Vol. XLV No. 12 TWO SHILLINGS AND SIXPENCE December 1969

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



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

Size 5" × 10" for B.M.C. Minis. Low pressure diecast in aluminium alloy LM25 (heat treated)

Two types available:

Mark I Aluminium finish. Price each. £7-0-0.
Mark II Machine finished highlights with recessed segments in black. Price each. £7-10-0.

Above prices include a set of 4 chrome plated special sleeve nuts. Delivered free U.K.
13" Exacton road wheel will shortly follow in production.

For ordering and further information please write to:

Aluminium Bronze Co. Ltd.,
Exacton Road Wheel Sales,
Wallows Lane, Walsall, Staffs.
Tel: Walsall 21351.
Telex: 32228.

A company of the Cammell Laird Group



Some people will do anything to stay with the Motorola sound

There's no substitute for the Motorola in-car sound.

It's the sound more people enjoy – *than any other*. The world over.

Hear it yourself. There are special demonstration units in car showrooms now. Or just listen to a passing car.

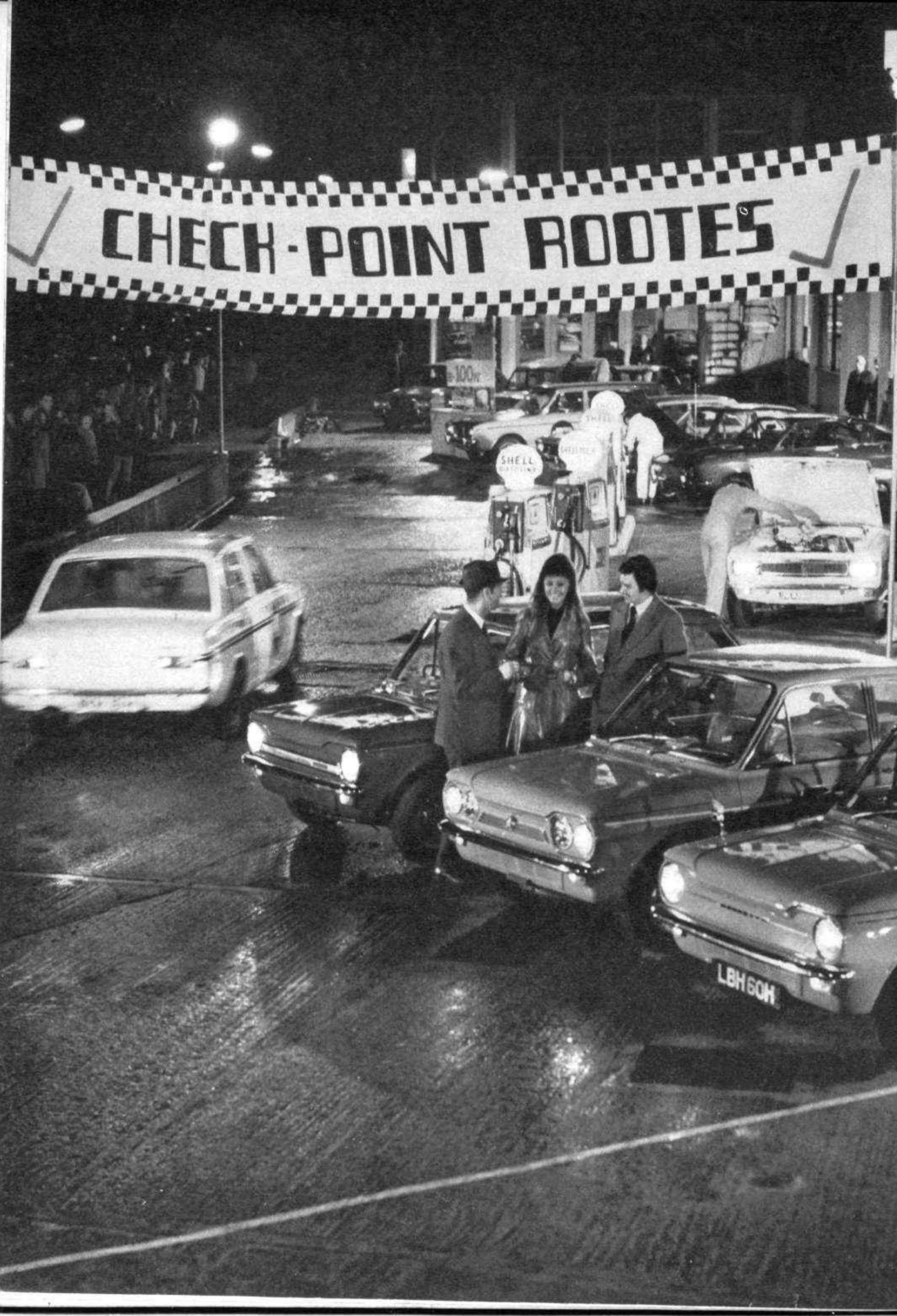
Meet Motorola In-Car Stereo

Motorola 8 track stereo – the super car sound. The sound of the new Motorola 8 track stereo tape player. Up to 80 minutes of your favourite music on every tape cartridge. Slot in and play. Hundreds of titles to choose from. Available at most good record shops. There's never been a sound like it before. Hear the Motorola sound now at any good car showroom. Price – £39.11.4.



For free full colour literature write to Motorola Automotive Products Ltd., Taylors Road, Stotfold, Hitchin, Herts.

MOTOROLA


CHECK·POINT ROOTES
SHELL
LBH 60H

✓Check in with Rootes-you could win a colour TV or a new Rootes car.

Your Rootes Check-Point dealer has a selection of Britain's best value-for-money cars for you to check-drive. Make a start now.

£80,000 in prizes

Here's an interesting competition for you with prizes that make it well worth winning. You have three chances to win during November and December.



100 Colour TV sets

You could win a 22″ colour television as soon as you go to any Rootes 'Check-Point' dealer with your driving licence. Fill in the entry form that you get from your Check-Point dealer and get him to stamp it. You could find yourself amongst the winners.

50 Rootes cars

It doesn't stop there. Because at the same time you stand the chance to win another prize. One of 50 great Rootes cars.

All you do is bring your own car in for valuation without any obligation. And you're on the road to winning a car in the Rootes range from the sleek fastback Sunbeam Rapier to the economical £570* Hillman Imp.



Today's best value in British cars, all with the consistent quality for which Rootes are renowned. And all with Rootes exclusive new 12 months' Unlimited Mileage Warranty — to prove it.

Check-drive a Rootes car now at your Rootes 'Check-Point' dealer.

*ex-works price inc. p.t. (seat belts extra)

Rootes value quality. HILLMAN HUMBER Singer SUNBEAM ROOTES

THE IDEAL CHRISTMAS GIFT FOR DRIVERS

It costs only
37'6



Lockheed brake fluid warning light kit

A 24 hour-a-day watchdog. If fluid level falls it lights up. So simple - yet so essential as a safeguard to you and your passengers. Fit one this weekend. Chances are you'll never need it but it's good to know it's there. Remember, this Christmas gift could be a life saver.

- ★ Easily fitted - less than 1 hour
- ★ No special tools required
- ★ It's own built-in test switch
- ★ Made for cars with Lockheed brakes

OBTAINABLE FROM YOUR LOCAL GARAGE OR CAR ACCESSORY SHOP

AP CAR SAFETY

Send for a free copy of the AP Car Safety booklet

AP

AUTOMOTIVE PRODUCTS COMPANY LTD.
Southam Road, Banbury

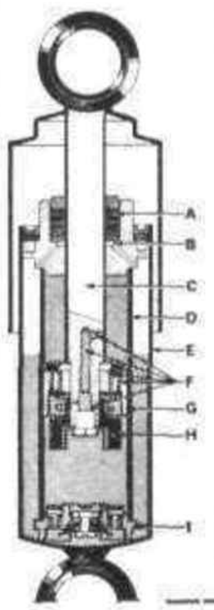


HUGGERS

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 .....
.....

All spark plugs are the same



If all spark plugs were the same, why would Graham Hill have insisted on Autolite?

He knew that the 1968 World Championships couldn't be won with just any spark plugs.

He knew that only Autolite could deliver the performance and total reliability he needed to win the biggest prize in motor racing.

And now, Jackie Stewart, the runaway leader in this year's World Championship, is also using Autolite.

If you take your motoring seriously enough to compare one spark plug against another, you'll insist on Autolite, too.

They cost around 6/- each.

You'll probably see other plugs offered at lower prices.

But you won't see Graham Hill or Jackie Stewart buying them.

Autolite

AUTOLITE MOTOR PRODUCTS LTD., ENFIELD, MIDDX.



Your'e a lucky man if it's a TECAGUN...

Tecagun – the grease gun with all the advantages.

- 360° swivel delivery tube gets at all those awkward nipples.
- One-hand operation and gives you all the pressure you should need.
- Robustly built to last longer.
- Engineered by Tecalemit – the authority on lubricating equipment.
- Available from Halfords and leading Motor Accessory shops.

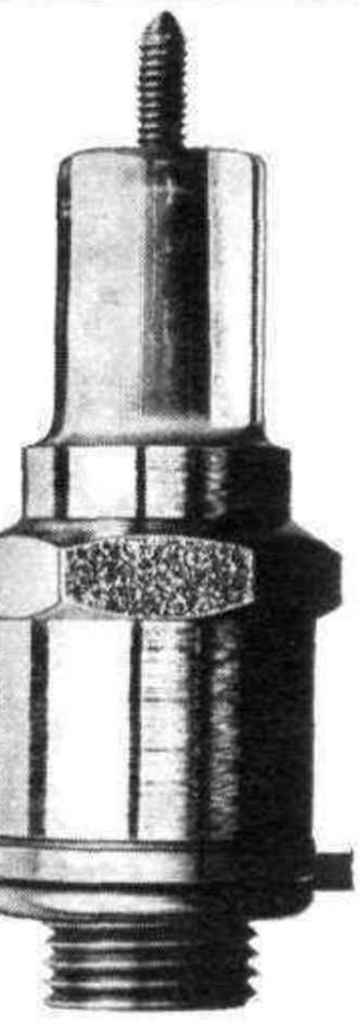
To be a big shot... better get a TECAGUN

Tecalemit (Engineering) Limited, Gun & Nipple Division, Plymouth, Devon
A member of the Tecalemit Limited World-Wide Organisation

TE 27

If running your car means you've always got your hand in your pocket...

it's time you saw the light.



Save yourself money on tune-ups and petrol with Colortune 2.

This revolutionary new test plug with the Borosilicate Optical Glass top enables you to detect a number of faults or problems in your engine. Faults like: mixture, oil burning, stuck-up or burned-out valves, leads, condenser, or air filter are all revealed with Colortune 2.

How?

Through the optical glass top of Colortune 2, you see the colour of the combustion inside each cylinder. It is a scientific fact that you can tell the quality of your mixture by the colour of the combustion. So, different colours, different sequences in colour tell you exactly what's happening.

And with the aid of the comprehensive Colortune 2 'color-code' literature you can find where the trouble lies.

Colortune 2 Kit in a durable plastic case, includes the Colortune test plug, spacing washers, Allen key, cleaning fluid and brush. So you can check and tune on the road; and on holidays this helps you save on expensive maintenance and fuel bills.

Save yourself time and frustration, let alone petrol, oil and tune-up costs with Colortune 2.

It lasts a lifetime.

Available from Halfords and leading auto accessory shops or write for full descriptive literature.

To: Colortune 2, 66 Royal Mint Street, London, E.1. Tel: 01-480 7561
Please send me Colortune 2 literature and name of my nearest stockist.

Name .....

Address .....

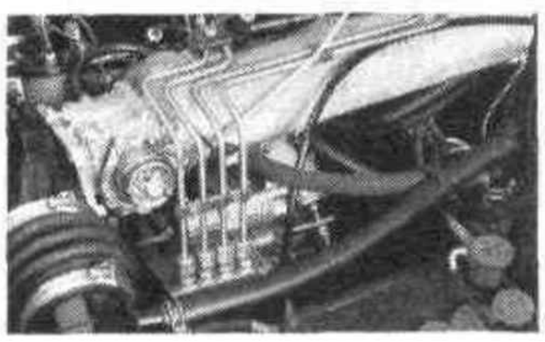
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Make and type of vehicle MS3

Colortune 2
The test plug for off colour engines

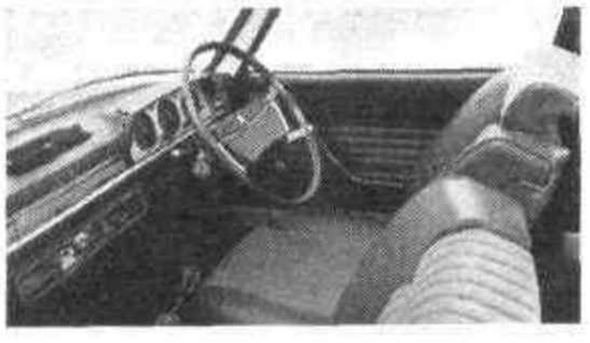
We've come a long way since 1889











The Peugeot 504 was chosen by an international jury of forty-eight respected motoring journalists from thirteen countries as winner of the coveted Autovisie "Car of the Year Award" for 1968. It was chosen not only for its advanced styling and technical specification but for all its qualities as a complete design for the 1970's with a wide market appeal.

Renowned for its engineering integrity since Armand Peugeot delivered his first "velocipede' in 1889 the company now produces half a million cars annually for distribution throughout the world.

The 504 has been designed to meet the high standards set by a highly discerning market requiring a roomy 5/6 seater of modest overall dimensions, providing a sophisticated manner of motoring. It combines good overall performance with economy and is capable of providing comfort and total security under widely varying road and climatic conditions.

Safety and Comfort

The 504 body incorporates many safety features, the majority of which are designed to meet the stringent United States safety standards. The integrally constructed all-steel body incorporates an immensely strong passenger compartment with energy absorbing front and rear sections. Double jointed steering column with padded steering wheel. Burst-proof door locks with recessed controls. Special warning lights indicate worn disc brake pads and low brake fluid level.

The fully-reclining front seats incorporate adjustable headrests and patent seat adjusters ensure that the driver's seat is always correctly related ergonomically to the steering wheel and pedals.

Advanced Specification

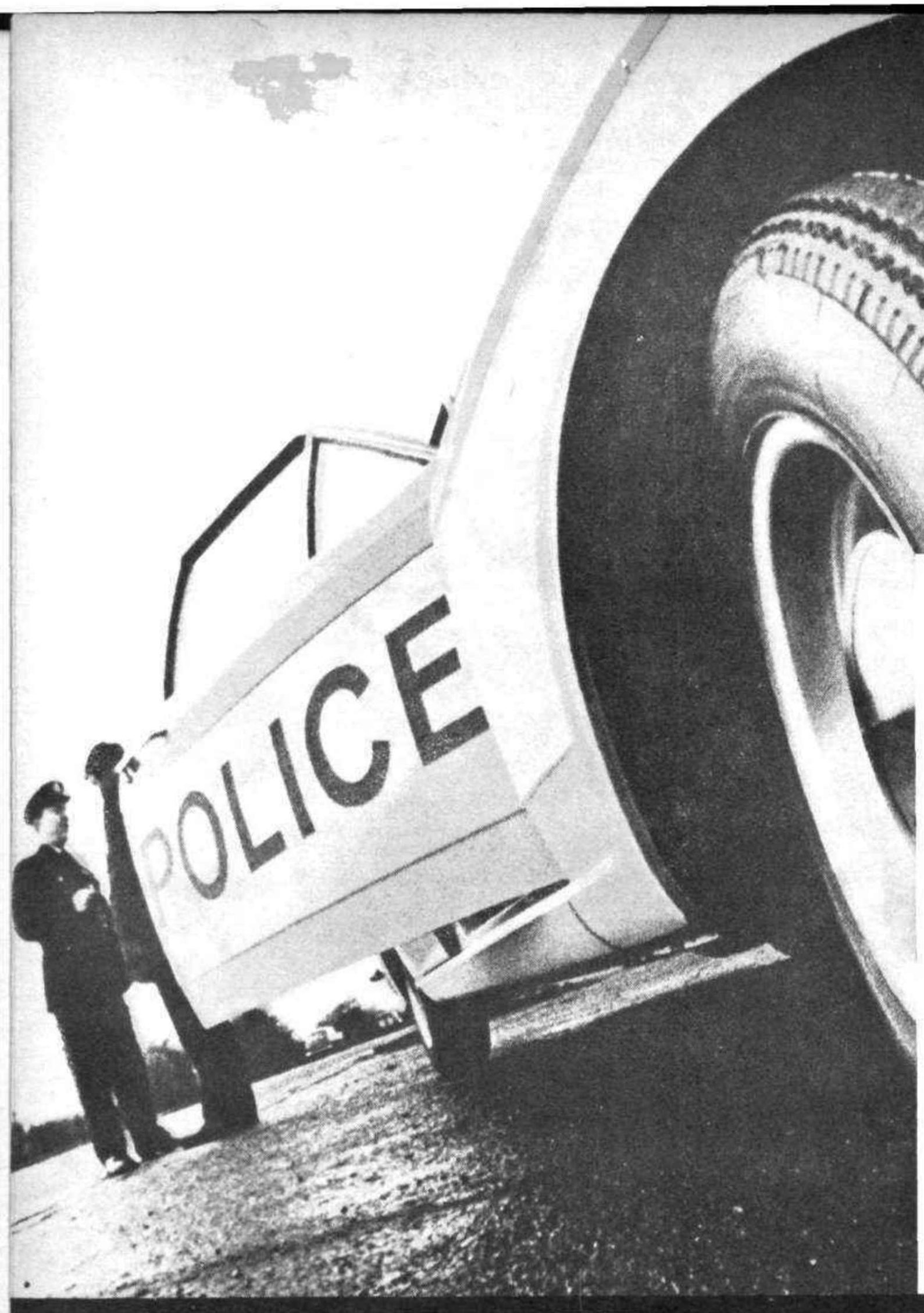
A 4-cylinder, five main bearing engine of 1796 c.c. with an alloy, cross-flow, cylinder head and wet cylinder liners, available in either 87 BHP carburettor or 103 BHP petrol injection form. Transmission via a diaphragm clutch; four speed all synchromesh gearbox and hypoid rear axle. Self-adjusting rack and pinion steering. Fully independent suspension. Disc brakes all round with servo assistance and load compensating device. Self adjusting handbrake operating on rear discs. Ventilated pressed steel wheels with 5J rims fitted with 175 x 355 Michelin XAS tyres. Alternator. Thermostatically controlled engine cooling fan. Body protected by special Electrophoresis priming process.

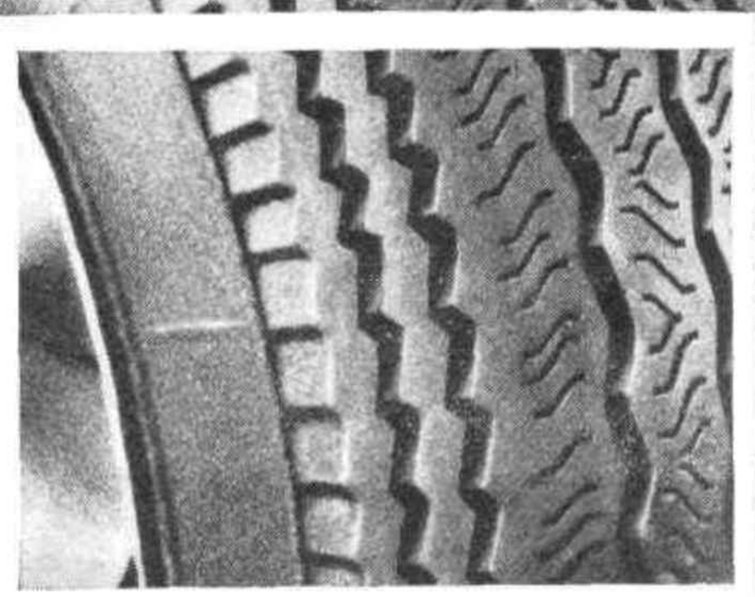
"No Extra" Extras

The standard specification includes floor gear change, heater, screenwashers, two-speed wipers, time clock, dipping rear-view mirror, headlamp flasher, fully-reclining front seats, radial ply tyres, stainless steel bumper bars and body trim and a Neiman anti thief steering lock.

PEUGEOT 504

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





Can you stop on a 6d. or does it cost you more?

When anything arresting happens on the road, we want you to be able to come to a smart halt.

So we've added extra depth to the tread of our Autoband Radials. They'll stop you faster than any ordinary cross ply tyre. The whole width of that extra deep tread stays flat on the ground.

Nothing comes between you and the road. Even rainwater is swept clean away through the ever open grooves.

Your India dealer has got the rest of the story. Drive there safely, won't you?

The Indiastructible safety tyres.

Can you live without them

INDIA
Autoband Radials

Be part of the action in Monte Carlo at Monaco Grand Prix time

This year have a spring holiday you'll never forget! Enjoy the casino, bars, beaches and night clubs of Monte Carlo at their most glamorous, exciting time during the build-up to the Monaco Grand Prix weekend. And then see the world's most fantastic "round-the-houses" motor racing.

TOUR MR4 LUT gives you mid-morning jet prop Britannia flight. Luton to Nice with meal included on Wednesday, May 6th. Coach transfer Nice to Monte Carlo, five nights bed and breakfast and return by outward route arriving back mid-afternoon Monday, May 11th.

From 39 GNS

MR4 GAT as above but flight by BAC 1-11 jet from Gatwick.

From 45 GNS

MR2 Friday, May 8th, leave London King's Cross Air Terminal 08.00 to Southend and scheduled flight for Ostend. Then by luxury coach through night arriving Nice mid-afternoon, bed and breakfast in Nice then coach to Monte Carlo on Sunday for Grand Prix. Return same route arriving London 20.00 Monday, May 11th.

20 GNS

MR3 08.00 Thursday, May 7th, leave King's Cross Air Terminal to Southend. Scheduled flight to Ostend. Coach journey through the night arriving Monaco mid-afternoon Friday. Three nights bed and breakfast. Saturday see Grand Prix practice and Sunday the Grand Prix. Monday leave after breakfast by return route, arrive London 19.00 on Tuesday, May 12th.

From 25½ GNS

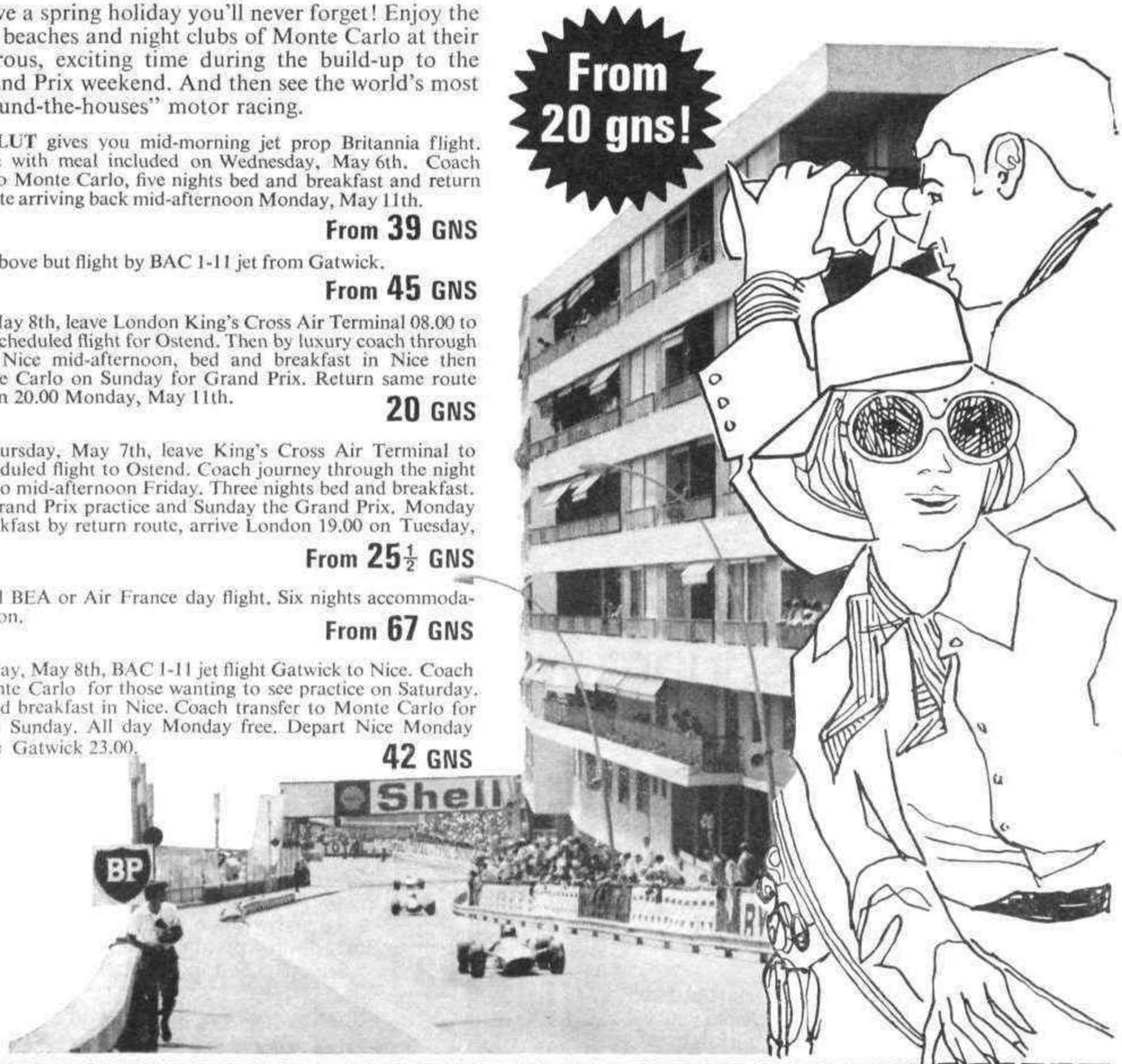
MR5 Scheduled BEA or Air France day flight. Six nights accommodation demi-pension.

From 67 GNS

MR6 14.30 Friday, May 8th, BAC 1-11 jet flight Gatwick to Nice. Coach transfer to Monte Carlo for those wanting to see practice on Saturday. 3 nights bed and breakfast in Nice. Coach transfer to Monte Carlo for Grand Prix on Sunday. All day Monday free. Depart Nice Monday evening. Arrive Gatwick 23.00.

42 GNS

From 20 gns!



FREE 40 PAGE BROCHURE

Full details of 25 tours to eleven major motoring events throughout the Continent in 1970. Send for your copy now. Includes details of how you can organise a party and get your own trip FREE!

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Leicester LE1 3HW Tel. 0533-24181

Please send me your FREE 1970 brochure.

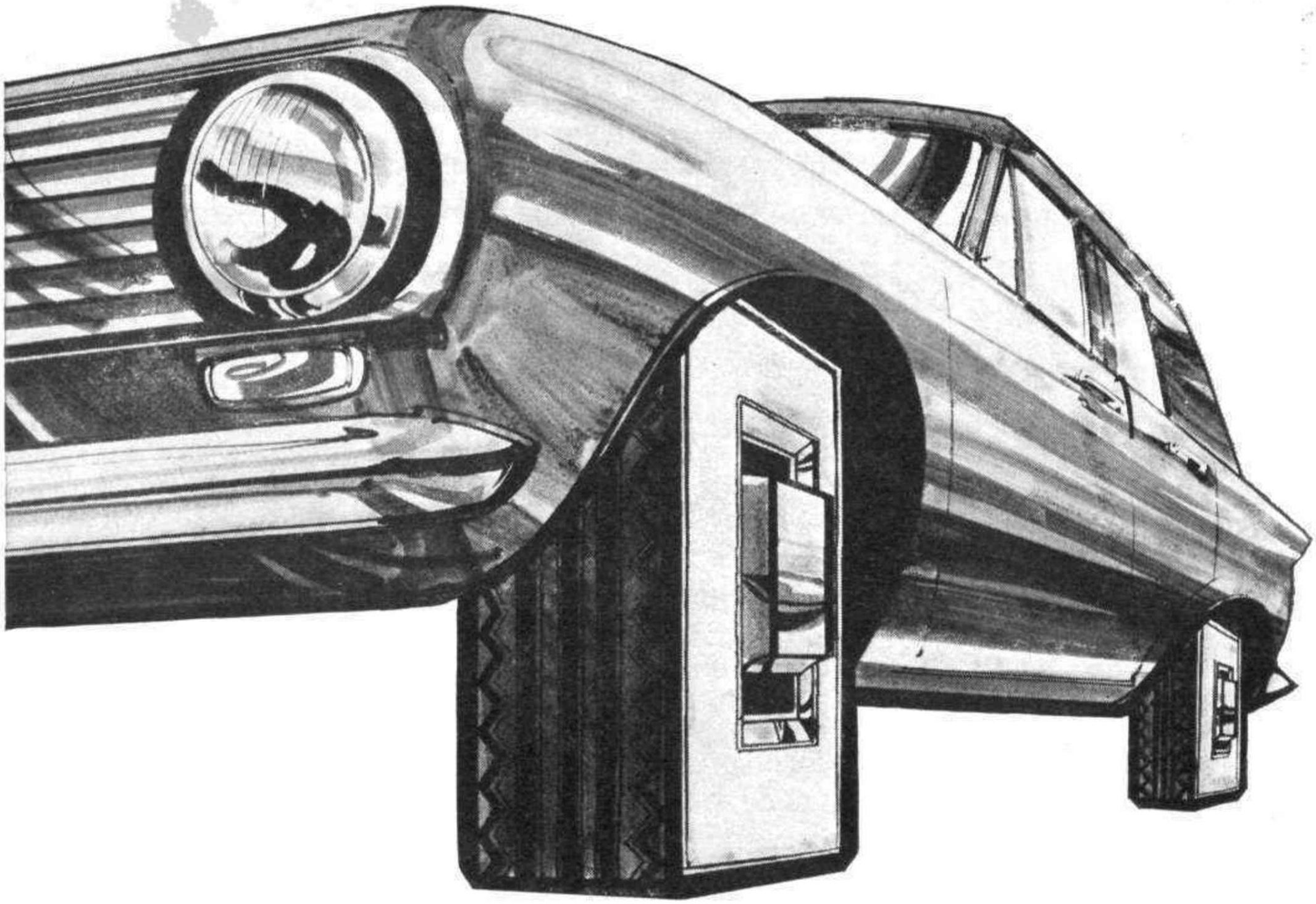
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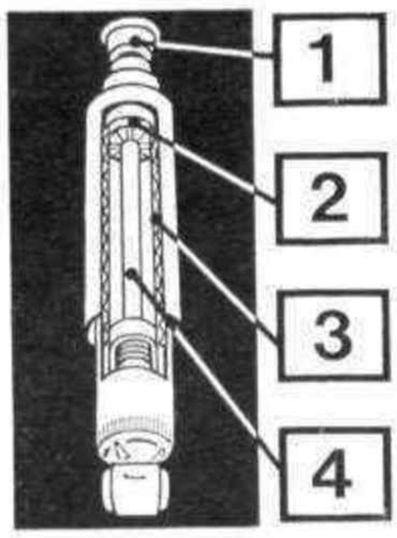
County MS1



to get rid of that square wheel feeling fit

pleasurizers

You know the feeling. Every road seems like a ploughed field, every bump feels like a kick in the pants and with every impact you vow to get rid of the car.
But there's no need to...
just fit a set of Delco Pleasurizers and put that rides-like-a-dream sensation back into your motoring. Delco Pleasurizers are not just new shock absorbers, every one contains four examples of Delco technological know-how.
1: Tailor-made mounts of highest quality rubber for all applications.



2: Low-pressure multi-lip seal, keeps hydraulic fluid in, dirt out.
3: Exclusive Delco 'Genetron gas-filled cushion' for fade-free performance.
4: Superfinished, induction hardened carbon steel piston rod.
What does all this mean to you? Simply the most efficient shock absorbers ever made, built to go on giving you an entirely new riding sensation on every kind of road and for thousands of miles to come. Call in and ask your garageman about Delco Pleasurizers now.

DELCO pleasurizers

smooth out the roughest roads

AC-DELCO DIVISION OF GENERAL MOTORS LTD., Dunstable, Beds.

A very rewarding investment

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!

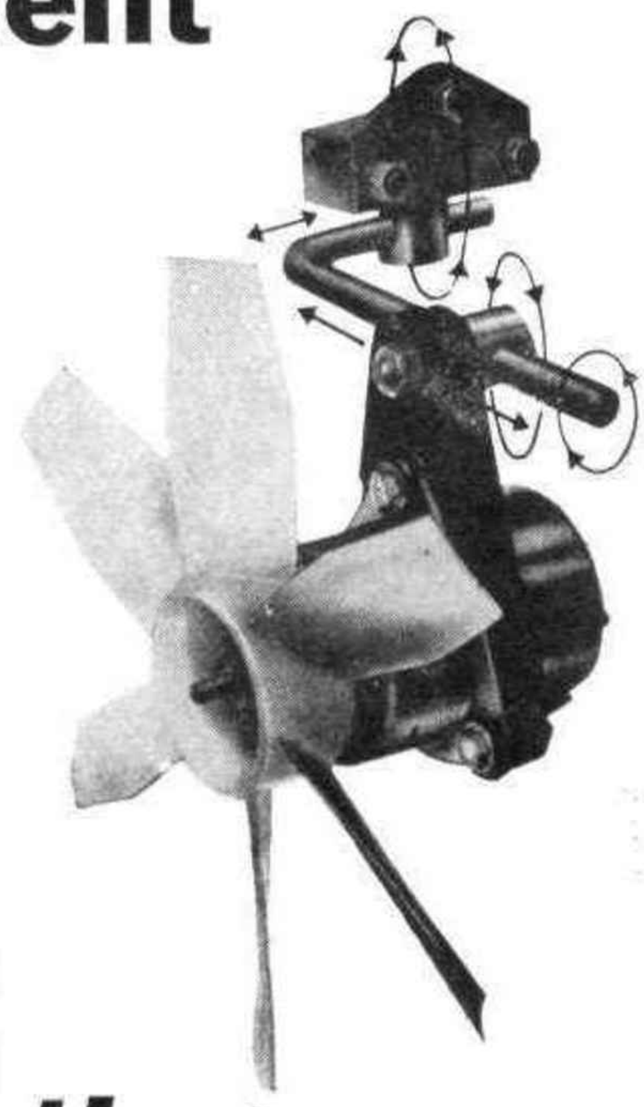
With a Kenlowe Fan the engine has more power for actual road performance. This is brought about because removal of a power-absorbing unit can only transfer that extra power to the road wheels and so increase engine r.p.m. for a given throttle opening. If extra performance is not required then the same 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!

The Kenlowe Fan also raises interior heater output, eliminates fan noise, needs no maintenance and doubles fan belt life.

The Kenlowe Fan has been proved on every popular car in the world for more than 10 years and many thousands are in daily service. Unconditionally guaranteed for 12 months, the Kenlowe Fan is priced from £13.14.6, complete with new capillary type thermal control adjustable for temperature, dash indicator, and manual override control. Full fitting instructions with every Fan: can be fitted by the average private motorist and garage. No special tools, and no holes in radiator needed.

The Kenlowe Fan is obtainable through garages, service stations and accessory depots, or direct from the manufacturers.

The Kenlowe Fan has been tested and approved by the Autocar, the Motor, Hot Car, etc. Fitted as standard equipment on Alvis, Bristol, Facel Vega, Ford G.T.40, Gordon Keeble, Lotus, Marcos, Saab Sonett, Savage, TVR, etc.



KENLOWE
Thermomatic
ENGINE COOLING FAN

THE ONLY ENTIRELY BRITISH ELECTRICALLY DRIVEN THERMOSTATICALLY CONTROLLED ENGINE COOLING FAN

Kenlowe Accessories & Co. Ltd., Burchetts Green, Maidenhead, Berkshire.
Tel: Littlewick Green 3303 (STD: 062 832 3303) *Associate Companies throughout the World*

Be a lone ranger.

Two years from now, you could be a naval chopper pilot. Ranging the sea in a helicopter on patrol.

And finding out about the loneliness of command.

It takes skill and nerve to fly at sea. And there's always plenty of action.

Rushing commandos to a trouble spot. Winching an injured man to safety from a sinking boat in the Channel. Launching the torpedoes in a submarine hunt.

We can train you for this kind of action. And make you a Naval Officer.

That means travel. Good company. The sea life. And excellent prospects. (As a married Lieutenant of 25, fully qualified as a Pilot or Observer, you can earn up to £2,550 a year.)

We're now looking for more young naval officers as aircrew.

So if you want to fly, as a Pilot or Observer, send us the coupon.

Short Service Commission.
You can serve for 8 years—with tax-free gratuity of £1,875; 12 years—with tax-free gratuity of £5,000, or 16 years (or to age 38) with a pensionable commission. You must be over 17 and under 26, with at least 5 'O' levels (including Maths and English Lang.) or equivalent.

Full Career Commission.
You must be between 17 and 19½, with at least 5 G.C.E. subjects including 2 'A' levels or equivalent.



Name _____

Address _____

_____

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Date of birth _____

Captain W. J. Graham, R.N.,
Officer Entry Section (894EE2),
Old Admiralty Building, London S.W.1.
Please send me the details about joining the Royal Navy as a helicopter pilot or observer.

ROYAL NAVY

For the enthusiast who cares



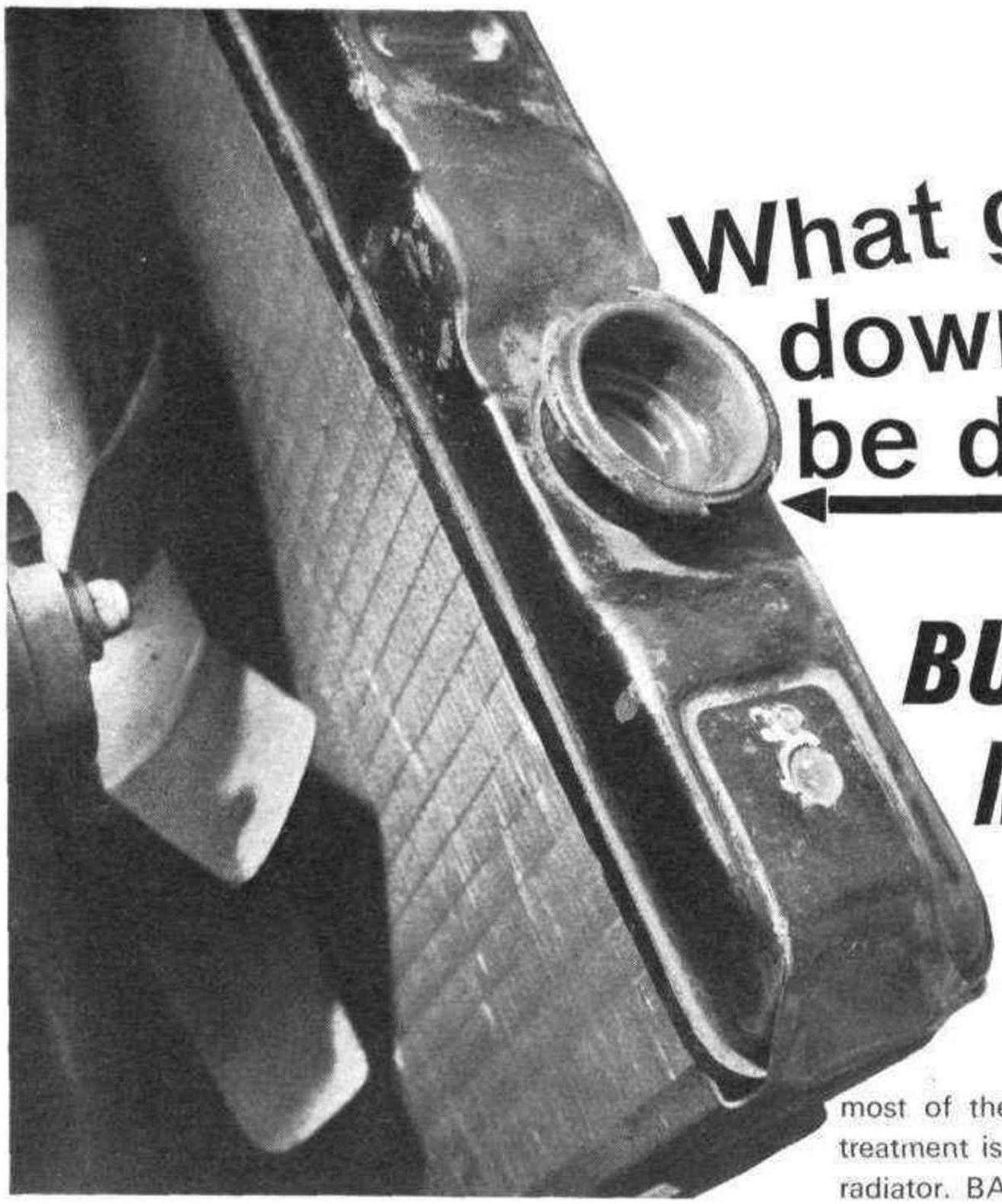
Snap-in tubeless tyre valves are designed for everyday motoring on road and motorway. The stresses imposed by racing speeds call for the added safety of clamped in tyre valves. Schrader High Performance Valves are specially designed for the real enthusiast. Rugged in construction yet attractively chromed, they add function and performance to mag wheels, chrome wheels and aluminium wheels. Special high tension valve cores and high pressure valve caps provide the air-sealing efficiency demanded by racing conditions. Supplied in kits of four valves together with rubber grommets to fit · 453″ or · 625″ rim holes.



From garages, accessory dealers and all branches of ***HALFORDS.***

Schrader® *For the enthusiast who cares*

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



What goes on down here may be dark & secret

BUT IT'S EVERY MOTORIST'S BUSINESS!

light is shed on the subject below — read on!

The cooling system is usually the most neglected, yet vital part of a motor car. Neglected because the average driver is blissfully unaware of the destructive processes constantly at work.

If the cooling system runs too hot, valve life is shortened, wear increases, carbon builds up, head or gasket distortion takes place. If too cold fuel is wasted and wear increased.

A vital balance, yet because of apathy most engines endure a variety of ailments when prevention could take only seconds!

Rust causes seepage, water pump failure and other damage. Electrolysis eats away metal, depositing it elsewhere—again causing leaks, Seepage into the engine oil forms damaging sludge—reverse seepage is also damaging. Aluminium corrosion is another serious problem.

This could be happening now! In your engine.

There is only one complete cooling system treatment—BAR'S LEAKS. Bar's products are used in new cars by most of the leading manufacturers. This simple-to-use treatment is poured into the cooling system through the radiator. BAR'S LEAKS special oil mixes easily and circulates with the water, preventing rust, aluminium corrosion and electrolysis.

A suspension of tiny particles called 'RHIZEX' eliminates clogging fur, keeping the system clean. Cracks or seepage are rapidly plugged by deposition—***plugged rather than bridged***. BAR'S LEAKS special oil is carried to the water pump gland, lubricating and forming a cushion between shaft and seal. ***No more squeaks—longer life!***

THE 7/6 BOTTLE OF BAR'S LEAKS IS A COMPLETE CURE

Get the inside story—call at your garage or accessory shop, or write for free illustrated leaflet.



BAR'S LEAKS

The world's leading cooling system treatment.

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



DRIVE OUT THE INVADER!

Press on. Forward. Forward.
Surging 3-litre power.
Effortless mile after mile. Amazingly quiet.
Supreme comfort for four. Passengers relaxed.
Never driven anything like it before.
Acceleration, immediate.
Steering, precise. Cornering, tenacious.
Brakes, powerful. Stop, immediately.
No doubt at all. On to a safe thing here.

GILBERN *Invader*

Price £1,840 plus P. Tax £562.4.6.
Available in component form £1,790,
Full list of optionals including Automatic Transmission.
Test drives arranged anywhere in the country
at short notice. Telephone now for an appointment.
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I. & J. Macdonald, 37 Oaklands, Gosforth, Newcastle-upon-Tyne 3. Tel: 0632 57533.

Trico's smear killer...



Most screenwashers only do half a job. Those with Trico Anti-Smear Solvent in the reservoir complete it.

This unique liquid not only kills grease and traffic smear, it actually reconditions the surface of your screen and helps stop grease re-forming.

Try a 1 oz. sachet–it only costs 1/-.
Or get the 6 oz. bottle for 4/3.



Made by the clear vision people who know about windscreens.

TRICO

TRICO-FOLBERTH LTD. GREAT WEST ROAD, BRENTFORD, MIDDLESEX.

Stereo music on the move



with the new Philips car stereo cassette player

Fit Philips new car stereo cassette player under your dashboard and drive to music of your choice.

This compact new music-maker connects directly to your car battery and plays stereo at the click of a Musicassette. And the Musicassette repertoire offers you hundreds of titles to choose from.

The 2602 employs the Compact Cassette principle developed by Philips – so it is compatible with all other equipment using this system.

Easy to use too. No complicated procedures to distract you from your driving.

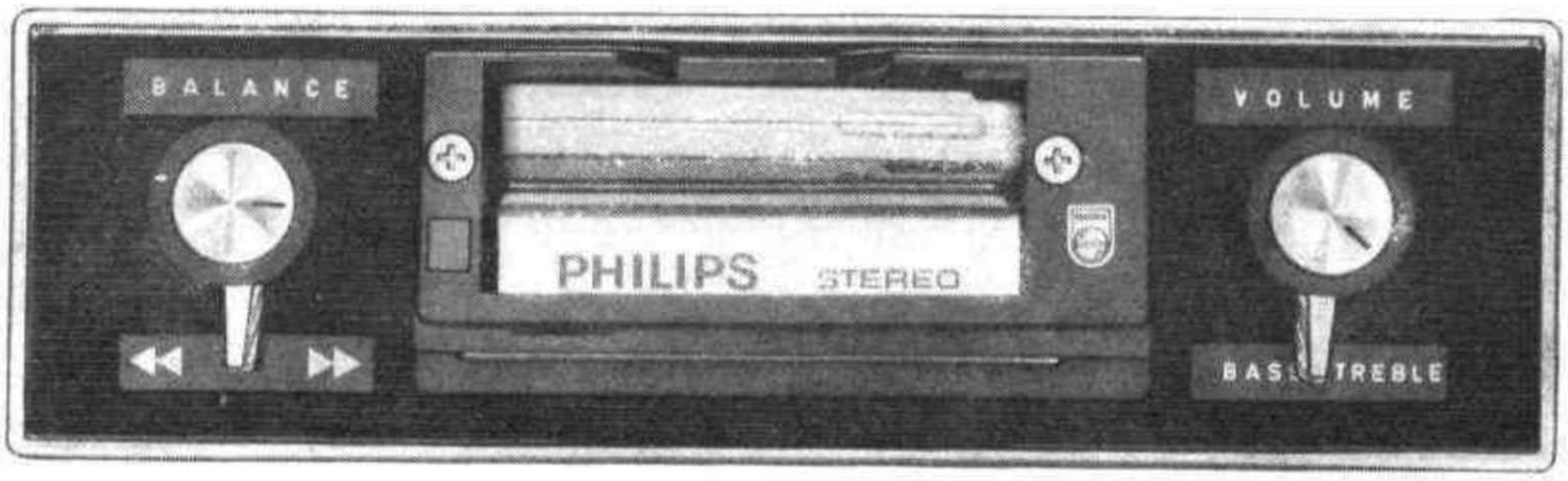
Fast wind and rewind controls allow you to replay any particular recording.

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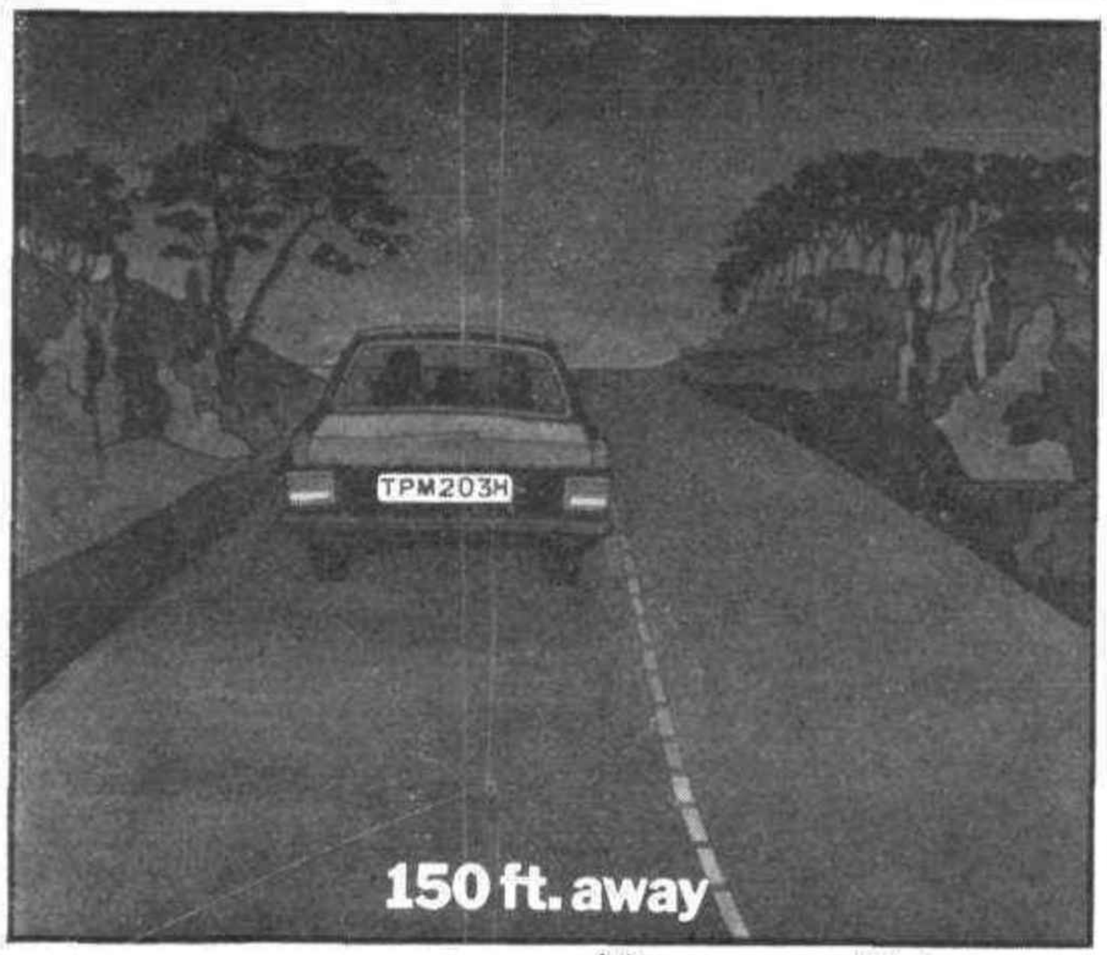
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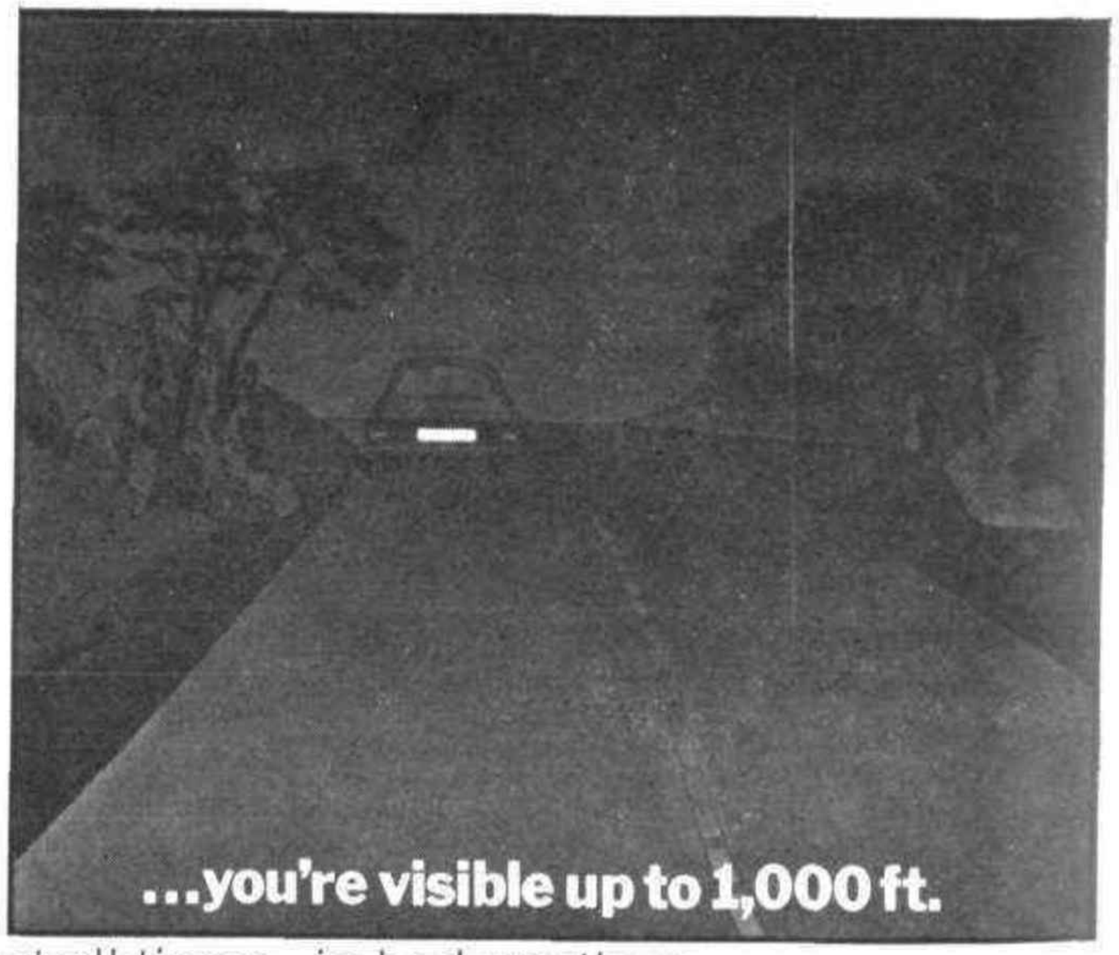
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MOTOR SPORT

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

VOL XLV No. 12 DECEMBER 1969

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FRONT COVER PICTURE : MICHAEL WARE, driving Bill Boddy, Editor of MOTOR SPORT, who drove later, *en route* for Brighton on the 1903 Panhard-Levassor from the Montagu Motor Museum, the latter acknowledging our photographer. (*See page 1328.*)

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MATTERS OF MOMENT

■ ADVENTURE AHEAD

However expensive and congested and policed everyday motoring is becoming, there is no denying that competition motoring in this country enjoys great popularity and diversity. This is true not only of motor sport on land, but also in the air and on the water. On two wheels, four wheels, occasionally on three, the sport thrives, in all manner of forms.



Public interest at the start of the London-Sydney Marathon.

But if the average sporting fixture attracts interest and support, how *much more so do the* big and unique fixtures. The London-Sydney Marathon organised by the *Daily Express* brought the public in large numbers to the Crystal Palace to see the start and the progress of the intrepid drivers was followed avidly until the finish, with the Rootes entry home in first place. Whether the *Daily Mirror's* London-Mexico World Cup Rally, scheduled to start from Wembley Stadium on April 19th next year, will be a similar or greater success or a dismal flop we are not at this date prepared to debate. But while it may be difficult to reconcile the football stadium start and the football tie-ups of well-known competitors with serious rallying, this commercialism in motor sport is with us and should not necessarily detract from what could be the toughest rally yet, over a 15,000-mile route. At all events, it is attracting plenty of support, from ladies who think housewives could win, to the serious competitors, like BLMC and Ford, who no doubt hope to avenge Rootes' Marathon mickey-taking.

Apart from this ambitious rally to look forward to, there is growing participation by motoring personalities in fierce power-boat races. Another adventure which lies ahead is the BP London-Australia air race, which starts from Gatwick on December 17th. After the fun of the *Daily Mail* Cross-Channel Air Race and the prestige-stealing Marathon Rally of the *Daily Express* MOTOR SPORT suggested that the *Mail* could recoup by having a Trans-Atlantic Air Race. This duly happened, and very exciting and useful to British aeroplanes it proved to be. It seems that the next event of this sort which the courageous *Daily Mail* might contemplate is a re-play of the London-Melbourne Air Race of 1934, which some of our older readers may remember as having started from bleak Mildenhall and which demonstrated the superiority of the American Douglas twin-engined DC-2 air-liner, later immortalised as the Dakota, and caused the wooden DH88 Comets to be built, with the war-time pay-off of those DH Mosquitos, so fast they were able to penetrate unarmed into enemy skies.

Be that as it may, BP have as it were stepped into the breach with their 12,000-mile London-Sydney handicap race for executive-class and light aeroplanes. The route is via control points at Athens, Karachi, Calcutta, Singapore, Darwin and Adelaide, reminiscent of the pioneering Empire air route days. The finish is at Sydney 17 days after the start and prize money totals £46,048. The race commemorates the 50th anniversary of the first England-Australia flight by Sir Ross and Sir Keith Smith in a Vickers Vimy, which took 28 days, Hounslow to Darwin.

As quite a number of motor racing personalities are interested in the smaller aeroplanes this is another adventure to which our world can look forward.

■ GEORGES ROESCH

We regret to have to report the death, at the age of 78 after declining health in recent times, of the talented Swiss automobile engineer, Georges Roesch. His name will be forever linked with the excellence and individuality of the pre-Rootes Talbot cars, which achieved such remarkable success in sports car races, the Alpine Rally, round the Brooklands outer-circuit, etc. Roesch gained these

Continued on page 1314

We wish all our readers a Happy Christmas and New Year

The publishing date for the next issue will be Saturday, January 3rd.

Motor Sport Fixture List For December

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Dec. 6/7th ..	Weekend Steering Wheel League (Bristol)	Patchway Motor Co.	156/604806	Hedgehog Rally (*C*)	20.30
Dec. 6/7th ..	Cardiff Colleges MC	R. J. Bown's Garage	Treforest Industrial Estate	Moonstrike 69 Rally (*R*)	23.01
Dec. 6/7th ..	North Devon MC	Taw Garage	Barnstaple	Ilfracombe Rally (*R*)	22.01
Dec. 13/14th ..	Chester MC	Smithy Service Station	Sealand	Bartley Rally (*C*)	22.30
Dec. 26th ..	TEAC	Lydden Circuit	Canterbury	Race Meeting (*R*)	13.30
Dec. 27th ..	**Sports CC of South Africa .. ..**	**Roy Hesketh Circuit**	**Pietermaritzburg**	**Three-Hour Race (INT)**	—
Dec. 27th ..	BRSCC	Brands Hatch Circuit	Fawkham, Dartford	Race Meeting (*NB*)	12.45
Dec. 27th ..	Irish MRC	Mondello Park	Naas, Co. Kildare	Race Meeting (*R*)	14.00
Dec. 28th ..	BRSCC (Midland)	Mallory Park	Kirkby Mallory	Race Meeting (*C*)	12.30
Jan. 3rd ..	**Levin MRC .. ..**	**Levin Circuit**	**New Zealand**	**FA/Tasman Race (INT)**	—

MATTERS OF MOMENT—continued from page 1313

victories with simple push-rod o.h.v. engines by pioneering high compression ratios and evolving light and efficient valve gear. He was bitterly disillusioned after Rootes absorbed the old Talbot Company and turned to gas turbine work at the RAE during the war. MOTOR SPORT drew him out by doing a series of articles on his cars and when the STD Register invited Roesch to attend one of their meetings and he saw how much interest his Talbots still created, his former enthusiasm was partially restored. He even drove one of his cars in driving tests and began to attend many STD functions, always emphasising the superiority of Roesch Talbots over Coatalen Sunbeams and insisting that modern engines are but poor parodies of his famous push-rod power units. Incidentally, in those latter times this astute designer favoured the smaller rear-engined Fiats as personal transport. Only weeks before his death Georges went to the Sandhurst Rally as a passenger in an open Talbot 90 and this fact, and his last holiday in his native Switzerland, gave him strength during the closing stages of illness and loss of his sight. For that his admirers and friends were grateful. To the sister who nursed him go our heartfelt condolences. The forthcoming Talbot History by Anthony Blight will form a fitting memorial to the life and work of this great engineer, whose kind are rapidly passing from the motoring scene.

THOMSON & TAYLOR EXPAND

THOMSON & TAYLOR (Brooklands) Ltd. held a pleasant drinking party recently to celebrate the expansion of the well-known premises at Portsmouth Road, Cobham, which Roy Salvadori has taken over for the purpose of selling, repairing and giving even better service for Alfa Romeo customers, under the Gulf banner. T&Ts were the leading Brooklands racing car engineers in pre-war days and personalities from those days present at the opening of the fine new showrooms included ex-T&T mechanic Jim Rands and Jack Sopp, R. F. Oats, all the way from Cornwall in his Jaguar, and others. Dr. Wright's 1930 1750 Alfa Romeo was on display in the showroom. We chatted with Jack Fairman and Innes Ireland and listened to a witty speech by John Wyer, who had introduced Gulf to T&Ts and who recalled the Brooklands' era under Plain Taylor, Parry Thomas' Chief Engineer, so called because when someone asked if he was Mr. Taylor he replied dryly, "No, just plain Taylor." Alfa Romeo have given their blessing to the venture and a Director from Milan and Barry Needham from the London Alfa Romeo Centre were present to emphasise this. We wish Salvadori, himself conversant with racing Alfa Romeos, success in carrying on the long tradition of T&Ts.

DUNLOP SP SPORTS TYRES FOR ROVERS

DUNLOP'S SP Sport high-performance radial tyres have been approved by The Rover Company Ltd. following intensive testing in Italy with Dunlop engineers. Rover originally used Dunlop SP3s and in recent years Dunlop SP41s. The SP Sport is now available for original equipment and replacement on the Rover 2000s in size 165HR-14 tubeless and by the end of the year will be available and supplied to Rover in size 185HR-14 for the 3500 model.

We have been using these tyres on a Rover 2000TC for nearly 14,000 miles and can report that not only is understeer reduced and the steering made lighter but that the grip on slippery roads is most commendable. Moreover, in this mileage the rate of wear has been satisfactorily low.—W. B.

CASTROL FILM

CASTROL'S latest film, entitled *La Ronde Infernale*, was shown in London at the beginning of November prior to becoming available to clubs from January onwards. Following the usual Castrol format of driver interviews followed by highlights of the race, this well-made colour account of the *Vingt-Quatre Heures* is not allowed to suffer for the reason that the race was won by a Ford GT40 using a rival product. It makes enthralling viewing, climaxed by the two-second margin separating the Ford from the second-place Porsche. Particularly impressive are some "long tom" shots taken at the end of the Mulsanne straight, where the stability of the Porsche 917s looks more than a little dubious, although the length of the lens in use makes it appear that the cars are travelling at an eerily slow pace. The commentary, by Maxwell Boyd, is informative and free of gimmicks : this is a film which will interest all enthusiasts, and others, too.—M. G. D.

NOSTALGIA

AN addition to the ever-growing range of V-E-V *bric a brac* is a series of cufflinks styled to represent the radiators of various well-loved cars. The links are carefully made in silver and plated in gold : make your choice from Model T Ford, Bullnose Morris Cowley, (shown here), 30-98 Vauxhall and various models of Rolls-Royce, Bentley and M.G. The makers are "Radilinks" of 8 Legge Lane, Birmingham 1 and the price per pair is 5 guineas.



Castrol clubmen. No.4: Jimmy Bullough.

Success as a businessman and rallyman is quite some achievement. The boy who's managed it is Jimmy Bullough of Knowldale Car Club.

And 41-year-old Jim is no flash in the pan. Rally-wise he's been winning for fifteen years. Like in '67. In this one year, Jim demonstrated his supremacy by scooping the Motoring News Rally Championship, the RAC Rally Championship and 2nd slot (You can't win them all!) in the British Trials Rally Drivers Association Gold and Silver Stars.

Jim's success in business too, means he can afford the best. And gets it. So we're flattered that he chooses to keep his machinery slippery on our oil. (Even you could afford it!). The car he currently pours his Castrol into is one of the best looked after Twin-Cams in rallying today.

