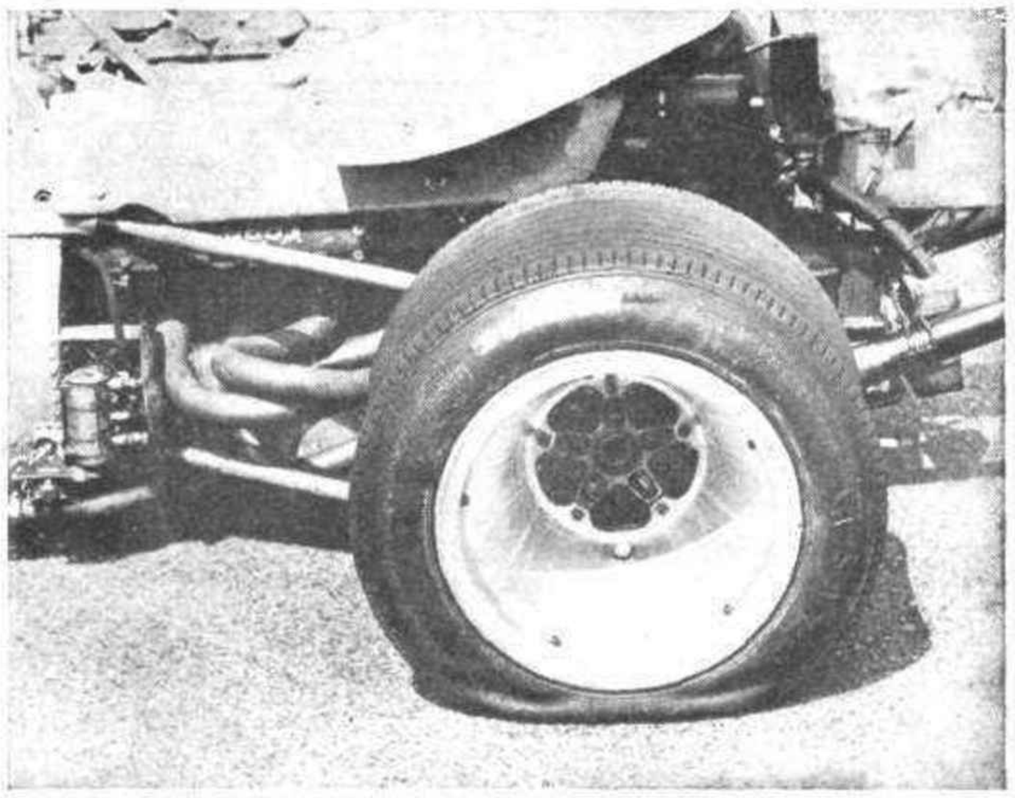
Mills : This is a subject to which we were giving some thought even before recent publicity and we have not only evolved the first safety stud retainer but have also tested it during tyre tests in South Africa. We took the first patent out last May and several others since which have been put to different companies manufacturing wheels. This has created a great deal of interest : all we can do is recommend that it be adopted.

Mehl : I don't mean to sound complacent, however, Goodyear did not encounter safety problems during 1969. We had the occasion when the tyre moved on the wheel due to acceleration or braking, putting it out of balance, but we corrected this by changing either the tyre or the wheel or by increasing inflation pressure. We solved the problem and refused to operate at any time when we were concerned at the safety aspect.

Punctures are unavoidable in many instances : the only way to make a tyre that will not puncture is to make a big heavy 10-ply tyre. You can add such features as the inner safety tyres which are mandatory in NASCAR, but on any single-seater like an Indianapolis or Formula One car, they certainly adversely affect its overall speed and performance because of the extra weight.

Three or four years ago we ran a few cars at Indianapolis with inner safety tyres. These were not the top drivers because the top men were not willing to sacrifice the speed. The inner tyre adds maybe three pounds to each front wheel and four pounds to the rear, so the only way to make them acceptable is to make them mandatory, as in stock car racing.

The inner tyre also offers many service problems. You maintain its stability by a differential in pressure between the inner and outer tyres, so valves are a tremendous problem and each time you design a new tyre you must design a new inner safety wheel. This increases expense—which is not the main problem—but the flexibility of the alternatives you can offer to the teams is vastly reduced with this type of tyre. I don't think it has a place in Grand Prix races of 200 miles: I think we make tyres safer by offering more traction.



SAFETY STUDS of the Dunlop type shown here have already been tried on Stewart's Matra in South Africa. They retain the carcass of the tyre on the rim at speeds of up to 130 m.p.h.

Martin: When you manufacture a racing tyre you certify your materials and have a high quality standard in making that tyre, but it's very hard to get a competitive tyre and make it foolproof. Now we have a safety "tyre within a tyre", giving the whole in effect two air chambers, But the weight of the inner diaphragm makes the driver feel that he's got twice the load out there, and he doesn't like it. In American stock car racing the safety tyre is mandatory: if it wasn't, the drivers wouldn't use it, for it slows down the car and makes it harder to drive because of the extra weight, which is only approximately three to four pounds extra.

As for the tyre coming off the wheel when punctured, there's been some discussion with Lotus about putting up into the wheel a stud which goes up next to or into the bead itself to hold it from slipping off the ledge when there's no air pressure to hold it there. Previously all that held it there was the pressure within the tyre and the bead compression.

We've done some other experimenting, and we feel that one way to stop the tyre slipping off the rim and also to increase its coefficient of friction is to sandblast that area where the bead itself sits on the wheel.

The biggest development in our area which was also practical and increased the safety of tyres was the introduction to racing of the tubeless tyre. It used to be that the rules were actually against this, but an old demonstration in favour of tubeless which rubber companies still talk about is to take two inflated baloons and put a piece of Scotch tape on one of them. If you stick a pin in the unprotected baloon it's going to blow up, but if you stick the pin through the Scotch tape on the other baloon, it will *leak* air. This is the same thing we're talking about in a tubeless tyre. You can physically puncture it and it won't explode like it can with a tube inside it. You've therefore got a safer tyre and less weight too.

What lies behind the current trend to 13-inch wheels and did the impetus come from the car makers or the tyre companies ?

Mills : Matra and Dunlop had such a close working relationship that we decided 13-inch was the best approach. We pioneered the idea, although Ferrari had already started with 13-inch fronts—for different reasons. The idea came about in association with Matra.

At the rear, 13-inch wheels are a possibility which we shall all have to assess : it's difficult to ask a pint-sized tyre to do a quart-sized job. However, the new BRM is committed to 13-inch wheels and Jean-Pierre Beltoise tried them on the rear of a Matra MS80 at Mexico City.

Mehl : It appears that we have reached something of a standstill on improvements in 15-inch. For example, all three tyre constructors have wider tyres available in 15-inch than we're actually racing with on Formula One cars. For Can-Am racing, Goodyear and Firestone for sure had 16 and 17 inches of tread width available.

Having reached the apparent optimum in tread width, it's natural to start looking for something new, different and radical. The first impression was to go 13-inch—it works well in Formula Two—the Formula One suspensions are highly sophisticated now and the car constructors are beginning to get worried about tyre aerodynamics. The biggest wind resistance on an open-wheeler now is the presence of those two big front tyres, so anything you do to reduce frontal area will improve performance.

We've now learned to put brakes inboard, so 13-inch wheels are a practical proposition and most people are going to try a 13-inch.

It's much the same as when somebody announced they were making a four-wheel-drive car and three other people followed suit. Why did they plough in all that money and expense ?—the answer is that if there's a chance that the innovation works—and that they might have to race at a disadvantage—they've got to gamble.

There's no way you can go into the 1970s without having highly-developed 13-inch tyres for Formula One cars. We've tested them and they don't offer fantastic improvements: they're lighter and you should be able to use smaller brakes because you've got a smaller mass to stop.

Martin: I'm pretty sure that the first 13-inch wheel used in Formula One was with Ferrari, and this was in the latter part of 1968. Ferrari used



"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...

CHAMPION

Fit new Champions now–get Champion performance

13-inch throughout 1969 and the other teams wanted to use it. In this instance, the impetus for the introduction of the tyre came from Ferrari.

In the case of 13-inch rear tyres, test work will have to be done to evaluate whether or not the performance is there.

Why is there a tendency for one make of tyre to stand out on one circuit rather than another ?

Mills : Obviously the circuits differ greatly, the requirements for Spa or Monza being quite different from those for Monaco, to give an extreme example. There are so many variables in designing a racing tyre which can affect performance, for instance the reaction of the tyre compound, pattern and casing to one type of road surface or corner. This of course if inevitable, but we have very sophisticated techniques for assessing tyre performance and to some extent you can tell in advance.

Mehl : Looking at the end of the 1969 season, let's start with Monza, which is not a "tyre" circuit. Our latest compound, G20, went to Canada for the following race in the series, and I think it was marginal because it was a bit too soft (we experienced some "rolling"). At Watkins Glen the cold weather did not help its performance, but the McLarens anyway had some bad problems while the Brabhams ran into practice bothers and didn't get to qualify well.

However, I must agree that G20 worked well at Mexico City. At that circuit the four cars using our tyres were in first-class peak condition and the drivers were full of confidence. The end result of this set of circumstances is that the tyre looks good. The tyre *was* good and it certainly had an advantage in that race. But you must have everything going for you to get a result like that—and we finished 1, 2, 3.

Having a tyre like G20 available increases the confidence of your teams : it makes them work harder and you get even better preparation than normally.

Martin : Any given surface has its own particular coefficient of friction. The compounding of the tyre (and the type of construction that goes with it) takes advantage of this coefficient to give the tyre its superiority. Temperature is another critical thing : you can goof up and be running too hot or too cold, that also affects the running of the tyre. There are lots of variables besides these which give one tyre an advantage.

What feedback is there from racing into road tyres ?

Mills : This can be covered under several heads illustrating the different trains :

1. The philosophy of wide flat road tyres (of which the latest "60-series" Dunlop developed for the Lotus Elan Plus 2 is a good example) has been applied to improve the grip, handling and safety characteristics of road tyres.

2. The techniques used to get something for nothing, that is better grip, stability and wear, as in the D75 "groundhog". This is achieved by curving the tyre in the mould ("reverse crown") and blowing it up to its correct shape.

3. Detailed design features such as broad centre channels to improve wet road performance.

4. New materials.

5. The sharpening of creative ability at design level. Changes are required so quickly in racing that personnel become more adept when they work on road tyres after their experience with the Racing Division.

Mehl : There are several concepts developed in racing which have been applied to today's road tyres, for example wet traction. The lessons we've learned in racing are being given a road application: for instance in tread compounds, the low profile concept and reverse moulding, all of them innovated in racing.

Tubeless tyres have made their mark in racing and so far as we're concerned, there's the possibility of warning the driver that he's got a puncture. This is because tubeless tyres lose air slowly and it has been known even for the driver not to react to air loss.

Martin : Being on the racing side, I feel that the feedback is far too slow. You can look at the new tyres coming along for production cars: they're lower in section height tyres which give better handling and performance, as we've found over a period of years in racing. But there's always the problem with the car manufacturers of adapting to these new lower wider production tyres that require suspension changes. In racing, we can make these adjustments very hurriedly in order to adapt to the increased performance given by the new lower tyres available to us.

There could be a good deal more co-operation between the manufacturers of tyres and cars to develop an exciting new product, a good example being the advertising centred around the Jaguar XJ6.

What is your attitude towards the use of a road tyre, particularly a radial, in a racing application ?

Mills : I would say that we design road tyres with specific properties and they are built to a given cost. A racing tyre is built differently to do a different job. For instance, a road tyre spends 2% of its time going round corners at low speed, whereas a racing tyre spends 40% of its time cornering very hard indeed. Why race on a road tyre when there is a racing tyre available ?—you don't get the same performance.

Costs are not directly comparable, because to be competitive in Formula Ford (which requires road tyres) we understand that between 50% and 60% of the tread is buffed off the tyre before it is used anyway. And in Sweden the government of the country *demands* that racing tyres be used on the cars.

Mehl : I think that some of the latest low aspect ratio ("70 series") tyres might have sufficient safety and performance to be used in certain forms of club racing. In general, though, there is a strong possibility that you would have failures with normal passenger tyres.

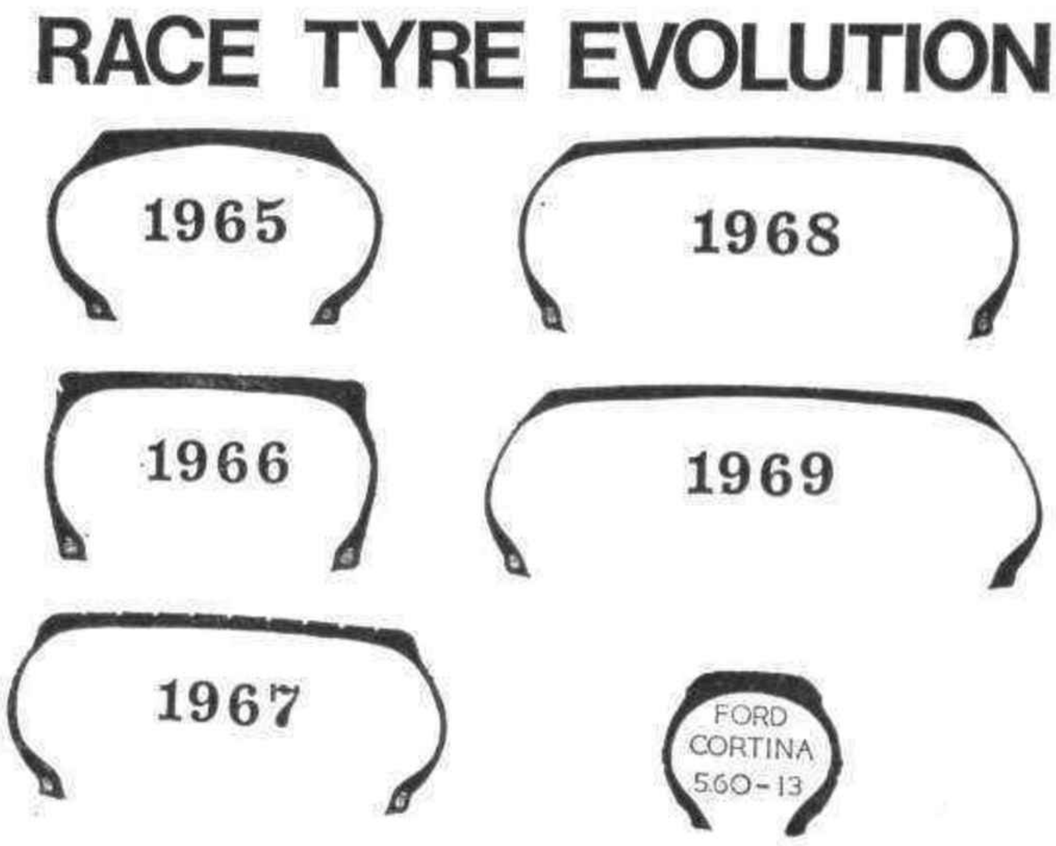
I've seen people run Mustangs, etc., on Goodyear polyglas "Wide Boots" in Canada and they seemed to be reasonably safe. If the tyre companies could be required to supply tyres for a given type of racing (e.g. Formula Ford) there would be no safety problems there : Formula Ford has in fact turned into a little tyre war of its own.

The tyre is actually the only part of the car which touches the ground and if competitive people think they can get some advantage with a tyre, they'll do it.

But who would know—or be able to find out—if we took a regular passenger tyre and put G20 into it ?—it's very difficult to tell, the difference is virtually undetectible. We say quite straightforwardly that our rally tyre is a passenger tyre with a racing compound in it : we sacrifice wear and increase cost, but this is a good development.

Martin : The purpose here (as in Formula Ford or the newly-introduced Formula F100) was mainly to keep the cost of the tyres at the minimum possible level. The cost differential between a passenger tyre and our racing tyres anyway is fairly high : it's a multiple at at least five. A passenger tyre costs about £5 and a racing tyre about £25.

In these two formulae the speed of the car is less, so its requirements are less. We build road tyres which are supposed to do 130 m.p.h. or more : put them on a lightweight formula car and you can increase their capacity because load is what you're designing against.



IN FIVE YEARS, Goodyear racing tyres have grown until now tyres are available in sizes larger than those required by the racing teams. Road tyres are now becoming available in the size reserved in 1965 for powerful racing cars.

So I think it's a good idea because prices are low and it offers the manufacturer a tremendous opportunity to advertise his product relative to those who follow racing.

What is the cost of a racing tyre ?

Mills : We are always prepared to talk to the racing clubman whom we have supported for so long and there is available a used price list which sets out just how much he will have to pay for his tyres. Just as an example, a full set of Formula Three tyres, of a type which was virtually essential to win at the beginning of 1968, cost about £55, from which there was the possibility in some cases of a discount.

The racing tyre department is self-supporting, but sales are handled direct from here or through approved distributors, who must buy them at the same price as the individual customer.

Mehl : We are selling our tyres at any price from £16 to £24 : we sell them, not to make a profit, but to increase the use of Goodyear from an image standpoint. We're selling these tyres for what it costs us to make them and there's no profit built into the price structure.

Martin : Our production unit is very small relative to our other units, so our unit cost—just in manufacturing terms—is about £25. This does not take into account the expense which has gone into developing the tyre or the sales and servicing expense which is put into servicing at the track. It's just a manufacturing cost to cover the materials, labour and equipment used to produce it.

The Racing Department itself is what Firestone calls a "net expense" and our goal, instead of increasing this at the rate it was going (which was terrible) is to hold it to a normal growth net expense which is feasible to live with.

How many racing tyres do you sell per year ?

Mills : Our present sales are running at the level of 50,000 per year, a figure which we expect to rise because the worldwide interest in racing is rising, notably the interest in Formula Ford, for which we supply racing tyres in the narrow size necessary on the standard wheels.

The market for Dunlop tyres abroad includes a substantial number in the USA and other varied destinations such as Poland, Czechoslovakia, Guatemala, Argentina and even the USSR.

Mehl: We propose to double our capacity in 1970 and are presently making 300 tyres per week (more than 15,000 per year). The United Kingdom is the toughest market there is for racing tyres, but we exp. t in the proportion of four home sales for every one abroad. Demand can vary and we received floods of letters following the success of G20.

Martin : We're hoping that in 1970 we can double our British production output, which means going from 7,000 to about 14,000 tyres per year.

PERFORMANCE NEWS—continued from page 217

by the two American-owned branches one can play endless permutation games building imaginary family Fords.

In charge of AVO is Ray Horrocks, formerly with the firm's car marketing side (now looked after by Barrie Gill, the former *Sun* motoring columnist). Henry Taylor, who was competition manager at Boreham, is to act as "Performance Programmes Manager" co-ordinating the efforts of 250 workers (when the project is in full swing), some of whom were associated with the previous Advanced Vehicles division established by John Wyer Automotive to produce the road and racing Ford GT40s.

Although the sales emphasis will be on the points in common between the F2 FVA engine and the BDA, there have obviously been considerable changes to get the unit into even limited production. It produces a docile 120 b.h.p. at 6,000 r.p.m. instead of the FVA's raucous 230 b.h.p. in Series 9 form. Briefly, the main difference is in the use of a 1600 GT Cortina/Capri block and reciprocating parts which are usually limited to 6,000 r.p.m.

The BDA's camshafts are driven by a single crankshaft driven toothed belt, the standard cam also being operated from the same belt to operate distributor, oil pump and fuel pump. A second section to the crankshaft pulley operates a conventional belt drive for the fan, water pump and dynamo. Weber 40DCOE carburetters supply fuel to the aluminium crossflow cylinder head *via* small-bore porting (compared to the FVA) and paired inlet valves, a centrally mounted sparking plug surrounded by valves then does its job, paired exhaust valves completing the cycle. A remarkable feature of the basic head design is its unusually efficient mixture combustion. A prototype BDA has covered 20,000 miles in a Cortina, all on 2-star petrol!

The BDA engine is potentially capable of producing up to 200 b.h.p., or 130/140 b.h.p. for tractable road use, and we look forward with interest to a promised extended trial of an Escort with one of these Cosworth engines installed.

Italian Conversions

Following our test of the Radbourne 650 last month, we hear Radbourne are offering a 6-month/6,000-mile guarantee on the car.

Modifying the Fiat 128 is showing fruit in Italy, one Giancarlo Scotti having prepared two versions, one labelled the "S" for road use and the other, to be called the "SS", for Group 2 saloon-car racing in the 1,150-c.c. class. The road car retains the standard capacity of 1,116 c.c., but the restrictive standard carburetter has been replaced by a 34-mm. choke Weber, the camshaft is re-profiled and compression ratio increased to 9.8 to 1. The result of all this work is said to be 80 b.h.p. and a top speed of 100 m.p.h. We know Radbourne are currently engaged in producing similar performance from the same model, which should mean British enthusiasts will soon be able to enjoy a fairly sophisticated answer to the Mini-Cooper S.

Capri V8

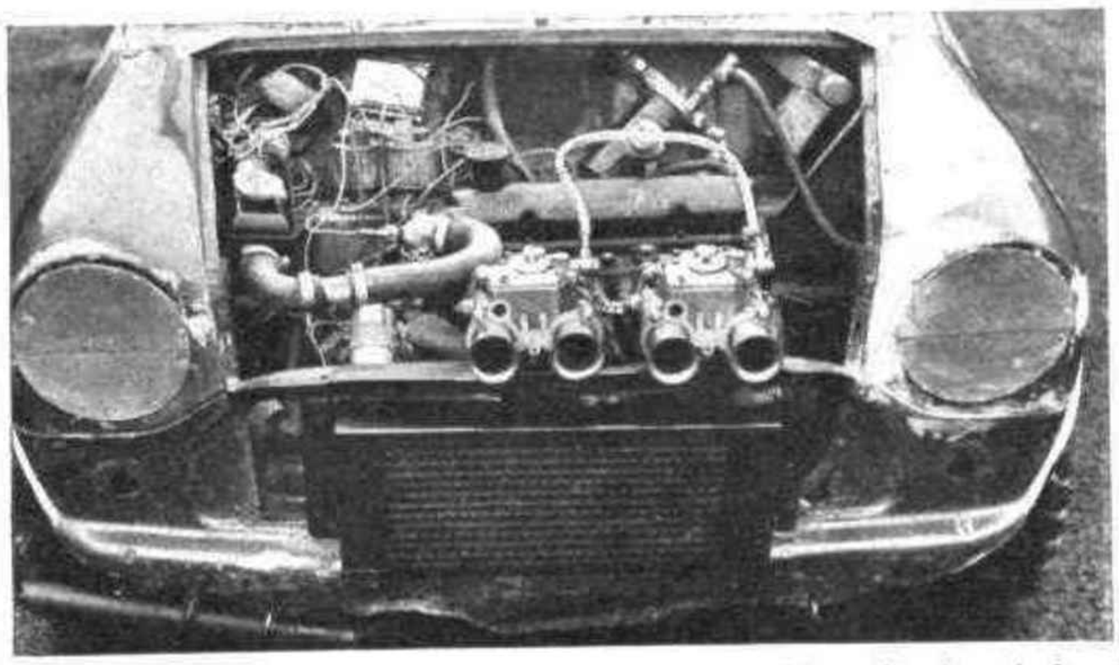
Although MOTOR SPORT has yet to be offered a road test of the V8-propelled Capris detailed in the January issue, over in South Africa such a car is very much alive and kicking. Called the Perana V8, it is said to have a top speed of just over 140 m.p.h. and acceleration is in the order of 0-60 m.p.h. in less than 7½ seconds.

Understandably the American engines chosen for the Perana (not to be confused with the British LuMo Pirana) came from Ford, a 5-litre giving a claimed 260 b.h.p. in standard form. However, we were told that the engine was not standard, having modified valve gear, a re-profiled "solid lifter" camshaft, a four-choke Holley carburetter and a 7,000-r.p.m. limit!

The manufacturer of this interesting Capri was Basil Green Motors, 267-269 Commisioner Street, Johannesburg. The prototype's price is said to be less than £2,300.

Northern Show

The second Northern Racing Car Show will be held at Manchester's Belle Vue Halls between March 4th and 14th. As well as an enormous number of speed accessories and associated exhibits, there should also be a couple of fresh racing-car designs, including a hitherto secret Formula 5000 single-seater from a small company.



JIMMY MORGAN, who used to work for Alan Mann Racing, designed and built this 120-b.h.p. Cortina-engined Mini which is currently being used for BBC televised rallycross events by the Farnborough Auto Racing Team. It seems that even the Mini is not safe from the "power by Ford" fashion!



THE TIME MACHINE FOR THE MAN AT THE WHEEL

When you're driving or navigating against the clock, it helps to have an accurate time-keeper with you. What better one than the new *self-winding* 'Navitimer' Chronomatic by Breitling? There's never been a self-winding chronograph before.

Originally conceived as a pilot's watch, it's ideal for the dedicated rally driver. It combines a chronograph with a complete wrist-calculator, and by moving the calibrated rotating bezel you can compute speeds, distances, lap times, and so on.

Purely as a timer, it's also first-class. Its chronograph mechanism cuts in at finger pressure to record time elapsed to 1/5th of a second, and includes auxiliary 30-minute and 12-hour totalizer dials.

The good-looking 'Navitimer' Chronomatic has other important rally features too. It's waterproof, tough, shock-resistant, and has a luminous dial and a calendar. No wonder it leads a whole range of Breitling chronographs—used and respected among sportsmen, scientists, and men of action the world over. There are over 40 Breitling chronographs. Prices from £27.10.0 to £93.0.0.

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BREITLING

SUNNY START FOR MARCH



CREW CHIEF Vincent Granatelli meets the March Engineering directors. Left to right: Vincent Granatelli, Max Mosley, Alan Rees, Graham Coaker and Robin Herd seated on car wheel.

SILVERSTONE, ENGLAND, *February 6th.*

TRUE to its promises, March Engineering's first public appearance at Silverstone saw two Formula One cars lapping the Grand Prix circuit with a large variety of drivers at the wheel. It was lucky for all involved that the sun shone brightly: just imagine what a flop the day could have been if it had rained.

What was more significant was the announcement that Anthony (Andy) Granatelli's giant STP Corporation was indeed sponsoring the project. The announcement of the firm's *backers*, *i.e.*, those who are financing its substantial premises and equipment, is still awaited, although there is little sign of enlightenment as yet.

March's four directors all have a creditable record in racing thus far, three of them as drivers. They are aiming for the top rewards in Grand Prix racing, as Chief Designer **Robin Herd** is well aware. As he says, "Here we are, blithely setting off in the hope of winning our first Grand Prix. Only Mercedes-Benz, with their tremendous facilities, have won a Grand Prix at the first attempt since the war". Clearly March must succeed where others have failed. The possibility of not being successful is a prospect which is not discussed at Bicester, probably because everyone is so busy. At present they simply don't have time to sit back and reflect upon it.

A company is only as good as the people behind it. In the case of March, the four men responsible are steeped in racing and have valuable talents in other directions. The first letters of their surnames provided the firm with its name, although the fact that the Formula One cars will race for the first time during the third month of the year has obviously not been lost on the Press.

Max Mosley has already found for March the funds which it needs to establish itself both as a commercial and racing entity. So far the names of the sponsors have not been revealed, which has caused wild speculation over the source of the obviously very considerable funds required to launch such an ambitious project. Mosley will say only that the money has come from a source outside racing. Aged 30 this year, he is a barrister, but also has an Oxford degree at honours level in physics in addition to a silver-tongued oratory. Mosley was a highly successful competitor in the Clubman's Formula before he took up Formula Two racing in 1968. Last year he only raced briefly before retiring to concentrate on forming March.

Formula Two is also the field which provided March with 32-year-old **Alan Rees.** As Racing Manager of Winkelmann Racing (and until last year the team's second driver) Rees was (before his move to March) the man responsible for providing Jochen Rindt with a competitive F2 car. The high standard of Winkelmann preparation is almost legendary; Rindt has consistently won more F2 races than anybody else, so it is not surprising that two of the Winkelmann mechanics joined Rees in the move to Bicester. In addition to his racing experience, Rees also has a degree in Economics from the University of Wales: this year he will be responsible for managing the two works Formula One cars to be driven by Amon and Siffert.

The eldest of the four at 37 is **Graham Coaker,** formerly Production Controller of components at Hawker Siddeley and later with a Motor Division of the Company. There is a sharp division between the responsibilities of the individual directors at March, Coaker being responsible for the tube-frame production cars. These are currently being made in Formula Ford, Formula Three, Formula B and Formula Two guise. Orders have come in from all over the world and the first delivery took place at the end of January.

It is on the fourth March Director that the limelight has yet to fall, for he is the designer, former McLaren and Cosworth employee Robin Herd. While Mosley gathers in the cash, Rees makes arrangements for transporting the racing team across two Continents and Coaker supervises the production of the customers' cars, Herd must sit and bite his nails.

His first March, the Formula Three car which Ronnie Peterson drove to third place (despite a puncture) at Cadwell Park last September, was manifestly as good as any other F3 machine. But until the Formula One and Can-Am cars (the latter, for Amon and Andretti, are now being built) have actually raced, it will be impossible to say whether or not March's aspirations are overly ambitious.

Still only 32 years old, Herd has a convincing competition "pedigree". It was fellow March Director Alan Rees who introduced him to racing in circumstances which will be familiar to many schoolboys. "It all goes back to Alan and I reading MOTOR SPORT in the Headmaster's Divinity lesson at Monmouth School and Alan telling me he was going to be a racing driver when he grew up." As history records, Rees achieved his ambition, regardless of certain strongly-expressed doubts on the part of Herd.

Despite his neglect of Divinity, Herd moved on to Oxford, where he was a contemporary and friend of Mosley's. Graduating with a double first in Physics (a feat about which he is disarmingly modest), he joined the Royal Aeronautical Establishment at Farnborough in 1961, being promoted to Senior Scientific Officer at the unusually young age of 24.

Herd had maintained his friendship with Rees, however, and one day in 1965 he received a phone call from his former school friend. "He said that Bruce McLaren (who was just starting his own firm) was looking for an engineer: the qualifications he required were vaguely my own. I quickly found myself Chief Designer for McLaren

Racing, but I often wonder if he'd ever do the same with someone so completely inexperienced in motor racing. Certainly if Bruce hadn't given me the chance of becoming involved in motor racing there would have been no March Engineering."

Herd's first Grand Prix car was the unsuccessful Mallite M2, saddled in 1966 with the unreliable overweight 3-litre version of the Indianapolis quad-cam V8. Like so many others, the tide was turning against teams which tried to produce cars with their own chassis and engine design. For Herd the writing was on the wall when Cosworth's brand new V8 engine won its first race at Zandvoort in 1967. McLaren himself was awaiting delivery of a BRM V12 engine for his one-off M5 (another Herd design). It arrived too late to race in Europe, although the car led for a while in the Canadian GP. For the 1968 season both Matra and McLaren were permitted to buy the Cosworth unit and Herd came up with the M7 Formula One chassis. It won its first two races and was to give McLaren and Hulme three Grandes Epreuves later in the year.

Herd had also drawn up a Can-Am car, the M6, which was to make Hulme and McLaren the only serious contenders for the rich Canadian-American series both in 1968 and 1969.

With two race-winning designs for McLaren safely off the drawing-board, Herd received an irresistible offer from Cosworth in 1967. "If Keith (Duckworth) offers you that sort of chance, as a young engineer you can't say no. I think I learned more in the two years I spent at Northampton than I had in the preceding twenty."

Herd's assignment at Cosworth was the four-wheel-drive Grand Prix project described in January's MOTOR SPORT. It was clearly a great set-back to Herd that the Cosworth car failed to come up to expectations. "We put our faith into something that we felt was going to work: it didn't initially work anything like as well as we had hoped it would." In this respect the Cosworth suffered just like the similar cars produced by Lotus, McLaren and Matra, and basically for the same reasons.

"Unfortunately, in a way they were reasons which should have been foreseen, although one can mitigate this to some extent by pointing out that a certain aspect of the problem came about because human knowledge has simply not extended that far. The basic problem arose through having to transmit approaching 200 horsepower through wheels which were also steering: this was aggravated by the fact that the two steered wheels were joined together by a transmission mechanism.

"All sorts of interesting phenomena occurred. I think Bruce McLaren had a splendid phrase for it when he commented on his experience driving his own 4-w-d car round Goodwood, 'It was like trying to sign your autograph with someone nudging your elbow.'

"The Cosworth car was always kept as a four-wheel-drive car, that is a significant proportion of the power transmitted through the front wheels. One can minimise the problems we encountered by reducing the amount of power transmitted through the front wheels, as Lotus and Matra did, reducing the ratio to 20:80. But the advantages of transmitting 320 b.h.p. instead of 400 through the back wheels seems to me to be marginal and rather defeat the object of the exercise."

It is worth mentioning that the Cosworth was significantly faster in a straight line during testing at Silverstone than any other Formula One car ever seen there. Herd says it is "sheer cowardice" which led him to design a relatively conventional 2-w-d chassis for March.

Herd saw the disappointment of the Cosworth as the end of his assignment at Northampton, for although Duckworth asked him to stay on to work on engine design, he felt his real *forte* was with chassis. "March really dates back to the day when Keith decided that there would not be another Cosworth car after the 4-w-d. Having worked for McLaren and Cosworth, who are at the peak of chassis and engine development, working for anyone else would have been a bit of a let-down.

"The only solution was to go out and create one's own folly. The question remained then of what folly to perpetrate : we had several false starts involving one or two famous people before the March set-up arrived. Graham Coaker, who is basically a production engineer, was obviously well fitted with his experience as an F3 driver over many years to run the production side. And of course Max Mosley.

"Max and I were at Oxford together : he has been bound up with Clubman's, then in F2 racing, and one of the first things we realised was that to get into International racing you've got to have substantial sponsorship in order to pay for it. To do this properly you must regard the attainment of the sponsorship as professionally as you treat the design of a chassis or an engine. It's a full-time job and has to be done by an able and competent person. We persuaded Max that he was the person to do this for us."

Herd and his associates therefore set themselves a seven-point programme. These seven points are as familiar to the four March directors as are the functions of debit and credit to an accountant. Herd sets them out as follows, with of course reference to the way March has attained its objectives :

1. *Adequate finance.*
"The position we're in now is that we've got adequate finance." More than this he will not say !

2. *Preparation.*
"We have a superb team of mechanics with Pete Kerr, Ray Wardell and Bob Dance." (Kerr was Rindt's Winkelmann mechanic for four years, Wardell has looked after the Church Farm Racing Team's F2 and F5000 cars for two years, and Dance recently joined from Lotus, where he was senior Formula One mechanic.)

3. *Organisation.*
"We have Alan (Rees) as Team Manager. His tremendous record with Winkelmann speaks for itself."

4. *Drivers.*
"From the company's point of view (rather than of its own team) we've got Stewart, Amon, Siffert, Andretti, Servoz-Gavin and Peterson in Formula One, which strikes me as an unequalled combination."

5. *Engine.*
"From this point of view we've got the best engine—the Cosworth V8."

6. *Tyres.*
"We've got Firestone and Dunlop, and I'm perfectly happy that both will be competitive."

7. *Chassis.*
Says Herd, "over this one there hangs a very big question mark."

Herd is quick to point out the possible flaws in this thorough analysis. "If any one or more of the other factors (apart from the chassis) doesn't come up to the expectations we have of it, or if anyone else exceeded the expectations we have of them, then we could be stymied. For instance, if Ferrari suddenly produced a wonder engine, if Goodyear brought out a fantastic tyre, if some incredible driver appeared from somewhere, or if the BRM V12 went like a rocket."