Like all rally drivers, Jim's full of praise for his co-driver. Take a bow Don Barrow. Take a bow too, the Flying Finns, who taught our Jim to drive sideways on ice in (almost!) complete safety.

If you're ever up Rochdale way on a Tuesday night, the place to corner Jim for a chat is his 500-year-old pub, the Egerton Arms, Ashworth. You might even talk over Castrol's sludge dispersants, constant viscosity, anti-varnish, anti-rust and anti-corrosives with Margaret – the resident ghost!

But don't try and catch Jim anywhere else.

When he's behind a steering wheel you just can't!

Castrol

The engine protector



RACING NOTES

A STRANGE situation has arisen in the Grand Prix world, for after winning the 1969 World Championship with a Cosworth V8-powered Matra, Stewart now finds himself facing the 1970 season with an unknown and untried car to drive, namely a March powered by a Cosworth V8 engine. Having won the Championship driving a Matra one would expect Stewart to continue with the same successful car, and for the French firm to want to keep him at the wheel of their blue cars, but Stewart races for Stewart and the Matra plans for 1970 did not appeal to him so he did not renew his contract. When Stewart first made contact with the French Matra firm he went along with his team manager Ken Tyrrell and made a yearly agreement that Matra would supply the chassis and know-how, along with the manufacture, and Tyrrell would supply Cosworth V8 engine and Stewart as the driver. At the time of the first approaches Matra were just getting under way with their Grand Prix programme and what better than to strike up an association with a driver of more than average ability and a team manager with long experience of European motor racing? However, the use of the Cosworth V8 engine part of the deal was considered as a purely temporary expedient, as Matra were hard at work on their own V12 Grand Prix engine. Due to this engine not being very competitive to begin with the Cosworth unit was accepted for a second season, along with Stewart and Tyrrell, and the result was a string of victories for Matra and the World Championship for Stewart.

During 1969 the Matra V12 engine was completely revised and the new engine was giving satisfactory results by September last, so Matra pulled out their original plan, which was to win the Grand Prix Championship with their own car and engine. This is where the ideas of Matra and the Tyrrell/Stewart combine differed, for the British pair wanted to go on racing with a Cosworth V8 engine, so it was mutually agreed that the contract would not be renewed for 1970, leaving Matra to go in their original direction with an all-French Grand Prix car, and the Tyrrell/Stewart combine to return to Britain with a lot of financial backing, a supply of Cosworth engines and the 1969 World Championship as proof of their ability.

Fortuitous or not, a new enterprise had recently started under the name of March Engineering, with a new factory at Bicester in Oxfordshire, their intention being to supply racing car chassis the way Cosworth supply racing car engines, and the Tyrrell/Stewart combine made a deal with them to supply March-Cosworth V8 cars for the 1970 season. This new concern produced a competitive Formula Three car which finished third in its first race, and this was, in effect, the first announcement that March Engineering was in existence. Main selling point for the firm is the designer, Robin Herd, who was with McLaren and then Cosworth Engineering on the yet-to-be-raced 4-w-d car, while racing team know-how comes from Alan Rees, who handled Jochen Rindt and the Winkelmann team in Formula Two. Apart from supplying chassis design and construction to Tyrrell for 1970, March Engineering intend to run their own Grand Prix team and have persuaded Amon and Siffert to join them as "works" drivers, the cars being powered by Cosworth V8 engines and transmissions by Hewland, needless to say. They also plan to run "works" cars in Formula Two.

Now all this activity calls for very large sums of money, apart from the money that Tyrrell and Stewart are bound to take along with them, and just where it is all coming from has not been explained so far. March Engineering say officially that they do not approve of setting up business on money provided from within the racing industry, from sources such as Gulf Oil or Dunlop Tyres, and have "accordingly taken steps to secure outside financial backing and this will account for more than half of the 1970 racing budget". To persuade the reigning World Champion to agree to buy a car that has yet to be built must be one of the best moves ever made in Grand Prix history. The outcome will be awaited with interest by all followers of the sport.

* * *

With the start of the 1970 racing season the official title of homologated Sports Cars is changed from Group 4 to Group 5. It will still be necessary to show proof of a series of 25 cars being built before the FIA will accept homologation as a Sports Car, but in 1971 this rule will be dropped and one-off Sports Cars will be accepted, providing they comply with the existing rules as regards bodywork, fuel tank capacity, spare wheel, luggage space, etc. The maximum engine capacity will remain at 5-litres for Group 5 Sports Cars, while Group 6 cars, or Prototype/Sports Cars, will remain at 3-litres. All the long-distance classic races in 1970 will be for Groups 5 and 6, and this will continue into 1971, but new rules will be announced soon for 1972 onwards. It is anticipated that long-distance racing in 1972 will be for a classification that will combine the best of the present Group 4 and Group 6.

What all this means, in fact, is that the FIA have at last realised and admitted that they made a nasty blunder in 1967 when they imposed a 3-litre limit on Prototype/Sports Cars, leaving the Group 4 (as it was then) limit at 5-litres. Porsche showed this year the absurdity of the situation by building 25 of the unraced Porsche 917 cars purely to comply with the rules. They also made clear the question of Group 6 being Prototypes. As they said, "Prototypes for what?" With a Sports Car limit of 5-litres you cannot do any race testing with a one-off Prototype limited to 3-litres. The rules encourage the appearance of untried and unproven designs in the Sports Car category being sold to private owners. In 1970 Ferrari is continuing the lesson with his Type 512, a 5-litre V12 to Sports Car regulations, on sale to anyone with enough money.

While trying to cover up for this awful blunder the FIA are working away on a scheme for a "World Wide Cylinder Capacity" agreement. The suggestion is that all top category racing should have an engine limit of 4-litres with a maximum of 12 cylinders (do I hear agreement coming from Maranello?) and that this should apply to Formula One, Long-Distance Sports Car racing and USAC-Indianapolis racing; and presumably eventually to Tasman Formula, Can-Am Formula and any other group that wants to join in. If this 4-litre, 12-cylinder limit idea is to get under way it must have the agreement of USAC and at the moment negotiations are still going on with the Americans, but no decision has been made. The idea sounds a good one, and it seems that Europe will increase its capacity limit for Formula One from 3-litres to 4-litres, and strike a happy mean for Prototype/Sports Car racing, *raising* the limit of Group 6 by one litre and *lowering* the limit of Group 5 by one litre. The Americans will have to lower their limit from 4.2-litres to 4-litres, and once this has been agreed upon, then other equivalent capacities can be discussed, such as the turbine and Wankel engines and the American Stock-block limit, which is at present 5-litres, as well as the USAC supercharged rules. If this European/American agreement can be reached it will be a good thing for Europe, for it will mean that participation in USAC road-racing and at Indianapolis will be a lot easier, and there will be much more interchange of knowledge and engineering, as there is at present in the Can-Am class of racing. With the non-American domination of Can-Am racing, apart from the Chevrolet engines, Goodyear tyres and Reynolds money, it is not surprising that the USAC board of directors is being a bit slow on deciding to agree to a "World Wide Cylinder Capacity Formula".

* * *

Although European racing has more or less ceased until next Spring, the southern hemisphere is getting into its stride and the Argentinians are running two races in January, 1970. During the end of the 1969 season the organisers were touring Europe weighing up events, drivers and cars, and making plans for their January races, and they had with them Juan Manuel Fangio, thus needing no form of introduction anywhere in Europe. Fangio was acting as adviser to the Club YPF and the aim of the Argentinians is to get back into Championship race organising. On January 11th they are holding a 1,000-kilometre race for Prototypes and Sports Cars at the Buenos Aires Autodrome and a similar but shorter race of 300 kilometres on January 18th, presumably hoping that everyone will be in good condition for the more important race of 1,000 kilometres. They have received good initial support with interest from Porsche, Alfa Romeo, Matra, Alpine, Ferrari and Abarth, but exactly who will be ready to go in mid-January remains to be seen.

While this is going on in South America, the New Zealand and Australian season will be in full swing with the Tasman series, there being four races in New Zealand and three in Australia, which is much more balanced than the Can-Am series later in 1970 which is very much Am (America) and very little Can (Canada). The established classic events start as usual at Daytona at the beginning of February for Sports Cars, and in South Africa in March for Grand

Prix cars, and then the season is really in full swing with a very busy programme for all classes of racing.

Brief calendars for the major International categories are given below and it will be seen that Formula One (or Grand Prix racing) still has little or no opportunity for new people to cut their teeth before going into a World Championship event. Formula Two, which many people consider has not been as interesting and successful as it might have been, shows no signs of dying, there being ten races in the European Championship and 11 other events for these 1,600 c.c. cars. The Argentinians were going to run a Formula Two race in their "Temporada" but dropped it solely because they felt that it was too early in the new season for this class of competitor.

It will be noticeable that the FIA run Championships for all the major racing categories with the exception of Formula Three. There is a Championship for Formula One, Formula Two, Prototype/Sports cars, GT cars, Saloon cars, Hill-Climb cars, and a special 2-litre category of Prototype/Sports Cars, but nothing for Formula Three; nor for that matter for Formula Four, Formula Vee, Formula Ford, Formule France, Formula 5000, Formula F 100 and Formula Formula! Or are we losing our sense of proportion?—D. S. J.

* * *

In the following lists of dates of events the major races are almost bound to take place when and where indicated, but some of the lesser events are liable to change or even suffer cancellation.

EVENTS FOR DRIVERS' CHAMPIONSHIP IN GRAND PRIX RACING (Formula One)

Mar. 7th	South African Grand Prix	Kyalami
April 19th	Spanish Grand Prix	Jarama, Madrid
May 17th	Monaco Grand Prix	Monte Carlo
June 7th	Belgian Grand Prix	To be decided
June 21st	Dutch Grand Prix	Zandvoort
July 5th	French Grand Prix	To be decided
July 19th	British Grand Prix	Brands Hatch
Aug. 2nd	German Grand Prix	Nurburgring
Aug. 16th	Austrian Grand Prix	Österreichring, Zeltweg
Sept. 6th	Italian Grand Prix	Monza
Sept. 19th	Canadian Grand Prix	To be decided
Oct. 4th	United States Grand Prix	Watkins Glen
Oct. 25th	Mexican Grand Prix	Mexico City

EVENTS FOR THE CHAMPIONSHIP OF MAKES (Groups 5 and 6) AND GT CARS

Jan. 31st/Feb. 1st	Daytona 24 Hours	Florida, USA
Mar. 21st/22nd	Sebring 12 Hours	Florida, USA
April 12th	BOAC 1,000 kilometres	Brands Hatch
April 25th	Monza 1,000 kilometres	Italy
May 3rd	Targa Florio	Sicily
May 17th	Spa 1,000 kilometres	Francorchamps
May 31st	ADAC 1,000 kilometres	Nurburgring
June 13/14th	Le Mans 24 Hours	France
June 28th	Austrian 1,000 kilometres	Österreichring, Zeltweg
July 11th	Watkins Glen 6 Hours	USA
Aug. 9th	CASC 6 Hours	Canada

EVENTS FOR EUROPEAN TROPHY FOR FORMULA TWO (Non-graded Drivers)

Mar. 30th	BARC Meeting	Thruxton
April 12th	German Trophy	Hockenheimring
April 26th	Barcelona Grand Prix	Spain
May 25th	BARC Meeting	Crystal Palace
May 31st	Normandy Races	Rouen-les-Essarts
Aug. 9th	Dutch Trophy	Zandvoort
Aug. 23rd	Mediterranean Grand Prix	Enna, Sicily
Sept. 13th	Tulln-Langenlebarn Races	Austria
Sept. 27th	Rome Grand Prix	Vallelunga
Oct. 11th	Baden-Wurttemberg Prize	Hockenheimring

EVENTS FOR THE EUROPEAN TOURING CAR CHAMPIONSHIP (Saloon Cars)

Mar. 15th	Monza 4 Hours	Italy
April 12th	Austrian Trophy	To be decided
April 26th	Belgrade Grand Prix	Yugoslavia
May 10th	Budapest Grand Prix	Hungary
May 24th	Brno Grand Prix	Czechoslovakia
June 7th	Dijon Race Meeting	France
June 27th	RAC Tourist Trophy	To be decided
July 12th	6 Hours Nurburgring	Germany
July 25/26th	Francorchamps 24 Hours	Belgium
Aug. 16th	Jyllandsring Races	Denmark
Aug. 30th	Zandvoort Trophy	Holland
Sept. 27th	Jarama 3 Hours	Spain

EVENTS FOR THE EUROPEAN HILL-CLIMB CHAMPIONSHIP (Sports Cars 2-litres)

April 12th	La Roche-Samree	Belgium
May 24th	Montseny	Spain
June 21st	Mont Ventoux	France
July 5th	Cesana-Sestriere	Italy
July 12th	Trento-Bondone	Italy
July 26th	Freiburg-Schauinsland	Germany
Aug. 9th	Mont Dore	France
Aug. 30th	Sierre-Montan Crans	Switzerland
Sept. 27th	Gaisberg	Austria

EVENTS FOR THE EUROPEAN TROPHY OF MAKES (Up to 2-litres)

April 19th	French Races	To be decided
May 3rd	Hameenlinna Races	Finland
May 24th	Austrian Races	Salzburgring
June 7th	Anderstorp Races	Sweden
June 21st	Auvergne Trophy, France	Clermont Ferrand
July 5th	Vila Real 6 Hours	Portugal
July 5th	Hockenheimring Races	Germany
July 19th	Circuit of Mugello	Italy
Aug. 15th	Enna Cup	Sicily
Sept. 6th	Nurburgring 500 kilometres	Germany
Sept. 20th	Ardennes Trophy, Belgium	Francorchamps

NON-CHAMPIONSHIP FORMULA ONE RACES

Mar. 22nd	Race of Champions	Brands Hatch
Mar. 29th	Grand Prix l'Elit	Austria
April 26th	International Trophy BRDC	Silverstone
Aug. 22nd	International Gold Cup	Oulton Park

NON-CHAMPIONSHIP FORMULA TWO RACES

April 5th	Pau Grand Prix	France
May 3rd	Eifelrennen, Germany	Nurburgring
May 17th	Pau Races	France
May 24th	Limbourg Grand Prix, Belgium	Zolder
June 14th	Rhine Cup, Germany	Hockenheimring
June 21st	Lottery Grand Prix, Italy	Monza
June 28th	Reims Grand Prix	France
July 12th	Circuit of Karland	France
July 14th	Circuit of Magny-Cours	France
Aug. 30th	Salzburg Prize, Austria	Salzburgring
Nov. 22nd	Hockenheimring Races	Germany

FORMULA THREE RACES

Mar. 27th	Circuit of Snetterton	Norfolk
April 5th	Circuit of Pau	France
April 19th	Coupe de Vitesse	Montlhéry, France
May 1st	Race Meeting	Montlhéry, France
May 3rd	Hameenlinna Races	Finland
May 24th	Paris Grand Prix	Montlhéry, France
May 24th	Brno Races	Czechoslovakia
May 31st	Normandy Races, France	Rouen-les-Essarts
June 7th	Anderstorp Races	Sweden
June 7th	Circuit of Dijon	France
June 14th	Rhine Cup Meeting, Germany	Hockenheimring
June 21st	Coupe de Vitesse	Montlhéry, France
June 28th	Circuit of Reims	France
June 28th	Circuit of Mallory Park	Leicestershire
July 5th	Circuit of Vila Real	Portugal
July 14th	Circuit of Magny-Cours	France
Aug. 9th	Circuit of Karlskoga	Sweden
Aug. 30th	Circuit of Zandvoort	Holland
Aug. 31st	Summer Holiday Meeting	Brands Hatch
Sept. 27th	Circuit of Cadwell Park	Lincolnshire
Oct. 4th	Coupe du Salon	Montlhéry, France
Oct. 18th	Motor Show Meeting	Brands Hatch

RACES FOR THE TASMAN CHAMPIONSHIP

Jan. 3rd	Levin Races	New Zealand
Jan. 10th	New Zealand Grand Prix	Pukekohe
Jan. 17th	Lady Wigram Trophy, Christchurch	New Zealand
Jan. 25th	Teretonga Park Races	New Zealand
Feb. 1st	Surfers' Paradise Races	Australia
Feb. 8th	Warwick Farm Races	Australia
Feb. 15th	Sandown Park Races	Australia

RACES FOR THE CANADIAN-AMERICAN CHALLENGE TROPHY (Can-Am)

June 14th	Mosport Park	Canada
July 12th	Watkins Glen	America
July 26th	Edmonton, Alberta	Canada
Aug. 23rd	Mid-Ohio	America
Aug. 30th	Elkhart Lake	America
Sept. 13th	Bridgehampton Raceway	America
Sept. 27th	Michigan International Speedway	America
Oct. 11th	Laguna Seca	America
Oct. 25th	Riverside Raceway	America
Nov. 8th	Texas Speedway	America

RACES FOR FORMULA 5000 (For Non-Graded Formula One Drivers)

Mar. 27th	Oulton Park, Good Friday meeting
Mar. 30th	Brands Hatch, Easter Monday meeting
April 5th	Circuit of Zolder, Belgium
April 19th	Circuit of Zandvoort, Holland
May 3rd	Brands Hatch meeting
May 9th	Castle Combe meeting
May 25th	Mallory Park meeting
June 1st	Circuit of Mondello Park, Ireland
June 6th	Silverstone meeting
June 21st	Races in Finland, to be decided
June 28th	Races in Sweden, to be decided
July 5th	Races in Sweden
July 12th	Salzburgring Races, Austria
Aug. 9th	Thruxton race meeting
Aug. 16th	Silverstone race meeting
Aug. 22nd	Oulton Park Gold Cup
Aug. 30th	Snetterton race meeting
Sept. 13th	Hockenheimring Races, Germany
Sept. 20th	Oulton Park race meeting
Sept. 27th	Brands Hatch race meeting

(*NB.*—Not all Formula 5000 races are at International meetings.)

Indianapolis 500-Mile Race	May 30th
Le Mans Practice weekend	April 11/12th

TOUR DE CORSE

GENERAL CLASSIFICATION

1st	Larrousse/Gelin (Porsche)	2 hr. 54 min. 32.4 sec.
2nd	Orsini/Canonici (Alpine)	2 hr. 55 min. 48.4 sec.
3rd	Piot/Todt (2.6 Capri)	2 hr. 57 min. 17.3 sec.
4th	Nicolas/Roure (Alpine)	2 hr. 58 min. 07.0 sec.
5th	Therier/Callewaert (Alpine)	2 hr. 59 min. 29.3 sec.
6th	Manzagol/Oliva (Alpine)	3 hr. 00 min. 03.3 sec.
7th	Aaltonen/Ambrose (BMW)	3 hr. 04 min. 15.2 sec.
8th	Serpaggi/Mariani (Alpine)	3 hr. 05 min. 13.1 sec.
9th	Källström/Häggbom (Lancia)	3 hr. 08 min. 03.4 sec.
10th	Balestrieri/Audetto (Lancia)	3 hr. 08 min. 14.0 sec.

ALTHOUGH British rallyists, both professional and amateur, have always supported French events, particularly the Alpine Rally, it has always been noticeable that few Frenchmen indeed venture over here for the RAC Rally. Piot has been, when he drove for Renault, and one or two others on odd occasions, but never have the French tackled the RAC Rally in such strong groups as the British make up when they go rallying in France, Spain and Italy.

Presumably it is because of the French love of the fast, tarmac rallying which they tend to have across the Channel. Loose roads seem not to appeal to them as much as they do to Scandinavians who have never ventured on British rallies in such numbers as they have since rallying went into the forests.

There is, of course, another reason. Just a week before the RAC Rally there is a short, two-day event which both the French and the Italians regard highly, the Tour of Corsica. So much effort and concentration is put into this two-day rally that it would be difficult to come away at once and plunge straight into the RAC, although the Lancia team seem to manage it.

Another name for the Tour of Corsica is the Rally of 10,000 Curves, a description which is only inappropriate inasmuch as it tends to underestimate. Fast straights are almost completely absent from the 1,088-kilometre route of the Tour de Corse and it resembles in many ways the early, long Madonie circuit in Sicily. Indeed, the Tour de Corse has much in common with the Targa Florio, and one could say that their differences are only administrative.

The Corsican Rally lasts from 6 p.m. on a Saturday night until 1 p.m. on the Sunday. The whole is divided into two parts, each part containing five special stages. Together, these make up about one-fifth of the total distance. But that is not to say that four-fifths are non-competitive. The road schedules between the 34 time controls are so demanding that very little opportunity indeed is presented for servicing and all but the most minor problems usually result in penalty.

The importance attached to this event can best be judged from the entries. Although only 71 cars started, there were more strong works and semi-works teams than usually seen. There were three Porsches, two entered by dealers and one by its driver, Larrousse. That one was a factory car loaned to him for the event. In fact, it was the same car with which he won the Tour de France earlier in the year. There were three NSUs, two Alfa Romeos and two Dafs.

Among the Lancia team were two of the "F & M Specials" which appeared in the Targa Florio. These were really Fulvias with the passenger compartments cut off at their waists. Drivers were Munari and Mäkinen, but the latter thought that the skies were far too overcast to venture out in an open car so he had a canopy fitted. Munari ran topless, and his co-driver, Davenport, was obliged to spend much time in bed afterwards in order to recover.

Four other Lancias made up the HF contingent, one being by the Swedes Harry Källström and Gunnar Häggbom. These two have been campaigning the European Drivers' Championship throughout the year, their only real rival being Gilbert Staepelaere from Ford of Belgium. The decider was the RAC Rally, but just before this was written (before the RAC Rally started) we heard that Staepelaere would probably not start, which would mean that Källström would take the Championship.

The Alpine Renaults were out in strength, determined to win the *Championnat Alpes Corse*, a championship based only on the results of two events, the Tour de Corse and the Coupe des Alpes. Confusion was caused in the scrutineering area as the Alpine team arrived, for to a man they were dressed as Napoleon. This was to honour Corsica's bi-centenary, and it so delighted the officials that for some



The Fulvia "F & M Specials" which were used on the Targa Florio were re-equipped with windscreen, sidescreens and roll-bar for the Tour de Corse. Pictured here is Munari's car, but Mäkinen went even further and had a canopy fitted across the top.

time the whole area was in chaos. In the middle of it all, the cars themselves were pushed into *parc ferme* and one wondered whether they were inspected first!

The Ford entry was rather unusual inasmuch as they were putting Capris to the test, presumably again trying out various combinations of parts in readiness for next year's World Cup Rally from London to Mexico. Piot and Todt were driving a 2.6-litre car prepared at Cologne but entered by Ford France. Mikkola and Palm were using a 2.3-litre car prepared at Boreham. The latter pair were together for the first time, presumably on a "getting to know you" exercise since it has been announced that they will be driving together for the whole of next year in the Ford team.

The Boreham car shed a fan belt, and the eleven minutes lost were enough to send it way down in the finishers' list. Piot got his car into third place—no mean achievement considering the number of powerful (and much lighter) Alpines and Porsches ranged against him.

In the early stages, Andruet, the French driver, went into a commanding lead in his Alpine, but a crash in the second half resulted in retirement. Larrousse then took over the lead and held it to the end. It must indeed be a satisfying achievement to have won both the Tour de France and the Tour de Corse in the same motor car.

Whereas in some parts of the World there is concern about the survival of rallying—unjustified complaints are becoming so numerous that the authorities are beginning to frown—there can be no doubt about its continuance in Corsica. It has the same terrain as Sicily and the people are just as enthusiastic as the Italians. Indeed, it is not at all difficult to imagine the public outcry, even riot, there would be if there were the gentlest hint that the Tour de Corse was in jeopardy.

Källström's ninth place in Corsica was not quite enough to combine with his Alpine fifth, and Nicolas, the jolly comedian of the Alpine team, managed to beat him in the *Championnat Alpes Corse* by four points.—G. P.

ALFA ROMEO SPARES

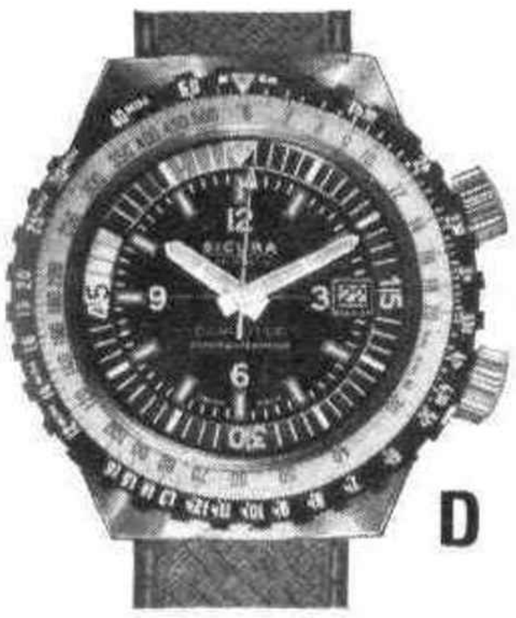
THE Alfa Romeo OC has purchased a large quantity of spares applicable to pre-1963 models, in order to serve members who are running the older Alfa Romeos, particularly Giuliettas, for which the parts include body panels and wings.



B



C



D



E



F



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FIAT OF TURIN REPLY

[Last month's article "Two Fiat 'Firsts' and a Fiat Failure" has aroused much interest, as this month's Vintage Postbag (pages 1334 and 1336) confirms.

Fiat's Centro Storico has done some useful research on the subjects raised by this article, a translation of which we publish herewith. It is unusual for manufacturers to take so much interest in history and encouraging that Fiat has done so. It now seems that Fiat's two "firsts"—first supercharged car to win a race, first supercharged car to win a GP, stand, apart from anything Chadwick may have done in America and about which I remain unconvinced.—ED.]

NINETEEN TWENTY-THREE was the crucial year for the Fiat racing department, during which they developed supercharger installations and applied them to the firm's racing cars. They had in fact already been working on the problems during the previous year, but it was in 1923 that supercharged Fiats first appeared on the circuits in open competition with rival machinery. Two models were raced, for in addition to the 805/405 (straight-eight 2-litre GP cars) there was the little 803/403 1½-litre. The latter car startled the pundits in two races—although the results were different in each case—the Voiturette GP at Brescia on June 29th and the Brooklands 200 Miles Race on October 13th.

Reporting the previous day's race, the magazine *Motori Aero Cicli e Sports* for June 30th wrote: "The little Fiats which won at Brescia were similar to last year's racing voiturettes, with four-cylinder o.h.v. engines of 1½-litres capacity: the same remarkable little engine which won the (Voiturette) GP at Monza and this year carried all before it at the Monte Carlo meeting. A number of modifications to it have been made, however, the most important being a turbo-compressor to provide forced induction. By means of this excellent device several extra b.h.p. have been gained, so that today the output of the little Fiat SS probably exceeds 80 b.h.p., or roughly 50 b.h.p. per litre, which is quite astonishing." Nothing, alas, about the blowers themselves is to be found in that or any other press report. For the details we have to look elsewhere.

Such original drawings as survive indicate that two distinct types of supercharger were designed and produced for the Type 403 engine of 1923, known respectively as the "B" and the "D", and differing fundamentally from one another.

The Type "B", or "Wittig" as it was sometimes called, was described as a "compressor or induction-blower employing a drum with movable pallets". This in fact meant a vane supercharger, or rotary blower in which the shaft carrying the drum and sliding vanes were mounted eccentrically in the housing. This blower formed the subject of a Fiat patent dated June 19th, 1923. Two further patents followed shortly (June 20th and August 5th), and were concerned with improving the co-efficient of friction between the vanes and the sides of the housing. In the August patent the sliding system was abolished, and the vanes were moved in and out in respect of their drum by means of a mechanical linkage.

From a purely historical point of view it should here be mentioned that the issue of *Auto Italiana* for January 10th, 1924, contained a note by Ing. G. Verdoja drawing attention to the fact that both the methods of driving the vanes which Fiat had just patented were based on the ingenious pumps devised by Captain Agostino Ramelli di Mosanzana dal Palte della Tresia, engineer to His Most Christian Majesty the King of France and Poland, in or before the year 1588.

The alternative "D" type of blower was what the British call a Roots, in which a housing contains two rotating paddles offset by 90 deg. in relation to one another. The Roots blower enabled mixture to be delivered to the cylinders at a considerably higher mean pressure than the 10-11 atmospheres (*sic*) attained by the "B" class of instrument. The new system, patented by Fiat on July 25th, 1923, included also a cooling system by which the compressed gases could be reduced to their original temperature so that on entering the cylinders they could undergo the further compression provided by Herr Otto's well-known cycle without risk of detonation.

Once again Ing. Verdoja pointed out, in the same article, that the system commonly known as "Roots" bears a close resemblance to that invented by Payton in 1867 and named after him.

The "D" type Fiat compressors also underwent modifications: a patent of October 31st covered aero-engine applications, and there were two further patents (November and December of the same year) applying to motor cars.

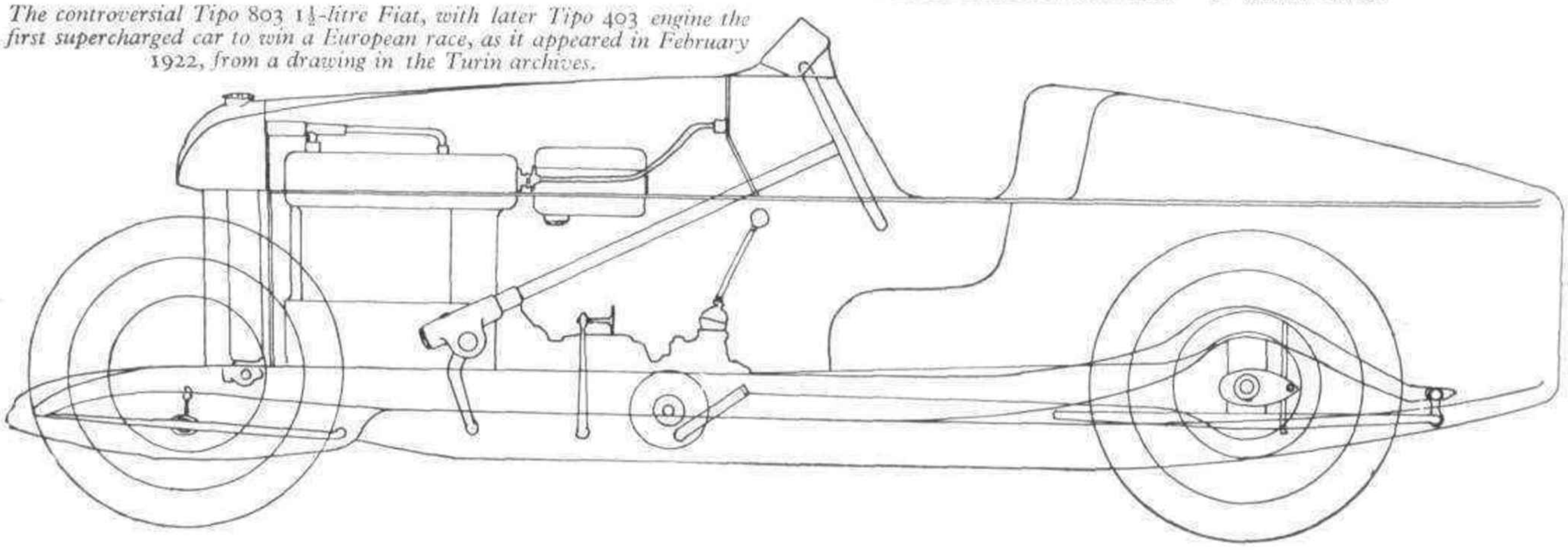
Returning to the original drawings mentioned above, we find that these tie in very well chronologically with the patents. All the drawings relating to the "B" type of blower bear dates between February and April 1923, while those concerned with the "D" type are dated from July 1923. To recap: Type "B" was designed between February and April 1923 and patented in June of that year. Type "D" was designed in July 1923 and patented over the period July to December 1923. It is unquestionable, therefore, that the Wittig system had priority at Fiat, and was investigated, developed and applied to the model 803/403 racing car before the Roots. The same priority holds good for the model 805/405 GP cars which ran in the French Grand Prix at Tours.

The cars which ran in the French Grand Prix at Tours were indeed fitted with the "B" Wittig blower, and this, as was pointed out by Morasso, reporting on the race in *Motori Aero Cicli e Sports* for June 1923, resulted in the retirement of all three cars owing either to the "excessive temperature of the air compressed and thrust into the induction manifold" or, more probably, to an "unforeseen and irreparable breakage in the supercharger". At Monza, therefore, the victorious Fiats raced with Roots blowers.

What, now, of the 1½-litre 803 cars raced at Brescia and Brooklands? What sort of superchargers were used respectively by Cagno in Italy and the teams of Salamano and Campbell in England? Contemporary reports are rather hazy on technical matters, especially concerning the Fiats. Both *The Autocar* and *The Motor* in their reports refer in general terms to the "turbo-compressor" or "supercharger" without going into technical detail. Even on the subject of the troubles which led to the Fiats' retirement details are lacking, although it is clear that the blowers were to blame. However, from the documentary evidence already cited we can reasonably assert the following:

June 29th.—Voiturette GP, Brescia: 1st, Fiat 803/403 (Alessandro Cagno). "B"-type Wittig supercharger.
July 2nd.—French GP, Tours: Three cars entered (Bordino, Giaccone and Salamano). All three retired. "B" or Wittig blowers.
September 9th.—GP of Europe and Italy at Monza: 1st, Fiat 805/405 (Carlo Salamano). "D" or Roots blower.
October 13th.—JCC 200 Miles Race, Brooklands: Two cars (Salamano and Malcolm Campbell), both retired. "D" (Roots) blowers.

The controversial Tipo 803 1½-litre Fiat, with later Tipo 403 engine the first supercharged car to win a European race, as it appeared in February 1922, from a drawing in the Turin archives.



Why, it may be asked, was the initial success of the "B" or Wittig blower at Brescia followed by debacle in the ACF Grand Prix at Tours? Probably because in the light-car event the supercharger was required to run little more than 300 miles, while at Tours the blowers were far more highly tried, having to cope with a larger, more powerful engine, and a race that was 500 miles long. It seems likely that, with Tours in mind and another 500-mile race in prospect (the Italan GP at Monza), the Fiat engineers decided to re-think the whole installation and go over to a Roots—the "D" blower.

If this was so, it was a fortunate decision. Monza was too important for Fiat to risk another defeat on the scale of Tours; and in little more than two months the factory was ready with the new type of blower.

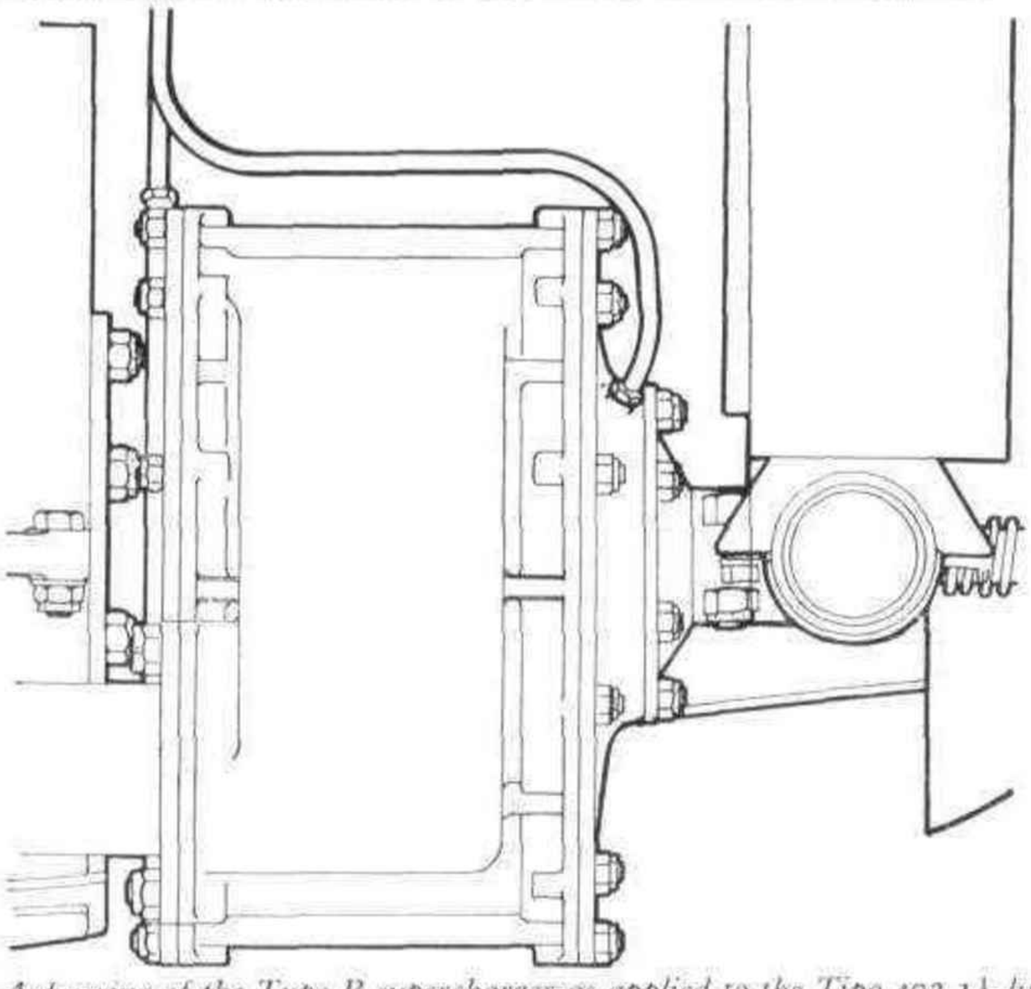
At Brooklands things went once more awry, and for reasons which are largely inexplicable. Without question the Fiats were the fastest cars on the track and the most advanced; their drivers were highly capable and experienced men. This time, however, the Roots or "D" type blower was blamed for the Fiat failure. During 1923 both the systems adopted successively by Fiat could point to one victory—and one no less resounding disaster.

After delving into contemporary documents with the results outlined above, members of the Centro Storico Fiat, or Archives Department, went along to see Commendatore Cagno, one of the drivers involved. On October 14th of the present year, 1969, the Commendatore, whose memory and enthusiasm are undimmed, agreed to cast his mind back 46 years, to the 1923 season when he was acting both as racing manager to Fiat and as a member of the works team.

On Comm. Cagno's evidence there is no doubt whatever that the 803/403 Fiat engine was originally designed without supercharger. Later, in time for the race at Brescia, it was fitted with a blower of the Wittig pattern, but although this brought victory in the race for Cagno, it also brought difficulties to the engineering department, and Cagno confirms that it was decided to discard the Wittig in favour of another type, of which, unfortunately, he cannot remember the details or the name. (This was probably the Roots.)

On the subject of drivers for Brooklands, Comm. Cagno remarked the choice was made largely on what may be called "diplomatic" grounds. Clearly Salamano, fresh from his victory in the European and Italian GP, was the best-known driver in the Fiat team, and was an obvious choice as "ambassador" in a foreign land. Equally cogent were the reasons for briefing Malcolm Campbell. His knowledge of Brooklands was probably unequalled, he was always "news", and the fact that one of the exciting Italian cars was to be handled by an English driver would ensure maximum publicity for the *marque*.

The 200 Miles Race brought luck to neither of the drivers. Commandatore Cagno, although remembering the occasion well enough, is unable to recall the reason or reasons underlying the retirement of the two 803s. Some details perhaps will remain always obscure, but it is interesting to receive first-hand testimony as to the broad facts by one of the actual participants, and confirmation from the same source of the conclusions already reached from study of the history books and blueprints.



A drawing of the Type B supercharger as applied to the Tipo 403 1½-litre Fiat racing engine in 1923, taken from Fiat's archives.

RACING INTO THE WINTER

THERE was a time when racing came to a dead stop towards the end of September, usually culminating in the presentation of the MOTOR SPORT Brooklands Trophy at Goodwood. But racing is no longer a fair weather sport, even in an era of tremendously wide tyres, and club events continue to take place well into the season of mists and mellow fruitfulness. What is remarkable is that not only do race-hungry competitors welcome the opportunity to keep their cars exercised, but there is also a hard core of marshals and spectators who are prepared to brave the elements in order to watch competitive, albeit cold, motoring.

The British Racing and Sports Car Club organises more meetings, either directly from London or from its several enthusiastic regional centres, than any other club, and the championships with which the club is most closely (but not exclusively) associated continue right to the annual BRSCC festivities at Brands Hatch and Mallory Park over the Christmas holiday.

The most important Championship from the purist's point of view is the National Formula Three series, sponsored by the Lombank instalment purchase organisation. This year has seen something of a revival in F3 races at club level, with what amounts to professional participation by teams such as Gold Leaf Team Lotus, which has entered as many as three cars for a single race. Lotus produced a new F3 machine this year after several seasons without major success in the formula, and although the Gold Leaf-backed team has not had the best of luck, the 59 (as the F3 Lotus is called) is proving to be the car to beat, much as its Formula Two cousin (the 59B) has been in the hands of Rindt and Hill on the Continent.

While the Gold Leaf cars have been assailed with minor problems, a new name has suddenly appeared on the Formula Three horizon. A 22-year-old South American named Emerson Fittipaldi arrived in England from his native Brazil early in the season, acquired a Formula Ford car and instantly got himself noticed for some very fast driving indeed.

It was not long before Fittipaldi had deserted Formula Ford and was to be seen at the wheel of one of the new Lotus 59s, entered by former driver turned racing school proprietor Jim Russell. Fittipaldi's progress in the Lombank Championship series of races was little short of sensational and by the time the final round, held at a chilly Brands Hatch meeting on November 7th, came around, he was only one point behind Alan Rollinson, who had built up an early lead at the start of the season and withdrawn to concentrate on Formula 5000 and Formula Two driving. Rollinson, sadly, was unable to defend his lead following a back injury, so eyes were on Fittipaldi, who needed to pick up only two Championship points to win the title and the £100 which goes with it.

After holding an early lead on the horrid wet track, Fittipaldi relinquished the lead to another Formula Ford expert, the Australian David Walker, who had a similar Lotus 59. When Walker spun off, Fittipaldi had no difficulty in winning from a very fine field of F3 veterans, several of whom also flew off the glassy tarmac in pursuit of the newcomer. The Brazilian win naturally generated a good deal of excitement among Fittipaldi's extensive *entourage* of fellow countrymen who are apparently reporting back to South America his every move, relayed *via* the newspapers to an avid public, just as Fangio's activities were from the beginning of his European career. The Lotus people are not unaware of the youngster's potential and he has been signed to drive not only in F3 again, but also in European Trophy rounds of the Formula Two Championship.

The Lombank Championship, although it contains a couple of rounds at International level, mainly comprises club events. There are several foreign and Commonwealth drivers who base their racing on British circuits, but the Championship is not as International as it could be and the names of the Swedish drivers Peterson and Wisell, who have done most of the F3 winning with Schenken on the Continent this year, do not appear, even though Wisell has been racing with a British licence. — M. G. D.

Final Lombank positions were as follows :

1st	E. Fittipaldi (Lotus 59-Ford-Holbay)	57 pts.
2nd	A. Rollinson (Brabham BT21B-Ford-Holbay)	49 „
3rd	B. Bond (Lotus 59 and Brabhams BT21B and BT28-Ford-Holbay)	39 „
4th	R. Pike (Lotus 59-Ford-Holbay)	38 „
5th	R. Scott (Chevron B15-Ford-Lucas and Brabham BT21-Ford-Holbay)	36 „
6th	T. Schenken (Brabham BT28-Ford-Lucas)	33 „

AMERICAN COMMENT

THE 1969 Can-Am series has been completed and despite all the dire forecasts by the prophets of doom there now seems little doubt that it was a success. It is true that the series was completely monopolised by the McLaren team, with McLaren scoring six wins to Hulme's five and the pair of them finishing first and second in all but three of the eleven races. It is also true that after being flattened by the McLaren steamroller in the early races some competitors despaired of ever catching the bright orange cars. Before the series reached the half-way mark, however, these pessimistic competitors realised that the fault lay not with the McLaren team but with themselves. There is no secret to the McLaren success. The team has three years of Can-Am experience behind it and McLaren himself has made a total commitment to the series—even to the extent that it takes preference over his Formula One programme. Neither is there anything omnipotent about the M8B cars. They are sophisticated but simple, functional but not fussy, and if anything they sacrifice performance for reliability. As Gurney remarked after he had driven the team's spare car to third place at Michigan: "There is nothing outstanding about it—but it does everything very well." On top of everything, the team is tightly organised and its mechanics work harder than anyone else to check, recheck and double-check that the cars are as well prepared as anyone can make them. The McLaren team, in short, was doing the job properly and to blame them for being successful is absurd. If the Can-Am series did lack something in competitiveness, it was not because the McLaren team did the job the way it should be done but because other competitors failed to emulate their example.

Fortunately there were exceptions, teams that believed the McLarens could be beaten—or at least given a good run for their money. Amon joined the series in the third race at Watkins Glen with a 6.2-litre Ferrari and promptly finished third. He was second at Edmonton and third again at Mid-Ohio, but from then on ran into continuous engine and oil pump drive problems. A long-promised 6.9-litre engine did not arrive until the final two races and showed great promise but the lubrication problem persisted and the car was never able to show its true potential. (Part of the problem lay in the fact that the oil filter and cooler were on the scavenge side of the pump rather than the more usual pressure side.) Jim Hall's radical new Chaparral, the 2H, made its debut at Edmonton with Surtees driving, but it never matched the success of his previous designs and Surtees finally abandoned the effort before the final race in Texas. By then, however, Hall already had a later design built and running and it was very nearly entered for the final race. The 2H, it must be remembered, was originally intended for the 1968 series but was delayed by development problems. The latest model is built and running more than six months before the 1970 series begins, giving ample time for it to be refined into a competitive machine.

One 1969 car that was never competitive but was nevertheless one of the best in the series was the 4.5-litre Porsche 917 PA driven by Siffert. Since the car was little more than an open version of the 917 Group 4 car, it was grossly overweight and underpowered for Can-Am racing, where engines of 7-litres are common and 8-litres are not unknown. But the car's backers, Porsche-Audi of the United States (with Ginther as team manager), had no illusions about beating the McLarens in their first year. The whole object of entering the car was to gain immediate experience of the Can-Am series—to find out exactly what type of racing was involved, to sound out the opposition, and then to come back next year in an all-out effort with a car designed specifically for Can-Am racing. It is a programme requiring considerable patience and it may well have lacked any short-term benefits at all. In the long run, however, it is possibly the soundest approach of all toward beating the McLaren team. As it turned out, the combination of Porsche's traditional reliability and Siffert's great ability netted five finishes in seven starts (one third place, three fourths and one fifth), which earned fifth place in the overall championship and more than $50,000 in prize money.

Finally, there was the Ford programme. Ford originally had great plans for the 1969 Can-Am series and was going to supply engines for cars entered by Gurney, Shelby and Holman & Moody. This plan was abruptly scrapped long before the first race and while Ford twiddled its thumbs, Chevrolet cleaned up all the marbles. Holman & Moody, however, believed that Ford did have the basic ingredients for a competitive engine and at the sixth race at Elkhart lake they showed up with a modified McLaren M6B fitted with an 8-litre all-aluminium engine derived from the 7-litre engine used by Ford in NASCAR stock-car racing. With Andretti driving, the car qualified third fastest right behind McLaren and Hulme and well ahead of the fourth fastest qualifier, but failure of a constant velocity joint prevented it from starting. The engine's later performances were handicapped by the continued use of a Hilborn injection system, which has rarely proved suitable for the wide variations in throttle openings encountered on road circuits. When the Hilborn system was replaced by Lucas injection for the final race the immediate improvement was evident when Andretti qualified second fastest behind Hulme (breaking the McLaren team's monopoly of the front row for the first time in the series) and then led the race for four laps before a piston gave way.

None of these teams—Ferrari, Porsche, Chaparral and Ford—competed in all 11 races and none of them ever broke the McLaren domination, but all of them learned a great deal and all of them plan far stronger and more serious programmes for the 1970 series. There were also indications that other European teams are showing more than a passing interest in next year's Can-Am. Brabham gained first-hand experience by driving Ford's G7A (an admittedly outdated car) at the Michigan race and Alan Mann's Open Sports Ford in the final race. Colin Chapman took a very close look at everything when he showed up for the Monterey race, while Keith Duckworth and Mike Hewland claimed to be "on holiday" when they appeared in the pits at Riverside ! Even accepting this explanation at its face value, their obvious interest hardly supports those who suggest that the Can-Am series is dying.

Meanwhile, the Sports Car Club of America expressed its confidence in the series by announcing before the final race that the rules for Can-Am cars will be continued with no major changes for three more years. Jim Kaser, the Club's Director of Professional Racing, said : "The professional competition board's decision reflects SCCA's confidence in the concept of unlimited displacement sports/racing cars. The Can-Am rules have remained essentially unchanged since the beginning of the series in 1966. With this action, the board is giving assurance that this successful formula will remain unchanged for at least another three years." The SCCA announcement also noted that "The current season is the most successful in the four years the series has run. Race purses have grown from $178,000 in 1966 to $540,000 this year. The Championship Award Fund, an additional bonus distributed to the top 10 drivers on points at the end of each season, has increased from $55,000 in 1966 to $200,000 . . . (and) . . . spectator attendance has grown from 250,000 in the first year of the series to (almost) 400,000 this year." There is no reason to doubt that this growth pattern will continue. There are already more promoters asking for 1970 Can-Am races than there are dates available, and the SCCA has every intention of insisting that the minimum prize money for each race be increased. The figure this year was $60,000 ($45,000 for the race itself and $15,000 for the Championship Fund), and this may be raised to $75,000 or more per race in 1970.

* * *

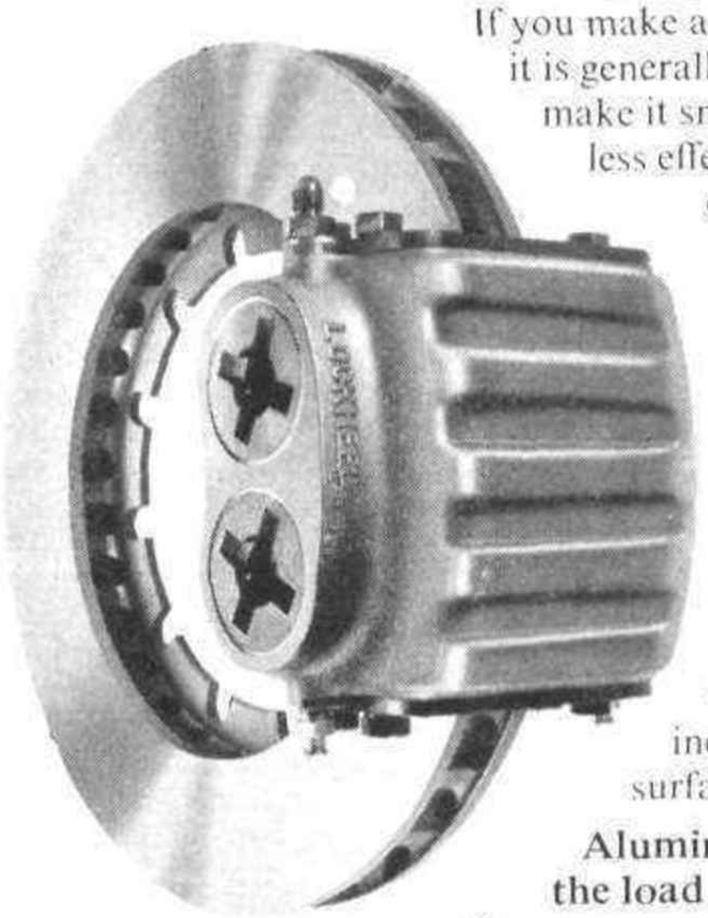
There have been surprising changes and welcome additions to the line-up for the 1970 edition of the SCCA's very popular Trans-Am series for sports saloons. Perhaps the biggest surprise came from Roger Penske, the owner of two Chevrolet dealerships, whose Camaros, driven by Donohue, have won the Trans-Am series for Chevrolet for the past two years. Penske has announced that he has signed a three-year contract with American Motors to campaign a pair of Javelins in the Trans-Am. Chevrolet does not have a factory team and reports that Jim Hall will run a team of Camaros are unconfirmed. Carroll Shelby has decided to concentrate solely on engine development, so Ford's works Mustangs will only be campaigned by Bud Moore. Meanwhile, Chrysler Corp. is taking a serious interest in Trans-Am for the first time. Gurney has signed with Plymouth to run a pair of Barracudas, while the Autodynamics team of Ray Caldwell and Sam Posey will run a Dodge Challenger for Chrysler's Dodge division.—D. G.

How Lockheed put the brakes on the 1969 champions

Once again, McLaren cars win the gruelling Can-Am race series. Eleven of the toughest road races held within Canada and the U.S.A. Exciting certainly — but what did AP do to help?

Christmas '67 – problem present from McLaren "I need lighter, more efficient brakes – and I need them for a race at Brands Hatch in 12 weeks time". That was Bruce McLaren talking to AP's Lockheed engineers in December '67. AP solved the problem in just 10 weeks and paved the way for the race successes of '68 and '69, in both Can-Am and Formula 1.

The Basic Problem
If you make a brake lighter it is generally weaker; make it small it becomes less effective. So AP's engineers selected a large disc to give the greatest swept braking area with pads operating on the greatest effective radius of the disc. To improve heat dissipation the discs were vented, but the vanes inside were curved to increase the exposed surface area.



Aluminium lightens the load Large pads and pistons areas were desirable so AP designers scrapped the usual arrangement of one large cylinder each side of the caliper in favour of four small cylinders. The caliper and pistons were made in lightweight alloy instead of conventional iron and steel. The caliper bridge was positioned directly over the pads, thus eliminating deflection due to the presence in the conventional caliper of the pad removal aperture. This enabled the caliper to be smaller and lighter with no loss of strength. Obviously, the smaller the caliper and larger the disc, the better the heat dissipation.

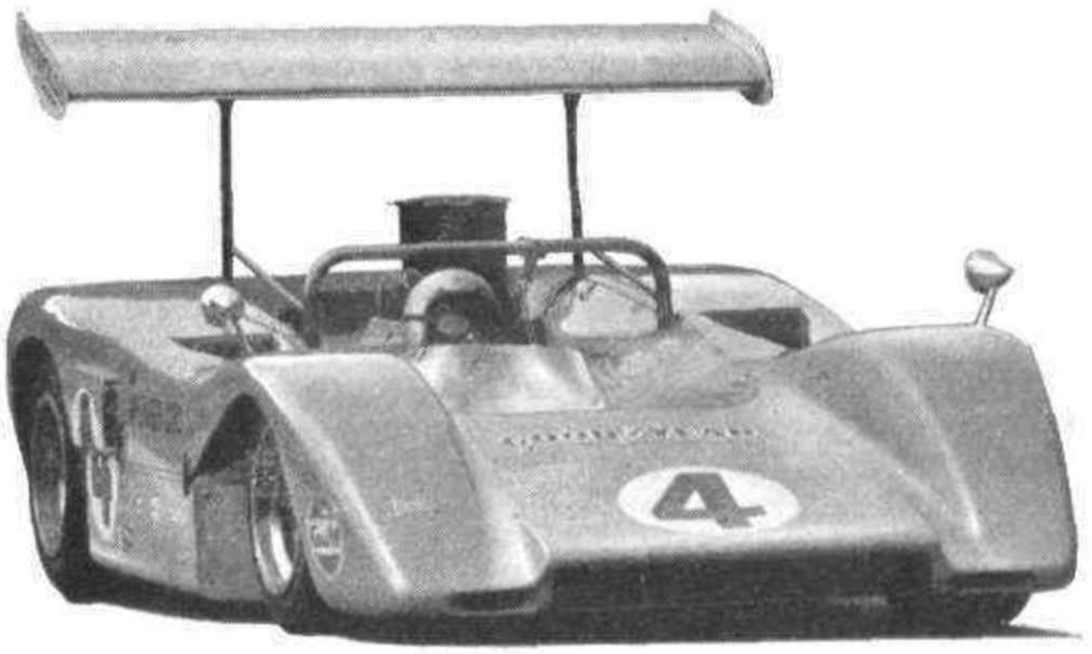
Any possible weakness across the bridge was overcome by fitting steel end plates. These take braking torque loads on a plane parallel to the disc and also resist the spread load of the caliper bridge.

In addition, this provided an excellent mounting for AP's new patented pad release system.

The designers eliminated the normal drawback of external hydraulic lines. The caliper was drilled, plugged and welded, housing the lines and saving valuable weight and space.

Race-proved by champions The new brake and its derivatives satisfied all McLaren's racing needs. One driver claimed it knocked 1-1½ seconds off his lap time. The McLaren team have proved invincible in the Can-Am series: undisputed winners of the 1969 Mexican Grand Prix for Formula 1 cars. No surprise that McLaren have specified again for 1970 – Lockheed brakes, Borg & Beck clutch and AP suspension joints. A fine compliment for AP components.

These advanced designs in use today for racing are already being considered by AP production engineers and will have a marked influence on designs of the 70's. If you are involved in design you will find it well worthwhile to talk to one of AP's Lockheed Sales Engineers.



LOCKHEED BRAKES

The Automotive Products Group
Leamington Spa, Warwickshire

The Automotive Products Group make Lockheed brakes. Borg & Beck clutches. Steering and suspension joints. Purolator filters. Automatic transmissions.

CAN-AM—Rounds 10 and 11—RIVERSIDE and TEXAS

ALL THE Canadian-American Challenge Cup races are theoretically of equal importance, but one event, the Times Grand Prix at Riverside in California, has traditionally been considered the major race of the series. Among the reasons for this are thorough promotion by the sponsors, the *Los Angeles Times*, the largest purse in the series ($60,000 plus an additional $20,000 in accessory money), the largest crowds of the series (averaging 80,000 people), and the above-average facilities of the circuit. This year the Times Grand Prix was the 10th in the 11-race series and once again it attracted the most complete and most competitive field. The McLaren M8Bs for McLaren and Hulme led the entry, of course, and were little changed from their one-two finish at Monterey—though McLaren himself was decidedly under the weather. The Holman and Moody crew had traced the roughness in Andretti's 8-litre Ford engine at Monterey to a pinched fuel line, but the newly-crowned USAC champion lost two more of the rare all-aluminium engines during practice. Following Gurney's switch from Ford to Chevrolet, Alan Mann replenished the Ford ranks and surprised everyone by unveiling a brand new car. Listed on the entry form only as Open Sports Ford, the chassis plate indentified it as AMR/CA/1001. The new car, driven by Frank Gardner, bears some resemblance to Mann's 3-litre Group 6 prototypes but the only parts in common to both cars are some of the suspension pieces. The chassis is an aluminium monocoque and power was supplied by a Lucas-injected 7-litre Ford with iron block and aluminium heads. The long-awaited 6.9-litre engine for Amon's Ferrari was finally dispatched from Italy but was then lost by the air freight people and could not be installed until just before the final day of qualifying. Even then it exhibited the same oil pump drive problems that had plagued the 6.2-litre engine. The problem was finally traced to restrictions in the system and changing the coolers appeared to rectify the situation. Among the changes in other entries, Jack Oliver's titanium car, the Autocast Ti22, was fitted with a wing; Siffert's Porsche 917 PA sported a new, more wedge-shaped front body; and Chuck Parsons had an entirely new Lola T163 with revised body and front suspension.

A connecting-rod ventilated McLaren's engine on the first day of qualifying, leaving him only fifth fastest (1 min. 37.14 sec.) behind Hulme's 1 min. 34.03 sec. (126.342 m.p.h.), Amon's 1 min. 35.09 sec. (with the smaller, 6.2-litre engine), Gurney's 1 min. 36.70 sec. in his McLaren M6B-Chevrolet and Andretti's 1 min. 36.84 sec. in his McLaren M6B-Ford. McLaren lost yet another engine on the second day of qualifying (piston failure being suspected) but in the dying minutes of the session he joined Hulme on the front row with a time of 1 min. 34.43 sec., just behind Hulme on pole. Times are not comparable with earlier years because alterations have made the track much faster. Amon, Gurney and Andretti all failed to improve their times as a result of engine changes but Oliver vaulted up to fourth fastest in the titanium car with a time of 1 min. 36.23 sec.

In the race itself Hulme and McLaren again showed their heels to the rest of the field, but while Hulme led every one of the 61 laps to score his fifth victory of the series, the left rear A-arm on McLaren's car failed at over 100 m.p.h., and he crashed heavily on the 35th lap. The car was extensively damaged and a marshal received two broken legs but McLaren escaped with a shaking-up. Gurney and Parsons, with Andretti in close attendance, continued a race-long duel for second place but then a head gasket blew on Gurney's engine and in the final five laps, just as they were lapped by Hulme, first Parsons and then Andretti slipped past to finish second and third only 0.62 sec. apart. Gurney was 43 sec. back in fourth place, with Revson two laps further back in fifth. Gary Wilson completed 57 laps in his Lola T-163 and Dean finished his sixth consecutive Can-Am with his 3-litre Porsche 908 in seventh place. Surtees went only four laps before the Chaparral's engine gave out and Amon retired after five laps, furious at being black-flagged for what the officials claimed was a push-start. An oil leak put Siffert out after only 17 laps but Oliver diced with Gurney and Parsons until his differential failed and Gardner climbed as high as seventh before suspension failure put the Alan Mann car out on the 36th lap.—D. G.

Results :

CAN-AM Series—Round 10—Riverside—61 laps—201.3 miles

1st : D. Hulme (McLaren M8B—7-litre) .. 1 hr. 40 min. 5.0 sec.—120.08 m.p.h
2nd: C. Parsons (Lola T-163—7-litre) .. 60 laps
3rd: M. Andretti (McLaren M6B—7-litre) .. 60 laps
4th : D. Gurney (McLaren M6B—7-litre) .. 60 laps
5th : P. Revson (Lola T-163) .. .. .. 58 laps
6th : G. Wilson (Lola T-163) .. .. .. 57 laps
Fastest lap : D. Hulme (McLaren M8B—7-litre), 1 min. 35.23 sec.—124.78 m.p.h.

THE 11th and final round of the 1969 Can-Am series was held at Texas International Speedway, the southern "branch" of the American International Raceways group that includes Michigan International Speedway and Riverside. The circuit is situated about 60 miles northwest of Houston and like the M.I.S. complex it includes a 2-mile banked oval track and a 3-mile road circuit. The road circuit utilises almost one mile of the banked track, with the remainder laid out inside and outside the oval. The entire complex was built in less than eight months and was still receiving finishing touches when the Can-Am circus arrived to wrap up the series. The entry list of 27 drivers was down considerably from Riverside but with two exceptions it included all the main series competitors. The exceptions were Gurney, who did not enter his Chevrolet-powered McLaren M6B, and Surtees, whose disenchantment with Hall's Chaparral 2H finally reached the point where he declined to drive it any more. Hall engaged a relatively unknown driver, Tom Dutton, to replace Surtees but Dutton crashed early in practice and the extensively damaged Chaparral was withdrawn. In other changes, Brabham replaced Gardner in Alan Mann's Open Sports Ford (now fitted with an 8-litre all-aluminium engine similar to that in Andretti's McLaren M6B) and Cannon reappeared with the Ford G7A that Brabham drove in the Michigan race, while Andretti's 429'er now had Lucas injection.

The improvement was immediately apparent as Andretti eclipsed both Hulme and McLaren and set the fastest times throughout most of the first day of practice. Amon, too, was going very well with his 6.9-litre engine in the Ferrari and was second fastest for most of the day. Hulme was very close behind in third spot but McLaren, who had switched to the team's spare car after his Riverside crash (actually Hulme's 1968 M8A updated to M8B specifications), was hampered somewhat by differential failure. When official qualifying was held on the second day of practice Andretti confirmed the potential of his Ford engine by continuing to split the two McLaren team drivers with a best time of 1 min. 32.6 sec. He couldn't quite match Hulme, though, and the New Zealander used the last session to wrap up the pole position with a time of 1 min. 31.6 sec. at an average speed of 117.904 m.p.h. McLaren was almost two seconds back in third place and his time of 1 min. 34.3 sec. was only one-fifth of a second faster than Amon—but Amon's engine had given up and he had to revert to the 6.2-litre for the race.