At present these possibilities appear unlikely, "so obviously our main effort is to get the chassis fully competitive. That means getting it built on time, making sure it's built properly and is both strong and reliable, allowing ourselves sufficient time to get it ready for racing."

Ostensibly wary about his own work, Herd is in no doubt at all about the quality of the chassis workmanship, for in charge of the sheet metal shop is John Thompson, the man who built not only Herd's Grand Prix and Can-Am chassis at McLaren, but also the Cosworth.

The lessons of the four-wheel-drive car have been well learned and not surprisingly it has been decided to tread a cautious path with the first Formula One March. "This being our first year, we could not afford to have a car which might be a complete fiasco. We had to build something which we knew, as far as humanly possible, would be reasonably successful and competitive.

"This meant that the car had to be pretty conventional, hence its simple layout. We aimed for simplicity in order to ease the problems of manufacture so that the car could be built on time and maintained easily throughout the season. As such it would allow the right amount of development to take place upon it. These were our aims : whether or not we attain them remains to be seen."

Herd's objective of simplicity is readily discernible, for the suspension system is by simple wishbones rather then the more recently popular double-link and radius-arm layout. Springs and brakes are outboard front and rear. The engine is naturally used as a stressed member and the car is built around cast magnesium bulkheads, as was the Cosworth. The most radical departure from orthodoxy can be seen in the front wing arrangement. Herd has found that a nose wing which is not faired into the nose cowling generates an unacceptable amount of turbulence: adjustment of the pressure exerted by the March's wings is by means of trailing tabs which can be raised or lowered rather like those on the trailing edge of an aeroplane wing.

It has been said that there is the possibility of a conflict between the interests of the works team (Amon/Siffert) and Ken Tyrrell's (Stewart/Servoz-Gavin). Herd sees his duty as that of supplying both equipes with motor cars : he leaves the running of each team to their respective managers.

Both men will have cars on the grid at Kyalami, say the March men. Only that race and those which follow can end the speculation about March. It is an audacious project, but welcome to anyone who cares about racing.—M. G. D.

(Above) Note the nose trim tabs on the works March 701. Stewart in Tyrrell's blue 701 (below) — (right) with nose removed.





Front, side and rear views (below) show the distinctive shape of the March 701 and its unique stabilising side tanks.

A DAY WITH A SILVER GHOST

Sampling a 40/50 Rolls-Royce Boat-bodied Open Tourer



"It is as a luxury touring car or town carriage, rather than as a sports car, that the Silver Ghost must be judged. In particular, it should be judged against an Edwardian background"—Anthony Bird, in "Profile No. 91"

MOST Rolls-Royce motor cars are burdened with cumbersome closed coachwork. So when I heard that as an apprentice exercise the Triplex Safety Glass Company had rebuilt a 1924 Silver Ghost and endowed it with a replica boat-decked open body I asked if I could try it. Thus it came about that one bleak and blustery January morning I drove to the "Cotswold Gateway" Hotel, to rendezvous with the Triplex PRO John Passmore, our photographer, and the Rolls, which its cheerful and enthusiastic driver Willie Johnson had brought down that morning from Birmingham.

A quick inspection of this handsome white-and-mahogany sporting Silver Ghost showed it to be an S-series chassis, No. 48EM, built in 1924 and apparently equipped originally with front-wheel brakes, an innovation from Derby that year.

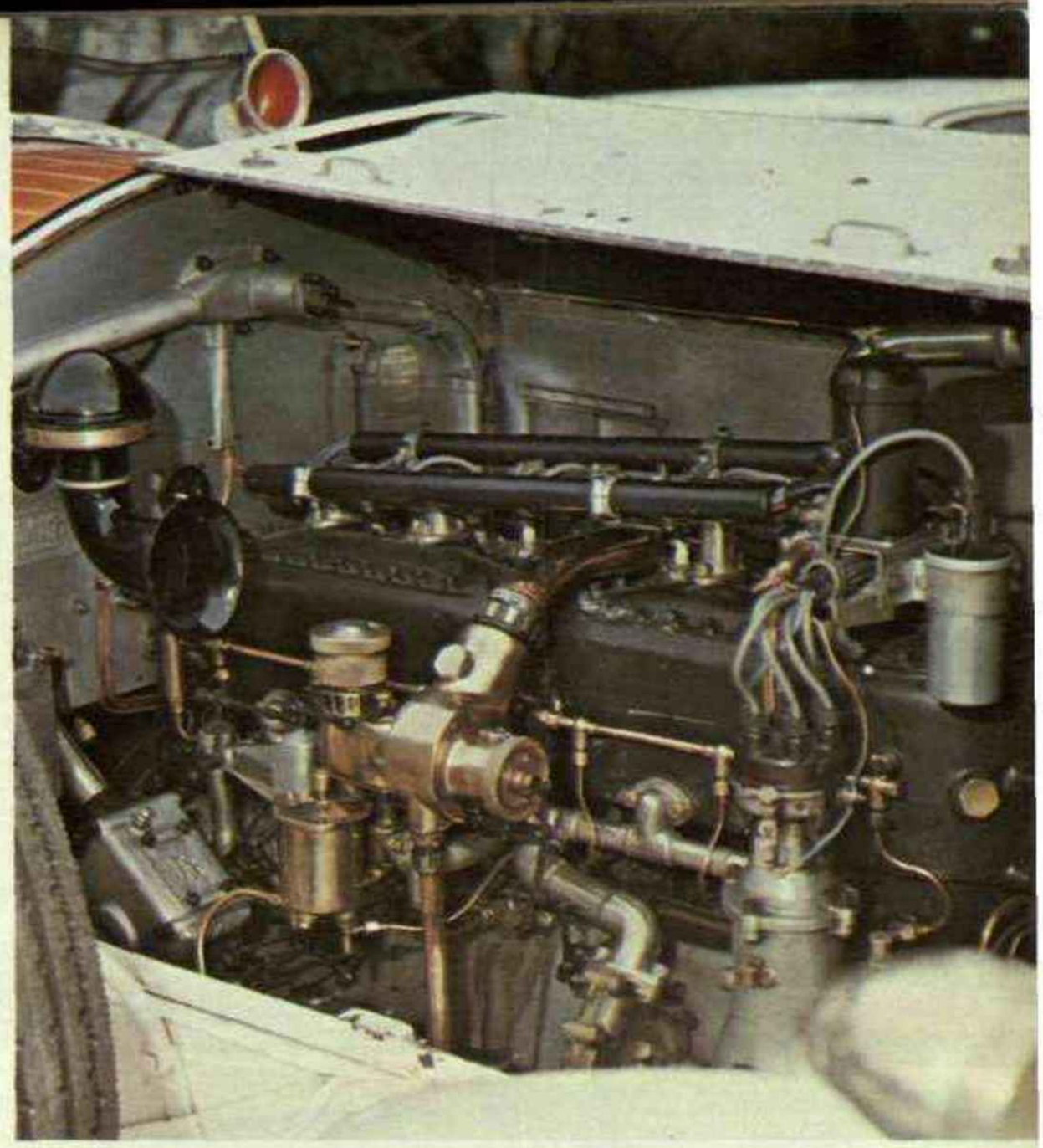
Much of the fascination of Rolls-Royce ownership stems from tracing the history of a particular example; supplied as new to the Duchess of Wherever, for instance, provided with a body to her individual requirements by one of the great coachbuilders of the day, left in her will to the chauffeur who, after a discreet interval, disposes of it to the under-gardener, who uses it for carting manure until it seizes up from neglect, to go to the local scrapyard, from which it emerges in due time to be converted into a breakdown vehicle for Joe's Motors or a coffin-carrier for the village Undertaker—and, I might add, arriving at Sotheby's with replica body, at a later decade, where bids of up to £10,000 are expected. . . .

In the case of the car with which we are now concerned, its history cannot be traced. When the Triplex Chairman, Mr. Barry Heath, DFC, asked his Northern Area Sales Manager, Roy Broderick, to find him a suitable vintage car for the rebuilding project, this Rolls-Royce was found in sorry condition at an Aughton cement works, wearing a hearse body and a London registration number.

That was in January 1965. A Morris van towed it to the St. Helens works, where the body was scrapped and the chassis completely stripped. The crankshaft had only 1½ thou. wear but all the bearings were cracked. The local Halewood Engineering Ltd. remetalled these and hand-fitted them to the crankshaft. The two cylinder blocks were resleeved and bored out to take the original pistons. New bronze valve guides were made in the Triplex fitting shop; the valve stems were found to vary in size, so they had to be individually matched to the guides. Many other engine parts were made in the fitting shop and the chassis overhauled in the time-honoured fashion, Ferodo supplying new linings for the 12 brake shoes and the cone clutch and new king-pins being machined from an old AEC axle shaft. Cary Ltd. reset the front springs and tempered the rear cantilevers. The gearbox and back axle were discovered to be in excellent condition. The Triplex painters did much hard work rubbing down the chassis and giving it several coats of white enamel, and the apprentice electricians did a fine task of completely rewiring it. J. J. Webster Ltd. of Buxton were able to help with fuel feed data and carburetter settings after new petrol piping had been installed.

Co-operation by fitters, blacksmiths, welders, joiners, plumbers and painters, etc., saw the chassis running by 1966. The working chassis was taken on a Leyland truck to the King's Norton Triplex factory, where a body was to be made for it by their own joiners. A sketch of a four-seater boat-decked tourer on a Delage chassis was found in the IBCAM library and ¼-scale drawings of it were prepared. When, after some difficulty, suitable English ash and mahogany had been located a start was made in the summer of 1966, neoprene strips insulating the bottom body members from the chassis. After some setbacks due to age of the resin glue used, the body frame was completed by April 1968. Auster supplied vintage brass sections and corner pieces for making a four-pane screen, a stainless steel hood frame was constructed, and hood sticks made of alternate laminations of ash and mahogany. The aluminium panelling, trimming and painting was entrusted to A. B. Price Ltd., approved R-R coachbuilders, and another resuscitated Silver Ghost was on the road.

This commendable rebuilding has resulted in a very original-looking car. Shod with Dunlop 700–21 tyres, with a spare on each side, and wearing Rudge-Whitworth transfers on the hubs of its wire wheels, the chassis is well suited by the 3-door body, with mahogany tool boxes, forming rear steps, sunk in the running boards. It has an outside handbrake, low-mounted Lucas headlamps, mudguard-mounted Lucas sidelamps, twin Toby Baxter rear lamps, a pair of ship's ventilators on the wood-panelled scuttle, and AA and R-REC badges ahead of the classic radiator.



The dashboard layout will be familiar to all Silver Ghost fanciers. From l. to r. there are an 80-m.p.h. AT speedometer, the neat plated lever controlling the starting carburetter, the similarly-plated central Lucas switch panel, a Weston ammeter, the oil gauge calibrated to 30 lb./sq. in., a petrol gauge rather alarmingly marked 0.1.2.3, representing quarters of the 21-gallon tank, and the big but discreet plated fuel pressure air pump. A plated horizontal dashlamp provides illumination. Nor is there anything unfamiliar to R-R owners about the controls cluster above the 4-spoke, wood-rimmed steering wheel. On the left is the Governor lever, labelled FAST, SLOW, at the top the tiny Carburation lever you can set to "Weak" or "Strong", and on the right the Ignition lever for the traditional EARLY or LATE timing. The massive gate for the short r.h. gear-lever is stamped with the 1,2,3,4 and R positions. A Deva fire extinguisher is carried.

Starting the car from cold involved chauffeur or owner in quite a lot of exercise. First the mixture control would be set to "Strong" and the starting carburetter control set correctly. Then the petrol tap on the o/s chassis side-member would be turned on, after which you went round to the n/s, where the Power Pump selector is found on the side-member, and put this to "Hand Pump". Then it was round the car again to pump up pressure. Once the engine was running you set the pump control to "Power Pump" (it also has provision for "Both Pumps" and "Release" pressure), after which no more attention was needed until the next cold start. Close to the chassis petrol tap is a lubricator marked "Every 500 miles", which is obviously important. But the early Silver Ghosts had 43 separate oiling procedures, some involving more than one oiler, which had to be attended to every 250 miles and were calculated to occupy an efficient chauffeur for a total of 1 hr. 56 min.!

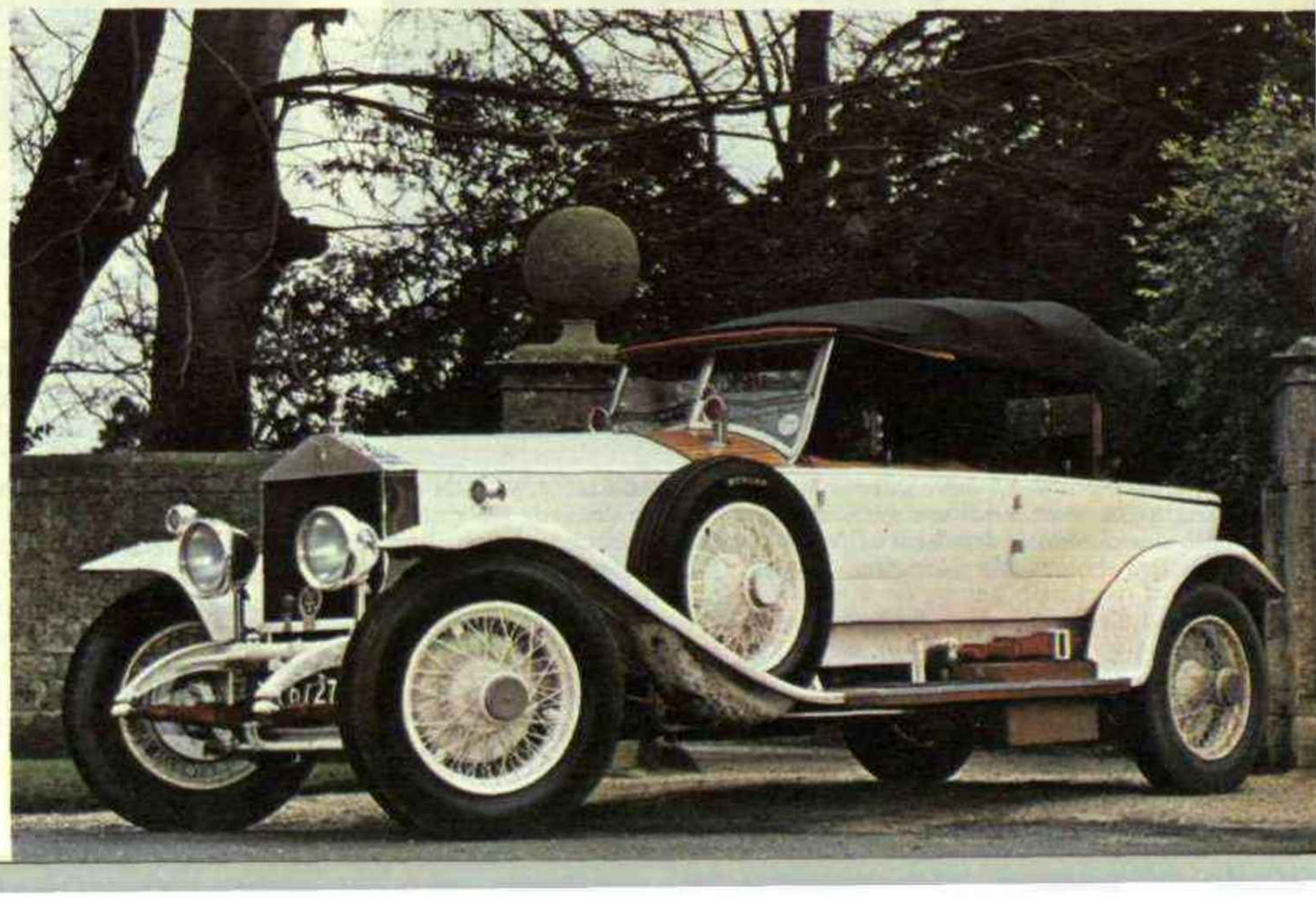
Fortunately our Silver Ghost was warm from its long run to meet us and presumably was well lubricated, so an instant start to our journey was possible. The driver climbed in through the n/s door and fastened his safety belt, I got in, and we were away, in lofty dignified style, for all the world as if we had put the clock back 46 years, when the Duchess' skirts were at ankle level and the Land Speed Record stood at 146 m.p.h. Soon we were climbing over the Cotswolds at a steady 40 m.p.h., speed rising on the level to what I thought was 50 m.p.h. (the speedometer apparently reads 7 m.p.h. slow) but which the Rover pacing us gave as 57 m.p.h. I gather that this stately Silver Ghost goes with even more abandon when Motorways enable it to build up its reserves.

Anyway, here we were riding high, steady and comfortable, the oil gauge at 24 lb., the dynamo charge a healthy 12 amps. and needing to be switched off from time to time to prevent the battery fluid from boiling, and the smartly-gaitered cantilever rear springs which support some 2½ tons of motor car doing so without roll as sharp downhill corners were negotiated with quite a dash of *panache*. It was motoring in a grand if somewhat pedestrian manner, accompanied by that subdued rumble of machinery which is, I think, a characteristic of vintage Silver Ghosts. You look down on the shapely bonnet and broad mudguards, the Silver Lady (I *beg* your pardon—the "Spirit of Ecstasy") upstanding on the distant radiator cap.

It began to rain but in spite of there being no side-curtains the occupants kept quite dry, perhaps due to the air flow round the screen—the absence of screen-wipers was a far more irritating factor. After pausing for photography our plan of driving to Ledbury for lunch was abandoned and we turned back, in a heavy downpour. It was then that I took the wheel, to assess the joys of Silver Ghost motoring at first hand. The 7.4-litre engine pulls top gear well and will restart on a 1-in-6 hill in 2nd gear. The car handled easily but was more sluggish than I had anticipated, although this was no doubt less apparent in that leisurely age in which the Ghost was conceived. The mechanical-servo brakes were decidedly good, even on 1-in-12 down gradients, with no lag; the steering was positive, with no kick-back. But there were two disappointments. The first concerned the R-R governor. In spite of studiously reading R-R handbooks I have never been able to fathom its purpose or comprehend the tricks they say could be played with it. Now, I thought, I shall learn. But all it turned out to be was an outside hand-throttle. Then there was the gearbox. Try as I might, using lots of revs or scarcely any revs when double-declutching, I just could not make silent changes from top to 3rd. My blushes were spared because Willie, our driver, clearly had the same difficulty, tending to punch 'em in and even coming to rest on more than one hill after funking a change-down. The gear-change of a 3-litre Lagonda may be tricky; that of this Silver Ghost defeated me. But even had I mastered it, with more experience, I should still have disliked the long movements of the gear-lever and the tedious business of having to exert sideways pressure on it before the gears can be disengaged (a R-R safeguard against knocking the lever out of gear).

The rain increased, so I gave up the ghost at Stow-on-the-Wold, had lunch, and went home. But, brief though it was, this encounter with the Triplex Rolls-Royce had been a worthwhile experience. I am not so fanatical about the Silver Ghost as most writers and had I been a member of the affluent Society when it was in production it is likely that I would have purchased some other make. Yet the

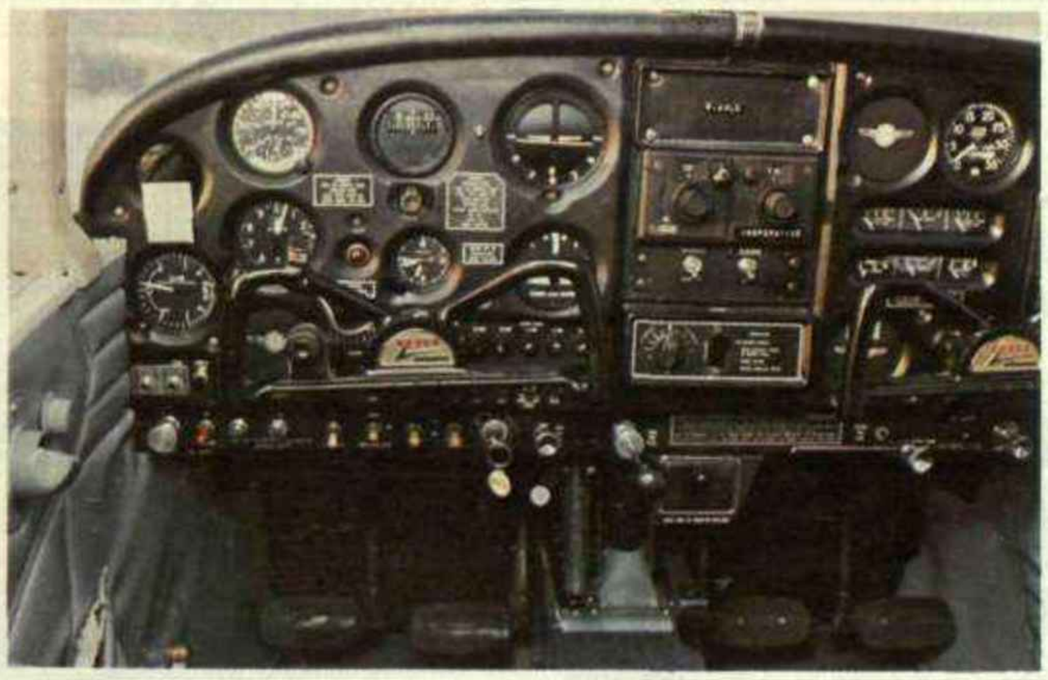
Continued on page 248



ENTHUSIASM.—One of the first actions taken by Graham Hill after he left University College Hospital recently was to fly the London Aviation Piper Aztec. Although Graham still has little strength in his legs, London Aviation's Managing Director, Brian Kay, said it was a flawless flight.

THE FREEDOM OF THE AIR

WHEN the London School of Flying advertisements first appeared in this magazine last year, it jolted a few of us die-hard motorists at MOTOR SPORT into wondering aloud if a mere enthusiast for earth-bound machines could enjoy the so-called freedom of the air. Whilst mulling over these thoughts at Silverstone earlier in the year, we watched Graham Hill bring in his twin Piper, followed shortly afterwards by the Gold Leaf Team Lotus Twin of Colin Chapman. This occurrence, which takes place at almost every major race meeting, decided us to have a closer look at why some of these top drivers (Brabham, Elford and Rindt also fly everywhere) had taken to the air.



. . . is facing a much more interesting facia than his car. . . . From left *to* right *the instruments are vertical speed indicator (records the rate of climb and descent in hundreds of feet per minute).* Above, *the air speed indicator;* below, *the altimeter.* Above, *the direction indicator (gyro-operated compass);* below, *clock with a sweep second-hand.* Above, *the artificial horizon;* below, *turn and slip indicator.* Far right, *the engine rev.-counter;* below, *left fuel tank content, ammeter, right fuel tank content, oil pressure, fuel pressure, oil temperature. In the centre is the VHF radio set to* 122.4 *(Elstree's frequency), with an inoperative VOR next to it, and at the bottom, an auto-flight.*

As the advertisement in MOTOR SPORT was the quickest and easiest method of contacting a flying school, it was decided that an expendable member of the staff who could just scrape through a medical should be sent to Elstree in his spare time to become an intrepid aviator or "Snoopy", as the rest of the staff promptly dubbed him.

Alistair Welch, Sales Director of London Aviation (which is one of the Elstree companies), was soon explaining the whys and wherefores of clocking up air hours in the strange language of aviation which is spoken almost entirely in initials. This complicated jargon, spattered with DIs, ASIs, VMCs, QFEs, QNHs, Pre-FHTs and FHTs, etc., makes the ordinary landlubber feel very inadequate, but it's all a smoke screen to make flying seem more complicated than it really is. Any semi-intelligent individual with a slight mechanical flair and a reasonably well-paid job can obtain a PPL (Private Pilot's Licence).

The half-hour (£5) trial lesson was dispensed with, as our aviator-to-be had hundreds of hours of air commuting to his credit spread over half the world's airlines. Similarly, it would be unfitting for MOTOR SPORT to record a blow-by-blow account of the ensuing 35-hour training schedule. But there are many highlights which a motorist can appreciate without ever getting out of his bucket seat or letting go of a steering wheel.

Initially, we "pilots" check our machines much more thoroughly before starting up than a car owner would ever do. Whoever heard of checking the brake pipes, lights, tyres, steering or oil level before popping down to the shops ? Of course, when a car breaks down it rolls to a halt (with luck), but if the 'plane suffers a mechanical failure it cannot remain stationary in its own medium and the resultant thump can be very embarrassing. Next, when seated firmly behind the rather small, odd-shaped steering wheel (known as the control column) with feet firmly placed on the rudder controls (placed, like a car's throttle and brake pedals, on the floor) the driver (or pilot in the making) is facing a much fuller and more interesting facia than his car, one studded with elaborate instruments. At first glance the only dials which make sense are the fuel and oil pressure gauges and the oil temperature gauges. Here again, this is all to confuse the outsider, for within a short while these instruments fall into a natural pattern which is easily understood by all except the very dim.

The "steering wheel" is the one item of equipment used by aviators which *can* be confusing, for as you taxi away and lock hard over at the first corner, nothing happens. One has to be taught that the feet steer on the ground and also, to some extent, in the air. This steering control can affect natural reflex actions, for in later lessons, when one drops a wing in a practice stall, it seems to the sub-conscious mind that full opposite lock is needed, but no, it is the feet which overcome this problem with full opposite rudder.

As the hours begin to mount you finally begin to radiate sufficient confidence for the poor suffering instructor to climb out one day and say: "Okay, do a circuit on your own." This first solo flight is something about which one cannot be blasé, for it does stand out as one of life's highlights, like the first time you go over 100 m.p.h. or your first spin in a Lamborghini Miura, or being driven round Riverside in a time equivalent to the middle of the grid by Bruce McLaren. Depending on your temperament, you either crack a bottle of champagne or sit quietly in a corner with a contented smirk. But no pilot seems to forget that first time up on his own.

After much solo practice, always in sight and radio touch of airfield control (Elstree insists on radio proficiency, although Government regulations don't enforce it, yet!), comes the next stage when your instructor takes you off into the unknown and shows you how to lose yourself in one easy lesson. This stage, known as cross-country practice, can be the most nerve-racking, but again it sounds more difficult than it is and within a short time the first solo cross-country is under way. All on your own, you find yourself far too busy mouthing instructions to be scared:

"Clear of Elstree, call Luton and attempt a clear concise request to cross their centre line at Stevenage without giving the crew of a Comet heart failure. Find Letchworth, yes; that must be Baldock, so that must be Letchworth . . . Tell London information you are now heading for Buckingham . . . sorry at 2,500 feet. What's this on the map, Woburn Abbey? Ah, yes, there are those roads we used



. . . you finally begin to radiate sufficient confidence for the poor suffering instructor to climb out one day and say "OK, do a circuit on your own". . . . Modern light aircraft require no special dressing-up, even in mid-winter. Our aviator was dressed exactly as he left an Editorial meeting at our centrally-heated offices.

at that Vauxhall release. Blast! All this looking over the side has put it off course and the giro-operated direction indicator is out with magnetic compass, panic. What did the instructor say about this triangle? . . . 'You can see the whole area from almost any point!' Ah, yes, those two lakes on the horizon, that must be Buckingham just this side . . . that towering thunderstorm over there doesn't look too good . . . right astride the return leg . . . better go round, it doesn't look at all friendly. London information, when told of the altered route, kindly gives a bearing that will bring Cherokee Gulf Tango Hotel back on to the correct track . . . must know it's a first time. Shouldn't be long now . . . oh, there's Radlett and Leavesden aerodromes, and there's the reservoir right alongside and the M1 across the end of the runway—Elstree must be one of the easiest airfields to find with these landmarks—call Elstree Tower and try to sound as if this is a routine everyday occurrence rejoining their circuit . . . downwind . . . checks, nearly forgot . . . now turning finals . . . gently, must make a good landing . . . blast! Well, it wasn't too bad and perhaps no-one was watching."

The rest of the course moved on to the Pre-FHT (Final Handling Test) and the FHT, usually with an examiner with whom you haven't flown before. After an hour of stalls, spins, dropped wings, emergency landings and procedure in a couple of landings and take-offs you have passed, and with the written examination (questions and answers, ABC) you can apply for your PPL so long as you have completed the 35 hours minimum. Our pilot had three hours in hand which is about average.

Having been bitten by the bug, there are new goals to be won (twin conversion, night rating, instrument rating) so that we can prove on paper that MOTOR SPORT can get to and from Continental races by hiring a club 'plane more cheaply, faster and more efficiently—irrespective of weather—than regular airlines.

It is difficult to know whether the instructors are good or bad, or to compare the London Flying School with any of the other 225 schools in England. But LFS does take flying more seriously than some schools and has a reputation for producing courteous and responsible pilots. Positive attempts are made to standardise the instruction, but some personal touches from instructors creep in. Students who stick to one instructor get nervous of examiners, so our long list of Tighe, Conway, Kay, Burridge, Higgins, Rolley and Budge reads like a merry-go-round and helped in many ways.

One thing that stands out is that this is *not* just a businessman's luxury transport or a rich man's sport. For £410 over six months you can become a pilot: club hire of £6 to £10 per hour for future flying can give immense pleasure with a minimum of five hours per year to keep your licence. MGs and E-types are often known as



. . . gently, must make a good landing . . . blast! Well, it wasn't too bad and perhaps no-one was watching. . . . One of the London School of Flying's Piper Cherokees landing on the snow-covered Elstree runway with our man at the wheel. The Cherokee is almost vice-free and one of the best planes to learn on.

"bird catchers", but to complete the image there's nothing like taking the girl friend for a quick flip round for as little as the cost of a good dinner.

Graham Hill and Colin Chapman are both flying enthusiasts getting considerable pleasure as well as saving lots of time by owning their own 'planes. Graham, in fact, spends some of his time away from the race track in the Elstree Club House playing table tennis and talking flying with the same enthusiasm that he talks about motoring and rowing.

Air freedom is a thing of the past. But you still don't have to sit in stationary jams like the average frustrated motorist. And there is still a lot of air space not being used by the airlines.—M. J. T.

PICTORIAL REVIEW

DAYTONA 24-HOURS | **MONTE CARLO RALLY** | **ARCTIC RALLY** | **TASMAN SERIES**

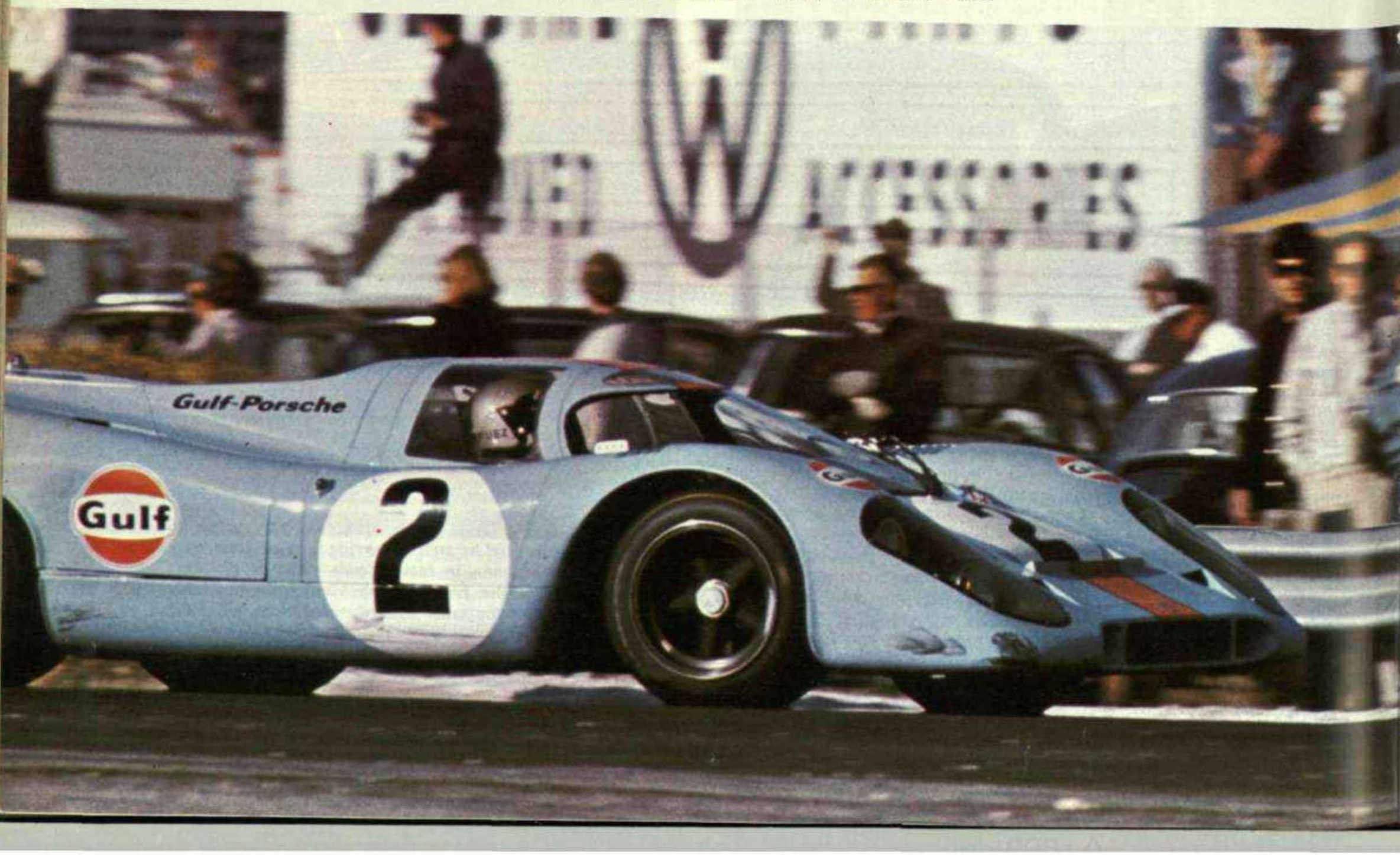




DAYTONA 24-HOURS

PORSCHE VICTORY.—On the first lap of the Daytona 24-Hours, the two JW Automotive Porsche 917s sweep off the banking (*left*) with Andretti's Ferrari 512S only inches behind. Siffert's car (leading) lost a lot of time in the pits, leaving an unchallenged win to Kinnunen and Rodriguez (*right*) with the first victory for the new Gulf/Porsche alliance.

PEDRO RODRIGUEZ made a spectacular return to the JW Automotive team at Daytona, ably supported by the young Finnish driver Leo Kinnunen. Rodriguez' last major win was at Le Mans with a JW Ford GT40 in 1968, while Kinnunen won the Nordic Cup series of sports-car races in 1969: his previous racing experience is limited mainly to Formula Three.



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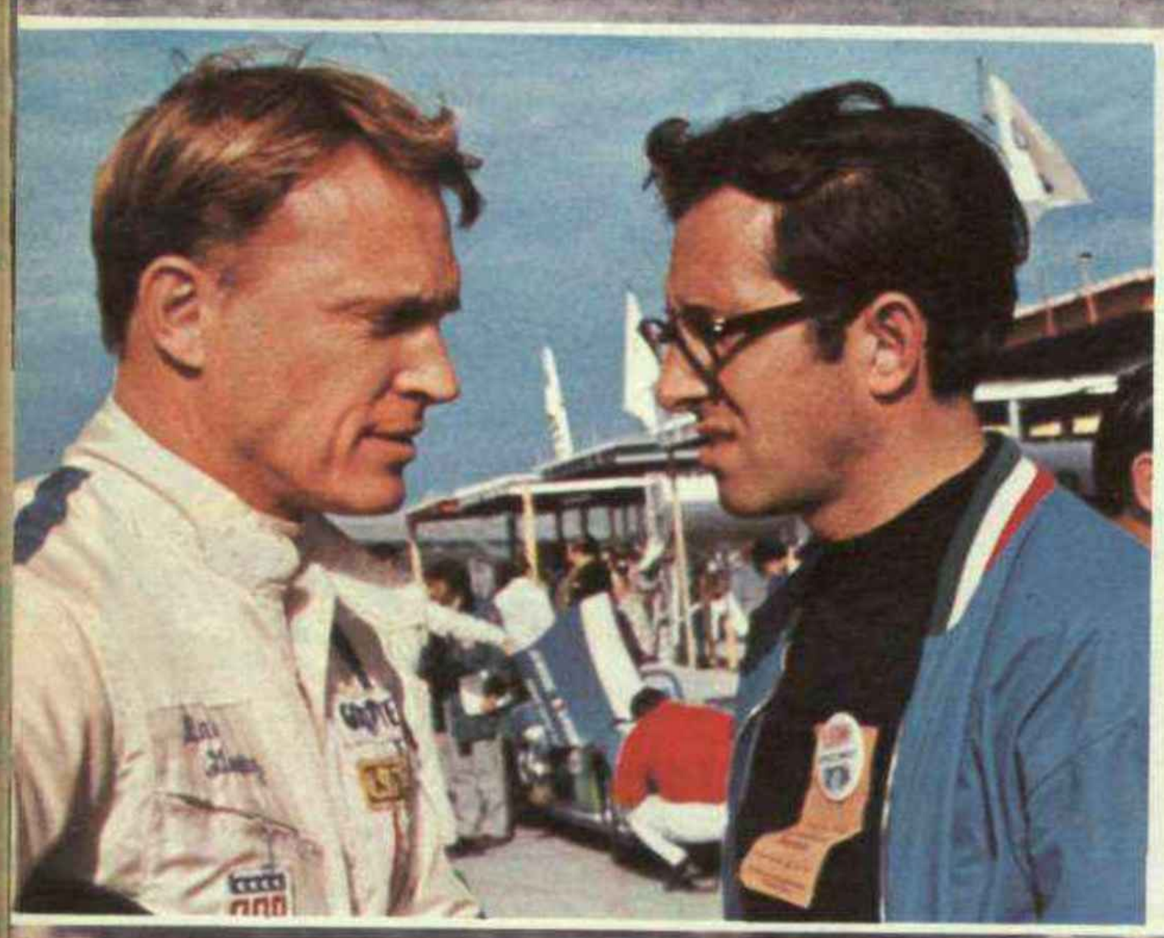
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World Champions 1963, 1965, 1968.

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LAPPING one of the many slower cars on the road section of the Daytona course is the fourth-placed Ferrari 312P shared by American Sam Posey and British Ferrari Development Engineer Mike Parkes. Note the "blister" in the Ferrari's roof to make space for the lanky Englishman, who is making a return to racing following his serious accident in the 1968 Belgian Grand Prix.

GURNEY MEETS FORGHIERI.—Dan Gurney, a member of the Ferrari Grand Prix team in 1959 and 1960, was back at the wheel of a Ferrari sports car just for Daytona. Analysing the performance of the car with him here is Designer Mauro Forghieri.

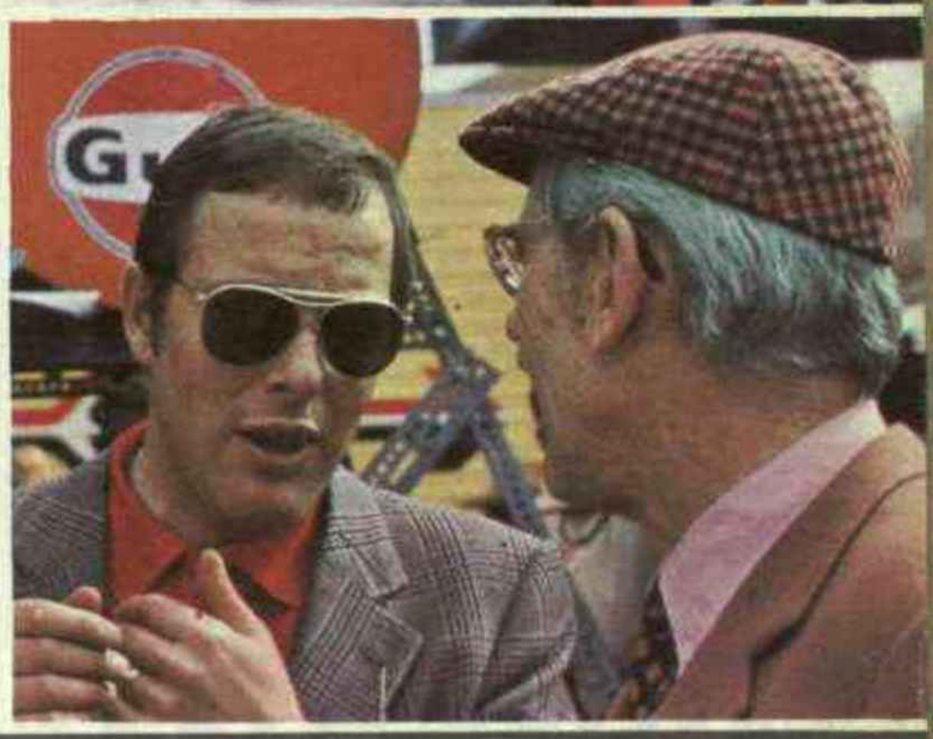
PRIVATE OWNER.—Having satisfied the CSI that 25 of the new Ferrari 512S models had in fact been built, deliveries from Maranello to private owners are well in hand. This car, entered by Scuderia Picchio Rosso, is actually owned by its driver, Corrado Manfredini, and co-driven by Gian Piero Moretti.







THE BEST FERRARI was the works-entered 512P of Andretti and Merzario, later to be co-driven by Formula One team leader Jackie Ickx. Andretti is seen waiting to take over from Ickx during a pit stop. The car finished third after being delayed with, among other things, a broken rear chassis member.



GENERAL SCENE in the Daytona pits: the car in the foreground is one of the several Chevrolet Camaros, while in the background is the Piper/Adamowicz Ferrari 312P.

PORSCHE TALK.—Current Porsche Team Manager Rico Steinemann is seen discussing prospects with Huschke von Hanstein, himself Porsche's Team Manager for many years.

JACK BRABHAM turned up at Daytona to share the old Matra 630/650 with young Francois Cevert, brother-in-law of Jean-Pierre Beltoise. They finished 10th in this car, which late in 1969 had won the Montlhery 1,000-km. race in the hands of Beltoise and Pescarolo.



The Pricefighter.

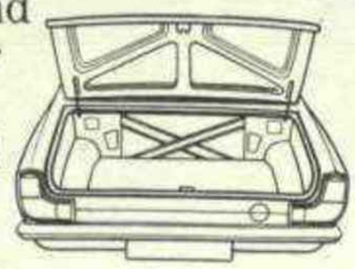


The new Hillman Avenger. Puts m

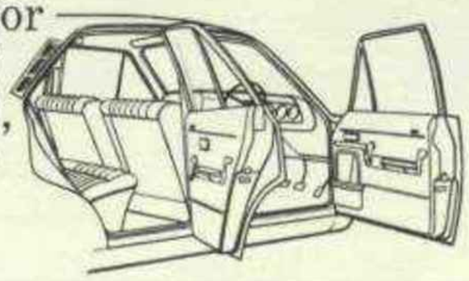
The Hillman Avenger costs only £766*. For the price, it puts more car in your hands than any other model on the market.

'Pricefighter' we believe describes it exactly.

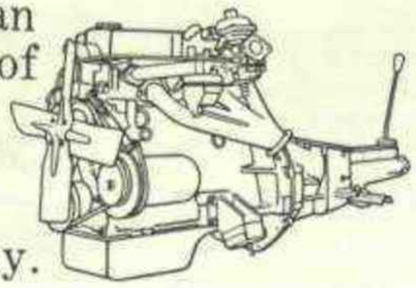
The Avenger is in the same size category as the Escort and Viva and BLMC 1100/1300. Yet it has as much room as many *larger* cars – ample leg room and shoulder room for five adults, plus a boot that will hold all the family's luggage.



And because the Avenger was designed from the start as a 4-door car (not a 2-door car *converted* into a 4-door), it's far easier to get into and out of.



The Avenger has an all-new, high-cam engine of advanced design – proved on over one million miles of testing. It develops a lot more power than normal engines of the same size and weight and gives outstanding fuel economy.



The 1500 version develops 72 gross bhp (63 DIN) which gets you from 0-60 in under 14 seconds and gives up to 90 mph. The thrifty 1250 version gives more miles to the tankful than many smaller engines, yet gives 0-60 in around 17 seconds and up to 84 mph.

And we've built in a number of safety and quality features you won't find in other cars at the same price. Bigger wheels and tyres; front disc brakes; coil spring suspension all round with 4-bar link system at the rear; and a safety-conscious interior.

When it comes to comfort and quietness, you will find all the attention to detail that is the hallmark of Rootes quality and luxury.

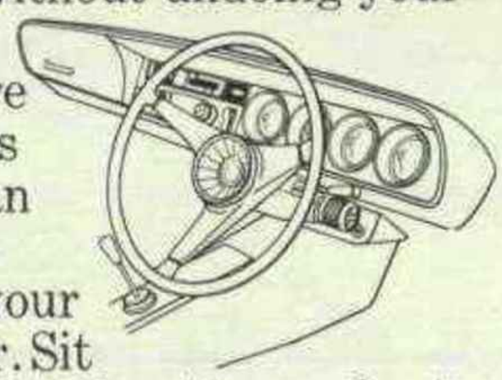
ore car in your hands, from £766*.

A heating and ventilating system that lets you have your windows shut without suffocating you with fug or blinding you with condensation.



A new suspension, together with generously contoured seats that you sit *in* and not *on*, to give you a comfortable and quieter ride.

To make life even more restful for the driver, there's a new-design, effortless-change gear box with fully remote shift. And all the controls are where you can reach them without undoing your seat belt.



There are three versions of the Hillman Avenger. Go and see it at your Rootes dealer. Sit in it. Drive it. See if you don't agree that it gives you more space, more power, more comfort, more quality, more *value* than any other car of its price.

Avenger de Luxe '1250', £766*. Avenger Super '1250', £811*. Avenger Grand Luxe '1500', £903*. *Ex-works prices, inc. p.t. (Seat belts and fittings extra.) '1500' engine available at extra cost on de Luxe and Super. Automatic transmission available at extra cost with '1500' engine. Wheel trim discs illustrated are extra.



HILLMAN ROOTES

Rootes value quality

MONTE CARLO RALLY

BJORN WALDEGARD, Lars Helmer and their factory Porsche have become almost synonymous with success. Twice they have won the Monte Carlo Rally, giving Porsche its third successive victory, but on this occasion they almost didn't make it after choosing the wrong tyres on one test and collecting a puncture on another.

AN INCREDIBLE little car was the 1,296-c.c. Alpine-Renault driven by Jean-Pierre Nicolas and Claude Roure. It stayed right up with the three Porsches and split them in the final classification, finishing third. For various reasons, all three 1.6-litre Alpines retired. This picture was taken on the Col de Couillole, one of the very few parts of the route covered by snow.

THE TIGHT ROAD SECTIONS of the Monte's last night, that of the "Mountain Circuit", mean that servicing and the all-important tyre changing have to be carried out with all possible speed. Here, at the town of St. Sauveur, the Lancias of Ballestrieri/Audetto and Barbasio/Mannucci receive attention from the mechanics. They were the only ones to complete the whole route, three others blowing their engines and one rolling.

HIGHEST PLACED TOURING CAR was the Ford Escort Twin-Cam driven by Roger Clark and Jim Porter, one of four prepared at Boreham. They finished fifth in the general classification, no mean achievement considering that they were only beaten by Group 4 cars. The trailing vapour is not from the exhaust, but is a mixture of snow dust and wood smoke from the bonfires of spectators.

ARCTIC RALLY

ARCTIC WINNERS.—The Finnish duo of Hannu Mikkola/Risto Suonio slide their Boreham-prepared Ford Escort T-C to victory during the 5th Tunturiralli-Arctic Rally.

SECOND TO MIKKOLA'S Escort T-C throughout the Arctic Rally was the Renault R8 Gordini of Jorma Lusenius/Seppo Halme which registered some quick times on the early stages only to succumb to the more powerful British Ford.



The sports car for the enthusiast.

The MGB is the car for the man who's been around. Tried them all. But won't take less anymore. He knows what he's after. And knows he can get it in an MGB.

He's after performance. Like 0-50 m.p.h. in a cool 9 seconds*. The kind of performance you get from the famous 'B' series engine.

And now we've given him looks to match. The new MGB has a matt black recessed grille with chrome surround. Black and silver Rostyle rally wheels. And redesigned light clusters.

Inside you will find new rake adjusting seats, covered in black knit-backed expanded vinyl. A feature we're sure will appeal to our enthusiasts.

The MGB comes in four wild new colours. Bronze Yellow, Glacier White, Blue Royale, Flame Red. And of course, you can still get the famous British Racing Green and Pale Primrose.

Take one out on a Test Drive. Bring a passenger. But be warned – you'll never take less again.

*Motor.

Recommended price £1125 including P.T. Extra is charged for delivery, seat belts, number plates, radio and aerial.



Sport the real thing. MGB.

BRITISH LEYLAND MG

TASMAN SERIES

LATEST LOLA.—Seen driving his new Lola T190-Chevrolet in the Tasman series is wealthy Swede Ulf Norinder, who had a full season of British Formula 5000 in 1969.

FIRST FERRARI VICTORY of 1970 went to Graeme Lawrence, the New Zealander, who vanquished the more powerful American-engined machinery around the tight Levin track with his privately-owned 2½-litre V6 Dino.



DESPONDENT.—Former Ferrari Formula Two driver Derek Bell had high hopes for this ex-works Brabham-Ford owned by Midlands car collector Tom Wheatcroft. He withdrew when the team's second engine blew while Chris Amon was testing the car.

INVERCARGILL WINNER Graham McRae, another New Zealander, took his most important victory at Invercargill, last of the New Zealand rounds in the Tasman series. He was briefly seen in Europe last year with a Formula Two Brabham.



LETTERS FROM READERS

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

A COSWORTH 'COPTER?

Sir,

Reading your fascinating article on Keith Duckworth, with its statement that "The helicopter principle offends his engineering science", brings to mind the time that I was privileged to meet Mr. Duckworth when we were both learning to fly Brantley helicopters at Kidlington Aerodrome in 1967. He then stated that the helicopter seemingly opposed all known engineering principles.

Would it be possible, then, at some future date, when given time off from his many other projects, that a Cosworth helicopter might appear, or at least a helicopter incorporating many fresh ideas, perhaps even to form the basis of a fresh series of these machines?

London, SW11. BRIAN SCRIVNER.

* * *

THE MOTORISTS' LOT

Sir,

It would seem that I am now a dastardly criminal, having been made recently so by exceeding the speed limit between Luton and Dunstable. Your readers from this area should beware a white Hillman or Cortina estate car emblazoned with the large words ACCIDENT TENDER. It was whilst I was overtaking a convoy of slow-moving vehicles at night at no more than the statutory 30 miles an hour when I espied this vehicle in my rearview mirror. The first reaction to the thoughtful motorist is that here is an ambulance or service tender on the way to an emergency where their prompt arrival may save life or limb, so as in the case of seeing a fire engine one takes action which will not hamper the progress of these angels of mercy, and in this case I employed the sinful device of accelerating to about 45 m.p.h. so that the alleged Accident Tender should not be delayed. After overtaking the slow obstacle, I once again slowed to the lawful speed and waved on this hurrying ambulance, as I thought, only to be waved down by the occupant of the same vehicle and duly booked for speeding.

Now, I have always been most critical of those readers who have written their derogatory pieces about the police in your columns and I, for one, have always felt that it is one's duty to assist the police wherever possible. When all is said and done, the poor chaps have a difficult job to do and I have been constantly reminded by Press statements that senior police officials are endeavouring constantly to mend the bent image of the police force. When, then, do two full-grown policemen who have been driving what to all intents and purposes appears to be an ambulance make such a meal of booking a motorist who was only trying to help them by getting out of their way? They attended me for about 15 minutes in a cocky and familiar fashion and seemed most hurt when they could find no other allegations other than speeding with which, I quote, they could "do" me. What have they achieved? An eight quid swell to their funds, an endorsement on my licence and a permanent enemy in me. In future, and I advise all other North Hertfordshire and South Bedfordshire motorists the same, I will not turn a hair if by accident I impede an emergency tender. Why should I fork out fines just to show what a thoughtful sort of fellow I am? I am not going to take the risk of losing a licence by breaking the speed limit to assist the public servants on their way, especially as you cannot tell whether or not an ambulance is a police car or vice-versa.

You may like to know the recent findings of another court locally when in the same sitting three cases were heard. One was a man who was fined for evading the purchase of a radio licence, the second a motorist who outstayed his welcome in a limited waiting area and the third a drunk who smashed a beer glass into the face of a colleague in a pub, causing the recipient to have 14 stitches in his eye and cheek. The first was fined £10, the second the same and the bully was let off with a caution and a fine of £5. Therefore, it seems, one is a greater menace to society by not buying a Government licence or by parking where the authorities don't want you to. If the punishment is set to fit the crime then it's cheaper to be a thug. I think I will sell my car and buy a cosh.

Harpenden. PETER RODDIS.

Sir,

The very elegant letter from Mr. P. G. Williams in your January issue shone like a shaft of winter sunlight to sparkle among the facets of our motoring activities. As I have been motoring nearly three times as long as Mr. Williams I learned my lessons about the law in the days of the 20 m.p.h. speed limit when we were even more stringently harassed than we are now. But we did have more time to watch out for the AA men who refrained from saluting when there was a speed trap ahead and we were not so bewildered by the multiplicity of modern signs which draw our attention from the road when we should be concentrating on more important matters.

As a means of protest, demonstration or rebellion, may I suggest that we should have a motorists' "work-to-rule" day? If we all agreed to stick rigidly to the speed limits for one day only I believe the ensuing chaos would prove to the little grey folk who make the laws that they know very little about road safety. What about August 1st?

Should Mr. Williams find his white Volvo being followed at a legal speed by another white Volvo, it will be mine.

Middleton. GEORGE SCOTT.

Sir,

I read your letter, page 141 February issue, from Police Officer Harding. Accordingly, I make some comments below.

Mr. P. G. Williams really has not much to complain about since he was taken for doing something more than 40 per on two occasions. If, on the other hand, his offence had been for, say, 34 m.p.h. whilst I expect he would have been convicted, he could well maintain that his offence was purely technical. I gather from your remarks below Officer Harding's letter that you have in mind the 11th Commandment, "thou shall not be found out"?

If you have time to read on I should like to tell you what happened to me within the last couple of weeks. It was necessary for me to be in the West End at 5.45 p.m. to keep a dreary business appointment and the traffic had made me a bit late. In consequence I was having difficulty in finding a meter. But by nipping smartly about and around a couple of corners in my magnificent Jaguar 420, I actually found two vacant ones fairly close together. After several attempts I actually fitted the car in, but upon contemplating the scene decided that the rear and forward cars would be unable to get out, so I disengaged and moved up several places to the other vacant meter, which had more room. So I dismounted and pressed two tanners into the slot provided, checked the door lock and with a feeling of great satisfaction wheeled round—right into the arms of two enormous but very young policemen.

Now, bearing my ever-ready cheery smile and literally exuding high pressure bonhomie, I claimed: "It's OK, officers, I have put a couple of tanners in the meter!" The reply I received could have easily sunk the QE. "We know, sir, we have been observing you, but you have just motored the wrong way down a one-way street!" Clearly I was now at a disadvantage, so employing my usual procedure, which I have found satisfactory for many years, and in all walks of life, I smiled and said: "I will tell you what we shall do—you look the other way whilst I turn the car round." Which they did and I did. So, with three cheery smiles, we went our different ways with no skin off anybody's nose.

Well, I think the cops are OK; we should be in a sorry state without them. They are, probably, underpaid and I suppose one could say Prime Ministers are overpaid. So there it is.

London, NW2. J. LEMON BURTON.

Sir,

Re Mr. P. G. Williams' letter. Last July I suffered the indignity of being "radar-trapped" in Gretna, admittedly while doing 44 m.p.h. in a restricted zone. In November I received notice of intent to prosecute and this month the judiciary juggernaut completed full circle and coughed up my driving dicence—suitably decorated—and a request for a cash payment. While perusing the small print on the buff forms that inevitably accompany any dealings with the law of

the land, I noticed that in default of payment of the fine, I could be asked to serve a term of imprisonment. You ask how we can rebel? Simple—refuse to pay the fine and go to prison. The resultant strain on the finances of HM Prison Services as thousands of "criminals" cram every available place of detention would maybe induce those in authority to think again about the advisability of random, wholesale prosecutions such as seem to be the current fashion.

Higher Bebington. DAVID J. PICKUP.

[This seems rather drastic. The farmers are drawing attention to their grievances by other methods and so far I do not think one of them has gone to prison.—ED.]

* * *

WHO'S FOR FRESH AIR?

Sir,

May I be allowed to commiserate with your correspondent Anthony Smith of Harlington in connection with his letter "Who's for Fresh Air?" in the January issue? My family grew too big for an Austin Healey 3000, so 5½ years ago I bought a Mini-Cooper as a temporary expedient until some manufacturer came up with a full four-seater with adequate performance. (I do not class the Herald/Vitesse convertible as a four-seater; have you ever travelled far in the back seat?) I did have reasonable grounds for hoping that BMC might come up with something presentable, but I fear that their plans were changed when Leyland controlled the balance sheet.

I seriously considered the Crayford convertible, but decided that they did not produce an economic proposition (I have to work hard for my money and am not willing to buy a car with a doubtful resale value). As I had pretty well run the Mini-Cooper into the ground, I purchased a BLMC 1300 GT, again as a temporary measure.

May I therefore be allowed to repeat the anguished cry that surely there must be a market for a family four-seater drophead, and to add to it the suggestion of a modern pre-war Brough Superior?

Thank you for your most readable magazine.

Hull. GEOFFREY ARNETT.

* * *

A TROUBLE-FREE 100,000 MILES?

Sir,

Repeatedly in your Readers' Letters I find myself reading the praises of foreign cars and I feel I must redress the balance.

I bought a Hillman Husky II from my brother after it had done 52,000 miles; and after a routine service and fitting Koni shock-absorbers I left with it for East Africa. Already nearly six years old, in the next 15 months it was used for a further 25,000 miles over every type of African road, following the 1967 Safari Rally, following elephant through the bush and on regular trips of around 500 miles a day. Finally it carried four people with full luggage from Nairobi to Cape Town, about 5,000 miles, to be put on *Edinburgh Castle* to return home. During this time it only required attention to the exhaust system (those centre humps in the road can be annoying) and tyres, which suffer on any car driven hard on loose surfaces. A leaking radiator was fixed at midnight by one of many, if well-spaced, garages who know how to be helpful!

Since its return, the clock has come round again to 20,000 and it has benefited from the fitting of a replacement 1,500 engine, with a Nerus head and a single S.U. carburetter. The handling was transformed with radials and these performed well on loose surfaces, in spite of warnings about ripped sidewalls.

This is what I call good, reliable motoring, and I didn't have to buy foreign to achieve it. I shall be disappointed if it doesn't go on for a further 50,000.

Bristol. COLIN G. RENDLE.

* * *

BENTLEY SERVICE

Sir,

Having read two criticisms from your readers recently regarding Bentley service, I feel bound to relate my own experiences of excellent service.

My Bentley is a 1950 Mark VI which I have used for about three years. On a short visit to Bournemouth last July some carefully hidden welding which the previous owner had carried out on two sections of the exhaust system failed, and caused unusual, and possibly illegal, noise from the engine. It should be emphasised that the local Bournemouth dealer was completely unknown to me. Here is the sequence of events.

2 *p.m., Wednesday.*—Telephoned dealer explaining trouble.
2.30 *p.m.*—Car picked up by dealer from hotel garage.
6 *p.m.*—Dealer telephoned me at hotel to say that 15 new parts would be required, including exhaust manifold and one silencer. Some items were in stock, remainder to be collected from London (130 miles away) on Thursday.
5.15 *p.m., Thursday.*—Telephone call from dealer—all parts obtained. Car to be ready Friday afternoon.
3 *p.m., Friday.*—Car delivered with repairs completed.

I did not mind paying the bill (£87) because, as your correspondents say, it is known that parts for these cars are expensive (incidentally, the labour charge included in the bill was £22 only), and I consider this to be top class service, in keeping with the quality of this 20-year-old car.

The Maidstone R.-R. dealer obtained new headlamp rims and reflector assemblies in four days.

A new front carpet (a perfect match to the original) was obtained from a London dealer in one week exactly, including rail transport time.

In the case of all three dealers mentioned the factory-trained personnel behaved as men in charge of thoroughbreds should.

Maybe it was just my luck.

Strood. RONALD W. STACEY.

* * *

"SHOPPING FOR A DAIMLER"

Sir,

With reference to Mr. Gandhi's letter, Laurence Pomeroy, senior, remained a Director of The Daimler Company until October 1936.

Up to and including 1939 all large Daimlers retained semi-elliptic springs both back and front. The only models with independent front suspension (of the André-Girling type) were the Daimler "New Fifteen", DB17 and DB18 and, in the Lanchester range, the Roadrider de luxe. This last-mentioned model was interesting in several respects. Its chassis type was designated LA 14 (2) and differed from the LA 14 (standard model) not only in possessing independent front suspension but also in that the standard Roadrider, in common with the Lanchester Eleven and all models in the then current Daimler range, had underslung worm drive whereas the de luxe version had a spiral bevel half-floating rear axle. Moreover, the Roadrider de luxe was offered with a four-speed synchromesh gearbox as an alternative to the normal epicyclic box with fluid flywheel.

Contrary to what may be generally believed, most if not all Daimlers —certainly from about 1936, have good firm suspension and excellent roadholding characteristics. With modern traffic I consider Daimler transmission to be eminently suitable in all conditions. What a great pity that the system (modernised, perhaps, to conform to the "Daimatic" type of electro-pneumatically operated gearbox as used since 1957 in Daimler passenger vehicles), cannot be re-introduced.

BRIAN E. SMITH, *Registrar,*

Romford. Daimler & Lanchester Owners' Club.

* * *

PRAISE FOR THE TRIUMPH 2000

Sir,

Your correspondent, J. Neville R. Hay, prompts me to reply to his critical comparison of the Triumph 2000 with his current Fiat 125.

I am a great admirer of Fiat and their designs, but cannot accept the Fiat 125 as a far better car—both models have their faults and strong points just as the Rover 2000, for example.

Mr. Hay complains of a leaking head gasket and replacement of four exhaust valves in 18,000 miles, but rates his car as certainly more reliable than the 2000. Just how do you describe reliability, as I would not enthuse over this with any car.

I am now up to 14,000 miles on my fourth Triumph 2000, which I believe to be the best "*all round*" design of its class yet produced in this country, and more than comparable with the best from Fiat, BMW, Lancia, Volvo and Rover in the 2-litre class.

The fact that the 2000 is a bit more "chuckable" than the Fiat is incidental and irrelevant. It is certainly much quieter, smoother and more relaxing with a better ride, designed to be driven long distances fast if need be, or just for pottering, the 2000 will do both without fuss. The "chuckability" just happens to be useful.

I spend many hours in my 2000, driving up to 300 miles in a day very often, and high weekly averages the rule rather than exception.

The features of the car that appeal to me coupled with its economy and sheer ease of driving are responsible for the strong following the 2000 has had to earn, as it did not start life with the glamour, image or sheer snob appeal of its rivals.

Finham. J. A. EVANS.

"CARS IN BOOKS"

Sir,

You may be interested in the various references to cars in "Farouk of Egypt" by Barrie St. Clair McBride, published by Robert Hale in 1967 :—

Page 55.—First cars given to Farouk from his 11th year onwards, being:
1. Austin 7 in 1931 (present from his father).
2. Fiat, unspecified (present from King of Italy).
3. "Morris racing model" (see page 65).

Page 65 (*facing*).—Plate of Farouk in MG TA?

Page 91.—Mention of Farouk driving to Alexandria in Alfa Romeo (in 1937, he was 17) to propose to the future Queen Farida.

Page 92.—Amongst wedding presents (1938): "from Hitler, a Mercedes-Benz sports coupé".

Page 139.—A list of his cars at an unspecified time, presumably 1940-45: "A Jeep, a Ford, a Lincoln Continental, two Packard cabriolets, a Chrysler fluid drive, a Mercedes-Benz and four state Rolls-Royces".

Page 142.—The Jeep (with mounted machine-gun) was apparently given by the Americans.

Page 167.—"Perilous" driving of heads of British Services in "new red MG sports car" on his country estate (1950).

Page 221.—White Fiat 2300 owned by Farouk in 1965 just before his death in Rome. There is also a mention of a motorcade containing crimson Cadillacs or Rolls-Royces.

Balloch. J. A. HAYWOOD.

* * *

CARS FOR NON-ENTHUSIASTS

Sir,

Magazines may come, magazines may go, but MOTOR SPORT's sheer professional touch has always made me a regular subscriber, therefore it is with regret that I must complain about your anti-Jaguar campaign.

I am a car enthusiast and, although I now own a Jaguar, it is only because I consider it a commendable car. If there was a better one at the price I would have had it, therefore please let Mr. Lyons ramble on about non-enthusiasts and their ilk and we will ramble on about cars—thank God !

Anyway, carry on the good work, and many happy months of motoring ahead wished to your editorial staff.

Crawley. MICHAEL WHITEHEAD.

[*Motoring even in an XJ6, perhaps, unless Jaguar's PRO still* considers that we are the wrong magazine to comment on Jaguar cars! But there is no anti-Jaguar campaign; they said their cars are not normally appreciated by enthusiasts, we didn't.—ED.]

* * *

HE DIDN'T LIKE IT

Sir,

If you, or any of your readers, know of anyone against whom you, or they, have a grudge I would suggest that you give them a ticket for a film now on general release called "Winning", and I can assure you that they will suffer, as I did.

Wimborne. R. W. WARNER.

* * *

THE LAST REAL SPORTS CAR—THE MORGAN ?

Sir,

I am, by the way, the owner of a 1960 TR3A and have been both entertained and interested by the recent correspondence on this *marque*. I would like to add a few words to this in answer to the letter from the irate-sounding Morgan owner.

I myself often call the TR3A "the last great sports car", but of course mean APART FROM THE MORGAN. The Morgan is such a national institution, an accepted fact, that this does not need to be said. We, the owners of other makes of car, pay Morgan the deserved compliment of leaving such an obvious statement unsaid, whilst accepting and agreeing wholeheartedly with it.

Darwen. J. D. G. GILLETT.

[How do we know ? The +8 is still in production.—ED.]

* * *

DATSUN IN THE SAFARI

Sir,

While I wholeheartedly agree with your comments with reference to "Deceitful Datsun", I would point out to you that Jamil Din (Uganda) did in fact finish third in the 1969 East African Safari in a Datsun 1600 SSS, and it is therefore incorrect to say that Datsuns did not "even finish in the first three".

Kampala. YVONNE PRATT (MISS).

SALESMANSHIP

Sir,

Even though I left England 11 years ago I still take pleasure in seeing British companies competing successfully in overseas markets.

At the recent Montreal Motor Show, therefore, I made inquiries at the BLMC stand concerning the availability of the 1275 Clubman and the 1300 GT. At all levels I was met with uncomprehending stares or mumbled excuses about large inventories of older models.

By comparison, Datsun were pleased to show me their very modern and handsome 240 Z sports car, which is priced at the same level as an MG-B or a GT6. Renault were out pushing the R12, Fiat were making noises about their 124S, BMW had a really marvellous film of their competition activities, and Peugeot were actively selling their 504. All the European companies had something new to talk about. BLMC had the Rover 3500, but Volkswagen and Datsun are the fat cats; there never will be any volume in the Rover price range in North America.

Feeling that perhaps I was biased by my cold reception at BLMC, I discussed my impressions with some fellow journalists at the Toyota Press Conference. One of them informed me that at a recent industry meeting in Toronto a representative of the British motor manufacturers stated publicly that : "We are not concerned about Japanese competition in the Canadian market." I'm not sure whether such a remark should be regarded as incredibly insular or downright stupid.

By contrast, the Canadian distributor of Lotus cars put on a first-class display with knowledgeable, turned-on salesmen. It would not surprise me if Lotus don't start to sell more cars than Austin/Morris in the next couple of years in this country.

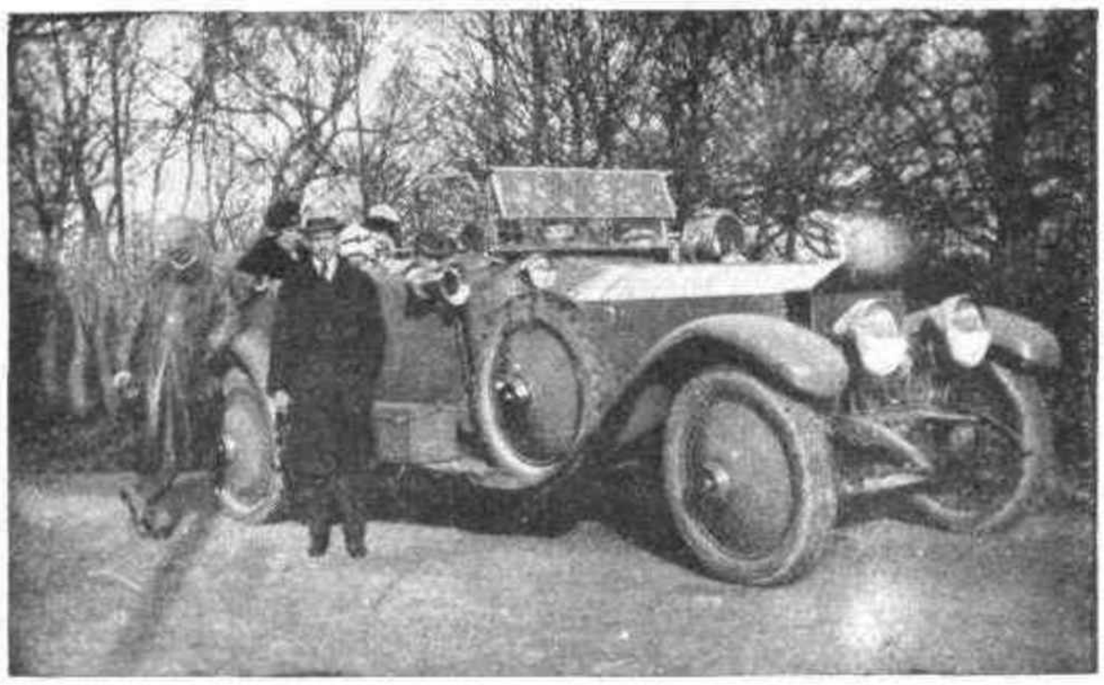
Quebec. P. G. BAILEY.

VINTAGE POSTBAG—continued from page 212

A Royal Rolls-Royce

Sir,

I have been most interested to read your two articles on F. L. Rapson. In particular a paragraph in February's edition of Rapson working on shock-absorberless suspension system to complement his tyres on the Prince of Wales' new car. The photograph is of a Rolls-Royce bought by my grandfather in late 1918 or 1919 from the Prince of Wales. Apparently the car had been out at the front during the war, hence the searchlights. My grandfather had the car for some time, but it caused much attention wherever it went, with the searchlights and two bullet holes in the driver's door where the chauffeur had been killed whilst at the wheel.



The tyres fitted, and spares, seem to be a variety of different tread patterns, presumably some or perhaps all are Rapsons, or is the diamond tread one a Collier ? I suppose you don't by any chance know of the whereabouts of this car ? (Reg. No. FC 1340.)