Andretti jumped into the lead at the start and led the first four laps until being passed by Hulme. McLaren was playing a waiting game in third, with Amon fourth and Revson, Oliver, Eaton, Brabham and Siffert in a close five-way duel for fifth. Andretti and Amon were once more out of luck, however, and both retired with piston failure on the 11th lap of the 70-lap, 210-mile race. Oliver retired after 22 laps with a massive oil leak but Brabham, Eaton, Revson and Siffert continued their great battle for third place and the young Canadian didn't give an inch to his more experienced competitors. McLaren took command from Hulme on the 46th lap but on the 60th lap the seemingly "impossible" happened—a piston failed on Hulme's car and the 1968 Can-Am champion suffered his first "dnf" of the 1969 series. Eaton, who had taken third place from Brabham on the 39th lap and was driving perhaps the best race of his career, advanced to second place and held it to the chequered flag—the only driver on the same lap as McLaren at the finish. Brabham was one lap down in third place but Revson's engine swallowed a valve with five laps to go and Siffert finished fourth on the same lap as Brabham.

McLaren's victory raised his final total to 165—five more than Hulme—and brought him the Can-Am championship for the second time in three years. McLaren's total winnings came to over $158,000 and Hulme's to $146,000—almost double their 1968 figures—and raised the McLaren team's winnings in four years of the Can-Am series to over $523,000. Parsons finished third in the championship with 85 points and Siffert's 4.5-litre Porsche brought him a very well earned fourth place (to say nothing of $50,000) with 56 points. Eaton's second place in the final race advanced him from seventh to fifth with 50 points and he was followed by Amon with 39, Motschenbacher with 37 and Tony Dean, who picked up 31 points and $34,000 with his remarkable little 3-litre Porsche 908.—D. G.

CAN-AM SERIES—Round 11—Texas—70 laps—210 miles

1st : V. McLaren (McLaren M8B—7-litre) .. 1 hr. 54 min. 42.4 sec.—109.845 m.p.h.
2nd: G. Eaton (McLaren M12—7-litre) .. .. .. 69 laps
3rd: J. Brabham (AMR-CA-1001-Ford) .. .. .. 69 laps
4th : J. Siffert (Porsche 917 PA) .. .. 69 laps
5th : C. Parsons (Lola T-163—7-litre) .. .. .. 68 laps
6th : L. Motschenbacher (McLaren M12—7-litre) .. .. 65 laps
Fastest lap : D. Hulme (McLaren M8B—7-litre), 1 min. 33.9 sec.—115.016 m.p.h.

BOOKS FOR CHRISTMAS

"Ford : The Dust and the Glory. A Racing History", by Leo Levine. 630 pp. 9½ in. × 6¾ in. *(Collier-Macmillan Ltd., 10, South Audley Street, London, W.1. 63s.)*

The bulkiest of the new batch of motoring books received recently for review, this work follows the theme, now so popular, of one-make racing history. It covers practically every aspect of racing in which Ford cars indulged, from the early record bids by Henry Ford himself with curious giant creations to the present ascendency of the great make in so many branches of the game, including the successful powering of modern Grand Prix cars with Cosworth-Ford engines.

The text is, as is to be expected, laden with Americanese and not a great deal of fresh material about the very earliest of Henry Ford's motor racing activities emerges, because, as the author himself admits, there are no accurate records of the early history of the cars. But even in this opening chapter, he makes good use of what can be gathered, sorting out what is known of the Arrow and 999. Incidentally, he explains why Ford used a cross-handle to steer the Arrow. It enabled him to know whether the car was being steered in a straight line even if dust or other hazards obscured the view!

The book progresses from these record-breaking Fords through every phase of Ford racing. The inter-city Model-T runs, the board-track racing, the Frontys, Rajos and other special Model-T and Model-A Fords, the appearance of such cars in European races, the dragsters, the hot-rods, the stock-cars and the Indianapolis Fords, all and more receive interesting coverage. In particular, the advent of Ford V8-powered racing cars in the Indianapolis 500 form a very absorbing part of the story and the author's comments on Colin Chapman's association with the Ford Motor Company, Racing Division, are eyebrow-raising and not complimentary to Chapman. The tyre fuss at Indianapolis and how Leo Beeba pulled Ford's racing programme through a bad patch are told with a minimum of packed punches.

To read this book is to obtain a very good understanding of what motor racing in America is about. But the European and British aspects of the Ford story, notably the GT 40 development and the domination of F1, F2 and F3 racing by Cosworth, get very full coverage. The illustrations alone make this book a worthwhile investment and the criticism centres mainly round the fact that it is presented as a readable story of Ford racing achievements instead of solid history—and maybe in the minds of the majority of readers and certainly in the author's, this is not criticism at all.

Le Mans before the war gets a brief chapter to itself, mentioning American cars, not only the Model-T based Montier Special, which ran there. The Monte Carlo Rally is covered. The inclusion of pictures of cars quite divorced from Ford, even to a Campbell Bluebird at speed on Daytona beach, may smack of padding but serves to set the scene of the innumerable Ford achievements in almost every aspect of competition activity since the turn of the century. So, with reservations, I recommend Levine's book to enthusiasts in general. For Ford followers it is essential bookself equipment. A pity, though, that the pictures are reproduced in a non-glossy photogravure, clear as they are. And I was worried by the drawing of a radiator used as the heading to each chapter and on the dust jacket—it is presumably that of a Model-A but reminds me of a Buick, Oakland or some such rival Ford product.—W. B.

"The Sebring Story", by Alec Ulmann. 204 pp. 8 in. × 5½ in. *(Chilton Book Co., 40, Walnut Street, Philadelphia, Pa. 19106 $5.95.)*

Here is another addition to race history under the heading of a particular venue. Its accuracy is ensured by the authorship, Ulmann having been a leading official at the American circuit since it was opened in 1950, apart from being a well-known motor racing follower.

The Introduction is by Briggs Cunningham and the contents cover the growing fame of Sebring after its opening Le Mans type race in December 1950, the first 12-hour race at Sebring, recognition by Shell and the FIA, the arrival of the Italian cars, Ugolini's now-historical protest, the advent of Ferrari supremacy and the growth to Grand Prix status.

Naturally, this book has to go under the heading of uncompleted history, because Sebring continues, but it covers racing there up to the 1969 season. While it is of more interest to American than British readers, those who collect all possible works of reference would have considered it a dis-service had we not mentioned this coverage of the Sebring scene. —W. B.

"Sprint", by T. R. Nicholson. 273 pp. 8½ in × 5½ in. *(David & Charles (Publishers) Ltd., South Devon House, Newton Abbot, Devon. 63s.)*

Tim Nicholson showed me the mss. of this book many years ago. Of course, I loved it, for it covered speed hill-climbs and speed trials in Britain from 1899 to 1925, when they were banned from public roads. But the various publishers to whom this painstaking author submitted it did not like it. Now, in abridged form, it has been adopted by David & Charles.

I cannot believe it will achieve big sales, because the subject is a specialised one and well covered in the volumes of the weekly motor papers. And as, in very few instances, the author has been able to add much to the information already therein contained, the book is a source of reference rather than an addition to motoring history. How many people, apart from this reviewer and his kind, require to know who made f.t.d. at the Under Puddlecombe MC & LCC's Sandyriver sprint of 1919, for instance, is open to question and Nicholson has been fortunate in finding a publisher who has not questioned this too closely. But if the book is not very readable it is a splendid browsing tome. Christmas should pass quickly for those who thumb the index pages of this little volume and find themselves forced to check on just how well or how badly cars like Paige-Jewetts and Tamplins, drivers such as de Larrinaga and Iden, went at venues like Pot Bank or Uppark. . . .

Nicholson has set it all, or very nearly all of it down, within the limits of existing knowledge. Unfortunately, this knowledge is not always extensive and the rather interesting matter of exactly where these old public-road speed courses were situated has only occasionally been quoted. That the book ends at 1925 is explained by the aforesaid ban of that year. It might have been better to have left it at that and not added a chapter about what happened thereafter, because in doing this Nicholson has rather glossed over some fascinating points, such as how narrow and rough the Dancer's End hill-climb course was, as I well remember, and he does not refer to the same Club's Howard Park speed trials, featuring those "6s. 11d." GNs.

The post World War Two period gets only 15½ lines and omits to say that the first speed event was the VSCC sprint at Elstree. As this is such a fine browsing book it is a pity the indices, giving venues, drivers and cars, is not infallible, while I was disappointed that an historian of Nicholson's calibre had docked a quarter-of-a-mile off the Brooklands' lap distance, nor can Locke King's great undertaking be likened merely to "a concrete dish".

However, that apart, the omission of some obvious sprint exponents because they did not go rapidly enough to figure with the class winners, and slight confusion as to which Peugeot Mrs. Menzies and Walther drove in such competitions, "Sprint" is infallible and packs in an enormous amount of data. It is rather a pity it has had to be condensed but the author has refused to give up and those sprints not covered in the text get tables of results at the end of the appropriate chapters, while an appendix deals with those held in Ireland and the Isle of Man from 1903 to 1925.

Production is excellent, in the Batsford style, with fine illustrations, but far too few of them. If I am not asleep, or motoring, on Christmas afternoon, I intend to do some more happy browsing in this fascinating, but expensive, reference book.—W. B.

"Hillman Imps", by T. C. Millington. 152 pp. $8\frac{3}{4}$ in. × $5\frac{3}{4}$ in. *(G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, Oxfordshire.* 36*s.)*

This is the complete reference work for Hillman Imp enthusiasts. It is written by ex-motorcyclist Millington, who also read classics at Cambridge, worked as a week-end racing mechanic, was a technical author and engineer at Rootes and raced his own Imp. His mother once held the Ladies' record at Shelsley Walsh with an Alta, which may explain why, in spite of his love of the rear-engined Imp he admits to a weakness for vintage sports cars.

His book offers much data about the likeable Rootes small cars, in their different guises. Not only tuning for more speed and performance and road-holding to go with this, but ordinary servicing are dealt with, together with overhaul of engine and transmission, essential before tuning is contemplated.

The Introduction provides an interesting profile on the Imp range and the manner in which the little car gradually began to be recognised as one with competition potential and how this was developed by Nathan, and Emery, until there was a works rally team, leading to the Alan Fraser racing team and others. The author likens Imp handling to that of a front-drive BMC Mini, bemoans the fact that the drag factor of the Californian, Chamois and Stiletto fast-backs is no better than that of the Imp saloon and remarks that the Hillman Husky, based on the Imp van body shell, is one of the few modern motor cars you can drive while wearing a top hat.

Back to tuning, the book is well illustrated with pictures of works rally Imps, Imp Sport engines in a Ginetta G15 and in a Formula 4 Vixen, such an engine with Lucas fuel injection, suspension modifications, sump guards, etc. A chapter is devoted to improving the brakes, never the best feature of early Imps, and the appendices include data on torque loadings, detailed specifications and wiring diagrams.

This would seem a really informative book for anyone who motors an Imp or one of the derivatives on roads, through forests or round circuits.—W. B.

"Historic Motor Racing", by Anthony Pritchard. 120 pp. $8\frac{1}{2}$ in. × 8 in. *(Weidenfeld & Nicolson, 5, Winsley Street, Oxford Circus, London, W1.* 30*s.)*

Prolific peddler of words, Anthony Pritchard, calls this picture book one of "Pleasures and Treasures". The text is secondary to the illustrations, which are nice to look at, if a rather scattered collection. Quite a number are in colour and go back down the years, showing, for example, the V12 4-litre Sunbeam at Silverstone, not as a red but as a blue car and Fangio's Maserati, with one front wheel well on the grass at the same circuit, in training for the 1957 British Grand Prix. This cannot count as serious history but it would make a good present and just as I was about to remark that many of the pictures, six of them from MOTOR SPORT, are old "chestnuts" I discovered that the frontispiece shows Malcolm Campbell at Brooklands in 1923 with a 1912 G. P. Peugeot and it has a pointed tail, answering a query I raised some time ago in these columns when attempting to unravel a mystery surrounding these cars! So I cannot dismiss this picture book as providing nothing new. A good one for the Christmas stocking, providing it is a wide stocking, and at the right price.—W. B.

"The Encyclopaedia of Motor Racing", by Anthony Pritchard and Keith Davey. 304 pp. $9\frac{1}{4}$ in. × 6 in. *(Robert Hale & Co., 63, Old Brompton Road, London, SW7.* 45*s.)*

Clever, of these two authors, to get out their encyclopaedia of motor racing while historians like Nick Georgano are taking a breather. No such encyclopaedia can be complete and this one is rather condensed, although illustrated. But it constitutes a useful work of quick reference and is topical up to the middle of this year's racing.

To give an example of its scope, under the letter "B" we have entries for Ballot, Bandini, Barcelona GP, Bari GP (five lines, plus results from 1947), Behra, Belgian GP, with circuit map, Belgian Touring Car GP, Bell, Bentley, BOAC 500, Bordeaux GP, Boreham, Brabham, Brabham Cars, Brands Hatch, British Empire Trophy, British GP, BRM, Brooklands, with major results, Brussels GP, Buenos Aires, Bugatti, and Bugatti circuit. That occupies $30\frac{1}{2}$ pages and if you have it all at your finger tips without this book you are a better man, etc. . . .

On the other hand, while the authors give other sources of reference where applicable, they obviously cannot go far beyond the fringe of each subject. Thus, under Fiat, none of the mysteries posed by MOTOR SPORT last month are answered, apart from stating that the Tipo 803 was supercharged when it won at Brescia in 1923, which Fiat now confirm. Supercharging gets no coverage on its own.

Nevertheless, useful, quite useful, this one.—W. B.

"The British Rigid Airship—1908-1931", by Robin Higham. 426 pp. 9 in. × $5\frac{5}{8}$ in. *(G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, Oxfordshire.* 75*s.)*

An extremely interesting account of the design, development and fate of rigid airships in this country, this book is recommended for holiday reading. Dedicated to the memory of Rear-Admiral Sir Murray Fraser Sueter, RN, it is intended as a study in weapons development and perhaps suffers slightly from not being just a straight account of British airships as such. But it gives an astonishing amount of fascinating information, all of which is now historic. Pre-Naval British airships, the Navy's initiation into rigid airship work, the Parsevals and the 1912 panic, the airship in the First World War, and the post-war development, culminating in the R101 disaster, are covered very fully, with copious illustrations, and plans.

Because the book is a study of Government policy in respect of lighter-than-air craft, some ships get more coverage than others but the book in its entirety is a fine mine of information, absorbingly told. The bibliography is almost a book in itself and the causes of the R101 crash are re-examined in detail. The author writes with an unexpected sense of humour and where else could you get the Building Schedule of His Majesty's Airship No. 23 in detail from 1.1.16 to its trial flight on 19.9.17 ?—W. B.

"The Zeppelin in Combat", by Douglas Robinson. 417 pp. 9 in. × $5\frac{1}{2}$ in. *(G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, Oxfordshire.* 75*s.)*

If the book about airships reviewed above is fascinating, this one is impossible to put down, except for very brief pauses. It is dedicated to the 748 men of four nations who lost their lives in rigid airships between 1913 and 1937. It is by an American researcher, but loses nothing from that, by which I mean that this essentially European subject could have been the work of a European domiciled author. The revised edition is crammed full of data, with maps on the inside covers and pictures, rather a paucity of the latter.

The book opens with an exciting chapter describing a zeppelin raid on London on 23.9.16. This is written in a slightly "popular" manner but do not be deceived by this. The remainder of the book is technical, factual, as it looks at the German Naval Airship Division raids on this country and the history of that Division between 1912 and 1918. The preparations, the routes taken, the errors and successes of the airship commanders, the defence, the damage inflicted and the fate and probable feelings of crews in shot-at airships—it is all there in great and fascinating detail.

There are various forms of bravery and the volunteers who set out in the 40-ton leviathans, themselves, as the author points out, merely giant bombs, sitting below and above hydrogen which burns at the slightest provocation, amid 1,750 gallons of dangerously inflammable petrol, trying to find an enemy country at night with the crudest possible navigational instruments, in freezing temperatures, were at least not lacking in bravery.

The routes taken by German Zeppelins on their way to bomb Britain may have been corrected where necessary since the war-time data was published and the extent by which some pilots were off course is interesting. The detail about individual ships or Zeppelins in general is prodigious, augmented by tables and pull-out plans.

This book should make entertaining reading over Christmas if the subject is not considered too macabre. Incidentally, these two recent airship books remind me of a Christmas as a youngster when I read one of E. F. Spanner's books against airships at, I suppose, the age of 15 and I note these books referred to in Higham's meticulous bibliography.—W. B.

"Apprenticeship in Steam", by Jack Hampshire. 177 pp. 8½ in. × 5½ in. *(J. H. Lake & Co. Ltd., Falmouth Packet Works, Falmouth, Cornwall.* 11*s.* 6*d.*)

Having persuaded Mr. Hampshire to write his earlier book, "I Worked With Traction Engines", I was pleased to discover that he has now set down his memoirs as a general engineer. The little paperback is lighthearted reading for non-technical followers of steam in earlier times. Jack Hampshire tells his simple stories with refreshing sincerity, with perhaps a trace of "LBSC" about his writing, and in doing so recalls most vividly the trials and tribulations of the men who coped with steam traction engines, steam waggons and early tractors in times now distant.

From the motoring viewpoint there is an interesting account of the works Bitza truck, which had an ex-LGOC 90 h.p. Maudslay engine, three-speed gearbox and wooden wheels shod with iron tyres—there is a photograph of it, carrying the guvnor's Clement Talbot car—and a chapter about the works hack, a 10 h.p. PIC car, eventually broken up for scrap. The make eludes me but was apparently too early to have been a Pick or a Piccard-Pictet. The author owned a 1910 2¾ h.p. single-speed Douglas and a 1915 3½ h.p. Triumph motorcycle at the age of 16, and we meet the Belsize car used as a works hack and his father's Model-T Ford. There is also a photograph of a car thought to be an early Ford, but looking more like a veteran Cadillac. This is definitely something to read over the Christmas holidays and I have a hunch that with a little research the scenes of some of the episodes recounted could be found today.—W. B.

"AJS—The History of a Great Motorcycle", by Gregor Grant. 112 pp. 10 in. × 7¼ in. *(PSL, 9, Ely Place, London, E.C.*1. 30*s.*)

After one-make car histories, one-make motorcycle histories? Anyway, before his death Gregor Grant had completed a history, the first ever, of the AJS, ready for the anticipated revival by Dennis Poore of high-powered British motorcycles. If the text is somewhat superficial there are good pictures, many of them of well-known competition AJS machines, and the book introduces the new Y4 and 37A two-stroke AJS models and contains a list of AJS riders in the 1911-1969 TT and 1923-1968 Amateur TT and Manx GP races. John Surtees wrote the Foreword.—W. B.

David & Charles have republished in a revised edition W. J. Hughes' book "Traction Engines Worth Modelling" (215 pp., 8¾ in. × 5½ in.) which sells for 50s. It contains a fine collection of pictures of full size and model engines, including two of the latter actually towing full-size Rover and MG Magnette cars. There are drawings of technical details of engines worth modelling.

* * *

Collins, 114, Cathedral Street, Glasgow C14, offer a book for young people who show interest in cars, explaining after a fashion how the i.c. engine functions and how a car is, and should be, driven. Called "Junior Motorist" (143 pp., 8½ in. × 5½ in.) it costs 15s.

* * *

Pelham Books' 25s. "Personna Year Book of Sports" includes a section on motor and motorcycle competitions.

* * *

A blatant attempt to ride on the motoring publications' bandwagon is displayed by Bellona Publications Ltd., who have the audacity to ask 28s. for a book containing a number of tear-outs of early motoring advertisements from unnamed journals.

* * *

Bartholomew, 10, Duncan Street, Edinburgh, EH9 1TA, are issuing a new series of maps of Britain under the designation GT. No. 1 covers the West Country, No. 2 the South Coast, the scale being four miles to the inch and each 30-page map costing 6s.

Those who have to deal with setting up shows and exhibitions are catered for in "The Showman's Directory", the 1970 edition of which costs 7s. 6d. from Mrs. Jean Lance, Hydestile Farm Cottage, Hydestile, Godalming, Surrey. One advertisement is for a clown's car based on a 1918 Model-T Ford said to be a relic from a Mack Sennett comedy but now kept in Kent!

* * *

The Ministry of Transport's own manual of how they want you to drive, "Driving" (224 pp. 8¼ in. × 5 in.), is available from H.M. Stationery Office for 12s. 6d.

* * *

A catalogue of all the films available to clubs from the Petroleum Films Bureau is obtainable from them at 4, Brook Street, London, WIY 2AY, on mentioning MOTOR SPORT. The choice is enormous and if you cannot plan an effective club film evening after studying this 104-page book you should seek a different vocation.

CARS IN BOOKS

NOTICING that this feature has dried up in recent months, a reader in Alberta kindly sent me a copy of "One Doctor In His Time", by Bethel Solomons (Christopher Johnson, 1956), which is an unselfish thing to do, because once he has read it he can derive nothing from my extracts. This book, by the 26th Master of the Rotunda Hospital, Dublin, who was an MD, FRCPI, FRCOG, MRIA and an Honorary Fellow of the American College of Surgeons, is not only a delightful piece of autobiography but contains some worthwhile references to motoring.

Quite early on there is a reference to seeing Robert Loraine, the actor/aviator, rescued from the sea when his aeroplane crashed, just before he was due to return to London to appear in *The Man from the Sea.* The author's father regarded bicycles and motor cars as an abomination but relented later and allowed his son to take him for drives.

Considerably before the First World War Solomons had a Renault which, seen standing outside his consulting rooms, caused a friend to remark: "What a Jewish-looking car!" This got back to the doctor, who was a proud Jew and he was much amused; the car's coal-scuttle bonnet had apparently caused this comment. The author's uncle, Sir Arthur Macan, the famous gynaecologist, met an early death, helped it was said because he was "one of the first to speed on motorcycles", but whether this refers to competition riding or not I do not know.

At this time we are informed that doctors in Ireland did not use motor cars for their professional work, but one of them, while keeping a brougham and a jaunting car for visits, had a single-cylinder Rover for pleasure. This gave good exercise, because Solomons, his friend's wife and the driver frequently had to walk the little car up the bigger hills in the Wicklow mountains. There is mention of R. J. Mecredy, Dunlop's friend, who started an Irish cycling, later motoring, paper and published maps of Ireland as a result of rides on his tandem.

Dr. Jellett is quoted as one of the first Irish doctors to use a car professionally, spending Sunday mornings working on it. That was long before 1914, when the author's first car was a second-hand Hurtu. I believe these French cars then had coal-scuttle bonnets like the Renault and one wonders if this was what attracted the doctor to this rather rare make. Anyway, he part exchanged it after three years for a new Hurtu, without losing any money on the original transaction. His mother went for rides in these Hurtus and Solomons gave her a new motor bonnet each birthday. The author does not mention later cars, but does refer to one borrowed while he was staying at Vevay House near Ballybrack, which had the petrol tank under the front seat—could it have been an Austin Twelve or Twenty?—and which he set on fire while refuelling with an oil lamp on the front seat. He put out the fire with water, but the shock stopped the milk supply of his pregnant wife for three days.

The last motoring reference is to a baby Fiat which enabled the doctor to get past a low barrier on the Kilkenny road to attend an urgent case at the time of the troubles, when his large car would not negotiate the fallen trees. As this was in 1922/3 one supposes that the life saved is owed to a Fiat 501.—W. B.

VETERAN—

EDWARDIAN—

VINTAGE

A Section Devoted to Old-Car Matters



FROM THE PAST:—Lord Doune's ex-Zborowski Hispano-Suiza.

PANHARD-LEVASSOR MOTORING, ON THE BRIGHTON RUN

THIS YEAR'S Veteran Car Commemoration Run was a particularly enjoyable occasion, for me at any rate, because it took place in dry weather over remarkably traffic-free roads (the policing of almost the entire route being beyond reproach, except in Brighton itself, and even here we encountered no real obstruction) and because I was able to re-make acquaintance with the Montagu Motor Museum's 1903 7-h.p. 1.6-litre twin-cylinder Centaure-engined Panhard-Levassor, as nice a veteran on which to make the annual pilgrimage to the seaside as one could wish to enjoy, and one with a racing ancestry. (I drove this car in the 1964 Run, so technical details about it appear in MOTOR SPORT for December of that year.)

A brief "driving lesson" from Louis Giron on the preceding Wednesday and it seemed that nothing could go amiss. It would be straightforward, you might think, to book a room at the Cumberland so as to awake on the Sunday morning close to the starting place and where Lord Montagu's party takes breakfast at a suitably early hour prior to mounting their various veterans. If you think that, you know nothing of this famous London hotel. For, my office having booked such a room and confirmed the requirement in writing, I arrived to discover that no such accommodation was available. A considerable party of Italian visitors, who had booked various rooms three months before their arrival, and paid for them, were in the same predicament. These days, it seems, visitors are so plentiful that the big hotels do not need to trouble about service—we are to them just lucrative room numbers, to treat as they please.

At all events, after standing about for an hour at various reception desks, I was found a room elsewhere, paying handsomely for the privilege of humping my own luggage and being kept awake most of what remained of the night by the unceasing roar of London's traffic and the power of the central heating system. A call in the morning consists of a curt telephone call, with no enquiry as to whether tea or papers would be appreciated. For the substantial charges they make (B. & B. = 93s.) these days the Cumberland offered me little in the name of service to be proud of. Personally, I would recommend visitors either to stay outside the Metropolis or to patronise the smaller, cosier hotels.

However, I digress. Soon all was forgotten as I was joined by Michael Ware and we set off for the always exciting start of the Veteran Car Run in the faithful Panhard-Levassor. Our group, leaving at 8.25 a.m., included John Bolster's Panhard-Levassor, which required a push-start. Our's commenced very easily on the handle and thereafter, until triumphant arrival on the Madeira Drive at around 12 noon, the engine never stopped—even when we changed drivers, stopped at a garage to service not the car but ourselves, and, nearing our objective, to put some more oil in one of the dashboard lubricators in the hope of curing an alarming engine knock which had become evident at about this time on the 1964 run, we kept the engine running. This it does very smoothly, albeit with the customary vibration when running light.

When I took my first spell at the wheel I found the positions of the three speeds on the quadrant of the long r.h. gear-lever elusive. But soon the knack was re-acquired and the accomplishment of a completely smooth and silent swap from 3rd to middle speed became a joy to anticipate—especially as the Panhard prefers the latter gear to top unless the road is particularly level and open. Even so, only two hills brought us into the lowest speed and on the first of these prudence in traffic, as we followed a curved-dash Oldsmobile, dictated the final downward change.

I think Michael Ware would agree with me that, docile and willing as this Panhard-Levassor is, our task was made much easier because the twist-grips incorporated in the steering wheel which once operated ignition advance and throttle have been rendered inoperative, a foot accelerator being substituted for the latter control. As for brakes, the piano-type foot-brake *steadies* the car but, as Michael demonstrated in one traffic "situation", the push-on r.h. brake-lever, if it is in very close and therefore sometimes awkward proximity to the gear-lever, provides surprisingly good retardation in an emergency. Naturally, the steering, small wood-rimmed wheel on near-vertical column, is exceedingly direct and the bench seat on which driver and co-driver perch is inclined to feel hard. Otherwise, I can think of fewer nicer motor-cars on which to assay a run to Brighton on a fine winter Sunday morning.

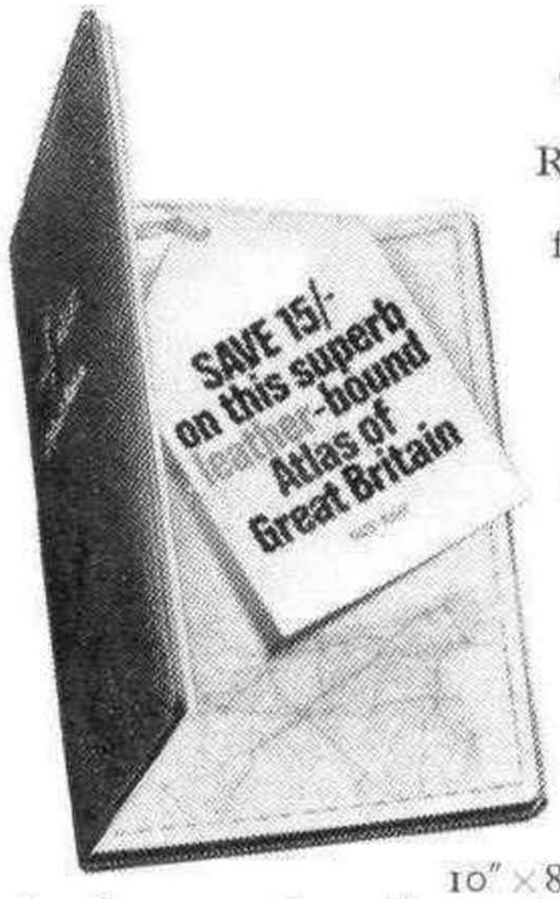
The engine picks up slowly but feels essentially reliable, and with the highest speed engaged the Panhard bowls along quietly and with a fine lolloping enthusiasm, at perhaps all of 30 m.p.h. It carries, beneath the seat, sufficient fuel for the distance, never boils, and ascends the gradients which confront one strongly. With the present fixed ignition there is not much to do except steer, change speed, and occasionally speed lubricants on their way by screwing down a greaser and pressing down the plunger of an oil-feed with large glass bowl and a motorcycle-type drip-feed.

Under the clear road conditions of 1969 the Run was, for us, no bother at all, but a great many of our fellow motorists appeared to be in trouble this time, our sympathy going out to Cdr. Erskine-Gray, whose 1902 Argyll had a flat tyre on the o/s rear wheel quite early in the day.

Clearly the Panhard-Levassor is (was) a very superior sort of automobile and one of which others, particularly the courageous riders of tricycles and forecars, and the crews of the very slow vehicles such as the various Benz primitives and Fotheringham Parker's 1896 Lutzmann Victoria, displaying its BRDC badge, which were overtook easily at its stately gait, must surely be somewhat envious? Although of course the Panhard, in its turn, was quickly left behind by such superb motor-cars as Peter Hampton's 1903 Sixty Mercedes, Gregory's 1904 Darracq and L. A. Jackson's 1903 De Dietrich racer. The example we drove enabled us to appear at Lord Montagu's excellent cocktail party at the Royal Albion in ample time and, using a Ford Capri 3000 GT thereafter, we were home in Hampshire around the time that the last veteran was due to clock-in on Brighton front, which is four o'clock. This in spite of the fact that on the road from Hove to Petworth many drivers of modern cars were progressing more slowly than many of the faster veterans, presumably practising for some forthcoming Slow Race, at which they should gain high honours!

Everything went so smoothly, under RAC and VCC control, with the Police co-operating splendidly and National Benzole laying on their traditional hospitality, that the success of the 1970 Run is assured.—W. B.

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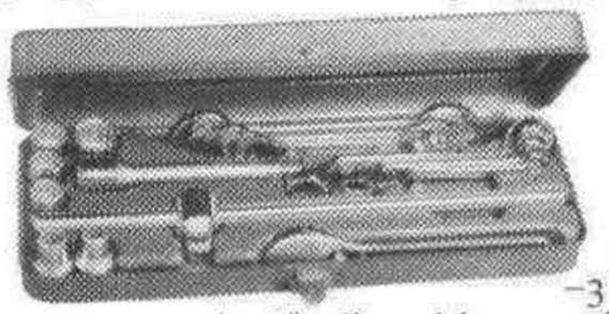
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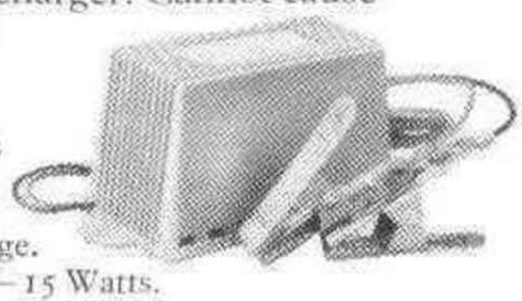
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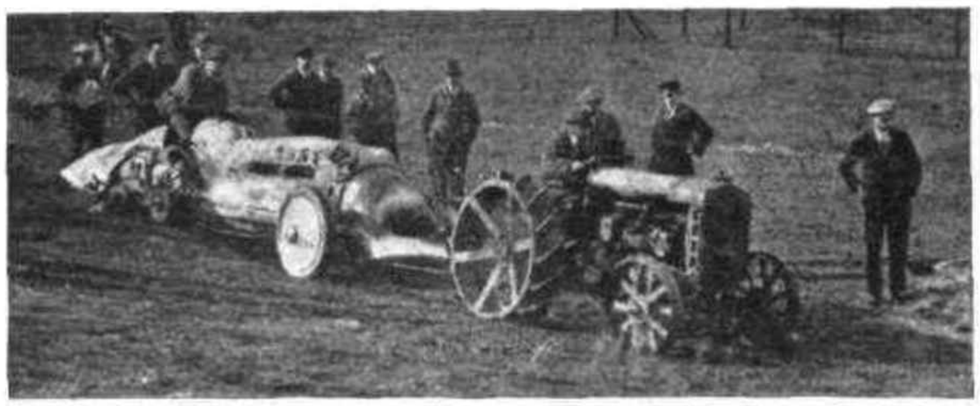
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THE PROGRESS MADE WITH "BABS"

A REPORT BY OWEN WYN OWEN

THE END of October saw the completion of the first six months' work on "Babs", so perhaps a short report of progress would be acceptable to your readers.

Already many articles have been written, some have had my approval and others have appeared in print much to my surprise. I have not objected to any article being written, but in most cases I have asked to see the articles before printing, as I am so often misquoted. Apart from a progress report from time to time, I consider that the "Babs" story should be told when the work is finished, and it is my intention then to write a book.



"Babs" being towed to its grave at Pendine in 1927

In the meantime here is a brief report of the work done. The chassis was completely dismantled, straightened, scraped, cleaned and painted. Similar treatment was given to the suspension and axles, which were then assembled. The engine was then dismantled and the bottom end was eventually assembled and fitted back into the chassis. The clutch was given attention and assembled—here one new bearing support casting had to be made. This means that up to this point everything is original except this casting and new brake linings. New parts were then made for the front axle near side—king pin, steering arm and pin, etc., which had been removed by someone who must have dug down to the axle. These parts have not yet been assembled, as I am short of the right 90 mm. hub. As the gearbox was going to require expert attention, this was put on the priority list. It was dismantled, the casing cleaned, all the gears and bearings attended to, and the whole lot was reassembled in the old damaged casing. This way I believe the specialists, whom I hope to enrol, can see what is required. I can now dismantle the gearbox in about 20 minutes, whereas initially it took something like 20 to 30 hours or more.

The top of the engine has been assembled with non-original parts. Although some of these will have to remain, I hope to put as many of the original parts back as I can, after they have received the attention they require. For the time being, spare cylinder blocks sit on the crankcase, but should the originals be required I would be delighted to dismantle the engine and put them back.

The ignition system is pretty well sorted out. I was unable to get one of the original AC Delco, and have had to substitute Lucas at least for the time being.

Work is progressing on the induction system. Zenith have taken the four carburetters in hand, and are servicing these. The main problem with these is the aluminium choke tube which, in the company of the bronze body, had corroded away. This means that the size of the choke tube is unknown.

So you can see that the work is progressing, but of course there is still a very long way to go. Although it looks as if a lot has been done, I would tend to say that a very good start has been made.

In reply to last month's letter by Mr. Thacker, in which he states that there is little doubt that the car will run next year, I would say that I am not going to be forced by predictions to follow a timetable. If there was a race on perhaps "Babs's" engine could be running by Christmas, but it is very unlikely. While "Babs" was still in the open hole at Pendine, the Press continually requested that I should tell them how long I would take with the restoration, and at the time I said that there should be something to show in two years' time. Now I might make that estimate three years, as there are so many variables; chiefly it will depend on the help I get with problems like the gearbox, wheels and tyres and other things like the instruments, etc.

I cannot understand Mr. Thacker's last sentence in which he refers to the unearthing of the car at Pendine and he says: "It was probably this unexpected rapidity which caused the lack of preparation for the event itself." I would like to say that all the preparation had been made in advance, and the assistance and goodwill of the people of Pendine made the whole project work like clockwork, with everyone concerned very satisfied with the way things went. I naturally did not waste much time with the Press, as they had made progress difficult for me on more than one occasion, and in particular I did not want to be bothered with those who had openly spoken out against the digging.

It is interesting to note that no-one has come to me or written to me to say that I have done the wrong thing.

I do believe that when "Babs" is again complete and running and the complete story can be told, then every person interested in motoring history will feel proud of "Babs's" achievements and of Parry Thomas—I know that we in Wales already are.—Owen Wyn Owen.

V-E-V Odds and Ends.—A bull-nose Morris-Cowley engine and chassis, adapted for farm purposes, and an early lorry of unknown make lie on a farm in Berkshire, and a Rolls-Royce chassis, probably a Twenty, is derelict in a scrapyard in Hampshire. In connection with recent reference to a pre-war Armstrong Siddeley having a leather valve cover, a reader reports that he once had a 1935 Vauxhall with Salmons d.h. body and that the valve cover was lined with felt. Someone else, anent Fiat's present-day method of simple tappet adjustment on o.h.c. engines, recalls a simple form of adjustment he encountered on a 1928 10-h.p. push-rod Bianchi. A Sussex car repairer, according to the *Evening Argus*, has imported from France a 13-h.p. Sigma tourer, *circa* 1921, of which he believes only 12 were made, of which his is thought to be the only one in England, although there is said to be another in America. The queer cyclecar seen at the Booker Rally has a 1910 i.o.e. JAP engine, a Sturmey Archer gearbox of the same age and a two-seater body, not a side-valve engine and single-seater body as we reported. The car was built in 1921/22 by a Mr. F. W. Burrell of Northallerton and it was used on the road until 1923. Modifications were then made to the steering and front axle and the owner intended to convert it into a three-wheeler. This was never done and the remains came into the possession of Mr. R. Hogg of the Uxbridge & Dist. VVS this year. An Austin 10/4 is derelict in Berkshire and available for spares or rebuilding. Letters can be forwarded. In London an early vintage Essex chassis has turned up, with wire wheels on the back axle. It is alleged to have been raced at Brooklands but the name of the person said to have driven it there is unfamiliar to us.

Among the exhibits likely to be seen in the Doune Collection of Cars which is scheduled to open next year alongside the Carse of Cambus speed hill-climb course in Scotland are the 8C 2900B Alfa Romeo Superleggera coupé which, driven by Sommer and Biondetti, led the 1938 Le Mans race until a tyre burst, after which it was never raced again, and the 1924 37.2-h.p. Hispano-Suiza with Bligh touring body which was built to the order of Count Zborowski but delivered to his widow after he had been killed in the 1924 Monza GP. The latter was part of the Sword Collection and Lord Doune has brought it back to Scotland.

A letter in the September issue of *The Tank*, journal of the Royal Tank Regiment, confirms that a 1924 Rolls-Royce RAF armoured car took part in the action at Rutbah, Iraq, in 1940. In a barn somewhere in Warwickshire there is apparently a full-size photograph of an artillery-wheeled Rolls-Royce pasted on to a card and now covered in dust. It seems that it was used by a film company in 1926 and has never been removed; it is said to have sent one enthusiast hurrying there from Essex hopeful of having discovered a real Silver Ghost—or is the Editorial leg being lengthened? We regret to announce the death of F. O. Wilson-Jones, the well-known Salmson driver, who won the 1,100-c.c. class of the 1924 JCC 200-Mile Race at Brooklands.

Dunlop's Groundhog: if it's the latest thing in tyres, why isn't it a radial?



You're probably so used to having the radial virtues trumpeted at you, that you're getting brainwashed into thinking of radials as the *only* modern tyres. This isn't so.

The dear old crossply still has a great many virtues for a great many motorists. It's more tolerant of error. It's more versatile. And to some extent it's been neglected in the radial rush.

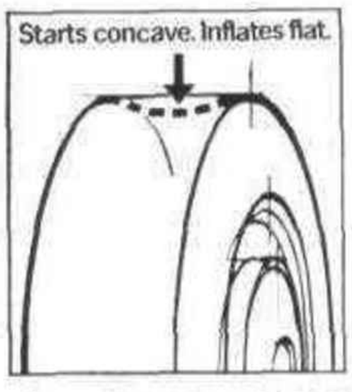
That's why at Dunlop, we've taken a long, hard look at this kind of tyre, and have radically changed it. We took an idea from the racing game, where the crossply tyre has reached a very high pitch of sophistication.

More flat tread

The idea was flat road contact. Racing tyres are concave in their uninflated form. When they inflate, they're dead flat, instead of bulging out like most road tyres.

This is the principle behind Dunlop's new Groundhog tyre. It puts more flat tread in direct contact with the road, in order to spread the grip.

This magnifies the existing crossply advantages. It gives a lot more stability, sharper braking and acceleration. And greatly improved mileage because the flatter tread spreads the load more evenly.

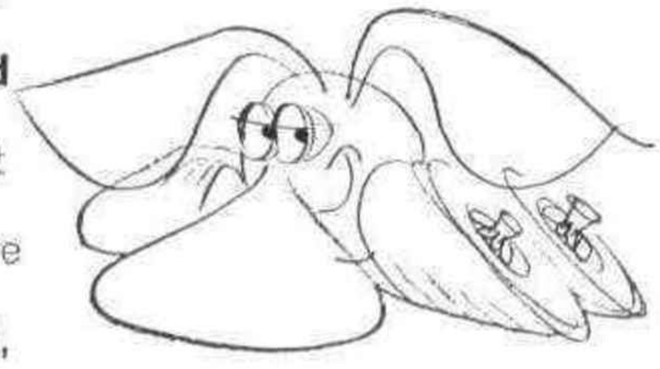


What you need most

In other words, it gives improved performance where the family motorist needs it most. Like it or not, you're living in a country where you can't drive over 70 at best, and in traffic you're lucky if you get up to 30. Most drivers need a high-speed tyre like a hole in the head. But they do need better control in traffic, and tyres that keep pace with the hotter acceleration of today's family cars.

That's what Groundhog gives you. Because it literally hogs the ground.

Stability is perhaps not the most romantic or glamorous quality in the world. But it's pretty vital.



Groundhog is the new D75 crossply tyre from Dunlop

FRAGMENTS ON FORGOTTEN MAKES



No. 44: THE BEARDMORE

LAST SUMMER I met Mr. George H. Allsworth who, although in his 94th year, was able to recall the early development of the motor car very clearly and who in vintage times was intimately connected with that renowned Scottish make, the Beardmore.

Mr. Allsworth, born in April, 1876, went as a young man to assist Lord John Scott-Montagu, father of the present Lord Montagu, with his Conservative Party work in the New Forest area. During this time Lord Montagu was running the 1899 Daimler which was in the news earlier this year when it was again driven, by the present Lord Montagu, into the House of Commons Yard, as it had been by his father 70 years earlier. Acquaintance with this Daimler and other cars owned by his employer started Mr. Allsworth's interest in motoring.

Around the turn of the century he left to open a garage in Pimlico, gaining experience of many very early makes. Later he joined his friend, Francis M. Luther, in forming an agency for Austro-Daimler cars. They sold all models, including the exciting Prince Henry Austro-Daimlers.

Dr. Ferdinand Porsche had designed a 90-h.p. six-cylinder aero-engine which Austro-Daimler adopted. This was made under licence by William Beardmore at the Arrol-Johnston factory, after the drawings had been brought out of Austria by the resourceful Mr. Luther. This connection linked up Allsworth and Luther with the great Scottish engineering company and when the post-war slump caused the directors to contemplate car manufacture, the two partners joined with William Beardmore & Co. in forming the Beardmore Motor Company Ltd. in 1919, the original capital being provided equally between the four directors. The Chairman was Lord Invernairn, Luther was Managing Director, the other director J. G. Girdwood, CA.

The scheme got off the ground with three models, all with four-cylinder engines, the 1.6-litre Eleven made at Anniesland, Glasgow, the 2.4-litre Fifteen made in the ex-Arrol-Johnston works at Paisley and the 4-litre Thirty built at Coatbridge. The design of these side-valve cars was conventional, except for forward-tilted filler caps on the shapely radiators to obviate water being poured over the bonnet. They were solidly made, rather expensive cars.

The Beardmore Fifteen was intended as a taxi chassis and these were very successful, the Coupé Company having about 2,000 on the London streets, with some 80 mechanics to look after them. These Beardmore cabs were supplied complete from Scotland, but after the closure of that Company the London firm of Beardmore built their own cabs at the Weymann factory in Addlestone. The last of the Beardmore cabs was the famous Mk. III Hyper, known to the trade as the "Farthing Cab"—why? When Beardmore built their own cabs from 1932, they used Commer power units for a time, assembly being done at their Hendon depot now occupied by Henlys. After the war a tie-up was arranged with Nuffield, Beardmore cabs being sold to the Wolseley Co. The well-known Oxford cab used a bored-out 1¼-litre MG block (75 x 102 mm., 1,802 c.c.) push-rod o.h.v. and, believe it or not, had dry-sump lubrication. From early in 1955 Beardmore cabs used Ford Consul and later Zephyr 4 engines, unless they were Perkins diesel-powered. Some of these Consul engines ran nearly 100,000 miles without a rebore. The last Zephyr-engined Beardmore cab was made in January 1967. The Mk. I of 1919, on its 815 x 105 tyres, was withdrawn from London service in 1933, having been made until 1923. The Mk. II lasted until 1926 and could still be hired in London up to 1936 and Hypers went out of production in 1932, the last one going off the streets in 1946.

The Oxford, the first o.h.v. London taxi, arrived in 1947, production stopped in 1953, after three series had been made, but you could still ride in an "MG engined Beardmore" in 1963. An attempt was made to get Daimler interested in the Beardmore taxi but the Director approached died, so nothing came of this.

Long before this happened the first Beardmore commercial vehicle (and cab) chassis had been subjected to a long and gruelling test, being driven for a distance of 10,000 miles in six months, with a 20% overload for the last 60% of the distance. This test commenced in February, 1923, and for the first 1,000 miles, actually 11 runs totalling 1,094 miles, minor faults were rectified and the disc-wheeled chassis, with its test cab, tuned up. One route was from Paisley to Ballantrae *via* Glasgow, Kilmarnock, Ayr, Girvan, and back *via* Turnbury, Maidens, Dunoon to the outbound route. The 147 miles took in some severe gradients and bad roads, but the test driver reported to the Works Manager that he had no use for 2nd gear and had used 3rd speed only on three occasions. The return 74 miles were accomplished in three hours, an average of 24.6 m.p.h., and the overloaded Beardmore gave 18.37 m.p.g. Various gear ratios had been experimented with and it was decided to use the lowest for production vehicles, giving a slight decrease in m.p.g.

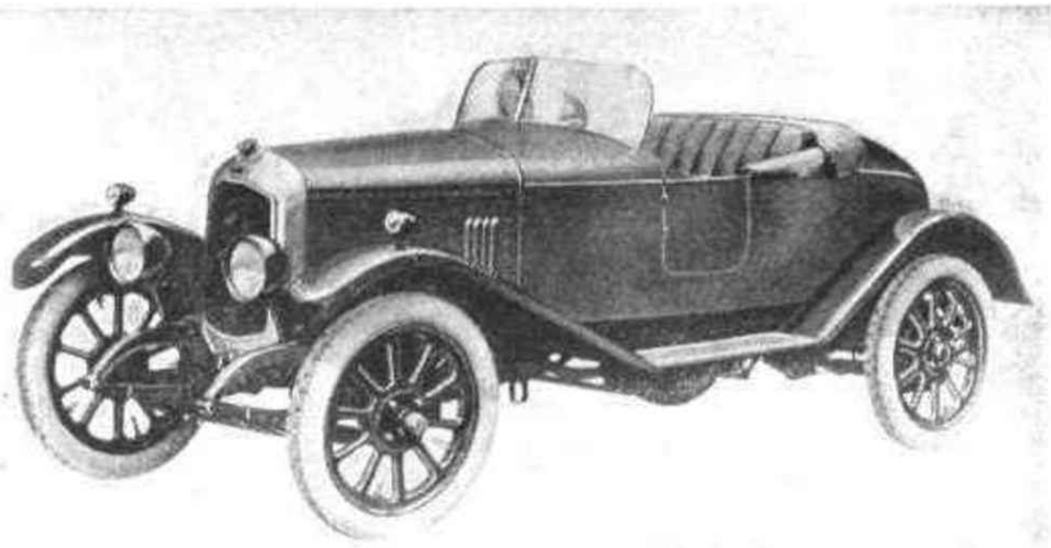
Hill-climbing tests followed, a stiff 1-in-9 gradient being ascended in 2nd gear, and bottom was not required until a hill of 1 in 6.5 was reached. Top gear sufficed for a steady climb of a 1-in-23 hill and 3rd was ample for 1 in 14. A deeply-rutted hill of 1 in 8, rising to 1 in 5, starting on a 1-in-15 incline, was conquered in bottom and from these tests it was computed that the Beardmore chassis would take hills of 1 in 23 to 1 in 30 at 22 to 30 m.p.h. in top speed and that if 3rd was engaged gradients of 1 in 14 to 1 in 23 could be climbed at up to 20 m.p.h.

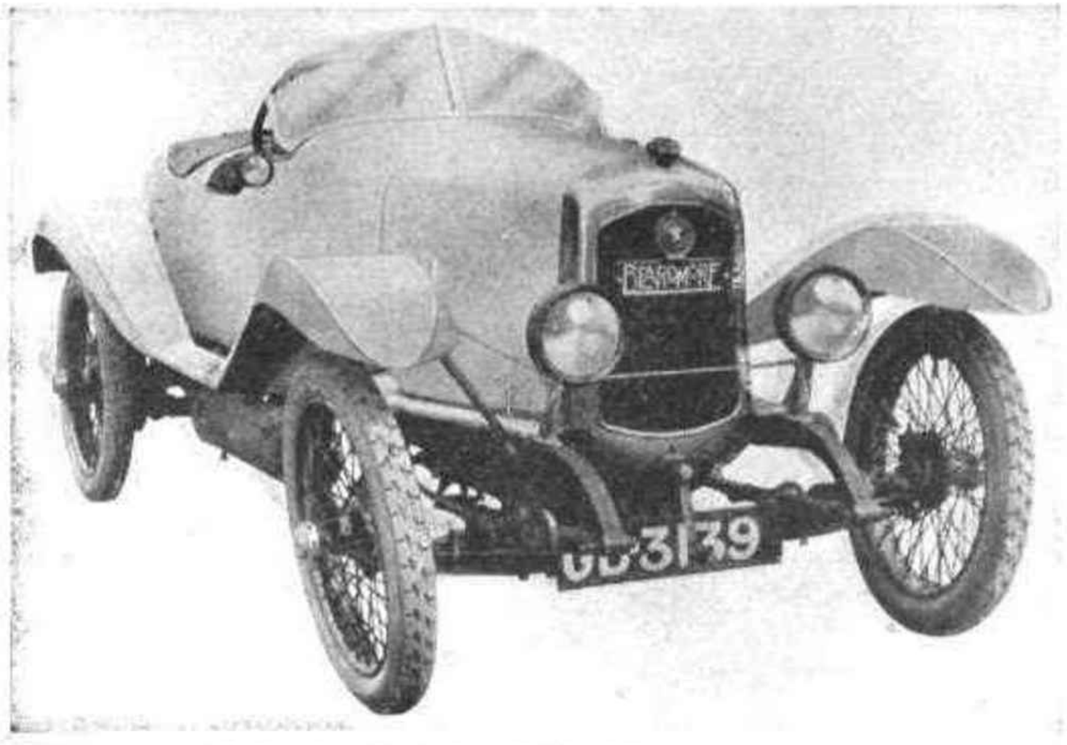
Encouraged by these performances, the chassis was taken to the dreaded Amulree, which it climbed easily with an overload. It was then given an extra 6 cwt. to carry, a total load of 36 cwt. The driver failed to round the first hairpin but restarted successfully after reversing on the atrocious 1-in 5 surface, and continued, the gradometer carried oscillating between readings of 1 in 3 and 1 in 5 for two miles. The hill was safely descended on this 203-mile journey. On other tests the route to Aberdeen was done in top gear with the 20% overload, except when 3rd speed was needed at the Bridge of Allan and when 3rd and 2nd were called into play up Dunblane. In this 10,000-mile test petrol consumption averaged 19.3 m.p.g., oil thirst 2,000 m.p.g., and one set of pneumatic tyres lasted the entire distance.

So the 30 cwt. Beardmore went into production with a 12 months/20,000-mile guarantee. It had a 15.6-h.p. three-bearing engine giving 32 b.h.p. at 2,000 r.p.m., driving *via* a Ferodo-lined cone clutch to a four-speed gearbox having forward ratios of 28.8, 16.45, 11.52 and 7.2 to 1, charabanc chassis being supplied with ratios of 25.6, 14.63, 10.24 and 6.4 to 1. The back axle was fully-floating with worm final drive, there were 15 in. x 2¼ in. expanding brakes on the back wheels, the worm and wheel steering gave a turning circle of 23 ft., and the tyres could be either 820 x 120, twins on the back, or single 895 x 135 all round. The electrics were six volt.

This rugged chassis sold for £395 and charabanc and commercial bodies were available, the engine having at that date (1924) already powered 1,300 London cabs, the first of which was delivered in May, 1919. A "Dundee" van was priced at £495, a 16-seater "Paisley" coach at £675. Michelin tyres appear to have been popular, as they were for Beardmore cars. Incidentally, a contemporary catalogue shows a Rhode Occasional Four on Amulree, not a Beardmore!

The Chief Draughtman was E. Baird, A. McMurray was in charge of tests, and the commercial vehicle works had B. J. Angus Shaw, MIAE, as General Manager. These chassis had a conventional radiator filler, maybe because professionals were expected to be more careful when filling up than private motorists! Mr. Allsworth remarked on the strict Scotland Yard regulations which made taxis so out-dated in the post-war era. Oil lamps were specified well into the 'twenties and it took much persuasion before electric lighting was permitted—even then, an oil rear lamp had to be carried as a standby. The required small turning circle, openable rear quarters and the annual Police inspection made cabs expensive, but the Beardmore's high quality helped in this exacting market, where it was called "Rolls-Royce of cabs", and proudly featured in a contemporary Sexton Blake story.





THE SPORTS BEARDMORES.—Above, the 11.5-h.p. model; right, the more exciting 12.8-h.p. Super Sports.

The cab was obviously well known in the South, but the private car chassis were mainly confined to Scotland. The great Beardmore concern, which had such significant engineering accomplishments to its credit as the Anchor Line's RMS *Cameronia*, the R34 airship, the battleship HMS *Ramillies*, East Indian railway locomotives and things like enormous components for ships and mill engines, etc., sought to put this right.

After unmerciful testing for three years in the Highlands a new overhead camshaft Beardmore Eleven was introduced for 1923. It had a 68 x 114 mm. (1,656 c.c.) engine with the o.h. camshaft driven by a vertical shaft and spiral bevels at the front, 30 b.h.p. being claimed at 3,000 r.p.m. The gearbox gave forward ratios of 17.5, 11.6, 7.5 and 4.5 to 1, there was a spiral-bevel back axle, and the tyres were Michelin 760 x 90. A two-seater was priced at £475, a tourer at £495. A two-seater sports model with aluminium pistons, gear ratios of 16.5, 10.5, 7.0 and 4.15 to 1, and a wheelbase reduced by 7 in., was offered for £550.

However, it was the 12.8-h.p. Super Sports Beardmore which was relied on to make an impression. This had a 74 x 114 mm. (1,960 c.c.) engine with its o.h. camshaft driven by a Renold silent chain. The specification included a racing carburetter and fuel tanks mounted low down on either side of the chassis. The chassis weighed about 13 cwt., the complete 2/3-seater approximately 16½ cwt., and it was normally supplied with 30 x 3½ Rudge Whitworth centre-lock wire wheels. The forward gear ratios were 10.5, 8.0, 6.5 and 4.15 to 1. The chassis was priced at £525 and the aluminium sports model cost £650. A Brooklands certificate guaranteeing a minimum speed of 70 m.p.h. with a passenger was offered and the new model gained class wins at the 1923 Dalgain Brae speed hill-climbs, using, apparently, a 1,988-c.c. engine, followed by others at Catash, Porthcawl, Caerphilly, Holme Moss, Saltburn, Garrowby, Inchinnan, Blackpool and Shelsley Walsh.

A. Francis had designed the new 12/30 Beardmore, and the works racer, driven by Cyril Paul, broke the Shelsley Walsh record in 1925, in 50.5 sec. beating Mays' Bugatti and Cook's TT Vauxhall.

Mr. Allsworth, speaking 44 years later, had no criticism of these Beardmores except that they were a bit too heavy for their size. He continued to sell them from Great Portland Street, with a service depot at Grove Park, Edgware Road. Some of the cars were sent by road but the majority were railed. The touring bodies were made by Beardmore's with some done by Windovers, as this coachbuilder had premises next door to the service depot. During this time Mr. Allsworth ran a Beardmore tourer and Mr. Luther also had a Beardmore, but later Mr. Allsworth reverted to an Austro-Daimler, when the tubular-backbone six-cylinder saloon became available.

Beardmore's made much of the care taken over their bodywork. For instance, they used body sides a continuous slight curve from end to end combined with a good turnunder, to avoid a boxy appearance, and steel angle-brackets were riveted to the outside of the chassis to give support to the body, the main fixing bolts passing through the body stiffening plates and the chassis brackets, to obviate sagging sides and rattling doors. Wide doors were used for easy access and departure and in addition to the usual rubber buffers each door had a small rubber-covered roller to ensure that it would not stick. By 1923 concealed door hinges had been abandoned in favour of the outrigger type, so that lighter but stronger pillars, wider opening doors, and easy hinge adjustment were ensured. Two thumbscrews provided for sliding the front seat and also altering the rake of the back of the cushion, Beardmore surely being the first manufacturer to make the point that such alteration in driving position while the car was in motion was a factor in obviating fatigue?

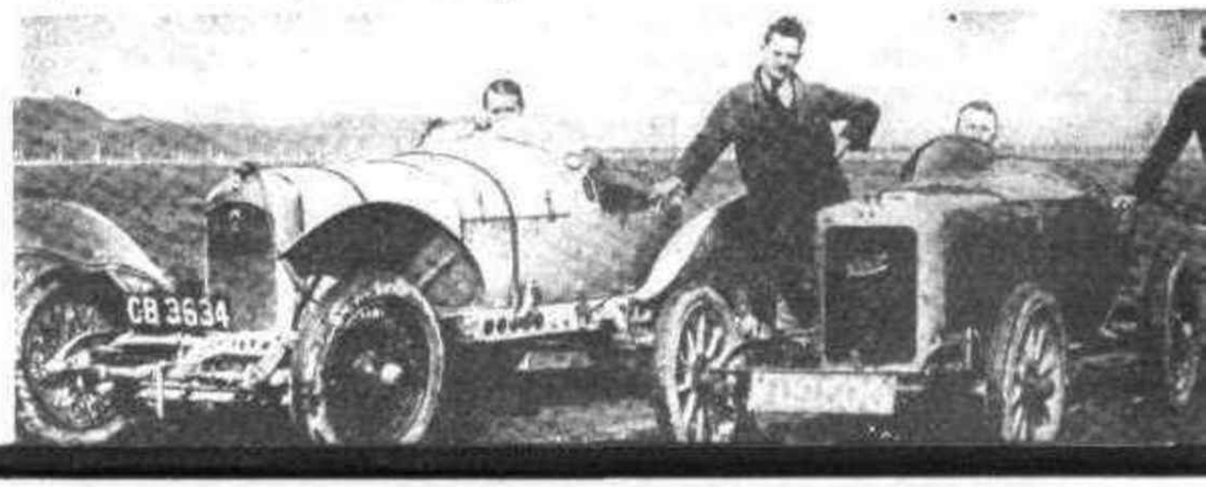
The back-seat cushions were 9 in. deep, in two layers, with lighter gauge springs on top, and a concealed footrest was fitted in the back compartment. Best quality cowhide was used for the upholstery, diamond pleated and buttoned, and care was taken to provide very large air holes in the bottom of the cushions registering with similar holes in the seat board, as otherwise the seat leather was found to split through air being unable to escape on rough roads! Aluminium tool and accumulator boxes were fitted, the accumulator being held in place by a felt-lined bar bolted in three places. The detachable luggage grid was said to "Provide for a very low centre of gravity".

Of the wide variety of cars he remembers, he cites the earlier 3-litre Austro-Daimler, and an early Mors with 1.t. ignition, as amongst the best. He recalls Sir Henry Birkin, Bt. bringing a lady friend to the Beardmore showrooms to inspect the 12/30 Super Sports model. She liked it and ordered a pale violet paint job, which seemed to scandalise Sir Henry. He thinks that Dr. Porsche's VW engine may have stemmed indirectly from an air-cooled two-cylinder power plant designed for a quarry loco. at the Austro-Daimler factory. The Austro-Daimler link was maintained after the war because Mr. Luther used to import twin o.h.c. racing cars of this make, which came *via* the Beardmore Hendon depot. It may be remembered that Malcolm Campbell drove a 1½-litre Sasha model which arrived too late for the 1922 200-Mile Race at Brooklands, but where C. J. Turner raced an orange 2-litre and Clive Dunfee a very beautiful red 3-litre Austro-Daimler, while the Hon. David Tennant, who had a liking for Leyland Eights, ran an 1,100-c.c. Sasha model in Northern speed events. Mr. Luther himself scored successes in sprints with one of these cars.

Beardmore's competition successes, and the slogan "A better car is outside the range of practical engineering" seemed to pay off, for satisfied customers were soon secured in Letchworth, Shoreditch and Bolton, as well as in Scotland. By the time of the 1923 Show prices had been reduced substantially, the 12/30 chassis being down to £295 and the Super Sports model listed at £550. A range of axle ratios gave a top gear of 4.5 for open cars, 4.9 for the closed models and 4.15 for the sports cars. Side-valve 14/40 and Sixteen models, the latter for Colonial markets, joined the o.h.c. 12.8 in 1926, but non-sporting Beardmores were apparently not "on", for although the 16/40 was carried on for a time as the sole model, the Beardmore, as a private car, had faded away by 1929. The taxi business at St. John's Wood, in later times concerned only with service and spares, was finally discontinued just a few weeks ago. Mr. Roy Perkins, of that Company, was extremely helpful with this article and is a great enthusiast, attending as many Continental Grand Prix races as possible.

—W. B.

The racing Beardmore (left) with which Cyril Paul broke the Shelsley Walsh hill-climb record in 1924, photographed when it was used by the Hepworth brothers for sand racing. The other car is their racing Jowett.



V-E-V Miscellany.—Through a chance encounter, Major Lambton discovered in South Wales the original 2-litre Alta engine and gearbox for his HWM, which in recent times has competed at Wiscombe hill-climb and elsewhere using a Jaguar power unit. The Alta engine had been built into a road-going special. The ex-Charles Follett 12/50 Alvis, which was raced at Brooklands, is being rebuilt in Dorset and, near by, a country garage had in its showroom excellent examples of flat-radiator Morris-Cowley and Major saloons and vintage Wolf and Norton motorcycles. Whose was the vintage Austin 20/6 landaulette which motored through Llandrindod Wells one Saturday morning recently, when we were exercising a 1930 Sunbeam? The September issue of *Printing World* contained a picture of Thomas C. Newman's 1920 Perry light car with its o/s back mudguard and tyre removed so that a flat belt from the wheel could be used to drive printing flatbeds in his works when electricity was cut off during the General Strike of 1926. The car performed this duty for a week and the *Daily Chronicle* never missed an issue.