Barnes. F. W. PRICE.

* * *

The Lanchester Register

Sir,

It has recently been suggested by Mr. F. W. Hutton-Stott, a founder member of the Lanchester Register and President of the Daimler and Lanchester Owners' Club, that the Daimler and Lanchester Owners' Club can adequately serve the needs of the members

of the Lanchester Register. This suggestion was unanimously accepted at the last AGM of the Daimler and Lanchester Owners' Club. All records appertaining to the Lanchester Register are being forwarded to Mr. Brian Smith, of 81 Lake Rise, Essex, the D&LOC's Registrar and Historian. It is intended to keep the Lanchester Register as a separate entity under the auspices of the Club.

West Bromwich. LOUIS GRATTAGE.

* * *

The Rapson Lanchester

Sir,

Your article of Lionel Rapson's Lanchester 40 greatly interested me. I happened to be present, in a breakers' yard near Eastbourne, when the same car was being "broken up", the sledge-hammer exposed the crankshaft and all the internals, con.-rods, crankshaft, etc., were highly polished in as new order, piston top bright and clean. Engine was apparently ready to race again. Worm-drive axle was massive, dozens of bolts around casing and all nuts *drilled* and *wired* ! Price paid by breaker to Mrs. Rapson was, I believe, £7. What an end to a classic piece of machinery! Congratulations on your superb monthly journal.

Lewes. FREDERICK R. HARDING.

[Now you have me weeping again . . .—ED.]

* * *

That Racing Jowett

Sir,

Your correspondent Mr. Peter Hepworth is obviously a distant, and hitherto unknown, relative of mine, in that his great uncle Joseph Hepworth was my maternal grandfather. I well remember the Jowett in the late 1920s, although at the time I was a mere lad of some seven or eight summers, and naturally at a distance of over 40 years my memory cannot be expected to be too accurate.

However, the car was known as "The Black Horse", and when grandpa Joe became Member of Parliament for Bradford East I suppose he decided that dicing in Jowetts was no longer the thing—or maybe grandma Annie Louise decided it for him ! In any case, he would have been around the 50 mark by 1930, being the eldest of the Hepworth brothers. Family legend has it that when he discontinued the sport he presented the car to the Engineering Department of the Bradford Technical College.

I well remember sitting in the back seat of the family Alvis excitedly watching the Jowett under tow completely driverless, and being fascinated by the steering wheel which turned of its own accord as we went up the Yorkshire dales to Park Rash, near Kettlewell.

Another popular venue was "Hepolite Scar", near Bradford, a figure-of-eight freak hill-climb with a deep hole half-way up known as "Tommy Bullus's grave", where many people came unstuck. Tommy Bullus was a motorcycle and sidecar expert, as well as being a military tailor in Bradford. In 1943 he made for me a battle-dress in Navy serge, which whilst most comfortable at sea earned for me a stern rebuke from the Commanding Officer of HMS *Hornet* and strict instructions never to wear "that thing" ashore.

In about 1927 the Jowett was entered at Shelsley Walsh, and returned (from memory) a time of 69 sec., which was considered good in those days for a car of its size and type. I believe it also exceeded 80 m.p.h. at Brooklands, although its *forte* was the freak hill-climb.

As a Bradfordian, and Joint Managing Director of Hepworth & Grandage at the time my grandfather was naturally very friendly with the Jowett brothers, Ben and Willie, who I am sure assisted in the design and preparation of this special.

Cape Province, S. Africa. PETER A. SMITH.

* * *

Good For a Laugh

Sir,

Seen in the classified advertisement section of February MOTOR SPORT:

Austin 7, 1928	..	"A real beauty—£500."
Austin 7, 1928	..	"Good order—£375."
Austin 7, 1928	..	"Needs renovating—£275."
Austin 7 tourer	..	"Offers over—£300."
Austin 7, 1931	..	"Running order—£165."

Thank you for some jolly good laughs.

Oxford. J. K. MARTIN.



ESCORT FOR THE SILVER GHOST.—On its right, the Triplex glass-roofed Rover 2000TC which brought John Passmore to rendezvous with the Rolls-Royce, on its left the Alfa Romeo 1750 in which the Editor arrived.

A DAY WITH A SILVER GHOST—continued from page 231

magic, of more than the name, undoubtedly exists. A production-run spanning 19 years, from 1907 to 1925, with 6,173 sold, is not to be denied. And today there are those who will pay £10,000 or more for a pre-war model, when for such an outlay they could buy a Silver Shadow and sufficient petrol to drive it some 40,000 miles. Is it that Edwardian Silver Ghosts were even quieter—"pulled along by an invisible piece of string"—quicker, than those of the vintage years? Or is it that these high bidders never intend to *drive* the cars they acquire . . .?

That apart, the Triplex rebuild is highly commendable and I think they were wise to decide on open bodywork, which has the twofold merit of being very handsome and rather unusual. But this Rolls-Royce is no showpiece, in the static sense of the term. It covers considerable mileages, and ran in last year's Blackpool-Manchester Rally. I was told that it gives about 11 m.p.g. of 90-octane petrol, did rather better than this during the aforesaid rally, and thrives on Castrol GTX in its sump and Redex in its gearbox.

Had the weather not deteriorated my day with a Silver Ghost would have taken us further afield and I should have gained more knowledge of this impressive-looking motor car. As it was, Willie set off that afternoon to drive it to Lancashire. Which proves that Triplex have complete confidence in this 1924 car which they have rebuilt so painstakingly.—W. B.

TAILPIECE

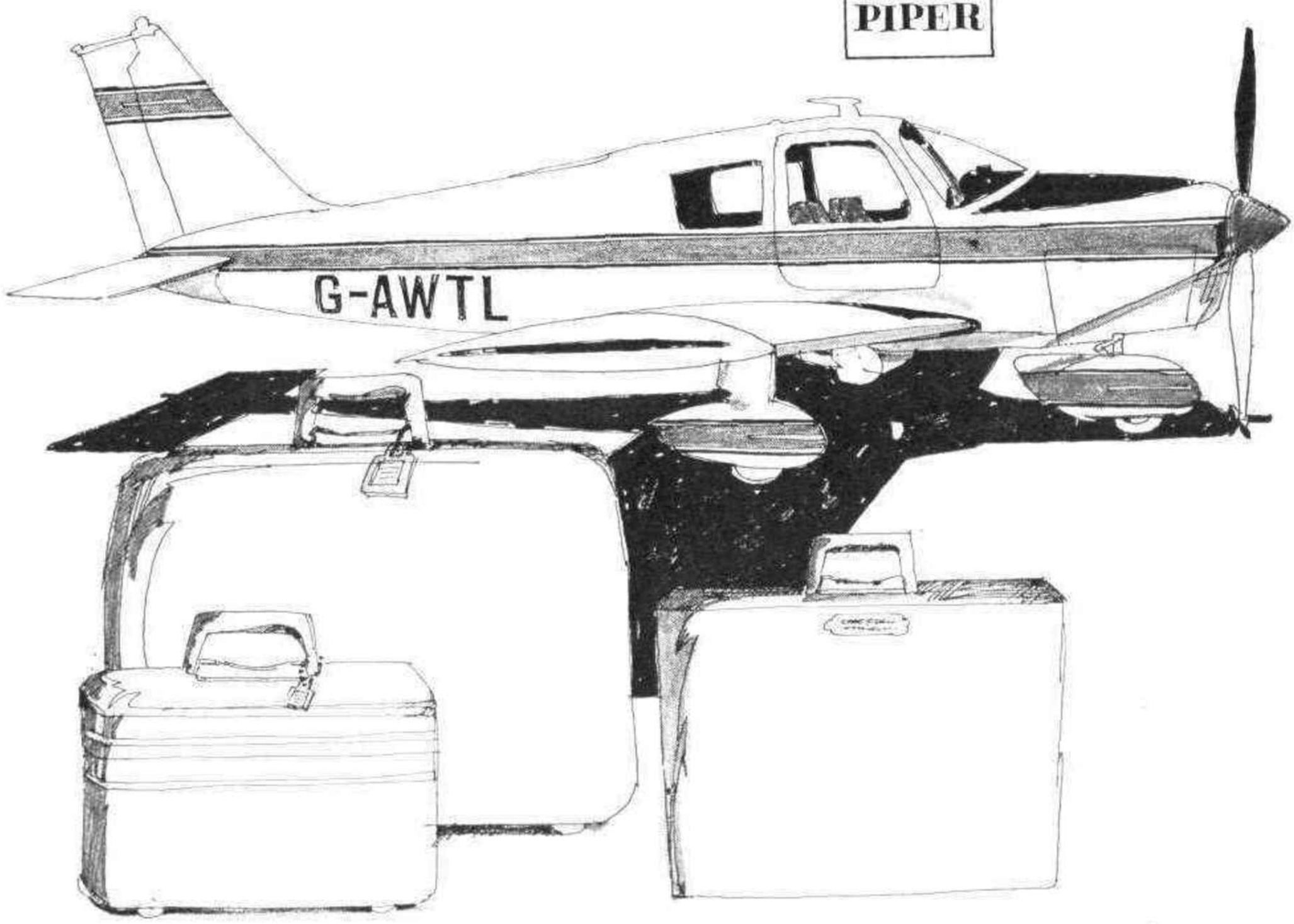


R-R TAILPIECE.—Showing the height of the Silver Ghost, hood-up, compared to a modern saloon and a high van.

Cherokee 140's get the boot

For some time the Piper Cherokee has been regarded as one of the best training aircraft in the world. With its docile handling characteristics, perhaps that is not surprising. But the Cherokee was designed as a two seater and as such it had a lot of baggage space. When it was modified to a four seater, most, if not all, that baggage space disappeared. It had no boot in fact. Now all that has changed. The Cherokee 140 B's and C's have been improved to allow plenty of room for the family's baggage behind the seats. This simple modification has transformed the world's best trainer into an attractive and versatile family aircraft. And a baggage carrier to boot.

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FOR SALE

JAGUAR 1½. GOOD CONDITION. M.o.T. £90. 1925 New Imperial motor-cycle, £60. 52 Woodstock Rd., Worcester. (0427

BENTLEY MK. VI. 1951, (TWO-TONE) silver over metallic grey, recent respray, gearbox overhaul, king-pins, Motorola radio, tools, etc. In good all round order, used daily. M.o.T.'d, taxed. £295 o.n.o. Bambrick, Newbie Cottages, Annan, Dumfriesshire. Tel.: Annan 2817 (evenings) or write. (0922

BENTLEY "R"-TYPE SALOON. BIG BORE 4¼-litre saloon. Registered Nov. 1952. In first class condition throughout. £550 o.n.o. Bearby, School House, Castle Eden (Tel.: 274), Co. Durham. (0921

ROLLS-ROYCE SILVER WRAITH BY Hooper, 1949, two owners and 99,650 miles from new, just being resprayed and rechromed. When finished it will be absolutely immaculate throughout, new tyres, clutch and battery. £1,750 o.v.n.o. Tel.: Burgess Hill 3215. (0925

AUSTIN HEALEY 3000 MK. II, 19,000 MILES. Light blue. Hard-top, overdrive, wire wheels. This car looks and drives like new. £700 o.n.o. Hughes, Tel.: Whitchurch (Bucks) 487. (0926

PRELUDE TO A BROKEN HEART. MY cherished 2½-litre sports/saloon Jaguar and myself have to part. In exceptional condition, this fast beauty has far too many attributes to list here. If you could offer me in the region of £225, and her a good home, telephone 01-902 8774 or Holmer Green 2827 (Mr. Pearson) for all the details. Photograph possible. (0927

UNUSUAL OPPORTUNITY, ALFA ROMEO 2000 Spider, left-hand drive, drophead body by Touring of Milan, many extras including radio, spots, map-light, headrests, etc.; original tool-kit. This car has the renowned five-speed gear-box. Silver grey bodywork with red interior. £450. Tel.: 01-940 5573 (London, SW14). (0928

"SHOPPING FOR A DAIMLER?" 1952 Daimler Consort 2½-litre; engine, fluid flywheel, steering overhauled; M.o.T.; in excellent running condition. £100. Tel.: 01-603 9921 (evenings). (0929

1956 MERCEDES 190SL (R.H.D.). SILVER grey convertible, detachable hard-top. Reconditioned engine, 9,000 miles only. Many extras. £575. Tel.: Bridge of Weir (Renfrewshire) 2960. (0930

BENTLEY, 1936, 4¼ ARTHUR MULLINER sports saloon. Aluminium body fair. Non-runner. Suitable restoration or spares. Offers. Donovan, Oak House, Axbridge, Somerset. Tel.: 444. (0931

LOTUS ELAN. SPECIAL EQUIPMENT. f.h.c., red. K.o. wheels, servo, radio. 20,000 miles. New tyres. "F" Reg. 1967. Superbly maintained. £1,085 or offer. Terms. Exchange. Gordon Vickers, Tel.: Chesterfield 77503 (day). (0932

TALBOT 75, 1933. NON-ORIGINAL OPEN body, no upholstery. £350. Tel.: Tunbridge Wells 20970. (0933

BRISTOL 406. TWO OWNERS, 64,000 miles. Very good condition. Collector's item. £850 o.n.o. Tel.: Christchurch 3271. (0934

UNIQUE ROVER LIMOUSINE/CARAVAN. Fully fitted for holiday living in comfort, sleeping two: gas cooking, etc. In all other respects this is an expensive Rover luxury car, fitted with high-compression 105R twin-carb. 2,638-c.c. engine. Little used, small mileage, but must now be sold due to urgent storage problems after March 31st. Value at over £600, but must accept a reasonable offer. M.o.T. of course, and taxed. Tel.: Carnforth 2791 (Lancs.). The Bungalow, Borwick, Carnforth. (0936

LAGONDA 3-LITRE 4-DOOR SALOON, 1957. Excellent mechanically, good body, servo brakes, four new tyres, new battery, recent decoke, twin-speaker radio. M.o.T. and taxed. £210 o.n.o. Tel.: Heathfield (Sussex) 2246. (0938

M.G. TD, 1953, 1250. GOOD CONDITION all round, tonneau, hood, sidescreens, new tyres, M.o.T. August. £280. Tel.: Derby 42690. (0939

LOTUS ELAN F.H.C. S3. OUTSTANDING condition. Immaculate white body, black trim. Engine completely rebuilt. Electric windows, knock-on wheels. F100s, air-horns. Specialist maintained. Injury forces reluctant sale: £875—H.P., P/ex. possible. 96 Park Rd., Prestwich, Lancs. Tel.: 061-740 3472. (0941

FOR SALE—continued

TR4A, 1966. HARD/SURREY TOP. OVER-drive. Wedgwood. Cinturatos; one owner, 46,000 miles. Good condition. £650—private sale. Tel.: Grindleford 566 (Derbyshire). (0942

1933 AUSTIN 10/4, NARROW BODY MODEL. V.G.C. New M.o.T. £165 o.n.o. 1938 Rover 123 used daily, £40 o.n.o. 1937 Standard 8 tourer, £2, o.n.o. Tel.: Manningtree 2975 (Essex). (0943

BENTLEY MK. VI, 1951. NEWISH 4¼-LITRE Fullflow engine. Excellent body and interior. £395 o.n.o. Colyer, 35 Chandos Rd., Newbury, Berks. Tel.: 4625. (0944

JAGUAR LIGHTWEIGHT "E"-TYPE. EX-Lumsden/Sargent 1964 Le Mans car. Superb. Spares included. £3,000 o.n.o. Tel.: North-wood 25435. (0945

1936 20/25 SUNSHINE ROOF SALOON BY Barker. Division. Excellent condition through-out, in regular use. £750. Tel.: 01-734 5411 (office hours). (0947

FIAT 2300, 1964. OVERDRIVE, BELTS, reclining seats. £285. Tel.: Braunston 449 (evenings). (0948

MK. 1 CORTINA GT, 1600 GT ENGINE, "Race Proved" suspension, rally seat, 10-gallon tank and many other extras. Ideal fast road or rally car. £450 o.n.o. Pelmore, Tel.: Bristol 32820 (between 9 and 10 a.m.). (0950

AUSTIN HEALEY 3000 MK. II, JUNE 1963. Mechanically good, recent respray. Metallic blue. Full history. Over £200 of extras, including wire wheels, overdrive, radio, tonneau cover, quartz iodine spotlights, burglar alarms, Pirelli tyres, etc., etc. £510 o.n.o. Gosling, Tel.: Chelmsford 58201 (office hours) or Hatfield Peverel 255 (after 6.30 p.m. and weekends). (0951

IMMACULATE BURNT SAND ELAN +2, 1969 "H" Reg. No. H.R.W. 5,000+ miles. £1,675 o.n.o. Wanted: Silver Dawn Rolls. Box 2056. (0952

M.G. TD II, 1953. GREY, RED HOOD. £250 o.n.o. Tel.: 051-486 3448. (0953

M.G.-A 1600, 1960, EXCELLENT CONDITION throughout. Extras include hard-top, wire wheels, luggage rack. £380. Coligan, 47 Osbaldwick Village, York. Tel.: York 58833 (office hours). (0954

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SPRITE MK. I, TARTAN RED. H/S/TOPS, tonneau, SP68s, Motolita l/r., Selmar. £265. Tel.: 021-475 8267. (0957

ULSTER AUSTIN SPARES: GEARBOX, crankshafts, rods, camshafts, tappets (all un-blown). 750 Formula car with 5.125 axle. All mods. The lot £120. Tel.: 01-359 1593. (0958

DAIMLER BARKER SPECIAL SPORTS, 1951 V.G.C. M.o.T. £250 or offer. Tel.: Tilbury 4305. (0959

VINTAGE 1935 M.G. MIDGET PB: RES-tored to original condition. Green, and new black hood and tonneau. Excellent mechanically and very reliable. £250. Offers for quick sale. Tel. (business hours): Southampton 29889/0. (0960

1927 AUSTIN CHUMMY, GOOD ORIGINAL condition, £400. 1952 Bentley, good well-maintained condition, used daily; £450. "Tanglewood", Fairfax Gdns., Menston, Ilkley. Tel. Menston 5365. (0961

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ALFA ROMEO 2600 SPRINT, 1965. XAS tyres, new exhaust. Excellent condition through-out. £850 o.n.o. Box 2058. (0987

MINI-COOPER, 1963. VERY GOOD CON-dition. Radio, belts, Tec-o-meter, sump guard. Long M.o.T. Special dash. £235 or best offer. 41 Banbury Ave., Sholing, Southampton. (0988

1937 M.G. TA, EXCELLENT ALL-ROUND condition. Taxed, tested. Many spares. £360. Willis, 12 Northlands Ave., Orpington, Kent. Tel.: FN 57329. (0990

1934 AUSTIN 10. GOOD CONDITION. Spare block, etc. Offer nearest £80 secures. Buyer collect. D. Payne, 30 Whitehayes Rd., Burton, Christchurch, Hants. (0991

RARE CAR. RILEY PATHFINDER. MECH-anically excellent. Motorola radio. £95. Tel.: Worthing 39735. (0992

FOR SALE—continued

ALVIS, 1937, 4.3. COMPLETE OR SPARES. Tel.: 021-453 3306. (0993

1937 BENTLEY 4¼. ENGINE, SUSPENSION rebuilt. Body ugly. Offers £550. 1951 Daimler Conquest, immaculate; offers £250. Tel.: Farnham Common 2048. (0994

1962 DAIMLER MAJESTIC MAJOR V8 Automatic saloon. Power steering. Superb per-formance and comfort. Cost new £2,900. £395. Clarke, 33 RLS Ave., Westbourne. Tel.: 63344 (business hours). (0995

RILEY ADELPHI, 1936, SALOON WITH sunshine roof; one owner for last eighteen years. Clutch and starter just fitted. £175 o.n.o. Clarke, 33 RLS Ave., Westbourne. Tel.: 63344 (business hours). (0995

1921 FORD MODEL "T" COMPLETE chassis, radiator, bonnet and scuttle, £325. Renault chassis, about 1924, £30. Vintage A.C. engine complete, £65. Must sell, moving. Tel.: Lamberhurst 217 (Kent). (0998

VOLVO 122S B16 SALOON, FIRST REGIS-tered 1961. M.o.T. Nov. 1970. Green/beige upholstery. Motorola radio (twin-speaker). lowered suspension, Koni dampers, good tyres. This is a very well-preserved Volvo. £265. Selbourne, Bishopstone, Nr. Swindon, Wilts. Tel.: Wanborough 485. (0964

ALFA ROMEO TI, 1964, 43,000 MILES. Offers over £360. White, red interior. New clutch, brakes, tyres, etc. Cleave, Tel.: Danbury (Essex) 2488. (0965

BENTLEY "R"-TYPE, 1953, MANUAL. BLACK over grey. 104,000 miles. Excellent condition. Previously owned by ex-Chancellor of Exchequer. Cleave, Tel.: Danbury (Essex) 2488. (0965

1963 PORSCHE "B"-TYPE. SALT GREY, red interior. Immaculate condition. Chrome wheels. £745. Tel.: Luton 35845. (0966

SUNBEAM 20 TOURING SALOON, 1933. Immaculate condition, six new tyres, M.o.T. August 1970. Speedometer 53,000. Lady owner emigrated. £365 o.n.o. Tel.: Redditch 62450. (0967

1952 RILEY R.M.E. 1½-LITRE. B.R.G. Engine completely overhauled, mechanically good, M.o.T. until June 1970. Slight damage to front but drivable. No reasonable offer refused. Tel.: 061-483 8139 or 061-480 3003. (0968

ENTHUSIAST SELL IMMACULATE BRIS-tol 406, £675; 403, £195; XK150 f.h.c., £345. 1925 Chrysler 75, suitable rebuild; offers or wanted, Chrysler spares. 7 Barnsley Rd., Bir-mingham 17. Tel.: 021-429 2220. (0969

1962 LOTUS ELITE, S.E., S2. BRISTOL body fitted with rebuilt Stage III Climax FWA engine, Webers, ZF, oil cooler, long-range fuel tanks. Offers. Tel.: Guilsboro' 241 (Northants). (0970

1960 XK150S F.H.C. EXTENSIVELY RE-built mechanics, body and interior, now in first class order. Dark blue repaint with black vinyl roof. New black hide interior, carpets and head-lining. Chrome wires, radio and all desirable extras. Very fast classic car. £750. Sword, Harford Cottage, Church Lawford, Rugby, Warwicks. Tel.: Wolston 2255. (0971

TRIUMPH SPITFIRE MK. III, 1967. NEW Cints., radio, etc. Finished in immaculate white with black interior. £540. H.P. possible. Cox, Tel.: Woking 5966 (day), 01-398 6035 (evenings). (0973

M.G. MIDGET MK. III, 1968, FITTED NEW Cints., racing mirrors, tonneau cover. Finished in immaculate white with black interior. £555. H.P. possible. Cox, Tel.: Woking 5966 (day), 01-398 6035 (evenings). (0973

ONE MUST GO: MK. V JAGUAR 2½-LITRE, £135, and 1947 Hawk, £55. Both in good con-dition. Tel.: Berkswell (Warwicks.) 2819 (after 6 p.m.). (0974

LANCIA FLAVIA SALOON 1800, 1964. Metallic grey, radio, servo discs. Excellent con-dition; taxed. £425. Tel.: St. Albans 56418. (0975

AUSTIN HEALEY 3000, OCT. 1966, 20,000 miles. B.R.G. First class condition. Radio. £800. Tel.: Redbourn (Herts.) 2216. (0976

MK. V JAGUAR, 1950. ONE OWNER. Gleaming green original paintwork, immaculate chrome, excellent mechanics. M.o.T. October, taxed April. £195 o.n.o. Potts, 14 Marypole Walk, Stoke Hill, Exeter. (0978

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BENTLEY, 1950, JAMES YOUNG CLUB-man coupé. £275. 33 Selby Close, Yardley, Birmingham. (0981

ROVER 16 SPORTS SALOON, 1939. 50,000 miles only. Sun-roof, opening windscreen, heater, wire wheels. Rust free. M.o.T. Specimen condition. £395 o.n.o. 25 Elm Grove, Bromsgrove. Tel.: 5123. (0982

1966 ALFA ROMEO GIULIA TI 1600 4-DOOR saloon. Five gears, reclining seats, etc. Rebuilt engine, new shockers battery. £545 o.n.o. Exchange considered. Box 2057. (0983

BENTLEY, 1926, 3-LITRE CHASSIS, EN-gine, axles, gearbox, wheels, bulkhead, petrol tank, pedal shafts, some instruments. Will not separate. Rare chance for impecunious enthusiast. Tel.: Redditch 65766. (1017

M.G. ZB 1600. ENGINE TUNED, O/S wheels, Cinturatos, extras. Immaculate. £250. Horam Rd., Sussex. Tel.: 2189. (1018

FERRARI 330 GTC, 1967. DARK BLUE. Only 9,000 miles. Maintained regardless of cost. £3,950. Tel.: 01-455 3704. (1019

GT CORTINA, 1965, £400; 1600 CORSAIR, 1968, G, £600. Both good. 4 Henrietta Villas, Bath. Tel.: 64771. (1020

MORGAN 4/4 COMPETITION FOUR-seater, 1969, G; 7,000 miles. Every extra. Immaculate blue. £1,100 o.n.o., or accept Mini Estate part payment. Tel.: Torquay 27470 (evenings). (1022

PORSCHE 912 COUPE, 1966. RED. MINT condition. £1,595. Tel.: 01-300 6859. View any time. (1023

ALFA ROMEO 1300 SPRINT. RED. "F" registration. Excellent condition, very fast; 100 m.p.h. plus. Best offers. Tel.: West Hanney 221. (1024

LANCHESTER 14, 1953. ENGINE RUNS but knocks. Not big; might suit rebuild, if not will break. £25 or best offers. 101 Mayfield Rd., Bassett, Southampton. (1026

1935 AUSTIN 7 VAN. FULLY restored. Completely original. Offers. Tel.: 041-772 5585 (Glasgow) (evenings). (1027

SAVAGE CORTINA (JEFF UREN), Oct., 1968; 28,000 miles. Modified suspension, 150 h.p., 3-litre V6; 0-60 in 8.3 seconds, 0-80 in 12.8 seconds. Absolutely fantastic performance. Eats any Lotus, B.M.W., Porsche, TR6, etc., etc. Only brave, competent drivers need telephone me at 041-772 5585 (Glasgow) (evenings). (1027

1926 BENTLEY RED LABEL 3-LITRE short chassis speed model. Dismantled. "A"-type box. £1,225. King. Tel.: 01-340 9587 (daytime). (1030

1948 HEALEY-DUNCAN ALLOY SPORTS saloon. Exemplary throughout. Long M.o.T. Fast, economical. Best offer over £100. Charming 1932 Standard Nine doctor's coupé, little used. Reasonable offers. Pair unused 34 x 4½ SS Dunlops, £10 each. Two 700/750 x 17, slightly used, £5 each. Smith's 5 in. speedo/tachometer, 1932 Nash, £7 pair. Many vintage books, catalogues, accessories, etc. Details s.a.e. Box 2064. (1031

FACEL VEGA HK500 COUPE, DEC., 1959. Blue with grey leather. Automatic transmission, power steering, radio, electric windows. The car has covered only 28,000 miles since new. Complete history available. Connoisseur's opportunity to acquire probably the best specimen available today as owner reluctantly parting with car due to taking up permanent residence in Spain. £795. H.P. possible. Tel.: 01-584 2888 (office hours) or 01-262 6657. (1032

M.G. TC SPORTS, 1946. BEAUTIFUL condition, previously owned T.V. company; 12 months' M.o.T. Hood, side-screens, tonneau, aero-screen, spot, unused spare, etc. £250. No offers. Also 1934 Austin Seven saloon. Good order, several spares. £75. Tel.: Gt. Yarmouth 61878. (1033

LOTUS ELAN SE4 CONVERTIBLE, MAY, 1969; 3,800 miles. Royal blue. Used as second car. Must sell due to other commitments. What else can one say? £1,350 o.n.o. Tel.: Bristol 682118 (after 6 p.m.). (1034

T.V.R. TUSCAN SE (L.W.B.), LATE 1967. Regal red; 4.7-litre power unit; 25,000 miles. A very fast motor car. Guaranteed 155 m.p.h. £1,550. Tel.: 09-736 2727 (office hours). (1035

1938 BUICK STRAIGHT EIGHT, VERY rare. Sedan black. Immaculate. Definitely the Capone variety. Offered at £200. Well below genuine value, but cash needed urgently. Tel.: Worcester 51226. (1036

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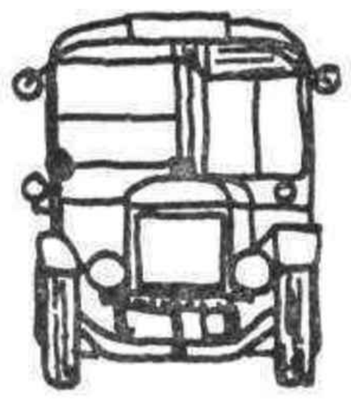
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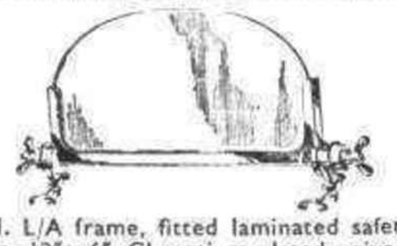
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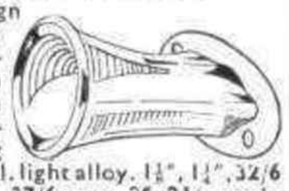
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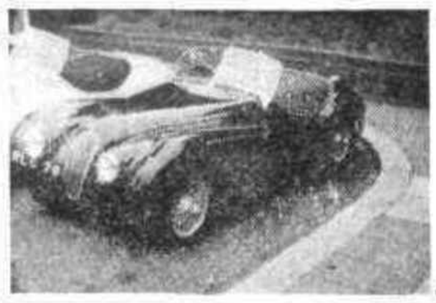
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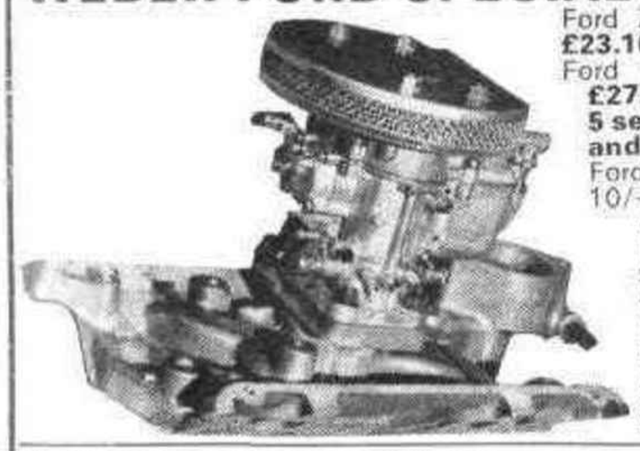
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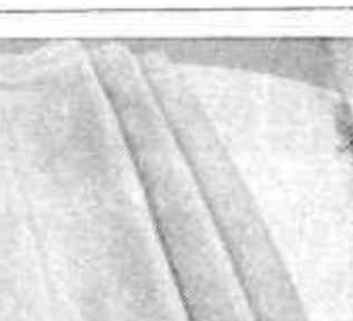
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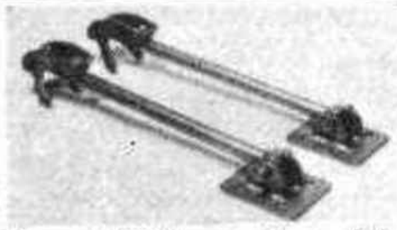
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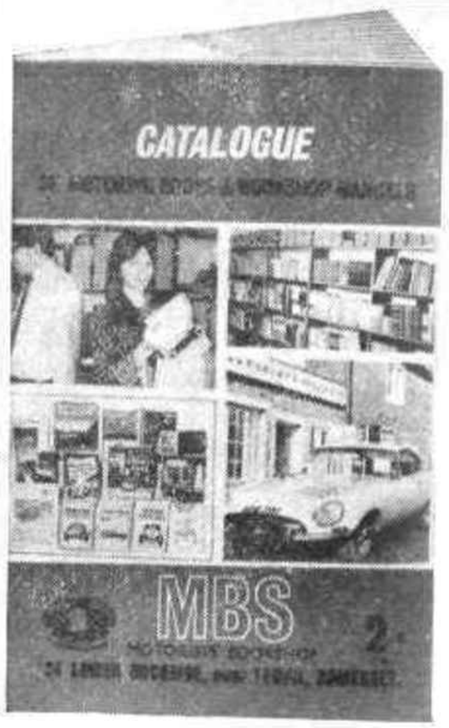
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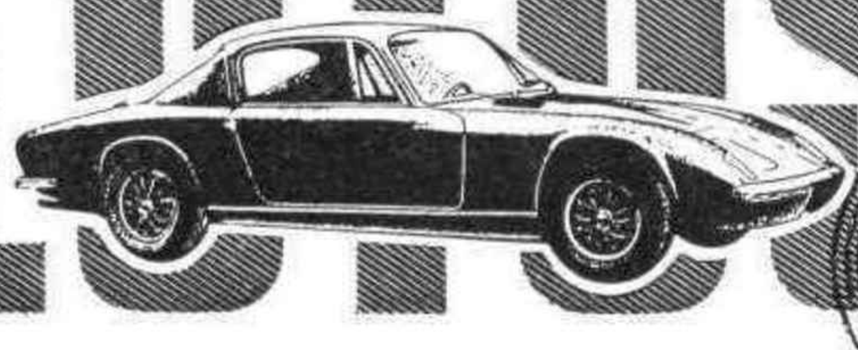
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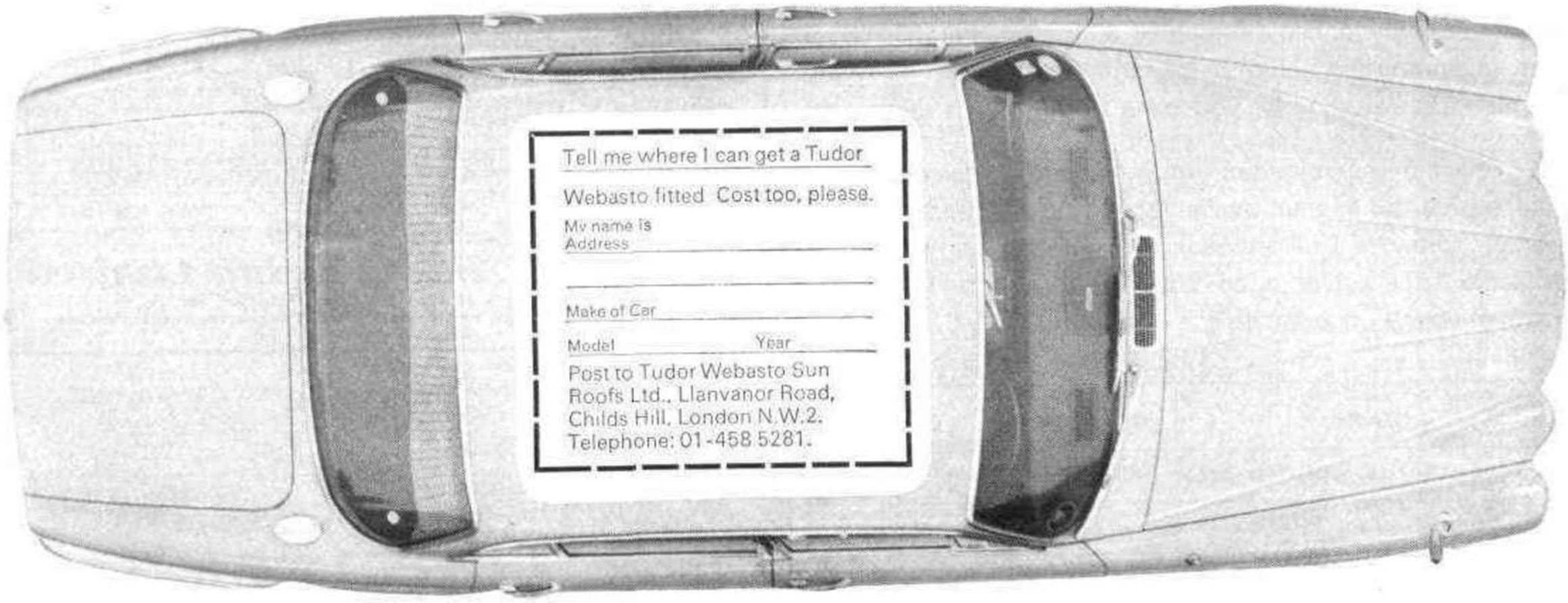


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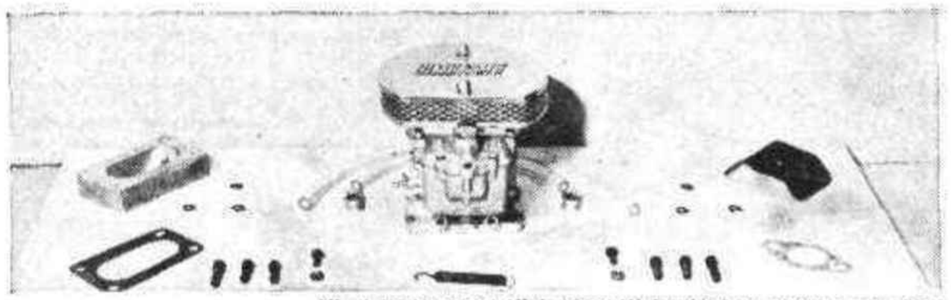
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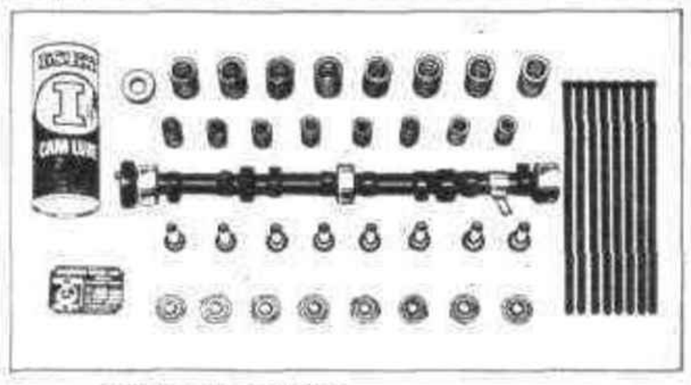
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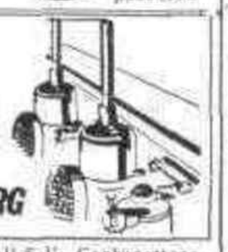
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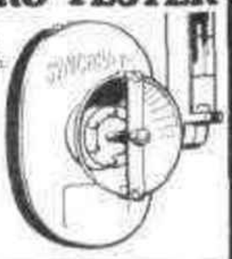
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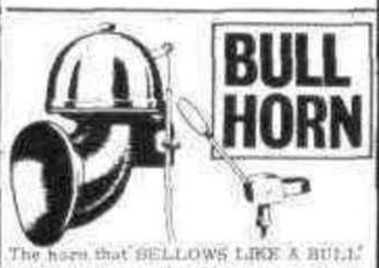
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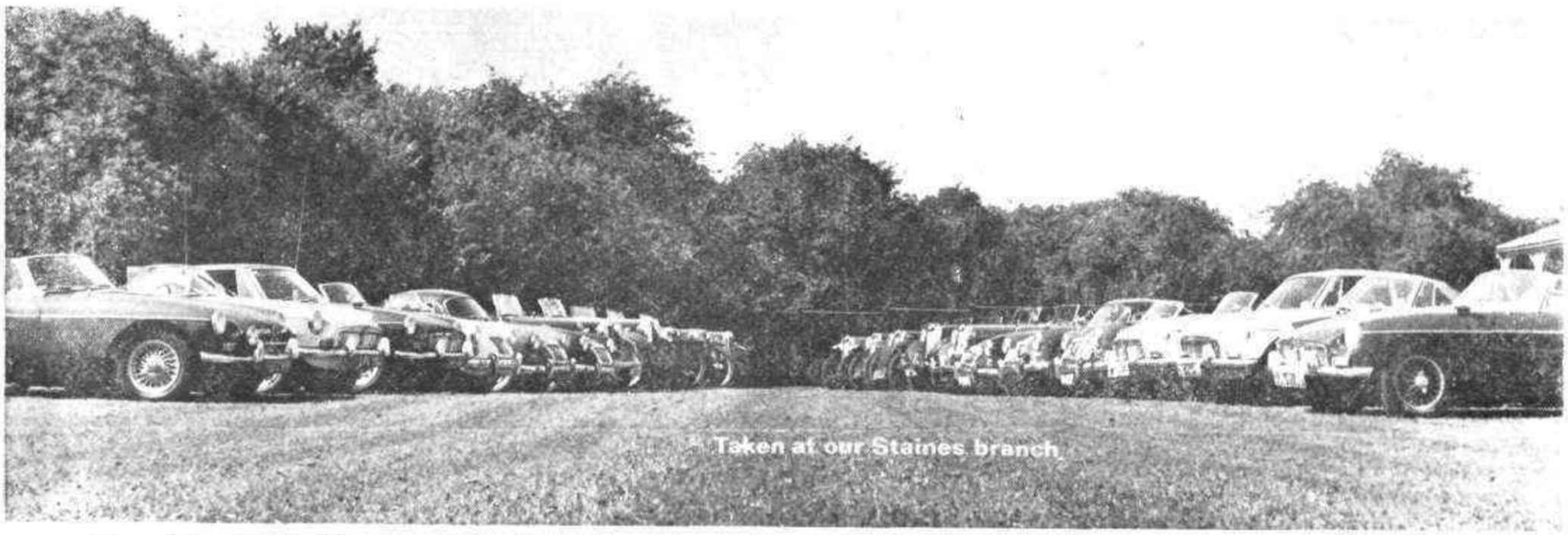
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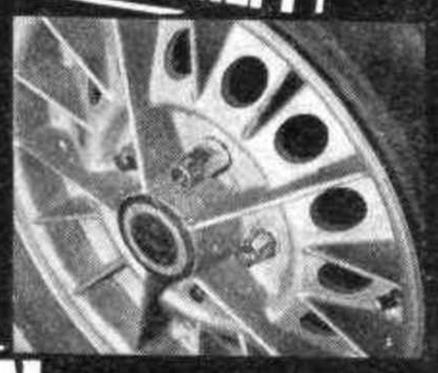
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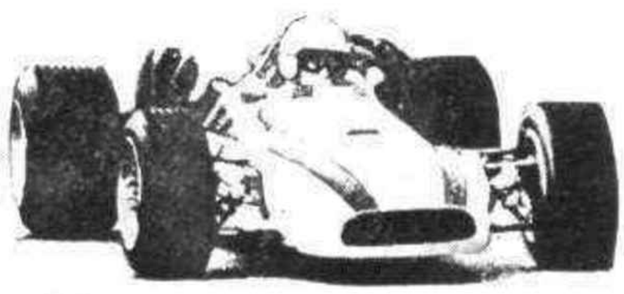
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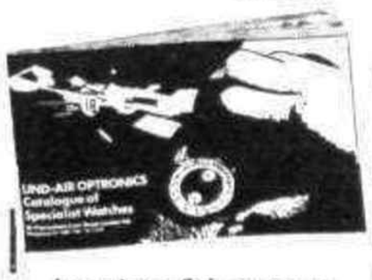
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TR4A, 1965. TWO OWNERS. EXCEL-lent condition, overdrive, wire wheels, radio, new clutch, back axle, exhaust (bills for £120); not enough room for carrycot! £615 o.n.o. Hicks. Tel.: Banbury 4433 (day), Cropredy 293 (evening). (1276

ASTON MARTIN DB MK III, A beautiful alloy-bodied 1959 model. Recent M.o.T., new tyres, comprehensive specification, very original; ideal investment/collector's car or practical tourer. £650 o.n.o. Tel.: 061-432 0912 (evenings). Seen weekends Manchester. (1280

FOR SALE—continued

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1926 AUSTIN 12/4 TOURER. NEW hood, sidescreen, carpets and tyres, recent respray. Dark blue and black. Good mechanics, taxed, M.o.T. Jan., 1971. Highest offer over £600 secures. Dimmer, 8 Minster Way, Bath. Tel.: 64431. (1293

ALFA ROMEO 1600 GTV, 1967. WHITE, black interior. Carefully used and in excellent all-round condition. £950. "Beech Hill", Croasdale Drive, Parbold, Wigan, Lancs. Tel.: Parbold 2022. (1294

M.G.-A, JULY, 1960, 1,600 C.C. F.H.C. Red with beige trim. Heater, quartz-halogen headlamps, recent new Pirellis, brakes and suspension and part respray. In excellent condition throughout. M.o.T. until Dec., 1970. Taxed. £325 o.n.o. Hill Cottage, Worlebury Hill Rd., Worlebury, Weston-super-Mare, Somerset. Tel.: Weston-super-Mare 28230. (1295

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M.G.-B, 1965. O/D, W/WHEELS, 41,000, five new Cinturatos, w/rim wheel, balanced and mildly-tuned engine. Over £200 extras; nine months' tax, 12 months' M.o.T. Supera B.R.G. £620. Whittaker. Tel.: Newbury 4516. (1297

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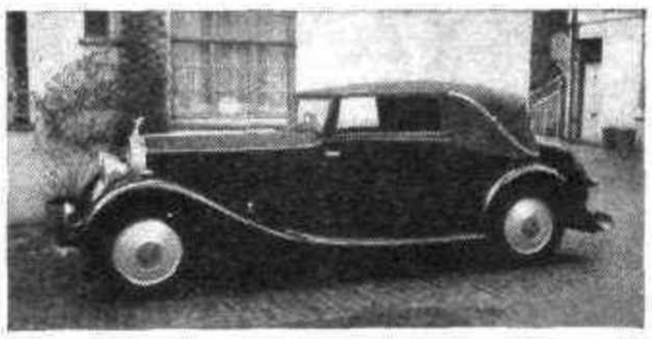
M.G.-A 1600. RED. 1960. EXCELLENT condition. £350 o.n.o. E. Kent, Thirn, Ripon, Yorks. (1328

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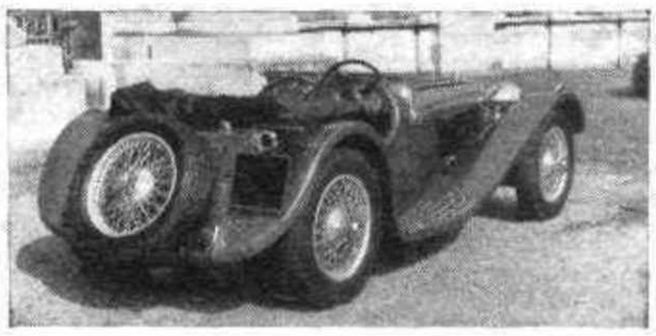
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1921 WOLSELEY E3 TWO-SEATER tourer and dickey; 10.5 h.p., o.h.c. £750. Box 2093. (1334

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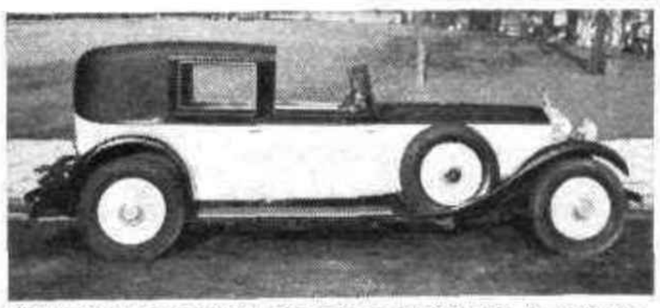
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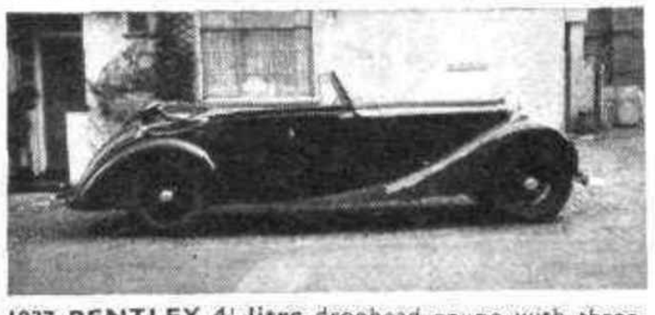
1952 BENTLEY Mark VI, 4,566 c.c., coachbuilt saloon by Freestone & Webb; engine undergoing overhaul; around **£800.**



1930 ROLLS-ROYCE Phantom II sedanca de ville by Hooper, fully restored.



1933 ASTON MARTIN Le Mans 2/4-seater, painted red with new black interior trim.



1937 BENTLEY 4¼-litre drophead coupe with three position head by **Carlton.**

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BENTLEY CONTINENTAL S1, 1957, Park Ward drophead; 80,000 miles from new. Maintained regardless by fussy owner, excellent, original. £3,100. 1954 R-type SS saloon, automatic. Engine, gearbox, radiator, reconditioned, no rust. Good clean car. £765. 1935 Bentley 3½-litre Mann Egerton sports saloon, rebuilt engine, good chassis, sunshine roof. Pretty car in good condition. £695. Liddell, Westover Farm, Goodworth Clatford, Andover. Tel.: 2937. (1335

1954 BENTLEY R-TYPE CONTINENTAL Mulliner sports saloon. Fine, privately-owned, very rare l.h.d. synchromesh model with central floor change; 4.9 engine. Recent £1,500 rebuild. Price: £2,650. Box 2094. (1336

WALTON-BRISTOL SPORTS RACING car and trailer. Full details from: Roy Walton, 32 Ranmoor Rd., Sheffield, 10. (1340

FOR SALE—continued

ASTON MARTIN DB5, 1966. B.R.G. Slot stereo, radio. £1,750 o.n.o. Tel.: Kingswinford 77437. (1333

1963 M.G.-B. MINERAL BLUE. BRABham balanced engine, close-ratio gears, almost new Cinturatos, good hood and tonneau, Motorola radio. Really nice car. £395. Tel.: Ruislip 39584. (1337

LAGONDA M.45, 1934, TOURER. COMpletely rebuilt and restored from chassis up. A magnificent specimen of this marque. First sensible offer accepted. Galloway, New Biggin Farm, New Mill, Huddersfield. Tel.: Holmfirth 2804. (1338

PRE-WAR HISTORIC RACING CAR, single-seater, 2-litres, preselector. Last used about 1950. Engine rebuilt professionally. Minor work to complete. About £1,500. Sussex. Box 2095. (1339

ALVIS TR14 D/H COUPE. PARK WARD four-seater special body, beautiful lines. Oil really hot 40 to 60 lb., but engine smokes, hence only £35. Morgan, 87 Boundary Rd., London, N.W.8 (right-hand bell after 7.15 p.m. or weekends). (1341

MY BABY BOXER HAS GROWN!! SO must get larger mobile kennel. Would anyone like to buy my carefully maintained Mini-Cooper 1275S. Registered Feb., 1969. Lady owner. Please call 12 Raglan Court, Timberlaine Rd., Pevensey Bay. Tel.: 821 (and bring with you £775). (1342

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ALFA ROMEO, 1963. "G" REG., 1600 GS, l.h.d., fixed head coupé. G800s, rebuilt gearbox, new clutch, Bluespot radio, superb condition. £375. Huxley, 112 Paynes Rd., Southampton, Hants. (1345

PORSCHE 356B SUPER 75, REG. NO. 3 EOF, 1961. Ruby red, grey interior. Radio, luggage carrier; recent bills for £50. Price £645. Tel.: Orpington (MM) 23306 (Kent). (1347

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ASTON MARTIN DB2/4. GUNMETAL, blue hide interior; spots and reverse lamps; 20 m.p.g. Excellent example of superb performance car becoming rare. New HV6 carburetters, tyres, bumpers. £650. Inspection welcomed. 18 Langham Rd., Teddington, Middx. Tel.: 01-977 6852. (1346

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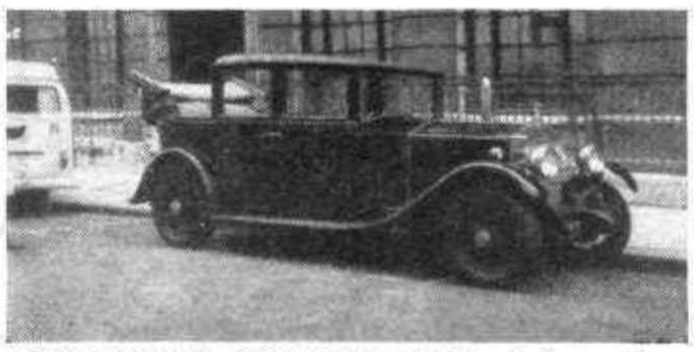
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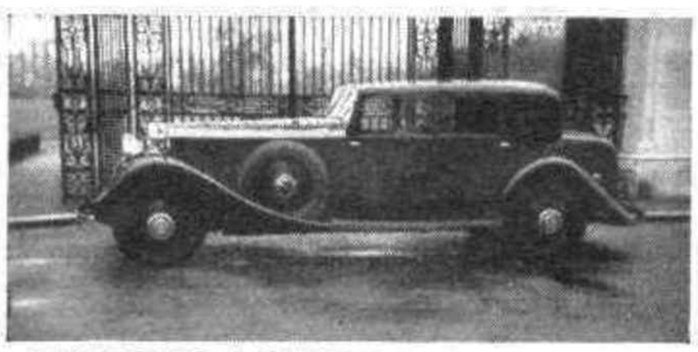
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ALVIS TA14, 1950. FOUR ALMOST NEW tyres, one new. M.o.T., in regular use. £45. 10 Moorefields Court, Aldrington Rd., S.W.16. (1379

TRIUMPH SPITFIRE, 1963. H/5-TOPS, good condition, taxed and tested. Offers around £270 or exchange 377B Glossop Rd., Sheffield 10. Tel.: Sheffield 399136. (1373

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1967 JAGUAR 2+2, MANUAL E-TYPE. Maroon, beige interior, genuine mileage 31,000; radio, heated rear window, excellent condition, bodily and mechanically sound. £1,575. Rosland Productions, 70 South Audley St., London, W.1. Tel.: 01-629 6984. (1381

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1934 AUSTIN 10, EARLY TYPE. VERY sound and original. £65. Tel.: Kegworth 2778. (1382

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M.G. MIDGET, 1966. IN SUPERB CON-dition with many extras and new mechanics; 34,000. Immaculate blue. £410. Tel.: Haywards Heath 51510 (evenings). (1390

BENTLEY MK. VI, 1951. BIG BORE; good order throughout; well shod; M.o.T. 12 months. £370 o.n.o. Sussex. Box 2098. (1391

TR3A, 1959. OWNED BY ENGINEER and maintained in first-class condition throughout; R.A.C. and A.A. inspection invited. £300. Sussex. Box 2099. (1391

£670. BENTLEY MK. VI, 1951. K Series. Rolls-Royce Club Concours entrant. A really beautiful car of a particular high standard; maintained by Rolls specialist firm. Shell grey with blue interior. Primrose Cottage, Old Drive, Gomshall, Surrey. Tel.: Shere 2061. (1392

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ASTON MARTIN DB2/4, 1955. COTS-wold blue with beige leather; factory rebuilt engine, brakes, master cylinder and servo overhaul, new tyres and silencer system, radio, new M.o.T. £535. Tel.: 01-660 7763. (1406

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Four almost new XK Alfin drums, £50.
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SUNBEAM TALBOT 90 MK. II, 1952. New tyres, body good, mechanically sound. Excellent investment. £120 o.n.o. Walters, 26 Garthway, New Earswick. Tel.: York 69329. (1455

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VOLVO PV 544, EX-WORKS 1965 RALLY car. Rebuilt 2½ years ago. New engine, gearbox, resprayed silver. M.o.T. 1971. Offers around £300. Tel.: Aylesbury 5487. (1457

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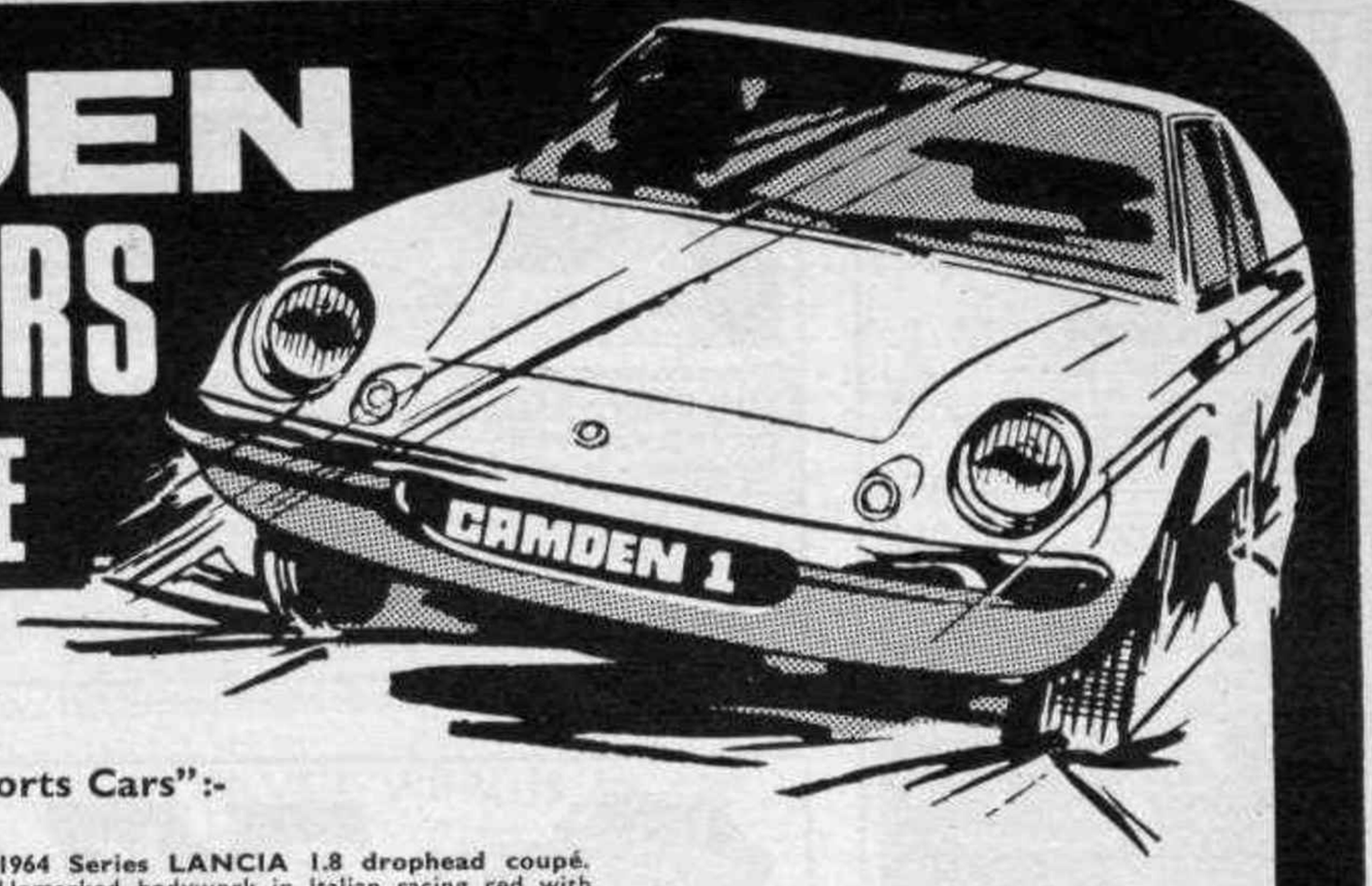
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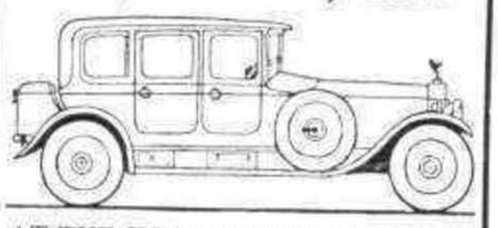
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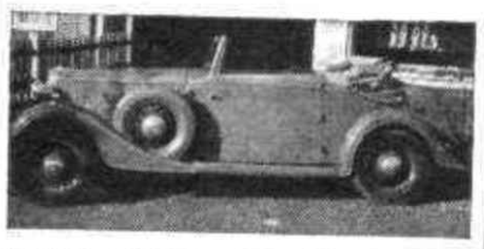
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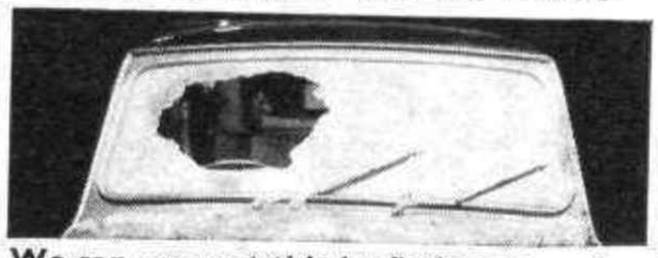
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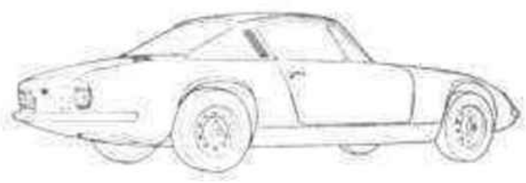
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ROVER 3500 ENGINE AND GEARBOX. Complete all respects and under 100 miles. Sale or exchange. 36 Equity Rd., Leicester. Tel.: 29334 (evenings). (1356

AUSTIN SEVEN RUBY SALOON, VERY good condition; M.o.T. £100. Pobjoy, 28 Hill Rd., Watchfield, Swindon, Wilts. (1357

SPORTS RACING CAR, 1955. INDEpendent torsion bar suspension all round. Aluminium body, TR engine, gearbox. Needs some work. £75 or exchanges. Tel.: Guildford 76182. (1358

LANCIA APRILIA, 1939. MECHANICS, tyres good, body needs attention. £65. Tel.: 01-874 5084 (after 7.30). (1359

ALFA 1750 SALOON, 1931. MARTIN Walter. Part dismantled. Offers please. Tel.: Kegworth 2778. (1360

AUSTIN SEVEN SALOON BODY, 1930. Ribby floor—doors, bonnet good. Tel. Kegworth 2778. (1360

BENTLEY MK. VI, 1949. ALUMINIUM saloon body by H. J. Mulliner. Finished in Champagne/black. Excellent condition. Traditional class Concours winner 1969. Taxed. Rose Cottage, Station Rd., Norton, near Doncaster, Yorks. Tel.: Askern 388. (1361

ASTON MARTIN DB4 SUPERLEGGERA, 1960. Metallic light orchid, black upholstery; tinted screens, stereo tape, radio, air horns, wires, new clutch, exhaust, Turbospeeds. Haggling starts well below the £900 normally asked. Tel.: Great Yarmouth 63281 (9-5.30). (1362

1962 SP250. DAMAGED REAR BODYwork, otherwise sound. Bargain. £230. Tel.: Warrington (Lancs.) 65372. (1363

BENTLEY TOURER, 1930, 4½. COMplete rebuild. Reluctantly for sale. Offers required. Box 2097. (1364

ASTON MARTIN DB2 SALOON, BLUE. Alfins, Webers. Need room. £275. Box 2096. (1364

1968 M.G.-C. RED. OVERDRIVE; 27,000 miles. Taxed. £870. Tel.: Lavenham (Suffolk) 344. (1365

FOR SALE—continued

ROLLS PHANTOM III, 1938, LIMOUsine with division. Original condition, including paintwork. Engine (V12) dismantled. £700. 10 Wolverhampton Rd., Warley, Worcestershire. Tel.: 021-558 2417, 021-429 2958 (evenings). (1366

1934 M.G. PA. COMPLETE REBUILD 1968-1969. Immaculate original condition. £500. Tel.: 01-892 2213, 37 Marble Hill Close, Twickenham. (1367

B.M.W. 1800TI. WEBASTO, RADIO, REbuilt engine, new battery, tyres, exhaust, laminated screen; M.o.T. Jan., 1971. £800. Tel.: Redbourn (Herts.) 2137. (1368

LOTUS ELAN COUPE, 1966, WHITE, black interior. Power windows, k/o wheels. Very little used second car in exceptional condition. £825. Tel.: Bournemouth 48817. (1369

AUSTIN HEALEY SPRITE MK. I. GOOD condition, M.o.T. £180 o.n.o. Plummer, 12 Shelley Ave., Burton-upon-Trent, Staffs. (1370

ALPINE GT, 1968. ONE OF THE LAST produced. White with black trim. Overdrive, new Cinturato tyres. Used for 16,000 miles as wife's car by one owner. £800. Tel.: Harpenden 5841. (1371

TR4, 1964. WHITE. ONE OWNER. Overdrive, hard- and soft-tops; tonneau. A carefully maintained car. £465. Tel.: Leatherhead 5951. (1372

JAGUAR XK150 F.H.C., 1958. DELIGHTful example in original Cotswold blue. The original interior trim is splendid and the recorded mileage of 52,000 thought to be genuine. Fitted with radio and overdrive. Has been stored for several years. Serious enquiries only please. £550. Tel.: Cheltenham 59941 (weekends). (1374

1957 JENSEN 541. PRESENT OWNER has lavished care and attention for four years. Fibreglass body, overdrive, four-wheel disc brakes, Cinturatos, new push-button radio. Will drive to meet genuine enquiries. £350 o.n.o. Christie. Tel.: Stirling 2651. (1375

MORGAN EX-WORKS +4 SUPER sports, full race 2.198 c.c. Lawrencetune engine, Weber carburetters, hard-top, roll-over bar, Koni conversion, Cobra wire wheels, bucket seats, harness. This car is in excellent condition, reliable and competitive and is driveable on the road, just. Complete with M.o.T. £450 o.n.o. Fyfe, 21 Learmonth Grove, Edinburgh. Tel.: 031-332 2708 (evenings). (1376

LAND ROVER, 1949, VERY EARLY model. Original engine. Used for agricultural spraying at research station until late 1969. Inspection invited. Enquiries to Weed Research Organisation, Begbroke Hill, Yarnton, Oxford. Tel.: Kidlington 3761 (office hours). (1377

FOR SALE—continued

ALFA ROMEO GIULIA 1600 TI. R.H.D. 1963. M.o.T., tax, radio, new tyres, good mechanics; body rust, hence £250. Pearston, 80 Manor Rd., Manor Estate, Alton, Hants. (1489

LOTUS ELAN S2 SE, 1965. RESPRAYED. Low mileage; engine, radio, air horns. £790. Tel.: Slough 45629. (1490

1936 BRITISH SALMSON S4C. PRESENT owner from 1938. M.o.T., taxed; two spares, good tyres. Offers around £200. Herring. Tel.: Bramley (Surrey) 3653. (1491

MK. I A/HEALEY 3000 2/4S. H/TOP, s/top, tonneau, ¾-race cam., 2 in. carbs., h.c.r., servo brakes, overdrive, wires, radials, spacers sump guard, lowered and stiffened; M.o.T. and taxed. Many extras. £275. Limes Flat, 127 London Rd., Waterlooville, Hants. (weekends). (1492

M.G.-A TWIN-CAM ENGINE, UNUSED since £40 overhaul by Harry Ratcliffe. Fully balanced, special pistons, new clutch. £60. Pair of tuned 42 DCOE Webers, complete with twin-cam inlet manifold. £35. Bowling, Tel.: Otley (Yorks.) 3053. (1493

PORSCHE 356A F.H.C., 1957, OCT. Burgundy with red interior; r.h.d., fitted Michelin X tyres, push-button radio. In beautiful condition. Full history known from new. Economical and excellent performance. Mechanically and bodily superb. £365. Part exchange acceptable. Tel.: New Milton 848. (1494

1954 SUNBEAM TALBOT 90 CONvertible; low mileage. Immaculate. Full history. £300. Phillips. Tel.: Taunton 3752. (1495

VERY FAST 1966 HEALEY 3000 MK. III. Wires, radio, tonneau and overdrive; mint condition. £820 o.v.n.o., or exchange for American car same. 205 Racecommon Rd., Barnsley, Yorkshire. Tel.: Silkstone 219. (1496

BOND EQUIPE MK. II CONVERTIBLE. Nov., 1969. Bahama yellow; 2,500 miles; w/w, wide XAS's. Wife passed test, dislikes b.h.p. £1,200 o.n.o. 41 Salisbury Rd. Tel.: Blackpool 62428. (1497

TRIUMPH MAYFLOWER, LATE 1951. Excellent condition. M.o.T. to Oct., 1970. Best offer over £150. Tel.: 021-744 1632. (1498

ALVIS TB21, 1952. ARNOTT SUPERcharger. Rare two-seater roadster (3-litre); respray, reconditioned engine 1969. Many Alvis spares; blower ¾-litre engines. Write: D. W. Cameron, The Elms, 76 Church Lane, Loughton, Essex. Tel.: 01-508 1404 (weekends). (1499

GENUINE 1929 ROLLS-ROYCE PHANtom I 40/50 h.p. chassis number 61 W.R. Immaculate condition. New Wilkinson tourer body. Interested? Contact Box 2107. (1498

ALVIS 4.3 LITRE, 1938. UNIQUE cabriolet coachwork by Abbey. Many Alvis parts. Write: D. W. Cameron, The Elms, Church Lane, Loughton, Essex. Tel.: 01-508 1404 (weekends only). (1499

SUPERB HEALEY 3000, 1960. OVERdrive, h/s-tops tonneau, s/belts, radio. Exceptionally smart. £295. Tel.: Egham 2074. (1500

GINETTA G4 MK. III, 1968. METALLIC dark green. Twin rear axle ratios 4.2 and 3.7:1. Broadspeed modified engine, fully balanced comp. clutch, etc. Very fast. £750. Russ Madden. Tel.: 021-427 2836, 9 Woodville Rd., Harborne, Birmingham 17. (1501

PORSCHE 356B, 1963-1964. IMMACUlate coupé. Maintained by Stuttgart. Serious enquiries only. £795. View Central London any time. Mr. Rollings. Tel.: 01-499 1141 (office). (1502

GINETTA G4, 1968. FITTED BALANCED Ford 1500 GT; 10,000 miles; 5J wheels; fitted XASs. £550 o.n.o. Wardman, R.N.C., Greenwich, S.E.10. (1552

COOPER S, 970 C.C. RED/BLACK, 1965. Taxed, M.o.T., radio, leather steering wheel, recent overhaul. £350 or exchange. Firth, 27 Branston Rd., Clacton-on-Sea, Essex. Tel.: Clacton 22886 (1553

A.C. BUCKLAND, 1950; 4/5-SEAT ELEgant sporting tourer. Very respectable condition throughout. £220. Smith. Tel.: Plymouth 0752 68000, extension 2613. (1554

ORIGINAL SHOWROOM CONDITION. 1938/1939 Rover 10. Completely overhauled 2,000 miles ago by main Rover agents. Bills, £170, to show. Nothing to spend. £200. Hutson. Tel.: Kirby Cane (Norfolk) 640. (1555