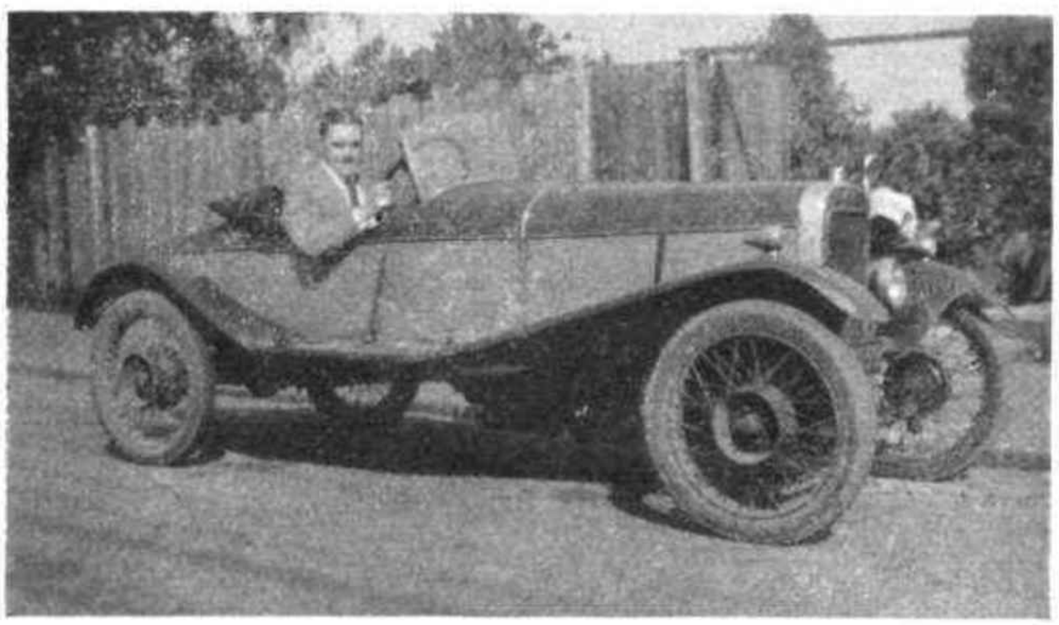
The Lancia MC hopes to stage a rally at the top of the Sestrie Pass in 1971 to celebrate the 70th Anniversary of the make, this being where Vincenzo Lancia and some of his collaborators took the prototype Lancia for a test run in 1911, pausing for a congratulatory meal and a game of bowls. The Alvis OC is considering a round-Brita run next year to commemorate the anniversary of the Alvis. Informatio is sought by a reader about the Douglas sidecar outfit which was bui for the abandoned 1934 Sidecar TT and later raced at Brooklands b Jack Douglas. It has a Swiss-built Dixon banking sidecar and 596-c.c. o.h.v. engine, No. 10, the frame number being OF 21 The outfit may have held the 750-c.c. class Mountain lap recor Letters can be forwarded. Evelyn Home must have pleased *Woma* when she admitted to driving as soon as she was 17; her first car, 1933, was a 1926 bull-nosed Morris-Cowley tourer which she remem bers as "A sweet-tempered, reliable old-faithful". But why, afte telling us that the crash gearbox called for double-declutching fo each gear change, does she admit to stopping the car momentaril before surging forward in a new gear!? The ex-Dixon 2-litre Rile owned by Adrian Liddell is to be rebuilt to original specification, th Tecnauto i.f.s. with which it was subsequently equipped having bee damaged. In Radnorshire a 1927 277-c.c. Triumph motorcycle wa restored in six weeks from near-scrap to a condition which won it prize at this year's Royal Welsh Show at Builth Wells and the sam rebuilder has now found locally a 1923 New Imperial. The Llandrin dod RDC is having its steam roller overhauled for further service.

VINTAGE POSTBAG

A Sports Clyno

Sir,

I enclose a photograph of my "bargain". I bought it in 1933 from a dealer for £12. It was about 1927/28 vintage and I was told the radiator was "furred up". It certainly had those symptoms as it boiled furiously after a short run and just about made 40 m.p.h. On a more detailed examination I found the timing had slipped and after rectifying this and a general decoke and tune, it went like a bomb. I did over 30,000 miles in three years in her and never spent a penny on spares or repairs. The car was named "Tallulah Bedstead". Partly after the noted actress, who was in her heyday at the time, and secondly because the passenger seat was in a recess, about a foot behind the driver's, and its occupant almost laid full length alongside him. Quite useful at times, when one had the 1930 version of a "Dolly" as a passenger.



I never found out the car's true history but was told that Clyno had made two as an experiment and both had been tried out on Brooklands. It was certainly a professional job both mechanically and bodywise and definitely not a special. Have any of your readers any information on the model? It had a normal Clyno block with Ricardo aluminium head, twin carbs., Brooklands silencer, and a 3-in. copper exhaust pipe which really "waffled". The gear change was central and the hand-brake outside. No front wheel brakes!!, two aero screens and the biggest steering wheel I have ever seen. The body had no doors, a small hood and a long pointed tail. When tuned it would do a genuine 65 m.p.h., but one had always to "think ahead" as its stopping qualities were not of the best. However I never hit anything in it and whilst I owned it did many tours, including the then notorious Porlock and Countisbury hills without mishap. My best ever effort was from Birmingham at midday, down to Dagenham and back in time for a pint before they closed at 10 p.m. locally in Sutton Coldfield.

The car was eventually traded in for £25 in part-exchange for a new Austin Ruby and I never knew what eventually happened to it.

Sutton Coldfield. A. E. GAMMELIEN.

"Two Fiat 'Firsts'—and a Fiat Failure"

Sir,

Your article in the November issue on 1½-litre racing Fiats great interested me as I, too, have puzzled over the conflicting informatio on these cars, particularly regarding their supercharging. Having rea in an Italian paper that the car with which Alessandro Cagno won th 1923 Circuit of Brescia was supercharged, I wrote to Cagno himself i 1960 asking if he could confirm this. The enclosed photograph was th result, indicating that the car *was* supercharged, but Cagno was no specific in an accompanying letter as to whether the car had a Witt or Roots-type supercharger.

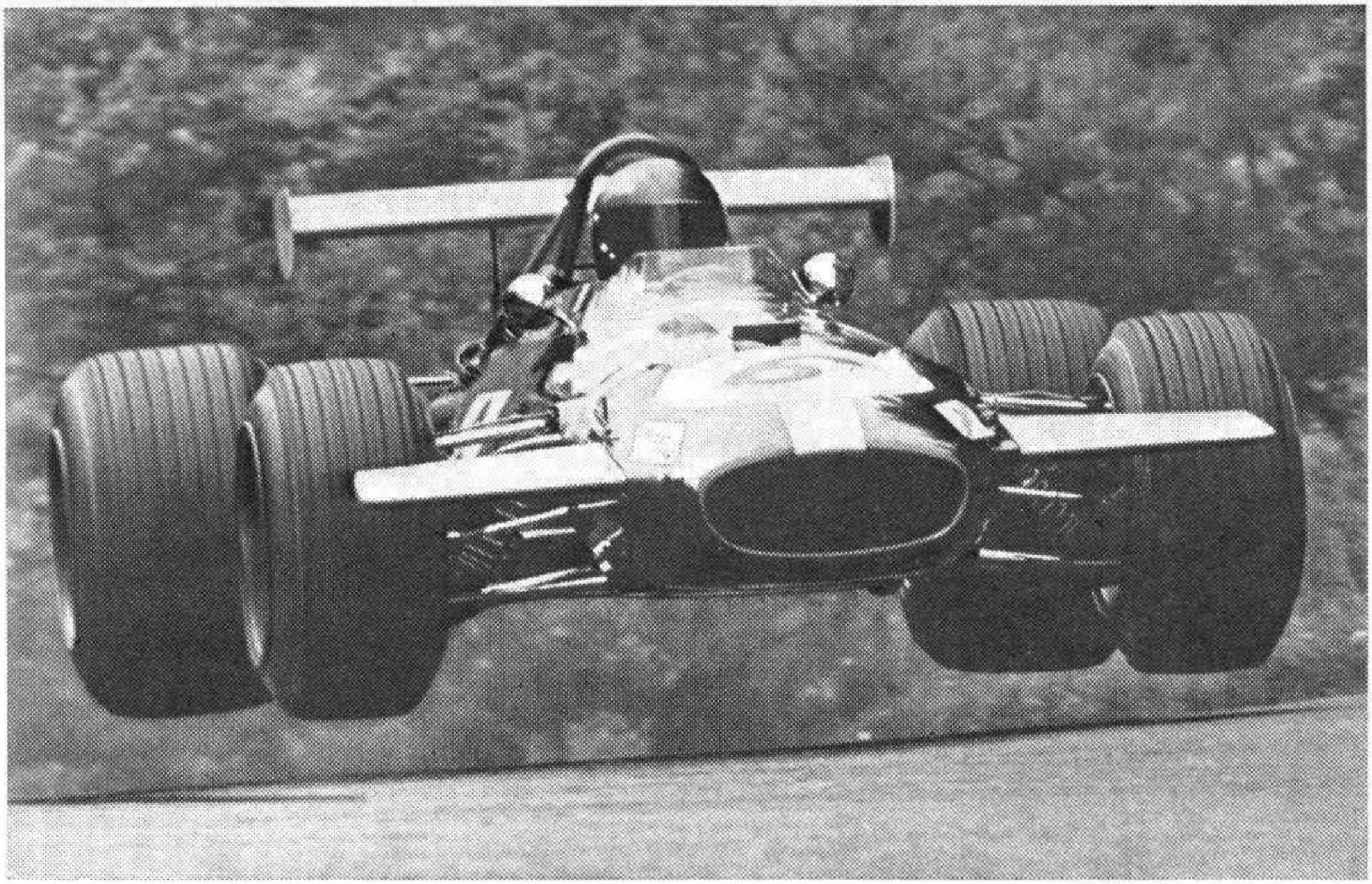
My belief is that it was a Wittig, primarily because the Brescia rac (strictly the 3rd Gran Premio Vetturette, over 30 laps of the 17.39-k Montichiari circuit outside Brescia) was held on June 29th, 192 *i.e.*, three days *before* the much more famous French GP in which th 2-litre supercharged Fiats ran for the first time. These cars wer Wittig-blown, as it was in this race that the Italians learned the short comings of these superchargers, subsequently switching to Roots-typ in time to win the Italian GP in September. I feel it unlikely that the would already have applied a Roots-type blower to a Fiat voiturett running in a lesser event three days earlier.



Carlo Salamano with his Fiat at Brooklands.

As to why Cagno's car, if Wittig-blown, did not manifest the sam dire supercharger troubles that assailed its 2-litre sisters in the Frenc GP, this might have been because the Montichiari roads were bette metalled than those of Tours, which became very much torn up durin the 500-mile Grand Prix, and also because Cagno's car was much les extended during its 324-mile race. It held first place from start t finish, leading second man Lenti's Brescia Bugatti home by over 3 minutes in a race lasting just over four hours, while the Chiribir which finished third was a further five minutes back. It must hav been a dull race, even if a significant one. Nevertheless, Cagno' winning average of 80.33 m.p.h. was a marked improvement on th 71.93 m.p.h. achieved on the same course in 1921 by Friedrich' Bugatti—whose victory, by the way, earned the 1½-litre four-cylinde 16-valve Bugatti its honoured name of "Brescia".

Ewell. CYRIL POSTHUMUS.



Jackie Ickx at Nurburgring

It's fun to fly with FORD power

Jackie Ickx with the Champion-sparked Brabham-Ford. Winner of the Canadian Grand Prix at Mosport, Ontario, the German Grand Prix at Nurburgring, and the Oulton Park Gold Cup.

Get *your* Ford off to a flying start with dependable Champions, the spark plug used by the professionals. Built into every Champion plug is over half a century of association with Ford, going right back to the days of the earliest Model 'T'.

Next time you take your car in for service, insist on Champion.*

** N-9Y is the Champion plug recommended for all Ford models produced since January 1966, except twin-cam engines, for which type N-6Y is recommended.*

DEPENDABLE
CHAMPION
SPARK PLUGS

Sir,

Thank you for the article on the Fiat, which made very enjoyable reading. One or two points which may be of interest arise from it. Whatever Daimler-Benz may say to the contrary about superchargers it is inconceivable that all the reports of them being fitted at the time could be wrong. Whether one was on Sailer's car is a different matter and no mention is made in a contemporary Italian report (*Auto Italiana*). However, this paper could have unwittingly started the rumour. It tells of the story about the German's tyres having come with him and in the same context refers to a compressor. A long shot perhaps, but you never know.

Another arising from a similar source concerns the Coppa Florio. This was often run concurrently with the Targa and the Coppa cars used to complete an extra lap. It was not uncommon for one of these to be in second place when the Targa flag was put out and he would often go on to win his own particular prize. Well it happened once, and this may have led to retrospection on the part of someone. More so as the Mercedes was essentially a sports car.

The first race won by a supercharged car was the 1910 Fairmount Park 200 won by Len Zengle in a Chadwick.

Second behind Cagno's Fiat in the 1923 Brescia race was Lenti, Bugatti, but Marconcini in the Chiribiri cannot be written off at this time as insignificant opposition. Waite won the 750 class in the race with his Austin.

Lastly, and just to deepen the mystery, Valpreda finished third in the 1924 Circuit of La Spezia in a car that the uncorroborated report says was one of the "race-winning" 803s. We all know the trouble that Valpreda caused historians when he acquired that 1½-litre GP Delage. He must have had a penchant for losing 1,500-c.c. supercharged cars?

Luton. BRIAN E. BOLTON.

[This draws a Chadwick red-herring across the Fiat trail. I know Chadwick, in America, was one of the pioneers of supercharging experiments but I did not know he had won a race with a supercharged car and refuse to enter thus deeply into American motor-racing history. Can someone "across the pond" enlarge on this?—ED.]

Sir,

I was very interested in your article on Fiats and blowers in the November issue. If I may first deal with blowers, W. F. Bradley writing in *Autocar* of May 4th, 1967, states clearly that the Sailer Mercedes of 1921 was supercharged. Does this mean that he has changed his mind? Just to confuse the issue still further, Canestrini writing in his excellent book "La favolosa Targa Florio" makes no mention of this car being blown! Lastly, Bradley in the above mentioned article on supercharging shows a cutaway of the vane-type blower of the 1923 "Tours" Fiat and makes reference to it as a "Zerbi compressor"—not Wittig?!

If I may now pass on to Fiats; I have never heard of the 4.8-litre cars running in a road race. Referring to Canestrini's book again, he mentions the 1914 GP cars several times, the three noteworthy ones being as follows:—

1. Ascari won the first post-war Italian race (Parma-Poggio di Berceto) in 1919 driving a 4.5-litre Fiat made in 1914.
2. Both Ascari and Masetti drove 1914 Fiats in the 1919 Targa Florio.
3. The car in which Masetti won the Targa Florio in 1921 was a 4.5-litre car specifically noted as pre-war.

Lastly, in 1922 the Targa Florio was run at the beginning of April and the works cars driven by Giaccone and Lampiano in the 1.5-litre class are referred to by Canestrini as Tipo 803/403 cars (Giaccone finished 5th and Lampiano 14th overall). So it seems that these cars were thus designated from early 1922, even though unblown. Sir Malcolm Campbell in his book "30 Years of Speed" suggests that Salamano, on being confronted with the open expanse of Brooklands, simply over-revved the engine, and he did likewise trying to keep up. This seems unlikely as Salamano had raced previously at Monza and would not be likely to disregard rev.-limits simply when confronted with the vast open expanse of a banked track. Campbell, himself, certainly would not! The most likely of the possible explanations would seem to be that the cars were fitted with axle ratios which were too low—although even this seems strange for an efficient racing department such as Fiat's.

Hoping the above adds something to the mystery.

Liphook, Hants. SIMON MOORE.

The Identity of a Lea-Francis

Sir,

Thank you for your kind remarks about my Lea-Francis in you report of the VSCC Presteigne Rally. The extreme state of cleanlines was in part occasioned by the fact that we were celebrating the car' 40th birthday, it having been erected on October 7th, 1929! Incident ally, should any previous owner of RX 6868 see this, I should be gla to hear from him—I restored the car from scrap, and its previou history is obscure.

May I, with due respect, point out that you have fallen into a ver common trap! You described my car as a Hyper, which I fear it i not! Many people make this mistake, and it is occasioned by th 15-degree sloping radiator, a Hyper feature which was only duplicate on this one series of cars, the Weymann-bodied V-type Sportsman' Coupés, of which about 105 were made. They could be had with th standard 12/40 Meadows 4ED engine, or, like mine, with the twin carb. Brooklands engine. There was, as far as I know, no offici description for this latter variant, but it is often referred to as a 12/5 in the LFOC.

To confuse the issue still further, the same body style was availabl on the Hyper chassis, though only a handful were produced. Mech anically there was little difference between a Hyper and any other o the later 12/40 Leafs apart from the fitting of a blower. The rea distinction was in the chassis number! 17000 series for V types, 1400 series for S types (Hypers).

Still further confusion is caused by another series of cars—th W-type Francis saloons. These also had a sloping radiator, but i this case it was raked at the more modest angle of 10 degrees! It als strayed on to one or two individual cars such as the first of the short chassis Ace of Spades cars—a saloon which I once owned. Man Francis saloons suffered the common fate of fabric saloons and wer converted to sports cars of various kinds when the fabric bodies fe off! This has given rise to quite a race of cars which have been claime as Hypers, as have several converted V-types which started life lik my car! In fact, I think there cannot be more than six or seven V-type left with the original body fitted, and we have on our register a tota of 24 Hypers, one of which is in New Zealand and two in Australi There are perhaps half a dozen others in this country which hav escaped inclusion in the Register so far, which brings us to a total o 30, so beware of anyone who has a "Genuine Hyper" to sell! So fa the existence of the 1928 TT-winning car has not been establishe beyond all doubt—there is considerable confusion even over the claim of the two most likely cars, one of which is in Australia! If anyon has anything which may help us to eliminate some of the doubts, should be very pleased to hear from him!

Sutton Coldfield. PETER PRINGLE,
Chairman, Lea-Francis OC

* * *

Inflated Prices

Sir,

From time to time I have noticed comments in your magazin regarding the inflated prices asked for Vintage vehicles and whil most of us would agree that we buy older vehicles that will not a least suffer from depreciation, the odd car for sale at an above averag price commands attention.

Six years ago I was the owner of a 1930 Morgan Aero Reg. No OF 7062 which the previous owner had built up from various compo nents: a rather rare "C" type chassis, an aero body, an engine buil two years earlier and a pair of "three speeder wheels" with a hydrauli brake conversion. Put together, the whole lot made a Morgan, albe rather non-original! I sold the car for £60 and the next owner di quite a bit of work on it and that was about the last I heard of i until I saw its picture in MOTOR SPORT this year with a van conversio on the back. As the car was quite well known, this caused a fair bi of mirth among Morgan club members, though it is, to my knowledge the only Morgan van in existence.

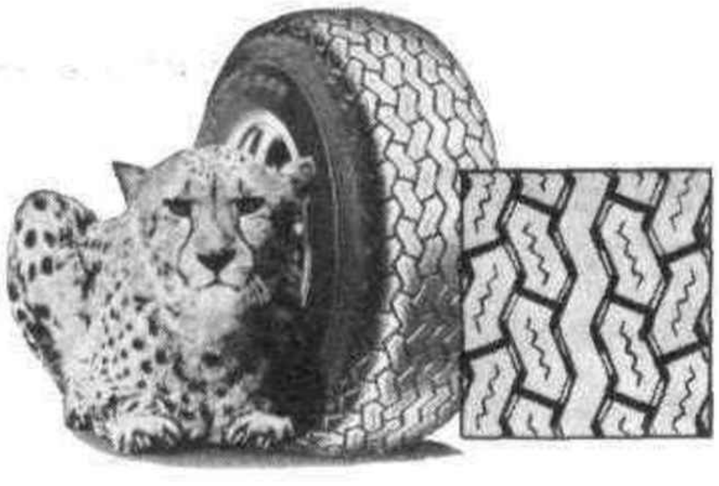
However, this month I note that the car is again pictured in you magazine for sale at the price of £475! I sincerely hope that pros pective purchasers are informed that the car is rather more moder than one would suppose. Anyway, at that sort of price it would pa the Morgan Motor Co. to put the Aero back into production again!

I apologise for having to bring a mercenary note into your magazin but I was asked to write to you on behalf of a number of friends, al Morgan three wheeler owners, who fear that it is this sort of thin that inflates prices for those enthusiasts who have the ability and tim but not vast amounts of cash to spare.

Bury St. Edmunds, Suffolk. JEREMY WOODS.



Hold it-with G800 Safety Radials

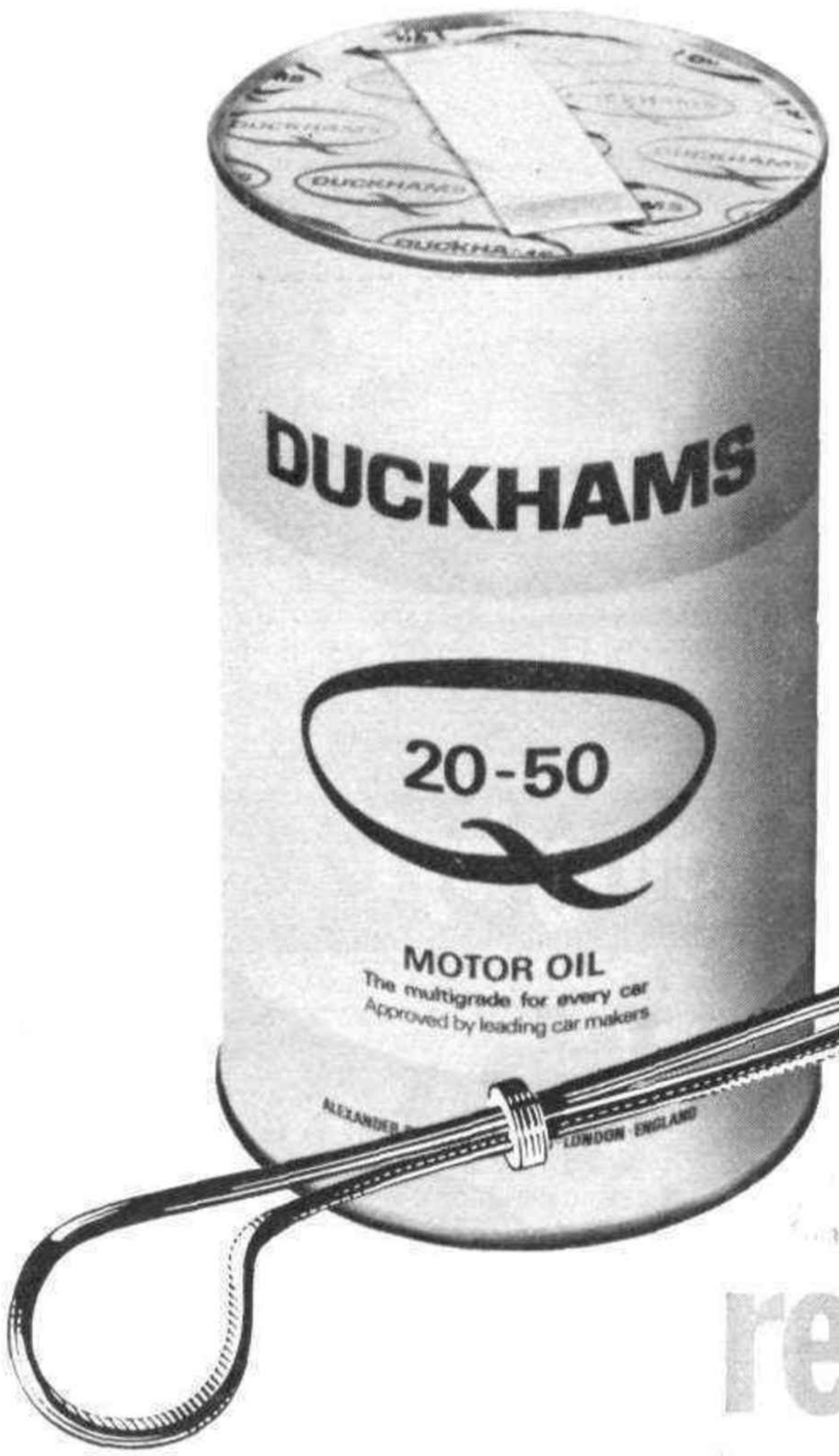


Ride the unique block tread

Ride the G800. The Goodyear Safety Radial that can hold its own in any weather. With skid-resisting block tread. So strong it grips the wettest roads. Gives you sure control even on sharp corners. And behind the block tread, tough G800 construction. Long-wearing Tracsyn rubber and 3T cord. A combination that gives you over twice the mileage of our best-selling conventional tyre.

For year-round driving safety, there's one outstanding tyre.
The G800 Safety Radial.

GOODYEAR The Safety-Minded Company



Britain's largest selling motor oil

and four good reasons why

1 Quality

A combination of the world's purest base oils and most modern additives – products of Duckhams research blended with the skill of nearly 70 years' specialisation in the production of the finest motor oils available to the British motorist.

2 Value

Don't take our word for it. Compare the price you are at present paying, whether for packaged oil or for oil dispensed in the service bay, then compare with the price of Q20-50. **You can't buy a better oil, so why pay more?**

3 Availability

Duckhams Q20-50 motor oil is available everywhere – with over 30,000 stockists in the United Kingdom. Now used by more than one in four motorists – truly the choice of the enthusiast.

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Duckhams were first to introduce multigrades to the British motorist. Q20-50 is the result of this leadership, and is today the most experienced and most modern motor oil. Although the name does not change, the formulation continues to improve whenever we can provide a **valid benefit** for the motorist.

Duckhams Oils, Summit House, West Wickham, Kent

TUNING TEST:

BRITISH LEYLAND SPECIAL TUNING MAXI



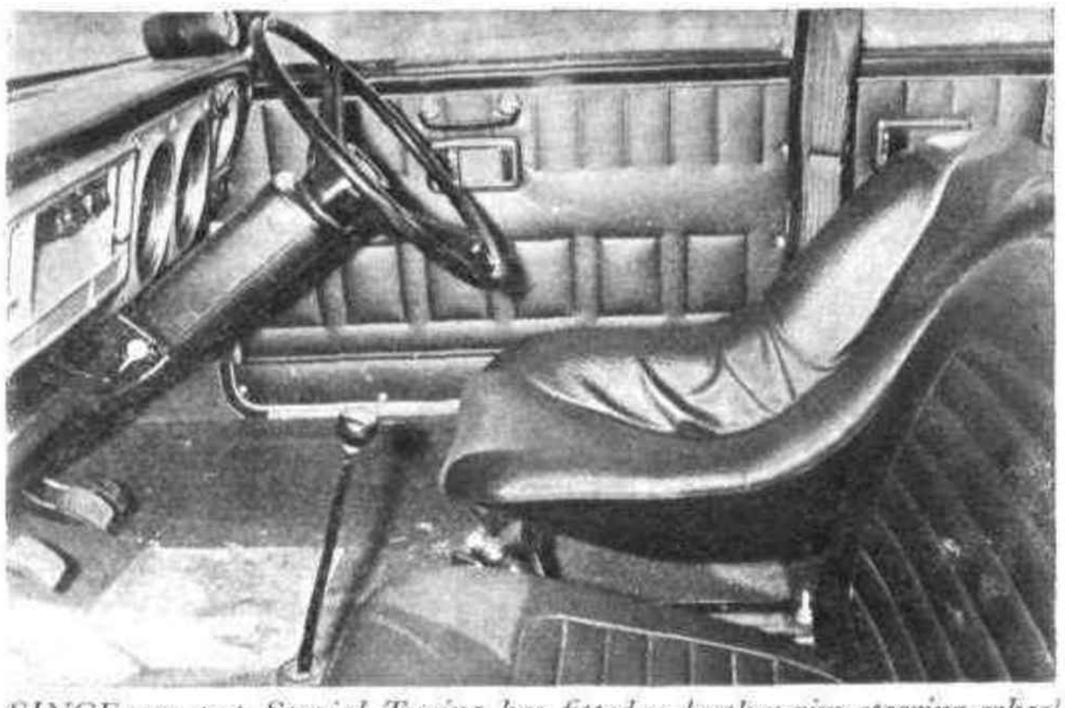
WITH a battery of Lucas lamps at the front it's true to say that nocturnal driving is a pleasure, though one has to be quick on the column-mounted dipswitch to avoid blinding oncoming traffic.

THE AUSTIN MAXI has not met with unanimous acclaim from the critics, in spite of which British Leyland are confident that the model has enormous sales potential. In the all-important export market, its rugged construction and exceptional ground clearance, combined with the ability to transport a worthwhile amount of baggage, could attract buyers.

Existing company policy suggests that it will not be long before there are variations on the basic Maxi theme. An S-type model equipped with twin carburetters and revised exhaust manifolding must be high on the list of these variants. Judging by the tuning firms' efforts in this direction, most of which seem to have met with motoring press approval, the standard car's performance leaves plenty of scope for improvement.

The tuned Maxi which MOTOR SPORT recently tried conformed to the S-type specification, having twin carburetters and a few other items to make the Maxi lift up its skirts a little and provide very enjoyable enthusiast's transport. That BL's own tuning division, Special Tuning at Abingdon, installed the equipment makes this Maxi of more than passing interest, for some of the ideas utilised on the test car must surely find their way on to a production vehicle. Incidentally, the tuning division is housed in the same building as the Competitions Department so that the interchange of information is easily achieved; head of Special Tuning is Basil Wales and he is assisted by Michael Garton and Ronald Elkins.

The equipment fitted to this Maxi comprised a pair of 1½ in. HS4 SU carburetters (conforming to the American emission regulations with AAB jet needles); a four-branch tubular steel exhaust manifold linking up to a completely revised system up to the tailpipe; an inlet manifold constructed from the same material as the exhaust (although the Department plans to market the production tuning kit with a cast alloy inlet). To finish off the engine modifications, 0.030 in. of metal is removed from the cylinder head face to bring the compression ratio up from the standard 9.0 : 1 to 9.5 : 1 and the combustion chambers reshaped and polished. Among the sundry other items of interest to the performance minded, we found 6 in. rim Minilite magnesium wheels, which, together with revised hydrolastic bump-stop settings, transformed the high-speed road-holding. The £15 bucket seat holds one far more securely than the standard fitting, so one can be braced on this, rather than the steering wheel. Rally lamps, two spot and two fog, of 7 in. diameter, were also installed, as were five prototype fibreglass doors fitted with perspex instead of the normal safety glass; the latter items save about 130 lb. and it is interesting to note that the side doors are identical with those of the 1800. No prices have been fixed for the engine tuning equipment as yet, but one can safely estimate that the cost will be around £55.



SINCE our test Special Tuning has fitted a leather-rim steering wheel and an oil-pressure gauge. The bucket seat is covered with black p.v.c. leathercloth with a cloth centre section; it offers far more lateral location, but is unlikely to be comfortable for those of ample proportions.

We only had the Maxi for a short period, but during this time it impressed with strong pulling power in fifth gear and the sheer torque effect which allows one to ascend steep hills in fourth. We were not able accurately to assess the top speed on our test track because fifth gear is an extremely "tall" ratio and the straight part of the track ran out before the car had a chance to attain maximum velocity. Special Tuning had imposed a 6,000 r.p.m. limit on our activities, and this definitely curtailed the acceleration, as with this limit the true gear speeds are 29, 44 and 65 m.p.h. in the first three ratios. This means that from a standstill to 50 m.p.h. one has to change gear three times, and even British Leyland would not describe the gear-change as one of the Maxi's best points. In fact, the cable-operated mechanism is a nightmare for anyone who's faced with taking acceleration figures, the swop from second to third being especially fraught and the slightest fault is penalised by non-selection. In spite of this, the car shows an adequate turn of speed, reducing the time taken by the standard car to accelerate to 60 m.p.h. by 3½ seconds and to 80 m.p.h. by nearly six seconds.

The speedometer was rendered somewhat inaccurate by the fitting of 165×13 Dunlop Sport radials and registered 90 m.p.h. when the electrically activated instrument connected to our fifth wheel was showing a true 80 m.p.h.! The remarkable side of this Maxi's character shows at these speeds, because the best cruising pace is between 85 and 90 m.p.h. with the throttle barely depressed. However, it comes as a shock to find that gaining an extra 10 miles an hour after this point means initially flooring the throttle for a good half mile and then releasing it to the three-quarter open mark to maintain nearly 100 m.p.h., at which speed the Maxi is fairly noisy, although the tachometer is only showing a little less than 5,500 r.p.m. Apparently the 1,485-c.c.

Continued on page 1354

European Championship

THE 1969 Championship, which came to a close at the Gran Premio Roma, with Johnny Servoz-Gavin coming through to win from second place with only two rounds to go, taking maximum points and the overall lead from his German rival Hubert Hahne, who unhappily crashed in both the crucial races.

Full Championship positions are listed below. Points worth noting are the good showing by Frenchmen (three of them in the first four places), Cevert's first season in the formula rewarding him third place. Pescarolo was incapacitated by injuries for two races, retiring in the other two rounds in which he took part.

MUNICH, GERMANY, *October 26th.*

ALTHOUGH billed as an International event, the Formula Two race held on the military airfield in the Munich suburb of Neubiberg was just one of innumerable 10-lap races organised as an end of season experiment by two local clubs. There were classes for cars and motor-cycles of every type and there was non-stop racing from early in the morning virtually until dusk fell. The circuit was a strange mixture of long straights punctuated by straw bales at various places, the first of them being placed dangerously near the start line. Inevitably, there were accidents, none of them serious, for the loosely-packed bales were the only obstacle and by the time the 300-odd cars and 100 motor-cycles had finished with them there was hay scattered everywhere.

The Formula Two race, with a very poor entry, was intended to be a demonstration for the enormous crowd of spectators that the locally-manufactured BMW could win a race. But it was not to be. Hahne had aggravated a previous injury by crashing in the Roma GP and Quester, the sole representative of the *marque*, saw someone dithering with the chequered flag at the end of the ninth lap as he was disputing the lead with Westbury's blue Brabham. Quester shot past as the Englishman braked for the first *chicane*, disappearing between a gap in the bales while Westbury loped off into the lead. Quester resumed, but there was no way he could catch the Brabham and the organisers rightly awarded the win to the blue car.

So the BMW has still to win a Formula Two race and the spectators were naturally disappointed. It is hoped that there will be a full-scale F2 event at Neubiberg next year, but Westbury will have some pungent remarks to make about the race to the next meeting of the GPDA, of which he is an associate member.—M. G. D.

Results :

10 laps—57 kilometres

1st : P. Westbury (Brabham BT30-Cosworth FVA) 20 min. 30.4 sec.—146.29 k.p.h.
2nd : D. Quester (BMW) .. .. 20 min. 31.3 sec.
3rd : X. Perrot (Brabham BT23C-Cosworth FVA) .. 20 min. 55.4 sec.
4th : B. Cullen (Brabham BT23C-Cosworth FVA) .. 22 min. 01.3 sec.
5th : G. Krammer (Brabham BT16-Alfa Romeo) 9 laps

Fastest lap : Not given.
10 *starters* — 8 *finishers.*

		Thruxton	Hockenheim	Nurburgring	Jarama	Tulln-Langenlebarn	Enna	Vallelunga	TOTAL
1st :	J. Servoz-Gavin (Matra MS7-Cosworth FVA)	6	3	4	9	–	9	9	37
2nd :	H. Hahne (Lola T102-BMW and BMW '69)	–	9	9	6	4	–	–	28
3rd :	F. Cevert (Tecno-Cosworth FVA)	3	–	3	–	9	6	–	21
4th :	H. Pescarolo (Matra-Cosworth FVA)	9	4	–	–	–	–	–	13
5th :	D. Bell (Ferrari Dino 166 and Brabham BT30-Cosworth FVA)	–	–	6	2	–	–	3	11
„	P. Westbury (Brabham BT30-Cosworth FVA)	–	–	–	3	2	–	6	11
7th :	E. Brambilla (Ferrari Dino 166)	4	–	–	4	–	–	–	8
„	N. Galli (Tecno-Cosworth FVA)	–	1	–	1	6	–	–	8
9th :	K. Ahrens (Brabham BT30-Cosworth FVA)	–	6	–	–	–	–	–	6
10th :	C. Regazzoni (Ferrari Dino 166 and Tecno-Cosworth FVA)	1	–	–	–	–	4	–	5
11th :	A. Rollinson (Lotus 59B-Cosworth FVA and Brabham BT30-Cosworth FVA)	–	2	–	–	–	2	–	4
„	J. Miles (Lotus 59B-Cosworth FVA)	–	–	–	–	–	–	4	4
13th :	X. Perrot (Brabham BT23C-Cosworth FVA)	–	–	–	–	3	–	–	3
„	R. Widdows (Brabham BT23C-Cosworth FVA)	–	–	–	–	–	3	–	3
15th :	E. Corti (Brabham BT23-Cosworth FVA)	2	–	–	–	–	–	–	2
„	M. Guthrie (Brabham BT23C-Cosworth FVA)	–	–	2	–	–	–	–	2
„	W. Lindermann (Brabham BT23-Cosworth FVA)	–	–	1	–	1	–	–	2
„	F. Bernabei (Brabham BT23C-Cosworth FVA)	–	–	–	–	–	–	2	2
19th :	P. Dal Bo (Pygmée MDB12-Cosworth FVA)	–	–	–	–	–	1	–	1
„	J. Pollock (Lotus 48-Cosworth FVA)	–	–	–	–	–	–	1	1

* *Best five races only.*

GIRLS AND CARS

WHEN I received a letter from Barbie Buss, the Editor of *Woman*, together with a free copy of this magazine, my first thought was that something must have gone badly wrong with me, physiologically. But the matter became clear when I discovered that this was to draw attention to the fact that even her journal had decided to climb on the motoring bandwagon, with a special Motoring Supplement, "Motorwoman" edited by Jean Barrett. And why not? I have been aware for a long time that man's relationship to cars and girls is akin to the problem of the chicken and the egg—not which came first, but which takes pride of place in his affections.

Moreover, girls seem inseparable from cars these days. We had proof of that at Earls Court, even if the SMM & T does not approve! And just look at the motoring advertisements. Why, even in MOTOR SPORT, in which I am not encouraged to publish girlie pictures, girls creep into the advertisement pages. There is that provocative cuddling, or wrestling, scene in the Motorola advertisement, a bird admiring Dunlop's Formula "D" wheels, another listening to a Phillips car stereo, not to mention Miss Tiredcap in the AC thermostat ad. Then there are all those young women with Graham Hill in that 30/98 Vauxhall which is apparently running on Autolite plugs, mini-skirts in the Ferodo spread, and that go-girl indecently exposured in the Bradex advertisement. Koni show a couple of huggers, there's a girl on John Britten's page, another in the Flexy brush ad., all in MOTOR SPORT. Clearly, girls and cars are closely related these days. I agree that a female is an excellent assessory, whether in the back of a vintage limousine or beside you in an Elan.

So *Woman* should get away with it. Their supplement drew as advertisers' Airstrip, Austin/Morris, Triumph, Rootes, Lucas, Reliant, Fina and Renault. It contained a competition with a Ford Zodiac Mk. IV as first prize, and I see that dream cars recommended embrace an Austin Mini Super or a Mini Minor de luxe for a 19-year-old hairdresser, a Triumph Herald convertible for a 24-year-old secretary who has tired of her motor scooter, a four-door Ford Escort for a married woman of 27 with three kids, a Hillman Minx de luxe for a part-time shop assistant of 35 with two kids at school and mum living with her, a Vauxhall Viva de luxe estate car for the 48-year-old married mum with three kids at home who like camping holidays, and a Triumph TR6 for a newly-married of 28 who intends to keep her job in Public Relations. So there you are—and jolly clever of Ford to get themselves included without buying any advertising space . . .

Anyway, I am relieved to know they sent me *Woman* because of this motoring thing and not because they thought I needed to join the freedom lovers, required Murine to get rid of the red, fast, or was due for a figure-conscious winter boot, a comfipantie or an "action" pantie girdle. Or would enjoy reading Godfrey Winn. (By the way, what of poor old Renault, who took a colour-page and didn't score a mention?) In fact, the supplement is hard on foreign cars, remarking that "Popular British models now have many more gadgets included in the price, and cheaper (foreign cars carry import tax) and, apart from Volkswagens, have a better resale value. With some foreign cars, too, servicing can be difficult sometimes, as they have fewer main dealers and spare parts depots."

What did interest me was Dame Gladys Cooper's piece about being taught to drive in 1923 by her Belgian chauffeur, on a Storey two-seater, who, as soon as she was taught, put him, protesting, in the dickey seat as she tore along at 30 m.p.h. Girls or cars? Cars or girls? You just never know where motoring history will strike next!—W. B.



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.

Write to
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Please send me full information about Breitling chronographs and timers in time for Christmas giving!

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MS12

BREITLING

THE GRAND PRIX DRIVERS

A FRIEND of mine has a simple saying which is "The name of the game is WINNING" and there is a racing team who used to say "Winning isn't everything, but it's a lot better than finishing second". Results are the things that count in the long run and in the days when drivers used to be paid starting money on their values, the driver who could present a list of victories collected during the previous season was the one who commanded most money. Nowadays starting money is paid to "union" rates, irrespective of previous performances, which is a good thing for some of our Grand Prix drivers. America and Canada have started paying on results, which makes results all the more important, but the main thing is that in ten years time we shall have forgotten most of what happened in Grand Prix racing in 1969 except for outstanding feats, though there were not many of those. The results book will be our only recollection of who did what; how he did it, or why, will be forgotten.

There follows a list of 1969 Grand Prix drivers and the results they achieved from the fourteen races held for Formula One cars to Grand Prix standards. Local drivers who only took part in one or two events have been omitted. Stewart won the 1969 World Championship for Drivers and a glance at his list will show that he was undisputed Champion of Grand Prix racing, with seven victories. At the other end of the scale Oliver should win some sort of Championship with his record of eight retirements, though he was closely challenged by Rindt with seven retirements.

D. S. J.

JACKIE STEWART — **MATRA MS80**



1st : S. African Grand Prix
1st : Race of Champions
1st : Spanish Grand Prix
1st : Dutch Grand Prix
1st : French Grand Prix
1st : British Grand Prix
1st : Italian Grand Prix
2nd : German Grand Prix
3rd : International Trophy
4th : Mexican Grand Prix
9th : Gold Cup
Retired, Monaco Grand Prix
Retired, Canadian Grand Prix
Retired, United States Grand Prix

With the Matra MS80 he set the pace from the beginning of the season and was the man/machine combination to beat.

JACKIE ICKX — **BRABHAM BT26**



1st : German Grand Prix
1st : Gold Cup
1st : Canadian Grand Prix
2nd : British Grand Prix
2nd : Mexican Grand Prix
3rd : French Grand Prix
4th : International Trophy
5th : Dutch Grand Prix
Retired, S. African Grand Prix
Retired, Race of Champions
Retired, Spanish Grand Prix
Retired, Monaco Grand Prix
Retired, Italian Grand Prix
Retired, United States Grand Prix

Not the complete driver as he excels on some circuits and not others. Proved that the Brabham chassis is not as out-dated as it may appear.

LOTUS 49B — **GRAHAM HILL**



1st : Monaco Grand Prix
2nd : S. African Grand Prix
2nd : Race of Champions
4th : German Grand Prix
6th : French Grand Prix
7th : International Trophy
7th : Dutch Grand Prix
7th : British Grand Prix
Retired, Spanish Grand Prix
Retired, Italian Grand Prix
Retired, Canadian Grand Prix
Retired, United States Grand Prix

Achieved the remarkable feat of winning at Monte Carlo for the fifth time. Had a serious accident in the United States GP. Now recovering well.

LOTUS 49B — **JOCHEN RINDT**



1st : United States Grand Prix
2nd : International Trophy
2nd : Gold Cup
2nd : Italian Grand Prix
3rd : Canadian Grand Prix
4th : British Grand Prix
Retired, S. African Grand Prix
Retired, Race of Champions
Retired, Spanish Grand Prix
Retired, Dutch Grand Prix
Retired, French Grand Prix
Retired, German Grand Prix
Retired Mexican Grand Prix

The only driver to challenge Stewart seriously throughout the season. Looked as if he would win more than one race. British GP battle was a classic.

JACK BRABHAM — **BRABHAM BT26**



1st : International Trophy
2nd : Canadian Grand Prix
3rd : Mexican Grand Prix
4th : United States Grand Prix
6th : Dutch Grand Prix
Retired, S. African Grand Prix
Retired, Race of Champions
Retired, Spanish Grand Prix
Retired, Monaco Grand Prix
Retired, Italian Grand Prix

Can still show a remarkable turn of speed when he feels like it. Missed the middle part of the season due to a bad accident while testing.

DENIS HULME — **McLAREN M7A**



1st : Mexican Grand Prix
3rd : S. African Grand Prix
3rd : Race of Champions
4th : Spanish Grand Prix
4th : Dutch Grand Prix
6th : Monaco Grand Prix
7th : Italian Grand Prix
8th : French Grand Prix
Retired, International Trophy
Retired, British Grand Prix
Retired, German Grand Prix
Retired, Canadian Grand Prix
Retired, United States Grand Prix

An unflurried driver who lacks sparkle but reliable and rugged. A real professional "driver" rather than a spontaneous "racer".

JOSEPH SIFFERT



LOTUS 49B

2nd: Dutch Grand Prix
3rd : Monaco Grand Prix
4th : S. African Grand Prix
4th : Race of Champions
8th : British Grand Prix
9th : French Grand Prix
11th : International Trophy
Retired, Spanish Grand Prix
Retired, German Grand Prix
Retired, Italian Grand Prix
Retired, Canadian Grand Prix
Retired, United States Grand Prix
Retired, Mexican Grand Prix

A hard and courageous driver who takes a lot out of a car. Could do with the support of a factory rather than that of a private racing team.

BRUCE McLAREN



McLAREN M7C

2nd: Spanish Grand Prix
3rd : British Grand Prix
3rd : German Grand Prix
4th : French Grand Prix
4th : Italian Grand Prix
5th : S. African Grand Prix
5th : Monaco Grand Prix
5th : Canadian Grand Prix
6th : International Trophy
Retired, Race of Champions
Retired, Dutch Grand Prix
Retired, United States Grand Prix
Retired, Mexican Grand Prix

A good, steady, reliable driver who knows his limitations and will always be just behind the "fast boys".

BRABHAM BT26

2nd: Monaco Grand Prix
2nd: United States Grand Prix
5th : International Trophy
5th : British Grand Prix
5th : Italian Grand Prix
10th : Mexican Grand Prix
Retired, Race of Champions
Retired, Spanish Grand Prix
Retired, Dutch Grand Prix
Retired, French Grand Prix
Retired, German Grand Prix
Retired, Canadian Grand Prix

In his first serious season has shown splendid improvement, driving with fire and determination. Needs experience to add to his ability.

PIERS COURAGE



MATRA MS80

2nd: French Grand Prix
3rd : Spanish Grand Prix
3rd : Italian Grand Prix
4th : Canadian Grand Prix
5th : Mexican Grand Prix
6th : S. African Grand Prix
8th : Dutch Grand Prix
9th : British Grand Prix
Retired, Monaco Grand Prix
Retired, German Grand Prix
Retired, United States Grand Prix

A rather timid driver but consistent, as his results indicate. A good supporter to a team-leader.

JEAN-PIERRE BELTOISE



JOHN SURTEES



BRM

3rd : United States Grand Prix
5th : Spanish Grand Prix
9th : Dutch Grand Prix
11th : Italian Grand Prix
Retired, S. African Grand Prix
Retired, Monaco Grand Prix
Retired, British Grand Prix
Retired, Canadian Grand Prix
Retired, Mexican Grand Prix

An unhappy driver whose real ability has been overshadowed by his involvement with business matters. Has lost the care-free "press-on" characteristics with which he started racing.

JACK OLIVER



BRM

5th : Race of Champions
6th : Mexican Grand Prix
7th : S. African Grand Prix
Retired, Spanish Grand Prix
Retired, Monaco Grand Prix
Retired, Dutch Grand Prix
Retired, British Grand Prix
Retired, German Grand Prix
Retired, Italian Grand Prix
Retired, Canadian Grand Prix
Retired, United States Grand Prix

Rated by some people to be the new "wonder-boy". Showed no signs of it throughout the season.

FERRARI

3rd : Dutch Grand Prix
10th : International Trophy
Retired, S. African Grand Prix
Retired, Spanish Grand Prix
Retired, Monaco Grand Prix
Retired, French Grand Prix
Retired, British Grand Prix

The Italian approach to racing seemed to get the better of him during the season. One of Ferrari's worst years that reflected badly on his driver.

CHRIS AMON



FERRARI & BRM

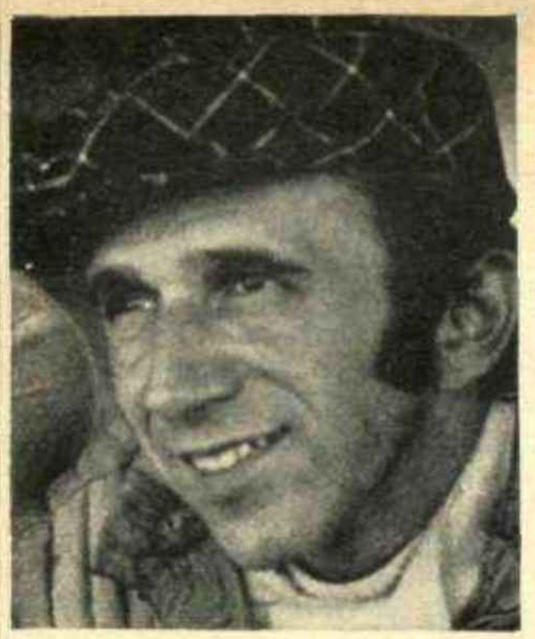
5th : United States Grand Prix
6th : Italian Grand Prix
7th : Mexican Grand Prix
8th : International Trophy
Retired, S. African Grand Prix
Retired, Race of Champions
Retired, Spanish Grand Prix
Retired, Monaco Grand Prix
Retired, British Grand Prix
Retired, Canadian Grand Prix

An uncomplicated driver with good ability that was not used as well as it might have been.

PEDRO RODRIGUEZ



SILVIO MOSER

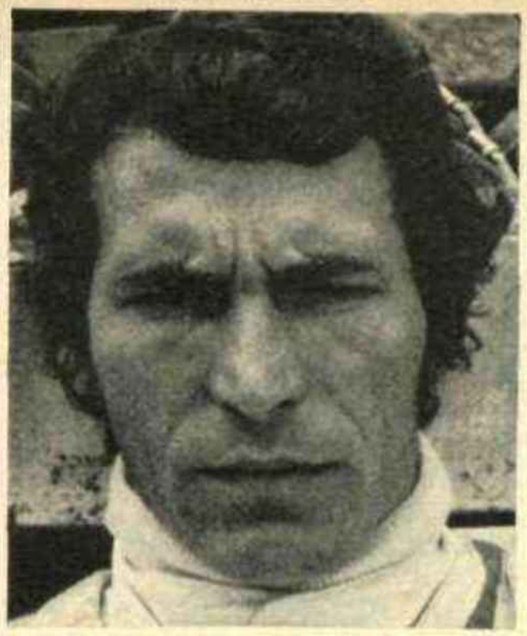


BRABHAM BT24

6th : United States Grand Prix
7th : French Grand Prix
10th : Gold Cup
Retired, Monaco Grand Prix
Retired, Dutch Grand Prix
Retired, Italian Grand Prix
Retired, Canadian Grand Prix
Retired, Mexican Grand Prix

A private owner/driver who tries his best but lacks support. Is rare in that he owns the car he races.

VIC ELFORD



McLAREN M7A

5th : French Grand Prix
6th : British Grand Prix
7th : Monaco Grand Prix
10th : Dutch Grand Prix
12th : International Trophy
Retired, German Grand Prix

Driving reliably and consistentl for a private team his season ende abruptly when he crashed in th German GP through no fault o his own.

LOTUS 63

10th : British Grand Prix
Retired, French Grand Prix
Retired, Italian Grand Prix
Retired, Canadian Grand Prix
Retired, Mexican Grand Prix

Used by Team Lotus as a development driver for their 4-w-d project. Is a very smooth and unruffled young man who has yet to have a chance to show his real ability.

JOHN MILES



LOTUS 49 & 63

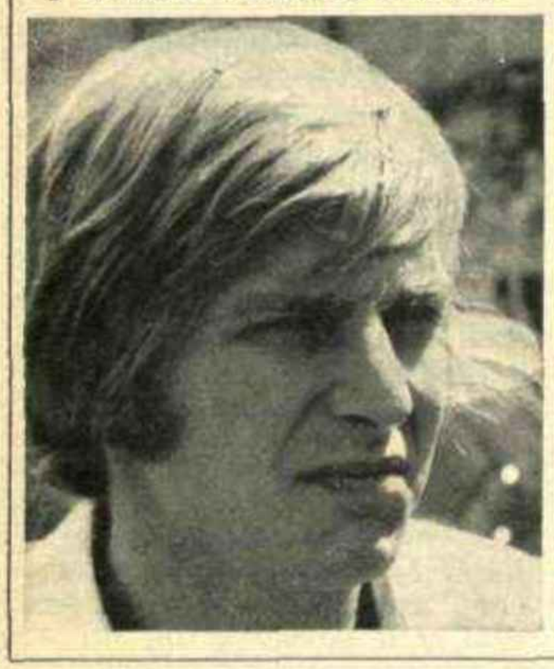
Retired, S. African Grand Prix
Retired, German Grand Prix
Retired, United States Grand Prix

American Champion co-opted by Team Lotus with disastrous results. Deserves a better chance but USAC racing has first call on his time.

MARIO ANDRETTI



JOHNNY SERVOZ-GAVIN

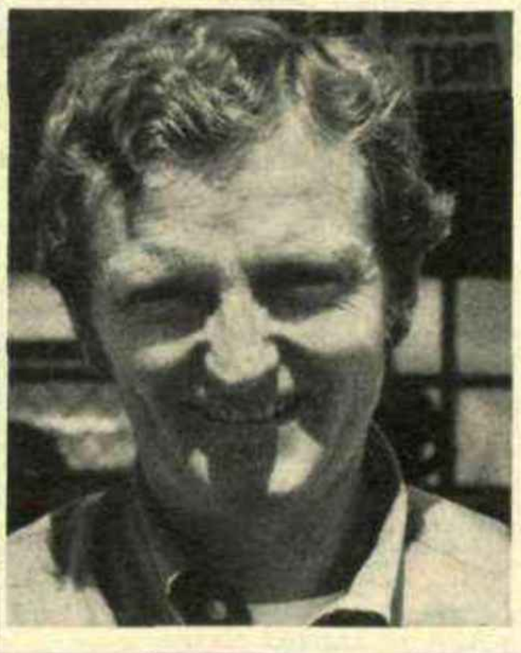


MATRA MS84

6th : Canadian Grand Prix
7th : United States Grand Prix
8th : Mexican Grand Prix

A young Frenchman with the right racing outlook. Drove the 4-w-d Matra as a development project.

PETE LOVELY



LOTUS 49

6th : Race of Champions
7th : Canadian Grand Prix
9th : Mexican Grand Prix
Retired, International Trophy
Retired, United States Grand Pri

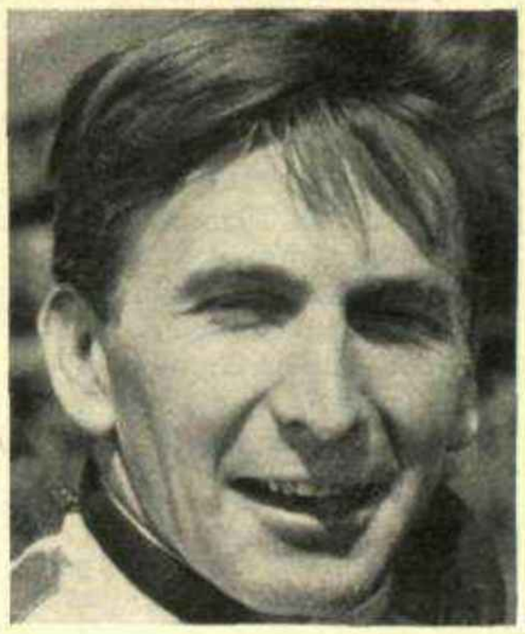
Wealthy young American wh bought an ex-works car and race it for the sheer fun of the thing

FERRARI & McLAREN

9th : International Trophy
Retired, British Grand Prix

A promising driver who just did not have the opportunities to drive in enough races. A waste of good talent.

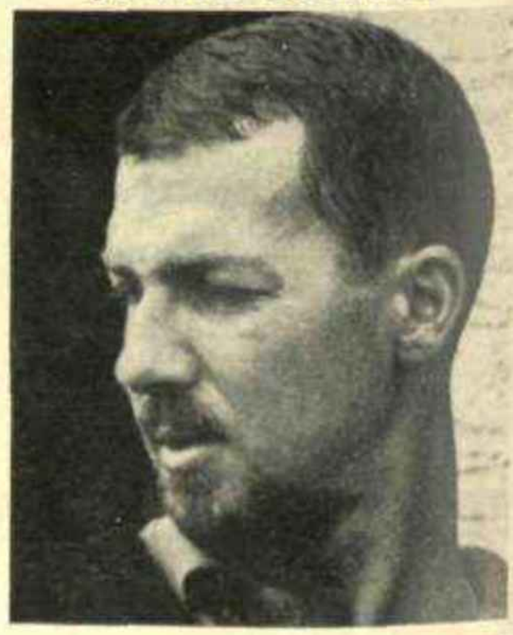
DEREK BELL



JOAKIM BONNIER

Retired, British Grand Prix
Retired, German Grand Prix

As President of the Grand Prix Drivers' Association he felt he had to stay in GP racing. Bought an ex-works Lotus that turned out to be a disastrous move. Crashed in practice at Oulton Park.





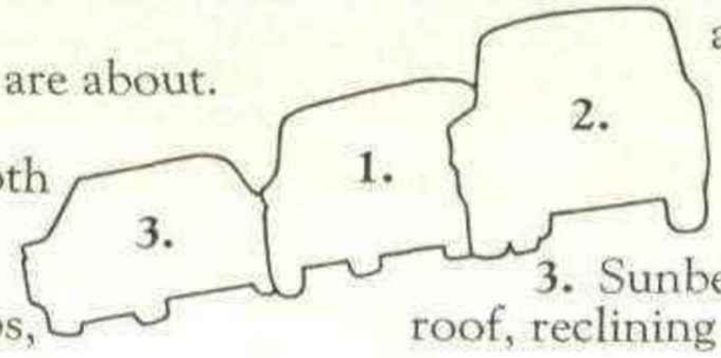
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SUNBEAM Singer

ROOTES

THE FORD CAPRI 3000GT XLR

ENJOYABLE MOTORING IN THE V6 VERSION



A CRITICAL road-test report on the exciting new Ford Capri, which people will insist on calling a Baby Mustang or the pauper's E-type, was published in MOTOR SPORT for March this year. The car then tested was the 1600GT XLR version and I concluded a generally favourable write-up by saying that I awaited with interest an opportunity to try the forthcoming 3-litre V6 and the twin-cam 16-valve four-cylinder Cosworth versions. The last-named remains elusive in spite of hints of an extended test being possible but at last I have been able to sample the V6 Capri.

I am convinced that the big-engined model represents the stylish Capri in its nicest guise. Ford's 60 deg. V6 93.7 x 72.4 mm. (2,994 c.c.) power unit for which 136 (net) b.h.p. is claimed at a modest 4,750 r.p.m. (with 181 net lb./ft. torque at 3,000 r.p.m.) requires no introduction and we have had a good deal to say about its installation in Cortinas, non-Dagenham Capri conversions and even in Transit vans in recent issues. Now we have tried the Capri in "official" V6 form and very good it is.

There is an especial pleasure in driving behind a smooth vee engine which opens up with the characteristic wuffle of sound from intakes and exhausts and while eight cylinders are even better, the effect with six is very satisfying, although quite different from a punchy four which makes crisper noises and needs more use of the gear lever. By putting their fine V6 power pack into the 21.2 cwt. kerb-weight Capri Dagenham is able to offer a very refined motor car, with lines which are not to everyone's taste but which tend to grow on one, which has a top speed of 115 m.p.h. and which will dispose of a s.s. ¼-mile in the brief time of 17½ seconds, allied to such impressive pick-up figures as 0-60 m.p.h. in 25.2 sec., 50 to our legal limit in top in 7.7 sec.

Impressive as these figures are, maximum speed is restricted by an axle ratio of 3.22 to 1, which is rather low for the 3-litre engine, while acceleration through the gears suffers because the employment of Mk. IV Zodiac gears brings gappy indirect ratios of 10.19, 7.13 and 4.55 to 1, so that with 38 m.p.h. available in 1st with the crankshaft rotating at 5,800 r.p.m. (where the red area on the tachometer begins), there is an unpleasant gap between the 52 m.p.h. available at this reading in 2nd gear and 85 m.p.h. under the same circumstances after getting into 3rd. Once into top, the lazy engine, geared to run at 3,280 r.p.m. at 70 m.p.h., is in its element.

Criticism has been levelled at the V6 Capri on these grounds, and is indeed justified, but I think perhaps too much is being made of it. The whole joy of such a smooth-running, moderately revving engine is the great surge of acceleration in top gear and instead of stirring about in the box I preferred to go straight from, say, second into top, there being little need dramatically to exceed 4,000 r.p.m. in the lower gears in normal driving. Indeed, above 1,000 r.p.m. the engine pulls away well in the highest ratio. If one does use the gearbox the change will be found to be good but more notchy than some other Ford boxes. But I was very pleased to discover that the central lever is correctly positioned, instead of being unpleasantly far back along the console, as in the Reliant Scimitar and Gilbern Genie, for instance. Ford have, indeed, provided an altogether excellent, if rather low, driving position on comfortable, Ambla-upholstered seats with reclining squabs. If the correct positioning of the gear lever has been achieved by getting the long power pack well forward, and if the extra 100 lb. or more in this location has increased understeer, not to worry. This 3-litre Capri is so accelerative that there should be little need to rush it up in the gears or to hurl it at corners. Driven thus, as one did the pre-war Ford V8s and as today's enormous wallowy American automobiles are best driven, the aforesaid deficiencies, arising from adapting components from various Ford models to the ultimate Capri, hardly add up to more than mild irritants. The clutch is light.

Those who have expressed a craving for an American-style car with European handling and braking and compact dimensions have their prayer answered in the V6 Capri. Its stiffer suspension, more so than on a 1600E, has not improved the always notorious Ford ride and this has had its effect on road-holding, over bad surfaces and cornering, which lack the precision expected of fast European-type cars. However, pitching is well controlled and the up-and-down ride less pronounced than on a Cortina, although too much so for proper comfort. The hard springing does, however, get the increased power on the ground and ensures roll-free cornering. If one drives the Capri as suggested, mainly using its enormous performance for straight-line squirts, the sub-effects of the suspension are less of a disadvantage.

Understeer can be blotted out by using the power available but I imagine that on wet roads this needs to be done with some skill, although 185-70H 13 in. Goodyear low profile G800 Grand Prix tubeless radials on the 5 in. rims of handsome Rostyle wheels ably assist traction.

The average owner will presumably buy his Capri in this V6 form to enjoy effortless pick-up and the eyeable effect of the ensemble.

Continued on page 1354

PICTORIAL REVIEW

LONDON-BRIGHTON VETERAN CAR RUN | **MEXICAN GRAND PRIX** | **CAN-AM RACES**

LONDON-BRIGHTON VETERAN CAR RUN

THE LONDON-BRIGHTON November pilgrimage continues to attract large entries and enormous crowds. This year the traffic was splendidly controlled along almost the entire route until Brighton itself was reached. Even there, in our experience, hold-ups were few. They were not confined to Brighton—see above.

FROM BLACKSMITH'S LORRY TO BRIGHTON RUN.—Ronald Barker and Miss Hutton-Stott on the rare four-cylinder 1904 Lanchester.

WORKS ENTRY !—J. C. R. Dennis' 1902 single-cylinder 8-h.p. Dennis tonneau carries a full load from London to Brighton.





DENNY HULME'S Riverside victory was the third consecutive win for a McLaren car in this richly-endowed event. Bruce McLaren himself, winner in 1967 and 1968, was put out of the race shortly after half-distance when he crashed following a suspension failure. His car was destroyed and although personally unhurt, a course worker was injured.

JACK OLIVER drove an excellent race in the new titanium Autocoast Ti22-Chevrolet before dropping out with differential failure. Mario Andretti passed Oliver's failing car and went on to third place behind Hulme and Parsons with the Ford-powered McLaren M6B 429'er.