TWO JAGUAR MK. V DROPHEADS, 1951. One in restored condition, one original condition. Showing 38,000 recorded miles; needing some restoration. Offers. Tel.: 01-446 0235. (1556

JENSEN 541R, 1960. MANUAL + OVERdrive. Excellent condition; complete factory overhaul 26,000 miles ago. Any test. £540. Glenn. Tel.: Romford 46066. (1557

JAGUAR E-TYPE ROADSTER, 1966. Primrose, black trim. Guaranteed 29,000 miles; chrome wire wheels, brand new tyres, radio, record player, boot rack. Immaculate condition throughout. £1,300. Tel.: Willenhall (Staffs.) 67267. (1558

DB2/4 ASTON MARTIN WITH damaged front; instruments damaged by vandals; bonnet and screen supplied with it. £380. 1961 M.G.-A 1600 Mk. II with damaged front. £170. Would consider an exchange; both have clean books. View by appointment. 20 Percy Rd., Darlington. (1559

REGRETFULLY I MUST SELL 104 b.h.p. 1950 Healey with very rare aluminium aerodynamic body by Elliot. Partly stripped for repairs to front ash body frame. Nearly 100 per cent. complete. Excellent original mechs.; £20 spent rechroming. About 20 of these fabulous cars left, so good offers please. Box 2118. (1560

FOR SALE—continued

BRISTOL ENTHUSIAST SELLING IMmaculate 406. £750. 1931 Alvis beatle back. Offers. Also many Bristol spares, including reconditioned 85/100 Series engine and gearbox. 7 Barnsley Rd., Birmingham 17. Tel.: 021-429 2220, or 01-450 6176. (1561

AUSTIN 10, 1938, CAMBRIDGE. COMplete mechanical overhaul. Only needs paint. £50. Tel.: Crowthorne 3895. (1562

SPITFIRE MK. III, 1968. "G" REGIStration. Wedgwood blue; 19,000 miles. Soft-top, Ashley hard-top, radio, air horns, steering lock, etc. £685 o.n.o. Briggs, 14 Mapleton Rd., Hedge-End, Southampton, or Tel.: 01-584 9341 for further information. (1563

M.G.-B, 1963, BLUE. BALANCED, GASflowed, etc. Cinturatos, radio, heater, tonneau, new hood. £390. "Mayfield", Worksop Rd., Aston, Sheffield. Tel.: Aston Common 2724. (1564

1967 1300 R8 GORDINI. FIVE-SPEED, Webers, twin tanks, reclining seats. Immaculate, rare car; full service history; 30 m.p.g., 110 m.p.h. Tel.: Newark 4180 (evenings). (1565

1932 SPEED 20 ALVIS TYPE SA, REpainted V.D.P. tourer; coachwork, rechromed, reupholstered, engine rebuilt, petrol tank and radiator rebuilt. Very handsome car. Offers above £1,000. Box 2119. (1567

1953 ALVIS TC21 SALOON. EXTENsively refined, etc. As advertised in "Motor Sport" Feb., 1970. £360 o.n.o. Tel.: Coggeshall (Essex) 603. (1569

TR3A, 1960, WHITE, HARD/SOFT-TOPS, tonneau, TR4 gearbox and overdrive, heater, good Cinturatos, good condition. £225. Waring, 56 Weston Rd., Gloucester. Tel.: Gloucester 66771, extension 57. (1570

TR4, OCT., 1963. RECENT RESPRAY in Ford Ambassador blue, blue interior. Surrey hard- and soft-tops. New battery, exhaust, brakes and timing chain. Part exchange with cash for 1963/4/5 fixed head E-type in similar good condition or sell £445. Dr. Heald, 52 Woodland Ave., Hindley Green, Wigan, Lancs. (1571

RILEY 2½-LITRE R.M.F., 1953. REG. No. GVH 2. Taxed, tested. Used daily. This superb car attracts considerable admiration. Excellent body and mechanics. Any inspection. £275. Tel.: Shipley (Yorks.) 55930. (1572

M.G. TC, 1949. RECENT ENGINE OVERhaul and attention to wood. Good paint work; new wheels, tyres (not retreads), brake master and pipes, silencer and tail pipe, k.o. nuts, aero screens, tonneau, f/wheel bearings, rev. cable and box; M.o.T. £225. P. T. Farmer, The Holt, Home Close Lane, Blaby, Leics. Tel.: Wigston 6586. (1573

M.G.-A, 1962. EXCELLENT CONDITION interior, body and mechanically. Extras include radio, seat belts, fog, twin burglar alarm. £345. 28 Shadwell Rd., Bishopston, Bristol 7. (1574

BENTLEY MK. VI, 1950. M.o.T. SOUND grey steel. £195 o.n.o. Cobb. Tel.: Helensburgh 2072. (1575

1968 (MAY) TRIUMPH GT6. WEDGwood with black interior. Extras include w/wheels, leather s/wheel, q.i. fog/spots, radio, belts. This vehicle is in excellent condition and is undersealed throughout. A bargain at £775 o.v.n.o. Clibborn, 1 Marshall Rd., Levenshulme, Manchester 19. Tel.: 061-224 6039. (1576

1969 GINETTA G15 998 C.C. COSMIC wheels, heater, windscreen washer; 12,000 miles. Immaculate. £880 o.n.o. Tel.: 794 4625. (1577

SUNBEAM TALBOT MK. III, 1956. LOW mileage. Virtually one owner; excellent condition. £135. 77 Holcombe Drive, Burnley (evenings). (1578

JAGUAR MK. II 3.4, 1963. METALLIC grey, red trim. Manual, overdrive, maker's oil pressure; M.o.T.; five good X; 60,000; taxed. £380. Tel.: Yardley Gobion (near Towcester, Northants) 256. (1579

WHERE ELSE CAN YOU GET A CAR like this? Jensen Interceptor, 1955. Quickton, 20 plus m.p.g.; overdrive; mechanics and aluminium bodywork good, interior excellent. Extras. Must appreciate. Nearest £250. Garratt, The Bungalow, Grittenham, Chippenham, Wilts. (1580

RILEY 1½, 1951. CREAM, BLACK Vinyl roof; garage maintained; good tyres, exhaust, battery, brakes; extras; body and engine sound. £170. Mr. Swift. Tel.: Norwich 20607. (1581

TR4A, 1967. WHITE. OVERDRIVE, wires, radio; immaculate. Stork forces sale, hence £725. H.P. available. Tel.: Micheldever 375. (1582

M.G. TF. W/W, NEW HOOD, REchromed, resprayed, undersealed, rewired, rebuilt engine, gearbox, mechanics, new Cints. Concours specification. Extras. £575 o.n.o. Tel.: Kearsney 3398. View London. (1583

LEA-FRANCIS MK. IIIA (1950) 1¾-litre saloon. Professionally repainted an attractive shade of green; engine, brakes and steering just overhauled; a P.V.T. in all but date and already a collector's item. Seen Berkshire or Warwickshire. £95 o.n.o. Wells. Tel.: Lambourn 597. (1584

KARMANN GHIA 1300, 1966. WHITE. black top; M.o.T. Dec., 1970, taxed April. "H" registered; i.h.d.; twin spots, air horns, tyres and battery excellent. Excellent all-round condition. £495. Banker's order payment considered. Tel.: Maidenhead 30548. (1585

A40 SPORTS, £99. RARE JENSEN-BODIED version (aluminium) in white. Good condition some trim faults. M.o.T. 9/70. Courtis, Pig & Whistle Cottage, Chignal Smealey Chelmsford. Tel.: Broomfield 589. (1587

EXCITING— RELIABLE MODELS



1968 Jaguar 'E'-Type roadster, finished in white with black interior, fitted chrome wire wheels and radio, Thin Band Whitewall tyres. 7,000 miles. **£1,845**

1968 TR5. One owner. Valencia blue, black trim. Overdrive, wire wheels, radio. Recorded mileage 21,000 .. .. **£995**

1965 Alfa Romeo Giulia GT Sprint, red **£825**

1967 Alfa Romeo 2600, maroon, fitted radio. Recorded mileage 32,000 .. .. .. **£1,295**

1969 Alfa Romeo 1750 Spider Veloce, white. One owner; fitted radio. Recorded mileage 9,600. As new **£1,775**

1969 Alfa Romeo 1300 TI saloon, green. One owner **£995**

1965 Austin Healey 3000, black, fitted overdrive and wire wheels. **£665**

1968 Daimler 250, Auto., opalescent silver blue with dark blue interior, fitted power steering, radio, heated rear window. Recorded mileage 18,000 .. .. **£1,495**

1969 Fiat 124 saloon, grey. One owner, recorded mileage 11,000. **£785**

1969 Ford Capri 2000 GT XLR. One owner; finished in aquatic jade, fitted radio. Low mileage **£1,075**

1969 Ford Capri 1300 GT, finished in red. One owner, recorded mileage 11,000 miles .. **£945**

1967 Ford Cortina estate 1500, white. One owner **£595**

1969 registered Ford Mustang fastback, 7-litre engine, finished in silver blue, radio and every conceivable extra **£2,195**

1968 Jaguar 240, finished in British Racing Green with green interior, fitted overdrive. One owner, very low mileage .. **£1,295**

1968 Jaguar 'E'-Type fixed-head coupe, finished in light blue with dark blue trim, fitted Webasto roof, chrome wire wheels, radio and heated rear window. Recorded mileage 11,000 .. .. **£1,995**

1969 Jaguar XJ6, 2.8 o/d., Regency red One owner, 8,000 miles; radio **£2,445**

1967 Lotus Elan +2, finished in Bahama yellow, fitted radio, Halda Speed Pilot. Low mileage **£1,495**

1968 Lotus Elan fixed-head, finished in Wedgwood blue. One owner **£1,195**

1969 Lotus Elan drop-head, finished in yellow, fitted radio. One owner, recorded mileage 12,000 .. .. .. **£1,350**

1968 Marcos, finished in white and maroon, fitted sliding roof. Ford 1600 Crossflow engine, Webers, radio, slot stereo. **£1,195**

1968 Reliant Scimitar, finished in silver blue, fitted radio and sliding roof. One owner, low mileage **£1,175**

1968 M.G.-B roadster, finished in white with black interior, fitted overdrive, wire wheels, tonneau cover **£895**

1963 Porsche 356 Super 75, finished in dark blue with black interior, fitted radio .. **£685**

1969 Rover 2000, finished in white with black interior. One owner, recorded mileage 12,000. **£1,345**

1968 Spitfire, finished in red, fitted wire wheels. One owner **£695**

1967 Sunbeam Alpine drop-head, finished in light blue with black interior. Excellent condition throughout **£675**

1964 Volvo P1800S, finished in white with red interior, fitted radio. One owner **£725**

HILLWOOD MOTORS

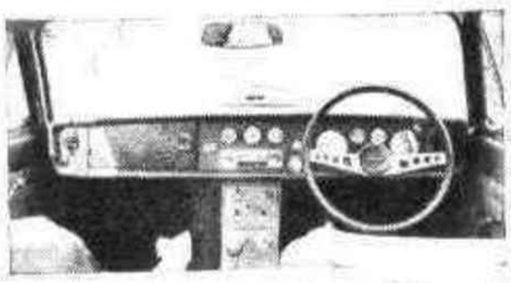
01-959-4232

MILL HILL ROUNDABOUT, WATFORD WAY, NW7

JOHN BRITTEN MG

Arkley Afternoons

A sports car sound in wind and limb; your cup of happiness full to the brim. I was quite agreeably surprised at the number of enquiries we've had for the Arkley SS—between 15 and 30 a day—but this means we have totally run out of the few hundred leaflets left over from the Sports Car Show and it will be weeks before we have anything to send out, but there is no reason why you shouldn't write in now, or better still call in, as we have a couple of Arkleys at each branch. Our machine is based on the MG Midget monocoque floor pan and running gear and costs £918 new and fully built (inc. tax), but impecunious enthusiasts can buy a kit for £190 to £255 for use in conjunction with any Spridget from '58 to '70. The kit price includes all bodywork, 5 wide wheels and tyres, hood and all manner of oddments, and building it is the easiest job ever for a car of this type, as all mechanical organs remain attached to the original floor pan and front subframe. Owners of '64 and on cars have the choice of cutaway doors as pic or retaining their namby-pamby wind-up windows; the idle rich can have both sorts of doors and change over seasonally. Arkley SS kits can now be supplied within 1/2 weeks of order, and we have a few ready-built cars available based on overhauled used chassis. Last month I was mean enough to demand 2/6d for brochures etc from *Motor Sport* readers but forgot to extort anything from readers of a rival monthly. Therefore, dear readers, your halfcrowns have been given to charity, and in future you need send nothing but your name and address. I have ordered a good stock of new British Leyland cars in the hope that you will buy from me and not from your nasty unenthusiastic High St dealer: two new Spridgets in Blue Royale and two more in Bronze Yellow, MG-Bs in Primrose Yellow, Bronze Yellow, Glacier White and Blue Royale, MG-B GTs in Flame Red, Primrose Yellow, Bronze Yellow and Glacier White. Minis in



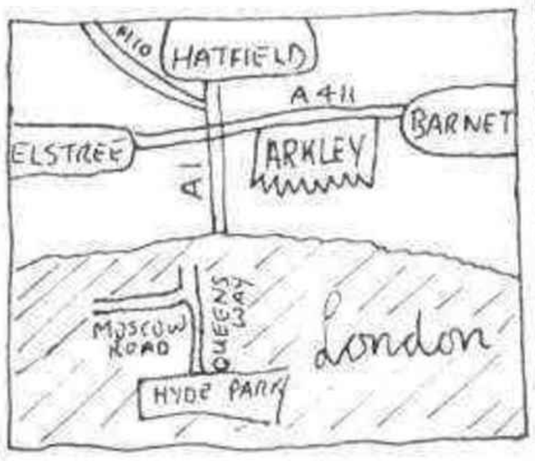
Bronze Yellow and Blue Royale, Clubmen in 2 colours and 1 or 2 larger Austins (incl. a 1300GT). More new ones arriving between now and March 1st, and of course half the new cars we sell don't ever get advertised here as they are the tax-free Personal Export models which are rather a speciality. Though I say it myself, we are dab hands at this sort of thing and have all the facts at our fingertips. Please send for booklet and advice. Lotus Elan Fixed-head coupé, 1966, red with black interior, radio, knock-ons, Motolita l/rim, electric windows, Cinturatos, £930. MG-B, latish 1963, Tartan red, overdrive, wire wheels, hard-top, radio, £495. Austin Healey Sprite, 1970, red with black



interior; this is a proper 1970 car, 3-figure mileage, 11 months' guarantee, vast saving on original cost. Austin Healey 3000, 1966 (all but 2 weeks). Signal red, overdrive wire wheels, radials (when you see this it usually means either old-type Xs all round virtually bald and with that polished look they get when you can't scrub any more off, or else a different make of Polish/Rumanian/Israeli/Dutch radial at each corner—no offence meant to our overseas friends of course), anyway this Healey has good Cints. I think, £740. TVR 1800S, 1967F, Ermine white, black interior, wire wheels, polished walnut dash, radio, excellent history, supplied new by JB. £875. MG Midget, 1958/59G, that nice Basilica blue, black trim, radio, radials, £620. A bit short of Spridgets this month as have chopped them up for Arkley SSs. Austin Healey 3000, 1964, Mist blue, overdrive, wire wheels, radio, a late registration Mk III, £645. MG-C Roadster, 1969, Snowberry white, black leather, overdrive, wire wheels, one owner, £1,050. Morgan Plus Four 4-seater, 1968, Westminster green, wire wheels, SP68s, leather interior, chrome grid, rear bumper, £990. MG Midget, 1966, Classic Bermuda hard-top. Triumph TR4, 1963, yellow ochre or some such trendy colour, overdrive, Michelin XAs on nice



wide rims, hard-top, £430. TVR Mk III, 1964, Silver Fox with black interior, MG-B engine and gearbox, wire wheels; this is the fastback body style with suspension almost identical to current models, rack-pinion steering, £580. MG-C, June 1968 so didn't quite make the "G" registration; overdrive of course, wire wheels you bet; primrose yellow with black leather, folding hood, a lot of late litres for £880. Sunbeam Alpine, 1964 Series IV, red with black interior, overdrive and wire wheels, Cinturatos, lady-owned, £425, which makes an interesting comparison with what one has to pay for an MG-B of similar vintage. Austin Healey 3000 Mk III, 1964, Racing Green, black leather, overdrive, wire wheels, radio, £600-ish. MG-B GT, 1966, Old English white, black leather, overdrive, Cinturatos, £770. Expecting 1969 MG-B GT, Mineral blue, B-W automatic, HRW, radio, around £1,080. MG Midget, 1951, red, hard-top, wood-rim, spots, soft-top, £260. Works hard-top for Sprite II, Signal red, £20. Lotus Seven Series II 1500, 1968, unable recall further details, please ring up. Sunbeam Alpine Series 2 1600, 1962, red, overdrive, quiet to clip, box, shoe, £295. MG Midget 1275, 1967, BRG, £525. Triumph TR3A, red, 1960, new black hood and screens, £295. MG-B, 1967, Tartan red, black leather, wire wheels, SP68s; I've known this car for 18 months and now have it in my clutches, heh, heh, heh! A message for Miss Gillian Heley, somewhere in Spain, travelling: your new blue Clubman is here. Almost new Morgan 4/4 comp. model, delivery mileage, mint condition (with a hole in it???). Several more but space prohibits. All cars over about £300 have thorough workshop examination and six thousand mile service plus some 12 and 24 thousand items as per our specially printed preparation card which you might be interested to see, plus two independent road tests, plus a guarantee which doesn't have the usual exclusions (tyres, batteries, electrical equipment, proprietary items). It's usually just these sort of things that do go wrong, so please be careful and read the small print! Used but undamaged Spridget front body panels at one-third list price.



Moscow Road Mournings

Our 1970 demonstration models have arrived: a Mexican red Reliant Scimitar GTE (reg. no. SS 1800) and an Aquatic jade TVR Tuscan V8



TVR RELIANT

orange, a flame, a white, etc, etc. And a Diamond blue (dark metallic) V6 Tuscan has just arrived, fitted overdrive. All these TVRs are component form, but come fully trimmed, wired, instrumented, etc, and it only remains to bolt on a few major units, which come preassembled. An easy weekend's work. Two Arkley SSs in stock, and you can order your kit from here. We are selling a car to a wrestler called Dr Death, so if you don't hear from Moscow Rd next month you'll know he made a guarantee claim. . . . Morgan 4/4 Competition model 4-seater, 1969, Indigo blue, black leather, 72-spoke w/w., Cinturatos, tem. gauge, bonnet strap, badge bar, tonneau, chrome grid (a must), other extras, 1 solicitor owner, 8,000m, and last but not least an instruction manual autographed by Peter Morgan, today's cost £1,382, yrs for £1,095. We have some new Morgans coming through in the spring, not all of which have been allocated. Both branches open to 7pm, closed Sundays. Forgot, 1969 MG-B Mk II, white, o/d., w/w. and all what our service manager calls the "gerdadgets".

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

FOR SALE—continued

BENTLEY CONTINENTAL, 1954, MULLINER. A beautiful car which I would rather exchange for an equally good vintage W.O. Bentley, 1750 Alfa or Rolls. Tel.: 01-992 8488, 60 Gunnersbury Ave., W.5. (1419

ALVIS TA21, 1952. RELUCTANTLY offered for sale at £80 o.n.o. Used daily. M.o.T. Dec., 1970. Wilson, 5 Silverknowes Crescent, Edinburgh. Tel.: 031-336 3490. (1420

PORSCHE CABRIOLET, 1959. ONE PREVIOUS owner; known history; original handbook, toolkit, workshop manual, Motolita, Konis, Cibies, XASs; £100 recently spent. Mechanically perfect and chassis sound but body requires attention, hence £275 or haggle. Tel.: Cobham (Surrey) 4563. (1421

LAGONDA RAPIDE SUPERLEGGERA 4-litre sports saloon, 1963, British Racing Green, Motorola radio, stereo tape (three speaker), electric windows, 80 p.s.i. oil when hot, manual gearbox, fur carpets. A scarce model. £950. Can deliver. Tel.: Bonnybridge (Stirlingshire) 2579. (1422

JAGUAR MK. V, 1950, BLACK, V.G.C. Offers over £100. Tel.: Plymouth 42899. (1423

LOTUS CORTINA, £450. MK. I. REG. 4.12.1964; 65 airflow model; recent new tyres, clutch, starter, exhaust. Not raced or rallied. Unmarked Lotus colours. Goes very well. Not used since Nov. last year. Tel.: Maidstone 61487 (evenings). (1424

OCT., 1963, WHITE M.G.-B, OVER-drive, new tyres and hood, low mileage. £435. Tel.: Colwyn Bay 44201 (day), 55426 (evening). (1425

FIAT 850 SPIDER, LATE 1966. "G" reg. Red, black interior. New engine, transmission last year, G800s, new hood, Abarth, radio, taxed. £585 o.n.o., or part exchange for 850 coupé. Tel.: Burnham (Bucks.) 5383. (1426

AUSTIN FX3 DIESEL LONDON TAXI-cab, 1956. In good order, M.o.T. Jan., 1971. £55. Tel.: St. Albans 50775. (1427

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M.G.-A, 1960, F.H.C. BLACK. TWIN spots, Cints., radio; 51,000. M.o.T. £325. Tel.: 01-398 3631. (1431

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MORRIS:	
Mini Clubman	Blue Royale with black interior.
Morris 1300 De Luxe	Connaught green with contrasting trim. White with black interior.

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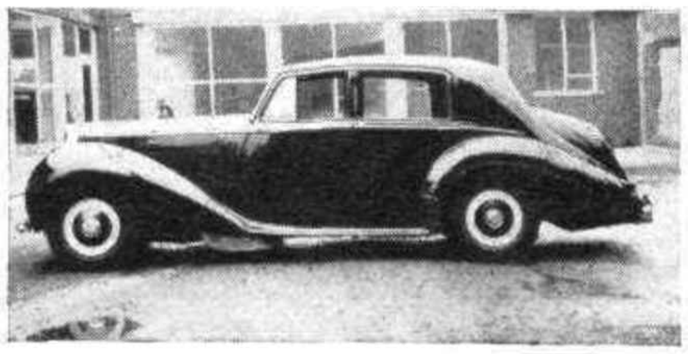
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ROLLS-ROYCE 20/25, 1936, GBK Series, Barker four-light owner/driver saloon, stored since 1963 indicated mileage of 100,000 possibly genuine; runs well and appears to be mechanically sound, body good structurally, but untidy interior and in grey primer ready for painting. For a reasonable expenditure, this could be a very nice car; offered as seen at £600

ROLLS-ROYCE Silver Wraith, 1949, Park Ward full 7-passenger limousine, with face-forward occasionals, black with brown leather; one owner from new, indicated mileage (1)33,000; very fair mechanical order sound but not immaculate coachwork, hence realistic price. £845

ROLLS-ROYCE Phantom I, good chassis, in running order and fitted with very striking close-coupled 2/4-seater all-alloy body with flared wings, etc.; body constructed *circa* 1948 and never completed; it needs glass, trim and paint but only a minimum of mechanical work; car when completed should be worth at least £5,000. Sensible offers will be considered for the car as it is.

BENTLEY S.2, 1962 (Jan.), fairly high mileage but in effect one titled owner from new; distributor-maintained and much money spent, including an engine and transmission overhaul less than 20,000 miles ago. The paintwork (duo-grey) is a little shabby, although the interior is good. If bought before repainting is started the price can be as low as £1,550

BENTLEY S.2, late 1960, two owners, indicated mileage 84,000 but this is not guaranteed; black with pale grey interior, new tyres, paint and trim are not outstanding and there are minor mechanical faults, hence the very down-to-earth price of £1,095

BENTLEY 4¼-litre, 1936, Mulliner (?) all-aluminium semi-razor-edge 4-door sports saloon, biscuit and beige with grey interior; one owner past six years, considerable bills over past 15 years; not immaculate, but a very fair specimen of a pre-war Bentley at a sensible price. £550

BENTLEY Mk. VI standard steel saloon, 1947, grey, grey interior; coachwork not immaculate but the general condition is surprisingly good, bearing in mind its modest price of £245

JAGUAR Mk. IX, 1959, automatic, P.A.S., radio; quite a fair car generally, but no current M.o.T., hence price of £50
JOWETT Javelin saloon, 1952, one owner from new and in quite remarkable order. As we need the space, to clear £145
RILEY 1½-litre Adelphi saloon, 1937; very sound car generally, to clear £135
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.
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FIAT Type 509 (8 h.p.) Italian-bodied tourer, complete, original, and only needs paint and trim.
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1955 FIAT 1900, L.H.D., non-running.
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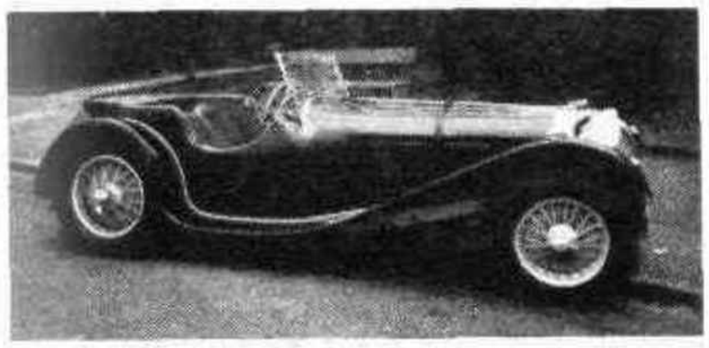
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1967 TRIUMPH Spitfire Mk. III, red, radio **£579**

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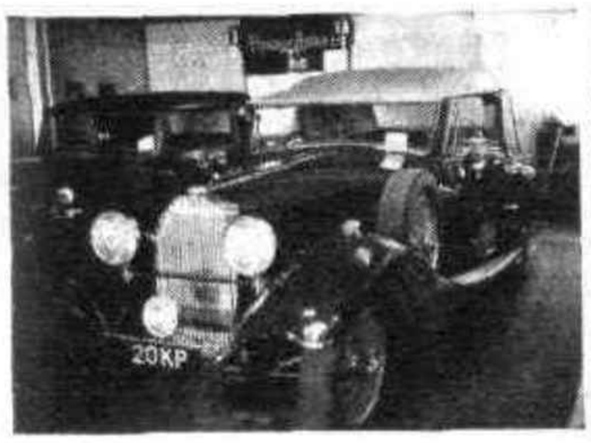
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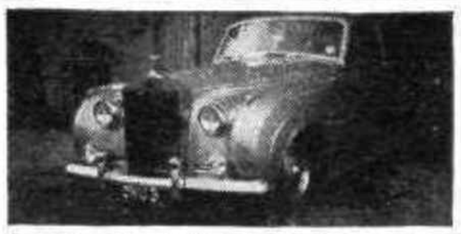
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FORD GT40. PRIVATE OR PART EXchange Elan. Box 2076. (1187

WANTED: VINTAGE JOWETT SPARES. Would collect. Henderson, 53 Mornington Crescent, Hadleigh, Benfleet, Essex. (1188

POST-VINTAGE THOROUGHBRED. 1934 Morris 20 h.p. Private saloon in black; two owners. Last run 1953. Offers invited (storage premises being sold). Hall, Pain & Foster, Chartered Auctioneers, 268 London Rd., Waterlooville, Hants. Tel.: Waterlooville 2631. (1189

REAR WINDSCREEN FOR 1924 ROLLS-Royce. Must have six panes of glass and centre opening. R. Bunn, "Warnerwood", West St., Selsey, Sussex. (1190

WANTED: THREE S.U. CARBURETTERS (top feed type) AV 2, Spec. AUC 196, for 1935 A.C. engine, or bodies for these carburetters. James A. Robinson, P.O. Box 3209, Tulsa, Oklahoma 74101. (1191

3-LITRE BENTLEY. M. GEER, RECtory Stables, St. Nicholas Drive, Sevenoaks, Kent. Tel.: Sevenoaks 53776. (1192

GOOD HOME OFFERED IN SWEDEN for XK140, 150 or Aston Martin DB2/4. Must be free from rust and in good shape. Please write: Sverker Eduards, Aschebergsgatan 41, Gothenburg, Sweden. (1193

RADIATOR MASCOT FOR 1934 SILVER Eagle. Tufnell, 4 Landscape Rd., Warlingham, Surrey. (1194

M.G.C.C. MEMBER SEEKS O.H.C. M.G. Must be in really good to Concours condition. Prefer L/K type; consider M/J/P/N if outstanding. Not for export or resale. High cash offer for right car. Full details/price/photos to: Box 2077. (1195

MORGAN, PRE-1963 4/4 OR PLUS 4. Tatty specimen considered. Details please to: J. Curtis, c/o Dragoco (G.B.) Ltd., Hadleigh, Suffolk. Tel.: Hadleigh 2011 (business hours). (1196

SSI SALOON, 1935. VARIOUS PARTS wanted. Please write details to: Robert Nagel, 27 Club Drive, Roslyn Heights, New York 11577, U.S.A. (1197

M.G. TC FOR £100. COMPLETE AND driveable. I'll handle inspection and shipping. T. T. Coon, 3415 Burbank Drive, Ann Arbor, Mich., U.S.A. (1198

WANTED FOR M.G. P-TYPE: BULKhead petrol tap, bracket, joining rod, dashboard control knob and plate. Complete or pieces. Also brown slow-running control knob. Reply: B. R. Way, 8 Nevay Rd., Wellington 3, New Zealand. (1199

WANTED: TRIUMPH DOLOMITE OR any interesting worthwhile sports. Any condition. Cash. Tel.: 01-464 2005. (1200

WANTED—continued

WANTED: HSM, HVM, OR HM REGIStration with low or interesting number. Box 2078. (1201

HEALEY DRIVERS' CLUB BADGE (PRE-1961) wanted. New condition. Mr. Lancey. Tel.: 01-953 3001 (after 6 p.m.). (1202

ROLLS-ROYCE, WITH DIVISION, IF possible. Silver Wraith chassis preferred. Good condition essential. Letters promptly answered. Box 2079. (1203

MORGAN SUPER SPORTS THREE-wheeler. Preferably suitable for restoration and must be original. Will collect. Box 2080. (1204

ROLLS-ROYCE ENTHUSIAST SERIously interested in acquiring pre-war Wraith limousine in good to excellent condition with tools and manual. State price in first correspondence and, if possible, send picture. All correspondence answered. Pictures will be returned. Write: D. L. Clark, Tradewinds, Church Rd., St. Marks, Cheltenham, Glos. (1205

M.G. MAGNETTE ZA/ZB VARITONE. Must be near Concours. Absolutely no rot considered. Expect price to reflect condition. Full particulars and price: Box 2081. (1206

FOR 1925 CEIRANO: TWO 760 x 90 B.E. rims, undrilled or 60-hole. Also 52 mm. Rudge-Whitworth wheel centres to suit, and any parts, photographs, literature, information or recollections on Ceirano cars 1924-1928. Nick Sloan, 123 Kenton Lane, Kenton, Harrow, Middx. Tel.: 01-907 1006. (1207

V-TWIN MORGAN THREE-WHEELER by Morgan Club member, suitable for racing and occasional road use. Doctor Alderson, Northern General Hospital, Sheffield S5 7AV. (1208

ALVIS VINTAGE AND P.V.T. ITEMS of interest wanted by A.O.C. member and 4.3 owner. Adams, The Villa, Regent Ter., North Shields, Northumberland. (1209

WANTED: 1949-1954 ROLLS-ROYCE Silver Wraith by Hooper. Either touring limousine or seven-passenger limousine. Must have division window. May consider older Rolls limousine or Sedanca model. About £1,000. Private party. B. Zemcik, Dropmore Park, Burnham, Bucks. (1210

RUNNING BOARDS, FRONT AND rear wings for 1947 Sunbeam Talbot 10 h.p. d.h.c. Also workshop manual for same. Wordsworth, 8 Bear Close, Bradford-on-Avon, Wilts. (1211

WANTED: COMPLETE ENGINE (ASsembled) for 1935 to 1939 Packard Standard or Super Eight. Also two spare wheel covers. Write: Charles Ogilvie, 77 Harbour Street, Kingston, Jamaica, W.I. (1212

SS100 WANTED FOR CASH. CONDItion immaterial. State price. Box 2082. (1213

WANTED FOR M.G. TA AND PA: INstruments, running boards, seat cushions, bonnet clips and other odds and ends. W.H.Y.? All letters answered. D. Goulden, 21 Euclid Ave., Grappenhall, Warrington, Lancs. (1214

WANTED: ROLLS OR BENTLEY saloon or shooting brake, any model pre-1956 in good order. Box 2083. (1215

REGISTRATION JNT OR JT, PREFERably with low number, required. Write: Mrs. Tarsey, Flat 1 Wrenview, 75 Hornsey Lane, London, N.6. (1216

CYLINDER HEAD FOR 1937 ALVIS Crested Eagle 25.5 h.p. Boyce, 44 Manchester Rd., Nelson, Lancs. (1217

ALVIS SPEED 20 OR 25 TOURER. CONdition immaterial. I. Denney, 51 Esplanade, Redcar, Teesside. Tel.: Redcar 3507. (1218

INVALID CARRIAGE WANTED, PREwar hand-operated road type. Any condition. For spares. Tel.: Hastings 3417. (1219

LAND ROVER, 88-IN. WHEELBASE, petrol engine, hard-top or station wagon. Fully equipped desired, but all replies carefully considered and answered. Darrell B. May, 1718 Melrose Ave., Waukegan, Illinois 60085, U.S.A. (1220

ALVIS 12/50 FOUR-SEATER TOURER. Good home and modest sum offered. 1 Ringers Way, Admaston, Wellington, Shropshire. (1221

V.S.C.C. MEMBER SEEKING SS100 3-litre Bentley, 30/98 Vauxhall or similar for restoration. Details please: Rowe, 31 Egerton Gdns., London, S.W.3. (1502

ROUGHISH XK120 ROADSTER SUIT-able for enthusiast (XK Club member) to restore. Will collect. Box 2108. (1503

EDWARDIAN, VINTAGE SALOON OR tourer. Must be original. Up to £3,000. Box 2109. (1504

DAIMLER DART SP250 FOR CASH, about £450. Marsh, 59 Sandy Lane, Romiley, Cheshire. Tel.: 061-430 3427. (1505

REGISTRATION NUMBERS CED AND TC with low or distinctive numbers. Cook, East Whipley Cottage, Cranleigh, Surrey. (1506

A.C. GREYHOUND, A.C. OR BRISTOL 2.2 engine. Must be first-class condition throughout; £600 maximum. Full details please. Box 2110. (1507

WANTED: BODYSHELL OR COMPLETE car for spares for 1951 Sunbeam Talbot Alpine. Tel.: Wendover 3021. (1508

MORGAN TWO- OR FOUR-SEATER with wires. Must be mint. £500 plus offered. Rees, 11 Southbourne Rd., Wallasey, Cheshire. Tel.: 051-638 4005. (1509

WANTED: PHOTOGRAPHS, PRESS CUTtings relating to 1936 M.G. "Cream Cracker" blown PB trials team. Registration numbers: JB 7521, JB 7524, JB 7525. Good price paid. Also information leading to location of JB 7524 or JB 7525, or earlier 1935 PA team. S. W. Dear, Yewtree House, Brinsea Rd., Congresbury, Bristol. Tel.: Yatton 3054. (1510

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£4,250 JENSEN Interceptor, 1969. Cirrus white with black interior; 11,500 miles; stereo tape/radio; full history available. An exceptional car in every respect.

£2,995 ASTON MARTIN DB6, 1967. Silver grey with dark blue trim, manual 5-speed gearbox, Webasto sun-roof, radio, electric aerial and chrome wire wheels.

£1,795 JAGUAR 'E'-Type fixed-head coupé, 1968. Red with black trim, chrome wire wheels, heated rear window, push-button radio, etc.

£1,525 JAGUAR 2+2 'E'-Type fixed-head coupé, 1966. Jaguar dark blue with dove grey leather interior, manual gearbox, Cinturato tyres, radio, etc.

£1,295 JAGUAR 4.2 'E'-Type roadster, 1966. A fabulous-looking car finished in opalescent dark green, fitted new narrow band whitewall tyres, Motorola radio. Must be seen.

£1,295 LOTUS Elan S4 fixed-head coupé, Special Equipment. Burnt sand with black interior, 5-push-button radio, mag. alloy wheels; one owner, 17,000 miles. Excellent value.

£1,095 LOTUS Elan Special Equipment drophead coupé, Dec. 1967. White with black interior; 21,000 recorded miles, push-button radio.

£1,025 MARCOS GT, 1966, 1500 Ford engine. This car is superbly finished in Jaguar silver blue with black trim, wire wheels, radio. A very well maintained car.

£995 FORD Escort Twin-Cam, 1969. White with black interior, push-button radio.

£995 LOTUS Elan fixed-head coupé, 1967. White with black trim. An excellent spec. includes knock-on wheels, SP tyres, radio, seat belts, etc.

£995 MORRIS 1800 'S', 1969, with 'Crayford' Estate Conversion. White with black interior; 12,000 miles; sun-roof, radio, stereo tape deck, luggage rack.

£945 ASTON MARTIN DB4 Superleggera, 1961. British Racing Green with grey interior, chrome wire wheels, radio.

£895 LOTUS Elan S3 coupé, 1966. White with black trim, centre-lock wheels, radio; excellent condition.

£875 M.G.-B GT, 1967. British Racing Green with black trim, wire wheels, Cinturato tyres, radio. A very original and attractive car which is unmarked throughout.

£845 M.G.-B roadster, 1967. Mineral blue with black interior trim, extras include chrome wire wheels, overdrive and radio.

£845 ALFA ROMEO Giulia Sprint GT, 1965, in Spa white with grey trim. Immaculate.

£825 LOTUS Cortina, 1968. Blue mink with special black roof finish; Rostyle wheels with radial tyres, radio, etc. One of the most attractive Lotus Cortinas we have handled.

£825 M.G.-B roadster, 1968. Old English white with black trim; 10,000 recorded miles; overdrive, tonneau cover. Excellent value.



£765 SUNBEAM Alpine roadster Mk. V, 1968. One of the last of these popular models to leave Rootes factory, finished in mid-green with black interior trim, unmarked throughout.

(*Illus. left*) **£4,150 BENTLEY Mulliner convertible, 1963, S II.** Steel grey over Tudor grey; 46,000 recorded miles; power hood and electric windows, power-assisted steering. A rare car which will maintain a very high value.

£765 LOTUS Cortina, Dec. 1967. Dark blue with gold coach-line. Extremely good condition throughout.

£735 TRIUMPH Spitfire, 1969. White with black interior, fitted hard-top, wire wheels, etc.; 10,000 recorded miles. Immaculate condition throughout.

(*Illus. left*) **£3,675 ROLLS-ROYCE S III, 1964.** Sand and sable with beige leather upholstery, usual extras include electric windows, heated rear window and radio. Whole car in superb condition throughout.

£665 TRIUMPH Spitfire, 1968. Dark blue with black interior; a one-owner car fitted with wire wheels, radio, etc.

£665 TRIUMPH TR4A roadster, 1965. White with black interior, extras include overdrive 2nd, 3rd and top gear, wire wheels, radial tyres.

(*Illus. left*) **£1,795 JAGUAR 'E'-Type roadster, 1968.** Old English white with black interior, radio, chrome wire wheels; excellent condition, having had only one owner.

£645 LOTUS Seven, 1968. Ford 1,300-c.c. engine. Offering economy with performance and usual Lotus road-holding, finished in Lotus yellow.

£645 M.G.-A Mk. II fixed-head coupé, 1961. Having only covered 19,000 miles from new, this must be the best 'A' offered anywhere; one owner and virtually as new. White with red interior, wire wheels, spots, etc.

(*Illus. left*) **£1,745 MERCEDES 230SL roadster, 1964.** Attractively finished in conifer green with tan interior, manual gearbox, power steering, soft-top; recommended.

£625 TRIUMPH Spitfire Mk. III, 1968. A very well maintained car finished in dark blue with black trim, tonneau, heater, etc.

£595 LOTUS Super Seven, 1966. Ford 1500 engine, Elan wheels, with Avon tyres; superbly finished in Lotus yellow.

(*Illus. left*) **£1,695 LANCIA Flavia convertible.** Mountain blue with red interior; 19,600 recorded miles, one owner; hard- and soft-tops, radio, etc. A very attractive car which has the great advantage of being able to seat four persons.

(*Illus. below left*) **£1,365 FIAT 124 coupé, 1969.** Positano yellow with black trim, 5-speed gearbox, radio, heated rear window. A very desirable 2+2 coupé.

(*Illus. below*) **£1,245 FIAT 2300S Ghia-bodied coupé, 1966.** Having had only two owners from new the car is in exceptional condition, extras include sun-roof, electric windows, etc. Dark blue with contrasting interior.



£575 TRIUMPH TR4 roadster, 1964. Extras include overdrive on 2nd, 3rd and top gear, wire wheels, etc.

(Illus. right) **£1,145 MASERATI convertible, 1962.** At present in pewter grey, when this advertisement appears it will be refinished in Sebring white, with blue interior; right-hand drive; radio, etc.; recent engine overhaul at Maseratis.

£495 TRIUMPH TR4 coupé, 1963. Red with black trim, overdrive, radio; excellent condition.

£495 HONDA S800 fixed-head coupé, 1967. One careful owner from new, full history available. Silver grey with black trim; roll-over bar, heater, etc.

(Illus. right) **£1,095 BOND EQUIPE 2-litre convertible, 1969, 'H' reg.** Whole car as new having only covered 1,200 miles. White with black trim, overdrive, radio. Substantial saving on new price.

£485 FORD Cortina GT, 1966. Red with black interior, one owner; fitted radio.

£465 TRIUMPH Vitesse convertible, 1966. White with black flash and interior; one of the few convertibles offering a full four seats.

£445 AUSTIN Mini-Cooper, 1967. Almond green and white; one owner; in very good condition throughout.

(Illus. right) **£1,085 BMW 1600 fixed-head coupé, 1968.** Carlton grey with black trim. A one-owner example of these very fast and attractive cars.

£445 FIAT 1500 cabriolet, 1961. A rare two-seater drophead, fitted with the very fast o.h.c. Osca engine; left-hand drive. Tweed grey with black trim.

£425 M.G. Midget, 1965. Riviera blue with matching trim, extras include wire wheels, tonneau; two owners from new; unmarked throughout.

£345 TRIUMPH Spitfire, 1963. Green with black interior, fitted with Elan wheels and new G800 tyres, etc.; excellent condition throughout.

(Illus. right) **£845 PIPER GT, 'H' reg. 1969.** Green with black trim, fitted 1,000-c.c. 'A' series B.M.C. engine. A fabulous-looking car which is both economical and fast.

£275 AUSTIN Mini-Cooper, 1963. Red and white; recent engine overhaul.

£195 FIAT 500 sun-roof saloon, 1965. White with red trim.

£175 TURNER Sports. 948-c.c. B.M.C. engine; good condition throughout.

(Illus. right) **£765 TRIUMPH GT6, 1968, left-hand drive.** Dark blue with matching interior, overdrive on 2nd, 3rd and top gear, sun-roof, radio and twin spots. Thoroughly recommended. Ideal Continental touring.

(Illus. below right) **£635 JAGUAR 3.8 saloon, 1965 series.** Extras include chrome wire wheels, overdrive, radio. The car is immaculate in black with red leather interior.

(Illus. below) **£565 DAIMLER Dart SP250, 1963.** Monza red with grey trim, fitted black detachable hard-top, etc.





AVAILABLE SHORTLY

£1,345 JAGUAR 'E'-Type roadster, 1966. Indigo blue with red leather trim, chrome wire wheels, push-button radio, etc.

SUNBEAM-TALBOT 90 Mk. III, 1956. Blue with grey interior, 36,000 miles, three owners; radio. A truly *concours* winner.

DAIMLER SP250, 1961.

TRIUMPH TR3A, 1959. Wire wheels, overdrive, hard-top.

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LOTUS Elan f.h.c., S/E., royal blue/black trim, h.r.w.
LOTUS Elan d.h.c., S/E., cirrus white.
LOTUS Elan d.h.c., Lotus yellow.
LOTUS +2 'S', h.r.w., chrome wheels. To be specially finished to customer's choice.
LOTUS Europa, Lotus yellow/black trim.
LOTUS Europa, Carnival red/black trim, radio, etc.
LOTUS Europa, cirrus white, power brakes.

IMMEDIATE DELIVERY:
M.G.-C GT, pale primrose/black trim, w/w., h.r.w., o/d.
M.G.-B GT, flame red/black trim, w/w., o/d., radials.
M.G.-B GT, Bermuda blue/black trim, w/w., o/d., h.r.w.
M.G.-B GT, Bermuda blue/black trim, automatic, SPs, Rostyle wheels.
M.G.-B roadster, glacier white/black trim, w/w., o/d., SPs, t/c.
M.G.-B roadster, flame red/black trim, w/w., radials.
M.G.-B roadster, B.R.G., Rostyle wheels, SPs.
M.G.-B roadster, flame red/black trim, radials, w/w., o/d., t/c.
M.G. Midget, royal blue/black trim, t/c., a.r.b.

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MINI-COOPER 1275 'S', red and black.
MINI-COOPER 998, antelope/black trim.
MINI-COOPER 998, red/black trim.
MINI-COOPER 998, glacier white/black trim.
MORRIS MINI 850 saloon, glacier white/black trim, heater.

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WANTED—continued

GILBERN 1800, 1966-1967, WANTED FOR cash. Must be in excellent order throughout. Tel.: Byfleet (Surrey) 46449 (evenings). (1511

AUSTIN HEALEY 3000 MK. III, LATE 1966/1967. Overdrive. One owner. Cash. P. Benn. Tel.: 01-633 5000 XT2990. (1512

SUNBEAM TALBOT, 1947 2-LITRE TO 1955. Immaculate. Cash. Write: R. Laredo, 95 Hornsey Lane, Highgate, London, N.6. (1513

ENTHUSIAST WANTS EARLY FERRARI. Age and condition immaterial. Cash payment!! Box 2111. (1514

ENTHUSIAST WANTS ANY VINTAGE car. Age and condition immaterial. Cash payment!! Box 2113. (1516

HARD-TOP, ANY COLOUR, ALSO TOW bar assembly for TR3A. McCarthy, 26 Redbourne St., Hull. Tel.: 37395. (1517

MORGAN PLUS 4 WANTED PRIvately. Immediate cash + excellent home awaiting sound 1965/1966/1967 example. Contact Vivian Tillyard. Tel.: 01-660 9165 (evenings/weekends). (1518

MORRIS MINOR ENGINE 1931 TO 1934 s.v. Must be sound. Top cash for good rebuild. Tel.: 01-262 6873 (evenings). (1519

ENTHUSIAST WANTS SILVER DAWN, R-type or Mk. VI Bentley. Age and condition immaterial. Cash payment!! Box 2112. (1515

LANCIA FLAMINIA COUPE WANTED. Right-hand drive. Age immaterial but condition must be perfect. Low mileage. Around £500. Tel.: Dorking 730634 (evenings). (1520

TF REGISTRATION NUMBER WITH INteresting numbers. Tel.: Felling 693676. (1521

WANTED: M.G. TF 1500 XPEG ENgine. Scotney, Tarry Hill, Swineshead, Boston, Lincs. Tel.: Swineshead 331. (1551

NLA 7 ON MORRIS OXFORD WITH OR without car. Offers. Tel.: Crowthorne 3895. (1562

ROLLS-ROYCE SILVER WRAITH, LIMOUsine or sedanca preferred. Required early May. All photographs returned. Box 2121. (1616

EXTERNALLY CRACKED CYLINDER HEAD for 1933 R.-R. 20/25, but no internal cracks please. Purchase/barter. Hansford, Tel.: Maidenhead 24060. (1632

VINTAGE OR P.V.T. SPORTS TOURER, must be near concours condition. H.R.G., 'Nash, Lagonda, Riley, Aston Martin, M.G. or similar car considered. Bate, 39 Queen St., Bude, Cornwall. Tel: Bude 2041. (1633

WANTED: WATER PUMP FOR 1936 M.G. SA 2-litre in operative condition. Rhys, 3 Abbots Way, Newcastle, Staffs. (1634

WANTED FOR 1902 PANHARD, DUBRULLE-type lubricator, 4-feed, 7½×3×3¾. Green, 1 Upper South Rd., St. Leonards, Sussex. (1635

PRE-WAR H.R.G. OR F/NASH FOR REbuild—any condition. A. White, 66 High St., Chapmanslade, Westbury, Wilts. (1636

WANTED: A.C. COBRA. INTERESTED in purchasing 4.7-litre Cobra roadster with coil-spring suspension, preferably 1967 model. Car must be clean, with all original equipment intact. Mr. Murphy, Tel.: Holytown (Lanarkshire) 2121, ext. 27 (days), or Allison Green 361 (evenings). (1637

CLASSIC RACING CARS, SPORTS CARS, saloon cars, etc., wanted for sale in U.S.A. Send colour photos, full history, technical information, and price. Jonathan Upton, P.O. Box 282, Narberth, 19072, Pennsylvania, U.S.A. (1638

MORGAN 4/4 FOR CASH. SERIES III, IV or V. Consider +4 of similar date. W. Franklin, Graveley Hall, Hitchin, Herts. Tel.: Stevenage 54112. (1639

£10 REWARD FOR INFORMATION leading to purchase 1930s Rolls. Write: Chippindale, Bilbrough, near York. (1660

J2 ALLARD ORIGINAL. WORK NOT objected to. Tel.: 061-224 4987. (1697

RILEY GAMECOCK/SPRITE/IMP/MPH or M.G. TF, in any neglected state, desperately required. Laburnum Cottage, Brook End, Chelmsford. (1702

TR5 WANTED. MUST BE EXCELLENT condition with low mileage. Full details and price. Box 2126. (1703

BENTLEY CONVERTIBLE MK. VI OR earlier. Condition not important, but must be basically sound. Scannall, Tel.: WHI 1496 (day) or FRE 6362 (evenings). (1704

WOULD PERSONS OWNING OR KNOWing of Vale Special not already contacted please write to: Howel, 45 Stanhope Ave., Finchley, London, N.3. (1705

WANTED: OLDER POST-WAR SALOON or Estate. Mint condition. Appreciative home for cherished possession. Box 2059. (1706

EXCHANGES

1962 DART SP250 (SEE RED DAIMLER under "For Sale" column) for 12/14 touring caravan with cash. Tel.: Bradley (Staffs.) 402. (1093

1968 FORD ESCORT 1,100 C.C. DE luxe. B.R.G., extras, for well-kept original M.G. TF. Please write, giving full details, to: C. R. Done, 25 Victoria Rd., Burgess Hill, Sussex. (1181

EXCHANGE AS NEW "NIMROD" camping trailer for pre- or post-war classic sports car. Must M.o.T. Cash adjustment. Tel.: Atherstone (Warks.) 3307. (1544

I HAVE AN EXTREMELY CLEAN XK150S, 1960, roadster which has been taxed summers only for the past four years. Will sell outright for £950 or part exchange Mk. III Jensen or S1 Continental with cash adjustment to mutual satisfaction. Box 2116 (Glos.). (1545

FERRARI 330 GT 2+2 MONOFARO 1966. Silver, black hide; 32,955 kms, radio, l.h.d. Italian plates in very good order indeed, visible Milan. Cash $5,000 or equivalent other currency or exchange good open veteran or Edwardian with cash adjustment. Box 2117. (1548

EXCHANGES—continued

A.C. ACECA, JENSEN 541, DB2/4 OR similar (some repair work not minded). Swap for white 1964 1100 with solid underside, or sell £280. Tel.: Billericay 52680. (1546

1938 A.C. ACE 16/80 FOUR-SEATER tourer. Excellent condition; 4,000 miles since rebuild; post-war block. Straight exchange for Morgan +4 four-seater, Reliant Scimitar, A.C. Greyhound. Clare. Tel.: Kings Langley 64190. (1547

1964 MINI COUNTRYMAN FOR GOOD TR3/3A. Bulcock, Tel.: Rochdale (Lancs.) 45667, or write: 589 Bury Rd., Rochdale. (1549

1964 TR4. EXCHANGE HARD-TOP FOR soft-top. Details: Turner, 2 Bluebell, Uppington, Wellington, Shropshire. (1550

1934 SINGER 9 ROADSTER, FULLY restored and in superb condition for good M.G. TC or sell £250. Scotney, Tarry Hill, Swineshead, Boston, Lincs. Tel.: Swineshead 331. (1551

MINI 1000 MK. II, ISLAND BLUE. 12,000 miles, as new. £475, or exchange M.G. TD in mint condition; cash either way. 6 Zetland St., Dukinfield, Cheshire. Tel.: 061-330 1059 (day). (1650

MORRIS 1800 "S", REG. JAN. 1970, 2,500 miles only (see January issue). P/ex. estate/sports car. Tel.: Chapmanslade 342 (Wilts). (1651

HAVE ARMSTRONG-SIDDELEY HURRIcane (d.h.c.), A7 Ruby body plus chassis, plus some money. Want either Morgan 3-wheeler, Citroen 2 c.v. or Vincent motorbike/spares. Sale or exchange. Tel.: 051-652 7778 (Birkenhead). (1652

MISCELLANEOUS

CPK 1 REGISTRATION ON 1935 RILEY tourer dismantled. Best offer or exchange. W.H.Y.? McDermott, 13 St. Andrews Rd., Renfrew. Tel.: 041-886 3923. (1025

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. (1222

JOIN THE A.C. OWNERS' CLUB NOW for the Club's 21st Anniversary Year. Membership Secretary, 33 Linden Ave., Ruislip Manor, Middlesex, England. (1223

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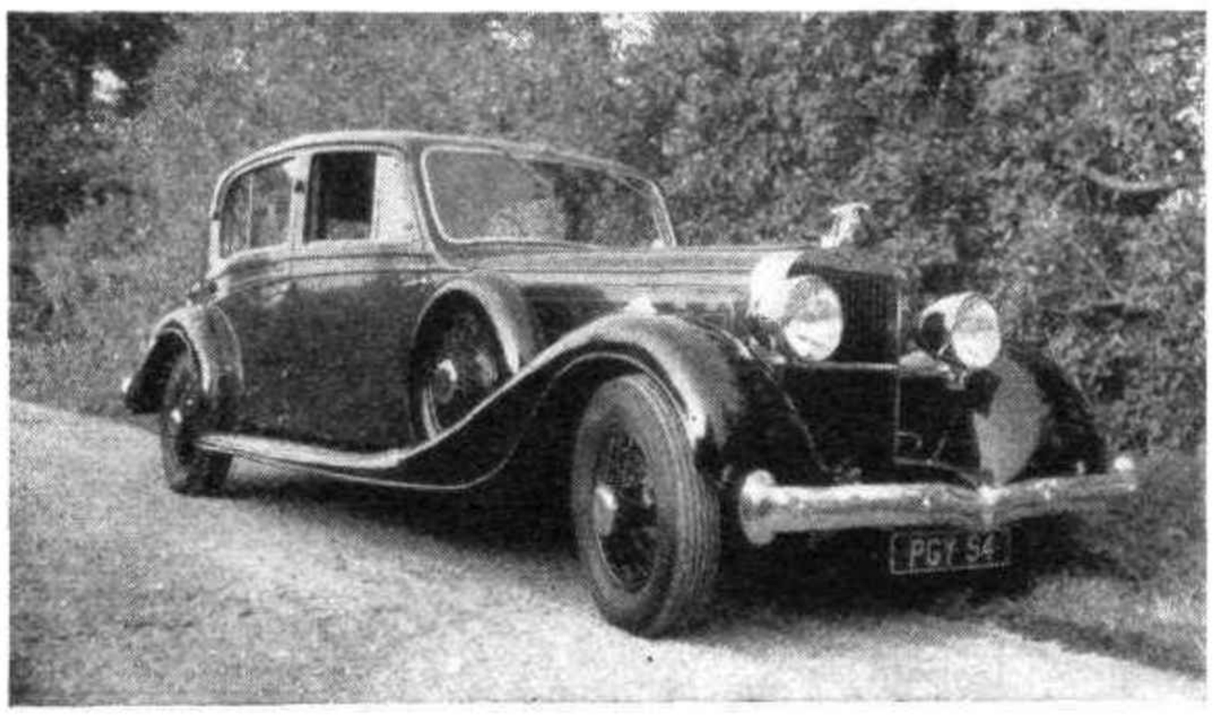
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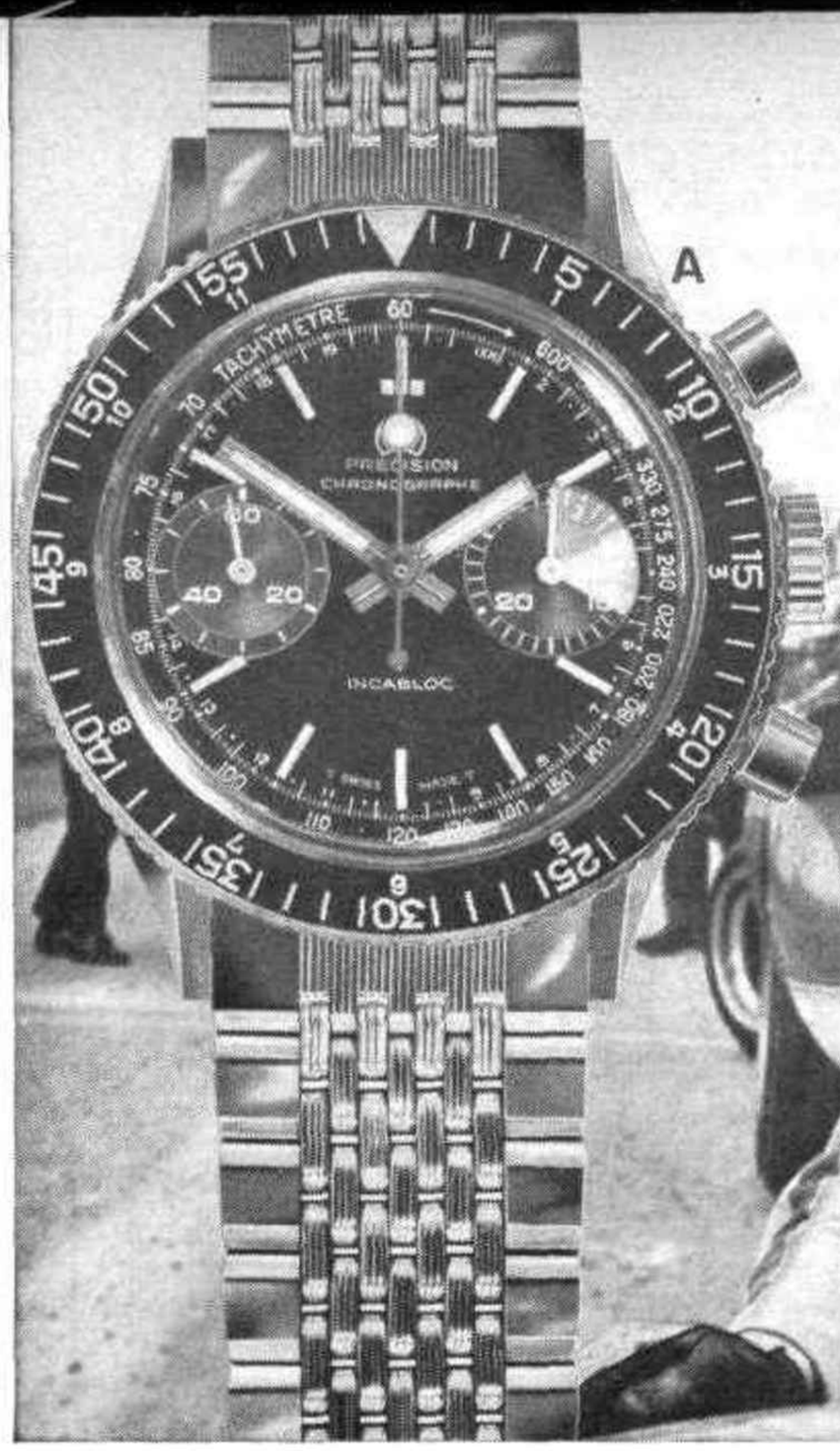
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A new chronograph introduced this year, and already one of our fastest sellers. 17 jewelled lever movement, Incabloc shock absorbers, fully waterproof, strong stainless steel case. The 1/5 second full flyback stopwatch has start/stop/go facility. Dial includes 30 minute recorder with 2 coloured (blue and red) 5 and 10 min. countdown zone. Also has tachy and telemeter scales. Bezel has 0-60 and 0-12 hour scales. Free bracelet. Similar specification watches cost around £30, but this one for **£19.19.6.**

B. COMPUTER SLIDE-RULE

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

C. SHERPA GRAPH. A Special Offer

Specification includes a 17 jewelled lever movement, Incabloc shock protection and waterproofness to a depth of 160 feet. The case is all stainless steel and the dial of high retention luminosity. 1/5 second flyback stopwatch contains both 30 minute and 12 hour recording dials, and direct read out tachometric average speed scale. Stop/start/go ability. Supplied complete with leather strap. Usual shop price over £45. Reduced to **£29.19.6.**

D. TIME/DISTANCE/SPEED

Just announced in Switzerland this watch has a huge technical specification. Two exterior bezels (the outer one rotates), includes 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 waterproof and the 21 jewelled movement is shock-protected. Complete with tropic strap and introduced by Chronosport at only **£7.19.6.**

E. MULTI-SPORT CHRONOGRAPH

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F. MARINE CHRONO

Another new design which includes automatic calendar, 0-60 minute elapsed time rotating bezel, inner 24 hour G.M.T. bezel, push-button flyback minute recording hand and separate continuous seconds dial. The 17 jewelled shock-protected movement is in a strong waterproof chrome/steel case, and is complete with tropic strap. Ideal for all types of sport, and looks like £20 worth on the wrist! Valued at over £9. Our price **£6.19.6.**

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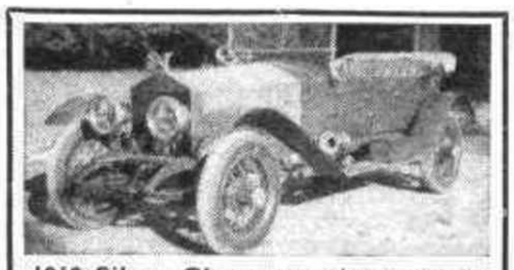
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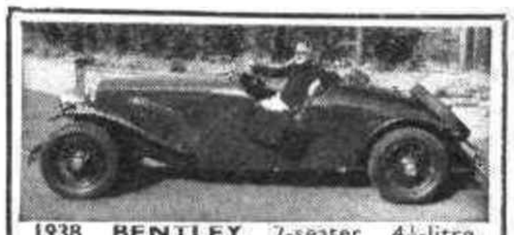
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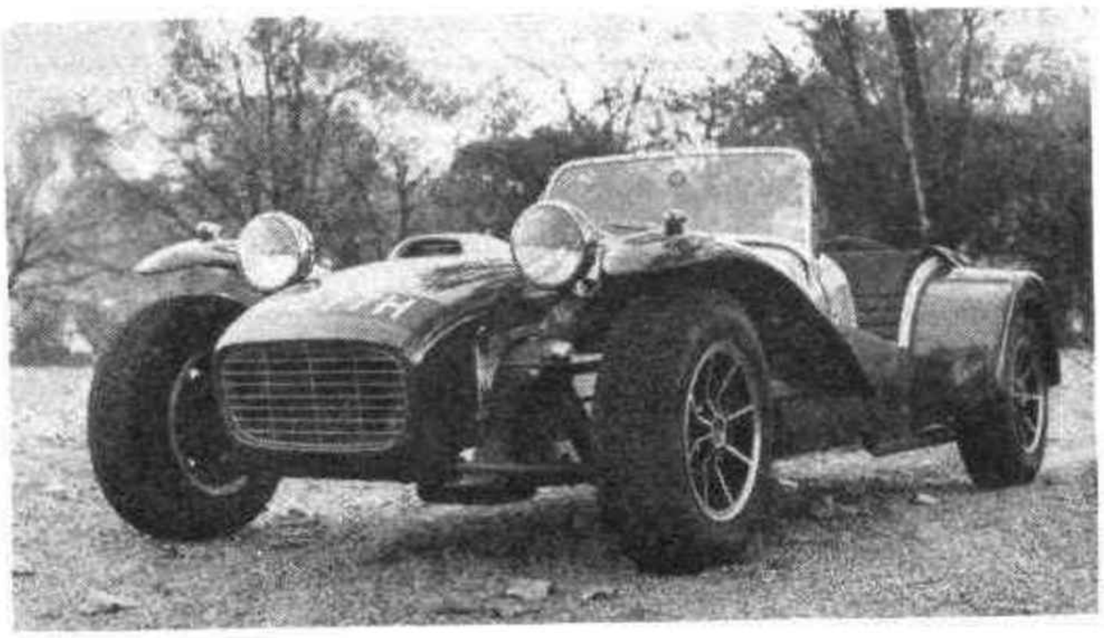
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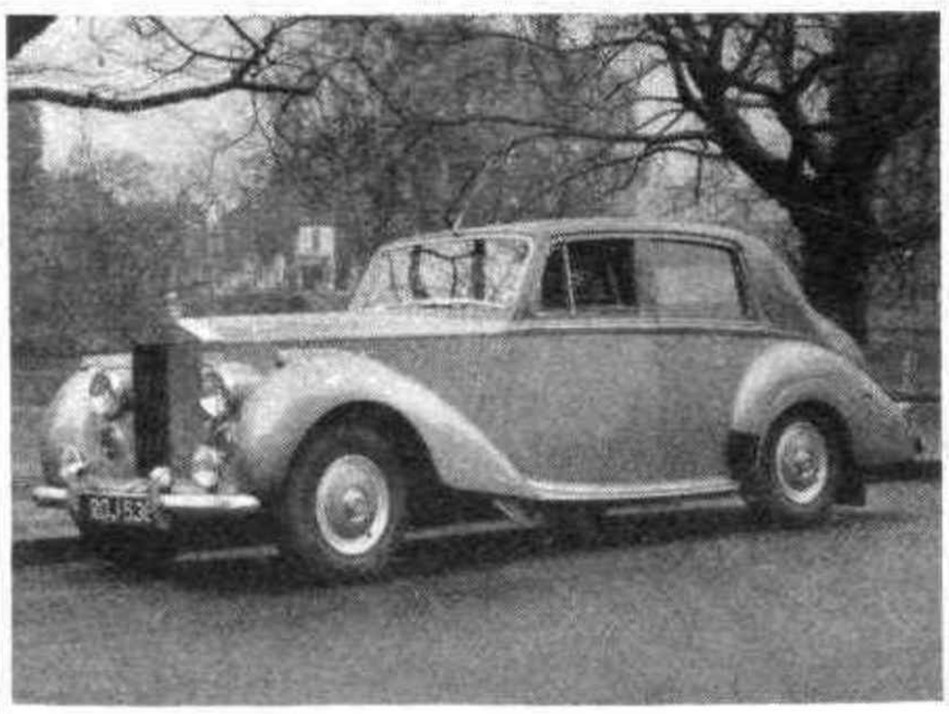