AT THE MEXICO CITY circuit hairpin in the opening stages Stewart's Matra leads Ickx's Brabham, Brabham himself and eventual winner Hulme in a McLaren. The race provided Hulme with his only win of the season after several good tries: his car has now completed two hard seasons of racing.



BRM TEAM MANAGER Tim Parnell ponders over Eaton's car which is receiving some last minute attention on Sunday morning before the race. To check the engine the mechanics have turned the car on its side in this rather unusual position. It was retired early in the race with gearbox troubles, but apparently the young Canadian may have some more F1 drives next season.

SILVIO MOSER, the diminutive Swiss privateer, had a good race with his private Brabham until the closing stages of the race when he ran out of petrol due to a fractured tank. He had nevertheless been leading both the works BRMs.



KEN TYRRELL

—entrant of Jackie Stewart's World Championship-winning Matra



THE TYRRELL Formula One transporter was originally a Leyland 'bus destined for Cuba. Unhappily, the ship carrying it to the Caribbean sank in the Thames, but it has made an ideal racing 3-car van. The Matra shown here is the four-wheel-drive MS84 with tube-frame chassis: note the different arrangement of the exhaust pipes on the two-wheel-drive car pictured on page 1352.

FORESIGHT is a virtue with which very few motor-racing people are commonly blessed. They tend to get wildly enthusiastic about an idea which presents itself on the spur of the moment, only to find their good intentions disappearing under a morass of technical problems, delivery delays or sheer prima donna driver tantrums. Throughout 17 years of a long association with motor racing, Ken Tyrrell is one of those few who seem to have had the innate ability to make the correct decision, and make it at the right time. This year, Tyrrell's judgement paid off with six Championship wins in the 1969 *Grandes Epreuves*. And it is this judgement, as opposed to good luck, which has produced such an impressive record, for he has planned the entire campaign right from the beginning, settling on a combination of Jackie Stewart as his driver, Dunlop for his tyres, Matra for his chassis and the Cosworth-V8 engine. Tied together by Tyrrell's firm hand, these ingredients have set the pace in an era of Formula One motor-racing which has been notable for more closely-matched competition than ever before.

Although Tyrrell has been in control of the entire Matra International operation, it would be incorrect to describe him as a private entrant. The technical support from the French Matra factory, coupled with the assistance of Dunlop, lifts the Tyrrell *équipe* into the ranks of the works-assisted teams. Yet all maintenance and administration has been conducted from the wood-yard at Horsley in Surrey where Tyrrell divides his time between the racing team and his other business life as a round-timber merchant. It is a measure of his ability as an organiser that neither the racing nor the business suffers in this unusual environment. Nothing could look less like the nerve-centre of a successful racing team than the cinder-strewn yard surrounded by a couple of wooden sheds and the more substantial brick-built office from which Tyrrell and his band operate.

Unlikely beginnings and 500 c.c. days

It is the game of rugby football which gave Tyrrell to the world of motor racing. The rugger club to which he belonged organised a coach trip to Silverstone to see the *Daily Express* International Trophy. "It must have been in 1950 or 1951," recalls Tyrrell. "I saw these 500-c.c. Formula Three cars operating and I thought it would be nice to take part." Formula Three in those rough and ready days perhaps had more in common with rugby football than people like to recall and Tyrrell was soon scrimmaging with the best of them. Initially he shared a car with a friend, but before long he was running the car on his own account and even taking it abroad. "I don't think I ever considered that I could be a top driver, but at one stage in F3 I was doing reasonably well and I was offered a trial with Aston Martin, in the sports-car team." The year was 1955, the year when Mike Hawthorn and Ivor Bueb had won for Jaguar an appallingly tragic race which marked the final appearance of the works D-types on the Sarthe track. The cars had been handed over to Ecurie Ecosse, and among the other Aston Martin candidates on the day of the test was Bueb, one of Tyrrell's rivals in Formula Three "Ivor was there looking for a drive, Cliff Allison was being tried an so was Jackie Lewis, the hill-climb chap from Wales. Anyway, thi was the first time I'd driven anything but a 500-c.c. racing car and was quickest !—quicker even than Bueb, and he was always quicke than me in F3. I thought I was in business, because John Wyer too me to one side and told me that I had been a second a lap quicke through one corner than Bueb. But in fact they were looking for sixth driver for a three-car team and a few weeks later they signe Stirling Moss to lead the team, so they didn't need the sixth one. Strangely, Tyrrell didn't feel he'd missed a big chance—"whilst might have been able to make something of a long-distance drive I didn't have the talent to do anything in single-seaters, which in m opinion is the only formula which sorts the drivers out."

An entrant's lot

Tyrrell nevertheless persevered with his own driving until 1958 At that time he was in partnership with Alan Brown of Connaugh fame to run the works Cooper 1½-litre Formula Two cars. "We ha Bruce McLaren and Masten Gregory driving, and on one occasio Jack Brabham himself. I occasionally had a drive myself, but th results never really satisfied me and I got more and more unhapp about the way I was going." But Tyrrell got a great deal of pleasur out of being involved with what he calls "the people who *coul* drive". "All of a sudden I found the slot which I should have bee in all along."

Formula Two finished at the end of 1959, and with it the Brown Tyrrell partnership. "Formula Junior was starting up and I saw her something which I thought would suit me very well. John Coope was sufficiently interested to give me some help with the cars." Tyrrell began a long series of Continental wanderings in thos Formula Junior days and an impressive string of drivers passe through his hands. He has had a reputation as something of a talent-spotter and names like John Surtees, Tony Maggs, John Love an Warwick Banks spring to mind even before the great days of Stewar and Ickx (another Tyrrell protégé) began.

Talent-spotting

Tyrrell himself believes that Maggs had more ability than th results ostensibly show. "He had a great deal of natural talent, bu unfortunately he went into the Cooper Formula One team at a tim when their fortunes were on the way down rather than going up If he had gone immediately into a competitive car, I'm sure he woul still have been in Grand Prix racing today."

Tyrrell would not now use the Aston Martin system of testing several potential drivers on the same day under competitive conditions "Let's face it, it doesn't really work. Even if he's a very good driver he's either being careful not to shunt the car—and therefore going too slowly—or else he's trying to make too much of an impression an

going too quickly. Although I did it on several occasions, I never liked doing it; it's not a satisfactory way and I wouldn't do it again." Tyrrell test days are restricted to assessing the talents of one driver alone, and taking all day in which to do it.

"Let's go back to Stewart to start with. Robin McKay, who used to manage the Goodwood track, recommended Jackie Stewart, who had driven the old Ecurie Ecosse Cooper Monaco in Goodwood club meetings, to me. McKay is a very good judge of a driver indeed, so I thought I'd better give Stewart a run out. I found him in Dumbarton and spoke to his brother, actually." Jimmy Stewart had already packed in driving racing cars, but he told Tyrrell that indeed there was another member of the family who had the ambition to become a racing driver, so young Stewart was invited to Goodwood for a day with Tyrrell's Formula Three car.

Tyrrell is insistent that to be a serious racing driver talent alone is not enough. "You're never going to be World Champion unless you really want to win very badly. This happens in all forms of sport : some people like doing it because it's nice to take part, others because they want to win." A full day at the track with one driver alone enables Tyrrell to make a full judgement. "Neither Stewart nor Ickx had driven single-seaters before. I just told them 'you're here all day and you can do as many laps as you want to do : just take your time and learn what it's all about'. That's the only way of doing it. If you've got more than one driver there, they'll all start to compete, which is entirely unsatisfactory." Tyrrell tends to play down this talent-spotting aspect and talks sheepishly about Denny Hulme, a driver he never rated very highly. "I was wrong about Denny," he says, "and he doesn't let me forget it !"

The Stewart era begins . . . Ickx impresses

The Tyrrell/Stewart combination was the all-conquering feature of the 1964 season in the first year of the pushrod 1,000 c.c. Formula Three in 1964 and one of Tyrrell's busiest, for he was also running Cooper-Minis on behalf of the works. Warwick Banks took the European Saloon Car Championship in one of the Tyrrell Minis, and it was during the team's visit to Budapest for the four-hour race that Tyrrell's eye first fell on Jackie Ickx. "Ickx was there driving an Alan Mann Cortina with Whitmore. First of all, he was as quick as Whitmore, which obviously made him noticeable. Secondly, he always seemed cool, calm and collected. I remember him coming into the pits with the front suspension broken, a wheel almost off, and his stop at the pits was very casual : he just got out of the car and waited for it to be repaired. It made an impression on me because I thought it was unusual, especially with a Continental. They usually start waving their arms, shouting and screaming, etc. We knew he was quick and it looked as though he had the right temperament."

Matra—"a chance meeting"

It was a year or more before star-spotter Tyrrell actually had Ickx as part of his racing firmament, in 1966. By then the long alliance with Cooper had been broken in favour of a new name in racing—Matra. This was one of the few contacts in which the initiative came from someone other than Tyrrell himself, as he recalls. "It was a chance meeting. I was in Paris for the presentation of the 1965 French F2 Championship and was introduced to Jean-Luc Lagardère, Managing Director of Matra. I'd never heard of Matra, I didn't even know that they'd made the car which had won the Formula Three race at Reims that year; actually, I didn't even know a French car had won it." In fact, Tyrrell, who is known to watch supporting F3 races in his talent-spotting capacity, had been far too busy at that meeting trying to get his broken BRM Formula Two engines fixed to take time out during the F3 race. "Lagardère said they were building a Formula Two car for the following year : I remember trying to be helpful and telling them that the first thing they ought to do was get themselves a driver." The disarming Matra reply was "*you've* got the driver", which instantly had Tyrrell back-pedalling ! "But they said that if they could have one of our engines, then they'd like us to try the car. What could I do ? Stewart and I had reckoned that we'd have to change cars because the Cooper was getting a bit behind, so we thought we might as well try it. We took a BRM 1-litre engine over to Paris and they flew the car back. It was November, very late in the year, with little or no chance of getting a dry track. We picked the car off a Bristol freighter at Gatwick and took it to Goodwood : Stewart was going off to the Tasman, so this was the only chance we would get of trying the car. It was dry, but bitterly cold; after a few laps, Jackie came in and said that he had never driven a car which put power on the road as well as that did. It was as simple as that."

There were three Matras for Tyrrell in 1966, two for Stewart to race in the last year of the 1,000-c.c. Formula Two, and one for Ickx in his first full season of Formula Three. "In fact, Ickx went so well so quickly that it was decided to run him in F2 as many times as we could. Matra never queried who they wanted to drive the cars." Matra loaned the chassis to Tyrrell, and this was the arrangement which has continued for the four years of the Tyrrell/Matra arrangement. The agreement has been on a year-by-year basis, with no promises on either side that it would continue indefinitely.

Formula One

The Formula One Matra idea first arose in 1967, germinating in Tyrrell's mind at the Dutch Grand Prix, when the Cosworth V8 engine made its stunningly successful début. "I came back and sent an order to Cosworth for four engines straight away ! I did it more as a joke than anything, because I didn't know where I was going to get the finance to cover the cost of such a project. But I thought at least I was going to be first in the queue; you should see the date of my order for Cosworth engines—it's the day after the Dutch Grand Prix."

Foresight, that's what it took to make a decision like that, even if Tyrrell didn't know what he was going to do with those engines if he ever took delivery. But things were moving *chez* Matra. In the same year, "Matra made the decision, having got some money from the French government, to go into Formula One with their own engine. We asked them to do a car to take the Ford engine : it wasn't difficult to persuade them, the difficulty was that we had never run a Formula One car before. It was true that Stewart wasn't in a very strong position with BRM, because the 16-cylinder wasn't going so well. He obviously wanted to move, but there were several people after him, notably Ferrari. Somehow I had to convince him to drive for us, which wasn't very easy. First of all Ferrari had the finance to offer, and the experience : nevertheless, I did persuade him, on the basis that if he wanted to become World Champion then he had to use the Ford engine." Had it not been for a Formula Two incident in Spain (which crocked his wrist for two crucial months) Stewart might well have had that Championship in Tyrrell's first year of Formula One.

In 1969, the Matra has been the only all-new Ford-powered two-wheel-drive chassis to race in Formula One. Sorting it out has been a pretty painless process, however, and the MS80s have required surprisingly little development, apart from spring rates and aerofoils. Money has been no object, Tyrrell says. "The manufacturing methods they use are very expensive. I don't think any of the British Formula One manufacturers could afford to pay what it costs to produce a



DUTCH TREAT.—Jackie Stewart's second consecutive win in this year's Dutch Grand Prix gave Dunlop Racing Sales Manager Dick Jeffrey (in glasses, centre) great pleasure. Tyrrell (in cap, left) helps Stewart on to the prize-winners' rostrum.

Matra Formula One. Our front uprights, for instance, are machined from solid material. A Brabham front upright could probably be bought, machined and ready to use, for about £80, while the Matra part probably costs something in the region of £400-£500. Partly this is because they knew that they were only going to build a small number of cars, and the problem of building something quickly is very difficult for people who've been involved in the aerospace or aircraft industry. Normally it's a year from the drawing board to the moment when the part is produced : instead of having to produce patterns and have castings made, they machine from the solid."

There was the problem of wings at Monaco, when a summary ban on the devices worried Tyrrell, whose cars had been designed to use wings right from the drawing board. "You have to remember that the CSI or FIA made regulations which are subject to two years' notice. What upset us was that they made a change in the regulations half-way through the event, which could seriously affect our cars. In fact, it made no more difference to our cars than it did to any of the others, for Stewart went on to be fastest in all the remaining practice sessions and to have a half-minute lead before his driveshaft broke."

Mechanics and maintenance

With Grand Prix races so closely spaced these days, even routine maintenance can present problems. "You've only really got eight or nine days from the time you get back from the race which has just finished until the time you've got to leave to attend first practice for the next. Cosworth Engineering obviously can't cope with having all the engines (which are rebuilt for each race) back on, say, the Tuesday after the previous race and getting them back to you the following week for the next race, so you've always got to have engines at Cosworth." Tyrrell has no fewer than eight of the £7,500 Cosworth DFV units, two each for the MS80s he has been running for Stewart and Beltoise, another two for the MS84 four-wheel-drive and a couple of spares. The times have passed since a team of mechanics departed for the Continent at the start of the season and didn't come back unless there was virtually irreparable engine or chassis damage to repair. Instead they come back after every race and Tyrrell, as their employer, sees to it that they do at least get some time off. "What we've tried to do this year for every European event has been to send half the mechanics home immediately, and they fly usually on the night of the race. They then have a couple of days rest, the chaps who have come home with the cars then whip the engines out and go off for some rest themselves. Thus there's always someone at work on the cars.

"Between races we crack-test all castings, and any component with which we've had trouble is crack-tested between sessions before a race. Back in England gearboxes are stripped and rebuilt and the car is reduced to a bare hull; when you take the engine out the rear suspension has got to come off anyway. Front suspension is stripped out and crack-tested along with other suspension parts."

A successful team does not, of course, restrict its activities to official practice and races. There is a lot of testing, much of it with tyres, to be done. Stewart spent more than a week in South Africa at the start of the current season testing Dunlop tyres. There is little doubt that this expensive South African trip, with mechanics, tyre technicians and other personnel being transported half-way across the world, paid off and was in part responsible for Tyrrell's 1969 successes. A remarkable aspect of this operation was the durability of the Cosworth engine, which survived 1,600 miles of extended full throttle running without any maintenance at all.

Matra have provided Tyrrell with Bruno Morin, who is the liaison man between the factory and the British racing operation. "He's helped us sort the car out and when we need modifications he goes back and makes sure that they've been carried out. Morin was not involved with the design of the car : this was done by Matra's own team, headed by Bernard Boyer. The strength of the Matra has been in its basic design : every car they've built has been a well-designed motor car."

The parting of the ways

Although it seems that Matra would have been quite happy for Tyrrell again to run a team of F1 cars on their behalf, the decision has come—for sheer nationalistic reasons— to use only the redesigned V12 engine which has already been tested by Stewart. His enthusiasm for it is restrained. Instead he prefers to stay with the Tyrrell/Dunlop/Cosworth combination and a search is already under way for a new chassis to take the Matra's place. Tyrrell feels unequipped at the present time to undertake the building on his own account of a chassis for Stewart, and instead discussions have been initiated with March Engineering for the supply of a Robin-Herd-designed car for this new and hitherto unproven company.

A stalwart for Formula Two

In addition to the Formula One operations, Matra International also had two Formula Two cars for Stewart and Johnny Servoz-Gavin. Servoz-Gavin won the 1969 European Championship of graded drivers under the direction of Guildford garage owner Coombs, who has taken much of the responsibility from Tyrrell's shoulders, although the latter naturally still takes a great deal notice of what is happening in Formula Two, the field he has supported for so long and which, he says, provides the best guide to a young driver's potential. He sees the year-old Formula 5000 as a threat to Formula Two and denounces it in the broadest terms : "I can't see why Formula Two cars shouldn't be allowed to do the job which the F5000s are at present doing and which F2 does much better. They're so much more reliable and do it with engines which are available *here*. I find it difficult to understand why in England which is the home of motor racing and where the best racing engines in the world are manufactured, somebody has to dream up a formula which entails the use of an American engine.

"If a Formula One team manager is looking for a new driver for 1970 I don't see how he could possibly look to F5000 : he's going to look to Formula Two or Formula Three, rather than Formula One. Who are the drivers who are being talked about for Formula One next year ?—have you heard of any F5000 drivers being mentioned ? You've heard that Peterson may be getting a drive with March, Schenken may well be getting a ride with Brabham. They're both second drivers, and why ?—not because they've been in F5000 but because we know that they are *competitive*."

The main argument which is made on behalf of Formula 5000 is that it is spectacular, with big engines and lots of wheelspin. But very few of the drivers have proved capable of making the wheels spin, so low are their abilities in relation to the power of their cars. Tyrrell takes a cautious line on this aspect : "I have to be fair and say that I have only seen one Formula 5000 race, part of the Tasman Cup, when there were several F5000 cars invited. I thought the standard of preparation of the cars was extremely poor : they were either blowing oil out or blowing out steam. Two years previously at the same race, there was a wonderful spectacle with Formula 2 cars taking part. A Formula Two car is so much more reliable, and so much more competitive, because there are always two, three or more cars together. They say that in Formula 5000 there is so much more power, so much more wheelspin : maybe there is, but I don't see it.

Continued on page



THE WING SOLUTION.—The summary ban on wings, imposed on entrants at the Monaco Grand Prix, forced designers to do some hasty re-thinking. This is the ingenious engine-cover used by Tyrrell's March both in Formula One and Two.

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As he passed the de-restriction sign
and began to accelerate out of the village
there, suddenly, was the ford. A long, deep,
black sprawl of water right across the road.
He stamped hard on the brake. And felt,
with a sigh of relief, his tyres bite clean and
firm down on the tarmac, steadying the car
on a perfectly straight line as the bonnet
dipped to reflect the first of the splash.....



MICHELIN ZX
go radial, go Michelin

KEN TYRRELL—continued from page 1352

"The trouble is that half of the entrants are going one way and half of them the other. This means that the money available to the sport to provide cars is being divided in two : it could all have been directed the one way, and I would have thought that direction was Formula Two. So the money is being split and both formulae will have the poorer fields because of it."

Formula Two has been criticised (mainly by F5000 publicists !) because it is not sufficiently powerful. Tyrrell thinks that it provides quite sufficient power for spectacular racing. "When Ickx first drove our Cosworth FVA-powered Formula Two car it was in official practice at Brands Hatch. Ickx had done Le Mans several times in cars with between approximately 300-400 horse-power. Yet, after a few laps, he stopped at the pits. His rev limit was 9,000 r.p.m., but he said : 'I'm sorry, I can't take it over 8,000 r.p.m., I can't cope with the power, I'll never be able to take it to 9,000 r.p.m.!' That's what he said, yet in two weeks' time he was actually saying that the engine was down on power! That's how long it takes a driver to get used to power."

1970 Plans

For the future, an announcement was made at the beginning of November that Tyrrell would be going to March for a chassis and that there would again be two drivers in the team. No second man has been nominated, but Tyrrell has a fine respect for the talents of Brian Redman, who may well turn out to be his choice.—M. G. D.

TUNING TEST—continued from page 1339

E-series engine is averse to maintaining this rate of crankshaft revolution without telling the driver all about it! The Maxi was also equipped with a 13-row oil cooler and we had no problems with the lubrication or cooling systems.

The wider rim wheels made a considerable difference to the final adhesion limit under both wet and dry conditions. We found when trying really hard on a dry test track that a rear wheel would rise slowly and steadily until the Maxi started to slide straight ahead on full understeer lock. On a rainy day there are no such wheel-waving displays, the large contact areas of rubber relinquishing their hold gradually. The handling is dominated at low speed by the steering, which has a strong castor action, while at a quicker pace the Special Tuning Maxi feels very well balanced and far more surefooted than the standard machine.

The Girling manufactured brakes, using discs at the front and drum behind, are well able to cope with the extra performance and we would imagine that many Maxi owners have been glad that British Leyland did not skimp the specification on this point.

British Leyland have been courageous in introducing a basically honest car that has many useful virtues and the Tuning people have not let the company down, turning out a demonstration vehicle which is respectably equipped on the performance side and immaculately maintained. It will be interesting to see how many of the ideas utilised on this unique Maxi are pressed into commercial production.

In closing, it is worth mentioning that Special Tuning also produce equipment to enhance the handling and performance of the Triumph Spitfire, MG Midget and Austin Healey Sprite, all the FWD BL saloons and the MG-B; booklets are available from the Department which further detail the items available.—J. W.

PERFORMANCE

Acceleration :

0-30 m.p.h. ..	4.1 sec.	0-60 m.p.h. ..	13.0 sec.
0-40 m.p.h. ..	5.2 sec.	0-70 m.p.h. ..	20.0 sec.
0-50 m.p.h. ..	9.8 sec.	0-80 m.p.h. ..	33.0 sec.

Speeds in gears (at 6,000 r.p.m.):

1st	29 m.p.h.
2nd	44 m.p.h.
3rd	65 m.p.h.
4th	90 m.p.h.
5th	See text.

Standing ¼-mile: 18.0 sec.

Overall m.p.g. : 24.

Conversion by : British Leyland Special Tuning, Abingdon-on-Thames, Berks.

THE FORD CAPRI 3000 GT XLR—continued from page 1346

From this viewpoint particularly, this car is assured I would think of a considerable sales-success.

There is some unwanted sound from the region of the back wheels and at times an alarming resonance from the region of the boot, the fuel tank possibly acting as an amplifier when nearly empty, but generally the running is quiet, the engine inaudible at idling speed. The Girling servo disc/drum brakes are deceptive, seemingly weak at first, they were later found to be powerful and progressive but somewhat spongy and squidgy and inclined to squeak. There is no need to recap. on the details of the Capri in XLR form, except to say that the lamps switch below and ahead of the air vent on the r.h. side of the facia, beside the handbrake or warning light, is ridiculously "fumbly" and that the Aeroflow ventilation does not seem as effective with this body as it undoubtedly is on the Cortina, which is a disadvantage as there are rightly no ¼-windows. The heater is fully up to Ford standards but resolutely refused to be turned off and the full-beam from the Lucas sealed-beam headlamps very effective, but the cut off anaemic. Demisting is good. The Capri can be regarded as a four-seater except for very large or finicky extra passengers. There is no cubby-hole but an under-facia shelf is fitted and the instruments comprise a 140 m.p.h. speedometer properly calibrated every 10 m.p.h. and which also has metric calibrations, up to 180 k.p.h., the matching tachometer going to 7,000 r.p.m., and very small recessed dials for volts, heat, tank contents and oil pressure, the last-named normally showing approximately 60 lb./sq. in. All these, with the radio and heater controls, are accommodated in a padded binnacle, on an imitation unpolished wood facia. Central press-tumblers bring in two-speed wipers, spot and fog lamps, two-speed blower and panel lighting but are much too "fumbly", and a rather heavy foot button operates the screen washers. There is the usual Ford three-purpose r.h. stalk control. The black interior trim and detail is as on the previously tested Capri, and very decently contrived. There is an accurate Kienzle clock down on the console, illuminated at night. The self-locking luggage boot is partly filled by the ugly 14-gallon fuel tank, which is refuelled from a lockable cap under the ugly circular flap on the o.s. of the body. It is well known that the Capri comes in all manner of permutations —"mine" carried a BRSCC transfer, although I do not belong to this club. My spell with this smooth and accelerative Capri was most enjoyable but I would thank the driver of a white Volvo not to flash abnormally powerful headlamps at me because I passed a slow van on the nice bit of country road which links Chobham with Chertsey—with V6 Capri acceleration I could have done this safely in a fifth of the available space. However, some people are never content just to get on with driving their own vehicles . . . I did not check the range but the Capri had done 242 miles before I refuelled, although the needle on the gauge was then well into the reserve segment. Full to dry, nearly 300 miles should be possible, which is decidedly useful. The 8.9 to 1 c.r. permits the burning of 4-star petrol and this averaged out at 21.3 m.p.g. The Weber-fed engine started at once on its automatic choke and is free of flat spots. Under the prop-up bonnet nearly all the serviceable components, even the plugs, are accessible. Checked on the very easy-to-use dip-stick, oil consumption was found to be approximately 400 m.p.p. The test car had a rather pointless anti-dazzle mirror, which was loosely mounted, the n/s door had to be slammed shut, and there was a faint tap from the engine.

All in all, this 3-litre Capri is a notable Ford product. Its sporting demeanour is heightened by the small leather-covered steering wheel, twin exhaust tail-pipes, a swivelling map lamp—and the power lamp on the long bonnet. The steering requires 3½ turns, lock-to-lock, and its rack and pinion mechanism is entirely acceptable, there being sensible castor return and very slight feed-back. It has been described as heavy steering but I found it perfectly acceptable. As tested the price is £1,427 12s. 8d., which is a considerable saving over some of the Capri's rivals which have pinched its V6 engine, even if they are a bit more accelerative, more economical and somewhat faster.—W. B.

LETTERS FROM READERS

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

THE FUTURE OF BLUEBIRD

Sir,

I would like to offset some of the dismay shown by A. J. Hurdley in your November issue. It is indeed sad that "Bluebird" is going to be driven by an American. According to Leo Villa, though, it was Donald's wish that "Bluebird" be taken out again if he should die.

Things are not standing still Mr. Hurdley—you can be assured of that.

Ken Norris, who designed CN7, has given me the task of designing and raising finance for a new "Bluebird". However, it is not easy to raise £500,000, but we have some cards up our sleeves. It will be British, too.

For those interested, it will travel at 1,100 m.p.h., reaching this speed in 31 seconds. The power will be provided by two liquid fuel rocket motors developing 7,700 lb. of thrust. Braking is by parachute and disc brakes (the vehicle itself provides most of the force necessary). The suspension system is quite novel in that it is provided by a rubber block. There will be no tyres—just a solid-shaped metal disc in four places. Wind-tunnel tests have shown the car to be extremely stable.

You can now see that British cars might hold both Land Speed Records, even though one will have been driven by an American. As admitted by Leo Villa himself, CN7 will provide good publicity for the new car.

We are trying very hard Mr. Hurdley.

Leeds. G. K. DAWSON.

[So it seems!—ED.]

* * *

TRIUMPH TR—THE LAST REAL SPORTS CAR?

Sir,

I can explain to Mr. Thomson why the Triumph TR3A is so unloved but, in so doing, will probably unleash more comments from "experts" than MOTOR SPORT can or will be willing to, handle.

The TR3A invokes such uncomplimentary remarks because it is the last of the real sports cars. One must be able to drive to release the potential of 2, 3, 3A. Compared with, say, the MG-B, which is the most forgiving car I have ever driven, the TR is lethal in the wrong hands. Find a wrong line in a bend with a "B" and, within reason, the car will find its way round; while making the same mistake with the TR (unless you know, really know, how to drive) provides one with the academic exercise of working out not, will she go through the hedge, but, in which direction will she go through said greenery.

To me, the TR is the *pons asinorum* of sports cars, the best mechanical sporting machine ever! I derive more pleasure from driving my '58 TR3A than from other, more exotic, machinery. Perhaps I am "old fashioned" though, because I like to have to drive, not just sit back and be taken to my destination.

As to the question of observing the red line, Mr. Thomson is fortunate with his problem of piston rings as I broke the crankshaft, though this was probably assisted by the fact that two weeks prior to the crankshaft developing the "ooh nasties" some goon punted the TR up the boot, while in gear, and knocked it forward 15 yards.

Finally, my advice to Mr. Thomson is, stick to the TR. Try my dodge of taking it up to 2.2-litres—using 87 mm. pistons—and you can blow off *anything* from a standing start—that includes E-types and Elans, although one has to pay *them* the compliment of using 1st gear.

Stewarton. DAVID A. ADAMS.

Sir,

Like Mr. D. Thomson I, too, am at a loss to see why there is not an enthusiastic following for the Triumph TR. My interest in these cars started in 1964 when I purchased a 1955 TR2 for £210. In the TR I found a car that was exciting to drive, especially with the top down. It was a car that never needed to be driven with the "foot to the floor" but it did like to be put through its paces on an open road, and seemed all the better for a good burst up to about 4,500 in 2nd and 3rd gears in order to obtain the notorious TR "roar" from its straight-through silencer. This car I kept for about three years until my marriage, in that time replacing only the plugs at 10,000-mile intervals, the rear springs (not such a hard job!) and the water pump.

Once bitten by the bug I just had to obtain another TR and so early this year I purchased a 1960 TR3A. This car had done 68,000 miles but still had plenty of power under the bonnet. In my 10,000 miles since then I have replaced only the rear springs and the plugs. Other than that I have had a very enjoyable year's motoring and am looking forward to more to come. If there are any other TR enthusiasts around I would be only too pleased to hear from them. Regrettably, it seems that Mr. Thomson is the only other TR owner who shares my enthusiasm.

Redbourn. TERRENCE J. SIMPSON.

Sir,

Bravo MOTOR SPORT, at last you have led the field by printing a reader's letter on TR2s-TR3As. In reply to Mr. Thomson's article, I believe that, to their owners, the TR is a much-loved and respected sports car retaining the cameraderie of bygone years.

I have owned TRs since 1966 and my present TR3A has covered 45,000 miles since 1967 without any serious trouble. There is ample torque to keep the revs within the 5,000 limit and I find that with overdrive 4,700 is a very competitive limit. The TR is also good to my pocket: 30-32 m.p.g. and 600+ to the pint plus minimal tyre wear. It is a dynamic machine and although it weighs over a ton my wife has no difficulty in driving it, though on one occasion she drove through our double gates when they were shut. (I had permission to write that!) I can go on ignoring the draughts but not the road-holding in the wet which is the only unloved thing about it; one has to be very careful not to do anything violent! Thereby hang the tales!

Personally I find the TR an exciting car with much character. A "TR" Register perhaps?

Sunbury-on-Thames. DARRYL K. UPRICHARD.

* * *

EXPERIENCES WITH A FIAT 125

Sir,

In your road impressions of the Fiat 125S you stated that you would be interested to hear readers' impressions of these attractive cars.

I do not own a 125S, which, I might add, are almost impossible to obtain, but I have now completed some 20,000 miles in twelve months in an original 125. This mileage has been made up of both short trips of around 50 to 70 miles per day in the course of my business as Director of a timber merchants locally and substantially longer runs to the motor racing circuits at Silverstone, Oulton Park, Thruxton etc., in the course of my hobby as a motor racing commentator.

It is fair to say that one easily adjusts to the irregularities of the headlamp switch as you suggest, although some electrical malfunctions have appeared and disappeared from time to time, such as the odd fuse blowing and the same interior lamp troubles as you experienced with the test car. These have in fact avoided detection and the troubles have not been repeated.

Mechanically the car has been extremely reliable until at just over 18,000 miles, after the introduction of anti-freeze, a cylinder head gasket failed. Since replacement was necessary the opportunity was taken to decarbonise the engine as excessive deposits of carbon were present and there was every indication that there had been some exhaust valve sticking, as all four were badly pitted and required replacement. I have written to Fiat about this and am awaiting their reply since other owners with whom I have spoken have not experienced this trouble. I should point out that it was only on the failure of the head gasket that there was any notice-

able drop in performance, the other replacements during this time being confined to one bulb and a small "bakelite collar" which cracked in the throttle linkage.

The general performance of the car leaves very little to be desired. It is at its best on a long journey and the lack of roll has immediately been noticed by many people travelling in it for the first time. While the car has never been taken into the red, as have some 125s of which I have knowledge, its performance is quite surprising over long distances and one can easily hold much more powerful machinery. A new set of Pirelli Cinturato tyres (175 x 13) was fitted at about 15½ thousand miles and have proved superior to the original Italian 170 x 13s. The steering is lighter and the initial understeer much less.

Quite frankly, I have been delighted with my 125. I came to it from Triumph 2000s and in spite of the inferiority of the ride of the 125 I consider it to be a far better car. It has certainly been more reliable. Some time ago I was asked to compare the handling of the two and I could only state that the 125 remains vice-free right to its limit although perhaps a little less "chuckable" than the 2000 which, pressed really hard, can have some disconcerting habits. I look forward to several more thousand miles of motoring in my 125 and at the moment can think of nothing better to replace it than a 125S.

Kidderminster. J. NEVILLE R. HAY.

* * *

EXETER AIRPORT *versus* W.B.

Sir,

Your article by W.B. concerning the road-test on the BMW 2800, when it deviates into matters other than the comforts of luxury motor cars, has prompted me to take up pen, in defence of Devon, and the catering trade.

Whilst wishing I, too, could share the joys of meandering [?—ED.], at my leisure, along our maligned but beautiful countryside, I regret my own motoring is concerned with transporting staff to and from Exeter Airport; a utilitarian necessity, without which there would be no way of staffing the establishment.

Before I am faced with the reply that staff shortages and SET are just old familiar excuses, let W.B. just stop and think what these actually mean. We can only get staff from a radius near the airport, there being plenty of work in Exeter itself and, having advertised, with no success all summer, we have all "pushed on" to the best of our ability.

We are, primarily, here to serve passengers, and our timetable is geared to this so that having spent seven hours preparing sandwiches, getting passengers' lunches and feeding airport staff, and the last flight having departed, the catering staff dare to think of perhaps grabbing a ten-minute break before clearing up for the next flight.

When motoring from Cornwall to London I have given some thought to lunch at the normal hours of from noon to 2 p.m. I see no reason to wait until afternoon tea-time. [Necessitated because of my inability to get served on the Brixham-Exeter road.—ED.]

Had W.B. arrived in a Rolls we would have been unaware of it, having no time to look, and the only seats available on a Bristol Freighter that work out of Exeter Airport are reserved exclusively for cattle. Regarding the old, old story about the service on the Continent, I was able to view "their" lives, with a professional eye, and find that on average they work an 18-hour day. Does W.B. want us to return to the Victorian era? [If in Europe, why not here?—ED.]

I know that allowances are made in any English establishment for married staff; mine leave as soon as the last flight departs.

With reference to "hazards of aviation", mercifully the pilots take to the air in a better frame of mind than W.B. when driving. [Oh!—ED.]

To close with reference to the blind T-junction, it is far from blind, and not many miles away a £1,000,000 improvements scheme is nearing completion; however, an overburdened county like Devon can only tackle a limited road improvement. We all hope that now the airport is sub-regional eventually there will be improvements all round.

R. KNIGHT (Mrs.),
Catering Manageress, Exeter Airport.

Sampford-Peverell.

[Well said! I am always delighted when criticism draws a reply, instead of grievances caused being nursed in sulking silence. So I am delighted to let Mrs. Knight explain why I and my passenger went hungry from Exeter Airport.—ED.]

"SHOPPING FOR A DAIMLER." ANOTHER WARNING—

Sir,

I would like to endorse warnings given in the October issue of MOTOR SPORT by your correspondent J. Tonks. But also I would ask for his problems of rust and wood-rot to be looked on from a different viewpoint—that of the overall economy of running an old car of better-than-average quality.

If, as in his lamentable case, your past experience has been limited to ownership of Zodiac Mk. I (or Mk. X for that matter), and you wish to graduate to a decent car, don't for heaven's sake attempt to choose a used Daimler without some care. Assuming that you are unable to recognise the early symptoms of rust in the body sills (Consort, costing some £2,000) or the dreaded death watch beetle (Empress, £4,400), take on your tour of inspection an expert who has remembered his specs. and his little penknife. And weigh-up carefully the kind of ownership the vehicle has had in the past. A Daimler with the faults described by Mr. Tonks must indeed have been very sadly neglected and could be expected to be in poor condition generally, *i.e.*, not at all a good investment. However, it must be admitted that in the quality of bodywork, and in several other details, the Consort was not the equal of the pre-war and early post-war DB 18s, and of course the Conquest series which followed showed much evidence of being built down to a price.

If you do want to get 25,000 miles of cheap, trouble-free motoring with the utmost enjoyment which stems from ownership of a fine motor carriage, be prepared to pay rather more than rock-bottom scrap value. And what shall I say to the person who has spent, say, £300-£500 of hard-earned cash on a better example of the Daimler *marque*, only to find a major fault appearing after 12 months of all-night parking on the local slag heap? Don't resent the expenditure of a few pounds on the employment of a professional coachbuilder if you are lucky enough to find one. Glass-fibre kits are all right for minor faults in steel and for repairing glass-fibre bodies, but for major rebuilds they can be an expensive luxury, as Mr. Tonks evidently found.

There is no need to be laid up for four months with a faulty gearbox either. New ones are available ex-stock. But the classic combination of Vulcan-Sinclair fluid coupling and Wilson epicyclic gearbox is practically indestructible. Usually nothing more is needed than an adjustment to the gear pedal rod or replacement of a bush in the selector control bell-crank lever. Both these items are external to the box. The Daimler Company and their agents have in the past upheld an exceedingly high standard of service and spares supply and I would be sorry to learn that the same no longer applies.

One of the worst faults is a leaking gland in the fluid coupling and there is a knack in replacing this small packing successfully. But, in common with the rest of the mechanical parts, if skilfully assembled it will last for many years of really hard driving. Trouble may be experienced with gasket leakage on the aluminium head model. A complete and permanent cure is effected by surface grinding the head, the use of a laminated aluminium gasket (not copper, because of electrolytic action), Hermetite non-setting cement, Bluecol "AA" anti-freeze all the year round, and infinite care in tightening progressively the cylinder head nuts. The latter should be checked (26-41 lb. ft. torque) with the engine warm after only about 100 miles. Gasket leakage at exhaust down-pipe connections can result from distortion of the brass nuts fitted originally. Stainless steel nuts should be used.

Maximum speed is not an outstanding feature of the 2½-litre Daimler's performance. Although the Special Sports (in Barker drop-head or Hooper Empress saloon form) is geared in overdrive ratio to allow 106 m.p.h. without doing itself an injury, the engine with only 7:1 compression ratio does not give enough power for much more than 90 m.p.h. on the level. The characteristic which I value most is the car's ability to cruise at 70-80 m.p.h. in uncanny silence (relative). At 70 m.p.h. it is normal to obtain 25-27 m.p.g. but, at 80 m.p.h. continuously, consumption increases to 19-21 m.p.g. This performance is surely better than most small Rolls-Royces. Acceleration is deceptively fast and I have proved that Daimler times from A to B with safety on winding lanes take some beating even when employing a new GT car of American parentage. One explanation for this is, I believe, good vision from a viewpoint which is high in relation to hedges and other vehicles. Another is high torque from a relatively low-revving engine, so that less gear-shifting is needed, tractive effort is continuous even during changes, and two hands are *always* on the steering wheel.

Road-holding and cornering is superb by any standard. Yes,

Laurence Pomeroy Senior knew what he was doing when he first produced this chassis design with i.f.s. in 1937 and it was good enough (in somewhat enlarged form) for the 130 m.p.h. disc-braked 4½-litre V8 Majestic Major on which such high praise is lavished by the sporting motor press.

I maintain that a good used Daimler of the DB 18 type and its derivatives can be a good investment. Its Jekyll and Hyde characteristics add enormously to the pleasure of car ownership and driving today.

Heaton Mersey. PHILIP BLACKHAM.

* * *

—AND A REPLY

Sir,

I was very distressed to read in your October issue that Mr. Tonks was unsatisfied with his experiences of the *marque*. He must have been unlucky.

My own experience in shopping for, and running, a Daimler has, I am happy to say, been Utopian. For many years I had admired Daimlers, but knew next to nothing about them, and three years ago decided to acquire one. I remember my father's advice: "Where in doubt fly to the experts," so I addressed a letter to the General Secretary of the Daimler and Lanchester Owners' Club (Mr. Duncan Saunders). By return I received a very informative and helpful letter, giving me advice and details as to models, prices, etc.

Further correspondence followed, and I joined the Club as an Associate member, and read the Club literature, attended meetings, and the National Rally, where my wife and I were able to see a representative range of models. Through membership of the Club I was able to talk with experts and others with wide experience of the *marque* (including Daimler engineers).

At my request, the General Secretary furnished me with the name and address of a Club member reputed to sell "very fine Daimlers". I contacted this gentleman, told him how much I could afford, and the type of model I required. Later on he telephoned me to say he had what he thought would interest me. My wife and I went along and gave the car a close inspection, and after a drive in it settled the deal over a glass (or two) of very good sherry.

The car was a 1955 Conquest, with 38,000 miles on the "clock" and in most original condition. I have used the car daily (in connection with my job) and in May last it won the overall *Concours d'Elegance* at the Daimler and Lanchester Owners' Club National Rally at Woburn—it has won other prizes.

I have been so enamoured with the *marques* that I now have a stable consisting of a 1955 Conquest, a 1953 Lanchester 14, a 1951 Daimler Consort, and my wife has acquired a 1935 Lanchester 12/6 and all cars are in very fine condition, all acquired through contacts within the Club, and all obtained with the cost realised on the sale of a 1966 Morris 1000, plus additional outlay of £50.

My advice, to anyone who sets out to shop for a Daimler, is to join the appropriate Club, and to avail yourself of the advice of experts and the privileges of membership.

Haverhill. P. A. HEWITT.

* * *

TRIUMPH TR6 PROBLEMS

Sir,

As the owner of a two-month-old Triumph TR6 P I, I wonder if any of your readers have experienced any of the following problems :

Firstly, if the fuel level in the tank falls below one-quarter (approximately 2½ gallons), then on any sharp left-hand bend, or whilst overtaking, the engine cuts out and only cuts in again if the car is on level ground. Finding this out for the first time when overtaking proved rather frightening. This in effect reduces the car's range by some 50 miles if you take safety into account.

Secondly, whilst touring in Europe during July, negotiating Swiss passes with an altitude of 4,000 ft. + proved quite a problem! Once above this height the car would: (a) misfire; (b) emit a great deal of black smoke from the exhaust; and (c) refuse to tick over. Once below this altitude the trouble cleared.

Surely these problems of petrol surge and petrol/air mixture could have been foreseen?

However, under normal conditions the TR6 has turned out to be an excellent car.

Thanking you for a most interesting and informative magazine.

Anglesey. MALDWYN JONES.

AA SERVICE

Sir,

No doubt the AA patrol about whom your correspondent complains was keeping his can of petrol in case a member, who had contributed to the cost of running the AA was in need. There seems no end to the number of people who expect to cash in on what others have provided. Some need a free nursemaid.

I hope they don't wait for their house to burn down before insuring it.

Coggeshall. P. F. CLARK.

* * *

THE ACCIDENT DECREASE

Sir,

How I agree with J. C. Armstrong (MOTOR SPORT Oct. 1969) when he refers to road accident publicity.

As one who is permanently lame through a motor cycling accident on military service twenty years ago I can sympathise with sufferers but I am unable to understand the value of the futile statistical reports which are issued, especially at Bank Holidays.

When an accident occurs it is a matter of luck whether death, injury, or only a wrecked vehicle results. Accidents without the first two go unreported so evidence about highway "black spots" is incomplete.

The most sickening part of the Bank Holiday reports are the unisoned comments approving or disapproving the trend which are usually issued by the two Motoring Organisations.

Instead they should boldly tell the Press, TV and Public the truth which is that in proportion to the traffic increase the road toll has been ENORMOUSLY REDUCED. Credit must be given to improvements in the construction of Highways and Vehicles but in my view by far the greatest credit is due to the improved skill and patience shown by all classes of drivers in overcoming congestion on an inadequate and outdated road system.

The following figures from the British Road Federation's handbook "Basic Road Statistics 1969" proves my point and I have used fuel consumption figures to illustrate traffic growth more accurately than registration figures which do not take mileage into account.

In 1928 there were 171,000 casualties and fuel consumption was 806 million gallons.

In 1968 4,944 million gallons were consumed and if accidents had increased pro rata there would have been 1,050,000 casualties whereas in fact there were only 349,000 or a theoretical drop of 701,000 per year.

Speed is said to be a cause of accidents, yet most occur in towns where speeds are low. The Police seem to favour speed prosecutions only because simple arithmetic can prove their case (easier than booking a robber).

In my view speed is dictated by traffic conditions and speed limits can only be effectively enforced on straight and open stretches of road where the particular limit is probably not needed.

Inattention is probably the greatest cause of accidents and the lower the speed the lower the degree of concentration.

Bridport. J. STRICKLAND.

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* * *

"It seems that I caused a small amount of alarm and despondency by saying that I was leaving these hallowed halls, but omitting to say that *Motor* would not be Private View-less. Quite the contrary, but it won't be written by me, you see, don't you agree, hee hee, riddle-me-ree . . . an' 'at."—Rab Cook wrote this, believe it or not, just before leaving the deputy editorial chair of *Motor*.

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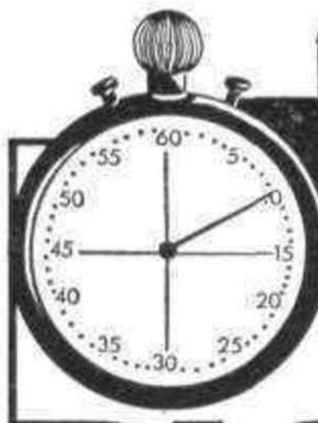
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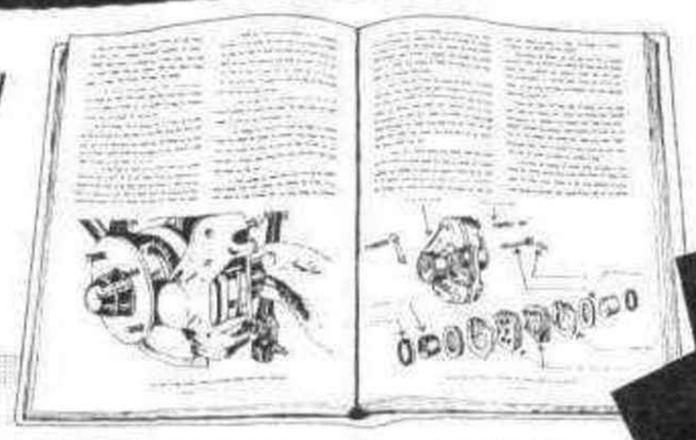
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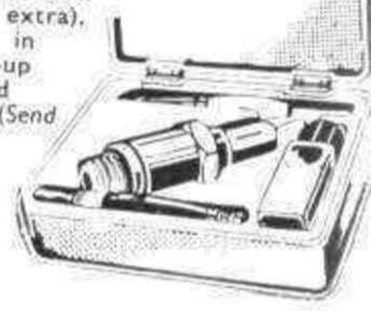
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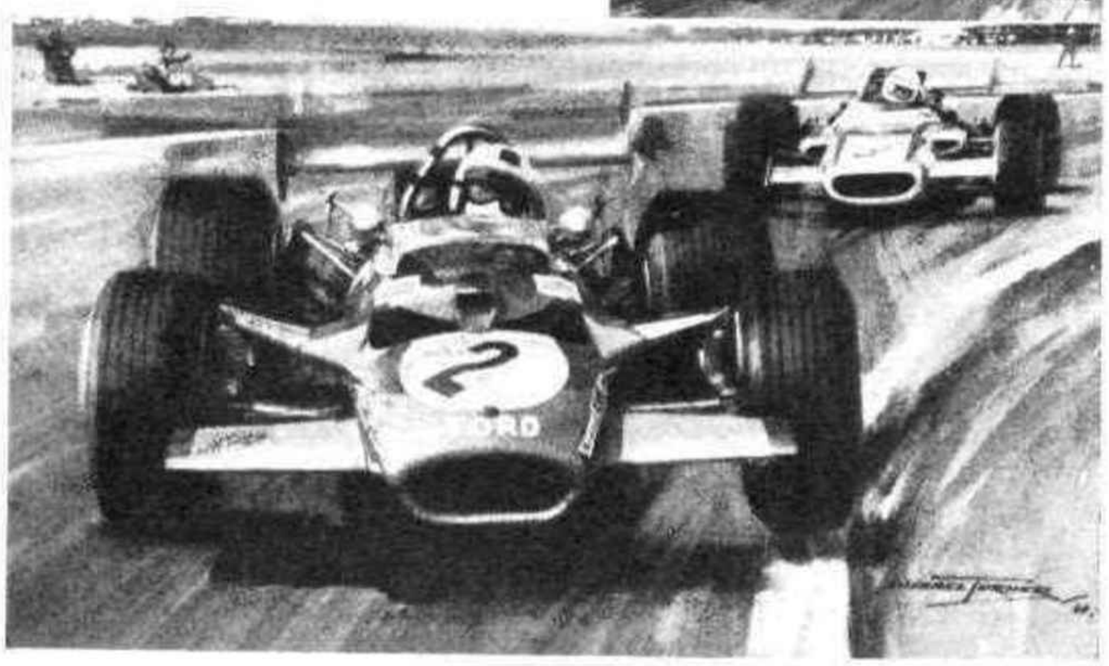


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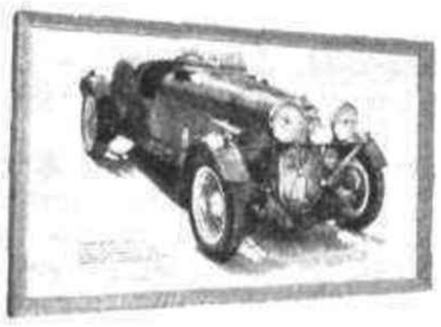
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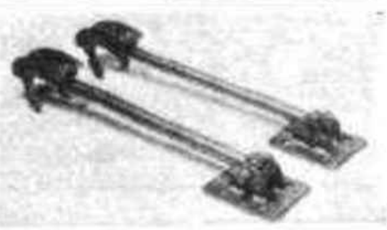


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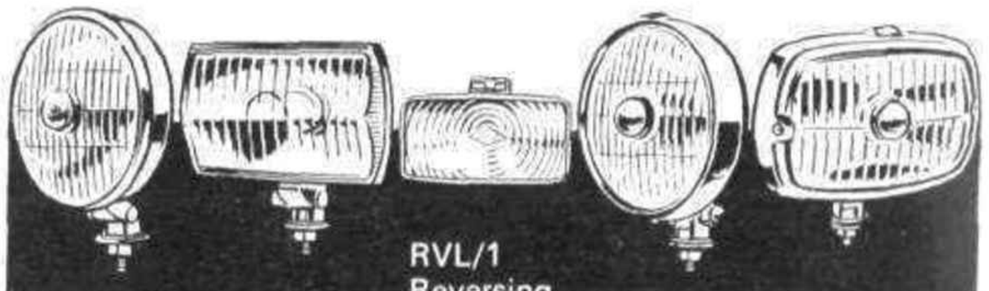
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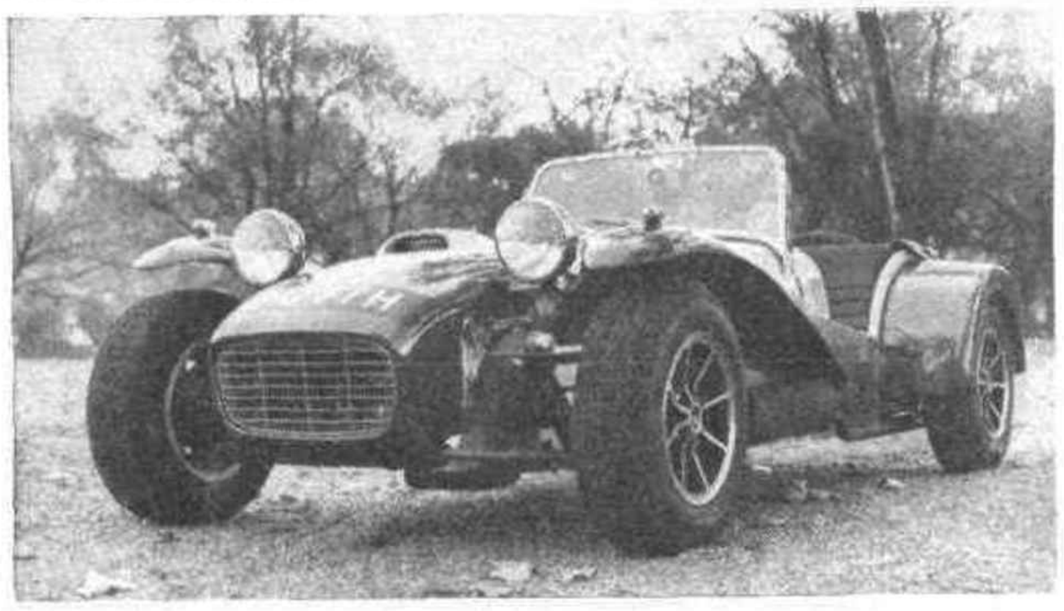
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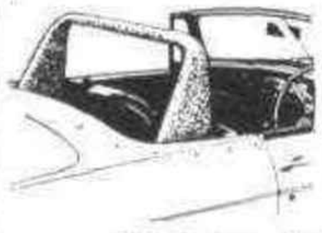
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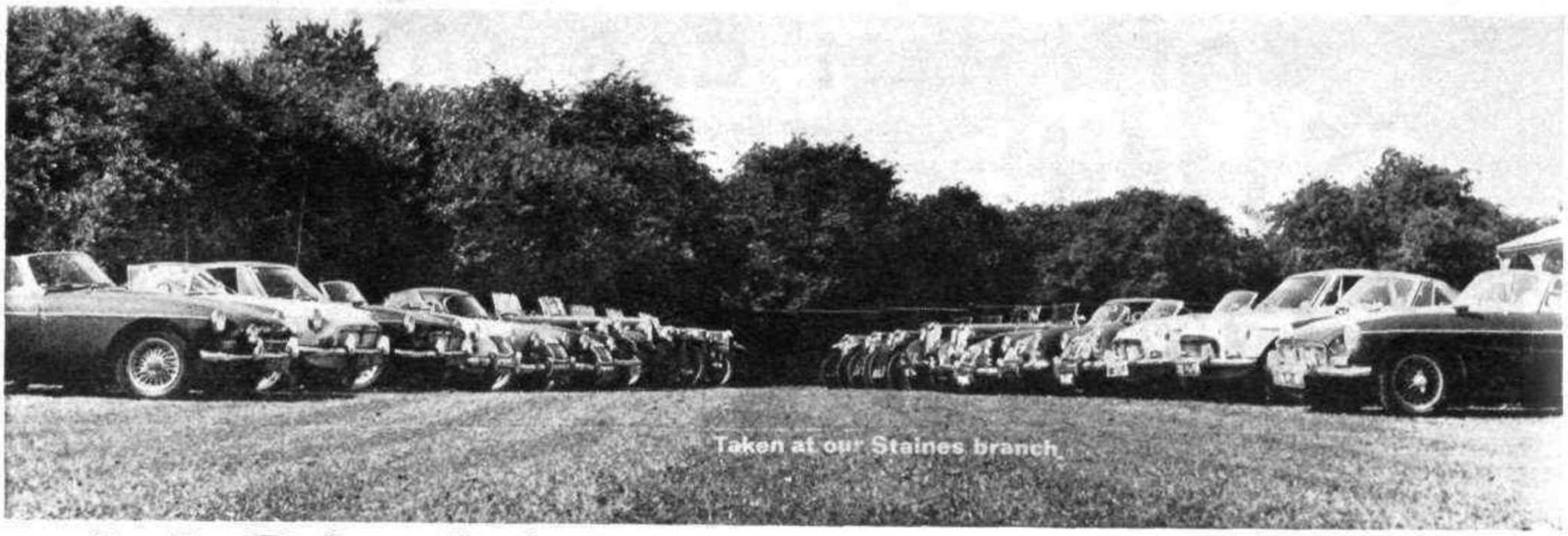
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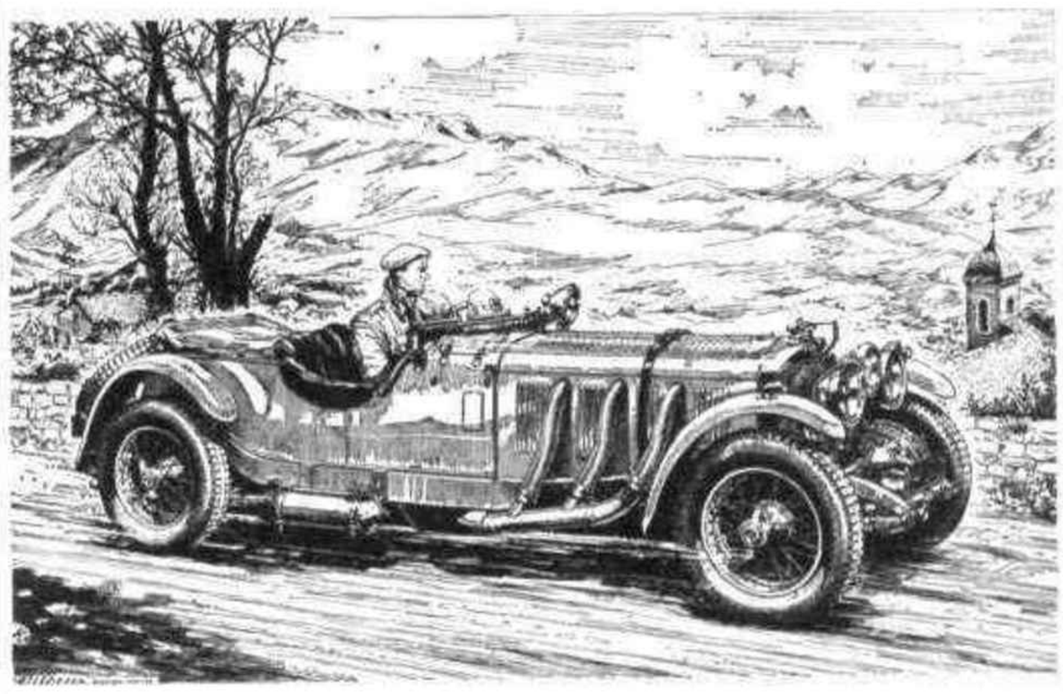
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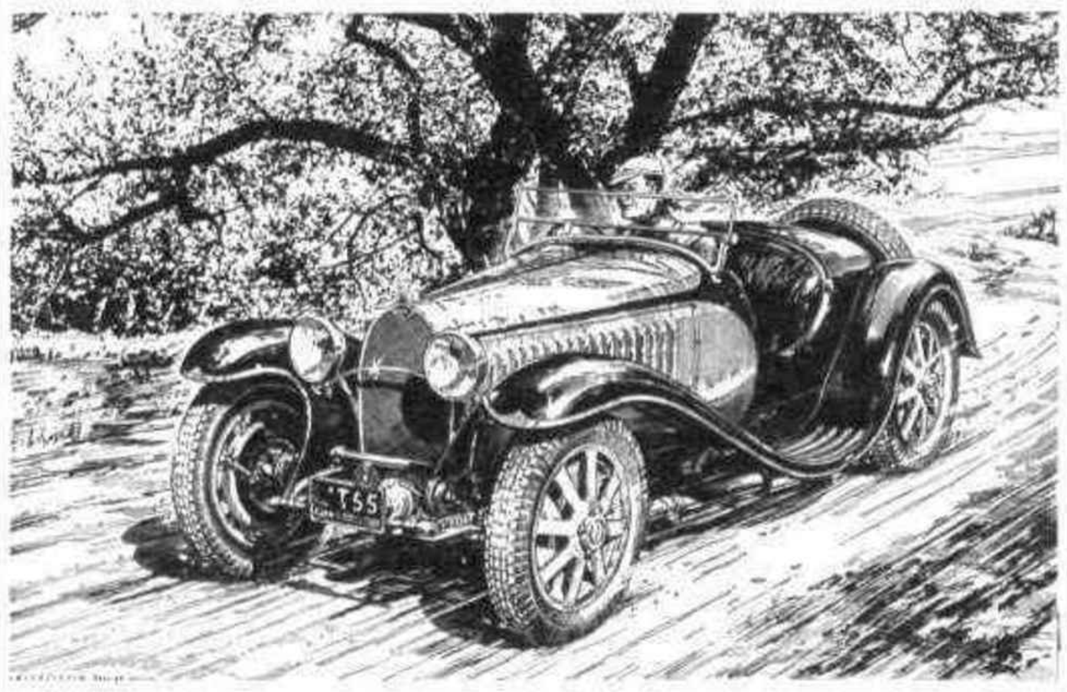


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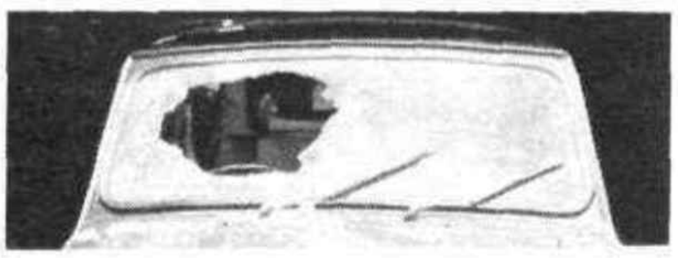
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1930 SUNBEAM 16.9 H.P. OPEN FOUR-seater grand tourer, 99 per cent. original; tyres, engine, mechanics, bodywork all excellent; M.o.T. R. S. Hartley, Tel.: Acton Burnell 204. (7830

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1955 CITROEN LIGHT 15. I.D. EN-gine, twin S.U.s, Konis, Xs, overhauled g/box, d/shafts, suspension, steering, brakes, etc.; refitted interior, faultless body, coachwork, chrome immaculate. M.o.T. Nov., 1970, taxed April, 1970. £250. Holley, 38 Valley Walk, Croxley Green, Herts. Tel.: Watford 34938. (7832

M.G.-A 1600 MK. II. MUST SELL TO pay for Christmas travel to Canada. £275 o.n.o. M.o.T. Aug., 1970. Mechanically perfect. Tel.: 01-629 8464, extension 113, or 01-979 4588 (after 7.30 p.m.). (7833

AUSTIN CHUMMY, 1927 MODEL, IN highly original condition. Excellent body and mechanics. £450. No offers. Tel.: Warwick 41736. (7840

MERCEDES BENZ 300 S.E. COUPE. Outstanding order, regularly maintained, fitted new battery, sunshine roof, reclining seats, Motorola, spot lights. Very fast and easy to drive, with automatic transmission, power steering and brakes. £1,350. Consider exchange. Tel.: Henley (Oxon.) 4947. (7834

SUNBEAM TALBOT 90 SUPREME, 1957. One owner; overdrive, original paintwork, good upholstery, engine excellent condition—new recently—two tyres, clutch, battery, exhaust, brake shoes, invoices produced. £180 o.n.o. T. Harris, Tel.: 01-886 8871, 01-368 6578 (evening). (7835

1966 "E"-TYPE JAGUAR 4.2 F.H.C. Silver blue, 39,000 miles. Dark blue inside, chromed spoked wheels, as new, radio, heater, heated rear window, nudge bar, excellent tyres and condition throughout. Must be worth over £1,300. Offers McDonald, 107 Ringway, Waverton, Chester. (7837

UNIQUE 1941 KUBELWAGEN BODY, designed by Porsche, on 1959 Volkswagen. Best condition. £420 o.n.o. Neumann, 43 St. Albans Rd., Seven Kings, Essex. (7839

AUSTIN 7 FOUR-SEATER TOURER, 1936. New hood, good body and mechanics. Needs attention to brakes, etc. £55 o.v.n.o. Tel.: Warwick 41736. (7840

FOR SALE—continued

BENTLEY "R" SERIES, 1955, BLACK over shell grey with original red hide interior, four matching carpets; mileage 82,000 since new. Complete exhaust system 12 months ago, serviced and maintained by main R.-R. distributor; taxed March, 1970. Genuine reason for sale. £750, or exchange vintage car (tourer). Mr. Collinson, Angarrack, Hayle, Cornwall. Tel.: Hayle 2298 (evenings). (7836

TR4A ROADSTER, WHITE, BLACK IN-terior; Nov., 1966. Never raced or rallied; extras include tonneau, fog lamp, wire wheels, G800. £720 o.n.o. Tel.: Warrington 62676. (7838

JAGUAR XK150S, 1960, DARK BLUE. New steering, silencers, tyres; good condition. £500 o.n.o. Tel.: North Berwick 2164 (after 8 p.m.). (7841

BRISTOL 400. EXPENSIVELY SPRAYED in Jaguar metallic maroon and fitted with reconditioned 85/C engine. Over £300 spent this year to make car superb. £425 o.n.o. Hartley, Tel.: Stanstead Abbotts (Herts.) 371. (7842

ALFA ROMEO GIULIETTA SPIDER (drophead coupé), 1963 built. First registered 1969 (H). Really excellent condition. Acute impecunity forces regretful sale at £440. Lowry, Tel.: Winchester 3374 (weekdays), or Sutton Scotney 485 (evenings/weekends). (7843

RILEY R.M.F. REG. NO. GVH 2. IM-maculate, 1953. One of the last and best of the 2½-litres. Metallic green outside and perfect dark green leather inside. Excellent tyres and chrome, twin spots; taxed, tested and used daily. £275. Call 29 Lansdowne Close, Baildon, Shipley, Yorks., or Tel.: Shipley 55930. (7844

SEPT., 1964, ASTON MARTIN DB5, finished in Dubonnet, grey interior; five-speed box, limited slip differential. I will send you photographs, details of history and very reasonable price on receipt of s.a.e. Mark Goodson, Rennie's Law, Jedburgh, Scotland. Tel.: Jedburgh 2275. (7845

VINTAGE TALBOT 10/23 TWO-SEATER with dickey. Mint, vintage or P.V.T. considered part exchange. Hall, 2 Lings Lane, Hatfield, near Doncaster. Tel.: Hatfield Woodhouse 736. (7846

1922 RILEY 11 RUNNING CHASSIS, EN-gine completely rebuilt and in Concours condition, radiation and lamps re-nickeled, no front wheel brakes; business commitments reason for sale. £325. Tel.: 061-437 5551, 8 Mona Ave., Cheadle, Cheshire. (7847

1959 VAUXHALL CRESTA. REGIS-tered number VED 1. Offers. Tel.: Widnes 4337 (evenings). (7849

FOR SALE—continued

300SL MERCEDES ROADSTER. Detachable hard-top, soft-top, fuel injection engine, chrome and alloy wheels, 1959/1960 but registered 1969; radio, etc.; fitted suitcases in boot. Exceptional example of this classic, rare and beautiful sports thoroughbred. Gilt-edged investment. Offers over £2,000. Finance could be arranged. Consider part exchange interesting car. Grange. Tel.: 061-437 5551, 8 Mona Ave., Cheadle, Cheshire. (7847

"E"-TYPE, 1965, 4.2, DARK BLUE; chrome wheels, Radiomobile, etc. One of those rare "E"-types that has been meticulously maintained throughout its low mileage. £1,095. (H.P. arranged—40 per cent. deposit.) For additional information: Tel.: Burnham-on-Crouch 2126, Southend 524652 (evenings). (7848

M.G. TC, 1946, SUITABLE RESTORA-tion or parts; rewired, good tyres, body rough, £50. Tel.: 021-554 6541 (Birmingham). (7850

1927 MORRIS BULLNOSE CHASSIS AND spares for sale, £80. J. A. Nicolson, 8 Fisherfield, Portree, Skye. (7851

1933 AUSTIN 10, TAXED, M.o.T. USED daily. £120. Offers. Tel.: Worthing 40229. (7852

1960 TR3A, C/W HARD-TOP, GOOD condition. £250 o.n.o. Tel.: Hartpury (Gloucester) 271. (7853

M.G. TC, 1947. IN GOOD CONDITION, body immaculate; just been resprayed, engine excellent—not yet been rebored—M.o.T. £140. Tel.: Chirk (Denbighshire) 2593. (7854

M.G.-A 1600. DISCS, RADIO, EXTRAS; new G800s, taxed and tested. Excellent. £245. Tel.: Prescot (Lancs.) 4857. (7855

M.G. TD, RED, EXCELLENT CONDI-tion. Extras include: radio, spots, s/belts, spare gearbox, maker oil pressure, new brakes; taxed, M.o.T. £250 o.n.o. Exchanges considered. Tel.: Nottingham 66987. (7856

ROVER 105S, BEAUTIFUL CONDITION, 1958. Virtually one owner; taxed Sept., 1970; recent £110 overhaul. £170. Bastable, 1 Old Park Farm, Old Park, Canterbury, Kent. (7857

WHITE VITESSE 2-LITRE, 1967, OVER-drive, new hood, shock absorbers; perfect condition, H.P. possible. £590 o.n.o. Tel.: Clitheroe (Lancs.) 2333 (after 6.30 p.m.). (7859

JAGUAR MK. IX. SECOND CAR; ONLY 45,000 miles. Maroon; new tyres, radio. Ideal car. £195. Tel.: Woking 61529. (7860

1933 ASTON MARTIN LE MANS, short chassis 2/4-seater, number C3/242/S. Offers over £1,500. Josh Sadler (Harrow). Box 1938. (7889

FOR SALE—continued

AUSTIN HEALEY 100/6, 1959, GOOD condition; overdrive, wire wheels, new tyres and batteries; M.o.T. and taxed Sept., 1970. £185 o.n.o. Mr. D. C. Howes, 74 Holmewood Rd., Tunbridge Wells, Kent. (7838

M.G. MAGNETTE. IMMACULATE. NEW crankshaft; really good car. Highest offer to: Box 1937. (7893

M.G.-B GT. "F" REG. OVERDRIVE, wire wheels, Cinturatos, power-assisted brakes, Konis, Kenlowe fan, Cooper air cleaners, radio, Silent Travel, fog, spot and mirrors. Lack of use forces sale. £945. Mr. Lucas, Four Alls Hotel, Corporation St., Taunton, Somerset. Tel.: Taunton 2547. (7891

SINGER ENTHUSIAST'S OPPORTUNITY. Reasonable 1955 Hunter for sale. Goes well but would like restoration. Offers about £50 to: Roper, Lower Hill, Ashbury, Swindon, Wiltshire. (No callers without arrangement.) (7892

ALFA ROMEO GIULIA TI. EXCELLENT condition. White, red interior. £450. Tel.: Danbury (Essex) 2488. (7893

1966 (JULY) TR4A. ATTRACTIVE CAR in royal blue with white hood and black interior; low mileage, good condition, fast, economical fun motoring for £685. Tel.: 01-445 4148. (7894

1963 MK. III SPRITE. GOOD BODY, excellent mechanics, new tyres, taxed, M.o.T. £390 o.n.o. Cain, 37 Woodside View, Halifax. (7895

TR5, 1968, MAY, RED, SURREY TOP, £995. Tel.: 01-504 0174. (7896

BENTLEY 4¼. BLACK, GREEN IN-terior. First registered Jan. 6th, 1937. Chassis number B.1. HM. King-pins, brakes and servo renewed, new tyres, body and engine good. £500. Tel.: Harwell 479 (after 6 p.m.). (7897

1950 RILEY 1½-LITRE SPORTS SAL-oon, original condition. One-family owner from new. 73,000 recorded miles, reconditioned engine. Real investment. £225. Tel.: 01-446 0235. (7898

JAGUAR MK. VII "M"-TYPE, 1956; 38,000 recorded miles only, one owner. Original and in magnificent condition. Must be seen. £325. Tel.: 01-446 0235. (7898

RILEY 1½-LITRE, 19/12/1953. ORIGI-nal blue/black, grey upholstery; lovely condition; tested. 115 guineas. Tel.: 01-856 0772. (7899

M.G. TC. COMPLETELY STRIPPED and rebuilt for competition; 16s and 15s new Cinturatos and wheels, engine Stage II., balanced. All usual mods. Bright red. £350 o.n.o. Write Cane, 272 Rotton Park Rd., Birmingham 16. (7900

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FORD Cheetah Escort GT body with Alan Mann wheel arches, 1,760-c.c. cross-flow Ford engine, 1600E crank, etc., etc. 13" × 8½" wheels, Dunlop racing tyres, etc., etc. Fuller details of specific history, price, etc., given to genuine buyers.