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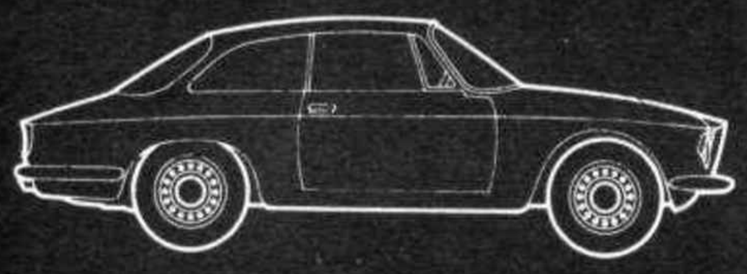
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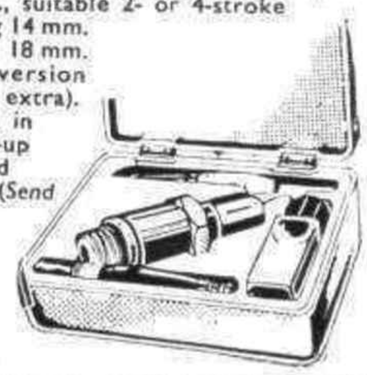
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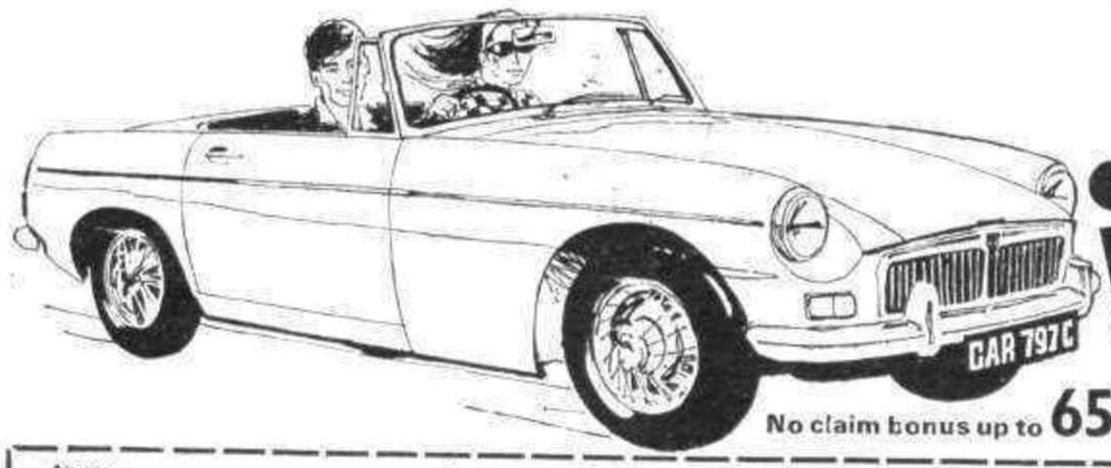
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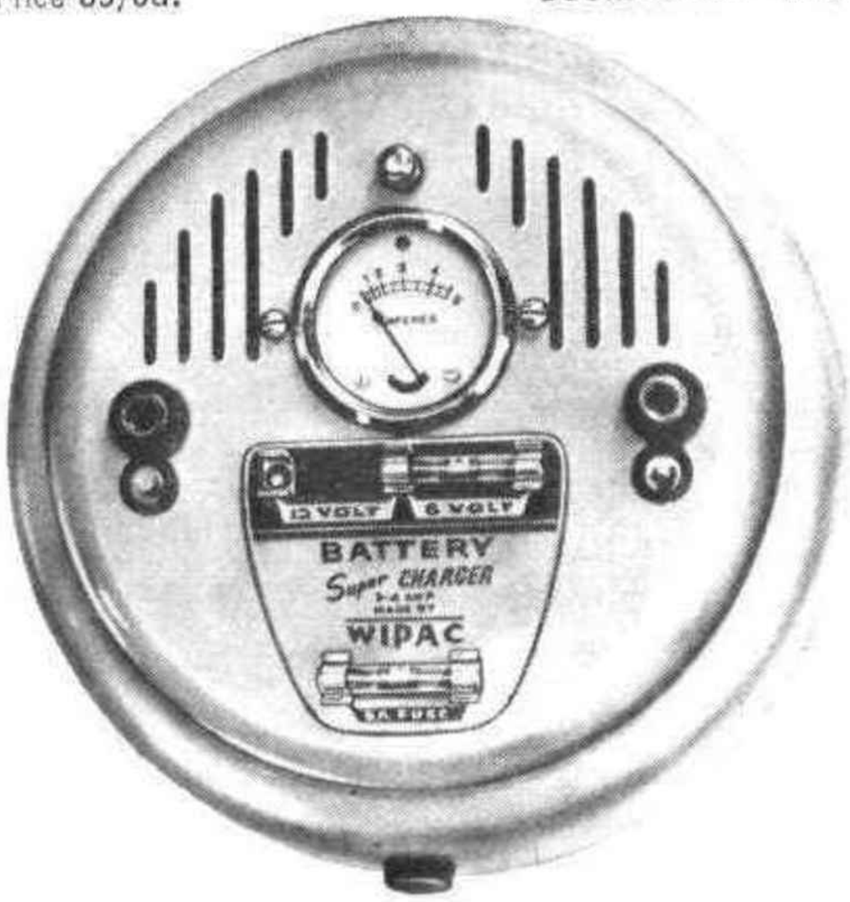
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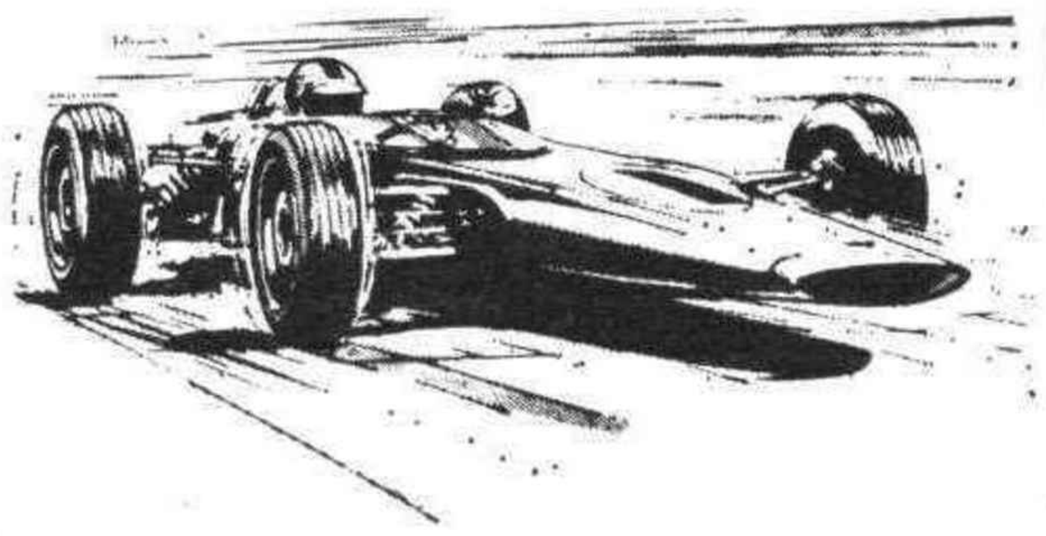
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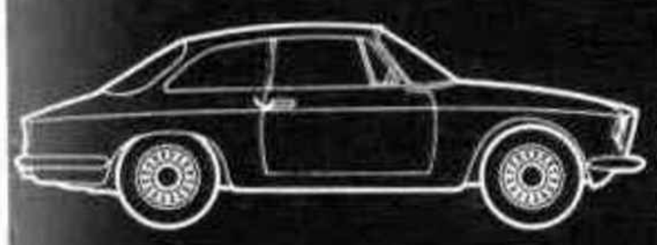
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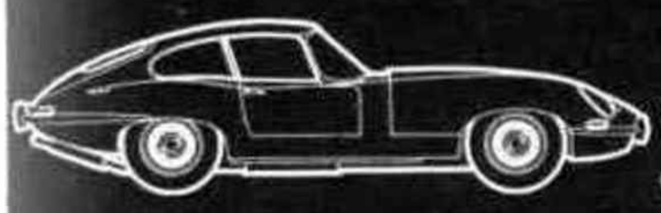
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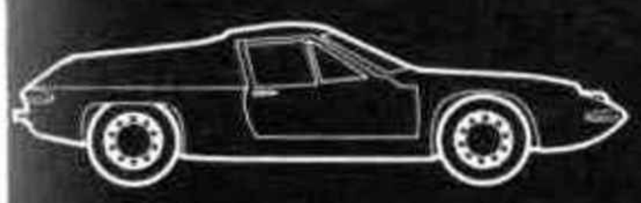
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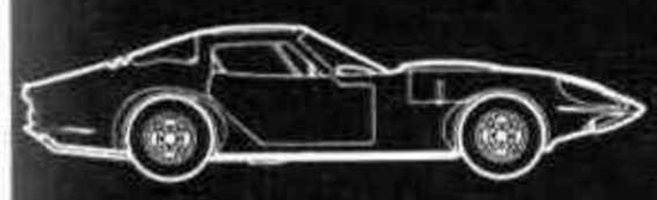
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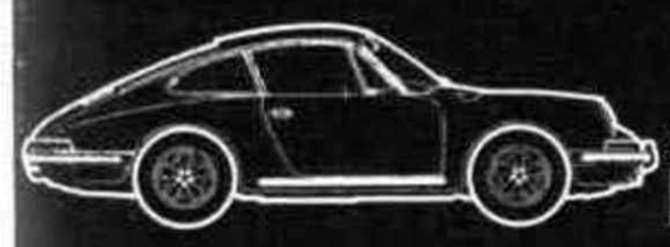
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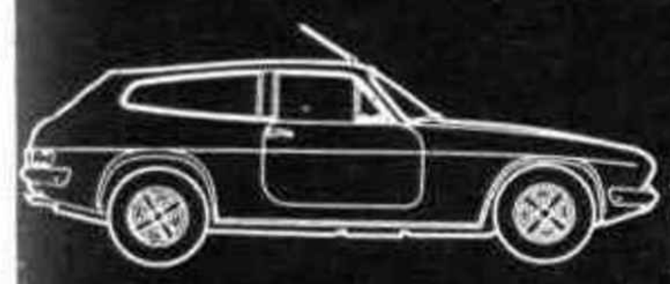
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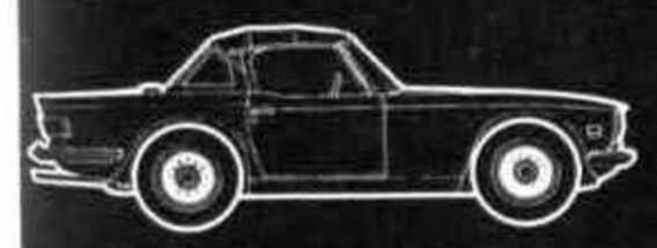
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	Alfa Romeo 1600 Super in Burgundy with Pigskin trim	£1,895
1969	Alfa 1750 GTV in White with Black trim, 10,000 miles	£1,195
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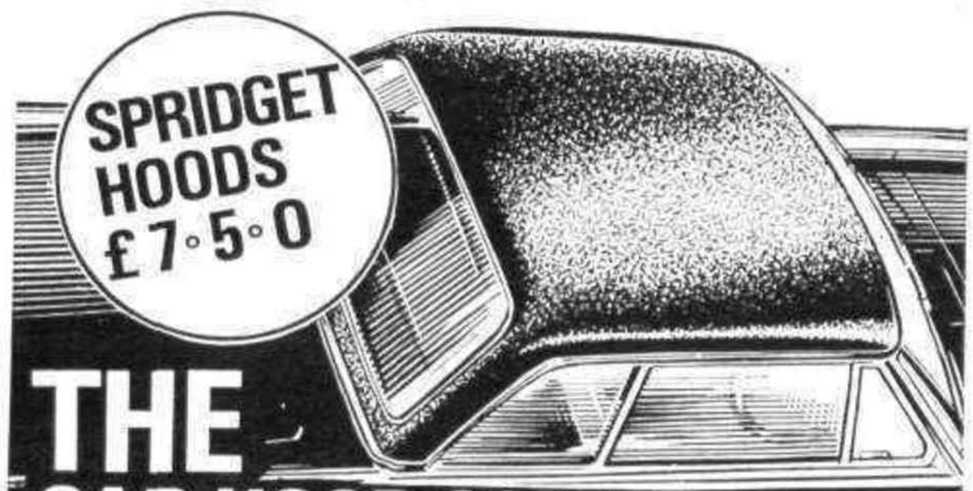
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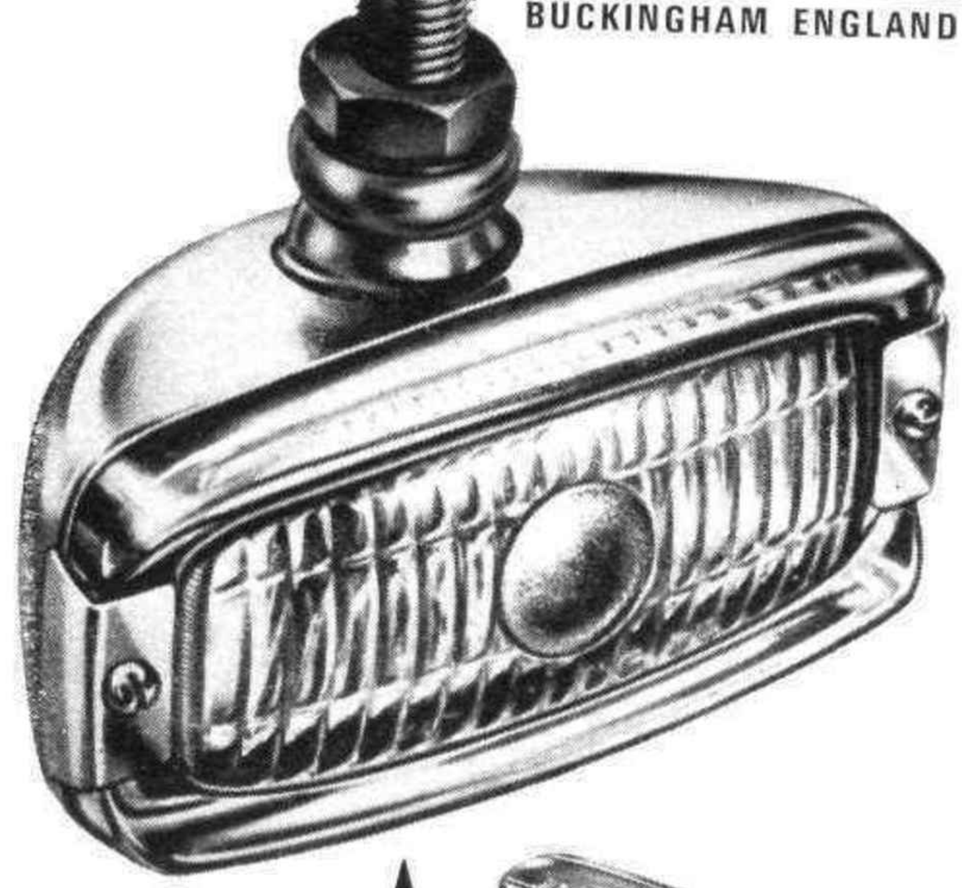
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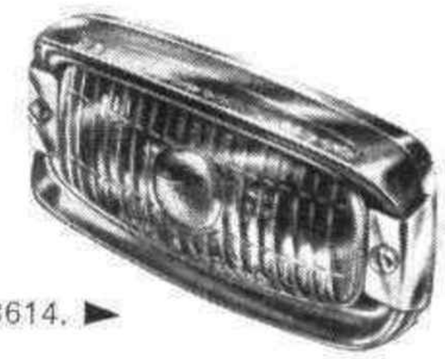
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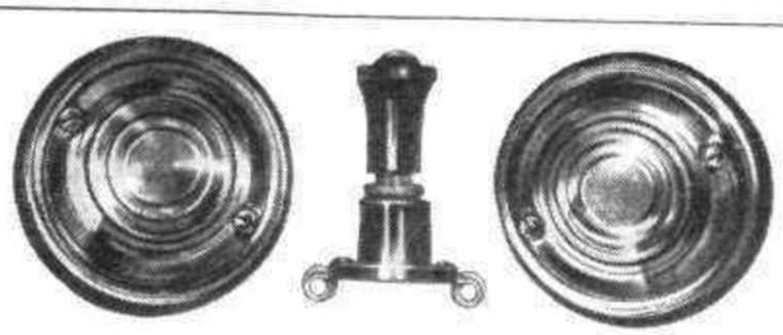
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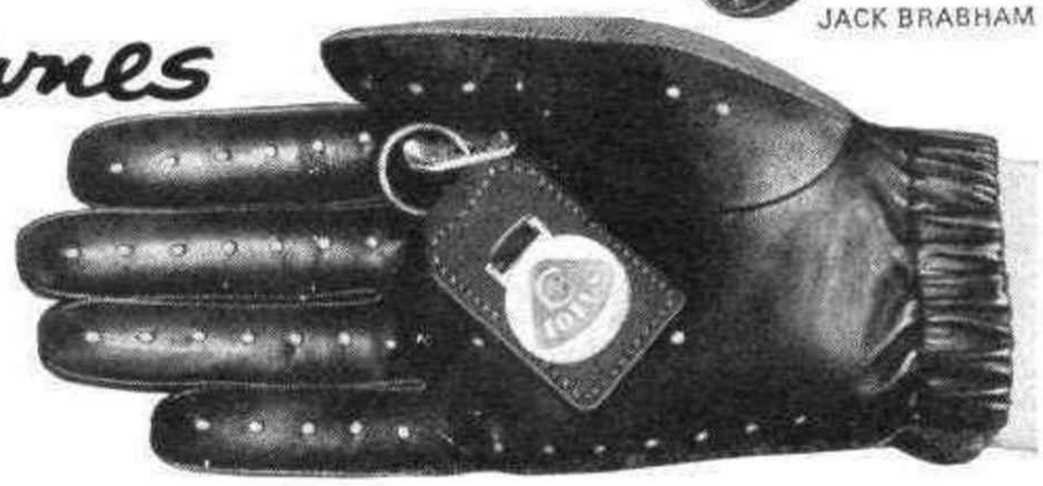

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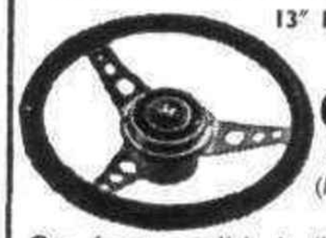
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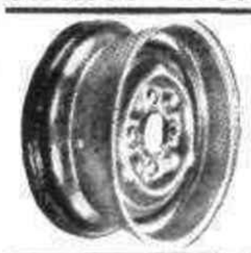
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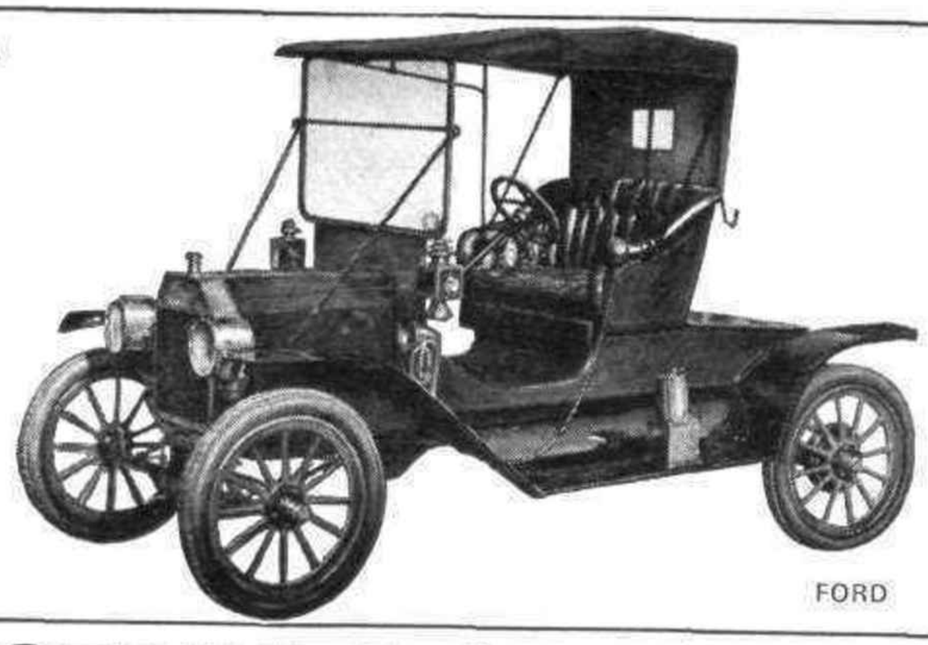
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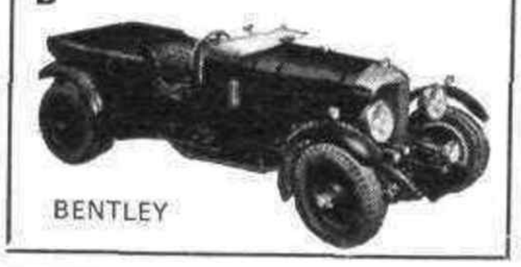
A



FORD

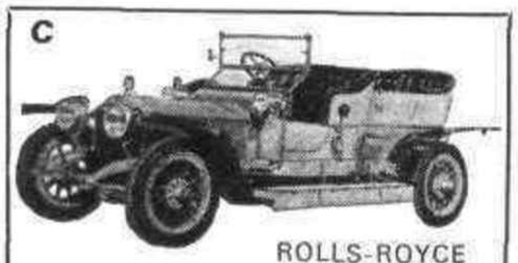
FORMULA 8 Car Prints

B



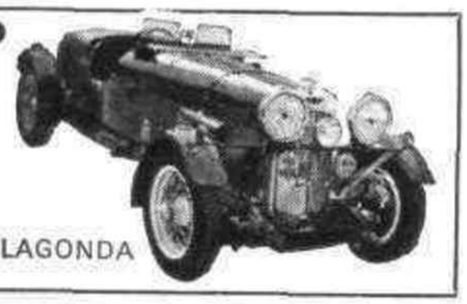
BENTLEY

C



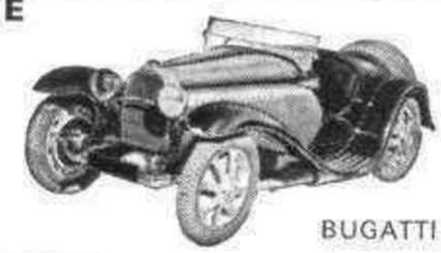
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D



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E



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A 1911 Model T Ford — green/black/brass.

B 1929 4½-litre Black Label Bentley — in British Racing Green.

C 1907 Rolls-Royce Silver Ghost — bright yellow/black/brilliant chrome.

D 1934 M45R 4½-litre Lagonda, in resplendant red paintwork.

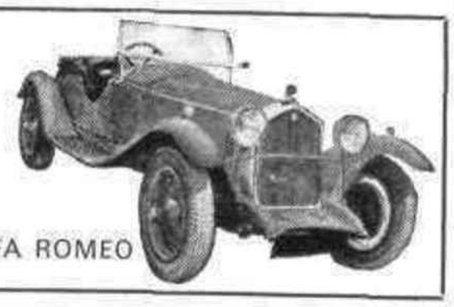
E 1932 2·3-litre Type 55 Bugatti — pale blue/black.

F 1930 Alfa Romeo 1750, in Italian Racing Red.

G 1926 Bullnose Morris — dark blue/black/bright brass.

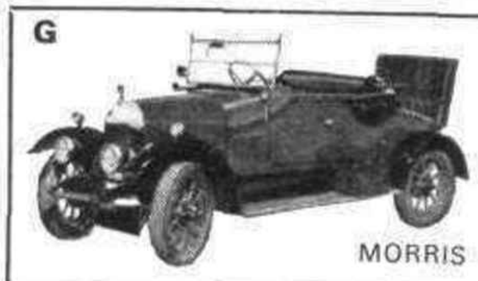
H 1934 Aston Martin (Mk 2 short chassis) — pale blue/red leather.

F



ALFA ROMEO

G



MORRIS

H



ASTON MARTIN

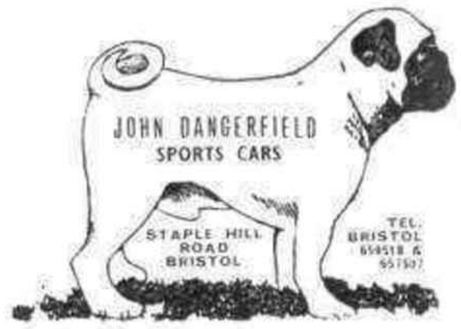
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1968 TR5, white; one owner, 24,000 miles; radio, wires..... **£1,000**

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1968 SPITFIRE, B.R.G., one owner, hard/soft-top, four new SP41s, tonneau, wires; 15,000 miles..... **£735**

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1966 Mk. II SPITFIRE, red; one owner, 32,000 miles..... **£540**

1966 SCIMITAR 3-litre coupé, golden sand, radio, new gearbox, wire wheels, new SP41 tyres..... **£900**

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1965 M.G.-B, turquoise, wood-rim wheel, Cints.; supplied and maintained by us..... **£630**

1965 E-TYPE 4.2 f.h.c., metallic blue, chrome wires, Cinturatos, h.r.w. **£1,225**

1965 PORSCHE 356 SC, Irish green, chrome wheels, radio, luggage rack; new battery and oil cooler, nearly new radials, engine just completely overhauled at a cost of nearly £300... **£1,530**

1964 SPITFIRE, iris blue, radio, new tonneau and hood **£440**

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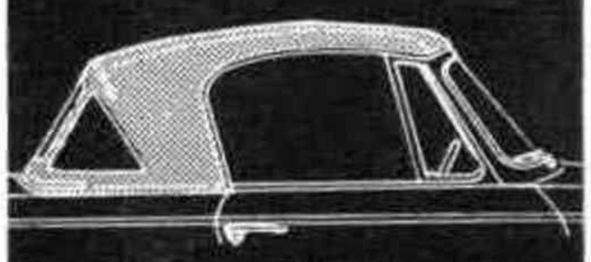
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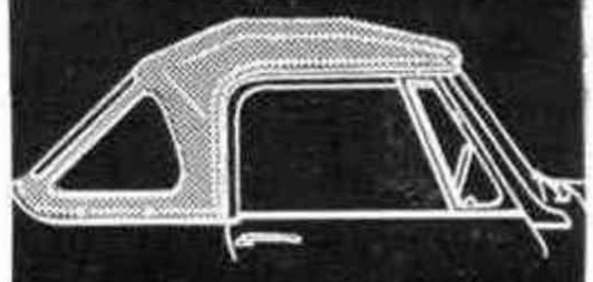
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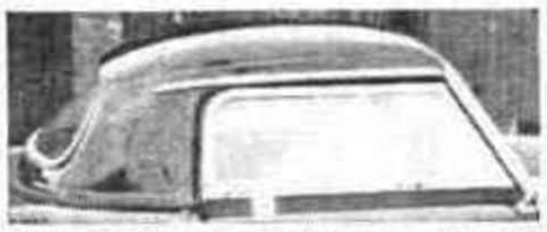
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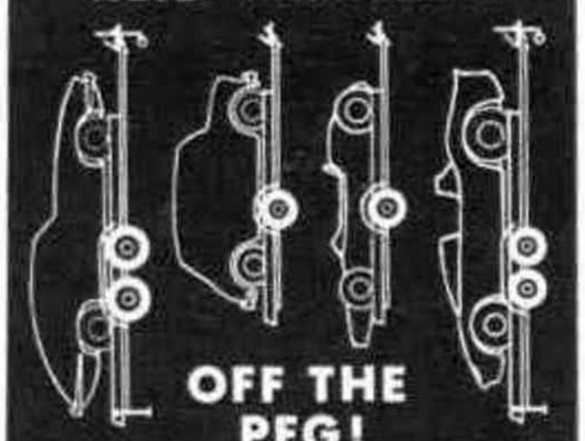
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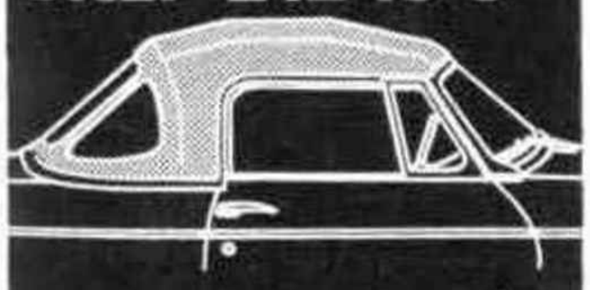
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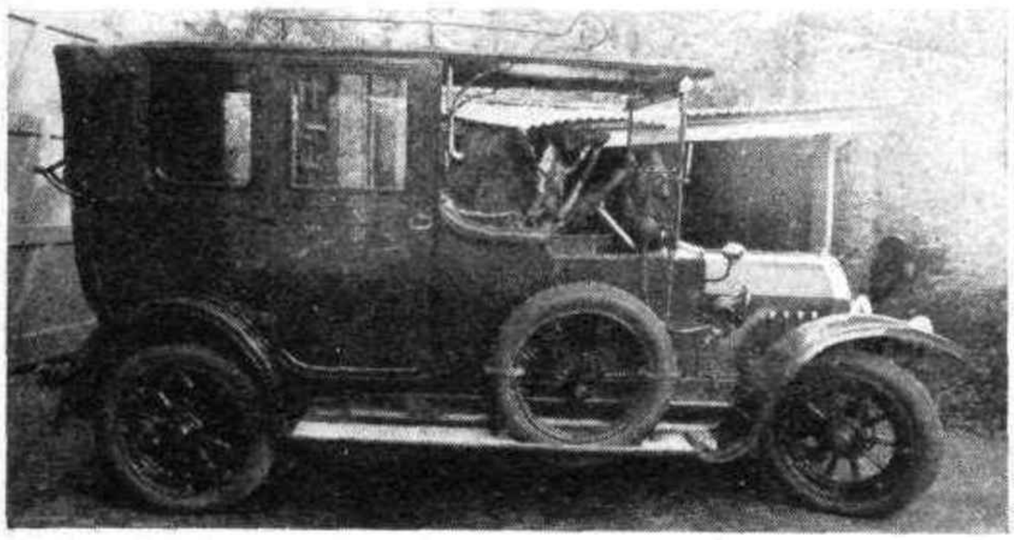
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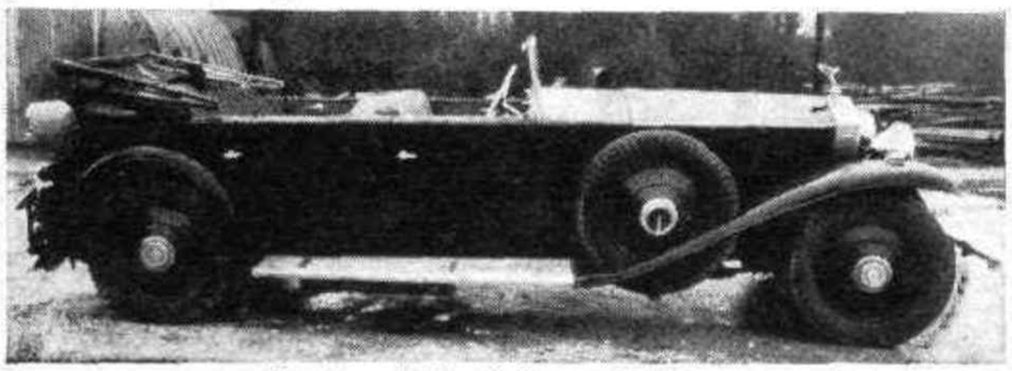
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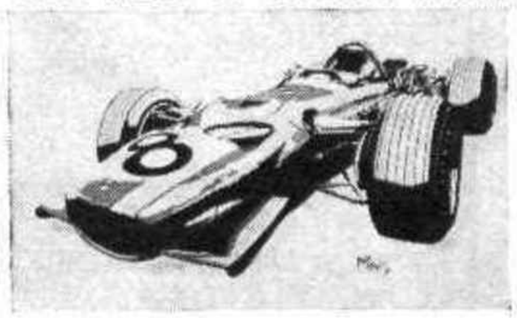
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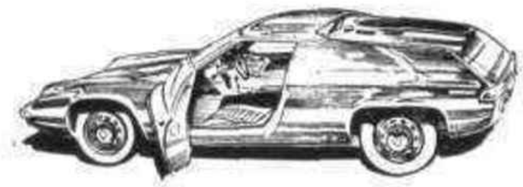
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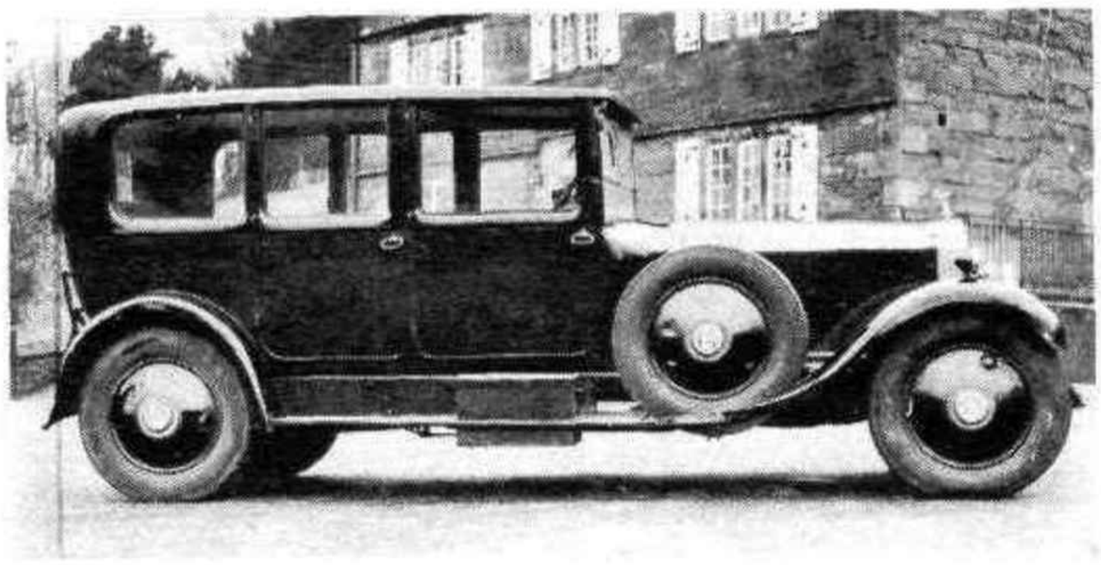
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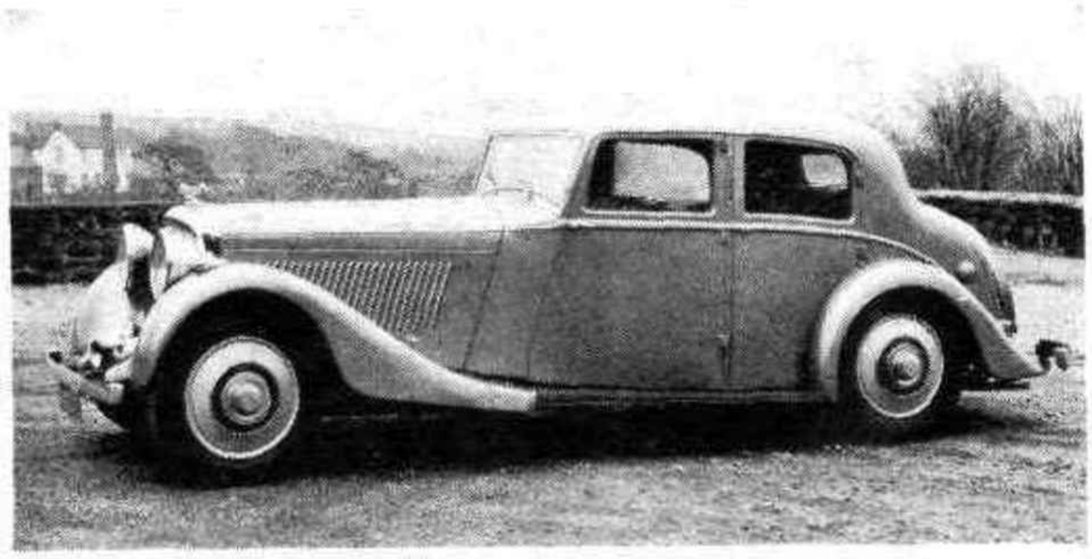
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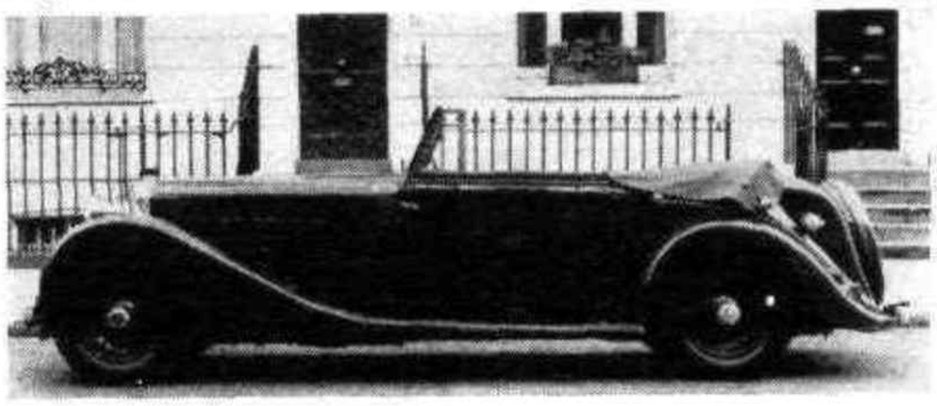
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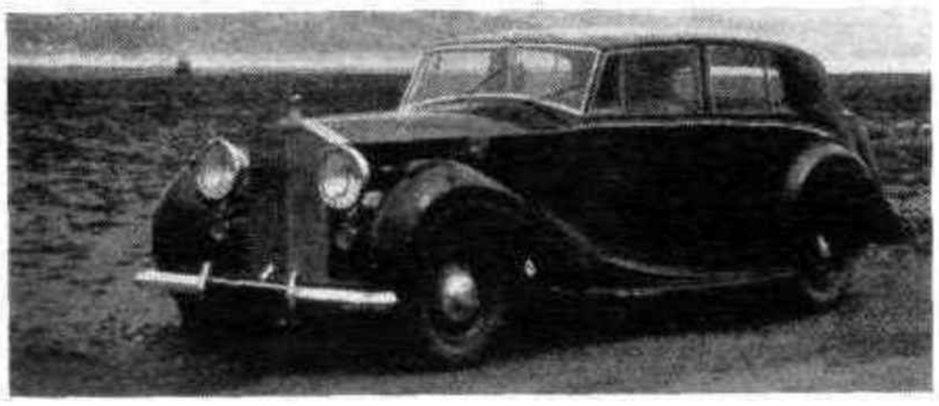
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(Right)
1939 BENTLEY MR series overdrive convertible by Vanden Plas, painted B.R. green, tan hide; recent engine overhaul. Fine example of this popular *marque*, many extras.





(Left)
1949 ROLLS-ROYCE small sports saloon by H. J. Mulliner, embassy black; requires some body attention; excellent chassis, tyres, etc.

(Right)
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