1969 LOTUS Super Seven Series II, 7,600 miles, one owner; finished in yellow with green noseband, full weather equipment... ... ... **£645**

1966 TR4A, hard and soft tops, blue; o/drive, w/wheels, radio, etc. Immaculate condition **£755**

1963 M.G.-B, blue; radio, tonneau, etc. Really good condition for year ... **£445**

1965 SUNBEAM Alpine GT, h/top; blue; o/drive, radio. Beautiful throughout **£475**

1961 PORSCHE 356B, white; L.H.D.; excellent; recently overhauled ... **£495**

1967 MARCOS 1500, gold; w/wheels, radio; immaculate **£1,195**

1965 'E'-Type d/head, ice blue, chrome, w/wheels, radio. Best available ... **£1,195**

1965 AUSTIN HEALEY 3000, red; o/drive, w/wheels. Mint cond. ... **£775**

1965 Sunbeam Tiger; '64 Daimler SP250; plus others expected shortly.

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FOR SALE—continued

BRISTOL 407, 1962. CHRYSLER V8 torque-flight. Dark green with beige leather, radio, etc.; 64,000 miles, recently shod, perfectly maintained by Bristols and main agents. Reg. No. GPK 1. £895. G. M. Hopkinson, 16 Meadow Rd., Malvern Link, Worcs. Tel.: 5729 (evening), or Malvern 3391 (office hours). (7647

1930 ROLLS-ROYCE PHANTOM II, chassis No. 51XJ. Pretty Windover's fabric body, pram irons, swept wings, brown hide upholstery. Needs new fabric. Fitted Leyland diesel engine, Rolls gearbox, Ace discs, two spare wheels. Stored at Shrewsbury. Photo available. £375. Ryley, 5 Sandy Lane, Little Sandhurst, Camberley, Surrey. Tel.: Crowthorne 4631. (7702

AUSTIN 7 TOURER, 1936. EXCEPtional model of this scarce car. Complete history available. Speedometer reading under 40,000. Laid up for long time but now current runner with M.o.T. until Sept., 1970. All original body and trim, although seats do need attention. New tyres. Best offer over £200. Tel.: Coventry 26135 between 9 and 5 for further details. (7703

ROLLS-ROYCE LANDAULETTE, 1934. £550. Fair condition. Tel.: Bingley (Yorkshire) 3344 (office), Shipley 57867 (home). (7704

BOND EQUIPE, 1963. CHERRY; 44,000 approximate miles. Engine and mechanics excellent, radio, new ZXs; good looking. £290. Dickin, 45 Alma Rd., Bristol 8. (7705

CONVERTED FORD TORNADO. EX-racing car, 1,172 c.c., twin carbs., fibreglass body, fully instrumented. Needs attention. £100. P. K. McCarthy, 39 Sutherland Way, Stamford, Lincs. (7706

1952 LANCIA AURELIA PEAT. IM-ported 1960. M.o.T. Sept., 1970. In good condition throughout. £195. Tel.: Hereford 66729 (day). (7707

M.G.-B GT. "F", WHITE, BLACK trim, radio, overdrive, chrome wire wheels, radials, etc. Absolutely perfect. £895—with 12 months' tax. Tel.: South Benfleet 52750. (7708

ALVIS, 1951, TA21 TWO-DOOR TICK-ford saloon. New clutch, new battery, M.o.T., taxed; good condition throughout for its year. £150. Stickland, Bennebroek, Saxmundham (2193), Suffolk. (7709

APPARENT DAWN BUT CHEAPER, faster Bentley. Exhaust needs attention only. £500 o.v.n.o. Dr. Forbes-Proctor, Denewell House, Low Fell, Gateshead. Tel.: 876246. (7710

IMMACULATE SUNBEAM ALPINE, Series II, 1961. Hard-top, hood, tonneau, radio, overdrive, wire wheels, G800s. No problems. £300. 3 Ashcroft Court, Burnham, Bucks. Tel.: 4095 (7808

FOR SALE—continued

ROLLS-ROYCE PHANTOM I, 19limousine by Windover. Vee-windscre very handsome, as new inside and o £3,350. Twenty James Young owner-dri saloon, 1927. Excellent order. £1,250. L dell. Tel.: Andover 3643. (7

JAGUAR "E"-TYPE, 1967 (MARC d.h.c. Indigo blue with tan interior; mi age 21,000; hard- and soft-tops, chro wheels, radio, nudge bars, luggage ra twin spots, racing mirrors, belts. Exc tional condition. Getting married. £1,5 Accept part exchange. Tel.: 01-856 3805. (7

ROLLS-ROYCE SILVER CLOUD I, ONE 50,000 recorded miles and chauffeur-driv In pristine condition and mechanically p fect. Midnight blue with luxury cream h Interior. Power steering, electric windo and other R.-R. refinements. Drives like dream. £1,650 or would part exchange coachbuilt Mk. VI or "R"-type Bentley. W.H.Y.? Tel.: Prescot (near Liverpo 5815. (78

M.G.-B GT, RED, BLACK TRIM, WI wheels, Motorola. Reg. Nov., 19 Genuine 29,000 miles. H.P. possible. T is a genuine bargain. No time-wast please. £750 o.n.o. Tel.: 061-338 4859 (a time). (78

1935 DAIMLER STRAIGHT EIGHT V4 special Park Ward limousine. Used V.V.I.P.s. Excellent mechanically a bodily, tyres good, needs repaint. Se Cheshire. Offers over £600. Tel.: 061-4 1362. (78

M.G. MIDGET, "F" REGD.; 1,275 C. One owner; XASs, wires, tonneau, heat other extras. £585 o.n.o. Hanlon, Te Rotherham 77373 (Monday-Friday 9- or Warrington 62238. (781

1960 TR3A. HARD-TOP, SOFT-TO tonneau, wire wheels, new Cinturat undersealed, overdrive, radio, other extr Red—most attractive. M.o.T., taxed. £2 24 Pershore Ave., Selly Park, Birmingha 29. (78

SUNBEAM ALPINE GT, 1964. MOO stone with red interior. Always a seco car; only 39,000 miles; superb conditio £405. Brindley, Tel.: Albrighton (Wolv hampton) 2865. (78

DAIMLER SP250, SEPT., 1963. DAR blue; h/s-tops, tonneau, Waso lock, e Wanted: Mk. III Elf, Hornet. Tel.: Brist 43390. (78

PORSCHE 356A 1600, 1959. LOVEL order; taxed March, M.o.T. Sept. £47 View N.W.1. Tel.: 01-837 5138 (9-5), Wa ford 36276. (78

M.G.-A SPECIAL. NEW TYRES, SU pension, electrics, reconditioned engi M.o.T., taxed Aug., 1970. £150. Te Crayford 29516. (78

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1969 Ford Mustang Mach 1. Probably the first Mach 1 to be offered for sale in this country. Finished in red with gold stripe and red interior. Fitted with automatic transmission, power steering, disc brakes, tacho., full air-conditioning, transmission tunnel console, high-back seats, tinted screen, Sportdeck rear seat option, tilt steering wheel, AM/FM stereo radio, G800 tyres, Custom wheel trims.....**£2,975**

1967 'F' Registered Porsche 911. Finished in white with black interior. A beautifully maintained example which is fitted with Blaupunkt radio.....**£2,435**

1967 Jaguar 2+2 'E'-Type. Finished in white with black trim and fitted with push-button radio, heated rear window. A one-owner car. Recorded mileage 29,000 .....**£1,595**

1962 (November) Bristol 407 Sports Saloon. A beautifully maintained example of this *marque*. Specification includes: 5.2-litre Chrysler power unit, push-button Torqueflite transmission, twin speaker radio, real hide upholstery. Finished in duotone silver grey. Full history available.....**£1,295**

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1968 'F' Registered B.M.W. 2000 TI (Fraser Nash) Finished in Pacific blue with grey trim. Specification includes leathercloth roof, push-button radio and quartz iodine spotlamps.....**£1,195**

1967 T.V.R. Tuscan, Short Chassis. Finished in Dubonnet rosso with black trim. Fitted with 4.2-litre Sunbeam Tiger power unit.....**£1,195**

1968 (December) Cooper 'S'. Finished in red with black trim. This very extensively modified car includes the following extras in a specification too complex to itemise: Modified and balanced engine, 1½" carbs., flat-top pistons, Stage 2 head, six 'Minilite' wheels with Dunlop SP Sports tyres, wheel arch extensions and modified suspension. Restall reclining seats, headrests, roll-over bar, Motorlux instrument panel, rev.-counter, Motorola radio, leather steering wheel, burglar alarm. Recorded mileage 9,500 .....**£795**

1969 Mini Cooper. Finished in blue with white roof and equipped with radio, electric tacho., reverse lights, burglar alarm and safety belts. A very beautiful low-mileage car.....**£645**

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1969 'H' Registered Lotus Elan Plus 2 'S'. Finished in Bahama yellow with black trim. 4,000 miles only. **£2,195**

1969 Lotus Elan Plus 2. Finished in burnt sand with black trim. An impeccably maintained example with a recorded mileage of 6,000 .....**£1,835**

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1969 Lotus Elan S/E. Fixed-head Coupe. Finished in royal blue with black trim. Fitted with radio, air horns, SP Sports tyres. Supplied and maintained by ourselves from new.....**£1,395**

1969 Lotus Europa. Finished in red with black trim, fitted with push-button radio, safety belts, and wheel trims. 6,000 miles only.....**£1,595**

M.G.

1968 M.G. 'C' Roadster. Finished in mineral blue with black trim, and equipped with overdrive, wire wheels, hard-top, soft-top and Downton Stage I cylinder head and exhaust. A very fast and immaculate car with a recorded mileage of 11,000.....**£975**

1969 M.G. 'B' Roadster. Finished in red with black trim and fitted with overdrive, wire wheels, radio radial tyres, wing mirrors and burglar alarm. Supplied new by ourselves. Recorded mileage 7,000 . . . **£1,045**

1967 'F' Registered M.G. 'B' Roadster. Finished in tartan red with black trim. Fitted with tonneau cover, racing mirrors and seat belts. A one-owner car. . **£745**

TRIUMPH

1969 Triumph TR6. Finished in ivory with black trim. Fitted with overdrive, push-button radio, wing mirrors and SP Sports tyres. Recorded mileage 7,400 . . **£1,395**

1968 (June) 'F' Registered Triumph Spitfire Mk. 3. A most unusual car finished in red with black trim and fitted with wire wheels, overdrive, luggage carrier, SP tyres, Koni shock-absorbers, in addition to this the engine has had a Stage 2 S.A.H. Conversion which consists of twin-choke Webers, special exhaust manifolds, twin exhausts. An unmarked, one-owner vehicle with a recorded mileage 15,000.....**£745**

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TAXI! 1938 LONDON TAXICAB, VINtage design, open driver's cab, opening landaulette rear compartment, working meter, for hire sign; artillery wheels. Very original and running well. £350. Part exchange vintage car considered. Mike Berry, 18 Westbury Rd., Woodside Park, London, N.12. Tel.: 01-445 1869 (home). (7711

ALVIS TD21. DARK BLUE SALOON. Complete engine and coachwork overhaul just completed. Bills to £500 available. £750 o.n.o. Tel.: Ardleigh (Colchester) 240. (7712

JAGUAR MK. V 3½-LITRE, 1949. Metallic silver, v.g.c. Urgently need space. Offers. Tel.: Bracknell 4665. (7713

SPRITE. 1966. 20,000 MILES ONLY. Hard/soft-top, tonneau. £390 o.n.o. Need space. Tel.: Bracknell 4665. (7713A

LANCHESTER MODEL 14, TOURING saloon, 1952. Silver and grey coachwork, blue hide interior. In really excellent condition, as new. One owner only. £195. Tel.: Rayleigh 72414 (days). (7714

1955 M.G. TF 1500. ONE OF FEW WITH wire wheels. Completely and carefully restored to be one of the best of the last of the traditional shape. Full details on request. £595 o.v.n.o. Chapman, Gadlys Hotel, Cemaes Bay, Anglesey. Tel.: Cemaes Bay 227. (7715

THREE GOOD BENTLEYS, 1935. MANN Egerton saloon 3½-litre sunshine roof, body excellent very pretty, rebuilt engine, not run-in. £850. 1936 Park Ward 4¼-litre, mechanically excellent, body in need of tidying. £295. 1950 Mk. VI, exceptionally clean, no rust, excellent in all respects. £435. Horner, Tel.: Andover 3643. (7716

1932 M.G. MAGNA F2. SOUND BUT requires restoration. £150. Tel.: Sherborne 3351. (7717

BUICK, 1913, OPEN-SEATER 22 H.P. IN really splendid running order. Genuine enquiries only please. Hatton, "Pickersleigh", Broad Lane, Wood End, Tanworth-in-Arden, Warwickshire. Letters only or telephone Tanworth-in-Arden 409 at weekends. (7718

M.G. TD MK. II, 1953. WIRE WHEELS. Original showroom condition. Retained as part of collection for 12 years, during which time has covered approximately 5,000 miles only. Spares, accessories, duplicate set of wheels, original tyres included. This car is for sale to a connoisseur or collector of the marque. Offers. Flashman, 4 Abney Court Drive, Bourne End, Bucks. Tel.: Bourne End 23284. (7719

1965 AUSTIN MINI-COOPER 998 C.C. Green/white; one owner. Blydenstein head, reverse rims, c.r. box, 32,000 miles only. £335 o.n.o. H.P. arranged. Kinghorn, 285 Pennygate, Spalding, Lincs. Tel.: 3732 (night), or Long Sutton 2323 (day). (7720

M.G.-B (SEPT.), 1964. REG. 9 FYY. Taxed Feb.; wire wheels, radio, seat belts, w/rim wheel, excellent condition. £485. Tel.: 01-985 6587 (daytime), 01-534 5385 (evenings and weekends). (7721

H.E. SPORTS FOUR-SEATER (POOR man's Bentley), 1928. Outstanding condition. £975. Chapel Row Farm, Bucklebury, Berkshire. Tel.: Woolhampton 2109. (7722

AUSTIN ATLANTIC SALOON, 1952. Small mileage; unmarked throughout. £275. Chapel Row Farm, Bucklebury, Berkshire. Tel.: Woolhampton 2109. (7722A

SPITFIRE. £435 O.N.O. REG. 24.12.1965. One owner; 19,000 miles. Available 27.12.1969. Tel.: 01-560 7230—but hurry! (7723

1963 JAGUAR "E"-TYPE F.H.C. Maroon/fawn. Immaculate bodywork, v.g. mechanically; 50,000 miles. Service records. H.P. available. £775. Tel.: Ninfield (Sussex) 483 (evenings). (7724

1937 FORD V8 30 H.P. SEDAN. EXcellent condition. £200 o.n.o. Perkin, 1242 Chester Rd., Stretford, Lancs. (7725

1964 SPECIAL DB5 VANTAGE ASTON Martin Superleggera. Soft-top and hard-top, recently fitted new engine by A.M., new steering, clutch, brakes, etc. Numerous extras. Offers please. Major James C. France, T.D., Duck's Nest Cottage, Follifoot, near Harrogate, Yorkshire. Tel.: Harrogate 82253. (7726

JENSEN S41 S, 1961. SILVER GREY with red upholstery; 62,000 miles. In perfect order throughout. For quick sale £600. Axel-Berg, Neen Sollars, Kidderminster, Worcs. Tel.: Cleobury Mortimer 268. (7727

JAGUAR 3.4, 1959. NOT A RUST/ fibreglass replica but an immaculate and original example. Gleaming Sherwood green; 61,000 recorded miles. History from new; four new RS5s, Konis, clutch, exhaust all new this month. £255. H.P. possible. Write: Clark, "Little Ignors", Puttenham, Guildford, Surrey. (7728

LANCIA APPIA III, 1962. "D" REGIStration; low mileage; faultless. Spares, extras. Company car permits reluctant parting. £190. Tel.: Nazeing 2273. (7729

ALFA ROMEO, 1965 MODEL, GIULIA Sprint GT; 48,000 miles; radio, many extras. £795 o.n.o. Whittle, Daybrook Sq., Arnold, Nottingham. Tel.: 0602 264101. (7731

RILEY 2½-LITRE R.M.F., 1953. BODYwork sound, mechanically sound, new radials, M.o.T. £100. Offers invited. Tel.: Billingshurst (Sussex) 2296. (7732

M.G.-A 1600, 1960. RADIALS, HARD- and soft-top, tonneau cover, carrier, new head, exhaust, year's M.o.T., taxed. Sale due to illness. £250. Owen, Weald, Bampton, Oxon. Tel.: Standlake 276. (7733

FOR SALE—continued

"E"-TYPE 4.2 JAGUAR COUPE, 1966. Indigo blue, grey upholstery, chrome wire wheels, heated rear window, radio, SP sports. 31,000. An unadulterated, immaculate car that must please anybody. Private sale. £1,350. H.P. Spreckley. Tel.: 061-998 3084 (day), 061-437 9132 (night). (7734

"A"-TYPE CONNAUGHT SINGLE-seater historic racing car. In very beautiful and original condition, complete with trailer. Full history. Inspection welcomed from genuine buyers. Part exchange considered, vintage or exotic car preferred. R. King, Honeycroft, Mid-Lavant, Chichester, Sussex. Tel.: Chichester 7585. (7735

1939 WOLSELEY 10. NEEDS SOME work. Loads of spares, workshop manual, etc. £20. Morris, Series Z, Ex-G.P.O. van, £10. Apply: 216 Crescent Rd., Bolton, Lancs. Tel.: Bolton 20538 (7736

LOTUS CORTINA, 1965. OUTSTANDing condition, very low mileage, fastidiously maintained, careful private use only. Guaranteed never bumped. Leaf springs, Adjustarides, air horns, vibrator alarm. Will stand the most critical inspection. £550 expected, but any sane offer considered. Write: 89 Harold St., Sheffield, 6, or telephone 305367 to view. Terms possible. (7737

AUNTY ROVER. EXECUTORS' SALE of 1958 (registered Dec., 1957) Rover 90. Sage green. One elderly lady owner. Certified mileage 22,000. Excellent condition throughout. Best cash offer over £250. Seen Leicester by appointment only. No time-wasters. Write: Billson & Sharp, Solicitors, Halford House, Charles St., Leicester. (7738

M.G. MIDGET, 1963. B.R.G. EXTRAS, long M.o.T. £305. Pugh. Tel.: St. Neots (Hunts.) 3136 or 3580. (7739

SUE 123 ON 1963 FIAT 500D. M.o.T. April, 1970. Offers. Tel.: 021-744 7330. (7740

1931 AUSTIN 7 OPEN TWO-SEATER IN running order. Overhauled, excellent mechanics, electrics, many spares. £100 o.n.o. 48 Sudbury Court Drive, Harrow. (7741

M.G. ZB VARITONE, 1958. GREEN AND maroon. Radio. In daily use. Also M.G. ZA. Grey. 1956. Needs new grille and attention to back axle. Excellent engine. Offers. Tel.: Dane End 241. (7742

COLLECTORS. RARE 1934 (REG. JAN., 1935) Armstrong Siddeley 6-cylinder 4-door limousine. Wilson gearbox, built-in jacks, recent mechanical overhaul, rebore, king-pins, brakes, shockers, battery. Fitted many extras. Trailer tow-bar, 3-way headlamps (main, dip, fog), generator, spark booster, two spare wheels, seven new tyres, numerous spares, heater, windscreen washer, dynamo, starter, distributor, part-differential, half-shafts. Body needs attention. M.o.T. July, 1970. Reg. Dec., 1969. Tel.: Bristol 33927 (evenings). (7743

1966 ALPINE GT. MANY EXTRAS. £635. Red, black interior; outstanding condition. Part exchange considered. Tel.: Harlow 23900. (7744

"B" SERIES DAIMLER SP250. ALPINE blue; 45,000 miles. £425. Available Jan. Tel.: Thanet 55256. (7745

1934 20/25 ROLLS-ROYCE CONTINENtal sports saloon. Mann/Egerton coachwork. Concours condition; under 80,000 miles from new. History: Winner 30 major Concours awards last two seasons. Car in original condition. Offers. R. Hemstock, 54 Low Rd. East, Warmsworth, Doncaster, Yorks. (7746

VERY RARE 1935 TICKFORD VAUXhall open tourer. Excellent condition with reconditioned engine, new hood, tyres, etc. £170 o.n.o. Tel.: 024-453 2495 (Chester). (7747

TR4, WHITE. NO EXPENSE HAS BEEN spared on this car. She has everything. Overdrive, hard-top, Surrey-top, short wave radio, chrome wheels, musical horns, leather upholstery, luggage rack, rear seats, anti-roll bar, Strombergs, etc. "G" registration on this truly immaculate 1965 one-owner second car makes the plebs think it's almost new. Emigration forces sale. £570 o.v.n.o. Goodwin, 110 Western Boulevard, Nottingham. (7748

AUSTIN 10 H.P. LICHFIELD, 1935. EXceptional condition; 85,000 miles. Second owner. Engine just overhauled, handbooks and tools complete. M.o.T. Offers. 3 The College, Milverton, Somerset. (7750

FACEL VEGA HK500, WHITE WITH red trim. Good condition. £550. For photograph and full details telephone Layer-de-la-Haye 431. (7751

EXTREMELY RARE AND BEAUTIFUL Mercedes 300S coupé 1954, 1,800 guineas or 300S roadster 2,900 guineas. Would take Rolls drophead, pre-war Mercedes, Waybach or equal. Dr. Schwappach, Köln, Berrenrather Str. 376, Germany. (7752

NO SILLY PRICE ASKED FOR MY 1965 red M.G. Midget. Clean car. M.o.T. till May, taxed. £345 o.n.o. Tel.: Harrogate 86624 (evenings and weekends). (7753

1936 AUSTIN 10/4 LITCHFIELD saloon. Very sound body and engine, plus absolute mass of spares. Offers to Godalming 6383. (7754

AUSTIN 10/4 LITCHFIELD SALOON spares. Private enthusiast has accumulated a large horde of parts. Tel.: Godalming 6383. (7754A

JAGUAR 3.8 MK. II, 1964. CHROME wires, Cinturatos, overdrive, reclining seats, Radiomobile, air horns, leather trim, pile carpets, Coombes exhaust, golden sand with hide interior. Large parrot with cage taken in part exchange. £595 o.n.o. Tel.: 769 7335. (7755

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THE 1970 RELIANT SCIMITAR GTE and 3-LITRE GT. Both of these fine cars are immediately available for your examination and trial. We will be very pleased to demonstrate either of these outstanding four-seater or 2+2 cars at your home or office, whichever is the more convenient. Earliest possible delivery with choice of colours from the **LEADING RELIANT DISTRIBUTORS.** The GTE now has either Automatic Transmission or Manual gearbox with overdrive.

LOTUS Elan Plus-Two. Fine 1968 'F' car in French blue/black trim, Motorola, G800s, k/o wheels, electric windows, air horns, inertia belts. **£1,495**

Also two 1969 'G' one-owner cars to latest spec. in B.R.G. or Bahama yellow, both nominal mileage, with all extras. Only **£1,695**

ALFA ROMEO Giulia GT 1600 coupé. 1964 car in red, radio, heater, leather wheel, G800s, etc.; 5-speed box. Twin cam unit, just overhauled. **£695**

LOTUS Elan. Choice two 1966 **S2** dropheads in Aubergene with black trim radio, inertia belts, etc., or pale blue, same spec. From **£865**

RELIANT Scimitar 2.6 GT. Choice of two of these fine straight-six cars, white or silver-blue, both wire wheels, radials, radio, belts; one sun-roof. **£895**

CORTINA GT. Outstanding 'F' regd. car in red with black roof, trim and coach-line, chromed 'Rostyles', radio, G800s, headrests, etc. **£785**

M.G.-B roadster. Sandy beige, red trim, overdrive, wires, radio, Cints., leather wheel, special exhaust, etc. 1964. **£565**

SUNBEAM Tiger. First reg. Nov. 1966, one owner, from new. Finished in B.R.G. and fitted with hard- and soft-tops, radio, Cints., etc. Excellent value at **£765**

M.G. Midget Mk. III. Choice two one-owner 'G' regd. cars in red or primrose, both with black trim, both wire wheels, etc. **£685**

TR3A. Excellent 1960 car in dark blue with black trim, fitted overdrive, TR4A carbs., TR5 wire wheels; another in primrose. From **£295**

JAGUAR XK150 fixed-head coupé in pale blue, with overdrive, wire wheels; with Cints., radio, wood-rim, rack, etc. **£385**

SHELBY-MUSTANG GT350. Fabulous 'Bullit' car in royal blue! Full Cobra unit, mag. wheels, 4-speed manual. **£1,985**

TR5 2500 PI. Unblemished red car with Surrey top, overdrive, wire wheels, radio. **£1,135**

M.G.-B. Superb 1967 car in mineral blue, fitted Bermuda top, folding hood, overdrive, wire wheels, radio, rack, leather wheel, etc. **£835**

Also several more mundane **'B's.** From **£485**

MERCEDES-BENZ 190SL. Horizon blue roadster with hard- and soft-tops, etc. Fine specimen of this rare car, regd. FJJ 6C. **£865**

HONDA S800 open sports, 1967. Red with black cockpit. **£485**

T.V.R. 1800S. 1967 car in purple and gold, M.G.-B unit with Weber, special wide wire wheels, with G800s, etc. **£795**

AUSTIN HEALEY 3000 Mk. II, in white with black side panels, overdrive, wire wheels, XAS, wood-rim, spots, etc. **£565**

M.G.-B GT, in regal red with black trim, overdrive, radio, wide wire wheels, with Cints., etc. 1967. **£895**

SPITFIRE Mk. II, royal blue/black trim, hard/soft tops, radio, rack, leather wheel. 1966. **£495**

M.G. Midget. Choice four **Mk. I** cars, various colours. From **£295**

SUNBEAM Alpine S. III, gold with black trim and hard-top, soft-top, overdrive, wide wheels, etc. **£395**

M.G.-A. Outstanding 1962 **Mk. II** car in royal blue/red trim, k/o wheels, radio, G800s, rack, etc. **£385**

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1934 ROLLS-ROYCE 20/25 brougham de ville by Park Ward (*illustrated p. 1134, "Elegant R.-R."*)

1932 ROLLS-ROYCE Phantom II sedan de ville by Barker. Two owners. Under 55,000 miles.

1954 ROLLS-ROYCE Silver Wraith 4-door touring limousine, H. J. Mulliner coachwork, finished in ebony with tan hide trim; two owners, 63,000 miles.

1952 BENTLEY Mk. 6 convertible by Park Ward. Power hood. Two owners, 51,000 miles. Finished in sage with suede green hide trim. Unmarked and as new throughout.

1949 BENTLEY Mk. 6 Standard steel saloon. Well above average.

1953 BENTLEY R-Type, manual. Velvet green over shell grey. Bench seating, 90,000 miles. Exceptional chassis.

1954 R-Type BENTLEY Continental, Mulliner fastback, just recellulosed, rechromed; new tyres, brakes and exhaust.

1957 BENTLEY S1. Black over shell grey, red trim. Automatic and P.A.S. Exceptional example.

1957 BENTLEY, as above but with individual front seats with brown trim.

1960 BENTLEY S2. Black over sage green with matching trim. Superb example.

1938 4¼ BENTLEY 4-door sports saloon by Park Ward. Finished in black over British Racing Green, tan trim. Mint and original condition with full history.

Restoration work undertaken

Overseas enquiries welcomed

Always a number of ROLLS-ROYCE and BENTLEY cars in stock that are not advertised

FOR SALE—continued

DELLOW MARK II, REG. NO. LOV 7. One of the best in the country; 100E engine, twin S.U.s, new hood and tonneau cover, engineer maintained; no room for new baby. £295. Haynes, Elleray, North St., Thame, Oxon. Tel.: Thame 2100. (7901

FROG-EYED SPRITE, RED, BLACK hard- / soft-tops, tonneau. Immaculate throughout; many extras, taxed and tested. £295. Tel.: 021-475 8267. (7902

TR6, AS NEW, RED, OVERDRIVE, EXtras. £1,400. Tel.: 352 7296 (evenings), 588 1551 (work). (7903

2 XRB. RARE 1962 SAAB SPORT 60. Fast, reliable; new clutch, complete engine overhaul, radials, reclining seats, discs. £250. Tel.: Rothley (Leics.) 2064. (7904

1928 INVICTA 4½-LITRE TWO-SEATER. £950. 29 Lennox Gdns., London, S.W.1. Tel.: 01-734 0706 (day), 01-589 5529 (evenings). (7905

TR3A, 1960. WHITE. HARD/SOFT-tops, tonneau, TR4 gearbox and overdrive, good Cinturatos, heater. £275. Waring, 56 Weston Rd., Gloucester. Tel.: GLOS 66771, extension 57. (7906

ORIGINAL SUNBEAM TALBOT MK. III, 1956. Immaculate condition; no rust. Heater, tachometer, genuine 37,000 miles. M.o.T. Dec., 1970. Enthusiast's car. Two-tone maroon/grey. £245. Bargain. Tel., Colwyn Bay 48069 (after 5 p.m.). (7907

HEALEY 3000, 1963, OVERDRIVE, WIRE wheels, radio, recent major engine overhaul, M.o.T., air horns. Really nice condition. Must sell. £475 o.n.o. Tel.: 245 9369 (week), 642 8084 (weekends). (7908

MARCOS 1600. "G" REGISTRATION. Yellow ochre; magnesium wheels, radio, sun roof, new radials; works maintained. £1,285. Tel.: Welwyn Garden City 25562/3 (daytime). (7909

BENTLEY MX PARK WARD SALOON. Very good condition; prefer exchange for post-war drophead Bentley, or would sell. Grossmark, Wickham Place, Hurstpierpoint. Tel.: 3282 (Sussex). (7910

300SL GULLWING 1956 MERCEDES. Genuine and superb original condition, apart from recent pale blue respray; 84,000 recorded miles; 25 m.p.g. at R.T.A. speeds; new tyres fitted to purchaser's choice. £2,750 o.n.o., or interesting part exchange possible. Tel.: 01-734 3211 (day), 01-937 4303 (evenings or weekends). (7911

SPITFIRE MK. III, APRIL, 1967; 22,000 miles; soft-top, tonneau, heater, belts, radio, spot, fog, air horns. £570 or cash offers. Tel.: Bedworth (Warwickshire) 5340. (7912

M.G.-B, 1966. RED/BLACK TRIM. CINturatos, spots, tonneau, excellent condition. £650 o.n.o. Tel.: Wolston (Coventry) 2237 or 2820. (7913

FOR SALE—continued

DELAGE D8100S, 1934. FREESTONE Webb aluminium fixed head coupé. Black over lemon, black upholstery. Immaculate throughout, thus good offers only. Box 1936. (7914

LOTUS ELAN S2 D.H.C., LATE 1965. White, red upholstery. Radio, air horns, hard-top; excellent condition; recently rebuilt following fire damage. £900. G. A. Colchester, 81 Bear St., Nayland, Suffolk. Tel.: 525. (7915

1936 STANDARD LITTLE NINE. ONE previous owner, 34,000 miles; professionally sprayed, trimmed and chromed; M.o.T. £180 o.n.o. Tel.: Westbury (Wilts.) 2995. (7916

MARCUS MINI. "G" REG. MAY, 1969. Tartan red. One owner, and as new. Cooper engine, "S"-type c/ratio gearbox; front discs and servo unit, black Marcus seats and trim, full instrumentation; all new and/or reconditioned parts. H.P. or part exchange could be arranged. £695. Walker, 43 Lambley Lane, Burton Joyce, Notts. Tel.: B/J 3385. (7917

CRASHED 1958 PORSCHE 1600 COUPE. R.h.d. £110, or will break. Also 1963 VW with body damage; 40,000 miles; will drive. £100. Prebble, Silverlake, Curdridge, Southampton. Tel.: Botley 2537. (7918

ROLLS P. II, 1930, CHASSIS ONLY. REG. No. GN 4. £825. P. I, 1927, chassis, £750; 1929 20 h.p. chassis, £450; 1933 20/25 chassis, £425. R. Horner. Tel.: Andover 3643. (7919

M.G. Y 1¼-LITRE SALOON, 1949. EXcellent running order; M.o.T. Spare engine minus crank. £65. Tel.: East Grinstead 22412. (7920

M.G.-B, 1964. WHITE. WIRE WHEELS, beautiful black trim, Motorola, alarm; many other extras, reconditioned engine 2,000 miles old. £475. Tel.: Harpenden 61034. (7921

SUNBEAM TIGER, 1965. B.R.G. HARDtop, soft-top, tonneau, radio, low mileage, scintillating performance. £575. Tel.: Harpenden 61034. (7921

FACEL HK500. WIRES, DISCS; APproximately 30,000 miles; 6.3 engine, manual gearbox, good order throughout. Space required. Offers please. Standard Orchard, Smallford, Herts. Tel.: Colney Heath 548. (7922

BENTLEY, 1956, S1 AUTOMATIC. SERviced and maintained by Rolls-Royce. New automatic gearbox. £1,250 o.n.o. Box 1966. (7923

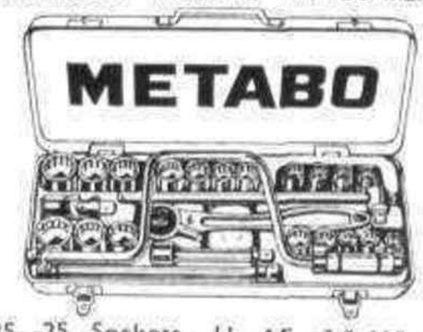
ROLLS-ROYCE 25/30, 1937. WINDOVER sports saloon; breaking for spares to realise capital; everything sound apart from interior; engine 80,000 miles; aluminium body. Tel.: Shaw (Lancs.) 6665. (7924

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At the time of going to Press (Nov. 15th) I am negotiating the purchase of the following cars. By the time you read this advert. I hope to have most of them in stock. All will be in MINT CONDITION.

1936 ALVIS Silver Eagle d.h. coupé.
1933 ALVIS Firefly open 2-seater.
1938 BENTLEY sports saloon, H. J. Mulliner.
1934 BENTLEY d.h. coupé, Hooper.
1936 ROLLS 25/30 Dormer caravan.
1935 ROLLS 20/25 limousine, Windover.
1930 ROLLS P II sports saloon, Barker.
1929 M.G. 18/80 sports saloon.
1929 Riley Monaco saloon.
1935 Riley Lincock fixed-head coupé.
1934 LAGONDA Rapier open 2-seater.
1925 BENTLEY 3-litre Doctor's coupé, Barker.

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JOHN BRITTEN

MG

Austin Healey

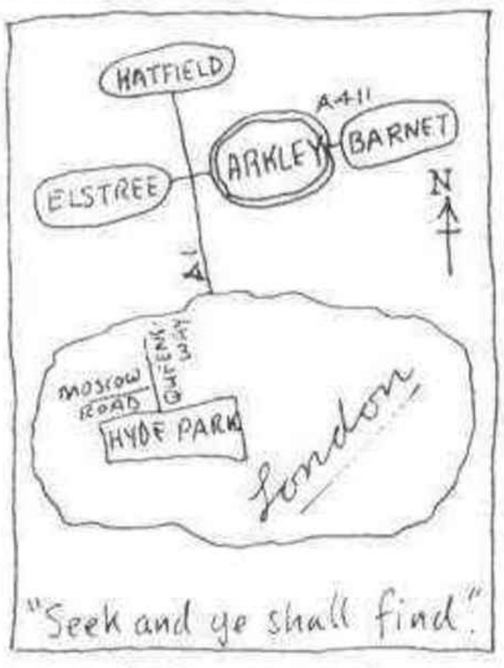
TVR RELIANT

Arkley Aubergines

Christmastime is nearly here; buy a sports car and give up beer. Not only am I an usual pre-caring this advertisement at the 11th hour, but this month I am in process of moving dark-rooms, so you will have to be satisfied with a couple of Polaroid snapshots taken on the spur of the moment, and also when the typing is finished I am going to see what can be achieved with pen, ink and a shaking hand. First picture shows me demonstrating my new way of how to get into a sports car (a 1970 model MG-B, note the nicer rear lamp clusters). On this particular car we supplied the hardtop as a dealer-fitted extra instead of factory-fitted. This way it comes in primer instead of any-colour-as-long-as-it's-black, so you can have it sprayed a special colour—our customer John de Rivas chose



browney orange for his primrose yellow car—and still had some change left out of the p. tax he didn't pay. The TVR in the picture reminds one that with these the whole car can be custom-finished for £15 extra. Reliants do the same job on the (33.1/3% larger) Scimitar GTE for £20 extra. At this moment we have few new cars here but a number of new MGs waiting at the factory complete except for the aforementioned rear lamps, which we understand there is a world shortage of. Here in photo no. 2 is "P.M." showing you our new Austin sign (this is, quite truthfully, the only way Barnet Council will allow us to display it, although I am going to have another go with the planning permission forms). We hereby most solemnly



do swear that the acquisition of an Austin dealership will not dampen our enthusiasm for sports cars one whit, and we further pledge that our staff have been instructed to wear a virtually indetectable sneer when selling you a saloon car. As you have probably guessed by now, all these words are a cover-up for a slight shortage of cars, especially new ones. Here now we only have one new MG-B, one new MG 1300, one new Austin 1300GT, and one new Austin 1100. By Dec 7th we are expecting MG-B GTs in yellow and the new flame red; Midgets in yellow and Royale blue; and one or two "B" roadsters of unknown hue. I suppose you know that MG-Bs now have a leather-rim steering wheel and, at long last, proper bucket seats. Austins on the way include Royale blue Mini 1000, Royale blue and Aqua Clubmen, flame 1275GT and Maxi, and a couple of

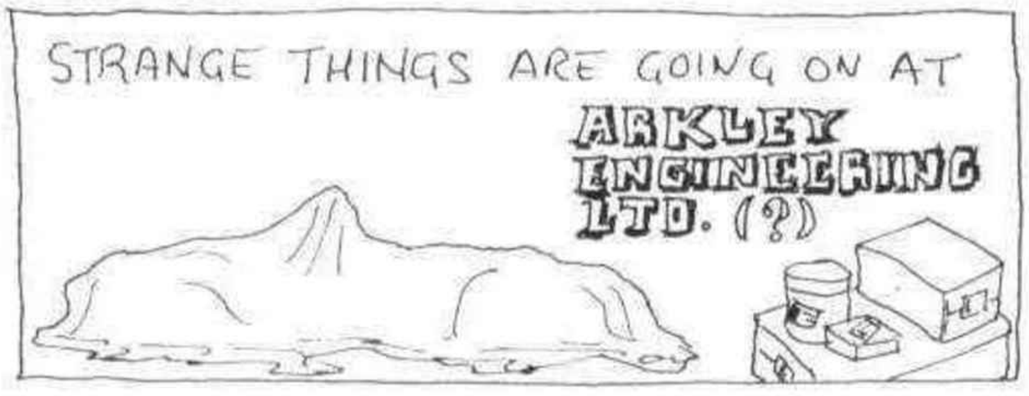
TVR RELIANT

Sprites, which at long last need not feel they are the Midget's poor relation, since price and spec. are identical, only the brand image differs. Getting back to this Austin thing, the fact is that, under the BMC Family whatsit, we were in any case supplying quite a few new Austins in part exchange for sports cars which circumstances forced people to give up driving, so that really BMC have just made the automotive equivalent of an honest woman of us. MG Midget, 1965, Riviera blue, wire wheels, £410. MG-B, 1967, mineral blue, black leather, air horns, leather rim, ZX tyres, which I have on my Lancia and are incredible in the wet—they literally howl, £740 which, in case I have left you behind a little, includes the car! TVR Mk III, 1964, silver fox, MG-B power unit, like so many TVR owners he traded it in for a later one. Morgan Plus 4 four-seater, 1968/9 "G", dark green, black leather; some ghastly fellow has not only omitted to put any further details in the stock list but has priced it at £375, which can't be right. Nearer £1,000, I should have thought, as it must be one of the last and best of this *rara avis* available. Triumph Spitfire Mk II, 1965, blue, G800s, £410. MG-B, 1964, Old English white, red leather, etc, £520. Race TR2, 1955, BRG, 2.2-litre, o/d all four gears, twin 45DCOEs, Lawrencetune manifolds, race head, branched exhaust, oil cooler, road/race cam, fibreglass doors and wings, works Le Mans alloy hardtop, racing seat, sprint fuel tank, wide wheels, Dunlop racing tyres, disc brakes, MoT, strong men only need apply, £230. Triumph Spit. Mk III, 1967/8 "F", conifer green, one owner, hardtop, £630. MG-B GT, 1967/68 "F", mineral blue, radio, wire wheels, leather rim, SP41s, £980. TR3A, 1960, signal red, black interior, black hood and sidescreens, £310. Lotus Elan S3, 1967, dark blue Aeroflow FHC, knock-ons, radio, power brakes, air horns, £1,070. Triumph TR4, 1962, conifer green, Surrey top, overdrive, radio, Cinturatos, £415. MG Midget, 1966, special pickup bodywork, super car for boat owner as will take a big outboard, orange, radials, £360. Triumph Spitfire, 1968, green, overdrive, wire wheels, hardtop, soft-top (scarce used), one owner, radials, £710. Lotus Elan S2, 1965, very dark green, hard and soft tops, Spl. Equipment, radio, G800s, £870. Triumph Spitfire Mk III, 1968, dark blue, wire wheels, howling ZXs (see above), radio, one owner, £670. MG Midget, 1967/8 "F", tartan red, black leather, £580. Lotus Elan S3 fixed-head, Spl. Equipment, 1967/8 "F", white, radio, £1,095. MG-B, 1965, five bearings, tartan red, wire wheels, one owner, G800s, £595. MG Midget, 1966, white, wire wheels, previous owner purchased it from us, the fortunate lad, £475. Each one chosen with care and prepared with love, parts/labour guarantee. Used hard-tops for TR3 and Lotus 7. Cinturatos at 25%. Always a selection of small used saloons at cheap prices and your lovely sports car wanted in exchange. Spridgets with damaged body-work are still being sought by our sister Co., Arkley Engineering, in whose hands they will undergo a quite extraordinary transformation. We also pay cash for undamaged sports cars provided they have been carefully looked after, or you can have some cash + a cheaper car. We specialise in Personal export sales of MG, Austin, Austin Healey, TVR and Reliant. This is a very good and absolutely foolproof method of keeping quite a sizeable lump of cash in your own pocket instead of letting it swell the coffers of the Treasury, and we have a little booklet which tells all. You must mention the country you are going to.

Moscow Road Marrowbones

TVR London Distributors we are, and they are selling like hot cakes (three Vixens and a Tuscan V6 this week), which leaves us fresh, as they say in the USA, out. Vixens are on their way to us in light orange, ermine white, regal red, silver fox, Sherwood green and metallic Bahama yellow. These are all to the latest specification with power brakes and all-black US safety standard dashboard with rocker switches. Tuscans coming include a diamond blue, an aquatic jade green, and a turquoise, all fitted with overdrive. TVRs have been the subjects of eulogistic road tests by several magazines recently; suggest you come and find out what it's all about. There are many good features of the Reliant Scimitar GTE, but prompt delivery is not one of them. However, you can consult with us and we will try twisting a few Tamworth arms. Morgan 4/4 Competition model, 1968, a surprising colour. Possibility of some new Morgans in the not too vastly distant future due to some frustrated export orders. Mini Cooper, 1969, blue with ivory roof, black interior, £595. Lotus Elan, red, 1964 (Sept), Motolita, £725. Lotus Super 7, 1,500cc, 1968, green and silver with yellow nose, wide wheels, radials, hub-caps, many extras, 6,000m, £695. MG-B, 1969, Snowberry white, black leather, reclining seats, overdrive, wire wheels, etc, etc, maker's guarantee, save £268 on a new one, £1,050. Triumph Spitfire Mk III, 1,296cc, 1967, white, black trim, radio, Sebring mirrors, £590. We are just around the corner from Queensway ice rink, so get your skates on. . . .!





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

FOR SALE—continued

ALFA ROMEO 1900C SUPER SPRINT coupé. Reg. LEN 164, 1955. One-off body by Ghia; aluminium; 130 m.p.h., 2-seater sports coupé, l.h.d. 4-cylinder 2,000 c.c.; twin overhead cam engine, double twin carbs, finished metallic blue; beautiful eye-catching, breath-taking car with innumerable extras. Cost new £5,000; £600 spent this year. £900 or would exchange recent Rover 2000, Volvo P1800S, or W.H.Y.? Tel.: Shaw 6665 (Lancs.). (7925

BRISTOL 406, 1960, BURGUNDY, BODY-work beige, interior restored as new, H.M.V. radio, twin speakers, reconditioned gearbox, overdrive, Chapman Reutter seats. £465. Tel.: West Drayton 5791. (7926

DAIMLER DART, "B" SPECIFICATION. Hard-top, hood, wire wheels, Colonel Bogey horns, burglar alarm; burns no oil and needs no money spending; 12 months' M.o.T., nine months' tax. £375 for quick sale. Tel.: 021-743 2254, 021-705 2074 (home). (7927

LOTUS ELAN D.H.C., 1967, RED REEL safety belts, air horns, brake servo, Radiomobile, tonneau; 20,000 miles; beautiful condition. £1,075. 37 Dunraven Rd., Little Neston, Cheshire. Tel.: 051-336 3348. (7928

BENTLEY S3, 1964, SILVER GREY AND blue coachwork; two owners; electric windows, stereo radio. Kept in heated garage and covered; only 55,000 from new. Faultless in every respect. £3,250. H.P. and part exchange might be possible. Tel.: Bristol 682634 (evenings). (7929

RILEY 2½-LITRE, 1950, 2/3-SEATER roadster. Black; rare car; engine v.g.c., bodywork requires some attention. McEwan-Cargill, China Farm House, Harbledown, Canterbury. (7930

M.G. TF 1250, COMPLETELY REBUILT from chassis, rebored, rechromed, rewired, re everything. Original and must be best example in the North. First offer over £600 secures. Tel.: Preston 43061. (7931

TRIUMPH TR3A, 1958, B.R.G. OVER-drive, hard-top, wire wheels, new carpets, Cinturatos, new M.o.T., rust-free and very reliable. £245. Some part exchange considered. Aslett. Tel.: Lee-on-Solent 79770. (7932

QUICK 1500 ROAD ANGLIA ON OFFER. Details: 19 Namu Rd., Bournemouth. Tel.: 56016. (7933

1925 VAUXHALL 23/60. A LARGE (4-litre o.h.v.) sporting touring car, made when Vauxhalls were real English sports cars. Immaculate in every detail and with the correct accessories, e.g., torpedo side-lamps, rear Auster screen, tonneau, etc. £1,750. P. D. Harper, Stretton House, Lower Stretton (via Warrington), Cheshire. Tel.: Norcott Brook 411. (7934

THREE - LITRE BENTLEY SPEED model, 1926 chassis. You restore and assemble. Cost price for quick sale. £900. No offers. Tel.: 01-449 4626. (7935

LOTUS ELAN S3, 1967, D.H.C. PUSH-button radio, knock-on wheels, new SP tyres, electric windows; belts; taxed. £995. Tel.: 01-460 8973 (day), Sevenoaks 56767 (evenings). (7936

1937 AUSTIN SEVEN RUBY. EXCEL-lent restored condition. M.o.T., taxed. £150 or offers. Box 1935. (7937

BRISTOL 401, 1951. NAVAL OFFICER posted abroad must regretfully part with this beautiful thoroughbred. Excellent ivory coachwork. M.o.T. July 1970, 2 new tyres. Must sell quickly. £200 o.n.o. Tel.: Tunbridge Wells 31660 (evenings). (7938

1939 RILEY 1½-LITRE SPORTS SALOON. Only 300 miles since fully reconditioned engine. Excellent condition throughout. £180 o.n.o. Also Citroen Big Six. Offside wings damaged, otherwise perfect. Offers. Russell, Flat 1, 20 Rodney St., Liverpool 1. (7939

1966 CORTINA 1500 DE-LUXE WHITE 4-door saloon. Excellent condition, clutch, brakes, shock absorbers replaced. Cints. £395 o.n.o. Tel.: Wisbech 3484. (7940

CONCOURS M.G. TF 1250, 1954. RE-built engine, clutch; new front suspension, shock absorbers, hood, sidescreens, tonneau. Chrome l/rack, bumpers, tankstraps. Fitted radio, heater, l/spots, Cinturatos. Absolutely mint condition. B.R.G., taxed. £550. Tel.: Nottingham 271034. (7941

M.G.-B GT HARD-TOP BY CLIFFORD, B.M.C. red; used approx. nine months. No longer required. £30. Dr. Morrison, Tel.: Perth 23311. (7942

ALFA ROMEO GIULIA 1600, T1, 1964. White with red interior. Very good condition. Excellent value at only £380. Tel.: Speeding Kendal 3253. (7943

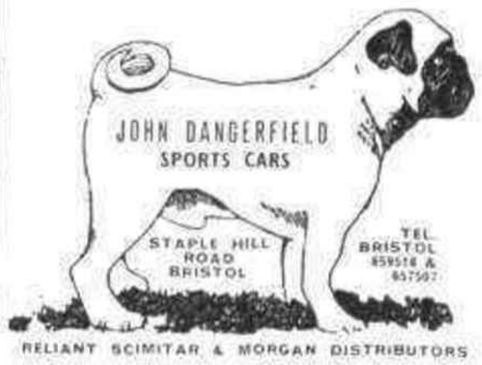
M.G.-A, 1600 FHC, 1960, EXCELLENT condition, snowberry white/fern green with red interior. First to see will buy, 320. Tel.: Kendal 3253. (7944

LOTUS ELITE SERIES TWO. SUPERB Bristol body, new wheels, tuned Ford 105 E big valves, Weber carb., etc., heater, taxed, M.o.T. £405. Tel.: Long Eaton 4387 (9 to 5) or 1 The Green, Long Whatton, Leics. (7945

1934 M.G. J2. EXCELLENT CONDITION. Recent bills for £100, including completely new weatherproofing weekends only. 130 Hinckley Rd., Barwell Leics. (7946

M.G. TD, 1953. COLOUR BLACK AND in absolutely outstanding condition throughout. £425. Tel.: 01-390 1792 Surbiton, Surrey, or write c/o 14 Bexhill Rd., London S.W.14. (7947

M.G. TB, 1939, ORIGINAL AND IN very good condition. £300. Tel.: Codsall (Staffs.) 3180. (7948



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1968 (G) SPITFIRE, damson; one owner; radial tyres, leather-rimmed wheel, oil-pressure gauge **£725**

1967 ('F' reg.) MIDGET 1275, B.R.G.; wires, Cinturatos, anti-roll bar, tonneau; one owner..... **£625**

1967 ('F' reg.) M.G.-B GT, mineral blue, Webasto roof, o/drive, radio, safety belts, new ZXs, works replacement engine and gearbox, twin Q.I. spotlights..... **£975**

1967 GILBERN Genie, metallic blue, o/drive, chrome wires, radio, newish Cinturatos, spot and fog lights; 26,000 miles..... **£1,200**

1967 TR4A, white, o/drive, new G800 tyres, tonneau **£835**

1966 ALPINE GT, white..... **£625**

1966 MIDGET, blue, radio; 27,000 miles **£525**

1966 TR4A, red, o/drive, wires, 5 new SP's, rear seat, radio, one owner **£775**

1965 HEALEY 3000, 1966 model, B.R.G., overdrive, new SP41s, tonneau; new ex. system **£800**

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... **£1,250**

1964 SPITFIRE, iris blue, radio, new tonneau and hood **£440**

1963 Nov. TR4, hard/soft Surrey tops, radio, overdrive, new SP41 tyres **£600**

1963 TR4, B.R.G., tonneau, 'X's **£500**

1963 M.G.-B, red, newish Cinturatos, radio, tonneau, wires..... **£525**

1962 TR3A, B.R.G., front suspension/steering overhauled, new SPs, tonneau **£440**

1961 MERCEDES 190SL, pearl green; radio, 4 new G800s, new clutch and dynamo; top o/haul just completed. Good history. Indicated 45,000 miles, probably genuine..... **£800**

1961 ALPINE Series II, iris blue; engine, gearbox and o/drive just rebuilt, hard/soft tops..... **£425**

1961 MIDGET, blue, hard-top, soft-top, Cinturatos; new Gold Seal gearbox **£345**

1960 M.G.-A 1600, turquoise, new hood, tonneau, works replacement engine with 11 months' warranty; new clutch, gearbox overhauled, nearly new Cinturatos **£450**

1960 SPRITE, white, new Cinturatos, tonneau, spotlights, etc..... **£300**

1960 TR3A, white; hard-top, new soft-top and tonneau, 'X's..... **£400**

1954 MORGAN 4-seater, orange **£225**

1954 M.G. TF, wires, radials, partially dismantled **£300**

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M.G.-B, AUG. 1966, WHITE, BLACK trim, heater, radio, etc. £650 o.n.o. Field, 7 Glastonbury Ave., Upton-by-Chester, Cheshire. Tel.: Chester 42324. (7802

BENTLEY MK VI, GREY, FULL FLOW engine, gearbox, radiator fitted during present ownership. Very good order. Full details sent. Box 1934. (7803

T.V.R. 1800S, 1967 (F), 17,000, RADIO, silver/black. £895. Finance arranged. 13 Ashfield, Newton Aycliffe, Durham. (weekday evenings). (7804

M.G. TD, 1953. EXCEPTIONAL CONDITION. Many extras. Enthusiast maintained. £320. 43 Bushfield Rd., Crewkerne, Somerset. (7805

1953 SUNBEAM ALPINE. IMMACULATE, 38,000 from new believed. £150. 1954 very good. £75. Tel.: 061-834 8020 (Manchester). (7806

"E"-TYPE F.H.C., 1962. VERY LOW mileage, superb body/interior, genuinely excellent mechanics, clutch, flywheel, exhaust, discs/pads, dynamo, regulator just replaced. Every useful extra: Radiomobile, Marchal auxiliary lamps, wing mirrors, Selmar, underseal (from new), radials (two new SPs; long M.o.T., tax. Reluctant private sale: £685. Tel.: Ashtead (Surrey) 5180. (7814

EXTREMELY RARE 1935 RAILTON Straight-Eight university saloon by Coachcraft. Genuine P.V.T., scruffy but sound and near complete. £75 o.n.o. R. Henry, 5 Hanley Ter., Malvern, Worcs. (7819

RILEY, 1952, 2½-LITRE. BLACK. GOOD engine, good tyres, bodywork and interior in excellent condition, heater; taxed Jan., M.o.T. £100. Weaver, 32 Western Rd., Lymington, Hants. (7820

TRIUMPH ROADSTER 1800, 1948. VERY good condition; only 5,000 miles since new engine 1957. £285. Tel.: Burgh Heath (Surrey) 52561. (7823

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BENTLEY MK. VI. FIRST REGISTERED Nov., 1950. Attractive Park Ward four-door saloon, black and grey; meticulous owner has spent over £500 in last two years with Bentley specialists. Electric windows, four spots, flasher conversion, push-button radio, all new tyres (spare unused); taxed Feb., 1970, M.o.T. Nov., 1970. £650. 10 Wolverhampton Rd., Quinton, Birmingham 32. Tel.: 021-558 2417, 021-429 2958 (evenings). (7821

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M.G. TF, 1954. ENGINE JUST RECONditioned, body and hood rebuilt last year. Very good order. £400. Maufe, Larch Croft, Panorama Drive. Tel.: Ilkley 3669. (7824

M.G. MAGNETTE ZB, RYV 1 REGIStration, 1958. Sparkling varitone blue bodywork, good mechanics; M.o.T. Oct., taxed until March, £195. Tel.: 0203 362214 (Coventry). (7825

1932 MORRIS FIRE ENGINE FOR DISposal; good condition; regularly used for works fire brigade. Offers invited. To view, please telephone 021-327 1941, extension 167 (business hours). (7826

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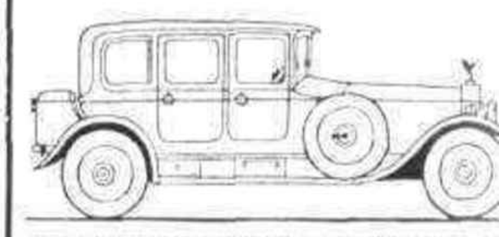
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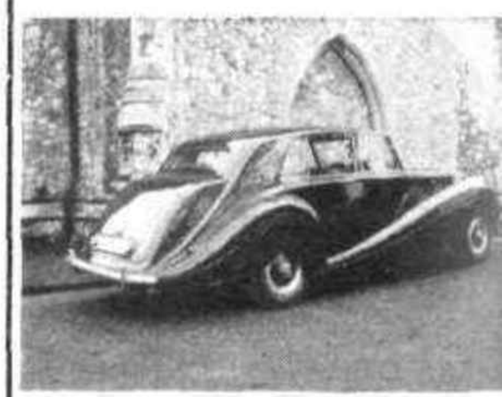
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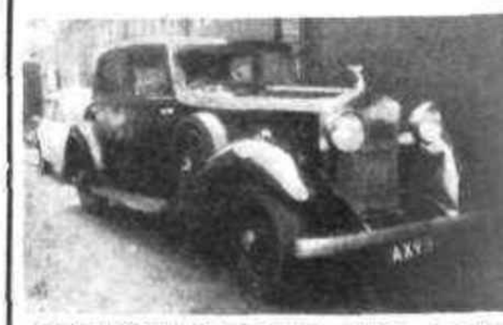
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1968 TRIUMPH TR5, PI, royal blue/black, overdrive, wire wheels, radio, heater, tonneau; one owner, mint condition **£995**



1968 M.G.-B GT Mk. II, L.H.D., blue/black, full American specification (first one we've had), chrome wire wheels, o/drive, heater, SP68s; completely unmarked **£995**



Left : **1962 MERCEDES-BENZ 190C,** pale blue/red, Motorola, heater; two owners (same family); magnificent example **£465**
Right : **1968 FORD Escort de luxe** (yes, we do take ordinary cars in part exchange), ermine white, Motorola, heater; excellent value..... **£495**

1964 ALFA ROMEO Giulia Sprint Special f.h.c., 1,580 c.c., R.H.D., one owner, unusual car..... **£445**
1963 (Nov.) ALFA ROMEO Giulia TI, red, double headlamps, 5-speed gearbox..... **£225**
1962 ASTON MARTIN DB4 Superleggera saloon, pale blue, chrome wires, radio, heater..... **£1,025**
1964 AUSTIN Mini metal estate, grey..... **£245**
1964 ('63 Model) AUSTIN HEALEY Sprite, red, Ashley top/bonnet, heater, wood wheel..... **£275**
1960 AUSTIN HEALEY Sprite Mk. I, very attractive in green, good Cints., heater, tonneau..... **£195**
1959 AUSTIN HEALEY Sprite Mk. I, green/white, hard-top/soft-top, tonneau, heater, radio, Ashley bonnet, same family since 1960..... **£215**
1968 BOND Equipe 2-litre GT, blue, o/drive, G800s, heater, one owner, certified 5,544 miles **£845**
1968 FORD Escort de-luxe, bronze/black, one owner, carefully used, lively family car..... **£525**
1966 FORD Cortina 1500 Estate, blue/white flash, two owners only, very exceptional..... **£465**
1964 FORD Zephyr Mk. III, dark blue, one owner, heater, belts, owned by well-known family..... **£445**
1952 HEALEY 2.4 Tickford saloon, green..... **£125**
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1963 JAGUAR Mk. 10 Automatic, blue/grey, expensive radio, P.A.S., low registration number **£395**
1961 JAGUAR 2.4, dark blue, o/drive, radio, heater; host of bills; Director owned..... **£225**
1956 JAGUAR XK140 f.h.c., L.H.D., salmon pink, wire wheels, Blaupunkt radio, 'C'-type engine, very rare excellent investment, ex-royalty..... **£495**
1967 ('66 Model) LOTUS Elan d.h.c., white/black, electric windows, radio, heater; one owner... **£945**
1966 LOTUS Elan S3 f.h.c., red/black..... **£895**
1955 MERCEDES-BENZ 190SL, L.H.D., white/black hard-top, self-seeking radio, one owner since 1956, original condition, rare car, once sold almost impossible to replace..... **£500**
New/unregistered (1968 model) M.G.-C, mineral blue/black, wire wheels, tonneau cover, heater and overdrive, one only at the special price of..... **£1,175**
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SINGER 1½ LE MANS. EX-LIVERPOOL City Police. Rebuilt to standard 800 miles. Mint. B.R.G. Wildsmith, Hollins Croft Rd., Brampton, Chesterfield. Tel.: 68186. (7769

PORSCHE 356B, 1962. OVERHAULED. five new tyres, etc. £500 o.n.o. Must be sold to make room for new car. Full details telephone 836 1353 (days), 759 0119 (nights). (7773

UNIQUE 1951 ARMSTRONG SIDDELE landaulette. Definitely only one of its kin Interesting history, including use by H. Queen Elizabeth II on State visit to Ade Also six years in Lord Montagu Mot Museum. In running order but needs lit attention. Enquiries to: Box 1932. A answered. (77

RILEY, 1936, KESTREL 15/6 SPECIA series. Complete body rebuild, rewired, chromed, rebu-lt motor, dynamo, spa dismantled engine; taxed, M.o.T. 19 £250. Dr. Gough, Broadgreen Hospit Thomas Drive, Liverpool. Tel.: 228 48 (77

TALBOT 14/45 WEYMANN SALOO 1930 model. Large sliding roof, pack-aw trunk rack, 100 per cent. sound. Pa good (green over black), with fabr covered top; recent M.o.T., engine ov hauled, new pistons, etc., new clut valuable spares, special tools. One own 34 years. Must go, need room for 19 truck. £325 o.n.o. Tolhurst, 38 Reyme Close, West Mersea, Essex. (77

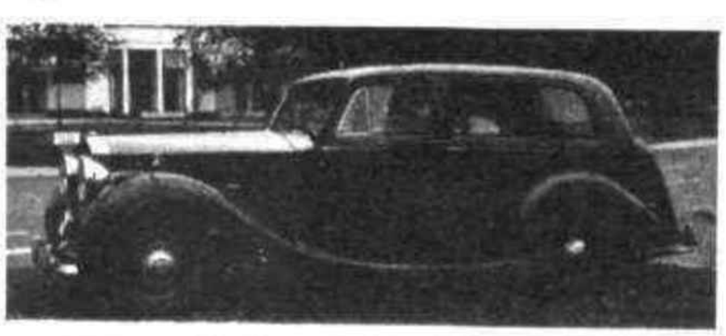
VERY RARE "C" - TYPE - ENGINE XK120 drophead, 1951. Completely rebu from chassis upwards, rewired throughou new clutch, new upholstery, new chrom resprayed Carmen red. A near-unique mot car. Only serious offers please for th valuable classic. 26 Lycett Rd., Wallase Cheshire. Tel.: 051-638 4643. (77

HITCHIN 3444

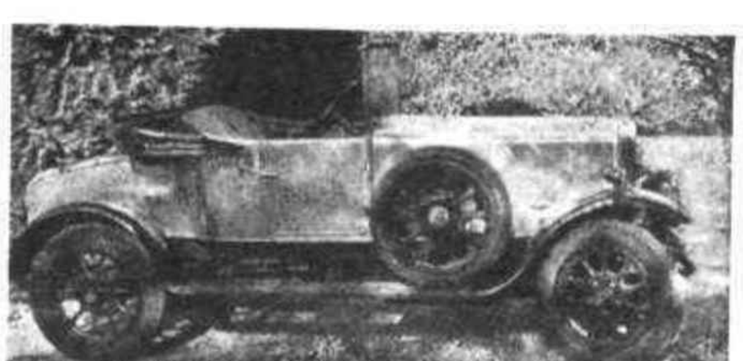
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FOR UNUSUAL AUTOMOBILES

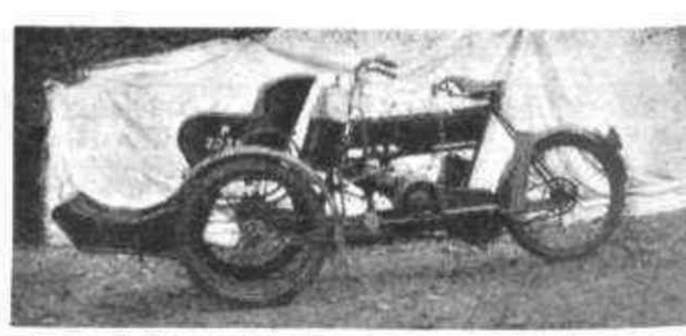
HITCHIN 3445



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 of **£845.**



1924 HILLMAN 10.8, highly original car, stored many years, polished aluminium body, black wings and hood, very fair running order, extremely sound bodywork, not Concours, but very nice. **£650**



1904 HUMBER tri-car, well-known and successf Brighton entrant; in nice condition, 750-c.c. engine, speed gear and clutch, 700×80 tyres, etc. makes it useable car with a very reasonable performance. **£1,0**

BENTLEY Mk. VI Abbott convertible (*for photograph see last month*), electric top, one owner from new, delivered 1951, mileage approximately 120,000, grey, grey interior, mechanically very sound but needs new hood and minor coachwork renovation, fair paintwork and interior; due to pressure of other work, the car can at present be bought as seen for **£900**

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 "big-bore", 1952, H. J. Mulliner all-alloy saloon, recent repaint in royal blue with gold line, grey hide interior; fully serviced by us and a very fair car. **£695**

BENTLEY Mk. VI standard steel saloon, 1947, grey, grey interior, very tidy and in very sound order for its year and price. **£295**

We are negotiating for a 1960 S.2 James Young 2-door Continental and also a 1957 Flying Spur Continental.

JOWETT Javelin saloon, 1952, one owner from new, full maintenance history shows mileage of over 190,000, yet car is in remarkable condition both mechanically and bodily. **£195**

LANCIA Appia Mk. III, Sept. 1960, original Works demonstrator and *Autocar* test car, Works maintained, mileage approximately 59,000 guaranteed, dark green, grey interior, exceptional specimen offered on behalf of a customer. (*For photograph see last month*). **£400** o.v.n.o.

LANCIA 2.5 litre Flaminia saloon, l.h.d., *circa* 1959, reg. U.K. 1965, scruffy paint and plating, fair interior, radio, good engine and transmission, needs some attention to steering joints, hence no M.o.T. and down-to-earth price as seen of **£125**

M.G. Midget TA, 1938, quite a fair car, running order, M.o.T., etc. **£150**

RILEY 9 Special Series Falcon "gull-wing" door saloon, 1933, manual gearbox, needs minor attention to paintwork, but otherwise a sound, tidy and unusual car. **£250**

RILEY 1½-litre Adelphi saloon, black, brown hide interior, all-original paintwork is not outstanding, but the car has been well cared-for and is generally very sound. **£165**

VINTAGE :

Two exceptional cars—(1) **1919 SUNBEAM 16 h.p** tourer (similar in appearance 1916 model but with electric starting), stored many years, very original—original leathe lamps, instruments, etc., new hood and tyres, good running order (almost identical ca but with better paintwork, recently fetched £1,800 at last Sotheby Auction). **£1,20**

(2) **1925 RENAULT 9/15 Cloverleaf** 3-seater, most original car, stored since 195 believed one owner to 1951 and one only since, excellent trim and weather equipmen Recent first repaint in original colours of dark blue and black, has f.w.b. and is a practica pleasant and unusual vintage light car.

FIAT Type 509 (8 h.p.) Italian-bodied tourer, complete, original, and only needs pai and trim.

1930 FORD, Type AA, 30-cwt. platform truck, wooden cab; one owner many year restored, on good tyres and in sound running order.

Rare 1921 HUMBER 16-h.p. tourer, side-valve engine, all original lamps, excelle bodywork, but needs paint, trim and hood.

1930 SUNBEAM 18 h.p. coach-built saloon, highly original, stored 19 years, fair pai and interior, running on good tyres, sound chassis and bodywork, but needs work o engine. **£3**

SPACE CLEARERS :

These must be taken as seen and we will not dismantle for parts, but no sensible offe refused.

ALVIS 3-litre saloon, 1952, no M.o.T., needs a decoke; some rust, but body basical sound, interior quite good and seems very fair mechanically.

ARMSTRONG SIDDELEY Sapphire 7-passenger limousine, 1955, rough but complet

BORGWARD Isabella 60, *circa* 1959, complete but rough.

FIAT, Type 1900, l.h.d., *circa* 1955, very rough, but again complete.

HUMBER Hawk saloon, 1947, all complete and comparatively sound.

New Regent remould covers, size 400 × 18, at **£2 10s.** each, plus carriage.

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FOR SALE—continued

1935 BENTLEY 3½-LITRE FASTBACK sports saloon by William Arnold, Manchester. Very unusual one-off coachwork. Beautiful original condition throughout. Low mileage, five new tyres. £725. J. Weston, Brink Farm, Buxton Rd., Macclesfield, Cheshire. Tel.: 2920. (7775

XK120 DROPHEAD IN REALLY GOOD condition. Resprayed, etc. Very original. Tel.: 01-842 2705. (7776

M.G.-A TWIN-CAM BLOCK STD. crank-STD., flywheel, oil pump drive, clutch, Assy back plate. Offers. Tel.: Jordans 2254. (7777

1924 3-LITRE BENTLEY TOURER. RE-built mechanics, new replica body. £2,750. Bates, 48 Hyde Rd., Wyken Coventry. (7778

ENTHUSIASTS, WOLSELEY HORNET o.h.v., 1933, spares or renovation. Offers. Amison, 22 Newlyn Drive, Bredbury, Stockport. (7779

AUTO-UNION 1000S COUPE, 1962. M.o.T. Sept., 1970., taxed, four new tyres, radio. £120 for quick sale. Tel.: Kineton (Warwickshire) 318. (7780

FABULOUS SPEED-SIX BENTLEY. ONLY £4,500. Will part exchange for good 4½ Bentley pre-1931. Box 1933. (7781

AUSTIN HEALEY 3000 MK. II, 1963. O/d, w/w, new SP sport tyres. £500. Cheaper sports car, condition immaterial, taken in part exchange. Gornhay Cottage, Blundells Rd., Tiverton, Devon. (7782

ELAN EATING ELVA COURIER SPY-der, 1,600 c.c., H.R.G. cross-flow head, twin Webers. Very fast road car, resprayed orange. Full weather equipment, heater. £340 o.n.o. Tel.: 051-486 1371 (Lancs.). (7783

M.G.-B, 1968 (FEB.). MINERAL BLUE. overdrive, oil cooler, tonneau, S.P. radials, radio. £860 o.n.o. Selling for family reasons! Dr. Cruickshank, North Lodge, Perth Royal Infirmary, Perth. Tel.: Perth 23311. (7784

JENSEN CV8, 1963. RADIO. GENERAL good order. £850. Longley, 4 Gordon Rd., Tel.: Horsham 4090 (Sussex). (7785

A.C.-ENGINED ACE. REBUILT 1968, engine, paint, trim, wiring, etc. £425. Offers. Write: 15 Green Lane, Watford, Herts. (7786

E-TYPE 2 + 2, FEB. 1967. DARK BLUE, 26,000 miles, one owner. £1,550 o.n.o. Phillips. Tel.: 37210. (home), 38136 (office). (7787

M.G. TF, 1954. METALLIC GREEN, RE-conditioned engine, recently fitted. Bodywork solid. £375 o.n.o. Evans, 152 Eccleshall Rd., Stafford. Tel.: 3922. (7788

TR3A, 1961. RED. IMMACULATE. EN-thusiasts only, o/d, 60 spoke w/wheels, Cints., tonneau, w/rim, radio, reverse and map lights, w/washers, heater, anti-roll bar, s/strap, a/theft devices, w/mirrors. Emigrating, heart broken! £485. Tel.: 01-446 0714 (Barnet). (7789

ROLLS 20/25 PARK WARD SALOON. 1930. Chassis GDP 61. £1,000 rebuild to concours. Superb dove grey and black coachwork. Immaculate condition. £1,650. 35 Charles Crescent, Lane Estate, Taunton. (7790

DAIMLER 1953 CONQUEST. ONE PRE-vious owner, metallic grey. M.o.T. Oct. 1970, taxed, new shock absorbers, radio. Excellent condition. £280 o.n.o. Tel.: Goring-on-Thames, 2321 (evenings). (7791

JAGUARS. A 1967 2½-LITRE SALOON. Immaculate, black, original radio, etc., and 1946 3½-litre convertible, unusual body. Offers for either or both. Tel.: Witney 2324 Oxfordshire. (7792

E-TYPE ROADSTER 1963. REGAL RED, chrome wire wheels, P.B. radio, special all black interior, 4.2 gearbox and latest type clutch. Engine perfect, 55 lb./sq. in. hot. Recent brake overhaul, including new Servo. Any trial for persons wanting a genuine completely rot-free example. Over £300 bills, M.o.T., taxed. £725. Tel.: Kings Langley 63069 (day), Watford 32064 (evening). (7793

1961 M.G.-A. MK. I D.H.C., TAXED, M.o.T., body good, recon. engine, many worthwhile extras £330 o.n.o. Tel.: 01-699 1836 (S.E. 26). (7794

JAGUAR XK 150, 1959. F.H.C. RADIO, metallic red, brakes, steering, etc., recently overhauled. 4 nearly new tyres. £350. O'Connor, 3 Fairfield Drive, Oulton Broad, Suffolk. Tel.: Lowestoft 61476. (7795

LOTUS ELAN S2, 1966. MEDICI BLUE, tonneau, radio, 2 new tyres, new battery, q/l spot, k/o wheels. Maintained in first class condition. Recent A.A. report available for inspection. Marriage forces sale. £800 or TR4A with cash adjustment. Tel.: 01-554 6384 (Ilford). (7796

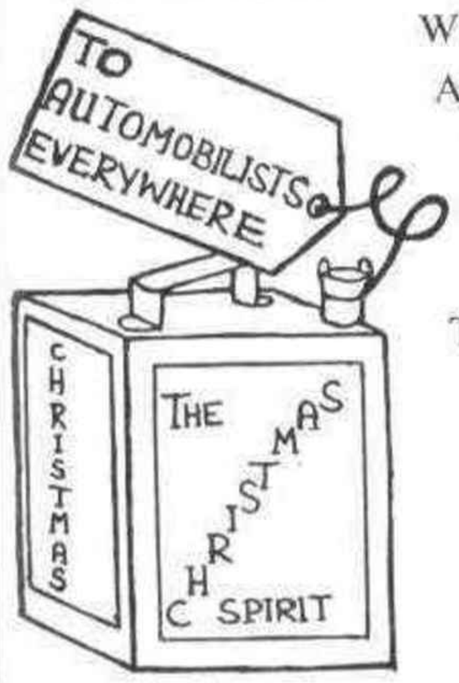
M.G. FI, MAGNA, ROLLING CHASSIS, gearbox, engine back axle, plain-bearing prop shaft, steering wheel, column and box, radiator shell, wings and other bits and pieces. Would break or prefer sell complete as above. Tel.: Hunt., Thanet 41416. (7797

A.C. BUCKLAND, 2-LITRE, 4-SEATER aluminium body tourer. Tidy car, resprayed. Good weather equipment and tyres. Not used for two years. £280. Binns, 2 Laithe Grove, Bradford 6. Tel.: 678870. (7798

AUSTIN HEALEY 100/4 BN 1. WIRES, Cinturatos, needs some attention. £165. Templeton, Tel.: Widnes 5266. (7799

ASTON MARTIN DB5 SALOON. 38,000 miles, Dubonnet/beige, fully equipped with 5-speed box, electric windows, twin speaker radio, reclining seats, heated rear window, chrome wire wheels and Webasto roof. Impeccable condition. £1,750. Tel.: 01-235 7417. (7800

1965 M.G.-B, OVERDRIVE, RADIO, finished in blue with dark blue trim. Extras include heater and tonneau cover. Immaculate condition throughout. £580. Tel.: Watford 25088. (7801



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4-cyl. Peugeot No. 138 with carb. Free	£15
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4-cyl. De Dion No. 5378C. Seized	£15
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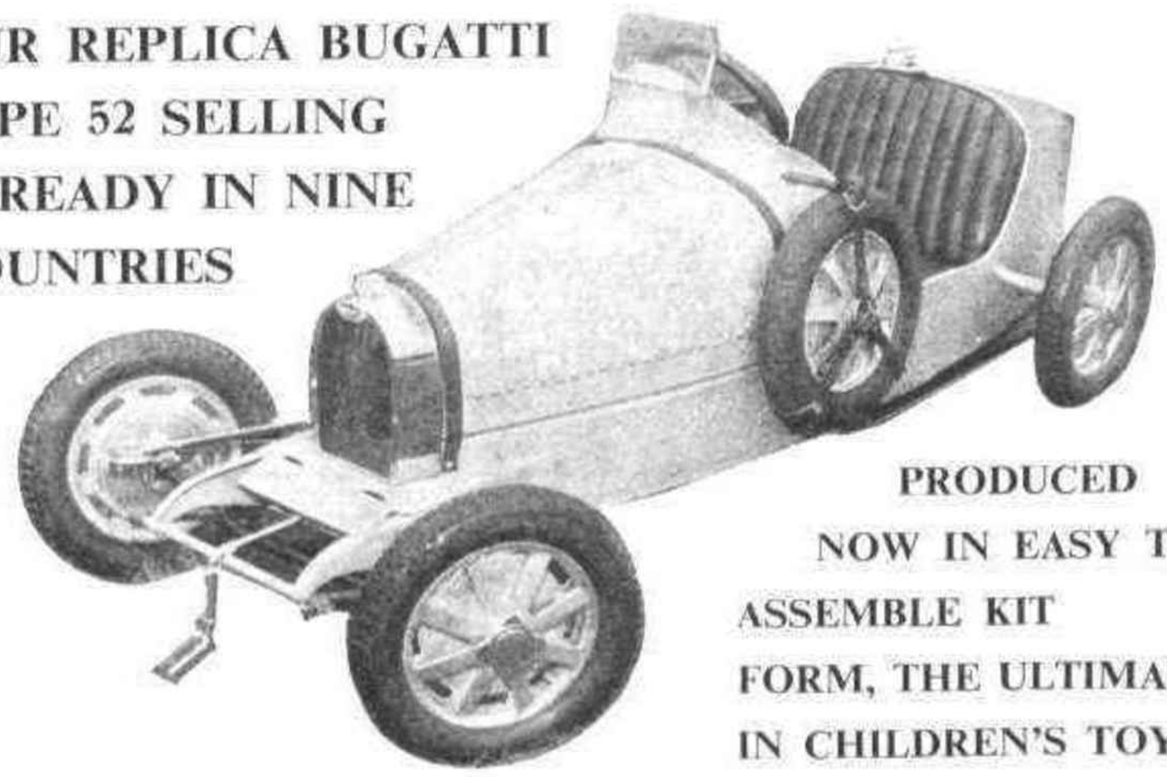
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FOR SALE—continued

1930 BENTLEY 4½-LITRE (3-LITRE ENGine fitted). Good, clean, sound condition. Open tourer body; in regular use. £2,850. Bentley Mk. VI Special 4¼-litre, £700. Hill, 110 Bowyer Drive, Slough. (7971

XK 150 "S", 1960, 3.8-LITRE D/H coupé: c.r. gears, manual, overdrive. Work just completed includes factory reconditioned engine (not yet run-in), gearbox/brakes/steering overhaul (Jaguar specialist). Good coachwork, pearl grey, radio, etc. Medway area; will demonstrate London. £850. Box 1946. (7972

DAIMLER EMPRESS 3½-LITRE, 1955, Mk. IIA razor-edge aluminium saloon by Hooper. Burgundy cellulose, grey hide interior; fitted radio, heater, electric windows, heated rear window; recent decoke, new tyres, radiator, servo, battery, silencer, etc. Well maintained by single owner 1958-1969. Exceptional condition throughout. £695. Tel.: North 5834 (London). Box 1944. (7973

LOOKING FOR EXCEPTIONAL XK150? Immaculate in metallic maroon; w/wheels, radio, heater, good RS5s, new exhaust, brake pads, etc. Much cash has been spent to restore this car to its original condition (bills to show). M.o.T. £520 o.n.o. Tel.: 01-857 2840. (7974

PORSCHE 356A, 1959. R.H.D. EXCELlent red bodywork; regularly serviced by A.F.N.; XASs, M.o.T. Oct., 1970, new clutch, silencer. £395. Tel.: 01-FRE 2495 (W. London). (7975

JAGUAR, 1948, 2½-LITRE. VITAL WORK done, details remain. M.o.T. £150. Hay, 110 Gordon Rd., W.13, or telephone 01-574 2300, extension 114 (office hours). (7976

AUSTIN MINI-COOPER 998, AUG., 1965. Excellent condition; one owner; radio, seat belts. £300. Tel.: Garsington 544. (7977

1931 ROLLS-ROYCE 20/25 SEDANCA DE Ville, coachwork by Windover. Engine completely rebuilt 1964/1965 and new cylinder head fitted, four new tyres—spare unused remould. Very good condition mechanically and bodily. Colour grey and black; brakes and servo unit relined this year. Licenced to April, 1970. £750 o.n.o. James, "Sheringham", North Rd., Milford Haven, Pembs. Tel.: 3227 (after 7 p.m.). (7978

1931 SUNBEAM 23.8 H.P. SALOON. Immaculate condition. One owner only until 1967. Second and present owner has had the car completely rewired, recellulosed and fitted five new tyres, plus a small amount of mechanical work that was necessary to restore it as new. Licenced to May, 1970. £800 o.n.o. James, "Sheringham, North Rd., Milford Haven, Pembs. Tel.: 3227 (after 7 p.m.). (7978

VOLVO PV544, 1961. £120. SINGLE owner/driver; 45,000 miles; seat belts, heater, seats convertible for sleeping. Tel.: 660 3361 (Purley). (7979

£340. 1963 LOTUS CORTINA. HIGH-ratio box, GB0Os, adjustable S/As, radio, seat belts. Good condition. Tel.: Ropley (Hampshire) 3392. (7980

1956 SUNBEAM MK. III. M.o.T. OCT., 1970. £260 spent last 12,000 miles. Reconditioned engine, gearbox, etc.; bills. £100 o.n.o. Terrell. Tel.: Birmingham 021-454 0644 (evenings). (798]

TR4A ROADSTER, 1967. RED, BLACK upholstery, wire wheels; low mileage; immaculate; radio. £795. Terms, exchanges. Leese's Garage, Barlaston, Stoke-on-Trent. Tel.: Barlaston 2391. (7982

M.G.-B, NOV., 1965. LIGHT BLUE. V.g.c. Extras includes h/s tops, w/wheels, push-button radio, s/lock. Price £550. Tel.: Polegate (Sussex) 3719. (7983

RELIANT SABRE GT 1,700 C.C. ALEX-ander, Stage II, 1962. Discs, Cints., w/wheels, extras; low mileage. Excellent condition. A gift at £250. Tel.: Headcorn (Kent) 657. (7984

"E"-TYPE JAGUAR D.H.C., 1968 (Feb.). Chrome wire wheels, push-button radio, Waso lock, full tonneau, chrome rack, nudge bars, wing mirrors, new SP tyres, belts; taxed. £1,735. Tel.: 01-460 8972. (7985

FIAT OSCA 1600S CABRIOLET, 1965. Rebuilt engine, f.h.d., new tyres, radio, excellent condition. Offers around £550. Also interested exchange with Triumph sports. Tel.: 01-352 0802 (after 5 p.m.). (7986

SPRITE MK. I. OLD ENGLISH WHITE. Engine rebuild 10,000 miles. Many parts replaced in last year. Excellent bodywork and paintwork. M.o.T. June, 1970, taxed Feb.; five good Cinturatos. £200 o.n.o. David Black. Tel.: 01-794 3098. (7987

M.G.-B SPORTS, 1967E. B.R.G. OVER-drive, Cints., 32,000 miles; one owner; taxed. Perfect condition throughout. £775 o.n.o. H.P. terms possible. 1322 Evesham Rd., Astwood Bank, Redditch, Worcs. Tel.: Astwood Bank 2379. (7988

SPITFIRE, IMMACULATE B.R.G. BODY, black interior with matching hard-top. Excellent mechanically, many extras, long M.o.T., taxed. £275. Tel.: Luton 53815. (7989

TRIUMPH SPITFIRE, 1964, HARD-TOP, soft-top, tonneau, radio. Too small for growing baby. Tel.: Tutbury (Staffs.) 3605. (7990

WOULD YOU LIKE VERY FAST ROAD car? Sprint/race car? Investment? Why not buy all three? Immaculate lightweight XK120 Jaguar, 20-25 m.p.g., 140+ m.p.h., aero/scrn., tonneau; approx. 4,000 miles since built. £450. Whitehead, 21 Farfield Rd., Rotherham. Tel.: 3355. (7991

MORGAN 4/4 1500 COMPETITION, 1968; many extras. £780. Tel.: Wellington (Shropshire) 3947. (7993

FOR SALE—continued

BENTLEY, 1926, RED LABEL SPEED 3-litre Vanden Plas four-seat tourer (original); resprayed black, red wheels. Interior red, new covers, hood, etc., engine rebored, new clutch, silencer; all else overhauled. Box 1945. (7992

1¼-LITRE M.G. YB SALOON, 1952. Fully restored and enthusiast maintained. Taxed Feb., 1970. Regrettable sale. £100 o.n.o. Tel.: Hornchurch 47949. (7994

"E"-TYPE JAGUAR 4.2 F.H.C. WHITE/ red interior. First registered 9/4/1965. Immaculate condition; looks like 1968 model; w/w, radio. £1,100 o.n.o. Tel.: Hamilton (Lanarkshire) 28207. (7995

JENSEN 541R, 1958. JUST FINISHED £300 rebuild; new engine, gearbox, etc., four new G800s, retrimmed, resprayed; very good condition. £495. Tel.: Reading 581968 (before 7 p.m.). (7996

1951 ALVIS JA21 FOR SPARES. DAILY runner, taxed March, 1970; twin carbs., good boot, brakes, battery, body tatty, weeping head gasket. £25. Robinson, 8 Queensway, Burnage, Manchester 19. (7997

EYE-CATCHING RED BOND EQUIPE 2+2, 1964. Radials, radio, fog lamps, etc. Fast, economical, comfortable and in good order. £290. Could demonstrate. Tel.: Kegworth (050-97) 2594. (7998

1947 JAGUAR 3½-LITRE SS100 SALOON. Well cared for by professional gentleman. Completely overhauled mechanically, body immaculate; recellulosed in B.R.G., good chrome, original radio, w/wheels, new battery, tyres; M.o.T. Daily use. All bills available. Many spares. Genuine offers or £350 please. Tel.: 021-353 1140 (evenings preferred). (7999

ROLLS-ROYCE SILVER WRAITH, 1954 (June). Truly magnificent condition throughout. Velvet green (looks black), recent history. Beautiful Park Ward special body. Telephone for appointment to Goodwin, 01-478 8484. Cash only, no H.P. possible, exchange. £1,500. (8000

GT6, 1967. JULY "E" REG. DARK blue, black interior, S.A.H. rear spring, Armstrong Adjuster Rides, heated rear window, Silent Travel kit, Cosmic alloy wheels, Radiomobile radio, S.A.H. twin exhaust pipes; low mileage and is offered at £770 o.n.o. H.P. arranged. Apply: G. E. Taylor, Church Lane, Waddington, Lincs. Tel.: 387. (8001

BENTLEY, 1950, MK. VI. BLACK. EX-cellent condition for year. About £350. Would exchange for Volvo. Burrows, 111 Railway St., Southport, Lancs. (8002

1932 MORRIS MINOR SALOON, GOOD condition; numerous spares. £120 o.n.o. Also 1955 Big 15 Citroen. Very good condition. Recently resprayed. £160 o.n.o. Tel.: North Newbald (East Yorkshire) 652. (8003

TR4A COUPE / SURREY TOP, 1966. Overdrive, fog, spot, radiator blind, Cinturatos, new exhaust system; very good condition; taxed March. Offers over £625. Exchange considered. Lakin, Eastgate, Pickering, Yorks. Tel.: 2582. (8004

DAIMLER SP250, LATE 63C; 41,000. Mountain blue; h/s-tops, new XAS, taxed, belts, extras. Faultless, as new condition. £690. 22 Whitton Close, Oulton Broad, Lowestoft. Tel.: Beccles 3264 (office). (8005

LAGONDA 4½-LITRE PILLARLESS sports saloon, 1934. Excellent bodily and mechanically. Running-in. Realistic offers to: Minshull, 30 Coleshill St., Sutton Coldfield, Warwickshire. Tel.: 021-354 4979. (8006

1967 TR4A. £850 O.N.O. OWNER GOING abroad. Completely unmarked, in immaculate condition; 21,000 miles only, Surrey top, overdrive, regularly serviced. Tel.: 01-203 3172. (8007

1949 TRIUMPH ROADSTER; 2,000. RUNS well. Suit enthusiast. Needs M.o.T. Offers. Brookes. Tel.: Nottingham 47643 (day), 293015 (evening). (8008

ALFA GIULIA SPRINT GT. OUTSTAND-ing example of this beautiful Berlina coupé; as new in most respects. £725 or consider interesting exchanges. Brearley. Tel.: Aldridge 53388 (office hours). (8009

ASTON MARTIN DB4 CONVERTIBLE, 1963. Silver blue. Overdrive. £400 overhaul at factory 6,000 miles ago. Very low mileage, in perfect condition throughout. £1,295 o.n.o. Tel.: 021-743 2254, or 021-705 2074 (evenings). (8010

1962 MERCEDES-BENZ 300SL: 17,000 miles only. Finished in red with matching detachable hard-top, beige hide interior trim, with twin speaker Becker self-seeking radio, automatic aerial, recently fitted four new Dunlop Sport tyres; documented history from new. Condition throughout can only be described as mint. An opportunity to indulge in an investment that is probably unique. £3,250. Exchanges considered. Tel.: Bourne End 24801 (office), Marlow 4474 (evenings). Langton, Rozzler Cottage, Rozzler Wood, Medmenham, Bucks. (8011

RILEY 1½, 1952. REBUILT ENGINE, new clutch, roof; good condition. £145 o.n.o. Pearce, 17 Melrose Ave., Acklam, Middlesbrough. (8012

PEERLESS GT2. ENGINE COMPLETELY rebuilt 4,000 miles ago to 2.2-litre, TR4A all-synchro gearbox and also TR4A i.r.s.; five excellent radials; wheels rebuilt, wireless and 12 in. speaker. This car is not immaculate, but is very sound. Reason for sale: I need some money quickly, hence £220 o.n.o. or part exchange 15 cwt. van or estate car. Barrie Cope. Tel.: 061-792 2766 (Manchester). (8013

ROLLS 20/25 PARK WARD SALOON. Excellent mechanics, heater, mascot. £595. Tel.: Maidenhead 26084. (8014

FOR SALE—continued

MARCOS 1500, 1967. LOW MILEAGE. Red with black interior, sunshine roof, Radiomobile, wire wheels, twin Webers, servo brakes; immaculate inside and out. Getting married £1,175. Tel.: 01-642 4195. (8015

XK150S F.H.C. IN VERY FINE ORDER after recent rebuild (6,500 miles since). Dark blue with new black hide interior, reconditioned engine, new discs, calipers, carbs., etc., high-ratio axle, overdrive, air horns, new Motorola, many extras. £750 o.n.o. Sword, Harford Cottage, Church Lawford, Rugby. Tel.: Wolston 2255. (8016

JAGUAR MK. VII. VERY GOOD CON-dition; many spares. M.o.T. May, 1970. £95. Wild, 510 Manchester Rd., Warrington. Tel.: WA 35552. (8017

1966 SERIES "E"-TYPE ROADSTER, registered Dec., 1965. Finished in dark blue, light blue upholstery. Fitted Motorola radio, plus four speakers, chrome luggage rack; excellent condition throughout. £1,125 o.n.o. Tel.: 061-427 2985. (8018

ALFA ROMEO 1600 SPIDER. WHITE. R.h.d., Dec., 1964. Recent complete mechanical overhaul. Immaculate condition throughout. Good Cints., radio, seat belts, 34 m.p.g. £495. View Manchester or Bristol. Newby, 8 Cresswell Grove, Didsbury, Manchester 20. (8019

LOTUS SUPER SEVEN, 1966, 1,500 C.C. Ford; Weber, c.r. gearbox, Elan wheels, radials, heater, full weather equipment. Owner-built and maintained; perfect body and mechanics; all bills, M.o.T. Many extras. £625. Tel.: Park Street 3593 (evenings and weekends). (8020

1929 BROOKLANDS / TREEN RILEY. Completely rebuilt over last year. Many items renewed, including tyres, radiator recored, resprayed, etc. Offers to: Baring-Gould, 33 Park Lane, Helhoughton, Norfolk. (8021

CAPRI GT, DEC., 1963. GLACIER BLUE. Fitted wire wheels, Radiomobile, Fiamm horns, belts, etc. Immaculate throughout. £395 o.n.o. Tel.: Cheltenham 31524. (8022

TALBOT 75, 1931, FIVE-SEATER SAL-oon. A major restoration recently completed. An immaculate and impressive motor car. £575. Photograph and details on request. Paul Gallifant, 195A Lexden Rd., Colchester, Essex. (8023

1958 ALFA SPRINT VELOCE. ENGINE rebuilt 800 miles, new pistons, sleeves rebored, shells, valve-gear, new exhaust, body good, inside like new. M.o.T. Oct., 1970. Plus 100 m.p.h. £295 o.n.o. Tel.: Sutton 01-642 4417. (8024

1969 (MARCH) ALFA ROMEO 1750 GTV; l.h.d., with 12,000 km. Yellow with black interior. For sale with tax free plates (has not yet been imported). £995. Tel.: Maidenhead 30204. (8025

M.G. TD, 1951. FORCED OUT OF garage seeks new owner; thoroughly reliable; extensively rebuilt by enthusiast over last four years. £400 o.n.o. 62 Birkhall Rd., S.E.6. Tel.: 698 7707. (8026

"E"-TYPE JAGUAR, 1962, F.H.C. Maroon. Konis, radio, new clutch, brakes Oct. Owner going abroad. £715. Tel.: West Chiltington (Sussex) 3275. (8027

ALVIS TC21/100, 1954. WIRE WHEELS, sunroof, radio, spots; taxed Feb., tested May. Engine rebuild just completed. Other work this year includes respoked wheels, new shocks, exhausts, battery, brake linings, wheel cylinders, master cylinder, universals and attention to wheel bearings. Excellent tyres; all bills and full truthful report available. Body resplendent in peacock blue and silver; 95,000 miles; £210. Herridge. Tel.: 01-603 4380 (evenings), 01-751 8565 (days). Or write: 6A Leigh Court, Avonmore Rd., W.14. (8028

XK150 F.H.C., 1959. NEW TYRES. ALL brake parts renewed, engine rebuilt to 3.8S specification; body very good. £400 o.n.o. Tel.: 01-467 0022 (Chislehurst, Kent). (8029

LOTUS ELITE, 1962. S11 (BRISTOL body), SE spec., c.r. gears, servo, complete engine overhaul 3,000 miles, inc. head, fully balanced, modified head, new diaphragm clutch, rear suspension overhauled, new 4.2 diff.; eye-catching in opalescent maroon/silver, black interior; 60-spoke w/wheels, s/belts, radio, numerous useful extras. M.o.T. Nov., 1970. Never raced or pranged. Full workshop manual. Definitely far above average condition. £675. H.P. arranged. Tel.: Great Easton (Essex) 385. (8030

1930/1932 MORRIS MINOR TOURER 8 h.p. Engine rebuilt, original aluminium body recoachpainted, new brakes, battery, good hood and sidescreens, five good tyres, new M.o.T. Reliable, beautiful, needing good home. £195, but offers considered. Tel.: 01-546 6153 (Kingston). (8031

M.G. TD MK. II, 1953. B.R.G. M.o.T. and taxed Nov., 1970. Engine recently reconditioned, very sound body, interior fair, plenty of tread on Michelin Xs. £300. James House, James Ave., Cricklewood, London, N.W.2. Tel.: 01-452 3771, or 01-EAS 6111. (8032

£100 INVESTMENT. HISTORIC SPORTS car. Lotus Mk. VI. Unfinished condition. All parts included, spares, E93A components. Nigel. Tel.: 01-449 0339. (8033

A.C. ACECA, 1962. FINEST SPECIMEN available. A.C. maintained from new; completely original. Red with grey interior; recent Concours prizewinner. Investment at £1,250. Tel.: 01-340 9214 (N. London) (evenings). (8034

M.G.-A 1600 ROADSTER, 1961. RE-placement engine, new Cinturatos; excellent condition throughout, paintwork in original cellulose. £260. Tel.: Formby (Lancs.) 72778. (8037

FOR SALE—continued

SINGER CHAMOIS, WORKS CAR, c.c. competition engine; sun roof, ma sium wheels, radio, assisted brakes, instrumented, new tyres. Bargain, o.n.o. F. Nurse. Tel.: Aston Clinton 8

"E"-TYPE JAGUAR, 1962, DARK B f.h.c.; low back axle ratio, high com sion engine, recently overhauled, clutch and U/Js, full harness seat b £695 o.n.o. Marriott. Tel.: Fleet (Ha 6241.

ROLLS-ROYCE PHANTOM III, Mulliner-fitted Phantom IV B-cylinder gine (45,000 miles). Impeccable throughout; two owners, 131,000 m Offers. Scott, Green Mile, Babworth, ford 2422, Notts.

XK150 D.H.C.; 48,000 MILES. EXC lent mechanics, new disc pads, new cl body excellent. Returning to sea, h £550 or argue over pint. Barry Hesk 18 St. Annes Rd., Formby. Tel.: 7 (after 6 p.m.).

TR3, LATE 1960. FOUR CINTS., conditioned engine, 70 lb. oil press radio. M.o.T. Sept., 1970. £275 o Tel.: Newport (Mon.) 53589 (evenings

1946 AUSTIN 8; GENUINE MILEA 37,500; original condition throughout. Tel.: Cardiff 20041.

M.G.-A TWIN-CAM ROADSTER, B.R.G. Under 60,000 miles. Detach hard-top. Only two owners. £275. Bentley (Hants.) 3168.

TRIUMPH TR3A, 1960. OVERDRI h/top; good condition; extras. £250 van/brake +£150. Taylor, Craibstone lege, Bucksburn, Aberdeen. Demonstr Lincolnshire Christmas.

1935 VAUXHALL 14-6 SUNSHINE S oon. One owner, under 50,000. M.o excellent condition. £100 o.n.o. Brook Spicers Well, Manley, Cheshire. Tel.: (evenings).

JAGUAR 3.4 S, 1966 (MARCH). OV drive, Motorola, h.r.w. Green; 45,000 mi one private owner. Serviced and maintai by main distributors regardless of expe since new. Mint condition both mecha cally and bodily. Available due to deliv of XJ6. £750 o.n.o. Tel.: Pontefract 3 (evenings), Castleford 2117 (until 6 p weekdays), or write: 175 Carleton R Pontefract.

SINGER LE MANS, 1933, TWO-SEAT with spare car as well. Bargain at the lot. Genuine enquiries only plea Full details from: Daley, 121 Highfie Shrewsbury. Tel.: 55116.

ARMSTRONG SIDDELEY HURRICAN 1948, drophead coupé. Black, marc hood, ex-Godfrey Winn; one owner years. Photos, guaranteed mileage, origi records from new. Not quite Concours c dition. £350. "Summerlea", Moorlands R West Moors, Dorset. Tel.: Ferndown 22

MERCEDES 190SL, 1960. RADI s/belts, hard-top, finished in white; tax A very good example of this model. £ or would exchange for Rover—same val Tel.: 01-778 9563.

TRIUMPH VITESSE 2-LITRE SALOO 1967 (E). Red, black trim, brake serv five new ZXs, negative camber, rear s pension. £600. Dr. Lovel. Tel.: 0264 611 or 0264 76228 (evenings).

M.G. TF 1,250 C.C. EXCEPTIONA condition. Respray dark blue, new engi hood, tonneau, screens, etc. A real inve ment at only £425. Tel.: Cwmbran 2449 3310.

TRIUMPH TR3A. EXCELLENT COND tion. New engine, hard-top, overdrive, £1 o.n.o. Tel.: Derby 47618.

1937 M.G. TA. GOOD ORIGINA mechanical and bodily condition. £385. Northlands Ave., Orpington, Kent. Te FN 57329.

1927 AUSTIN 12-4 DOCTOR'S COUP with dickey. Excellent condition bodily a mechanically. Recently restored. £450 o.n Hornbrook, 4 Marlborough Buildings, Ba

RILEY 2½, 1951. MAROON. RECON ditioned engine: 16,000 miles. Good cond tion. £210. Tel.: Edinburgh 225 7894.

DROPHEAD LAGONDA 3-LITRE Power hood, excellent oil pressure an mechanics. £345. Part exchange for Bentle post-war or pre-war considered. Tel.: 06 330 1113 (Lancs.).

FOR SALE: 1960 MINI VAN, REG. NO 11 EGG. No M.o.T. Offers. W. Dingwal 47 Station Rd., Thornton, Fife.

TRIUMPH TR4 SOFT-TOP, LATE 1963 Extras include overdrive, wire wheels, radio servo brakes, air horns, SAH seats, ton neau, boot rack, anti-roll bar, quart lodine spot and fog lamps, XAS tyres Excellent condition throughout. £490 o.n.o Tel.: 01-660 0181.

XK150 F.H.C. GOOD CONDITION, EN nine overhauled, "E"-type gearbox. £350 Tel.: 021-429 2220, or 01-450 6176.

AUSTIN HEALEY 100/4. LOW MILE age, very good mechanics, etc., bod sound; M.o.T. £135. Tel.: Frinton (Essex 4177.

1961 MORGAN PLUS 4 COUPE. RE sprayed green. Good condition. I. Smith Officers' Mess, R.A.F. Haydock Park Lancashire (evenings until Dec. 14th).

JENSEN 541R, 1960. B.R.G. PIRELL radials, twin Lucas spots, Motorola radio overdrive, M.o.T. late 1970. £425 o.n.o Tel.: Sale (Cheshire) 8959.

M.G. TD, 1953. NEEDS RESPRAY AND tidying; M.o.T. Nov., 1970, taxed March £200. Mr. Sherman. Tel.: 01-946 0161 (before 5 p.m.).

FOR SALE—continued

M.G. TF 1250, 1954. B.R.G. JUST RUN-in since complete overhaul, engine tuning, balancing, competition pistons, reconditioned gearbox, new clutch ass., all electrics, rewired, etc., 100 m.p.h. Very good condition throughout. £525. Tel.: Bridlington (Yorkshire) 2165. (8062

TR4A, 1966. IMMACULATE. YELLOW, black interior. Recent (£70) respray, w/dash, belts, XASs. £675. Tel.: Poole 2826, extension 98. (8063

RILEY 2½-LITRE, 1951. SUPERB CON-dition. £250 o.n.o. Tel.: Wickford (Essex) 2187 (after 6 p.m. or weekends). (8064

RILEY PATHFINDER, 1955. R.M.H. 2.4. Good tyres, reconditioned motor, year's M.o.T. A good car for £70, or best offer. 41 Banbury Ave., Sholing, Southampton, Hants. (8065

BENTLEY S1 PARK WARD CONTINEN-tal. Regal red/beige interior. Recent extensive overhaul. Maintained regardless of cost. Can only be described as fabulous. Many extras; taxed and M.o.T. year. £2,950. Aston Martin DB4. Mint condition. £450 recently spent on suspension, brakes, engine, clutch, new exhaust system and tyres. Regal red/grey interior. £950. Ronald Searle. Tel.: Bradford (Yorks.) 637822. (8067

VOLVO 123 GT, 1967, TWO-DOOR saloon, 115 b.h.p. engine, overdrive, Webasto, q.i. lamps, Reutter seats. Brooklands maintained for one director owner. £870 o.n.o. Tel.: 01-567 7681. (8068

TURNER FORD 1650. FULL-RACE EN-gine, lightened body/chassis, 7- and 8-in. rims with R7, l.s. diff., Lotus gearbox, hard-top. £375. Maclay. Tel.: 01-262 5077, extension 51, 01-937 0364 (evenings). (8102

ALVIS TB14. RARE 1950 OPEN TWO-seater in very good condition throughout; known history; regular use; recent mechanical overhaul. M.o.T. March, 1970. £375 o.n.o. Box 1956. (8103

ASTON MARTIN MK. II, 1935. L/C complete, original, dismantled for rebuild. £450. Gillard, Woodhall Cottage, Greenhill, Cradley, Malvern, Worcs. (8104

FORD CRAYFORD GT CORTINA. Zodiac engine, automatic gearbox. Motorola radio, large petrol tank, etc. One owner; cost over £1,500 in June, 1968; 17,000 miles. Bargain, £1,000 o.n.o. Tel.: Hoyland (South Yorks.) 2475 (evenings). (8105

COOPER 1275 "S". REAL BARGAIN. Recent gearbox, steering, brakes, etc.; year's M.o.T. Forced sale; rock bottom £785. Tel.: 01-385 5090 (Fulham). (8106

ARMSTRONG SIDDELEY HURRICANE. Immaculate condition, engine overhauled. Repainted, rechromed, good interior. £200 o.n.o. 29 Essex Park, Finchley. (8107

BARGAIN! PROTOTYPE AND BE-lieved unique 1933 Morris 25 sports saloon dismantled for restoration. Fortune spent, but need money and space urgently. No reasonable offer refused. Details: Tel.: 01-904 4851. (8108

MERCEDES-BENZ 180, R.H.D., ECO-nomical 1,897 c.c. engine; roomy reliable saloon. Black with red upholstery, in unusually good condition all round. M.o.T. 12 months. £210 o.n.o. Tel.: Hermitage (near Newbury, Berks.) 530. (8109

1967 TR4A, RED/BLACK INTERIOR. W/wheels, folding hood, recent ZXs, full and half-tonneau, completely faultless and immaculate in every way. £765. Tel.: Newbury 1936. (8110

1946/1947 RILEY 1½ R.M.E. M.o.T. Complete reconditioned engine; lost interest. £70 o.n.o. Reasonable condition. Tel.: Southend-on-Sea 87766. (8111

RILEY 1½-LITRE, 1954, GENUINE 56,500 miles. Engine reconditioned at 50,000; new clutch, dynamo, exhaust, carb.; all original—no rust. Black. £235. Further details: Tel.: Forest Row 2887. (8112

1967 TR4A. ONLY 21,000 MILES. RED. Overdrive, wire wheels, radio, as new. £835. Tel.: Horley 02934 2087. (8113

1952 M.G. YB SALOON. SOLID, IN-teresting car. Offers to Barlow. Tel.: Maidenhead 23351 (day). (8114

ALFA ROMEO 2600 SPRINT COUPE; £100 recellulose (white) and new chrome, leather interior, reclining seats, electric windows, radio, five-speed box. Absolutely excellent throughout; a real prestige motor car; one previous owner. £899. Consider part exchange. Tel.: Hoddesdon 64822. (8115

RILEY 9 MONACO. WEYMANN FABRIC body with sun roof. Original and completely reliable. A collector's item which must be seen. £425 o.n.o. Tel.: Sheffield 362107. (8116

M.G.-A 1600, 1959/1960. GOLD SEAL engine/gearbox; 22,000 miles; 50 lb./in. maker's o/p, hard/soft-tops, recent respray, numerous new parts, various extras, well shod. M.o.T. 28.10.1970. Nearest offer £315. Tel.: 01-688 2103 (office), 01-570 9339 (evenings). (8117

1954 SUNBEAM ALPINE MK. I. HIGH compression head, servo, overdrive, Cinturatos, radio, heater, etc., new gearbox and back axle. Also complete spares car. £210. Harrower, Hill House, Mobberley, Cheshire. (8118

ASTON MARTIN DB MK. III DROP-head coupé in bronze with red hood and upholstery. Immaculate condition and mechanically faultless. D80 engine completely stripped and rebuilt four months ago. The attention this car has received is indicated by bills totalling over £1,200 since Sept., 1966. Bargain at £725. Write: M. C. Dent, Alexandra Hotel, Bradford. Tel.: Bradford 27122. (8119

FOR SALE—continued

ASTON MARTIN DB2, 1953; D.H.C. Finished in dark blue with black interior, body, tyres and all mechanics in excellent condition. Taxed and tested. £385 o.v.n.o. Mr. Bohn. Tel.: 01-534 1331. (8120

1936 BUICK 4-LITRE SALOON, EIGHT cylinders, sun roof, leather interior (restored), six excellent tyres, complete new brakes, recent M.o.T., workshop manuals. A fine car in exceptional condition. £350 o.n.o. Tel.: Biggin Hill 2456. (8121

HEALEY 3000 MK. III, 1965/1966. MANY extras, including overdrive, wire wheels, radio; taxed, M.o.T. £700. Tel.: Bristol 692122. (8122

M.G. ZA, 1956. GREY. ONE OWNER. Excellent mechanical condition, including low-mileage ZB engine. £150. Fawcett, The Old Barn, Urchfont, Devizes. Tel.: Chirton 237. (8123

LOTUS CORTINA, AUG., 1965. LEAF springs, usual colours; 38,500 miles. Above average condition. £525. 41 Martin Close, Eastern Green, Coventry. (8124

ALVIS FIREBIRD; 8 FT. 3 IN. WHEEL-base; chassis in good running order. Partly restored. Good engine and transmission; lots of time and money spent; requires body. All offers considered. Must go. Tel.: Gorsley (Herefordshire) 360. (8125

1936 FORD MODEL Y, £49; 1936 AUS-tin 7 Ruby, £52; 1932 B.S.A. saloon preselector, £120. All sound and original. Must sell as short of garage space. I require differential unit for 3-litre Bentley. Curtis, Denham Priory, Bury St. Edmunds, Suffolk. Tel.: Barrow 417. (8126

VOLVO P1800S, 1967. RED. LOOKS AS new; radio, twin-balanced speakers, and usual Volvo extras. £1,200. H.P. arranged. Bill Boddice Garages, Birmingham. Tel.: 021-475 2389, 2403, 6090. (8127

AUSTIN TEN, 1937, ONE OWNER; 29,000 miles. Original handbook, tools, tax discs, supplier's invoice; perfect mint condition, not restored. The finest example in existence. £500. Tel.: Southend-on-Sea 521268. (8128

FIAT 124 COUPE, 1969. WHITE; 10,000 miles; wing mirrors, wired for radio; specimen condition. £1,285 or part exchange deal with low-mileage Elan +2, M.G.-B GT, M.G.-C GT, Cortina E, Alpine GT or Scimitar considered. Tel.: Westbourne (Bournemouth) 61397 (evenings) (weekend). (8129

SPITFIRE MK. II, 1966. DARK BLUE. Wire wheels, Pirellis, tonneau, taxed and M.o.T. to May. Immaculate condition; one owner. £475. Tel.: Bristol 34792 (after six). (8130

300 S.L. GULL WING MERCEDES. SIL-ver; radio; 17,000 miles in last five years. In really magnificent condition and history. £2,500. Smith, Cowdray Court, Marine Drive, Goring-by-Sea. Tel.: Worthing 42046. (8131

1967 BRABHAM VIVA. RED. SPOT, fog, radio, cooler, Cox safety seat, four Xs, 33,000; one owner; fast, economical. Expecting stork and 4-door. £495 o.n.o. R. Bloom. Tel.: Roydon (Diss, Norfolk) 2074. (8132

LOTUS ELAN S/E CONV., 1966. MANY extras. Excellent condition. £950 o.n.o. Tel.: KEN 1304. (8133

MORGAN +4 TWO-SEATER, OCT., 1967, Kenlowe, wires, tonneau, engine balanced; one owner. £850. Tel.: Woolhampton 2153. (8134

BRISTOL 401, 1952. METALLIC DARK green. 85C engine in excellent order. Partly rechromed. £165 o.n.o. Ashwater (Devon.) 209 or St. Austell 2277 (office) Stanbury. (8135

"E"-TYPE JAGUAR ROADSTER, WITH hard-top, 1964. Whole car unmarked in willow green, green trim, Pirelli high-speed tyres, radio, 54,000 miles. One previous owner. Faultless mechanically—recent new clutch. £795. Tel.: 01-363 2365. (8136

M.G.-B, 1964. RED, H/S-TOPS, UNDER-sealed, radio, oil cooler, many new parts. Taxed. £450. Tel.: 01-303 2176. (8137

M.G. TF 1500, 1955. FITTED WIRE wheels; truly impeccable condition following extensive renovation. This car has been stripped to chassis and professionally repainted in B.R.G., undersealed, rechromed, retrimmed. Colour photos available of stages during rebuilding of this fine M.G.C.C.-registered thoroughbred. Reluctantly offered for sale due to owner emigrating at £550; photos available. Church. Tel.: 01-397 7118. (8138

AUSTIN HEALEY 3000 MK. III, 1964. Fitted wire wheels, overdrive, luggage rack, Motorola radio; two owners and only 30,000 miles, first 26,000 with a magistrate. Faultless in black, red interior; any inspection invited, owner emigrating. £635 o.n.o. secures. Tel.: 01-397 7118. (8139

VERY RARE 4.7 SUNBEAM TIGER MK. II. Specially finished in Aston Martin aquamarine blue, black interior/vinyl-covered hard-top. Sensible engine modifications give incredible performance—0-60 under 7 sec., 130+ top speed, 20-24 m.p.g., with handling to match (185 F100s on 5½ chromed wheels, anti-tramp mods., etc.). Absolutely magnificent, eye-catching condition (never mistaken for Alpine!); 11,000 miles; used as third car; radio, spots, etc. For fuller details, price, etc., please contact Graeme Thomson. Tel.: Southport (Lancs.) 67296 (after 6 p.m.). (8140

LANCIA AURELIA SPIDER, R.H.D. Rare and valuable opportunity. Offered at £150 or exchange B20. Box 1957. (8141

LOTUS ELITE, SERIES II, 1961, £350. Must sell. White. Spring Cottage, Little Milton, Oxon. Tel.: Thame 2903 (office hours). (8142

FOR SALE—continued

M.G. MIDGET MK. II, 1965. WIRE wheels, oil cooler, radio, tonneau cover. Excellent condition. £340. Montgomery, 27 Coquet Ter., Heaton, Newcastle-on-Tyne. Tel.: 659675. (8143

1967 DOWNTON AUSTIN 1100 AUTO-matic, brake servo, electric engine fan. £600. Parker, 53 Victoria Rd., Bromley, Kent. Tel.: 460 1905. (8144

RILEY 1½, 1954; 54,000 RECORDED miles. Original and Concours condition. £495. Tel.: Bournemouth 21571. (8145

LANCHESTER 14, 1955; 43,000 MILES. One owner. Exceptional. £245. Tel.: Bournemouth 21571. (8146

ASTON MARTIN DB4. EXCELLENT condition. £750 o.n.o. Tel.: Wigston 2837. (8147

FRAZER NASH MILLE MIGLIA, 1951. Registration XHX 163. Fitted with 100 D2 engine. In good body and mechanical condition. Reputed the most attractively-bodied post-war Nash. £1,100 o.n.o. Strong, 4 Highfield Rd., Evesham, Worcs. (8148

ASTON MARTIN 2-LITRE 4-SEATER tourer; only 21 made. Believed the only one with Speed model engine. Retrimmed throughout, new weather equipment, rechromed, full engine overhaul just completed—cost £387. Well shod and sound in every way; taxed, M.o.T. £1,500. No offers. Riley, Trelawne, Broadclyst, Exeter. Tel.: 0392-82 381. (8149

ALFA ROMEO GIULIA TI SALOON. 1966 Continental; sun roof, new clutch, exhaust, battery. Excellent condition. £540. Morris, 45 Walsworth Rd., Hitchin, Herts. (8150

1939 ROVER 12. VERY GOOD ORIGI-nal condition. A genuine 51,000 miles from new. Taxed and M.o.T. £170 o.n.o. G. Baines, 4 Watson Rd., Clacton-on-Sea, Essex, or Tel.: Clacton 23811. (8151

BRISTOL 401. VERY GOOD ALL-ROUND condition. £195. Also many spares, including reconditioned exchange 85/100 Series engine, cylinder head and gearbox. Tel.: 021-429 2220, or 01-450 6176. (8152

1933 FORD Y 8 H.P. TWO-DOOR SAL-oon; very clean, original and sound; many spares; taxed and tested. £120. 1936 Austin Seven two-seater tourer, good body and hood, only fair mechanically but quite rare. £85. Interested XK140/50. Butler, 15 Chatterford End, Ghyllgrove, Basildon, Essex. (8153

JAGUAR XK150S 3.8, O/D., F.H.C., W/W. dark blue. An opportunity to obtain a rare investment at a most reasonable price—£490. Tel.: Belgravia 5731 (after 6 p.m.). (8207

RILEY 2½, 1948. GREEN. NEW BIG ends, new starter and battery, good tyres, rewired, rechromed, M.o.T. until Sept., 1970. £150. Apply: Mr. M. Street, 40 Allandale Rd., Hornchurch, Essex. (8208

WANTED

DERBY BENTLEY WANTED, PREFER-ably 4¼-litre. Reasonable price paid for reasonable car. Tel.: Esher 64038 (Surrey). (7546

DELAGE OR DELAHAYE WANTED. Preferably in good condition, must be complete. Particularly interested in 8 cylinder Delage with sporting body. Bourchier Abberton, Hurstpierpoint. Tel.: 2595. (7558

MORGAN 4/4, 1965. MUST BE IN VERY good condition. M. G. Morgan, Northfield's Farm, Priors Marston, Rugby, Wks. Tel.: Byfield 617. (7560

SS100 CHASSIS, PIECES, OR COMPLETE car. Good price paid. Ford, Fort Villa, Milverton, Somerset. Tel.: Milverton 449. (7589

M.G. TWO-SEATER WANTED, 1929-1936, in good condition. Please write giving details. Olsson, 36 Pook Lane, Havant, Hants. (7610

RILEY, ELF, WOLSELEY, HORNET, Mk. III. But first must sell Daimler Dart. See "Sales". Tel.: Bristol 43390. (7816

DAMAGED SPORTS CARS OR UN-bent ones wanted urgently. Any condition/model. Cash. We collect. Tel.: 01-464 2005 (anytime). (7648

30/98 E OR OE MODEL REQUIRED. Any car in any condition considered. W. Wiseman, The Mill House, Bray-on-Thames. Tel.: Maidenhead 24454. (7649

"MOTOR SPORT" DEC. 1924; MARCH 1928; May, June 1929 wanted. Your price paid. 42 Eversley Ave., Barnehurst, Kent. (7650

"MOTOR SPORT" MAY, 1929; JUNE, 1929. Your price paid cash. Kenneth Ball, Mulberry Place, Ditchling, Sussex. (7651

BUGANTICS. VOLUMES ONE TO 11. Complete set or odd copies purchased. Some spare copies for exchange. Box 1833. (7652

FERRARI YEARBOOKS, 1951-1955 IN-clusive. Can exchange 1958. Anthony Stamer, Court Garden House, Uley, Dursley, Glos. (7653

REGISTRATION NUMBERS DMG, JAG, MG, JG, GUN or KBB with low or interesting numbers required. Contact Mr. K. B. Bradbury Gunn (JCB) Limited, Atlantic St., Broadheath, Altrincham, with details of lowest price. Tel.: 061-928 2095. (7654

ACE WHEEL DISCS TO FIT 600/650— 18 with knock-on hubs. Dr. Scott Warren, Ouaisé, Jersey. (7655

REGISTRATION HA BJA WITH LOW or interesting number or JAG 42 or 22. Box 1923. (7656

BENTLEY WANTED. BEST PRICE PAID for 1935 3½-litre Bentley Arthur Mulliner, 4-door saloon, blue/blue. Reg. No. JN 5378. Last known in Chelmsford or East London. G. Keddie. Tel.: Southend-on-Sea 75013. (7657

WANTED—continued

WANTED FOR CASH: ROLLS-ROYCE Phantom II Continental chassis. Tel.: PAD 1199. (7658

TIMING WHEELS FOR A 1949 2½-LITRE Jaguar. New or secondhand if in good condition. Box 1967. (7659

SURVIVOR OF DOUBLE STORKSHOCK (after five years convalescence and still bearing scarae pecuniarus) now feels constitution capable of resuming ardent relations with Miss Racey Riley who, conceived between the wars, frustrated then satisfied. Should you have become attached to another please entreat your sisters to commune with Box 1924. (7660

YOUR VINTAGE RACING CARS, sports cars, saloon cars, and Formula One cars, etc., are wanted. Photos, full information, prices: Jonathan, Upton, P.O. Box 282, Narberth 19072, Pennsylvania, U.S.A. (7661

BENTLEY 6½-LITRE CHASSIS, BULK-head, radiator, bent or incomplete rolling chassis or remains of old saloon would suit. Dunn, 19 Newlands Drive, Clondalkin, Co Dublin, Eire. (7662

WANTED: HARD-TOP FOR SP 250. Any condition, will collect U.K. Tel.: Wellow Park, 638 (Notts.). (7663

M.G. LK, OR N-TYPE WANTED BY enthusiast. Condition immaterial, but must be original and 4-seater. Mace, 8 Canterbury Close, Chichester, Sussex. (7664

PHANTOM III ENGINE (V/12) OR COM-plete chassis if engine sound. Tel.: 021-558 2417 (Birmingham). (7665

SILVER WRAITH ROLLS-ROYCE. OWN-er driver or touring limousine with elegant coachbuilt body. Box 1925. (7666

JENSEN 541 S (1962). WANTED: WORK-shop manual, lubrication charts etc. Write K. Johnston, 118 Millcroft Rd., Cumbernauld, Dunbartonshire. (7667

WANTED A.C. ACE, 1956 TO 1961, AND mechanically sound. Cash waiting. Box 1969. (7668

WORKSHOP MANUAL, SPARES LIST for 1938 Daimler DB-17. Mills, Brook Cottage, Eldersfield, Corse Lawn, Glos. (7669

MORGAN + FOUR, 2-SEATER, 2.2 EN-gine, 1961-1963. Details and price to: Webster, 1 Oakwood Pace, Leeds 8. (7670

WANTED: ABOVE AVERAGE M.G. TC. About £350. Also 1952/3 Merc cabriolet. Derby Bentley, 2-door coupé. Box 1970. (7671

BRIGHTON CAR. PRIVATE COLLEC-tor interested in car before 1905 in running order. Tel.: Wakefield 55184. (7672

E-TYPE D.H.C., 1966-8. IMMEDIATE cash available. Private purchase. Essential low mileage, outstanding example, preferably one owner. Tel.: Stevenage 3456 (day), 3895 (after 6 p.m.). No dealers. (7673

SLIGHTLY DAMAGED SPRITES AND Midgets wanted urgently. Tel.: Paul Tyler, 01-449 1144. (7674

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REG. NOS.: CSD, RHD, DCD, PGD, with low or interesting Nos. Box 1926. (7685

"THE ALVIS CAR 1920 TO 1966" BY K. R. Day, wanted by A.O.C. member. Also literature, handbooks, spare parts lists, etc., for 4.3, Speed 20, 25, 3½ or other pre-war Alvis'. Adams, The Villa, Regent Terrace, North Shields, Northumberland. (8069

WANTED: CROWN WHEEL & PINION or complete rear axle in good cond. for 1939 4¼-litre Bentley MX Series, overdrive model. Box 1955. (8070

FOR DELAGE, COMPLETE D1S EN-gine or any parts thereof required. Tel.: 01-660 1634. (8071

WANTED: FOR CORTINA 1600 CROSS-flow, GT exhaust manifold, 28/36 Weber and inlet manifold, sports cam. State condition and price. Reed, The Williams, Newton Tony, Nr. Salisbury, Wilts. (8072

LAGONDA RAPIER, ROADWORTHY 2-seater preferred. Wildsmith, Hollins Croft, Old Brampton, Chesterfield. Tel.: 68186. (8073

LOTUS ELITE SERIES II WANTED. Special equipment or reasonable facsimile in exceptional condition. Will inspect Dec. 22 thru Jan. 4 by appointment. Photographs returned. Answers with full particulars and price to: Reilly, St. Clere Cottage, Hollywood Lane, W. Kingsdown, Nr. Sevenoaks, Kent. (8074

REGISTRATION NUMBER N, NB, NGL or B with low number. State price. Box 1954. (8075

COLLECTOR WISHES TO PURCHASE interesting radiators, especially Bentley, Bugatti, Rolls, for display purposes. Any condition but good prices paid for really nice examples complete with badge, cap or mascot. Genuinely for display. Fraser, Puttocks, Cavridy House, Ladymead, Guildford. Tel.: 76613. (8076

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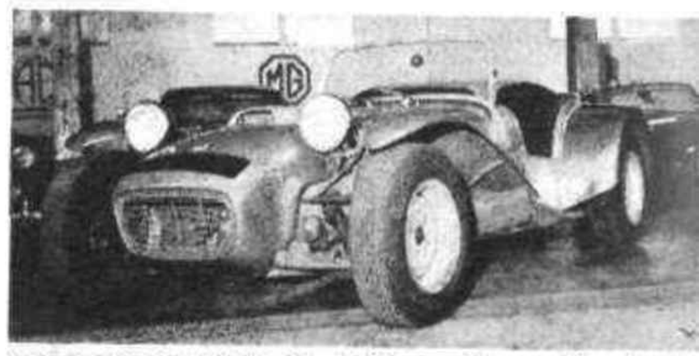
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1967 ELAN f.h.c. S3, knock-on wheels. Porsche orange **£1,075**
1967 ELAN d.h.c. S3, knock-on wheels. Porsche orange **£1,125**
1967 ELAN d.h.c. S3. Alloy wheels; genuine 21,000 miles **£1,099**
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1964 TR4, wire wheels, overdrive, white **£499**
1965 TR4A, wire wheels, o/drive, red **£659**
1966 TR4A, wire wheels, o/drive; red. One owner **£725**
1967 TR4A, wire wheels, o/drive, dark blue ... **£835**
1967F SPITFIRE, wire wheels, blue, very clean ... **£585**
1966 SPITFIRE, wire wheels, B.R.G., superb ... **£465**
1965 SPITFIRE Mk. II, white, tonneau **£415**
1968 M.G.-B, wire wheels, o/drive, B.R.G. ... **£899**
1967F M.G.-B, wire wheels, mineral blue **£785**
1966 M.G B, wire wheels, radio, gold **£669**
1965 M.G.-B, wire wheels, o/drive, red **£629**
1964 M.G.-B, wire wheels, radio, white **£499**
1966 M.G.-B GT, wire wheels, o/drive, white ... **£795**
1966 M.G. Midget, wire wheels, white **£429**
1965 HEALEY Sprite, wire wheels, red **£395**
1966 HEALEY 3,000, wire wheels, o/drive, hard-top, blue **£829**
1965 ALPINE GT, o/drive, white **£495**
1965 SUNBEAM Tiger, B.R.G. **£675**
1967 SUNBEAM Tiger, red **£845**
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M.G.-B Bermuda hardtop available at £65.



1966 'E'-type 2+2 Automatic, white with black hide upholstery, radio, h.r.w. One private owner from new **£1,530**

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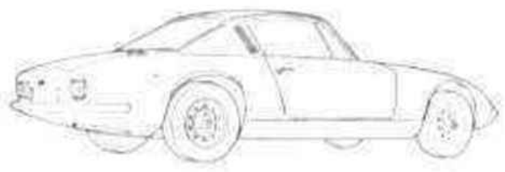
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1966 M.G.-B, red, o/drive, w/wheels, radio; low mileage **£695**
1968 SUNBEAM Alpine GT, blue, black trim, o/drive, radio; exceptionally low mileage **£835**
1968 TRIUMPH Spitfire, white, black trim; extremely good condition **£675**
1967 TRIUMPH Spitfire Mk. II, dark blue, hard-top, radials; one owner **£535**
1966 TR4A, red, o/drive; very fine example, one owner from new .. **£725**
1966 TR4A, white, hard-top and Surrey top, soft-top, o/drive; well below average mileage, excellent condition **£745**
1966 MINI-COOPER, blue, radials, oil cooler; low mileage **£390**
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1964 AUSTIN HEALEY 3000. Full spec. includes hard/soft tops, overdrive, wire wheels. B.R.G.... **£599**

1965 AUSTIN HEALEY 3000. Exceptional car in navy blue, chrome wire wheels, overdrive..... **£699**

1966 AUSTIN HEALEY 3000. Overdrive, wire wheels and radio. Bodywork in white..... **£829**

1965 Series FIAT 2300 coupé. Beautiful lines in metallic dark blue with smart tan trim..... **£1,099**

1967 FIAT 2300 coupé. Finished in light metallic grey with red upholstery. Exceptional car..... **£1,599**

1968 FIAT 124 coupé. Magnificent specimen in red with black interior. Full 4-seater..... **£1,249**

1966 FORD Cortina Lotus. Usual colours, special suspension, Cibie spot and fog lamps..... **£649**

1967 Regd. FORD Mustang hard-top. Auto. transmission, power steering, radio. Metallic silver **£1,249**

'F' Regd. HONDA S800 coupé. Metallic silver grey with black interior. Includes Webasto sun-roof **£699**

1960 JAGUAR XK150 fixed-head coupé. Dark blue with grey lthr. O/drive, w/wheels, radio. Superb **£699**

1966 JAGUAR 'E'-type 2+2, in navy with black int. Heated rear window, chrome w/wheels... **£1,599**

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1967 JAGUAR 'E'-type drophead coupé. Carmen red. H/s tops, radio, chrome wire wheels..... **£1,599**

'G' Regd. JAGUAR 'E'-type f.h.c. Carmen red. Heated rear window, chrome wires, radio..... **£2,049**



1952 ASTON MARTIN DB2, BLUE.

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1968 LOTUS Elan fixed-head coupé in white with black int. Knock-on wheels and seat belts..... **£1,199**

'G' Regd. LOTUS Elan Special. Hard/soft tops. Ford 1600 GT engine, Servo brakes. B.R.G..... **£799**

1969 LOTUS Elan drophead coupé, Special Equipment. One-owner car recording only 5,000 miles **£1,399**

1969 LOTUS Elan f.h.c., Special Equip. Royal blue with black. Under 1,000 miles from new..... **£1,399**

'G' Regd. LOTUS Elan +2. Outstanding example in golden sand with black interior. Radio, etc.... **£1,599**

1969 LOTUS Elan +2. Yellow with black interior. One owner and very low mileage..... **£1,749**

1966 M.G. Midget. British Racing Green, black interior. Modified suspension. Mag. alloy wheels **£499**

'F' Regd. M.G. Midget. Wire wheels, tonneau, radio, brake Servo. In bright yellow..... **£629**

1960 M.G.-A. Rare example in this condition. Finished in royal blue. Very well kept. Excel. mechanics **£329**

1964 M.G.-B roadster. Excep. bodywork in ivory/black leather int. Has o/drive and wire wheels... **£549**

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1966 M.G.-B roadster. One owner from new Overdrive, wire wheels and radio..... **£649**

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1968 RELIANT Scimitar. Very well kept car finished in white. Overdrive and radio..... **£1,099**

1964 SUNBEAM Alpine. Smart exam. in red/black trim. Extras incl. o/drive, w/wheels and radio... **£479**

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1965 MORGAN +4, LAWRENCETUNE.

1968 TRIUMPH TR5 roadster. In navy with black. Includes overdrive and push-button radio..... **£999**

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ASTON MARTIN DB2/4, NEW TYRES, M.o.T., concours condition. Recent engine overhaul. Expensive repaint. You wont find a better one! £500. Tel.: Marlow (Bucks.) 5140 (evenings). (8078

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MORRIS 8 SERIES "E" WITH SLIDING roof prefer four-door. Please write, Advertiser. 165 Merlin Rd., Welling Kent. (8083

JAGUAR XK 140 DROP-HEAD COUPE. Standard, not wire wheels. Box 1952. (8084

WANTED: FOUR-SEATER MORGAN. Up to £500 cash waiting. Will travel. Frost, "Highfield", Eastgate, Sleaford, Lincs. Tel.: 3344. (8085

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WANTED: P, PH OR EPH WITH SINGLE number. P. Hepple, 197 Rice Lane, Liverpool 9. (8087

TRICYCLE OR QUAD FRAME FOR DE Dion or similar. Also parts or complete machine C Ashton 17, Ashmere Ave., Beckenham, Kent. Tel.: 01-650 4561. (8088

XK 120 PREFERABLY D.H.C. VERY full details. Body condition, mileage, mechanically, tyres, brakes, battery. Box 1951. (8089

"MOTOR SPORT" BEFORE 1962, "Motoring News" before 1968, JBW registration number. Box 1950. (8090

WANTED: RILEY 2½ R.M.F., 4-SEATER drophead Coupé. First class condition; high cash waiting. Also anyone who owns one, and does not wish to sell please reply for details about my price relating to condition. All replies answered. Box 1949. (8091

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GIULIA SUPER, 1967-8, IN EXCHANGE for Fiat 1500 1965 plus cash. Tel.: Malvern 61034. (8093

MORGAN WANTED BY ENTHUSIAST. Please send full details, price and photo (returned) to Box 1948. (8094

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PORSCHE 904 REQUIRED BY PRIVATE buyer for cash. Full details and price to Box 1958. (8169

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WANTED: 1964/65 TR4 IN GOOD CON-dition, with o/d. and Surrey top. Cash or part exchange 1964 Triumph 12/50. Particulars to: 9 Whitley Close, Leicester, LE3 9TF. Tel.: 28670. (8171

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BENTLEY 3-LITRE LONG OR SHORT CHAS-sis tourer for restoration. Original bodywork essential, reasonable price. R. D. Millar, Park House, Lower Largo, Fife. Tel.: Lundin Links 469. (8173

WANTED: HARD-TOP FOR DAIMLER SP250. Lynch, Moor Lane, Burley-in-Wharfedale, Nr. Ilkley, Yorks. Tel.: 3136. (8174

HISTORIC SPORTS RACING CAR (Jaguar engined?), to compete and treasure. Will rebuild. Craigen, 28 Beauchamp Pl., London, S.W.3. (8175

WANTED: TOP PRICE PAID FOR EARLY genuine Austin 7 drophead or saloon. No rust in body. Tel.: 021-351 2727. Smith, G. L., 27 Allendale Rd., Walmley, Sutton Coldfield, Warwickshire. (8176

EXCHANGES

"E"-TYPE JAGUAR, 1963, F.H.C. Metallic grey. Owner would welcome exchange, direct or cash either way, for interesting car, from a Bentley to a beach buggy. Box 1922. (7629

ALVIS FIREFLY, CROSS AND ELLIS sunroof saloon, 1933. Entirely original. (See "For Sale" column.). Exchange with cash for any kind of Rolls or Bentley in any condition. Tel.: 061-430 5340 (Stockport). (7628

EXCHANGES—continued

WILL EXCHANGE IMMACULATE 3.4-litre Mk. II Jaguar, overdrive, for Mk. VI Bentley or Aston Martin or pre-war pedigree car. Tel.: 061-330 1113 (Lancs.).

GENUINE 1957 MK. III SUNBEAM IN EX-change for lighter car. Prefer open two-seater. Consider anything but must be genuine motor car similar condition to Sunbeam. West London. Box 1953. (8198

EXCHANGE MY IMMACULATE 1964 M.G.-B for your immaculate 1967/68 Cooper "S" or will sell, £530. Write: 20 Mendip Close, Risca, Mon. (8199

PORSCHE, 1959/61, WANTED. EXCHANGE for 1965 Corsair de Luxe. Tel.: Bognor Regis 23807. (8200

MUST SWAP MY BELOVED SUNBEAM Alpine GT for 4-seater or risk divorce. Dec. 1965, 25,000, overdrive, hard-top, white, immaculate. Consider any sporty saloon, Mini Cooper, Escort GT, Fiat, Capri, etc. Cash adjustment either way. Wilson, 99 Maldon Rd., Brighton, or Tel.: 01-874 0441 (day). (8201

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1932 ROVER 9.8 SPORTS COUPE COM-plete, needs renovation. Exchange for cash, workshop equipment or W.H.Y.? Details from Box 1965. (8204

KING STEREO TAPE CASETTE EXCHANGE for five Lotus Cortina wheels. Tel.: Slough 29805. (8205

HEALEY 100/4, A MAGNIFICENT, RES-tored example, exchanges or sell, £200. 35 Clarendon Rd., Christchurch, Hants. (8206

MISCELLANEOUS

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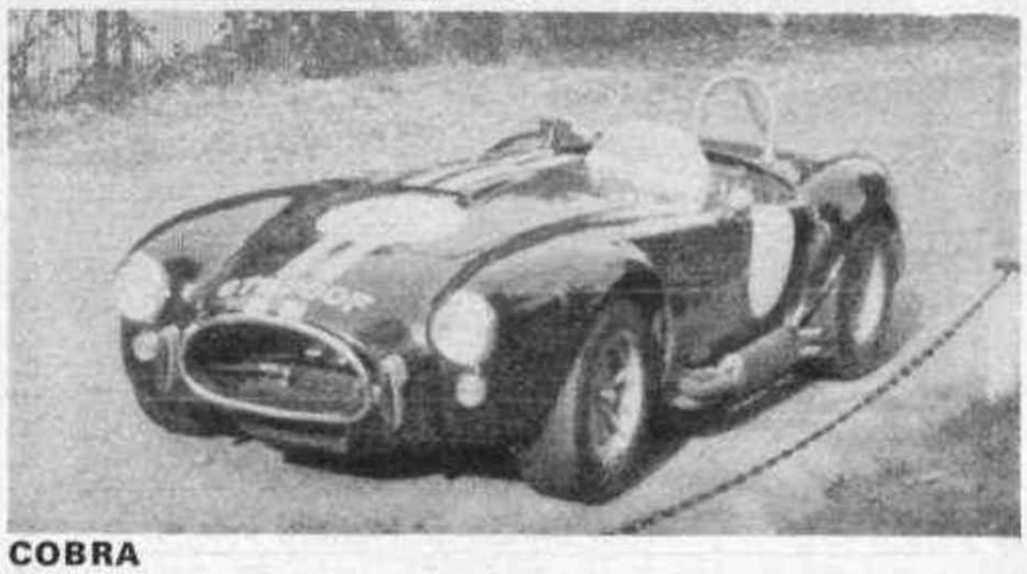
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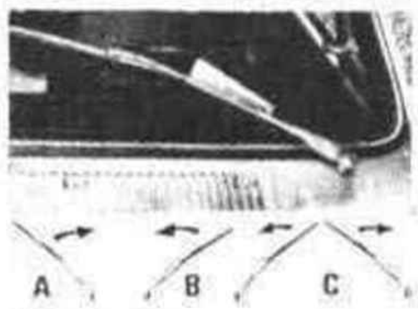
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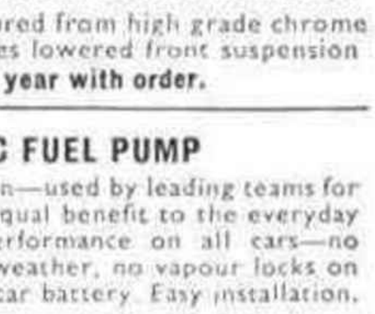
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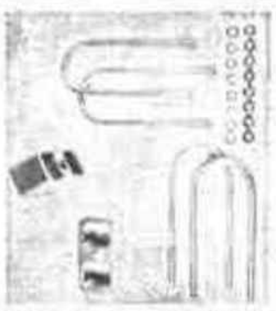


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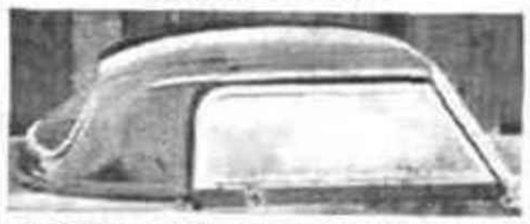
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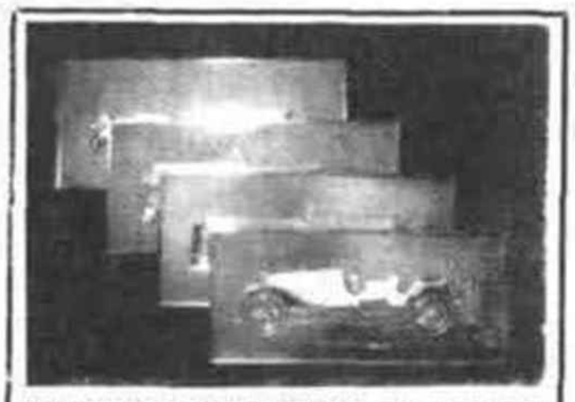
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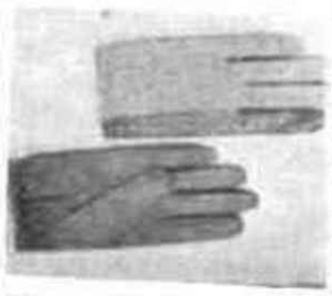
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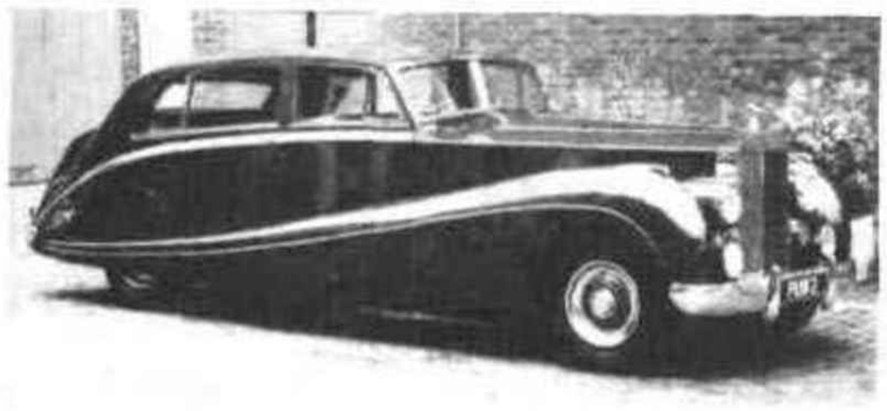
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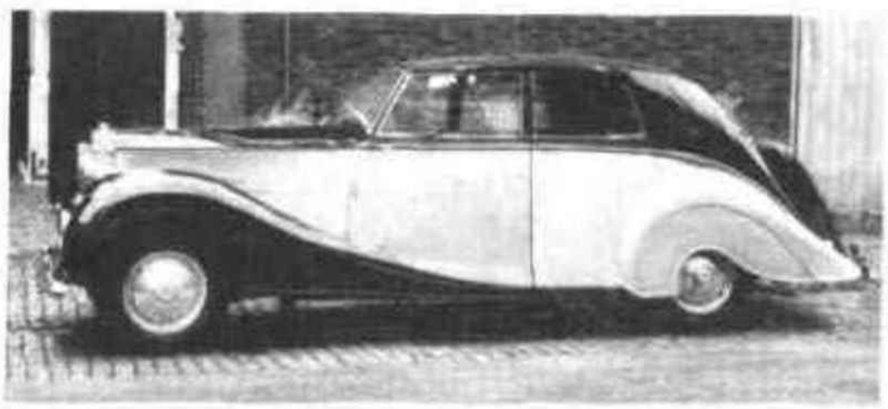


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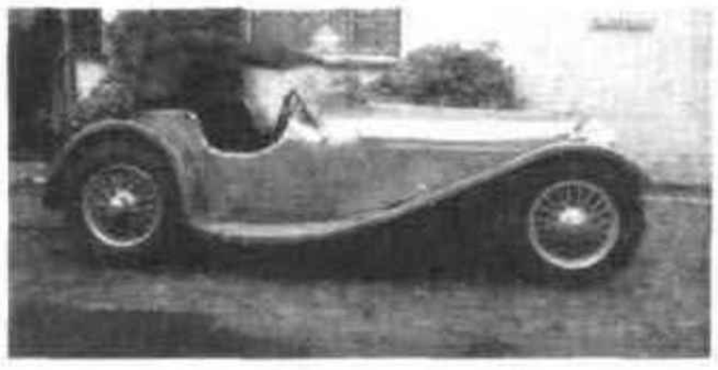




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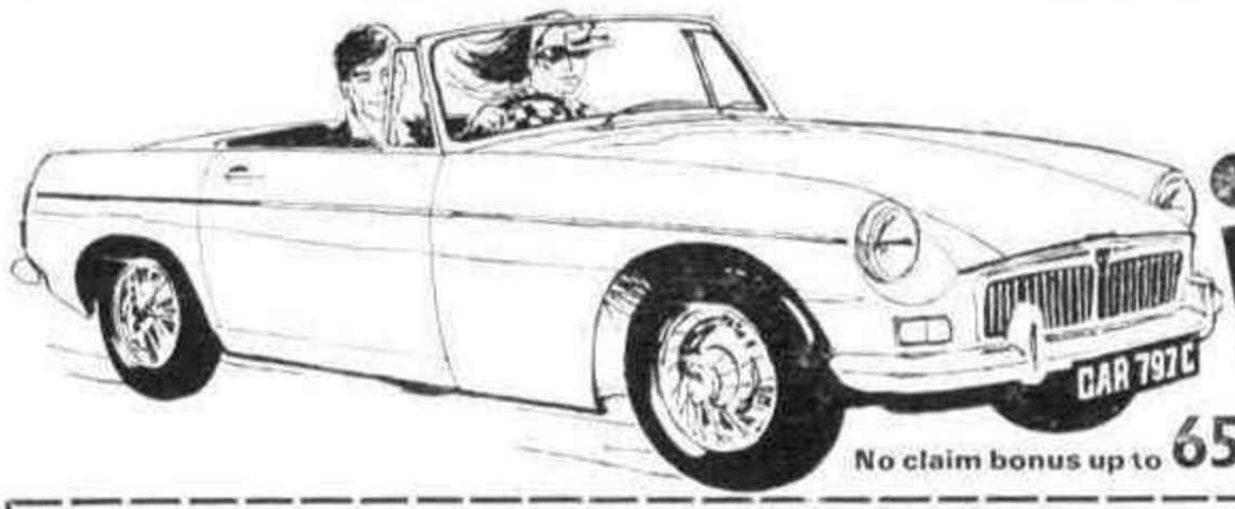
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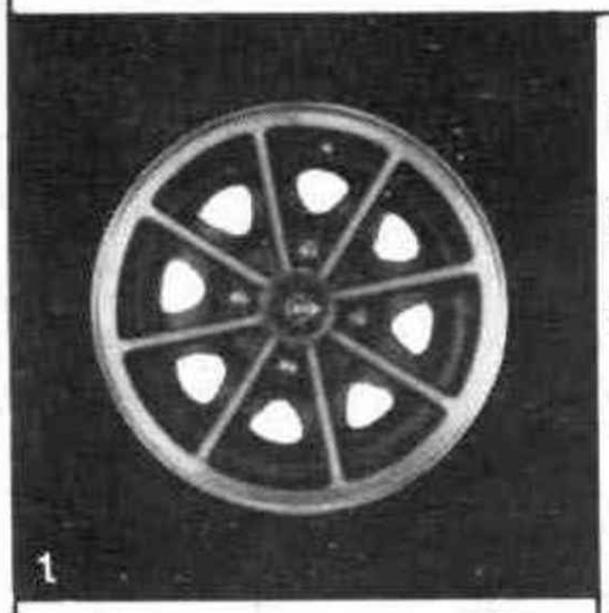
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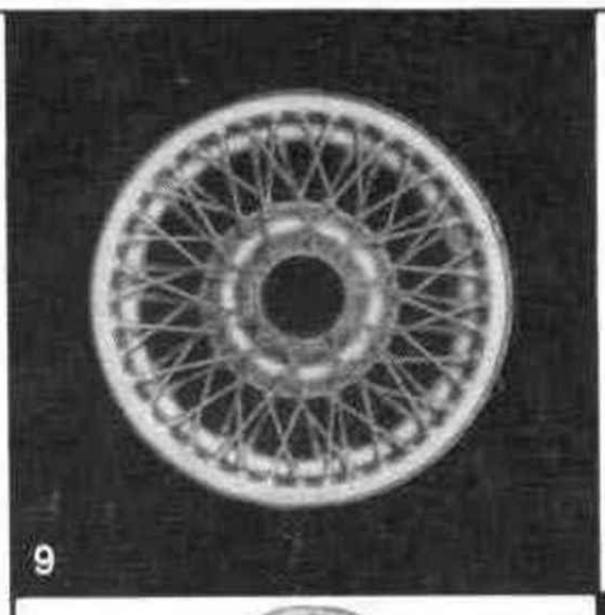
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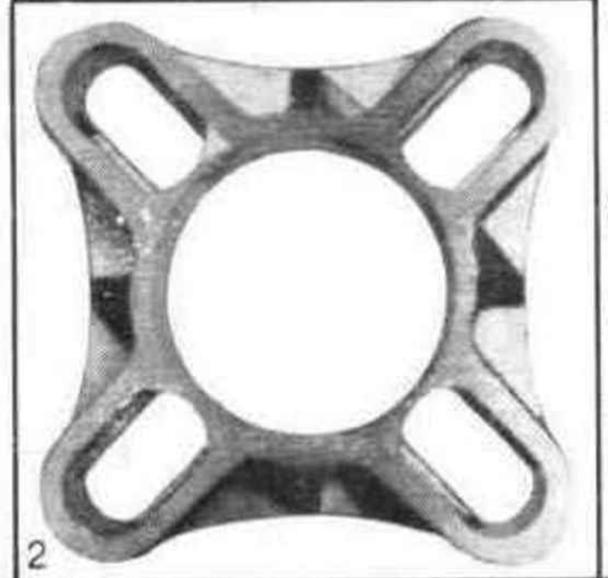
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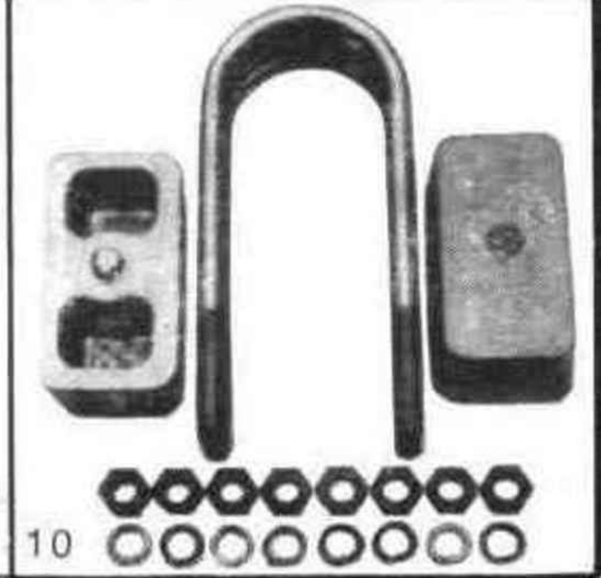
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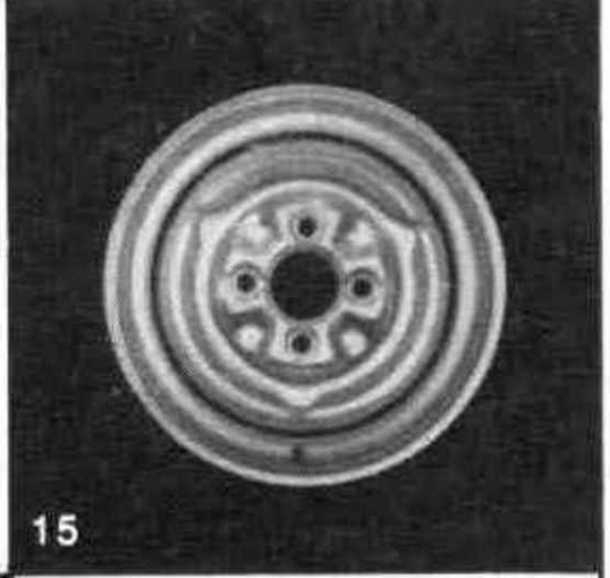
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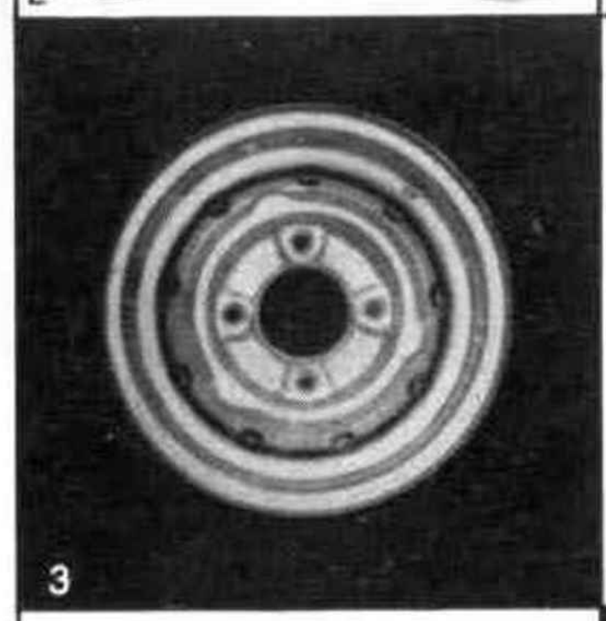

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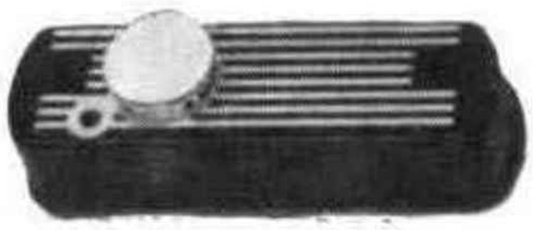

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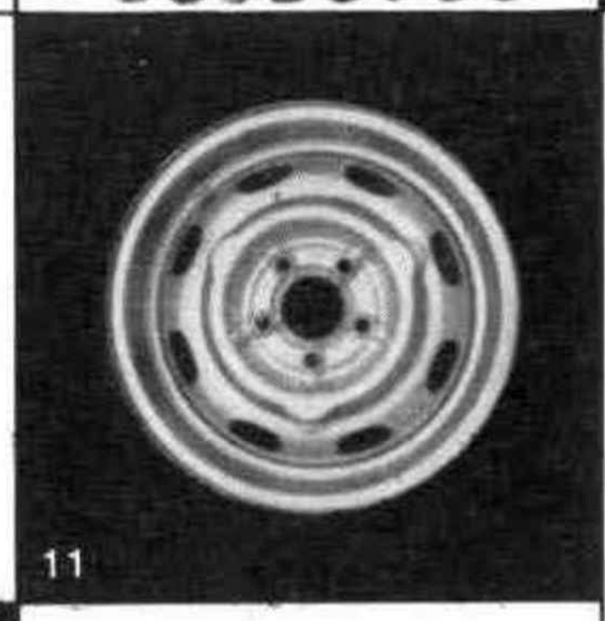

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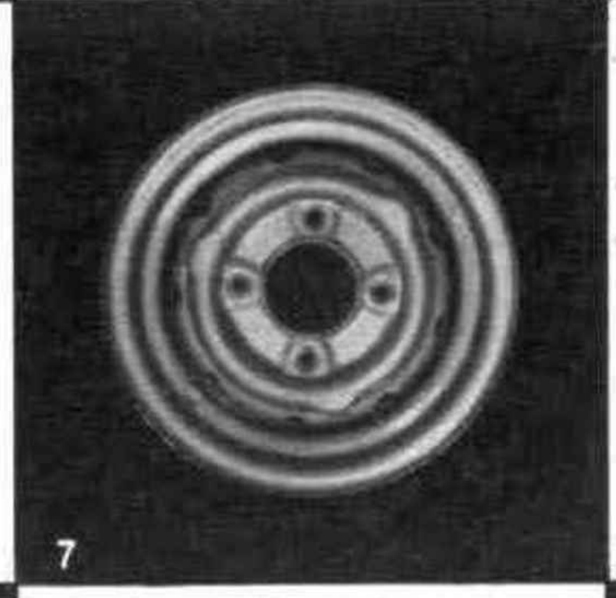
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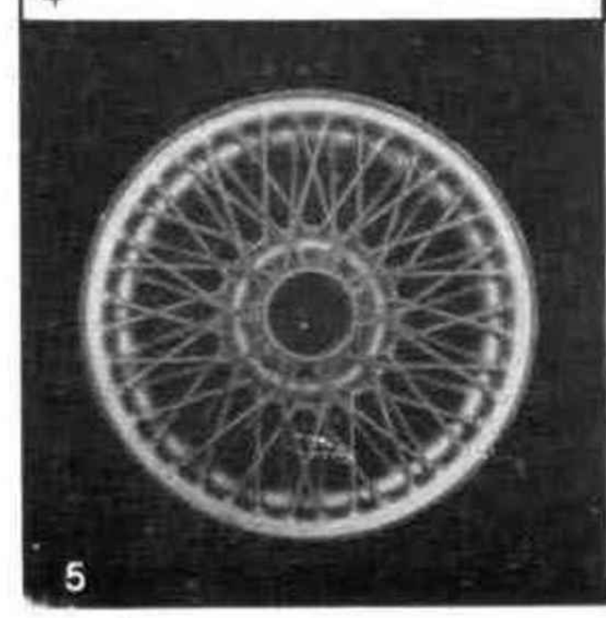
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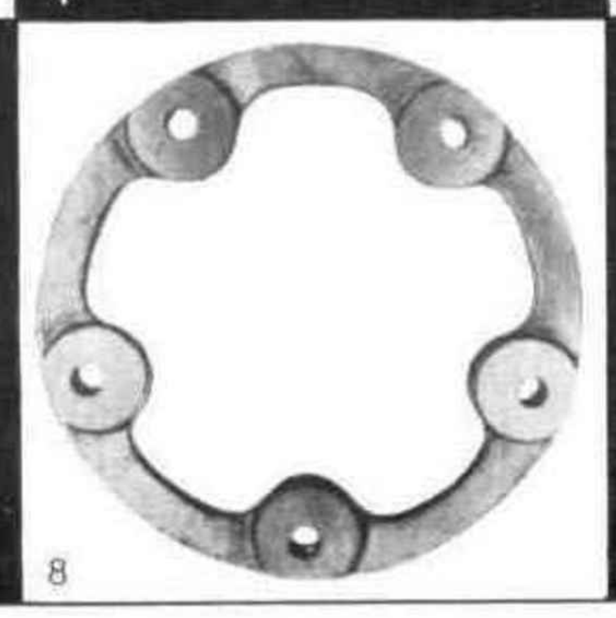
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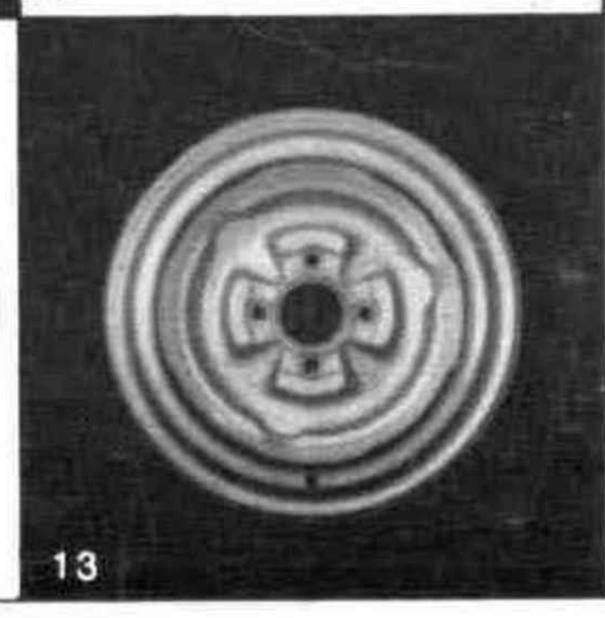

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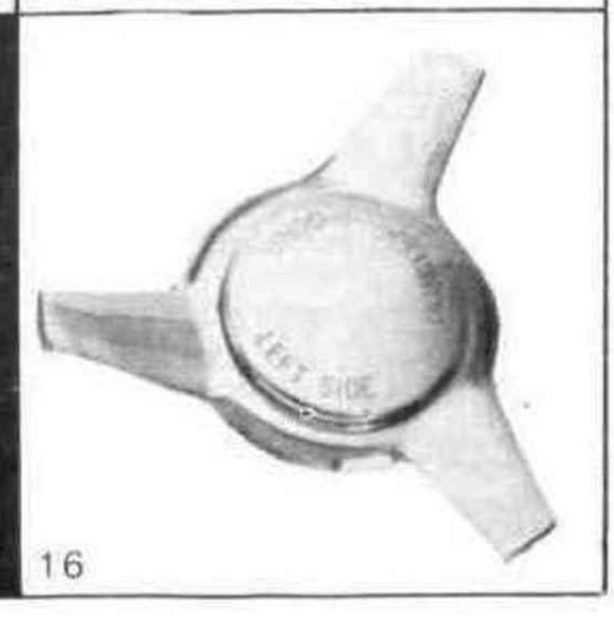

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ROLLS-ROYCE

1969 (Sept) Rolls-Royce 4-door saloon. Finished in I.C.I. silver grey with black cherry roof and trimmed with black leather upholstery piped in dark red, with dark red carpets and nylon over rugs. This car is built to the latest specifications and has the normal fitting of refrigeration, Sundym glass, 3-speed gearbox, etc. 4,800 miles. **Price £8,950**

1969 (Jan) Rolls-Royce Silver Shadow 4-door saloon. Finished in regal red with a beige Vinyl covered roof with Webasto opening sunshine roof. Trimmed in beige leather throughout, the car has refrigeration, 3-speed gearbox and the latest steering and suspension. Stereophonic tape deck. 9,400 miles. **Price £8,400**

1968 (Nov) Rolls-Royce Silver Shadow 4-door saloon. Finished in steel blue with red leather upholstery fitted with refrigeration and Sundym glass, 3-speed gearbox and the latest steering and suspension. 10,800 miles. **Price £8,250**

1967 (Mar) Rolls-Royce 4-door saloon. Finished in shell grey with blue leather upholstery. Superb condition and 13,000 miles only. **Price £6,600**

1967 (Jan) Rolls-Royce Phantom V 7-passenger limousine by H. J. Mulliner/Park Ward, finished in black with beige leather to front compartment and beige West of England cloth to rear. The car has ducted air-conditioning and has two forward-facing occasional seats with a cocktail cabinet in between. 11,900 miles only. **Price £11,250**

1966 (May) Rolls-Royce Silver Shadow 4-door saloon. Finished in sable with beige leather upholstery and in excellent condition, with a speedometer reading of 37,000 miles. **Price 5,750**

1965 (Mar) Rolls-Royce Silver Cloud III saloon. Finished in garnet over sand with beige leather upholstery throughout and fitted with electrically operated windows to all four doors. One owner, 24,200 miles. **Price £5,250**

1960 (Nov) Rolls-Royce Silver Cloud II long wheelbase saloon with division, by Park Ward. Finished in sand with black leather upholstery throughout and fitted with refrigeration, electrically operated windows, aerial and division, lambswool rugs, etc. 52,000 miles. **Price £2,950**

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1964 (Oct) Bentley S.3 saloon. Finished in sand over sable with green leather upholstery. Fitted with electrically operated windows. In excellent condition with speedometer reading of 53,000 miles. **Price £3,500**

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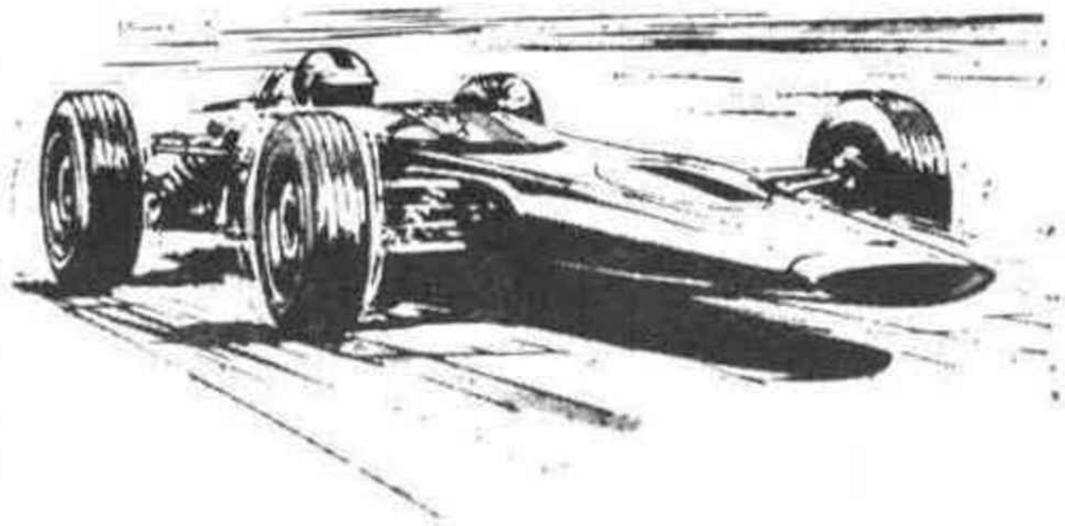
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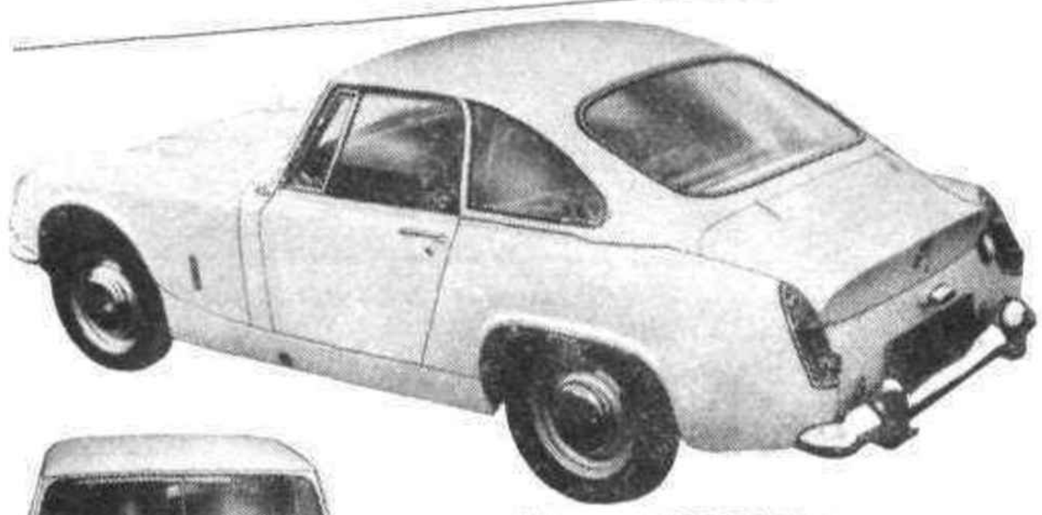
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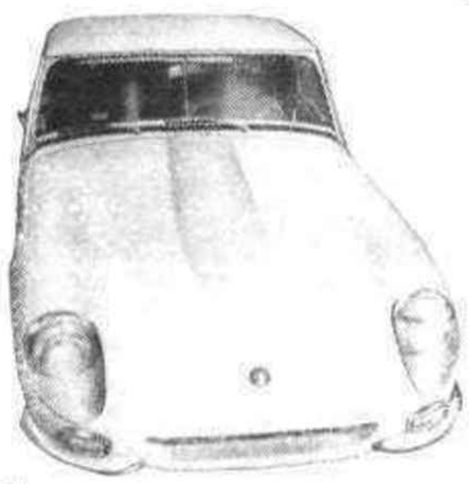


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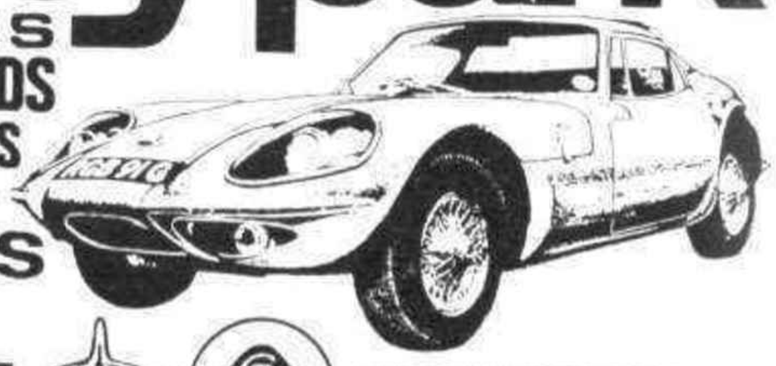
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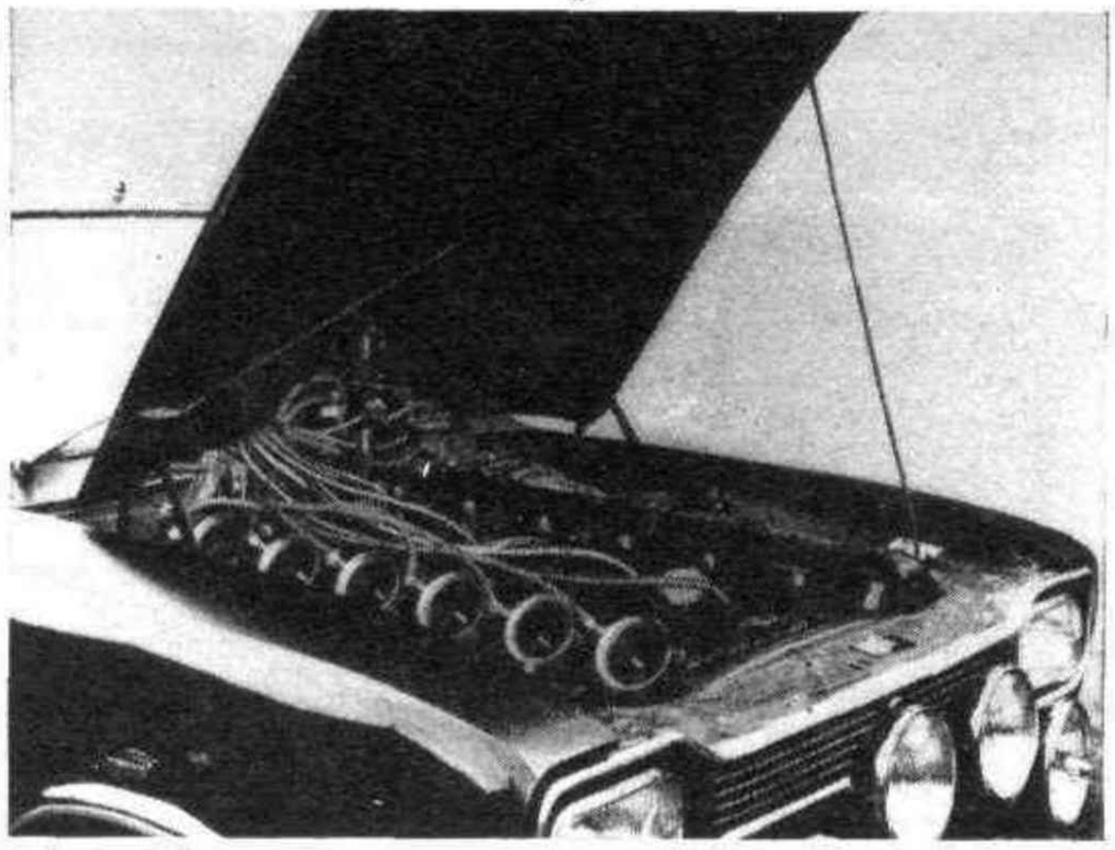
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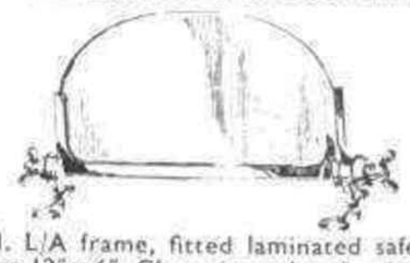
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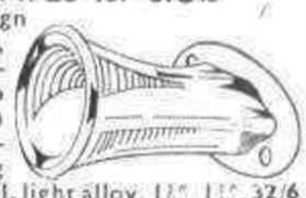
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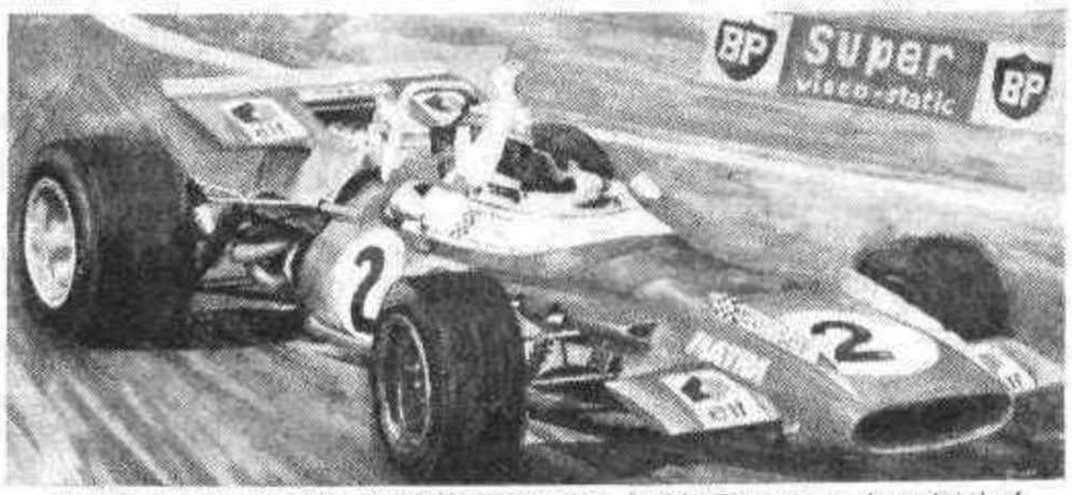
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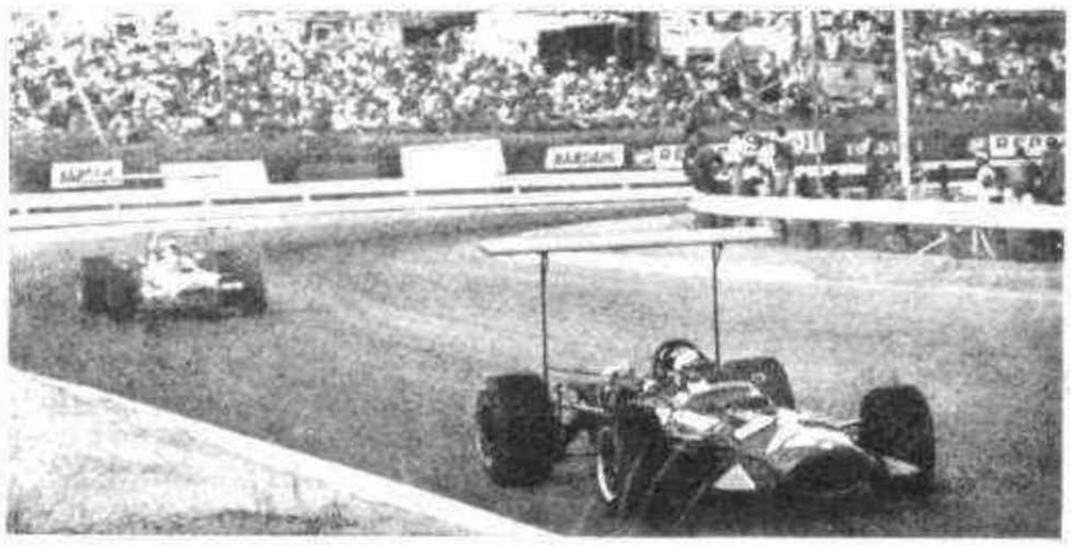
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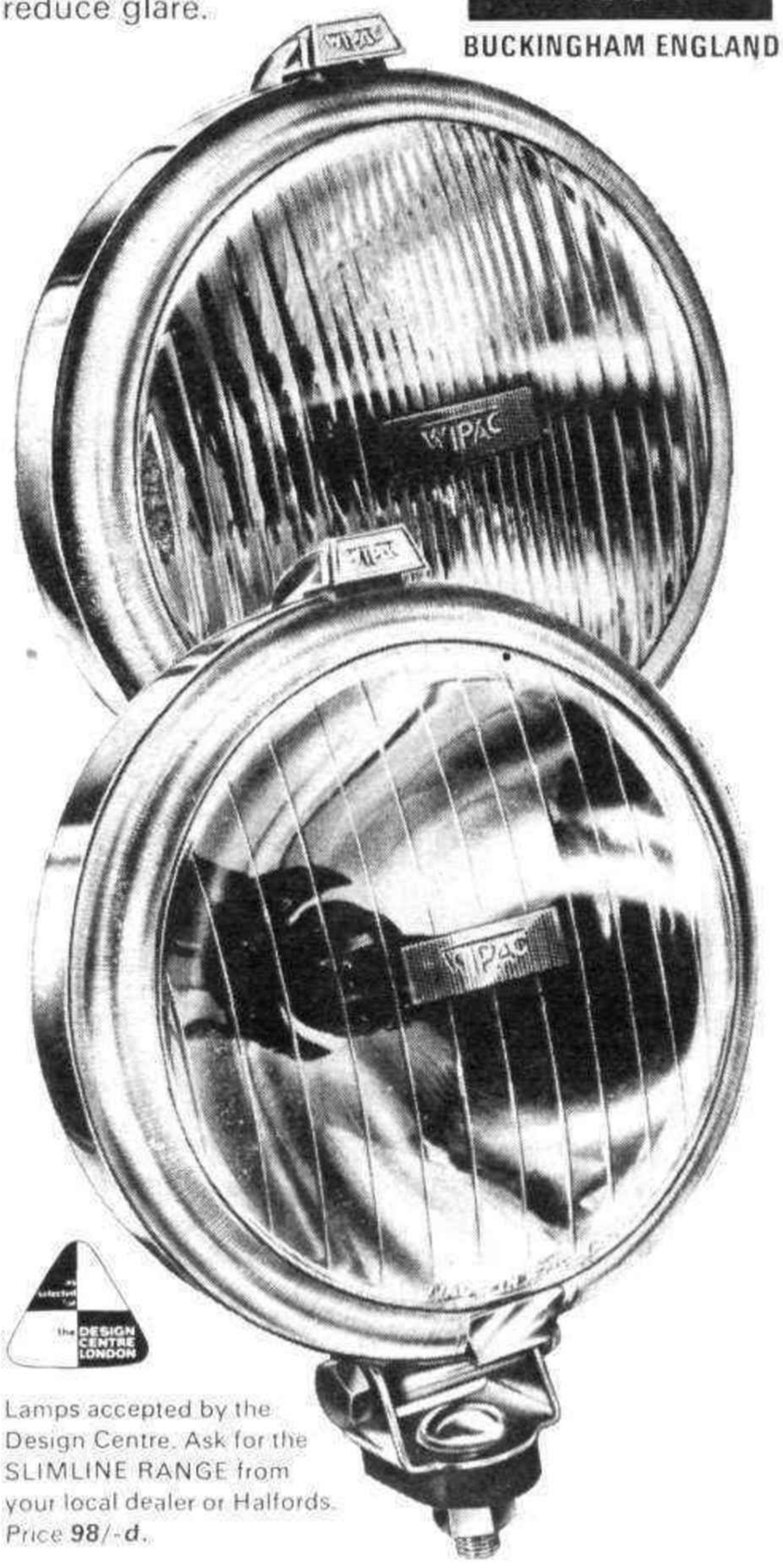
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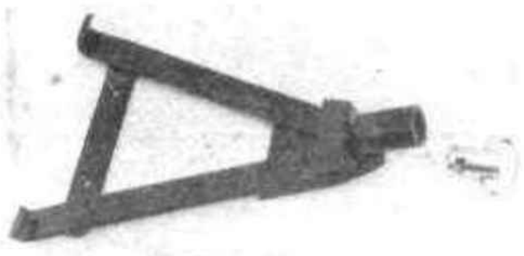
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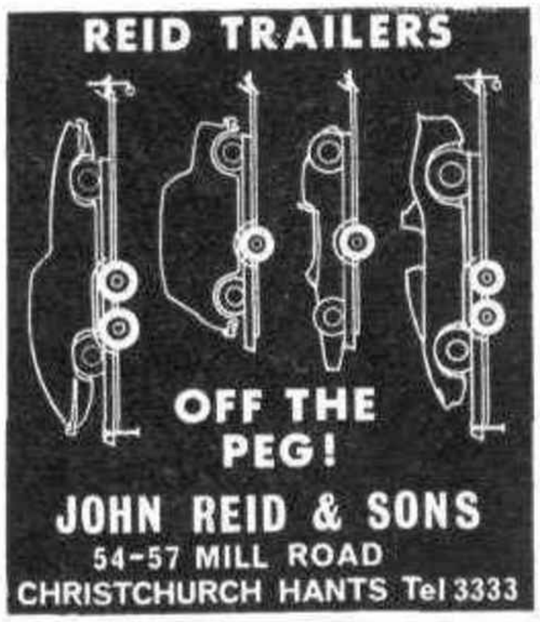
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BOOK OF THE MONTH

... specially reviewed by motoring journalist and historian, **Cyril Posthumus**



A popular solution to the Christmas present problem is "give books"—but which?

If the would-be recipient is mad keen on motor racing, this should be no problem, for there is ample variety at M.B. and A., from well under £1 to well over £10. For general interest and value for money, I would think "Historic Motor Racing" by Anthony Pritchard one of the hard-to-beat books right now at only 30 bob. The modern race-follower who knows all about the feats of Jackie Stewart, Jochen Rindt, Graham Hill, Chris Amon etc., is often in the dark as to what went on earlier in racing and how it all developed through the years to its present high fascination, and Pritchard's new book will put him into the overall picture very competently.

There's a smattering of Edge and Campbell, Ascari and Benoist, Segrave and Seaman, Hawthorn and Fangio, Moss and Brooks, in the text, just long enough to whet interest rather than to bore, while leaving room for a really excellent selection of 133 photographs, including some rare early coloured ones. The book is not free of mistakes—the worst is on the cover itself, purporting to show Rosemeyer and his Auto Union in 1937 whereas in fact it is an early 1938 3 litre Auto Union driven by Kautz or Muller—but don't be put off by that. Neither will everyone agree with some of the author's statements, but controversy makes for a livelier book, and if this one kindles the readers' interest for further information, so much the better.

It is one of Weidenfeld and Nicolson's "Pleasures and Treasures" series, by the way, to which Michael Sedgwick's "Early Cars" also belongs, and is still available. Certainly at 30s. "Historic Motor Racing" makes a most attractive primer.

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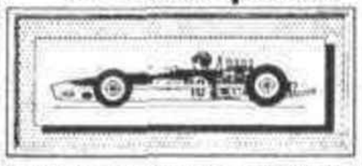
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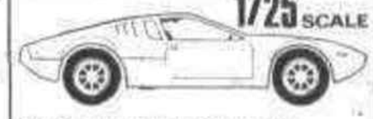
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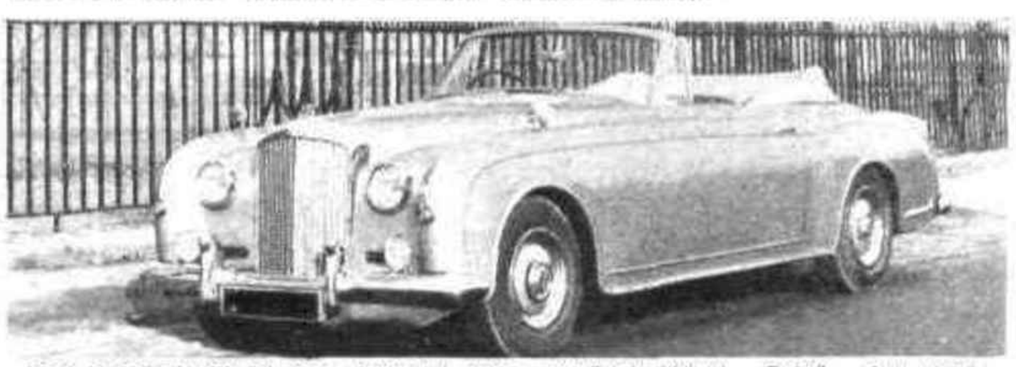


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